



ALTERNATIVE 1
SR 20 / CONYERS ROAD AT HUNTINGTON DRIVE



ALTERNATIVE 2
SR 20 / CONYERS ROAD AT HUNTINGTON DRIVE



**TRAFFIC STUDY
FOR
SR 20/CONYERS ROAD AT
HUNTINGTON DRIVE**

Loganville, GA
Walton County

Prepared for
City of Loganville, GA in Association with
Keck & Wood, Inc.

W & A Project No. 16-TF-023

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1. INTRODUCTION

SR 20/CONYERS ROAD AT HUNTINGTON DRIVE, LOGANVILLE, GA TRAFFIC STUDY

This traffic study was conducted to evaluate the operational performance of the intersection of SR 20/Conyers Road at Huntington Drive in Loganville, Walton County, Georgia. Figure 1 illustrates the location of the intersection and identifies the roadway network in the vicinity. Figure 2 shows the study intersection.

Figure 1 – Vicinity Map

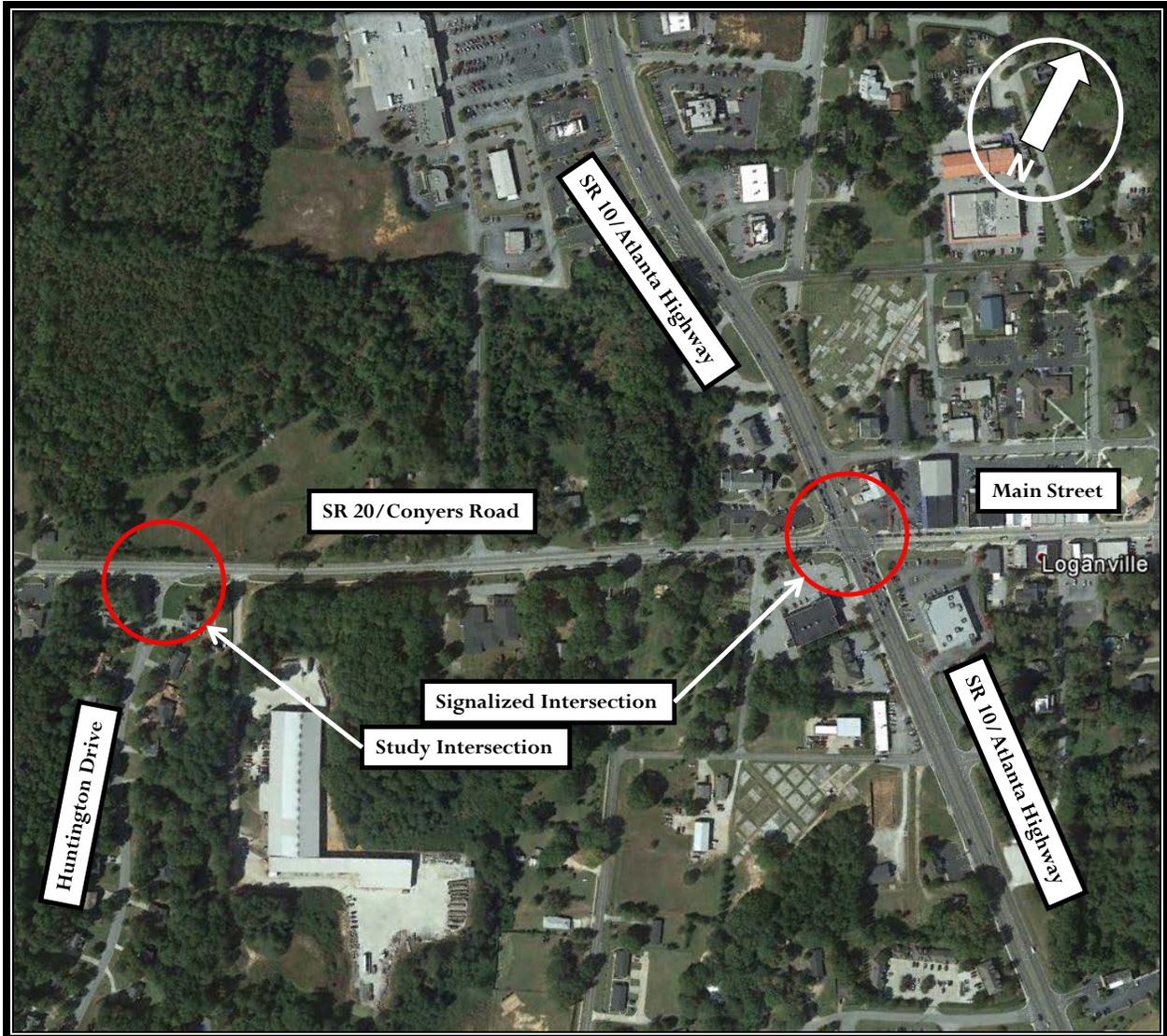
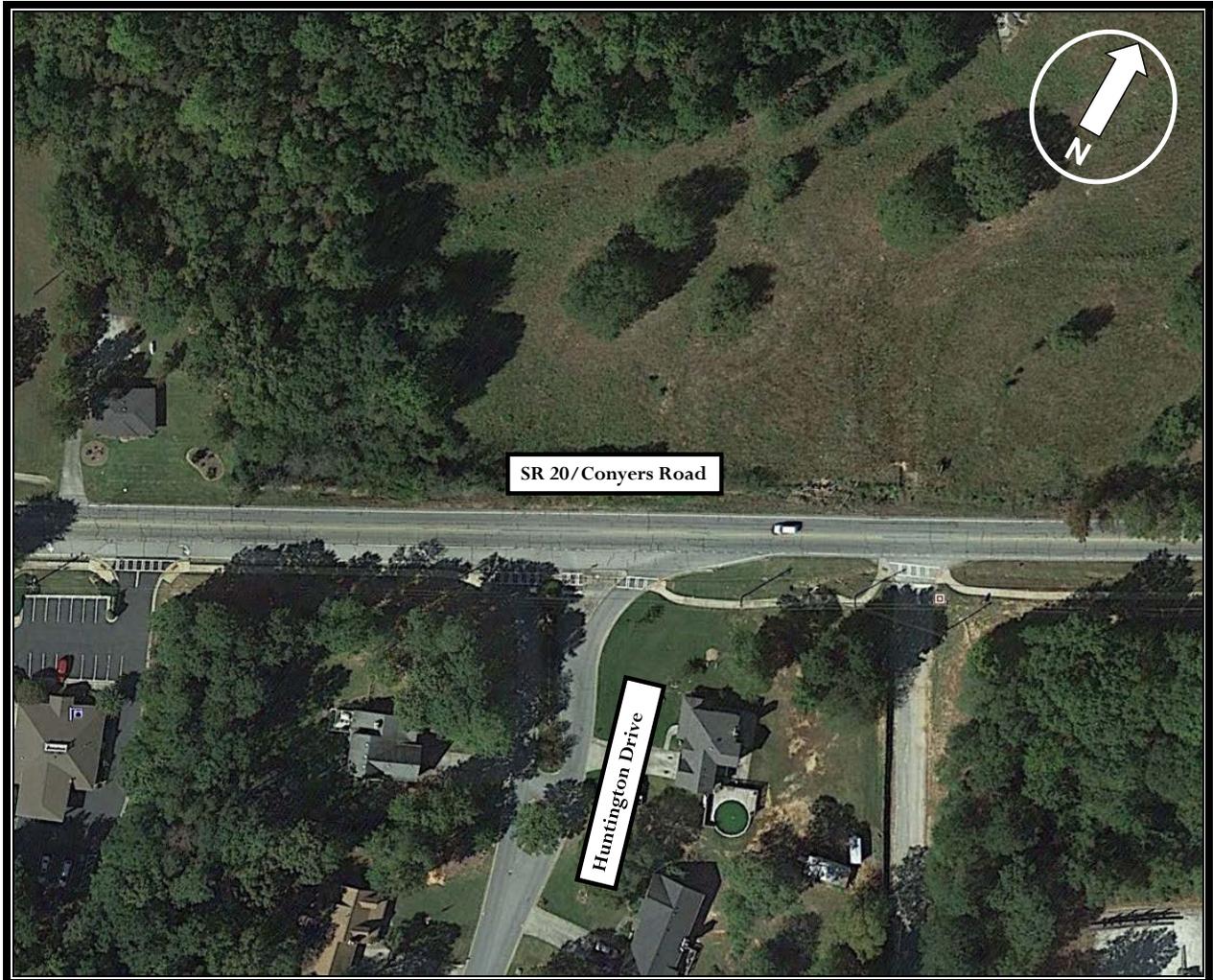


