

1. CALL TO ORDER

2. MINUTES

A. March 9, 2021 PAB Meeting Minutes

3. OLD BUSINESS

4. NEW BUSINESS

A. Variance Request

- (1) Request from **Sanjuana Hernandez** to vary the rear yard setback requirement on a 0.29± acre tract located on the south side of Lenox Drive, north of Cannon Ridge Court (a/k/a **2584 Lenox Drive, SE**), having a zoning classification of Planned Unit Development (P-U-D).

Ward Number: Three

Tax Parcel Number(s): 15-022G-000-057

Request: Storage building

B. Rezoning Request

- (1) Request from **Jim Chapman Communities** to rezone a 36.7± acres tract located on the southwest side of the intersection of Beverly Road and Limestone Parkway, having road frontage on the east side of Lakeview Drive and Old Lakeview Road (a/k/a **0 Beverly Road, NE**) from General Business (G-B) to Planned Unit Development (P-U-D).

Ward Number: Two

Tax Parcel Number(s): 01-083-002-003A

Request: 220-unit rental cottage community

C. Zoning Amendment Request

- (1) Request from **Tidal Wave Auto Spa** to amend the existing Planned Unit Development (P-U-D) zoning on a 7.76± acres tract located northeast of the intersection of Browns Bridge Road and McEver Road (a/k/a **1440 McEver Road, SW**).

Ward Number: Four

Tax Parcel Number(s): 08-016-002-041

Request: Express car wash facility

5. MISCELLANEOUS

6. ADJOURNMENT

Date Submitted: 4/6/2021
Presenter: N/A
Item of Business: March 9, 2021 PAB Meeting Minutes
Meeting Date: 4/13/2021

Purpose of Request:

The purpose of this request is to allow the Planning and Appeals Board to approve the minutes from the referenced meeting.

History/Background:

Facts & Issues for Consideration:

The draft minutes were reviewed by the Office & Records Coordinator and the Community Development Deputy Director.

Department Recommendation:

Approval of the minutes as presented.

Department Director:

Rusty Ligon

If funding is involved, are funds approved within the current budget?

N/A

Amount Requested:

Source of Funds:

Finance Comments:

Administrative Comments:

ATTACHMENTS:

Description	Type
 Draft Minutes	Minutes

**GAINESVILLE PLANNING AND APPEALS BOARD
MINUTES OF MEETING
MARCH 9, 2021**

CALL TO ORDER Chairman Carter at 5:30 p.m.

Members Present: Chairman Doug Carter, Vice-Chair Jane Fleming and Board Members Rich White, Eddie Martin, Kelvin Simmons and Carmen Delgado

Members Absent: Board Member Ryan Thompson

Staff Present: Community & Economic Director Rusty Ligon and Community & Economic Deputy Director Matt Tate and Recording Secretary Gwen Fleming

Others Present: Council Members Barbara Brooks and George Wangemann

MINUTES OF FEBRUARY 9, 2021

Motion made by Board Member Martin
Motion seconded by Board Member White
Vote – 6 favor, 1 absent (Thompson)

NEW BUSINESS

A. Variance Requests

- 1) Request from **Raymond Smith** to vary the rear yard setback requirement on a 0.57± acre tract located on the north side of Mountain View Circle, east of its intersection with Honeysuckle Road (a/k/a **650 Mountain View Circle, NW**), having a zoning classification of Residential-I (R-I).
Ward Number: One
Tax Parcel Number(s): 01-111-001-006
Request: Screened porch addition

Staff Presentation: Deputy Director Matt Tate gave the following staff presentation:

The applicant is proposing to vary the rear yard setback from 20-feet to 9-feet in order to construct a screened porch addition to the rear of the existing home. The subject property consists of a one-story single-family home built in the 1950's is approximately 2,233 square feet in size.

The surrounding uses include single-family homes and undeveloped property. Specifically, the proposed addition is 22-foot wide by 15-foot deep (330 SF). The applicant is basing the hardship on the location of the home in relation to the rear property line.

The Planning Division staff is recommending **approval** of this variance request based on the location of the existing home and the surrounding uses.

Applicant Presentation: **Raymond Smith**, 650 Mountain View Circle, stated he retired in 2020, moved back to Gainesville and bought the house from his sixth grade teacher. Mr. Smith said he was not aware of the setback requirements at that time but the variance

would allow for a screen porch on the back with privacy. He stated he appreciates the board's favorable consideration.

FAVOR: None

OPPOSE: None

Planning and Appeals Board Comments: None

There was a motion to approve the request to vary the rear yard setback requirement from 20-feet to 9-feet for a screened porch addition having a zoning of Residential-I (R-I).

Motion made by Board Member Fleming
Motion seconded by Board Member White
Vote – 6 favor, 1 absent (Thompson)

- 2) Request from **Lamb Capital, LLC** to vary the Midtown Overlay Zone prohibited and permitted use standards on a 1.12± acres tract located on the southwest side of the intersection of West Avenue and Jesse Jewell Parkway (a/k/a **506 Jesse Jewell Parkway, SW and 521 West Avenue, SW**), having a zoning classification of General Business (G-B).

Ward Number: Four
Tax Parcel Number(s): 01-028-001-040 and 042
Request: Express Oil Change facility

Staff Presentation: Deputy Director Matt Tate gave the following staff presentation:

The applicant is proposing to vary the Midtown Overlay Zone standards to allow an Express Oil Change facility which also provides tire service. The Midtown Overlay Zone prohibits automobile related uses such motor vehicle sales or service, vehicle emissions testing, vehicle compounds, carwashes and gas stations under two acres in size.

The applicant currently leases the neighboring property at the corner of Jesse Jewell and John Morrow and Jesse Jewell where the existing Express Oil Change business is located. Due to recent GDOT road construction along Jesse Jewell Parkway, the applicants existing/neighboring parking lot has been reduced in size which has impacted their business. The adjacent uses include the existing Express Oil Change, undeveloped property, QT gas station, single-family rental homes and offices.

The subject property consists of two parcels and is the site of the closed Circle K convenience store/gas station/carwash and also contains a billboard. The proposal includes demolishing the existing convenience store/car wash. The existing fuel canopy has already been removed. The new building will be approximately 4,700 square feet in size and consist of 6 service bays with access proposed from Jesse Jewell Parkway and West Avenue.

The design of the building will adhere with the Midtown Overlay architectural standards which is similar to the Express Oil Change facility located in front of the New Holland Market (Kroger) Shopping Center near Limestone Parkway.

The applicant is basing the hardship on the size of the property and the fact that it has historically been used for automotive uses.

The Planning Division staff is recommending **conditional approval** of this variance request based on the location of the existing use and the proposed improvements.

Applicant Presentation: **Brett Buckland**, 506 Jesse Jewell Parkway, stated he is with Bohler Engineering and is the civil engineer on the project. He said he wanted to reiterate what Mr. Tate had mentioned in regards to the use being an existing automotive use. He said it will provide a high quality use verses the older gas station that is currently there now. Mr. Buckland said the size of the property and location optimally is best used as some sort of automotive use in that area. He said they agree to the conditions and plan to keep the vegetative buffer in place, supplement additional plantings and working with staff as to exactly the type of plantings and location of them and in regards to the storm-water pond as well.

Darrell Lamb, 1621 Heron Point, Auburn, Alabama stated has owned the existing Express Oil Change for twenty-three years at that location. He said they knew when the DOT came in and started taking the property it would impact his business. Mr. Lamb said he also built the Express Oil Change located at the Kroger shopping center and will be the exact same plans. He said DOT has taken all the parking in the front and access to getting vehicles in too. Mr. Lamb said when the property became available next door it was an opportunity to save the business after twenty-three years and acquired the property. He said at one time he owned the real estate where the current store is located but sold it to a former neighbor Tim Fleming and he is here this evening. He said he believes it will add to what they have now and would like to save the business and appreciates the board's consideration.

FAVOR: None

OPPOSE: None

Planning and Appeals Board Comments: None

There was a motion to conditionally approve the request to vary the Midtown Overlay Zone prohibited and permitted use standards for an Express Oil Change facility having a zoning of General Business (G-B) with the following conditions:

Conditions

1. The proposed development shall be generally consistent with the standards depicted on the concept plan and architectural pictures provided with the variance application including exterior materials, roof pitch, canopy and building/canopy setbacks.
2. The existing vegetative buffer adjacent to the residential homes located west of the subject property shall be maintained. Where required, additional evergreen trees shall be planted to supplement the exiting vegetative buffer and to screen the detention pond. The location, number, spacing, size and type of trees planted shall be subject to Community and Economic Development Department Director approval.
3. The existing commercial billboard sign shall be removed from the property prior to a Certificate of Occupancy being issued for the proposed use.

4. **Within 30 days of the subject property being issued an Occupancy Permit for the proposed Express Oil Change facility, the existing Express Oil Change facility located at 526 Jesse Jewell Parkway shall be closed for operation.**

Motion made by Board Member Martin
Motion seconded by Board Member Delgado
Vote – 6 favor, 1 absent (Thompson)

B. Annexation Request

- 1) Request from **Roberto A. Palacios** to annex a 0.36± acre tract located on the west side of Cherry Circle, north of Cherry Lane (a/k/a **7 Cherry Circle**) and to establish zoning as Residential-I (R-I).

Ward Number: Four
Tax Parcel Number(s): 08-015-005-007
Request: Sewer for an existing single-family home

Staff Presentation: Deputy Director Matt Tate gave the following staff presentation:

The applicant is proposing to annex the subject property in order to utilize sewer due to a failed septic system.

The property is adjacent to the city limits to the south and west and is zoned Residential-I (R-I) within unincorporated Hall County. The adjacent properties included mostly single-family homes in the city and county. The subject property contains a single-family home constructed in 1964.

The Future Development Map for the City of Gainesville places the property within the Low-Medium Density Residential land use category. The Character Area map places the subject property within the Suburban Residential Character Area which is consistent with the existing use.

The Planning Division staff is recommending **approval** of this annexation request with Residential-I (R-I) zoning, based on the Comprehensive Land Use Plan and the adjacent residential land use.

Applicant Presentation: None

FAVOR: None

OPPOSE: None

Planning and Appeals Board Comments: None

There was a motion to recommend approval of the annexation request and establish zoning as Residential-I (R-I).

Motion made by Board Member White
Motion seconded by Board Member Martin
Vote – 6 favor, 1 absent (Thompson)

ADJOURNMENT

There was a motion to adjourn the meeting at 5:45 p.m.

Motion made by Board Member Martin

Motion seconded by Board Member Delgado

Vote – 6 favor, 1 absent (Thompson)

Respectfully submitted,

Doug Carter, Chairman

Gwen Fleming, Recording Secretary

Date Submitted: 4/6/2021

Presenter: Matt Tate

Item of Business: Request from **Sanjuana Hernandez** to vary the rear yard setback requirement on a 0.29± acre tract located on the south side of Lenox Drive, north of Cannon Ridge Court (a/k/a **2584 Lenox Drive, SE**), having a zoning classification of Planned Unit Development (P-U-D).
Ward Number: Three
Tax Parcel Number(s): 15-022G-000-057
Request: Storage building

Meeting Date: 4/13/2021

Purpose of Request:

The applicant is proposing to vary the rear yard setback from 10-feet to 2-feet for a storage building partially under construction. The building is 440 square feet in size and is located to the rear of the single-family home. The applicant states they were unaware of the rear setback requirement and believes the building will have no negative impacts on adjacent properties as it backs up to a wooded area. The adjacent uses include single-family homes and undeveloped land.

History/Background:

Facts & Issues for Consideration:

Department Recommendation:

Planning staff recommended approval with one condition. See the Staff Recommendation report for details.

Department Director:

Rusty Ligon

If funding is involved, are funds approved within the current budget?

N/A

Amount Requested:

Source of Funds:

Finance Comments:

Administrative Comments:

ATTACHMENTS:

Description	Type
☐ Staff Recommendation Report	Report
☐ Location Maps	Backup Material
☐ Statement of Hardship	Backup Material
☐ Plat	Backup Material
☐ Concept Plan	Backup Material
☐ Photographs	Backup Material

**GAINESVILLE PLANNING and APPEALS BOARD
STAFF RECOMMENDATION**

Applicant and Property Owner..... Sanjuana Hernandez
Location..... 2584 Lenox Drive
Request..... Vary the rear yard setback
Size 0.29± acre
Ward..... Three
Proposed Use..... Storage building
Planning Division Staff Recommendation **Approval, with condition**
Date..... April 13, 2021

▪ **Request**

The applicant is proposing to vary the rear yard setback from 10-feet to 2-feet for a 440 square foot storage building partially under construction. The storage building is located to the rear of the single-family home and is 1 ½ story in height and approximately 10 to 12-feet deep by 40-feet wide. The property is located within the Lenox Park subdivision zoned Planned Unit Development (P-U-D) which requires accessory buildings to be setback from the rear property line a minimum of 10-feet.

▪ **Background Information and Existing Conditions**

The subject property consists of a 1 ½ story single-family home built in 1999. According to tax records, the existing home is approximately 1,344 square feet of heated floor space. The surrounding uses include single-family homes to the front and sides of the property and undeveloped property to the rear of the property.

▪ **Significant Factors**

The Ordinance requires that the applicant's claim for hardship must be based on the size or shape of the lot, its topography, or other physical characteristics inherent in the lot itself and not on the desired aesthetics. Further, the Code states that a variance shall not be granted as a convenience to the applicant or as a way to gain any advantage or interest over similarly zoned properties.

The applicant states the storage building is located close to the rear property line in order to allow space for grandchildren to play and for family activities. The applicant states they were unaware of the rear setback requirement and believes the building will have no impact on adjacent properties as it backs up to a wooded area.

▪ **Other Departmental Comments**

There are no other departmental comments for this request.

▪ **Supporting Documents**

Statement of Hardship, Plat, Concept Plan and Pictures.

▪ **Analysis**

(1) Are there extraordinary and exceptional conditions pertaining to the particular piece of property in question because of its size, shape or topography?

The property is of normal shape and size and is relatively flat. The existing home and property appear to be maintained mature vegetation. The location of the storage building is separated approximately 100-feet from the rear of the existing home.

(2) Would the application of the Unified Land Development Code to this particular piece of property create an unnecessary hardship?

The purpose of the building setback requirement is to provide for uniformity of building placement, sufficient access, as well as to provide for adequate separation from neighboring properties for fire safety.

There is a large area where the building could be located directly behind the house without a variance being needed. The request is based on the applicant's desire to provide usable yard area between the rear of the home and the storage building.

(3) Are there conditions that are peculiar to the property which adversely affect its reasonable uses or usability as currently zoned?

There appear to be no conditions which adversely affect the use of the property. The accessory building setback requirement is standard for most residential properties throughout the City.

(4) Would relief, if granted, cause substantial detriment to the public good or impair the purposes and intent of this ordinance?

The storage building is partially constructed and does not appear to cause substantial detriment to the public good. The storage building backs up to undeveloped wooded property and should have minimal impacts on the neighboring residential homes. The storage building will permit materials to be stored indoors out of the weather. The proposal would not appear to impair the ordinance.

(5) There must be a proved hardship by showing beyond a doubt the inability to make a reasonable use of the land if the zoning ordinance were applied literally.

The rear yard is large enough to relocate the storage building without the need for a variance. However, the proposed location of the building seems reasonable given the rear buffer and the location of other accessory buildings within the neighborhood.

(6) The hardship cannot be self-created; e.g., as in a case where the lot was purchased with the knowledge of an existing restriction.

The applicant did not construct the home and states they were unaware of the setback requirements when the accessory building was constructed.

▪ **Staff Recommendation**

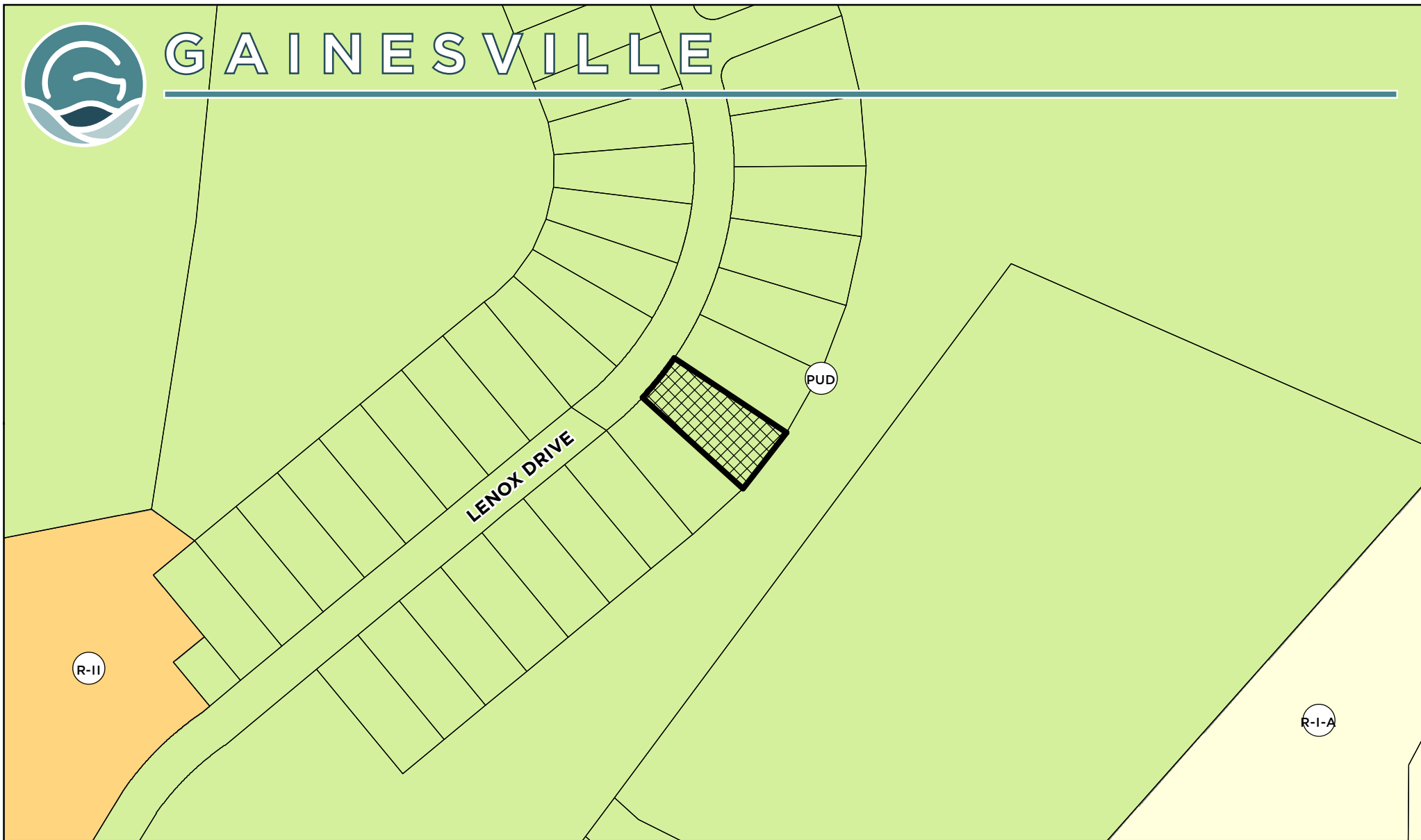
The Planning Division staff is recommending **conditional approval** of this variance request based on the location of the existing home and the surrounding uses.

Condition

The proposed storage building shall be limited to its current size and shall be constructed with an exterior siding to match the existing home.



GAINESVILLE



Applicant: **SANJUANA HERNANDEZ**

VARIANCE REQUEST

Subject Property Address:
2584 Lenox Drive, SE

Tax Parcel:
15-022G-000-057

Request:

Vary the rear yard setback requirement on a 0.29+/- acre tract for a storage building within Planned Unit Development (P-U-D) zoning



Subject Property



Meeting Date: **04/13/2021**

Map Prepared: **03/18/2021**

0 90 180 Feet
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SCALE: 1" = 167'



GAINESVILLE

LENOX DRIVE

Hall County GIS

Applicant: **SANJUANA HERNANDEZ**

VARIANCE REQUEST

Subject Property Address:
2584 Lenox Drive, SE

Tax Parcel:
15-022G-000-057

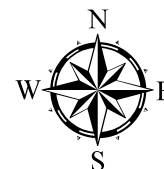
Request:

Vary the rear yard setback requirement on a 0.29+/- acre tract for a storage building within Planned Unit Development (P-U-D) zoning



Subject Property

Aerial from 2018



Meeting Date: **04/13/2021**

Map Prepared: **03/18/2021**

0 20 40 60 80 Feet

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SCALE: 1" = 42'

Variance Request

STATEMENT OF HARDSHIP

The Gainesville Planning and Appeals Board has the authority, in specific cases, to grant variances from the terms of the Unified Land Development Code of the City of Gainesville, Georgia, when the variance will not be contrary to the public interest where, owing to special conditions, a literal enforcement of the Unified Land Development Code will, in specific cases, result in unnecessary hardship and so that the resolution shall be observed, public safety and welfare secured, and substantial justice done. The authority to grant such variances shall be limited to those instances where a hardship is clearly established as required by the Unified Land Development Code. Variances may be granted only upon a finding by the Gainesville Planning and Appeals Board that:

Describe how each situation listed below relates to your application.

1) There are extraordinary and exceptional conditions pertaining to the particular piece of property in question because of its size, shape, or topography. (The hardship must relate to the physical character of the lot and not to a personal or economic hardship.)

We located the storage building close to Property to Allow space for my grandchildren to play and for family activities

2) The application of the requirements of this resolution to this particular property would create an unnecessary hardship.

The application of the requirements would create a small economic hardship for the property owner but not to the property.

3) There are conditions that are peculiar to the property which adversely affect its reasonable use or usability as currently zoned.

There are not conditions that are peculiar

4) Relief, if granted, would not cause substantial detriment to the public good or impair the purposes and intent of this Ordinance. For example, granting the variance would not confer any special privilege that is denied by this regulation to other property in the same zoning district. Such conditions are not the result of any actions of the property owner.

Granting the variance would not have any negative effects on neighboring properties or the public.

5) There must be a proved hardship by showing beyond a doubt the inability to make a reasonable use of the land if the zoning ordinance were applied literally.

If zoning ordinance were applied, my family would lose the money that is critical for that was invested in the building and lose the area of my back yard to enjoy with my family.

6) The hardship cannot be self-created; e.g., as in a case where the lot was purchased with the knowledge of an existing restriction.

My ignorance lead me to take this action and would really appreciate if you could help. please allowed me to keep my storage house.

I hereby certify that the above information and all attached information is true and correct.

Signature of Applicant

Sanguana Hernandez

Date

3-03-2021

NOTES:

THIS PROPERTY IS NOT LOCATED WITHIN A FLOOD HAZARD AREA AS PER FIRM FLOOD INSURANCE RATE MAP OF CITY OF GAINESVILLE COMMUNITY PANEL NO. 130263 0020 D EFFECTIVE DATE: SEPTEMBER 6, 1995

EQUIPMENT USED FOR MEASUREMENT:
TOPCON G.T.S. 303.

IN MY OPINION, THIS PLAT IS A CORRECT REPRESENTATION OF THE LAND PLATTED, & HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REQUIREMENTS OF LAW.

AREA: **0.29 Acres**
12,768 Square Feet

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN +10,600 FEET AND AN ANGULAR ERROR OF "00°00'02" PER ANGLE POINT, AND WAS ADJUSTED USING LEAST SQUARES RULE. PARTY: J.S. & C.B. F.B. L.L.

THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND WAS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 321,615 FEET.

THIS SURVEY WAS NOT PREPARED FROM THE AID OF A TITLE SEARCH AND IS SUBJECT TO ANY RESTRICTIONS OR EASEMENTS THAT MIGHT BE RECORDED.

SURVEY FOR:

Sanjuana Hernandez

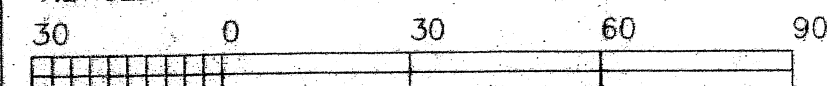
THIS PLAT REPRESENTS LOT 77 OF THE LENOX PARK S/D, PHASE 1.

LOCATED IN:

**GAINESVILLE GEORGIA MILITIA DISTRICT - 411
THE CITY OF GAINESVILLE
HALL COUNTY, GEORGIA**

SCALE: 1" = 30' DATE: 3 - 25 - 1999

REVISED: 4 - 23 - 1999 FOR DRIVEWAY LOCATION



GRAPHIC SCALE - FEET JN. 99 - 161 "E" SF. 96421-L77 (D-2)

HOUSE ELEVATIONS

HOUSE F.F.EL. = 1187.8'

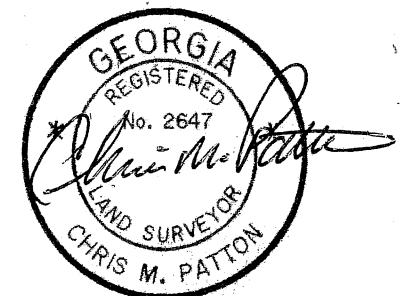
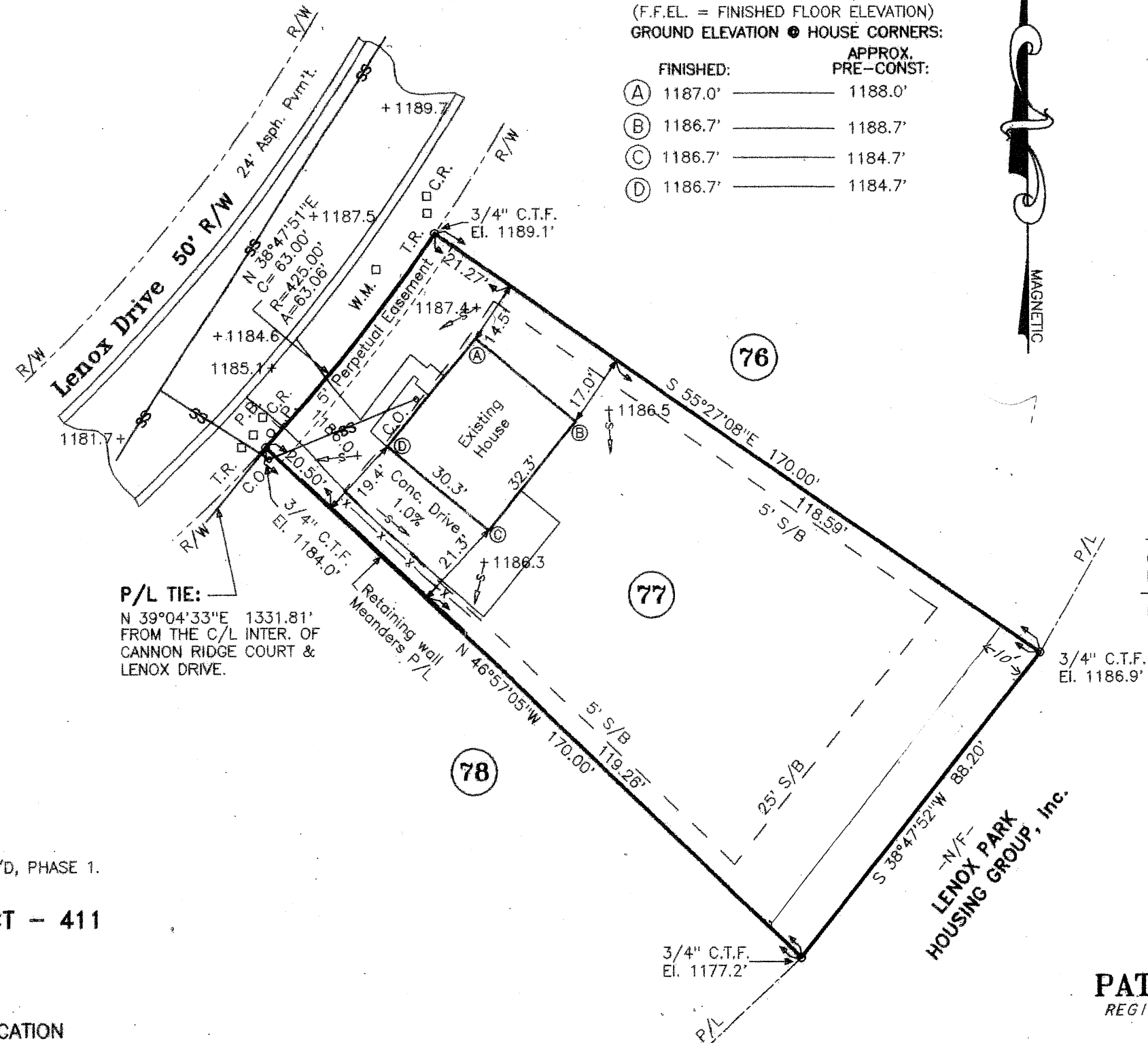
GARAGE F.F.EL. = N/A

(F.F.EL. = FINISHED FLOOR ELEVATION)
GROUND ELEVATION @ HOUSE CORNERS:

	FINISHED:	APPROX. PRE-CONST:
(A)	1187.0'	1188.0'
(B)	1186.7'	1188.7'
(C)	1186.7'	1184.7'
(D)	1186.7'	1184.7'

LEGEND:

I.P.F.	-	IRON PIN FOUND
C.T.F.	-	CRIMPED TOP PIN FOUND
R.B.F.	-	REBAR FOUND
O.T.F.	-	OPEN TOP FOUND
A.I.F.	-	ANGLE IRON FOUND
C.M.F.	-	CONCRETE MONUMENT FOUND
C.T.S.	-	CRIMPED TOP PIN SET
P/L	-	PROPERTY LINE
R/W	-	RIGHT OF WAY
N/F	-	NOW OR FORMERLY
C/L	-	CENTER LINE
S/B	-	SETBACK
L.L.L.	-	LAND LOT LINE
C.M.P.	-	CORRUGATED METAL PIPE
R.C.P.	-	REINFORCED CONCRETE PIPE
C.R.	-	CABLE RISER
T.R.	-	TELEPHONE RISER
C.B.	-	CATCH BASIN
P.B.	-	POWER BOX
W.M.	-	WATER METER
P.P.	-	POWER POLE
S.P.	-	SERVICE POLE
W.V.	-	WATER VALVE
-X-	-	FENCE
-O-	-	CHAIN LINK FENCE
-E-	-	ELECTRICAL LINE
-W-	-	WATER LINE
S.S.E.	-	SANITARY SEWER EASEMENT
M.H.	-	MANHOLE
-SS-	-	SANITARY SEWER LINE
C.O.	-	CLEAN OUT
EL.	-	ELEVATION
-S-	-	DENOTES DRAINAGE SLOPE
L.P.	-	LIGHT POLE



PREPARED BY:

PATTON - PATTON INC.
REGISTERED GEORGIA LAND SURVEYORS

957 Enota Avenue
Gainesville, GA. 30501

Phone: (770) 532 - 6492

DRAWN BY: E.P.S.

LENOX DRIVE

154'

SAN JUANA HERNANDEZ
2584 LENOX DRIVE
GAINESVILLE GA 30507

35.1'

20'

20'

11'

10'

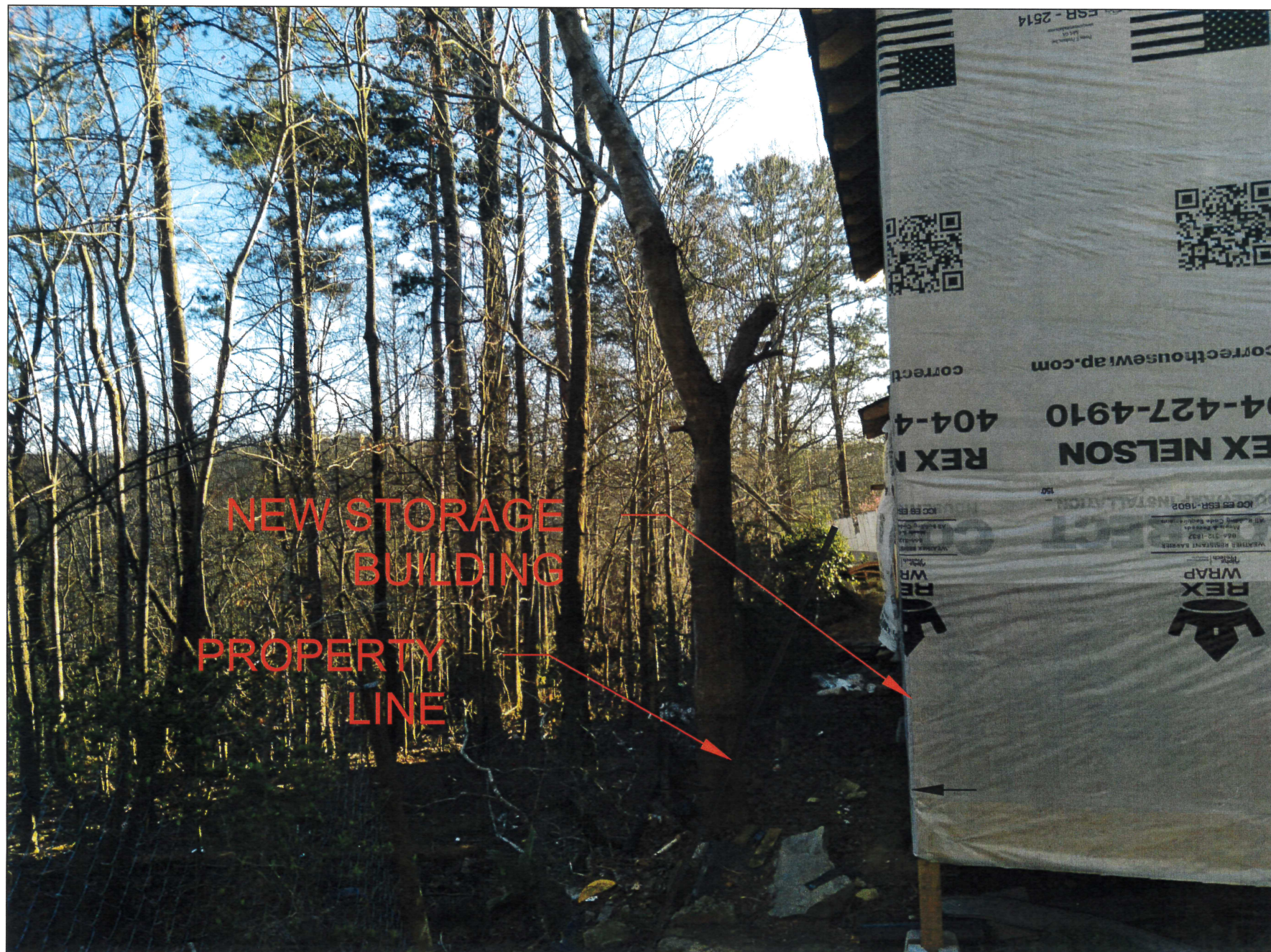
2'
12'

20'X12' STORAGE
BUILDING

20'X10' SHED

GAINESVILLE VISION, LLC.
0 LENOX DRIVE SE
GAINESVILLE GA 30507

SCALE: 1":30'





Date Submitted: 4/6/2021

Presenter: Matt Tate

Item of Business: Request from **Jim Chapman Communities** to rezone a 36.7± acres tract located on the southwest side of the intersection of Beverly Road and Limestone Parkway, having road frontage on the east side of Lakeview Drive and Old Lakeview Road (a/k/a **0 Beverly Road, NE**) from General Business (G-B) to Planned Unit Development (P-U-D).
Ward Number: Two
Tax Parcel Number(s): 01-083-002-003A
Request: 220-unit rental cottage community

Meeting Date: 4/13/2021

Purpose of Request:

The applicant is proposing to rezone the property for a 220-unit rental cottage community. The units will range from 1,004 square feet to 1,426 square feet in size with 1 and 2 car garages. The units are 1 to 1½ stories in height and approximately 70% will be 2 bedroom and 30% will be 3 bedroom units. Amenities include visitor parking spaced throughout the development, dog park, clubhouse with a fitness center, kitchen and meeting space. Gated access is proposed from Limestone Parkway and Beverly Road. The property is located within the Limestone Parkway Overlay Zone and is adjacent to single-family homes, undeveloped property, office and medical uses and the Limestone Greenway property under development.

History/Background:

Facts & Issues for Consideration:

Department Recommendation:

Planning staff recommended approval with seven conditions. See the Staff Recommendation report for details.

Department Director:

Rusty Ligon

If funding is involved, are funds approved within the current budget?

N/A

Amount Requested:

Source of Funds:

Finance Comments:

Administrative Comments:

ATTACHMENTS:

Description	Type
☐ Staff Recommendation Report	Report
☐ Location Maps	Backup Material
☐ Narrative and Architectural Renderings	Backup Material
☐ Plat	Backup Material
☐ Site Plan	Backup Material
☐ Finished Grade Elevation	Backup Material
☐ Traffic Impact Study	Backup Material

**GAINESVILLE PLANNING and APPEALS BOARD
STAFF RECOMMENDATION**

Applicant Jim Chapman Communities
Property Owner McEver Road Properties, LLC
Location 0 Beverly Road, NE
Request Rezone from G-B to P-U-D
Total Acres 36.7± acres
Ward Two
Proposed Use 220-unit rental cottage community
Planning Division Staff Recommendation **Approval, with conditions**
Date April 13, 2021

▪ **Applicant's Proposal and Background Information**

The proposal includes rezoning the subject property from General Business (G-B) to Planned Unit Development (P-U-D) for a 220-unit rental cottage community. The community will provide market rate rental housing to serve the baby boomer generation that desires to downsize and millennials that can better afford to rent. Maintenance of the cottages, yards, landscaped areas and common areas will be provided by a property management company. The projected completion date for the development is 2024.

Each cottage building will contain 3 to 4 units varying from 1 to 1½ stories in height. Individual units will range from 1,004 square feet to 1,426 square feet in size with 1 and 2 car garages (106 units - 1 car; 114 units - 2 car). Approximately 70% of the units are 2 bedrooms / 2 bathrooms and 30% of the units are 3 bedrooms / 2.5 to 3 bathrooms. The anticipated rental rate is \$1,400 to \$1,600 per month for 2 bedroom units and \$1,800 to \$2,000 per month for 3 bedroom units.

Amenities will include visitor parking spaced throughout the development, dog park, mail kiosk, clubhouse with a fitness center, kitchen and meeting space. A significant portion of the easterly side of the property will remain undeveloped due to the location of Limestone Creek buffer and elevations. A minimum 50-foot wide vegetated buffer is proposed adjacent to the single-family residential property to the west. Minimum 20-foot wide vegetated buffers are proposed along the remaining property lines. Gated access is proposed from Limestone Parkway and Beverly Road. A right in/out is proposed on Limestone Parkway and a right in/out and left-in is proposed on Beverly Road. No dedicated left turn-in lane is planned for Beverly Road. The interior roads will be privately maintained with sidewalks. Trash pickup is to be provided by the City of Gainesville.

In 2005, the subject property was conditionally rezoned from Residential-I (R-I) and Residential-I-A (R-I-A) to General Business (G-B) for medical professional office park or commercial uses consisting of 29 lots. Access was proposed from Beverly Road and Lakeview Drive. The project was never developed. The property is currently located within the Limestone Parkway Overlay Zone and is heavily wooded with rolling topography. A portion of Limestone Creek is located within the eastern edge of the property and runs parallel with Limestone Parkway.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Limestone Creek Professional Park; Southern Craft Dental Lab; Medical offices	Office and Institutional (O-I)
South	Limestone Greenway Mixed Use Development (Under Construction)	Planned Unit Development (PUD)
East	New Horizons Limestone Nursing Home; Medical offices	General Business (G-B)
West	Single-family homes	Residential-I (R-I)

Other significant uses within the immediate area include Lakeview Academy, Gainesville Middle School and the New Holland Market shopping center.

▪ **Traffic Impact Study Summary**

A Traffic Impact Study (TIS) was completed for the proposed application on March 31, 2021 for the AM and PM Peak Hours for the following intersections:

- Limestone Parkway and Jesse Jewell Parkway (Signalized)
- Limestone Parkway and Limestone Greenway/Kroger Drive (Signalized)
- Limestone Parkway and the project main entrance (Right In/Out)
- Limestone Parkway and Beverly Road (Signalized)
- Limestone Parkway and Clarks Bridge Road (Signalized)
- Beverly Road and the project secondary entrance (RCUT - Right In/Out and Left in)
- Beverly Road and Lakeview Drive (Unsignalized Street Stop Controlled)

The proposed development is expected to generate approximately 1,622 new vehicular trips per day. Approximately 23 new entering and 78 exiting trips are expected in the morning with 75 entering and 44 exiting trips in the evening.

On Wednesday, November 1, 2017, (when schools were in session) the morning and evening peak hour vehicular turning movements were counted at the study intersections. In February 2019, 22,175 vehicles were counted in both directions during a 24-hour period on Limestone Parkway and 5,573 on Beverly Road adjacent to the site. The counted volumes were increased by 3% annually (based Georgia Department of Transportation data collected before 2020) for two (2) years to estimate existing volumes and by six (6) years to approximate the volumes expected in 2024 from additional development outside the study area. In addition, the new trips expected to be generated by the Limestone Greenway development under construction south of the development from the March 29, 2018 Traffic Impact Study provided by Marc R. Acampora, PE were also included.

In 2024, most of the intersections in both peak hours are expected to operate adequately with the estimated future volumes, with or without the new project traffic, except at Jesse Jewell Parkway and Limestone Parkway as indicated for the existing volumes analyses and at Beverly Road at the Limestone Parkway and at Lakeview Drive.

Recommendations for the intersection of Jesse Jewell Parkway and Limestone Parkway include the addition of a third westbound through lane and southbound left turn lanes, plus creating a

shared southbound through and right turn lane which would likely provide adequate operations (with optimized signal timing).

Recommendations for the intersection of Beverly Road and Limestone Parkway include providing an eastbound dedicated left turn lane on eastbound Beverly Road approaching Limestone Parkway. Recommendations for the intersection of Lakeview Drive and Beverly Road include the addition of a southbound dedicated turn lane on Lakeview Drive approaching Beverly Road. These improvements would provide adequate operations for the 2024 volumes without the project traffic (No Build) and with (Build) expected peak hour volumes at these intersections. Both site driveways are expected to operate adequately during weekday peak periods. The new project traffic is expected to have little impact on the existing roadway network.

▪ **Other Departmental Comments**

The Gainesville Public Works Department states that trash pick-up will be provided by the City for the residential units. All improvements such as roads and sidewalks within the subject property shall be privately owned and maintained.

Coordination will be required with the Georgia Department of Transportation for the proposed request.

There were no other departmental comments for this request.

▪ **Zoning History**

The following zoning actions have taken place in the immediate area during the last ten years:

2020 – A request by Frank Norton, Jr. to annex a 2.16± acres tract with a zoning of Planned Unit Development (P-U-D) located at 39, 44, 48 and 49 Quarry Street; 4 Highland Street and to amend a 14.43± acres tract with a zoning of Planned Unit Development (P-U-D) located at 0 Lakeview Drive NE; 52, 54 and 56 Quarry Street NE was conditionally approved for 49 residential cottage and townhomes.

2020 – A request by Capstone Acquisitions, LLC to annex a 6.148± acres tract with a zoning of Light Industrial (L-I) located at 0 Jesse Jewell Parkway was conditionally approved for a climate-controlled self-storage and office/warehouse.

2018 – A request by Limestone Greenway, LLC to annex a 75.12± acres tract with a zoning of Planned Unit Development (P-U-D) located at 0 and 2065 Limestone Parkway was conditionally approved for a mixed-use development.

2017 – A request by Keel Property Management, LLC to annex a 6.32± acres tract with a zoning of General Business (G-B) located at 0 White Sulphur Road Drive was conditionally approved for restaurant, retail and a carwash.

2017 – A request by the City of Gainesville to rezone 53.177± acres located at 1514, 1515, 1545, 1560 and 1581 Community Way from Residential-II (R-II) to Office and Institutional (O-I) zoning was approved for existing uses and for future professional office purposes.

2012 – A request by Pacolet Milliken Enterprises, Inc. to annex a 68.223± acres tract located at 601 White Sulphur Road with a zoning of Planned Unit Development (P-U-D) was conditionally approved for a mixed-use development.

▪ **Staff Analysis**

(1) Is the proposed use suitable in view of the zoning and development of adjacent and nearby property?

The surrounding properties include a mixture of residential, office and commercial uses. The subject property primarily fronts Limestone Parkway and Beverly Road which contain mostly nonresidential uses. The proposed 220-unit rental cottage community could serve as a transitional use between the adjacent non-residential and single-family uses.

(2) Will the proposed use adversely affect the existing use or usability of adjacent or nearby property?

The proposed use is designed to buffer the adjacent single-family homes with no direct access to Lakeview Drive or Old Lakeview Road. Access from Limestone Parkway and Beverly Road is designed to direct most of the traffic away from Lakeview Drive. In addition, the proposed rental units will be similar in height as a 1 to 1 ½ story single-family home and will provide a minimum 50-foot perimeter vegetative buffer.

The property is located within the Limestone Parkway Overlay Zone which is intended to create an identity for the area that will enhance its vitality and protect the value of the properties within the zone. It is also the intent to retain an overall appearance similar to that of the natural terrain and to limit extreme alteration of the terrain and blend approved alterations into the natural shape of the land. Due to the location of Limestone Creek and the 100-year flood plain, the development will be setback from Limestone Parkway a distance of 240 to 400 feet leaving a significant amount of forested green space. However, cut and fill will be required for the development and will required proper soil erosion measures.

(3) Is the proposed use compatible with the purpose and intent of the Comprehensive Plan?

The Gainesville 2030 Future Development Map for the City of Gainesville places the subject property both within the *Mixed-Use General* land use category and the *Park/Recreation/Conservation* land use category. The *Mixed-Use General* category includes a mixture of land uses including office, neighborhood retail, and residential. The *Park/Recreation/Conservation* land use category includes areas containing or planned for parks and recreation facilities, permanently designated open space, and conservation areas, including buffers along water ways and other environmental features.

According to the Character Area map for the City of Gainesville, the subject property is located within the *Limestone Medical Corridor*. The area is envisioned as an employment corridor and not anticipated to expand Gainesville's traditional neighborhood fabric, but there is space for housing development. Limestone Creek is a sensitive environment and should be buffered and protected from new development. There should be a focus on preservation of existing character through an adaptive reuse where feasible. Land uses supported in the character area are public / institutional, low density residential, medium density residential, multi-family residential, mixed-use, commercial, and parks / recreation / conservation. The overall gross density of the proposed development is *5.99 dwelling units per acre* which is considered medium density residential. It appears the proposal is consistent with the Comprehensive Plan.

(4) Are there substantial reasons why the property cannot or should not be used as currently zoned?

The General Business (G-B) zoning district does not permit residential uses; therefore, the applicant is proposing to rezone the subject property to a Planned Unit Development (P-U-D) for residential purposes. The proposal would effectively downzone the property from a more

aggressive zoning of G-B to a residential zoning of P-U-D. The current zoning of the property was previously approved for professional office park or commercial uses. A zoning of G-B also allows for various commercial uses such as retail, restaurant, gas station and mini-warehouse uses. It appears the property is suitable for both residential and nonresidential purposes given its proximity to Limestone Parkway; however, potential environmental impacts will need to be mitigated given the location of Limestone Creek.

(5) Will the proposed use cause an excessive or burdensome use of public facilities or services, including but not limited to streets, schools, water or sewer utilities, and police or fire protection?

City water, sewer and public safety services are currently provided to the adjacent properties and are sufficient to provide service to the proposed development. Stormwater facilities will be required to be upgraded to meet the current stormwater regulations. Gainesville Fire Station #2 is located off of Park Hill Drive and is approximately 1.5± miles from the subject property.

The proposal will increase ingress and egress traffic movements along Beverly Road and Limestone Parkway. According to the traffic study, the development on average could generate 1,622± new trips per weekday, 101± A.M. and 119± P.M. peak hour trips.

It is anticipated that some of the proposed rental cottages will be occupied with families that have school aged children that could attend the Gainesville City School System or possibly nearby Lakeview Academy. The number of school aged children is unknown at this time; however, only 30% of the proposed units are 3-bedroom which would be conducive for families with children. In addition, the proposed amenities are targeted toward adults.

(6) Is the proposed use supported by new or changing conditions not anticipated by the Comprehensive Plan or reflected in the existing zoning on the property or surrounding properties?

The recent development within the surrounding area has been significantly influenced by nearby I-985, Northeast Georgia Medical Center and available infrastructure which has driven the desire for additional residential housing and commercial uses including grocery, restaurant, medical office and such. The subject property is designated as *Mixed-Use General* within the Comprehensive Plan which appears to support the future anticipated growth.

(7) Does the proposed use reflect a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to unrestricted use of property?

Based on the Comprehensive Plan and the adjacent mixture of uses, the proposed rezoning request with the recommended conditions appears to reflect a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to unrestricted use of property.

▪ **Staff Recommendation**

The Planning Division staff is recommending **conditional approval** of this rezoning request from General Business (G-B) to Planned Unit Development (P-U-D) based on the Comprehensive Plan and the adjacent mixture of uses.

Conditions

- 1. The proposed development shall not exceed 210 residential units. The reduction of the 10 units may occur anywhere within the development to provide for additional passive green space or amenity space.**
- 2. The proposal shall be generally consistent with the concept plan and architectural elevations provided with this rezoning application. In addition to what is shown on the applicant's architectural renderings/photographs, all roofs shall be constructed with architectural shingles and all exterior walls shall be constructed with a minimum 3-foot tall watermark of brick or stone material.**
- 3. The proposed 50-foot wide vegetated buffer shall contain a mixture of existing and new evergreen trees where needed so as to provide for an effective buffer adjacent to the adjacent single-family residential properties. Evergreen buffer trees shall be planted around all proposed detention pond areas. The location, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.**
- 4. There shall be no vehicular access permitted on Lakeview Drive and Old Lakeview Road.**
- 5. All access point design for the subject property shall be submitted for review by the Gainesville Public Works Director and the Georgia Department of Transportation. The approval of said design shall be required prior to issuance of a land development permit. All required access/traffic/sidewalk improvements associated with the proposed development shall be at the full expense of the developer/property owner.**
- 6. All streets within the development shall be privately maintained with a minimum pavement width of 24-feet. Minimum 5-foot wide sidewalks shall be provided on both sides of the street with a 2-foot grass beauty strip between the curb and the sidewalk.**
- 7. An updated as-built survey/plat of the subject property, indicating existing conditions and all improvements shall be recorded prior to obtaining a Certificate of Occupancy for the last occupied residential unit.**



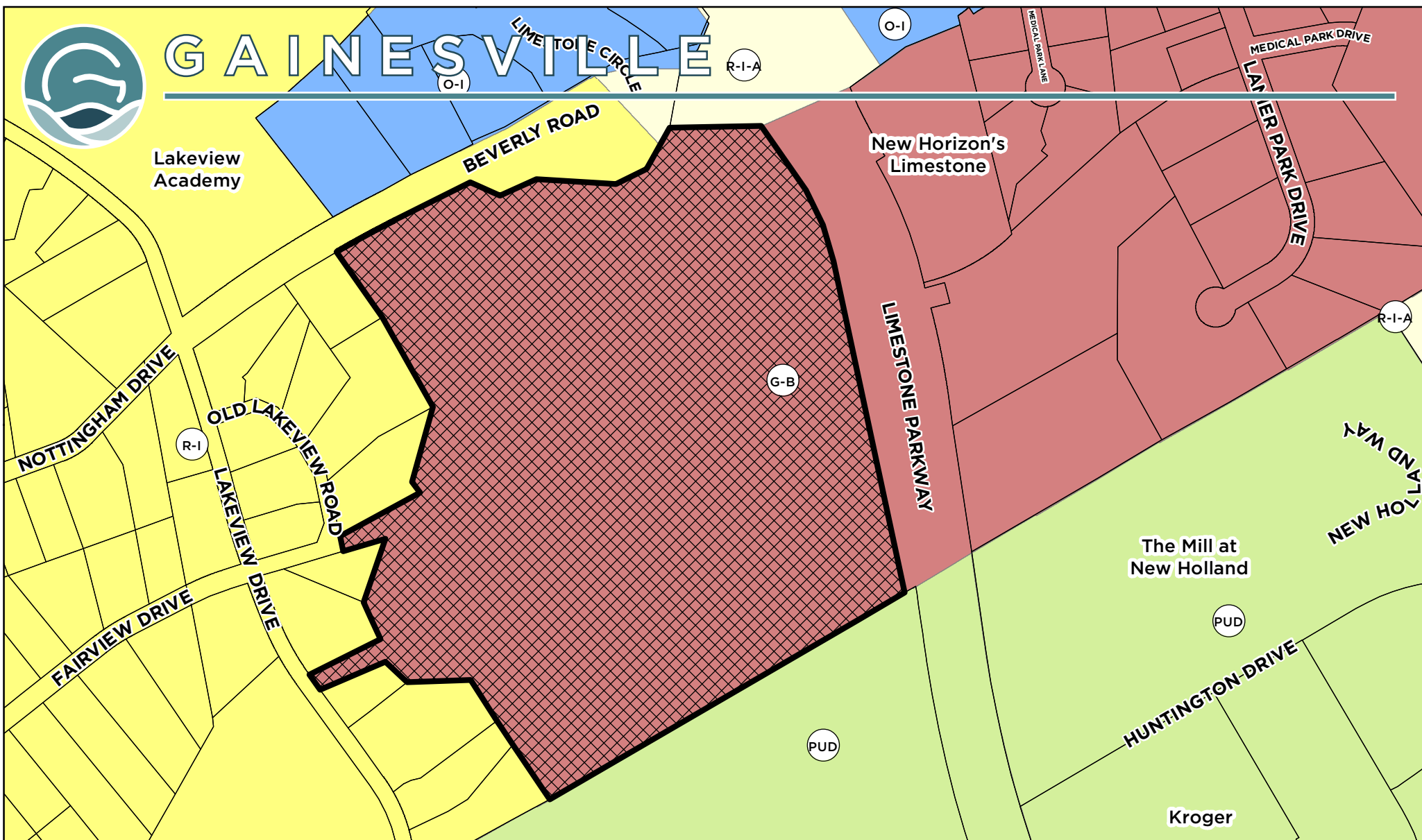
GAINESVILLE

Lakeview Academy

New Horizon's Limestone

The Mill at New Holland

Kroger



Applicant: **JIM CHAPMAN COMMUNITIES**

REZONING REQUEST

Subject Property Address:

0 Beverly Road, NE

Tax Parcel:

01-083-002-003A

Request:

Rezone a 36.7+/- acres tract from General Business (G-B) to Planned Unit Development (P-U-D) for a 220-unit rental cottage community



Subject Property



Meeting Date: 04/13/2021

Map Prepared: 03/18/2021

0 190 380 Feet
Page 25 of 266

SCALE: 1" = 333'



GAINESVILLE

Lakeview Academy

New Horizon's Limestone

The Mill at New Holland

Kroger

Hall County GIS

Applicant: **JIM CHAPMAN COMMUNITIES**

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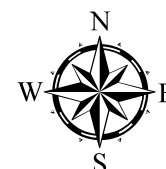
Request:

Rezone a 36.7+/- acres tract from General Business (G-B) to Planned Unit Development (P-U-D) for a 220-unit rental cottage community



Subject Property

Aerial from 2018



Meeting Date: 04/13/2021

Map Prepared: 03/18/2021

0 190 380 Feet
Page 26 of 266

SCALE: 1" = 333'



Build to Rent Communities

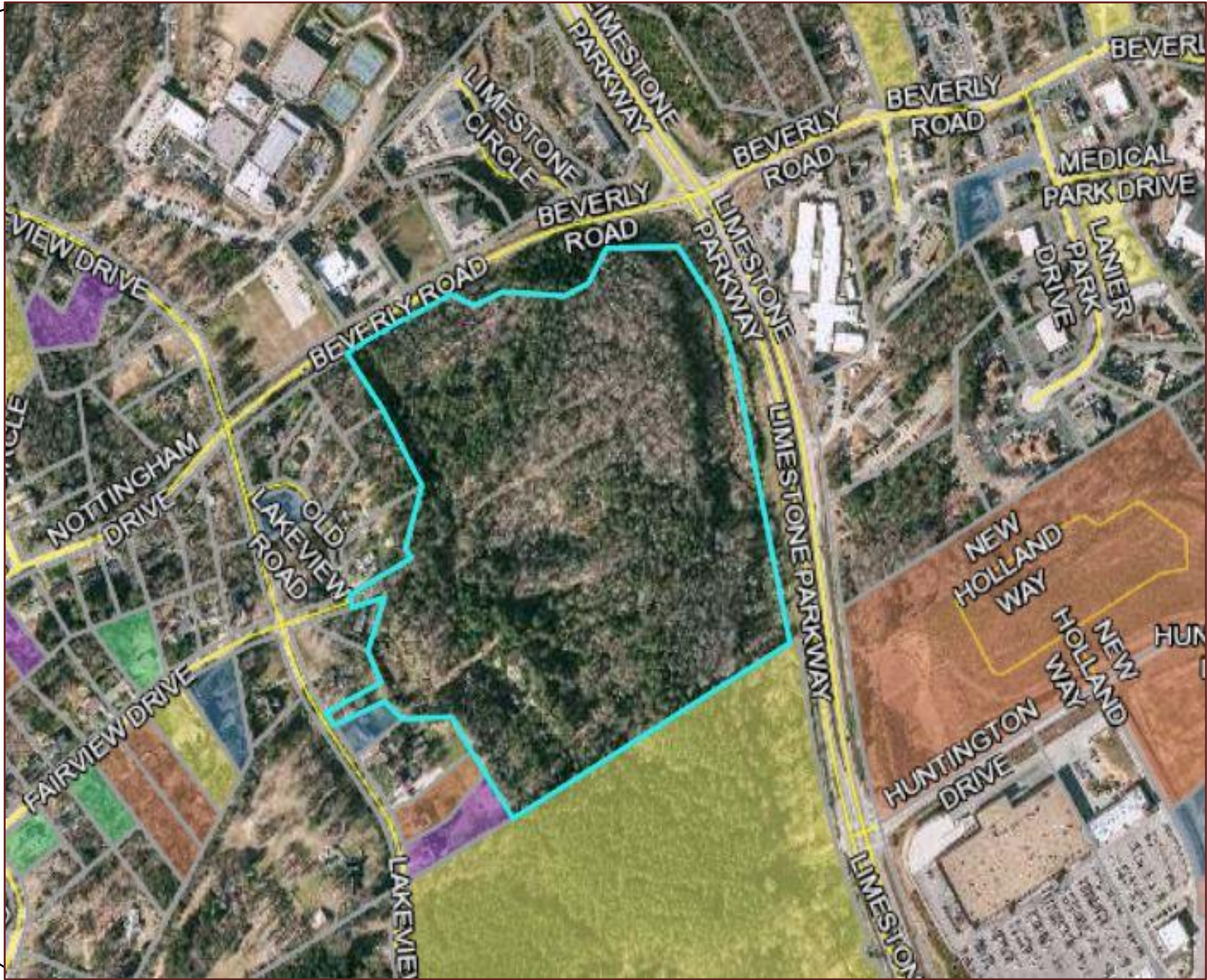
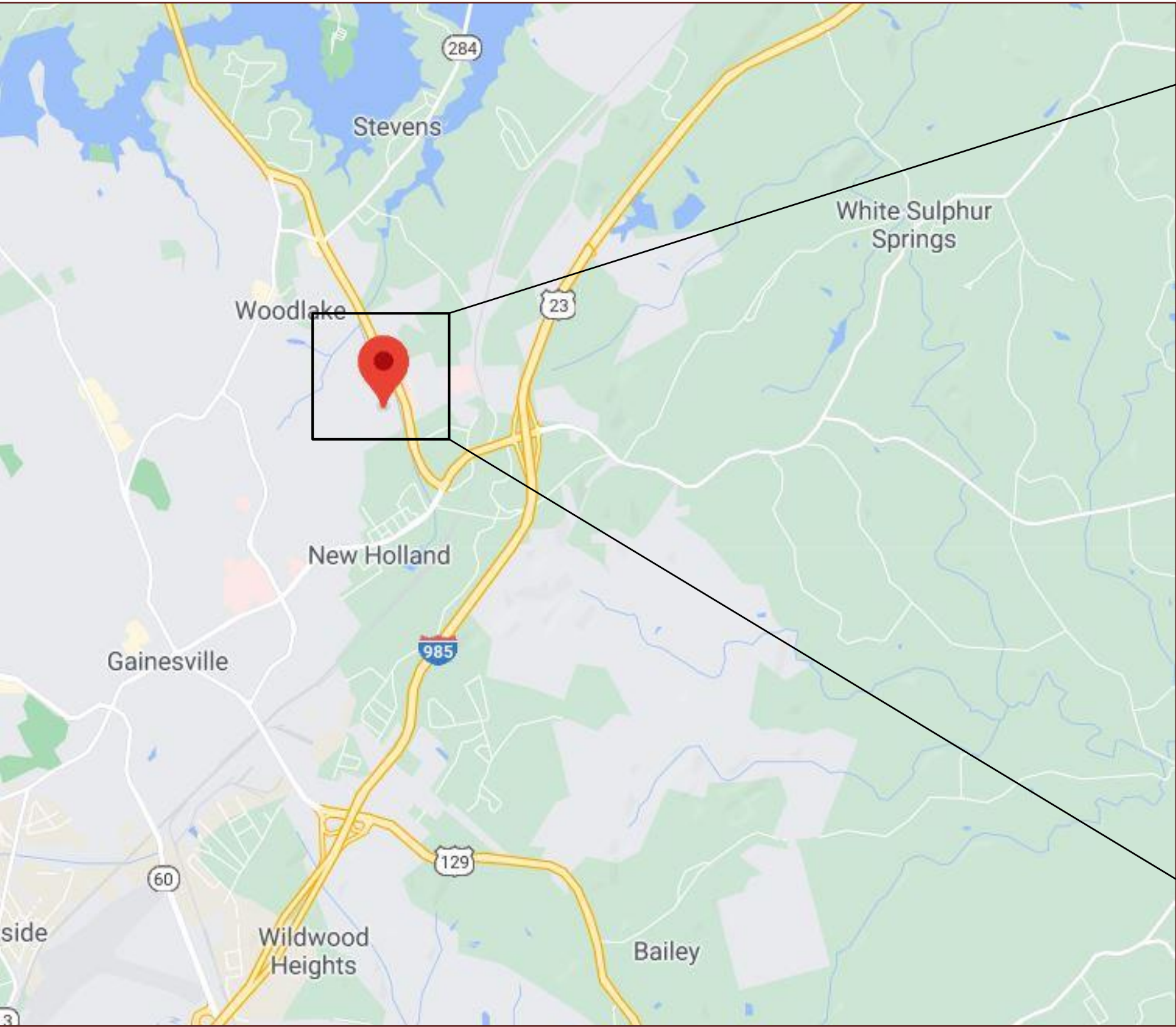
— JIM —
CHAPMAN
— COMMUNITIES —

Cottages at Limestone Pkwy

37 acres – 220 Units

— JIM —
CHAPMAN
— COMMUNITIES —

LOCATION: Cottages at Limestone Pkwy





OVERVIEW: Cottages at Limestone Pkwy

- **Size:** 37.0 acres
- **Units:** 220 units (5.9 units per acre)
- **Population:** 65,632 (5 mi. radius)
- **Median Income:** \$48,981 (5 mi. radius)
- **2 BR Rents:** \$1,400 - \$1,600 per month
- **3 BR Rents:** \$1,800 - \$2,000 per month
- **Unit Mix:** 70% 2 BR ; 30% 3 BR
- **Amenities:** Pool, clubhouse, fitness center, dog park, gated community

JIM CHAPMAN COMMUNITIES

Jim Chapman, an Atlanta native and graduate of The Westminster Schools, is a home building veteran who started his own custom home building firm, Jim Chapman Fine Homes, in 1998 after earning an MBA from Kenan-Flagler Business School at the University of North Carolina – Chapel Hill in 1996.

From 1998 through 2005, his firm primarily built custom homes in Buckhead, Alpharetta and Highlands, North Carolina. In 2005, he began to also build and develop an active adult portfolio under the brand of Jim Chapman Communities, which has now become synonymous with high quality, maintenance-free, age-restricted communities throughout metropolitan Atlanta. The private, often gated, communities offer a variety of architectural styles and are set in prime locations in the North Atlanta metropolitan area.

In 2017, Jim leveraged his active adult experience and began a Build to Rent Community line of business targeting the high-level workforce and active adult / senior demographic that desires to rent rather than own.

As a builder and developer, Jim is deeply committed to the success of the U.S. home building industry and dedicates a large portion of his limited free time to a variety of local, regional and national housing industry organizations.

Jim remains very active in his church, Northside Methodist. He and his wife Katherine and two children make their home in Atlanta.



“Our experience with Jim Chapman Communities, their builders and sales staff have far exceeded our expectations.”

