



PLANNING COMMISSION PUBLIC HEARING AGENDA

Thursday, April 27, 2023 at 6:30 PM

Municipal Council Chambers, 4303 Lawrenceville Road

1. CALL MEETING TO ORDER

2. INVOCATION

3. PLEDGE OF ALLEGIANCE

4. APPROVAL OF MINUTES

A. Approval of minutes from 3.23.2023

5. NEW BUSINESS

A. Case # A23-001 – Dina Vasquez, requests Annexation of property located at 315 Skyland Drive Loganville, GA Gwinnett County. Map/Parcel #5159 013. 0.49+/- acres.

Case # R23-002 – Dina Vasquez - filed an application to rezone 0.49+/- acres located on 315 Skyland Drive Map/Parcel #5159 013, Gwinnett County, Georgia. The property owner is Dina Vasquez. The current zoning is O&I. The requested zoning is CH for the development of existing office with opaque fenced outdoor storage.

Case # A23-003 – Dina Vasquez, requests Annexation of property located at 315 Skyland Drive Loganville, GA Gwinnett County. Map/Parcel #5159 014. 0.46+/- acres.

Case # R23-004 – Dina Vasquez - filed an application to rezone 0.46+/- acres located on 315 Skyland Drive Map/Parcel #5159 014, Gwinnett County, Georgia. The property owner is Dina Vasquez. The current zoning is O&I. The requested zoning is CH for the development of existing office with opaque fenced outdoor storage.

B. Case # R23-005 – Sevan Multi-Site Solutions - filed an application to rezone 0.71+/- acres located on 168 Lee Byrd Road Map/Parcel #LG110061, Walton County, Georgia. The property owner is GSA RE Hwy 78 Loganville. The current zoning is R-16. The requested zoning is CH for the development of the parcel to become part of larger commercial development fronting US-78.

C. Traffic Impact Analysis for proposed Whataburger Drive-Thru Restaurant

D. Staff Reports

6. ADJOURN

Public is welcomed to attend.



PLANNING COMMISSION PUBLIC HEARING MINUTES

Thursday, March 23, 2023 at 6:30 PM

Municipal Council Chambers, 4303 Lawrenceville Road

1. CALL MEETING TO ORDER

Meeting called to order at 6:30 pm by Chairman Keith Colquitt

PRESENT

Chairman Keith Colquitt

Commissioner Tiffany Ellis

Commissioner Barbara Forrester

Commissioner Lisa Luttrell

Commissioner Amanda Soesbe

Commissioner Alma Thomas

Commissioner William Williams II

Planning Director Tim Prater

Assistant Planning Director Robbie Schwartz

Administrative Assistant Sarah Black

2. INVOCATION

3. PLEDGE OF ALLEGIANCE

4. APPROVAL OF MINUTES

A. Approval of Minutes from 1.26.2023

Motion made by Commissioner Forrester to approve the minutes, Seconded by Commissioner Luttrell.

Voting Yea: Commissioner Ellis, Commissioner Forrester, Commissioner Luttrell, Commissioner Soesbe, Commissioner Thomas and Commissioner Williams II.

Motion carried, Minutes Approved 6-0.

5. NEW BUSINESS

A. Case # A23-001 – Dina Vasquez, requests Annexation of property located at 315 Skyland Drive Loganville, GA Gwinnett County. Map/Parcel #5159 013. 0.49+/- acres.

All four cases, A23-001, R23-002, A23-003 and R23-004, were read off by Chairman Colquitt before opening comments due to them being the same applicant and property. Chuck Ross, with Powell and Edwards Law firm and the attorney representing Dina Vasquez, presented the case to the Commission. He noted that 315 Skyland Drive was purchased by Dina Vasquez in September 2022. The property is in Gwinnett County and zoned as Loganville's equivalent of O&I. Dina Vasquez runs a business out of this property that includes a fleet of 4 trailers and 10 trucks. The equipment that is used are in-line drills, wood chippers and reel trailers. The applicant wants to store her equipment (trailers and trucks) on her property after a day's work. She has already installed a fence around the property to conceal the equipment when parked as required by Gwinnett County. The County's zoning designation does not allow "storage" of large vehicles on the property with its current zoning code. The applicant feels that Loganville's zoning code of CH (Commercial Highway) would be best fit for their need. They would need to be annexed into the City of Loganville first and then rezoned to CH in order to store their fleet on their property.

At this time Chairman Colquitt asked the Planning Commissioners if they had any question in reference to Mr. Ross's statement. No questions were asked. Chairman Colquitt opened the floor to the public for comment.

Jada Swaffer, Donna and Michael Hane, David Walker, Carol Hartman, David Bateman, Andrew Manning, Terry Dubose, Lucia Silva and Bernardo, who did not provide a last name, were all citizens who lived near the property who opposed the annexation and rezone. They stated that the vehicles that Dina Vasquez uses as part of her business are constantly going down Skyland Drive (near residential homes). They are loud and do not drive with caution. Statements were made that the trucks were parked illegal down Skyland Drive, at times blocking the road. They felt disrespected by the business and their actions so close to a residential area. They also stated that the property was in disarray (which has been corrected now). A common suggestion was for the trucks/trailers only use Highway 78 to travel by, to prevent going down Skyland Drive. Another suggestion was to create a driveway from the property to Highway 78.

Chairman Colquitt closed the public comments and asked the Planning Commissioners if they had any comments. None were made. At this time, Chuck Ross provided rebuttal.

Mr. Ross stated that the applicant would work with the concerned citizens on the issues they brought up. He stated that the trucks would only start to use Highway 78 to travel. He also stated that the applicant has been doing things to update her property to make it much less of an "eyesore." The Board of Commissioners for Gwinnett County had approved the 6-foot fence that was on the property but with the property's current zoning, they still were not allowed to park their trailers and trucks overnight.

Chairman Colquitt opened discussion with the Planning Commissioners. Commissioner Barbara Forrester suggested the annexation being granted but perhaps assignment of a different zoning code. Commissioner Bill Williams suggested that the vehicles be restricted on Skyland Drive, which Director Tim Prater stated the city was not allowed to do. Commissioner Alma Thomas asked Mr. Ross why the property was being annexed into the city, what kind of trailers the company had, and if they were annexed in who would be the first responders. Mr. Ross stated they wanted to be annexed into the city as it appeared Gwinnett County would not provide them with a zoning code which provided storage of their equipment on the property. Mr. Ross stated they had in line drill trailers, water trucks and reel trailers. Director Tim Prater stated that the first responders would be either county or city, it was whoever would get to the call first. Commissioner Ellis asked why the applicant had not requested a different zoning within Gwinnett County. Mr. Ross stated that the county does not provide a zoning code of CH and also believes that Gwinnett County would not rezone the property. Commissioner Tiffany Ellis then suggested to see if Judah Crossing (the commercial development behind the property) would allow the applicant to have an easement between the properties, perhaps an inter-parcel agreement of some sort. Mr. Ross stated they had not explored that option but would be willing to do so. Commissioner Ellis suggested the cases be tabled in order for Mr. Ross and the applicant ask the property owner of Judah Crossing if an easement could solve their issues.

Motion made by Commissioner Lisa Luttrell to table the case for one month, Seconded by Commissioner Ellis.

Voting Yea: Commissioner Ellis, Commissioner Forrester, Commissioner Luttrell, Commissioner Soesbe, Commissioner Thomas and Commissioner Williams II.

- B. Case # R23-002 – Dina Vasquez - filed an application to rezone 0.49+/- acres located on 315 Skyland Drive Map/Parcel #5159 013, Gwinnett County, Georgia. The property owner is Dina Vasquez. The current zoning is O&I. The requested zoning is CH for the development of existing office with opaque fenced outdoor storage.

Motion made by Commissioner Williams II to table the case for one month, Seconded by Commissioner Ellis.

Voting Yea: Commissioner Ellis, Commissioner Forrester, Commissioner Luttrell, Commissioner

Soesbe, Commissioner Thomas, Commissioner Williams II

- C. Case # A23-003 – Dina Vasquez, requests Annexation of property located at 315 Skyland Drive Loganville, GA Gwinnett County. Map/Parcel #5159 014. 0.46+/- acres.

Motion made by Commissioner Williams II to table the case for one month, Seconded by Commissioner Forrester.

Voting Yea: Commissioner Ellis, Commissioner Forrester, Commissioner Luttrell, Commissioner Soesbe, Commissioner Thomas, Commissioner Williams II

- D. Case # R23-004 – Dina Vasquez - filed an application to rezone 0.46+/- acres located on 315 Skyland Drive Map/Parcel #5159 014, Gwinnett County, Georgia. The property owner is Dina Vasquez. The current zoning is O&I. The requested zoning is CH for the development of existing office with opaque fenced outdoor storage.

Motion made by Commissioner Williams II to table the case for one month, Seconded by Commissioner Forrester.

Voting Yea: Commissioner Ellis, Commissioner Forrester, Commissioner Luttrell, Commissioner Soesbe, Commissioner Thomas, Commissioner Williams II

- E. Site Plan

- F. Staff Report for 315 Skyland Drive

6. ADJOURN

Meeting adjourned at 7:42 pm.

Motion made by Commissioner Ellis to adjourn meeting, Seconded by Commissioner Luttrell.

Voting Yea: Commissioner Ellis, Commissioner Forrester, Commissioner Luttrell, Commissioner Soesbe, Commissioner Thomas, and Commissioner Williams II.

Motion to adjourn approved 6-0.



CITY OF LOGANVILLE
Department of Planning & Development
P.O. Box 39
4303 Lawrenceville Road
Loganville, GA 30052
770.466.2633

Date: 2-23-23

Application # A 23-001

REQUEST FOR ANNEXATION

A PETITION TO ANNEX PROPERTY INTO THE CITY OF LOGANVILLE, GEORGIA

Form with sections: APPLICANT INFORMATION, PROPERTY OWNER INFORMATION, APPLICANT IS (Property Owner, Contract Purchaser, Agent, Attorney), CONTACT PERSON, PROPERTY INFORMATION (Map & Parcel #, Present Zoning, Address, County, Acreage, Proposed Development).

You must attach: Application Fee, Legal Description, Plat of Property, Letter of Intent, Names/Addresses of Abutting Property Owners, Shape file of property (GIS File)

Pre-Application Conference Date: 2-3-23

Accepted by Planning & Development: [Signature] DATE: 2-3-23 FEE PAID: \$300.00

CHECK # RECEIPT # TAKEN BY: DATE OF LEGAL NOTICE: NEWSPAPER: THE WALTON TRIBUNE

PLANNING COMMISSION RECOMMENDATION: Approve, Approve w/conditions, Deny, No Recommendation

Commission Chairman: [Signature] DATE: 3-23-23

CITY COUNCIL ACTION: Approved, Approved w/conditions, Denied, Tabled to, Referred Back to Planning Commission, Withdrawn

Mayor City Clerk Date

Table to 4-28-23

Application # A 23-001

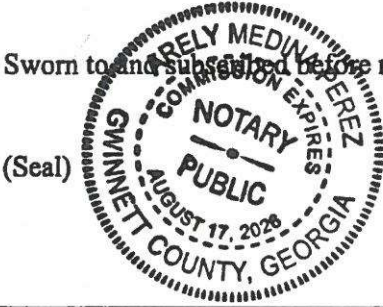
Applicant's Certification

The undersigned hereby certifies that they are authorized by the property owner(s) to make this application and that all information contained herein is complete and accurate, to the best of their knowledge.

Dina Vasquez 2/3/23
Applicant's Signature Date

Dina Vasquez, Owner
Print Name and Title

Sworn to and subscribed before me this 3rd day of February, 2023.



Cereely Medina Perez
Signature of Notary Public

Property Owner's Certification
(complete a separate form for each owner)

The undersigned hereby certifies that they are: (check all that apply)

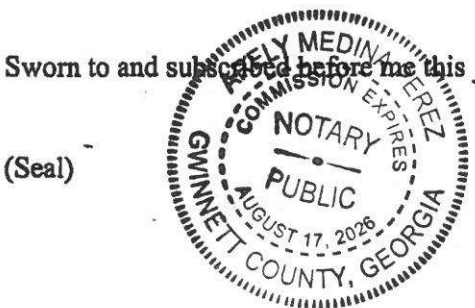
- a) the owner of record of property contained in this application, and/or
- b) the Chief Executive of a corporation or other business entity with ownership interest in the property and is duly authorized to make this application, and

that all information contained in this application is complete and accurate to the best of their knowledge.

Dina Vasquez 2/3/23
Owner's Signature Date

Dina Vasquez, Owner
Print Name and Title

Sworn to and subscribed before me this 3rd day of February, 2023.



Cereely Medina Perez
Signature of Notary Public

Tony Powell
Brian Edwards
Nathan Powell
W. Charles Ross



Jay Crowley
Mandy Williams
Ben Shoemaker
Laura Walsh
Laura Shoop
Caroline Peck

February 6, 2023

Tim Prater, Director
Planning & Development
City of Loganville
PO Box 39
Loganville, Georgia 30051

**RE: LETTER OF INTENT IN SUPPORT OF APPLICATION FOR
ANNEXATION AND REZONING FOR 315 SKYLAND DRIVE AND
ADJACENT PARCEL, LOGANVILLE.**

Dear Mr. Prater:

Powell & Edwards, P.C. submits this Letter of Intent on behalf of Dina Vasquez (the “Applicant”) to request Annexation of her properties into the City of Loganville and a Rezoning to the CH zoning designation. The Applicant currently operates an office located at 315 Skyland Drive, Loganville, and also owns an adjacent, unaddressed, undeveloped parcel which are both located in unincorporated Gwinnett County but immediately adjacent to commercial property which is located within the City Limits of Loganville. Specifically, the property located at 315 Skyland Drive is .46 acres and has Gwinnett County Tax ID Number R5159 014 and the adjacent property consists of .49 acres and is identified by Tax ID Number R5159 013.

The Applicant is desirous of annexation for several reasons. As noted above, the property holds an existing commercial business. The adjacent vacant parcel is fronted by US 78. These properties clearly fit with the character of the existing uses of the nearby City of Loganville zoned parcels which are zoned commercial. Further, the City of Loganville Comprehensive Plan characterizes the surrounding area as commercial. The remaining nearby Gwinnett County parcels are residential in character and inconsistent with the development trend of the adjoining area. The Applicant’s property is adjacent to a large CH zoned property, so Annexation would be allowable. The rear of the Applicant’s property is enclosed by a six-foot high, one hundred percent (100%) opaque privacy fence. Additionally, the CH designation would allow the Applicant to place materials used in her business behind the screening of the already existing fence. This would allow her business to operate more efficiently as well as to reduce wasteful trips to an off-site storage area to pick-up equipment, which is a benefit to anyone who travels along Highway 78.

A PROFESSIONAL CORPORATION

P.O. Box 1390 • Lawrenceville, Georgia 30046-1390 • powelledwards.com • 770.962.0100
Street Address For Direct Deliveries Only • 10 Lumpkin Street Lawrenceville, GA 30046

February 6, 2023
Page 2

As all storage would be hidden from view, there would be no change in the appearance or the operation of the business upon the property. Additionally, the City of Loganville would have the opportunity to Condition the properties in a manner consistent with the City's vision for the gateway area into the City.

The Applicant and its representatives welcome the opportunity to meet with you and your staff and to answer any questions or to address any concern relating to the matters set forth in this Letter of Intent or in its Application for Annexation and Rezoning filed herewith. The Applicant respectfully requests your approval of these Applications.

Respectfully submitted,

POWELL & EDWARDS, P.C.



W. Charles "Chuck" Ross
Attorney for Applicant

Enclosures

PLAT B: 00147 P: 00243
 Recorded: 03/03/2020 11:18 AM
 201018640 Pages: 1 Fees: \$10.00
 Clerk of Superior Court, Oconee County, GA
 eFile Participant ID#: 4504878289

DATE _____
DATE _____

THE FOLLOWING DIMENSIONAL DIMENSIONS HAVE APPROVED THIS MAP, PLAT, OR PLAN FOR FLUOR.

THE APPROVAL SIGNATURES ABOVE HERE NOT IN PLACE WHEN THIS SURVEY WAS ISSUED, AND ARE TO BE PROPERLY OBTAINED PRIOR TO RECORDING.

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT
 THIS SURVEY DOES NOT INTEND TO REPRESENT A DIVISION OF AN EXISTING TAX PARCEL.

EXCEPT AS SPECIFICALLY SHOWN OR STATED THIS SURVEY DOES NOT INTEND TO REFLECT ANY FACTS NOT AN ACCURATE AND CURRENT TITLE SEARCH MAY REVEAL. THIS PLAT SUBJECT TO ALL RIGHTS-OF-WAYS, EASEMENTS, BUFFERS AND COVENANTS SHOWN OR NOT SHOWN ON THIS SURVEY.

NO EXISTING NATIONAL GEODETIC SURVEY MONUMENT WAS FOUND TO BE WITHIN 500' OF SUBJECT PROPERTY.

THE CONNECTION, AS SHOWN HEREIN, IS PURELY A STATEMENT OF PROFESSIONAL OPINION BASED ON KNOWLEDGE, INFORMATION AND BELIEF, AND BASED ON EXISTING FIELD EVIDENCE AND DOCUMENTARY EVIDENCE AVAILABLE. THE CONNECTION IS NOT AN EXPRESSED OR IMPLIED WARRANTY OR GUARANTEE.

THIS SURVEY COMPLES WITH BOTH THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND THE OFFICIAL CODE OF GEORGIA ANNOTATED (O.C.G.A.) 15-5-57 AS AMENDED BY HB1044 (2010), IN THAT WHERE A CONFLICT EXISTS BETWEEN THOSE TWO SETS OF SPECIFICATIONS, THE REQUIREMENTS OF LAW PREVAIL.

SURVEYORS CERTIFICATION:

THIS PLAT IS A RETROFIT 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 SHOWN HEREIN. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF RECORDATION OR CORRECTNESS OF ANY INSTRUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS OR RECORDS, WITH LOCAL LAND JURISDICTION. THE UNDERSIGNED (LAND SURVEYOR) CERTIFIES THAT THIS PLAT COMPLES WITH THE UNIFORM 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 15-5-57.

John F. Brecher
 JOHN F. BRECHER, II RLS2705
 DATE 3/3/2020

OWNER OF RECORD:
 MARK DAVIS
 1500 HOLLY RIDGE DR
 LOUNSBURY GA 30055-4179

REFERENCES:
 -PLAT BOOK K PAGE 70
 -PLAT BOOK CDS PAGE 47

LEGEND:
 HT. - INTERSECTION
 EC. - BACK OF CURB
 AL. - ALLEY
 CL. - CROWN LINE
 P/W - RIGHT OF WAY
 DL. - DRAINAGE DRAINAGE
 R. - RAILROAD
 R.C.P. - REINFORCED CONCRETE PIPE
 C.M.P. - CORRUGATED METAL PIPE
 L.L. - LAND LIFT
 L.L. - LAND LIFT LINE
 CL. - CENTER LINE
 S.W. - SLOTTED SUMP MANHOLE
 S.W. - FIRE HYDRANT
 W. - WATER WALK

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OWNER OF RECORD:
 MARK DAVIS
 1500 HOLLY RIDGE DR
 LOUNSBURY GA 30055-4179

REFERENCES:
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THE APPROVAL SIGNATURES ABOVE HERE NOT IN PLACE WHEN THIS SURVEY WAS ISSUED, AND ARE TO BE PROPERLY OBTAINED PRIOR TO RECORDING.

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT
 THIS SURVEY DOES NOT INTEND TO REPRESENT A DIVISION OF AN EXISTING TAX PARCEL.

EXCEPT AS SPECIFICALLY SHOWN OR STATED THIS SURVEY DOES NOT INTEND TO REFLECT ANY FACTS NOT AN ACCURATE AND CURRENT TITLE SEARCH MAY REVEAL. THIS PLAT SUBJECT TO ALL RIGHTS-OF-WAYS, EASEMENTS, BUFFERS AND COVENANTS SHOWN OR NOT SHOWN ON THIS SURVEY.

NO EXISTING NATIONAL GEODETIC SURVEY MONUMENT WAS FOUND TO BE WITHIN 500' OF SUBJECT PROPERTY.

THE CONNECTION, AS SHOWN HEREIN, IS PURELY A STATEMENT OF PROFESSIONAL OPINION BASED ON KNOWLEDGE, INFORMATION AND BELIEF, AND BASED ON EXISTING FIELD EVIDENCE AND DOCUMENTARY EVIDENCE AVAILABLE. THE CONNECTION IS NOT AN EXPRESSED OR IMPLIED WARRANTY OR GUARANTEE.

THIS SURVEY COMPLES WITH BOTH THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND THE OFFICIAL CODE OF GEORGIA ANNOTATED (O.C.G.A.) 15-5-57 AS AMENDED BY HB1044 (2010), IN THAT WHERE A CONFLICT EXISTS BETWEEN THOSE TWO SETS OF SPECIFICATIONS, THE REQUIREMENTS OF LAW PREVAIL.

SURVEYORS CERTIFICATION:

THIS PLAT IS A RETROFIT 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 SHOWN HEREIN. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF RECORDATION OR CORRECTNESS OF ANY INSTRUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS OR RECORDS, WITH LOCAL LAND JURISDICTION. THE UNDERSIGNED (LAND SURVEYOR) CERTIFIES THAT THIS PLAT COMPLES WITH THE UNIFORM 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 15-5-57.

John F. Brecher
 JOHN F. BRECHER, II RLS2705
 DATE 3/3/2020

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John F. Brecher
 JOHN F. BRECHER, II RLS2705
 DATE 3/3/2020

All that certain property situated and being in Land Lot 130 of the 5th District of Gwinnett County, being Lot 2, Block B, Unit 1, Sunny Acres Subdivision, as shown in Plat Book K, page 78, Gwinnett County records, and known as Route #2, Skyland Drive, Loganville, Georgia, according to the present system of numbering in Gwinnett County, Georgia. MAP/Parcel #R5159 014

AND ALSO:

All that tract or parcel of land lying and being in Land Lot 130 of the 5th District of Gwinnett County, Georgia, containing 0.491 acres, more or less, and being more particularly described as follows: To find the true point of beginning, begin at the right-of-way monument found at the intersection of the northeasterly right-of-way of Highway 78 and the southwesterly right-of-way of Skyland Drive; continue thence North 63° 43' 11" West a distance of 67.87 feet to an iron pin set, which is the true point of beginning; thence departing said right-of-way of Highway 78, run thence North 30° 45' 00" West a distance of 199.99 feet to a point; run thence North 54° 17' 18" East a distance of 98.92 feet to a point; run thence South 35° 29' 16" East a distance of 199.96 feet to a point; run thence South 54° 38' 43" west a distance of 115.44 feet to a point, which point is the true point of beginning, all as shown on that certain survey for Alice Still dated November 27, 2006 and prepared by Robert W. Von Itter, Georgia Registered Land Surveyor No. 2251. MAP/Parcel #R5159 013

Adjacent Property Owners

Surgicare Holdings, LLC
367 Athens Highway, Suite 100
Loganville, Georgia 30052-2207

Alicia Dell Swancey
305 Skyland Drive
Loganville, Georgia 30052-4920

Suhil Amir Valiani
1955 Webb Gin House Road
Snellville, Georgia 30078-2031

360 Atlanta Hwy Reality LLC
30 Rundlett Way
Middleton, MA 01949 - 2524



CITY OF LOGANVILLE
Department of Planning & Development
P.O. Box 39 • 4303 Lawrenceville Road
Loganville, GA 30052
770.466.2633 • 770.466.3240 • Fax 770.554.5556

Date: 2-03-23

Application # R 23-002

REQUEST FOR ZONING MAP AMENDMENT
A PETITION TO AMMEND THE OFFICIAL ZONING MAP OF THE CITY OF LOGANVILLE, GEORGIA

Form with sections: APPLICANT INFORMATION, PROPERTY OWNER INFORMATION, CONTACT PERSON, PROPERTY INFORMATION. Includes fields for Name, Address, City, State, Zip, Phone, and Present/Requested Zoning.

You must attach: Application Fee, Letter of Intent, Legal Description, Site Plan, Plat of Property, Names/Addresses of Abutting Property Owners, Campaign Contribution Disclosure, Impact Analysis

Pre-Application Conference Date: 2-3-23

Accepted by Planning & Development: [Signature] DATE: 2-3-23 FEE PAID: \$500.00

CHECK # RECEPT # TAKEN BY: DATE OF LEGAL NOTICE: NEWSPAPER: THE WALTON TRIBUNE

Table to 4-28-23

PLANNING COMMISSION RECOMMENDATION: Approve, Approve w/conditions, Deny, No Recommendation
Commission Chairman: [Signature] DATE: 3-23-23

CITY COUNCIL ACTION: Approved, Approved w/conditions, Referred Back to Planning Commission, Denied, Withdrawn, Tabled to

Mayor

City Clerk

Date

Application # **R** 23-002

Applicant's Certification

The undersigned hereby certifies that they are authorized by the property owner(s) to make this application and that all information contained herein is complete and accurate, to the best of their knowledge.

Dina Vasquez

2/3/23

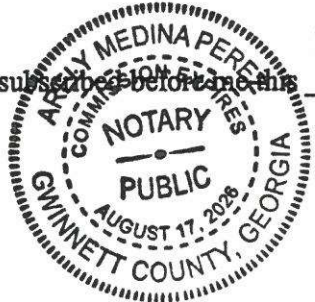
Applicant's Signature

Date

Dina Vasquez, Owner
Print Name and Title

Sworn to and subscribed before me this 3rd day of February, 2023.

(Seal)



Arely Medina Perez
Signature of Notary Public

Property Owner's Certification
(complete a separate form for each owner)

The undersigned hereby certifies that they are: (check all that apply)

- a) the owner of record of property contained in this application, and/or
- b) the Chief Executive of a corporation or other business entity with ownership interest in the property and is duly authorized to make this application, and

that all information contained in this application is complete and accurate to the best of their knowledge.

Dina Vasquez

2/3/23

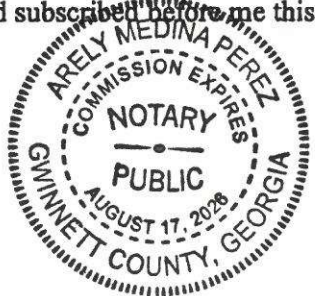
Owner's Signature

Date

Dina Vasquez, Owner
Print Name and Title

Sworn to and subscribed before me this 3rd day of February, 2023.

(Seal)



Arely Medina Perez
Signature of Notary Public

Application # R 23-002

DISCLOSURE OF CAMPAIGN CONTRIBUTIONS

The undersigned, making application for rezoning with the City of Loganville, Georgia, have complied with the Official Code of Georgia, Section 36-67A-1, et. seq., Conflict of Interest in Zoning Actions, and has submitted or attached the required information as requested below.

Dina Vasquez
Applicant's Signature 2/3/23
Date

Dina Vasquez
Print Name

W. Charles Ross
Signature of Applicant's Attorney or Agent 2/6/23
Date

W. Charles Ross
Print Name

Has the Applicant, attorney for applicant, or other agent, within the two years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to the Mayor, Member of the City Council or member of the Planning Commission of the City of Loganville, Georgia?

 YES X NO

If YES, complete the following:

NAME OF INDIVIDUAL MAKING CONTRIBUTION _____

NAME & OFFICIAL POSITION
OF GOVERNMENT OFFICIAL

CONTRIBUTIONS (List all
aggregating to \$250 or more)

DATE OF
CONTRIBUTION

NAME & OFFICIAL POSITION OF GOVERNMENT OFFICIAL	CONTRIBUTIONS (List all aggregating to \$250 or more)	DATE OF CONTRIBUTION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Attach additional sheets as necessary to disclose and describe all contributions.

Application # R 23-002

APPLICANT'S RESPONSES TO EVALUATION CRITERIA

In the space provided or in a separate attachment, provide responses to the following questions:

1. How does the proposed use impact the overall appearance of the City and aesthetic conditions of adjacent parcels?
There would be no change. The property is already operating as an office and the rear of the property is surrounded by a six foot high, 100% opaque fence.

2. How does the proposed use impact thoroughfare congestion and traffic safety?
There is no change in use, so there would be no additional congestion or traffic safety concern.

3. How does the proposed use impact population density and the potential for overcrowding and urban sprawl?
The use is an existing commercial office that will not contribute to overcrowding or urban sprawl.

4. How does the proposed use impact the provision of water, sewerage, transportation and other urban infrastructure services;
The use is a continuing operation. There is no new impact to the infrastructure.

5. How does the proposed zoning provide protection of property against blight and depreciation?
As this is an existing use, the Owner has already demonstrated her dedication to keeping the property free of blight. The existing fence further serves as a screen from outside view into the storage area.

6. How is the proposed use and zoning consistent with the adopted Comprehensive Plan?
All of the surrounding properties in the City of Loganville are classified as "Commercial" under the Comprehensive Plan.

7. In what way does the proposed zoning affect adjacent property owners if the request is approved?
The only change if the request is approved is that the Applicant will be allowed to store her equipment in the already fenced-in area that meets the CH zoning standards. There is a six foot 100% opaque fence already installed around the area that would be used for storage.

8. What is the impact upon adjacent property owners if the request zoning is not approved?
None

9. Describe any other factors affecting the health, safety, morals, aesthetics, convenience, order, prosperity, or the general welfare of the present and future inhabitants of the City of Loganville.

The business is already operating under Gwinnett County zoning guidelines. As this property is located at the gateway to the Loganville, granting the application will allow the City greater control over the appearance and use of the property.

Tony Powell
Brian Edwards
Nathan Powell
W. Charles Ross



POWELL & EDWARDS
ATTORNEYS AT LAW

Jay Crowley
Mandy Williams
Ben Shoemaker
Laura Walsh
Laura Shoop
Caroline Peck

February 6, 2023

Tim Prater, Director
Planning & Development
City of Loganville
PO Box 39
Loganville, Georgia 30051

**RE: LETTER OF INTENT IN SUPPORT OF APPLICATION FOR
ANNEXATION AND REZONING FOR 315 SKYLAND DRIVE AND
ADJACENT PARCEL, LOGANVILLE.**

Dear Mr. Prater:

Powell & Edwards, P.C. submits this Letter of Intent on behalf of Dina Vasquez (the “Applicant”) to request Annexation of her properties into the City of Loganville and a Rezoning to the CH zoning designation. The Applicant currently operates an office located at 315 Skyland Drive, Loganville, and also owns an adjacent, unaddressed, undeveloped parcel which are both located in unincorporated Gwinnett County but immediately adjacent to commercial property which is located within the City Limits of Loganville. Specifically, the property located at 315 Skyland Drive is .46 acres and has Gwinnett County Tax ID Number R5159 014 and the adjacent property consists of .49 acres and is identified by Tax ID Number R5159 013.

The Applicant is desirous of annexation for several reasons. As noted above, the property holds an existing commercial business. The adjacent vacant parcel is fronted by US 78. These properties clearly fit with the character of the existing uses of the nearby City of Loganville zoned parcels which are zoned commercial. Further, the City of Loganville Comprehensive Plan characterizes the surrounding area as commercial. The remaining nearby Gwinnett County parcels are residential in character and inconsistent with the development trend of the adjoining area. The Applicant’s property is adjacent to a large CH zoned property, so Annexation would be allowable. The rear of the Applicant’s property is enclosed by a six-foot high, one hundred percent (100%) opaque privacy fence. Additionally, the CH designation would allow the Applicant to place materials used in her business behind the screening of the already existing fence. This would allow her business to operate more efficiently as well as to reduce wasteful trips to an off-site storage area to pick-up equipment, which is a benefit to anyone who travels along Highway 78.

A PROFESSIONAL CORPORATION

P.O. Box 1390 • Lawrenceville, Georgia 30046-1390 • powelledwards.com • 770.962.0100
Street Address For Direct Deliveries Only • 10 Lumpkin Street Lawrenceville, GA 30046

February 6, 2023
Page 2

As all storage would be hidden from view, there would be no change in the appearance or the operation of the business upon the property. Additionally, the City of Loganville would have the opportunity to Condition the properties in a manner consistent with the City's vision for the gateway area into the City.

The Applicant and its representatives welcome the opportunity to meet with you and your staff and to answer any questions or to address any concern relating to the matters set forth in this Letter of Intent or in its Application for Annexation and Rezoning filed herewith. The Applicant respectfully requests your approval of these Applications.

Respectfully submitted,

POWELL & EDWARDS, P.C.



W. Charles "Chuck" Ross
Attorney for Applicant

Enclosures

PLAT B: 00147 P: 00243
 Record#: 00032020 11:18 AM
 201016688 Pages: 1 Fees: \$10.00
 Richard T. Alexander, Jr.
 Clerk of Superior Court, Oconee County, GA
 eFile Participant ID# 8604767688,

DATE
 THE APPROVAL SIGNATURES ABOVE WERE NOT IN PLACE WHEN THIS SURVEY WAS ISSUED, AND ARE TO BE PROVEN BY RECORDING.

DATE
 THE FOLLOWING COMMERCIAL BODIES HAVE APPROVED THIS MAP, PLAN, OR PLAN FOR FILING:
 CURRENT COUNTY

THIS BLOCK ISSUED FOR THE CLERK OF THE SUPERIOR COURT
 THIS SURVEY DOES NOT INTEND TO REPRESENT A DIVISION OF AN EXISTING PARCEL.

EXCEPT AS SPECIFICALLY SHOWN OR STATED THIS SURVEY DOES NOT PURPORT TO REFLECT ANY FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.
 THIS PLAT SUBJECT TO ALL RIGHTS-OF-WAYS, EASEMENTS, BUFFERS, AND COVENANTS SHOWN OR NOT SHOWN ON THIS SURVEY.

NO EXISTING NATIONAL GEODETIC SURVEY MONUMENT WAS FOUND TO BE WITHIN 100' OF SUBJECT PROPERTY.
 THE CERTIFICATION AS SHOWN HEREON IS BASED ON STATEMENT OF PROFESSIONAL OPINION BASED ON KNOWLEDGE, INFORMATION AND BELIEF, AND BASED ON EXISTING FIELD EVIDENCE AND DOCUMENTARY EVIDENCE AVAILABLE. THE CERTIFICATION IS NOT AN EXPRESSED OR IMPLIED WARRANTY OR GUARANTEE.

THIS SURVEY COMPLES WITH BOTH THE RULES OF THE GEORGIA BOARD OF REVISIONS FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND THE OFFICIAL CODE OF GEORGIA ANNOTATED (O.C.G.A.) 15-6-67 AS AMENDED BY HERRICK (2010), IN THAT WHERE A CONFLICT EXISTS BETWEEN THOSE TWO SETS OF SPECIFICATIONS, THE REQUIREMENTS OF LAW PREVAIL.

SURVEYORS CERTIFICATION:
 THIS PLAT IS A REINFORCEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CHANGE A NEW PARCEL OR MAKE ANY CHANGES TO ANY EXISTING PLAT. THE REVISIONS ARE LIMITED TO THE CORRECTIONS, IMPROVEMENTS, AND REVISIONS OF THE PLAT DOES NOT HAVE THE FORCE OF ANY LOCAL JURISDICTIONAL AUTHORITY OF PERMITS, COVENANTS, LOCAL REGULATIONS OR REQUIREMENTS, OR SUBMITTAL FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REVISIONS FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

DATE 3/2/2020

DATE

JOHN F. BREWER & ASSOCIATES

STREET REC:
MARK DAVIS
 STATE OF GEORGIA
 CURRENT COUNTY
 LAND LOT 130
 9TH DISTRICT
 DATE OF SURVEY 2/10/2020
 DATE OF PLAT 2/24/2020
 SCALE 1"=40'
 JOB #00003-0415
 REVISIONS

SURVEYORS CERTIFICATE
 1. THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PERCENT OF 0.70 FOOT PER 1000 FEET OF 2 SECONDS PER 1000 FEET.
 2. THE DATA POINT HEIGHT HAS BEEN CALCULATED FOR CLOSURE AND HAS BEEN FOUND TO BE ACCURATE TO WITHIN ONE FOOT OF THE DATA POINTS AS REQUIRED BY THE OFFICIAL CODE OF GEORGIA.
 3. ANULAR AND LINEAR MEASUREMENTS OBTAINED BY USING A TOTAL STATION.