Figure 2 – Study Intersection



Methodology

Initial evaluations were made to assess the current conditions at the study intersection. A weekday AM and PM peak period turning movement count was taken at the intersection. The counts are contained in Appendix A. Capacity analysis was performed to evaluate the existing levels of service (LOS) and queue lengths. The City of Loganville has proposed constructing a westbound left turn lane on SR 20/Conyers Road for motorists turning onto Huntington Drive. This will be modeled within the capacity analysis. Finally, based on perceived concerns from residents within the Huntington Drive neighborhood, sight distance and available gaps in mainline traffic along SR 20/Conyers Road are both analyzed.

2. EXISTING CONDITIONS

SR 20/CONYERS ROAD AT HUNTINGTON DRIVE, LOGANVILLE, GA TRAFFIC STUDY

Roadways

To the southwest of the study intersection, SR 20/Conyers Road is a two lane roadway. SR 20/Conyers Road serves residential, commercial and institutional developments within the vicinity of the study intersection. The posted speed limit for vehicles traveling eastbound on SR 20/Conyers Road decreases from 45 mph to 35 mph approximately 275 feet north of the study intersection. SR 20/Conyers Road runs southwest where it turns into Loganville Highway near the Rockdale County Line and then runs south to Conyers, where it intersects with SR 20/Sigman Road.

To the northwest of the study intersection, SR 20/Conyers Road is a two lane roadway. SR 20/Conyers Road serves residential, commercial and institutional developments within the vicinity of the study intersection. The posted speed limit for vehicles traveling westbound on SR 20/Conyers Road increases from 35 mph to 45 mph approximately 275 feet north of the study intersection. SR 20/Conyers Road runs northwest from downtown Loganville, through Grayson, to Lawrenceville.

Huntington Drive is a two lane roadway that serves the Huntington Ridge residential neighborhood. The Huntington Ridge neighborhood has a posted 25 mph speed limit.

Intersection

The intersection of SR 20/ Conyers Road at Huntington Drive was studied for potential operational improvements, as well as a review of side street sight distance and traffic gaps in mainline traffic flow along SR 20/Conyers Road. For the purposes of this study, Huntington Drive will be considered the northbound approach. SR 20/Conyers Road will be considered an east-west roadway for the purposes of this study.

The northbound approach leg of Huntington Drive has a left turn lane and a yield-controlled channelized right turn lane. The eastbound approach leg of SR 20/Conyers Road has a through lane and a right turn lane. The westbound approach leg of SR 20/Conyers Road has a shared left+through lane.

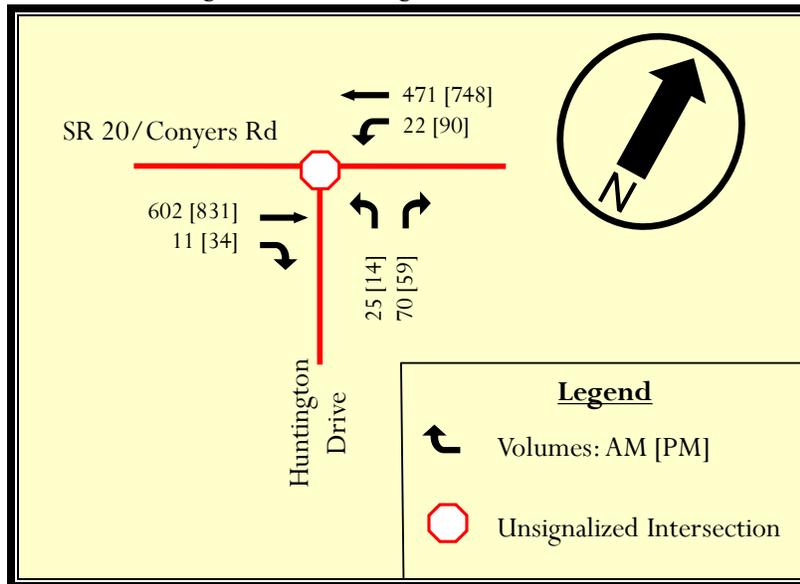
The intersection is currently unsignalized with one-way stop control operation. The northbound approach of Huntington Drive is stop controlled and both the eastbound and westbound approaches operate as free flow. It should be noted that the northbound right turn movement from Huntington Drive operates under yield control. Since the westbound approach does not have a left turn lane, vehicles turning onto Huntington Drive delay vehicles traveling through the intersection behind them.

There are marked crosswalks along the south leg of the intersection. There are not pedestrian facilities for crossing SR 20/Conyers Road.

Existing Traffic Flow Patterns

A weekday AM and PM peak period turning movement count (TMC) was taken at the intersection of SR 20/Conyers Road at Huntington Drive on Tuesday, June 21, 2016. According to GDOT's seasonal traffic count factors, June volumes are higher than the average month for a rural major arterial, so no adjustments were made to the raw traffic counts. Traffic counts can be seen in Appendix A. TMC's were taken between 6:30 AM and 8:30 AM during the AM peak period and were taken between 4:00 PM and 6:00 PM during the PM peak period. The peak hour during the AM peak period occurred between 7:30 AM and 8:30 AM. The peak hour during the PM peak period occurred between 5:00 PM and 6:00 PM. The peak hour volumes in the AM and PM peak periods are shown in Figure 2.

Figure 3 – Existing Peak Hour Volumes



Sight Distance

Intersection sight distance was measured in the field for vehicles turning from Huntington Drive onto SR 20/Conyers Road. Sight distance measurements were taken on SR 20/Conyers Road to the east and west of Huntington Drive with a driver stopped on the stop bar. The available sight distance on SR 20/Conyers Road to the west of Huntington Drive was measured to be 1000 feet, and is limited by horizontal curvature along SR 20/Conyers Road west of the project intersection. The available sight distance on SR 20/Conyers Road to the east of Huntington Drive was measured to be approximately 875 feet, and is limited by a crest vertical curve along SR 20/Conyers Road east of the project intersection. These intersection sight distances were evaluated according to the requirements set forth in Chapter 3 of the GDOT Regulations for Driveway and Encroachment Control manual.

Figure 4 shows the sight distance for a vehicle at the stop bar on Huntington Drive looking west on SR 20/Conyers Road. Figure 5 shows the sight distance for a vehicle at the stop bar on Huntington Drive looking east on SR 20/Conyers Road.

Figure 4 – Sight Distance: Looking West on SR 20/Conyers Road



Figure 5 – Sight Distance: Looking East on SR 20/Conyers Road



Table 1 shows the intersection sight distance requirements for a minor street that intersects with a major street. SR 20/Conyers Road is a two-lane, undivided roadway. The sight distance criteria are based on the time required for a vehicle to make a left turn from Huntington Drive onto SR 20/Conyers Road. The sight distances for a two-lane, undivided, roadway facility are the distances traveled on SR 20/Conyers Road at the posted speed limit during 7.5 seconds, the expected time required for a vehicle on the side street approach to maneuver a left turn onto the major road.