Tom and Dot Richardson

— JIM —
CHAPMAN
— COMMUNITIES —

JIM'S LEADERSHIP

GREATER ATLANTA HOME BUILDERS ASSOCIATION

- Board Member
- 2018 - President
- Member, Atlanta Professional Women in Building Council
- Member, Atlanta 55+ Housing Industry Council; Chair in 2011
- Certified Professional Home Builder; Licensed in State of Georgia since 2008 (Georgia started licensure in 2008)

HOME BUILDERS ASSOCIATION OF GEORGIA

- 2020-21 – President
- 2019-20 – Vice President
- 2019-20 - Chairman, Government Affairs Committee
- 2018-19 – Chairman, Regulatory Affairs Committee
- 2015 to present, Member, Government Affairs Committee
- 2015 to present, Member, Regulatory Affairs Committee
- 2014 to present, Founding Chairman of the ALL Home Program a voluntary statewide certification created by the Home Builders Association of Georgia (HBAG) to promote accessibility and universal design

NATIONAL ASSOCIATION OF HOME BUILDERS

- 2021 – Chair, Single Family Builders Committee
- 2021 – First Vice Chair, Build PAC
- 2021 – Budget / Finance Committee Member
- 2019 - Chairman, Land Development Committee
- 2016 – Chairman, NAHB's 55+ Housing Industry Council
- 2016 to present - Georgia BUILD-PAC Trustee

“Jim Chapman Communities has led the industry in innovative design and achieving excellence.

They have not only succeeded in achieving the company's goals and moving forward during tough economic times, but they have contributed to the greater community.”

Steve Moore, chair of the *Best of 55+ Housing Awards* and Senior Partner of BSB Design, Inc. in Des Moines, Iowa.

— JIM —
CHAPMAN
— COMMUNITIES —

JIM CHAPMAN COMMUNITIES AWARDS

2020 GREATER ATLANTA HBA OBIE AWARDS:

- Community of the Year, Active Adult – Nestledown Farm

2019 GREATER ATLANTA HBA OBIE AWARDS:

- Builder of the Year
- Community of the Year, Attached Homes – The Overlook at Old Atlanta

2018 NAHB 55+ HOUSING COUNCIL AWARDS:

- Gold Award – Builder of the Year
- Gold Award – Sweet Briar Farms – For Sale up to 200 homes
- Silver Award – Overlook at Old Atlanta, Ansley Model
- Silver Award – Sweet Briar Farms, Brighton Model

2018 GREATER ATLANTA HBA OBIE AWARDS:

- Community of the Year, Detached Homes – Sweet Briar Farms

2017 GREATER ATLANTA HBA OBIE AWARDS:

- HomeAid Builder of the Year

2017 HBA OF GEORGIA:

- BEAM Award, Builder's Encouraging Associate Members

2015 GREATER ATLANTA HBA OBIE AWARDS:

- Single Family Builder, Detached, 50+ Homes a Year, \$700,000+ - One River Place

2014 GREATER ATLANTA HBA OBIE AWARDS:

- Single Family Attached, \$400,000 to \$499,000 – One River Place
- Single Family Attached, \$300,000 to \$399,000 – Brookhaven at Johns Creek
- Single Family Detached, 1-50 a year, \$350,000-\$424,000 – Brookhaven at Johns Creek

"They are a fantastic builder with a very approachable staff. They are very professional and I would highly recommend them."

Haresh and Rachna Lalwani

2009 NAHB 50+ HOUSING COUNCIL:

- Silver Award – Active Adult Housing, Overall Community Up to 500 Homes for Brookhaven of East Cobb

2009 GREATER ATLANTA HBA OBIE AWARDS:

- Community of the Year, Attached Homes – Brookhaven of East Cobb

2008 GREATER ATLANTA HBA OBIE AWARDS:

- Community of the Year, Attached Homes – Brookhaven at Sugarloaf
- Community of the Year, 50+ Housing - Brookhaven at Sugarloaf
- Gold Award - Amenity Package, Less than 499 Units – Brookhaven of East Cobb

2008 NAHB 50+ HOUSING COUNCIL AWARDS:

- Gold Award – Active Adult Clubhouse, Small for Brookhaven of East Cobb
- Silver Award – Active Adult, Attached Home Design For Sale 1701 to 2400sf – Brookhaven of East Cobb

JIM
CHAPMAN
COMMUNITIES

Build to Rent Communities

In 2016, Jim Chapman initiated concept and product design for high quality, one level living, “Build to Rent” communities not presently available in Metro Atlanta. Jim’s experience with age restricted and age targeted communities provided the insight to capture a market segment not currently being served – homeowners that are shrugging off the stigma associated with a rental product and want one level maintenance free living. CBS Marketwatch reported findings from RentCafe supporting Jim’s initiative:

- Renters older than 60 jumped 43 percent in the past decade
- By 2035, seniors will account for nearly one-third of the U.S. rental market, compared with 18% in 2007
- By comparison, renters between 35 to 59 years old are likely to remain stable through 2035, at about 43 percent of the rental market. Americans under 34 will drop to 27 percent of the rental market compared with 34 percent in 2017.
- Older people aren't as enthusiastic about owning a home as their children age and leave, pushing the move to rent, RentCafe said, citing its own earlier studies.
- In 1981, the median age of the US homebuyer was 31. By 2000 it was 39, it rose to 42 in 2013, and currently sits at 47 years old. It’s becoming increasingly difficult for even high end work force individuals to own a home, which is why we have set out to create a home and community that millions of Americans can afford.
- “Since 2005, Americans in their 50s and 60s have accounted for the largest portion of the country’s increase in renters.” – Lynnette Khalfani-Cox, AARP

https://www.cbsnews.com/news/senior-citizens-are-the-fastest-growing-group-of-renters-not-millennials/?ftag=CNM-00-10aab6i&linkId=64640456&fbclid=IwAR3YNsyQeHmLyAkelKRkYKS5zsXEtgjYMUtbnOa3D6Ok_lzxska1J51Kwps

JIM
CHAPMAN
COMMUNITIES

Economics of Build-to-Rent Housing

- **Affordability:** Millennials still believe the American dream means owning a home, but they struggle to do so. A number of financial factors — including student debt and stagnant wage growth that make it difficult to save for a down payment — hold them back from purchasing, so they keep renting.
- **Low Inventory, High Home Values:** For-sale inventory continues to remain at historic lows, with fewer homes on the market than there were in 2018 — slightly less than 1.5 million homes, which is the lowest level on record since at least 2013. At the same time, high interest rates and growing home values make affordability a bigger challenge for many buyers.
- **Delayed Life Events:** Millennials are the biggest wave of potential home buyers on the horizon, but many from this generation are delaying major life events like getting married and having children, which keeps them more interested in renting and less in being tied to a mortgage.
- **Lifestyles:** Many renters simply prefer that housing choice. Often it comes down to being free from exterior maintenance chores and the potentially expensive upkeep that homeownership entails. Renting also appeals to those who like a mobile lifestyle and the option to move whenever they want to.
- **Target Demographics:** The primary customers in the build-to-rent trend are downsizing baby boomers hit by the recession and millennials battling debt and lacking the funds for a down payment. It's probably no coincidence that these two cohorts comprise 65% of today's single-family home renters.
- **Baby Boomers:** More than any other generation, boomers consider a new construction home that's within their initial budget and has a spare bedroom and ample storage as very or extremely important. And while some boomers might be downsizing for financial reasons, they still have the money to rent the home they want.
- **Millennials:** Nearly 1 in 3 millennials (32%) who currently rent say they plan to continue doing so because they're saving for a down payment. But there's a same share of millennials who plan to continue renting because they want to be able to move easily as their lives change. Build-to-rent might serve both types of millennial renters. Nearly half (45%) of all buyers considered renting, as did 59% of millennial new construction buyers. That's a significant pool of home shoppers who are on the fence about their housing options. The build-to-rent trend isn't likely to disappear soon, and these rentals could serve as gateway homes to new construction when the time is right.

Jim Chapman Communities – Attached Rental Cottages

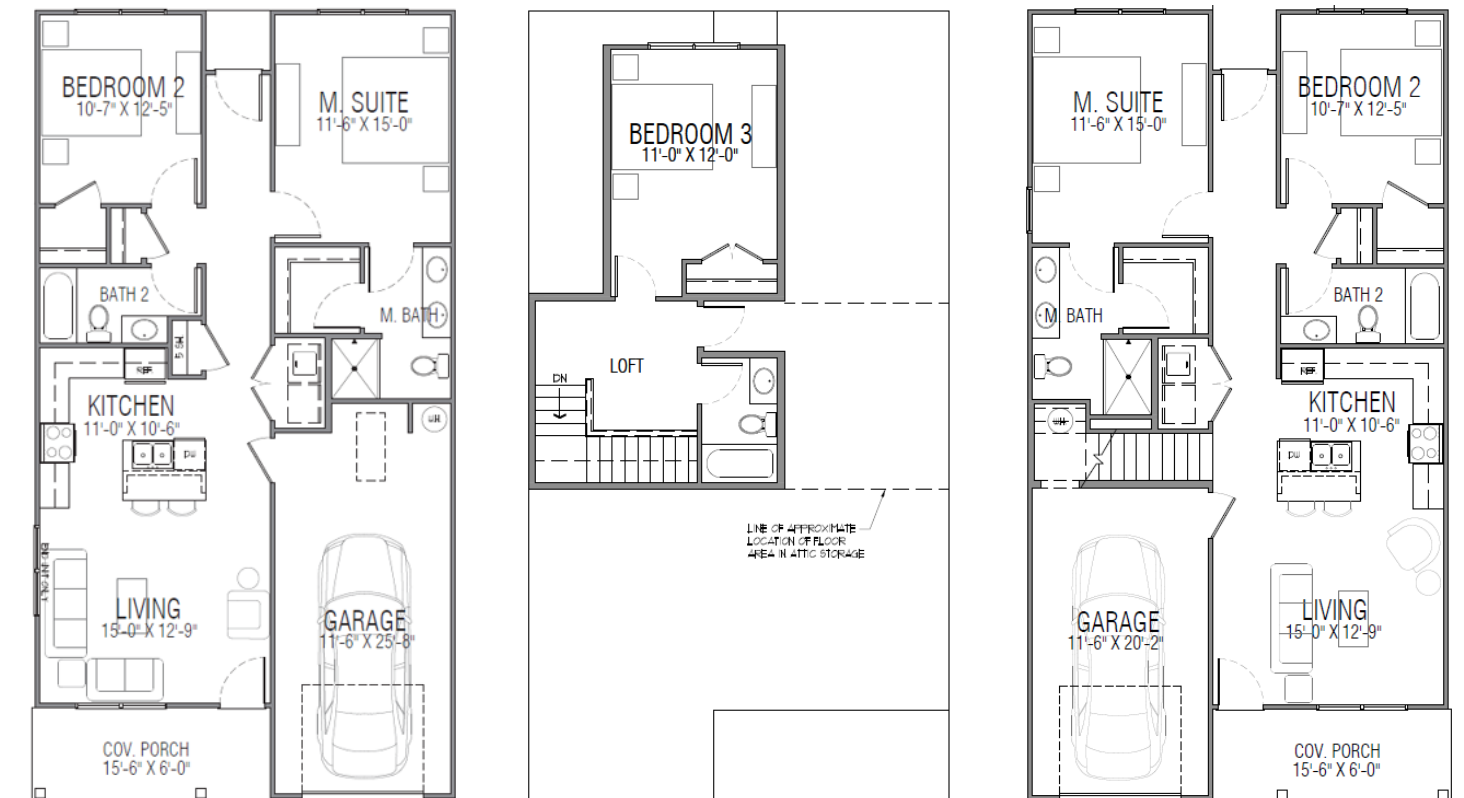


The attached, one and one half story ranch cottages feature light-filled, spacious floor plans, a one-car garage, covered front and/or rear porches with individual driveways. Because all exterior maintenance is professionally managed, owners can enjoy a “lock and leave” lifestyle to pursue hobbies, traveling, family time and more.

Active Adult | Seniors | High Level Workforce

The Cottages at Ridge Pointe

- First JCC For Rent community: 216 unit, age targeted, in Athens, Georgia.
- Phase I – 117 units are completed and leased. Phase 2 – 99 Units are under construction with 1Q2021 completion.
- Two and three-bedroom plans available.
- One level living built to the ALL program standards.
- Units have one car attached garage and attic storage.
- Amenity includes clubhouse, pool, and a dog park.
- Range Water is the onsite leasing and management firm



- For Phase 1 there are 117 units complete – 116 units occupied or leased – 1 furnished model. Among the 99 units under construction in Phase 2, 70 are preleased (71%).



The Cottages at Ridge Pointe - Rents

2 Bedrooms

- 1,004 to 1,016 SF
- Base Rent: \$1,450 to \$1,550 per month (\$1.43 to \$1.54 PSF)
- Total Rent: \$1,492 to \$1,627 per month (\$1.47 to \$1.62 PSF)

3 Bedrooms

- 1,346 to 1,426 SF
- Base Rent: \$1,835 to \$2,050 per month (\$1.35 to \$1.44 PSF)
- Total Rent: \$1,880 to \$2,092 per month (\$1.32 to \$1.55 PSF)

The Cottages at Ridge Pointe - Demographics

- Occupants 50+ Years Old: 39.7% - 127 of 320 Occupants
- Occupants 19-49 Years Old: 53.1% - 170 of 320 Occupants
- Occupants 18 Years or Younger: 7.2% - 23 of 320 Occupants
- Average Occupants per Unit: 1.82
- Average Age: 42.3 Years Old
- Average Income: \$109,821

Gated Entrances



Clubhouse Pictures



— JIM —
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— COMMUNITIES —



— JIM —
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— COMMUNITIES —





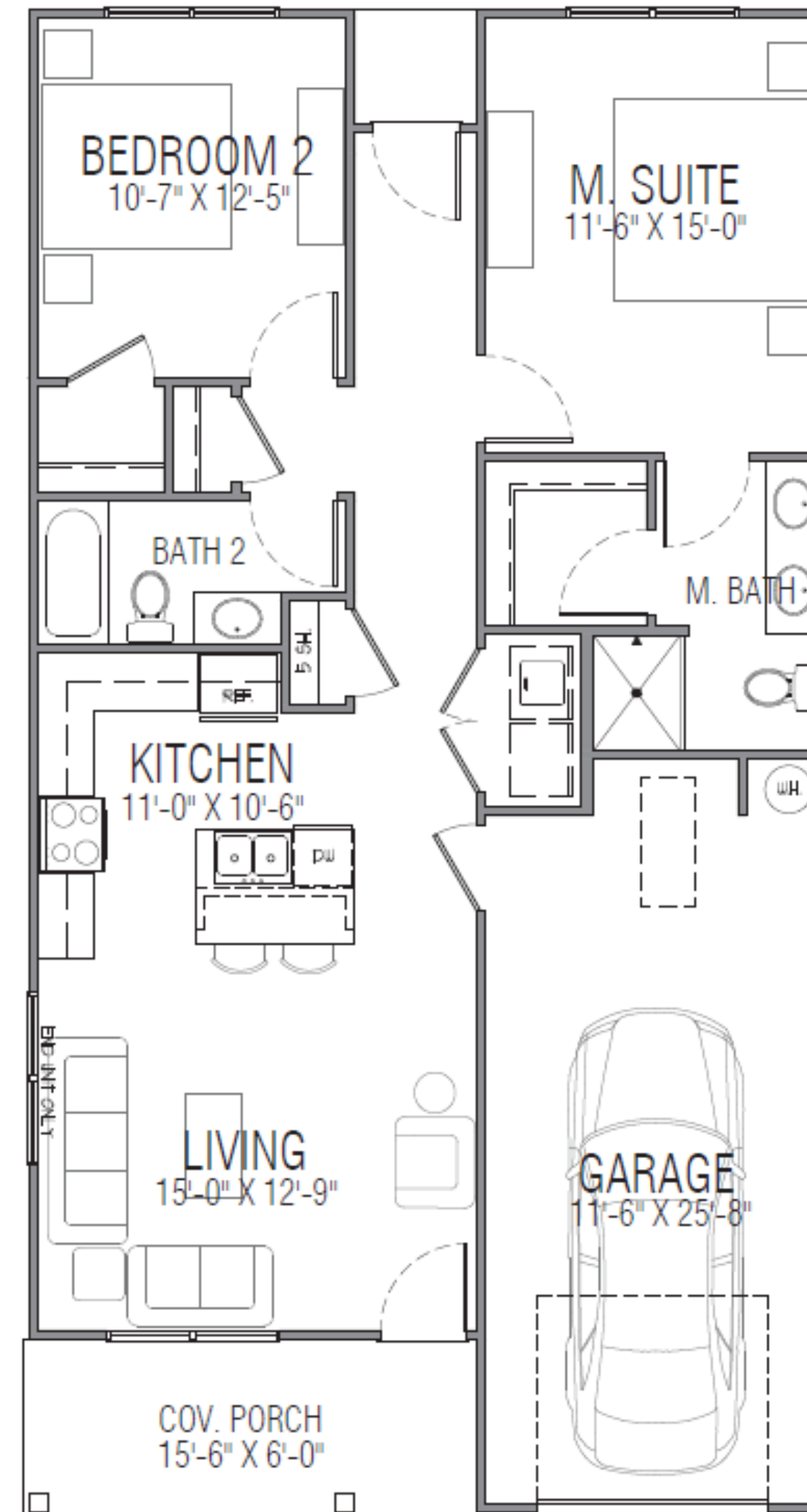
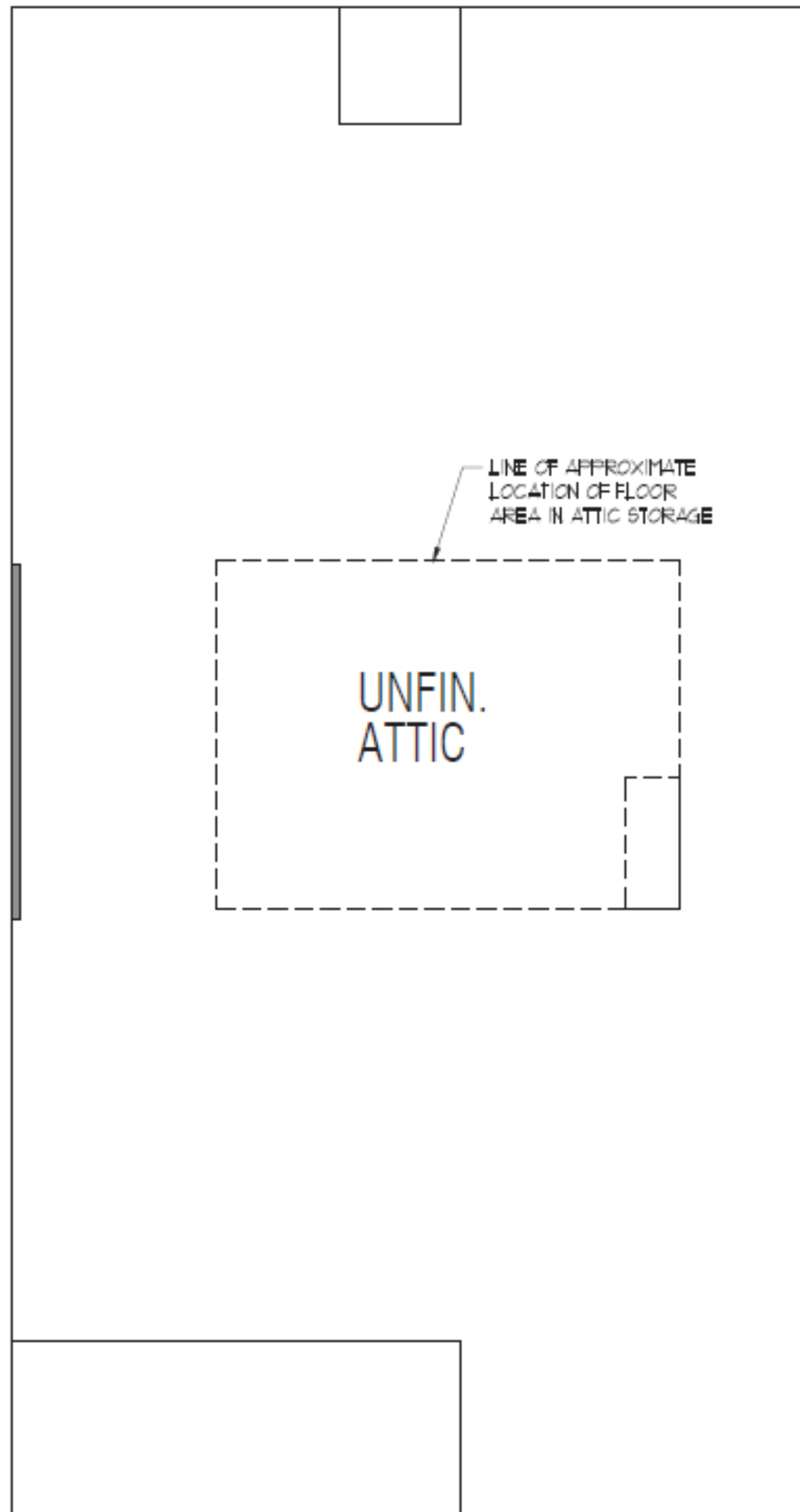
The Frisco

Single Family Attached Villa

1,025 Square Feet

2 Bedrooms, 2 Baths

1 Car Garage



Due to the evolutionary nature of our design improvement process, there may be actual versus design variations in room dimensions, door swings and window and door locations. These floor plans and any dimensions and square footages shown herein are only approximations. Any homeowner who is concerned about any representations regarding the floor plans should do his or her own investigation as to the dimensions, measurements and square footage of his/her home. We reserve the right to substitute materials of comparable quality. These plans are the sole and absolute property of Jim Chapman Communities, Inc. Use or copying of these plans, without the express written consent of Jim Chapman Communities, Inc., is illegal. 5-14-19

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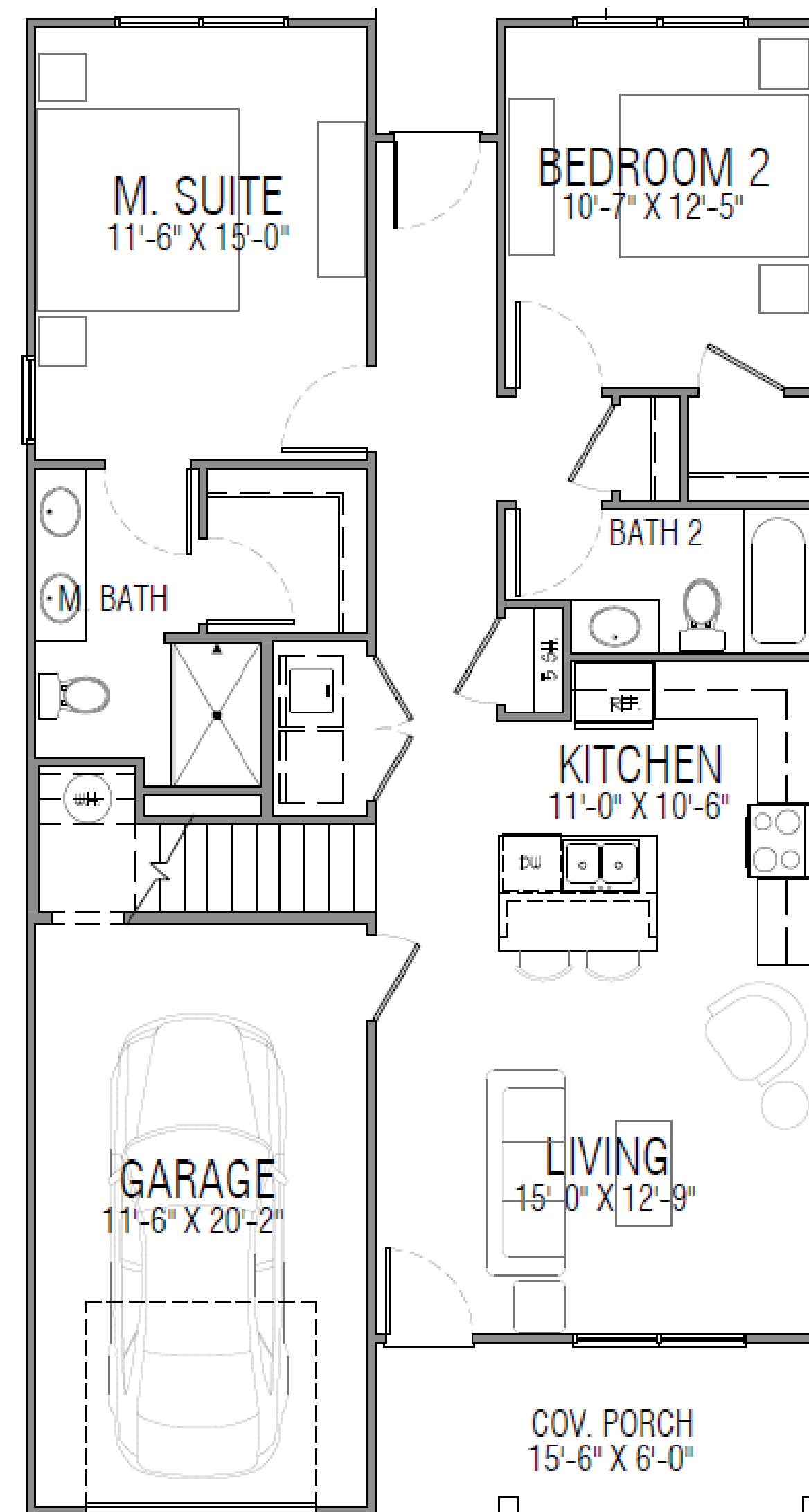
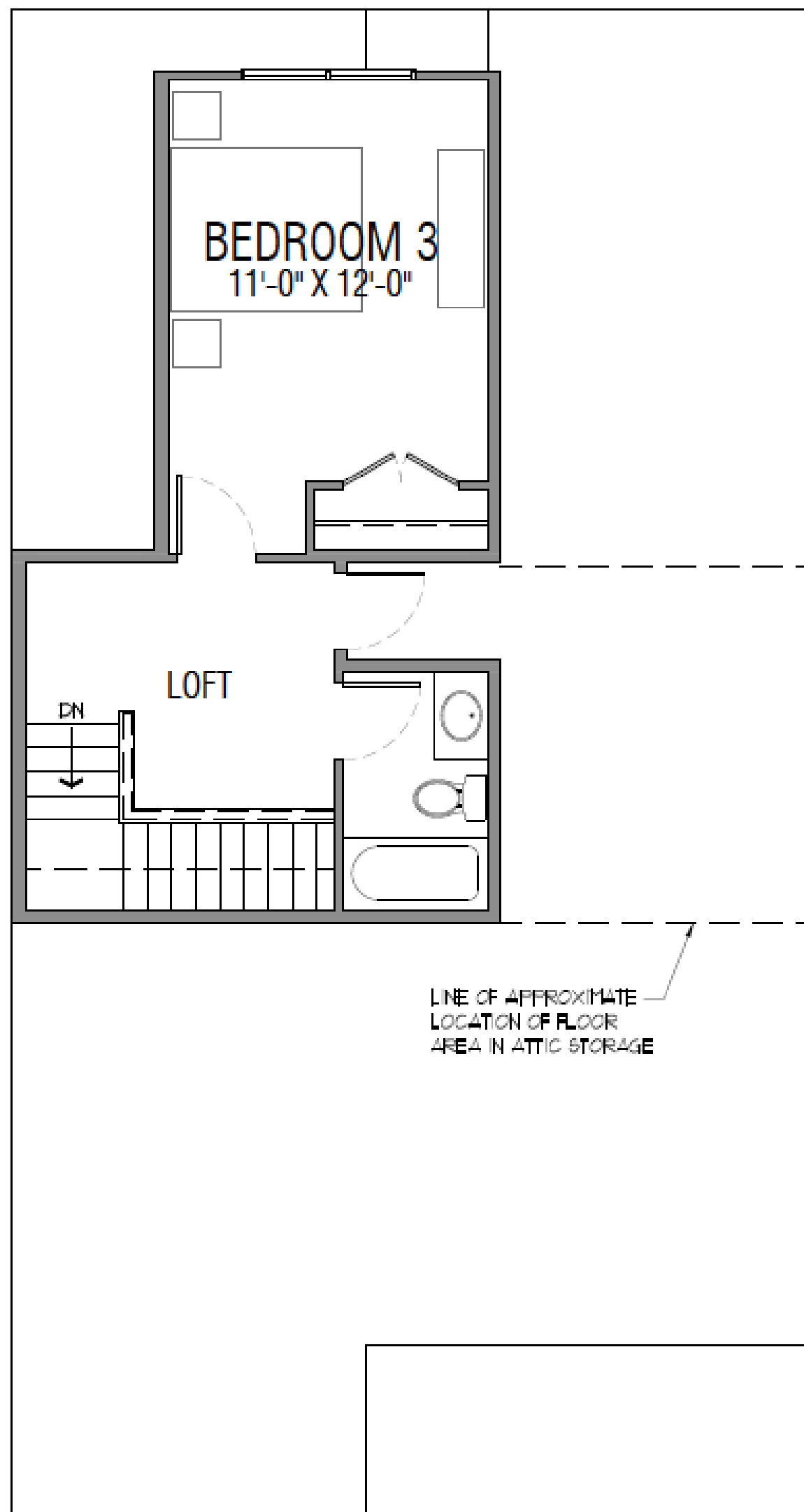
The Fresno

Single Family Attached Villa

1,423 Square Feet

3 Bedrooms, 3 Baths

1 Car Garage



Due to the evolutionary nature of our design improvement process, there may be actual versus design variations in room dimensions, door swings and window and door locations. These floor plans and any dimensions and square footages shown herein are only approximations. Any homeowner who is concerned about any representations regarding the floor plans should do his or her own investigation as to the dimensions, measurements and square footage of his/her home. We reserve the right to substitute materials of comparable quality. These plans are the sole and absolute property of Jim Chapman Communities, Inc. Use or copying of these plans, without the express written consent of Jim Chapman Communities, Inc., is illegal. 5-14-19

**JIM
CHAPMAN**
COMMUNITIES

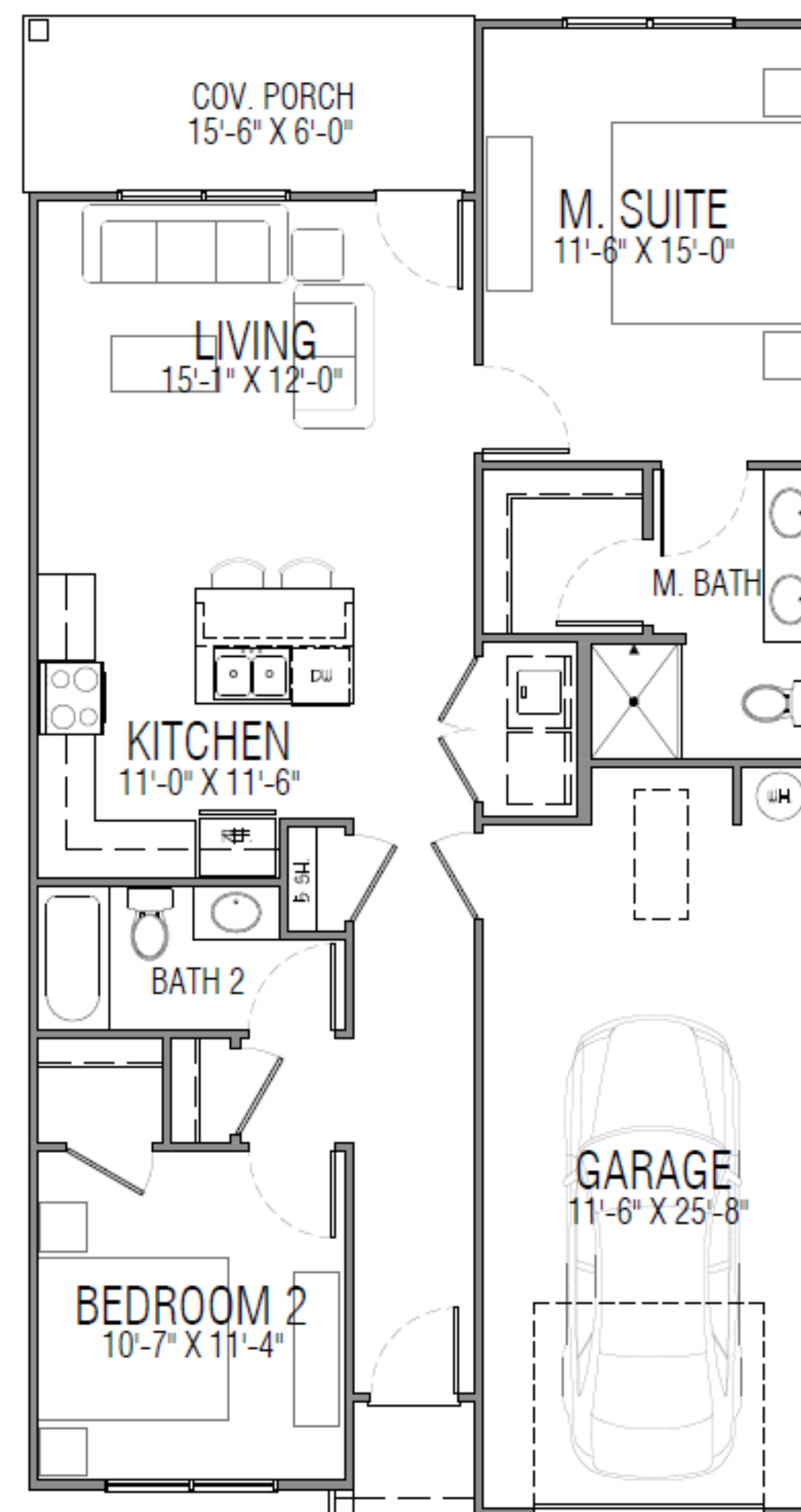
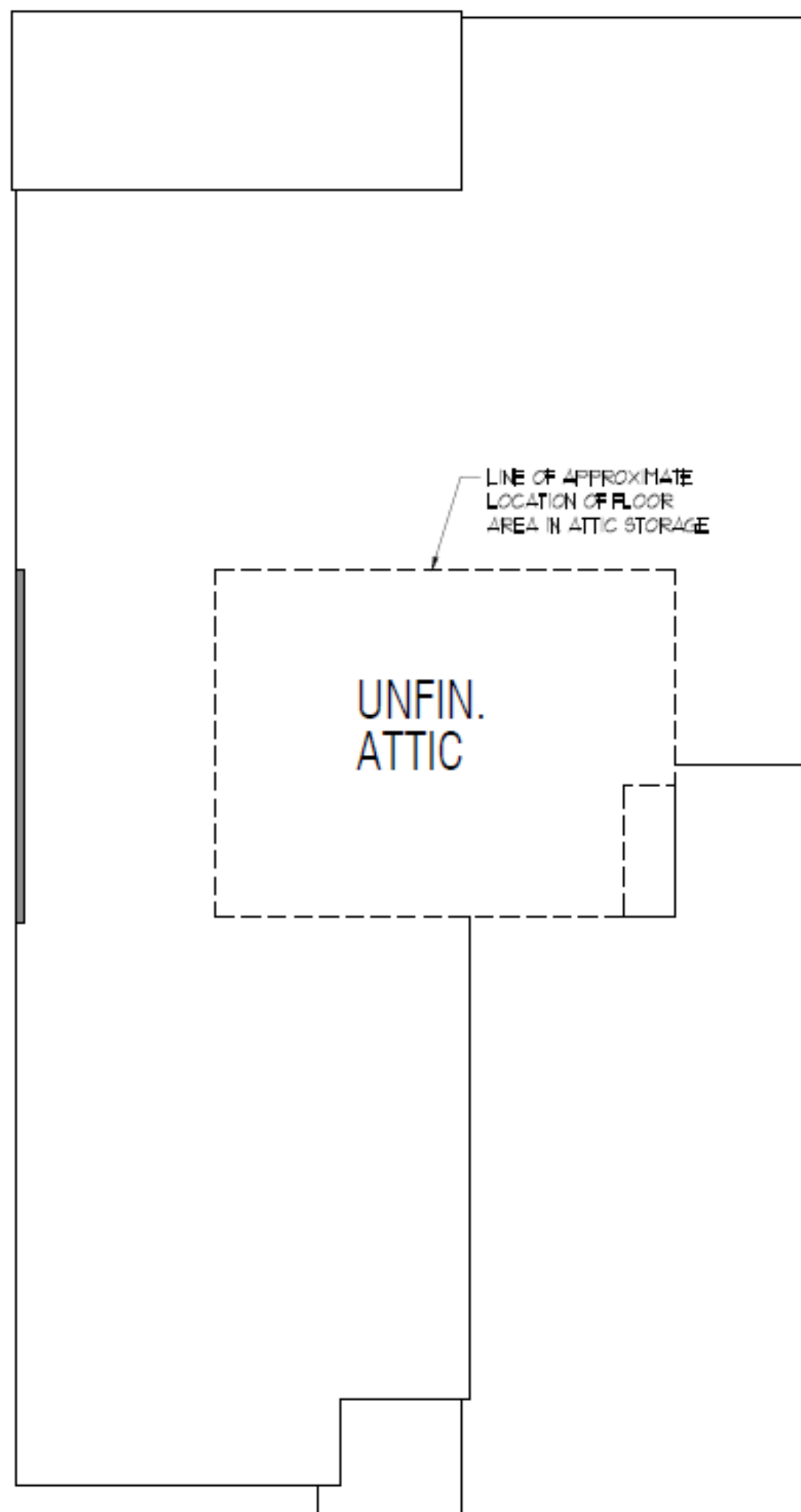
The Richmond

Single Family Attached Villa

1,015 Square Feet

2 Bedrooms, 2 Baths

1 Car Garage



Due to the evolutionary nature of our design improvement process, there may be actual versus design variations in room dimensions, door swings and window and door locations. These floor plans and any dimensions and square footages shown herein are only approximations. Any homeowner who is concerned about any representations regarding the floor plans should do his or her own investigation as to the dimensions, measurements and square footage of his/her home. We reserve the right to substitute materials of comparable quality. These plans are the sole and absolute property of Jim Chapman Communities, Inc. Use or copying of these plans, without the express written consent of Jim Chapman Communities, Inc., is illegal. 5-14-19

JIM
CHAPMAN
COMMUNITIES

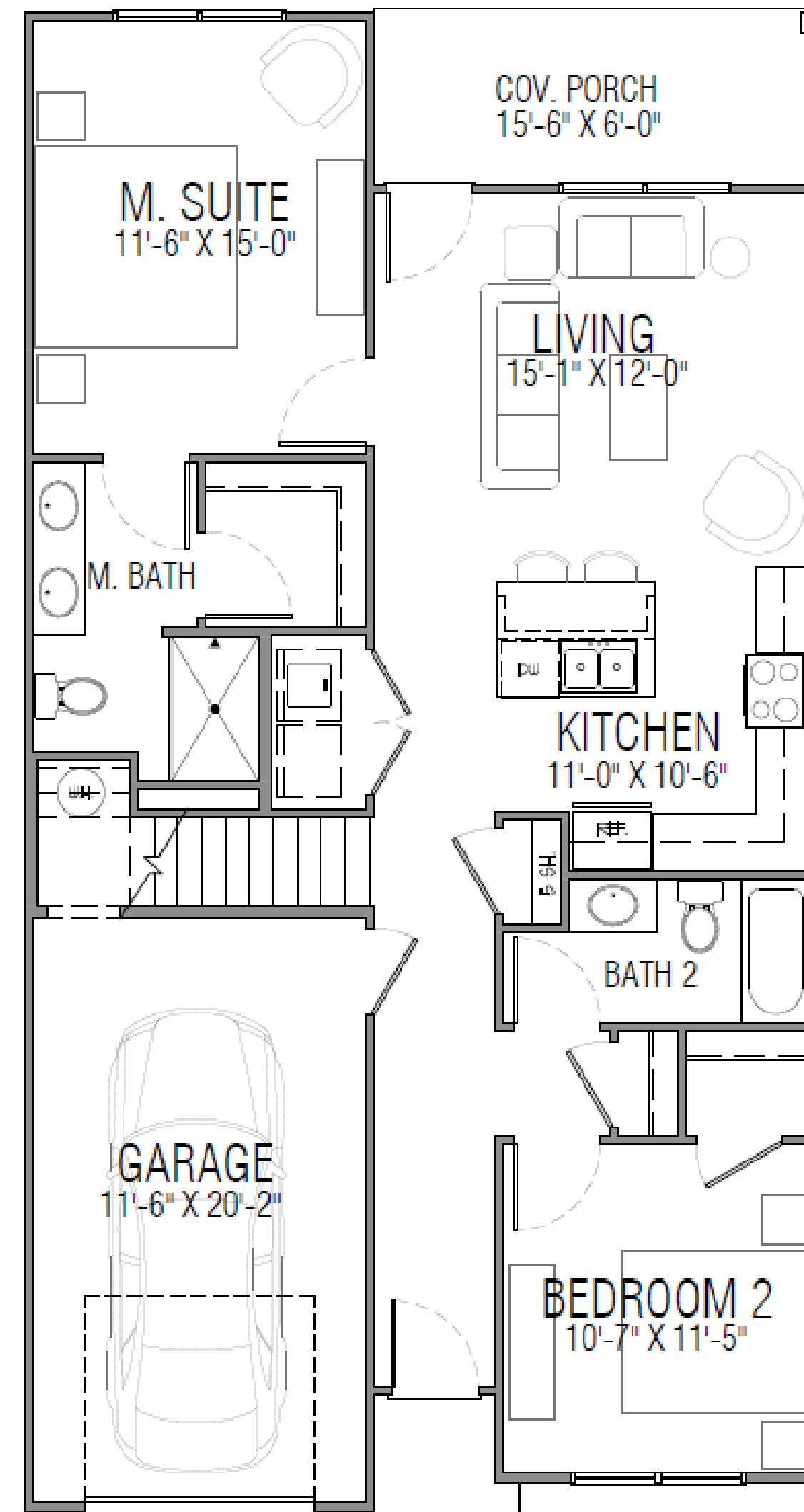
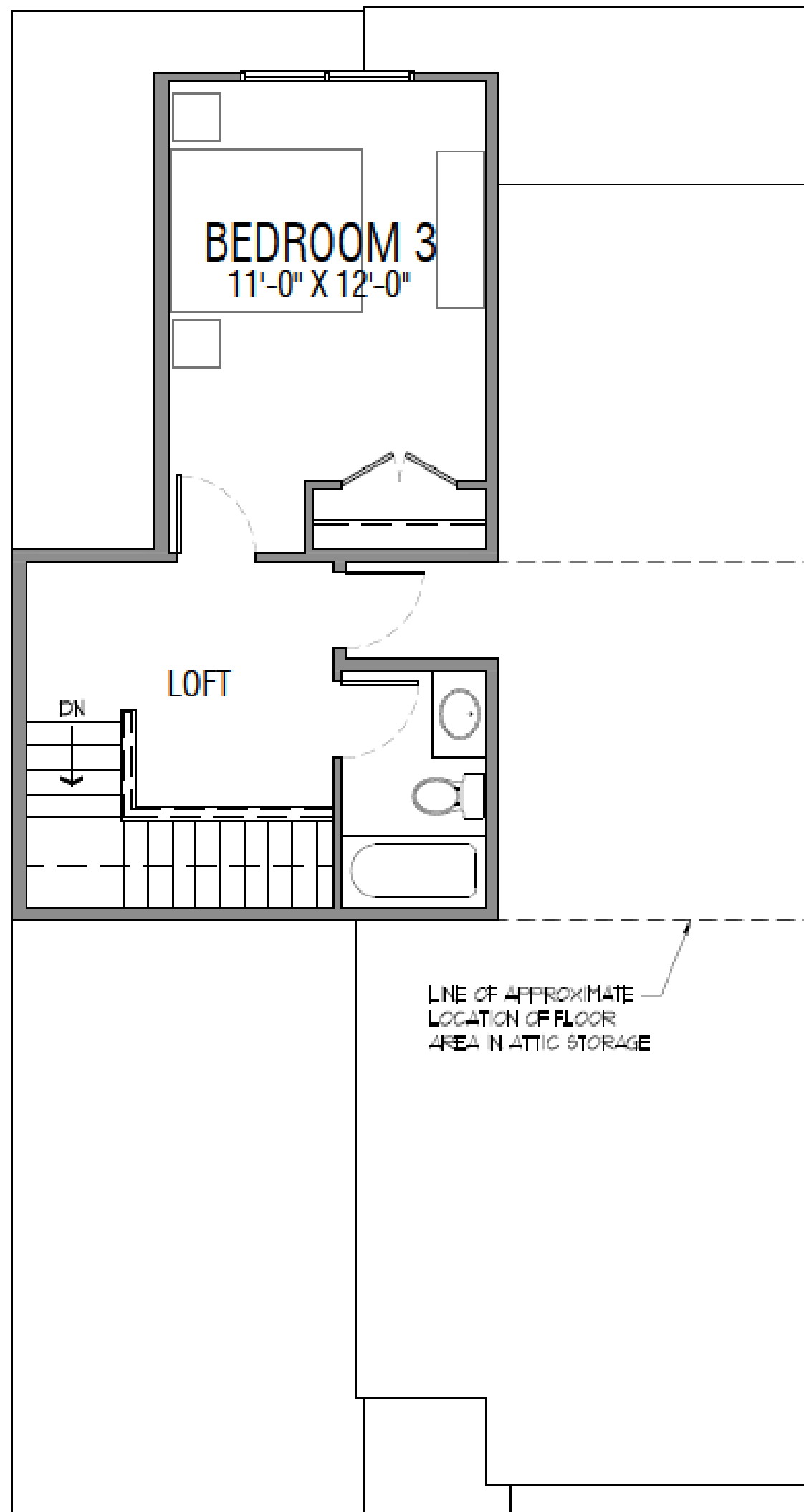
The Reno

Single Family Attached Villa

1,411 Square Feet

3 Bedrooms, 3 Baths

1 Car Garage



Due to the evolutionary nature of our design improvement process, there may be actual versus design variations in room dimensions, door swings and window and door locations. These floor plans and any dimensions and square footages shown herein are only approximations. Any homeowner who is concerned about any representations regarding the floor plans should do his or her own investigation as to the dimensions, measurements and square footage of his/her home. We reserve the right to substitute materials of comparable quality. These plans are the sole and absolute property of Jim Chapman Communities, Inc. Use or copying of these plans, without the express written consent of Jim Chapman Communities, Inc., is illegal. 5-14-19

— JIM —
CHAPMAN
— COMMUNITIES —

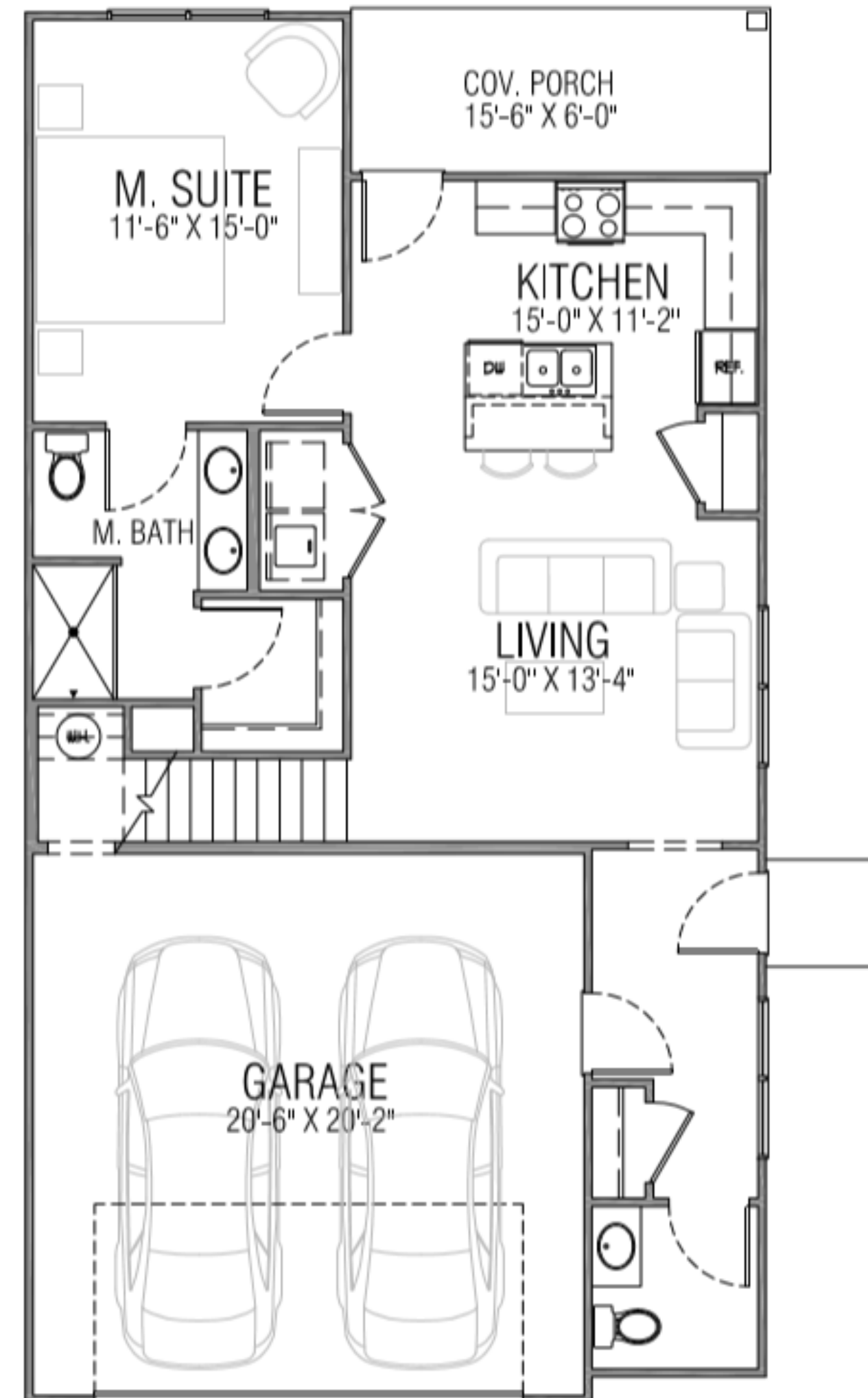
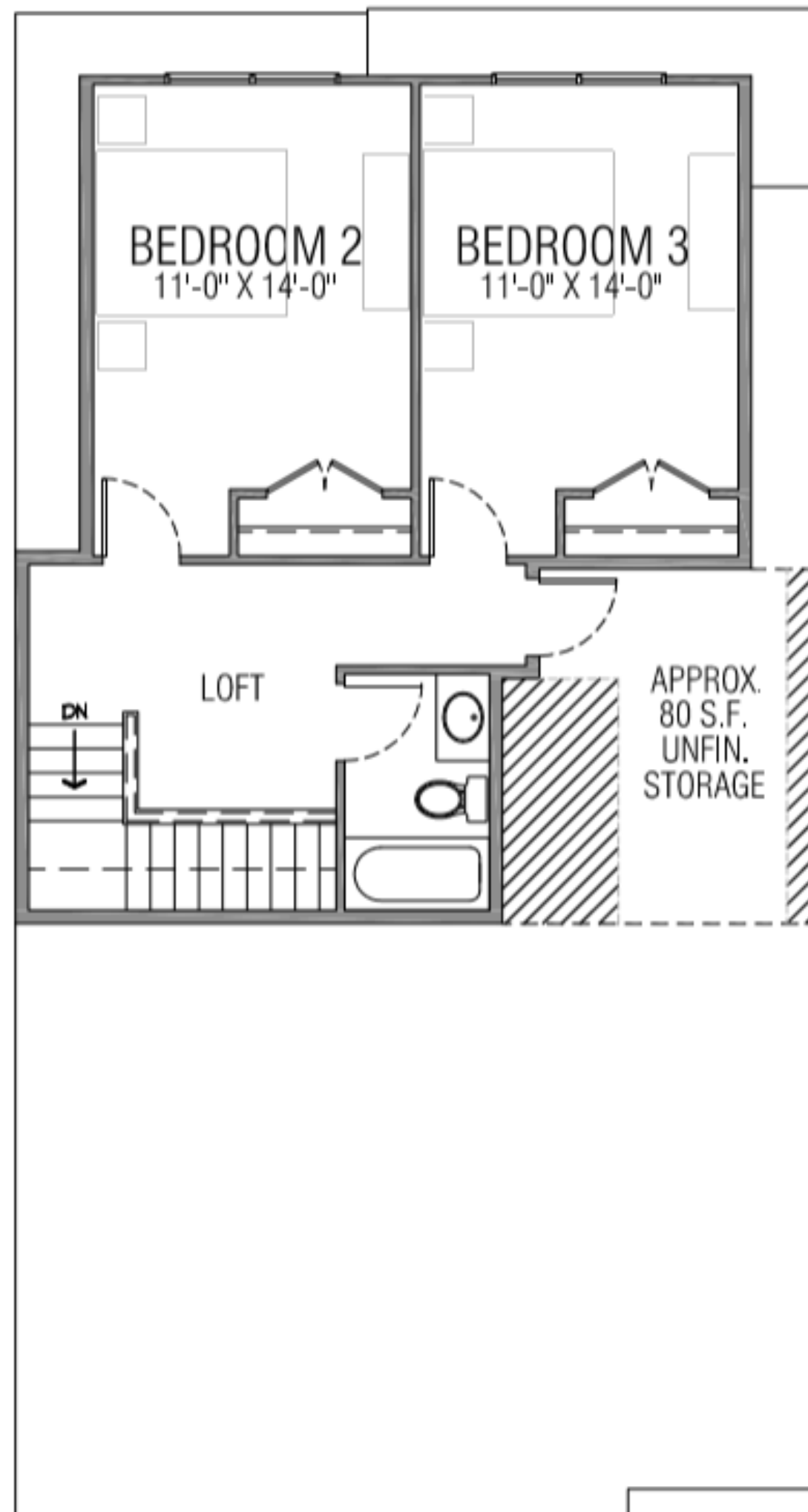
The Tucson

Single Family Attached Villa

1,466 Square Feet

3 Bedrooms, 2.5 Baths

2 Car Garage



Due to the evolutionary nature of our design improvement process, there may be actual versus design variations in room dimensions, door swings and window and door locations. These floor plans and any dimensions and square footages shown herein are only approximations. Any homeowner who is concerned about any representations regarding the floor plans should do his or her own investigation as to the dimensions, measurements and square footage of his/her home. We reserve the right to substitute materials of comparable quality. These plans are the sole and absolute property of Jim Chapman Communities, Inc. Use or copying of these plans, without the express written consent of Jim Chapman Communities, Inc., is illegal. 5-14-19

JIM
CHAPMAN
COMMUNITIES

NOTES:

THIS PROPERTY IS NOT LOCATED
WITHIN A FLOOD HAZARD AREA.

EQUIPMENT USED: TOPCON GTS 2

THIS PLAT IS SUBJECT TO ALL
EASEMENTS.

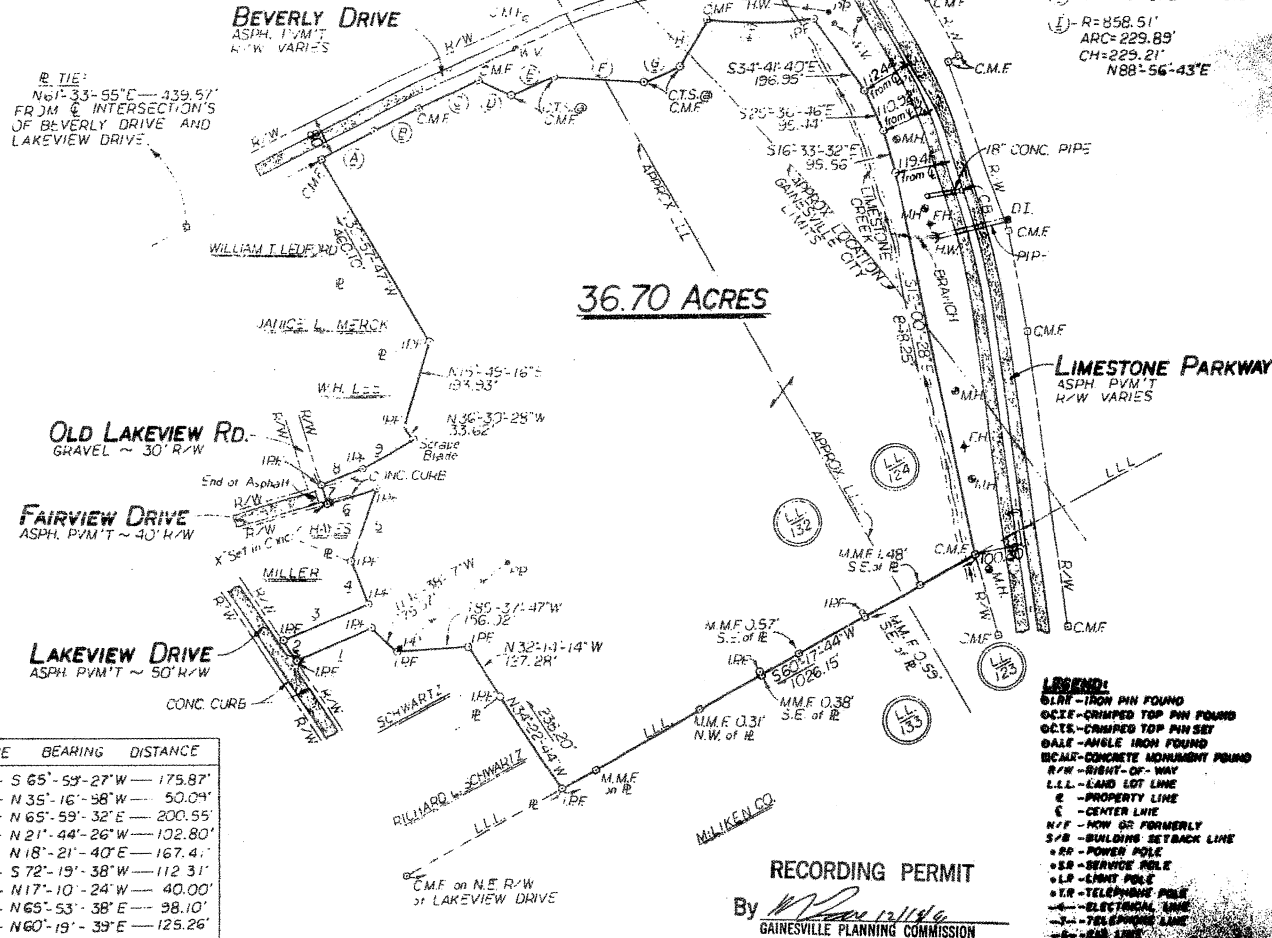
THIS PLAT HAS BEEN CALCULATED
FOR CLOSURE AND WAS FOUND TO
BE ACCURATE WITHIN ONE FOOT
IN 1,343,763.2 FEET.



ALONG R/W BEVERLY DRIVE

- BEARING DISTANCE
- (A) - N61°-48'-46"E - 128.75'
 - (B) - N62°-51'-13"E - 107.51'
 - (C) - N64°-13'-30"E - 143.29'
 - (D) - S65°-57'-47"E - 78.10'
 - (E) - N65°-50'-32"E - 100.00'
 - (F) - S86°-21'-32"E - 198.58'
 - (G) - N64°-11'-33"E - 85.37'
 - (H) - N29°-16'-01"E - 119.04'
 - (I) - R=858.51'
ARC=229.89'
CH=225.21'
N88°-56'-43"E

RE TIE:
N61°-33'-55"E - 439.57'
FROM E INTERSECTION'S
OF BEVERLY DRIVE AND
LAKEVIEW DRIVE.



- LEGEND:**
- BLK - IRON PIN FOUND
 - CCIE - CRIMPED TOP PIN FOUND
 - CCIS - CRIMPED TOP PIN SET
 - DALE - NAIL IRON FOUND
 - SCALE - CONCRETE MONUMENT FOUND
 - R/W - RIGHT-OF-WAY
 - LL - LAND LOT LINE
 - E - PROPERTY LINE
 - C - CENTER LINE
 - R/F - ROW OR FORMERLY
 - S/B - BUILDING SETBACK LINE
 - EP - POWER POLE
 - SR - SERVICE POLE
 - LP - LIGHT POLE
 - TR - TELEPHONE POLE
 - EL - ELECTRICAL LINE
 - TL - TELEPHONE LINE
 - BL - BELL LINE
 - HW - HEADWALL
 - DI - DROP INLET
 - MMF - METAL MONUMENT FOUND

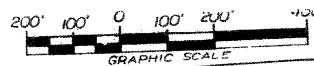
Georgia, Hall County, Clerk Superior Court
Filed in office this 18 day of May
19 91 at Recorded in Slide 102
Page 1129
Dwight S. Wood
DWIGHT S. WOOD, Clerk

SURVEY FOR:

RUBY WALDREP

LOCATED IN:
LAND LOTS - 124 & 132
9TH LAND DISTRICT
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

SCALE: 1"=200'
DATE: 12-10-1991
JN.91-507

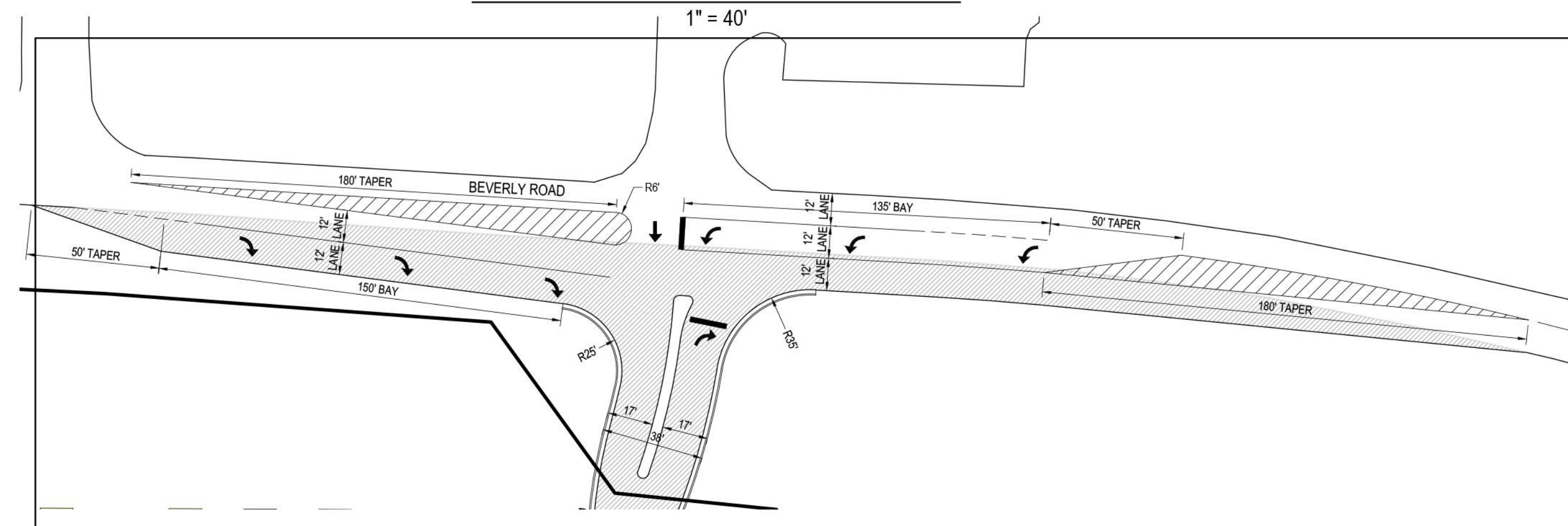


PREPARED BY:
PATTON - PATTON INC.
1010 N. GAINESVILLE BLVD.
GAINESVILLE, FL 32601

SITE DATA

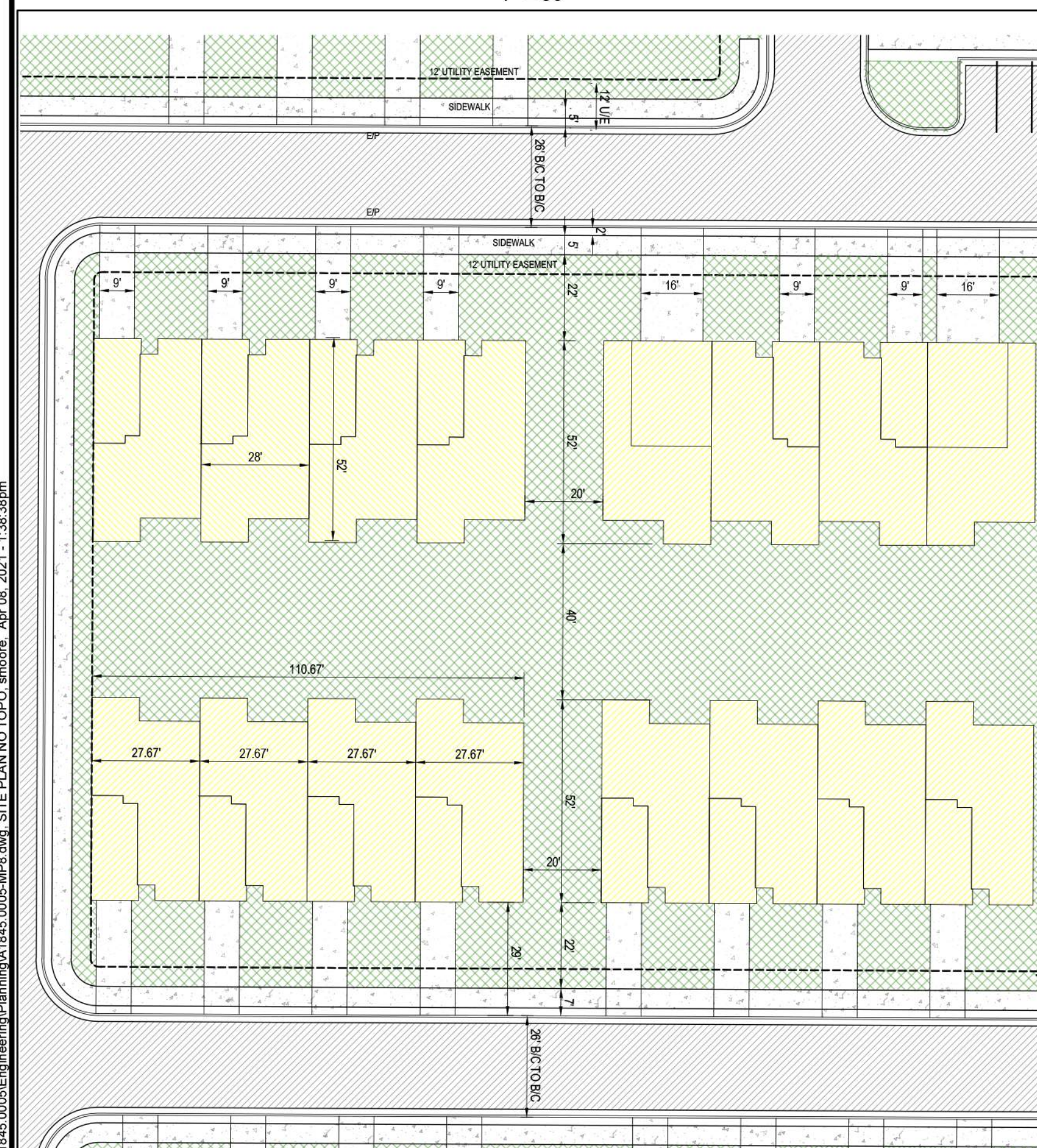
1	PROPERTY TAX ID # :	01083 002003A
2	CURRENT ZONING:	GB (GENERAL BUSINESS)
3	PROPOSED ZONING:	PUD
4	SITE AREA:	36.60 AC
5	NUMBER OF UNITS:	
	1 CAR GARAGE	204 UNITS
	2 CAR GARAGE	16 UNITS
	TOTAL PROPOSED UNITS:	220 UNITS
6	PARKING PROVIDED:	75 SPACES

BEVERLY DRIVE ENTRANCE DETAIL

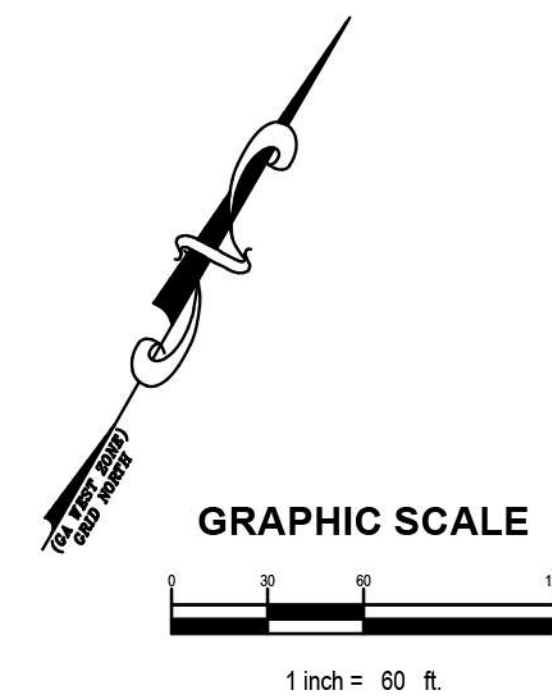


BUILDING LAYOUT DETAIL

1" = 30'



Amended Concept Plan
04.09.2021



RESIDENTIAL DEVELOPMENT LIMESTONE PARKWAY and BEVERLY ROAD

DATE:

March 25, 2021

Revised March 31, 2021

LOCATION:

Gainesville, Hall County, Georgia

PREPARED FOR:

Jim Chapman Communities

.

