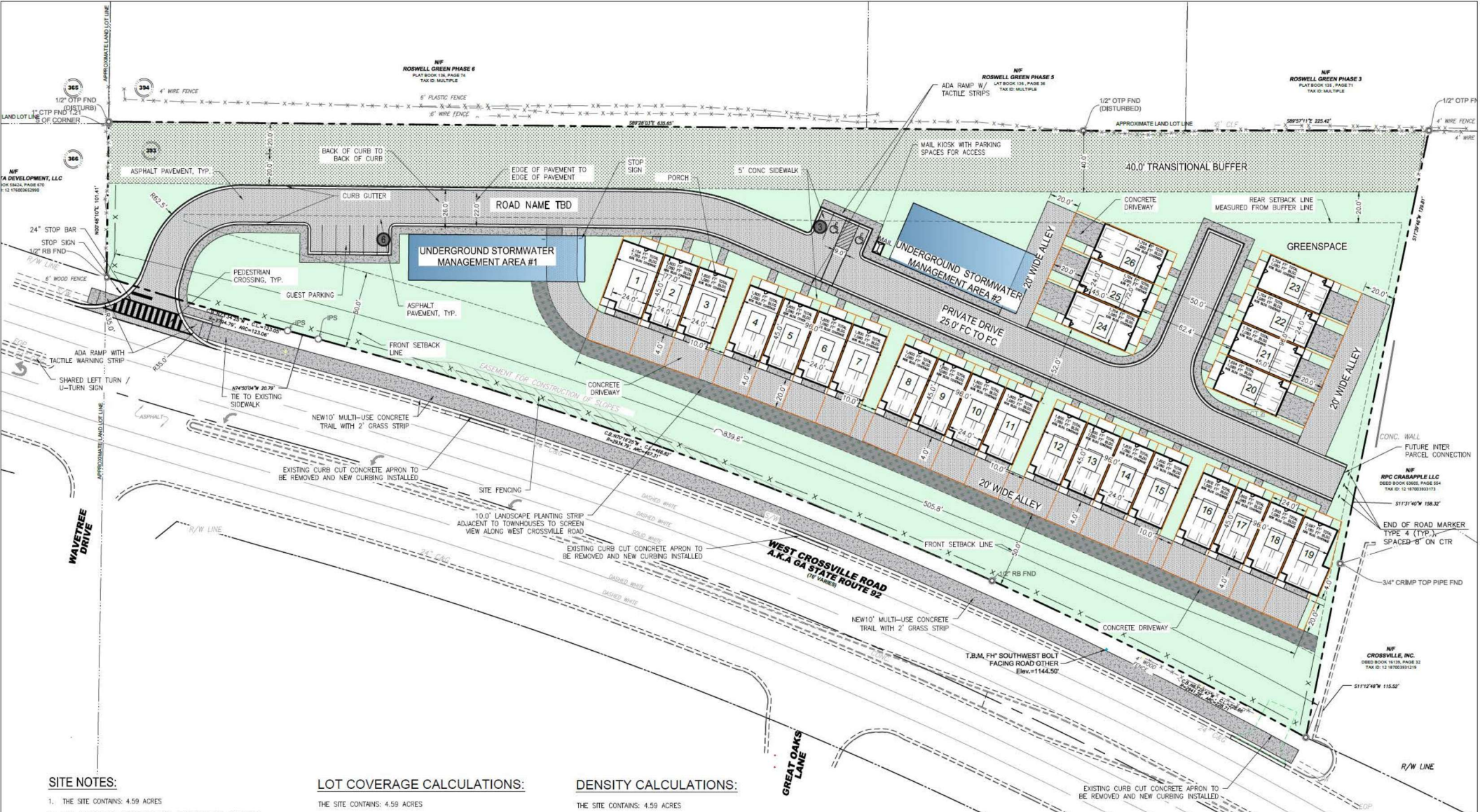




SITE NOTES:

1. THE SITE CONTAINS: 4.59 ACRES
2. SITE ADDRESS: 55 WEST CROSSWELL ROAD, ROSWELL, GA 30075
3. ZONING: PV (PARKWAY VILLAGE)
4. SURVEY INFORMATION TAKEN FROM SURVEYS PERFORMED BY TRAVIS PRUITT & ASSOCIATES, INC DATED 8-22-2025.
5. THIS SITE IS NOT LOCATED WITHIN A ZONE [A, AE, SHADED ZONE X] AS DEFINED BY F.I.R.M. COMMUNITY PANEL NUMBERS 131210081F DATED SEPTEMBER 9, 2013 FOR UNINCORPORATED GWINNETT COUNTY, GEORGIA.
6. THERE NO ARE EXISTING EASEMENTS, STATE WATER BUFFERS, STREAM BUFFERS OR FLOODPLAIN BUFFER THAT APPLY TO THIS PROPERTY.
7. TO THE BEST OF OUR KNOWLEDGE, THERE NO CEMETERIES, ARCHITECTURAL OR ARCHEOLOGICAL LANDMARKS EXIST ON SITE. IN THE EVENT THAT THESE LANDMARKS ARE DISCOVERED DURING CONSTRUCTION, THE ENGINEER MUST BE CONTACTED IMMEDIATELY FOR REVIEW AND AMENDING THE CONSTRUCTION PLANS.

LOT COVERAGE CALCULATIONS:

THE SITE CONTAINS: 4.59 ACRES

PROPOSED IMPERVIOUS AREAS

TOWNHOMES	= 27,129 FT ²
ASPHALT	= 36,444 FT ²
SIDEWALK	= 6,035 FT ²
CONCRETE DRIVEWAY	= 8,320 FT ²
CURB AND GUTTER	= 3,840 FT ²
CONCRETE OTHER	= 3,978 FT ²
TOTAL IMPERVIOUS AREA	= 85,746 FT²
PROPOSED LOT COVERAGE	= 42.89%

OPEN SPACE:

REQUIRED: 79,976 SF (1.836 AC) (40% OF THE SITE)
 PROVIDED: 108,656 SF (2.49 AC) (54% OF THE SITE)

BUFFERED AREA:

REQUIRED: 15% OR 29,991 SF (0.69 AC)
 PROVIDED: 17% OR 34,194 SF (0.79 AC)

DENSITY CALCULATIONS:

THE SITE CONTAINS: 4.59 ACRES
 NUMBER OF PROPOSED UNITS = 26 UNITS
 PROPOSED SITE DENSITY = 26/4.59 = 5.66 UNITS PER ACRE

PARKING:

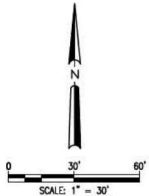
NUMBER OF DWELLING UNITS	= 26 UNITS
REQUIRED PARKING	
TOWNHOMES (26 UNITS)	= 46 SPACES (1.75/UNIT)
GUEST SPACES (26 UNITS)	= 13 SPACES (0.50/UNIT)
TOTAL REQUIRED PARKING	= 59 SPACES
PROVIDED PARKING	
SURFACE PARKING	= 13 SPACES
TOWNHOMES (UNITS 1-17)	= 34 SPACES (2.00/UNIT)
TOWNHOMES (UNITS 18-26)	= 36 SPACES (4.00/UNIT)
TOTAL PROVIDED PARKING	= 83 SPACES