Table 1 – GDOT Intersection Sight Distance Requirements

ARTERIAL SPEED, MPH	SIGHT DISTANCE (FEET)							
	2 Lane		3 Lanes		4 Lanes		5 Lanes	
	SDL=SDR	SDL	SDR	SDL	SDR	SDL	SDR	
30	335	310	355	335	375	355	400	
35	390	365	415	390	440	415	465	
40	445	415	475	445	500	475	530	
45	500	465	530	500	565	530	600	
50	555	515	590	555	625	590	665	
55	610	570	650	610	690	650	730	
60	665	620	710	665	750	710	795	
65	720	670	765	720	815	765	860	

*Table 3-4, GDOT Regulations for Driveway and Encroachment Control Manual

Heading northeast on SR 20/Conyers Road towards the project intersection, the posted speed limit is 45 mph. Approximately 300 feet northeast of the project intersection, the posted speed limit drops from 45 mph to 35 mph, as vehicles drive into downtown Loganville. For the purposes of utilizing Table 1, a speed of 45 mph will be used since that is the speed that vehicles are traveling as they approach the project intersection.

Heading southwest on SR 20/Conyers Road towards the project intersection, the posted speed limit increases from 35 mph to 45 mph, approximately 300 feet northeast of the project intersection. For the purposes of utilizing Table 1, a speed of 45 mph will be used since that is the speed that vehicles are more than likely traveling as they approach the project intersection.

As seen in Table 1, the required sight distance is 500 feet for a two-lane facility. The sight distance to the northeast and southwest of the project intersection are both greater than 500 feet. They exceed the 500 feet requirement, and therefore are both considered adequate.

3. CAPACITY ANALYSIS

SR 20/CONYERS ROAD AT HUNTINGTON DRIVE, LOGANVILLE, GA TRAFFIC STUDY

In order to determine any needed roadway and/or operational improvements, the existing conditions at the intersection of SR 20/Conyers Road at Huntington Drive were evaluated with capacity analysis techniques.

The *Synchro* program (1) was used to conduct capacity analysis. *Synchro* implements the capacity methods of the Transportation Research Board's *Highway Capacity Manual (HCM)* (2) for performing the industry standard evaluation of intersection performance. Delays used in this report follow the procedure as recommended by the *HCM*.

The *HCM 2010* defines level of service (LOS) in terms of the amount of control delay, including initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The LOS definitions for both stop controlled and signal controlled intersections are provided in Table 2. For this study, the minimum LOS requirement for this study was assumed to be D.

Table 2 – Level of Service Criteria

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)	
	WITH STOP-SIGN CONTROL	WITH SIGNAL CONTROL
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Source: *HCM*

Existing Conditions

Table 3 shows the resulting analysis during the weekday AM and PM peak hours. *Synchro* printouts are contained in Appendix B.

Table 3 – Results of Capacity Analysis, Existing Conditions

INTERSECTION	MOVEMENT	EXISTING GEOMETRY	
		A.M. PEAK HOUR	P.M. PEAK HOUR
SR 20/Conyers Road @ Huntington Drive	OVERALL	--	--
	NBL	D (30.7)	F (108.3)
	NBR	B (14.7)	C (19.6)
	WBL	A (9.0)	B (10.6)

The results in Table 3 reveal that for existing conditions, the northbound left turn movement on Huntington Drive currently is operating with an adequate LOS in the AM peak hour but operating inadequately in the PM peak hour. Although the westbound left turn movement is operating with an adequate LOS in both the AM and PM peak hours, the left turning volume can delay westbound through traffic that get stuck behind a left turning vehicle.

Documented Crash History

Crash data at the intersection of SR 20/Conyers Road at Huntington Drive were obtained from GDOT for the years 2013 through 2015. The crash data are summarized in Table 4 and included in Appendix C.

Table 4 – Crash History for Study Intersection

Year	Rear End	Side Swipe Same Direction	Side Swipe Opposite Direction	Angle	Head On	Not a Collision with a Motor Vehicle	Total	Injury Crashes/ Number of Injuries	Fatal Crashes/ Number of Fatalities
2013	5	0	1	3	0	3	12	1/2	0/0
2014	4	0	0	0	0	2	6	0/0	0/0
2015	9	0	0	0	0	4	13	0/0	0/0

There were three (3) angle crashes from 2013-2015, which occurred in 2013. The first documented angle crash occurred on Huntington Drive away from its intersection with SR 20/Conyers Road. The second documented angle crash did not occur at the project intersection. The third documented angle crash occurred at the project intersection between a vehicle making a left turn from Huntington Drive onto SR 20/Conyers Road and a vehicle driving eastbound on SR 20/Conyers Road.

Operational Improvement Alternatives

A roundabout may be considered as an alternative intersection control method. According to GDOT’s *Roundabout Analysis Tool*, “Roundabouts may not operate well if there is too much traffic entering the intersection or if the percentage of traffic on the major road is too high.” Using peak hour volumes, 92% and 96% of the traffic entering the intersection in the AM and PM peak hours, respectively, are on the major road. GDOT requires 90% or less of traffic on the major street; and therefore would not consider a roundabout for the study location.

Two improvement alternatives were considered for operational improvements at this intersection. Alternative 1 consists of adding a westbound left turn lane on SR 20/Conyers Road. Alternative 2 consists of adding the westbound left turn lane from Alternative 1, as well as installing a short Two-Way-Left-Turn-Lane (TWLTL) section to the west as a refuge lane for northbound left turning vehicles onto SR 20/Conyers Road. The TWLTL is only needed for the distance that a vehicle would need to accelerate into westbound through traffic. A few hundred feet would be sufficient to provide the required refuge area.

The following two alternatives were analyzed:

- Alternative 1: Add westbound left turn lane.
- Alternative 2: Add westbound left turn lane with short TWLTL on SR 20/Conyers Road to the west.

Figure 6 shows a concept drawing of Alternative 2. The TWLTL was extended to the west of the project intersection due to the proximity of other driveways in the immediate vicinity of Huntington Drive. It should be noted that only a few hundred feet of TWLTL refuge is needed, and the additional distance of TWLTL shown in Figure 6 is purely concept.

Figure 6 – TWLTL Concept Drawing



The results for both alternatives can be seen in Tables 5 and 6 below.

Table 5 – Results of Capacity Analysis, Mitigated Conditions

INTERSECTION	MOVEMENT	EXISTING GEOMETRY		ALTERNATIVE 1		ALTERNATIVE 2	
				WB LEFT TURN LANE		WB LEFT TURN LANE + TWLTL LANE	
		A.M. PEAK HOUR	P.M. PEAK HOUR	A.M. PEAK HOUR	P.M. PEAK HOUR	A.M. PEAK HOUR	P.M. PEAK HOUR
SR 20/Conyers Road @ Huntington Drive	OVERALL	--	--	--	--	--	--
	NBL	D (30.7)	F (108.3)	D (30.3)	F (90.0)	C (15.7)	C (22.8)
	NBR	B (14.7)	C (19.6)	B (14.7)	C (19.6)	B (14.9)	C (19.6)
	WBL	A (9.0)	B (10.6)	A (9.0)	B (10.6)	A (9.1)	B (11.0)

Table 6 – Results of Queue Lengths, Mitigated Conditions

INTERSECTION	MOVEMENT	EXISTING GEOMETRY		ALTERNATIVE 1		ALTERNATIVE 2	
				WB LEFT TURN LANE		WB LEFT TURN LANE + TWLTL LANE	
		A.M. PEAK HOUR	P.M. PEAK HOUR	A.M. PEAK HOUR	P.M. PEAK HOUR	A.M. PEAK HOUR	P.M. PEAK HOUR
SR 20/Conyers Road @ Huntington Drive	NBL	25 ft	50 ft	25 ft	50 ft	25 ft	25 ft
	NBR	25 ft	25 ft	25 ft	25 ft	25 ft	25 ft
	WBL	25 ft	25 ft	25 ft	25 ft	25 ft	25 ft

Operational Improvement Results

As can be seen from Table 5, both alternatives provide a reduction in the northbound left turn delay during both the AM and PM peak hours. Although the northbound left turn delay is slightly improved in both peak hours under Alternative 1, the LOS does not change. Alternative 2 provides a significant improvement in LOS for the northbound left movement, improving from LOS F to LOS C during the PM peak hour. Delay in the westbound left movement does not change under Alternative 1, and slightly increases under Alternative 2, but the LOS remains the same.