PREPARED BY:

Randall Parker PTP PTOE PE

NV5 Engineers and Consultants, Inc.

1255 Canton Street, Suite G Roswell, GA 30075

678.795.3600 770.316.1452



A. Executive Summary

A new residential townhomes community in Gainesville, Hall County, Georgia is planned for the vacant parcel in the southwest quadrant of the intersection of Limestone Parkway (SR 11) and Beverly Road. The development will consist of 220 townhomes. Vehicular access will be via two new intersections; a right in/out only driveway on Limestone Parkway and at a new restricted crossover intersection (RCUT) on Beverly Road. The development is to be complete by 2024

The new development is expected to generate approximately 1,622 new vehicular trips daily. During the peak volume weekday hours, approximately 23 new entering and 78 exiting trips are expected in the morning with 75 entering and 44 exiting trips in the evening.

In 2024, most of the intersections in both peak hours are expected to operate adequately with the estimated future volumes, with or without the new project traffic, except at Jesse Jewel Pkwy and Limestone Pkwy as indicated for the existing volumes analyses and at Beverly Rd at the Limestone Pkwy and at Lakeview Dr.

As noted for existing conditions, the addition of third westbound through and southbound left turn lanes, plus creating a shared southbound through and right turn lane at the intersection of Jesse Jewel Pkwy and Limestone Pkwy would be likely to provide adequate operations (with optimized signal timing).

Providing an eastbound dedicated left turn lane on eastbound Beverly Road approaching Limestone Parkway and a southbound dedicated turn lane on Lakeview Dr approaching Beverly Road would provide adequate operations for the 2024 volumes without the project traffic (No Build) and with (Build) expected peak hour volumes at these intersections.

Both site driveways will operated adequately with project trips during weekday peak periods.

The new project traffic is expected to have little impact on the existing roadway network.

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A. Introduction

A new residential townhomes community in Gainesville, Hall County, Georgia is planned for the vacant parcel in the southwest quadrant of the intersection of Limestone Parkway (SR 11) and Beverly Road. The zoning is changing from GB to PUD. The development will consist of 220 or less townhomes. Vehicular access will be via two new intersections; a right in/out only driveway on Limestone Parkway and at a new restricted crossover intersection (RCUT) on Beverly Road.

The development is expected to be complete by 2024.

The purpose of this study is to identify the traffic impacts associated with the development – both existing traffic and future traffic when the project is completed. to assess if any mitigation is needed. The traffic impact study analyzes the levels of service at the development access point. Figures 1 and 2 show the site location.

This report summarizes the data collected, projected traffic at the study locations, analysis of traffic impacts including level of service (LOS), turn lane analysis, and conclusions from the analysis.

Figure 1: Vicinity Map

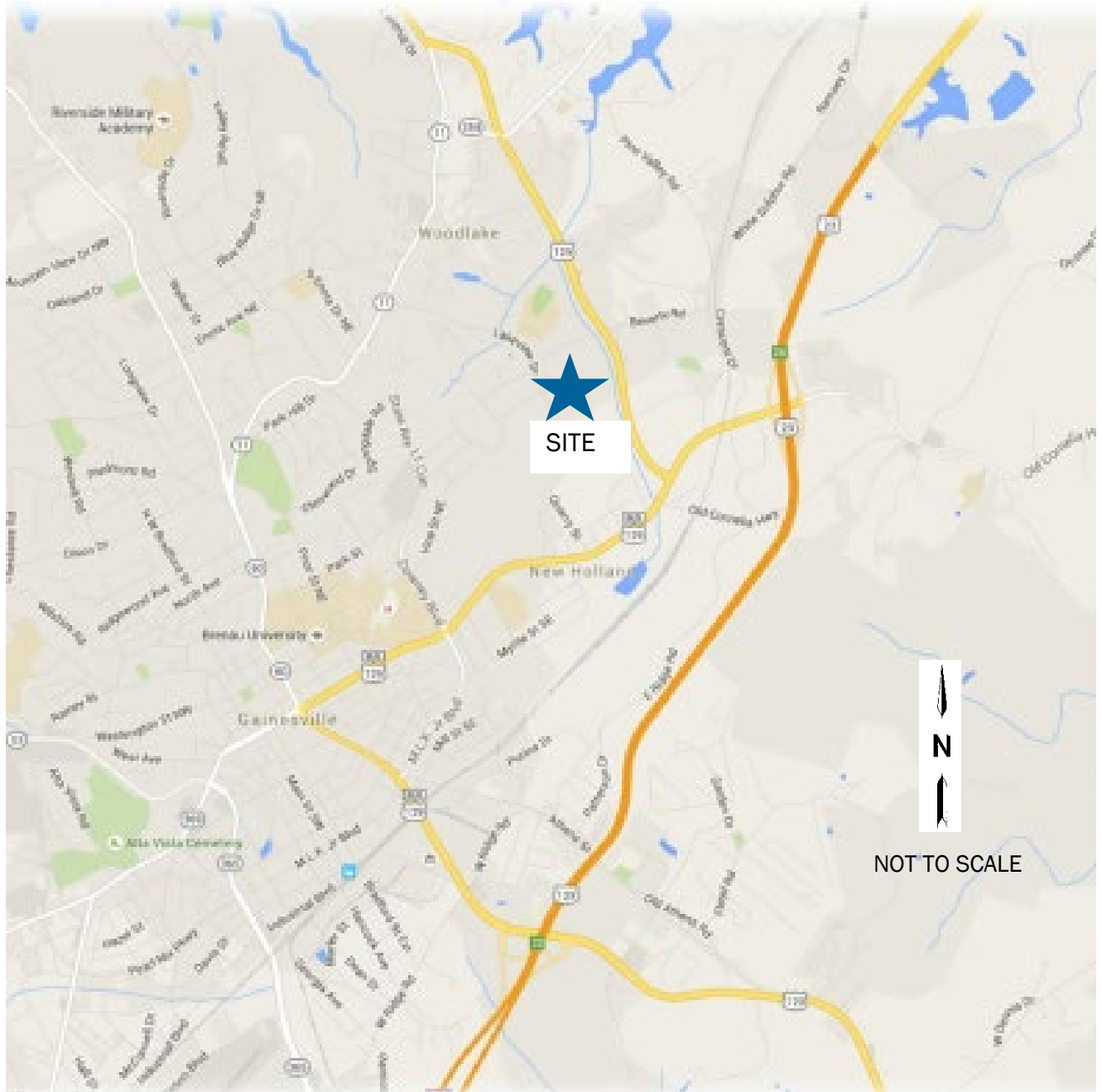
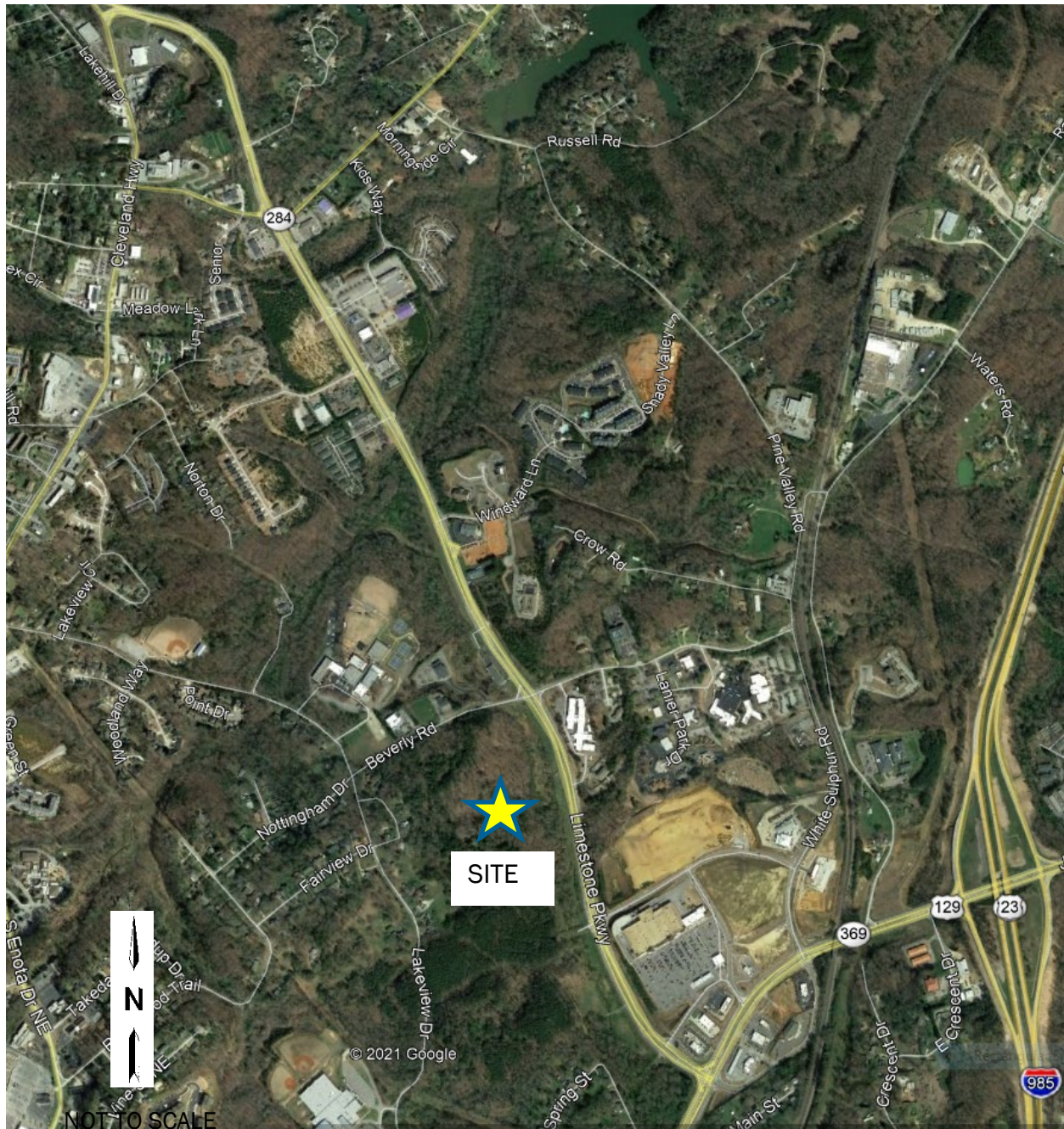


Figure 2. Site Location Aerial



B. Existing Conditions

B.1 Transportation Facilities

The development is to be completed by 2024.

B.2 Transportation Facilities

Limestone Parkway (SR 11/US 129) is a north-south four-lane with median 50 MPH posted roadway from Jesse Jewell Parkway north to Cleveland Highway (SR 11). Dedicated left and right turn lanes are provided at nearby signalized intersections. The full movement intersections on Limestone Parkway are signal controlled. In 2019 the Georgia Department of Transportation (Georgia DOT) recorded an Annual Average Daily Traffic (AADT) Volume of 20,200 vehicles per day (vpd) on Limestone Parkway south of Beverly Road

Beverly Road is an east-west two-lane local street with a posted speed limit of 30 MPH beginning at White Sulphur Road, to the east. Beverly Road has a signalized intersection with Limestone Parkway, then continues west to Lakeview Drive, where its name changes to Nottingham Drive and continues a short distance to its terminus at Robinhood Trail providing access to South Enota Road. The intersection of Beverly Road and Lakeview Drive is all-way stop sign controlled. The terrain along Beverly Road is gently rolling. The 2019 Georgia DOT AADT on Beverly Road east of Lakeview Drive was 5,640 vpd.

Lakeview Drive is a north-south residential street that begins to the northwest at Park Hill Drive and continues south past the development, changing names to Quarry Street, providing access to Jesse Jewel Pkwy at a side street stop sign controlled intersection. The posted speed limit is 30 mph on Lakeview Drive, south of Beverly Road, with a 20 mph school zone just north of Beverly Road. Lakeview Drive had an AADT of 3,130 vpd north of Beverly Road in 2016.

Jesse Jewell Parkway (SR 369/US 129 Business) is an east-west four-lane with median 45 MPH posted roadway from downtown Gainesville east to I-395 and beyond with dedicated turn lanes at signalized intersections and some unsignalized locations.

B.3. Traffic Volumes

On Wednesday, November 1, 2017, (when schools were in session) the morning and evening peak hour vehicular turning movements were counted at the study intersections.

In February 2019, 22,175 vehicles were counted in both directions during a 24-hour period on Limestone Parkway and 5,573 on Beverly Road adjacent to the site.

C.1. Background Data Collection

The counted volumes were increased by 3% annually (based Georgia Department of Transportation data collected before 2020) for two (2) years to estimate existing volumes and by six (6) years to approximate the volumes expected in 2024 from additional development outside the study area. In addition, the new trips expected to be generated by the Limestone Greenway development under construction south of the development from the March 29, 2018 Traffic Impact Study provided by Marc R. Acampora, PE were also included. The 2024 No Build (background) volumes are shown in Figure 3.

C.2. Project Trip Generation

Table 1 summarizes the project trip generation calculated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, 2017.

Table 1: Project Trip Generation

Land Use (ITE LUC) Density		Total	In	Out
Multifamily Housing-(Low Rise) (220) 220 Townhomes	Daily	1,622	811	811
	AM Peak	101	23	78
	PM Peak	119	75	44

C.3. Trip Distribution and Assignment

The new project trips were assigned to the study intersections using the same general directional distribution percentages provided for the residential use in the Limestone Greenway Traffic Impact Study.

Approximately 40% of the new trips will originate and terminate east of the site, 20% west of the site, 10% north of the site, and 30% south and east of the site.

The new project trips are shown in Figure 4 and were added to the 2024 No Build (background) volumes. The future 2024 Build traffic volumes are shown in Figure 5.

Figure 3: No Build (background) Traffic Volumes

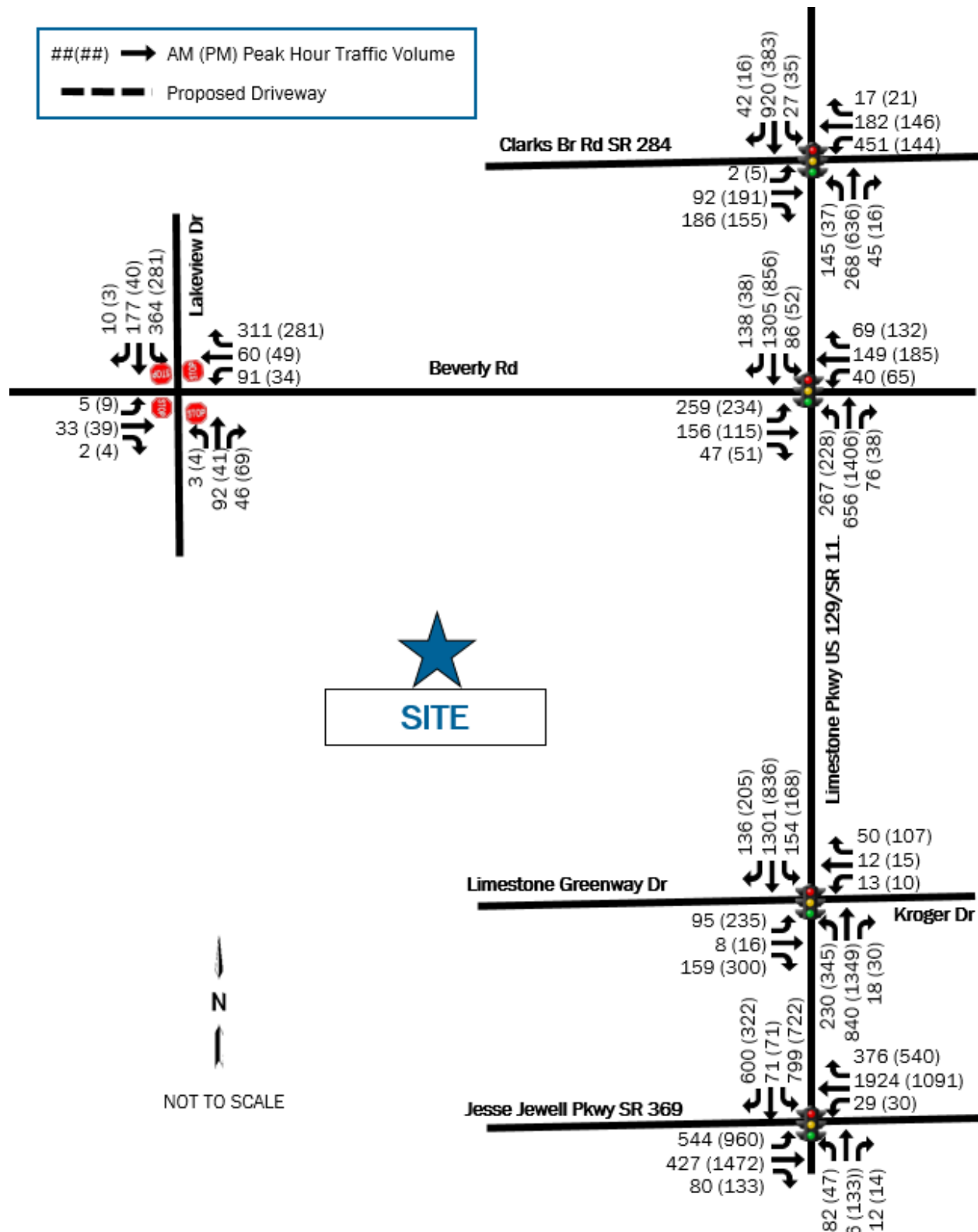


Figure 4: Project Trips

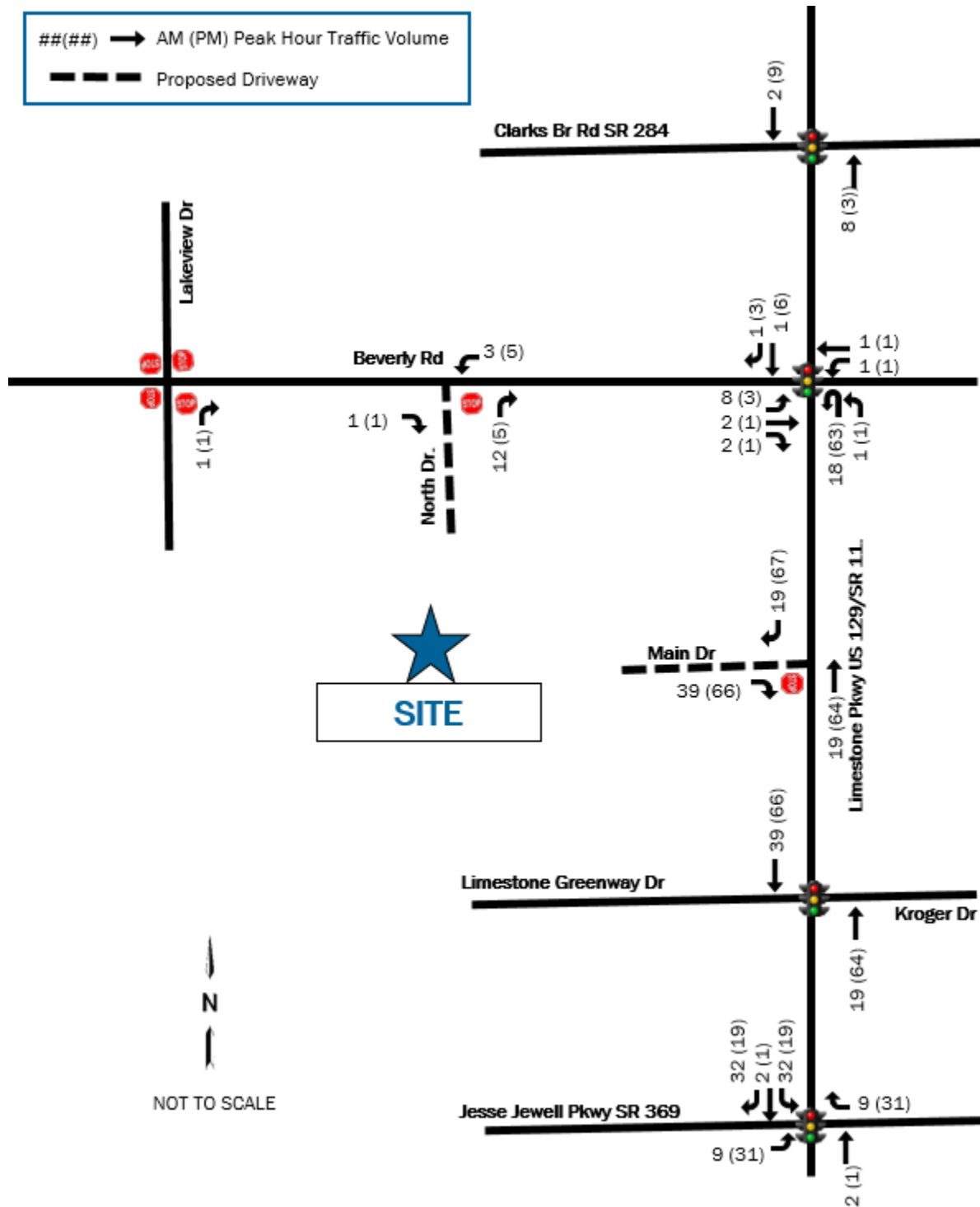
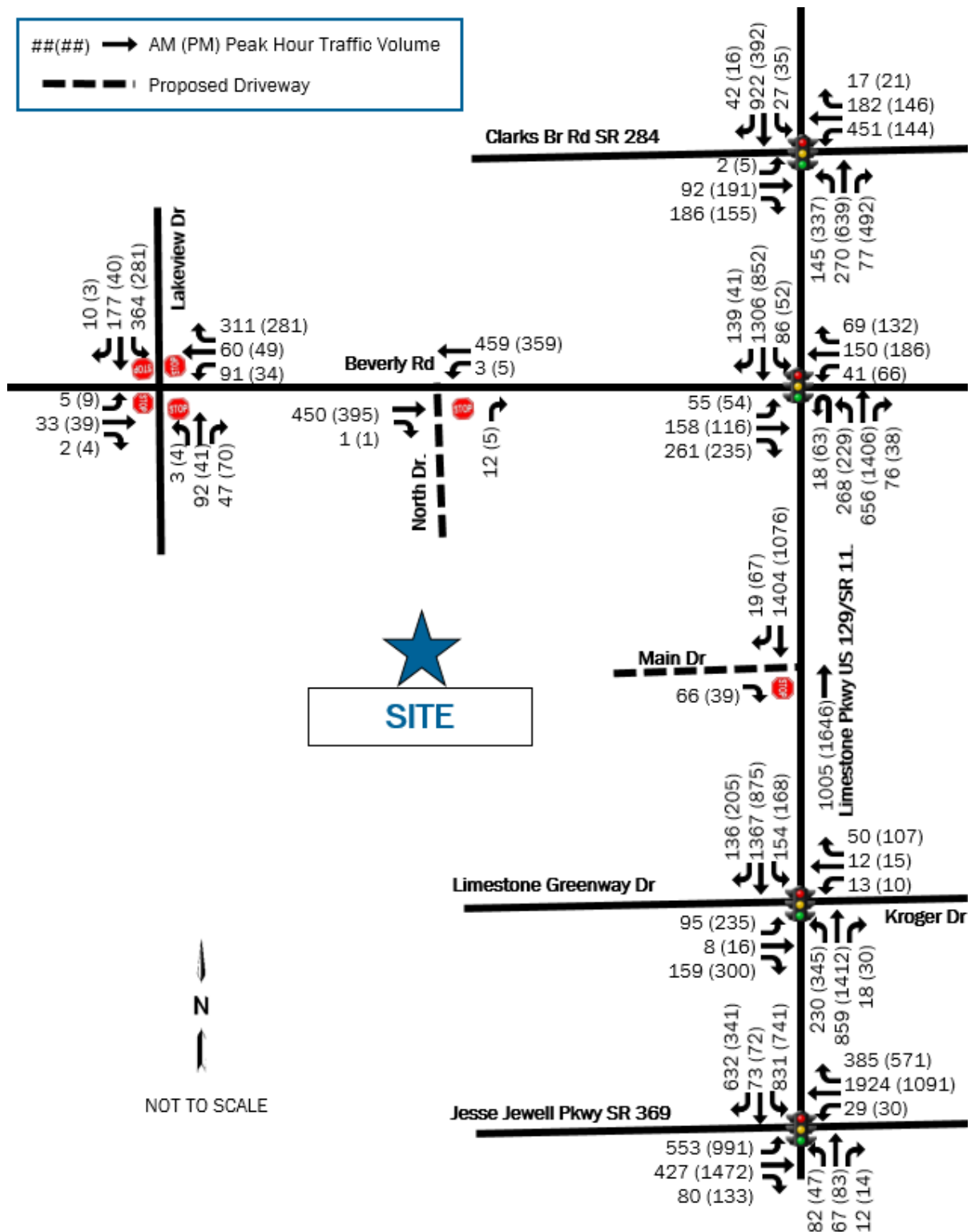


Figure 5: Build (with project trips) Traffic Volumes



C. Traffic Impact Analyses

The analysis was performed using the traffic analysis software Synchro® 10. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual (HCM). Worksheets are included in the Appendix.

D.1. Existing Capacity Analysis

The results of the Existing Traffic Volumes' capacity analysis are shown in Table 2.

Table 2: Existing Capacity Analysis

Intersection	Control	Movement	AM		PM	
			Delay	LOS	Delay	LOS
Beverly Rd at SR 11/US 129	Signal	Overall	13.5	B	10.1	B
Kroger Dr at SR 11/US 129	Signal	Overall	2.8	A	4.7	A
SR 369 at SR 11/US 129	Signal	Overall	74.0	E	54.5	D
Beverly Rd at Lakeview Dr	AWSC	Overall	24.1	C	10.3	B
SR 284 at SR 11/US 129	Signal	Overall	12.7	B	8.9	A

Most of the intersections in both peak hours operates adequately with the estimated existing volumes except at Jesse Jewel Pkwy (SR 369) and Limestone Pkwy (SR 11/US 29)

During the morning peak hour. The addition of third westbound through and southbound left turn lanes would provide adequate operations.

D.3 Build Conditions Capacity Analysis

The No Build and Build conditions intersection capacity analysis are shown in Tables 3 & 4. The analyses worksheets are included in the appendix.

Table 3: No Build & Build Capacity Analysis

Intersection	Control	Movement	No Build (Background)				Build (with Project Trips)			
			AM		PM		AM		PM	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Beverly Rd at SR 11/US 129	Signal	Overall	29.4	C	18.5	B	35.2	D	31.1	C
Kroger Dr at SR 11/US 129	Signal	Overall	8.8	A	33.1	A	20.2	C	39.3	D
SR 369 at SR 11/US 129	Signal	Overall	130.2	F	12.5	B	140.1	F	81.3	F
Beverly Rd at Lakeview Dr	AWSC	Overall	67.2	F	10.3	B	67.3	F	12.5	B
SR 284 at SR 11/US 129	Signal	Overall	54.4	D	10.9	B	31.8	C	11.3	E

In 2024, most of the intersections in both peak hours are expected to operate adequately overall with the estimated future volumes, with or without the new project traffic, except at Jesse Jewel Pkwy and Limestone Pkwy as indicated for the existing volumes analyses and at Beverly Rd at the Limestone Pkwy and at Lakeview Dr.

As noted for existing conditions, the addition of third westbound through and southbound left turn lanes, plus creating a shared southbound through and right turn lane at the intersection of Jesse Jewel Pkwy and Limestone Pkwy would be likely to provide adequate operations (with optimized signal timing).

Providing an eastbound dedicated left turn lane on eastbound Beverly Road approaching Limestone Parkway and a southbound dedicated turn lane on Lakeview Dr approaching Beverly Road would provide adequate operations for the 2024 volumes without the project traffic (No Build) and with (Build) expected peak hour volumes at these intersections.

Both site driveways will operated adequately during both weekday peak periods.

The forty (40) left-turning vehicles (LTV) per day at the Beverly Road site driveway do not exceed the GDOT 200 LTV per day requirement for a dedicated left-turn storage lane on a two-lane 35 MPH (or less) roadway with less than 6,000 vehicles per day.

D. Recommendations and Conclusions

A new residential townhomes community in Gainesville, Hall County, Georgia is planned for the vacant parcel in the southwest quadrant of the intersection of Limestone Parkway (SR 11) and Beverly Road. The development will consist of approximately 220 townhomes. Vehicular access will be via two new intersections; a right in/out only driveway on Limestone Parkway and at a new restricted crossover intersection (RCUT) allowing right turns in **and out of the development and left turns in only** on Beverly Road. The development is expected to be complete by 2024

The new development is expected to generate approximately 1,622 new vehicular trips daily. During the peak volume weekday hours, approximately 23 new entering and 78 exiting trips are expected in the morning with 75 entering and 44 exiting trips in the evening.

In 2024, most of the intersections in both peak hours are expected to operate adequately with the estimated future volumes, with or without the new project traffic, except at Jesse Jewel Pkwy and Limestone Pkwy as indicated for the existing volumes analyses and at Beverly Rd at the Limestone Pkwy and at Lakeview Dr.

As noted for existing conditions, the addition of third westbound through and southbound left turn lanes, plus creating a shared southbound through and right turn lane at the intersection of Jesse Jewel Pkwy and Limestone Pkwy would be likely to provide adequate operations (with optimized signal timing).

Providing an eastbound dedicated left turn lane on eastbound Beverly Road approaching Limestone Parkway and a southbound dedicated turn lane on Lakeview Dr approaching Beverly Road would provide adequate operations for the 2024 volumes without the project traffic (No Build) and with (Build) expected peak hour volumes at these intersections.

Both site driveways will operated adequately with the project trips during both weekday peak periods.

Approximately half of the daily trips originating north of the site using Limestone Pkwy to Beverly Road are expected to turn left into the site from westbound Beverly Road. These forty (40) left-turning vehicles (LTV) per day do not exceed the Georgia Department of Transportation (GDOT) 200 LTV per day requirement for a dedicated left-turn storage lane on a two-lane 35 MPH (or less) roadway with less than 6,000 vehicles per day.

The new project traffic is expected to have little impact on the existing roadway network.

.

APPENDIX

Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Limestone Pkwy @ Clarks Bridge Rd

7-9am | 4:30-6:30pm

File Name : 41500010
Site Code : 41480010
Start Date : 11/1/2017
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Limestone Pkwy Northbound					Limestone Pkwy Southbound					Clarks Bridge Rd Eastbound					Clarks Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	17	34	14	0	65	4	128	1	0	133	1	8	18	0	27	47	33	1	0	81	306
07:15 AM	27	45	12	0	84	7	159	9	0	175	0	16	41	0	57	64	35	2	0	101	417
07:30 AM	31	40	17	0	88	5	176	23	0	204	1	23	48	0	72	95	36	3	0	134	498
07:45 AM	22	66	18	0	106	8	210	0	0	218	0	25	28	0	53	118	49	5	0	172	549
Total	97	185	61	0	343	24	673	33	0	730	2	72	135	0	209	324	153	11	0	488	1770
08:00 AM	38	56	9	0	103	2	187	2	0	191	1	11	34	0	46	80	28	4	0	112	452
08:15 AM	32	50	19	0	101	3	137	0	0	140	2	14	31	0	47	63	20	4	0	87	375
08:30 AM	23	49	17	0	89	2	119	1	0	122	0	11	20	0	31	49	27	4	0	80	322
08:45 AM	23	63	21	0	107	4	115	1	0	120	0	14	25	0	39	42	30	3	0	75	341
Total	116	218	66	0	400	11	558	4	0	573	3	50	110	0	163	234	105	15	0	354	1490
*** BREAK ***																					
04:30 PM	50	135	73	0	258	8	86	1	0	95	1	37	41	0	79	23	23	6	0	52	484
04:45 PM	53	128	81	0	262	9	69	1	0	79	2	28	28	0	58	20	17	6	0	43	442
Total	103	263	154	0	520	17	155	2	0	174	3	65	69	0	137	43	40	12	0	95	926
05:00 PM	74	116	124	0	314	4	66	2	0	72	2	53	42	0	97	22	31	5	0	58	541
05:15 PM	76	117	104	0	297	7	80	4	0	91	0	43	29	0	72	32	25	2	0	59	519
05:30 PM	71	135	79	0	285	8	73	6	0	87	0	32	27	0	59	31	46	4	0	81	512
05:45 PM	39	104	55	0	198	8	70	0	0	78	0	32	31	0	63	37	24	12	0	73	412
Total	260	472	362	0	1094	27	289	12	0	328	2	160	129	0	291	122	126	23	0	271	1984
06:00 PM	40	98	48	0	186	6	61	0	0	67	0	30	21	0	51	24	19	5	0	48	352
06:15 PM	28	119	39	0	186	3	59	0	0	62	1	16	22	0	39	14	26	3	0	43	330
Grand Total	644	1355	730	0	2729	88	1795	51	0	1934	11	393	486	0	890	761	469	69	0	1299	6852
Apprch %	23.6	49.7	26.7	0		4.6	92.8	2.6	0		1.2	44.2	54.6	0		58.6	36.1	5.3	0		
Total %	9.4	19.8	10.7	0	39.8	1.3	26.2	0.7	0	28.2	0.2	5.7	7.1	0	13	11.1	6.8	1	0	19	

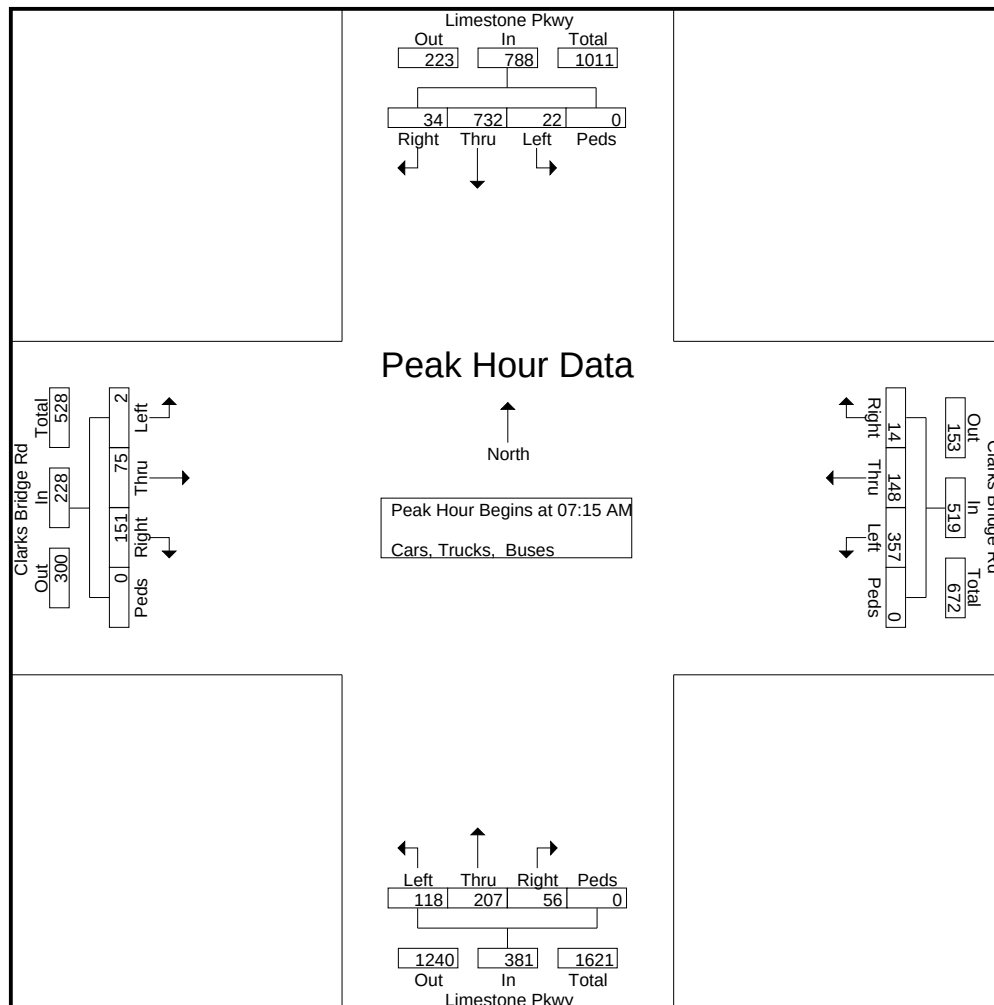
Reliable Traffic Data Services

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TMC Data
Limestone Pkwy @ Clarks Bridge Rd
7-9am | 4:30-6:30pm

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	Limestone Pkwy Northbound					Limestone Pkwy Southbound					Clarks Bridge Rd Eastbound					Clarks Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	27	45	12	0	84	7	159	9	0	175	0	16	41	0	57	64	35	2	0	101	417
07:30 AM	31	40	17	0	88	5	176	23	0	204	1	23	48	0	72	95	36	3	0	134	498
07:45 AM	22	66	18	0	106	8	210	0	0	218	0	25	28	0	53	118	49	5	0	172	549
08:00 AM	38	56	9	0	103	2	187	2	0	191	1	11	34	0	46	80	28	4	0	112	452
Total Volume	118	207	56	0	381	22	732	34	0	788	2	75	151	0	228	357	148	14	0	519	1916
% App. Total	31	54.3	14.7	0		2.8	92.9	4.3	0		0.9	32.9	66.2	0		68.8	28.5	2.7	0		
PHF	.776	.784	.778	.000	.899	.688	.871	.370	.000	.904	.500	.750	.786	.000	.792	.756	.755	.700	.000	.754	.872



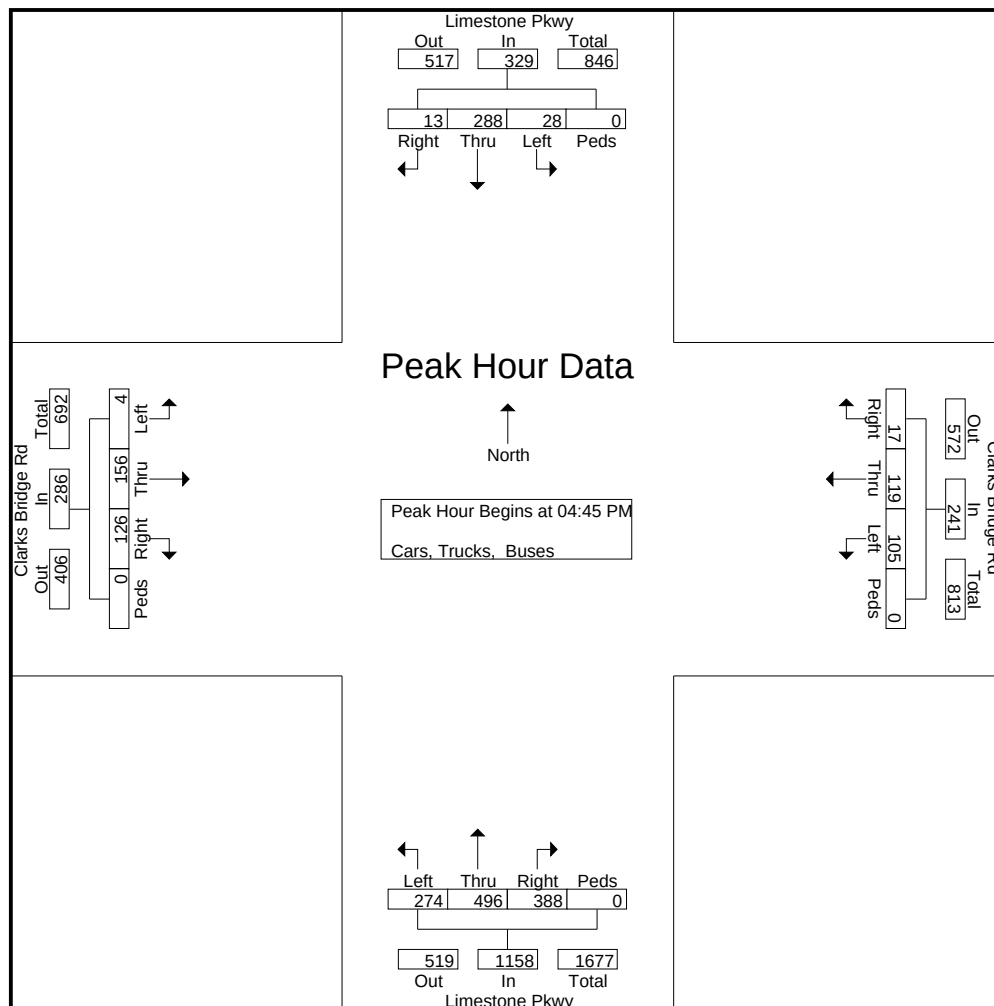
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TMC Data
Limestone Pkwy @ Clarks Bridge Rd
7-9am | 4:30-6:30pm

File Name : 41500010
Site Code : 41480010
Start Date : 11/1/2017
Page No : 3

	Limestone Pkwy Northbound					Limestone Pkwy Southbound					Clarks Bridge Rd Eastbound					Clarks Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	53	128	81	0	262	9	69	1	0	79	2	28	28	0	58	20	17	6	0	43	442
05:00 PM	74	116	124	0	314	4	66	2	0	72	2	53	42	0	97	22	31	5	0	58	541
05:15 PM	76	117	104	0	297	7	80	4	0	91	0	43	29	0	72	32	25	2	0	59	519
05:30 PM	71	135	79	0	285	8	73	6	0	87	0	32	27	0	59	31	46	4	0	81	512
Total Volume	274	496	388	0	1158	28	288	13	0	329	4	156	126	0	286	105	119	17	0	241	2014
% App. Total	23.7	42.8	33.5	0		8.5	87.5	4	0		1.4	54.5	44.1	0		43.6	49.4	7.1	0		
PHF	.901	.919	.782	.000	.922	.778	.900	.542	.000	.904	.500	.736	.750	.000	.737	.820	.647	.708	.000	.744	.931



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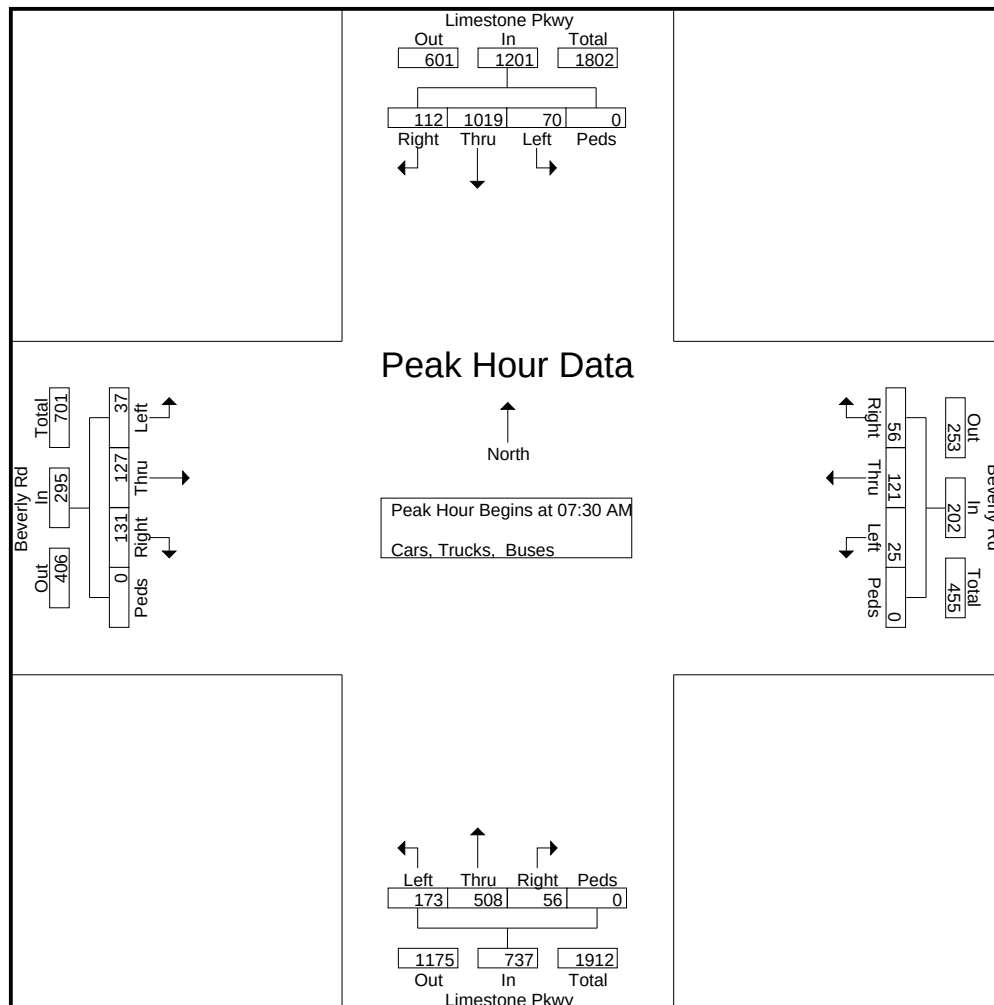
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TMC Data
Limestone Pkwy @ Beverly Rd

7-9am | 4:30-6:30pm

File Name : 41500009
Site Code : 41480009
Start Date : 11/1/2017
Page No : 2

	Limestone Pkwy Northbound					Limestone Pkwy Southbound					Beverly Rd Eastbound					Beverly Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	30	102	13	0	145	16	288	18	0	322	6	22	30	0	58	3	17	12	0	32	557
07:45 AM	46	137	10	0	193	16	302	36	0	354	10	36	26	0	72	7	32	13	0	52	671
08:00 AM	32	136	23	0	191	23	232	36	0	291	13	35	34	0	82	11	38	11	0	60	624
08:15 AM	65	133	10	0	208	15	197	22	0	234	8	34	41	0	83	4	34	20	0	58	583
Total Volume	173	508	56	0	737	70	1019	112	0	1201	37	127	131	0	295	25	121	56	0	202	2435
% App. Total	23.5	68.9	7.6	0		5.8	84.8	9.3	0		12.5	43.1	44.4	0		12.4	59.9	27.7	0		
PHF	.665	.927	.609	.000	.886	.761	.844	.778	.000	.848	.712	.882	.799	.000	.889	.568	.796	.700	.000	.842	.907



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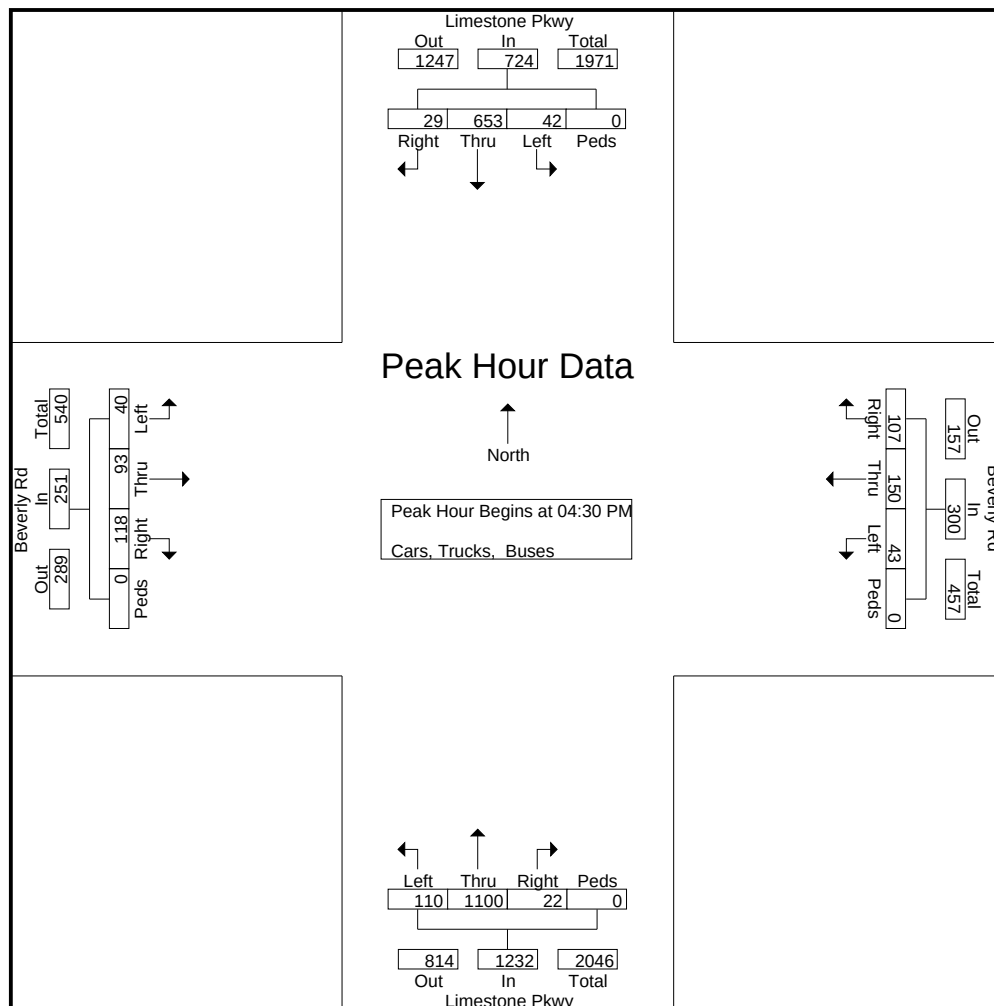
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TMC Data
Limestone Pkwy @ Beverly Rd

7-9am | 4:30-6:30pm

File Name : 41500009
Site Code : 41480009
Start Date : 11/1/2017
Page No : 3

	Limestone Pkwy Northbound					Limestone Pkwy Southbound					Beverly Rd Eastbound					Beverly Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	21	246	6	0	273	9	173	5	0	187	10	21	30	0	61	8	32	27	0	67	588
04:45 PM	31	247	3	0	281	8	157	6	0	171	9	24	29	0	62	9	29	18	0	56	570
05:00 PM	26	298	3	0	327	16	180	10	0	206	8	24	32	0	64	14	47	38	0	99	696
05:15 PM	32	309	10	0	351	9	143	8	0	160	13	24	27	0	64	12	42	24	0	78	653
Total Volume	110	1100	22	0	1232	42	653	29	0	724	40	93	118	0	251	43	150	107	0	300	2507
% App. Total	8.9	89.3	1.8	0		5.8	90.2	4	0		15.9	37.1	47	0		14.3	50	35.7	0		
PHF	.859	.890	.550	.000	.877	.656	.907	.725	.000	.879	.769	.969	.922	.000	.980	.768	.798	.704	.000	.758	.901



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TMC Data
Limestone Pkwy @ Beverly Rd

7-9am | 4:30-6:30pm

File Name : 41500009
Site Code : 41480009
Start Date : 11/1/2017
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Limestone Pkwy Northbound					Limestone Pkwy Southbound					Beverly Rd Eastbound					Beverly Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	14	76	2	0	92	11	193	5	0	209	4	18	15	0	37	4	12	5	0	21	359
07:15 AM	15	102	8	0	125	17	225	8	0	250	4	26	17	0	47	5	10	9	0	24	446
07:30 AM	30	102	13	0	145	16	288	18	0	322	6	22	30	0	58	3	17	12	0	32	557
07:45 AM	46	137	10	0	193	16	302	36	0	354	10	36	26	0	72	7	32	13	0	52	671
Total	105	417	33	0	555	60	1008	67	0	1135	24	102	88	0	214	19	71	39	0	129	2033
08:00 AM	32	136	23	0	191	23	232	36	0	291	13	35	34	0	82	11	38	11	0	60	624
08:15 AM	65	133	10	0	208	15	197	22	0	234	8	34	41	0	83	4	34	20	0	58	583
08:30 AM	34	125	10	0	169	16	180	8	0	204	6	25	15	0	46	9	30	14	0	53	472
08:45 AM	15	133	13	0	161	14	142	8	0	164	3	20	13	0	36	7	10	10	0	27	388
Total	146	527	56	0	729	68	751	74	0	893	30	114	103	0	247	31	112	55	0	198	2067
*** BREAK ***																					
04:30 PM	21	246	6	0	273	9	173	5	0	187	10	21	30	0	61	8	32	27	0	67	588
04:45 PM	31	247	3	0	281	8	157	6	0	171	9	24	29	0	62	9	29	18	0	56	570
Total	52	493	9	0	554	17	330	11	0	358	19	45	59	0	123	17	61	45	0	123	1158
05:00 PM	26	298	3	0	327	16	180	10	0	206	8	24	32	0	64	14	47	38	0	99	696
05:15 PM	32	309	10	0	351	9	143	8	0	160	13	24	27	0	64	12	42	24	0	78	653
05:30 PM	24	271	2	0	297	12	140	13	0	165	4	25	19	0	48	6	30	20	0	56	566
05:45 PM	32	206	6	0	244	3	149	9	0	161	8	19	29	0	56	8	20	10	0	38	499
Total	114	1084	21	0	1219	40	612	40	0	692	33	92	107	0	232	40	139	92	0	271	2414
06:00 PM	25	193	2	0	220	4	148	6	0	158	7	13	19	0	39	1	12	8	0	21	438
06:15 PM	15	171	3	0	189	7	101	5	0	113	4	9	12	0	25	5	9	3	0	17	344
Grand Total	457	2885	124	0	3466	196	2950	203	0	3349	117	375	388	0	880	113	404	242	0	759	8454
Apprch %	13.2	83.2	3.6	0		5.9	88.1	6.1	0		13.3	42.6	44.1	0		14.9	53.2	31.9	0		
Total %	5.4	34.1	1.5	0	41	2.3	34.9	2.4	0	39.6	1.4	4.4	4.6	0	10.4	1.3	4.8	2.9	0	9	

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TMC Data
Limestone Pkwy @ Kroger Drwy

7-9am | 4:30-6:30pm

File Name : 41480008
Site Code : 41480008
Start Date : 11/1/2017
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Limestone Pkwy Northbound					Limestone Pkwy Southbound					Eastbound					Kroger Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	2	112	1	0	115	22	217	0	0	239	0	0	0	0	0	0	0	2	0	2	356
07:15 AM	3	128	1	0	132	34	242	0	0	276	0	0	0	0	0	1	0	4	0	5	413
07:30 AM	7	148	0	0	155	35	281	0	0	316	0	0	0	0	0	1	0	7	0	8	479
07:45 AM	12	182	3	0	197	27	313	0	0	340	0	0	0	0	0	4	0	9	0	13	550
Total	24	570	5	0	599	118	1053	0	0	1171	0	0	0	0	0	6	0	22	0	28	1798
08:00 AM	9	184	4	0	197	30	255	0	0	285	0	0	0	0	0	2	0	5	0	7	489
08:15 AM	5	177	5	0	187	33	221	0	0	254	0	0	0	0	0	2	0	19	0	21	462
08:30 AM	5	174	1	0	180	30	180	0	0	210	0	0	0	0	0	1	0	7	0	8	398
08:45 AM	7	168	5	0	180	24	158	0	0	182	0	0	0	0	0	0	0	8	0	8	370
Total	26	703	15	0	744	117	814	0	0	931	0	0	0	0	0	5	0	39	0	44	1719
*** BREAK ***																					
04:30 PM	3	257	7	0	267	34	175	0	0	209	0	0	0	0	0	2	0	28	0	30	506
04:45 PM	4	257	7	0	268	41	161	0	0	202	0	0	0	0	0	2	0	18	0	20	490
Total	7	514	14	0	535	75	336	0	0	411	0	0	0	0	0	4	0	46	0	50	996
05:00 PM	5	323	4	0	332	32	224	0	0	256	0	0	0	0	0	0	0	19	0	19	607
05:15 PM	9	322	6	0	337	29	162	0	0	191	0	0	0	0	0	2	0	22	0	24	552
05:30 PM	7	272	3	0	282	35	147	0	0	182	0	0	0	0	0	2	0	25	0	27	491
05:45 PM	8	216	2	0	226	35	147	0	0	182	0	0	0	0	0	3	0	24	0	27	435
Total	29	1133	15	0	1177	131	680	0	0	811	0	0	0	0	0	7	0	90	0	97	2085
06:00 PM	8	208	3	0	219	39	129	0	0	168	0	0	0	0	0	1	0	25	0	26	413
06:15 PM	5	163	5	0	173	26	107	0	0	133	0	0	0	0	0	1	0	19	0	20	326
Grand Total	99	3291	57	0	3447	506	3119	0	0	3625	0	0	0	0	0	24	0	241	0	265	7337
Apprch %	2.9	95.5	1.7	0		14	86	0	0		0	0	0	0		9.1	0	90.9	0		
Total %	1.3	44.9	0.8	0	47	6.9	42.5	0	0	49.4	0	0	0	0	0	0.3	0	3.3	0	3.6	

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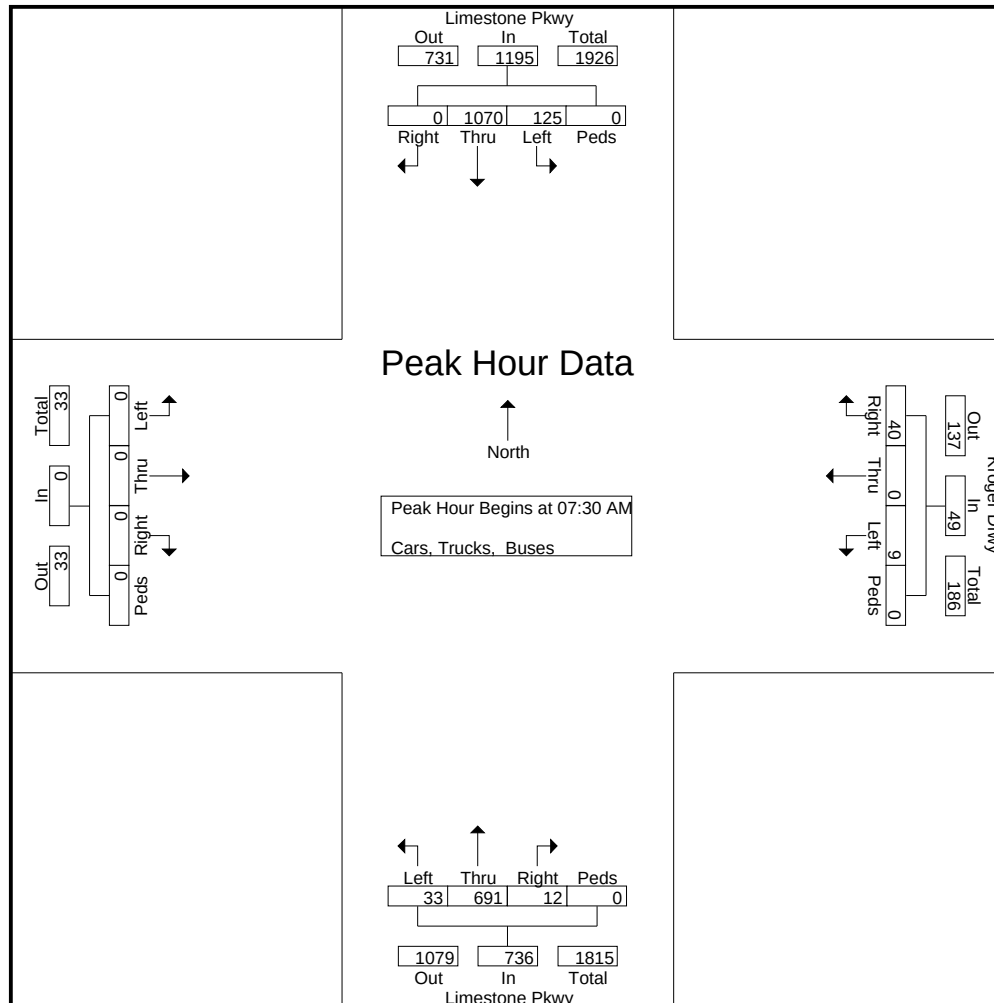
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TMC Data
Limestone Pkwy @ Kroger Drwy

7-9am | 4:30-6:30pm

File Name : 41480008
Site Code : 41480008
Start Date : 11/1/2017
Page No : 2

	Limestone Pkwy Northbound					Limestone Pkwy Southbound					Eastbound					Kroger Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	7	148	0	0	155	35	281	0	0	316	0	0	0	0	0	1	0	7	0	8	479
07:45 AM	12	182	3	0	197	27	313	0	0	340	0	0	0	0	0	4	0	9	0	13	550
08:00 AM	9	184	4	0	197	30	255	0	0	285	0	0	0	0	0	2	0	5	0	7	489
08:15 AM	5	177	5	0	187	33	221	0	0	254	0	0	0	0	0	2	0	19	0	21	462
Total Volume	33	691	12	0	736	125	1070	0	0	1195	0	0	0	0	0	9	0	40	0	49	1980
% App. Total	4.5	93.9	1.6	0		10.5	89.5	0	0		0	0	0	0		18.4	0	81.6	0		
PHF	.688	.939	.600	.000	.934	.893	.855	.000	.000	.879	.000	.000	.000	.000	.000	.563	.000	.526	.000	.583	.900