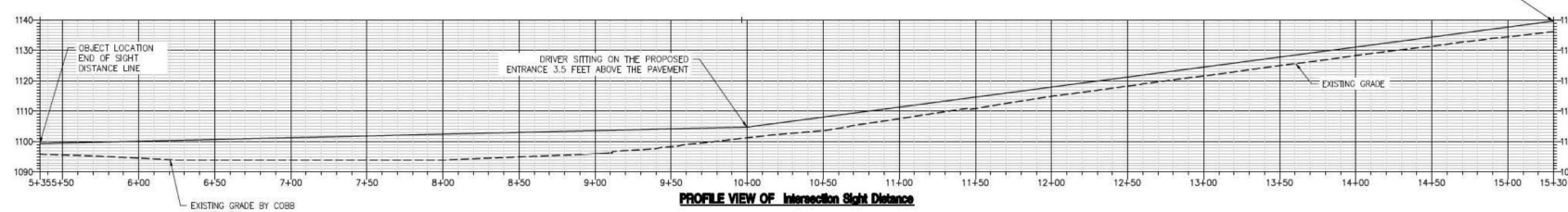
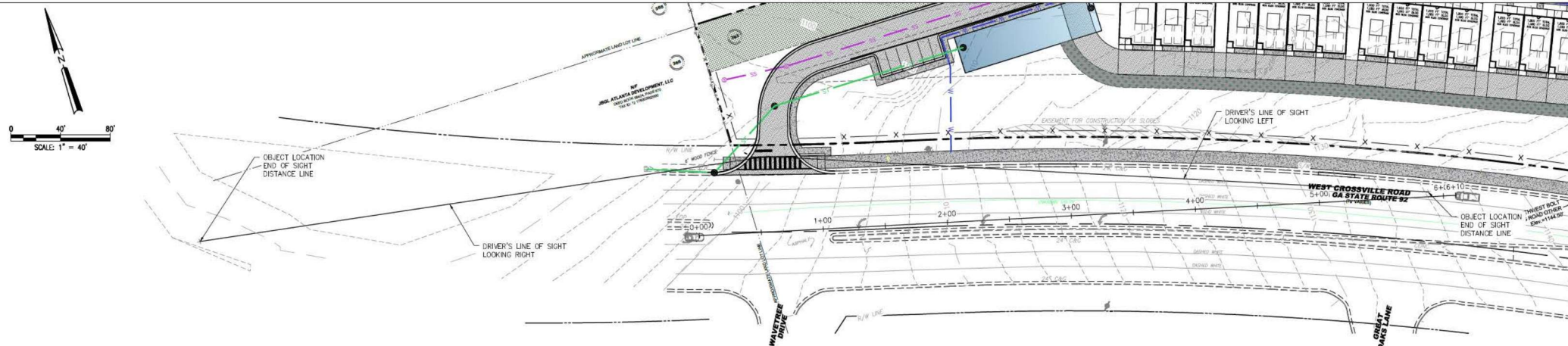
LEGEND

	STORMWATER MANAGEMENT AREA
	OPEN SPACE - COMMON AREA
	OPEN SPACE - SCREENING STRIP
	OPEN SPACE - TRANSITIONAL BUFFER
	ASPHALT
	CONCRETE

ZONING CONFORMANCE:

PROPOSED ZONING: PV (PARKWAY VILLAGE)
 MIN LOT AREA: 1,500 SF
 MIN LOT WIDTH: 20 FEET
 MAX BUILDING COVERAGE: 75%
 SITE PARAMETERS
 BUILDING SETBACKS
 FRONT: 50 FEET,
 SIDE: 5 FEET,
 REAR: 20 FEET
 SETBACK FROM HWY 92: 50'(MIN)/150'(MAX)
 BTZ: 60%
 BUILDING HEIGHT: 40' to 45' / 3 STORIES