JOHN F. BREWER & ASSOCIATES
 LAND SURVEYING
 LAND PLANNING
 DEVELOPMENT SUPERVISORY
 1002 S. BROAD STREET
 MONROE, GEORGIA 30605
 TEL: (770) 267-1793
 EMAIL: INFO@JFBREWER.COM

OWNER OF RECORD:
 MARK DAVIS
 1500 HOLLY RIDGE DR
 LOGANVILLE GA 30053-4179

REFERENCES:
 -PLAT BOOK K PAGE 78
 -PLAT BOOK CDS PAGE 47

LEGEND:
 MC - MORTGAGE
 EC - EASEL OF CARE
 SE - SHADY SEWER EXHIBIT
 H/L - HOLE WALL
 C/L - CATCH BASIN
 W/T - RIGHT OF WAY
 A/E - ELEVATION EXHIBIT
 B/L - BOUNDING LINE
 R - RADIUS
 R/C/A - REINFORCED CONCRETE PIPE
 C/C/P - CORRUGATED METAL PIPE
 L/L - LAND LOT LINE
 C/L - CENTER LINE
 S/S/W - SURVEY SEWER WARE
 S/S/H - FREE HOUSING
 W - WATER VALVE

THIS DRAWING AND ANY COPIES THEREOF ARE THE PROPERTY OF JOHN F. BREWER & ASSOC. AND ARE NOT TO BE CHANGED OR ALTERED BY OTHERS IN ANY MANNER AND SHALL NOT BE REPRODUCED OR COPIED IN WHOLE OR PART WITHOUT HIS WRITTEN PERMISSION.
 THIS DRAWING WAS PREPARED FOR THE BENEFIT AND EXCLUSIVE USE OF THE PERSONAL PERSONS OR ENTITY NAMED HEREON. NO WARRANTY IS EXTENDED TO ANY UNPAID THIRD PARTY.

TRACT #1
 0.492 ACRES
 TAX PARCEL
 R/159 013

TRACT #2
 0.460 ACRES
 TAX PARCEL
 R/159 014

SKYLAND DRIVE 60' R/W

U.S. HWY #78 R/W VARIES

TOTAL AREA = 0.952 ACRES

Scale: 1" = 60'

All that certain property situated and being in Land Lot 130 of the 5th District of Gwinnett County, being Lot 2, Block B, Unit 1, Sunny Acres Subdivision, as shown in Plat Book K, page 78, Gwinnett County records, and known as Route #2, Skyland Drive, Loganville, Georgia, according to the present system of numbering in Gwinnett County, Georgia. MAP/Parcel #R5159 014

AND ALSO:

All that tract or parcel of land lying and being in Land Lot 130 of the 5th District of Gwinnett County, Georgia, containing 0.491 acres, more or less, and being more particularly described as follows: To find the true point of beginning, begin at the right-of-way monument found at the intersection of the northeasterly right-of-way of Highway 78 and the southwesterly right-of-way of Skyland Drive; continue thence North 63° 43' 11" West a distance of 67.87 feet to an iron pin set, which is the true point of beginning; thence departing said right-of-way of Highway 78, run thence North 30° 45' 00" West a distance of 199.99 feet to a point; run thence North 54° 17' 18" East a distance of 98.92 feet to a point; run thence South 35° 29' 16" East a distance of 199.96 feet to a point; run thence South 54° 38' 43" west a distance of 115.44 feet to a point, which point is the true point of beginning, all as shown on that certain survey for Alice Still dated November 27, 2006 and prepared by Robert W. Von Itter, Georgia Registered Land Surveyor No. 2251. MAP/Parcel #R5159 013

Adjacent Property Owners

Surgicare Holdings, LLC
367 Athens Highway, Suite 100
Loganville, Georgia 30052-2207

Alicia Dell Swancey
305 Skyland Drive
Loganville, Georgia 30052-4920

Suhil Amir Valiani
1955 Webb Gin House Road
Snellville, Georgia 30078-2031

360 Atlanta Hwy Realty LLC
30 Rundlett Way
Middleton, MA 01949-2524



CITY OF LOGANVILLE
Department of Planning & Development
P.O. Box 39
4303 Lawrenceville Road
Loganville, GA 30052
770.466.2633

Date: 2-23-23

Application # A 23-003

REQUEST FOR ANNEXATION

A PETITION TO ANNEX PROPERTY INTO THE CITY OF LOGANVILLE, GEORGIA

APPLICANT INFORMATION	PROPERTY OWNER INFORMATION*
NAME: <u>Dina Vasquez</u> ADDRESS: <u>315 Skyland Drive</u> CITY: <u>Loganville</u> STATE: <u>Georgia</u> Zip: <u>30052</u> PHONE: <u>678-585-6468</u>	NAME: <u>Dina Vasquez</u> ADDRESS: <u>315 Skyland Drive</u> CITY: <u>Loganville</u> STATE: <u>Georgia</u> Zip: <u>30052</u> PHONE: <u>678-585-6468</u> (*attach additional pages if necessary to list all owners)
Applicant is: <input checked="" type="checkbox"/> Property Owner <input type="checkbox"/> Contract Purchaser <input type="checkbox"/> Agent <input type="checkbox"/> Attorney	
CONTACT PERSON: <u>W. Charles Ross, Esquire</u> PHONE: <u>770-962-0100</u> EMAIL: <u>cross@powelledwards.com</u> FAX: _____	
PROPERTY INFORMATION	
MAP & PARCEL # <u>5159 014</u> PRESENT ZONING: <u>OI</u> (Separate rezoning request required) ADDRESS: <u>315 Skyland Drive</u> COUNTY: <u>Gwinnett</u> ACREAGE: <u>.46</u> PROPOSED DEVELOPMENT: <u>Existing Office with Opaque Fenced Outdoor Storage</u>	

You must attach: Application Fee Legal Description Plat of Property Letter of Intent
Names/Addresses of Abutting Property Owners Shape file of property (GIS File)

Pre-Application Conference Date: 2-3-23

Accepted by Planning & Development: [Signature] DATE: 2-3-23 FEE PAID: \$300.00

CHECK # _____ RECEIPT # _____ TAKEN BY: _____ DATE OF LEGAL NOTICE: _____ NEWSPAPER: THE WALTON TRIBUNE

PLANNING COMMISSION RECOMMENDATION: Approve Approve w/conditions Deny No Recommendation
Commission Chairman: [Signature] DATE: 3-23-23

CITY COUNCIL ACTION: Approved Approved w/conditions Denied Tabled to _____
Referred Back to Planning Commission Withdrawn

Mayor _____ City Clerk _____ Date _____

Table to 3-28-23

Application # A 23-003

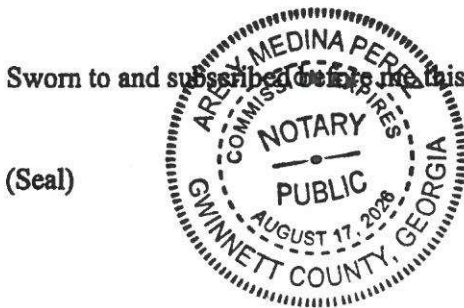
Applicant's Certification

The undersigned hereby certifies that they are authorized by the property owner(s) to make this application and that all information contained herein is complete and accurate, to the best of their knowledge.

Dina Vasquez 2/3/23
Applicant's Signature Date

Dina Vasquez, Owner
Print Name and Title

Sworn to and subscribed before me this 3rd day of February, 2023.



Arely Medina Perez
Signature of Notary Public

Property Owner's Certification
(complete a separate form for each owner)

The undersigned hereby certifies that they are: (check all that apply)

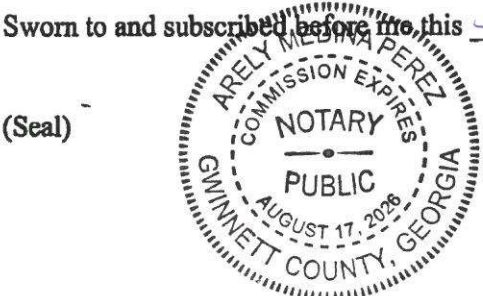
- a) the owner of record of property contained in this application, and/or
- b) the Chief Executive of a corporation or other business entity with ownership interest in the property and is duly authorized to make this application, and

that all information contained in this application is complete and accurate to the best of their knowledge.

Dina Vasquez 2/3/23
Owner's Signature Date

Dina Vasquez, Owner
Print Name and Title

Sworn to and subscribed before me this 3rd day of February, 2023.



Arely Medina Perez
Signature of Notary Public

Tony Powell
Brian Edwards
Nathan Powell
W. Charles Ross



Jay Crowley
Mandy Williams
Ben Shoemaker
Laura Walsh
Laura Shoop
Caroline Peck

February 6, 2023

Tim Prater, Director
Planning & Development
City of Loganville
PO Box 39
Loganville, Georgia 30051

**RE: LETTER OF INTENT IN SUPPORT OF APPLICATION FOR
ANNEXATION AND REZONING FOR 315 SKYLAND DRIVE AND
ADJACENT PARCEL, LOGANVILLE.**

Dear Mr. Prater:

Powell & Edwards, P.C. submits this Letter of Intent on behalf of Dina Vasquez (the “Applicant”) to request Annexation of her properties into the City of Loganville and a Rezoning to the CH zoning designation. The Applicant currently operates an office located at 315 Skyland Drive, Loganville, and also owns an adjacent, unaddressed, undeveloped parcel which are both located in unincorporated Gwinnett County but immediately adjacent to commercial property which is located within the City Limits of Loganville. Specifically, the property located at 315 Skyland Drive is .46 acres and has Gwinnett County Tax ID Number R5159 014 and the adjacent property consists of .49 acres and is identified by Tax ID Number R5159 013.

The Applicant is desirous of annexation for several reasons. As noted above, the property holds an existing commercial business. The adjacent vacant parcel is fronted by US 78. These properties clearly fit with the character of the existing uses of the nearby City of Loganville zoned parcels which are zoned commercial. Further, the City of Loganville Comprehensive Plan characterizes the surrounding area as commercial. The remaining nearby Gwinnett County parcels are residential in character and inconsistent with the development trend of the adjoining area. The Applicant’s property is adjacent to a large CH zoned property, so Annexation would be allowable. The rear of the Applicant’s property is enclosed by a six-foot high, one hundred percent (100%) opaque privacy fence. Additionally, the CH designation would allow the Applicant to place materials used in her business behind the screening of the already existing fence. This would allow her business to operate more efficiently as well as to reduce wasteful trips to an off-site storage area to pick-up equipment, which is a benefit to anyone who travels along Highway 78.

A PROFESSIONAL CORPORATION

P.O. Box 1390 • Lawrenceville, Georgia 30046-1390 • powelledwards.com • 770.962.0100
Street Address For Direct Deliveries Only • 10 Lumpkin Street Lawrenceville, GA 30046

February 6, 2023
Page 2

As all storage would be hidden from view, there would be no change in the appearance or the operation of the business upon the property. Additionally, the City of Loganville would have the opportunity to Condition the properties in a manner consistent with the City's vision for the gateway area into the City.

The Applicant and its representatives welcome the opportunity to meet with you and your staff and to answer any questions or to address any concern relating to the matters set forth in this Letter of Intent or in its Application for Annexation and Rezoning filed herewith. The Applicant respectfully requests your approval of these Applications.

Respectfully submitted,

POWELL & EDWARDS, P.C.



W. Charles "Chuck" Ross
Attorney for Applicant

Enclosures

PLAT B: 00147 P: 00243
 Recorded: 09/03/2020 11:18 AM
 201016580 Pages: 1 Fees: \$10.00
 Richard T. Alexander, Jr.
 Clerk of Superior Court, Oconee County, GA
 eFile Participant ID: 862478189,

THE FOLLOWING COMMERCIAL BODIES HAVE APPROVED THIS MAP, PLAT, OR PLAT FOR FILING:
 COMMERCIAL COUNTY
 DATE _____

THE APPROVAL SIGNATURES ABOVE WERE NOT IN PLACE WHEN THIS SURVEY WAS ISSUED, AND ARE TO BE PROPERLY OBTAINED PRIOR TO RECORDING.

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT THIS SURVEY DOES NOT INTEND TO REPRESENT A DIVISION OF AN EXISTING TAX PARCEL.

EXCEPT AS SPECIFICALLY SHOWN OR STATED THIS SURVEY DOES NOT PURPORT TO REFLECT ANY FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH MAY REVEAL. THIS PLAT SUBJECT TO ALL RIGHTS-OF-WAYS, EASEMENTS, BUFFERS AND COVENANTS SHOWN OR NOT SHOWN ON THIS SURVEY.

NO EXISTING NATIONAL GEODETIC SURVEY MONUMENT WAS FOUND TO BE WITHIN 300' OF SUBJECT PROPERTY.

THE CERTIFICATION, AS SHOWN HEREON, IS A STATEMENT OF PROFESSIONAL OPINION BASED ON KNOWLEDGE, INFORMATION AND BELIEF, AND BASED ON EXISTING FIELD EVIDENCE AND DOCUMENTARY EVIDENCE AVAILABLE. THE CERTIFICATION IS NOT AN EXPRESSED OR IMPLIED WARRANTY OR GUARANTEE.

THIS SURVEY COMPLIES WITH BOTH THE RULES OF THE GEORGIA BOARD OF SURVEYORS FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND THE OFFICIAL CODE OF GEORGIA ANNOTATED (O.C.G.A.) 13-6-97 AS AMENDED BY HERIOD (2016), IN THAT WHERE A CONFLICT EXISTS BETWEEN THOSE TWO SETS OF SPECIFICATIONS, THE REQUIREMENTS OF LAW PREVAIL.

DATE OF SURVEY 2/10/2020
SCALE 1"=60'
JOB 002003-DAVIS
REVISIONS

MARK DAVIS
 STATE OF GEORGIA
 COMMERCIAL COUNTY
 LAND LOT 230
 5TH DISTRICT

JOHN F. BREWER & ASSOCIATES
 LAND SURVEYING
 1002 S BROAD STREET
 MARIETTA, GEORGIA 30067
 TEL. (770) 287-4705
 EMAIL: INFO@JFBREWER.COM

SURVEYORS CERTIFICATE

1. THE DATA DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSE PROXIMITY OF ONE FOOT IN EACH FOOT AND AN AVERAGE ERROR OF 2 SECONDS PER HUNDRED FEET.

2. THE DATA POINT HORIZON HAS BEEN CALCULATED FOR CLOSURE AND HAS BEEN FOUND TO BE ACCURATE TO WITHIN ONE FOOT IN EACH FOOT AND WAS ADJUSTED BY USING THE CONTACT RULE.

3. ALL ANGLES AND LENGTH MEASUREMENTS WERE OBTAINED BY USING A TOTAL STATION.

ORDER OF RECORD:
 MARK DAVIS
 1500 HULLY ROAD DR
 LOCONHALLY GA 30052-1179

REFERENCES:
 -PLAT BOOK X PAGE 78
 -PLAT BOOK CDB PAGE 47

LEGEND:
 HT - INTERSECTION
 SE - END OF ROAD
 AL - ROAD CENTER
 CL - ROAD CENTER
 SW - RIGHT OF WAY
 AL - BOUNDARY EASEMENT
 BL - BUILDING LINE
 R - RAILS
 A.C.P. - REFORCED CONCRETE PIPE
 C.U.P. - CORRUGATED METAL PIPE
 L.L. - LAND LOT LINE
 L.L. - CORNER LINE
 SW - SURVEYOR'S WAREHOUSE
 M - WATER WHEEL
 W - WATER WHEEL

THIS DRAWING AND ANY COPIES THEREOF ARE THE PROPERTY OF JOHN F. BREWER AND ASSOCIATES AND ARE NOT TO BE COPIED OR ALTERED BY OTHERS IN ANY MANNER AND SHALL NOT BE REPRODUCED OR COPIED, IN WHOLE OR PART WITHOUT HIS WRITTEN PERMISSION.

THIS DRAWING WAS PREPARED FOR THE BENEFIT AND EXCLUSIVE USE OF THE PERSON, PERSONS OR ENTITY NAMED HEREON. NO WARRANTY IS EXTENDED TO ANY UNPAID THIRD PARTY.

U.S. HWY #78 R/W VARIES

SKYLAND DRIVE 60' R/W

TOTAL AREA = 0.952 ACRES

Scale: 1" = 60'

REGISTERED PROFESSIONAL LAND SURVEYOR
 NO. 2905
 JOHN F. BREWER

SURVEYORS CERTIFICATION:

THIS PLAT IS A REPRESENTATION OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SURVEY OR CREATE NEW PROPERTY. THE SURVEYOR HAS CONDUCTED A VISUAL PROPERTY INSPECTION OF THE SUBJECT PROPERTY AND HAS FOUND THAT THE MAPS, PLANS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE SAVED HEREON. REFORMATION 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 NATIONAL TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF SURVEYORS FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 13-6-97.

John F. Brewer, II R/S/SPRS
 DATE 3/3/2020

All that certain property situated and being in Land Lot 130 of the 5th District of Gwinnett County, being Lot 2, Block B, Unit 1, Sunny Acres Subdivision, as shown in Plat Book K, page 78, Gwinnett County records, and known as Route #2, Skyland Drive, Loganville, Georgia, according to the present system of numbering in Gwinnett County, Georgia. MAP/Parcel #R5159 014

AND ALSO:

All that tract or parcel of land lying and being in Land Lot 130 of the 5th District of Gwinnett County, Georgia, containing 0.491 acres, more or less, and being more particularly described as follows: To find the true point of beginning, begin at the right-of-way monument found at the intersection of the northeasterly right-of-way of Highway 78 and the southwesterly right-of-way of Skyland Drive; continue thence North 63° 43' 11" West a distance of 67.87 feet to an iron pin set, which is the true point of beginning; thence departing said right-of-way of Highway 78, run thence North 30° 45' 00" West a distance of 199.99 feet to a point; run thence North 54° 17' 18" East a distance of 98.92 feet to a point; run thence South 35° 29' 16" East a distance of 199.96 feet to a point; run thence South 54° 38' 43" west a distance of 115.44 feet to a point, which point is the true point of beginning, all as shown on that certain survey for Alice Still dated November 27, 2006 and prepared by Robert W. Von Itter, Georgia Registered Land Surveyor No. 2251. MAP/Parcel #R5159 013

Adjacent Property Owners

Surgicare Holdings, LLC
367 Athens Highway, Suite 100
Loganville, Georgia 30052-2207

Alicia Dell Swancey
305 Skyland Drive
Loganville, Georgia 30052-4920

Suhil Amir Valiani
1955 Webb Gin House Road
Snellville, Georgia 30078-2031

360 Atlanta Hwy Reality LLC
30 Rundlett Way
Middleton, MA 01949-2524



CITY OF LOGANVILLE
Department of Planning & Development
P.O. Box 39 • 4303 Lawrenceville Road
Loganville, GA 30052
770.466.2633 • 770.466.3240 • Fax 770.554.5556

Date: 2-03-23

Application # R 23-004

REQUEST FOR ZONING MAP AMENDMENT
A PETITION TO AMMEND THE OFFICIAL ZONING MAP OF THE CITY OF LOGANVILLE, GEORGIA

Form with sections: APPLICANT INFORMATION, PROPERTY OWNER INFORMATION*, CONTACT PERSON, PROPERTY INFORMATION. Includes fields for Name, Address, City, State, Zip, Phone, and Property details like Map & Parcel #, Present Zoning, Requested Zoning, and Proposed Development.

You must attach: Application Fee, Letter of Intent, Legal Description, Site Plan, Plat of Property, Names/Addresses of Abutting Property Owners, Campaign Contribution Disclosure, Impact Analysis

Pre-Application Conference Date: 2-3-23

Accepted by Planning & Development: [Signature] DATE: 2-3-23 FEE PAID: \$500.00

CHECK # _____ RECEIPT # _____ TAKEN BY: _____ DATE OF LEGAL NOTICE: _____ NEWSPAPER: THE WALTON TRIBUNE

PLANNING COMMISSION RECOMMENDATION: Approve, Approve w/conditions, Deny, No Recommendation
Commission Chairman: [Signature] DATE: 3-23-23

Table to 4-28-23

CITY COUNCIL ACTION: Approved, Approved w/conditions, Denied, Tabled to, Referred Back to Planning Commission, Withdrawn

Mayor _____ City Clerk _____ Date _____

Application # R 23-004

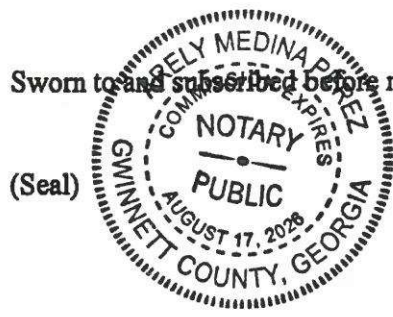
Applicant's Certification

The undersigned hereby certifies that they are authorized by the property owner(s) to make this application and that all information contained herein is complete and accurate, to the best of their knowledge.

DV Vasquez 2/3/23
Applicant's Signature Date

Dina Vasquez, Owner
Print Name and Title

Sworn to and subscribed before me this 3rd day of February, 2023.



Arely Medina Perez
Signature of Notary Public

Property Owner's Certification
(complete a separate form for each owner)

The undersigned hereby certifies that they are: (check all that apply)

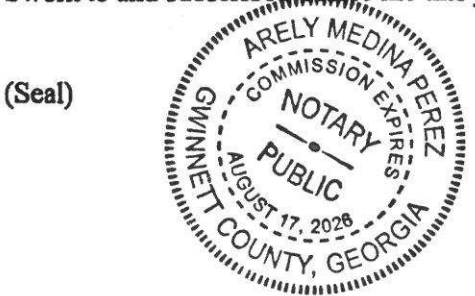
- a) the owner of record of property contained in this application, and/or
- b) the Chief Executive of a corporation or other business entity with ownership interest in the property and is duly authorized to make this application, and

that all information contained in this application is complete and accurate to the best of their knowledge.

DV Vasquez 2/3/23
Owner's Signature Date

Dina Vasquez, Owner
Print Name and Title

Sworn to and subscribed before me this 3rd day of February, 2023.



Arely Medina Perez
Signature of Notary Public

Application # R 23-004

DISCLOSURE OF CAMPAIGN CONTRIBUTIONS

The undersigned, making application for rezoning with the City of Loganville, Georgia, have complied with the Official Code of Georgia, Section 36-67A-1, et. seq., Conflict of Interest in Zoning Actions, and has submitted or attached the required information as requested below.

Dina Vasquez 2/3/23
Applicant's Signature Date

Dina Vasquez
Print Name

W. Charles Ross 2/16/23
Signature of Applicant's Attorney or Agent Date

W. Charles Ross
Print Name

Has the Applicant, attorney for applicant, or other agent, within the two years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to the Mayor, Member of the City Council or member of the Planning Commission of the City of Loganville, Georgia?

 YES X NO

If YES, complete the following:

NAME OF INDIVIDUAL MAKING CONTRIBUTION _____

NAME & OFFICIAL POSITION
OF GOVERNMENT OFFICIAL

CONTRIBUTIONS (List all
aggregating to \$250 or more)

DATE OF
CONTRIBUTION

NAME & OFFICIAL POSITION OF GOVERNMENT OFFICIAL	CONTRIBUTIONS (List all aggregating to \$250 or more)	DATE OF CONTRIBUTION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Attach additional sheets as necessary to disclose and describe all contributions.

Application # R 23-004

APPLICANT'S RESPONSES TO EVALUATION CRITERIA

In the space provided or in a separate attachment, provide responses to the following questions:

1. **How does the proposed use impact the overall appearance of the City and aesthetic conditions of adjacent parcels?**
There would be no change. The property is already operating as an office and the rear of the property is surrounded by a six foot high, 100% opaque fence.

2. **How does the proposed use impact thoroughfare congestion and traffic safety?**
There is no change in use, so there would be no additional congestion or traffic safety concern.

3. **How does the proposed use impact population density and the potential for overcrowding and urban sprawl?**
The use is an existing commercial office that will not contribute to overcrowding or urban sprawl.

4. **How does the proposed use impact the provision of water, sewerage, transportation and other urban infrastructure services;**
The use is a continuing operation. There is no new impact to the infrastructure.

5. **How does the proposed zoning provide protection of property against blight and depreciation?**
As this is an existing use, the Owner has already demonstrated her dedication to keeping the property free of blight. The existing fence further serves as a screen from outside view into the storage area.

6. **How is the proposed use and zoning consistent with the adopted Comprehensive Plan?**
All of the surrounding properties in the City of Loganville are classified as "Commercial" under the Comprehensive Plan.

7. **In what way does the proposed zoning affect adjacent property owners if the request is approved?**
The only change if the request is approved is that the Applicant will be allowed to store her equipment in the already fenced-in area that meets the CH zoning standards. There is a six foot 100% opaque fence already installed around the area that would be used for storage.

8. **What is the impact upon adjacent property owners if the request zoning is not approved?**
None

9. **Describe any other factors affecting the health, safety, morals, aesthetics, convenience, order, prosperity, or the general welfare of the present and future inhabitants of the City of Loganville.**
The business is already operating under Gwinnett County zoning guidelines. As this property is located at the gateway to the Loganville, granting the application will allow the City greater control over the appearance and use of the property.

Tony Powell
Brian Edwards
Nathan Powell
W. Charles Ross



Jay Crowley
Mandy Williams
Ben Shoemaker
Laura Walsh
Laura Shoop
Caroline Peck

February 6, 2023

Tim Prater, Director
Planning & Development
City of Loganville
PO Box 39
Loganville, Georgia 30051

**RE: LETTER OF INTENT IN SUPPORT OF APPLICATION FOR
ANNEXATION AND REZONING FOR 315 SKYLAND DRIVE AND
ADJACENT PARCEL, LOGANVILLE.**

Dear Mr. Prater:

Powell & Edwards, P.C. submits this Letter of Intent on behalf of Dina Vasquez (the “Applicant”) to request Annexation of her properties into the City of Loganville and a Rezoning to the CH zoning designation. The Applicant currently operates an office located at 315 Skyland Drive, Loganville, and also owns an adjacent, unaddressed, undeveloped parcel which are both located in unincorporated Gwinnett County but immediately adjacent to commercial property which is located within the City Limits of Loganville. Specifically, the property located at 315 Skyland Drive is .46 acres and has Gwinnett County Tax ID Number R5159 014 and the adjacent property consists of .49 acres and is identified by Tax ID Number R5159 013.

The Applicant is desirous of annexation for several reasons. As noted above, the property holds an existing commercial business. The adjacent vacant parcel is fronted by US 78. These properties clearly fit with the character of the existing uses of the nearby City of Loganville zoned parcels which are zoned commercial. Further, the City of Loganville Comprehensive Plan characterizes the surrounding area as commercial. The remaining nearby Gwinnett County parcels are residential in character and inconsistent with the development trend of the adjoining area. The Applicant’s property is adjacent to a large CH zoned property, so Annexation would be allowable. The rear of the Applicant’s property is enclosed by a six-foot high, one hundred percent (100%) opaque privacy fence. Additionally, the CH designation would allow the Applicant to place materials used in her business behind the screening of the already existing fence. This would allow her business to operate more efficiently as well as to reduce wasteful trips to an off-site storage area to pick-up equipment, which is a benefit to anyone who travels along Highway 78.

A PROFESSIONAL CORPORATION

P.O. Box 1390 • Lawrenceville, Georgia 30046-1390 • powelledwards.com • 770.962.0100
Street Address For Direct Deliveries Only • 10 Lumpkin Street Lawrenceville, GA 30046

February 6, 2023
Page 2

As all storage would be hidden from view, there would be no change in the appearance or the operation of the business upon the property. Additionally, the City of Loganville would have the opportunity to Condition the properties in a manner consistent with the City's vision for the gateway area into the City.

The Applicant and its representatives welcome the opportunity to meet with you and your staff and to answer any questions or to address any concern relating to the matters set forth in this Letter of Intent or in its Application for Annexation and Rezoning filed herewith. The Applicant respectfully requests your approval of these Applications.

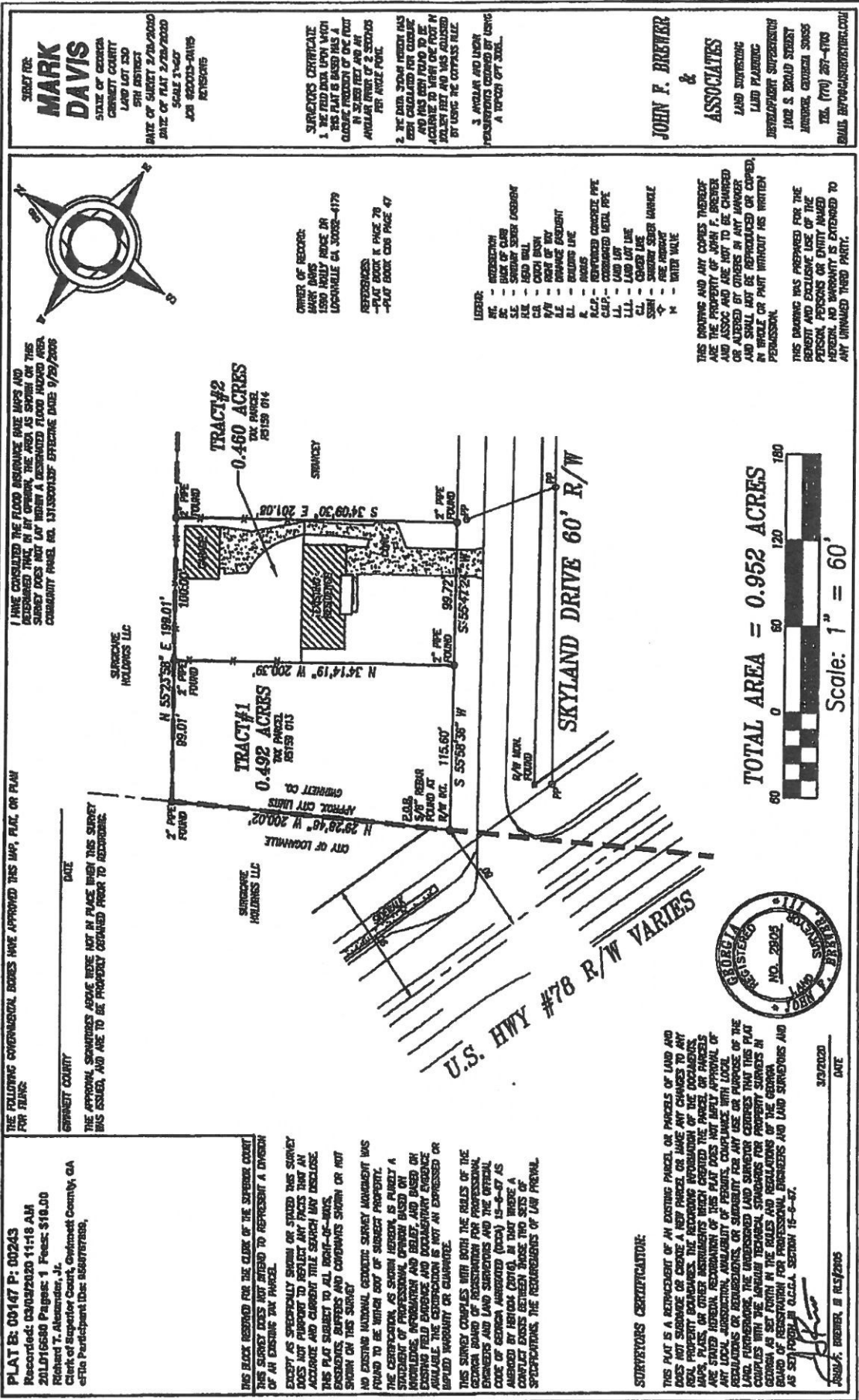
Respectfully submitted,

POWELL & EDWARDS, P.C.



W. Charles "Chuck" Ross
Attorney for Applicant

Enclosures



PLAT #: 00147 P: 00243
 Recorded: 03/02/2020 11:18 AM
 201015680 Pages: 1 Fees: \$18.00
 Richard T. Alexander, Jr.
 Clerk of Superior Court, Gwinnett County, GA
 eFile Participation ID#: 884978285

THIS BACK RESERVED FOR THE CLERK OF THE SUPERIOR COURT
 THIS SURVEY DOES NOT INTEND TO REPRESENT A DIVISION
 OF AN EXISTING TAX PARCEL.

EXCEPT AS SPECIFICALLY SHOWN OR STATED THIS SURVEY
 DOES NOT PURPORT TO REFLECT ANY FACTS THAT AN
 ACCORDANCE AND CURRENT TITLE SEARCH MAY REVEAL.
 THIS PLAT SUBJECT TO ALL RIGHTS-OF-WAYS,
 EASEMENTS, BUFFERS AND COVENANTS SHOWN OR NOT
 SHOWN ON THIS SURVEY.

NO EXISTING NATIONAL GEODETIC SURVEY MONUMENT WAS
 FOUND TO BE WITHIN 500' OF SUBJECT PROPERTY.

THE CERTIFICATION AS SUCH HEREON IS MADE BY A
 SURVEYOR OF PROFESSIONAL OPINION BASED ON
 KNOWLEDGE, INFORMATION AND BELIEF AND BASED ON
 EXISTING FIELD EVIDENCE AND DOCUMENTARY EVIDENCE
 AVAILABLE. THE CERTIFICATION IS NOT AN EXPRESSED OR
 IMPLIED WARRANTY OR GUARANTEE.

THIS SURVEY COMPLETES WITH BOTH THE RULES OF THE
 GEORGIA BOARD OF RESTORATION FOR PROFESSIONAL
 ENGINEERS AND LAND SURVEYORS AND THE OFFICIAL
 CODE OF GEORGIA ANNOTATED (O.C.G.A.) 43-6-67 AS
 AMENDED BY HOUSE BILL (HB) 16-0-07 IN THAT WHERE A
 CONFLICT EXISTS BETWEEN THOSE TWO SETS OF
 SPECIFICATIONS, THE REQUIREMENTS OF LAW PREVAIL.

SURVEYORS CERTIFICATION:

THIS PLAT IS A RECONSTRUCTION OF AN EXISTING PARCEL OR PARCELS OF LAND AND
 DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY
 EXISTING PARCEL. THE RECONSTRUCTION IS BASED ON THE RECORDS OF THE
 PUBLIC RECORDS OF THE COUNTY IN WHICH THE PARCEL IS LOCATED AND
 THE STATE RECORDS. RECONSTRUCTION OF THIS PLAT DOES NOT IMPLY APPROVAL OF
 ANY LOCAL ORDINANCE, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL
 REGULATIONS OR SUBDIVISIONS, OR LIABILITY FOR ANY USE OR PURPOSE OF THE
 LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT
 COMPLETES WITH THE NATIONAL TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN
 GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA
 BOARD OF RESTORATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND
 AS SET FORTH IN O.C.G.A. SECTION 43-6-67.