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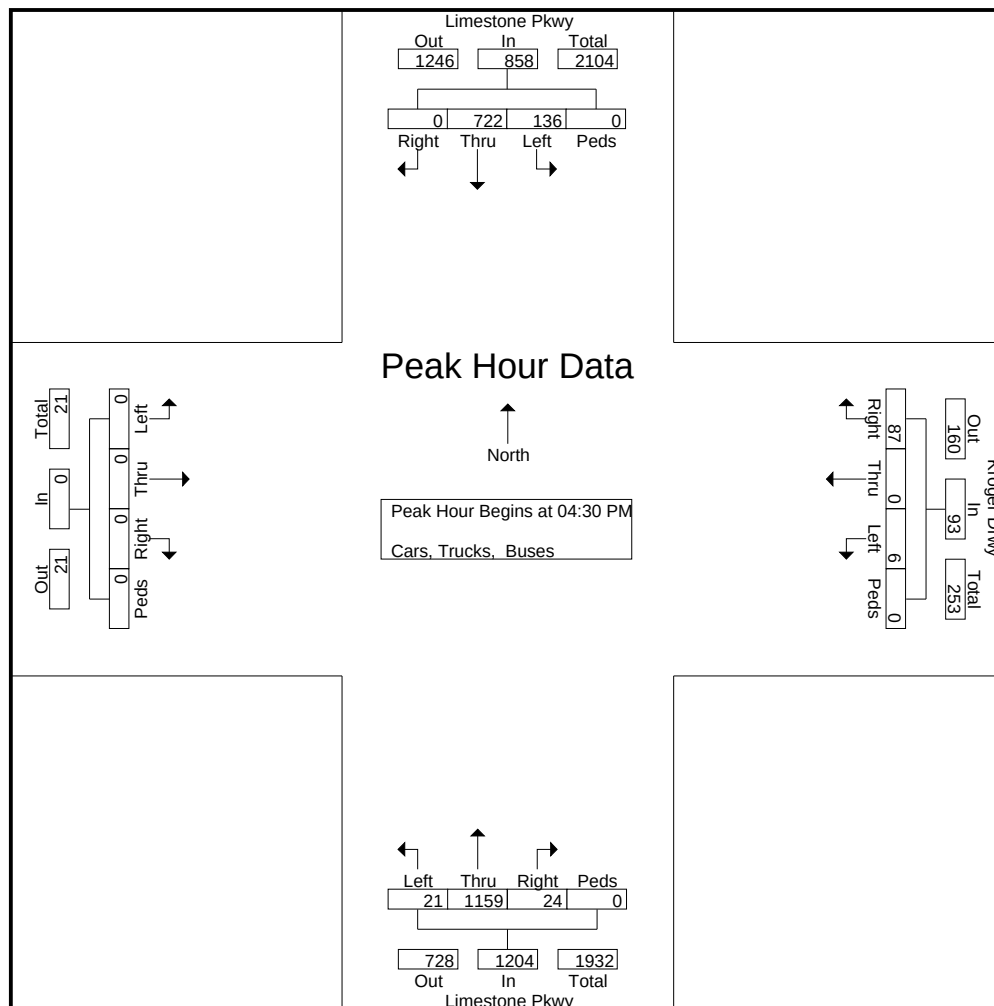
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TMC Data
Limestone Pkwy @ Kroger Drwy

7-9am | 4:30-6:30pm

File Name : 41480008
Site Code : 41480008
Start Date : 11/1/2017
Page No : 3

	Limestone Pkwy Northbound					Limestone Pkwy Southbound					Eastbound					Kroger Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	3	257	7	0	267	34	175	0	0	209	0	0	0	0	0	2	0	28	0	30	506
04:45 PM	4	257	7	0	268	41	161	0	0	202	0	0	0	0	0	2	0	18	0	20	490
05:00 PM	5	323	4	0	332	32	224	0	0	256	0	0	0	0	0	0	0	19	0	19	607
05:15 PM	9	322	6	0	337	29	162	0	0	191	0	0	0	0	0	2	0	22	0	24	552
Total Volume	21	1159	24	0	1204	136	722	0	0	858	0	0	0	0	0	6	0	87	0	93	2155
% App. Total	1.7	96.3	2	0		15.9	84.1	0	0		0	0	0	0		6.5	0	93.5	0		
PHF	.583	.897	.857	.000	.893	.829	.806	.000	.000	.838	.000	.000	.000	.000	.000	.750	.000	.777	.000	.775	.888



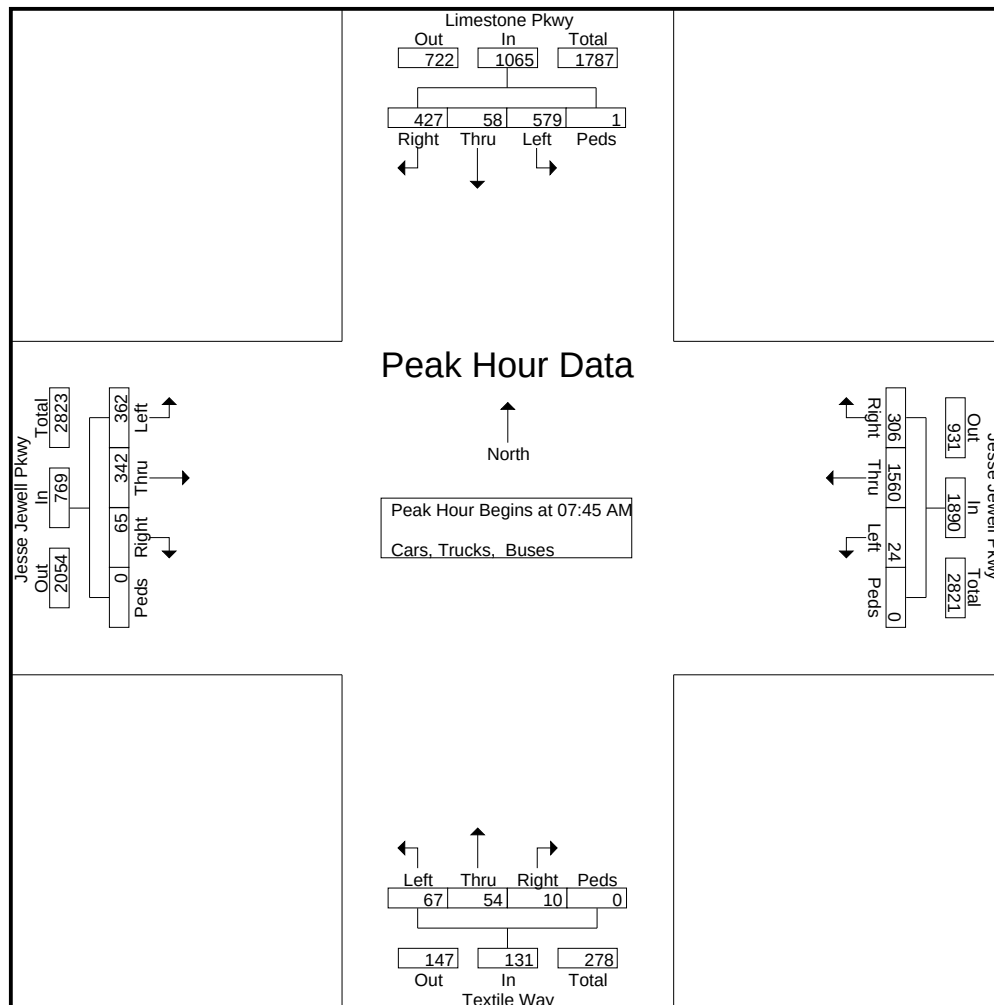
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TMC Data
Jesse Jewell Pkwy @ Limestone Pkwy
7-9am | 4:30-6:30pm

File Name : 41480004
Site Code : 41480004
Start Date : 11/1/2017
Page No : 2

	Textile Way Northbound					Limestone Pkwy Southbound					Jesse Jewell Pkwy Eastbound					Jesse Jewell Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	21	16	5	0	42	188	18	139	0	345	89	49	18	0	156	4	304	92	0	400	943
08:00 AM	10	17	2	0	29	165	17	96	1	279	89	99	14	0	202	8	433	66	0	507	1017
08:15 AM	18	15	1	0	34	117	8	120	0	245	92	86	19	0	197	7	425	74	0	506	982
08:30 AM	18	6	2	0	26	109	15	72	0	196	92	108	14	0	214	5	398	74	0	477	913
Total Volume	67	54	10	0	131	579	58	427	1	1065	362	342	65	0	769	24	1560	306	0	1890	3855
% App. Total	51.1	41.2	7.6	0		54.4	5.4	40.1	0.1		47.1	44.5	8.5	0		1.3	82.5	16.2	0		
PHF	.798	.794	.500	.000	.780	.770	.806	.768	.250	.772	.984	.792	.855	.000	.898	.750	.901	.832	.000	.932	.948



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TMC Data

Jesse Jewell Pkwy @ Limestone Pkwy

7-9am | 4:30-6:30pm

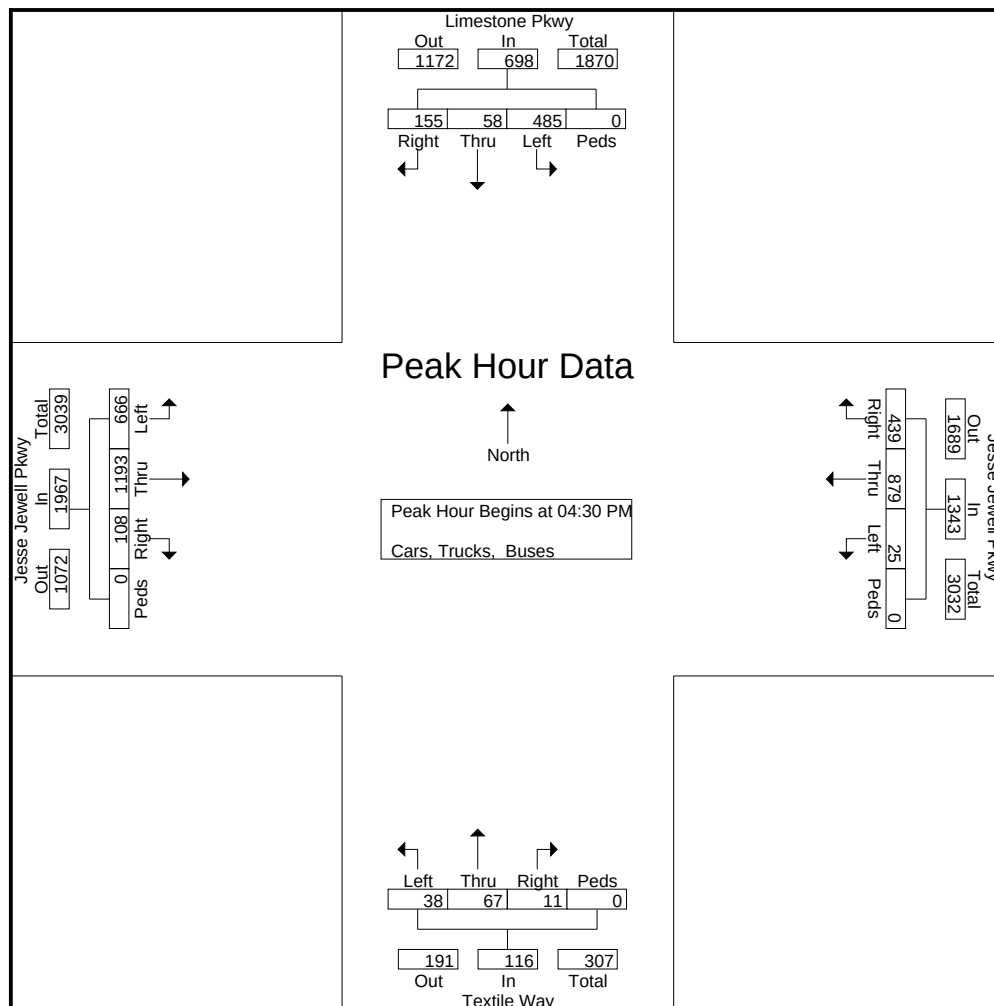
File Name : 41480004

Site Code : 41480004

Start Date : 11/1/2017

Page No : 3

	Textile Way Northbound					Limestone Pkwy Southbound					Jesse Jewell Pkwy Eastbound					Jesse Jewell Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	11	29	4	0	44	128	12	56	0	196	176	242	33	0	451	8	183	84	0	275	966
04:45 PM	10	14	1	0	25	139	19	33	0	191	195	282	30	0	507	7	169	149	0	325	1048
05:00 PM	8	7	3	0	18	110	20	35	0	165	129	357	16	0	502	4	267	107	0	378	1063
05:15 PM	9	17	3	0	29	108	7	31	0	146	166	312	29	0	507	6	260	99	0	365	1047
Total Volume	38	67	11	0	116	485	58	155	0	698	666	1193	108	0	1967	25	879	439	0	1343	4124
% App. Total	32.8	57.8	9.5	0		69.5	8.3	22.2	0		33.9	60.7	5.5	0		1.9	65.5	32.7	0		
PHF	.864	.578	.688	.000	.659	.872	.725	.692	.000	.890	.854	.835	.818	.000	.970	.781	.823	.737	.000	.888	.970



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TMC Data
Jesse Jewell Pkwy @ Limestone Pkwy

7-9am | 4:30-6:30pm

File Name : 41480004
Site Code : 41480004
Start Date : 11/1/2017
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Textile Way Northbound					Limestone Pkwy Southbound					Jesse Jewell Pkwy Eastbound					Jesse Jewell Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	12	5	5	0	22	122	14	80	0	216	39	101	14	0	154	9	161	60	0	230	622
07:15 AM	14	6	1	0	21	191	8	97	0	296	60	101	12	0	173	14	191	79	0	284	774
07:30 AM	16	7	1	0	24	183	19	113	0	315	58	59	20	0	137	12	249	85	0	346	822
07:45 AM	21	16	5	0	42	188	18	139	0	345	89	49	18	0	156	4	304	92	0	400	943
Total	63	34	12	0	109	684	59	429	0	1172	246	310	64	0	620	39	905	316	0	1260	3161
08:00 AM	10	17	2	0	29	165	17	96	1	279	89	99	14	0	202	8	433	66	0	507	1017
08:15 AM	18	15	1	0	34	117	8	120	0	245	92	86	19	0	197	7	425	74	0	506	982
08:30 AM	18	6	2	0	26	109	15	72	0	196	92	108	14	0	214	5	398	74	0	477	913
08:45 AM	11	12	2	0	25	101	10	60	0	171	91	83	12	0	186	5	330	80	0	415	797
Total	57	50	7	0	114	492	50	348	1	891	364	376	59	0	799	25	1586	294	0	1905	3709
*** BREAK ***																					
04:30 PM	11	29	4	0	44	128	12	56	0	196	176	242	33	0	451	8	183	84	0	275	966
04:45 PM	10	14	1	0	25	139	19	33	0	191	195	282	30	0	507	7	169	149	0	325	1048
Total	21	43	5	0	69	267	31	89	0	387	371	524	63	0	958	15	352	233	0	600	2014
05:00 PM	8	7	3	0	18	110	20	35	0	165	129	357	16	0	502	4	267	107	0	378	1063
05:15 PM	9	17	3	0	29	108	7	31	0	146	166	312	29	0	507	6	260	99	0	365	1047
05:30 PM	8	7	2	0	17	109	19	28	0	156	122	268	15	0	405	6	254	95	0	355	933
05:45 PM	9	10	5	0	24	122	6	32	0	160	130	183	23	0	336	5	239	72	0	316	836
Total	34	41	13	0	88	449	52	126	0	627	547	1120	83	0	1750	21	1020	373	0	1414	3879
06:00 PM	4	12	0	0	16	110	12	18	0	140	115	126	22	0	263	4	186	78	0	268	687
06:15 PM	6	7	1	0	14	96	9	38	0	143	104	152	15	0	271	5	163	83	0	251	679
Grand Total	185	187	38	0	410	2098	213	1048	1	3360	1747	2608	306	0	4661	109	4212	1377	0	5698	14129
Apprch %	45.1	45.6	9.3	0		62.4	6.3	31.2	0		37.5	56	6.6	0		1.9	73.9	24.2	0		
Total %	1.3	1.3	0.3	0	2.9	14.8	1.5	7.4	0	23.8	12.4	18.5	2.2	0	33	0.8	29.8	9.7	0	40.3	

Reliable Traffic Data Services

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TMC Data
Beverly Rd @ Lakeview Dr

7-9am | 4:30-6:30pm

File Name : 41500014
Site Code : 41480014
Start Date : 11/1/2017
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Lakeview Dr Northbound					Lakeview Dr Southbound					Nottingham Dr Eastbound					Beverly Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	4	3	0	7	35	9	2	0	46	2	0	0	0	2	4	2	26	0	32	87
07:15 AM	0	4	4	0	8	41	8	0	0	49	1	1	0	0	2	6	0	21	0	27	86
07:30 AM	0	15	6	0	21	46	24	0	0	70	2	8	0	0	10	10	9	40	0	59	160
07:45 AM	1	11	7	0	19	60	27	2	0	89	1	3	1	0	5	24	16	60	0	100	213
Total	1	34	20	0	55	182	68	4	0	254	6	12	1	0	19	44	27	147	0	218	546
08:00 AM	0	22	4	0	26	71	56	2	0	129	0	4	1	0	5	21	6	77	0	104	264
08:15 AM	1	24	9	0	34	69	36	4	0	109	1	6	0	0	7	18	14	76	0	108	258
08:30 AM	0	6	4	0	10	39	9	2	0	50	1	4	0	0	5	8	11	43	0	62	127
08:45 AM	0	3	7	0	10	24	3	3	0	30	1	2	0	0	3	4	7	21	0	32	75
Total	1	55	24	0	80	203	104	11	0	318	3	16	1	0	20	51	38	217	0	306	724
*** BREAK ***																					
04:30 PM	0	5	5	0	10	40	7	1	0	48	0	4	0	0	4	6	6	47	0	59	121
04:45 PM	1	13	9	0	23	49	6	0	0	55	4	9	1	0	14	7	11	47	0	65	157
Total	1	18	14	0	33	89	13	1	0	103	4	13	1	0	18	13	17	94	0	124	278
05:00 PM	2	6	20	0	28	42	9	2	0	53	3	6	1	0	10	7	8	60	0	75	166
05:15 PM	0	8	21	0	29	33	8	0	0	41	0	6	1	0	7	6	6	75	0	87	164
05:30 PM	0	8	12	0	20	29	4	1	0	34	0	3	0	0	3	3	8	52	0	63	120
05:45 PM	2	7	6	0	15	44	9	2	0	55	2	3	0	0	5	7	7	50	0	64	139
Total	4	29	59	0	92	148	30	5	0	183	5	18	2	0	25	23	29	237	0	289	589
06:00 PM	0	8	4	0	12	28	6	3	0	37	1	5	1	0	7	4	3	32	0	39	95
06:15 PM	0	7	2	0	9	21	2	1	0	24	1	2	0	0	3	2	2	24	0	28	64
Grand Total	7	151	123	0	281	671	223	25	0	919	20	66	6	0	92	137	116	751	0	1004	2296
Apprch %	2.5	53.7	43.8	0		73	24.3	2.7	0		21.7	71.7	6.5	0		13.6	11.6	74.8	0		
Total %	0.3	6.6	5.4	0	12.2	29.2	9.7	1.1	0	40	0.9	2.9	0.3	0	4	6	5.1	32.7	0	43.7	

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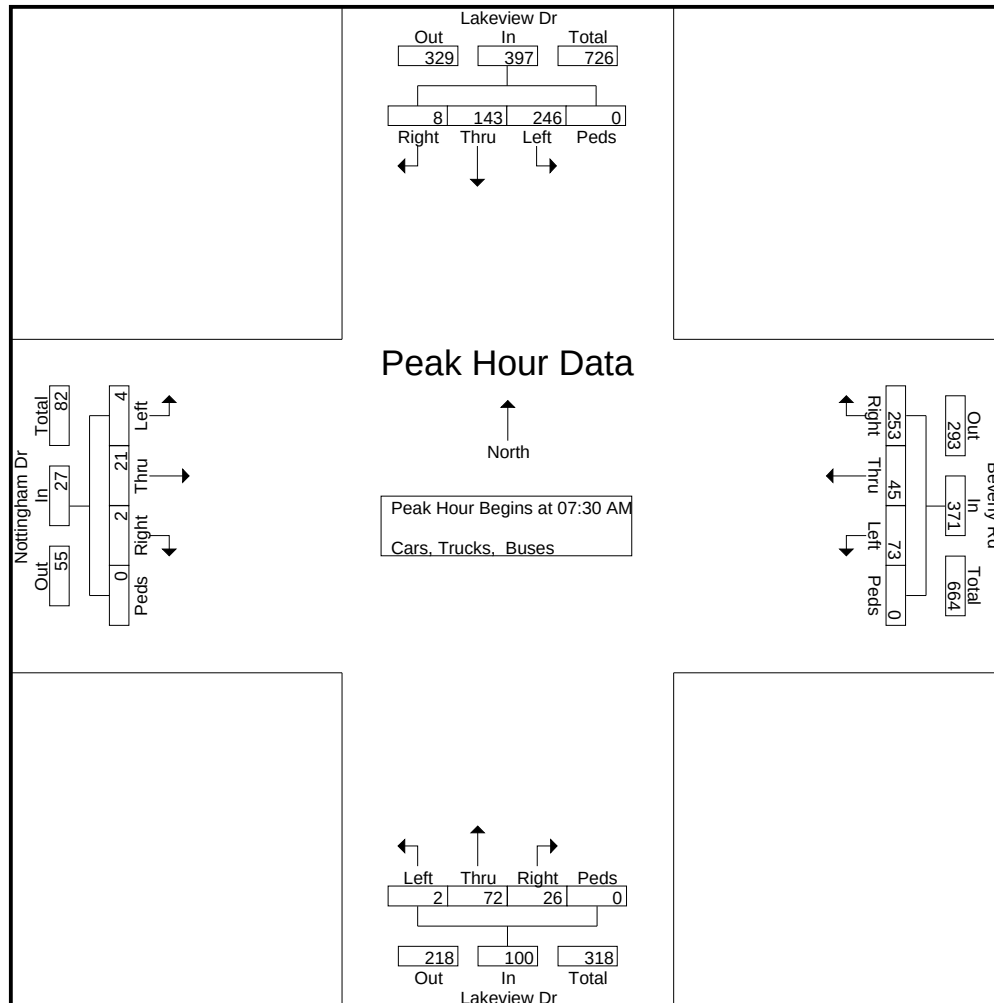
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TMC Data
Beverly Rd @ Lakeview Dr

7-9am | 4:30-6:30pm

File Name : 41500014
Site Code : 41480014
Start Date : 11/1/2017
Page No : 2

	Lakeview Dr Northbound					Lakeview Dr Southbound					Nottingham Dr Eastbound					Beverly Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	15	6	0	21	46	24	0	0	70	2	8	0	0	10	10	9	40	0	59	160
07:45 AM	1	11	7	0	19	60	27	2	0	89	1	3	1	0	5	24	16	60	0	100	213
08:00 AM	0	22	4	0	26	71	56	2	0	129	0	4	1	0	5	21	6	77	0	104	264
08:15 AM	1	24	9	0	34	69	36	4	0	109	1	6	0	0	7	18	14	76	0	108	258
Total Volume	2	72	26	0	100	246	143	8	0	397	4	21	2	0	27	73	45	253	0	371	895
% App. Total	2	72	26	0		62	36	2	0		14.8	77.8	7.4	0		19.7	12.1	68.2	0		
PHF	.500	.750	.722	.000	.735	.866	.638	.500	.000	.769	.500	.656	.500	.000	.675	.760	.703	.821	.000	.859	.848



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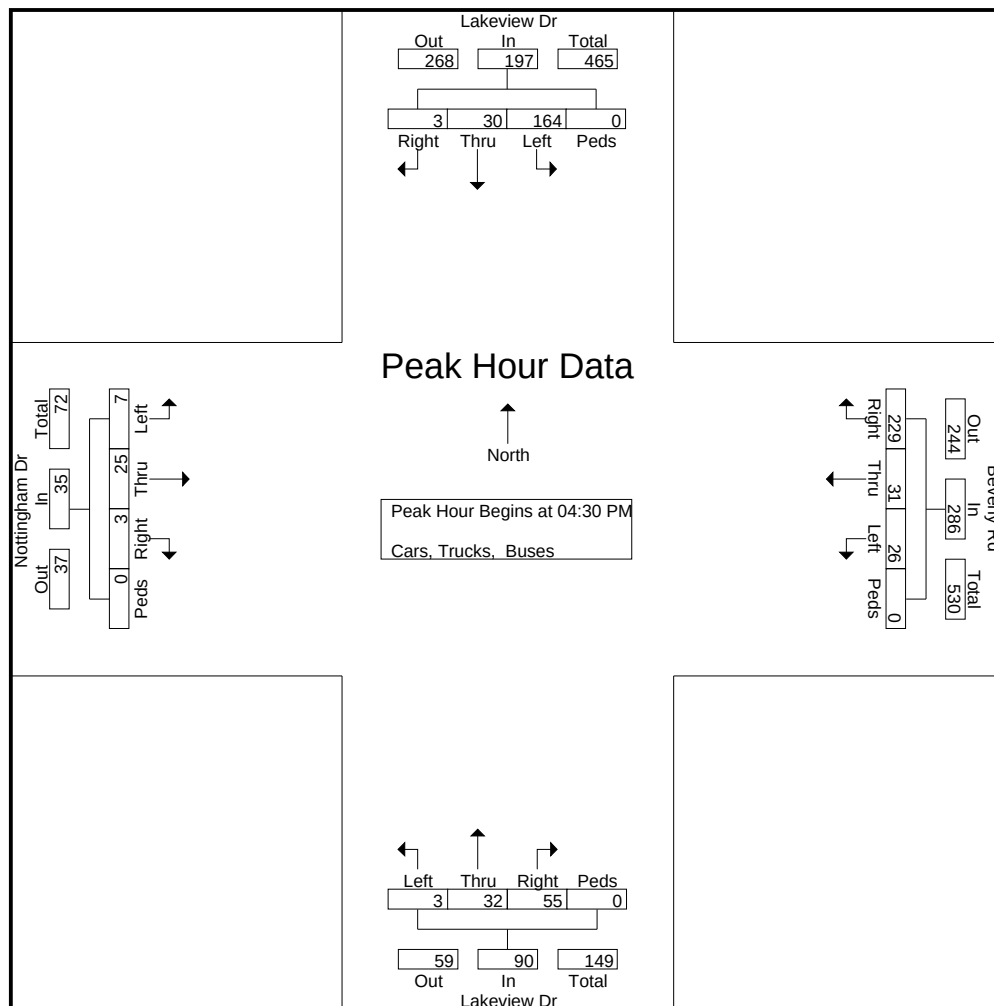
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TMC Data
Beverly Rd @ Lakeview Dr

7-9am | 4:30-6:30pm

File Name : 41500014
Site Code : 41480014
Start Date : 11/1/2017
Page No : 3

	Lakeview Dr Northbound					Lakeview Dr Southbound					Nottingham Dr Eastbound					Beverly Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	5	5	0	10	40	7	1	0	48	0	4	0	0	4	6	6	47	0	59	121
04:45 PM	1	13	9	0	23	49	6	0	0	55	4	9	1	0	14	7	11	47	0	65	157
05:00 PM	2	6	20	0	28	42	9	2	0	53	3	6	1	0	10	7	8	60	0	75	166
05:15 PM	0	8	21	0	29	33	8	0	0	41	0	6	1	0	7	6	6	75	0	87	164
Total Volume	3	32	55	0	90	164	30	3	0	197	7	25	3	0	35	26	31	229	0	286	608
% App. Total	3.3	35.6	61.1	0		83.2	15.2	1.5	0		20	71.4	8.6	0		9.1	10.8	80.1	0		
PHF	.375	.615	.655	.000	.776	.837	.833	.375	.000	.895	.438	.694	.750	.000	.625	.929	.705	.763	.000	.822	.916



Description: SRY 036900 R

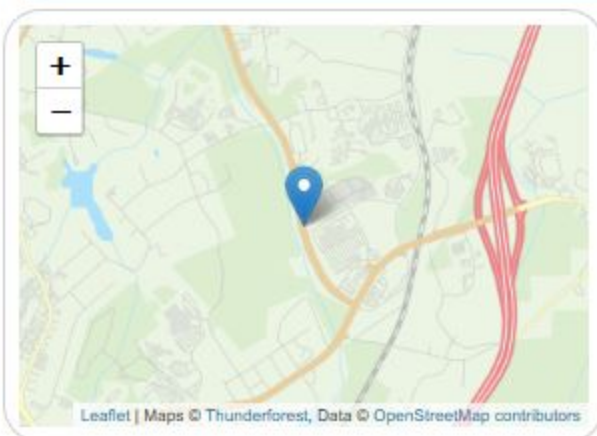
County: Hall

Route number: 00001100

LRS section: 1391001100

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

Coordinates: 34.3157716608189, -83.7998190466214



Year	Month	Count type	Duration	Count
2019	February	Class	48 hours	22175
2015	June	Class	37 hours	20852
2013	June	Class	48 hours	17942
2011	May	Volume	48 hours	18319

Year	Month	Count type	Duration	Count
2019	February	Class	48 hours	22175
2015	June	Class	37 hours	20852
2013	June	Class	48 hours	17942
2011	May	Volume	48 hours	18319

Data Item	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Statistics type	-	-	-	-	-	Estimated	Estimated	Estimated	Estimated	Actual
AADT	14700	16300	16100	17000	17000	17600	18100	18200	18100	20200
K-Factor	-	-	-	0.090	0.090	0.090	0.090	-	-	0.102
D-Factor	-	-	-	0.600	0.600	0.600	0.600	-	-	0.594
Future AADT	-	-	-	-	-	-	20600	20900	28500	28600

0000139_0202 - 139-0202

Description: CS 092207 BEG AT

County: Hall

Route number: 00093307

LRS section: 1393093307

Functional class: 6U - Minor Collector (Urban)

Coordinates: 34.3194114741027, -83.805315601368

Site Data



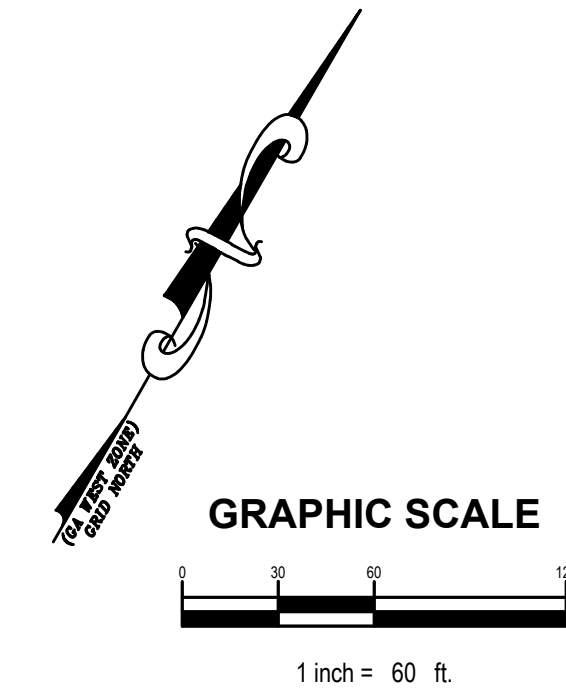
Count History

Year	Month	Count type	Duration	Count
2019	February	Class	48 hours	5773
2015	June	Volume	48 hours	3507
2011	September	Volume	48 hours	3451

Annual Statistics

Data Item	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Statistics type	-	-	-	-	-	Actual	Estimated	Estimated	Estimated	Actual
AADT	3580	3040	3030	3100	3100	3080	3150	3210	3260	5640
K-Factor	-	-	-	-	-	0.103	0.103	-	-	0.126
D-Factor	-	-	-	-	-	0.500	0.500	-	-	0.500
Future AADT	-	-	-	-	-	-	3580	4050	4100	-

1	PROPERTY TAX ID # :	01083 002003A
2	CURRENT ZONING:	GB (GENERAL BUSINESS)
3	PROPOSED ZONING:	PUD
4	SITE AREA:	36.60 AC
5	NUMBER OF UNITS:	
	1 CAR GARAGE	106 UNITS
	2 CAR GARAGE	114 UNITS
	<u>TOTAL PROPOSED UNITS:</u>	<u>220 UNITS</u>
6	PARKING PROVIDED:	
	1/2 SPACE PER UNIT	110 SPACES



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JIM CHAPMAN COMMUNITIES

NAME
LIMESTONE PARKWAY TRACT[illegible]

A1845.0005-MP5.dwg	
ARCHIVE	
DATE	02-01-2021
FILE #	
CONTRACT #	
DRAWN BY	SDM
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SHEET TITLE

**CONCEPTUAL
MASTER
PLAN**

SHEET
1.0

Multifamily Housing (Low-Rise) (220)

Based upon methodology from ITE's Trip Generation, 10th Edition (2017)

Project Land Use	Project Density	Project Trips			E Coe	Variable	Equation Used ¹	In/Out	
		Total	Inbound	Outbound				Distribution	
Multifamily Housing (Low-Rise)	220 DU				220	DU			
Daily	GA	1,622	811	811			$T = 7.56 (X) - 40.86$	50%	50%
AM Peak Hour		101	23	78			$\ln(T) = 0.95 \ln(X) - 0.51$	23%	77%
PM Peak Hour		119	75	44			$\ln(T) = 0.89 \ln(X) - 0.02$	63%	37%

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129 & Beverly Rd

AM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	139	143	27	132	61	189	555	61	76	1113	122
Future Volume (veh/h)	40	139	143	27	132	61	189	555	61	76	1113	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	153	157	30	145	67	208	610	67	84	1223	134
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	178	166	96	354	362	294	2335	1042	550	2335	1042
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	131	778	725	157	1550	1585	401	3554	1585	762	3554	1585
Grp Volume(v), veh/h	354	0	0	175	0	67	208	610	67	84	1223	134
Grp Sat Flow(s),veh/h/ln	1634	0	0	1707	0	1585	401	1777	1585	762	1777	1585
Q Serve(g_s), s	9.4	0.0	0.0	0.0	0.0	2.4	33.4	5.0	1.1	3.6	12.6	2.2
Cycle Q Clear(g_c), s	14.9	0.0	0.0	5.6	0.0	2.4	46.0	5.0	1.1	8.6	12.6	2.2
Prop In Lane	0.12		0.44	0.17		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	431	0	0	450	0	362	294	2335	1042	550	2335	1042
V/C Ratio(X)	0.82	0.00	0.00	0.39	0.00	0.18	0.71	0.26	0.06	0.15	0.52	0.13
Avail Cap(c_a), veh/h	431	0	0	450	0	362	294	2335	1042	550	2335	1042
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	0.0	23.0	0.0	21.7	19.6	5.0	4.3	6.7	6.3	4.5
Incr Delay (d2), s/veh	12.0	0.0	0.0	0.5	0.0	0.2	13.4	0.3	0.1	0.6	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	0.0	2.4	0.0	0.9	3.9	1.2	0.2	0.6	3.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	0.0	0.0	23.5	0.0	22.0	33.0	5.2	4.4	7.3	7.1	4.7
LnGrp LOS	D	A	A	C	A	C	C	A	A	A	A	A
Approach Vol, veh/h		354			242			885			1441	
Approach Delay, s/veh		38.5			23.1			11.7			6.9	
Approach LOS		D			C			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		20.0		50.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		46.0		16.0		46.0		16.0				
Max Q Clear Time (g_c+l1), s		48.0		16.9		14.6		7.6				
Green Ext Time (p_c), s		0.0		0.0		12.9		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			13.5									
HCM 6th LOS			B									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

1: Limestone Pkwy SR 11 US 129 & Beverly Rd
AM Existing

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy US 129 SR 11 & Beverly Rd

PM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	102	129	47	164	117	120	1202	24	46	714	32
Future Volume (veh/h)	44	102	129	47	164	117	120	1202	24	46	714	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	113	143	52	182	130	133	1336	27	51	793	36
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	160	172	146	371	398	455	2116	944	279	2116	944
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	139	639	687	244	1477	1585	661	3554	1585	399	3554	1585
Grp Volume(v), veh/h	305	0	0	234	0	130	133	1336	27	51	793	36
Grp Sat Flow(s),veh/h/ln	1466	0	0	1721	0	1585	661	1777	1585	399	1777	1585
Q Serve(g_s), s	4.7	0.0	0.0	0.0	0.0	3.5	6.8	12.7	0.4	4.9	6.0	0.5
Cycle Q Clear(g_c), s	10.4	0.0	0.0	5.8	0.0	3.5	12.9	12.7	0.4	17.6	6.0	0.5
Prop In Lane	0.16		0.47	0.22		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	448	0	0	516	0	398	455	2116	944	279	2116	944
V/C Ratio(X)	0.68	0.00	0.00	0.45	0.00	0.33	0.29	0.63	0.03	0.18	0.37	0.04
Avail Cap(c_a), veh/h	536	0	0	608	0	487	455	2116	944	279	2116	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	0.0	16.7	0.0	15.9	8.8	6.8	4.3	12.5	5.5	4.4
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.6	0.0	0.5	1.6	1.4	0.1	1.4	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	2.2	0.0	1.2	0.9	2.9	0.1	0.5	1.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	0.0	0.0	17.3	0.0	16.4	10.5	8.3	4.4	14.0	6.0	4.4
LnGrp LOS	C	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		305			364			1496			880	
Approach Delay, s/veh		21.1			17.0			8.4			6.4	
Approach LOS		C			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		17.1		35.0		17.1				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		31.0		16.0		31.0		16.0				
Max Q Clear Time (g_c+I1), s		14.9		12.4		19.6		7.8				
Green Ext Time (p_c), s		9.2		0.6		4.8		1.2				
Intersection Summary												
HCM 6th Ctrl Delay			10.1									
HCM 6th LOS			B									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy US 129 SR 11 & Beverly Rd
PM Existing

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

2: Limestone Pkwy SR11 US129/Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	10	0	44	36	755	13	137	1169	0
Future Volume (veh/h)	0	0	0	10	0	44	36	755	13	137	1169	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	11	0	49	40	839	14	152	1299	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	94	80	272	0	80	442	2581	1151	616	2581	1151
Arrive On Green	0.00	0.00	0.00	0.05	0.00	0.05	0.73	0.73	0.73	0.73	0.73	0.00
Sat Flow, veh/h	1356	1870	1585	1418	0	1585	424	3554	1585	647	3554	1585
Grp Volume(v), veh/h	0	0	0	11	0	49	40	839	14	152	1299	0
Grp Sat Flow(s),veh/h/ln	1356	1870	1585	1418	0	1585	424	1777	1585	647	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	1.1	1.6	3.0	0.1	3.9	5.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.3	0.0	1.1	7.3	3.0	0.1	7.0	5.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	201	94	80	272	0	80	442	2581	1151	616	2581	1151
V/C Ratio(X)	0.00	0.00	0.00	0.04	0.00	0.62	0.09	0.33	0.01	0.25	0.50	0.00
Avail Cap(c_a), veh/h	739	836	708	835	0	708	442	2581	1151	616	2581	1151
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	16.3	0.0	16.7	3.7	1.8	1.4	3.0	2.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	7.5	0.4	0.3	0.0	0.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.0	0.5	0.1	0.1	0.0	0.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	16.3	0.0	24.2	4.1	2.1	1.4	3.2	2.3	0.0
LnGrp LOS	A	A	A	B	A	C	A	A	A	A	A	A
Approach Vol, veh/h		0			60			893			1451	
Approach Delay, s/veh		0.0			22.7			2.2			2.4	
Approach LOS					C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		5.8		30.0		5.8				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		26.0		16.0		26.0		16.0				
Max Q Clear Time (g_c+l1), s		9.3		0.0		9.0		3.1				
Green Ext Time (p_c), s		6.1		0.0		10.1		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			2.8									
HCM 6th LOS			A									

Beverly Rd at Limestone Pkwy NV5 2021012 Limestone Pkwy SR11 US129/Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway
NV5 AM Existing

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

2: Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway

PM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	7	0	95	23	1266	26	149	789	0
Future Volume (veh/h)	0	0	0	7	0	95	23	1266	26	149	789	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	8	0	107	26	1422	29	167	887	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	161	137	211	0	137	561	2896	1292	343	2896	1292
Arrive On Green	0.00	0.00	0.00	0.09	0.00	0.09	0.82	0.82	0.82	0.82	0.82	0.00
Sat Flow, veh/h	1287	1870	1585	1418	0	1585	627	3554	1585	367	3554	1585
Grp Volume(v), veh/h	0	0	0	8	0	107	26	1422	29	167	887	0
Grp Sat Flow(s),veh/h/ln	1287	1870	1585	1418	0	1585	627	1777	1585	367	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	5.4	0.9	10.0	0.3	20.9	5.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.4	0.0	5.4	5.8	10.0	0.3	30.9	5.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	161	137	211	0	137	561	2896	1292	343	2896	1292
V/C Ratio(X)	0.00	0.00	0.00	0.04	0.00	0.78	0.05	0.49	0.02	0.49	0.31	0.00
Avail Cap(c_a), veh/h	232	370	313	369	0	313	561	2896	1292	343	2896	1292
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	34.0	0.0	36.3	2.6	2.3	1.4	7.1	1.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	9.4	0.2	0.6	0.0	1.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.0	2.4	0.1	1.7	0.0	1.3	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	34.1	0.0	45.7	2.7	2.9	1.4	8.1	1.9	0.0
LnGrp LOS	A	A	A	C	A	D	A	A	A	A	A	A
Approach Vol, veh/h		0			115			1477			1054	
Approach Delay, s/veh		0.0			44.8			2.9			2.9	
Approach LOS					D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.0		11.0		70.0		11.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		66.0		16.0		66.0		16.0				
Max Q Clear Time (g_c+l1), s		12.0		0.0		32.9		7.4				
Green Ext Time (p_c), s		17.6		0.0		12.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			4.7									
HCM 6th LOS			A									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

2: Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway
PM Existing

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR11 US129

AM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	396	374	71	26	1705	334	73	59	11	633	63	467
Future Volume (veh/h)	396	374	71	26	1705	334	73	59	11	633	63	467
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	417	394	75	27	1795	352	77	62	12	666	66	492
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	395	2208	985	494	1701	759	149	214	181	617	601	509
Arrive On Green	0.11	0.62	0.62	0.48	0.48	0.48	0.11	0.11	0.11	0.18	0.32	0.32
Sat Flow, veh/h	3456	3554	1585	924	3554	1585	851	1870	1585	3456	1870	1585
Grp Volume(v), veh/h	417	394	75	27	1795	352	77	62	12	666	66	492
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	924	1777	1585	851	1870	1585	1728	1870	1585
Q Serve(g_s), s	16.0	6.6	2.6	2.2	67.0	20.8	12.3	4.3	0.9	25.0	3.5	42.8
Cycle Q Clear(g_c), s	16.0	6.6	2.6	2.2	67.0	20.8	12.3	4.3	0.9	25.0	3.5	42.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	395	2208	985	494	1701	759	149	214	181	617	601	509
V/C Ratio(X)	1.06	0.18	0.08	0.05	1.06	0.46	0.52	0.29	0.07	1.08	0.11	0.97
Avail Cap(c_a), veh/h	395	2208	985	494	1701	759	149	214	181	617	601	509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.0	11.3	10.5	19.6	36.5	24.5	60.4	56.8	55.3	57.5	33.4	46.7
Incr Delay (d2), s/veh	60.8	0.0	0.0	0.0	38.1	0.4	12.3	3.4	0.7	59.5	0.1	31.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	2.5	0.9	0.5	36.2	7.7	3.1	2.2	0.4	15.8	1.6	20.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	122.8	11.3	10.6	19.7	74.6	24.9	72.7	60.2	56.0	117.0	33.5	77.9
LnGrp LOS	F	B	B	B	F	C	E	E	E	F	C	E
Approach Vol, veh/h		886			2174			151			1224	
Approach Delay, s/veh		63.7			65.9			66.2			96.8	
Approach LOS		E			E			E			F	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	29.0	20.0		91.0		49.0	20.0	71.0				
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s	25.0	16.0		87.0		45.0	16.0	67.0				
Max Q Clear Time (g_c+I1), s	27.0	14.3		8.6		44.8	18.0	69.0				
Green Ext Time (p_c), s	0.0	0.1		2.8		0.1	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				74.0								
HCM 6th LOS				E								

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR11 US129
AM Existing

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129

PM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	728	1304	118	27	961	480	42	73	12	530	63	169
Future Volume (veh/h)	728	1304	118	27	961	480	42	73	12	530	63	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	751	1344	122	28	991	495	43	75	12	546	65	174
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	730	1895	845	170	987	440	283	333	282	538	707	599
Arrive On Green	0.21	0.53	0.53	0.28	0.28	0.28	0.18	0.18	0.18	0.16	0.38	0.38
Sat Flow, veh/h	3456	3554	1585	362	3554	1585	1141	1870	1585	3456	1870	1585
Grp Volume(v), veh/h	751	1344	122	28	991	495	43	75	12	546	65	174
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	362	1777	1585	1141	1870	1585	1728	1870	1585
Q Serve(g_s), s	19.0	25.5	3.5	5.7	25.0	25.0	2.9	3.1	0.6	14.0	2.0	6.9
Cycle Q Clear(g_c), s	19.0	25.5	3.5	8.2	25.0	25.0	2.9	3.1	0.6	14.0	2.0	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	730	1895	845	170	987	440	283	333	282	538	707	599
V/C Ratio(X)	1.03	0.71	0.14	0.16	1.00	1.12	0.15	0.23	0.04	1.02	0.09	0.29
Avail Cap(c_a), veh/h	730	1895	845	170	987	440	283	333	282	538	707	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	15.8	10.6	27.5	32.5	32.5	31.6	31.7	30.7	38.0	18.0	19.6
Incr Delay (d2), s/veh	41.1	1.2	0.1	0.4	29.6	81.3	1.1	1.6	0.3	42.8	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	9.1	1.1	0.5	13.9	18.8	0.8	1.5	0.2	8.8	0.8	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.6	17.0	10.7	27.9	62.1	113.8	32.8	33.3	30.9	80.8	18.1	19.8
LnGrp LOS	F	B	B	C	F	F	C	C	C	F	B	B
Approach Vol, veh/h		2217			1514			130			785	
Approach Delay, s/veh		36.8			78.4			32.9			62.1	
Approach LOS		D			E			C			E	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	18.0	20.0		52.0		38.0	23.0	29.0				
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s	14.0	16.0		48.0		34.0	19.0	25.0				
Max Q Clear Time (g_c+l1), s	16.0	5.1		27.5		8.9	21.0	27.0				
Green Ext Time (p_c), s	0.0	0.3		9.9		0.8	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			54.5									
HCM 6th LOS			D									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129
PM Existing

HCM 6th AWSC
4: Lakeview Dr & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012

AM Existing

Intersection

Intersection Delay, s/veh 24.1

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	23	2	80	49	276	2	79	39	269	156	9
Future Vol, veh/h	4	23	2	80	49	276	2	79	39	269	156	9
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	27	2	94	58	325	2	93	46	316	184	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	10.5			22.3			11.3			30.3		
HCM LOS	B			C			B			D		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	14%	20%	62%
Vol Thru, %	66%	79%	12%	36%
Vol Right, %	33%	7%	68%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	29	405	434
LT Vol	2	4	80	269
Through Vol	79	23	49	156
RT Vol	39	2	276	9
Lane Flow Rate	141	34	476	511
Geometry Grp	1	1	1	1
Degree of Util (X)	0.246	0.066	0.731	0.822
Departure Headway (Hd)	6.274	6.957	5.523	5.797
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	576	517	648	618
Service Time	4.276	4.966	3.61	3.879
HCM Lane V/C Ratio	0.245	0.066	0.735	0.827
HCM Control Delay	11.3	10.5	22.3	30.3
HCM Lane LOS	B	B	C	D
HCM 95th-tile Q	1	0.2	6.3	8.5

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

4: Lakeview Dr & Beverly Rd
AM Existing

HCM 6th AWSC
4: Lakeview Dr & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012

PM Existing

Intersection

Intersection Delay, s/veh 10.3

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	27	3	28	34	250	3	35	60	179	33	3
Future Vol, veh/h	8	27	3	28	34	250	3	35	60	179	33	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	30	3	31	38	278	3	39	67	199	37	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8.6			10.7			8.7			10.8		
HCM LOS	A			B			A			B		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	21%	9%	83%
Vol Thru, %	36%	71%	11%	15%
Vol Right, %	61%	8%	80%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	98	38	312	215
LT Vol	3	8	28	179
Through Vol	35	27	34	33
RT Vol	60	3	250	3
Lane Flow Rate	109	42	347	239
Geometry Grp	1	1	1	1
Degree of Util (X)	0.145	0.061	0.423	0.339
Departure Headway (Hd)	4.779	5.221	4.396	5.106
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	742	679	815	698
Service Time	2.862	3.305	2.449	3.18
HCM Lane V/C Ratio	0.147	0.062	0.426	0.342
HCM Control Delay	8.7	8.6	10.7	10.8
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.5	0.2	2.1	1.5

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

4: Lakeview Dr & Beverly Rd
PM Existing

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

5: SR 284 Clarks Br Rd & Limestone Pkwy US 129 SR 11

AM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	82	165	390	162	15	129	226	61	24	800	37
Future Volume (veh/h)	2	82	165	390	162	15	129	226	61	24	800	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	94	190	448	186	17	148	260	70	28	920	43
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	574	748	634	583	748	634	291	1421	634	550	1421	634
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1179	1870	1585	1095	1870	1585	583	3554	1585	1050	3554	1585
Grp Volume(v), veh/h	2	94	190	448	186	17	148	260	70	28	920	43
Grp Sat Flow(s),veh/h/ln	1179	1870	1585	1095	1870	1585	583	1777	1585	1050	1777	1585
Q Serve(g_s), s	0.0	1.3	3.3	14.7	2.7	0.3	7.6	1.9	1.1	0.7	8.4	0.7
Cycle Q Clear(g_c), s	2.7	1.3	3.3	16.0	2.7	0.3	16.0	1.9	1.1	2.6	8.4	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	574	748	634	583	748	634	291	1421	634	550	1421	634
V/C Ratio(X)	0.00	0.13	0.30	0.77	0.25	0.03	0.51	0.18	0.11	0.05	0.65	0.07
Avail Cap(c_a), veh/h	574	748	634	583	748	634	291	1421	634	550	1421	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	7.6	8.2	13.4	8.0	7.3	17.1	7.8	7.5	8.6	9.7	7.4
Incr Delay (d2), s/veh	0.0	0.1	0.3	6.1	0.2	0.0	6.2	0.3	0.4	0.2	2.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.7	3.6	0.7	0.1	1.6	0.5	0.3	0.1	2.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.9	7.7	8.4	19.5	8.2	7.3	23.4	8.1	7.9	8.8	12.0	7.6
LnGrp LOS	A	A	A	B	A	A	C	A	A	A	B	A
Approach Vol, veh/h		286			651			478			991	
Approach Delay, s/veh		8.2			16.0			12.8			11.7	
Approach LOS		A			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		20.0		20.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+l1), s		18.0		5.3		10.4		18.0				
Green Ext Time (p_c), s		0.0		0.8		2.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				12.7								
HCM 6th LOS				B								

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

5: SR 284 Clarks Br Rd & Limestone Pkwy US 129 SR 11
AM Existing

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

5: Limestone Pkwy US 129 SR 11 & SR 284 Clarks Br Rd

PM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	170	138	115	130	19	299	542	424	31	315	14
Future Volume (veh/h)	4	170	138	115	130	19	299	542	424	31	315	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	183	148	124	140	20	322	583	456	33	339	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	390	466	395	335	466	395	702	2040	910	425	2040	910
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1226	1870	1585	1049	1870	1585	1027	3554	1585	543	3554	1585
Grp Volume(v), veh/h	4	183	148	124	140	20	322	583	456	33	339	15
Grp Sat Flow(s),veh/h/ln	1226	1870	1585	1049	1870	1585	1027	1777	1585	543	1777	1585
Q Serve(g_s), s	0.1	3.7	3.5	5.1	2.8	0.4	9.7	3.8	7.8	1.5	2.0	0.2
Cycle Q Clear(g_c), s	2.9	3.7	3.5	8.7	2.8	0.4	11.8	3.8	7.8	5.3	2.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	390	466	395	335	466	395	702	2040	910	425	2040	910
V/C Ratio(X)	0.01	0.39	0.37	0.37	0.30	0.05	0.46	0.29	0.50	0.08	0.17	0.02
Avail Cap(c_a), veh/h	518	661	560	444	661	560	702	2040	910	425	2040	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	14.1	14.1	17.8	13.8	12.9	7.3	4.9	5.8	6.3	4.5	4.1
Incr Delay (d2), s/veh	0.0	0.5	0.6	0.7	0.4	0.1	2.2	0.4	2.0	0.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	1.0	1.0	0.9	0.1	1.5	0.7	1.7	0.1	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	14.7	14.7	18.5	14.1	13.0	9.5	5.3	7.7	6.6	4.7	4.2
LnGrp LOS	B	B	B	B	B	B	A	A	A	A	A	A
Approach Vol, veh/h		335			284			1361			387	
Approach Delay, s/veh		14.7			15.9			7.1			4.9	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		15.3		30.0		15.3				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		26.0		16.0		26.0		16.0				
Max Q Clear Time (g_c+l1), s		13.8		5.7		7.3		10.7				
Green Ext Time (p_c), s		5.5		1.0		2.2		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			8.9									
HCM 6th LOS			A									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

5: Limestone Pkwy US 129 SR 11 & SR 284 Clarks Br Rd
PM Existing

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129 & Beverly Rd

AM Existing with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	139	143	27	132	61	189	555	61	76	1113	122
Future Volume (veh/h)	40	139	143	27	132	61	189	555	61	76	1113	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	153	157	30	145	67	208	610	67	84	1223	134
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	178	166	96	354	362	294	2335	1042	550	2335	1042
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	131	778	725	157	1550	1585	401	3554	1585	762	3554	1585
Grp Volume(v), veh/h	354	0	0	175	0	67	208	610	67	84	1223	134
Grp Sat Flow(s),veh/h/ln	1634	0	0	1707	0	1585	401	1777	1585	762	1777	1585
Q Serve(g_s), s	9.4	0.0	0.0	0.0	0.0	2.4	33.4	5.0	1.1	3.6	12.6	2.2
Cycle Q Clear(g_c), s	14.9	0.0	0.0	5.6	0.0	2.4	46.0	5.0	1.1	8.6	12.6	2.2
Prop In Lane	0.12		0.44	0.17		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	431	0	0	450	0	362	294	2335	1042	550	2335	1042
V/C Ratio(X)	0.82	0.00	0.00	0.39	0.00	0.18	0.71	0.26	0.06	0.15	0.52	0.13
Avail Cap(c_a), veh/h	431	0	0	450	0	362	294	2335	1042	550	2335	1042
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	0.0	23.0	0.0	21.7	19.6	5.0	4.3	6.7	6.3	4.5
Incr Delay (d2), s/veh	12.0	0.0	0.0	0.5	0.0	0.2	13.4	0.3	0.1	0.6	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	0.0	2.4	0.0	0.9	3.9	1.2	0.2	0.6	3.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	0.0	0.0	23.5	0.0	22.0	33.0	5.2	4.4	7.3	7.1	4.7
LnGrp LOS	D	A	A	C	A	C	C	A	A	A	A	A
Approach Vol, veh/h		354			242			885			1441	
Approach Delay, s/veh		38.5			23.1			11.7			6.9	
Approach LOS		D			C			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		20.0		50.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		46.0		16.0		46.0		16.0				
Max Q Clear Time (g_c+l1), s		48.0		16.9		14.6		7.6				
Green Ext Time (p_c), s		0.0		0.0		12.9		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			13.5									
HCM 6th LOS			B									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

1: Limestone Pkwy SR 11 US 129 & Beverly Rd
AM Existing with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy & Beverly Rd

PM Existing with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	102	129	47	164	117	120	1202	24	46	714	32
Future Volume (veh/h)	44	102	129	47	164	117	120	1202	24	46	714	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	113	143	52	182	130	133	1336	27	51	793	36
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	160	172	146	371	398	455	2116	944	279	2116	944
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	139	639	687	244	1477	1585	661	3554	1585	399	3554	1585
Grp Volume(v), veh/h	305	0	0	234	0	130	133	1336	27	51	793	36
Grp Sat Flow(s),veh/h/ln	1466	0	0	1721	0	1585	661	1777	1585	399	1777	1585
Q Serve(g_s), s	4.7	0.0	0.0	0.0	0.0	3.5	6.8	12.7	0.4	4.9	6.0	0.5
Cycle Q Clear(g_c), s	10.4	0.0	0.0	5.8	0.0	3.5	12.9	12.7	0.4	17.6	6.0	0.5
Prop In Lane	0.16		0.47	0.22		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	448	0	0	516	0	398	455	2116	944	279	2116	944
V/C Ratio(X)	0.68	0.00	0.00	0.45	0.00	0.33	0.29	0.63	0.03	0.18	0.37	0.04
Avail Cap(c_a), veh/h	536	0	0	608	0	487	455	2116	944	279	2116	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	0.0	16.7	0.0	15.9	8.8	6.8	4.3	12.5	5.5	4.4
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.6	0.0	0.5	1.6	1.4	0.1	1.4	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	2.2	0.0	1.2	0.9	2.9	0.1	0.5	1.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	0.0	0.0	17.3	0.0	16.4	10.5	8.3	4.4	14.0	6.0	4.4
LnGrp LOS	C	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		305			364			1496			880	
Approach Delay, s/veh		21.1			17.0			8.4			6.4	
Approach LOS		C			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		17.1		35.0		17.1				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		31.0		16.0		31.0		16.0				
Max Q Clear Time (g_c+l1), s		14.9		12.4		19.6		7.8				
Green Ext Time (p_c), s		9.2		0.6		4.8		1.2				
Intersection Summary												
HCM 6th Ctrl Delay				10.1								
HCM 6th LOS				B								

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy & Beverly Rd
PM Existing with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

2: Limestone Pkwy SR11 US129/Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	10	0	44	36	755	13	137	1169	0
Future Volume (veh/h)	0	0	0	10	0	44	36	755	13	137	1169	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	11	0	49	40	839	14	152	1299	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	94	80	272	0	80	442	2581	1151	616	2581	1151
Arrive On Green	0.00	0.00	0.00	0.05	0.00	0.05	0.73	0.73	0.73	0.73	0.73	0.00
Sat Flow, veh/h	1356	1870	1585	1418	0	1585	424	3554	1585	647	3554	1585
Grp Volume(v), veh/h	0	0	0	11	0	49	40	839	14	152	1299	0
Grp Sat Flow(s),veh/h/ln	1356	1870	1585	1418	0	1585	424	1777	1585	647	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	1.1	1.6	3.0	0.1	3.9	5.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.3	0.0	1.1	7.3	3.0	0.1	7.0	5.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	201	94	80	272	0	80	442	2581	1151	616	2581	1151
V/C Ratio(X)	0.00	0.00	0.00	0.04	0.00	0.62	0.09	0.33	0.01	0.25	0.50	0.00
Avail Cap(c_a), veh/h	739	836	708	835	0	708	442	2581	1151	616	2581	1151
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	16.3	0.0	16.7	3.7	1.8	1.4	3.0	2.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	7.5	0.4	0.3	0.0	0.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.0	0.5	0.1	0.1	0.0	0.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	16.3	0.0	24.2	4.1	2.1	1.4	3.2	2.3	0.0
LnGrp LOS	A	A	A	B	A	C	A	A	A	A	A	A
Approach Vol, veh/h		0			60			893			1451	
Approach Delay, s/veh		0.0			22.7			2.2			2.4	
Approach LOS					C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		5.8		30.0		5.8				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		26.0		16.0		26.0		16.0				
Max Q Clear Time (g_c+I1), s		9.3		0.0		9.0		3.1				
Green Ext Time (p_c), s		6.1		0.0		10.1		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			2.8									
HCM 6th LOS			A									

Beverly Rd at Limestone Pkwy NV5 2021012 Limestone Pkwy SR11 US129/Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway
NV5 AM Existing with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

2: Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway

PM Existing with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	7	0	95	23	1266	26	149	789	0
Future Volume (veh/h)	0	0	0	7	0	95	23	1266	26	149	789	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	8	0	107	26	1422	29	167	887	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	161	137	211	0	137	561	2896	1292	343	2896	1292
Arrive On Green	0.00	0.00	0.00	0.09	0.00	0.09	0.82	0.82	0.82	0.82	0.82	0.00
Sat Flow, veh/h	1287	1870	1585	1418	0	1585	627	3554	1585	367	3554	1585
Grp Volume(v), veh/h	0	0	0	8	0	107	26	1422	29	167	887	0
Grp Sat Flow(s),veh/h/ln	1287	1870	1585	1418	0	1585	627	1777	1585	367	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	5.4	0.9	10.0	0.3	20.9	5.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.4	0.0	5.4	5.8	10.0	0.3	30.9	5.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	161	137	211	0	137	561	2896	1292	343	2896	1292
V/C Ratio(X)	0.00	0.00	0.00	0.04	0.00	0.78	0.05	0.49	0.02	0.49	0.31	0.00
Avail Cap(c_a), veh/h	232	370	313	369	0	313	561	2896	1292	343	2896	1292
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	34.0	0.0	36.3	2.6	2.3	1.4	7.1	1.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	9.4	0.2	0.6	0.0	1.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.0	2.4	0.1	1.7	0.0	1.3	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	34.1	0.0	45.7	2.7	2.9	1.4	8.1	1.9	0.0
LnGrp LOS	A	A	A	C	A	D	A	A	A	A	A	A
Approach Vol, veh/h		0			115			1477			1054	
Approach Delay, s/veh		0.0			44.8			2.9			2.9	
Approach LOS					D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.0		11.0		70.0		11.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		66.0		16.0		66.0		16.0				
Max Q Clear Time (g_c+I1), s		12.0		0.0		32.9		7.4				
Green Ext Time (p_c), s		17.6		0.0		12.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				4.7								
HCM 6th LOS				A								

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

2: Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway
PM Existing with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR11 US129

AM Existing with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	396	374	71	26	1705	334	73	59	11	633	63	467
Future Volume (veh/h)	396	374	71	26	1705	334	73	59	11	633	63	467
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	417	394	75	27	1795	352	77	62	12	666	66	492
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	422	1856	828	409	1815	564	250	374	317	726	727	616
Arrive On Green	0.12	0.52	0.52	0.36	0.36	0.36	0.20	0.20	0.20	0.14	0.39	0.39
Sat Flow, veh/h	3456	3554	1585	924	5106	1585	851	1870	1585	5023	1870	1585
Grp Volume(v), veh/h	417	394	75	27	1795	352	77	62	12	666	66	492
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	924	1702	1585	851	1870	1585	1674	1870	1585
Q Serve(g_s), s	10.8	5.4	2.1	1.7	31.4	16.6	7.2	2.5	0.5	11.8	2.0	24.8
Cycle Q Clear(g_c), s	10.8	5.4	2.1	1.7	31.4	16.6	7.2	2.5	0.5	11.8	2.0	24.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	422	1856	828	409	1815	564	250	374	317	726	727	616
V/C Ratio(X)	0.99	0.21	0.09	0.07	0.99	0.62	0.31	0.17	0.04	0.92	0.09	0.80
Avail Cap(c_a), veh/h	422	1856	828	409	1815	564	250	374	317	726	727	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	11.6	10.8	19.3	28.8	24.0	31.7	29.8	29.0	38.0	17.4	24.4
Incr Delay (d2), s/veh	40.3	0.1	0.0	0.1	18.4	2.2	3.2	1.0	0.2	16.7	0.1	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	1.9	0.7	0.4	14.7	6.0	1.6	1.2	0.2	5.6	0.8	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.7	11.6	10.8	19.3	47.3	26.2	34.8	30.7	29.2	54.6	17.5	31.7
LnGrp LOS	E	B	B	B	D	C	C	C	C	D	B	C
Approach Vol, veh/h		886			2174			151			1224	
Approach Delay, s/veh		43.6			43.5			32.7			43.4	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	17.0	22.0		51.0		39.0	15.0	36.0				
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s	13.0	18.0		47.0		35.0	11.0	32.0				
Max Q Clear Time (g_c+l1), s	13.8	9.2		7.4		26.8	12.8	33.4				
Green Ext Time (p_c), s	0.0	0.4		2.7		1.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			43.1									
HCM 6th LOS			D									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR11 US129
AM Existing with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129