Although the *Synchro* model does not show a delay in the westbound through movement under existing conditions, field observations of the study intersection showed that the westbound through movement can experience delay from westbound left turning vehicles. This is due to the fact that there is currently no existing storage bay for westbound left turning vehicles that have to yield to eastbound moving vehicles in order to clear the intersection. Since both alternatives include constructing a westbound left turn bay, both are expected to eliminate delay in the westbound through movement.

Table 6 shows the expected 95th percentile queue lengths (the queue would be expected to be this length or shorter 95% of the time) during the AM and PM peak hours for all analyzed conditions. *Synchro* was used to obtain the queue lengths for the study intersection. As can be seen from Table 6, Alternative 1 does not provide a reduction in queue length for any movement. Alternative 2 shows a reduction in queue length for the northbound left movement during the PM peak hour.

4. CONCLUSIONS

SR 20/CONYERS ROAD AT HUNTINGTON DRIVE, LOGANVILLE, GA TRAFFIC STUDY

Based on the analysis documented in this report, Wolverton and Associates, Inc. make the following conclusions. At the intersection of SR 20/Conyers Road at Huntington Drive, westbound through movement delay due to westbound left turning vehicles was a concern, and the northbound left movement is currently operating at an unsatisfactory LOS F. To mitigate these issues, operational improvements included constructing a westbound left turn bay on SR 20/Conyers Road, as well as striping a center TWLTL at the study intersection. The TWLTL would allow for two-staged left turn movements. A few hundred feet would be sufficient to provide the required two-stage left turning refuge area.

The following two alternatives were analyzed:

- Alternative 1: Add westbound left turn lane.
- Alternative 2: Add westbound left turn lane with short TWLTL on SR 20/Conyers Road to the west.

Although Alternative 1 shows a slight improvement in the northbound left movement LOS, it is still operating at LOS F during the PM peak hour. Since the minimum LOS requirement for this study was assumed to be D, Alternative 1 does not meet this requirement. Alternative 1 also shows no improvement in queue length when compared to the intersections existing geometry.

Alternative 2 shows a significant decrease in delay of the northbound left movement when compared to the study intersections existing geometry, improving from LOS D to LOS C during the AM peak hour, and from LOS F to LOS C during the PM peak hour. Also, the northbound left queue length is expected to decrease during the PM peak hour. Delay of the westbound through movement is expected to be significantly reduced with this alternative. Therefore, Alternative 2 is the preferred alternative.

REFERENCES

SR 20/CONYERS ROAD AT HUNTINGTON DRIVE, LOGANVILLE, GA TRAFFIC STUDY

1. Synchro, Version 9, Trafficware Ltd., Sugar Land, TX, 2014.
2. Highway Capacity Manual, HCM 2010, Transportation Research Board, Washington, DC, 2010.
3. Manual on Uniform Traffic Control Devices, 2009 Edition, Federal Highway Administration, Washington, DC, 2009.
4. Regulation for Driveway and Encroachment Control, State of Georgia Department of Transportation, Atlanta, GA, 2009.

APPENDIX A
Traffic Counts

All Traffic Data Service, Inc

1336 Farmer Road

Conyers, Ga 30012

404-374-1283

File Name : #1 SR20@HuntingtonDrAM

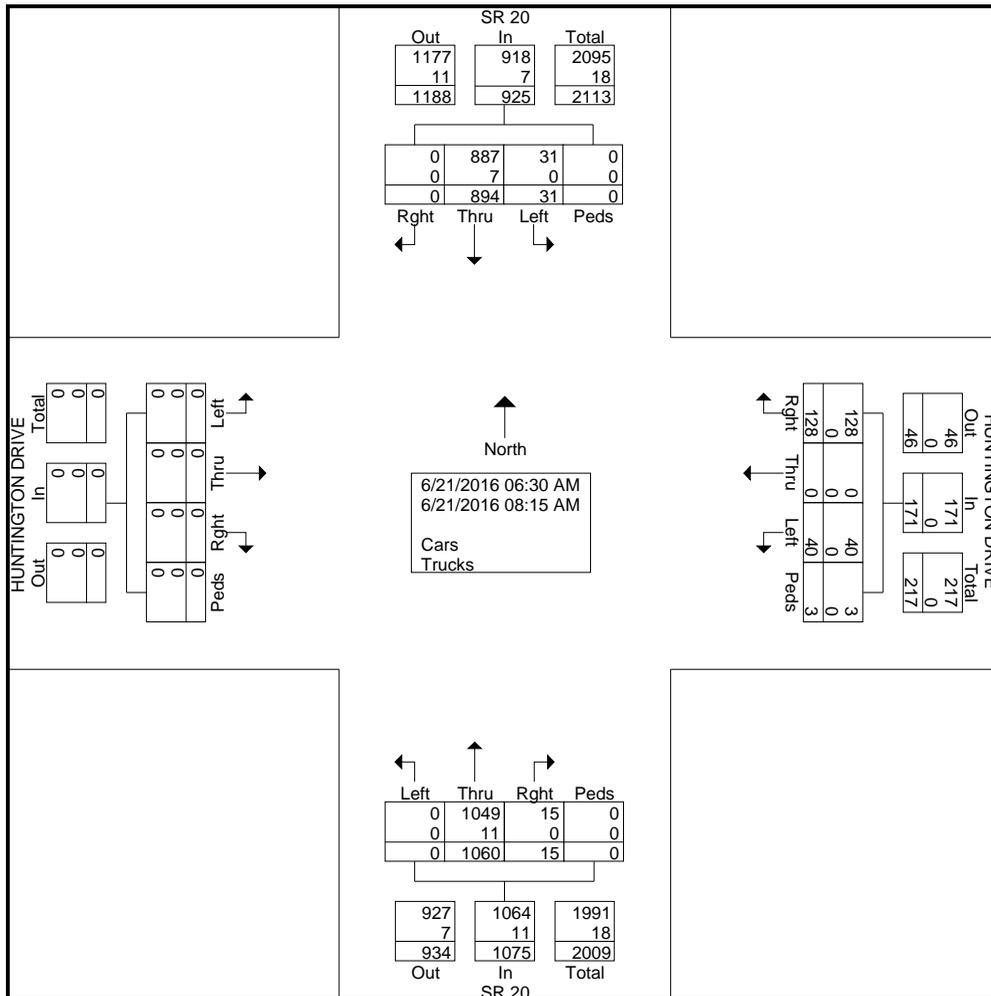
Site Code :