DATE: 3/2/2020

JOHN F. BREWER & ASSOCIATES

THE FOLLOWING COMMERCIAL BODIES HAVE APPROVED THIS MAP, PLAN, OR PLAN
 FOR RECORD:

GWINNETT COUNTY

DATE: _____

THE APPROVAL, SIGNATURES ABOVE WERE NOT IN PLACE WHEN THIS SURVEY
 WAS ISSUED, AND ARE TO BE PROPERLY OBTAINED PRIOR TO RECORDING.

I HAVE CONSULTED THE FLOOD INSURANCE RATE MAPS AND
 REDISBURSED THAT IN BY OTHER, THE AREA AS SHOWN ON THIS
 SURVEY DOES NOT LAY WITHIN A DESIGNATED FLOOD HAZARD AREA.
 COMMUNITY PANEL NO. 131530012SF EFFECTIVE DATE 9/29/2005

SECRET FOR:
MARK DAVIS
 STATE OF GEORGIA
 GWINNETT COUNTY
 LAND LOT 230
 5TH DISTRICT
 DATE OF SURVEY 2/18/2020
 SCALE 1"=60'
 JOB #20200-2415
 REVISIONS

SURVEYORS CERTIFICATE
 1. THE FIELD DATA UPON WHICH
 THIS PLAT IS BASED HAS A
 CLOSURE FRACTION OF ONE FOOT
 IN 100,000 FEET AND HAS
 BEEN CALCULATED PER
 ARTICLE 1155 OF THE
 OFFICIAL CODE OF GEORGIA
 PER PARAGRAPH 1.

2. THE DATA FROM WHICH THIS
 PLAT WAS CALCULATED HAS
 BEEN CHECKED FOR
 ACCURACY TO WITHIN ONE FOOT IN
 100,000 FEET AND HAS BEEN
 CHECKED BY USING THE
 FOLLOWING METHODS:

OWNER OF RECORD:
 MARK DAVIS
 1500 HOLLY RIDGE DR
 LOCONVILLE GA, 30082-4179

REFERENCES:
 -PLAT BOOK K PAGE 78
 -PLAT BOOK CDS PAGE 47

3. ANGLE AND LINE
 MEASUREMENTS WERE MADE BY USING
 A TOTAL STATION.

JOHN F. BREWER & ASSOCIATES
 LAND SURVEYING
 LAND PLANNING
 DEVELOPMENT SUPERVISOR
 1002 S BROAD STREET
 ATLANTA, GEORGIA 30305
 TEL: (770) 287-4700
 EMAIL: JBREWER@JBREWER.COM

LEGEND:
 BC - BOUNDARY
 CL - CENTER LINE
 CS - CONCRETE SURFACE
 CU - CROWN CURB
 DA - DRIVEWAY
 DL - DRIVEWAY LINE
 DR - DRIVEWAY
 EC - EXISTING CONCRETE PAVEMENT
 EP - EXISTING PAVEMENT
 FL - FLOOD LINE
 GL - GROUND LINE
 HW - HIGHWAY
 IR - IRREGULAR
 LA - LAND LOT
 LI - LOT LINE
 LL - LOT LINE
 M - MILE
 P - PROPERTY
 R - ROAD
 S - SURFACE
 ST - STREET
 SW - SURVEY STRIP
 W - WATER

THIS DRAWING AND ANY COPIES THEREOF
 ARE THE PROPERTY OF JOHN F. BREWER
 AND ASSOC. AND ARE NOT TO BE REPRODUCED
 OR ALTERED BY OTHERS IN ANY MANNER
 OR SHALL ANY BE REPRODUCED OR COPIED,
 IN WHOLE OR PART WITHOUT HIS WRITTEN
 PERMISSION.

THIS DRAWING WAS PREPARED FOR THE
 BENEFIT AND EXCLUSIVE USE OF THE
 PERSON, PERSONS OR ENTITY NAMED
 HEREON. NO WARRANTY IS EXTENDED TO
 ANY UNNAMED THIRD PARTY.

TOTAL AREA = 0.952 ACRES

Scale: 1" = 60'



All that certain property situated and being in Land Lot 130 of the 5th District of Gwinnett County, being Lot 2, Block B, Unit 1, Sunny Acres Subdivision, as shown in Plat Book K, page 78, Gwinnett County records, and known as Route #2, Skyland Drive, Loganville, Georgia, according to the present system of numbering in Gwinnett County, Georgia. MAP/Parcel #RS159 014

AND ALSO:

All that tract or parcel of land lying and being in Land Lot 130 of the 5th District of Gwinnett County, Georgia, containing 0.491 acres, more or less, and being more particularly described as follows: To find the true point of beginning, begin at the right-of-way monument found at the intersection of the northeasterly right-of-way of Highway 78 and the southwesterly right-of-way of Skyland Drive; continue thence North 63° 43' 11" West a distance of 67.87 feet to an iron pin set, which is the true point of beginning; thence departing said right-of-way of Highway 78, run thence North 30° 45' 00" West a distance of 199.99 feet to a point; run thence North 54° 17' 18" East a distance of 98.92 feet to a point; run thence South 35° 29' 16" East a distance of 199.96 feet to a point; run thence South 54° 38' 43" west a distance of 115.44 feet to a point, which point is the true point of beginning, all as shown on that certain survey for Alice Still dated November 27, 2006 and prepared by Robert W. Von Itter, Georgia Registered Land Surveyor No. 2251. MAP/Parcel #RS159 013

Adjacent Property Owners

Surgicare Holdings, LLC
367 Athens Highway, Suite 100
Loganville, Georgia 30052-2207

Alicia Dell Swancey
305 Skyland Drive
Loganville, Georgia 30052-4920

Suhil Amir Valiani
1955 Webb Gin House Road
Snellville, Georgia 30078-2031

360 Atlanta Hwy Realty LLC
30 Rundlett Way
Middleton, MA 01949-2524

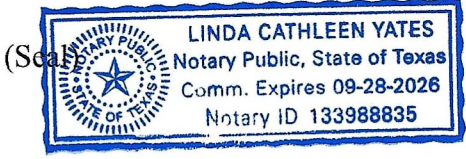
Applicant's Certification

The undersigned hereby certifies that they are authorized by the property owner(s) to make this application and that all information contained herein is complete and accurate, to the best of their knowledge.

Amy Pearce 3.3.23
Applicant's Signature Date

Amy Pearce, Project Manager - Sevan Multi-Site Solutions
Print Name and Title

Sworn to and subscribed before me this 3 day of March, 2023.



Linda Cathleen Yates
Signature of Notary Public

Property Owner's Certification
(complete a separate form for each owner)

The undersigned hereby certifies that they are: (check all that apply)

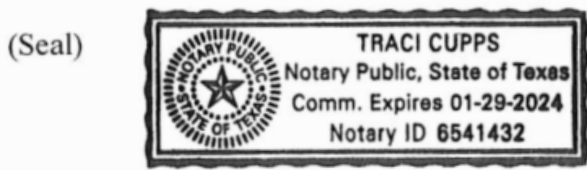
- a) _____ the owner of record of property contained in this application, and/or
- b) the Chief Executive of a corporation or other business entity with ownership interest in the property and is duly authorized to make this application, and

that all information contained in this application is complete and accurate to the best of their knowledge.

David Bruce 3/3/2023
Owner's Signature Date

David Bruce, Manager
Print Name and Title

Sworn to and subscribed before me this 3rd day of March, 2023.



Traci Cupps
Signature of Notary Public

DISCLOSURE OF CAMPAIGN CONTRIBUTIONS

The undersigned, making application for rezoning with the City of Loganville, Georgia, have complied with the Official Code of Georgia, Section 36-67A-1, et. seq., Conflict of Interest in Zoning Actions, and has submitted or attached the required information as requested below.

<i>Amy Pearce</i>	3.3.23	Amy Pearce
Applicant's Signature	Date	Print Name

Signature of Applicant's Attorney or Agent	Date	Print Name

Has the Applicant, attorney for applicant, or other agent, within the two years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to the Mayor, Member of the City Council or member of the Planning Commission of the City of Loganville, Georgia?

_____ **YES** x **NO**

If YES, complete the following:

NAME OF INDIVIDUAL MAKING CONTRIBUTION _____

NAME & OFFICIAL POSITION OF GOVERNMENT OFFICIAL	CONTRIBUTIONS (List all aggregating to \$250 or more)	DATE OF CONTRIBUTION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Attach additional sheets as necessary to disclose and describe all contributions.

APPLICANT'S RESPONSES TO EVALUATION CRITERIA

In the space provided or in a separate attachment, provide responses to the following questions:

1. How does the proposed use impact the overall appearance of the City and aesthetic conditions of adjacent parcels?

The proposed use will complement the aesthetics of the area, bringing a fresh design to this corner of Loganville. Existing trees and landscaping will be preserved as feasible and new trees and landscaping will be added to buffer this development from neighboring residential properties.

2. How does the proposed use impact thoroughfare congestion and traffic safety?

The proposed use should decrease congestion and increase traffic safety at the very busy intersection of US-78 and Lee Byrd Road. Collaborating with the City on points of access and including cross access between businesses will decrease the number of access points and potentially divert vehicles from that very congested intersection.

3. How does the proposed use impact population density and the potential for overcrowding and urban sprawl?

The proposed use will decrease population density by changing the property from residential zoning to commercial zoning. With this property being part of a larger redevelopment of existing properties, there should be no added proclivity for overcrowding or urban sprawl.

4. How does the proposed use impact the provision of water, sewerage, transportation and other urban infrastructure services;

The proposed use of this particular parcel, as a part of the larger proposed development, is to serve as open space and stormwater detention areas for the new development. The new detention area(s) will capture and filter stormwater and will not require water, sewer or other infrastructure services as does its current use.

5. How does the proposed zoning provide protection of property against blight and depreciation?

The proposed Highway Commercial zoning will allow the redevelopment of this parcel to be part of an exciting new development that will bring jobs and tax dollars to Loganville, stimulating the local economy and increasing property values.

6. How is the proposed use and zoning consistent with the adopted Comprehensive Plan?

The proposed use aligns with multiple goals set forth in Loganville's Comprehensive Plan through improving walkability by adding sidewalks to safely connect residents with businesses, preserving natural and cultural resources by concentrating development around established areas, and meeting resident needs and attracting tourists by providing quality development. It also aligns with the Future Land Use map, concentrating commercial development along major thoroughfares.

7. In what way does the proposed zoning affect adjacent property owners if the request is approved?

Adjacent property owners will benefit in different ways: The residential neighbors to the north will enjoy a lush, green landscape buffer and new sidewalks to safely access businesses along Lee Byrd Road and US-78. The commercial neighbors to the west will receive the benefit of new cross access connecting their businesses directly with Lee Byrd Road and providing additional points of access for their customers.

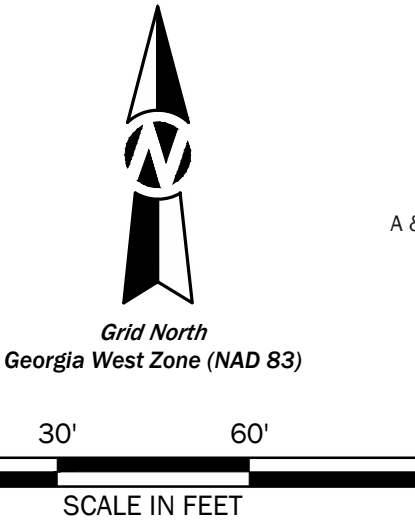
8. What is the impact upon adjacent property owners if the request zoning is not approved?

If the requested zoning is not approved and the development plans fall through, adjacent property owners will lose out on the benefits of additional trees and landscaping, increased mobility via new sidewalks and vehicular cross access, and could also end up neighboring abandoned properties that may result in undesirable blight.

9. Describe any other factors affecting the health, safety, morals, aesthetics, convenience, order, prosperity, or the general welfare of the present and future inhabitants of the City of Loganville.

The rezoning of this property will make way for exciting new development on several adjacent properties fronting Highway 78, bringing a fresh look, new jobs, tax dollars, and infrastructure improvements to Loganville.

RECORDING INFORMATION AREA
RESERVED FOR THE CLERK OF THE SUPERIOR COURT



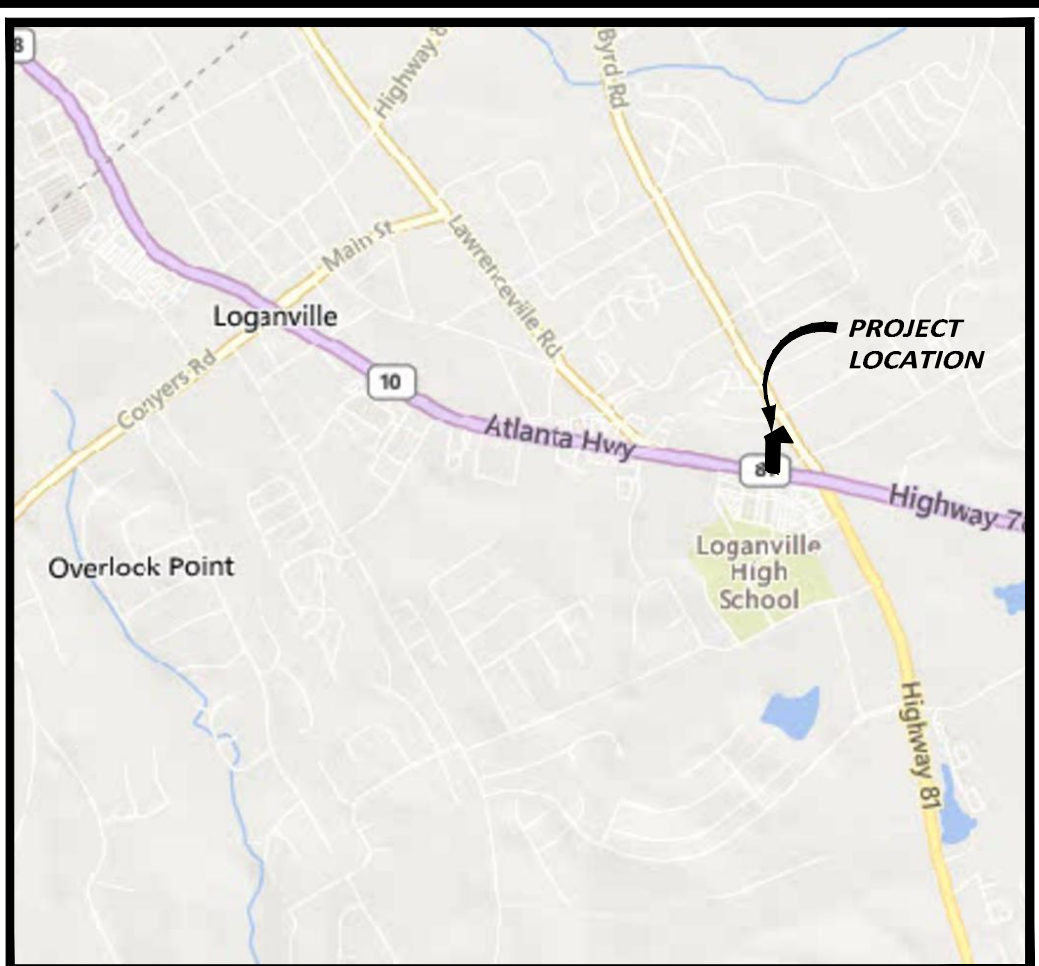
A & S Walton Investment Group, LLC
Tax ID: LG110062
Db. 4870, Pg. 454

LAND DESCRIPTION AS-SURVEYED
Property Description
Needham Total Parcel
All that tract or parcel of land lying and being in Walton County, Georgia, in Buncombe Militia District, containing 1.86 acres, more or less and being more particularly described as follows:
As a POINT OF COMMENCEMENT, begin at a concrete monument found at the intersection of the north right-of-way line of U.S. Hwy. 78 (S.R. 10) and the northwest right-of-way of Old Zion Cemetery Road; thence run N 80°38'33" W along said right-of-way for a distance of 33.29 feet to the POINT OF BEGINNING of the parcel herein described; thence leaving said right-of-way, run N 01°29'49" E for a distance of 345.00 feet to a 5/8" rebar set; thence run S 87°58'44" E for a distance of 144.68 feet to a 5/8" rebar set on the west right-of-way of Lover's Lane Road (Lee Byrd Road); thence run N 31°08'48" W along said right-of-way for a distance of 208.45 feet to a 5/8" rebar set; thence leaving said right-of-way, run S 59°44'35" W for a distance of 232.50 feet to a 5/8" rebar set; thence run S 14°56'48" E for a distance of 50.87 feet to a rebar found; thence run S 01°13'59" W for a distance of 325.87 feet to a rebar found on the north right-of-way of said U.S. Hwy. 78; thence run S 80°38'33" E along said right-of-way for a distance of 149.90 feet to the POINT OF BEGINNING.

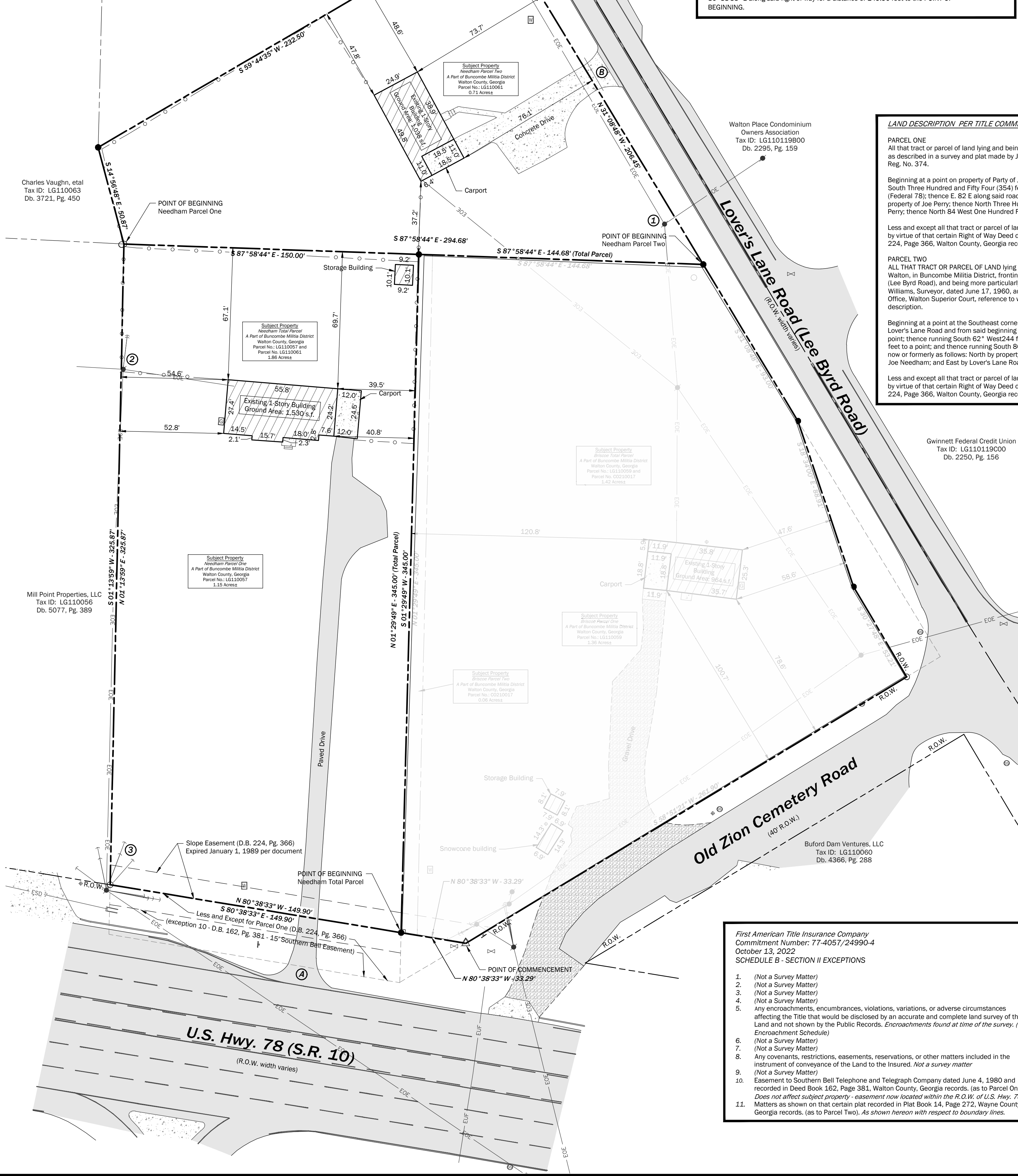
TECHNICAL NOTES
Equipment Used: Leica GS-16 3.75G Receiver RTK
Topcon GM-103 Total Station
**GPS utilized for coordinate system and topographical locations.
Error of Closure: 1:28,660
Relative Positional Accuracy: 0.04" H, 0.05" V (@ 95% Confidence Level)
Horizontal Datum: Georgia State Plane, West Zone, NAD83 (2011)
Vertical Datum: NGVD88
Reference Station: GABN (eGPS Network)
Site Control Station - DM7831
Lat: 34° 08' 07.08270 N.
Lon: 83° 46' 38.4985 W
Height: 278.611 meters
Datum: NAD 83 (2011), Epoch 2010.00
0.999915887
+0° 13' 06.45891"
Combined Grid Factor:
Convergence Angle:

POSSIBLE ENCROACHMENTS
② Possible encroachment of power poles and power line along Lover's Lane Road R.O.W., as shown. No easement information provided.
② Possible encroachment of power pole, guywire, anchor and power line along West boundary Parcel One as shown. No easement information provided.
③ Possible encroachment of power pole/guywire and anchors at SW corner of Parcel One as shown. No easement information provided.

ACCESS AREAS
④ Paved drive onto U.S. Hwy. 78 (S.R. 10), a dedicated public street.
⑥ Concrete drive onto Lover's Lane Road (Lee Byrd Road), a dedicated public street.



TTL
Sevan Multisite Solutions
4784 Atlanta Highway
Loganville, Georgia
205.345.0816 | www.ttlusa.com



LAND DESCRIPTION PER TITLE COMMITMENT
PARCEL ONE
All that tract or parcel of land lying and being in Walton County, Georgia, Buncombe District, as described in a survey and plat made by J. M. Williams, April 29th, 1958, County Surveyor, Reg. No. 374.
Beginning at a point on property of Party of Joe Perry, now or formerly so owned; and running South Three Hundred and Fifty Four (354) feet to right of way of Loganville-Monroe Road (Federal 78); thence E 82 E along said road One Hundred Fifty feet (150) to a corner on property of Joe Perry; thence North Three Hundred Sixty-one (361) feet to property of Joe Perry; thence North 84 West One Hundred Fifty (150) feet to beginning point.
Less and except all that tract or parcel of land conveyed to the Department of Transportation by virtue of that certain Right of Way Deed dated April 24, 1986 and recorded in Deed Book 224, Page 366, Walton County, Georgia records.

PARCEL TWO
ALL THAT TRACT OR PARCEL OF LAND lying and being in the State of Georgia, County of Walton, in Buncombe Militia District, fronting 210 feet on the West side of Lover's Lane Road (Lee Byrd Road), and being more particularly described according to plat and survey by J.M. Williams, Surveyor, dated June 17, 1960, and recorded in Plat Book 14, page 272, Clerk's Office, Walton Superior Court, reference to which record is hereby made for a more complete description.
Beginning at a point at the Southeast corner of this property where this property corners with Lover's Lane Road and from said beginning point running North 30° West 210 feet to a point; thence running South 62° West 244 feet to a point; thence running South 15° East 50 feet to a point; and thence running South 86° East 307 feet to beginning point. Bounded now or formerly as follows: North by property of Joe Perry; South by property of Wilson and Joe Needham; and East by Lover's Lane Road.
Less and except all that tract or parcel of land conveyed to the Department of Transportation by virtue of that certain Right of Way Deed dated April 24, 1986 and recorded in Deed Book 224, Page 366, Walton County, Georgia records.

TABLE A
OPTIONAL REQUIREMENTS

- 1. Monuments placed... As Shown Hereon
- 2. Address(es) of surveyed property... See Note #9
- 3. Flood zone classification... See Note #7
- 4. Gross land area... As Shown Hereon, See Note #4
- 6. (a) List the current zoning... See Note #5
- 7. (a) Exterior dimensions of all buildings... See Note #13
(b) Square footage of:
(1) exterior footprint of all buildings... See Note #13
- 8. Substantial features observed... As Shown Hereon
- 9. Number and type... of parking spaces... As Shown Hereon, See Note #6
- 10. As designated by client, a determination of the relationship and location of certain division or party walls... None Designated by Client
- 11. Evidence of underground utilities existing on or serving the... property... (b) markings coordinated by the surveyor... As Shown Hereon, See Note #2
- 12. As specified by the client, Governmental Agency... requirements... None Requested by Client
- 13. Names of adjoining owners according to current tax records... As Shown Hereon
- 14. As specified by the client, distance to the nearest intersecting street... None Requested by client.
- 15. Rectified orthophotography, photogrammetric mapping... Not requested for this survey.
- 16. Evidence of recent earth moving work... None Observed
- 17. Proposed changes in street right of way lines... Evidence of recent street or sidewalk construction... None Observed
- 18. include as part of the survey any plottable offsite easements... Provided offsite Easement Information Plotted if possible
- 19. Professional liability insurance policy obtained by surveyor... Certificate available upon request

GENERAL NOTES

- All angles and distances for a curve are to their respective chords. All bearings are to Grid North as established by global positioning. This survey meets or exceeds the requirement of ALTA/NSPS Land Title Survey for maximum allowable Relative Positional Precision of 0.07 + 50ppm.
- Not all underground utilities are shown hereon. Utilities that are shown are approximate from observed evidence, and available utility plans at time of survey. No guarantee or warranty of the accuracy of the location of underground utilities is hereby implied. Utilities should be verified onsite through Georgia OneCall 811 prior to any construction or digging.
- Source of Title: Parcel One - Db. 2428, Pg. 091; Parcel Two - Db. 2439, Pg. 146
- Total Area of Property: 81,219 SF ± / 1.86 Acres (Parcel One 31,166 SF ± / 0.71 Ac. ±; Parcel Two 50,053 SF ± / 1.15 Ac.)
- Current Zoning and Restrictions: (No zoning letter or report was provided at time of survey)
Current Zoning: Unknown
Setback Restrictions: Unknown
Building Height Restrictions: Unknown
Lot Coverage: Unknown
Parking: Unknown
- Parking: No parking currently exist on subject property.
- This property is currently located in Zone X (Areas determined to be outside the 0.2% annual chance floodplain), as depicted on FEMA Flood Panel 13297C0085 E, effective December 8, 2016.
- The property has frontage on U.S. Hwy. 78 (S.R. 10) and Lover's Lane Road (Lee Byrd Road), each dedicated public streets. (See Access Area Schedule)
- Addresses of Property: (From Tax Assessor's Records)
Parcel One: 4784 Atlanta Hwy. Parcel Two: 168 Lee Byrd Road
Loganville, GA 30052 Loganville, GA 30052
- Potential encroachments were found at time of survey. (See Encroachment Schedule)
- The property described hereon is the same as the property described in First American Title Insurance Company Commitment No. 77-4057/24990-4 with an effective date of October 13, 2022. The land description of the Title Commitment and the As-Surveyed land description describe the same property, being the subject property shown hereon. The property and parcels surveyed are contiguous with no evidence of gaps, gorse, or overlaps observed. All easements, covenants and restrictions referenced in said title commitment or apparent from a physical inspection of the site have been plotted hereon or otherwise noted as to their effect on the subject property.
- No evidence of cemeteries was observed during survey.
- Survey not final without Seal and Signature of Surveyor.
- This survey may not be reproduced, altered, or copied without written permission of TTL, Inc.

VICINITY MAP
NO SCALE

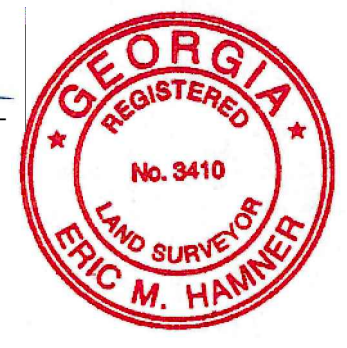
SURVEY LEGEND

---	EXISTING BOUNDARY LINE
---	EXISTING RIGHT-OF-WAY
---	EXISTING PROPERTY LINE
---	EXISTING SUBDIVISION LOT LINE
---	EXISTING CHAIN LINK FENCE
---	EXISTING IRON FENCE
---	EXISTING WIRE FENCE
---	EXISTING WOOD FENCE
---	EXISTING CONTOUR 5' INTERVAL
---	EXISTING CONTOUR 1' INTERVAL
---	EXISTING SURFACE ELEVATION
---	EXISTING SANITARY SEWER MAIN
---	EXISTING SANITARY SEWER FORCE MAIN
---	EXISTING STORM DRAIN
---	EXISTING WATER MAIN
---	EXISTING GAS MAIN
---	EXISTING OVERHEAD ELECTRICAL
---	EXISTING UNDERGROUND ELECTRICAL
---	EXISTING OVERHEAD CABLE TELEVISION
---	EXISTING UNDERGROUND CABLE TELEVISION
---	EXISTING OVERHEAD TELEPHONE
---	EXISTING UNDERGROUND TELEPHONE
---	EXISTING TRAFFIC SIGNAL LINE
---	EXISTING UNDERGROUND FIBER OPTIC
---	EXISTING SANITARY SEWER MANHOLE
---	EXISTING SANITARY SEWER CLEANOUT
---	EXISTING STORM MANHOLE
---	EXISTING STORM DOUBLE WING INLET
---	EXISTING STORM SINGLE WING INLET
---	EXISTING STORM YARD INLET
---	EXISTING STORM JUNCTION BOX
---	EXISTING WATER VALVE
---	EXISTING IRRIGATION CONTROL VALVE
---	EXISTING WATER METER
---	EXISTING FIRE HYDRANT
---	EXISTING WATER METER
---	EXISTING GAS METER
---	EXISTING GAS VALVE
---	EXISTING MONITORING WELL
---	EXISTING ELECTRIC MANHOLE
---	EXISTING POWER POLE
---	EXISTING GUY ANCHOR
---	EXISTING LIGHT POLE
---	EXISTING GROUND/LANDSCAPE LIGHT
---	EXISTING ELECTRICAL BOX
---	EXISTING ELECTRIC METER
---	EXISTING A/C PAD
---	EXISTING TELEPHONE MANHOLE
---	EXISTING TRAFFIC POLE
---	EXISTING TELEPHONE PEDESTAL
---	EXISTING CABLE TELEVISION PEDESTAL
---	EXISTING AT&T MANHOLE
---	EXISTING BOLLARD
---	EXISTING MAILBOX
---	EXISTING SIGN
---	IRON PIPE / PIN FOUND
---	CAPPED REBAR FOUND
---	CONCRETE MONUMENT SET
---	CONCRETE MONUMENT FOUND
---	AXLE FOUND
---	PIN KNOT FOUND
---	CAPPED REBAR SET
---	SECTION
---	TOWNSHIP
---	RANGE
---	R.O.W.
---	M.B.L.
---	PLAT BOOK
---	DEED BOOK
---	PAGE
---	RECORD DIMENSION
---	EXISTING TREE
---	EXISTING TREE STUMP
---	EXISTING CONCRETE PAVEMENT
---	EXISTING ASPHALT PAVEMENT
---	EXISTING BRICK PAVERS
---	EXISTING BUILDING
---	EXISTING GRAVEL DRIVE
---	EXISTING RIPRAP LINING

Needham Parcels U.S. Hwy 78 - Loganville, GA
Sevan Multisite Solutions
4784 Atlanta Highway
Loganville, Georgia
Located in Buncombe Militia District, Walton County, Georgia

First American Title Insurance Company
Commitment Number: 77-4057/24990-4
October 13, 2022
SCHEDULE B - SECTION II EXCEPTIONS
1. (Not a Survey Matter)
2. (Not a Survey Matter)
3. (Not a Survey Matter)
4. (Not a Survey Matter)
5. Any encroachments, encumbrances, violations, variations, or adverse circumstances affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records. Encroachments found at time of survey. (See Encroachment Schedule)
6. (Not a Survey Matter)
7. (Not a Survey Matter)
8. Any covenants, restrictions, easements, reservations, or other matters included in the instrument of conveyance of the Land to the insured. Not a survey matter.
9. Easement to Southern Bell Telephone and Telegraph Company dated June 4, 1980 and recorded in Deed Book 162, Page 381, Walton County, Georgia records. (as to Parcel One). Does not affect subject property - easement now located within the R.O.W. of U.S. Hwy. 78 Matters as shown on that certain plat recorded in Plat Book 14, Page 272, Wayne County, Georgia records. (as to Parcel Two). As shown hereon with respect to boundary lines.

To GSA RE Hwy 78 Loganville, LLC and Fidelity National Title Insurance Company:
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys; jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 6(a), 7(b), 8, 9, 10, 11(b), 12, 13, 14, 15, 16, 17, 18 and 19 of Table A thereof. The field work was completed on October 25, 2022.
Date of Plat or Map: November 2, 2022
Eric M. Hamner, GA PLS #3410
Date: 11/02/2022
Surveyor's Acknowledgement:
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.



Sheet Title
ALTA/NSPS
Land Title Survey

No.	Date	Revision Description

Drawn By: SGF/GNF
Checked By: EMH
Date Drawn: 11/02/2022
Date Surveyed: 10/25/2022
Scale: 1"=30'
File Name: Sevan 22-3870.dwg

1 March 2023

Mr. Tim Prater, Director
Department of Planning and Development
City of Loganville
4303 Lawrenceville Road
Loganville, GA 30052

RE: Parcel LG110061 – 168 Lee Byrd Road
Request for Zoning Map Adjustment - Letter of Intent

Dear Mr. Prater:

We are requesting an amendment to the City of Loganville zoning map to rezone the property at 168 Lee Byrd Road from R16 Residential to CH Highway Commercial. The rezoning of this parcel will allow for stormwater detention, landscaping/open space and an access drive to accommodate the proposed development of the abutting parcels to the south that front US 78 and are currently zoned CH.

We believe this zoning change will be beneficial to the citizens of Loganville. The redevelopment of this parcel along with the neighboring parcels will bring improvements in connectivity and walkability while also bringing jobs and tax revenue.

Thank you for considering our rezoning proposal. Please do not hesitate to reach out with any questions, comments or concerns. We look forward to working with the City of Loganville on this new and exciting development.

Kindest Regards,



Amy Pearce
Project Manager

CC: Harrison Parker, Made To Order Holdings

Request for Zoning Map Amendment

Application # R
 Parcel #LG110061 – 168 Lee Byrd Road

LEGAL DESCRIPTION

*Needham Parcel Two
 A Part of Buncombe Militia District, Walton County, Georgia
 Parcel No. LG110061
 0.71 Acres +/-*

ALL THAT TRACT OR PARCEL OF LAND lying and being in the State of Georgia, County of Walton, in Buncombe Militia District, fronting 210 feet on the West side of Lover's Lane Road (Lee Byrd Road), and being more particularly described according to plat and survey by J.M. Williams, Surveyor, dated June 17, 1960, and recorded in Plat Book 14, page 272, Clerk's Office, Walton Superior Court, reference to which record is hereby made for a more complete description.

Beginning at a point at the Southeast corner of this property where this property corners with Lover's Lane Road and from said beginning point running North 30 ° West 210 feet to a point; thence running South 62° West 244 feet to a point; thence running South 15° East 50 feet to a point; and thence running South 86° East 307 feet to beginning point. Bounded now or formerly as follows: North by property of Joe Perry; South by property of Wilson and Joe Needham; and East by Lover's Lane Road.