PM Existing with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			  					  		
Traffic Volume (veh/h)	728	1304	118	27	961	480	42	73	12	530	63	169
Future Volume (veh/h)	728	1304	118	27	961	480	42	73	12	530	63	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	751	1344	122	28	991	495	43	75	12	546	65	174
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	826	1798	802	170	1091	339	340	400	339	604	724	614
Arrive On Green	0.24	0.51	0.51	0.21	0.21	0.21	0.21	0.21	0.21	0.12	0.39	0.39
Sat Flow, veh/h	3456	3554	1585	362	5106	1585	1141	1870	1585	5023	1870	1585
Grp Volume(v), veh/h	751	1344	122	28	991	495	43	75	12	546	65	174
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	362	1702	1585	1141	1870	1585	1674	1870	1585
Q Serve(g_s), s	15.8	22.5	3.1	5.0	14.2	16.0	2.3	2.5	0.4	8.0	1.7	5.7
Cycle Q Clear(g_c), s	15.8	22.5	3.1	5.6	14.2	16.0	2.3	2.5	0.4	8.0	1.7	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	826	1798	802	170	1091	339	340	400	339	604	724	614
V/C Ratio(X)	0.91	0.75	0.15	0.16	0.91	1.46	0.13	0.19	0.04	0.90	0.09	0.28
Avail Cap(c_a), veh/h	831	1803	804	170	1091	339	340	400	339	604	724	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	14.7	9.9	25.6	28.7	29.4	24.1	24.1	23.3	32.5	14.6	15.8
Incr Delay (d2), s/veh	13.9	1.8	0.1	0.4	11.1	223.4	0.8	1.0	0.2	17.2	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	7.7	0.9	0.4	6.4	26.5	0.6	1.1	0.2	4.0	0.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	16.5	10.0	26.1	39.8	252.9	24.8	25.2	23.5	49.7	14.6	16.0
LnGrp LOS	D	B	A	C	D	F	C	C	C	D	B	B
Approach Vol, veh/h		2217			1514			130			785	
Approach Delay, s/veh		24.6			109.2			24.9			39.3	
Approach LOS		C			F			C			D	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	13.0	20.0		41.9		33.0	21.9	20.0				
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s	9.0	16.0		38.0		29.0	18.0	16.0				
Max Q Clear Time (g_c+l1), s	10.0	4.5		24.5		7.7	17.8	18.0				
Green Ext Time (p_c), s	0.0	0.3		7.7		0.8	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			54.7									
HCM 6th LOS			D									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129
PM Existing with improvements

HCM 6th AWSC
4: Lakeview Dr & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012
AM Existing with improvements

Intersection

Intersection Delay, s/veh 24.1

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	23	2	80	49	276	2	79	39	269	156	9
Future Vol, veh/h	4	23	2	80	49	276	2	79	39	269	156	9
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	27	2	94	58	325	2	93	46	316	184	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	10.5			22.3			11.3			30.3		
HCM LOS	B			C			B			D		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	14%	20%	62%
Vol Thru, %	66%	79%	12%	36%
Vol Right, %	33%	7%	68%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	29	405	434
LT Vol	2	4	80	269
Through Vol	79	23	49	156
RT Vol	39	2	276	9
Lane Flow Rate	141	34	476	511
Geometry Grp	1	1	1	1
Degree of Util (X)	0.246	0.066	0.731	0.822
Departure Headway (Hd)	6.274	6.957	5.523	5.797
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	576	517	648	618
Service Time	4.276	4.966	3.61	3.879
HCM Lane V/C Ratio	0.245	0.066	0.735	0.827
HCM Control Delay	11.3	10.5	22.3	30.3
HCM Lane LOS	B	B	C	D
HCM 95th-tile Q	1	0.2	6.3	8.5

HCM 6th AWSC
4: Lakeview Dr & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012

PM Existing with improvements

Intersection

Intersection Delay, s/veh 10.3

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	27	3	28	34	250	3	35	60	179	33	3
Future Vol, veh/h	8	27	3	28	34	250	3	35	60	179	33	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	30	3	31	38	278	3	39	67	199	37	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8.6			10.7			8.7			10.8		
HCM LOS	A			B			A			B		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	21%	9%	83%
Vol Thru, %	36%	71%	11%	15%
Vol Right, %	61%	8%	80%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	98	38	312	215
LT Vol	3	8	28	179
Through Vol	35	27	34	33
RT Vol	60	3	250	3
Lane Flow Rate	109	42	347	239
Geometry Grp	1	1	1	1
Degree of Util (X)	0.145	0.061	0.423	0.339
Departure Headway (Hd)	4.779	5.221	4.396	5.106
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	742	679	815	698
Service Time	2.862	3.305	2.449	3.18
HCM Lane V/C Ratio	0.147	0.062	0.426	0.342
HCM Control Delay	8.7	8.6	10.7	10.8
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.5	0.2	2.1	1.5

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

4: Lakeview Dr & Beverly Rd
PM Existing with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

5: SR 284 Clarks Br Rd & Limestone Pkwy US 129 SR 11

AM Existing with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	82	165	390	162	15	129	226	61	24	800	37
Future Volume (veh/h)	2	82	165	390	162	15	129	226	61	24	800	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	94	190	448	186	17	148	260	70	28	920	43
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	574	748	634	583	748	634	291	1421	634	550	1421	634
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1179	1870	1585	1095	1870	1585	583	3554	1585	1050	3554	1585
Grp Volume(v), veh/h	2	94	190	448	186	17	148	260	70	28	920	43
Grp Sat Flow(s),veh/h/ln	1179	1870	1585	1095	1870	1585	583	1777	1585	1050	1777	1585
Q Serve(g_s), s	0.0	1.3	3.3	14.7	2.7	0.3	7.6	1.9	1.1	0.7	8.4	0.7
Cycle Q Clear(g_c), s	2.7	1.3	3.3	16.0	2.7	0.3	16.0	1.9	1.1	2.6	8.4	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	574	748	634	583	748	634	291	1421	634	550	1421	634
V/C Ratio(X)	0.00	0.13	0.30	0.77	0.25	0.03	0.51	0.18	0.11	0.05	0.65	0.07
Avail Cap(c_a), veh/h	574	748	634	583	748	634	291	1421	634	550	1421	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	7.6	8.2	13.4	8.0	7.3	17.1	7.8	7.5	8.6	9.7	7.4
Incr Delay (d2), s/veh	0.0	0.1	0.3	6.1	0.2	0.0	6.2	0.3	0.4	0.2	2.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.7	3.6	0.7	0.1	1.6	0.5	0.3	0.1	2.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.9	7.7	8.4	19.5	8.2	7.3	23.4	8.1	7.9	8.8	12.0	7.6
LnGrp LOS	A	A	A	B	A	A	C	A	A	A	B	A
Approach Vol, veh/h		286			651			478			991	
Approach Delay, s/veh		8.2			16.0			12.8			11.7	
Approach LOS		A			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		20.0		20.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+l1), s		18.0		5.3		10.4		18.0				
Green Ext Time (p_c), s		0.0		0.8		2.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				12.7								
HCM 6th LOS				B								

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

5: SR 284 Clarks Br Rd & Limestone Pkwy US 129 SR 11
AM Existing with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

5: Limestone Pkwy/US 129 SR 11 & SR 284 Clarks Br Rd

PM Existing with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	170	138	115	130	19	299	542	424	31	315	14
Future Volume (veh/h)	4	170	138	115	130	19	299	542	424	31	315	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	183	148	124	140	20	322	583	456	33	339	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	390	466	395	335	466	395	702	2040	910	425	2040	910
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1226	1870	1585	1049	1870	1585	1027	3554	1585	543	3554	1585
Grp Volume(v), veh/h	4	183	148	124	140	20	322	583	456	33	339	15
Grp Sat Flow(s),veh/h/ln	1226	1870	1585	1049	1870	1585	1027	1777	1585	543	1777	1585
Q Serve(g_s), s	0.1	3.7	3.5	5.1	2.8	0.4	9.7	3.8	7.8	1.5	2.0	0.2
Cycle Q Clear(g_c), s	2.9	3.7	3.5	8.7	2.8	0.4	11.8	3.8	7.8	5.3	2.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	390	466	395	335	466	395	702	2040	910	425	2040	910
V/C Ratio(X)	0.01	0.39	0.37	0.37	0.30	0.05	0.46	0.29	0.50	0.08	0.17	0.02
Avail Cap(c_a), veh/h	518	661	560	444	661	560	702	2040	910	425	2040	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	14.1	14.1	17.8	13.8	12.9	7.3	4.9	5.8	6.3	4.5	4.1
Incr Delay (d2), s/veh	0.0	0.5	0.6	0.7	0.4	0.1	2.2	0.4	2.0	0.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	1.0	1.0	0.9	0.1	1.5	0.7	1.7	0.1	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	14.7	14.7	18.5	14.1	13.0	9.5	5.3	7.7	6.6	4.7	4.2
LnGrp LOS	B	B	B	B	B	B	A	A	A	A	A	A
Approach Vol, veh/h		335			284			1361			387	
Approach Delay, s/veh		14.7			15.9			7.1			4.9	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		15.3		30.0		15.3				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		26.0		16.0		26.0		16.0				
Max Q Clear Time (g_c+l1), s		13.8		5.7		7.3		10.7				
Green Ext Time (p_c), s		5.5		1.0		2.2		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			8.9									
HCM 6th LOS			A									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

5: Limestone Pkwy/US 129 SR 11 & SR 284 Clarks Br Rd
PM Existing with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129 & Beverly Rd

AM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	156	259	40	149	69	267	656	76	86	1305	138
Future Volume (veh/h)	47	156	259	40	149	69	267	656	76	86	1305	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	171	285	44	164	76	293	721	84	95	1434	152
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	165	275	67	174	415	326	2187	975	413	1585	707
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.11	0.62	0.62	0.45	0.45	0.45
Sat Flow, veh/h	1140	630	1051	0	665	1585	1781	3554	1585	677	3554	1585
Grp Volume(v), veh/h	52	0	456	208	0	76	293	721	84	95	1434	152
Grp Sat Flow(s),veh/h/ln	1140	0	1681	665	0	1585	1781	1777	1585	677	1777	1585
Q Serve(g_s), s	0.0	0.0	17.0	0.0	0.0	2.4	5.6	6.4	1.4	5.9	24.4	3.8
Cycle Q Clear(g_c), s	17.0	0.0	17.0	17.0	0.0	2.4	5.6	6.4	1.4	5.9	24.4	3.8
Prop In Lane	1.00		0.63	0.21		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	0	440	241	0	415	326	2187	975	413	1585	707
V/C Ratio(X)	0.47	0.00	1.04	0.86	0.00	0.18	0.90	0.33	0.09	0.23	0.90	0.21
Avail Cap(c_a), veh/h	111	0	440	241	0	415	326	2187	975	413	1585	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	24.0	20.9	0.0	18.6	14.6	6.0	5.1	11.6	16.7	11.0
Incr Delay (d2), s/veh	3.1	0.0	52.8	25.9	0.0	0.2	26.4	0.4	0.2	1.3	8.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	12.7	4.2	0.0	0.9	3.8	1.6	0.3	0.8	9.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	0.0	76.8	46.8	0.0	18.8	41.0	6.4	5.3	12.9	25.6	11.7
LnGrp LOS	D	A	F	D	A	B	D	A	A	B	C	B
Approach Vol, veh/h		508			284			1098			1681	
Approach Delay, s/veh		72.6			39.3			15.6			23.6	
Approach LOS		E			D			B			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		44.0		21.0	11.0	33.0		21.0				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		40.0		17.0	7.0	29.0		17.0				
Max Q Clear Time (g_c+I1), s		8.4		19.0	7.6	26.4		19.0				
Green Ext Time (p_c), s		5.1		0.0	0.0	2.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay 29.4
HCM 6th LOS C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy US 129 SR 11 & Beverly Rd

PM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	115	234	65	185	132	228	1406	38	52	856	38
Future Volume (veh/h)	51	115	234	65	185	132	228	1406	38	52	856	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	128	260	72	206	147	253	1562	42	58	951	42
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	129	220	153	345	461	360	2003	893	201	2003	893
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	94	444	757	242	1187	1585	567	3554	1585	317	3554	1585
Grp Volume(v), veh/h	445	0	0	278	0	147	253	1562	42	58	951	42
Grp Sat Flow(s),veh/h/ln	1295	0	0	1429	0	1585	567	1777	1585	317	1777	1585
Q Serve(g_s), s	7.6	0.0	0.0	0.0	0.0	4.0	22.2	18.8	0.7	9.6	8.8	0.7
Cycle Q Clear(g_c), s	16.0	0.0	0.0	8.4	0.0	4.0	31.0	18.8	0.7	28.4	8.8	0.7
Prop In Lane	0.13		0.58	0.26		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	451	0	0	498	0	461	360	2003	893	201	2003	893
V/C Ratio(X)	0.99	0.00	0.00	0.56	0.00	0.32	0.70	0.78	0.05	0.29	0.47	0.05
Avail Cap(c_a), veh/h	451	0	0	498	0	461	360	2003	893	201	2003	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	0.0	0.0	16.5	0.0	15.2	17.4	9.3	5.4	20.4	7.1	5.4
Incr Delay (d2), s/veh	39.1	0.0	0.0	1.4	0.0	0.4	10.9	3.1	0.1	3.6	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	0.0	0.0	2.8	0.0	1.3	3.6	5.2	0.2	0.8	2.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	0.0	0.0	17.8	0.0	15.6	28.3	12.4	5.5	24.0	8.0	5.5
LnGrp LOS	E	A	A	B	A	B	C	B	A	C	A	A
Approach Vol, veh/h		445			425			1857			1051	
Approach Delay, s/veh		59.9			17.1			14.4			8.7	
Approach LOS		E			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		20.0		35.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		31.0		16.0		31.0		16.0				
Max Q Clear Time (g_c+I1), s		33.0		18.0		30.4		10.4				
Green Ext Time (p_c), s		0.0		0.0		0.4		1.1				
Intersection Summary												
HCM 6th Ctrl Delay			18.5									
HCM 6th LOS			B									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy US 129 SR 11 & Beverly Rd
PM No Build

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

2: Limestone Pkwy SR11 US129/Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	8	159	13	12	50	230	840	18	154	1301	136
Future Volume (veh/h)	95	8	159	13	12	50	230	840	18	154	1301	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	9	177	14	13	56	256	933	20	171	1446	151
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	476	347	294	284	193	294	317	1930	861	468	1930	861
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1332	1870	1585	530	1042	1585	319	3554	1585	589	3554	1585
Grp Volume(v), veh/h	106	9	177	27	0	56	256	933	20	171	1446	151
Grp Sat Flow(s),veh/h/ln	1332	1870	1585	1572	0	1585	319	1777	1585	589	1777	1585
Q Serve(g_s), s	2.1	0.1	3.0	0.0	0.0	0.9	6.8	4.8	0.2	7.5	9.2	1.4
Cycle Q Clear(g_c), s	2.5	0.1	3.0	0.4	0.0	0.9	16.0	4.8	0.2	12.3	9.2	1.4
Prop In Lane	1.00		1.00	0.52		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	476	347	294	477	0	294	317	1930	861	468	1930	861
V/C Ratio(X)	0.22	0.03	0.60	0.06	0.00	0.19	0.81	0.48	0.02	0.37	0.75	0.18
Avail Cap(c_a), veh/h	952	1016	861	995	0	861	317	1930	861	468	1930	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	9.8	11.0	9.9	0.0	10.1	13.8	4.2	3.1	8.0	5.2	3.4
Incr Delay (d2), s/veh	0.2	0.0	2.0	0.0	0.0	0.3	19.3	0.9	0.0	0.5	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.9	0.1	0.0	0.2	3.1	0.8	0.0	0.6	1.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	9.9	13.0	10.0	0.0	10.4	33.1	5.0	3.2	8.5	6.9	3.5
LnGrp LOS	B	A	B	A	A	B	C	A	A	A	A	A
Approach Vol, veh/h		292			83			1209			1768	
Approach Delay, s/veh		12.2			10.3			11.0			6.7	
Approach LOS		B			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		9.5		20.0		9.5				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s		18.0		5.0		14.3		2.9				
Green Ext Time (p_c), s		0.0		0.7		1.5		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			8.8									
HCM 6th LOS			A									

Beverly Rd at Limestone Pkwy NV5 2021012 Limestone Pkwy SR11 US129/Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway
NV5 AM No Build

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

2: Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway

PM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	16	300	10	15	107	345	1349	30	168	836	205
Future Volume (veh/h)	235	16	300	10	15	107	345	1349	30	168	836	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	264	18	337	11	17	120	388	1516	34	189	939	230
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	340	288	131	184	288	379	2649	1182	251	2649	1182
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1252	1870	1585	470	1014	1585	480	3554	1585	333	3554	1585
Grp Volume(v), veh/h	264	18	337	28	0	120	388	1516	34	189	939	230
Grp Sat Flow(s),veh/h/ln	1252	1870	1585	1484	0	1585	480	1777	1585	333	1777	1585
Q Serve(g_s), s	18.6	0.9	20.0	0.0	0.0	7.4	71.9	20.8	0.6	61.2	10.1	4.8
Cycle Q Clear(g_c), s	20.0	0.9	20.0	1.4	0.0	7.4	82.0	20.8	0.6	82.0	10.1	4.8
Prop In Lane	1.00		1.00	0.39		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	340	288	315	0	288	379	2649	1182	251	2649	1182
V/C Ratio(X)	0.95	0.05	1.17	0.09	0.00	0.42	1.02	0.57	0.03	0.75	0.35	0.19
Avail Cap(c_a), veh/h	278	340	288	315	0	288	379	2649	1182	251	2649	1182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	37.2	45.0	37.4	0.0	39.8	25.2	6.2	3.6	25.0	4.8	4.2
Incr Delay (d2), s/veh	40.8	0.1	106.9	0.1	0.0	1.0	52.1	0.9	0.0	12.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	0.4	16.3	0.6	0.0	2.9	16.0	6.8	0.2	5.5	3.1	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.3	37.2	151.9	37.5	0.0	40.8	77.3	7.1	3.7	37.1	4.9	4.2
LnGrp LOS	F	D	F	D	A	D	F	A	A	D	A	A
Approach Vol, veh/h		619			148			1938			1358	
Approach Delay, s/veh		121.5			40.2			21.1			9.3	
Approach LOS		F			D			C			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		86.0		24.0		86.0		24.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		82.0		20.0		82.0		20.0				
Max Q Clear Time (g_c+l1), s		84.0		22.0		84.0		9.4				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			33.1									
HCM 6th LOS			C									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

2: Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway
PM No Build

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR11 US129

AM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	544	427	80	29	1924	376	82	66	12	799	71	600
Future Volume (veh/h)	544	427	80	29	1924	376	82	66	12	799	71	600
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	573	449	84	31	2025	396	86	69	13	841	75	632
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	438	2180	972	449	1635	729	132	212	180	668	623	528
Arrive On Green	0.13	0.61	0.61	0.46	0.46	0.46	0.11	0.11	0.11	0.19	0.33	0.33
Sat Flow, veh/h	3456	3554	1585	871	3554	1585	741	1870	1585	3456	1870	1585
Grp Volume(v), veh/h	573	449	84	31	2025	396	86	69	13	841	75	632
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	871	1777	1585	741	1870	1585	1728	1870	1585
Q Serve(g_s), s	19.0	8.4	3.2	3.0	69.0	27.0	17.0	5.1	1.1	29.0	4.2	50.0
Cycle Q Clear(g_c), s	19.0	8.4	3.2	3.0	69.0	27.0	17.0	5.1	1.1	29.0	4.2	50.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	438	2180	972	449	1635	729	132	212	180	668	623	528
V/C Ratio(X)	1.31	0.21	0.09	0.07	1.24	0.54	0.65	0.33	0.07	1.26	0.12	1.20
Avail Cap(c_a), veh/h	438	2180	972	449	1635	729	132	212	180	668	623	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.5	12.8	11.8	22.7	40.5	29.2	66.7	61.2	59.5	60.5	34.7	50.0
Incr Delay (d2), s/veh	154.7	0.0	0.0	0.1	112.9	0.8	22.3	4.0	0.8	128.3	0.1	105.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.6	3.2	1.1	0.6	54.3	10.2	4.1	2.6	0.5	24.4	1.9	34.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	220.2	12.9	11.9	22.7	153.4	30.0	89.0	65.3	60.2	188.8	34.8	155.6
LnGrp LOS	F	B	B	C	F	C	F	E	E	F	C	F
Approach Vol, veh/h		1106			2452			168			1548	
Approach Delay, s/veh		120.2			131.8			77.0			167.8	
Approach LOS		F			F			E			F	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	33.0	21.0		96.0		54.0	23.0	73.0				
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s	29.0	17.0		92.0		50.0	19.0	69.0				
Max Q Clear Time (g_c+l1), s	31.0	19.0		10.4		52.0	21.0	71.0				
Green Ext Time (p_c), s	0.0	0.0		3.2		0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			138.2									
HCM 6th LOS			F									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR11 US129
AM No Build

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129

PM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	960	1472	133	30	1091	540	47	82	14	722	71	322
Future Volume (veh/h)	960	1472	133	30	1091	540	47	82	14	722	71	322
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	990	1518	137	31	1125	557	48	85	14	744	73	332
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	945	1958	874	40	1066	476	159	212	180	714	648	549
Arrive On Green	0.27	0.55	0.55	0.02	0.30	0.30	0.11	0.11	0.11	0.21	0.35	0.35
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	980	1870	1585	3456	1870	1585
Grp Volume(v), veh/h	990	1518	137	31	1125	557	48	85	14	744	73	332
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	980	1870	1585	1728	1870	1585
Q Serve(g_s), s	41.0	50.2	6.4	2.6	45.0	45.0	6.8	6.3	1.2	31.0	4.0	26.0
Cycle Q Clear(g_c), s	41.0	50.2	6.4	2.6	45.0	45.0	6.8	6.3	1.2	31.0	4.0	26.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	945	1958	874	40	1066	476	159	212	180	714	648	549
V/C Ratio(X)	1.05	0.78	0.16	0.78	1.06	1.17	0.30	0.40	0.08	1.04	0.11	0.60
Avail Cap(c_a), veh/h	945	1958	874	71	1066	476	159	212	180	714	648	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	26.4	16.5	73.0	52.5	52.5	62.0	61.8	59.5	59.5	33.3	40.5
Incr Delay (d2), s/veh	42.7	2.0	0.1	27.5	43.4	97.6	4.8	5.6	0.8	45.0	0.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.9	20.6	2.3	1.5	25.9	30.3	1.9	3.3	0.5	17.7	1.8	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.2	28.4	16.6	100.5	95.9	150.1	66.8	67.3	60.3	104.5	33.4	42.4
LnGrp LOS	F	C	B	F	F	F	E	E	E	F	C	D
Approach Vol, veh/h		2645			1713			147			1149	
Approach Delay, s/veh		53.5			113.6			66.5			82.0	
Approach LOS		D			F			E			F	
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	35.0	21.0	7.3	86.7		56.0	45.0	49.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s	31.0	17.0	6.0	80.0		52.0	41.0	45.0				
Max Q Clear Time (g_c+l1), s	33.0	8.8	4.6	52.2		28.0	43.0	47.0				
Green Ext Time (p_c), s	0.0	0.3	0.0	13.5		1.5	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			77.9									
HCM 6th LOS			E									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129
PM No Build

HCM 6th AWSC
4: Lakeview Dr & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012

AM No Build

Intersection

Intersection Delay, s/veh 67.2

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	33	2	91	60	311	3	92	46	364	177	10
Future Vol, veh/h	5	33	2	91	60	311	3	92	46	364	177	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	39	2	107	71	366	4	108	54	428	208	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	12.1			42.6			13.5			105.5		
HCM LOS	B			E			B			F		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	12%	20%	66%
Vol Thru, %	65%	82%	13%	32%
Vol Right, %	33%	5%	67%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	40	462	551
LT Vol	3	5	91	364
Through Vol	92	33	60	177
RT Vol	46	2	311	10
Lane Flow Rate	166	47	544	648
Geometry Grp	1	1	1	1
Degree of Util (X)	0.315	0.1	0.902	1.138
Departure Headway (Hd)	7.183	8.163	6.342	6.32
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	504	442	576	570
Service Time	5.183	6.163	4.342	4.388
HCM Lane V/C Ratio	0.329	0.106	0.944	1.137
HCM Control Delay	13.5	12.1	42.6	105.5
HCM Lane LOS	B	B	E	F
HCM 95th-tile Q	1.3	0.3	10.8	21.1

HCM 6th AWSC
4: Lakeview Dr & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012

PM No Build

Intersection

Intersection Delay, s/veh 12.5

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	39	4	34	49	281	4	41	69	281	40	3
Future Vol, veh/h	9	39	4	34	49	281	4	41	69	281	40	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	43	4	38	54	312	4	46	77	312	44	3
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			1			1		
HCM Control Delay	9.6			14			9.9			12.1		
HCM LOS	A			B			A			B		

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	4%	17%	9%	100%	74%
Vol Thru, %	36%	75%	13%	0%	24%
Vol Right, %	61%	8%	77%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	114	52	364	160	164
LT Vol	4	9	34	160	121
Through Vol	41	39	49	0	40
RT Vol	69	4	281	0	3
Lane Flow Rate	127	58	404	178	182
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.193	0.095	0.556	0.319	0.319
Departure Headway (Hd)	5.496	5.916	4.949	6.445	6.299
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	651	604	732	557	570
Service Time	3.546	3.97	2.949	4.186	4.04
HCM Lane V/C Ratio	0.195	0.096	0.552	0.32	0.319
HCM Control Delay	9.9	9.6	14	12.2	12
HCM Lane LOS	A	A	B	B	B
HCM 95th-tile Q	0.7	0.3	3.5	1.4	1.4

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

4: Lakeview Dr & Beverly Rd
PM No Build

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

5: SR 284 Clarks Br Rd & Limestone Pkwy US 129 SR 11

AM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	92	186	451	182	17	145	268	77	27	920	42
Future Volume (veh/h)	2	92	186	451	182	17	145	268	77	27	920	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	106	214	518	209	20	167	308	89	31	1057	48
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	779	660	432	133	660	231	1599	713	513	1599	713
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1152	1870	1585	790	319	1585	510	3554	1585	987	3554	1585
Grp Volume(v), veh/h	2	106	214	727	0	20	167	308	89	31	1057	48
Grp Sat Flow(s),veh/h/ln	1152	1870	1585	1109	0	1585	510	1777	1585	987	1777	1585
Q Serve(g_s), s	0.0	2.1	5.5	22.9	0.0	0.4	13.0	3.1	2.0	1.2	14.0	1.0
Cycle Q Clear(g_c), s	25.0	2.1	5.5	25.0	0.0	0.4	27.0	3.1	2.0	4.3	14.0	1.0
Prop In Lane	1.00		1.00	0.71		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	779	660	565	0	660	231	1599	713	513	1599	713
V/C Ratio(X)	0.02	0.14	0.32	1.29	0.00	0.03	0.72	0.19	0.12	0.06	0.66	0.07
Avail Cap(c_a), veh/h	120	779	660	565	0	660	231	1599	713	513	1599	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	10.8	11.8	20.6	0.0	10.3	25.7	9.9	9.6	11.2	12.9	9.4
Incr Delay (d2), s/veh	0.1	0.1	0.3	142.3	0.0	0.0	17.9	0.3	0.4	0.2	2.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	1.6	29.5	0.0	0.1	3.3	1.0	0.6	0.2	4.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	10.9	12.1	162.9	0.0	10.4	43.5	10.2	10.0	11.5	15.1	9.5
LnGrp LOS	C	B	B	F	A	B	D	B	A	B	B	A
Approach Vol, veh/h		322			747			564			1136	
Approach Delay, s/veh		11.8			158.8			20.0			14.7	
Approach LOS		B			F			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		29.0		31.0		29.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		27.0		25.0		27.0		25.0				
Max Q Clear Time (g_c+l1), s		29.0		27.0		16.0		27.0				
Green Ext Time (p_c), s		0.0		0.0		5.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			54.4									
HCM 6th LOS			D									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

5: SR 284 Clarks Br Rd & Limestone Pkwy US 129 SR 11
AM No Build

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

5: Limestone Pkwy US 129 SR 11 & SR 284 Clarks Br Rd

PM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	191	155	144	146	21	337	636	492	35	383	16
Future Volume (veh/h)	5	191	155	144	146	21	337	636	492	35	383	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	205	167	155	157	23	362	684	529	38	412	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	387	518	439	323	518	439	631	2042	911	351	2042	911
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1204	1870	1585	1010	1870	1585	959	3554	1585	460	3554	1585
Grp Volume(v), veh/h	5	205	167	155	157	23	362	684	529	38	412	17
Grp Sat Flow(s),veh/h/ln	1204	1870	1585	1010	1870	1585	959	1777	1585	460	1777	1585
Q Serve(g_s), s	0.2	4.8	4.6	7.9	3.6	0.6	15.7	5.5	11.5	2.6	3.0	0.2
Cycle Q Clear(g_c), s	3.8	4.8	4.6	12.7	3.6	0.6	18.8	5.5	11.5	8.0	3.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	387	518	439	323	518	439	631	2042	911	351	2042	911
V/C Ratio(X)	0.01	0.40	0.38	0.48	0.30	0.05	0.57	0.33	0.58	0.11	0.20	0.02
Avail Cap(c_a), veh/h	411	555	470	343	555	470	631	2042	911	351	2042	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	15.8	15.8	21.0	15.4	14.3	10.0	6.0	7.3	8.2	5.5	4.9
Incr Delay (d2), s/veh	0.0	0.5	0.5	1.1	0.3	0.0	3.8	0.4	2.7	0.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.7	1.4	1.7	1.3	0.2	2.8	1.3	2.9	0.2	0.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	16.3	16.3	22.1	15.7	14.4	13.8	6.5	10.0	8.8	5.7	5.0
LnGrp LOS	B	B	B	C	B	B	B	A	B	A	A	A
Approach Vol, veh/h		377			335			1575			467	
Approach Delay, s/veh		16.3			18.6			9.4			6.0	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		18.9		35.0		18.9				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		31.0		16.0		31.0		16.0				
Max Q Clear Time (g_c+l1), s		20.8		6.8		10.0		14.7				
Green Ext Time (p_c), s		5.8		1.1		2.9		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				10.9								
HCM 6th LOS				B								

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

5: Limestone Pkwy US 129 SR 11 & SR 284 Clarks Br Rd
PM No Build

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129 & Beverly Rd

AM No Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	156	259	40	149	69	267	656	76	86	1305	138
Future Volume (veh/h)	47	156	259	40	149	69	267	656	76	86	1305	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	171	285	44	164	76	293	721	84	95	1434	152
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	165	275	67	174	415	326	2187	975	413	1585	707
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.11	0.62	0.62	0.45	0.45	0.45
Sat Flow, veh/h	1140	630	1051	0	665	1585	1781	3554	1585	677	3554	1585
Grp Volume(v), veh/h	52	0	456	208	0	76	293	721	84	95	1434	152
Grp Sat Flow(s),veh/h/ln	1140	0	1681	665	0	1585	1781	1777	1585	677	1777	1585
Q Serve(g_s), s	0.0	0.0	17.0	0.0	0.0	2.4	5.6	6.4	1.4	5.9	24.4	3.8
Cycle Q Clear(g_c), s	17.0	0.0	17.0	17.0	0.0	2.4	5.6	6.4	1.4	5.9	24.4	3.8
Prop In Lane	1.00		0.63	0.21		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	0	440	241	0	415	326	2187	975	413	1585	707
V/C Ratio(X)	0.47	0.00	1.04	0.86	0.00	0.18	0.90	0.33	0.09	0.23	0.90	0.21
Avail Cap(c_a), veh/h	111	0	440	241	0	415	326	2187	975	413	1585	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	24.0	20.9	0.0	18.6	14.6	6.0	5.1	11.6	16.7	11.0
Incr Delay (d2), s/veh	3.1	0.0	52.8	25.9	0.0	0.2	26.4	0.4	0.2	1.3	8.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	12.7	4.2	0.0	0.9	3.8	1.6	0.3	0.8	9.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	0.0	76.8	46.8	0.0	18.8	41.0	6.4	5.3	12.9	25.6	11.7
LnGrp LOS	D	A	F	D	A	B	D	A	A	B	C	B
Approach Vol, veh/h		508			284			1098			1681	
Approach Delay, s/veh		72.6			39.3			15.6			23.6	
Approach LOS		E			D			B			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		44.0		21.0	11.0	33.0		21.0				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		40.0		17.0	7.0	29.0		17.0				
Max Q Clear Time (g_c+I1), s		8.4		19.0	7.6	26.4		19.0				
Green Ext Time (p_c), s		5.1		0.0	0.0	2.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay 29.4
HCM 6th LOS C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy & Beverly Rd

PM No Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	115	234	65	185	132	228	1406	38	52	856	38
Future Volume (veh/h)	51	115	234	65	185	132	228	1406	38	52	856	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	128	260	72	206	147	253	1562	42	58	951	42
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	160	325	112	230	461	360	2003	893	201	2003	893
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	1028	551	1118	103	789	1585	567	3554	1585	317	3554	1585
Grp Volume(v), veh/h	57	0	388	278	0	147	253	1562	42	58	951	42
Grp Sat Flow(s),veh/h/ln	1028	0	1669	892	0	1585	567	1777	1585	317	1777	1585
Q Serve(g_s), s	0.0	0.0	11.8	4.2	0.0	4.0	22.2	18.8	0.7	9.6	8.8	0.7
Cycle Q Clear(g_c), s	16.0	0.0	11.8	16.0	0.0	4.0	31.0	18.8	0.7	28.4	8.8	0.7
Prop In Lane	1.00		0.67	0.26		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	0	486	342	0	461	360	2003	893	201	2003	893
V/C Ratio(X)	0.44	0.00	0.80	0.81	0.00	0.32	0.70	0.78	0.05	0.29	0.47	0.05
Avail Cap(c_a), veh/h	131	0	486	342	0	461	360	2003	893	201	2003	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	0.0	18.0	19.5	0.0	15.2	17.4	9.3	5.4	20.4	7.1	5.4
Incr Delay (d2), s/veh	2.3	0.0	9.2	13.9	0.0	0.4	10.9	3.1	0.1	3.6	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	5.2	4.6	0.0	1.3	3.6	5.2	0.2	0.8	2.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	0.0	27.2	33.3	0.0	15.6	28.3	12.4	5.5	24.0	8.0	5.5
LnGrp LOS	C	A	C	C	A	B	C	B	A	C	A	A
Approach Vol, veh/h		445			425			1857			1051	
Approach Delay, s/veh		27.5			27.2			14.4			8.7	
Approach LOS		C			C			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		20.0		35.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		31.0		16.0		31.0		16.0				
Max Q Clear Time (g_c+I1), s		33.0		18.0		30.4		18.0				
Green Ext Time (p_c), s		0.0		0.0		0.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			15.8									
HCM 6th LOS			B									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy & Beverly Rd
PM No Build with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

2: Limestone Pkwy SR11 US129/Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	8	159	13	12	50	230	840	18	154	1301	136
Future Volume (veh/h)	95	8	159	13	12	50	230	840	18	154	1301	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	9	177	14	13	56	256	933	20	171	1446	151
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	476	347	294	284	193	294	317	1930	861	468	1930	861
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1332	1870	1585	530	1042	1585	319	3554	1585	589	3554	1585
Grp Volume(v), veh/h	106	9	177	27	0	56	256	933	20	171	1446	151
Grp Sat Flow(s),veh/h/ln	1332	1870	1585	1572	0	1585	319	1777	1585	589	1777	1585
Q Serve(g_s), s	2.1	0.1	3.0	0.0	0.0	0.9	6.8	4.8	0.2	7.5	9.2	1.4
Cycle Q Clear(g_c), s	2.5	0.1	3.0	0.4	0.0	0.9	16.0	4.8	0.2	12.3	9.2	1.4
Prop In Lane	1.00		1.00	0.52		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	476	347	294	477	0	294	317	1930	861	468	1930	861
V/C Ratio(X)	0.22	0.03	0.60	0.06	0.00	0.19	0.81	0.48	0.02	0.37	0.75	0.18
Avail Cap(c_a), veh/h	952	1016	861	995	0	861	317	1930	861	468	1930	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	9.8	11.0	9.9	0.0	10.1	13.8	4.2	3.1	8.0	5.2	3.4
Incr Delay (d2), s/veh	0.2	0.0	2.0	0.0	0.0	0.3	19.3	0.9	0.0	0.5	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.9	0.1	0.0	0.2	3.1	0.8	0.0	0.6	1.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	9.9	13.0	10.0	0.0	10.4	33.1	5.0	3.2	8.5	6.9	3.5
LnGrp LOS	B	A	B	A	A	B	C	A	A	A	A	A
Approach Vol, veh/h		292			83			1209			1768	
Approach Delay, s/veh		12.2			10.3			11.0			6.7	
Approach LOS		B			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		9.5		20.0		9.5				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s		18.0		5.0		14.3		2.9				
Green Ext Time (p_c), s		0.0		0.7		1.5		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			8.8									
HCM 6th LOS			A									

Beverly Rd at Limestone Pkwy NV5 2021012 Limestone Pkwy SR11 US129/Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway
 NV5 AM No Build with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

2: Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway

PM No Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	16	300	10	15	107	345	1349	30	168	836	205
Future Volume (veh/h)	235	16	300	10	15	107	345	1349	30	168	836	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	264	18	337	11	17	120	388	1516	34	189	939	230
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	340	288	131	184	288	379	2649	1182	251	2649	1182
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1252	1870	1585	470	1014	1585	480	3554	1585	333	3554	1585
Grp Volume(v), veh/h	264	18	337	28	0	120	388	1516	34	189	939	230
Grp Sat Flow(s),veh/h/ln	1252	1870	1585	1484	0	1585	480	1777	1585	333	1777	1585
Q Serve(g_s), s	18.6	0.9	20.0	0.0	0.0	7.4	71.9	20.8	0.6	61.2	10.1	4.8
Cycle Q Clear(g_c), s	20.0	0.9	20.0	1.4	0.0	7.4	82.0	20.8	0.6	82.0	10.1	4.8
Prop In Lane	1.00		1.00	0.39		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	340	288	315	0	288	379	2649	1182	251	2649	1182
V/C Ratio(X)	0.95	0.05	1.17	0.09	0.00	0.42	1.02	0.57	0.03	0.75	0.35	0.19
Avail Cap(c_a), veh/h	278	340	288	315	0	288	379	2649	1182	251	2649	1182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	37.2	45.0	37.4	0.0	39.8	25.2	6.2	3.6	25.0	4.8	4.2
Incr Delay (d2), s/veh	40.8	0.1	106.9	0.1	0.0	1.0	52.1	0.9	0.0	12.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	0.4	16.3	0.6	0.0	2.9	16.0	6.8	0.2	5.5	3.1	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.3	37.2	151.9	37.5	0.0	40.8	77.3	7.1	3.7	37.1	4.9	4.2
LnGrp LOS	F	D	F	D	A	D	F	A	A	D	A	A
Approach Vol, veh/h		619			148			1938			1358	
Approach Delay, s/veh		121.5			40.2			21.1			9.3	
Approach LOS		F			D			C			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		86.0		24.0		86.0		24.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		82.0		20.0		82.0		20.0				
Max Q Clear Time (g_c+I1), s		84.0		22.0		84.0		9.4				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			33.1									
HCM 6th LOS			C									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

2: Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway
PM No Build with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR11 US129

AM No Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	544	427	80	29	1924	376	82	66	12	799	71	600
Future Volume (veh/h)	544	427	80	29	1924	376	82	66	12	799	71	600
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	573	449	84	31	2025	396	86	69	13	841	0	682
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	565	2068	922	398	1950	865	257	272	231	874	0	1354
Arrive On Green	0.16	0.58	0.58	0.38	0.38	0.38	0.05	0.15	0.15	0.16	0.00	0.26
Sat Flow, veh/h	3456	3554	1585	871	5106	1585	1781	1870	1585	5344	0	3170
Grp Volume(v), veh/h	573	449	84	31	2025	396	86	69	13	841	0	682
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	871	1702	1585	1781	1870	1585	1781	0	1585
Q Serve(g_s), s	18.0	6.7	2.6	2.5	42.0	16.7	4.5	3.6	0.8	17.2	0.0	17.3
Cycle Q Clear(g_c), s	18.0	6.7	2.6	2.5	42.0	16.7	4.5	3.6	0.8	17.2	0.0	17.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	565	2068	922	398	1950	865	257	272	231	874	0	1354
V/C Ratio(X)	1.01	0.22	0.09	0.08	1.04	0.46	0.33	0.25	0.06	0.96	0.00	0.50
Avail Cap(c_a), veh/h	565	2068	922	398	1950	865	257	272	231	874	0	1354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.0	11.0	10.2	21.8	34.0	15.1	37.8	41.7	40.5	45.7	0.0	23.0
Incr Delay (d2), s/veh	41.2	0.1	0.0	0.1	31.2	0.4	0.8	2.2	0.5	21.6	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	2.4	0.8	0.5	21.7	5.5	2.0	1.8	0.3	9.1	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.2	11.1	10.2	21.9	65.2	15.5	38.6	43.9	41.0	67.2	0.0	23.3
LnGrp LOS	F	B	B	C	F	B	D	D	D	E	A	C
Approach Vol, veh/h		1106			2452			168			1523	
Approach Delay, s/veh		50.4			56.7			41.0			47.6	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	20.0		68.0	9.0	33.0	22.0	46.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	18.0	16.0		64.0	5.0	29.0	18.0	42.0				
Max Q Clear Time (g_c+l1), s	19.2	5.6		8.7	6.5	19.3	20.0	44.0				
Green Ext Time (p_c), s	0.0	0.2		3.2	0.0	2.1	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 52.2
 HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.
 User approved volume balancing among the lanes for turning movement.

Beverly Rd at Limestone Pkwy NV5 2021012
 NV5

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR11 US129
 AM No Build with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129

PM No Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	960	1472	133	30	1091	540	47	82	14	722	71	322
Future Volume (veh/h)	960	1472	133	30	1091	540	47	82	14	722	71	322
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	990	1518	137	31	1125	557	48	85	14	744	0	381
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	960	1895	845	136	1078	564	269	353	299	772	0	2078
Arrive On Green	0.28	0.53	0.53	0.21	0.21	0.21	0.19	0.19	0.19	0.14	0.00	0.38
Sat Flow, veh/h	3456	3554	1585	301	5106	1585	1002	1870	1585	5344	0	3170
Grp Volume(v), veh/h	990	1518	137	31	1125	557	48	85	14	744	0	381
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	301	1702	1585	1002	1870	1585	1781	0	1585
Q Serve(g_s), s	25.0	31.3	4.0	8.4	19.0	19.0	3.7	3.5	0.7	12.5	0.0	4.2
Cycle Q Clear(g_c), s	25.0	31.3	4.0	10.7	19.0	19.0	3.7	3.5	0.7	12.5	0.0	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	960	1895	845	136	1078	564	269	353	299	772	0	2078
V/C Ratio(X)	1.03	0.80	0.16	0.23	1.04	0.99	0.18	0.24	0.05	0.96	0.00	0.18
Avail Cap(c_a), veh/h	960	1895	845	136	1078	564	269	353	299	772	0	2078
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.5	17.1	10.7	33.3	35.5	28.8	31.1	31.0	29.9	38.3	0.0	6.1
Incr Delay (d2), s/veh	37.4	2.6	0.1	0.8	39.5	34.8	1.4	1.6	0.3	23.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	11.4	1.2	0.6	11.3	16.2	1.0	1.6	0.3	6.8	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.9	19.7	10.8	34.1	75.0	63.6	32.5	32.6	30.2	62.1	0.0	6.1
LnGrp LOS	F	B	B	C	F	E	C	C	C	E	A	A
Approach Vol, veh/h		2645			1713			147			1125	
Approach Delay, s/veh		38.0			70.6			32.4			43.1	
Approach LOS		D			E			C			D	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	17.0	21.0		52.0		38.0	29.0	23.0				
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s	13.0	17.0		48.0		34.0	25.0	19.0				
Max Q Clear Time (g_c+l1), s	14.5	5.7		33.3		6.2	27.0	21.0				
Green Ext Time (p_c), s	0.0	0.4		9.2		1.5	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 48.8
 HCM 6th LOS D

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th AWSC
4: Lakeview Dr & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012
AM No Build with improvements

Intersection

Intersection Delay, s/veh 31.5

Intersection LOS D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	33	2	91	60	311	3	92	46	364	177	10
Future Vol, veh/h	5	33	2	91	60	311	3	92	46	364	177	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	39	2	107	71	366	4	108	54	428	208	12
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			1			1		
HCM Control Delay	11.5			37.6			13.2			32.5		
HCM LOS	B			E			B			D		

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	2%	12%	20%	100%	0%
Vol Thru, %	65%	82%	13%	0%	95%
Vol Right, %	33%	5%	67%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	40	462	364	187
LT Vol	3	5	91	364	0
Through Vol	92	33	60	0	177
RT Vol	46	2	311	0	10
Lane Flow Rate	166	47	544	428	220
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.32	0.099	0.881	0.871	0.414
Departure Headway (Hd)	6.941	7.591	5.947	7.324	6.775
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	519	473	614	497	535
Service Time	4.958	5.626	3.947	5.024	4.475
HCM Lane V/C Ratio	0.32	0.099	0.886	0.861	0.411
HCM Control Delay	13.2	11.5	37.6	41.9	14.2
HCM Lane LOS	B	B	E	E	B
HCM 95th-tile Q	1.4	0.3	10.3	9.3	2

HCM 6th AWSC
4: Lakeview Dr & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012
PM No Build with improvements

Intersection

Intersection Delay, s/veh 12.5

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	39	4	34	49	281	4	41	69	281	40	3
Future Vol, veh/h	9	39	4	34	49	281	4	41	69	281	40	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	43	4	38	54	312	4	46	77	312	44	3
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			1			1		
HCM Control Delay	9.6			14			9.9			12.1		
HCM LOS	A			B			A			B		

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	4%	17%	9%	100%	74%
Vol Thru, %	36%	75%	13%	0%	24%
Vol Right, %	61%	8%	77%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	114	52	364	160	164
LT Vol	4	9	34	160	121
Through Vol	41	39	49	0	40
RT Vol	69	4	281	0	3
Lane Flow Rate	127	58	404	178	182
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.193	0.095	0.556	0.319	0.319
Departure Headway (Hd)	5.496	5.916	4.949	6.445	6.299
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	651	604	732	557	570
Service Time	3.546	3.97	2.949	4.186	4.04
HCM Lane V/C Ratio	0.195	0.096	0.552	0.32	0.319
HCM Control Delay	9.9	9.6	14	12.2	12
HCM Lane LOS	A	A	B	B	B
HCM 95th-tile Q	0.7	0.3	3.5	1.4	1.4

Beverly Rd at Limestone Pkwy NV5 2021012

5: SR 284 Clarks Br Rd & Limestone Pkwy US 129 SR 11

AM No Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	92	186	451	182	17	145	268	77	27	920	42
Future Volume (veh/h)	2	92	186	451	182	17	145	268	77	27	920	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	106	214	518	209	20	167	308	89	31	1057	48
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	779	660	432	133	660	231	1599	713	513	1599	713
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1152	1870	1585	790	319	1585	510	3554	1585	987	3554	1585
Grp Volume(v), veh/h	2	106	214	727	0	20	167	308	89	31	1057	48
Grp Sat Flow(s),veh/h/ln	1152	1870	1585	1109	0	1585	510	1777	1585	987	1777	1585
Q Serve(g_s), s	0.0	2.1	5.5	22.9	0.0	0.4	13.0	3.1	2.0	1.2	14.0	1.0
Cycle Q Clear(g_c), s	25.0	2.1	5.5	25.0	0.0	0.4	27.0	3.1	2.0	4.3	14.0	1.0
Prop In Lane	1.00		1.00	0.71		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	779	660	565	0	660	231	1599	713	513	1599	713
V/C Ratio(X)	0.02	0.14	0.32	1.29	0.00	0.03	0.72	0.19	0.12	0.06	0.66	0.07
Avail Cap(c_a), veh/h	120	779	660	565	0	660	231	1599	713	513	1599	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	10.8	11.8	20.6	0.0	10.3	25.7	9.9	9.6	11.2	12.9	9.4
Incr Delay (d2), s/veh	0.1	0.1	0.3	142.3	0.0	0.0	17.9	0.3	0.4	0.2	2.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	1.6	29.5	0.0	0.1	3.3	1.0	0.6	0.2	4.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	10.9	12.1	162.9	0.0	10.4	43.5	10.2	10.0	11.5	15.1	9.5
LnGrp LOS	C	B	B	F	A	B	D	B	A	B	B	A
Approach Vol, veh/h		322			747			564			1136	
Approach Delay, s/veh		11.8			158.8			20.0			14.7	
Approach LOS		B			F			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		29.0		31.0		29.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		27.0		25.0		27.0		25.0				
Max Q Clear Time (g_c+l1), s		29.0		27.0		16.0		27.0				
Green Ext Time (p_c), s		0.0		0.0		5.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			54.4									
HCM 6th LOS			D									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

5: SR 284 Clarks Br Rd & Limestone Pkwy US 129 SR 11
AM No Build with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

5: Limestone Pkwy/SR 11 US 129 & SR 284 Clarks Br Rd

PM No Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	191	155	144	146	21	337	636	492	35	383	16
Future Volume (veh/h)	5	191	155	144	146	21	337	636	492	35	383	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	205	167	155	157	23	362	684	529	38	412	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	387	518	439	323	518	439	631	2042	911	351	2042	911
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1204	1870	1585	1010	1870	1585	959	3554	1585	460	3554	1585
Grp Volume(v), veh/h	5	205	167	155	157	23	362	684	529	38	412	17
Grp Sat Flow(s),veh/h/ln	1204	1870	1585	1010	1870	1585	959	1777	1585	460	1777	1585
Q Serve(g_s), s	0.2	4.8	4.6	7.9	3.6	0.6	15.7	5.5	11.5	2.6	3.0	0.2
Cycle Q Clear(g_c), s	3.8	4.8	4.6	12.7	3.6	0.6	18.8	5.5	11.5	8.0	3.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	387	518	439	323	518	439	631	2042	911	351	2042	911
V/C Ratio(X)	0.01	0.40	0.38	0.48	0.30	0.05	0.57	0.33	0.58	0.11	0.20	0.02
Avail Cap(c_a), veh/h	411	555	470	343	555	470	631	2042	911	351	2042	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	15.8	15.8	21.0	15.4	14.3	10.0	6.0	7.3	8.2	5.5	4.9
Incr Delay (d2), s/veh	0.0	0.5	0.5	1.1	0.3	0.0	3.8	0.4	2.7	0.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.7	1.4	1.7	1.3	0.2	2.8	1.3	2.9	0.2	0.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	16.3	16.3	22.1	15.7	14.4	13.8	6.5	10.0	8.8	5.7	5.0
LnGrp LOS	B	B	B	C	B	B	B	A	B	A	A	A
Approach Vol, veh/h		377			335			1575			467	
Approach Delay, s/veh		16.3			18.6			9.4			6.0	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		18.9		35.0		18.9				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		31.0		16.0		31.0		16.0				
Max Q Clear Time (g_c+l1), s		20.8		6.8		10.0		14.7				
Green Ext Time (p_c), s		5.8		1.1		2.9		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				10.9								
HCM 6th LOS				B								

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

5: Limestone Pkwy/SR 11 US 129 & SR 284 Clarks Br Rd
PM No Build with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy US 129 SR 11 & Beverly Rd

AM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	55	158	261	41	150	69	18	268	656	76	86	1306
Future Volume (veh/h)	55	158	261	41	150	69	18	268	656	76	86	1306
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	174	287	45	165	76		295	721	84	95	1435
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2
Cap, veh/h	131	216	316	169	520	557		197	1670	745	388	1670
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35		0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	117	616	900	202	1482	1585		321	3554	1585	677	3554
Grp Volume(v), veh/h	521	0	0	210	0	76		295	721	84	95	1435
Grp Sat Flow(s),veh/h/ln	1633	0	0	1683	0	1585		321	1777	1585	677	1777
Q Serve(g_s), s	7.8	0.0	0.0	0.0	0.0	1.5		5.0	6.0	1.3	4.9	16.0
Cycle Q Clear(g_c), s	13.5	0.0	0.0	3.7	0.0	1.5		21.0	6.0	1.3	10.9	16.0
Prop In Lane	0.12		0.55	0.21		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	663	0	0	689	0	557		197	1670	745	388	1670
V/C Ratio(X)	0.79	0.00	0.00	0.30	0.00	0.14		1.50	0.43	0.11	0.25	0.86
Avail Cap(c_a), veh/h	674	0	0	699	0	567		197	1670	745	388	1670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	10.6	0.0	9.9		21.9	7.9	6.6	11.5	10.5
Incr Delay (d2), s/veh	6.0	0.0	0.0	0.2	0.0	0.1		249.7	0.8	0.3	1.5	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	1.3	0.0	0.4		15.4	1.6	0.3	0.8	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	0.0	0.0	10.8	0.0	10.0		271.6	8.7	6.9	13.0	16.6
LnGrp LOS	B	A	A	B	A	A		F	A	A	B	B
Approach Vol, veh/h		521			286				1100			1683
Approach Delay, s/veh		19.7			10.6				79.1			15.5
Approach LOS		B			B				E			B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.0		19.7		25.0		19.7				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		21.0		16.0		21.0		16.0				
Max Q Clear Time (g_c+l1), s		23.0		15.5		18.0		5.7				
Green Ext Time (p_c), s		0.0		0.2		2.5		1.1				

Intersection Summary

HCM 6th Ctrl Delay 35.2
 HCM 6th LOS D

Notes

User approved ignoring U-Turning movement.

Beverly Rd at Limestone Pkwy NV5 2021012
 NV5

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy US 129 SR 11 & Beverly Rd
 AM Build

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy US 129 SR 11 & Beverly Rd

AM Build

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	139
Future Volume (veh/h)	139
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	153
Peak Hour Factor	0.91
Percent Heavy Veh, %	2
Cap, veh/h	745
Arrive On Green	0.47
Sat Flow, veh/h	1585
Grp Volume(v), veh/h	153
Grp Sat Flow(s),veh/h/ln	1585
Q Serve(g_s), s	2.5
Cycle Q Clear(g_c), s	2.5
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	745
V/C Ratio(X)	0.21
Avail Cap(c_a), veh/h	745
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	7.0
Incr Delay (d2), s/veh	0.6
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.8
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	7.6
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy US 129 SR 11 & Beverly Rd

PM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	54	116	235	66	186	132	63	229	1406	38	52	862
Future Volume (veh/h)	54	116	235	66	186	132	63	229	1406	38	52	862
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	129	261	73	207	147		254	1562	42	58	958
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2
Cap, veh/h	88	99	164	142	307	423		374	2132	951	211	2132
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27		0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	74	371	615	249	1151	1585		561	3554	1585	317	3554
Grp Volume(v), veh/h	450	0	0	280	0	147		254	1562	42	58	958
Grp Sat Flow(s),veh/h/ln	1059	0	0	1401	0	1585		561	1777	1585	317	1777
Q Serve(g_s), s	5.8	0.0	0.0	0.0	0.0	4.5		27.1	18.8	0.7	9.6	8.9
Cycle Q Clear(g_c), s	16.0	0.0	0.0	10.2	0.0	4.5		36.0	18.8	0.7	28.4	8.9
Prop In Lane	0.13		0.58	0.26		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	351	0	0	449	0	423		374	2132	951	211	2132
V/C Ratio(X)	1.28	0.00	0.00	0.62	0.00	0.35		0.68	0.73	0.04	0.28	0.45
Avail Cap(c_a), veh/h	351	0	0	449	0	423		374	2132	951	211	2132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	0.0	0.0	19.4	0.0	17.8		16.4	8.6	4.9	18.7	6.6
Incr Delay (d2), s/veh	147.8	0.0	0.0	2.7	0.0	0.5		9.6	2.3	0.1	3.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.2	0.0	0.0	3.5	0.0	1.6		3.6	5.0	0.2	0.8	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	171.3	0.0	0.0	22.1	0.0	18.3		26.0	10.8	5.0	21.9	7.3
LnGrp LOS	F	A	A	C	A	B		C	B	A	C	A
Approach Vol, veh/h		450			427				1858			1062
Approach Delay, s/veh		171.3			20.8				12.8			8.0
Approach LOS		F			C				B			A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		20.0		40.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		36.0		16.0		36.0		16.0				
Max Q Clear Time (g_c+l1), s		38.0		18.0		30.4		12.2				
Green Ext Time (p_c), s		0.0		0.0		3.4		0.8				

HCM 6th Ctrl Delay 31.1
 HCM 6th LOS C

User approved ignoring U-Turning movement.

Beverly Rd at Limestone Pkwy NV5 2021012
 NV5

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy US 129 SR 11 & Beverly Rd
 PM Build

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy US 129 SR 11 & Beverly Rd

PM Build

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	41
Future Volume (veh/h)	41
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	46
Peak Hour Factor	0.90
Percent Heavy Veh, %	2
Cap, veh/h	951
Arrive On Green	0.60
Sat Flow, veh/h	1585
Grp Volume(v), veh/h	46
Grp Sat Flow(s),veh/h/ln	1585
Q Serve(g_s), s	0.7
Cycle Q Clear(g_c), s	0.7
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	951
V/C Ratio(X)	0.05
Avail Cap(c_a), veh/h	951
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	4.9
Incr Delay (d2), s/veh	0.1
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.2
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	5.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy & Beverly Rd

AM Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	55	158	261	41	150	69	18	268	656	76	86	1306
Future Volume (veh/h)	55	158	261	41	150	69	18	268	656	76	86	1306
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	174	287	45	165	76		295	721	84	95	1435
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2
Cap, veh/h	131	216	316	169	520	557		197	1670	745	388	1670
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35		0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	117	616	900	202	1482	1585		321	3554	1585	677	3554
Grp Volume(v), veh/h	521	0	0	210	0	76		295	721	84	95	1435
Grp Sat Flow(s),veh/h/ln	1633	0	0	1683	0	1585		321	1777	1585	677	1777
Q Serve(g_s), s	7.8	0.0	0.0	0.0	0.0	1.5		5.0	6.0	1.3	4.9	16.0
Cycle Q Clear(g_c), s	13.5	0.0	0.0	3.7	0.0	1.5		21.0	6.0	1.3	10.9	16.0
Prop In Lane	0.12		0.55	0.21		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	663	0	0	689	0	557		197	1670	745	388	1670
V/C Ratio(X)	0.79	0.00	0.00	0.30	0.00	0.14		1.50	0.43	0.11	0.25	0.86
Avail Cap(c_a), veh/h	674	0	0	699	0	567		197	1670	745	388	1670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	10.6	0.0	9.9		21.9	7.9	6.6	11.5	10.5
Incr Delay (d2), s/veh	6.0	0.0	0.0	0.2	0.0	0.1		249.7	0.8	0.3	1.5	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	1.3	0.0	0.4		15.4	1.6	0.3	0.8	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	0.0	0.0	10.8	0.0	10.0		271.6	8.7	6.9	13.0	16.6
LnGrp LOS	B	A	A	B	A	A		F	A	A	B	B
Approach Vol, veh/h		521			286				1100			1683
Approach Delay, s/veh		19.7			10.6				79.1			15.5
Approach LOS		B			B				E			B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.0		19.7		25.0		19.7				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		21.0		16.0		21.0		16.0				
Max Q Clear Time (g_c+I1), s		23.0		15.5		18.0		5.7				
Green Ext Time (p_c), s		0.0		0.2		2.5		1.1				

Intersection Summary

HCM 6th Ctrl Delay 35.2
HCM 6th LOS D

Notes

User approved ignoring U-Turning movement.

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy & Beverly Rd
AM Build with improvements

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy & Beverly Rd

AM Build with improvements

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	139
Future Volume (veh/h)	139
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	153
Peak Hour Factor	0.91
Percent Heavy Veh, %	2
Cap, veh/h	745
Arrive On Green	0.47
Sat Flow, veh/h	1585
Grp Volume(v), veh/h	153
Grp Sat Flow(s),veh/h/ln	1585
Q Serve(g_s), s	2.5
Cycle Q Clear(g_c), s	2.5
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	745
V/C Ratio(X)	0.21
Avail Cap(c_a), veh/h	745
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	7.0
Incr Delay (d2), s/veh	0.6
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.8
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	7.6
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy & Beverly Rd

PM Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	54	116	235	66	186	132	63	229	1406	38	52	862
Future Volume (veh/h)	54	116	235	66	186	132	63	229	1406	38	52	862
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	129	261	73	207	147		254	1562	42	58	958
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2
Cap, veh/h	120	147	298	93	167	423		374	2132	951	211	2132
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27		0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	1027	552	1117	64	626	1585		561	3554	1585	317	3554
Grp Volume(v), veh/h	60	0	390	280	0	147		254	1562	42	58	958
Grp Sat Flow(s),veh/h/ln	1027	0	1669	690	0	1585		561	1777	1585	317	1777
Q Serve(g_s), s	0.0	0.0	13.4	2.6	0.0	4.5		27.1	18.8	0.7	9.6	8.9
Cycle Q Clear(g_c), s	16.0	0.0	13.4	16.0	0.0	4.5		36.0	18.8	0.7	28.4	8.9
Prop In Lane	1.00		0.67	0.26		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	120	0	445	260	0	423		374	2132	951	211	2132
V/C Ratio(X)	0.50	0.00	0.88	1.08	0.00	0.35		0.68	0.73	0.04	0.28	0.45
Avail Cap(c_a), veh/h	120	0	445	260	0	423		374	2132	951	211	2132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	0.0	21.1	23.2	0.0	17.8		16.4	8.6	4.9	18.7	6.6
Incr Delay (d2), s/veh	3.2	0.0	17.5	78.4	0.0	0.5		9.6	2.3	0.1	3.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	6.9	9.2	0.0	1.6		3.6	5.0	0.2	0.8	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	0.0	38.6	101.6	0.0	18.3		26.0	10.8	5.0	21.9	7.3
LnGrp LOS	C	A	D	F	A	B		C	B	A	C	A
Approach Vol, veh/h		450			427				1858			1062
Approach Delay, s/veh		37.9			72.9				12.8			8.0
Approach LOS		D			E				B			A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		20.0		40.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		36.0		16.0		36.0		16.0				
Max Q Clear Time (g_c+I1), s		38.0		18.0		30.4		18.0				
Green Ext Time (p_c), s		0.0		0.0		3.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay 21.2
 HCM 6th LOS C

Notes

User approved ignoring U-Turning movement.