Start Date : 6/21/2016

Page No : 1

Groups Printed- Cars - Trucks

Start Time	SR 20 Southbound					HUNTINGTON DRIVE Westbound					SR 20 Northbound					HUNTINGTON DRIVE Eastbound					Int. Total
	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	
06:30 AM	0	91	4	0	95	13	0	3	0	16	1	91	0	0	92	0	0	0	0	0	203
06:45 AM	0	99	0	0	99	12	0	5	0	17	1	107	0	0	108	0	0	0	0	0	224
Total	0	190	4	0	194	25	0	8	0	33	2	198	0	0	200	0	0	0	0	0	427
07:00 AM	0	99	2	0	101	18	0	3	2	23	0	142	0	0	142	0	0	0	0	0	266
07:15 AM	0	134	3	0	137	15	0	4	1	20	2	118	0	0	120	0	0	0	0	0	277
07:30 AM	0	109	5	0	114	21	0	8	0	29	3	136	0	0	139	0	0	0	0	0	282
07:45 AM	0	131	4	0	135	14	0	3	0	17	2	169	0	0	171	0	0	0	0	0	323
Total	0	473	14	0	487	68	0	18	3	89	7	565	0	0	572	0	0	0	0	0	1148
08:00 AM	0	103	5	0	108	15	0	4	0	19	4	142	0	0	146	0	0	0	0	0	273
08:15 AM	0	128	8	0	136	20	0	10	0	30	2	155	0	0	157	0	0	0	0	0	323
Grand Total	0	894	31	0	925	128	0	40	3	171	15	1060	0	0	1075	0	0	0	0	0	2171
Apprch %	0	96.6	3.4	0		74.9	0	23.4	1.8		1.4	98.6	0	0		0	0	0	0	0	
Total %	0	41.2	1.4	0	42.6	5.9	0	1.8	0.1	7.9	0.7	48.8	0	0	49.5	0	0	0	0	0	
Cars	0	887	31	0	918	128	0	40	3	171	15	1049	0	0	1064	0	0	0	0	0	2153
% Cars	0	99.2	100	0	99.2	100	0	100	100	100	100	99	0	0	99	0	0	0	0	0	99.2
Trucks	0	7	0	0	7	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	18
% Trucks	0	0.8	0	0	0.8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0.8



All Traffic Data Service, Inc

1336 Farmer Road

Conyers, Ga 30012

404-374-1283

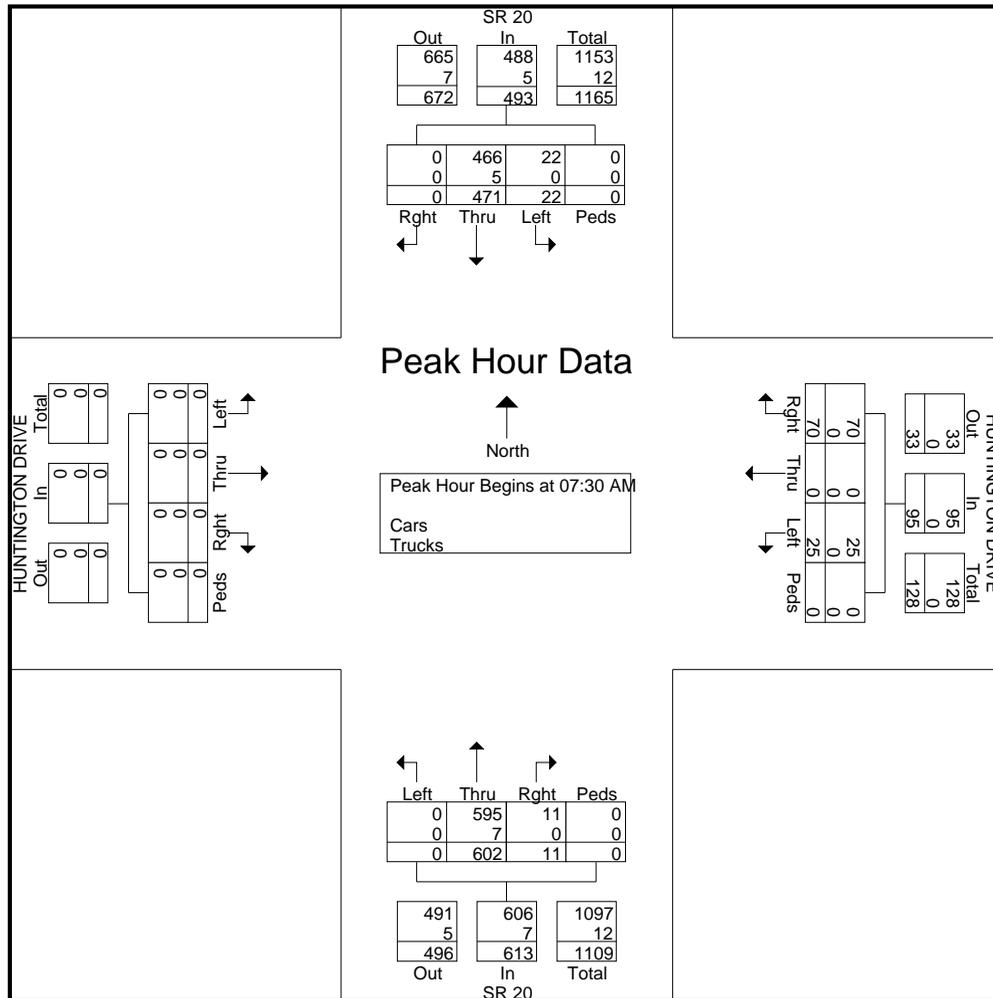
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Site Code :

Start Date : 6/21/2016

Page No : 2

Start Time	SR 20 Southbound					HUNTINGTON DRIVE Westbound					SR 20 Northbound					HUNTINGTON DRIVE Eastbound					Int. Total
	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	109	5	0	114	21	0	8	0	29	3	136	0	0	139	0	0	0	0	0	282
07:45 AM	0	131	4	0	135	14	0	3	0	17	2	169	0	0	171	0	0	0	0	0	323
08:00 AM	0	103	5	0	108	15	0	4	0	19	4	142	0	0	146	0	0	0	0	0	273
08:15 AM	0	128	8	0	136	20	0	10	0	30	2	155	0	0	157	0	0	0	0	0	323
Total Volume	0	471	22	0	493	70	0	25	0	95	11	602	0	0	613	0	0	0	0	0	1201
% App. Total	0	95.5	4.5	0		73.7	0	26.3	0		1.8	98.2	0	0		0	0	0	0		
PHF	.000	.899	.688	.000	.906	.833	.000	.625	.000	.792	.688	.891	.000	.000	.896	.000	.000	.000	.000	.000	.930
Cars	0	466	22	0	488	70	0	25	0	95	11	595	0	0	606	0	0	0	0	0	1189
% Cars	0	98.9	100	0	99.0	100	0	100	0	100	100	98.8	0	0	98.9	0	0	0	0	0	99.0
Trucks	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
% Trucks	0	1.1	0	0	1.0	0	0	0	0	0	0	1.2	0	0	1.1	0	0	0	0	0	1.0