Less and except all that tract or parcel of land conveyed to the Department of Transportation by virtue of that certain Right of Way Deed dated April 24, 1986 and recorded in Deed Book 224, Page 366, Walton County, Georgia records

Request for Zoning Map Amendment

Application # R
Parcel #LG110061 – 168 Lee Byrd Road

LIST OF ABUTTING PROPERTY OWNERS

- Parcel ID LG110062 (184 LEE BYRD RD) A & S WALTON INVESTMENT GROUP LLC
128 E HIGHLAND AVE
MONROE, GA 30655

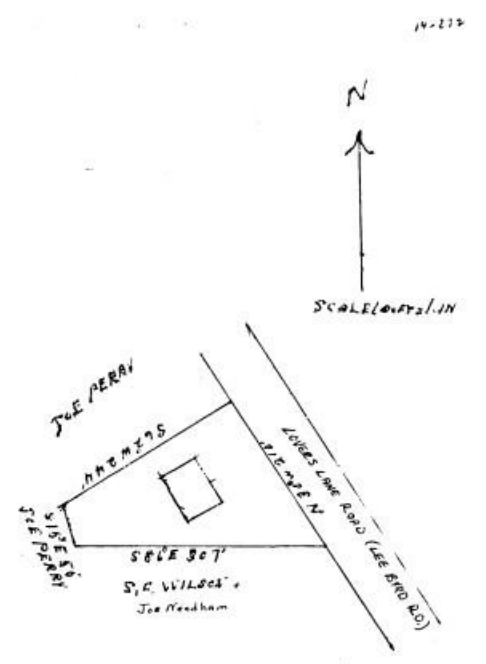
- Parcel ID LG110063 (110 PERRY STREET) CHARLES VAUGHN & LEAHANN VAUGHN
4200 LOGAN DRIVE
LOGANVILLE, GA 30052

- Parcel ID LG110056 (4764 ATLANTA HWY) GSA RE HWY 78 LOGANVILLE LLC
500 COMMERCE STREET
SUITE 700
FORT WORTH, TX 76102

- Parcel ID LG110057 (4784 ATLANTA HWY) GSA RE HWY 78 LOGANVILLE LLC
500 COMMERCE STREET
SUITE 700
FORT WORTH, TX 76102

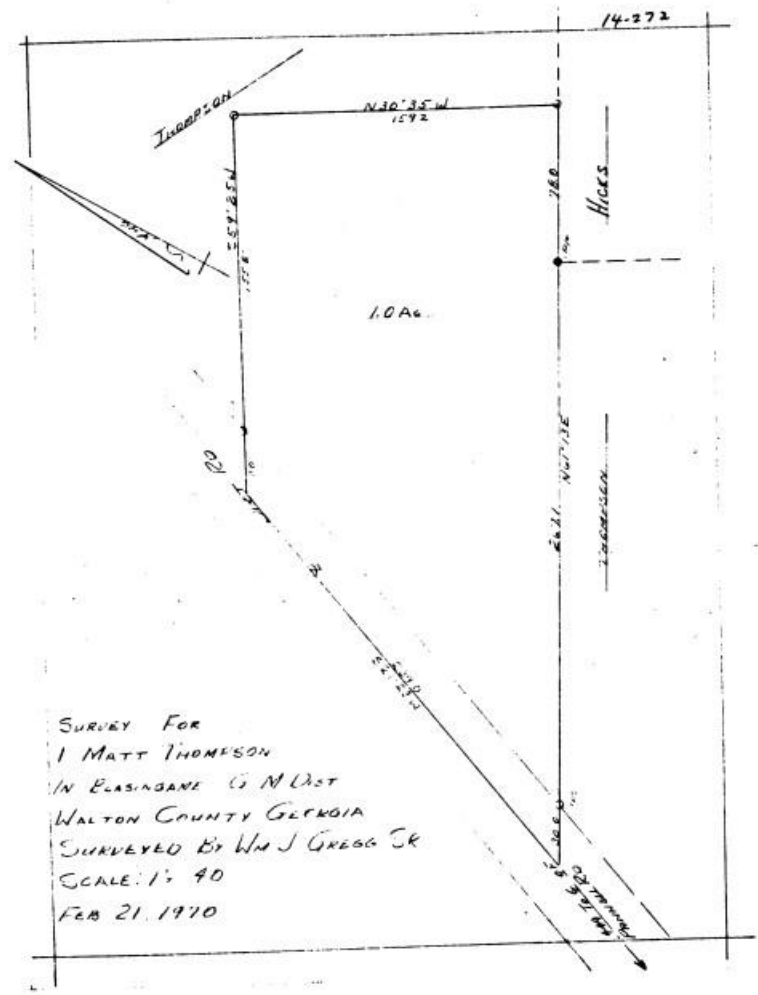
- Parcel ID CO210017 (HWY 78) GSA RE HWY 78 LOGANVILLE LLC
500 COMMERCE STREET
SUITE 700
FORT WORTH, TX 76102

- Parcel ID LG110059 (4794 ATLANTA HWY) GSA RE HWY 78 LOGANVILLE LLC
500 COMMERCE STREET
SUITE 700
FORT WORTH, TX 76102



Property of Joe Perry
Lagavilla, Walton County, Ga
June - 17, 1960
Reg # 274 of m. Williams

RECORDED ON THE 19th DAY OF Feb. 1970
James S. Batchelor
CLERK, WALTON SUPERIOR COURT.



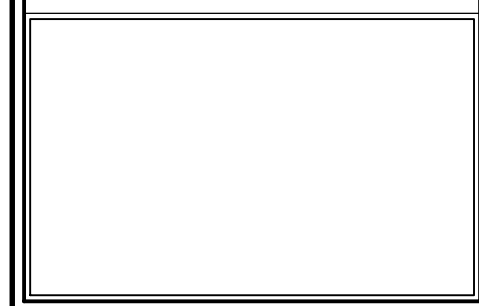
SURVEY FOR
MATT THOMPSON
IN BLASINGAME G. N. LIST
WALTON COUNTY GEORGIA
SURVEYED BY W. J. GREGG JR.
SCALE 1" = 40'
FEB 21, 1970

RECORDED ON THE 25th DAY OF Feb. 1970
James S. Batchelor
CLERK, WALTON SUPERIOR COURT.

REVISIONS

NO.	DATE	DESCRIPTION
0	09.09.2022	CLIENT REVIEW
1	11.29.2022	REVISED PROPERTY LINE
2	02.03.2023	REVISED PER MEETING
3	02.13.2023	REVISED PER CITY COMMENTS
4	03.03.2023	REVISED LAYOUT

CONSULTANT



SEAL



CUSTOMER

MADE TO ORDER
HOLDINGS

PROJECT DESCRIPTION

WHATABURGER

PROJECT LOCATION

HWY 78 AND LEE BYRD
ROAD
LOGANVILLE, GA 30052

(WALTON COUNTY)

SHEET TITLE

CONCEPT SITE PLAN
OPTION 5

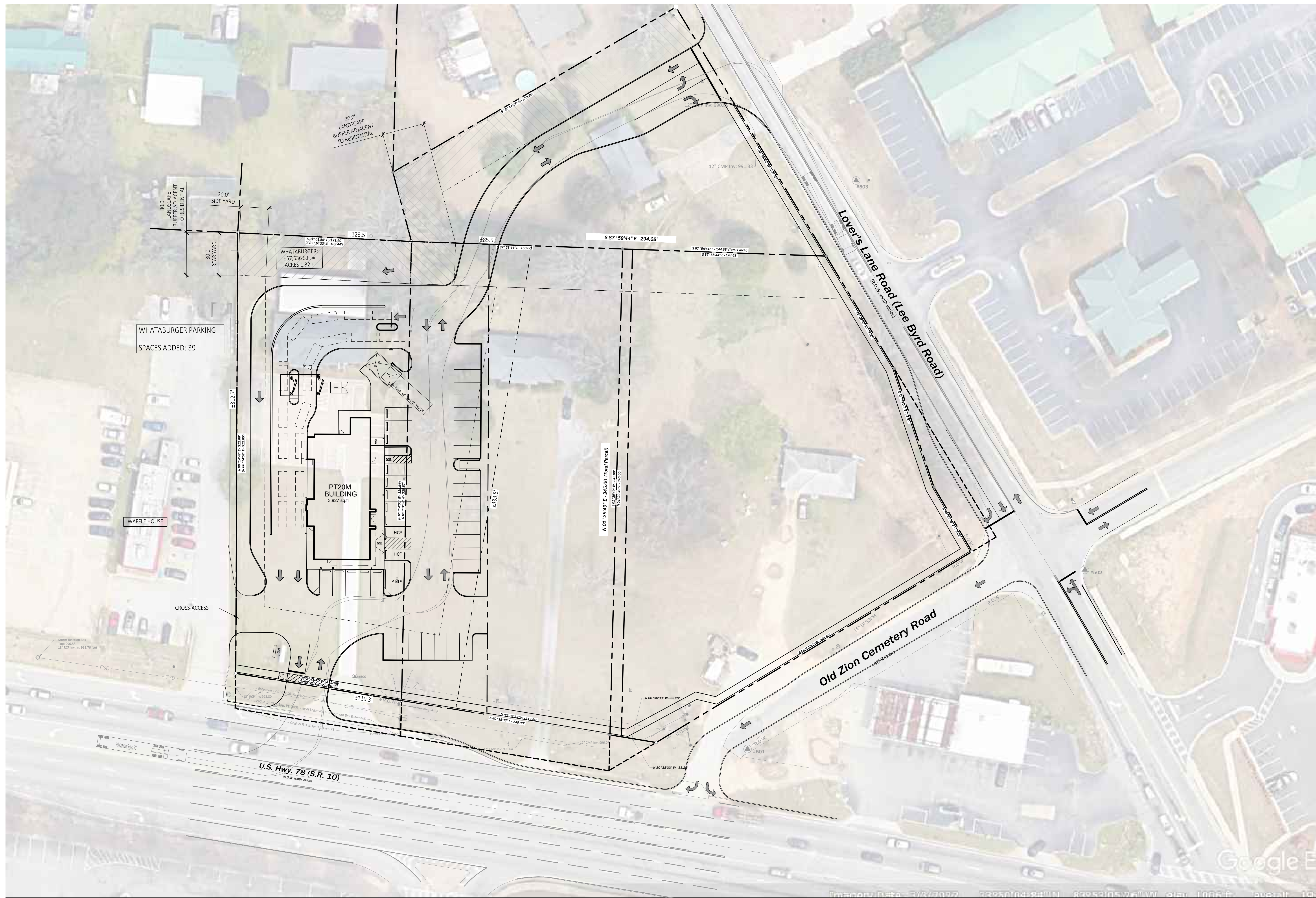
SHEET MANAGEMENT

PROJECT NO.: WHATABURGER
DATE: -
CRITERIA: -
PROJECT MANAGER: T.KRATZ

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SHEET NUMBER

CP1.20



CONCEPT SITE PLAN - OPTION 5
SCALE: 1" = 30'-0"

FILE NAME: \\Share\Clients\Made to Order\Holdings\WB\New Builds\Loganville - Atlanta Hwy\DS\Concept\Opt5\Rev4\WTD\Loganville GA-Opt5 Rev4_Clean.dwg LAST SAVED BY: Patrana, Owaldo SAVED DATE: 3/3/2023 7:21 AM PLOTTED: 3/3/2023 7:21 AM



30 Independence Boulevard, Suite 110
Warren, New Jersey 07059
908-769-5588
www.atlantictraffic.com

TRAFFIC IMPACT ANALYSIS for

MADE TO ORDER HOLDINGS

Proposed Whataburger Drive-Thru Restaurant
Parcels LG110056 & 57, C0210017, LG110059 & LG110061
4764 Atlanta Highway (US Route 78, SR 10, SR 81)
@ Lee Byrd Road & Old Zion Cemetery Road
City of Loganville
Walton County, Georgia 30052



JOHN R. HARTER
Professional Engineer
Ga. License No. 47388



DAVID W. FAHIM
Assistant Project Manager

Ga. Certificate of Authority No. 22222865

April 25, 2023

C:\pwworking\projectwise\tpd-c3d\d2083206\SEVS00002 - TIA - 2023-04-25.docx//pg

INTRODUCTION

Atlantic TPD, LLC (ATDE) has prepared this Traffic Impact Analysis to support the support the application to City of Loganville for the development of a Whataburger restaurant with drive-thru. The approximately 4-acre subject property is bound by Atlanta Highway (US Route 78, SR 10, SR 81) to the south, Lee Byrd Road to the north and Old Zion Cemetery Road to the east, as shown on the Site Location Map (**Figure 1**) in the **Appendix**.

CURRENT CONDITION

Parcel LG110056 is currently developed with approximately 4,000 square feet of office space in 2 buildings, located at the westerly edge of the overall parcel; and the remainder of the subject parcels are occupied by 3 single-family homes.

The southerly parcels are located in the CH (Commercial Highway) zoning district, where drive-in restaurants are a permitted use. The northerly parcel, along Lee Byrd Road, is located in the R-16 (Single-Family Urban Residential) zoning district, where drive-in restaurants are not permitted.

Access to the site is currently provided via 2 driveways along westbound Atlanta Highway (US Route 78, SR 10), a driveway along eastbound Lee Byrd Road and a driveway along southbound Old Zion Cemetery Road.

Approximately 500 feet to the east of the site, Atlanta Highway (US Route 78, SR 10) meets Lee Byrd Road at a signalized intersection, where SR 81 forms the northbound approach, and also runs concurrent with the eastbound approach. Old Zion Cemetery Road is currently STOP-controlled at Lee Byrd Road and at Atlanta Highway (US Route 78, SR 10).

PROPOSED CONDITION

It is proposed to remove the existing site features and to construct a 68-seat, 3,927 square foot Whataburger restaurant on 1.32 acres at the southwestern

portion of the site. The restaurant would be served by 39 parking stalls and a two-lane drive-thru that would accommodate 19 vehicles.

The project would additionally reconstruct the block of Old Zion Cemetery Road between Lee Byrd Road and Atlanta Highway (US Route 78, SR 10, SR 81), and would change the operation along this section to one-way southbound.

Access to the restaurant is proposed via a full-movement driveway along westbound Atlanta Highway (US Route 78, SR 10, SR 81), located approximately 650 feet west of its signalized intersection with Lee Byrd Road, and via a full-movement driveway along southbound Lee Byrd Road, located approximately 700 feet west of the signalized intersection.

The proposed restaurant and drive-thru would be located in the CH (Commercial Highway) zone. The proposed Lee Byrd Road driveway would be located in the R-16 (Single-Family Urban Residential) zone.

The site would circulate one-way counterclockwise around the northerly and westerly sides of the restaurant, to facilitate the drive-thru operation, and would circulate two-way in the parking aisle on the southerly and easterly sides of the building.

The Whataburger site would also be interconnected with an existing Waffle House, to the west; which, in turn, is interconnected with a Verizon store on the next property to the west.

SCOPE OF STUDY

This study has been performed to evaluate potential traffic impacts associated with the development of the proposed Whataburger restaurant. Accordingly, this analysis includes the following:

- A review of roadway and traffic conditions in the vicinity of the site, including roadway geometrics and traffic volumes based on the *City of Loganville Traffic Study and Needs Analysis* dated October 2021, prepared for the City by KCI Technologies;
- Projection of the traffic generated by the proposed Whataburger based on Institute of Transportation Engineers (ITE) research;
- An analysis of existing and future roadway and site driveway operations;
- An evaluation of the Site Plan focusing on access, on-site circulation, drive-thru design, and parking supply; and
- Recommendations and conclusions.

EXISTING TRAFFIC CONDITIONS

SUBJECT PROPERTY

The subject property is bound by Atlanta Highway (US Route 78, SR 10) to the south, Lee Byrd Road to the north and Old Zion Cemetery Road to the east in the City of Loganville, Walton County, Georgia. The subject property has the following characteristics:

- Designated as City of Loganville Parcels LG110056, LG110057, C0210017, LG110059 and LG110061.
- Has approximately 270 feet of frontage along westbound Atlanta Highway (US Route 78, SR 10).
- The property is primarily located in the CH (Commercial Highway) zone where drive-in restaurants are a permitted use.
- The northerly parcel, along Lee Byrd Road, is located in the R-16 (Single-Family Urban Residential) zoning district, where drive-in restaurants are not permitted.
- Land uses in the site vicinity of the site are a mix of commercial and residential along the Atlanta Highway (US Route 78, SR 10) corridor and predominately residential along the Lee Byrd Road and Old Zion Cemetery Road corridors.

ROADWAY NETWORK

The subject property is bound by Atlanta Highway (US Route 78, SR 10) to the south, Lee Byrd Road to the north and Old Zion Cemetery Road to the east. The following is a description of the adjacent roadway network:

Atlanta Highway (US Route 78, SR 10)

- Classified as a Principal Arterial under Georgia Department of Transportation (GDOT) jurisdiction based on the GDOT Functional Classification database.
- Designated as an east/west roadway within the vicinity of the site.

- Provides 2 lanes of travel in each direction with no shoulders, separated by a two-way left-turn lane (TWLTL) along the site frontage, and additional turn lanes at key intersections.
- Parking is not permitted within the vicinity of the site.
- Sidewalks are provided on the southern side of the roadway west of its signalized intersection with Lee Byrd Road.
- Has a posted speed limit of 45 miles per hour along the site frontage.
- Serves an Average Annual Daily Traffic (AADT) of approximately 44,000 vehicles according to GDOT data from October 2022.

Lee Byrd Road

- Classified as local roadway under City jurisdiction based on the GDOT Functional Classification database.
- Has a northwest/southeast orientation in the vicinity of the site.
- A "No Trucks" sign is posted on the north leg of its signalized intersection with Atlanta Highway (US Route 78, SR 10).
- Provides one 1 lane to accommodate each direction of travel with turn lanes provided at key signalized intersections.
- Parking is not permitted along the site frontage.
- Has a posted speed limit of 35 miles per hour along the site frontage.
- Meets its southerly terminus at its signalized intersection with Atlanta Highway (US Route 78, SR 10), south of which the roadway is designated SR 81.

Old Zion Cemetery Road

- Classified as local roadway under City jurisdiction based on the GDOT Functional Classification database.
- Has an east/west orientation in the vicinity of the site.
- Provides one 1 lane to accommodate each direction of travel.

- Parking is not permitted within the vicinity of the site.
- Has a posted speed limit of 25 miles per hour within the vicinity of the site.
- Serves an AADT of approximately 1,900 vehicles according to the City of Loganville Traffic Study and Needs Analysis conducted in May 2021.
- Meets its westerly terminus at its intersection with Atlanta Highway (US Route 78, SR 10).

EXISTING TRAFFIC VOLUMES

To examine the traffic operations at the project site, traffic counts were obtained from the *City of Loganville Traffic Study and Needs Analysis* dated October 2021, which was prepared for the City by KCI Technologies. Data for weekday morning and weekday evening peak hours was obtained for the following intersections:

- Atlanta Highway (US Route 78, SR 10) & Lee Byrd Road
- Lee Byrd Road & Old Zion Cemetery Road

Specifically, manual turning movement counts were conducted on the following dates and times for the *City of Loganville Traffic Study*:

- Thursday, May 6, 2021 from 7:00 am to 9:00 am and from 4:00 pm to 6:00 pm
- Tuesday, May 11, 2021 from 7:00 am to 9:00 am and from 4:00 pm to 6:00 pm
- Tuesday, May 18, 2021 from 7:00 am to 9:00 am and from 4:00 pm to 6:00 pm

PEAK HOURS

The results of the traffic counts indicate there are distinct hours during the periods of study when traffic experiences its highest level. Based on the traffic count information collected in the City of Loganville report, the 2021

existing weekday morning and weekday evening peak hour traffic volumes are summarized on **Figure 2** in the **Appendix**.

In an effort to provide a conservative analysis, the 2021 peak hour counts were then grown to 2023 at a 1.25% annual background growth rate, consistent with the *City of Loganville Traffic Study*. The resultant 2023 existing peak hour traffic volumes are summarized on **Figure 3** in the **Appendix**.

PROPOSED DEVELOPMENT TRAFFIC CHARACTERISTICS

TRIP GENERATION

Traffic projections for the proposed Whataburger restaurant with drive-thru were prepared using the industry standard data published by the Institute of Transportation Engineers (ITE) in the 11th Edition of the *Trip Generation Manual*.

Specifically, trip generation for the existing 4,000 square feet of office space was prepared using ITE Land Use Code 712: "Small Office Building" based on building area and the existing 3 single-family houses were prepared using ITE Land Use Code 210: "Single-Family Detached Housing" based on the number of houses. The proposed 3,927 square foot Whataburger restaurant with drive-thru was prepared using ITE Land Use Code 934: "Fast-Food Restaurant with Drive-Through Window" based on building area.

Table 1 summarizes the site-generated traffic increases for the proposed Whataburger development compared to the existing uses during the weekday morning and weekday evening peak hours. The ITE trip generation summary printouts are provided in the **Appendix**.

Table 1
ITE Trip Generation Comparison
Existing Vs. Proposed Developments

Development	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Existing 4,000 SF Small Office Buildings	5	2	7	3	6	9
Existing 3 Single-Family Houses	1	2	3	2	2	4
Proposed 3,927 SF Whataburger	89	86	175	68	62	130
Difference	+83	+82	+165	+63	+54	+117

A portion of the site-generated traffic is projected to be "pass-by" in nature, as diverted movements into the site from adjacent flows of traffic (i.e., one

stop made in a series of linked "errand" type trips to multiple retail locations; or made by a commuter on the way to work or home).

The average weekday morning and weekday evening peak hour pass-by trip percentage for a fast-food restaurant with drive-thru is 49% and 50%, respectively, based on the ITE's *Trip Generation Handbook*, 3rd Edition, September 2017. **Table 2** presents the increase in site-generated traffic between the existing and proposed developments in terms of "new" and "pass-by" traffic.

Table 2
Proposed Whataburger Trip Generation Increase
With Consideration of Pass-By Trips

Land Use	Trip Type	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Existing 4,000 SF Small Office Buildings	New	5	2	7	3	6	9
	Pass-By	0	0	0	0	0	0
	Total	5	2	7	3	6	9
Existing 3 Single-Family Houses	New	1	2	3	2	2	4
	Pass-By	0	0	0	0	0	0
	Total	1	2	3	2	2	4
Proposed 3,927 SF Whataburger	New	47	44	91	37	31	68
	Pass-By	42	42	84	31	31	62
	Total	89	86	175	68	62	130
Difference	New	+41	+40	+81	+32	+23	+55
	Pass-By	+42	+42	+84	+31	+31	+62
	Total	+83	+82	+165	+63	+54	+117

TRIP DISTRIBUTION

The site-generated traffic attributed to the proposed Whataburger development has been oriented to the adjacent roadway network based on travel patterns and driveway using patterns identified from the reported traffic count data.

The new and pass-by trip distributions are illustrated on **Figure 4** and **Figure 5** in the **Appendix**, respectively. **Figure 6** and **Figure 7** in the **Appendix** summarize the new and pass-by site traffic volumes respectively. **Figure 8** in the **Appendix** summarizes the total site-generated traffic from the proposed development.

FUTURE TRAFFIC CONDITIONS

OTHER AREA DEVELOPMENTS

The City of Loganville Planning Department was contacted to determine if there are any proposed developments in the vicinity of the site which could impact traffic conditions on the adjacent roadway network. According to the City, there are no significant proposed area developments within the vicinity of the site.

BACKGROUND GROWTH

It is anticipated that the construction of the project will be completed within 2 years. A growth rate of 1.25% rate per year was utilized to account for potential background traffic growth, in accordance with the *City of Loganville Traffic Study*.

FUTURE NO-BUILD TRAFFIC VOLUMES

The future-without-the project, or No-Build, traffic volumes were established by applying the 1.25% annual growth rate to the 2023 existing traffic volumes. The future No-Build traffic volumes are summarized on **Figure 9** in the **Appendix**.

FUTURE BUILD TRAFFIC VOLUMES

To create the future-with-the-project, or Build, traffic volumes, the traffic network was adjusted to account for the elimination of the existing -on-site uses and for proposed one-way operation on Old Zion cemetery road. The redistributed and reallocated trips are shown on **Figure 10** in the **Appendix**.

The future Build traffic volumes were then calculated by adding the site-generated traffic volumes associated with the proposed Whataburger restaurant and the redistributed and reallocated traffic volumes to the future No-Build traffic volumes. The Build traffic network is show on **Figure 11** in the **Appendix**.

ANALYSIS OF FUTURE TRAFFIC VOLUMES

A Volume/Capacity and Level of Service Analysis was conducted for the Existing, No-Build and Build conditions for the weekday morning and weekday evening peak hours using Synchro 11 Software. This type of analysis is performed to gauge the operational state of traffic activity, and to identify areas of excessive delay or congestion. A description of the Levels of Service is provided in the **Appendix**.

ATDE obtained the GDOT timing directive associated with the signalized intersection of the Atlanta Highway (US Route 78, SR 10) and Lee Byrd Road for use in the analyses. The timing directive is provided in the **Appendix**.

The resulting Synchro 11 summary printouts and Level of Service summary tables are also provided in the **Appendix**.

The following is a summary of the capacity analysis results:

Atlanta Highway (US Route 78, SR 10) & Lee Byrd Road

Under **Existing** conditions, the signalized intersection of Atlanta Highway (US Route 78, SR 10) and Lee Byrd Road was calculated to operate at Level of Service E or better for any movement during the study periods with the following exceptions:

- The southbound left-turn movement was calculated to operate at a Level of Service F during the weekday morning peak hour.
- The northbound left-turn and the southbound through/right-turn movements were calculated to operate at a Level of Service F during both study peak hours.

Under **No-Build** conditions, the intersection was calculated to continue to operate at Existing Levels of Service. Under **Build** conditions, the intersection was calculated to continue to operate at the No-Build Levels of Service with the following exceptions:

- The eastbound left-turn movement was calculated to change from a Level of Service C to D during the weekday evening peak hour.
- Vehicle delay at the southbound through/right-turn movement was calculated to increase by as much as 12.8 seconds in comparison to No-Build conditions.

Signal timing Mitigation was evaluated for the signalized intersection. A maximum reallocation of only 2 seconds of green time from the Atlanta Highway (US Route 78, SR 10) phase was analyzed, with 1 second of green time distributed to the Atlanta Highway (US Route 78, SR 10) westbound left-turn lead phase, and 1 second of green time distributed to the southbound approach. **The analysis shows that the proposed signal timing change would return the signal to No-Build or better operations in the Build with Mitigation condition.**

Lee Byrd Road & Old Zion Cemetery Road

Under **Existing, No-Build** and **Build** conditions, the intersection of Lee Byrd Road and Old Zion Cemetery Road was calculated to operate at an acceptable Level of Service D or better for any movement during each of the study peak hours. This Level of Service D translates to a 95th percentile queue of approximately 1 vehicle.

Atlanta Highway (US Route 78, SR 10) & Old Zion Cemetery Road

Under **Existing, No-Build** and **Build** conditions, the intersection of Atlanta Highway (US Route 78, SR 10) and Old Zion Cemetery Road was calculated to operate at an acceptable Level of Service D or better for any movement during each of the study peak hours. This Level of Service D translates to a 95th percentile queue of approximately 1 vehicle.

Proposed Site Driveways

Under **Build** conditions, the proposed site driveways were calculated to operate at a Level of Service C or better during each of the study peak hours with the following exception:

The southbound egress movement at the proposed Atlanta Highway (US Route 78, SR 10) driveway was calculated to operate at a Level of Service F during the weekday morning peak hour and a Level of Service E during the weekday evening peak hour. This Level of Service F translates to a 95th percentile queue of approximately 5 vehicles which would be stored on-site.

SITE ACCESS AND CIRCULATION

An evaluation has been made of the Concept Site Plan Option 5 for the proposed Whataburger restaurant prepared by Sevan Engineering, dated September 9, 2022, and last revised March 3, 2023. In particular, the evaluation focuses on site access, circulation, drive-thru design, and parking supply. The following items address these design characteristics:

Site Access

- Access to the site is currently provided via 2 driveways along westbound Atlanta Highway (US Route 78, SR 10), a driveway along eastbound Lee Byrd Road and a driveway along southbound Old Zion Cemetery Road.
- Under future conditions, access to the site is proposed at a full-movement driveway along westbound Atlanta Highway (US Route 78, SR 10) located approximately 650 feet west of its signalized intersection with Lee Byrd Road, which is a net reduction by one driveway along the State highway.
- Access is also proposed at a full-movement driveway along southbound Lee Byrd Road located approximately 700 feet north of its signalized intersection with Atlanta Highway (US Route 78, SR 10).
- An interconnection is proposed between the Whataburger restaurant and the existing Waffle House to the west, and, beyond the Waffle House, to a Verizon store.
- The project would reconstruct Old Zion Cemetery Road and provide one-way southbound operation between Lee Byrd Road and the State highway.

Drive-Thru

- The proposed site layout includes a drive-thru with 2 lanes and a full bypass lane.

- Drive-thrus offer expedient customer service and are especially beneficial for parents with small children and elderly or disabled persons, who may find it easier to remain in their vehicles for order transactions.
- The layout provides queueing for 19 vehicles without impacting the on-site circulation, site driveways or parking areas.
- The entrance to the drive-thru is proposed to be located along the north side of the building.

Parking

- The City of Loganville requires 1 parking stall per 3 seats, plus 1 per employee; or 38 stalls for the proposed 68-seat Whataburger restaurant and up to 15 employees.
- A total of 39 parking stalls (inclusive of 2 ADA stalls) are provided on the Site Plan, exceeding the City requirement.
- The Site Plan proposes parking spaces 9 feet in width by 19 feet in depth, which dimensions meet City requirements and are consistent with generally accepted engineering standards.
- The proposed parking areas would be served by 30-foot wide two-way access aisles, which exceeds City requirements.

CONCLUSIONS

It has been determined from the conduct of a detailed traffic study that the proposed Whataburger development **would not** significantly impact traffic conditions in the vicinity of the site.

The results of the Synchro analysis show that with consideration of minor timing adjustments, the Levels of Service under future Build conditions were similar compared to future No-Build conditions.

The proposed parking supply will provide 39 parking stalls (including 2 ADA stalls) which exceeds the City Ordinance criteria. Additionally, the parking stall and drive aisle dimensions have been designed to meet or exceed City requirements and are consistent with engineering standards.

Appendix

A | Figures

Figure 1

Proposed Whataburger Restaurant with Drive-Thru
City of Loganville
Walton County, Georgia

Site Location Map

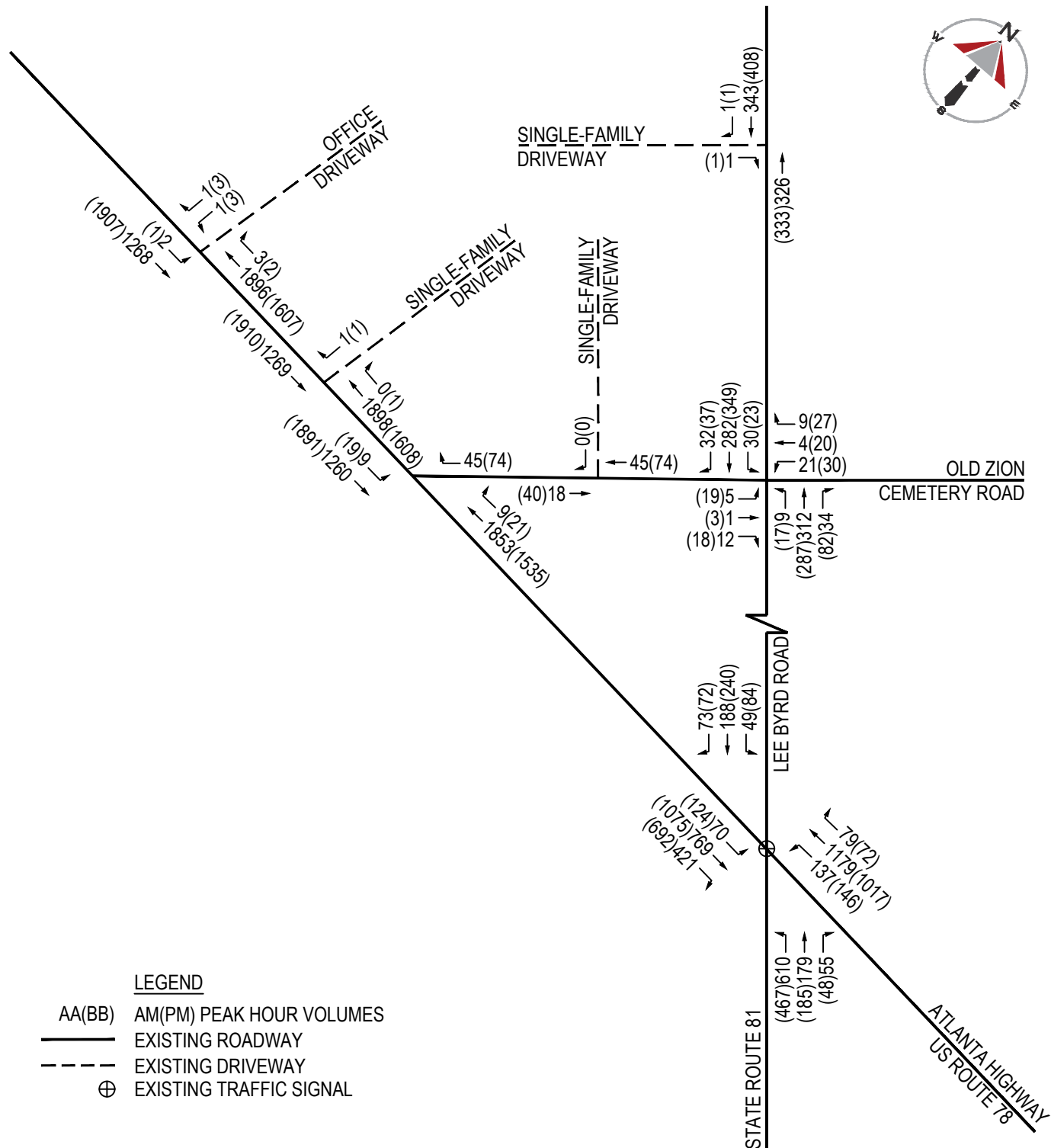


C:\P\WORKING\PROJECT\WSE\TPD-C3D\02095146\SET\500002 REPORT FIGURES--->LAYOUT LOCATION MAP

Figure 2

Proposed Whataburger Restaurant with Drive-Thru
City of Loganville
Walton County, Georgia