EXISTING ROAD CONDITIONS	TRAFFIC VOLUMES (ADT)	DESIGN SPEED (MPH)	ADDITIONAL LANE TYPE	EXISTING ROAD CONDITIONS				EXISTING ROAD CONDITIONS				EXISTING ROAD CONDITIONS			
				ADT	DESIGN SPEED (MPH)	ADDITIONAL LANE TYPE	ADT	ADT	DESIGN SPEED (MPH)	ADDITIONAL LANE TYPE	ADT	ADT	DESIGN SPEED (MPH)	ADDITIONAL LANE TYPE	ADT
EXISTING ROAD CONDITIONS	ADT	DESIGN SPEED (MPH)	ADDITIONAL LANE TYPE	ADT	DESIGN SPEED (MPH)	ADDITIONAL LANE TYPE	ADT	ADT	DESIGN SPEED (MPH)	ADDITIONAL LANE TYPE	ADT	ADT	DESIGN SPEED (MPH)	ADDITIONAL LANE TYPE	ADT
EXISTING ROAD CONDITIONS	ADT	DESIGN SPEED (MPH)	ADDITIONAL LANE TYPE	ADT	DESIGN SPEED (MPH)	ADDITIONAL LANE TYPE	ADT	ADT	DESIGN SPEED (MPH)	ADDITIONAL LANE TYPE	ADT	ADT	DESIGN SPEED (MPH)	ADDITIONAL LANE TYPE	ADT

4.6.1.2 Minimum Requirements for Left Turn Lanes

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Condition 1

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

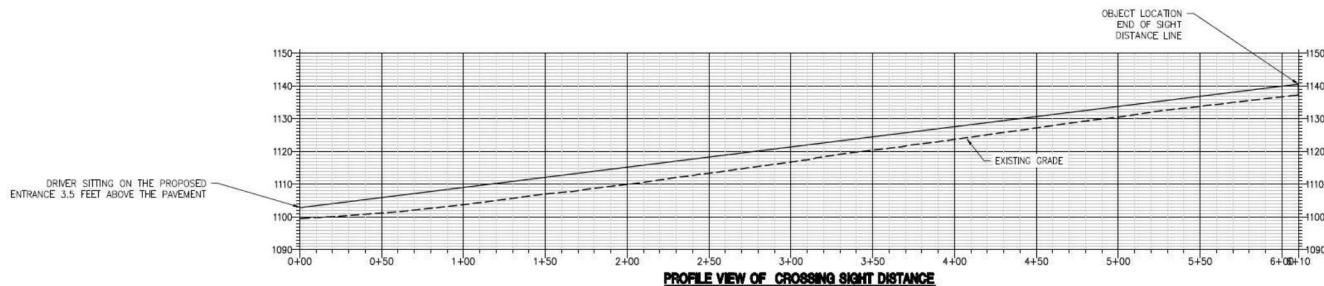
Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.