All Traffic Data Service, Inc

1336 Farmer Road

Conyers, Ga 30012

404-374-1283

File Name : #1 SR20@HuntingtonDrPM

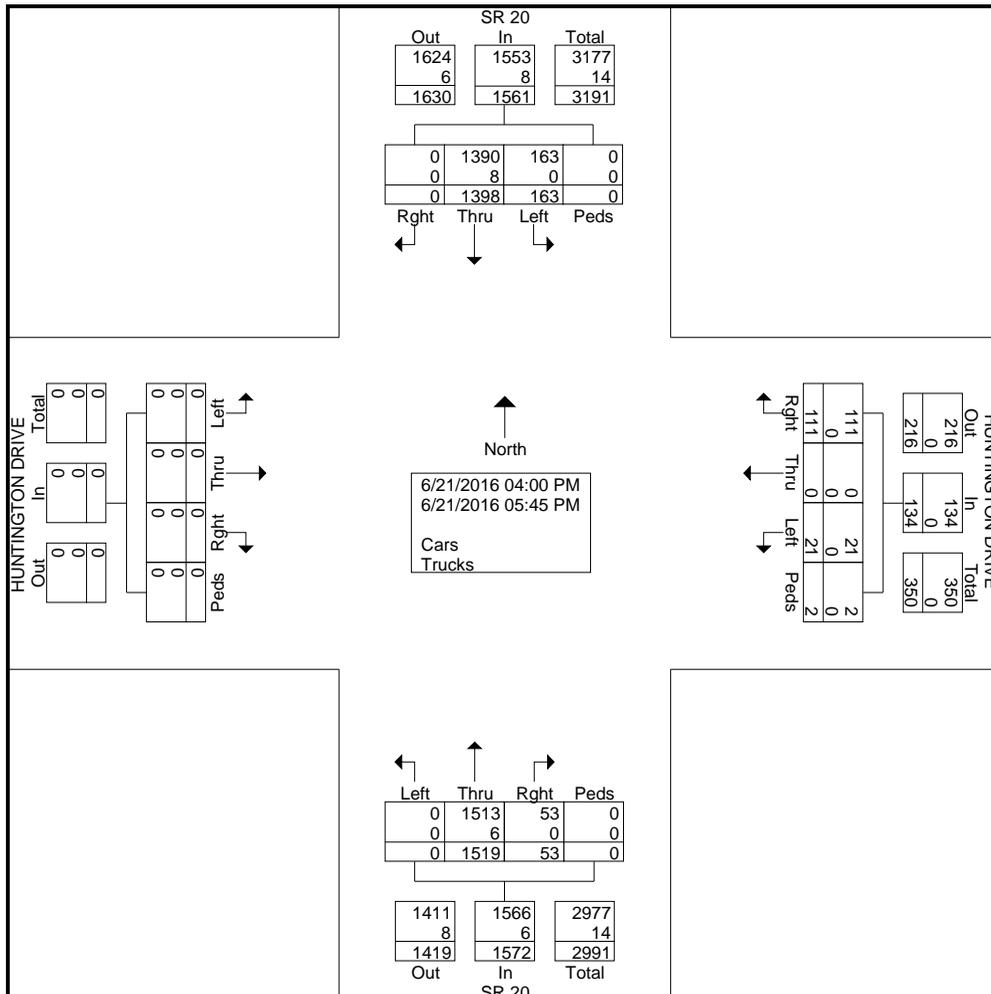
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Start Date : 6/21/2016

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Start Time	SR 20 Southbound					HUNTINGTON DRIVE Westbound					SR 20 Northbound					HUNTINGTON DRIVE Eastbound					Int. Total	
	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total		
04:00 PM	0	148	19	0	167	21	0	2	0	23	6	156	0	0	162	0	0	0	0	0	0	352
04:15 PM	0	167	22	0	189	10	0	1	0	11	4	143	0	0	147	0	0	0	0	0	0	347
04:30 PM	0	179	14	0	193	13	0	1	1	15	5	204	0	0	209	0	0	0	0	0	0	417
04:45 PM	0	156	18	0	174	8	0	3	0	11	4	185	0	0	189	0	0	0	0	0	0	374
Total	0	650	73	0	723	52	0	7	1	60	19	688	0	0	707	0	0	0	0	0	0	1490
05:00 PM	0	180	19	0	199	18	0	2	1	21	1	192	0	0	193	0	0	0	0	0	0	413
05:15 PM	0	189	27	0	216	8	0	4	0	12	14	231	0	0	245	0	0	0	0	0	0	473
05:30 PM	0	193	22	0	215	21	0	2	0	23	11	219	0	0	230	0	0	0	0	0	0	468
05:45 PM	0	186	22	0	208	12	0	6	0	18	8	189	0	0	197	0	0	0	0	0	0	423
Total	0	748	90	0	838	59	0	14	1	74	34	831	0	0	865	0	0	0	0	0	0	1777
Grand Total	0	1398	163	0	1561	111	0	21	2	134	53	1519	0	0	1572	0	0	0	0	0	0	3267
Apprch %	0	89.6	10.4	0		82.8	0	15.7	1.5		3.4	96.6	0	0		0	0	0	0	0	0	
Total %	0	42.8	5	0	47.8	3.4	0	0.6	0.1	4.1	1.6	46.5	0	0	48.1	0	0	0	0	0	0	
Cars	0	1390	163	0	1553	111	0	21	2	134	53	1513	0	0	1566	0	0	0	0	0	0	3253
% Cars	0	99.4	100	0	99.5	100	0	100	100	100	100	99.6	0	0	99.6	0	0	0	0	0	0	99.6
Trucks	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	14
% Trucks	0	0.6	0	0	0.5	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.4



All Traffic Data Service, Inc

1336 Farmer Road

Conyers, Ga 30012

404-374-1283

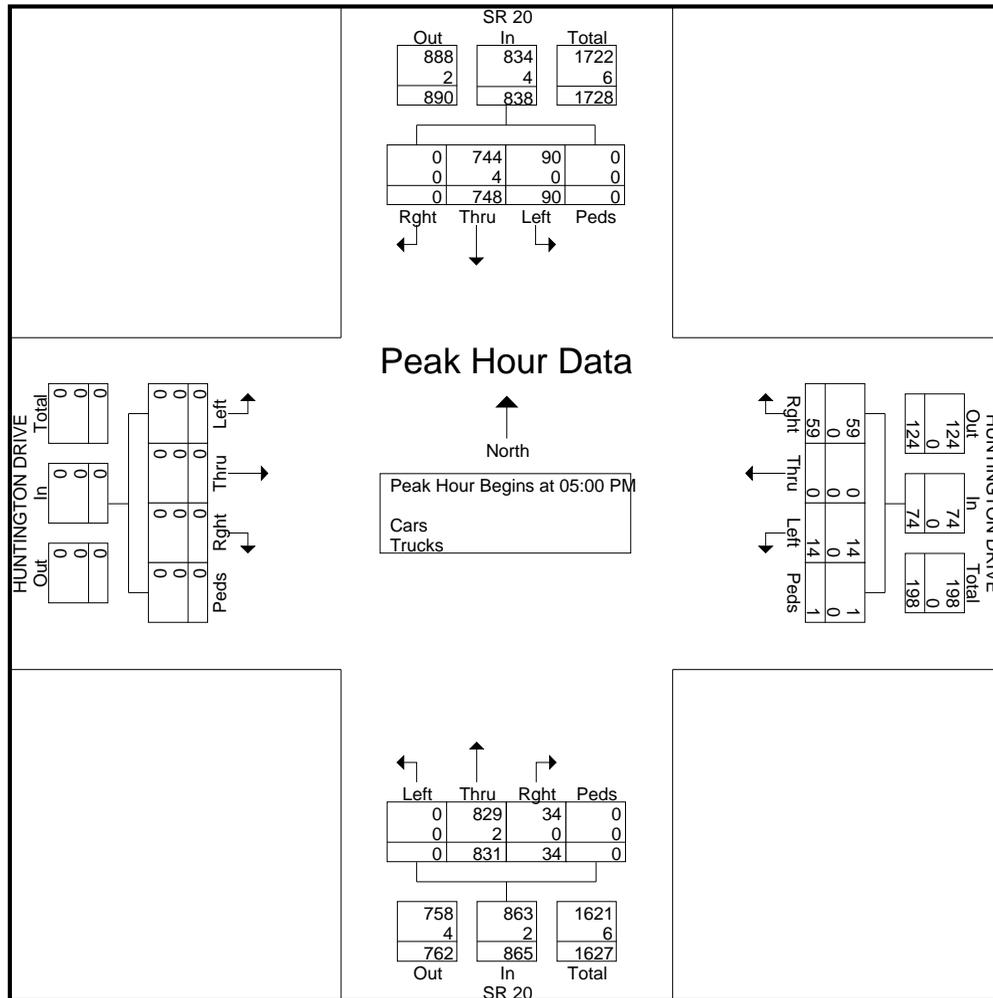
File Name : #1 SR20@HuntingtonDrPM

Site Code :