Existing 2021 Traffic Volumes

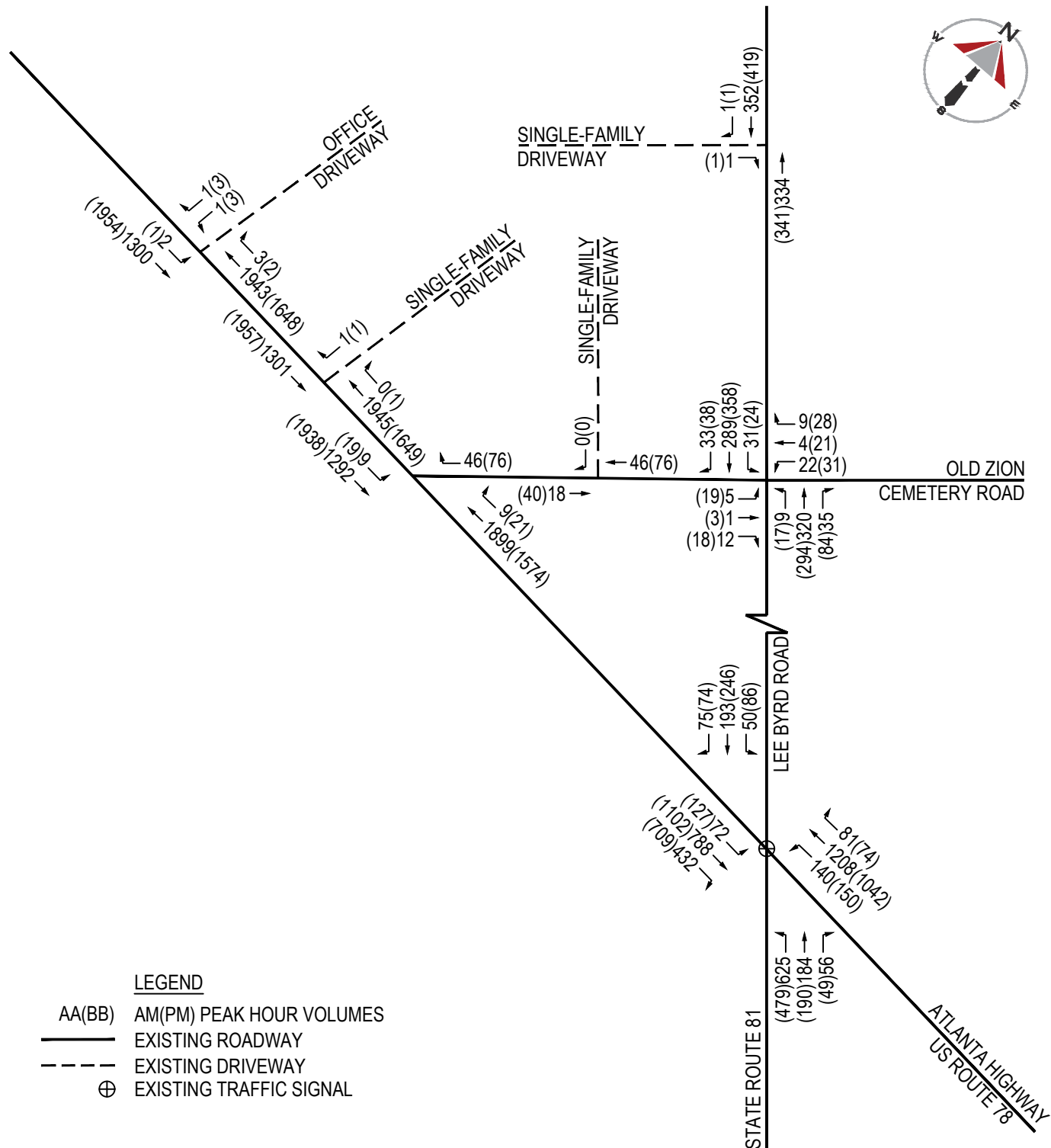


C:\PWORKING\PROJECTS\TPD-C3D\02095146\SET5\00002 REPORT FIGURES-->LAYOUT: EXISTING TRAFFIC VOLUMES

Figure 3

Proposed Whataburger Restaurant with Drive-Thru
City of Loganville
Walton County, Georgia

Existing Traffic Volumes + Growth to 2023

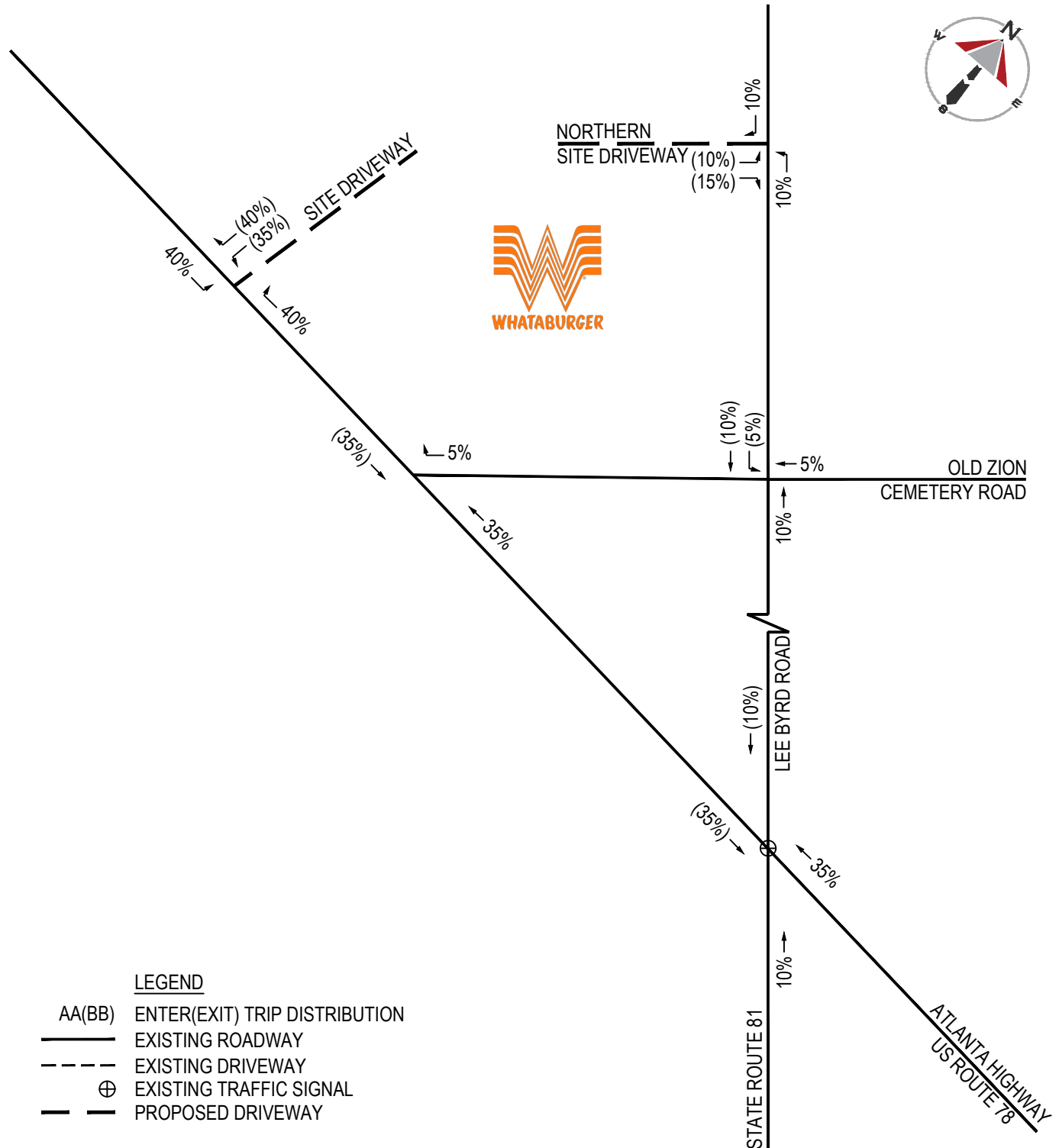


C:\P\WORKING\PROJECTS\TPD-C3D\02095146\SET\000002 REPORT FIGURES-->LAYOUT: EXISTING TRAFFIC VOLUMES (2)

Figure 4

Proposed Whataburger Restaurant with Drive-Thru
City of Loganville
Walton County, Georgia

Distribution of New Project-Generated Trips (Build A)

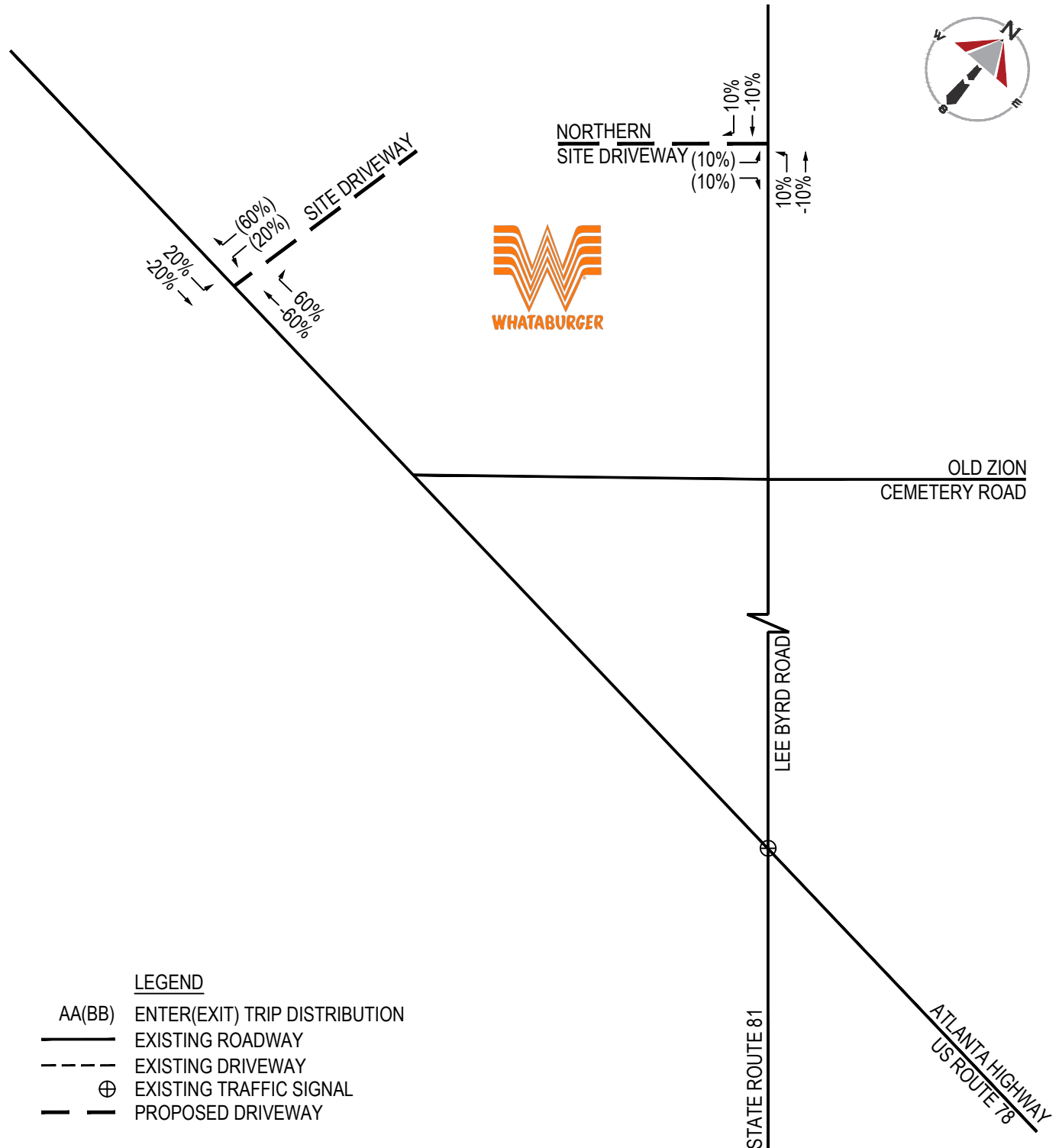


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Figure 5

Proposed Whataburger Restaurant with Drive-Thru
City of Loganville
Walton County, Georgia

Distribution of Pass-By Project-Generated Trips (Build A)

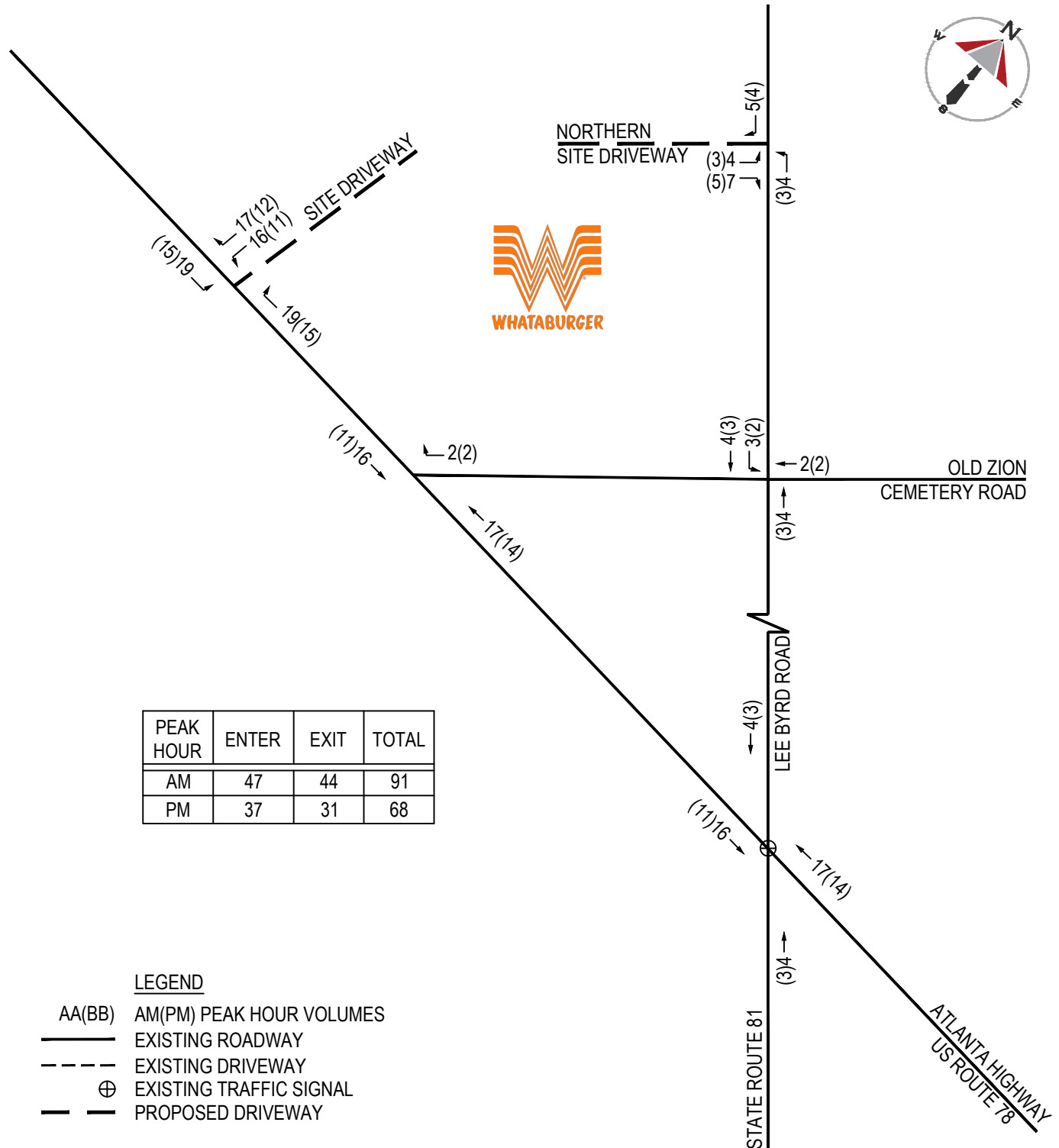


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Figure 6

Proposed Whataburger Restaurant with Drive-Thru
City of Loganville
Walton County, Georgia

Project-Generated New Traffic Volumes



PEAK HOUR	ENTER	EXIT	TOTAL
AM	47	44	91
PM	37	31	68

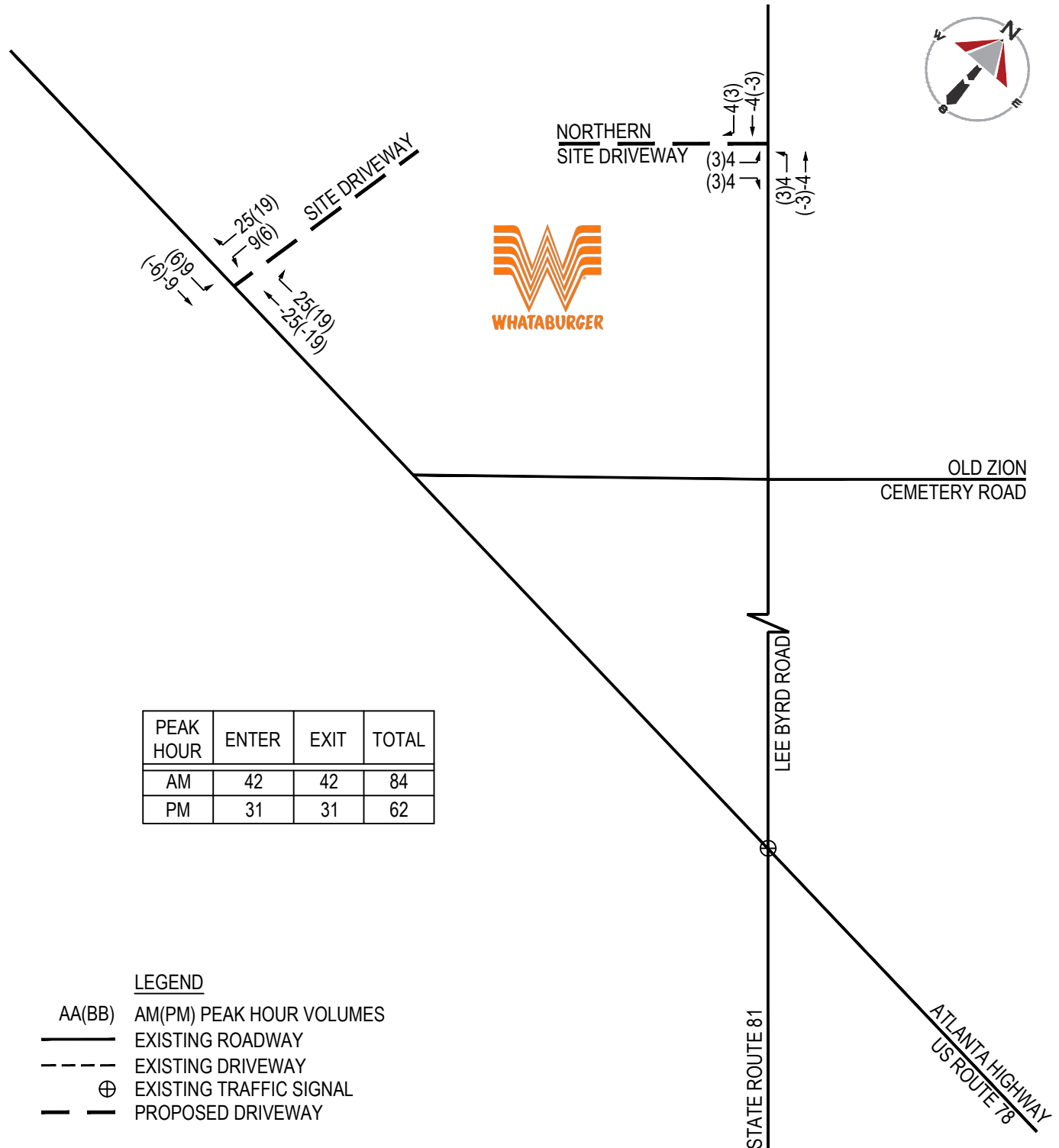
LEGEND

- AA(BB) AM(PM) PEAK HOUR VOLUMES
- EXISTING ROADWAY
- - - EXISTING DRIVEWAY
- ⊕ EXISTING TRAFFIC SIGNAL
- — — PROPOSED DRIVEWAY

Figure 7

Proposed Whataburger Restaurant with Drive-Thru
City of Loganville
Walton County, Georgia

Project-Generated Pass-By Traffic Volumes



PEAK HOUR	ENTER	EXIT	TOTAL
AM	42	42	84
PM	31	31	62

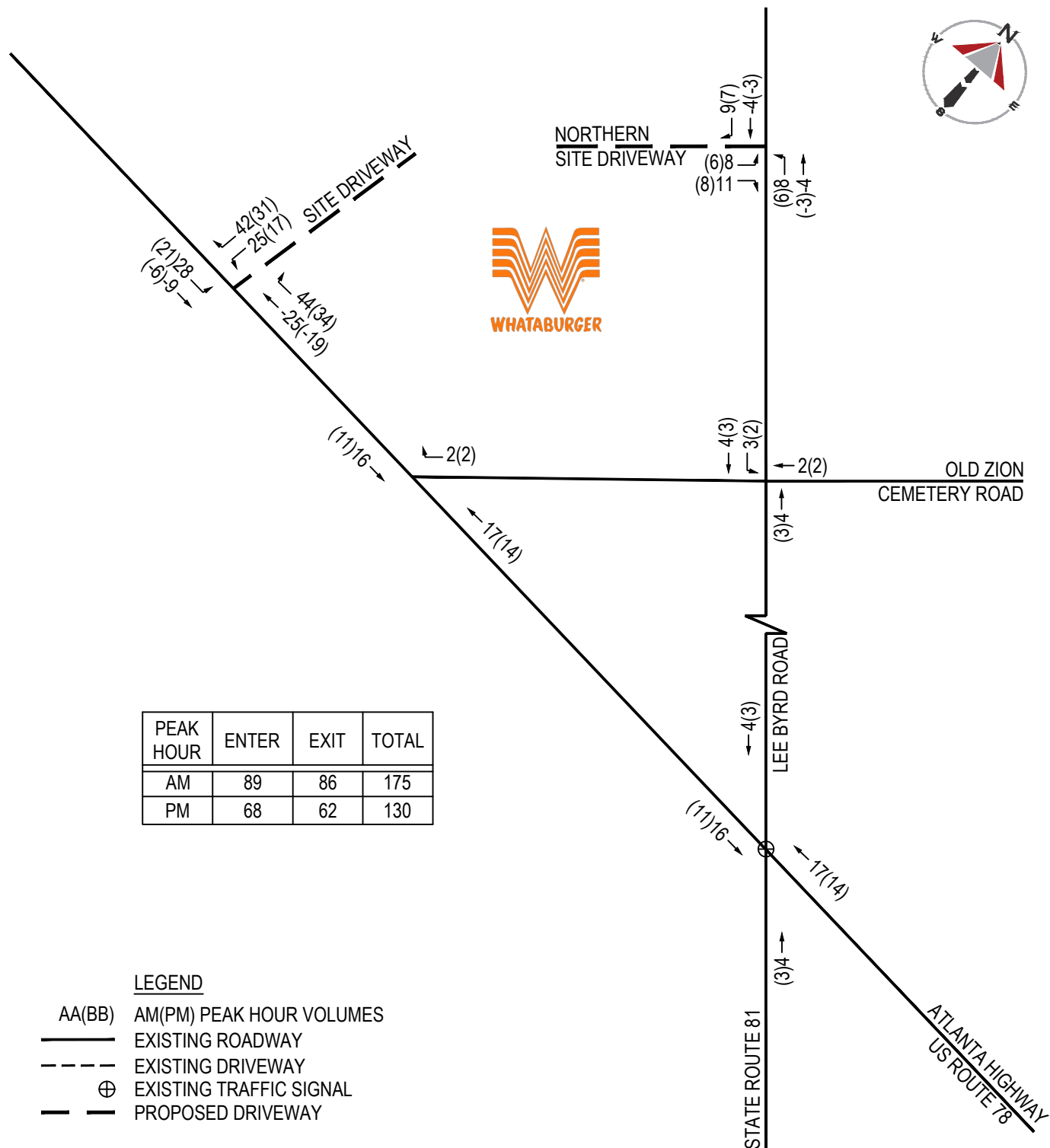
LEGEND

- AA(BB) AM(PM) PEAK HOUR VOLUMES
- EXISTING ROADWAY
- - - EXISTING DRIVEWAY
- ⊕ EXISTING TRAFFIC SIGNAL
- - - PROPOSED DRIVEWAY

Figure 8

Proposed Whataburger Restaurant with Drive-Thru
City of Loganville
Walton County, Georgia

Total Project-Generated Traffic Volumes



PEAK HOUR	ENTER	EXIT	TOTAL
AM	89	86	175
PM	68	62	130

LEGEND

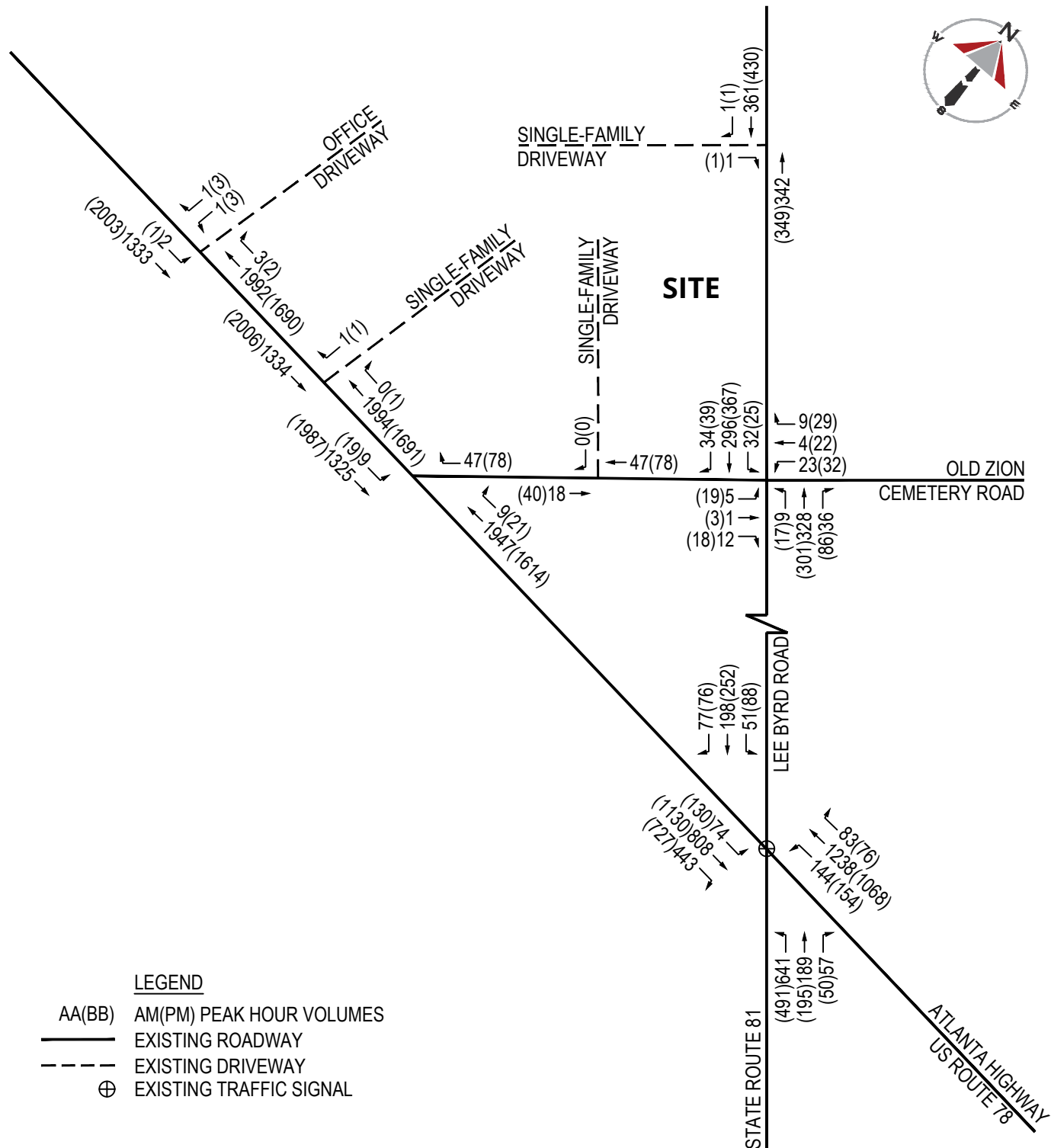
- AA(BB) AM(PM) PEAK HOUR VOLUMES
- EXISTING ROADWAY
- - - EXISTING DRIVEWAY
- ⊕ EXISTING TRAFFIC SIGNAL
- — — PROPOSED DRIVEWAY

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Figure 9

Proposed Whataburger Restaurant with Drive-Thru
City of Loganville
Walton County, Georgia

Future No-Build Traffic Volumes

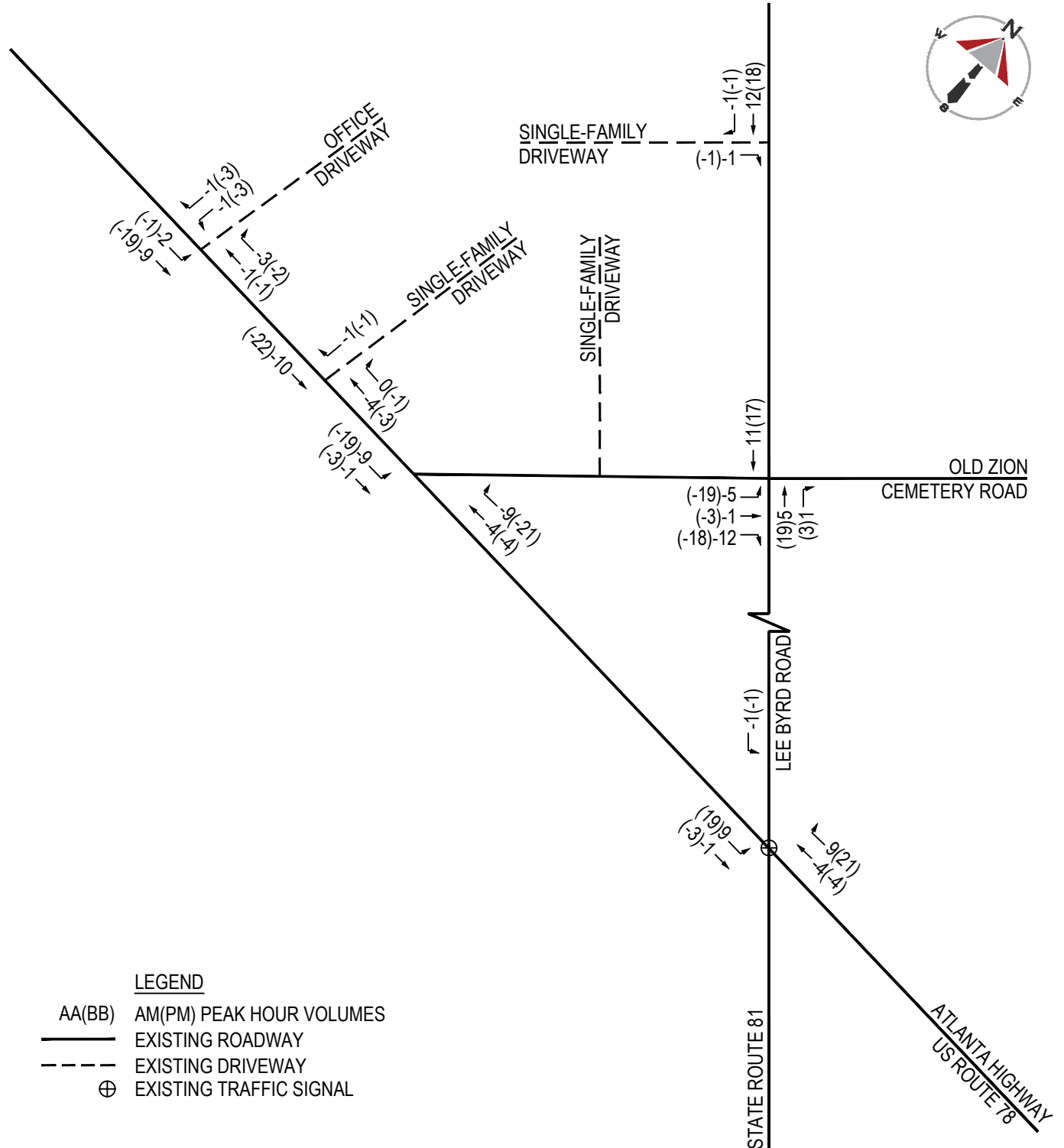


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Figure 10

Proposed Whataburger Restaurant with Drive-Thru
City of Loganville
Walton County, Georgia

Redistribution & Reallocation of Existing Traffic Volumes



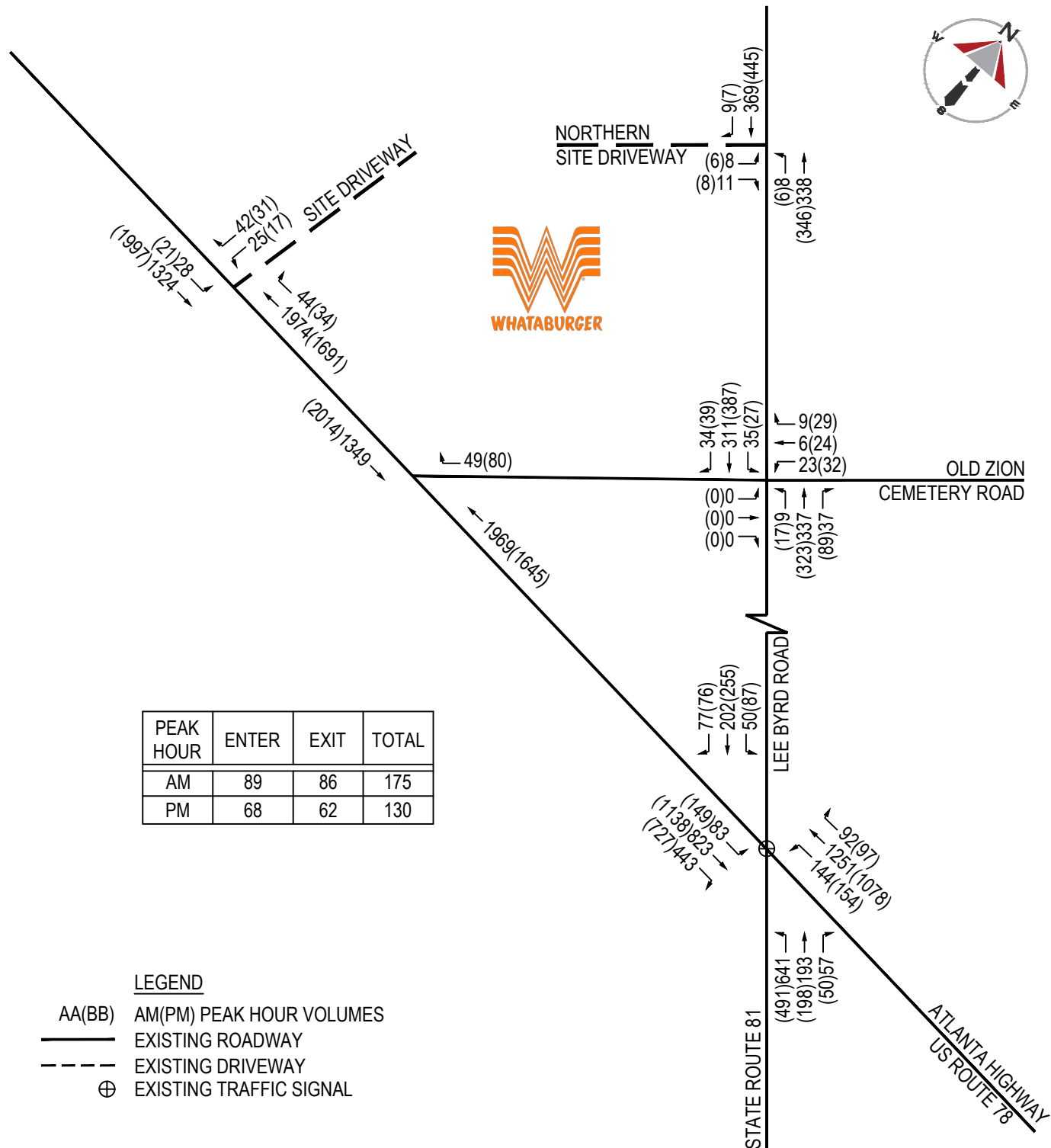
C:\P\WORKING\PROJECTS\TPD-C3D\02095146\SET\000002 REPORT FIGURES-->LAYOUT: BUILD +_ TRAFFIC VOLUMES