Beverly Rd at Limestone Pkwy NV5 2021012
 NV5

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy & Beverly Rd
 PM Build with improvements

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy & Beverly Rd

PM Build with improvements

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	41
Future Volume (veh/h)	41
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	46
Peak Hour Factor	0.90
Percent Heavy Veh, %	2
Cap, veh/h	951
Arrive On Green	0.60
Sat Flow, veh/h	1585
Grp Volume(v), veh/h	46
Grp Sat Flow(s),veh/h/ln	1585
Q Serve(g_s), s	0.7
Cycle Q Clear(g_c), s	0.7
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	951
V/C Ratio(X)	0.05
Avail Cap(c_a), veh/h	951
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	4.9
Incr Delay (d2), s/veh	0.1
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.2
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	5.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

2: Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway

AM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	8	159	13	12	50	230	859	18	154	1367	136
Future Volume (veh/h)	95	8	159	13	12	50	230	859	18	154	1367	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	9	177	14	13	56	256	954	20	171	1519	151
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	200	169	107	89	169	262	2985	1331	499	2985	1331
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.84	0.84	0.84	0.84	0.84	0.84
Sat Flow, veh/h	1332	1870	1585	664	833	1585	297	3554	1585	577	3554	1585
Grp Volume(v), veh/h	106	9	177	27	0	56	256	954	20	171	1519	151
Grp Sat Flow(s),veh/h/ln	1332	1870	1585	1497	0	1585	297	1777	1585	577	1777	1585
Q Serve(g_s), s	11.8	0.6	16.0	0.1	0.0	4.9	108.1	8.8	0.3	13.8	17.9	2.5
Cycle Q Clear(g_c), s	13.8	0.6	16.0	2.0	0.0	4.9	126.0	8.8	0.3	22.6	17.9	2.5
Prop In Lane	1.00		1.00	0.52		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	172	200	169	196	0	169	262	2985	1331	499	2985	1331
V/C Ratio(X)	0.62	0.05	1.05	0.14	0.00	0.33	0.98	0.32	0.02	0.34	0.51	0.11
Avail Cap(c_a), veh/h	172	200	169	196	0	169	262	2985	1331	499	2985	1331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.0	60.1	67.0	60.7	0.0	62.0	29.8	2.6	1.9	5.1	3.4	2.1
Incr Delay (d2), s/veh	6.4	0.1	82.2	0.3	0.0	1.1	50.1	0.3	0.0	0.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.3	10.4	1.0	0.0	2.0	13.6	2.6	0.1	1.6	5.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.4	60.2	149.2	61.0	0.0	63.2	79.9	2.9	2.0	5.5	3.5	2.2
LnGrp LOS	E	E	F	E	A	E	E	A	A	A	A	A
Approach Vol, veh/h		292			83			1230			1841	
Approach Delay, s/veh		118.9			62.5			18.9			3.6	
Approach LOS		F			E			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		130.0		20.0		130.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		126.0		16.0		126.0		16.0				
Max Q Clear Time (g_c+I1), s		128.0		18.0		24.6		6.9				
Green Ext Time (p_c), s		0.0		0.0		29.2		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			20.2									
HCM 6th LOS			C									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

2: Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway
AM Build

Beverly Rd at Limestone Pkwy NV5 2021012

PM Build



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	16	300	10	15	107	345	1412	30	168	875	205
Future Volume (veh/h)	235	16	300	10	15	107	345	1412	30	168	875	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	264	18	337	11	17	120	388	1587	34	189	983	230
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	312	264	120	169	264	372	2724	1215	240	2724	1215
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.77	0.77	0.77	0.77	0.77	0.77
Sat Flow, veh/h	1252	1870	1585	470	1014	1585	460	3554	1585	311	3554	1585
Grp Volume(v), veh/h	264	18	337	28	0	120	388	1587	34	189	983	230
Grp Sat Flow(s),veh/h/ln	1252	1870	1585	1484	0	1585	460	1777	1585	311	1777	1585
Q Serve(g_s), s	18.5	1.0	20.0	0.0	0.0	8.2	81.3	22.6	0.6	69.4	10.7	4.8
Cycle Q Clear(g_c), s	20.0	1.0	20.0	1.5	0.0	8.2	92.0	22.6	0.6	92.0	10.7	4.8
Prop In Lane	1.00		1.00	0.39		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	312	264	289	0	264	372	2724	1215	240	2724	1215
V/C Ratio(X)	1.04	0.06	1.28	0.10	0.00	0.45	1.04	0.58	0.03	0.79	0.36	0.19
Avail Cap(c_a), veh/h	253	312	264	289	0	264	372	2724	1215	240	2724	1215
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	42.1	50.0	42.3	0.0	45.1	25.9	5.9	3.3	26.9	4.5	3.8
Incr Delay (d2), s/veh	68.6	0.1	150.1	0.1	0.0	1.2	58.4	0.9	0.0	15.9	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.5	18.9	0.7	0.0	3.3	17.3	7.4	0.2	6.4	3.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	121.6	42.1	200.1	42.4	0.0	46.3	84.3	6.8	3.4	42.8	4.6	3.9
LnGrp LOS	F	D	F	D	A	D	F	A	A	D	A	A
Approach Vol, veh/h		619			148			2009			1402	
Approach Delay, s/veh		162.0			45.6			21.7			9.6	
Approach LOS		F			D			C			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		96.0		24.0		96.0		24.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		92.0		20.0		92.0		20.0				
Max Q Clear Time (g_c+I1), s		94.0		22.0		94.0		10.2				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.3				

HCM 6th Ctrl Delay 39.3
 HCM 6th LOS D

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129

AM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	553	427	80	29	1924	385	82	67	12	831	73	632
Future Volume (veh/h)	553	427	80	29	1924	385	82	67	12	831	73	632
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	582	449	84	31	2025	405	86	71	13	875	77	665
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	461	1992	889	472	1587	1004	210	237	231	645	511	645
Arrive On Green	0.13	0.56	0.56	0.02	0.45	0.45	0.04	0.13	0.13	0.19	0.27	0.27
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	1781	1870	1585	3456	1870	1585
Grp Volume(v), veh/h	582	449	84	31	2025	405	86	71	13	875	77	665
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1781	1870	1585	1728	1870	1585
Q Serve(g_s), s	20.0	9.5	3.7	1.4	67.0	18.9	6.0	5.2	1.1	28.0	4.7	41.0
Cycle Q Clear(g_c), s	20.0	9.5	3.7	1.4	67.0	18.9	6.0	5.2	1.1	28.0	4.7	41.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	461	1992	889	472	1587	1004	210	237	231	645	511	645
V/C Ratio(X)	1.26	0.23	0.09	0.07	1.28	0.40	0.41	0.30	0.06	1.36	0.15	1.03
Avail Cap(c_a), veh/h	461	1992	889	485	1587	1004	210	237	231	645	511	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	16.6	15.3	21.8	41.5	13.5	54.7	59.5	55.2	61.0	41.3	44.5
Incr Delay (d2), s/veh	134.9	0.1	0.0	0.1	129.1	0.3	1.3	3.2	0.5	170.4	0.1	43.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	3.8	1.3	0.6	56.4	6.4	2.9	2.6	0.4	27.3	2.2	30.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	199.9	16.6	15.3	21.8	170.6	13.8	56.0	62.7	55.6	231.4	41.4	88.3
LnGrp LOS	F	B	B	C	F	B	E	E	E	F	D	F
Approach Vol, veh/h		1115			2461			170			1617	
Approach Delay, s/veh		112.2			142.9			58.8			163.5	
Approach LOS		F			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.0	23.0	6.9	88.1	10.0	45.0	24.0	71.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	28.0	19.0	4.0	83.0	6.0	41.0	20.0	67.0				
Max Q Clear Time (g_c+Q_c), s	30.0	7.2	3.4	11.5	8.0	43.0	22.0	69.0				
Green Ext Time (p_c), s	0.0	0.2	0.0	3.2	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 140.1
 HCM 6th LOS F

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129

PM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	991	1472	133	30	1091	571	47	83	14	741	72	341
Future Volume (veh/h)	991	1472	133	30	1091	571	47	83	14	741	72	341
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1022	1518	137	31	1125	589	48	86	14	764	74	352
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	968	2156	962	138	1066	476	208	200	169	714	526	446
Arrive On Green	0.28	0.61	0.61	0.30	0.30	0.30	0.03	0.11	0.11	0.21	0.28	0.28
Sat Flow, veh/h	3456	3554	1585	301	3554	1585	1781	1870	1585	3456	1870	1585
Grp Volume(v), veh/h	1022	1518	137	31	1125	589	48	86	14	764	74	352
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	301	1777	1585	1781	1870	1585	1728	1870	1585
Q Serve(g_s), s	42.0	44.0	5.6	12.0	45.0	45.0	3.6	6.5	1.2	31.0	4.4	30.8
Cycle Q Clear(g_c), s	42.0	44.0	5.6	12.0	45.0	45.0	3.6	6.5	1.2	31.0	4.4	30.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	968	2156	962	138	1066	476	208	200	169	714	526	446
V/C Ratio(X)	1.06	0.70	0.14	0.22	1.06	1.24	0.23	0.43	0.08	1.07	0.14	0.79
Avail Cap(c_a), veh/h	968	2156	962	138	1066	476	210	200	169	714	526	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	20.3	12.7	41.0	52.5	52.5	57.2	62.7	60.4	59.5	40.3	49.8
Incr Delay (d2), s/veh	45.0	1.1	0.1	0.8	43.4	124.4	0.6	6.7	1.0	53.9	0.1	9.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.8	17.3	1.9	0.9	25.9	33.8	1.6	3.4	0.5	18.6	2.1	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.0	21.3	12.8	41.8	95.9	176.9	57.7	69.4	61.3	113.4	40.5	59.1
LnGrp LOS	F	C	B	D	F	F	E	E	E	F	D	E
Approach Vol, veh/h	2677			1745			148			1190		
Approach Delay, s/veh	50.5			122.2			64.9			92.8		
Approach LOS	D			F			E			F		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.0	20.0		95.0	8.8	46.2	46.0	49.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	16.0	16.0		91.0	5.0	42.0	42.0	45.0				
Max Q Clear Time (g_c+Q), s	8.5	8.5		46.0	5.6	32.8	44.0	47.0				
Green Ext Time (p_c), s	0.0	0.2		16.3	0.0	1.1	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 81.3
 HCM 6th LOS F

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129

AM Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	553	427	80	29	1924	385	82	67	12	831	73	632
Future Volume (veh/h)	553	427	80	29	1924	385	82	67	12	831	73	632
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	582	449	84	31	2025	405	86	71	13	875	0	716
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	534	2003	893	390	1903	850	186	306	259	874	0	1643
Arrive On Green	0.15	0.56	0.56	0.37	0.37	0.37	0.16	0.16	0.16	0.16	0.00	0.36
Sat Flow, veh/h	3456	3554	1585	871	5106	1585	735	1870	1585	5344	0	3170
Grp Volume(v), veh/h	582	449	84	31	2025	405	86	71	13	875	0	716
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	871	1702	1585	735	1870	1585	1781	0	1585
Q Serve(g_s), s	17.0	6.9	2.7	2.5	41.0	17.5	12.2	3.6	0.8	18.0	0.0	15.5
Cycle Q Clear(g_c), s	17.0	6.9	2.7	2.5	41.0	17.5	12.2	3.6	0.8	18.0	0.0	15.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	534	2003	893	390	1903	850	186	306	259	874	0	1643
V/C Ratio(X)	1.09	0.22	0.09	0.08	1.06	0.48	0.46	0.23	0.05	1.00	0.00	0.44
Avail Cap(c_a), veh/h	534	2003	893	390	1903	850	186	306	259	874	0	1643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.5	12.0	11.1	22.4	34.5	15.9	43.6	40.0	38.8	46.0	0.0	16.5
Incr Delay (d2), s/veh	65.6	0.1	0.0	0.1	40.1	0.4	8.1	1.8	0.4	30.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.5	0.9	0.5	22.8	5.9	2.6	1.8	0.3	10.1	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.1	12.0	11.1	22.5	74.6	16.3	51.7	41.8	39.2	76.6	0.0	16.7
LnGrp LOS	F	B	B	C	F	B	D	D	D	F	A	B
Approach Vol, veh/h		1115			2461			170			1591	
Approach Delay, s/veh		64.2			64.3			46.6			49.6	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	22.0	22.0		66.0		44.0	21.0	45.0				
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s	18.0	18.0		62.0		40.0	17.0	41.0				
Max Q Clear Time (g_c+Q_c), s	14.2	14.2		8.9		17.5	19.0	43.0				
Green Ext Time (p_c), s	0.0	0.3		3.2		3.0	0.0	0.0				

HCM 6th Ctrl Delay 59.4

HCM 6th LOS E

User approved volume balancing among the lanes for turning movement.

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129

PM Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	991	1472	133	30	1091	571	47	83	14	741	72	341
Future Volume (veh/h)	991	1472	133	30	1091	571	47	83	14	741	72	341
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1022	1518	137	31	1125	589	48	86	14	764	0	401
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	960	1895	845	136	1078	581	310	333	282	831	0	1839
Arrive On Green	0.28	0.53	0.53	0.21	0.21	0.21	0.03	0.18	0.18	0.16	0.00	0.30
Sat Flow, veh/h	3456	3554	1585	301	5106	1585	1781	1870	1585	5344	0	3170
Grp Volume(v), veh/h	1022	1518	137	31	1125	589	48	86	14	764	0	401
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	301	1702	1585	1781	1870	1585	1781	0	1585
Q Serve(g_s), s	25.0	31.3	4.0	8.4	19.0	19.0	2.0	3.6	0.7	12.7	0.0	5.5
Cycle Q Clear(g_c), s	25.0	31.3	4.0	10.7	19.0	19.0	2.0	3.6	0.7	12.7	0.0	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	960	1895	845	136	1078	581	310	333	282	831	0	1839
V/C Ratio(X)	1.06	0.80	0.16	0.23	1.04	1.01	0.15	0.26	0.05	0.92	0.00	0.22
Avail Cap(c_a), veh/h	960	1895	845	136	1078	581	334	333	282	831	0	1839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.5	17.1	10.7	33.3	35.5	28.5	28.9	31.9	30.7	37.4	0.0	9.1
Incr Delay (d2), s/veh	47.9	2.6	0.1	0.8	39.5	40.7	0.2	1.9	0.3	15.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.0	11.4	1.2	0.6	11.3	17.8	0.8	1.7	0.3	6.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.4	19.7	10.8	34.1	75.0	69.2	29.2	33.8	31.0	52.6	0.0	9.1
LnGrp LOS	F	B	B	C	F	F	C	C	C	D	A	A
Approach Vol, veh/h		2677			1745			148			1165	
Approach Delay, s/veh		42.4			72.3			32.0			37.6	
Approach LOS		D			E			C			D	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	20.0		52.0	6.8	31.2	29.0	23.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	16.0	16.0		48.0	4.0	26.0	25.0	19.0				
Max Q Clear Time (g_c+1/4), s	5.6	5.6		33.3	4.0	7.5	27.0	21.0				
Green Ext Time (p_c), s	0.0	0.2		9.2	0.0	1.5	0.0	0.0				

HCM 6th Ctrl Delay 50.3

HCM 6th LOS D

User approved volume balancing among the lanes for turning movement.

HCM 6th AWSC
4: Lakeview Dr & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012
AM Build

Intersection
Intersection Delay, s/veh67.3
Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	33	2	91	60	311	3	92	47	364	177	10
Future Vol, veh/h	5	33	2	91	60	311	3	92	47	364	177	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	39	2	107	71	366	4	108	55	428	208	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	12.1			42.6			13.5			105.9		
HCM LOS	B			E			B			F		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	12%	20%	66%
Vol Thru, %	65%	82%	13%	32%
Vol Right, %	33%	5%	67%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	40	462	551
LT Vol	3	5	91	364
Through Vol	92	33	60	177
RT Vol	47	2	311	10
Lane Flow Rate	167	47	544	648
Geometry Grp	1	1	1	1
Degree of Util (X)	0.317	0.1	0.902	1.139
Departure Headway (Hd)	7.181	8.171	6.347	6.323
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	505	441	576	570
Service Time	5.181	6.171	4.347	4.39
HCM Lane V/C Ratio	0.331	0.107	0.944	1.137
HCM Control Delay	13.5	12.1	42.6	105.9
HCM Lane LOS	B	B	E	F
HCM 95th-tile Q	1.3	0.3	10.8	21.2

HCM 6th AWSC
4: Lakeview Dr & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012
PM Build

Intersection
Intersection Delay, s/veh 12.5
Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	39	4	34	49	281	4	41	70	281	40	3
Future Vol, veh/h	9	39	4	34	49	281	4	41	70	281	40	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	43	4	38	54	312	4	46	78	312	44	3
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			1			1		
HCM Control Delay	9.6			14			9.9			12.1		
HCM LOS	A			B			A			B		

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	3%	17%	9%	100%	74%
Vol Thru, %	36%	75%	13%	0%	24%
Vol Right, %	61%	8%	77%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	52	364	160	164
LT Vol	4	9	34	160	121
Through Vol	41	39	49	0	40
RT Vol	70	4	281	0	3
Lane Flow Rate	128	58	404	178	182
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.195	0.095	0.556	0.319	0.319
Departure Headway (Hd)	5.494	5.92	4.953	6.447	6.301
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	652	603	732	557	570
Service Time	3.543	3.974	2.953	4.188	4.042
HCM Lane V/C Ratio	0.196	0.096	0.552	0.32	0.319
HCM Control Delay	9.9	9.6	14	12.2	12
HCM Lane LOS	A	A	B	B	B
HCM 95th-tile Q	0.7	0.3	3.5	1.4	1.4

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

5: Limestone Pkwy US 129 SR 11 & SR 284 Clarks Br Rd

AM Build



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	92	186	451	182	17	145	276	77	27	922	42
Future Volume (veh/h)	2	92	186	451	182	17	145	276	77	27	922	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	106	214	518	209	20	167	317	89	31	1060	48
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	464	748	634	476	748	634	236	1777	793	532	1777	793
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1152	1870	1585	1060	1870	1585	509	3554	1585	979	3554	1585
Grp Volume(v), veh/h	2	106	214	518	209	20	167	317	89	31	1060	48
Grp Sat Flow(s),veh/h/ln	1152	1870	1585	1060	1870	1585	509	1777	1585	979	1777	1585
Q Serve(g_s), s	0.1	2.9	7.5	29.1	6.0	0.6	23.0	3.9	2.4	1.4	17.0	1.2
Cycle Q Clear(g_c), s	6.1	2.9	7.5	32.0	6.0	0.6	40.0	3.9	2.4	5.4	17.0	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	464	748	634	476	748	634	236	1777	793	532	1777	793
V/C Ratio(X)	0.00	0.14	0.34	1.09	0.28	0.03	0.71	0.18	0.11	0.06	0.60	0.06
Avail Cap(c_a), veh/h	464	748	634	476	748	634	236	1777	793	532	1777	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	15.3	16.6	28.2	16.2	14.6	29.9	11.0	10.6	12.4	14.3	10.3
Incr Delay (d2), s/veh	0.0	0.1	0.3	67.5	0.2	0.0	16.4	0.2	0.3	0.2	1.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	2.5	17.8	2.3	0.2	4.1	1.4	0.8	0.3	6.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	15.4	17.0	95.7	16.4	14.6	46.3	11.2	10.9	12.7	15.7	10.5
LnGrp LOS	B	B	B	F	B	B	D	B	B	B	B	B
Approach Vol, veh/h		322			747			573			1139	
Approach Delay, s/veh		16.4			71.3			21.4			15.4	
Approach LOS		B			E			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.0		36.0		44.0		36.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		40.0		32.0		40.0		32.0				
Max Q Clear Time (g_c+I1), s		42.0		9.5		19.0		34.0				
Green Ext Time (p_c), s		0.0		1.2		7.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			31.8									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

5: Limestone Pkwy US 129 SR 11 & SR 284 Clarks Br Rd

PM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	191	155	144	146	21	337	639	492	35	392	16
Future Volume (veh/h)	5	191	155	144	146	21	337	639	492	35	392	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	205	167	155	157	23	362	687	529	38	422	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	360	499	423	298	499	423	639	2132	951	351	2132	951
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	1204	1870	1585	1010	1870	1585	950	3554	1585	459	3554	1585
Grp Volume(v), veh/h	5	205	167	155	157	23	362	687	529	38	422	17
Grp Sat Flow(s),veh/h/ln	1204	1870	1585	1010	1870	1585	950	1777	1585	459	1777	1585
Q Serve(g_s), s	0.2	5.4	5.2	9.0	4.0	0.6	16.8	5.8	12.0	2.7	3.2	0.3
Cycle Q Clear(g_c), s	4.2	5.4	5.2	14.4	4.0	0.6	20.0	5.8	12.0	8.4	3.2	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	360	499	423	298	499	423	639	2132	951	351	2132	951
V/C Ratio(X)	0.01	0.41	0.40	0.52	0.31	0.05	0.57	0.32	0.56	0.11	0.20	0.02
Avail Cap(c_a), veh/h	360	499	423	298	499	423	639	2132	951	351	2132	951
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	18.1	18.0	24.0	17.6	16.4	10.0	6.0	7.2	8.0	5.4	4.9
Incr Delay (d2), s/veh	0.0	0.5	0.6	1.6	0.4	0.1	3.6	0.4	2.3	0.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.1	1.7	2.0	1.5	0.2	3.0	1.4	3.1	0.3	0.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	18.7	18.6	25.6	18.0	16.4	13.6	6.4	9.5	8.7	5.7	4.9
LnGrp LOS	B	B	B	C	B	B	B	A	A	A	A	A
Approach Vol, veh/h		377			335			1578			477	
Approach Delay, s/veh		18.7			21.4			9.1			5.9	
Approach LOS		B			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		20.0		40.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		36.0		16.0		36.0		16.0				
Max Q Clear Time (g_c+I1), s		22.0		7.4		10.4		16.4				
Green Ext Time (p_c), s		7.1		1.0		3.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay 11.3
 HCM 6th LOS B

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	66	0	1005	1404	19
Future Vol, veh/h	0	66	0	1005	1404	19
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	72	0	1092	1526	21

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	763	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	347	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	347	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 347	-	-
HCM Lane V/C Ratio	- 0.207	-	-
HCM Control Delay (s)	- 18.1	-	-
HCM Lane LOS	- C	-	-
HCM 95th %tile Q(veh)	- 0.8	-	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	39	0	1646	1076	67
Future Vol, veh/h	0	39	0	1646	1076	67
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	42	0	1789	1170	73

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	585	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	454	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	454	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 454	-	-
HCM Lane V/C Ratio	- 0.093	-	-
HCM Control Delay (s)	- 13.7	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.3	-	-

HCM 6th TWSC
8: North Site Access & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012
AM Build

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	450	1	3	459	0	12
Future Vol, veh/h	450	1	3	459	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	489	1	3	499	0	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	490	0	- 490
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	- 6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	- 3.318
Pot Cap-1 Maneuver	-	-	1073	-	0 578
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1073	-	- 578
Mov Cap-2 Maneuver	-	-	-	-	- -
Stage 1	-	-	-	-	- -
Stage 2	-	-	-	-	- -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	578	-	-	1073	-
HCM Lane V/C Ratio	0.023	-	-	0.003	-
HCM Control Delay (s)	11.4	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC
8: North Site Access & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012
PM Build

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	395	1	5	359	0	5
Future Vol, veh/h	395	1	5	359	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	429	1	5	390	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	430	0	-	430
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	1129	-	0	625
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1129	-	-	625
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB		WB		NB
HCM Control Delay, s	0		0.1		10.8
HCM LOS					B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	625	-	-	1129	-
HCM Lane V/C Ratio	0.009	-	-	0.005	-
HCM Control Delay (s)	10.8	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Date Submitted: 4/6/2021

Presenter: Matt Tate

Item of Business: Request from **Tidal Wave Auto Spa** to amend the existing Planned Unit Development (P-U-D) zoning on a 7.76± acres tract located northeast of the intersection of Browns Bridge Road and McEver Road (a/k/a **1440 McEver Road, SW**).

Ward Number: Four

Tax Parcel Number(s): 08-016-002-041

Request: Express car wash facility

Meeting Date: 4/13/2021

Purpose of Request:

The applicant is proposing to amend an existing Planned Unit Development (P-U-D) for the purpose of constructing a car wash. The property is currently approved for retail strip center and does not permit a car wash. Presently, the property contains an internal access drive and detention pond shared with the neighboring RaceTrac gas station/convenience store. The proposal includes a 3,500 square foot tunnel car wash. Parking and outdoor vacuum cleaners are to be located at the rear of the tunnel wash and access is proposed from the existing shared internal driveway.

The property is located within the Gateway Corridor Overlay Zone and is adjacent to a RaceTrac gas station/convenience store, Cresswind Neighborhood, Gainesville Church of God, Recro Pharmaceutical, Walmart Neighborhood Market and Lake Lanier.

History/Background:

Facts & Issues for Consideration:

Department Recommendation:

Planning staff recommended approval with seven conditions. See the Staff Recommendation report for details.

Department Director:

Rusty Ligon

If funding is involved, are funds approved within the current budget?

N/A

Amount Requested:

Source of Funds:

Finance Comments:

Administrative Comments:

ATTACHMENTS:

Description	Type
☐ Staff Recommendation Report	Report
☐ Location Maps	Backup Material
☐ Narrative	Backup Material
☐ Site Plan	Backup Material
☐ Architectural Elevations	Backup Material
☐ Traffic Impact Study	Backup Material

**GAINESVILLE PLANNING and APPEALS BOARD
STAFF RECOMMENDATION**

Applicant Tidal Wave Auto Spa
Property Owner Andalusia Properties, LLC
Location 1440 McEver Road, SW
Request Amend P-U-D zoning
Size 7.76± total acres
Ward Four
Proposed Use Express car wash facility
Planning Division Staff Recommendation **Approval, with conditions**
Date April 13, 2021

▪ **Applicant's Proposal and Background Information**

The applicant is proposing to amend an existing Planned Unit Development (P-U-D) for the purpose of constructing a car wash. The proposal includes a 3,357 square foot tunnel car wash. Parking and outdoor vacuum cleaners are to be located at the rear of the tunnel wash and access is proposed from three shared driveways which currently provide access to the subject property and the adjacent RaceTrac gas station/convenience store.

In 2005, the subject property was approved as part of a mixed-use PUD that included the adjacent Cresswind neighborhood and up to 80,000 square feet of retail/restaurant space. In 2008, a PUD amendment for the subject property was conditionally approved for the adjacent RaceTrac gas station/convenience store and additional retail/restaurant center not to exceed 40,000 square feet of building space. The property is located within the Gateway Corridor Overlay Zone and contains an internal access drive and detention pond.

The property is adjacent to the RaceTrac gas station/convenience store, Cresswind Neighborhood, Gainesville Church of God, Recro Pharmaceutical, Walmart Neighborhood Market and Lake Lanier.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Lake Lanier, Recro Pharmaceutical	PUD- City
South	RaceTrac gas station/convenience store	PUD- City
East	Walmart Neighborhood Market	R-B- City
West	Cresswind Subdivision; Gainesville Church of God	PUD- City R-I- County

▪ **Traffic Impact Study Summary**

A Traffic Impact Study (TIS) was completed for the proposed application on April 1, 2021 for the AM and PM Peak Hours for the following intersections:

- McEver Road and Browns Bridge Road (Signalized)

- Browns Bridge Road and Existing Driveway #1 (Unsignalized - Right In/Out)
- Browns Bridge Road and Saint Charles Avenue (Unsignalized - Street Stop Controlled)
- McEver Road and Existing Driveway #2 (Unsignalized - Right In/Out)
- McEver Road and Existing Driveway #3 (RCUT - Right-In/Out and Left-In)

The proposed car wash is expected to generate approximately 1,512 (756 Enter / 756 Exit) new vehicular trips per day of which 60-70% are expected to be pass-by trips and not newly created trips. An estimated 28 new entering and 30 exiting trips are expected in the peak morning hour with 39 entering and 39 exiting trips in the peak evening hour. The total new trips are expected to be less than the retail shopping center approved for the site. The development traffic is expected to have minimal impact on the studied road network and intersections and therefore no improvement or additional mitigation is recommended at this time.

▪ **Other Departmental Comments**

Coordination will be required with the Georgia Department of Transportation for the proposed request.

There were no other department comments regarding this request.

▪ **Zoning History**

The following zoning actions have taken place in the immediate area during the last ten years:

2020 – A request by Pamela Eager to annex a 0.15± acre tract located at 2834 Browns Bridge Road was approved with conditional General Business (G-B) zoning for a future commercial use.

2020 – A request by the Gainesville City Board of Education to annex with a special use on a 5.934± acres tract located at 2550 and 2560 Gould Drive and to rezone a 16.67± acres tract at 0 and 1263 McEver Road was approved with conditional Office and Institutional (O-I) zoning for a Middle School and existing rental home.

2018 – A request by McEver Extension Properties, LLC to amend a 3.32± acres tract located at 970 McEver Road zoned Planned Unit Development (P-U-D) was conditionally approved to allow a larger office building.

2018 – A request by Tyler Land Holdings to amend a 2.98± acres tract zoned Planned Unit Development (P-U-D) located at 1209 and 1229 Hillside Gardens Lane Road was conditionally approved for a boat sales dealership.

2017 – A request by Pro Building Systems to annex a 0.516± acre tract located at 2431 S Smith Road was approved with conditional General Business (G-B) zoning for an auto collision center.

2017 – A request by Manor Lake Development, LLC for a special use on a 9.24± acres tract located at 2900 McEver Road was approved with conditional Office and Institutional (O-I) zoning for an assisted living facility.

2015 – A request by the Roman Catholic Archdiocese of Atlanta to amend a 14.233± acres tract zoned Planned Unit Development (P-U-D) located at 2436 S Smith Road was conditionally approved for a church.

2015 – A request by the Roman Catholic Archdiocese of Atlanta to amend and rezone a 4.899± acres tract located at 0 S Smith Road from Residential-I (R-I) to Planned Unit Development (P-U-D) was conditionally approved for a church.

2013 – A request by Foote & Miller Properties, LLC to annex a 2.72[±] acres tract located at 2420 Browns Bridge Road was approved with General Business (G-B) zoning for sewer for an existing auto dealership.

2012 – A request by Rescate 2000, Inc. for a special use on an 8.19[±] acres tract located at 2920 Florence Drive was approved with conditional Office and Institutional (O-I) zoning for a daycare center.

▪ **Staff Analysis**

(1) Is the proposed use suitable in view of the zoning and development of adjacent and nearby property?

The surrounding uses include a gas station/convenience store, church, shopping center, grocery store, package store, mini-warehouses, pharmaceutical company and single-family homes. These properties are zoned Planned Unit Development (P-U-D), Residential-I (R-I), Regional Business (R-B), General Business (G-B) and Office and Institutional (O-I). Based on the surrounding zonings, it appears the proposed express auto wash is compatible with the surrounding land use and zonings.

(2) Will the proposed use adversely affect the existing use or usability of adjacent or nearby property?

The proposed zoning amendment should not adversely affect the use or usability of the adjacent or nearby property. The proposed use would appear to compliment the adjacent RaceTrac gas station/convenience store and will have inter parcel access. As well, much of the property will remain undeveloped and will be separated from the adjacent Cresswind neighborhood by a distance of 900[±] feet. Access improvements are currently in place on McEver Road which appear to be sufficient for the proposed use.

(3) Is the proposed use compatible with the purpose and intent of the Comprehensive Plan?

It is staff's opinion that the proposal is consistent with the Comprehensive Plan. The Future Development Map for the City of Gainesville places the subject property within the *Retail/Commercial* land use category. The *Retail/Commercial* land use category includes commercial service activities such as grocery stores, banks, restaurants, theatres, hotels, and automotive related businesses.

According to the Character Area map for the City of Gainesville, the subject property is located within the *Suburban Residential* Character Area. The *Suburban Residential* Character Area includes low-density residential, medium-density residential, multi-family residential, public / institutional, commercial, and parks / recreation / conservation and mixed-use.

(4) Are there substantial reasons why the property cannot or should not be used as currently zoned?

The property is zoned Planned Unit Development (P-U-D) which is a site-specific zoning. Modifications to the existing approved plan requires the zoning to be amended to allow for a car wash facility. The property is still suitable for retail purposes but given the sloping topography and two power line easements, the original proposed shopping center would most likely need to be reduced in size. While the proposed zoning amendment appears to deviate from the original scope planned development, the proposed use would still provide a service to the Cresswind Community and surrounding area.

(5) Will the proposed use cause an excessive or burdensome use of public facilities or services, including but not limited to streets, schools, water or sewer utilities, and police or fire protection?

The proposed zoning amendment request should not cause an excessive or burdensome use of public facilities or services above what is currently approved for the property.

City water, sewer, and public safety services are currently provided to the adjacent properties and have the capacity to serve the proposed car wash facility. Gainesville Fire Station #4 is located approximately 2.5± miles away off of Memorial Park Drive.

According to the traffic study performed for the proposed use, the studied intersections and road network will continue to operate at acceptable levels with the project with minimal impact. No improvement or additional mitigation is recommended at this time.

Adverse impacts to the school system are not anticipated as the development is for nonresidential purposes.

(6) Is the proposed use supported by new or changing conditions not anticipated by the Comprehensive Plan or reflected in the existing zoning on the property or surrounding properties?

The proposed use is consistent with the Comprehensive Plan. The subject property is expected to remain commercial as it is located within the Gateway Corridor Overlay Zone and is in close proximity to the intersection of McEver Road and Browns Bridge Road.

(7) Does the proposed use reflect a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to unrestricted use of property?

Based on the Comprehensive Plan and the surrounding land uses, the proposed zoning amendment request appears to reflect a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to unrestricted use of property.

▪ **Staff Recommendation**

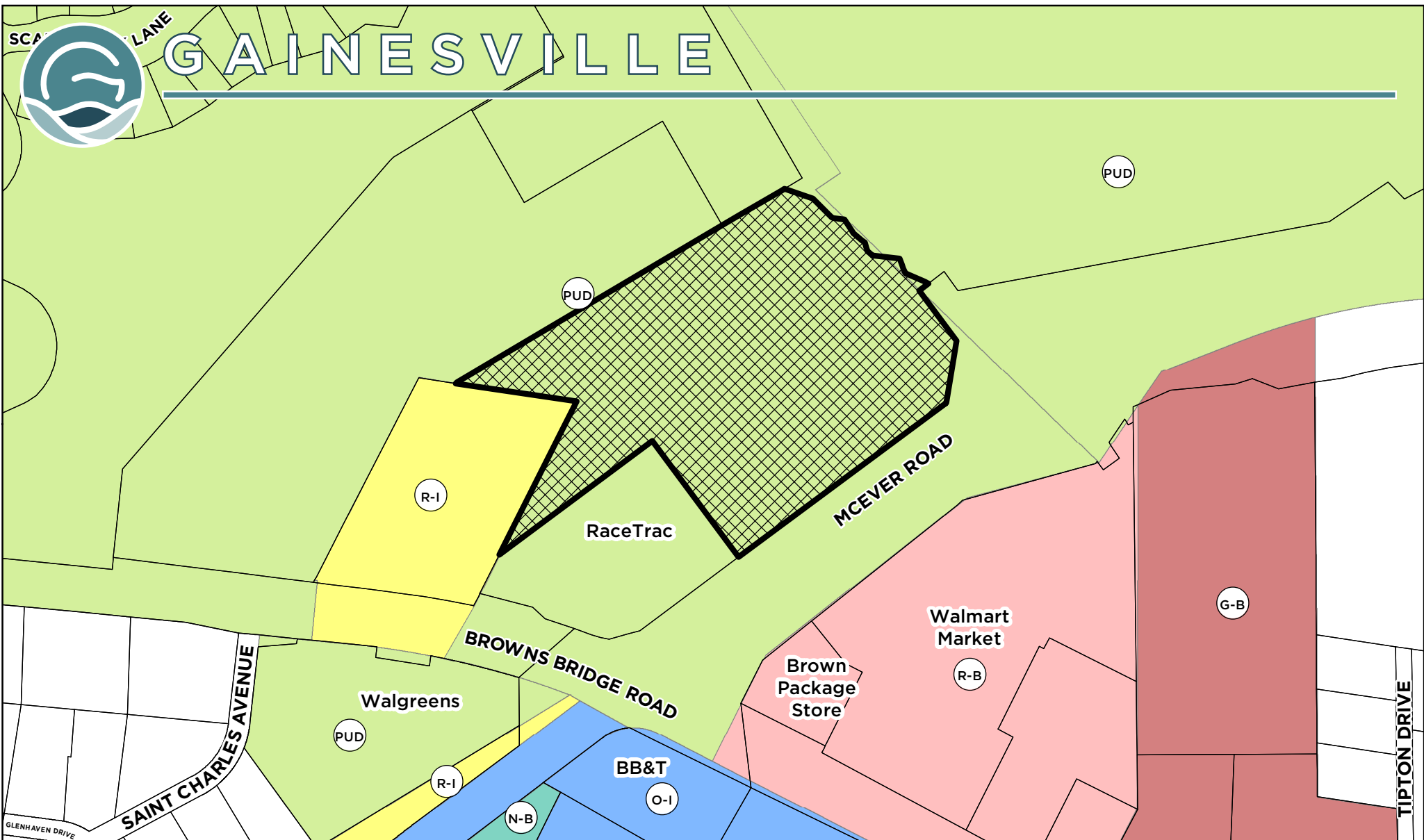
The Planning Division staff is recommending **conditional approval** of this zoning amendment request based on the comprehensive plan and the adjacent uses.

Conditions

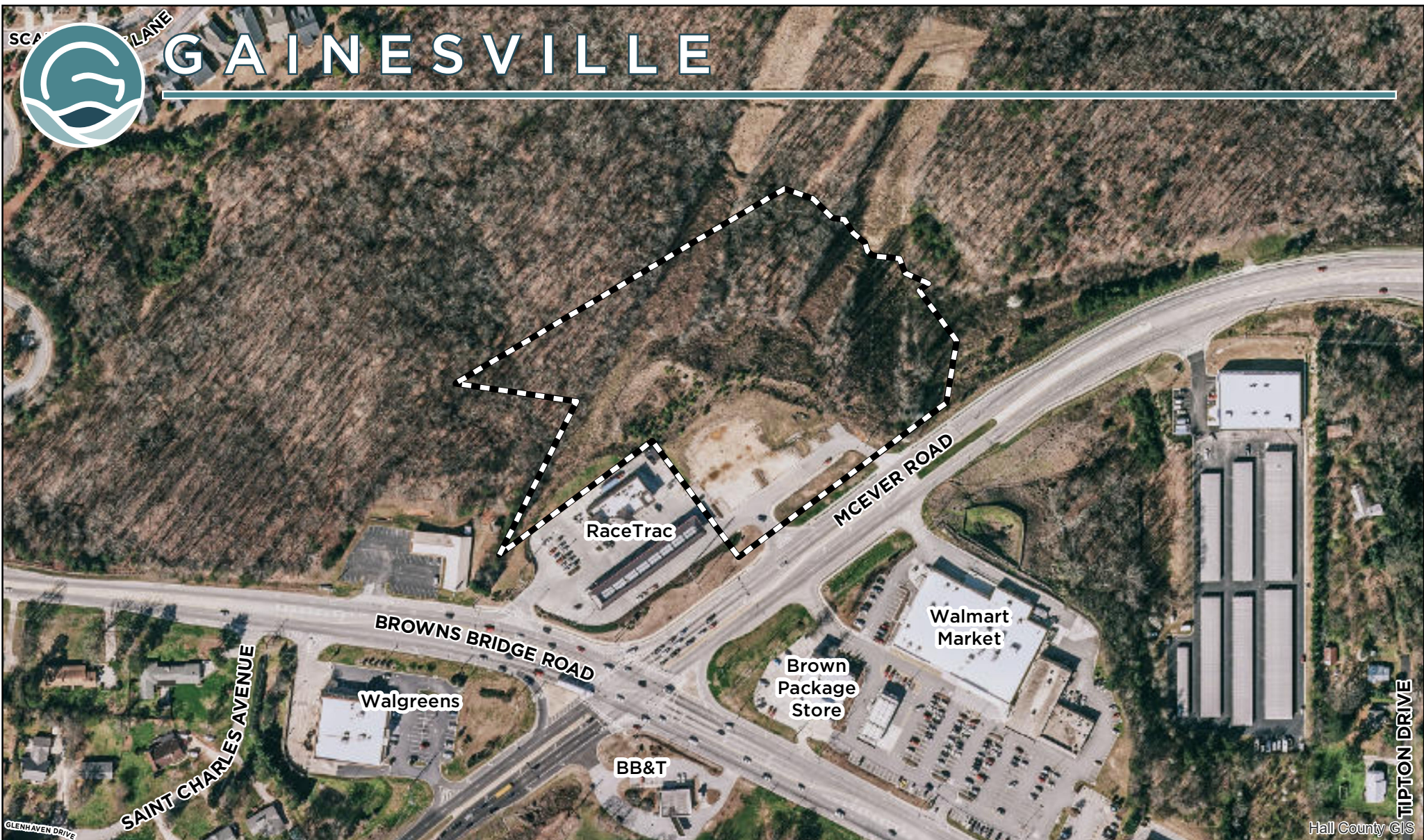
1. The proposal shall be generally consistent with the concept plan and architectural elevations provided with this zoning amendment application and shall adhere to the exterior building material requirements of the Gateway Corridor Overlay Zone.
2. All access point design for the subject property shall be submitted for review by the Gainesville Public Works Director and the Georgia Department of Transportation. The approval of said design shall be required prior to issuance of a land development permit. All required access/traffic/sidewalk improvements associated with the proposed development shall be at the full expense of the developer/property owner.
3. The subject property shall have a minimum 35-foot wide vegetated buffer adjacent to the Cresswind neighborhood property line. The buffer shall contain a mixture of

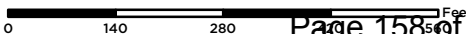
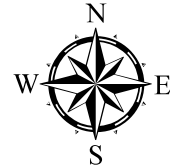
existing and new evergreen trees where needed so as to provide for an effective buffer. The location, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.

4. A minimum 8-foot tall opaque fence shall be provided along the edge of the rear parking lot and vacuum area. The fence shall consist of vinyl or composite material architecturally compatible with the proposed building.
5. The 10-foot wide frontage landscape area located along Browns Bridge Road and McEver Road shall contain a minimum 3-foot high landscaped berm subject to subject to the approval of the Community and Economic Development Department Director.
6. The signage for the proposed development shall be limited to one principal free-standing sign not to exceed 10-feet in height. All other standards shall meet the Neighborhood Business (N-B) zoning standards. An electronic message board sign shall not be permitted for the subject property.
7. The developer/property owner shall coordinate with the Cresswind Homeowner's Association (HOA) regarding the design, construction, security and maintenance of the connector trail to the adjacent residential development. Construction of the commercial portion of the trail shall commence no later than the completion of the trail within the adjacent Cresswind neighborhood.



Applicant: TIDAL WAVE AUTO SPA		Request: Amend the existing Planned Unit Development (P-U-D) zoning on a 7.76+/- acres tract to allow an express car wash facility	
ZONING AMENDMENT REQUEST			
Subject Property Address: 1440 McEver Road, SW	Tax Parcel: 08-016-002-041	Subject Property	
Meeting Date: 04/13/2021	Map Prepared: 03/18/2021	Page 157 of 266 SCALE: 1" = 250'	



Applicant: TIDAL WAVE AUTO SPA		Request: Amend the existing Planned Unit Development (P-U-D) zoning on a 7.76+/- acres tract to allow an express car wash facility	
ZONING AMENDMENT REQUEST			
Subject Property Address: 1440 McEver Road, SW	Tax Parcel: 08-016-002-041	 Subject Property	Aerial from 2018
Meeting Date: 04/13/2021	Map Prepared: 03/18/2021		SCALE: 1" = 250'
Page 158 of 266			



1344 US Hwy 19 South
Suite A
Leesburg, GA 31763
Phone: (229) 435-6133
Fax: (229) 439-7979
www.emc-eng.com

Development Narrative

The purpose of this request is to amend an existing portion of a property zoned PUD in order to develop a 3,500 sf express tunnel carwash, Tidal Wave Auto Spa. The original PUD called for 80,000 Square feet of retail commercial space this proposed change will greatly reduce the previously approved property density while providing an attractive business that will complement the existing automotive use, Racetrack. The proposed development will be located closest to the R/W leaving a large natural buffer area between the development and the adjacent properties. The proposed Tidal Wave Auto Spa plans to exceed the design requirements of the existing zoning ordinance as they do with all of their site and provide additional landscaping and upgraded building façade to make their business the nicest looking development in the area.

Sincerely,

Alex Perry, PE
Project Manager
EMC Engineering Service

A photograph of a modern car wash building with a blue metal roof, stone masonry walls, and large glass windows. A white car is being washed inside. A tree stands in front of the building. In the background, a sign for 'TIDAL WAVE AUTO SPA' with 'FREE VACUUM' is visible.

TIDAL WAVE

A U T O S P A
E S T A B L I S H E D 2 0 0 4



P.O. BOX 311
124 EAST THOMPSON STREET
THOMASTON, GA. 30286
706-647-0414
MARTIE@SHJCONSTRUCTIONGROUP.COM



A Design-Build Firm -- General Contractors



Tidal Wave Auto Spa first began washing cars in 2004 in Atlanta, Georgia. Since then, the company has expanded its footprint into South Carolina, North Carolina, Florida, Georgia, Missouri & Texas. Tidal Wave currently has 42 locations in operation.

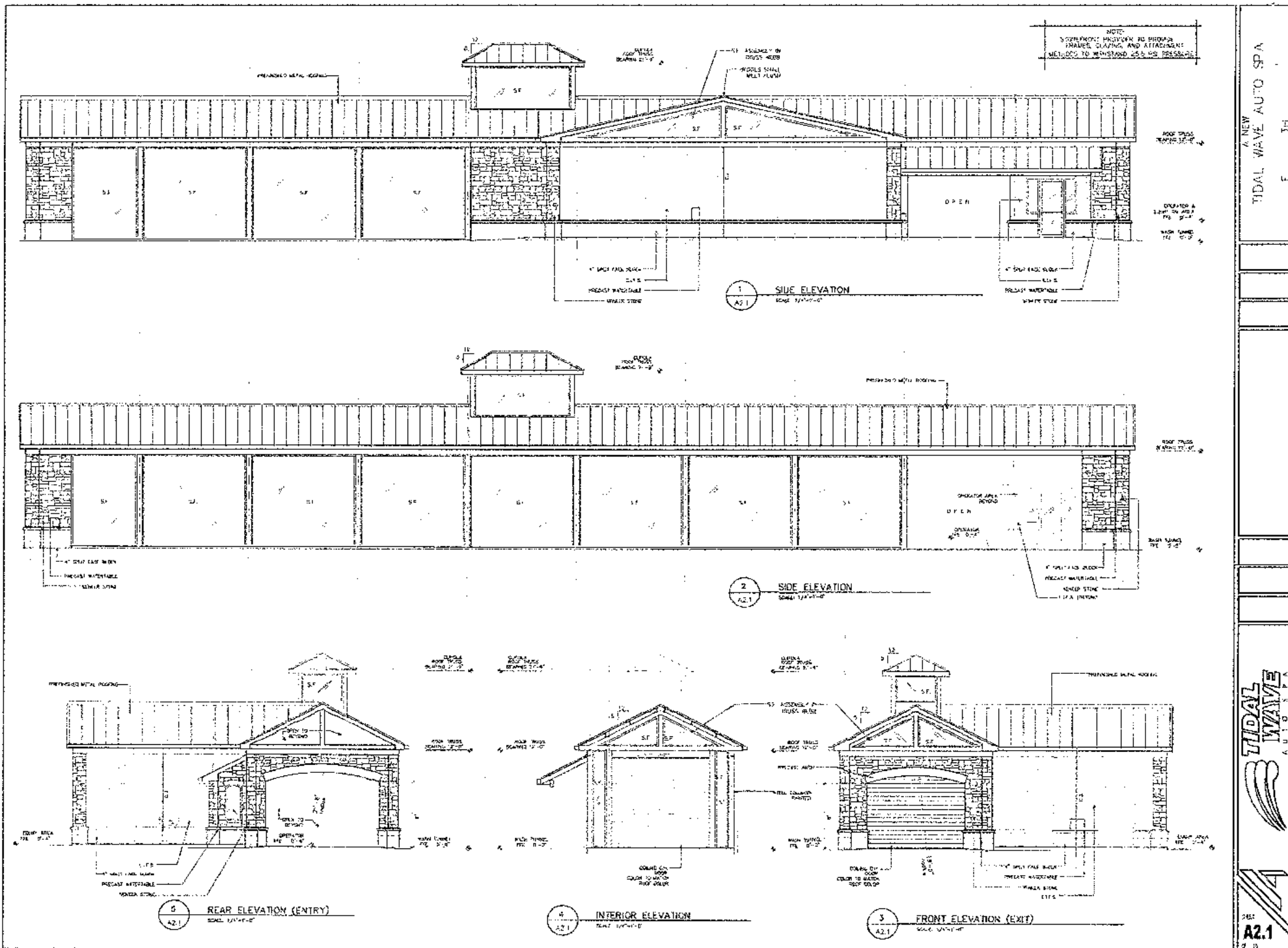
Tidal Wave Auto Spa has been recognized for its fast, courteous service and sparkling clean cars. We strive to be good stewards and take care of our environment. At every location where it's possible, we capture and recycle water to prevent wasting natural resources. In addition, we have received numerous civic awards for the bright and beautiful appearance of our sites. Tidal Wave uses landscape features to make its locations both inviting and pleasant spaces to clean your vehicle.

All Tidal Wave Auto Spa locations are designed to be attractive additions to the community. Our buildings are 3500 sq. feet and are all one level. We take pride in creating an appealing look for our entire property, including not only the wash building but also the landscape features that are used to screen necessary elements such as the dump pad.

Each Tidal Wave Auto Spa provides employment for 8 to 15 people, offering both full and part-time positions. We have shifts for the workers and there are two to four team members on site to provide customers guidance onto the conveyor, and to keep the premises neat and clean. This feature of the Tidal Wave Auto Spa business model eliminates the potential for an "attractive nuisance" that some older, unstaffed self-serve washes can become. Our hours of operation are 8 a.m. and 8 p.m., with some occasional extended hours during the summer months. Tidal Wave is open seven days a week.

Tidal Wave Auto Spa is recognized as a leader in the Express Exterior car wash concept, which was created in 2002 and has become popular across the country. Customers remain in their vehicles while the vehicle is being washed. After the wash is complete, the customer has the option of vacuuming the interior themselves with free vacuum equipment which we provide. Each Tidal Wave facility is equipped with automated vending located in the vacuum area. These vending machines provide the customers with air fresheners and Armor All wipes.

We at Tidal Wave Auto Spa believe in giving back to the communities that we call home. On the 3rd Friday of September, each location donates 100% of all proceeds from all sales made that day to a charity or non-profit group, with a special emphasis on those that serve children and adults with special needs. With the generous support of our customers, over the past 11 years Tidal Wave has donated over \$500,000 to these charities. Among other honors and recognitions, we are proud to say that Tidal Wave Auto Spa CEO Scott Blackstock was selected by the United States Small Business Administration as the Small Businessperson of the Year for Georgia in 2009.

















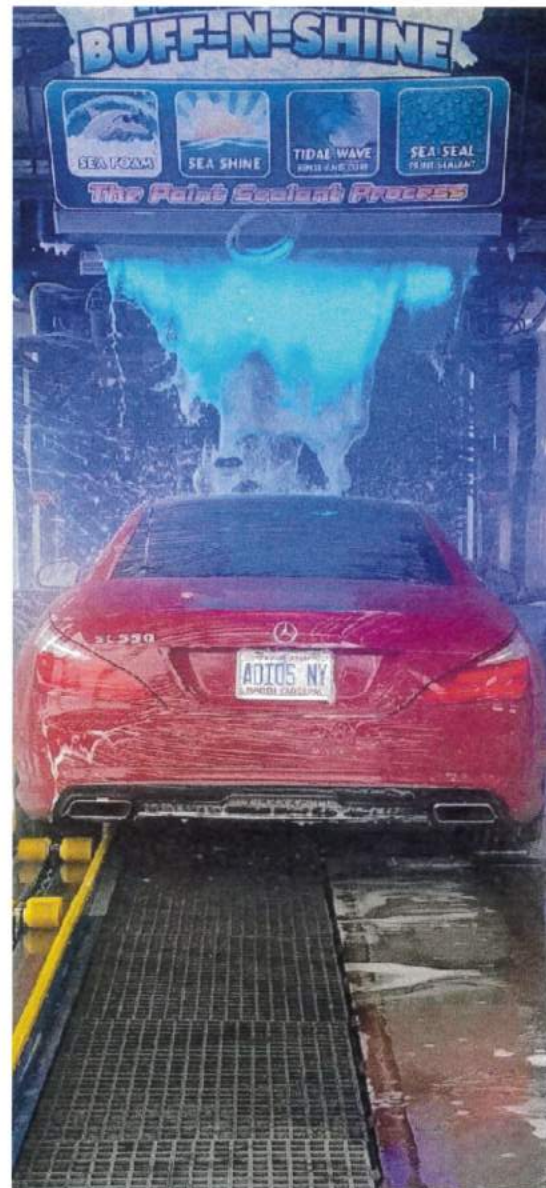






WE'RE GREEN!

AT EVERY LOCATION POSSIBLE, WE
USE BUILT-IN TECHNOLOGY TO
RE-CAPTURE WATER AND
RECYCLE IT TO AVOID WASTE.
WASHING THE AVERAGE CAR ON
YOUR DRIVEWAY USES 93
GALLONS OF WATER AND SENDS
DIRTY WATER UNTREATED INTO
YARDS OR SEWERS WHERE IT CAN
IMPACT WATERWAYS. COMPARE
TO WASHING AT TIDAL WAVE,
WHERE OUR WASHES USE JUST 32
GALLONS / CAR.





WE'RE CLEAN!

AND WE'RE NOT JUST TALKING ABOUT THE CARS. FROM THE BEGINNING, WE'VE FOCUSED ON MAINTAINING ATTRACTIVE, CLEAN LOCATIONS. FROM WASH EQUIPMENT TO THE BATHROOMS, OUR LOCATIONS ARE SPOTLESS.

IT'S NO SURPRISE THAT COMMUNITIES APPROACH US ABOUT OPENING A WASH IN THEIR AREA!

WE'RE FUN!

WE PROVIDE A FRIENDLY AND
WELCOMING EXPERIENCE. PARENTS
LOVE TO WATCH THEIR CHILDREN
COME THROUGH THE WASH!





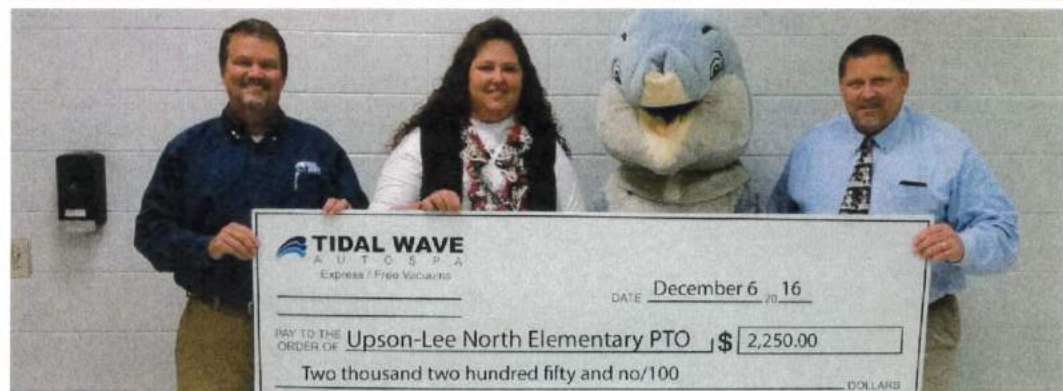
WE HAVE THE VERY BEST PEOPLE!

OUR TEAM MEMBERS ARE
FRIENDLY, CARING, AND HIGHLY
COMPETENT. SO THAT CUSTOMERS
CAN BE SERVED WITH
CONFIDENCE, EVERY TIDAL WAVE
TEAM MEMBER SUCCESSFULLY
UNDERGOES BOTH BACKGROUND
AND DRUG SCREEN CHECKS.

WE'RE INVOLVED!

WHAT SETS US APART FROM OTHERS IS OUR COMMITMENT TO THE COMMUNITIES THAT WE SERVE.

WE OFFER FUNDRAISING OPPORTUNITIES FOR SCHOOLS, CHURCHES, CIVIC GROUPS, SPORTS TEAMS & MORE.





WE GIVE BACK!

TIDAL WAVE AUTO SPA BELIEVES IN GIVING BACK TO THE CITIES THAT WE CALL HOME. ON THE 3RD FRIDAY OF SEPTEMBER EVERY YEAR, EACH LOCATION DONATES 100% OF ALL SALES MADE THAT DAY TO A CHARITY OR NON-PROFIT GROUP, WITH A SPECIAL EMPHASIS ON THOSE THAT SERVE CHILDREN AND ADULTS WITH SPECIAL NEEDS. OVER THE PAST 11 YEARS, TIDAL WAVE AUTO SPA HAS DONATED OVER \$500,000 TO CHARITIES WITH PROCEEDS FROM CHARITY DAY ALONE.

SOME LOCAL RECIPIENTS INCLUDE:
ANNANDALE VILLAGE; BIG BROTHERS/BIG SISTERS;
ST. JUDE HOSPITAL; FLORENCE COUNTY
DISABILITIES FOUNDATION &
AMERICAN RED CROSS

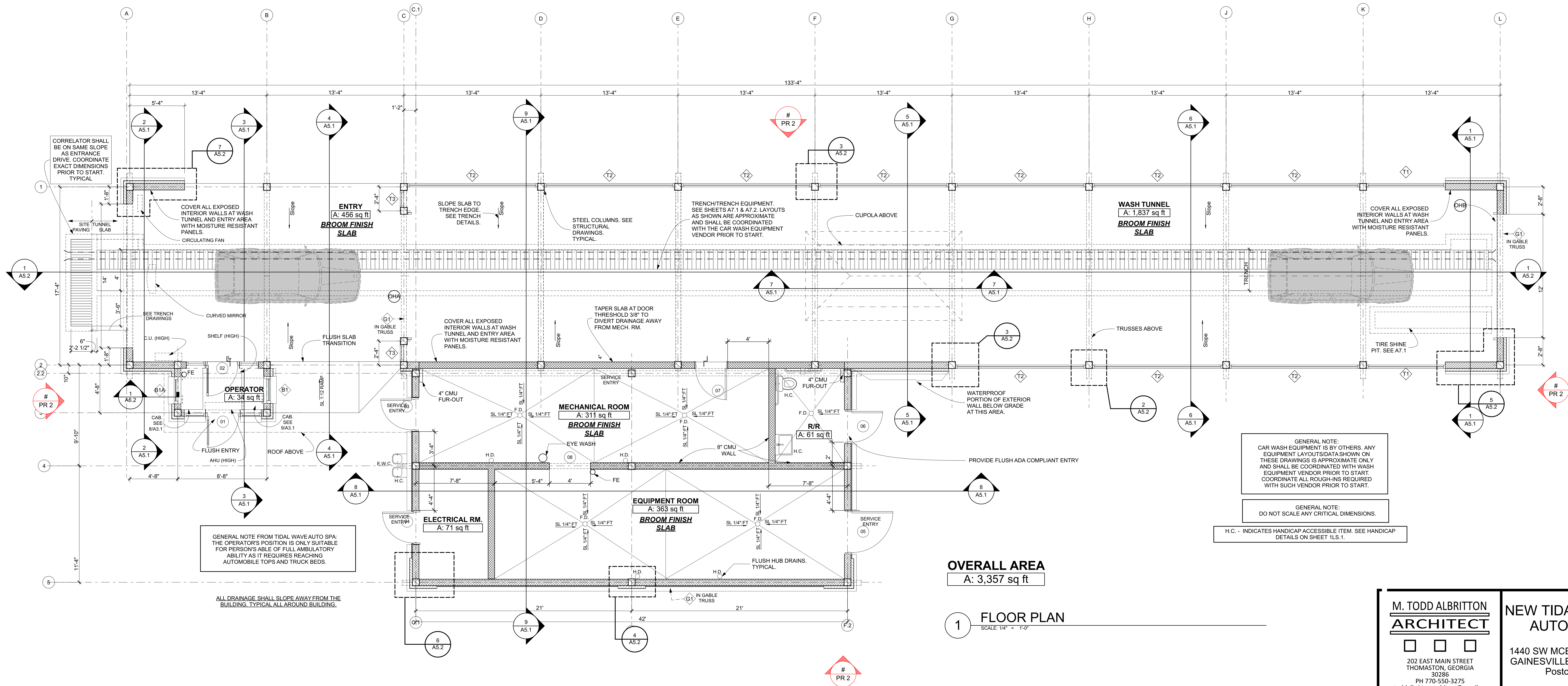


AWARDS & RECOGNITION

TIDAL WAVE AUTO SPA IS PROUD TO BE REPEAT RECIPIENTS OF MANY COMMUNITY AWARDS INCLUDING:

WARNER ROBINS BEST OF THE BEST
SUMMERVILLE READER'S CHOICE
FLORENCE BEST OF THE PEE DEE
BEST OF SUMTER
MILLEDGEVILLE READER'S CHOICE





OVERALL AREA
A: 3,357 sq ft

1 FLOOR PLAN
SCALE: 1/4\"/>



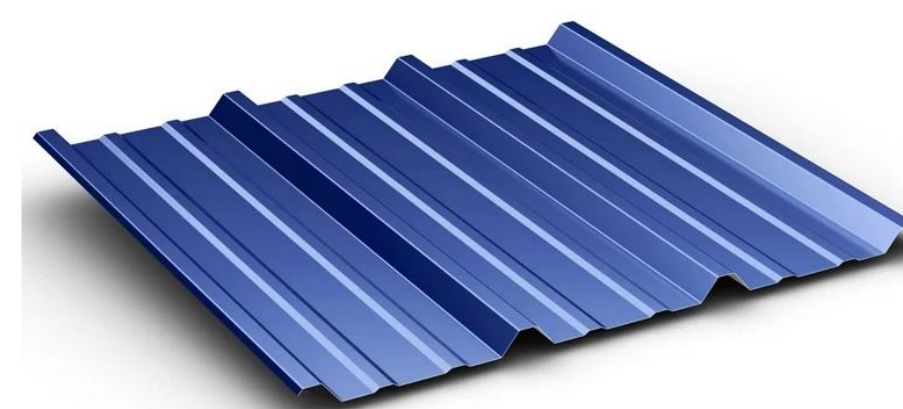
STUCCO
COLOR: SW 9102 QUINOA



CULTURED STONE VENEER
KENTUCKY LEDGESTONE



EXPOSED STRUCTURAL STEEL
(TRUSSES & COLUMNS)
PAINT COLOR: "BLACK"
DO NOT PAINT UNDERSIDE OF ANY
EXPOSED ROOF PANELS



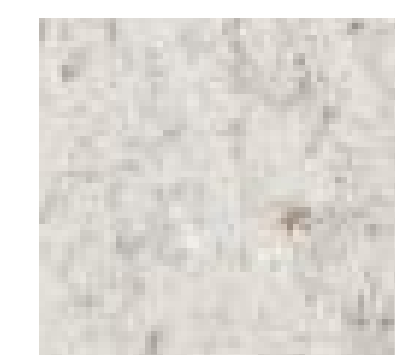
PREFINISHED METAL ROOF
R PANEL COLOR: REGAL BLUE
ROOF FLASHING, FASCIA, GUTTER, AND
OVERHANG TRIM TO MATCH ROOF COLOR.



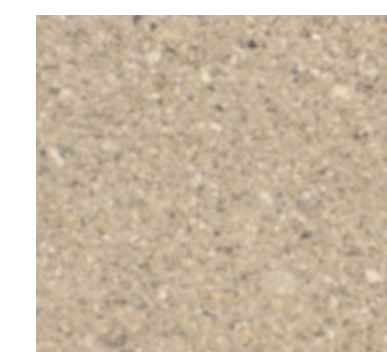
GLASS: CLEAR



STOREFRONT FRAMES
COLOR - BRONZE



WATERTABLE:
SPLIT FACE "SILL" BLOCK
WHITE RANGE, OLD CASTLE.



SPLIT FACE BLOCK
BEIGE RANGE, OLD CASTLE.



HM DOORS AND FRAMES
PAINT COLOR: SW 2735 ROCKWEED

EXTERIOR FINISH SCHEDULE

M. TODD ALBRITTON
ARCHITECT

202 EAST MAIN STREET
THOMASTON, GEORGIA
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TIDAL WAVE
A U T O S P A



NEW TIDAL WAVE
AUTO SPA

1440 SW MCEVER ROAD
GAINESVILLE, GA, #Site
Postcode

OWNER:
TIDAL WAVE AUTO
SPA

EAST THOMPSON STREET
THOMASTON GEORGIA
30286

PERMIT
SUBMITTAL
SET 2/11/21

MARK DATE DESCRIPTION

SHEET TITLE
PLAN

PROJECT DATE: #####

PROJECT NUMBER: ##

DRAWN BY: Name

PR 1

RELEASED FOR CONSTRUCTION



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



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



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



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

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30286

MARK	DATE	DESCRIPTION

**PERMIT
SUBMITTAL
SET 2/11/21**

SHEET TITLE
ELEVATIONS

PROJECT DATE: #####

PROJECT NUMBER: ##

DRAWN BY: Name

PR 2

TRAFFIC IMPACT STUDY

FOR

TIDAL WAVE AUTO SPA

Gainesville, GA

Prepared For:
EMC Engineering Services, Inc.
349 Margie Drive, Suite 220
Warner Robins, GA 31088

Prepared By:



2470 Sandy Plains Road
Marietta, GA 30066

April 1, 2021

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EXECUTIVE SUMMARY

An automated car wash, Tidal Wave Auto Spa, is proposed to be developed in the Gainesville, GA. The car wash will have 1 car wash tunnel and approximately 36 parking spaces. The car wash will be access via three existing driveways that currently service a gas station adjacent the proposed development. This traffic impact study was conducted to determine if the traffic generated by the development would have a negative impact on the adjacent roadway network and if needed, recommend improvements to the roadway network to offset the development traffic impacts. The study intersections analyzed are listed below.

1. SR 53 / McEver Road at SR 369 / Browns Bridge Road
2. SR 369 / Browns Bridge Road at Existing Driveway #1
3. SR 369 / Browns Bridge Road at Saint Charles Avenue
4. SR 53 / McEver Road at Existing Driveway #2
5. SR 53 / McEver Road at Existing Driveway #3

The ITE Trip Generation Manual, referenced to estimate the trips generated by the automated car wash land use, did not have sufficient data to provide the daily number of trips generated for the proposed land use. Therefore, a similar land use type, self-care car wash, was used to calculate the total gross trips expected to be generated from the development. The expected trips were added to the existing traffic volumes to analyze the delay and level of service at the study intersections in build condition and compare with the existing conditions.

The operational analysis showed the study intersections are operating at an acceptable level of service (LOS), A-D, in existing conditions. With the additional trips generated by the development the study intersections are expected to continue to operate at an acceptable LOS, A-D, upon completion of the development.