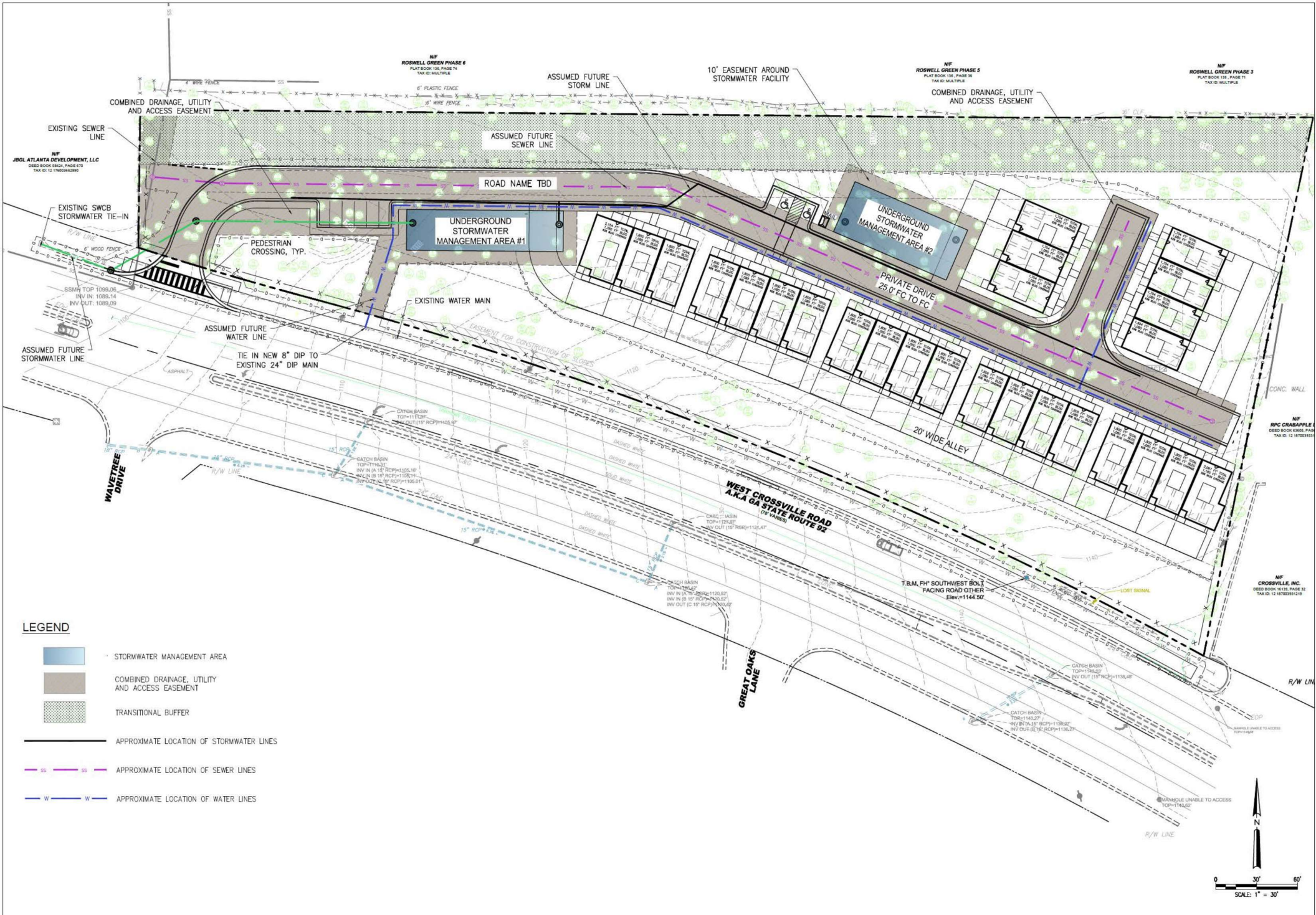
Left Turn lanes must be constructed at the discretion of the Department if the ADT also generated left turn volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4.6.1.2. If the LTVs are below the requirements for Condition 1, the applicant may be required to construct a Right Turn Paving Lane (see Page 4.7) they meet the values in Table 4.7. The State Traffic Engineer will use engineering judgment to determine if the best conditions would allow construction of the Right Turn Paving Lane. Paving lane sections fall under the criteria for two or more lanes.



Speed limit 45 MPH
2024 AADT 47600
RTV = 34, LTV = 34
Daily RTV = 34 < 75 RTV a day. Therefore, Right Turn Deceleration Lane is not warranted
Daily LTV = 34 < 250 LTV a day. Left turn deceleration lane is not warranted. However, the existing EB LT U-turn lane exist at the intersection of West Crossville Rd @ Watvetree Dr. It will be restriped to be U-turn/LT shared lane

The sight distances given in Table 3-4 are for undivided highways. If the highway is divided, the effect of the median should be considered in determining the required sight distance. In very rare cases, where the raised median is at least 40 ft, it may be feasible for the crossing maneuver to be done in two stages with a stop in the median. However, the intersection should only be treated in this manner if the signing and marking is accordingly provided. Otherwise, the sight distance requirements should be increased to account for the additional width that must be crossed. See AASHTO Green Book, Chapter 9 Intersections, for adjustments due to grades greater than 3% and design vehicle classes other than passenger cars. Sight lines in medians cannot be obstructed with tall





LEGEND

- STORMWATER MANAGEMENT AREA
- COMBINED DRAINAGE, UTILITY AND ACCESS EASEMENT
- TRANSITIONAL BUFFER
- APPROXIMATE LOCATION OF STORMWATER LINES
- APPROXIMATE LOCATION OF SEWER LINES
- APPROXIMATE LOCATION OF WATER LINES