ATLANTIC TRAFFIC+DESIGN

Figure 11

Proposed Whataburger Restaurant with Drive-Thru
City of Loganville
Walton County, Georgia

Future Build Traffic Volumes



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B | ITE Trip Generation

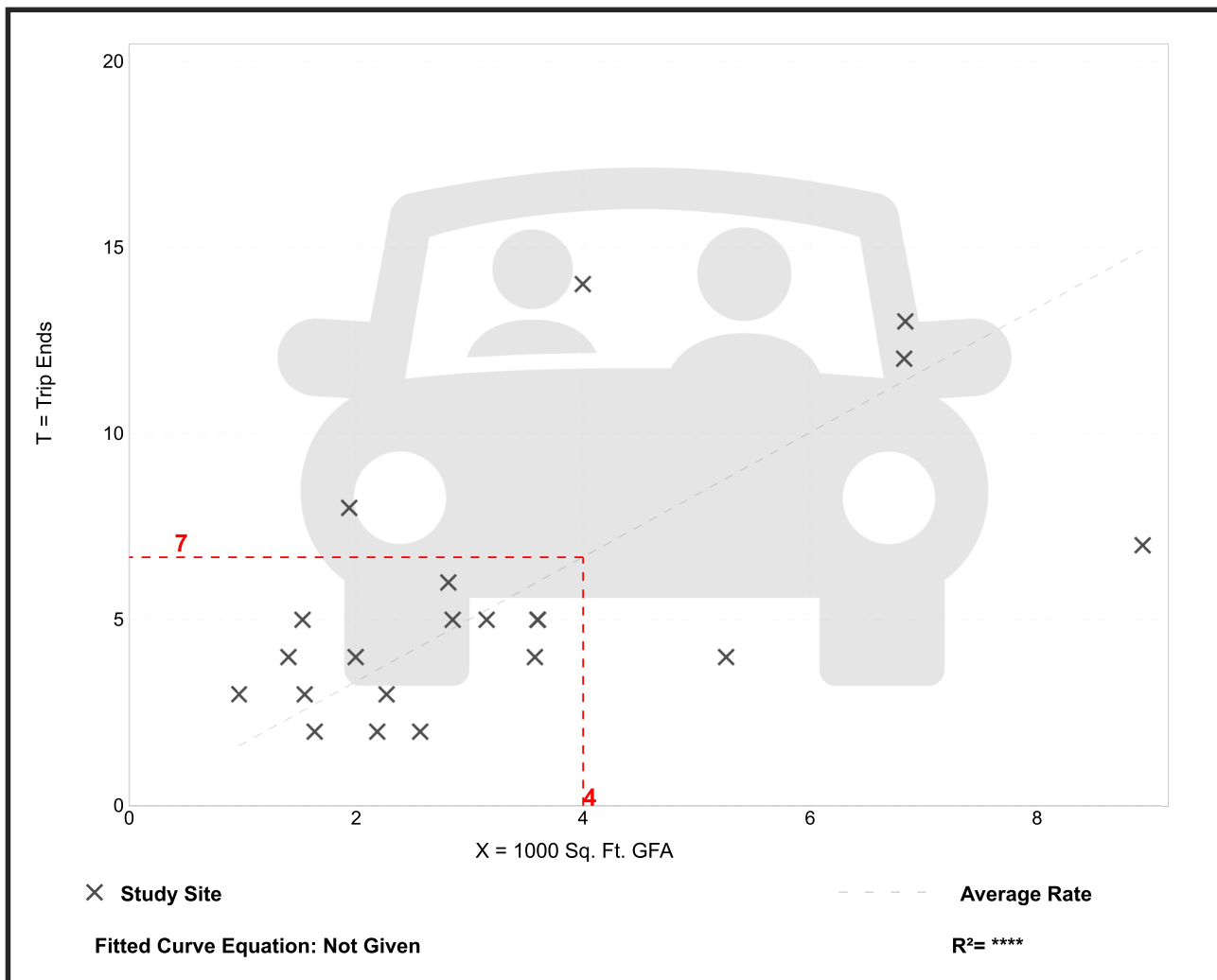
Small Office Building (712)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 21
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 82% entering, 18% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.67	0.76 - 4.12	0.88

Data Plot and Equation



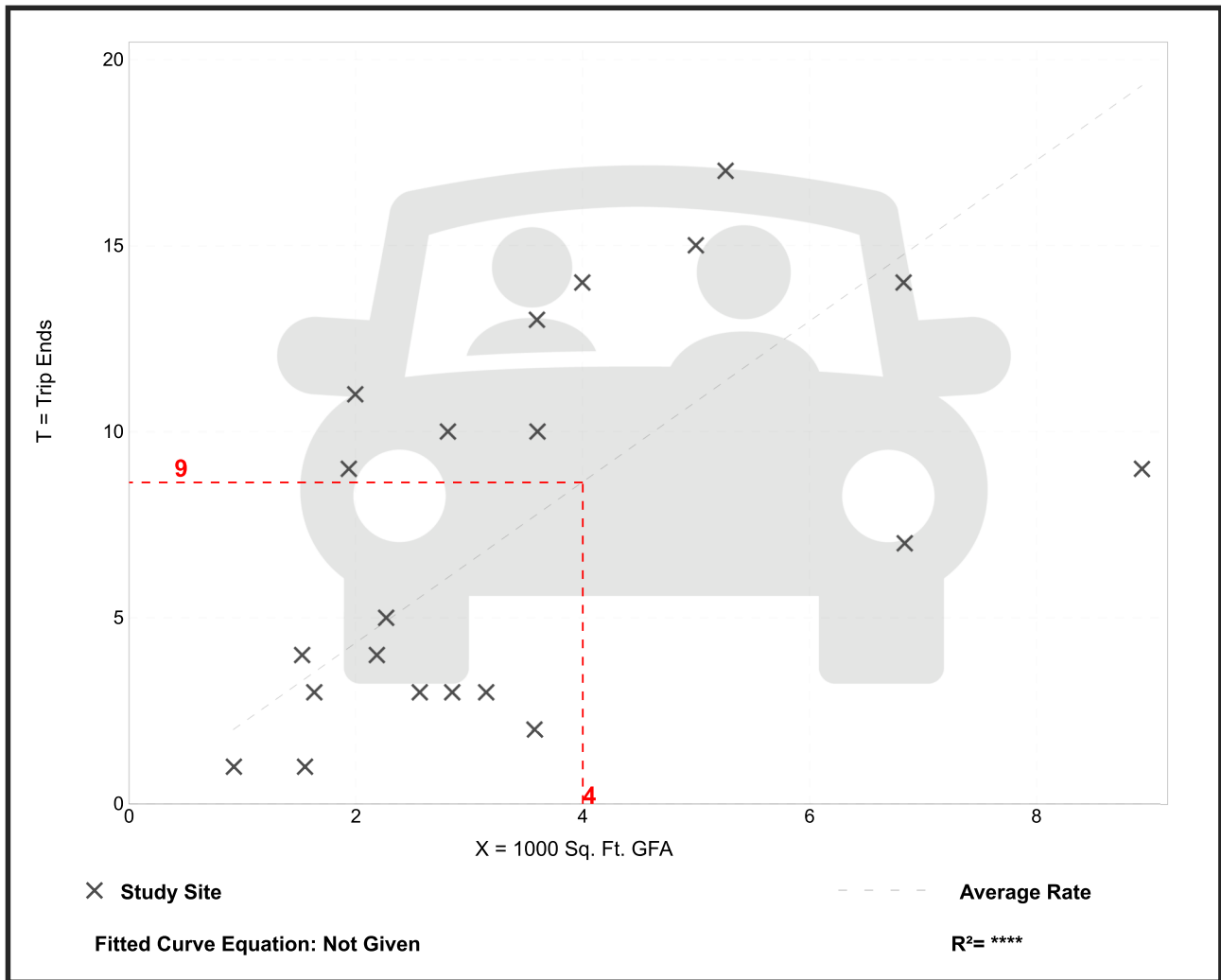
Small Office Building (712)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 21
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.16	0.56 - 5.50	1.26

Data Plot and Equation



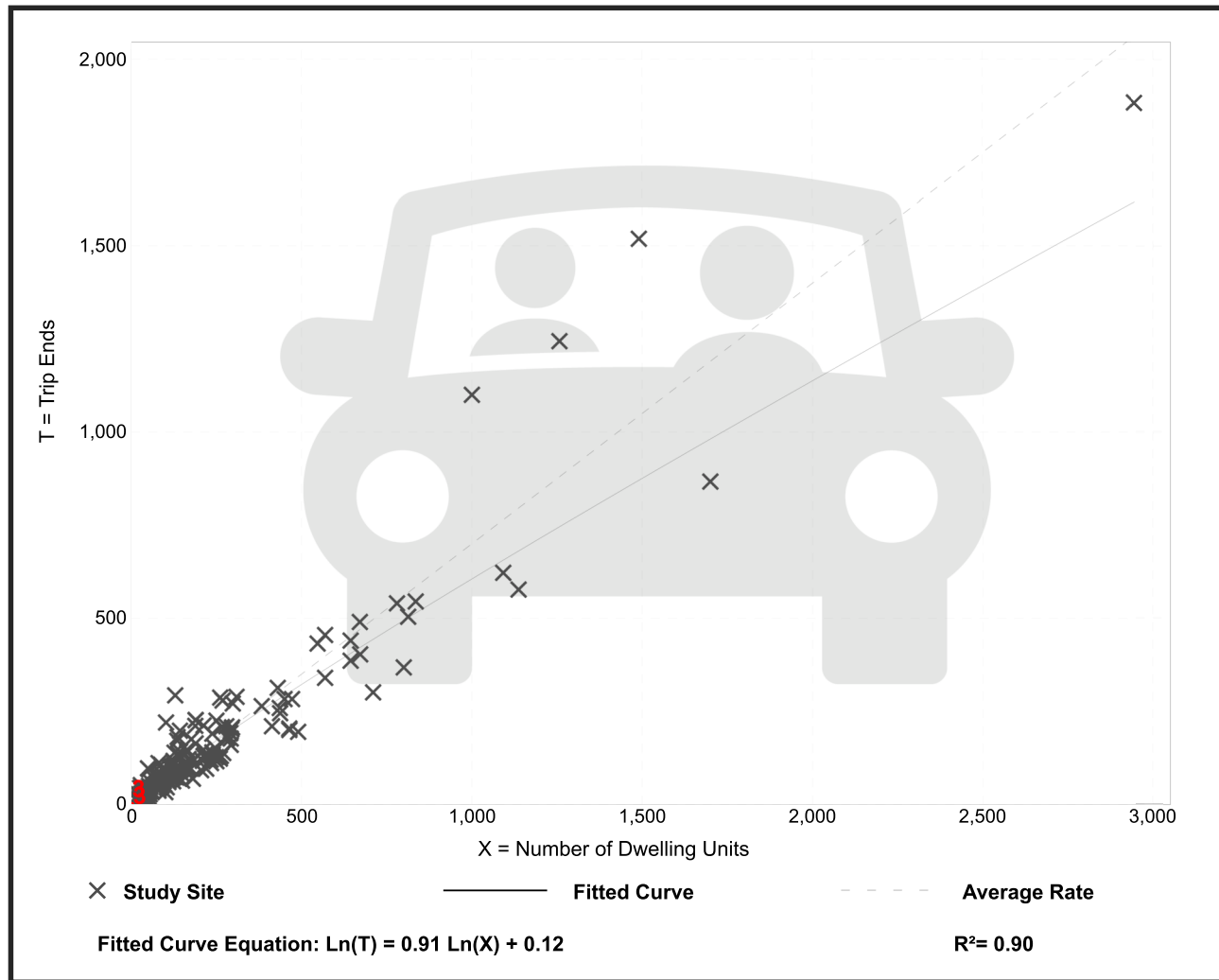
Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 192
 Avg. Num. of Dwelling Units: 226
 Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



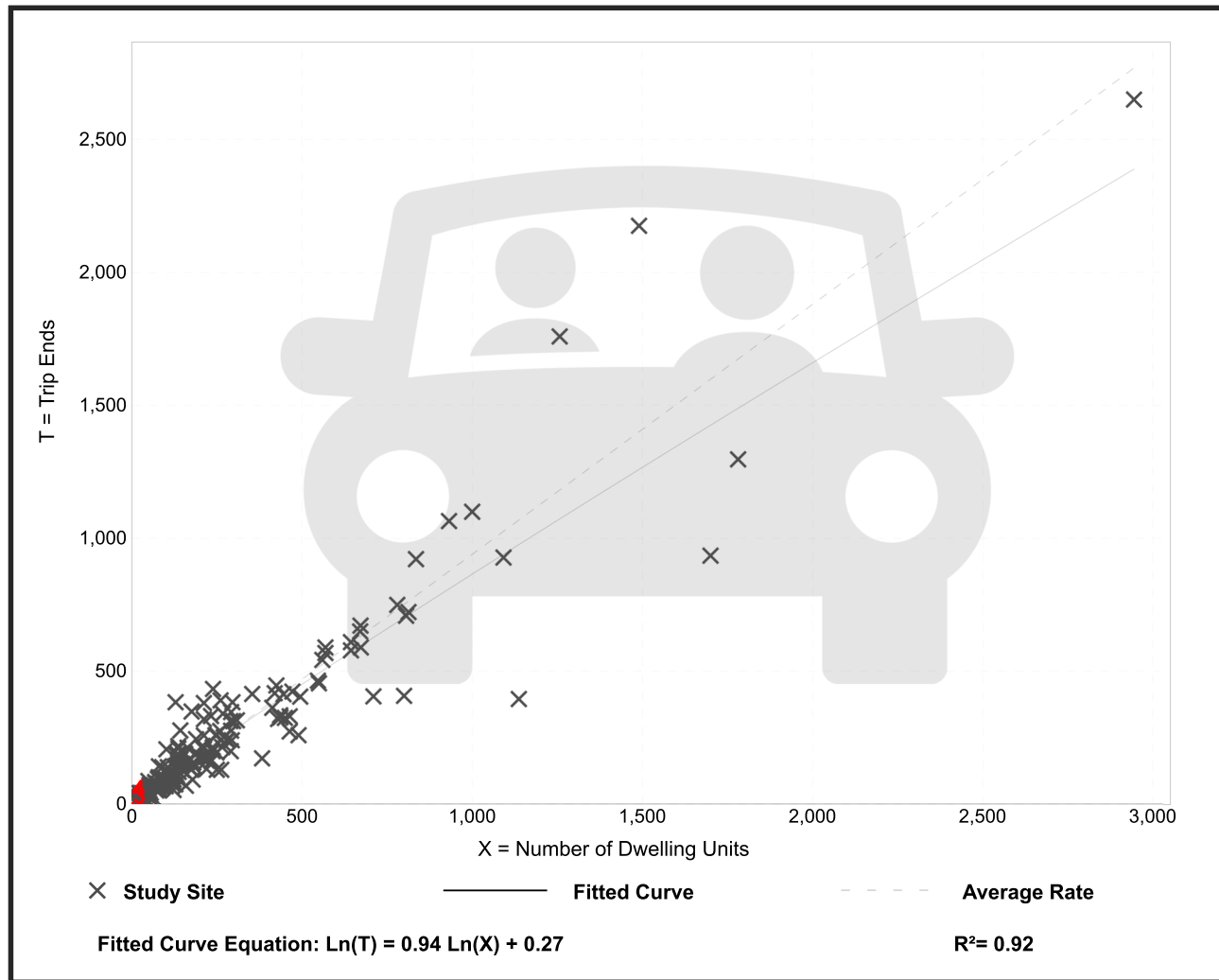
Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 208
 Avg. Num. of Dwelling Units: 248
 Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



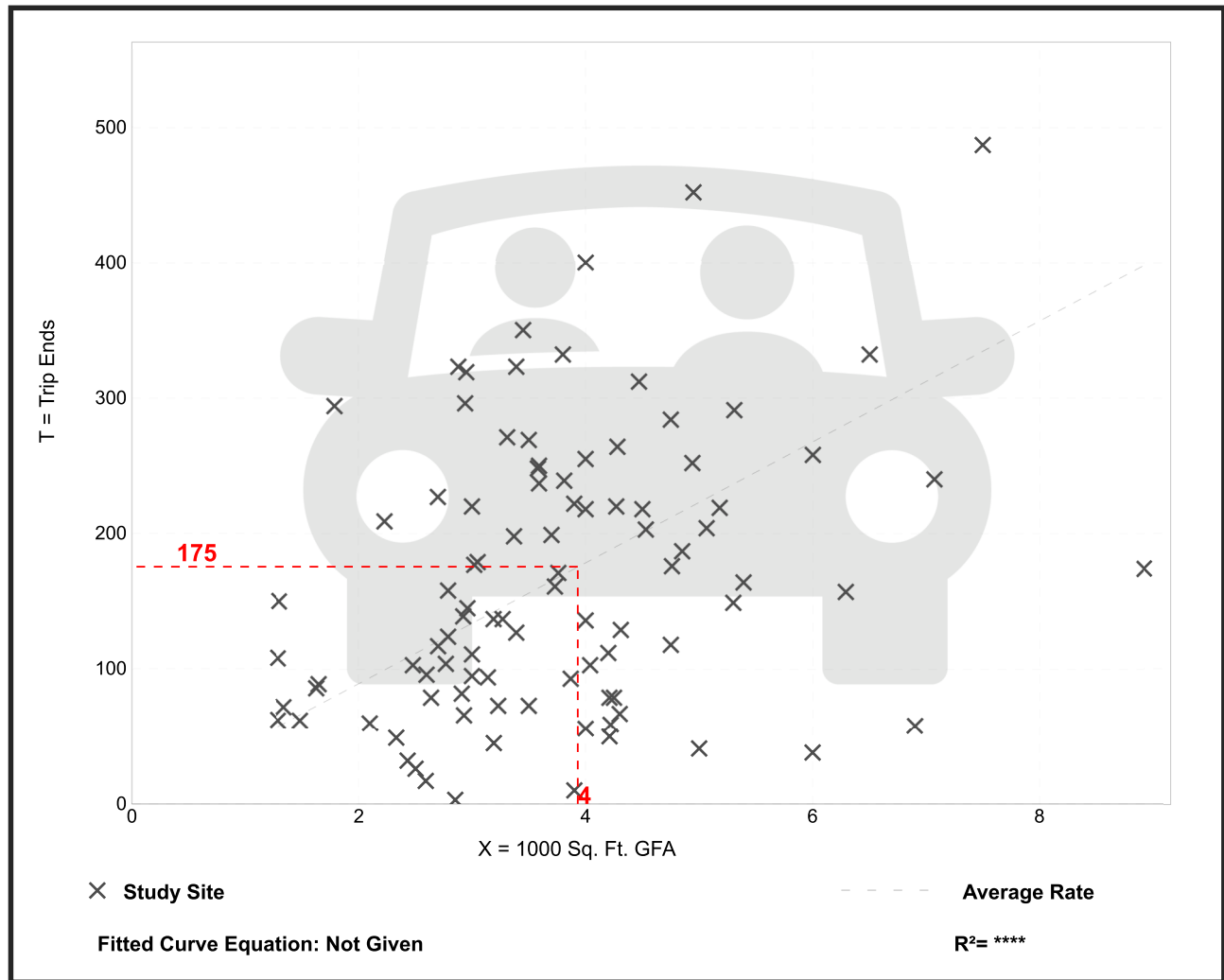
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 96
 Avg. 1000 Sq. Ft. GFA: 4
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
44.61	1.05 - 164.25	27.14

Data Plot and Equation



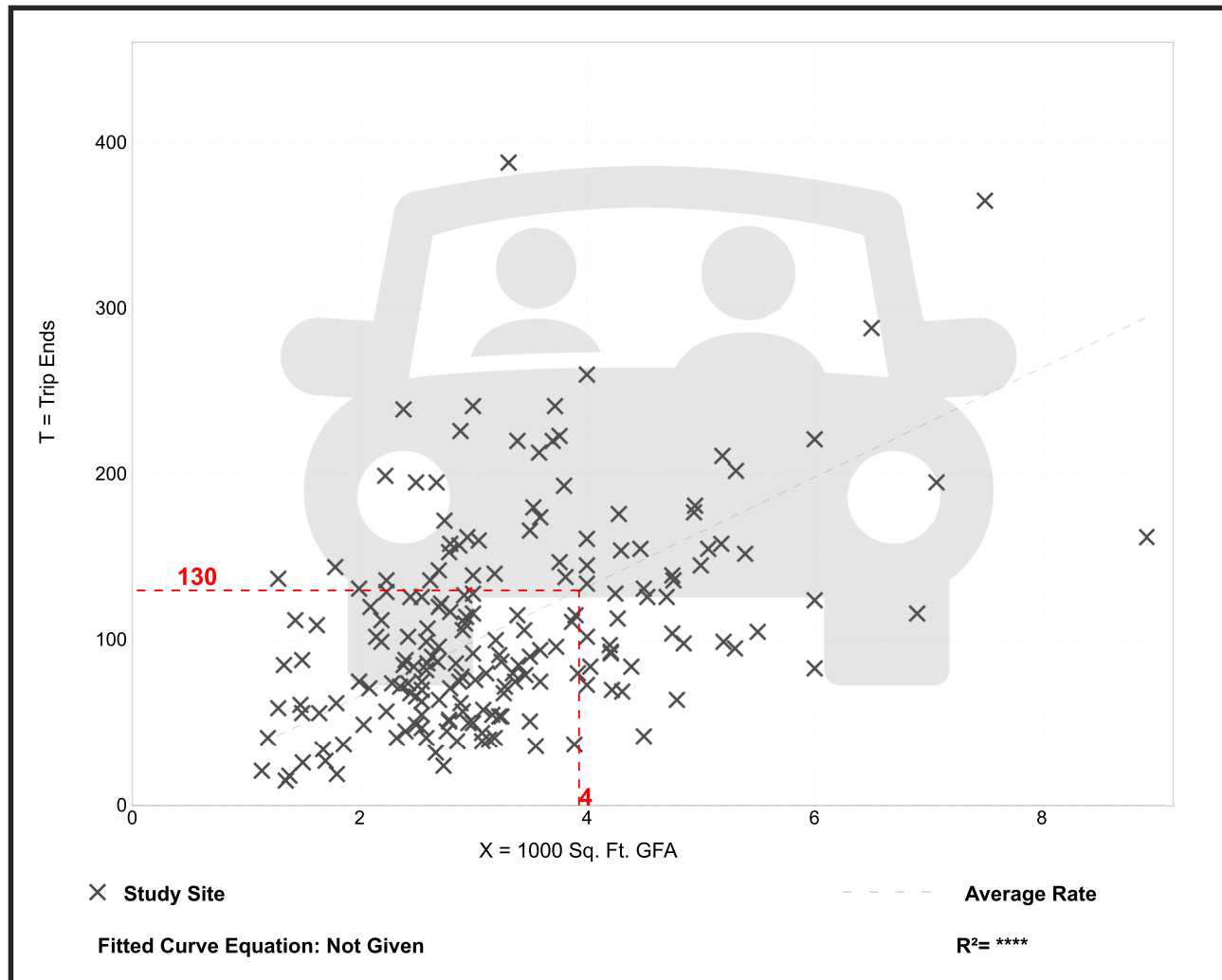
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 190
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

Data Plot and Equation



C | Level of Service Descriptions

Table 3
Level of Service and Average Delay
For Unsignalized Intersections

Level of Service	Average Delay (seconds/vehicle)
A	Up to 10 seconds
B	More than 10 seconds; up to 15 seconds
C	More than 15 seconds; up to 25 seconds
D	More than 25 seconds; up to 35 seconds
E	More than 35 seconds; up to 50 seconds
F	More than 50 seconds

Table 4
Level of Service and Average Delay
For Signalized Intersections

Level of Service	Average Delay (seconds/vehicle)	Description
A	Up to 10 seconds	Very short delay, good progression; most vehicles do not stop at intersection.
B	More than 10 seconds Up to 20 seconds	Generally good signal progression and/or short cycle length; more vehicles stop at intersection than Level of Service A.
C	More than 20 seconds Up to 35 seconds	Fair progression and/or longer cycle length; significant number of vehicles stop at intersection.
D	More than 35 seconds Up to 55 seconds	Congestion becomes noticeable; individual cycle failures; longer delays from unfavorable progression, long cycle length; or high volume/capacity ratios; most vehicles stop at intersection.
E	More than 55 seconds Up to 80 seconds	Usually considered limit of acceptable delay indicative of poor progression long cycle length, or high volume/capacity ratio; frequent individual cycle failures.
F	More than 80 seconds	Could be considered excessive delay in some areas, frequently an indication of over-saturation (i.e., arrival flows exceed capacity), or very long cycle lengths with minimal side street green time. Capacity is not necessarily exceeded under this Level of Service.

Reference: *Highway Capacity Manual*, (HCM7), 2022, Transportation Research Board, Washington, D.C.

D | GDOT Timing Directive

MaxTime Single Timing Sheet

Intersection
Net1.IP

SR 10 and SR 81(Lee Byrd)
Net2.IP

ID 1287

Agency GDOT

DatabaseWalton 22

Phase	1	2	3	4	5	6	7	8
Description	SR 10	SR 10	SR 10	SR 81	SR 10	SR 10	SR 81	SR 81
Enable	X	X		X	X	X	X	X
Startup								
Ring	1	1	0	1	2	2	2	2
Min Green	6	12	0	8	6	12	3	8
Passage	3.0	6.0	0.0	3.0	3.0	6.0	3.0	5.0
MaxII	25	60	0	35	25	60	30	35
MaxII	25	40	0	45	25	60	40	45
Yel Change	3.3	4.5	3.0	4.2	3.1	4.5	3.1	4.2
Red Clear	3.9	3.2	0.0	3.7	3.4	3.2	3.8	3.7
Delay Green	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7
Ped Clear	0	18	0	15	0	14	0	22
Alt Walk	0	0	0	0	0	0	0	0
Alt Ped Clr								
Delay Walk	0	0	0	0	0	0	0	0
Flash Entry				X				X
Flash Exit		X			X			
Non Lock Mem	X			X	X		X	X
Min Veh Recall	X				X			
Max Veh Recall								
Ped Recall								
Soft Veh Recall								
Dual Entry		X		X		X		X
Split 10	17	68	0	55	17	68	35	20
Coord Phase		X			X			
Ref Phase		X			X			
Split 17	17	49	0	54	17	49	30	24
Coord Phase		X			X			
Ref Phase		X			X			
Split 20	20	58	0	62	20	58	32	30
Coord Phase		X			X			
Ref Phase		X			X			
Split 30	16	83	0	71	16	80	31	40
Coord Phase		X			X			
Ref Phase		X			X			
Split 37	16	55	0	49	16	51	21	28
Coord Phase		X			X			
Ref Phase		X			X			
Split 40	17	49	0	54	17	49	30	24
Coord Phase		X			X			
Ref Phase		X			X			

Overlaps	1	2	3	4	Sequence 1
Description					Ring Phases
Type	-overlap.Type.1	-overlap.Type.2	-overlap.Type.3	-overlap.Type.4	1 1,2,a,4,b
Include Phases					2 5,6,a,7,8,b
Modifier Phase					Sequence 2
Trl Grn	0	0	0	0	Ring Phases
Trl Yel	0.0	0.0	0.0	0.0	1
Trl Red	0.0	0.0	0.0	0.0	2
Walk I	0	0	0	0	Sequence 3
Ped Clr I	0	0	0	0	Ring Phases
Delay	0.0	0.0	0.0	0.0	1
Flash	Off	Off	Off	Off	2

Coordination Parameters				
Ops Mode	Coordination	Max Mode	Force Off	Correction
Automatic	Auto Permissive	Max Inhibit	Fixed	Shortway (Auto)

Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	X						
2		X	X	X	X	X	
3							X
4						X	

Day 1			
It	Hr	Min	Act
1	0	1	1
2	9	0	40
3	11	30	41
4	18	0	42
5	20	0	1
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day 2			
It	Hr	Min	Act
1	0	1	1
2	6	0	10
3	9	0	17
4	11	0	20
5	15	0	30
6	19	0	37
7	21	30	1
8	0	0	
9	0	0	
10	0	0	

Day 3			
It	Hr	Min	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day 4			
It	Hr	Min	Act
1	0	1	1
2	6	0	10
3	9	0	17
4	11	0	20
5	15	0	30
6	17	0	32
7	20	30	3
8	23	30	1
9	0	0	
10	0	0	

Veh.Detectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	19	21	22	23	24	29	31	32	33
Description																								
Call Phase	2	0	4	0	0	0	6	0	5	0	8	8	0	0	1	7	0	0	0	0	0	0	0	0
Call Ovlp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Additional Call PH									6						2									
Switch Ph	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0.0	0.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Failed Time	255	0	255	0	0	0	255	0	255	0	255	255	0	0	255	255	0	0	0	0	0	0	0	0
Passage	X		X				X		X		X	X			X	X								
Queue	X						X																	
Call							X																	
Terminate																								

Ped Detectors	Call Phase	Call Ovlp	No Activity	Max Presence	Erratic Count
2	2	0	0	10	25
4	4	0	0	10	25
6	6	0	0	10	25
8	8	0	0	10	25

LS	Channel Type	Item
1	Phs Veh	1
2	Phs Veh	2
3	None	3
4	Phs Veh	4
5	Phs Veh	5
6	Phs Veh	6
7	Phs Veh	7
8	Phs Veh	8

LS	Channel Type	Item
9	None	1
10	None	2
11	None	3
12	None	4
13	Phs Ped	2
14	Phs Ped	4
15	Phs Ped	6
16	Phs Ped	8

Signature: _____

Date: _____

Wknd Peak Period Plan

1287 - SR 10 & SR 81 (Lee Byrd)

Pattern 41 EDIT DESCRIPTION...

Cycle Timings & Plans

Cycle Time	Offset 1	Offset 2	Offset 3	Ref.	Phs Plan	Det Plan	Ped Plan	Ovlp Plan	Pri/Pre Plan
160	40	0	0	Green	2	1	1	1	1

Cycle Mode Settings

Coord Mode	Force Off	Max Mode	Transition Cover Peds	Min Permissive Mode
Auto Permissive	Fixed	Max Inhibit	Phase	Phase Only

Sequence Parameters

Sequence 1 Show All Rings

Ring	Sequence Data
1	1,2,a,4,b
2	5,6,a,7,8,b

Split Parameters

Split 41 Show All Phases

Phase	Description	Time	Min	Max	Coord	Ref Point	Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max	Pri Force Off Mode
1		20	0	0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Fixed	None	0	0	Float
2		70	0	0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Fixed	None	0	0	Float
4		70	0	0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Fixed	None	0	0	Float
5		21	0	0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Fixed	None	0	0	Float
6		69	0	0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Fixed	None	0	0	Float
7		40	0	0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Fixed	None	0	0	Float
8		30	0	0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Fixed	None	0	0	Float

E | Synchro 11 Printouts

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)

AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	788	432	140	1208	81	625	184	56	50	193	75
Future Volume (vph)	72	788	432	140	1208	81	625	184	56	50	193	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12	12	13	12	12	12	12
Grade (%)		-1%			2%			2%				-2%
Storage Length (ft)	135		0	200		265	295		0	120		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	1			1			1			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.965				0.958
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1814	3455	1523	1718	3436	1480	3333	1847	0	1787	1785	0
Flt Permitted	0.084			0.237			0.950			0.602		
Satd. Flow (perm)	160	3455	1523	429	3436	1480	3333	1847	0	1133	1785	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			455			148		12				11
Link Speed (mph)		45			45			35				35
Link Distance (ft)		392			683			398				312
Travel Time (s)		5.9			10.3			7.8				6.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	5%	3%	4%	4%	8%	4%	2%	0%	2%	3%	3%
Adj. Flow (vph)	76	829	455	147	1272	85	658	194	59	53	203	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	829	455	147	1272	85	658	253	0	53	282	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8				4
Permitted Phases	2		2	6		6				4		
Detector Phase	5	2	2	1	6	6	3	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	58.0	58.0	5.0	58.0	58.0	5.0	5.0		5.0		5.0
Minimum Split (s)	12.2	65.7	65.7	11.5	66.2	66.2	11.9	13.2		13.4		13.4
Total Split (s)	17.0	68.0	68.0	17.0	68.0	68.0	35.0	55.0		20.0		20.0
Total Split (%)	12.1%	48.6%	48.6%	12.1%	48.6%	48.6%	25.0%	39.3%		14.3%		14.3%
Yellow Time (s)	3.3	4.5	4.5	3.1	4.5	4.5	3.1	4.2		4.2		4.2
All-Red Time (s)	3.9	3.2	3.2	3.4	3.2	3.2	3.8	3.7		3.7		3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		3.0		0.0
Total Lost Time (s)	7.2	7.7	7.7	6.5	7.7	7.7	6.9	7.9		10.9		7.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes		Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None		None
Act Effct Green (s)	69.5	60.9	60.9	73.1	62.0	62.0	28.1	47.1		9.1		12.1
Actuated g/C Ratio	0.50	0.44	0.44	0.52	0.44	0.44	0.20	0.34		0.06		0.09
v/c Ratio	0.44	0.55	0.49	0.47	0.84	0.12	0.99	0.40		0.73		1.72
Control Delay	23.0	31.3	4.1	20.1	40.8	0.3	86.7	36.2		111.4		382.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	23.0	31.3	4.1	20.1	40.8	0.3	86.7	36.2		111.4		382.9
LOS	C	C	A	C	D	A	F	D		F		F
Approach Delay		21.7			36.5			72.7				340.0

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)

AM

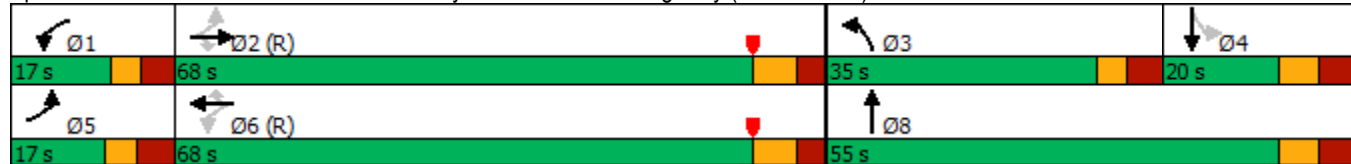


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			D			E			F		
Queue Length 50th (ft)	31	293	0	62	532	0	310	168		48	~371	
Queue Length 95th (ft)	56	358	64	99	646	0	#438	248		#125	#559	
Internal Link Dist (ft)		312			603			318			232	
Turn Bay Length (ft)	135			200		265	295			120		
Base Capacity (vph)	197	1503	920	322	1522	737	668	629		73	164	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.39	0.55	0.49	0.46	0.84	0.12	0.99	0.40		0.73	1.72	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 85 (61%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.72
 Intersection Signal Delay: 64.3
 Intersection LOS: E
 Intersection Capacity Utilization 112.8%
 ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)



SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 2: Lee Byrd Road & Old Zion Cemetery Road

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	12	22	4	9	9	320	35	31	289	33
Future Vol, veh/h	5	1	12	22	4	9	9	320	35	31	289	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	6	-	-	2	-	-	1	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	2	3	0	5	0
Mvmt Flow	5	1	13	24	4	10	10	352	38	34	318	36