The development site was originally planned with a 23,000 SF shopping center. To see how the expected trips will differ for the automated car wash versus the shopping center the expected trips were calculated and compared. The total daily trips for the automated car wash are expected to be higher than the shopping center, 1,512 to 868 daily trips. However, most daily trips to be generated by the car wash are expected to be a pass-by trip trips (60-70%) and not newly created trips, whereas the shopping center would create mostly new trips (75%). Therefore, the total new trips expected to be generated by the car wash are less than expected from the shopping center.

Based on the analysis results, the development traffic is expected to have a minimal impact on the adjacent roadway network and the study intersections. The study intersections are expected to operate at same level of service with any additional traffic generated from the development. Due to minimal impact no improvements or additional mitigation is recommended.



INTRODUCTION

A traffic impact study was conducted by Southeastern Engineering, Inc. for a proposed Tidal Wave Auto Spa car wash in Gainesville, GA. The site is located to the north of SR 369 / Browns Bridge Road and to the west of SR 53 / McEver Road. The site is adjacent to a gas station and will share the three existing driveways, one on SR 369 / Browns Bridge Road and two on SR 53 / McEver Road. An overall location map showing the area near the site location is shown in **Figure 1**.



Figure 1 Location Map

The purpose of this study is to identify potential traffic impacts of the proposed development on the surrounding roadway network and if necessary, recommend improvements at study intersections to reduce those impacts. The study includes no-build and build peak hour traffic operations and capacity analysis at the study intersections as well as any site driveways. If needed, operational improvements will be evaluated to mitigate the traffic impacts caused by the proposed development. Based on the results of the improvement analysis, recommendations will be made for geometry and traffic control improvements.

PROJECT DESCRIPTION

The proposed car wash development will be an automated car wash with 1 car wash tunnel and approximately 36 parking spaces. The development is next to an existing gas station and will share the three existing driveways currently used by traffic to access the gas station. The site layout plan is included in **Appendix A**.

Study Network

The study area for the network includes five existing intersections which are most likely to be impacted by the traffic generated from the proposed development. The development will be accessed by three driveways, which are already being used by the gas station adjacent to the proposed development. The transportation facilities within the study area are described below. An aerial of the study area can be seen in **Figure 2**.

The following study intersections and their control type were included in the study network:

- | | |
|--|---|
| 6. SR 53 / McEver Road at SR 369 / Browns Bridge Road | Signalized |
| 7. SR 369 / Browns Bridge Road at Driveway #1 | Unsignalized (Right-In Right-Out) |
| 8. SR 369 / Browns Bridge Road at Saint Charles Avenue | Unsignalized (Minor-Street Stop-Controlled) |
| 9. SR 53 / McEver Road at Driveway #2 | Unsignalized (Right-In Right-Out) |
| 10. SR 53 / McEver Road at Driveway #3 | Unsignalized (RCUT) |

Roadway Conditions

The roadway network adjacent to the development in the study area was examined to evaluate the existing roadway conditions. The existing roadway network in the vicinity of the development is described below.

SR 53 / McEver Road

SR 53 / McEver Road is a four-lane divided roadway with a 20-foot median. It is classified as a principal arterial, with a posted speed limit of 45 miles per hour. It connects to Spring Road in the north and Mountain View Road in the south.

SR 369 / Browns Bridge Road

SR 369 / Browns Bridge Road is five-lane facility with two-way left-turn lane at the center to the east of SR 53 / McEver Road. It is a two-lane roadway facility to the west of Saint Charles Avenue. For a small section between Saint Charles Avenue and SR 53 / McEver Road it is a four-lane facility. SR 369 / Browns Bridge Road is classified as a minor arterial and major collector to the east and west of SR 53 / McEver Road. It has a posted speed limit of 45 miles per hour.

Saint Charles Avenue

Saint Charles Avenue is a local two-lane undivided facility with a posted speed limit of 25 miles per hour. It connects to SR 369 / Browns Bridge Road in the north and Montgomery Drive in the south. It is a local road facility connecting residential driveways to minor / major collectors.

Pedestrian and Bicycle Facilities

Pedestrian crosswalks are provided at the study intersection of SR 53 / McEver Road at SR 369 / Browns Bridge Road and across Driveways #1, 2, and 3. Other pedestrian facilities like sidewalk is provided to the north and west of SR 369 / Browns Bridge Road and SR 53 / McEver Road. No roadway in the study network is part of Georgia's State Bicycle Route and no bicycle facilities are



provided in the study area. A detailed sketch of the roadway network and roadway lane configuration is included in **Appendix A**.

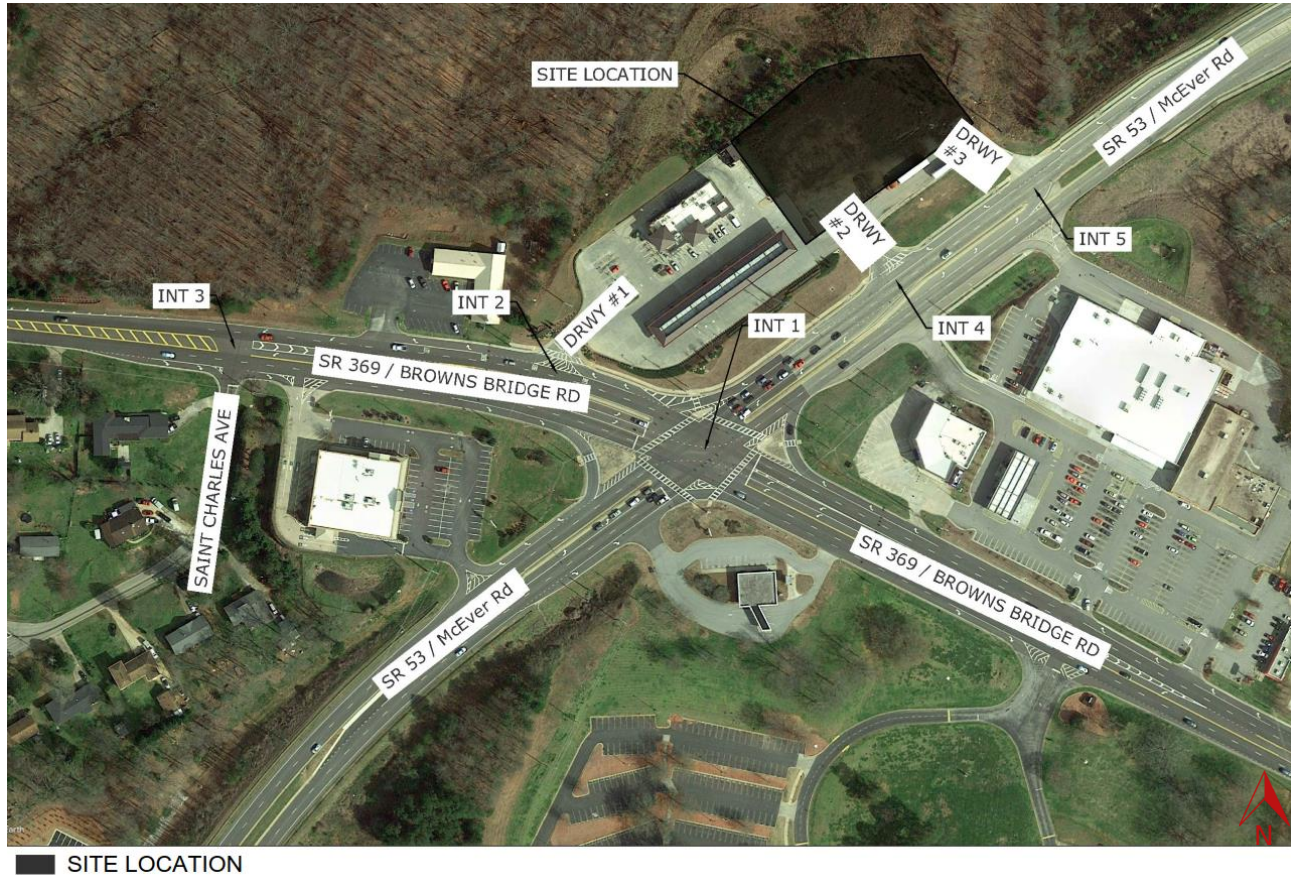


Figure 2 Aerial of Study Area

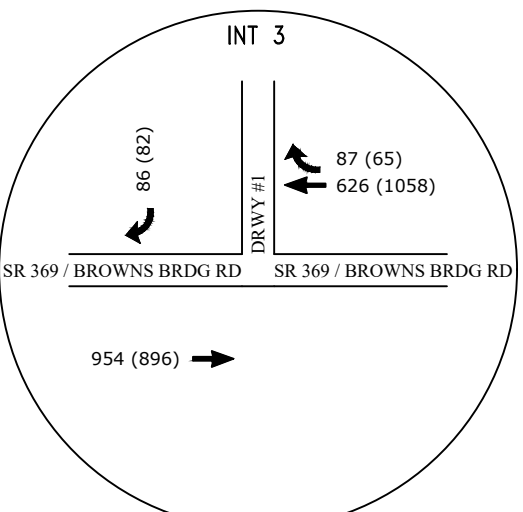
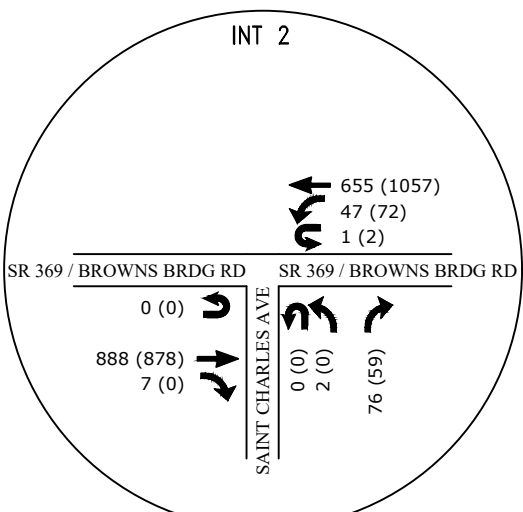
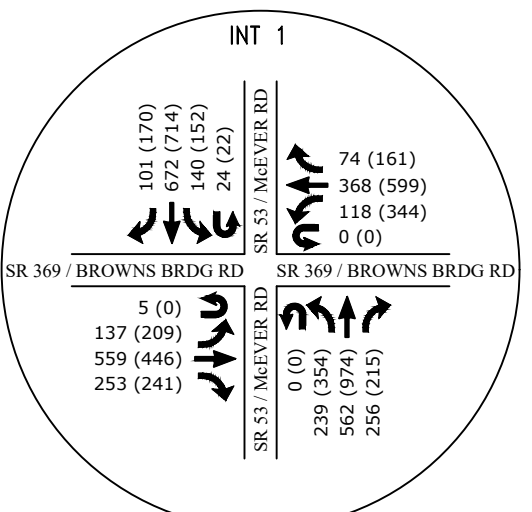
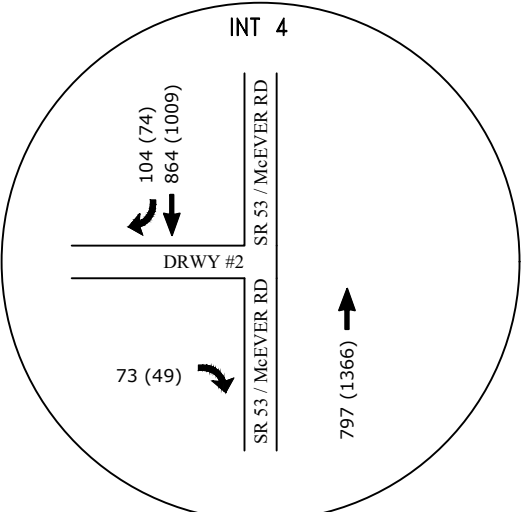
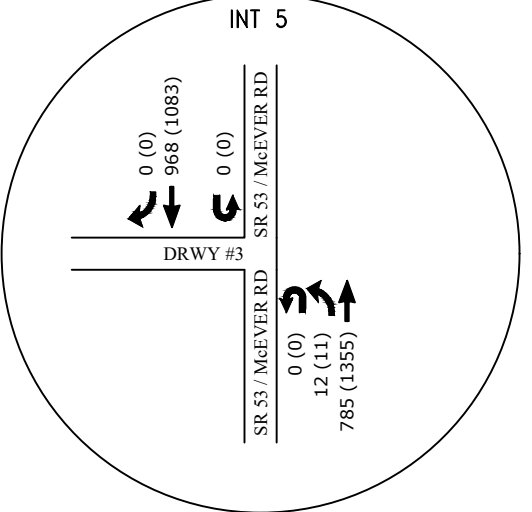
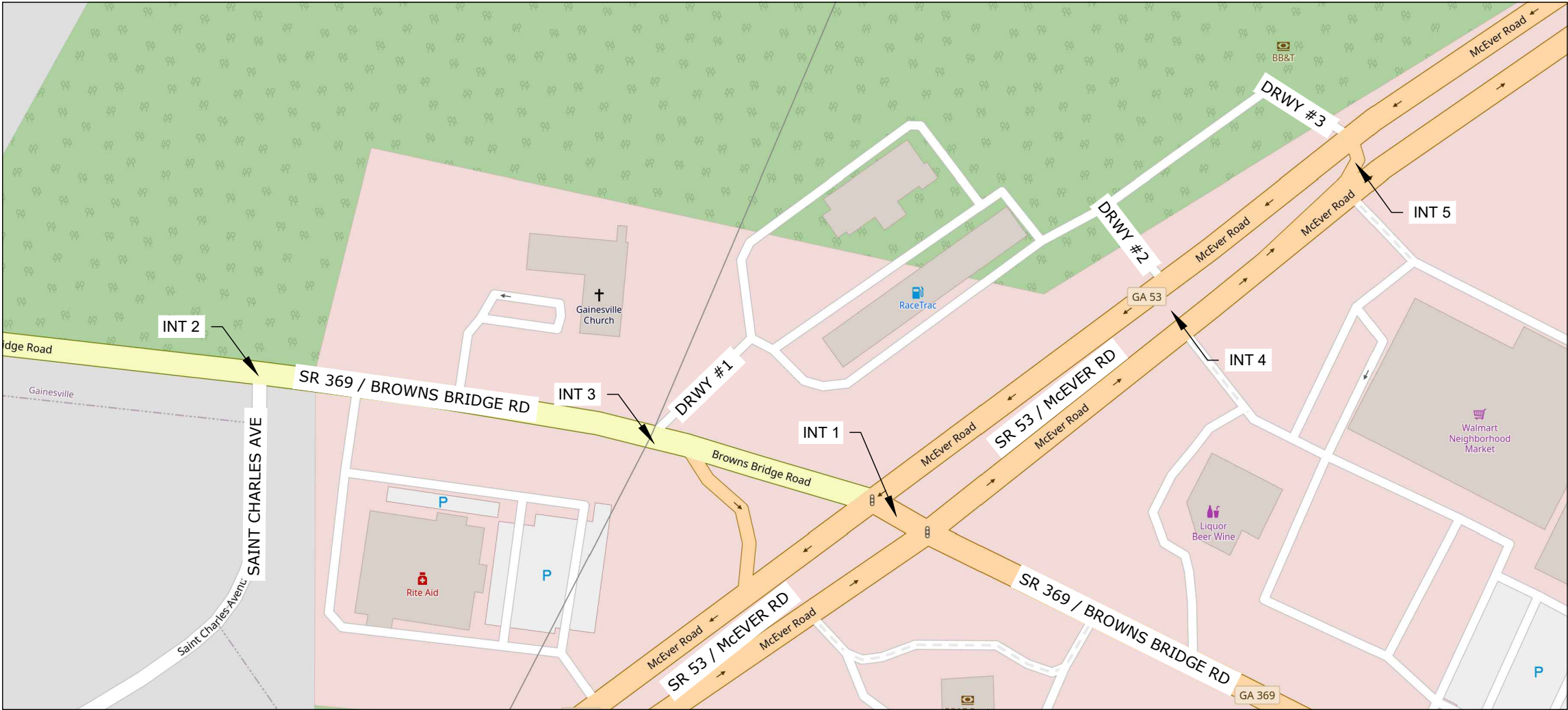
EXISTING TRAFFIC CONDITIONS

This traffic impact study analyzes the current traffic operations in the study network. Capacity analysis and level of service evaluations of the study intersections were conducted for the existing conditions (no-build) without the proposed development.

Traffic Data Collection

Existing traffic volumes at the study intersections were collected on Tuesday, March 9, 2021. Additionally, average daily traffic volumes were collected on SR 53 / McEver Road and SR 369 / Browns Bridge Road and are summarized in **Table 1**. The collected traffic data were also used to determine the distribution for estimated trips generated by the development. The existing count data are included in **Appendix B**. The existing A.M. and P.M. peak hour traffic volumes for the study area intersections are illustrated in **Figure 3**.

The effect of COVID-19 was taken into consideration for this project. The traffic volumes collected in March 2021 were compared to historical traffic volumes from GDOT count stations located in the study area. The historical traffic volumes were projected out to the existing year (2021) and were compared to the traffic volumes collected to determine a traffic adjustment factor for the collected data, if needed. The volume comparison is summarized in **Table 1**.



PROPERTY AND EX. R/W LINE	STORM LINE
REQUIRED R/W LINE	TELEPHONE LINE
CONSTRUCTION LIMITS	OH POWER LINE
PERMANENT EASEMENT FOR MAINTENANCE	UG POWER LINE
TEMPORARY EASEMENT FOR CONSTRUCTION	WATER LINE
EASEMENT FOR CONSTRUCTION OF DRIVEWAYS	FIBER OPTIC LINE
PERMANENT DRAINAGE EASEMENT	GAS LINE
	SANITARY SEWER LINE
	LIGHTING CONDUIT
	RETAINING WALL
	LIMIT OF DISTURBANCE

FIGURE 3



EXISTING (2021) PEAK HOUR VOLUMES

REVISION DATES		

DATE:	
TIDAL WAVE CAR WASH	
SHEET NO.	

Table 1: Daily Traffic Volume			
Location	Historical 24-Hour Volume (2018)	Projected 24-Hour Volume (2020)	24-Hour Field Volume (2020)
SR 53 / McEver Road north of SR 369 / Browns Bridge Road	23,955	25,421	22,808
SR 369 / Browns Bridge Road west of Gould Drive	23,438	24,873	19,497

Historical volumes were grown out using a growth factor of 2.00%, which was calculated based on historical traffic data and census data for the region, detail calculations are included in **Appendix B**. Historical data from 2018 collected from the GDOT count stations are attached in **Appendix B**. As collected traffic volumes were lower than the historical projected volumes a traffic adjustment factor of 1.2 was applied to all counts used for analysis.

Level of Service Methodology

Intersection capacity analyses were performed using the methodology outlined in the Highway Capacity Manual, 6th Edition (HCM). This methodology is the industry standard for the evaluation of intersection capacity and delay. To facilitate the analysis, computer software Synchro was used. This software conforms to the methodology of the HCM.

An analysis of peak hour traffic conditions was performed to determine the level of service (LOS) at the study intersections. LOS for an intersection is based on vehicular delay at the intersection and is a typical measure of effectiveness used to evaluate intersection operations. The HCM provides ranges of delay for each LOS definition, spanning from very minimal delays (LOS A) to high delays (LOS F). LOS F is considered unacceptable for most drivers.

For unsignalized intersections, where a stop sign controls side streets or minor streets, the criterion for evaluating traffic operations is the LOS for the controlled turning movements at the intersection. Methodology from the HCM to determine the delay and LOS for these turning movements is based on the following input data:

- Intersection geometry
- Lane configuration
- Turning movement volumes

Table 2 below indicates the relationship between delay and LOS for signalized and unsignalized intersections, respectively.

Table 2: Level of Service for Signalized and Unsignalized Intersections		
Level of Service	Control Delay Per Vehicle (sec)	
	Unsignalized Intersection	Signalized Intersection
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

Existing (No-Build Condition) Level of Service

The level of service for the existing conditions was determined using Synchro 10, which follows the HCM methodology. The result of the existing intersection capacity analysis is summarized in **Table 3** and detailed reports are included in **Appendix C**.

Table 3: Level of Service and Delay for Existing Year (2021)					
Intersection	Control Type	Delay (LOS)		V/C Ratio	
		AM	PM	AM	PM
SR 53 / McEver Road at SR 369 / Browns Bridge Road	Traffic Signal	29 (C)	49 (D)	0.64	0.79
SR 369 / Browns Bridge Road at Saint Charles Avenue	Minor-Street Stop-Controlled	14 (B)	13 (B)	0.18	0.12
SR 369 / Browns Bridge Road at Driveway #1	Right-In Right-Out	12 (B)	15 (B)	0.15	0.19
SR 53 / McEver Road at Driveway #2	Right-In Right-Out	13 (B)	14 (B)	0.15	0.11
SR 53 / McEver Road at Driveway #3	RCUT	0 (A)	0 (A)	0.023	0.020

The existing geometric configurations were used for the analysis. A detailed sketch of the roadway network and roadway lane configuration is included in **Appendix A**. All study intersections are operating at an acceptable level of service, LOS A-D.

FUTURE CONDITIONS – WITH THE PROPOSED DEVELOPMENT (BUILD)

The proposed development is expected to be constructed in the existing year (2021). Therefore, traffic operations analyzed in the existing year will be the no-build condition for the proposed development.

Trip Generation

Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition was used to calculate the number of trips generated from the proposed development. Trip generation software



was used to determine the expected number of gross trips associated with this proposed development. Due to limited data available for the future land use (Automated Car Wash) the software was only able to provide trips for the PM peak hour. Therefore, a land use like automated car wash was used to compare estimated trips and determine the number of AM and daily trips expected to be generated from the proposed development. The number of trips expected to be generated from the development is summarized in **Table 4**.

Land Use (ITE Code)	Units	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Self-Care Car Wash (947)	14 Wash Stalls	756	756	1512	N/A	N/A	N/A	40	38	78
Automated Car Wash (948)	1 Tunnel	N/A	N/A	N/A	N/A	N/A	N/A	39	39	78
Automated Car Wash (Calculated)	1 Tunnel	756	756	1512	28	30	58	39	39	78

A self-care car wash with 14 stalls is expected to produce similar number of trips during PM peak hour as automated car wash, therefore, it was assumed that the automated car wash will generate similar number of daily trips. The AM peak hour trips were calculated using the AM K-factor, which was determined based on the study area and trip generation K-factor for PM peak hour.

The development site was originally planned with a shopping center of approximately 23,000 SF. To see how the expected trips will differ for the new land-use versus the original the expected trips were calculated. **Table 5** compares the number of trips expected to be generated from both land-uses.

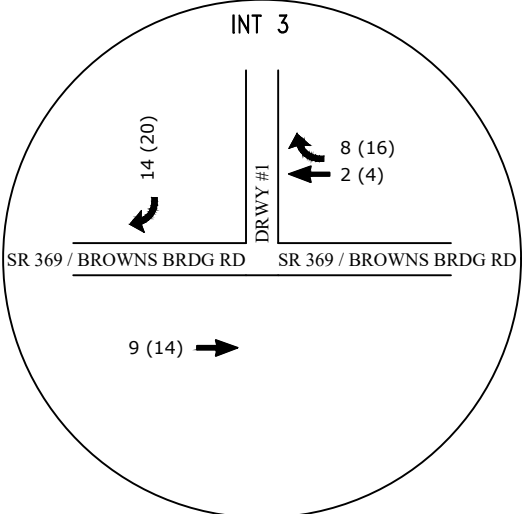
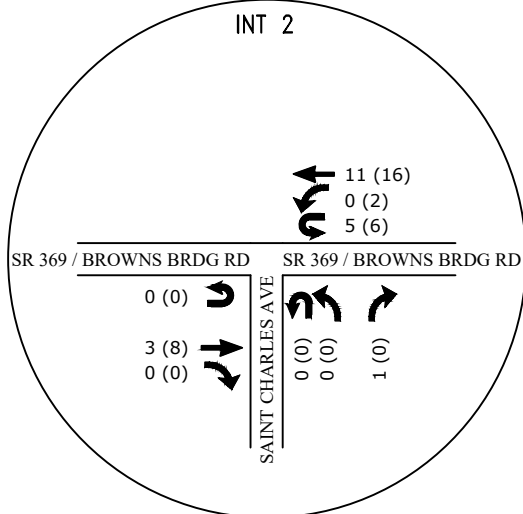
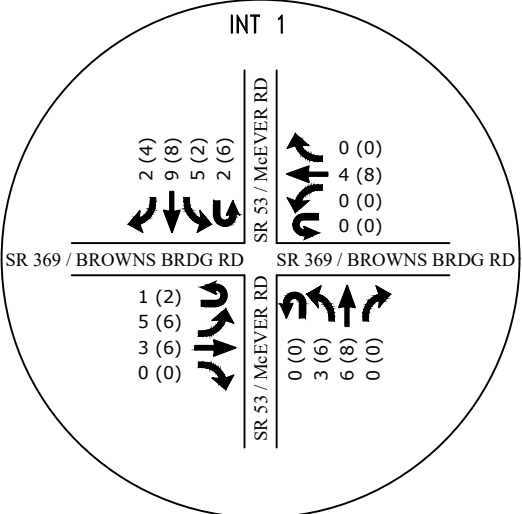
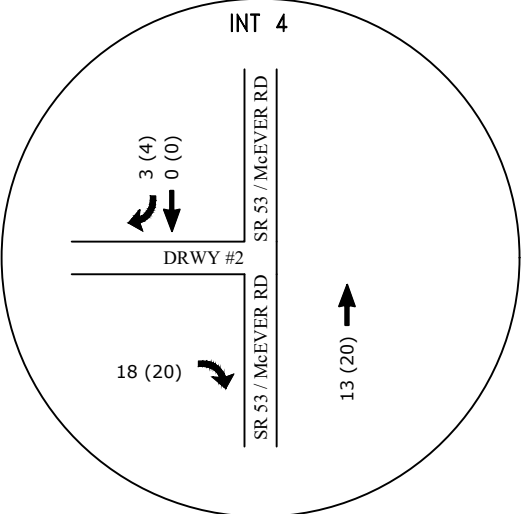
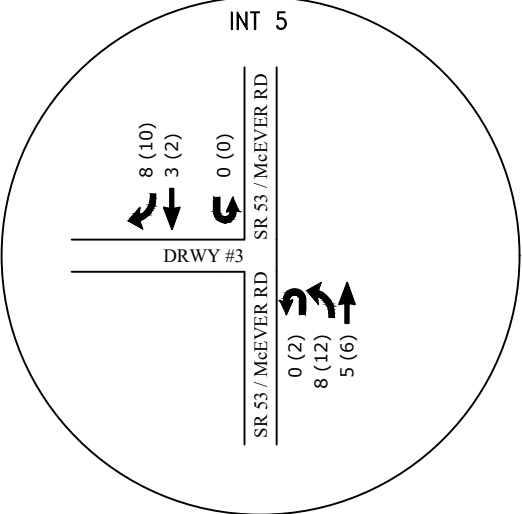
Land Use (Code)	Units	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Shopping Center	23,000 SF	434	434	868	14	8	22	42	46	88
Automated Car Wash (Calculated)	1 Tunnel	756	756	1512	28	30	58	39	39	78

Table 5 shows that the number of trips expected to be generated from the car wash is higher than the shopping center. However, most daily trips to be generated by the car wash are expected to be a pass-by trip trips (60-70%) and not newly created trips, whereas the shopping center would create mostly new trips (75%). Therefore, the total new trips expected to be generated by the car wash are less than expected from the shopping center. For the future analysis no pass-by trip reduction was applied for the car wash to provide the most conservative analysis results.

Trip Distribution and Assignment

The trips expected to be generated from the proposed development were distributed on the roadway network in the study area. The proposed distribution is based on historical counts and observed traffic patterns in the area. Trip assignment for the trips generated from the proposed development is shown in **Figure 4**.





PROPERTY AND EX. R/W LINE		STORM LINE	
REQUIRED R/W LINE		TELEPHONE LINE	
CONSTRUCTION LIMITS		OH POWER LINE	
PERMANENT EASEMENT FOR MAINTENANCE		UG POWER LINE	
TEMPORARY EASEMENT FOR CONSTRUCTION		WATER LINE	
EASEMENT FOR CONSTRUCTION OF DRIVEWAYS		FIBER OPTIC LINE	
PERMANENT DRAINAGE EASEMENT		GAS LINE	
		SANITARY SEWER LINE	
		LIGHTING CONDUIT	
		RETAINING WALL	
		LIMIT OF DISTURBANCE	

FIGURE 4



SITE GENERATED PEAK HOUR VOLUMES

REVISION DATES		

DATE:	
TIDAL WAVE CAR WASH	
SHEET NO.	

Build Traffic Volumes (2021)

Intersection operation analysis was conducted to determine the impact of the proposed development on the study intersections in the study area. Based on the site trip distribution, the generated peak hour volumes were assigned to the adjacent street network along with the background traffic and are shown in **Figure 5**.

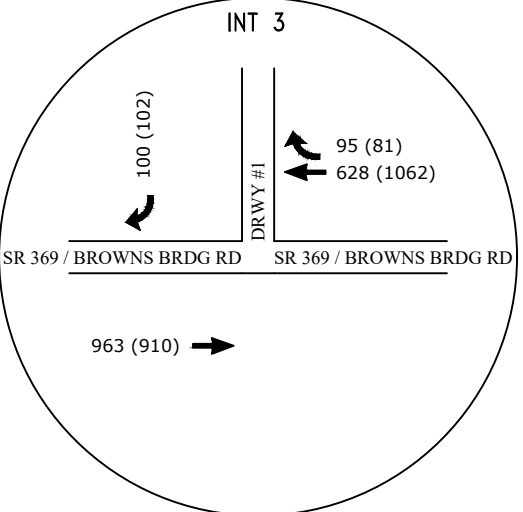
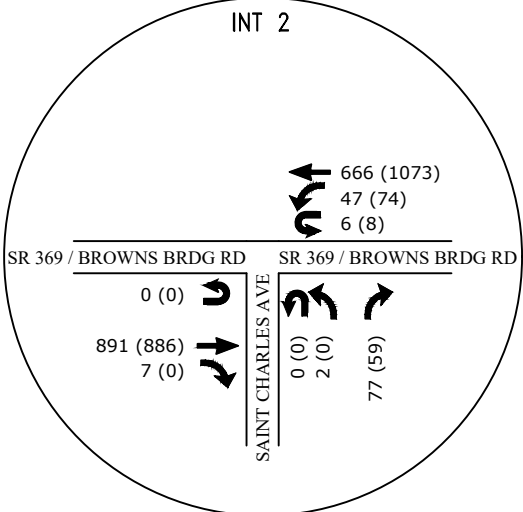
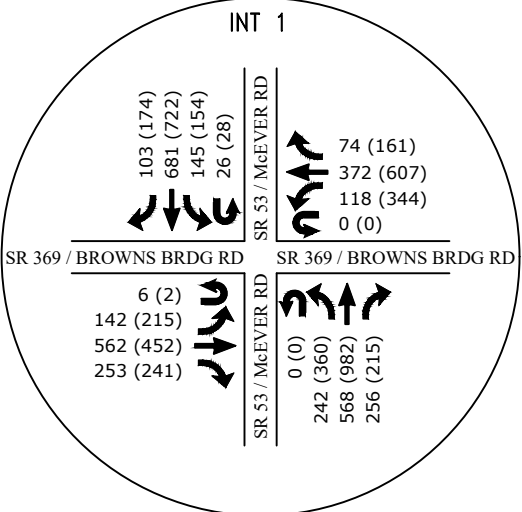
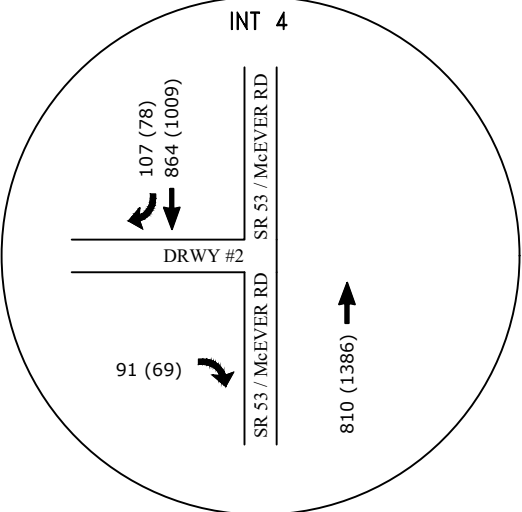
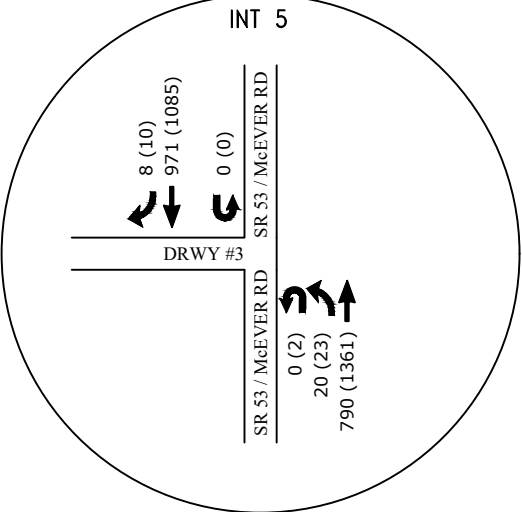
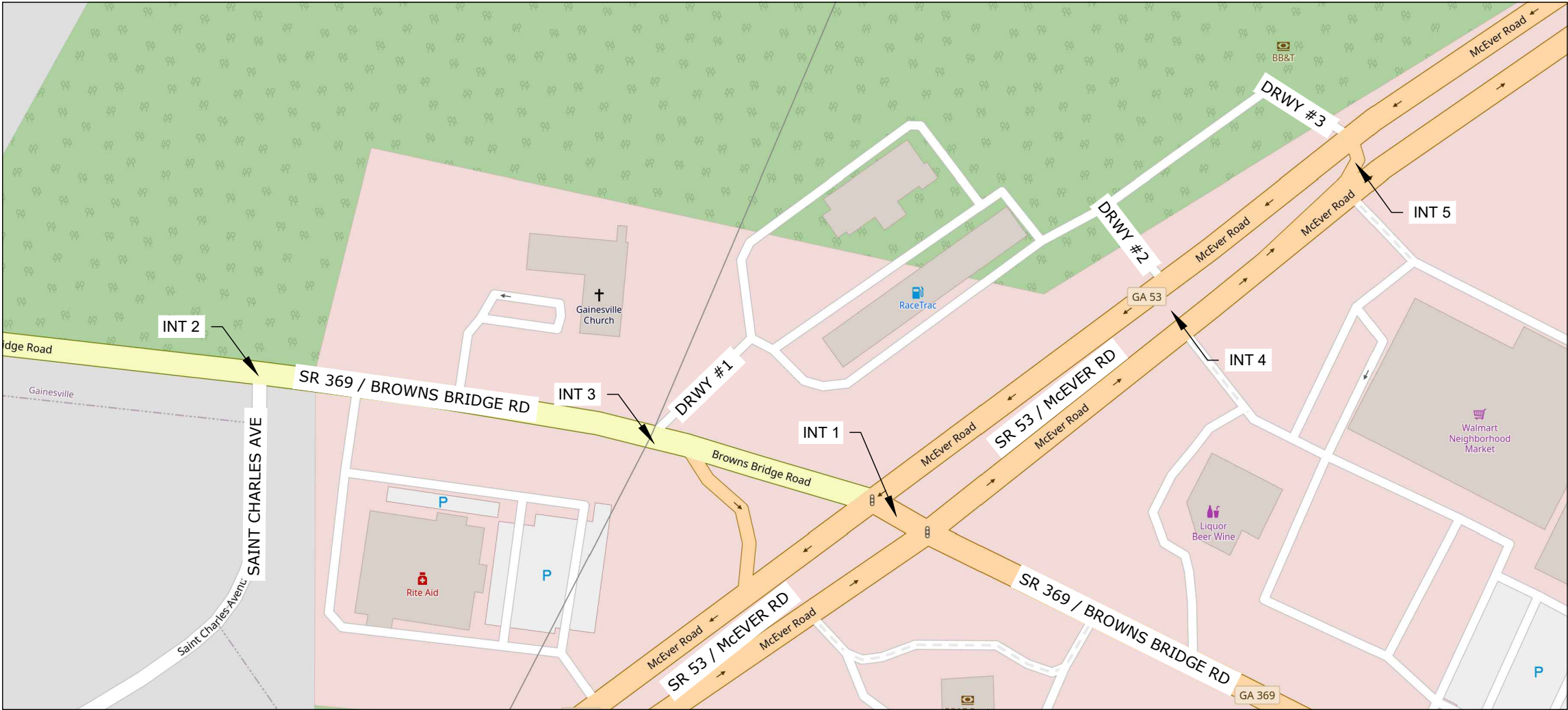
Build Conditions Level of Service (2021)

The existing 2021 background traffic volumes, along with the site generated volumes, were used to analyze the impacts of the proposed development on the study network intersections. Modeling of the study intersections used the existing geometric conditions. The result of the build intersection capacity analysis is summarized in **Table 6** and detailed reports are included in **Appendix C**.

Table 6: Level of Service and Delay for Build Condition (2021)					
Intersection	Control Type	Delay (LOS)		V/C Ratio	
		AM	PM	AM	PM
SR 53 / McEver Road at SR 369 / Browns Bridge Road	Traffic Signal	29 (C)	51 (D)	0.64	0.80
SR 369 / Browns Bridge Road at Saint Charles Avenue	Minor-Street Stop-Controlled	14 (B)	13 (B)	0.18	0.12
SR 369 / Browns Bridge Road at Driveway #1	Right-In Right-Out	12 (B)	15 (B)	0.18	0.24
SR 53 / McEver Road at Driveway #2	Right-In Right-Out	14 (B)	14 (B)	0.19	0.16
SR 53 / McEver Road at Driveway #3	RCUT	0 (A)	0 (A)	0.04	0.05

The study intersections continue to operate at same level of service, LOS A-D, with trips generated from the proposed development as they do with the existing traffic.





PROPERTY AND EX. R/W LINE		STORM LINE	
REQUIRED R/W LINE		TELEPHONE LINE	
CONSTRUCTION LIMITS		OH POWER LINE	
PERMANENT EASEMENT FOR MAINTENANCE		UG POWER LINE	
TEMPORARY EASEMENT FOR CONSTRUCTION		WATER LINE	
EASEMENT FOR CONSTRUCTION OF DRIVEWAYS		FIBER OPTIC LINE	
PERMANENT DRAINAGE EASEMENT		GAS LINE	
		SANITARY SEWER LINE	
		LIGHTING CONDUIT	
		RETAINING WALL	
		LIMIT OF DISTURBANCE	

FIGURE 5



BUILD (2021) PEAK
HOUR VOLUMES

REVISION DATES		

DATE:	
TIDAL WAVE CAR WASH	
SHEET NO.	

CONCLUSION

An automated car wash is proposed to be developed in Gainesville, GA. The car wash will consist of 1 car wash tunnel with approximately 36 parking spaces. The site is located to the north of SR 369 / Browns Bridge Road and to the west of SR 53 / McEver Road and will be accessed utilizing three existing driveways. The trips estimated to be generated by the development were calculated and distributed to the study network to determine the impacts of the development's traffic on the surrounding roadway system.

The ITE Trip Generation Manual, referenced to estimate the trips generated by the land use, did not have sufficient data to provide the daily number of trips generated from the proposed land use. Therefore, land use type like the proposed land use was used to calculate the total gross trips expected to be generated from the development. The expected trips were added to the existing traffic volumes to analyze the delay and level of service at the study intersections in build condition and compare to the existing conditions. In the existing conditions the study intersections operate at an acceptable level of service, LOS A-D. With the addition of the development traffic the study intersections are expected to continue to operate at an acceptable level of service, LOS A-D.

The development site was originally planned with a 23,000 SF shopping center. To see how the expected trips will differ for the automated car wash use versus the shopping center the expected trips were calculated and compared. The total daily trips for the automated car wash are expected to be higher than the shopping center, 1,512 to 868. However, most daily trips to be generated by the car wash are expected to be a pass-by trip trips (60-70%) and not newly created trips, whereas the shopping center would create mostly new trips (75%). Therefore, the total new trips expected to be generated by the car wash are less than expected from the shopping center. For the build condition level of service analysis, no pass-by trip reduction was applied for the car wash to provide the most conservative analysis results.

The development traffic is expected to have a minimal impact on the study network and the study intersections. The study intersections are expected to operate at same level of service with any additional traffic generated from the development. Due to minimal impact no improvements or additional mitigation is recommended.



APPENDICES

Appendix A: Site Plan and Lane Configuration Sketch

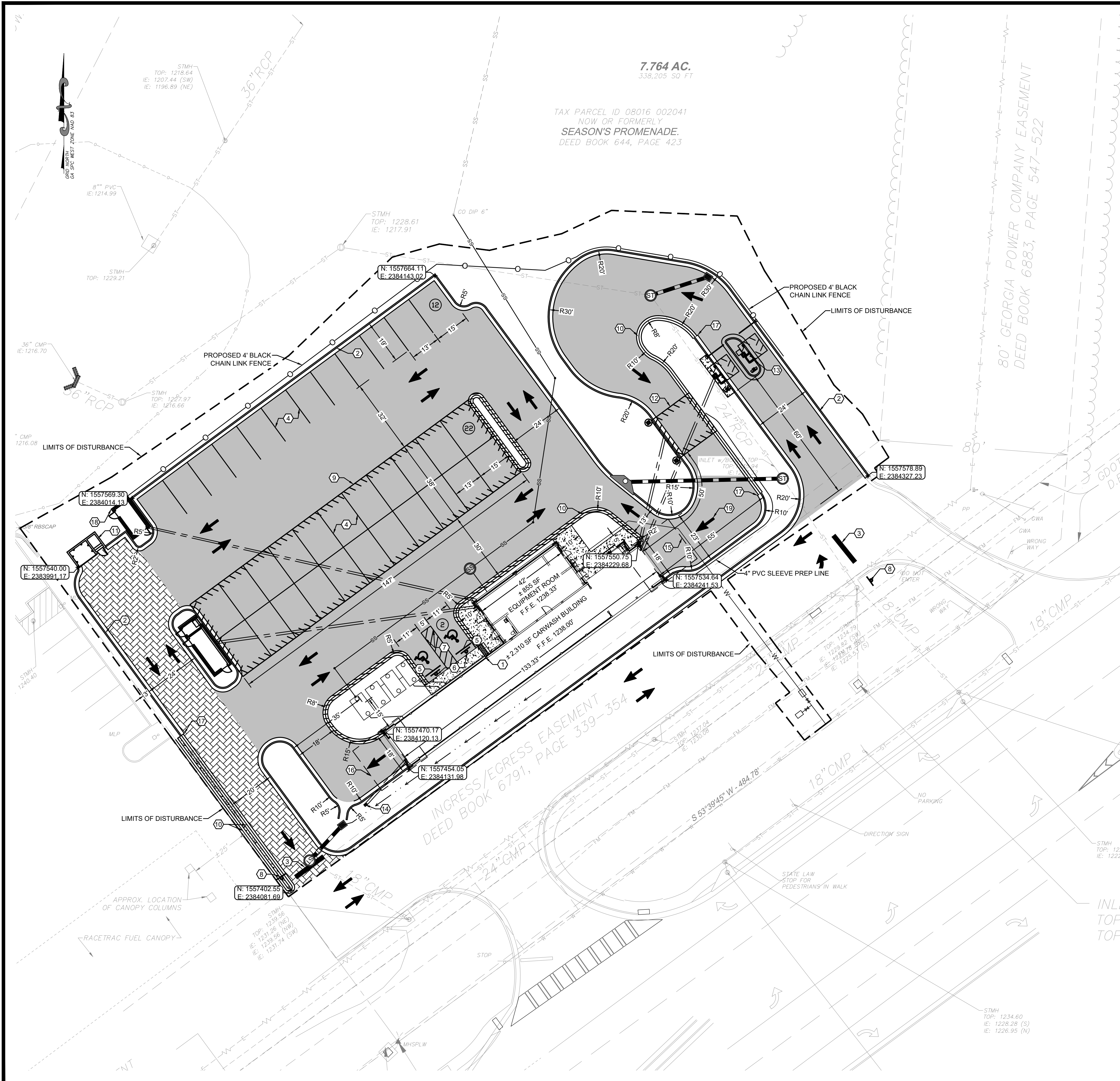
Appendix B: Traffic Counts Summary Sheets

Appendix C: Synchro Reports



Appendix A

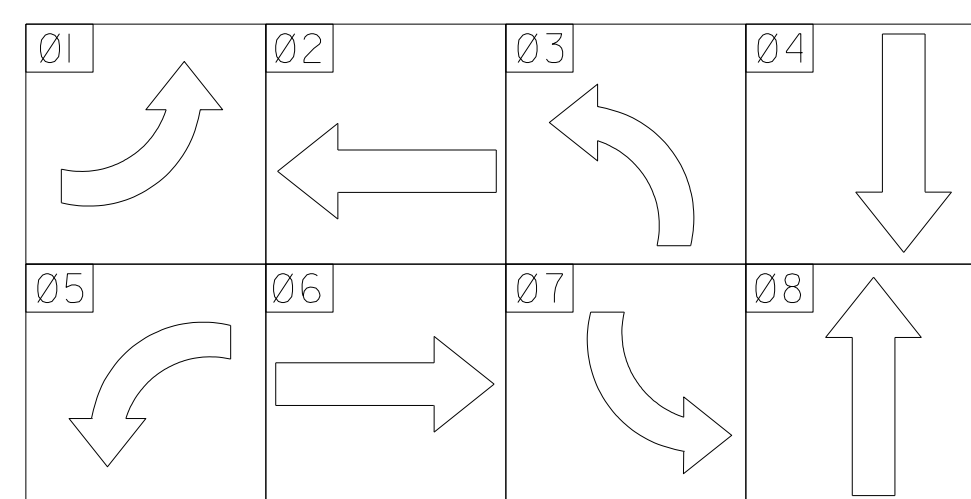
Site Plan



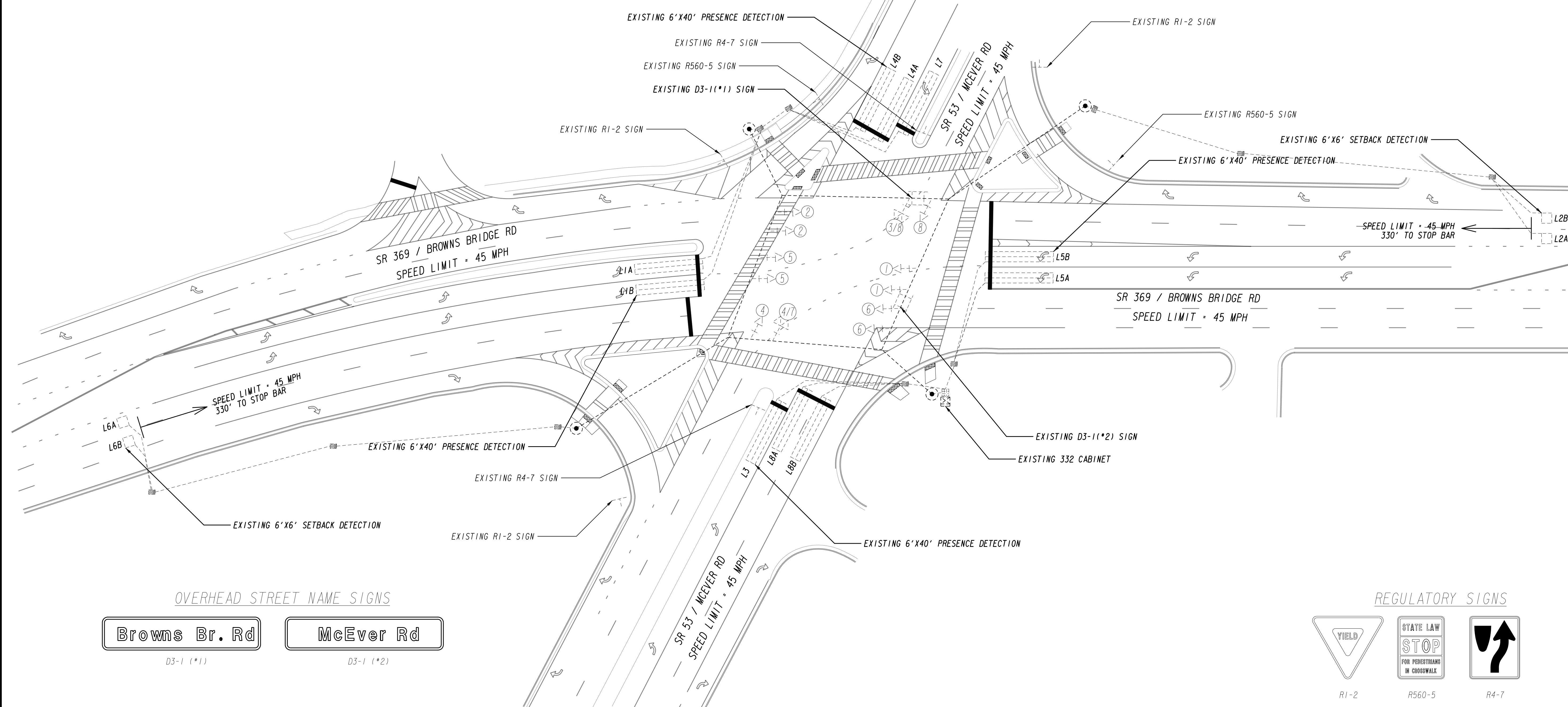
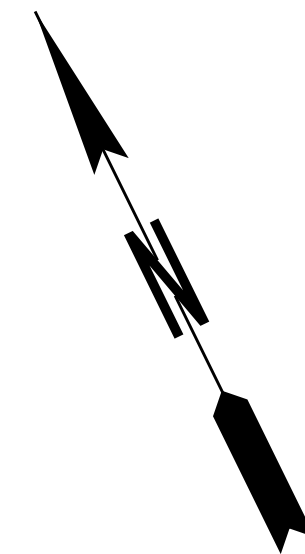
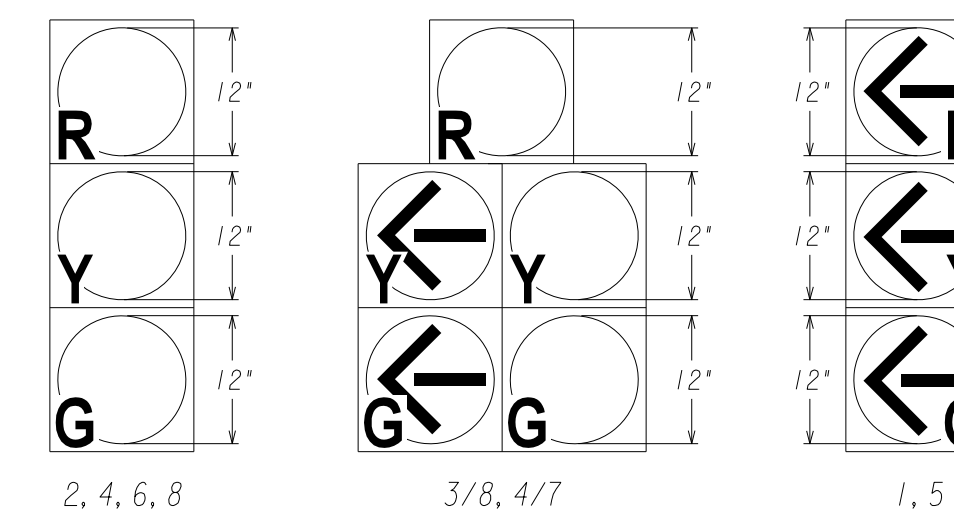
Page 200 of 266

SITE INFORMATION:

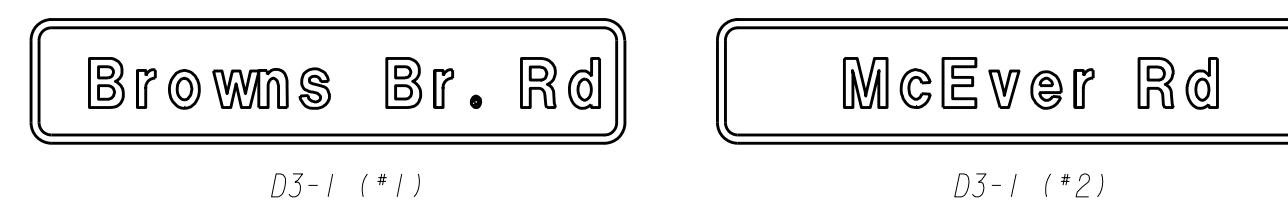
PHASING DIAGRAM



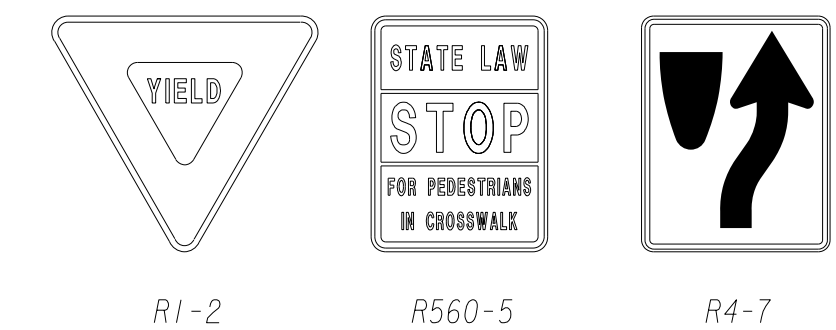
LED SIGNAL HEADS WITH RETRO-REFLECTIVE BACKPLATES



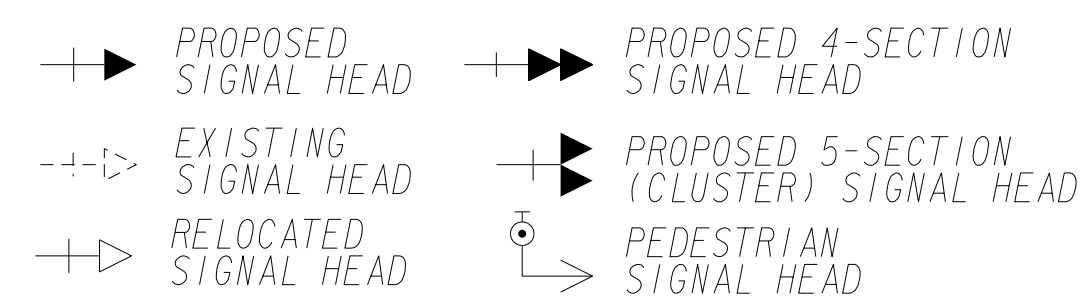
OVERHEAD STREET NAME SIGNS



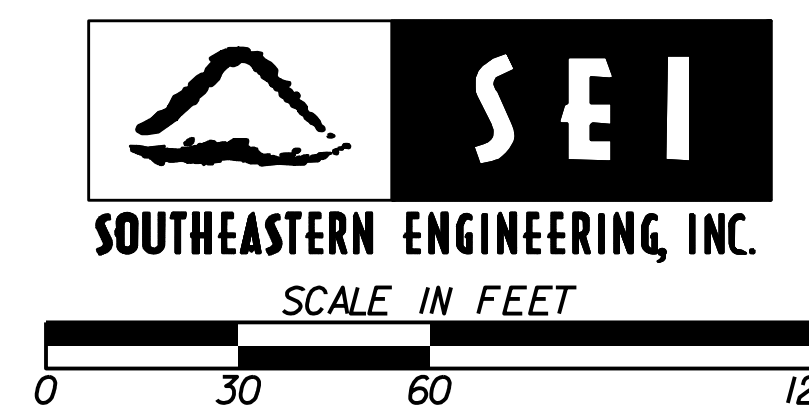
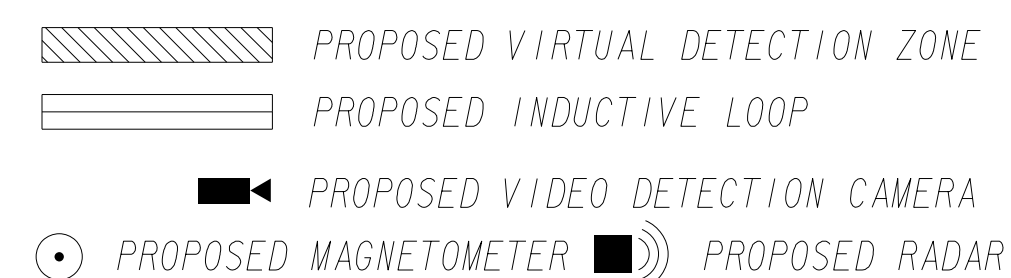
REGULATORY SIGNS



SIGNAL LEGEND



DETECTION LEGEND



REVISION DATES

SIGNAL PLANS

SR 396 / BROWNS BRIDGE ROAD @
SR 53 / MCEVER ROAD

CHECKED:		DATE:		DRAWING No. 27-011
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		
VERIFIED:		DATE:		

Appendix B

Traffic Count Summary Sheets

Site 1



[Click here for Map](#)

Peak Hour Turning Movement Count

Gainesville, GA



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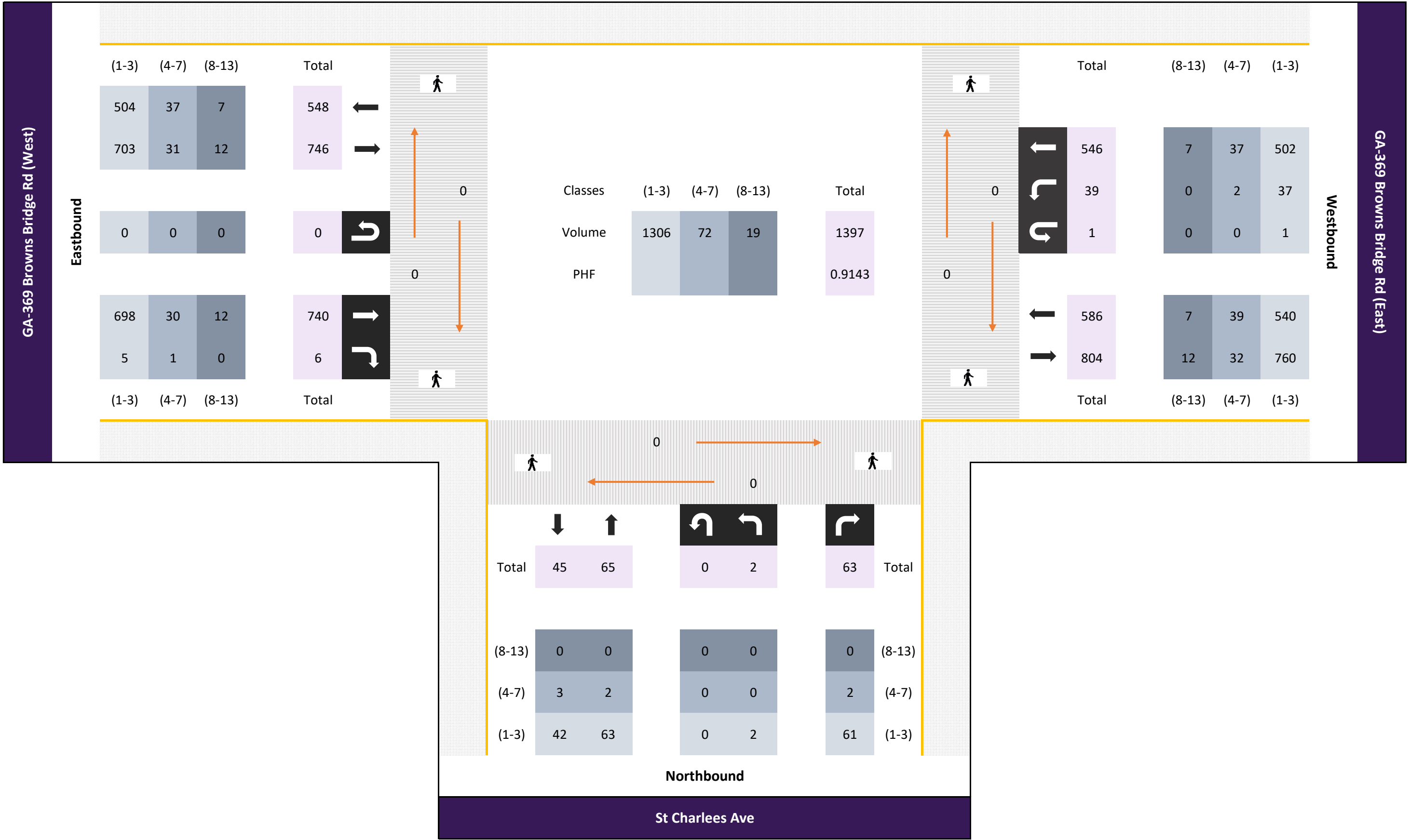
Tuesday, March 9, 2021	
Period	0600 - 0800
Peak Hour	0700 - 0800

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound										Eastbound					Westbound					Int Total
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	
0700 - 0715	0	-	5	0	5	-	-	-	-	0	-	151	1	0	152	12	118	-	0	130	287
0715 - 0730	1	-	22	0	23	-	-	-	-	0	-	177	1	0	178	10	164	-	0	174	375
0730 - 0745	0	-	14	0	14	-	-	-	-	0	-	200	4	0	204	8	126	-	1	135	353
0745 - 0800	1	-	22	0	23	-	-	-	-	0	-	212	0	0	212	9	138	-	0	147	382
Total	2	0	63	0	65	0	0	0	0	0	0	740	6	0	746	39	546	0	1	586	1397
Approach %	3.08	0.00	96.92	0.00	-	0.00	0.00	0.00	0.00	-	0.00	99.20	0.80	0.00	-	6.66	93.17	0.00	0.17	-	
PHF	0.50	0.00	0.72	0.00	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.38	0.00	0.88	0.81	0.83	0.00	0.25	0.84	0.91

Bikes

Time	Northbound										Eastbound					Westbound					Int Total
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	
0700 - 0715	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
0715 - 0730	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
0730 - 0745	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
0745 - 0800	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound										Eastbound					Westbound					Int Total
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	
0700 - 0715	0	-	5	0	5	-	-	-	-	0	-	145	1	0	146	12	108	-	0	120	271
0715 - 0730	1	-	22	0	23	-	-	-	-	0	-	167	1	0	168	10	156	-	0	166	357
0730 - 0745	0	-	14	0	14	-	-	-	-	0	-	186	3	0	189	8	113	-	1	122	325
0745 - 0800	1	-	20	0	21	-	-	-	-	0	-	200	0	0	200	7	125	-	0	132	353
Total	2	0	61	0	63	0	0	0	0	0	0	698	5	0	703	37	502	0	1	540	1306
Approach %	3.17	0.00	96.83	0.00	-	0.00	0.00	0.00	0.00	-	0.00	99.29	0.71	0.00	-	6.85	92.96	0.00	0.19	-	
PHF	0.50	0.00	0.69	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.42	0.00	0.88	0.77	0.80	0.00	0.25	0.81	0.91

Single Unit Trucks (4-7)

Time	Northbound										Eastbound					Westbound					Int Total
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	
0700 - 0715	0	-	0	0	0	-	-	-	-	0	-	4	0	0	4	0	8	-	0	8	
0715 - 0730	0	-	0	0	0	-	-	-	-	0	-	6	0	0	6	0	7	-	0	7	
0730 - 0745	0	-	0	0	0	-	-	-	-	0	-	12	1	0	13	0	11	-	0	11	
0745 - 0800	0	-	2	0	2	-	-	-	-	0	-	8	0	0	8	2	11	-	0	13	
Total	0	0	2	0	2	0	0	0	0	0	0	30	1	0	31	2	37	0	0	39	
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	96.77	3.23	0.00	-	5.13	94.87	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.25	0.00	0.60	0.25	0.84	0.00	0.00	0.75	

Combination Trucks (8-13)

Time	Northbound										Eastbound					Westbound					Int Total
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	
0700 - 0715	0	-	0	0	0	-	-	-	-	0	-	2	0	0	2	0	2	-	0	2	4
0715 - 0730	0	-	0	0	0	-	-	-	-	0	-	4	0	0	4	0	1	-	0	1	5
0730 - 0745	0	-	0	0	0	-	-	-	-	0	-	2	0	0	2	0	2	-	0	2	4
0745 - 0800	0	-	0	0	0	-	-	-	-	0	-	4	0	0	4	0	2	-	0	2	6
Total	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	7	0	0	7	19
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.00	0.88	0.00	0.00	0.88	0.79

Pedestrians

Time	Northbound										Eastbound					Westbound					Int Total
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	EB 1a	WB 1b			App Total					App Total	NB 1e	SB 1f			App Total	NB 1g	SB 1h			App Total	
0700 - 0715	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0715 - 0730	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0730 - 0745	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0745 - 0800	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count