Start Date : 6/21/2016

Page No : 2

Start Time	SR 20 Southbound					HUNTINGTON DRIVE Westbound					SR 20 Northbound					HUNTINGTON DRIVE Eastbound					Int. Total
	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	180	19	0	199	18	0	2	1	21	1	192	0	0	193	0	0	0	0	0	413
05:15 PM	0	189	27	0	216	8	0	4	0	12	14	231	0	0	245	0	0	0	0	0	473
05:30 PM	0	193	22	0	215	21	0	2	0	23	11	219	0	0	230	0	0	0	0	0	468
05:45 PM	0	186	22	0	208	12	0	6	0	18	8	189	0	0	197	0	0	0	0	0	423
Total Volume	0	748	90	0	838	59	0	14	1	74	34	831	0	0	865	0	0	0	0	0	1777
% App. Total	0	89.3	10.7	0		79.7	0	18.9	1.4		3.9	96.1	0	0		0	0	0	0		
PHF	.000	.969	.833	.000	.970	.702	.000	.583	.250	.804	.607	.899	.000	.000	.883	.000	.000	.000	.000	.000	.939
Cars	0	744	90	0	834	59	0	14	1	74	34	829	0	0	863	0	0	0	0	0	1771
% Cars	0	99.5	100	0	99.5	100	0	100	100	100	100	99.8	0	0	99.8	0	0	0	0	0	99.7
Trucks	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
% Trucks	0	0.5	0	0	0.5	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.3



APPENDIX B
Synchro Printouts

HCM 2010 TWSC
 3: Huntington Drive & SR 20/Conyers Rd

Intersection

Int Delay, s/veh 2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	602	11	22	471	25	70
Future Vol, veh/h	602	11	22	471	25	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	200	-	-	65	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	69	69	90	62	83
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	676	16	32	523	40	84

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	676
Stage 1	-	-	676
Stage 2	-	-	587
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	925
Stage 1	-	-	509
Stage 2	-	-	560
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	925
Mov Cap-2 Maneuver	-	-	180
Stage 1	-	-	509
Stage 2	-	-	533

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	19.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	180	457	-	-	925	-
HCM Lane V/C Ratio	0.224	0.185	-	-	0.034	-
HCM Control Delay (s)	30.7	14.7	-	-	9	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	0.7	-	-	0.1	-

HCM 2010 TWSC
 3: Huntington Drive & SR 20/Conyers Rd

Intersection

Int Delay, s/veh 2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	831	34	90	748	14	59
Future Vol, veh/h	831	34	90	748	14	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	200	-	-	65	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	61	83	97	58	70
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	923	56	108	771	24	84

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	923
Stage 1	-	-	923
Stage 2	-	-	988
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	748
Stage 1	-	-	390
Stage 2	-	-	364
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	748
Mov Cap-2 Maneuver	-	-	57
Stage 1	-	-	390
Stage 2	-	-	272

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	39.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	57	330	-	-	748	-
HCM Lane V/C Ratio	0.423	0.255	-	-	0.145	-
HCM Control Delay (s)	108.3	19.6	-	-	10.6	0
HCM Lane LOS	F	C	-	-	B	A
HCM 95th %tile Q(veh)	1.6	1	-	-	0.5	-

HCM 2010 TWSC
 3: Huntington Drive & SR 20/Conyers Rd

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	602	11	22	471	25	70
Future Vol, veh/h	602	11	22	471	25	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	200	200	-	65	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	69	69	90	62	83
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	676	16	32	523	40	84
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	676	0	1263	676
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	587	-
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	-	-	925	-	189	457
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	560	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	925	-	182	457
Mov Cap-2 Maneuver	-	-	-	-	182	-
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	541	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.5		19.7	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	182	457	-	-	925	-
HCM Lane V/C Ratio	0.222	0.185	-	-	0.034	-
HCM Control Delay (s)	30.3	14.7	-	-	9	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	0.7	-	-	0.1	-

HCM 2010 TWSC
 3: Huntington Drive & SR 20/Conyers Rd

Intersection

Int Delay, s/veh 2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	831	34	90	748	14	59
Future Vol, veh/h	831	34	90	748	14	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	200	200	-	65	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	61	83	97	58	70
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	923	56	108	771	24	84

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	923
Stage 1	-	-	923
Stage 2	-	-	988
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	748
Stage 1	-	-	390
Stage 2	-	-	364
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	748
Mov Cap-2 Maneuver	-	-	65
Stage 1	-	-	390
Stage 2	-	-	311

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	35.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	65	330	-	-	748	-
HCM Lane V/C Ratio	0.371	0.255	-	-	0.145	-
HCM Control Delay (s)	90	19.6	-	-	10.6	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	1.4	1	-	-	0.5	-

HCM 2010 TWSC
3: Huntington Dr

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	25	70	22	0	602	11
Future Vol, veh/h	25	70	22	0	602	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	75	0	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	83	69	90	89	69
Heavy Vehicles, %	20	6	3	2	4	0
Mvmt Flow	40	84	32	0	676	16

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	676	676	676 0
Stage 1	676	-	- -
Stage 2	0	-	- -
Critical Hdwy	6.6	6.26	4.13 -
Critical Hdwy Stg 1	5.6	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	3.68	3.354	2.227 -
Pot Cap-1 Maneuver	392	447	911 -
Stage 1	473	-	- -
Stage 2	-	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	378	447	911 -
Mov Cap-2 Maneuver	378	-	- -
Stage 1	473	-	- -
Stage 2	-	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	15.2	9.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	911	-	378	447	-	-
HCM Lane V/C Ratio	0.035	-	0.107	0.189	-	-
HCM Control Delay (s)	9.1	-	15.7	14.9	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	0.7	-	-

HCM 2010 TWSC
3: Huntington Dr

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	14	59	90	0	831	34
Future Vol, veh/h	14	59	90	0	831	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	75	0	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	83	69	90	89	69
Heavy Vehicles, %	20	6	3	2	4	0
Mvmt Flow	23	71	130	0	934	49

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	934	934	934 0
Stage 1	934	-	- -
Stage 2	0	-	- -
Critical Hdwy	6.6	6.26	4.13 -
Critical Hdwy Stg 1	5.6	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	3.68	3.354	2.227 -
Pot Cap-1 Maneuver	274	317	729 -
Stage 1	355	-	- -
Stage 2	-	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	225	317	729 -
Mov Cap-2 Maneuver	225	-	- -
Stage 1	355	-	- -
Stage 2	-	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	20.4	11	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	729	-	225	317	-	-
HCM Lane V/C Ratio	0.179	-	0.1	0.224	-	-
HCM Control Delay (s)	11	-	22.8	19.6	-	-
HCM Lane LOS	B	-	C	C	-	-
HCM 95th %tile Q(veh)	0.6	-	0.3	0.8	-	-