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	802	814	336	802	813	371	354	0	0	390	0	0
Stage 1	404	404	-	391	391	-	-	-	-	-	-	-
Stage 2	398	410	-	411	422	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	8.3	7.7	6.8	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	7.3	6.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	7.3	6.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	323	317	711	265	259	799	1216	-	-	1199	-	-
Stage 1	627	603	-	720	640	-	-	-	-	-	-	-
Stage 2	728	637	-	542	514	-	-	-	-	-	-	-
Platoon blocked, %	1	1	-	1	1	1	-	-	-	1	-	-
Mov Cap-1 Maneuver	304	303	711	250	247	799	1216	-	-	1199	-	-
Mov Cap-2 Maneuver	304	303	-	250	247	-	-	-	-	-	-	-
Stage 1	620	582	-	712	633	-	-	-	-	-	-	-
Stage 2	706	630	-	512	496	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.6	18.6	0.2	0.7
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1216	-	-	491	303	1199	-	-
HCM Lane V/C Ratio	0.008	-	-	0.04	0.127	0.028	-	-
HCM Control Delay (s)	8	0	-	12.6	18.6	8.1	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0.1	-	-

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 3: Atlanta Highway (US Route 78) & Old Zion Cemetery Road

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑		↘	
Traffic Vol, veh/h	9	1292	1899	9	0	46
Future Vol, veh/h	9	1292	1899	9	0	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	1	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	91	92
Heavy Vehicles, %	0	5	4	0	0	0
Mvmt Flow	9	1360	1999	9	0	50

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	2008	0	0 2566 1004
Stage 1	-	-	- 2004 -
Stage 2	-	-	- 562 -
Critical Hdwy	4.1	-	- 6.25 6.9
Critical Hdwy Stg 1	-	-	- 5.8 -
Critical Hdwy Stg 2	-	-	- 6 -
Follow-up Hdwy	2.2	-	- 3.65 3.3
Pot Cap-1 Maneuver	*439	-	- *265 *293
Stage 1	-	-	- *265 -
Stage 2	-	-	- *507 -
Platoon blocked, %	1	-	- 1 1
Mov Cap-1 Maneuver	*439	-	- *259 *293
Mov Cap-2 Maneuver	-	-	- *236 -
Stage 1	-	-	- *259 -
Stage 2	-	-	- *507 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	19.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 439	-	-	-	293
HCM Lane V/C Ratio	0.022	-	-	-	0.171
HCM Control Delay (s)	13.4	-	-	-	19.8
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 4: Atlanta Highway (US Route 78) & Single-Family Driveway

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑		↑	
Traffic Vol, veh/h	0	1301	1945	0	0	1
Future Vol, veh/h	0	1301	1945	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	95	95	92	92	92
Heavy Vehicles, %	0	5	4	0	0	0
Mvmt Flow	0	1369	2047	0	0	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2047	0	-	0	2595 1024
Stage 1	-	-	-	-	2047 -
Stage 2	-	-	-	-	548 -
Critical Hdwy	4.1	-	-	-	6.25 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	2.2	-	-	-	3.65 3.3
Pot Cap-1 Maneuver	279	-	-	-	31 236
Stage 1	-	-	-	-	87 -
Stage 2	-	-	-	-	516 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	279	-	-	-	31 236
Mov Cap-2 Maneuver	-	-	-	-	74 -
Stage 1	-	-	-	-	87 -
Stage 2	-	-	-	-	516 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	279	-	-	-	236
HCM Lane V/C Ratio	-	-	-	-	0.005
HCM Control Delay (s)	0	-	-	-	20.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 5: Atlanta Highway (US Route 78) & Office Driveway

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑		↑	
Traffic Vol, veh/h	2	1300	1943	3	1	1
Future Vol, veh/h	2	1300	1943	3	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	95	95	92	92	92
Heavy Vehicles, %	0	5	4	0	0	0
Mvmt Flow	2	1368	2045	3	1	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2048	0	-	0	2598 1024
Stage 1	-	-	-	-	2047 -
Stage 2	-	-	-	-	551 -
Critical Hdwy	4.1	-	-	-	6.25 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	2.2	-	-	-	3.65 3.3
Pot Cap-1 Maneuver	278	-	-	-	31 236
Stage 1	-	-	-	-	87 -
Stage 2	-	-	-	-	514 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	278	-	-	-	30 236
Mov Cap-2 Maneuver	-	-	-	-	72 -
Stage 1	-	-	-	-	84 -
Stage 2	-	-	-	-	514 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	38.4
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	278	-	-	-	110
HCM Lane V/C Ratio	0.008	-	-	-	0.02
HCM Control Delay (s)	18.1	0.2	-	-	38.4
HCM Lane LOS	C	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.1

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 6: Lee Byrd Road & Single-Family Driveway

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	334	352	0
Future Vol, veh/h	0	1	0	334	352	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	1	-
Peak Hour Factor	92	92	92	91	91	92
Heavy Vehicles, %	0	0	0	2	5	0
Mvmt Flow	0	1	0	367	387	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	754	387	387	0	-	0
Stage 1	387	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	380	665	1183	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	380	665	1183	-	-	-
Mov Cap-2 Maneuver	380	-	-	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	705	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1183	-	665	-	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	0	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 7: Old Zion Cemetery Road & Single-Family Driveway

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	18	46	0	0	0
Future Vol, veh/h	0	18	46	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	91	91	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	20	51	0	0	0

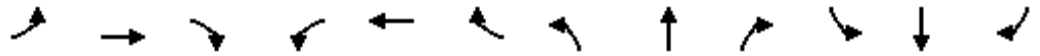
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	51	0	-	0	71 51
Stage 1	-	-	-	-	51 -
Stage 2	-	-	-	-	20 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1568	-	-	-	938 1023
Stage 1	-	-	-	-	977 -
Stage 2	-	-	-	-	1008 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1568	-	-	-	938 1023
Mov Cap-2 Maneuver	-	-	-	-	938 -
Stage 1	-	-	-	-	977 -
Stage 2	-	-	-	-	1008 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1568	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)

PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	1102	709	150	1042	74	479	190	49	86	246	74
Future Volume (vph)	127	1102	709	150	1042	74	479	190	49	86	246	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12	12	13	12	12	12	12
Grade (%)		-1%			2%			2%				-2%
Storage Length (ft)	135		0	200		265	295		0	120		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	1			1			1			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.969				0.965
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1814	3592	1538	1769	3470	1552	2889	1883	0	1823	1834	0
Flt Permitted	0.124			0.114			0.950			0.603		
Satd. Flow (perm)	237	3592	1538	212	3470	1552	2889	1883	0	1157	1834	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			511			122		9				8
Link Speed (mph)		45			45			35				35
Link Distance (ft)		392			683			398				312
Travel Time (s)		5.9			10.3			7.8				6.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	2%	1%	3%	3%	20%	0%	0%	0%	1%	1%
Adj. Flow (vph)	134	1160	746	158	1097	78	504	200	52	91	259	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	1160	746	158	1097	78	504	252	0	91	337	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8				4
Permitted Phases	2		2	6		6				4		
Detector Phase	5	2	2	1	6	6	3	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	73.0	73.0	5.0	72.3	72.3	5.0	5.0		5.0		5.0
Minimum Split (s)	12.2	80.7	80.7	12.9	80.0	80.0	11.9	12.9		12.9		12.9
Total Split (s)	19.0	83.0	83.0	16.0	80.0	80.0	31.0	71.0		40.0		40.0
Total Split (%)	11.2%	48.8%	48.8%	9.4%	47.1%	47.1%	18.2%	41.8%		23.5%		23.5%
Yellow Time (s)	3.3	4.5	4.5	3.3	4.5	4.5	3.1	4.2		4.2		4.2
All-Red Time (s)	3.9	3.2	3.2	3.9	3.2	3.2	3.8	3.7		3.7		3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	7.2	7.7	7.7	7.2	7.7	7.7	6.9	7.9		7.9		7.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes		Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None		None
Act Effct Green (s)	86.6	75.3	75.3	83.2	73.6	73.6	24.1	62.8		31.8		31.8
Actuated g/C Ratio	0.51	0.44	0.44	0.49	0.43	0.43	0.14	0.37		0.19		0.19
v/c Ratio	0.61	0.73	0.77	0.84	0.73	0.11	1.23	0.36		0.42		0.97
Control Delay	31.7	42.3	17.7	59.4	43.8	0.9	181.1	39.2		67.7		105.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	31.7	42.3	17.7	59.4	43.8	0.9	181.1	39.2		67.7		105.8
LOS	C	D	B	E	D	A	F	D		E		F
Approach Delay		32.6			43.1			133.8				97.7

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)

PM

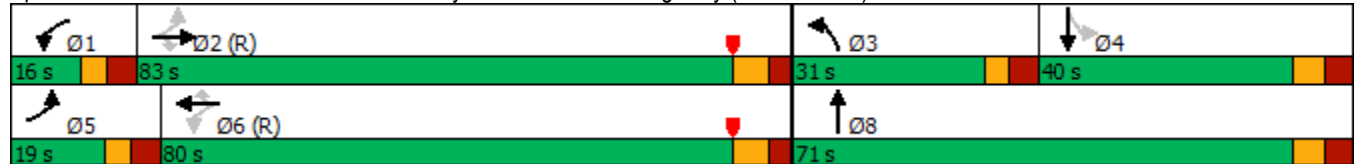


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			D			F			F		
Queue Length 50th (ft)	73	555	240	87	537	0	~355	196		90	369	
Queue Length 95th (ft)	113	641	436	#210	625	6	#478	278		154	#575	
Internal Link Dist (ft)		312			603			318			232	
Turn Bay Length (ft)	135			200			265			120		
Base Capacity (vph)	231	1591	965	187	1502	741	409	704		218	352	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.58	0.73	0.77	0.84	0.73	0.11	1.23	0.36		0.42	0.96	

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 130 (76%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.23
 Intersection Signal Delay: 58.6
 Intersection LOS: E
 Intersection Capacity Utilization 125.0%
 ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)



SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 2: Lee Byrd Road & Old Zion Cemetery Road

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	3	18	31	21	28	17	294	84	24	358	38
Future Vol, veh/h	19	3	18	31	21	28	17	294	84	24	358	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	6	-	-	2	-	-	1	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	1	4	0	1	0
Mvmt Flow	21	3	20	34	23	30	18	320	91	26	389	41

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	890	909	410	875	884	366	430	0	0	411	0	0
Stage 1	462	462	-	402	402	-	-	-	-	-	-	-
Stage 2	428	447	-	473	482	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	8.3	7.7	6.8	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	7.3	6.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	7.3	6.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	271	270	646	221	223	798	1140	-	-	1171	-	-
Stage 1	584	568	-	697	623	-	-	-	-	-	-	-
Stage 2	690	606	-	492	474	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	230	257	646	204	212	798	1140	-	-	1171	-	-
Mov Cap-2 Maneuver	230	257	-	204	212	-	-	-	-	-	-	-
Stage 1	572	552	-	682	610	-	-	-	-	-	-	-
Stage 2	625	594	-	461	460	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.7		23.5		0.4		0.5	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1140	-	-	327	280	1171	-	-
HCM Lane V/C Ratio	0.016	-	-	0.133	0.311	0.022	-	-
HCM Control Delay (s)	8.2	0	-	17.7	23.5	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	1.3	0.1	-	-

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 3: Atlanta Highway (US Route 78) & Old Zion Cemetery Road

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	1938	1574	21	0	76
Future Vol, veh/h	19	1938	1574	21	0	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	1	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	95	95	95	92	92
Heavy Vehicles, %	0	1	3	0	0	0
Mvmt Flow	21	2040	1657	22	0	83

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1679	0	-	0	2526 840
Stage 1	-	-	-	-	1668 -
Stage 2	-	-	-	-	858 -
Critical Hdwy	4.1	-	-	-	6.25 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	2.2	-	-	-	3.65 3.3
Pot Cap-1 Maneuver	*650	-	-	-	*392 *433
Stage 1	-	-	-	-	*392 -
Stage 2	-	-	-	-	*353 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*650	-	-	-	*379 *433
Mov Cap-2 Maneuver	-	-	-	-	*346 -
Stage 1	-	-	-	-	*379 -
Stage 2	-	-	-	-	*353 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 650	-	-	-	433
HCM Lane V/C Ratio	0.032	-	-	-	0.191
HCM Control Delay (s)	10.7	-	-	-	15.3
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 4: Atlanta Highway (US Route 78) & Single-Family Driveway

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑		↑	
Traffic Vol, veh/h	0	1957	1649	1	0	1
Future Vol, veh/h	0	1957	1649	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	95	95	92	92	92
Heavy Vehicles, %	0	1	3	0	0	0
Mvmt Flow	0	2060	1736	1	0	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1737	0	-	0	2561 869
Stage 1	-	-	-	-	1737 -
Stage 2	-	-	-	-	824 -
Critical Hdwy	4.1	-	-	-	6.25 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	2.2	-	-	-	3.65 3.3
Pot Cap-1 Maneuver	367	-	-	-	32 299
Stage 1	-	-	-	-	128 -
Stage 2	-	-	-	-	368 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	367	-	-	-	32 299
Mov Cap-2 Maneuver	-	-	-	-	97 -
Stage 1	-	-	-	-	128 -
Stage 2	-	-	-	-	368 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	367	-	-	-	299
HCM Lane V/C Ratio	-	-	-	-	0.004
HCM Control Delay (s)	0	-	-	-	17.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 5: Atlanta Highway (US Route 78) & Office Driveway

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑		↑	
Traffic Vol, veh/h	1	1954	1648	2	3	3
Future Vol, veh/h	1	1954	1648	2	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	95	95	92	92	92
Heavy Vehicles, %	0	1	3	0	0	0
Mvmt Flow	1	2057	1735	2	3	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1737	0	-	0	2561 869
Stage 1	-	-	-	-	1736 -
Stage 2	-	-	-	-	825 -
Critical Hdwy	4.1	-	-	-	6.25 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	2.2	-	-	-	3.65 3.3
Pot Cap-1 Maneuver	367	-	-	-	32 299
Stage 1	-	-	-	-	128 -
Stage 2	-	-	-	-	368 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	367	-	-	-	32 299
Mov Cap-2 Maneuver	-	-	-	-	97 -
Stage 1	-	-	-	-	128 -
Stage 2	-	-	-	-	368 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	30.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	367	-	-	-	146
HCM Lane V/C Ratio	0.003	-	-	-	0.045
HCM Control Delay (s)	14.8	0	-	-	30.8
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.1

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 6: Lee Byrd Road & Single-Family Driveway

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	341	419	1
Future Vol, veh/h	0	1	0	341	419	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	0	1	0	371	455	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	827	456	456	0	-	0
Stage 1	456	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	344	609	1115	-	-	-
Stage 1	643	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	344	609	1115	-	-	-
Mov Cap-2 Maneuver	344	-	-	-	-	-
Stage 1	643	-	-	-	-	-
Stage 2	702	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1115	-	609	-	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	0	-	10.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 7: Old Zion Cemetery Road & Single-Family Driveway

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	40	76	0	0	0
Future Vol, veh/h	0	40	76	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	43	83	0	0	0

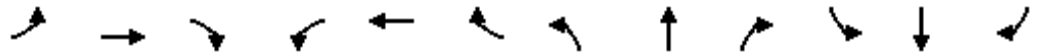
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	83	0	-	0	126 83
Stage 1	-	-	-	-	83 -
Stage 2	-	-	-	-	43 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1527	-	-	-	874 982
Stage 1	-	-	-	-	945 -
Stage 2	-	-	-	-	985 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1527	-	-	-	874 982
Mov Cap-2 Maneuver	-	-	-	-	874 -
Stage 1	-	-	-	-	945 -
Stage 2	-	-	-	-	985 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1527	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)

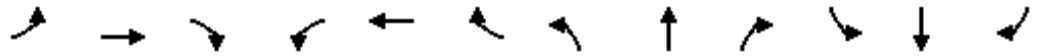
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷	↷	↶	↷	↷	↶	↷	↷	↶	↷	↷
Traffic Volume (vph)	74	808	443	144	1238	83	641	189	57	51	198	77
Future Volume (vph)	74	808	443	144	1238	83	641	189	57	51	198	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12	12	13	12	12	12	12
Grade (%)		-1%			2%			2%				-2%
Storage Length (ft)	135		0	200		265	295		0	120		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	1			1			1			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.965			0.958	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1814	3455	1523	1718	3436	1480	3333	1847	0	1787	1785	0
Flt Permitted	0.075			0.225			0.950			0.599		
Satd. Flow (perm)	143	3455	1523	407	3436	1480	3333	1847	0	1127	1785	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			466			148		12			11	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		392			683			398			312	
Travel Time (s)		5.9			10.3			7.8			6.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	5%	3%	4%	4%	8%	4%	2%	0%	2%	3%	3%
Adj. Flow (vph)	78	851	466	152	1303	87	675	199	60	54	208	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	851	466	152	1303	87	675	259	0	54	289	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8				4
Permitted Phases	2		2	6		6				4		
Detector Phase	5	2	2	1	6	6	3	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	58.0	58.0	5.0	58.0	58.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	12.2	66.2	66.2	12.2	66.2	66.2	11.9	12.9		12.9	12.9	
Total Split (s)	17.0	68.0	68.0	17.0	68.0	68.0	35.0	55.0		20.0	20.0	
Total Split (%)	12.1%	48.6%	48.6%	12.1%	48.6%	48.6%	25.0%	39.3%		14.3%	14.3%	
Yellow Time (s)	3.3	4.5	4.5	3.3	4.5	4.5	3.1	4.2		4.2	4.2	
All-Red Time (s)	3.9	3.2	3.2	3.9	3.2	3.2	3.8	3.7		3.7	3.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.2	7.7	7.7	7.2	7.7	7.7	6.9	7.9		7.9	7.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	69.3	60.6	60.6	71.9	61.9	61.9	28.1	47.1		12.1	12.1	
Actuated g/C Ratio	0.50	0.43	0.43	0.51	0.44	0.44	0.20	0.34		0.09	0.09	
v/c Ratio	0.46	0.57	0.50	0.51	0.86	0.12	1.01	0.41		0.56	1.76	
Control Delay	25.5	31.8	4.1	21.8	42.2	0.3	92.4	36.5		83.4	400.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	25.5	31.8	4.1	21.8	42.2	0.3	92.4	36.5		83.4	400.6	
LOS	C	C	A	C	D	A	F	D		F	F	
Approach Delay		22.2			37.8			76.9			350.7	

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)

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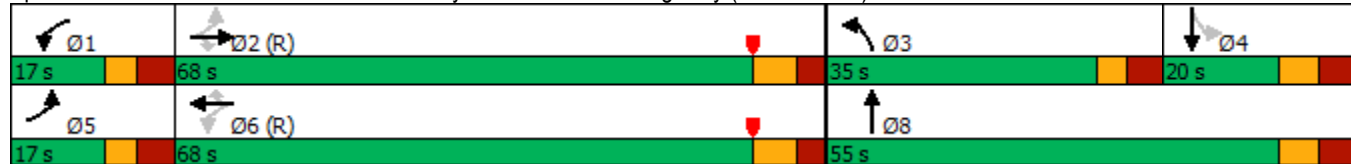


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			D			E			F		
Queue Length 50th (ft)	32	304	0	65	553	0	~324	173		48	~384	
Queue Length 95th (ft)	62	371	64	104	671	1	#456	255		#105	#574	
Internal Link Dist (ft)	312			603			318			232		
Turn Bay Length (ft)	135			200			265			120		
Base Capacity (vph)	189	1496	923	301	1520	737	668	629		97	164	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.41	0.57	0.50	0.50	0.86	0.12	1.01	0.41		0.56	1.76	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 85 (61%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.76
 Intersection Signal Delay: 66.8
 Intersection LOS: E
 Intersection Capacity Utilization 114.5%
 ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)



SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 2: Lee Byrd Road & Old Zion Cemetery Road

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	12	23	4	9	9	328	36	32	296	34
Future Vol, veh/h	5	1	12	23	4	9	9	328	36	32	296	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	6	-	-	2	-	-	1	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	2	3	0	5	0
Mvmt Flow	5	1	13	25	4	10	10	360	40	35	325	37

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	821	834	344	821	832	380	362	0	0	400	0	0
Stage 1	414	414	-	400	400	-	-	-	-	-	-	-
Stage 2	407	420	-	421	432	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	8.3	7.7	6.8	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	7.3	6.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	7.3	6.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	314	308	703	258	252	808	1208	-	-	1193	-	-
Stage 1	620	597	-	731	645	-	-	-	-	-	-	-
Stage 2	732	636	-	534	507	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	295	293	703	243	240	808	1208	-	-	1193	-	-
Mov Cap-2 Maneuver	295	293	-	243	240	-	-	-	-	-	-	-
Stage 1	613	575	-	723	638	-	-	-	-	-	-	-
Stage 2	710	629	-	504	488	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.8		19.1		0.2		0.7	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1208	-	-	481	294	1193	-	-
HCM Lane V/C Ratio	0.008	-	-	0.041	0.135	0.029	-	-
HCM Control Delay (s)	8	0	-	12.8	19.1	8.1	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0.1	-	-

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 3: Atlanta Highway (US Route 78) & Old Zion Cemetery Road

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑		↘	
Traffic Vol, veh/h	9	1325	1947	9	0	47
Future Vol, veh/h	9	1325	1947	9	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	1	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	95	95	92	91	92
Heavy Vehicles, %	0	5	4	0	0	0
Mvmt Flow	10	1395	2049	10	0	51

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2059	0	-	0	2632 1030
Stage 1	-	-	-	-	2054 -
Stage 2	-	-	-	-	578 -
Critical Hdwy	4.1	-	-	-	6.25 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	2.2	-	-	-	3.65 3.3
Pot Cap-1 Maneuver	*439	-	-	-	*265 *293
Stage 1	-	-	-	-	*265 -
Stage 2	-	-	-	-	*497 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*439	-	-	-	*258 *293
Mov Cap-2 Maneuver	-	-	-	-	*235 -
Stage 1	-	-	-	-	*258 -
Stage 2	-	-	-	-	*497 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	19.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	*439	-	-	-	293
HCM Lane V/C Ratio	0.022	-	-	-	0.174
HCM Control Delay (s)	13.4	-	-	-	19.9
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 4: Atlanta Highway (US Route 78) & Single-Family Driveway

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑		↑	
Traffic Vol, veh/h	0	1334	1994	0	0	1
Future Vol, veh/h	0	1334	1994	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	95	95	92	92	92
Heavy Vehicles, %	0	5	4	0	0	0
Mvmt Flow	0	1404	2099	0	0	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2099	0	-	0	2661 1050
Stage 1	-	-	-	-	2099 -
Stage 2	-	-	-	-	562 -
Critical Hdwy	4.1	-	-	-	6.25 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	2.2	-	-	-	3.65 3.3
Pot Cap-1 Maneuver	266	-	-	-	28 227
Stage 1	-	-	-	-	81 -
Stage 2	-	-	-	-	507 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	266	-	-	-	28 227
Mov Cap-2 Maneuver	-	-	-	-	69 -
Stage 1	-	-	-	-	81 -
Stage 2	-	-	-	-	507 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	266	-	-	-	227
HCM Lane V/C Ratio	-	-	-	-	0.005
HCM Control Delay (s)	0	-	-	-	20.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 5: Atlanta Highway (US Route 78) & Office Driveway

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑		↑	
Traffic Vol, veh/h	2	1333	1992	3	1	1
Future Vol, veh/h	2	1333	1992	3	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	95	95	92	92	92
Heavy Vehicles, %	0	5	4	0	0	0
Mvmt Flow	2	1403	2097	3	1	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2100	0	-	0	2664 1050
Stage 1	-	-	-	-	2099 -
Stage 2	-	-	-	-	565 -
Critical Hdwy	4.1	-	-	-	6.25 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	2.2	-	-	-	3.65 3.3
Pot Cap-1 Maneuver	266	-	-	-	28 227
Stage 1	-	-	-	-	81 -
Stage 2	-	-	-	-	505 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	266	-	-	-	27 227
Mov Cap-2 Maneuver	-	-	-	-	67 -
Stage 1	-	-	-	-	78 -
Stage 2	-	-	-	-	505 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	40.7
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	266	-	-	-	103
HCM Lane V/C Ratio	0.008	-	-	-	0.021
HCM Control Delay (s)	18.6	0.2	-	-	40.7
HCM Lane LOS	C	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.1

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 6: Lee Byrd Road & Single-Family Driveway

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	342	361	0
Future Vol, veh/h	0	1	0	342	361	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	1	-
Peak Hour Factor	92	92	92	91	91	92
Heavy Vehicles, %	0	0	0	2	5	0
Mvmt Flow	0	1	0	376	397	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	773	397	397	0	-	0
Stage 1	397	-	-	-	-	-
Stage 2	376	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	370	657	1173	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	370	657	1173	-	-	-
Mov Cap-2 Maneuver	370	-	-	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	699	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1173	-	657	-	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	0	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 7: Old Zion Cemetery Road & Single-Family Driveway

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	18	47	0	0	0
Future Vol, veh/h	0	18	47	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	91	91	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	20	52	0	0	0

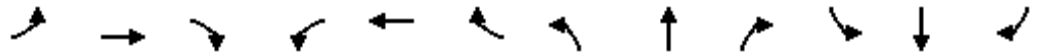
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	52	0	-	0	72 52
Stage 1	-	-	-	-	52 -
Stage 2	-	-	-	-	20 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1567	-	-	-	937 1021
Stage 1	-	-	-	-	976 -
Stage 2	-	-	-	-	1008 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1567	-	-	-	937 1021
Mov Cap-2 Maneuver	-	-	-	-	937 -
Stage 1	-	-	-	-	976 -
Stage 2	-	-	-	-	1008 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1567	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)

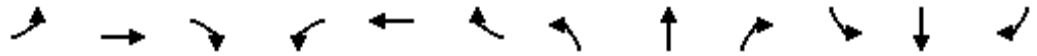
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	1130	727	154	1068	76	491	195	50	88	252	76
Future Volume (vph)	130	1130	727	154	1068	76	491	195	50	88	252	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12	12	13	12	12	12	12
Grade (%)		-1%			2%			2%				-2%
Storage Length (ft)	135		0	200		265	295		0	120		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	1			1			1			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.969				0.965
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1814	3592	1538	1769	3470	1552	2889	1883	0	1823	1834	0
Flt Permitted	0.113			0.105			0.950			0.600		
Satd. Flow (perm)	216	3592	1538	196	3470	1552	2889	1883	0	1151	1834	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			507			122			9			8
Link Speed (mph)		45			45			35				35
Link Distance (ft)		392			683			398				312
Travel Time (s)		5.9			10.3			7.8				6.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	2%	1%	3%	3%	20%	0%	0%	0%	1%	1%
Adj. Flow (vph)	137	1189	765	162	1124	80	517	205	53	93	265	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	1189	765	162	1124	80	517	258	0	93	345	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8				4
Permitted Phases	2		2	6		6				4		
Detector Phase	5	2	2	1	6	6	3	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	73.0	73.0	5.0	72.3	72.3	5.0	5.0		5.0		5.0
Minimum Split (s)	12.2	81.2	81.2	12.2	80.0	80.0	11.9	12.9		12.9		12.9
Total Split (s)	19.0	83.0	83.0	16.0	80.0	80.0	31.0	71.0		40.0		40.0
Total Split (%)	11.2%	48.8%	48.8%	9.4%	47.1%	47.1%	18.2%	41.8%		23.5%		23.5%
Yellow Time (s)	3.3	4.5	4.5	3.3	4.5	4.5	3.1	4.2		4.2		4.2
All-Red Time (s)	3.9	3.2	3.2	3.9	3.2	3.2	3.8	3.7		3.7		3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	7.2	7.7	7.7	7.2	7.7	7.7	6.9	7.9		7.9		7.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes		Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None		None
Act Effct Green (s)	86.7	75.3	75.3	82.5	73.2	73.2	24.1	63.1		32.1		32.1
Actuated g/C Ratio	0.51	0.44	0.44	0.49	0.43	0.43	0.14	0.37		0.19		0.19
v/c Ratio	0.65	0.75	0.79	0.92	0.75	0.11	1.26	0.37		0.43		0.98
Control Delay	34.4	43.1	19.6	75.1	44.9	1.1	192.4	39.3		67.9		108.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	34.4	43.1	19.6	75.1	44.9	1.1	192.4	39.3		67.9		108.7
LOS	C	D	B	E	D	A	F	D		E		F
Approach Delay		33.9			45.9			141.5				100.0

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)

PM

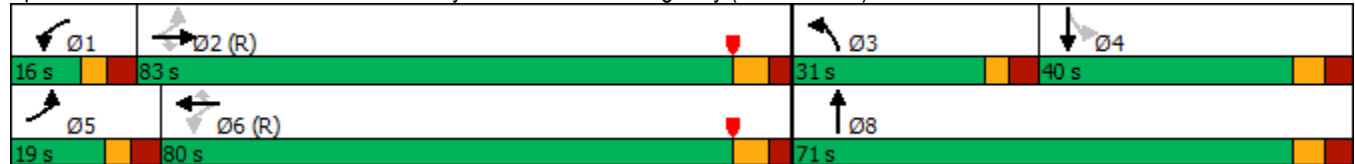


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			D			F			F		
Queue Length 50th (ft)	74	576	275	89	557	0	~371	202		93	380	
Queue Length 95th (ft)	115	664	482	#235	646	7	#493	285		157	#596	
Internal Link Dist (ft)		312			603			318			232	
Turn Bay Length (ft)	135			200		265	295			120		
Base Capacity (vph)	222	1591	963	176	1494	738	409	704		217	352	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.62	0.75	0.79	0.92	0.75	0.11	1.26	0.37		0.43	0.98	

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 130 (76%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.26
 Intersection Signal Delay: 61.5 Intersection LOS: E
 Intersection Capacity Utilization 126.0% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)



SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 2: Lee Byrd Road & Old Zion Cemetery Road

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	3	18	32	22	29	17	301	86	25	367	39
Future Vol, veh/h	19	3	18	32	22	29	17	301	86	25	367	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	6	-	-	2	-	-	1	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	1	4	0	1	0
Mvmt Flow	21	3	20	35	24	32	18	327	93	27	399	42

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	912	930	420	896	905	374	441	0	0	420	0	0
Stage 1	474	474	-	410	410	-	-	-	-	-	-	-
Stage 2	438	456	-	486	495	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	8.3	7.7	6.8	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	7.3	6.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	7.3	6.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	259	260	638	210	213	786	1130	-	-	1159	-	-
Stage 1	575	561	-	686	614	-	-	-	-	-	-	-
Stage 2	679	599	-	482	466	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	218	247	638	194	202	786	1130	-	-	1159	-	-
Mov Cap-2 Maneuver	218	247	-	194	202	-	-	-	-	-	-	-
Stage 1	563	544	-	671	601	-	-	-	-	-	-	-
Stage 2	613	587	-	450	452	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.3		25.2		0.3		0.5	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1130	-	-	314	267	1159	-	-
HCM Lane V/C Ratio	0.016	-	-	0.138	0.338	0.023	-	-
HCM Control Delay (s)	8.2	0	-	18.3	25.2	8.2	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	1.4	0.1	-	-

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 3: Atlanta Highway (US Route 78) & Old Zion Cemetery Road

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑		↘	
Traffic Vol, veh/h	19	1987	1614	21	0	78
Future Vol, veh/h	19	1987	1614	21	0	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	1	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	95	95	92	92	92
Heavy Vehicles, %	0	1	3	0	0	0
Mvmt Flow	21	2092	1699	23	0	85

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1722	0	-	0	2590 861
Stage 1	-	-	-	-	1711 -
Stage 2	-	-	-	-	879 -
Critical Hdwy	4.1	-	-	-	6.25 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	2.2	-	-	-	3.65 3.3
Pot Cap-1 Maneuver	*623	-	-	-	*375 *415
Stage 1	-	-	-	-	*375 -
Stage 2	-	-	-	-	*344 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*623	-	-	-	*363 *415
Mov Cap-2 Maneuver	-	-	-	-	*331 -
Stage 1	-	-	-	-	*363 -
Stage 2	-	-	-	-	*344 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	15.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 623	-	-	-	415
HCM Lane V/C Ratio	0.033	-	-	-	0.204
HCM Control Delay (s)	11	-	-	-	15.9
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 4: Atlanta Highway (US Route 78) & Single-Family Driveway

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑		↑	
Traffic Vol, veh/h	0	2006	1691	1	0	1
Future Vol, veh/h	0	2006	1691	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	95	95	92	92	92
Heavy Vehicles, %	0	1	3	0	0	0
Mvmt Flow	0	2112	1780	1	0	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1781	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	353	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	353	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	353	-	-	-	289
HCM Lane V/C Ratio	-	-	-	-	0.004
HCM Control Delay (s)	0	-	-	-	17.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 5: Atlanta Highway (US Route 78) & Office Driveway

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑		↑	
Traffic Vol, veh/h	1	2003	1690	2	3	3
Future Vol, veh/h	1	2003	1690	2	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	95	95	92	92	92
Heavy Vehicles, %	0	1	3	0	0	0
Mvmt Flow	1	2108	1779	2	3	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1781	0	-	0	2625 891
Stage 1	-	-	-	-	1780 -
Stage 2	-	-	-	-	845 -
Critical Hdwy	4.1	-	-	-	6.25 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	2.2	-	-	-	3.65 3.3
Pot Cap-1 Maneuver	353	-	-	-	30 289
Stage 1	-	-	-	-	121 -
Stage 2	-	-	-	-	359 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	353	-	-	-	30 289
Mov Cap-2 Maneuver	-	-	-	-	92 -
Stage 1	-	-	-	-	121 -
Stage 2	-	-	-	-	359 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	32
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	353	-	-	-	140
HCM Lane V/C Ratio	0.003	-	-	-	0.047
HCM Control Delay (s)	15.2	0	-	-	32
HCM Lane LOS	C	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.1

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 6: Lee Byrd Road & Single-Family Driveway

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	349	430	0
Future Vol, veh/h	0	1	0	349	430	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	0	1	0	379	467	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	846	467	467	0	-	0
Stage 1	467	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	335	600	1105	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	335	600	1105	-	-	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	696	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1105	-	600	-	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	0	-	11	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 7: Old Zion Cemetery Road & Single-Family Driveway

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	40	78	0	0	0
Future Vol, veh/h	0	40	78	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	43	85	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	85	0	-	0	128 85
Stage 1	-	-	-	-	85 -
Stage 2	-	-	-	-	43 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1524	-	-	-	871 980
Stage 1	-	-	-	-	943 -
Stage 2	-	-	-	-	985 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1524	-	-	-	871 980
Mov Cap-2 Maneuver	-	-	-	-	871 -
Stage 1	-	-	-	-	943 -
Stage 2	-	-	-	-	985 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1524	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)

AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗	↘	↘	↗↗	↘	↗↗	↘	↗	↘	↗	↘
Traffic Volume (vph)	83	823	443	144	1251	92	641	193	57	50	202	77
Future Volume (vph)	83	823	443	144	1251	92	641	193	57	50	202	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12	12	13	12	12	12	12
Grade (%)		-1%			2%			2%				-2%
Storage Length (ft)	135		0	200		265	295		0	120		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	1			1			1			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.966			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1814	3455	1523	1718	3436	1480	3333	1849	0	1787	1787	0
Flt Permitted	0.070			0.220			0.950			0.597		
Satd. Flow (perm)	134	3455	1523	398	3436	1480	3333	1849	0	1123	1787	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			466			148		11			11	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		409			908			451			312	
Travel Time (s)		6.2			13.8			8.8			6.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	5%	3%	4%	4%	8%	4%	2%	0%	2%	3%	3%
Adj. Flow (vph)	87	866	466	152	1317	97	675	203	60	53	213	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	866	466	152	1317	97	675	263	0	53	294	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8				4
Permitted Phases	2		2	6		6				4		
Detector Phase	5	2	2	1	6	6	3	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	58.0	58.0	5.0	58.0	58.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	12.2	66.2	66.2	12.2	66.2	66.2	11.9	12.9		12.9	12.9	
Total Split (s)	17.0	68.0	68.0	17.0	68.0	68.0	35.0	55.0		20.0	20.0	
Total Split (%)	12.1%	48.6%	48.6%	12.1%	48.6%	48.6%	25.0%	39.3%		14.3%	14.3%	
Yellow Time (s)	3.3	4.5	4.5	3.3	4.5	4.5	3.1	4.2		4.2	4.2	
All-Red Time (s)	3.9	3.2	3.2	3.9	3.2	3.2	3.8	3.7		3.7	3.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.2	7.7	7.7	7.2	7.7	7.7	6.9	7.9		7.9	7.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	69.6	60.6	60.6	71.6	61.7	61.7	28.1	47.1		12.1	12.1	
Actuated g/C Ratio	0.50	0.43	0.43	0.51	0.44	0.44	0.20	0.34		0.09	0.09	
v/c Ratio	0.52	0.58	0.50	0.52	0.87	0.13	1.01	0.42		0.55	1.79	
Control Delay	30.0	32.0	4.1	22.1	43.3	1.0	92.4	36.8		82.7	413.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	30.0	32.0	4.1	22.1	43.3	1.0	92.4	36.8		82.7	413.4	
LOS	C	C	A	C	D	A	F	D		F	F	
Approach Delay		22.7			38.6			76.8			362.8	

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)

AM

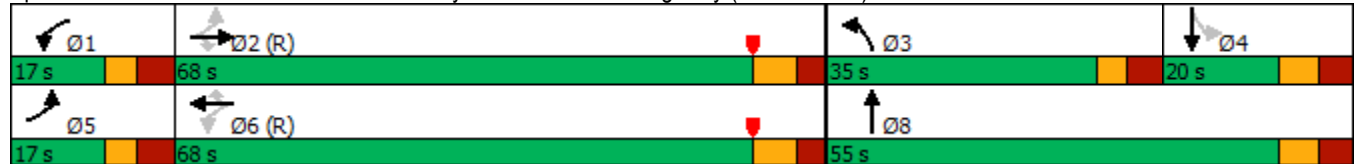


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			D			E			F		
Queue Length 50th (ft)	36	311	0	65	565	0	~324	177		47	~394	
Queue Length 95th (ft)	78	378	64	104	682	7	#456	259		#103	#584	
Internal Link Dist (ft)		329			828			371			232	
Turn Bay Length (ft)	135			200			265			120		
Base Capacity (vph)	185	1496	923	297	1513	734	668	629		97	164	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.47	0.58	0.50	0.51	0.87	0.13	1.01	0.42		0.55	1.79	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 85 (61%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.79
 Intersection Signal Delay: 68.1
 Intersection LOS: E
 Intersection Capacity Utilization 114.7%
 ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)



SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 2: Lee Byrd Road & Old Zion Cemetery Road

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	↗
Traffic Vol, veh/h	0	0	0	23	6	9	9	337	37	35	311	34
Future Vol, veh/h	0	0	0	23	6	9	9	337	37	35	311	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	75	-	0
Veh in Median Storage, #	2293760				0			0			0	
Grade, %	-	0	-	-	6	-	-	2	-	-	1	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	2	3	0	5	0
Mvmt Flow	0	0	0	25	7	10	10	370	41	38	342	37

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	848	866	391
Stage 1	411	411	-
Stage 2	437	455	-
Critical Hdwy	7.6	7.7	6.8
Critical Hdwy Stg 1	6.6	6.7	-
Critical Hdwy Stg 2	6.6	6.7	-
Follow-up Hdwy	3.5	4	3.3
Pot Cap-1 Maneuver	252	220	620
Stage 1	587	522	-
Stage 2	567	492	-
Platoon blocked, %			
Mov Cap-1 Maneuver	239	0	620
Mov Cap-2 Maneuver	239	0	-
Stage 1	581	0	-
Stage 2	543	0	-

Approach	WB	NB	SB
HCM Control Delay, s	19.5	0.2	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	1191	-	-	289	1159	-
HCM Lane V/C Ratio	0.008	-	-	0.144	0.033	-
HCM Control Delay (s)	8	0	-	19.5	8.2	0
HCM Lane LOS	A	A	-	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	-

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 3: Atlanta Highway (US Route 78) & Old Zion Cemetery Road

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑		↑	
Traffic Vol, veh/h	0	1349	1969	0	0	49
Future Vol, veh/h	0	1349	1969	0	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	91	91
Heavy Vehicles, %	0	5	4	0	0	0
Mvmt Flow	0	1420	2073	0	0	54
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	2641	1037
Stage 1	-	-	-	-	2073	-
Stage 2	-	-	-	-	568	-
Critical Hdwy	-	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	0	-	-	0	29	232
Stage 1	0	-	-	0	84	-
Stage 2	0	-	-	0	503	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	29	232
Mov Cap-2 Maneuver	-	-	-	-	71	-
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	503	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	25.1			
HCM LOS	D					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	232			
HCM Lane V/C Ratio	-	-	0.232			
HCM Control Delay (s)	-	-	25.1			
HCM Lane LOS	-	-	D			
HCM 95th %tile Q(veh)	-	-	0.9			

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 8: Atlanta Highway (US Route 78) & Site Driveway

Intersection

Int Delay, s/veh 5.8

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↑↑↑	↑↓		↑↓	
Traffic Vol, veh/h	29	1324	1974	44	25	42
Future Vol, veh/h	29	1324	1974	44	25	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	92	92
Heavy Vehicles, %	0	5	4	0	0	0
Mvmt Flow	31	1394	2078	46	27	46

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	2124	0	-	0	2721	1062
Stage 1	-	-	-	-	2101	-
Stage 2	-	-	-	-	620	-
Critical Hdwy	4.1	-	-	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.2	-	-	-	3.65	3.3
Pot Cap-1 Maneuver	260	-	-	-	~ 26	223
Stage 1	-	-	-	-	81	-
Stage 2	-	-	-	-	473	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	260	-	-	-	~ 12	223
Mov Cap-2 Maneuver	-	-	-	-	33	-
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	473	-

Approach EB WB SB

HCM Control Delay, s 3.8 0 214.6
 HCM LOS F

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	260	-	-	-	71
HCM Lane V/C Ratio	0.117	-	-	-	1.026
HCM Control Delay (s)	20.7	3.4	-	-	214.6
HCM Lane LOS	C	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	5.3

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 9: Lee Byrd Road & Northern Site Driveway

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	11	8	338	369	9
Future Vol, veh/h	8	11	8	338	369	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	60	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	1	-
Peak Hour Factor	92	92	92	91	91	92
Heavy Vehicles, %	0	0	0	2	5	0
Mvmt Flow	9	12	9	371	405	10

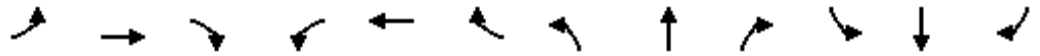
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	799	410	415	0	-	0
Stage 1	410	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	357	646	1155	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	353	646	1155	-	-	-
Mov Cap-2 Maneuver	353	-	-	-	-	-
Stage 1	667	-	-	-	-	-
Stage 2	689	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1155	-	353	646	-	-
HCM Lane V/C Ratio	0.008	-	0.025	0.019	-	-
HCM Control Delay (s)	8.1	0	15.5	10.7	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)

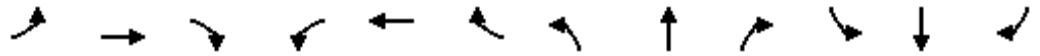
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷	↷	↶	↷	↷	↶	↷	↷	↶	↷	↷
Traffic Volume (vph)	149	1138	727	154	1078	97	491	198	50	87	255	76
Future Volume (vph)	149	1138	727	154	1078	97	491	198	50	87	255	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12	12	13	12	12	12	12
Grade (%)		-1%			2%			2%				-2%
Storage Length (ft)	135		0	200		265	295		0	120		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	1			1			1			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.970				0.966
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1814	3592	1538	1769	3470	1552	2889	1885	0	1823	1835	0
Flt Permitted	0.107			0.103			0.950			0.598		
Satd. Flow (perm)	204	3592	1538	192	3470	1552	2889	1885	0	1148	1835	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			504			122		9			8	
Link Speed (mph)		45			45			35				35
Link Distance (ft)		409			908			451				312
Travel Time (s)		6.2			13.8			8.8				6.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	2%	1%	3%	3%	20%	0%	0%	0%	1%	1%
Adj. Flow (vph)	157	1198	765	162	1135	102	517	208	53	92	268	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	157	1198	765	162	1135	102	517	261	0	92	348	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8				4
Permitted Phases	2		2	6		6				4		
Detector Phase	5	2	2	1	6	6	3	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	73.0	73.0	5.0	72.3	72.3	5.0	5.0		5.0	5.0	
Minimum Split (s)	12.2	81.2	81.2	12.2	80.0	80.0	11.9	12.9		12.9	12.9	
Total Split (s)	19.0	83.0	83.0	16.0	80.0	80.0	31.0	71.0		40.0	40.0	
Total Split (%)	11.2%	48.8%	48.8%	9.4%	47.1%	47.1%	18.2%	41.8%		23.5%	23.5%	
Yellow Time (s)	3.3	4.5	4.5	3.3	4.5	4.5	3.1	4.2		4.2	4.2	
All-Red Time (s)	3.9	3.2	3.2	3.9	3.2	3.2	3.8	3.7		3.7	3.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.2	7.7	7.7	7.2	7.7	7.7	6.9	7.9		7.9	7.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	87.1	75.3	75.3	82.1	72.8	72.8	24.1	63.1		32.1	32.1	
Actuated g/C Ratio	0.51	0.44	0.44	0.48	0.43	0.43	0.14	0.37		0.19	0.19	
v/c Ratio	0.74	0.75	0.80	0.93	0.76	0.14	1.26	0.37		0.43	0.99	
Control Delay	43.7	43.3	19.8	78.8	45.6	2.9	192.4	39.4		67.9	110.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	43.7	43.3	19.8	78.8	45.6	2.9	192.4	39.4		67.9	110.7	
LOS	D	D	B	E	D	A	F	D		E	F	
Approach Delay		34.9			46.4			141.1			101.7	

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)

PM

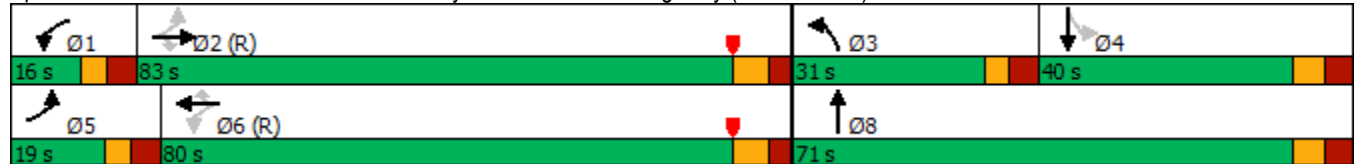


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C				D				F		
Queue Length 50th (ft)	86	582	279	89	565	0	~371	204		92	384	
Queue Length 95th (ft)	#166	671	486	#239	655	25	#493	288		157	#602	
Internal Link Dist (ft)		329				828				371		
Turn Bay Length (ft)	135			200		265	295			120		
Base Capacity (vph)	216	1591	962	174	1484	734	409	705		216	352	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.73	0.75	0.80	0.93	0.76	0.14	1.26	0.37		0.43	0.99	

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 130 (76%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.26
 Intersection Signal Delay: 61.9
 Intersection LOS: E
 Intersection Capacity Utilization 126.2%
 ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)



SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 2: Lee Byrd Road & Old Zion Cemetery Road

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	↗
Traffic Vol, veh/h	0	0	0	32	24	29	17	323	89	27	387	39
Future Vol, veh/h	0	0	0	32	24	29	17	323	89	27	387	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	75	-	0
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	6	-	-	2	-	-	1	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	1	4	0	1	0
Mvmt Flow	0	0	0	35	26	32	18	351	97	29	421	42

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	936	957	400
Stage 1	436	436	-
Stage 2	500	521	-
Critical Hdwy	7.6	7.7	6.8
Critical Hdwy Stg 1	6.6	6.7	-
Critical Hdwy Stg 2	6.6	6.7	-
Follow-up Hdwy	3.5	4	3.3
Pot Cap-1 Maneuver	217	189	612
Stage 1	567	504	-
Stage 2	519	450	-
Platoon blocked, %			
Mov Cap-1 Maneuver	205	0	612
Mov Cap-2 Maneuver	205	0	-
Stage 1	555	0	-
Stage 2	501	0	-

Approach	WB	NB	SB
HCM Control Delay, s	22.3	0.3	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	1109	-	-	300	1123	-
HCM Lane V/C Ratio	0.017	-	-	0.308	0.026	-
HCM Control Delay (s)	8.3	0	-	22.3	8.3	0
HCM Lane LOS	A	A	-	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1.3	0.1	-

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 3: Atlanta Highway (US Route 78) & Old Zion Cemetery Road

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑		↓	
Traffic Vol, veh/h	0	2014	1645	0	0	80
Future Vol, veh/h	0	2014	1645	0	0	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	92	92
Heavy Vehicles, %	0	1	3	0	0	0
Mvmt Flow	0	2120	1732	0	0	87

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	2580 866
Stage 1	-	-	-	-	1732 -
Stage 2	-	-	-	-	848 -
Critical Hdwy	-	-	-	-	6.25 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	-	-	-	-	3.65 3.3
Pot Cap-1 Maneuver	0	-	-	0	32 301
Stage 1	0	-	-	0	129 -
Stage 2	0	-	-	0	358 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	32 301
Mov Cap-2 Maneuver	-	-	-	-	97 -
Stage 1	-	-	-	-	129 -
Stage 2	-	-	-	-	358 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.7
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	301
HCM Lane V/C Ratio	-	-	0.289
HCM Control Delay (s)	-	-	21.7
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.2

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 8: Atlanta Highway (US Route 78) & Site Driveway

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑		↑	
Traffic Vol, veh/h	21	1997	1691	34	17	31
Future Vol, veh/h	21	1997	1691	34	17	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	92	92
Heavy Vehicles, %	0	1	3	0	0	0
Mvmt Flow	22	2102	1780	36	18	34

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1816	0	-	0	2683
Stage 1	-	-	-	-	1798
Stage 2	-	-	-	-	885
Critical Hdwy	4.1	-	-	-	6.25
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	6
Follow-up Hdwy	2.2	-	-	-	3.65
Pot Cap-1 Maneuver	342	-	-	-	27
Stage 1	-	-	-	-	118
Stage 2	-	-	-	-	342
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	342	-	-	-	27
Mov Cap-2 Maneuver	-	-	-	-	89
Stage 1	-	-	-	-	118
Stage 2	-	-	-	-	342

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	38
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	342	-	-	-	160
HCM Lane V/C Ratio	0.065	-	-	-	0.326
HCM Control Delay (s)	16.3	0	-	-	38
HCM Lane LOS	C	A	-	-	E
HCM 95th %tile Q(veh)	0.2	-	-	-	1.3

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 9: Lee Byrd Road & Northern Site Driveway

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	8	6	346	445	7
Future Vol, veh/h	6	8	6	346	445	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	60	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	7	9	7	376	484	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	878	488	492	0	-	0
Stage 1	488	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	321	584	1082	-	-	-
Stage 1	621	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	318	584	1082	-	-	-
Mov Cap-2 Maneuver	318	-	-	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	689	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1082	-	318	584	-	-
HCM Lane V/C Ratio	0.006	-	0.021	0.015	-	-
HCM Control Delay (s)	8.3	0	16.6	11.3	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)

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AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	823	443	144	1251	92	641	193	57	50	202	77
Future Volume (vph)	83	823	443	144	1251	92	641	193	57	50	202	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12	12	13	12	12	12	12
Grade (%)		-1%			2%			2%				-2%
Storage Length (ft)	135		0	200		265	295		0	120		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	1			1			1			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.966			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1814	3455	1523	1718	3436	1480	3333	1849	0	1787	1787	0
Flt Permitted	0.067			0.216			0.950			0.597		
Satd. Flow (perm)	128	3455	1523	391	3436	1480	3333	1849	0	1123	1787	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			466			148		12			11	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		409			908			451			312	
Travel Time (s)		6.2			13.8			8.8			6.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	5%	3%	4%	4%	8%	4%	2%	0%	2%	3%	3%
Adj. Flow (vph)	87	866	466	152	1317	97	675	203	60	53	213	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	866	466	152	1317	97	675	263	0	53	294	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8				4
Permitted Phases	2		2	6		6				4		
Detector Phase	5	2	2	1	6	6	3	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	58.0	58.0	5.0	58.0	58.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	12.2	67.0	67.0	12.2	67.0	67.0	11.9	12.9		12.9	12.9	
Total Split (s)	17.0	67.0	67.0	17.0	67.0	67.0	35.0	56.0		21.0	21.0	
Total Split (%)	12.1%	47.9%	47.9%	12.1%	47.9%	47.9%	25.0%	40.0%		15.0%	15.0%	
Yellow Time (s)	3.3	4.5	4.5	3.3	4.5	4.5	3.1	4.2		4.2	4.2	
All-Red Time (s)	3.9	3.2	3.2	3.9	3.2	3.2	3.8	3.7		3.7	3.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.2	7.7	7.7	7.2	7.7	7.7	6.9	7.9		7.9	7.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	68.6	59.6	59.6	70.6	60.7	60.7	28.1	48.1		13.1	13.1	
Actuated g/C Ratio	0.49	0.43	0.43	0.50	0.43	0.43	0.20	0.34		0.09	0.09	
v/c Ratio	0.53	0.59	0.51	0.53	0.89	0.13	1.01	0.41		0.50	1.66	
Control Delay	31.8	32.9	4.2	23.0	45.1	1.0	92.4	35.8		77.8	357.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	31.8	32.9	4.2	23.0	45.1	1.0	92.4	35.8		77.8	357.1	
LOS	C	C	A	C	D	A	F	D		E	F	
Approach Delay		23.4			40.2			76.5			314.4	

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)

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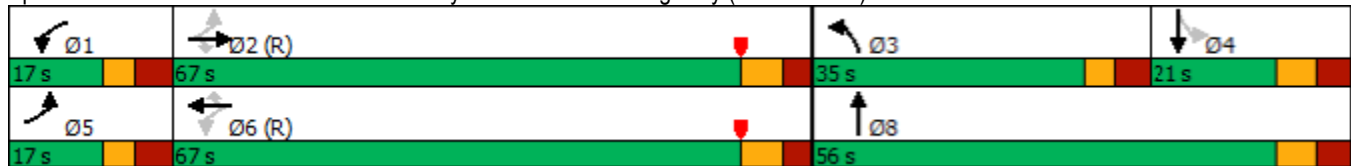


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			D			E			F		
Queue Length 50th (ft)	36	315	0	66	574	0	~324	174		47	~382	
Queue Length 95th (ft)	82	384	65	106	#694	7	#456	256		95	#571	
Internal Link Dist (ft)		329			828			371			232	
Turn Bay Length (ft)	135			200			295			120		
Base Capacity (vph)	181	1471	915	291	1488	725	668	643		105	177	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.48	0.59	0.51	0.52	0.89	0.13	1.01	0.41		0.50	1.66	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 85 (61%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.66
 Intersection Signal Delay: 64.9 Intersection LOS: E
 Intersection Capacity Utilization 114.7% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)

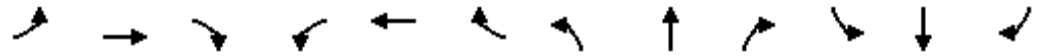


SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)

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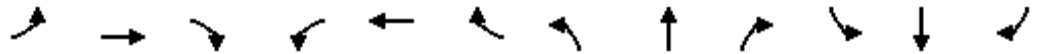
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷	↷	↶	↷	↷	↶	↷	↷	↶	↷	↷
Traffic Volume (vph)	149	1138	727	154	1078	97	491	198	50	87	255	76
Future Volume (vph)	149	1138	727	154	1078	97	491	198	50	87	255	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12	12	13	12	12	12	12
Grade (%)		-1%			2%			2%				-2%
Storage Length (ft)	135		0	200		265	295		0	120		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	1			1			1			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.970				0.966
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1814	3592	1538	1769	3470	1552	2889	1885	0	1823	1835	0
Flt Permitted	0.106			0.094			0.950			0.598		
Satd. Flow (perm)	202	3592	1538	175	3470	1552	2889	1885	0	1148	1835	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			496			122			9			8
Link Speed (mph)		45			45			35				35
Link Distance (ft)		409			908			451				312
Travel Time (s)		6.2			13.8			8.8				6.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	2%	1%	3%	3%	20%	0%	0%	0%	1%	1%
Adj. Flow (vph)	157	1198	765	162	1135	102	517	208	53	92	268	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	157	1198	765	162	1135	102	517	261	0	92	348	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8				4
Permitted Phases	2		2	6		6				4		
Detector Phase	5	2	2	1	6	6	3	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	73.0	73.0	5.0	71.3	71.3	5.0	5.0		5.0		5.0
Minimum Split (s)	12.2	81.0	81.0	12.2	79.0	79.0	11.9	12.9		12.9		12.9
Total Split (s)	19.0	81.0	81.0	17.0	79.0	79.0	31.0	72.0		41.0		41.0
Total Split (%)	11.2%	47.6%	47.6%	10.0%	46.5%	46.5%	18.2%	42.4%		24.1%		24.1%
Yellow Time (s)	3.3	4.5	4.5	3.3	4.5	4.5	3.1	4.2		4.2		4.2
All-Red Time (s)	3.9	3.2	3.2	3.9	3.2	3.2	3.8	3.7		3.7		3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	7.2	7.7	7.7	7.2	7.7	7.7	6.9	7.9		7.9		7.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes		Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None		None
Act Effct Green (s)	85.2	73.3	73.3	82.6	72.0	72.0	24.1	63.8		32.8		32.8
Actuated g/C Ratio	0.50	0.43	0.43	0.49	0.42	0.42	0.14	0.38		0.19		0.19
v/c Ratio	0.75	0.77	0.81	0.91	0.77	0.14	1.26	0.37		0.42		0.97
Control Delay	45.7	45.5	21.6	75.1	46.5	2.9	192.4	38.8		66.7		105.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	45.7	45.5	21.6	75.1	46.5	2.9	192.4	38.8		66.7		105.0
LOS	D	D	C	E	D	A	F	D		E		F
Approach Delay		36.9			46.7			140.9				97.0

SEVS00002 Proposed Whataburger Restaurant - Loganville, GA
 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)

PM

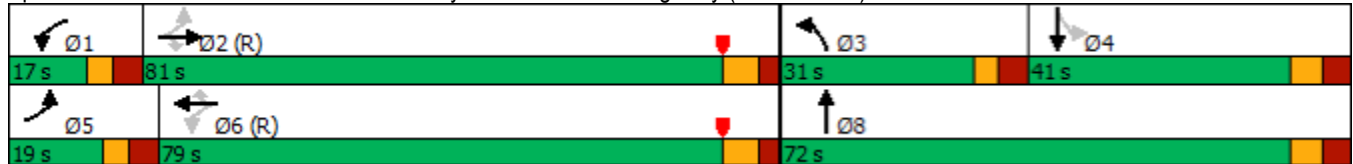


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D				D			F			F
Queue Length 50th (ft)	87	595	297	95	571	0	~371	202		91	381	
Queue Length 95th (ft)	#174	686	511	#247	663	25	#493	285		156	#590	
Internal Link Dist (ft)		329				828			371			232
Turn Bay Length (ft)	135			200		265	295			120		
Base Capacity (vph)	213	1548	945	179	1470	727	409	716		223	363	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.74	0.77	0.81	0.91	0.77	0.14	1.26	0.36		0.41	0.96	

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 130 (76%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.26
 Intersection Signal Delay: 62.4
 Intersection LOS: E
 Intersection Capacity Utilization 126.2%
 ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: State Route 81/Lee Byrd Road & Atlanta Highway (US Route 78)



F | Level of Service Summary Tables



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Proposed Whataburger Restaurant with Drive-Thru
4764 Atlanta Highway (US Route 78)
City of Loganville
Walton County, Georgia

ATDE Project No. SEVS00002

Table 5: Level of Service/Dleay/95th Percentile Queue Comparison

Intersection	Lane Group	Existing			No-Build			Build			Build w/ Mitigation														
		AM	PM	Q95th	AM	PM	Q95th	AM	PM	Q95th	AM	PM	Q95th												
State Route 81, Lee Byrd Rd @Atlanta Highway (US-78)	EB: L	23.0	C	56'	31.7	C	113'	25.5	C	62'	34.4	C	115'	30.0	C	78'	43.7	D	166'	31.8	C	82'	45.7	D	174'
	T	31.3	C	358'	42.3	D	641'	31.8	C	371'	43.1	D	664'	32.0	C	378'	43.3	D	671'	32.9	C	384'	45.5	D	686'
	R	4.1	A	64'	17.7	B	436'	4.1	A	64'	19.6	B	482'	4.1	A	64'	19.8	B	486'	4.2	A	65'	21.6	C	511'
	WB: L	20.1	C	99'	59.4	E	210'	21.8	C	104'	75.1	E	235'	22.1	C	104'	78.8	E	239'	23.0	C	106'	75.1	E	247'
	T	40.8	D	646'	43.8	D	625'	42.2	D	671'	44.9	D	646'	43.3	D	682'	45.6	D	655'	45.1	D	694'	46.5	D	663'
	R	0.3	A	0'	0.9	A	6'	0.3	A	1'	1.1	A	7'	1.0	A	7'	2.9	A	25'	1.0	A	7'	2.9	A	25'
	NB: L	86.7	F	438'	181.1	F	478'	92.4	F	456'	192.4	F	493'	92.4	F	456'	192.4	F	493'	92.4	F	456'	192.4	F	493'
	TR	36.2	D	248'	39.2	D	278'	36.5	D	255'	39.3	D	285'	36.8	D	259'	39.4	D	288'	35.8	D	256'	38.8	D	285'
	SB: L	111.4	F	125'	67.7	E	154'	83.4	F	105'	67.9	E	157'	82.7	F	103'	67.9	E	157'	77.8	E	95'	66.7	E	156'
	TR	382.9	F	559'	105.8	F	575'	400.6	F	574'	108.7	F	596'	413.4	F	584'	110.7	F	602'	357.1	F	571'	105.0	F	590'
Overall		64.3	E		58.6	E		66.8	E		61.5	E		68.1	E		61.9	E		64.9	E		62.4	E	
Lee Byrd Rd @Old Zion Cemetery Rd	EB: LTR	12.6	B	2'	17.7	C	12'	12.8	B	2'	18.3	C	12'												
	WB: LTR	18.6	C	9'	23.5	C	30'	19.1	C	12'	25.2	D	32'	19.5	C	12'	22.3	C	30'						
	NB: LTR	8.0	A	0'	8.2	A	0'	8.0	A	0'	8.2	A	2'	8.0	A	0'	8.3	A	2'						
	SB: LT													8.2	A	2'	8.3	A	2'						
	LTR	8.1	A	2'	8.1	A	2'	8.1	A	2'	8.2	A	2'												
Overall		1.6	A		3.2	A		1.6	A		3.3	A		1.4	A		2.3	A							



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Proposed Whataburger Restaurant with Drive-Thru
4764 Atlanta Highway (US Route 78)
City of Loganville
Walton County, Georgia

ATDE Project No. SEVS00002

Table 5: Level of Service/Dleay/95th Percentile Queue Comparison

Intersection	Lane Group	Existing			No-Build			Build			Build w/ Mitigation		
		AM	PM	Q95th	AM	PM	Q95th	AM	PM	Q95th	AM	PM	Q95th
Atlanta Highway (US-78) @Old Zion Cementery Rd	EB: L	13.4 B	2' 10.7 B	2'	13.4 B	2' 11.0 B	2'						
	SB: LR	19.8 C	14' 15.3 C	16'	19.9 C	14' 15.9 C	18'	25.1 D	21' 21.7 C	28'			
	Overall	0.3 A	0.4 A		0.3 A	0.4 A		0.4 A	0.5 A				
Atlanta Highway (US-78) @Single-Family Dwy	EB: LT	0.0 A	0' 0.0 A	0'	0.0 A	0' 0.0 A	0'						
	SB: LR	20.3 C	0' 17.1 C	0'	20.9 C	0' 17.5 C	0'						
	Overall	0.0 A	0.0 A		0.0 A	0.0 A							
Atlanta Highway (US-78) @Office Driveway	EB: LT	18.1 C	0' 14.8 B	0'	18.6 C	0' 15.2 C	0'						
	SB: LR	38.4 E	2' 30.8 D	2'	40.7 E	2' 32.0 D	2'						
	Overall	0.1 A	0.1 A		0.1 A	0.1 A							
Lee Byrd Rd @Single-Family Dwy	EB: LR	10.4 B	0' 10.9 B	0'	10.5 B	0' 11.0 B	0'						
	NB: LT	0.0 A	0' 0.0 A	0'	0.0 A	0' 0.0 A	0'						
	Overall	0.0 A	0.0 A		0.0 A	0.0 A							
Old Zion Cemetery Rd @Single-Family Dwy	EB: LT	0.0 A	0' 0.0 A	0'	0.0 A	0' 0.0 A	0'						
	Overall	0.0 A	0.0 A		0.0 A	0.0 A							



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30 Independence Boulevard, Suite 110
 Warren, New Jersey 07059
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Intersection	Lane Group	Existing			No-Build			Build			Build w/ Mitigation					
		AM Delay	PM Delay	Q95th	AM Delay	PM Delay	Q95th	AM Delay	PM Delay	Q95th	AM Delay	PM Delay	Q95th			
Atlanta Highway (US-78) @Site Dwy	EB: LT							20.7	C	9'	16.3	C	5'			
	SB: LR							214.6	F	122'	38.0	E	30'			
	Overall							5.8	A		0.6	A				
Lee Byrd Rd @Northern Site Dwy	EB: L							15.5	C	2'	16.6	C	2'			
	R							10.7	B	2'	11.3	B	0'			
	NB: LT							8.1	A	0'	8.3	A	0'			
	Overall							0.4	A		0.3	A				



Planning & Development
4303 Lawrenceville Road
Loganville, GA 30052
Phone 770.466.2633

Case #: A23-001 / R23-002 / A23-002 / R23-004

Applicant: Dina Vasquez

Property Owner: Dina Vasquez

Property Location: 315 Skyland Drive

Tax Map/Parcel: 5159013 and 5159014

Property Size: .49 and .46 acres

Current Zoning: Office & Institutional (Gwinnett County)

Proposed Zoning: Commercial Highway

Proposed Use: Continuation of Existing Business

Applicant's Request

The applicant is seeking annexation into the City of Loganville and a zoning designation of CH to allow for storage of materials and equipment. This is not allowed under neither Gwinnett County nor City of Loganville zoning criteria for O&I.

Existing Conditions

The current business attempted an annexation and commercial rezone into the City of Loganville in May/June 2020 but were denied out of concerns of the impact on the residences along Skyland Drive. The property was granted the O&I zoning by Gwinnett County in September 2020 with the condition that a fence be placed on the property to screen it from the nearby residential zoning.

Impact Analysis/Recommendation

What is the impact upon the overall appearance of the City and impacts upon aesthetic conditions of adjacent parcels? There would be limited impact on the overall appearance of the City as this property already serves a commercial purpose in its current form. There may be some concern about the impact on the aesthetic conditions of adjacent parcels as it relates to the size of the equipment and materials stored and whether or not it will be visible above the current fencing.

What is the impact upon thoroughfare congestion and traffic safety? As this property is already being used for commercial purposes, there would be no greater impact on congestion than what already exists. Traffic safety could potentially be impacted by the size of the equipment being brought to and taken from the site.

What is the impact upon population density and the potential for overcrowding and urban sprawl? None as the property is maintaining its commercial use.

What is the impact upon the provision of water, sewerage, transportation and other urban infrastructure services? None as the property is maintaining its already existing use.

How does the proposed use provide protection of property against blight and depreciation? It does not.

Is the proposed use consistent with the adopted Comprehensive Plan? The property was not inside city limits and as a result not included in the City of Loganville's Comprehensive Plan, though properties in the area that are inside the city limits are zoned CH. The Gwinnett County Future Land Use Map identifies this property as Community Mixed Use (non-residential).

What is the impact upon adjacent property owners if the request is approved? As this property already exists as commercial, the potential impact to adjacent property owners would be minimal.

What is the impact upon adjacent property owners if the request is not approved? There would be no impact on adjacent property owners if the request is denied.

Are there any other factors effecting the health, safety, morals, aesthetics, convenience, order, prosperity, or the general welfare of the present and future inhabitants of the City of Loganville? No.

Recommended action: This property meets the criteria for annexation and the CH zoning is in line with other properties in the vicinity.

Planning Commission Recommended Conditions

City Council Conditions Conditions



Planning & Development
4385 Pecan Street
Loganville, GA 30052
Phone 770.466.2633
Fax: 770.554.5556

Case #: R23-005

Applicant: Sevan Multi-Site Solutions

Property Owner: GSA RE Highway 78

Property Location: 168 Lee Byrd Road

Tax Map/Parcel: #LG110061

Property Size: .71 acre

Current Zoning: R-16

Proposed Zoning: CH

Proposed Use: Parcel to become part of larger commercial development fronting Highway 78.

Applicant's Request

The applicant is seeking to re-zone this site to become part of an almost 2 acre commercial development adjacent to this parcel along Highway 78. The main purpose of this parcel will be for providing an access point off Lee Byrd Road to the commercial site.

Existing Conditions

The parcel currently has a residence on it that was originally built in 1960. Zoning in the area is a mix of residential and commercial as well as a nearby school.

Impact Analysis/Recommendation

What is the impact upon the overall appearance of the City and impacts upon aesthetic conditions of adjacent parcels? The area is currently a mix of residential and commercial. The applicant has shown a willingness to meet requests by city officials for screening between this parcel and the adjacent residential property to the north. As most of this parcel is expected to be a driveway for access to the commercial properties, the aesthetics impact is the loss of a house to be replaced by greenery and a driveway.

What is the impact upon thoroughfare congestion and traffic safety? Traffic is already a problem in this area, as is traffic safety. While not directly related to this property, the applicant has indicated they will work with the City to bring the road behind the nearby gas station up to current standards and add a right turn lane that will extend from this property currently under consideration for a re-zone through to this improved roadway, which will potentially alleviate some traffic on southbound Lee Byrd Road by providing an alternative for those wishing to turn westbound onto Highway 78. Note that these discussions were done before the completion of the traffic study by the applicant.

What is the impact upon population density and the potential for overcrowding and urban sprawl? While it is expected that population density will go down as the property moves from residential to commercial, it does represent further encroachment of commercial development into a limited residential area.

What is the impact upon the provision of water, sewerage, transportation and other urban infrastructure services? There are no direct impacts on services by the rezoning of this property, though the larger scale development will need to work with City departments as it relates to gravity sewer lines and other potential traffic measures.

How does the proposed use provide protection of property against blight and depreciation? The applicant will plant screening trees or bushes along the property line adjacent with residential properties.

Is the proposed use consistent with the adopted Comprehensive Plan? The Future Land Use map has this property retaining its residential zoning.

What is the impact upon adjacent property owners if the request is approved? The rezoning of this parcel to commercial would potentially be additional traffic in the area and light pollution in the area.

What is the impact upon adjacent property owners if the request is not approved? There would be no impact.

Are there any other factors effecting the health, safety, morals, aesthetics, convenience, order, prosperity, or the general welfare of the present and future inhabitants of the City of Loganville? No.

Recommended action: Approval with the condition that the applicant plant sufficient landscaping to screen the property from the nearby residences and work with the City on traffic improvements along Lee Byrd Road.

Planning Commission Recommended Conditions

City Council Conditions