APPENDIX C
Crash Data

AccidentNo	LRSIRM	AgencyName	Date	Time	County	RouteType	Route	IntersectingRoute	DirectionFrom	Injuries	Fatalities	MannerOfCollision	Light	Surface	Vehicle1	Vehicle2	DirVeh1	DirVeh2	MvVeh1	MvVeh2	
435797		Loganville Police Department	1/14/2013	9:50:00	WALTON	State Route	SR 20	HUNTINGTON DR		0	0	Not A Collision with Motor Vehicle	Daylight	Wet	Pickup Truck		South		Straight		
442073		Loganville Police Department	3/14/2013	18:42:00	WALTON	State Route	SR 20	HUNTINGTON DR		0	0				Utility Passenger Vehicle	Passenger Car	South	South	Straight	Stopped	
444663	2971002000	Loganville Police Department	4/25/2013	15:25:00	WALTON	State Route	SR 20	HUNTINGTON DR		0	0	Rear End	Daylight	Dry	Pickup Truck	Passenger Car	South	South	Straight	Stopped	
4510081		Loganville Police Department	5/2/2013	13:49:00	WALTON	State Route	SR 20	HUNTINGTON DR	East	0	0	Angle	Daylight	Dry	Utility Passenger Vehicle	Utility Passenger Vehicle	East	West	Passing	Straight	
4510078		Loganville Police Department	5/8/2013	18:59:00	WALTON	State Route	SR 20	HUNTINGTON DR	North	0	0	Angle	Daylight	Dry	Passenger Car	Utility Passenger Vehicle	North	East	Turning Left	Stopped	
4510079		Loganville Police Department	5/9/2013	15:15:00	WALTON	State Route	SR 20	HUNTINGTON DR		0	0	Rear End	Daylight	Dry	Pickup Truck	Passenger Car	South	South	Straight	Stopped	
4551830		Loganville Police Department	7/14/2013	14:39:00	WALTON	State Route	SR 20	HUNTINGTON DR		0	0	Not A Collision with Motor Vehicle	Daylight	Dry	Utility Passenger Vehicle		South		Straight		
4619112	2971002000	Loganville Police Department	9/19/2013	8:39:00	WALTON	State Route	SR 20	HUNTINGTON DR		0	0	Angle	Daylight	Dry	Passenger Car	Passenger Car	West	North	Turning Left	Straight	
4639161		Loganville Police Department	10/9/2013	6:59:00	WALTON	State Route	SR 20	HUNTINGTON DR		2	0	Sideways-Opposite Direction	Dawn	Dry	Utility Passenger Vehicle	Passenger Car	North	South	Straight	Straight	
4639168	2971002000	Loganville Police Department	10/15/2013	1:05:00	WALTON	State Route	SR 20	HUNTINGTON DR		0	0	Not A Collision with Motor Vehicle	Dark-Not Lighted	Dry	Passenger Car		North		Straight		
4639169	2971002000	Loganville Police Department	10/19/2013	37:45:00	WALTON	State Route	SR 20	HUNTINGTON DR	South	0	0	Rear End	Daylight	Dry	Passenger Car	Pickup Truck	South	South	Straight	Stopped	
4707434	2971002000	Loganville Police Department	12/9/2013	15:51:00	WALTON	State Route	SR 20	HUNTINGTON DR		0	0	Rear End	Daylight	Wet	Pickup Truck	Passenger Car	South	South	Straight	Stopped	
4791437	2971002000	Loganville Police Department	3/8/2014	14:54:00	WALTON	State Route	SR 20	HUNTINGTON DR		0	0	Rear End	Daylight	Dry	Utility Passenger Vehicle	Utility Passenger Vehicle	South	South	Straight	Stopped	
4905752	2971002000	Loganville Police Department	4/4/2014	16:48:00	WALTON	State Route	SR 20	HUNTINGTON DR		0	0	Not A Collision with Motor Vehicle	Daylight	Dry	Pickup Truck		South		Straight		
4934286	2971002000	Loganville Police Department	7/17/2014	20:28:00	WALTON	State Route	SR 20	HUNTINGTON DR	North	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	Passenger Car		South		Straight		
5147498	2971002000	Loganville Police Department	8/12/2014	12:48:00	WALTON	State Route	SR 20 S	HUNTINGTON DR		0	0	Rear End	Daylight	Dry	Passenger Car	Passenger Car	South	South	Straight	Stopped	
5163269	2971002000	Loganville Police Department	10/7/2014	17:41:00	WALTON	State Route	SR 20 S	HUNTINGTON DR		0	0	Rear End	Daylight	Dry	Utility Passenger Vehicle	Passenger Car	South	South	Straight	Stopped	
5144338	2971002000	Loganville Police Department	12/14/2014	13:20:00	WALTON	State Route	HIGHWAY 20	HUNTINGTON DR		0	0	Rear End	Daylight	Dry	Passenger Car	Utility Passenger Vehicle	South	South	Straight	Stopped	
5227892	2971002000	Loganville Police Department	2/16/2015	20:58:00	WALTON	State Route	SR 20	HUNTINGTON DR		0	0	Rear End	Dark-Not Lighted	Wet	Passenger Car	Van	South	South	Straight	Stopped	
5304966	2971002000	Loganville Police Department	4/18/2015	10:53:00	WALTON	State Route	HUNTINGTON DR	SR 20		0	0	Rear End	Daylight	Dry	Passenger Car	Passenger Car	West	West	Turning Right	Stopped	
5325627	2971002000	Loganville Police Department	5/20/2015	13:36:00	WALTON	State Route	SR 20	HUNTINGTON DR		0	0	Rear End	Daylight	Dry	Passenger Car	Utility Passenger Vehicle	South	South	Straight	Stopped	
5355381	2971002000	Loganville Police Department	6/16/2015	11:10:00	WALTON	State Route	CONYERS RD	HUNTINGTON DR		0	0	Rear End	Daylight	Dry	Van	Pickup Truck	South	South	Straight	Stopped	
5529529		Loganville Police Department	7/16/2015	11:39:00	WALTON	State Route	GEORGIA 20 SR 20	HUNTINGTON DR		0	0	Rear End	Daylight	Dry	Passenger Car	Van	South	South	Straight	Stopped	
5529572		Loganville Police Department	8/1/2015	5:04:00	WALTON	State Route	GEORGIA 20 SR 20	HUNTINGTON DR	South	0	0	Not A Collision with Motor Vehicle	Dark-Lighted	Dry	Pickup Truck		North		Straight		
5454328		Loganville Police Department	8/9/2015	21:41:00	WALTON	State Route	GEORGIA 20 SR 20	HUNTINGTON DR		0	0	Not A Collision with Motor Vehicle	Dark-Lighted	Dry	Passenger Car		East	None	Turning Left		
5454227		Loganville Police Department	8/13/2015	17:16:00	WALTON	State Route	GEORGIA 20 SR 20	HUNTINGTON DR		0	0	Rear End	Daylight	Dry	Single Unit Truck	Passenger Car	South	South	Straight	Straight	
5454318		Loganville Police Department	8/18/2015	12:40:00	WALTON	State Route	GEORGIA 20 SR 20	HUNTINGTON DR		0	0	Rear End	Daylight	Wet	Passenger Car	Van	South	South	Straight	Straight	
5454308		Loganville Police Department	8/19/2015	18:09:00	WALTON	State Route	GEORGIA 20 SR 20	HUNTINGTON DR		0	0	Not A Collision with Motor Vehicle	Daylight	Wet	Pickup Truck		South	None	Straight		
5489931		Loganville Police Department	10/26/2015	8:18:00	WALTON	State Route	GEORGIA 20 SR 20	HUNTINGTON DR		0	0	Rear End	Daylight	Wet	Van	Utility Passenger Vehicle	South	South	Straight	Straight	
5541442		Loganville Police Department	11/16/2015	17:45:00	WALTON	State Route	GEORGIA 20 SR 20	HUNTINGTON DR		0	0	Not A Collision with Motor Vehicle	Dark-Not Lighted	Dry	Passenger Car		North		Straight		
5553024	2971002000	Loganville Police Department	12/3/2015	15:34:00	WALTON	State Route	GEORGIA 20	HUNTINGTON DRIVE		0	0	Rear End	Daylight	Dry	Other	Pickup Truck	South	South	Straight	Stopped	