Gainesville, GA



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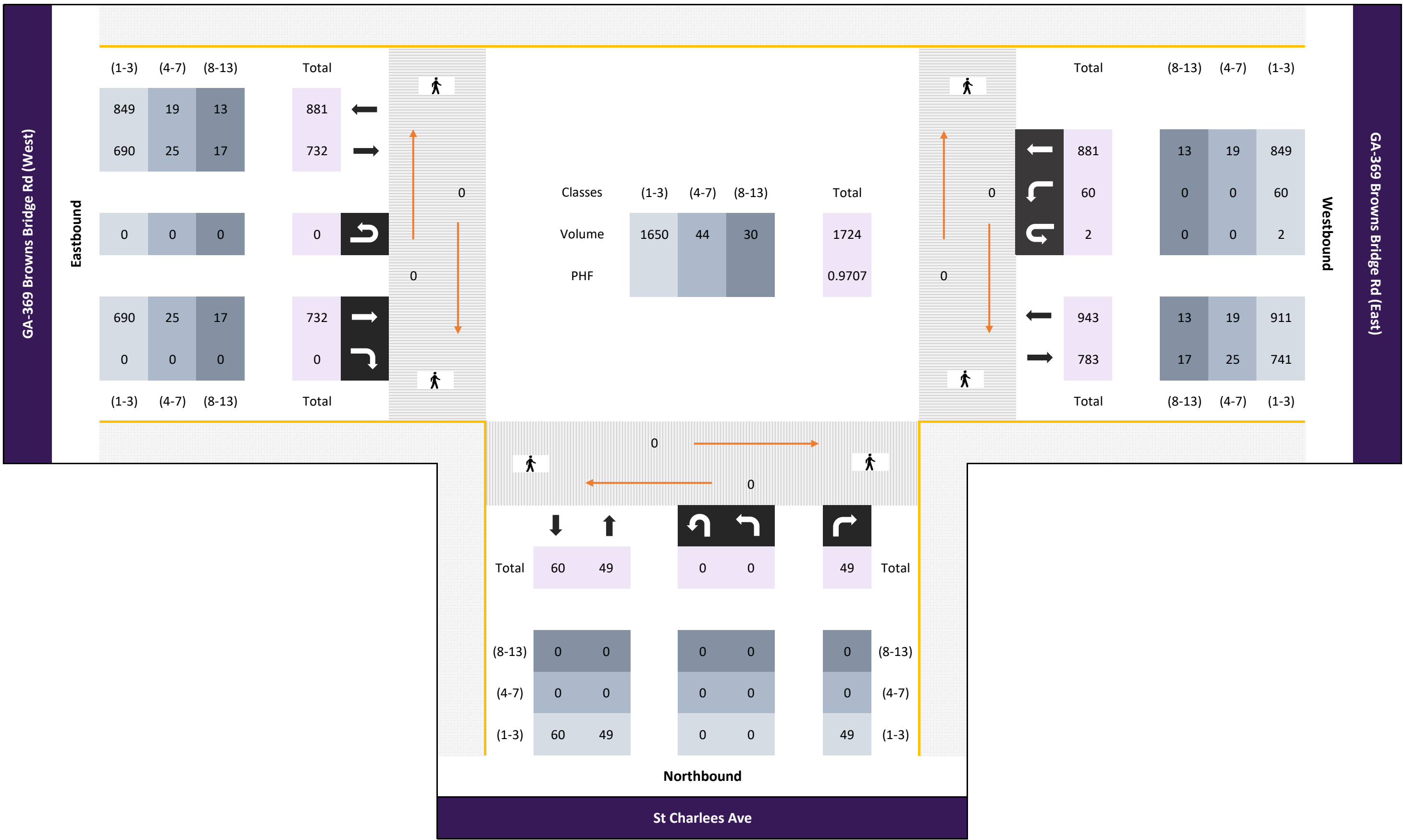
Tuesday, March 9, 2021	
Period	1600 - 1800
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound										Eastbound					Westbound					Int Total	
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)						
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total		
	1630 - 1645	0	-	13	0	13	-	-	-	-	0	-	194	0	0	194	11	226	-	0		237
	1645 - 1700	0	-	15	0	15	-	-	-	-	0	-	194	0	0	194	18	216	-	1		235
1700 - 1715	0	-	10	0	10	-	-	-	-	0	-	179	0	0	179	18	220	-	0	238		
1715 - 1730	0	-	11	0	11	-	-	-	-	0	-	165	0	0	165	13	219	-	1	233		
Total	0	0	49	0	49	0	0	0	0	0	0	732	0	0	732	60	881	0	2	943		
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	6.36	93.43	0.00	0.21	-		
PHF	0.00	0.00	0.82	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.94	0.00	0.00	0.94	0.83	0.97	0.00	0.50	0.99		

Bikes

Time	Northbound										Eastbound					Westbound					Int Total
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	
1630 - 1645	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1645 - 1700	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1700 - 1715	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1715 - 1730	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound										Eastbound					Westbound					Int Total	
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)						
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total		
	1630 - 1645	0	-	13	0	13	-	-	-	-	0	-	182	0	0	182	11	210	-	0		221
	1645 - 1700	0	-	15	0	15	-	-	-	-	0	-	180	0	0	180	18	209	-	1		228
1700 - 1715	0	-	10	0	10	-	-	-	-	0	-	170	0	0	170	18	215	-	0	233		
1715 - 1730	0	-	11	0	11	-	-	-	-	0	-	158	0	0	158	13	215	-	1	229		
Total	0	0	49	0	49	0	0	0	0	0	0	690	0	0	690	60	849	0	2	911		
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	6.59	93.19	0.00	0.22	-		
PHF	0.00	0.00	0.82	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.95	0.00	0.00	0.95	0.83	0.99	0.00	0.50	0.98		

Single Unit Trucks (4-7)

Time	Northbound										Eastbound					Westbound					Int Total
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	
1630 - 1645	0	-	0	0	0	-	-	-	-	0	-	8	0	0	8	0	9	-	0	9	
1645 - 1700	0	-	0	0	0	-	-	-	-	0	-	8	0	0	8	0	3	-	0	3	
1700 - 1715	0	-	0	0	0	-	-	-	-	0	-	6	0	0	6	0	3	-	0	3	
1715 - 1730	0	-	0	0	0	-	-	-	-	0	-	3	0	0	3	0	4	-	0	4	
Total	0	0	0	0	0	0	0	0	0	0	0	25	0	0	25	0	19	0	0	19	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.78	0.00	0.00	0.78	0.00	0.53	0.00	0.00	0.53	

Combination Trucks (8-13)

Time	Northbound										Eastbound					Westbound					Int Total
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	
1630 - 1645	0	-	0	0	0	-	-	-	-	0	-	4	0	0	4	0	7	-	0	7	11
1645 - 1700	0	-	0	0	0	-	-	-	-	0	-	6	0	0	6	0	4	-	0	4	10
1700 - 1715	0	-	0	0	0	-	-	-	-	0	-	3	0	0	3	0	2	-	0	2	5
1715 - 1730	0	-	0	0	0	-	-	-	-	0	-	4	0	0	4	0	0	-	0	0	4
Total	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	13	0	0	13	30
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.00	0.46	0.00	0.00	0.46	0.68

Pedestrians

Time	Northbound										Eastbound					Westbound					Int Total
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	EB 1a	WB 1b			App Total					App Total	NB 1e	SB 1f			App Total	NB 1g	SB 1h			App Total	
1630 - 1645	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1645 - 1700	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1700 - 1715	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1715 - 1730	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Site 2



[Click here for Map](#)

Peak Hour Turning Movement Count

Gainesville, GA



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Tuesday, March 9, 2021	
Period	0600 - 0800
Peak Hour	0700 - 0800

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 McEver Rd (South)					GA-53 McEver Rd (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	39	99	37	0	175	31	128	16	3	178	21	87	42	1	151	27	78	12	0	117	621
0715 - 0730	47	118	44	0	209	20	128	27	9	184	23	117	58	0	198	18	85	21	0	124	715
0730 - 0745	42	112	58	0	212	25	159	25	3	212	27	127	48	1	203	31	78	10	0	119	746
0745 - 0800	71	139	74	0	284	41	145	16	5	207	43	135	63	2	243	22	66	19	0	107	841
Total	199	468	213	0	880	117	560	84	20	781	114	466	211	4	795	98	307	62	0	467	2923
Approach %	22.61	53.18	24.20	0.00	-	14.98	71.70	10.76	2.56	-	14.34	58.62	26.54	0.50	-	20.99	65.74	13.28	0.00	-	-
PHF	0.70	0.84	0.72	0.00	0.77	0.71	0.88	0.78	0.56	0.92	0.66	0.86	0.84	0.50	0.82	0.79	0.90	0.74	0.00	0.94	0.87

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 McEver Rd (South)					GA-53 McEver Rd (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 McEver Rd (South)					GA-53 McEver Rd (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	35	90	34	0	159	28	123	16	3	170	21	84	39	1	145	26	75	11	0	112	586
0715 - 0730	42	115	41	0	198	18	125	26	9	178	23	109	56	0	188	15	76	19	0	110	674
0730 - 0745	40	108	56	0	204	22	158	25	3	208	21	126	41	1	189	29	72	8	0	109	710
0745 - 0800	64	134	69	0	267	39	143	15	5	202	41	131	55	2	229	21	58	17	0	96	794
Total	181	447	200	0	828	107	549	82	20	758	106	450	191	4	751	91	281	55	0	427	2764
Approach %	21.86	53.99	24.15	0.00	-	14.12	72.43	10.82	2.64	-	14.11	59.92	25.43	0.53	-	21.31	65.81	12.88	0.00	-	-
PHF	0.71	0.83	0.72	0.00	0.78	0.69	0.87	0.79	0.56	0.91	0.65	0.86	0.85	0.50	0.82	0.78	0.92	0.72	0.00	0.95	0.87

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 McEver Rd (South)					GA-53 McEver Rd (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	3	7	2	0	12	3	5	0	0	8	0	3	1	0	4	1	3	1	0	5	29
0715 - 0730	5	3	3	0	11	2	3	1	0	6	0	5	0	0	5	2	7	2	0	11	33
0730 - 0745	2	3	2	0	7	2	1	0	0	3	6	1	6	0	13	2	4	2	0	8	31
0745 - 0800	7	4	4	0	15	2	2	1	0	5	2	3	5	0	10	1	6	1	0	8	38
Total	17	17	11	0	45	9	11	2	0	22	8	12	12	0	32	6	20	6	0	32	131
Approach %	37.78	37.78	24.44	0.00	-	40.91	50.00	9.09	0.00	-	25.00	37.50	37.50	0.00	-	18.75	62.50	18.75	0.00	-	
PHF	0.61	0.61	0.69	0.00	0.75	0.75	0.55	0.50	0.00	0.69	0.33	0.60	0.50	0.00	0.62	0.75	0.71	0.75	0.00	0.73	0.86

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 McEver Rd (South)					GA-53 McEver Rd (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	1	2	1	0	4	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	6
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	1	2	0	0	3	8
0730 - 0745	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	2	0	0	2	5
0745 - 0800	0	1	1	0	2	0	0	0	0	0	0	1	3	0	4	0	2	1	0	3	9
Total	1	4	2	0	7	1	0	0	0	1	0	4	8	0	12	1	6	1	0	8	28
Approach %	14.29	57.14	28.57	0.00	-	100.00	0.00	0.00	0.00	-	0.00	33.33	66.67	0.00	-	12.50	75.00	12.50	0.00	-	
PHF	0.25	0.50	0.50	0.00	0.44	0.25	0.00	0.00	0.00	0.25	0.00	0.33	0.67	0.00	0.60	0.25	0.75	0.25	0.00	0.67	0.78

Pedestrians

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 McEver Rd (South)					GA-53 McEver Rd (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	EB 2a	WB 2b			App Total	EB 2c	WB 2d			App Total	NB 2e	SB 2f			App Total	NB 2g	SB 2h			App Total	
0700 - 0715	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0715 - 0730	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0730 - 0745	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0745 - 0800	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count

Gainesville, GA



www.marrtraffic.com

Tuesday, March 9, 2021	
Period	1600 - 1800
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 McEver Rd (South)					GA-53 McEver Rd (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	2.1	2.2	2.3	2.4		2.5	2.6	2.7	2.8		2.9	2.10	2.11	2.12		2.13	2.14	2.15	2.16		
1630 - 1645	71	195	38	0	304	25	138	40	5	208	42	104	47	0	193	62	109	29	0	200	905
1645 - 1700	82	191	43	0	316	40	124	33	7	204	44	96	66	0	206	72	125	34	0	231	957
1700 - 1715	64	215	43	0	322	32	157	36	3	228	53	88	46	0	187	90	136	37	0	263	1000
1715 - 1730	78	211	55	0	344	30	176	33	3	242	35	84	42	0	161	63	129	34	0	226	973
Total	295	812	179	0	1286	127	595	142	18	882	174	372	201	0	747	287	499	134	0	920	3835
Approach %	22.94	63.14	13.92	0.00	-	14.40	67.46	16.10	2.04	-	23.29	49.80	26.91	0.00	-	31.20	54.24	14.57	0.00	-	
PHF	0.90	0.94	0.81	0.00	0.93	0.79	0.85	0.89	0.64	0.91	0.82	0.89	0.76	0.00	0.91	0.80	0.92	0.91	0.00	0.87	0.96

[illegible]

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 McEver Rd (South)					GA-53 McEver Rd (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
Time	65	189	37	0	291	24	134	40	5	203	42	96	45	0	183	62	101	29	0	192	869
1630 - 1645	77	185	42	0	304	36	120	33	7	196	43	92	58	0	193	72	120	33	0	225	918
1645 - 1700	63	211	41	0	315	32	150	36	3	221	53	84	43	0	180	89	134	37	0	260	976
1700 - 1715	77	208	55	0	340	29	172	32	3	236	35	77	40	0	152	62	124	31	0	217	945
1715 - 1730																					
Total	282	793	175	0	1250	121	576	141	18	856	173	349	186	0	708	285	479	130	0	894	3708
Approach %	22.56	63.44	14.00	0.00	-	14.14	67.29	16.47	2.10	-	24.44	49.29	26.27	0.00	-	31.88	53.58	14.54	0.00	-	
PHF	0.92	0.94	0.80	0.00	0.92	0.84	0.84	0.88	0.64	0.91	0.82	0.91	0.80	0.00	0.92	0.80	0.89	0.88	0.00	0.86	0.95

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 McEver Rd (South)					GA-53 McEver Rd (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int Total
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1630 - 1645	5	6	0	0	11	1	3	0	0	4	0	6	2	0	8	0	5	0	0	5	28
1645 - 1700	2	3	0	0	5	4	3	0	0	7	1	3	1	0	5	0	2	1	0	3	20
1700 - 1715	1	3	2	0	6	0	4	0	0	4	0	3	3	0	6	1	0	0	0	1	17
1715 - 1730	1	2	0	0	3	1	4	1	0	6	0	1	2	0	3	1	4	3	0	8	20
Total	9	14	2	0	25	6	14	1	0	21	1	13	8	0	22	2	11	4	0	17	85
Approach %	36.00	56.00	8.00	0.00	-	28.57	66.67	4.76	0.00	-	4.55	59.09	36.36	0.00	-	11.76	64.71	23.53	0.00	-	
PHF	0.45	0.58	0.25	0.00	0.57	0.38	0.88	0.25	0.00	0.75	0.25	0.54	0.67	0.00	0.69	0.50	0.55	0.33	0.00	0.53	0.76

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 McEver Rd (South)					GA-53 McEver Rd (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	2.1	2.2	2.3	2.4		2.5	2.6	2.7	2.8		2.9	2.10	2.11	2.12		2.13	2.14	2.15	2.16		
1630 - 1645	1	0	1	0	2	0	1	0	0	1	0	2	0	0	2	0	3	0	0	3	8
1645 - 1700	3	3	1	0	7	0	1	0	0	1	0	1	7	0	8	0	3	0	0	3	19
1700 - 1715	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	7
1715 - 1730	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	8
Total	4	5	2	0	11	0	5	0	0	5	0	10	7	0	17	0	9	0	0	9	42
Approach %	36.36	45.45	18.18	0.00	-	0.00	100.00	0.00	0.00	-	0.00	58.82	41.18	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.33	0.42	0.50	0.00	0.39	0.00	0.42	0.00	0.00	0.42	0.00	0.42	0.25	0.00	0.53	0.00	0.75	0.00	0.00	0.75	0.55

[illegible]

Site 3

Gainesville, GA
24h Bi-Directional Class Count

Site 3
Driveway,
north of GA-369 Browns Bridge Rd



Lat/Long
34.280444°, -83.878221°



Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)
Northbound / Southbound

Time	Northbound, (Movement 3.1)													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	6	0	0	0	0	0	0	0	0	0	0	0	6	17
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0045 - 0100	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	8
0115 - 0130	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	8
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	10
0415 - 0430	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
0430 - 0445	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0500 - 0515	0	10	1	0	0	0	0	0	0	0	0	0	0	11	37
0515 - 0530	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0530 - 0545	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0545 - 0600	0	4	5	0	1	0	0	0	0	0	0	0	0	10	
0600 - 0615	0	4	5	0	1	0	0	0	0	0	0	0	0	10	76
0615 - 0630	0	9	14	0	1	1	0	0	0	0	0	0	0	25	
0630 - 0645	0	11	8	0	0	0	0	0	0	0	0	0	0	19	
0645 - 0700	0	12	9	0	1	0	0	0	0	0	0	0	0	22	
0700 - 0715	0	18	7	0	2	0	0	0	0	0	0	0	0	27	85
0715 - 0730	0	7	2	0	3	1	0	1	1	0	0	0	0	15	
0730 - 0745	0	8	15	0	1	1	0	0	0	0	0	0	0	25	
0745 - 0800	0	9	7	0	2	0	0	0	0	0	0	0	0	18	
0800 - 0815	0	3	10	0	3	0	0	0	0	0	0	0	0	16	71
0815 - 0830	0	9	9	0	1	0	0	2	0	0	0	0	0	21	
0830 - 0845	0	10	8	0	0	0	0	1	1	0	0	0	0	20	
0845 - 0900	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
0900 - 0915	0	12	8	0	2	0	0	0	0	0	0	0	0	22	67
0915 - 0930	0	10	7	0	0	0	0	0	0	0	0	0	0	17	
0930 - 0945	0	11	2	0	1	0	0	0	0	0	0	0	0	14	
0945 - 1000	0	7	7	0	0	0	0	0	0	0	0	0	0	14	
1000 - 1015	0	9	2	0	4	0	0	0	0	0	0	0	0	15	54
1015 - 1030	0	8	7	0	0	0	0	0	0	0	0	0	0	15	
1030 - 1045	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1045 - 1100	0	11	9	0	0	0	0	0	0	0	0	0	0	20	
1100 - 1115	0	7	4	0	1	0	0	0	0	0	0	0	0	12	55
1115 - 1130	0	8	4	0	1	0	0	1	0	0	0	0	0	14	
1130 - 1145	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
1145 - 1200	0	11	8	0	0	0	0	1	0	0	0	0	0	20	
1200 - 1215	0	18	7	0	0	0	0	0	0	0	0	0	0	25	73
1215 - 1230	0	6	10	0	1	1	0	0	0	0	0	0	0	18	
1230 - 1245	0	7	5	0	1	0	0	0	0	0	0	0	0	13	
1245 - 1300	0	12	5	0	0	0	0	0	0	0	0	0	0	17	
1300 - 1315	0	7	6	0	0	0	0	0	0	0	0	0	0	13	66
1315 - 1330	0	15	7	0	0	0	0	0	0	0	0	0	0	22	
1330 - 1345	0	10	6	0	0	0	0	1	0	0	0	0	0	17	
1345 - 1400	0	8	6	0	0	0	0	0	0	0	0	0	0	14	
1400 - 1415	0	13	2	0	0	0	0	0	0	0	0	0	0	15	65
1415 - 1430	0	7	7	0	0	0	0	1	0	0	0	0	0	15	
1430 - 1445	0	10	5	0	0	0	0	0	0	0	0	0	0	15	
1445 - 1500	0	11	7	0	2	0	0	0	0	0	0	0	0	20	
1500 - 1515	0	8	7	0	2	0	0	1	1	0	0	0	0	19	71
1515 - 1530	0	9	3	0	0	1	0	0	0	0	0	0	0	13	
1530 - 1545	0	14	3	0	0	0	0	0	0	0	0	0	0	17	
1545 - 1600	0	16	5	0	0	0	0	0	1	0	0	0	0	22	
1600 - 1615	0	12	3	0	0	0	0	0	0	0	0	0	0	15	63
1615 - 1630	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
1630 - 1645	1	10	1	0	0	1	0	0	0	0	0	0	0	13	
1645 - 1700	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
1700 - 1715	0	8	8	0	0	0	0	0	0	0	0	0	0	16	70
1715 - 1730	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
1730 - 1745	0	14	4	0	1	0	0	0	0	0	0	0	0	19	
1745 - 1800	0	15	7	0	0	0	0	0	0	0	0	0	0	22	
1800 - 1815	0	11	5	0	0	0	0	0	0	0	0	0	0	16	65
1815 - 1830	0	10	7	0	1	0	0	0	0	0	0	0	0	18	
1830 - 1845	0	6	7	0	1	0	0	0	0	0	0	0	0	14	
1845 - 1900	0	9	8	0	0	0	0	0	0	0	0	0	0	17	
1900 - 1915	0	6	3	0	0	0	0	0	0	0	0	0	0	9	35
1915 - 1930	0	8	0	0	0	0	0	0	1	0	0	0	0	9	
1930 - 1945	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1945 - 2000	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2000 - 2015	0	4	1	0	0	0	0	0	0	0	0	0	0	5	34
2015 - 2030	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2030 - 2045	0	6	7	0	0	0	0	0	0	0	0	0	0	13	
2045 - 2100	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
2100 - 2115	0	4	2	0	0	0	0	0	0	0	0	0	0	6	29
2115 - 2130	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2130 - 2145	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
2145 - 2200	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
2200 - 2215	0	3	3	0	0	0	0	0	0	0	0	0	0	6	20
2215 - 2230	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2230 - 2245	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2245 - 2300	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14
2315 - 2330	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
2330 - 2345	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2345 - 2400	0	2	3	0	0	0	0	0	0	0	0	0	0	5	

Session Total	1	679	361	0	34	6	0	9	5	0	0	0	0	1095
Session Average	0.01	7.07	3.76	0.00	0.35	0.06	0.00	0.09	0.05	0.00	0.00	0.00	0.00	11.41
Session Percentage	0.09	62.01	32.97	0.00	3.11	0.55	0.00	0.82	0.46	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0615 - 0715	0730 - 0830	-	0715 - 0815	0645 - 0745	-	0745 - 0845	0630 - 0730	-	-	-	-	0615 - 0715
AM Peak Hour Volume	0	50	41	0	9	2	0	3	1	0	0	0	0	93

Gainesville, GA
24h Bi-Directional Class Count

Site 3
Driveway,
north of GA-369 Browns Bridge Rd



Lat/Long
34.280444°, -83.878221°



Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)

Time	Southbound, (Movement 3.2)													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	8	1	0	0	0	0	0	0	0	0	0	0	9	16
0015 - 0030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0100 - 0115	0	1	1	0	1	0	0	0	0	0	0	0	0	3	10
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	3	1	0	0	0	0	0	0	0	0	0	0	4	19
0515 - 0530	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
0530 - 0545	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
0545 - 0600	0	1	4	0	1	0	0	0	0	0	0	0	0	6	
0600 - 0615	0	2	9	0	0	0	0	0	0	0	0	0	0	11	70
0615 - 0630	0	8	9	0	0	1	0	0	0	0	0	0	0	18	
0630 - 0645	0	11	7	1	0	1	0	0	0	0	0	0	0	20	
0645 - 0700	0	13	7	0	1	0	0	0	0	0	0	0	0	21	
0700 - 0715	0	10	5	1	0	1	0	0	0	0	0	0	0	17	84
0715 - 0730	0	13	8	0	4	0	0	1	0	0	0	0	0	26	
0730 - 0745	0	10	5	0	0	2	0	0	0	0	0	0	0	17	
0745 - 0800	0	12	10	0	1	1	0	0	0	0	0	0	0	24	
0800 - 0815	0	5	8	0	1	0	0	0	0	0	0	0	0	14	67
0815 - 0830	0	3	10	0	1	1	0	1	0	0	0	0	0	16	
0830 - 0845	0	8	13	0	1	0	0	0	0	0	0	0	0	22	
0845 - 0900	0	11	4	0	0	0	0	0	0	0	0	0	0	15	
0900 - 0915	0	10	8	0	0	0	0	0	0	0	0	0	0	18	57
0915 - 0930	0	3	6	0	1	0	0	0	0	0	0	0	0	10	
0930 - 0945	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
0945 - 1000	0	10	6	0	2	0	0	0	0	0	0	0	0	18	
1000 - 1015	0	7	8	0	2	0	0	0	0	0	0	0	0	17	45
1015 - 1030	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1030 - 1045	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
1045 - 1100	0	5	5	0	1	0	0	0	0	0	0	0	0	11	
1100 - 1115	0	6	2	0	0	0	0	0	0	0	0	0	0	8	49
1115 - 1130	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
1130 - 1145	0	13	5	0	1	0	0	1	0	0	0	0	0	20	
1145 - 1200	0	6	4	0	0	0	0	0	0	0	0	0	0	10	
1200 - 1215	0	13	6	0	0	0	0	0	0	0	0	0	0	19	71
1215 - 1230	0	7	7	0	0	0	0	0	0	0	0	0	0	14	
1230 - 1245	0	7	6	0	1	0	0	0	0	0	0	0	0	14	
1245 - 1300	0	15	7	0	2	0	0	0	0	0	0	0	0	24	
1300 - 1315	0	9	12	0	0	0	0	0	0	0	0	0	0	21	68
1315 - 1330	0	9	5	0	0	0	0	0	0	0	0	0	0	14	
1330 - 1345	1	8	5	0	0	0	0	0	0	0	0	0	0	14	
1345 - 1400	0	13	6	0	0	0	0	0	0	0	0	0	0	19	
1400 - 1415	0	6	6	0	0	0	0	0	0	0	0	0	0	12	64
1415 - 1430	0	13	4	0	0	0	0	1	0	0	0	0	0	18	
1430 - 1445	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
1445 - 1500	0	7	8	0	1	0	0	0	0	0	0	0	0	16	
1500 - 1515	0	11	10	0	2	0	0	0	0	0	0	0	0	23	80
1515 - 1530	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
1530 - 1545	0	19	3	0	0	0	0	0	0	0	0	0	0	22	
1545 - 1600	0	15	6	0	0	0	0	0	0	0	0	0	0	21	
1600 - 1615	0	13	6	0	0	0	0	0	0	0	0	0	0	19	68
1615 - 1630	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
1630 - 1645	0	13	5	0	0	0	0	0	0	0	0	0	0	18	
1645 - 1700	0	17	1	0	1	1	0	0	0	0	0	0	0	20	
1700 - 1715	0	15	8	0	0	0	0	0	0	0	0	0	0	23	79
1715 - 1730	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
1730 - 1745	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
1745 - 1800	0	11	10	0	1	0	0	0	0	0	0	0	0	22	
1800 - 1815	0	9	7	0	0	0	0	0	0	0	0	0	0	16	63
1815 - 1830	0	4	7	0	0	0	0	0	0	0	0	0	0	11	
1830 - 1845	0	10	6	0	0	0	0	0	0	0	0	0	0	16	
1845 - 1900	0	12	8	0	0	0	0	0	0	0	0	0	0	20	
1900 - 1915	0	11	4	0	0	0	0	0	0	0	0	0	0	15	42
1915 - 1930	0	4	4	0	0	0	0	0	0	0	0	0	0	8	
1930 - 1945	0	6	3	0	1	0	0	0	0	0	0	0	0	10	
1945 - 2000	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
2000 - 2015	0	6	2	0	0	0	0	0	0	0	0	0	0	8	32
2015 - 2030	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
2030 - 2045	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2045 - 2100	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
2100 - 2115	0	9	3	0	0	0	0	0	0	0	0	0	0	12	31
2115 - 2130	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2130 - 2145	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
2145 - 2200	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2200 - 2215	0	3	2	0	0	0	0	0	0	0	0	0	0	5	17
2215 - 2230	0	0	3	0	1	0	0	0	0	0	0	0	0	4	
2230 - 2245	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
2245 - 2300	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
2315 - 2330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2345 - 2400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	

Session Total	1	639	365	2	29	8	0	4	0	0	0	0	0	1048
Session Average	0.01	6.66	3.80	0.02	0.30	0.08	0.00	0.04	0.00	0.00	0.00	0.00	0.00	10.92
Session Percentage	0.10	60.97	34.83	0.19	2.77	0.76	0.00	0.38	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0630 - 0730	0745 - 0845	0615 - 0715	0715 - 0815	0700 - 0800	-	0630 - 0730	-	-	-	-	-	0630 - 0730
AM Peak Hour Volume	0	47	41	2	6	4	0	1	0	0	0	0	0	84

Noon Peak

Gainesville, GA
24h Bi-Directional Class Count

Site 3
Driveway,
north of GA-369 Browns Bridge Rd



Lat/Long
34.280444°, -83.878221°

Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)

Time	Bi-Directional 15min													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	14	1	0	0	0	0	0	0	0	0	0	0	15	33
0015 - 0030	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0030 - 0045	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0045 - 0100	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0100 - 0115	0	3	1	0	1	0	0	0	0	0	0	0	0	5	18
0115 - 0130	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0130 - 0145	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	11
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16
0415 - 0430	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0430 - 0445	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0500 - 0515	0	13	2	0	0	0	0	0	0	0	0	0	0	15	56
0515 - 0530	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
0530 - 0545	0	10	5	0	0	0	0	0	0	0	0	0	0	15	
0545 - 0600	0	5	9	0	2	0	0	0	0	0	0	0	0	16	
0600 - 0615	0	6	14	0	1	0	0	0	0	0	0	0	0	21	146
0615 - 0630	0	17	23	0	1	2	0	0	0	0	0	0	0	43	
0630 - 0645	0	22	15	1	0	1	0	0	0	0	0	0	0	39	
0645 - 0700	0	25	16	0	2	0	0	0	0	0	0	0	0	43	
0700 - 0715	0	28	12	1	2	1	0	0	0	0	0	0	0	44	169
0715 - 0730	0	20	10	0	7	1	0	2	1	0	0	0	0	41	
0730 - 0745	0	18	20	0	1	3	0	0	0	0	0	0	0	42	
0745 - 0800	0	21	17	0	3	1	0	0	0	0	0	0	0	42	
0800 - 0815	0	8	18	0	4	0	0	0	0	0	0	0	0	30	138
0815 - 0830	0	12	19	0	2	1	0	3	0	0	0	0	0	37	
0830 - 0845	0	18	21	0	1	0	0	1	1	0	0	0	0	42	
0845 - 0900	0	21	8	0	0	0	0	0	0	0	0	0	0	29	
0900 - 0915	0	22	16	0	2	0	0	0	0	0	0	0	0	40	124
0915 - 0930	0	13	13	0	1	0	0	0	0	0	0	0	0	27	
0930 - 0945	0	20	4	0	1	0	0	0	0	0	0	0	0	25	
0945 - 1000	0	17	13	0	2	0	0	0	0	0	0	0	0	32	
1000 - 1015	0	16	10	0	6	0	0	0	0	0	0	0	0	32	99
1015 - 1030	0	14	9	0	0	0	0	0	0	0	0	0	0	23	
1030 - 1045	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
1045 - 1100	0	16	14	0	1	0	0	0	0	0	0	0	0	31	
1100 - 1115	0	13	6	0	1	0	0	0	0	0	0	0	0	20	104
1115 - 1130	0	18	5	0	1	0	0	1	0	0	0	0	0	25	
1130 - 1145	0	20	7	0	1	0	0	1	0	0	0	0	0	29	
1145 - 1200	0	17	12	0	0	0	0	1	0	0	0	0	0	30	
1200 - 1215	0	31	13	0	0	0	0	0	0	0	0	0	0	44	144
1215 - 1230	0	13	17	0	1	1	0	0	0	0	0	0	0	32	
1230 - 1245	0	14	11	0	2	0	0	0	0	0	0	0	0	27	
1245 - 1300	0	27	12	0	2	0	0	0	0	0	0	0	0	41	
1300 - 1315	0	16	18	0	0	0	0	0	0	0	0	0	0	34	134
1315 - 1330	0	24	12	0	0	0	0	0	0	0	0	0	0	36	
1330 - 1345	1	18	11	0	0	0	0	1	0	0	0	0	0	31	
1345 - 1400	0	21	12	0	0	0	0	0	0	0	0	0	0	33	
1400 - 1415	0	19	8	0	0	0	0	0	0	0	0	0	0	27	129
1415 - 1430	0	20	11	0	0	0	0	2	0	0	0	0	0	33	
1430 - 1445	0	22	11	0	0	0	0	0	0	0	0	0	0	33	
1445 - 1500	0	18	15	0	3	0	0	0	0	0	0	0	0	36	
1500 - 1515	0	19	17	0	4	0	0	1	1	0	0	0	0	42	151
1515 - 1530	0	20	6	0	0	1	0	0	0	0	0	0	0	27	
1530 - 1545	0	33	6	0	0	0	0	0	0	0	0	0	0	39	
1545 - 1600	0	31	11	0	0	0	0	0	1	0	0	0	0	43	
1600 - 1615	0	25	9	0	0	0	0	0	0	0	0	0	0	34	131
1615 - 1630	0	20	4	0	0	0	0	0	0	0	0	0	0	24	
1630 - 1645	1	23	6	0	0	1	0	0	0	0	0	0	0	31	
1645 - 1700	0	34	6	0	1	1	0	0	0	0	0	0	0	42	
1700 - 1715	0	23	16	0	0	0	0	0	0	0	0	0	0	39	149
1715 - 1730	0	27	5	0	0	0	0	0	0	0	0	0	0	32	
1730 - 1745	0	26	7	0	1	0	0	0	0	0	0	0	0	34	
1745 - 1800	0	26	17	0	1	0	0	0	0	0	0	0	0	44	
1800 - 1815	0	20	12	0	0	0	0	0	0	0	0	0	0	32	128
1815 - 1830	0	14	14	0	1	0	0	0	0	0	0	0	0	29	
1830 - 1845	0	16	13	0	1	0	0	0	0	0	0	0	0	30	
1845 - 1900	0	21	16	0	0	0	0	0	0	0	0	0	0	37	
1900 - 1915	0	17	7	0	0	0	0	0	0	0	0	0	0	24	77
1915 - 1930	0	12	4	0	0	0	0	0	1	0	0	0	0	17	
1930 - 1945	0	11	6	0	1	0	0	0	0	0	0	0	0	18	
1945 - 2000	0	13	5	0	0	0	0	0	0	0	0	0	0	18	
2000 - 2015	0	10	3	0	0	0	0	0	0	0	0	0	0	13	66
2015 - 2030	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
2030 - 2045	0	12	9	0	0	0	0	0	0	0	0	0	0	21	
2045 - 2100	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
2100 - 2115	0	13	5	0	0	0	0	0	0	0	0	0	0	18	60
2115 - 2130	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
2130 - 2145	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
2145 - 2200	0	8	6	0	0	0	0	0	0	0	0	0	0	14	
2200 - 2215	0	6	5	0	0	0	0	0	0	0	0	0	0	11	37
2215 - 2230	0	4	4	0	1	0	0	0	0	0	0	0	0	9	
2230 - 2245	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
2245 - 2300	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
2300 - 2315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	20
2315 - 2330	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
2330 - 2345	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2345 - 2400	0	4	3	0	0	0	0	0	0	0	0	0	0	7	

Session Total	2	1318	726	2	63	14	0	13	5	0	0	0	0	2143
Session Average	0.02	13.73	7.56	0.02	0.66	0.15	0.00	0.14	0.05	0.00	0.00	0.00	0.00	22.32
Session Percentage	0.09	61.50	33.88	0.09	2.94	0.65	0.00	0.61	0.23	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0630 - 0730	0745 - 0845	0615 - 0715	0715 - 0815	0700 - 0800	-	0745 - 0845	0630 - 0730	-	-	-	-	0645 - 0745
AM Peak Hour Volume	0	95	75	2	15	6	0	4	1	0	0	0	0	170</

Site 4

Gainesville, GA
24h Bi-Directional Class Count



Marr Traffic Inc
www.marrtraffic.com

Site 4
Driveway,
north of GA-53 McEver Rd

Lat/Long
34.280867°, -83.876664°

[Click here for Map](#)

Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)
Northbound / Southbound

Time	Northbound, (Movement 4.1)													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	3	1	0	0	0	0	0	0	0	0	0	0	4	15
0015 - 0030	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	6
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	6
0315 - 0330	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	10
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0445 - 0500	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0500 - 0515	0	7	2	0	0	0	0	0	0	0	0	0	0	9	35
0515 - 0530	0	4	3	0	1	0	0	0	0	0	0	0	0	8	
0530 - 0545	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0545 - 0600	0	4	4	0	0	0	0	0	0	0	0	0	0	8	
0600 - 0615	0	6	5	0	0	0	0	0	0	0	0	0	0	11	55
0615 - 0630	0	6	4	0	1	0	0	0	0	0	0	0	0	11	
0630 - 0645	0	10	3	0	2	0	0	0	0	0	0	0	0	15	
0645 - 0700	0	10	7	0	1	0	0	0	0	0	0	0	0	18	
0700 - 0715	0	10	7	0	1	4	0	0	0	0	0	0	0	22	87
0715 - 0730	0	10	9	0	0	0	0	0	0	0	0	0	0	19	
0730 - 0745	0	11	10	0	0	0	0	1	0	0	0	0	0	22	
0745 - 0800	0	10	12	0	0	1	0	1	0	0	0	0	0	24	
0800 - 0815	0	13	8	1	1	0	0	0	0	0	0	0	0	23	65
0815 - 0830	0	10	2	0	1	1	0	0	1	0	0	0	0	15	
0830 - 0845	0	9	9	0	1	0	0	3	0	0	0	0	0	22	
0845 - 0900	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0900 - 0915	0	2	8	0	1	0	0	1	1	0	0	0	0	13	65
0915 - 0930	0	17	7	0	0	0	0	1	0	0	0	0	0	25	
0930 - 0945	0	10	5	0	0	0	0	0	0	0	0	0	0	15	
0945 - 1000	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
1000 - 1015	0	12	5	0	0	0	0	0	1	0	0	0	0	18	63
1015 - 1030	0	10	8	0	1	0	0	1	0	0	0	0	0	20	
1030 - 1045	0	6	6	0	0	0	0	0	0	0	0	0	0	12	
1045 - 1100	0	10	2	0	1	0	0	0	0	0	0	0	0	13	
1100 - 1115	0	8	5	0	1	0	0	0	0	0	0	0	0	14	53
1115 - 1130	0	6	4	0	2	1	0	0	0	0	0	0	0	13	
1130 - 1145	0	8	5	0	1	0	0	1	0	0	0	0	0	15	
1145 - 1200	0	8	1	0	1	0	0	0	1	0	0	0	0	11	
1200 - 1215	0	10	8	0	0	0	0	0	0	0	0	0	0	18	79
1215 - 1230	0	15	6	0	0	0	0	0	0	0	0	0	0	21	
1230 - 1245	0	12	3	0	1	0	0	0	0	0	0	0	0	16	
1245 - 1300	1	5	10	0	7	1	0	0	0	0	0	0	0	24	
1300 - 1315	0	6	9	1	0	0	0	0	0	0	0	0	0	16	77
1315 - 1330	0	8	5	1	1	0	0	0	0	0	0	0	0	15	
1330 - 1345	0	18	9	0	1	0	0	1	0	0	0	0	0	29	
1345 - 1400	0	11	6	0	0	0	0	0	0	0	0	0	0	17	
1400 - 1415	1	9	5	0	0	1	0	0	0	0	0	0	0	16	61
1415 - 1430	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
1430 - 1445	1	9	6	0	0	0	0	0	0	0	0	0	0	16	
1445 - 1500	0	10	5	0	2	0	0	0	0	0	0	0	0	17	
1500 - 1515	0	12	6	0	1	0	0	1	0	0	0	0	0	20	70
1515 - 1530	0	15	5	0	0	0	0	0	0	0	0	0	0	20	
1530 - 1545	0	9	5	0	2	0	0	1	0	0	0	0	0	17	
1545 - 1600	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
1600 - 1615	0	14	8	0	0	0	0	0	1	0	0	0	0	23	71
1615 - 1630	0	10	3	0	1	0	0	0	0	0	0	0	0	14	
1630 - 1645	1	12	4	0	1	0	0	0	0	0	0	0	0	18	
1645 - 1700	0	12	3	0	1	0	0	0	0	0	0	0	0	16	
1700 - 1715	0	9	7	0	0	0	0	0	0	0	0	0	0	16	58
1715 - 1730	0	7	5	0	0	0	0	0	0	0	0	0	0	12	
1730 - 1745	0	12	3	0	0	0	0	1	0	0	0	0	0	16	
1745 - 1800	0	9	4	0	0	0	0	0	1	0	0	0	0	14	
1800 - 1815	0	12	0	0	1	0	0	0	0	0	0	0	0	13	60
1815 - 1830	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
1830 - 1845	0	8	7	0	1	0	0	0	0	0	0	0	0	16	
1845 - 1900	0	5	4	0	1	0	0	1	0	0	0	0	0	11	
1900 - 1915	0	8	6	0	0	0	0	0	0	0	0	0	0	14	51
1915 - 1930	0	11	5	0	0	0	0	1	0	0	0	0	0	17	
1930 - 1945	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
1945 - 2000	0	7	4	0	0	0	0	0	1	0	0	0	0	12	
2000 - 2015	0	2	2	0	0	0	0	0	0	0	0	0	0	4	39
2015 - 2030	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
2030 - 2045	0	8	2	0	1	0	0	0	0	0	0	0	0	11	
2045 - 2100	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
2100 - 2115	0	8	2	0	0	0	0	0	0	0	0	0	0	10	34
2115 - 2130	1	8	0	0	0	0	0	0	0	0	0	0	0	9	
2130 - 2145	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2145 - 2200	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
2200 - 2215	0	8	1	0	0	0	0	0	0	0	0	0	0	9	25
2215 - 2230	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2230 - 2245	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2245 - 2300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2300 - 2315	0	3	1	0	0	0	0	0	0	0	0	0	0	4	15
2315 - 2330	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2330 - 2345	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2345 - 2400	0	3	1	0	0	0	0	0	0	0	0	0	0	4	

Session Total	5	696	330	3	39	9	0	14	8	0	0	0	0	1104
Session Average	0.05	7.25	3.44	0.03	0.41	0.09	0.00	0.15	0.08	0.00	0.00	0.00	0.00	11.50
Session Percentage	0.45	63.04	29.89	0.27	3.53	0.82	0.00	1.27	0.72	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0915 - 1015	0715 - 0815	0715 - 0815	0615 - 0715	0700 - 0800	-	0830 - 0930	0815 - 0915	-	-	-	-	0715 - 0815
AM Peak Hour Volume	0	48	39	1	5	5	0	5	2	0	0	0	0	88

Gainesville, GA
24h Bi-Directional Class Count

Site 4
Driveway,
north of GA-53 McEver Rd



Lat/Long
34.280867°, -83.876664°



Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)

Time	Southbound, (Movement 4.2)													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	8
0015 - 0030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	7
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
0500 - 0515	0	4	2	0	1	0	0	0	0	0	0	0	0	7	29
0515 - 0530	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0530 - 0545	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0545 - 0600	0	3	6	0	0	0	0	0	0	0	0	0	0	9	
0600 - 0615	0	6	3	0	0	0	0	0	0	0	0	0	0	9	58
0615 - 0630	0	6	5	1	1	0	0	0	0	0	0	0	0	13	
0630 - 0645	0	13	3	0	1	0	0	0	0	0	0	0	0	17	
0645 - 0700	0	10	6	1	1	1	0	0	0	0	0	0	0	19	
0700 - 0715	0	10	4	0	0	3	0	0	0	0	0	0	0	17	61
0715 - 0730	0	6	4	0	0	0	0	0	0	0	0	0	0	10	
0730 - 0745	0	12	13	0	0	0	0	0	0	0	0	0	0	25	
0745 - 0800	0	2	6	0	0	0	0	1	0	0	0	0	0	9	
0800 - 0815	0	11	3	0	1	0	0	0	0	0	0	0	0	15	48
0815 - 0830	0	7	3	0	1	0	0	0	0	0	0	0	0	11	
0830 - 0845	0	6	5	0	1	0	0	0	0	0	0	0	0	12	
0845 - 0900	0	4	6	0	0	0	0	0	0	0	0	0	0	10	
0900 - 0915	0	3	5	0	0	0	0	0	0	0	0	0	0	8	42
0915 - 0930	0	5	5	0	0	0	0	0	0	0	0	0	0	10	
0930 - 0945	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
0945 - 1000	0	6	4	0	1	1	0	0	0	0	0	0	0	12	
1000 - 1015	0	3	1	0	0	0	0	0	0	0	0	0	0	4	31
1015 - 1030	0	5	5	0	0	0	0	0	0	0	0	0	0	10	
1030 - 1045	0	3	4	0	0	0	0	0	0	0	0	0	0	7	
1045 - 1100	0	6	4	0	0	0	0	0	0	0	0	0	0	10	
1100 - 1115	0	3	4	0	0	0	0	0	0	0	0	0	0	7	36
1115 - 1130	0	4	3	0	3	0	0	0	0	0	0	0	0	10	
1130 - 1145	0	5	3	0	1	0	0	0	0	0	0	0	0	9	
1145 - 1200	0	4	6	0	0	0	0	0	0	0	0	0	0	10	
1200 - 1215	0	6	4	0	2	0	0	0	0	0	0	0	0	12	43
1215 - 1230	0	3	3	0	1	0	0	0	0	0	0	0	0	7	
1230 - 1245	0	7	6	0	0	0	0	0	0	0	0	0	0	13	
1245 - 1300	0	5	5	0	1	0	0	0	0	0	0	0	0	11	
1300 - 1315	0	13	3	1	1	0	0	0	0	0	0	0	0	18	54
1315 - 1330	0	7	5	0	0	0	0	0	0	0	0	0	0	12	
1330 - 1345	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
1345 - 1400	1	9	5	0	0	0	0	0	0	0	0	0	0	15	
1400 - 1415	0	7	0	0	0	0	0	0	0	0	0	0	0	7	57
1415 - 1430	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
1430 - 1445	1	8	8	0	1	0	0	0	0	0	0	0	0	18	
1445 - 1500	0	9	9	0	1	0	0	0	0	0	0	0	0	19	
1500 - 1515	0	6	3	0	0	0	0	0	0	0	0	0	0	9	59
1515 - 1530	0	17	4	0	0	0	0	0	0	0	0	0	0	21	
1530 - 1545	0	7	4	0	1	0	0	0	0	0	0	0	0	12	
1545 - 1600	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
1600 - 1615	0	8	7	0	1	0	0	0	0	0	0	0	0	16	47
1615 - 1630	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
1630 - 1645	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1645 - 1700	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
1700 - 1715	0	10	4	0	0	0	0	0	0	0	0	0	0	14	38
1715 - 1730	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
1730 - 1745	0	5	5	0	0	0	0	0	0	0	0	0	0	10	
1745 - 1800	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1800 - 1815	0	12	4	0	0	0	0	0	0	0	0	0	0	16	56
1815 - 1830	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
1830 - 1845	0	6	4	0	1	0	0	0	0	0	0	0	0	11	
1845 - 1900	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
1900 - 1915	0	8	2	0	0	0	0	1	0	0	0	0	0	11	31
1915 - 1930	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
1930 - 1945	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
1945 - 2000	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2000 - 2015	0	4	1	0	0	0	0	0	0	0	0	0	0	5	24
2015 - 2030	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2030 - 2045	0	4	1	0	1	0	0	0	0	0	0	0	0	6	
2045 - 2100	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2100 - 2115	1	7	1	0	0	0	0	0	0	0	0	0	0	9	22
2115 - 2130	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2130 - 2145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2145 - 2200	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2200 - 2215	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14
2215 - 2230	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
2230 - 2245	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2300 - 2315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	7
2315 - 2330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2345 - 2400	0	3	0	0	0	0	0	0	0	0	0	0	0	3	

Session Total	3	506	238	3	23	5	0	2	0	0	0	0	0	780
Session Average	0.03	5.27	2.48	0.03	0.24	0.05	0.00	0.02	0.00	0.00	0.00	0.00	0.00	8.13
Session Percentage	0.38	64.87	30.51	0.38	2.95	0.64	0.00	0.26	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0615 - 0715	0645 - 0745	0600 - 0700	0600 - 0700	0615 - 0715	-	0700 - 0800	-	-	-	-	-	0645 - 0745
AM Peak Hour Volume	0	39	27	2	3	4	0	1	0	0	0	0	0	71

Noon Peak Hour	1345 - 1445	1430 - 1530	1430 -
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Gainesville, GA
24h Bi-Directional Class Count

Site 4
Driveway,
north of GA-53 McEver Rd



Lat/Long
34.280867°, -83.876664°

Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)

Time	Bi-Directional 15min													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	4	1	0	0	0	0	0	0	0	0	0	0	5	23
0015 - 0030	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0030 - 0045	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0045 - 0100	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	10
0115 - 0130	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0215 - 0230	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	7
0315 - 0330	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0400 - 0415	0	4	0	0	0	0	0	0	0	0	0	0	0	4	17
0415 - 0430	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0430 - 0445	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0445 - 0500	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
0500 - 0515	0	11	4	0	1	0	0	0	0	0	0	0	0	16	64
0515 - 0530	0	10	4	0	1	0	0	0	0	0	0	0	0	15	
0530 - 0545	0	15	1	0	0	0	0	0	0	0	0	0	0	16	
0545 - 0600	0	7	10	0	0	0	0	0	0	0	0	0	0	17	
0600 - 0615	0	12	8	0	0	0	0	0	0	0	0	0	0	20	113
0615 - 0630	0	12	9	1	2	0	0	0	0	0	0	0	0	24	
0630 - 0645	0	23	6	0	3	0	0	0	0	0	0	0	0	32	
0645 - 0700	0	20	13	1	2	1	0	0	0	0	0	0	0	37	
0700 - 0715	0	20	11	0	1	7	0	0	0	0	0	0	0	39	148
0715 - 0730	0	16	13	0	0	0	0	0	0	0	0	0	0	29	
0730 - 0745	0	23	23	0	0	0	0	1	0	0	0	0	0	47	
0745 - 0800	0	12	18	0	0	1	0	2	0	0	0	0	0	33	
0800 - 0815	0	24	11	1	2	0	0	0	0	0	0	0	0	38	113
0815 - 0830	0	17	5	0	2	1	0	0	1	0	0	0	0	26	
0830 - 0845	0	15	14	0	2	0	0	3	0	0	0	0	0	34	
0845 - 0900	0	7	8	0	0	0	0	0	0	0	0	0	0	15	
0900 - 0915	0	5	13	0	1	0	0	1	1	0	0	0	0	21	107
0915 - 0930	0	22	12	0	0	0	0	1	0	0	0	0	0	35	
0930 - 0945	0	20	7	0	0	0	0	0	0	0	0	0	0	27	
0945 - 1000	0	15	7	0	1	1	0	0	0	0	0	0	0	24	
1000 - 1015	0	15	6	0	0	0	0	0	1	0	0	0	0	22	94
1015 - 1030	0	15	13	0	1	0	0	1	0	0	0	0	0	30	
1030 - 1045	0	9	10	0	0	0	0	0	0	0	0	0	0	19	
1045 - 1100	0	16	6	0	1	0	0	0	0	0	0	0	0	23	
1100 - 1115	0	11	9	0	1	0	0	0	0	0	0	0	0	21	89
1115 - 1130	0	10	7	0	5	1	0	0	0	0	0	0	0	23	
1130 - 1145	0	13	8	0	2	0	0	1	0	0	0	0	0	24	
1145 - 1200	0	12	7	0	1	0	0	0	1	0	0	0	0	21	
1200 - 1215	0	16	12	0	2	0	0	0	0	0	0	0	0	30	122
1215 - 1230	0	18	9	0	1	0	0	0	0	0	0	0	0	28	
1230 - 1245	0	19	9	0	1	0	0	0	0	0	0	0	0	29	
1245 - 1300	1	10	15	0	8	1	0	0	0	0	0	0	0	35	
1300 - 1315	0	19	12	2	1	0	0	0	0	0	0	0	0	34	131
1315 - 1330	0	15	10	1	1	0	0	0	0	0	0	0	0	27	
1330 - 1345	0	24	12	0	1	0	0	1	0	0	0	0	0	38	
1345 - 1400	1	20	11	0	0	0	0	0	0	0	0	0	0	32	
1400 - 1415	1	16	5	0	0	1	0	0	0	0	0	0	0	23	118
1415 - 1430	0	18	7	0	0	0	0	0	0	0	0	0	0	25	
1430 - 1445	2	17	14	0	1	0	0	0	0	0	0	0	0	34	
1445 - 1500	0	19	14	0	3	0	0	0	0	0	0	0	0	36	
1500 - 1515	0	18	9	0	1	0	0	1	0	0	0	0	0	29	129
1515 - 1530	0	32	9	0	0	0	0	0	0	0	0	0	0	41	
1530 - 1545	0	16	9	0	3	0	0	1	0	0	0	0	0	29	
1545 - 1600	0	27	3	0	0	0	0	0	0	0	0	0	0	30	
1600 - 1615	0	22	15	0	1	0	0	0	1	0	0	0	0	39	118
1615 - 1630	0	21	6	0	1	0	0	0	0	0	0	0	0	28	
1630 - 1645	1	18	6	0	1	0	0	0	0	0	0	0	0	26	
1645 - 1700	0	19	5	0	1	0	0	0	0	0	0	0	0	25	
1700 - 1715	0	19	11	0	0	0	0	0	0	0	0	0	0	30	96
1715 - 1730	0	16	6	0	0	0	0	0	0	0	0	0	0	22	
1730 - 1745	0	17	8	0	0	0	0	1	0	0	0	0	0	26	
1745 - 1800	0	13	4	0	0	0	0	0	1	0	0	0	0	18	
1800 - 1815	0	24	4	0	1	0	0	0	0	0	0	0	0	29	116
1815 - 1830	0	27	7	0	0	0	0	0	0	0	0	0	0	34	
1830 - 1845	0	14	11	0	2	0	0	0	0	0	0	0	0	27	
1845 - 1900	0	17	7	0	1	0	0	1	0	0	0	0	0	26	
1900 - 1915	0	16	8	0	0	0	0	1	0	0	0	0	0	25	82
1915 - 1930	0	15	8	0	0	0	0	1	0	0	0	0	0	24	
1930 - 1945	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
1945 - 2000	0	10	5	0	0	0	0	0	1	0	0	0	0	16	
2000 - 2015	0	6	3	0	0	0	0	0	0	0	0	0	0	9	63
2015 - 2030	0	17	4	0	0	0	0	0	0	0	0	0	0	21	
2030 - 2045	0	12	3	0	2	0	0	0	0	0	0	0	0	17	
2045 - 2100	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
2100 - 2115	1	15	3	0	0	0	0	0	0	0	0	0	0	19	56
2115 - 2130	1	14	0	0	0	0	0	0	0	0	0	0	0	15	
2130 - 2145	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
2145 - 2200	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
2200 - 2215	0	14	1	0	0	0	0	0	0	0	0	0	0	15	39
2215 - 2230	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
2230 - 2245	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2245 - 2300	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2300 - 2315	0	5	1	0	0	0	0	0	0	0	0	0	0	6	22
2315 - 2330	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2330 - 2345	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2345 - 2400	0	6	1	0	0	0	0	0	0	0	0	0	0	7	

Session Total	8	1202	568	6	62	14	0	16	8	0	0	0	0	1884
Session Average	0.08	12.52	5.92	0.06	0.65	0.15	0.00	0.17	0.08	0.00	0.00	0.00	0.00	19.63
Session Percentage	0.42	63.80	30.15	0.32	3.29	0.74	0.00	0.85	0.42	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0630 - 0730	0700 - 0800	0600 - 0700	0615 - 0715	0615 - 0715	-	0745 - 0845	0815 - 0915	-	-	-	-	0645 - 0745
AM Peak Hour Volume	0	79	65	2	8	8	0	5	2	0	0	0	0	152
Noon Peak Hour	1345 - 1445	1430 - 1530	1245 - 1345	1230 - 1330	1200 - 1300	1030 - 1130	-	1000 - 1100	1000 - 1100	-	-	-	-	1430 - 1530
Noon Peak Hour Volume	4	86	49	3	12	1	0	1	1	0	0	0	0	140
PM Peak Hour	1545 - 1645	1515 - 1615	1515 - 1615	-	1530 - 1630	-	-	1830 - 1930	1515 - 1615	-	-	-	-	1515 - 1615
PM Peak Hour Volume	1	97	36	0	5	0	0	3	2	0	0	0	0	139

Site 5

Gainesville, GA
24h Bi-Directional Class Count

Site 5
GA-369 Browns Bridge Rd,
west of Driveway



Lat/Long
34.277536°, -83.871644°



Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)
Eastbound / Westbound

Time	Eastbound, (Movement 5.1)													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	10	4	0	0	0	0	0	0	0	0	0	0	14	38
0015 - 0030	0	5	2	0	1	0	0	0	1	0	0	0	0	9	
0030 - 0045	0	5	2	0	1	0	0	0	0	0	0	0	0	8	
0045 - 0100	0	4	2	0	0	0	0	0	1	0	0	0	0	7	
0100 - 0115	0	3	4	0	0	0	0	0	0	0	0	0	0	7	29
0115 - 0130	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0130 - 0145	0	4	1	0	0	0	0	1	1	0	0	0	0	7	
0145 - 0200	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19
0215 - 0230	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0230 - 0245	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0245 - 0300	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0300 - 0315	0	2	0	0	0	0	0	0	1	0	0	0	0	3	39
0315 - 0330	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0330 - 0345	1	7	5	0	0	0	0	0	0	0	0	0	0	13	
0345 - 0400	0	8	8	0	0	0	0	0	0	0	0	0	0	16	
0400 - 0415	0	19	4	0	0	0	0	0	1	0	0	0	0	24	92
0415 - 0430	0	16	2	0	0	0	0	1	1	0	0	0	0	20	
0430 - 0445	0	15	7	0	0	0	0	0	0	0	0	0	0	22	
0445 - 0500	0	15	8	0	1	0	0	0	2	0	0	0	0	26	
0500 - 0515	0	31	7	0	1	0	0	1	2	0	0	0	0	42	206
0515 - 0530	0	36	10	0	0	0	0	1	1	0	0	0	0	48	
0530 - 0545	0	47	12	0	0	0	0	1	1	0	0	0	0	61	
0545 - 0600	0	36	19	0	0	0	0	0	0	0	0	0	0	55	
0600 - 0615	1	48	24	0	2	0	0	1	2	0	0	0	0	78	463
0615 - 0630	0	84	32	0	1	0	0	0	0	0	0	0	0	117	
0630 - 0645	0	86	30	2	0	1	0	0	1	0	0	0	0	120	
0645 - 0700	0	109	32	1	2	2	0	0	2	0	0	0	0	148	
0700 - 0715	0	113	29	2	5	1	0	0	1	0	0	0	0	151	801
0715 - 0730	2	135	43	4	3	1	0	0	3	0	0	0	0	191	
0730 - 0745	0	154	53	0	2	1	0	1	0	0	0	0	0	211	
0745 - 0800	0	165	68	1	9	3	0	0	2	0	0	0	0	248	
0800 - 0815	0	116	49	1	4	3	0	0	3	0	0	0	0	176	695
0815 - 0830	0	122	44	1	3	2	0	0	5	0	0	0	0	177	
0830 - 0845	0	122	31	3	1	5	0	1	5	0	0	0	0	168	
0845 - 0900	1	109	54	0	1	3	0	0	6	0	0	0	0	174	
0900 - 0915	0	92	35	0	3	1	0	0	6	0	0	0	0	137	553
0915 - 0930	0	83	30	0	2	0	0	2	0	0	0	0	0	117	
0930 - 0945	0	110	40	0	2	1	0	1	4	0	0	0	0	158	
0945 - 1000	0	91	37	0	7	1	0	2	3	0	0	0	0	141	
1000 - 1015	1	93	37	0	7	3	0	0	3	0	0	0	0	144	575
1015 - 1030	0	85	31	2	13	0	0	1	1	0	0	0	0	133	
1030 - 1045	0	86	42	0	13	1	0	0	4	0	0	0	0	146	
1045 - 1100	0	92	42	1	7	2	0	3	5	0	0	0	0	152	
1100 - 1115	0	92	29	0	6	0	0	1	0	0	0	0	0	128	580
1115 - 1130	0	84	45	0	5	2	0	1	3	0	0	0	0	140	
1130 - 1145	0	96	50	1	7	3	0	2	5	0	0	0	0	164	
1145 - 1200	2	99	40	0	3	1	0	0	3	0	0	0	0	148	
1200 - 1215	0	87	60	2	5	2	0	1	1	0	0	0	0	158	665
1215 - 1230	0	105	44	0	5	0	0	1	3	0	0	0	0	158	
1230 - 1245	1	125	49	0	8	1	0	1	5	0	0	0	0	190	
1245 - 1300	0	112	33	0	10	1	0	1	2	0	0	0	0	159	
1300 - 1315	1	104	38	1	5	0	0	1	3	0	0	0	0	153	610
1315 - 1330	1	104	39	0	3	1	0	0	1	0	0	0	0	149	
1330 - 1345	2	110	33	0	3	2	0	0	3	0	0	0	0	153	
1345 - 1400	0	106	36	2	6	0	0	1	4	0	0	0	0	155	
1400 - 1415	1	114	35	2	7	2	0	0	1	0	0	0	0	162	659
1415 - 1430	0	130	31	2	3	1	0	2	3	0	0	0	0	172	
1430 - 1445	1	99	46	1	5	1	0	0	5	0	0	0	0	158	
1445 - 1500	0	115	45	0	5	0	0	0	2	0	0	0	0	167	
1500 - 1515	1	106	52	1	4	0	0	1	1	0	0	0	0	166	665
1515 - 1530	0	100	45	0	3	0	0	1	3	0	0	0	0	152	
1530 - 1545	0	118	46	0	11	2	0	2	3	0	0	0	0	182	
1545 - 1600	1	121	28	2	11	0	0	0	2	0	0	0	0	165	
1600 - 1615	0	130	50	2	6	1	0	2	2	0	0	0	0	193	749
1615 - 1630	0	115	49	0	9	3	0	0	1	0	0	0	0	177	
1630 - 1645	0	130	50	3	2	1	0	1	2	0	0	0	0	189	
1645 - 1700	0	134	48	1	4	0	0	2	1	0	0	0	0	190	
1700 - 1715	1	124	44	1	6	2	0	1	0	0	0	0	0	179	689
1715 - 1730	0	143	44	0	2	0	0	4	1	0	0	0	0	194	
1730 - 1745	0	105	27	0	3	1	0	1	2	0	0	0	0	139	
1745 - 1800	1	116	48	0	3	3	0	3	3	0	0	0	0	177	
1800 - 1815	0	124	40	0	3	0	0	0	1	0	0	0	0	168	590
1815 - 1830	0	96	38	0	3	0	0	1	4	0	0	0	0	142	
1830 - 1845	0	106	38	1	5	0	0	1	3	0	0	0	0	154	
1845 - 1900	1	86	29	0	6	2	0	1	1	0	0	0	0	126	
1900 - 1915	0	89	32	0	1	0	0	0	0	0	0	0	0	122	402
1915 - 1930	0	81	24	1	3	0	0	1	0	0	0	0	0	110	
1930 - 1945	0	58	35	0	0	0	0	0	0	0	0	0	0	93	
1945 - 2000	0	53	19	0	3	0	0	0	2	0	0	0	0	77	
2000 - 2015	0	53	14	0	0	0	0	0	0	0	0	0	0	67	232
2015 - 2030	0	37	15	0	2	0	0	0	0	0	0	0	0	54	
2030 - 2045	0	38	13	0	2	0	0	0	1	0	0	0	0	54	
2045 - 2100	0	44	9	0	0	0	0	0	4	0	0	0	0	57	
2100 - 2115	0	34	9	0	0	0	0	0	0	0	0	0	0	43	160
2115 - 2130	0	17	7	0	0	0	0	0	2	0	0	0	0	26	
2130 - 2145	0	32	14	0	0	0	0	0	1	0	0	0	0	47	
2145 - 2200	0	37	7	0	0	0	0	0	0	0	0	0	0	44	
2200 - 2215	0	26	11	0	3	0	0	0	0	0	0	0	0	40	98
2215 - 2230	0	12	3	0	0	0	0	0	1	0	0	0	0	16	
2230 - 2245	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
2245 - 2300	0	18	7	0	0	0	0	0	1	0	0	0	0	26	
2300 - 2315	0	17	2	0	0	0	0	0	1	0	0	0	0	20	67
2315 - 2330	0	18	3	0	0	1	0	0	0	0	0	0	0	22	
2330 - 2345	0	11	0	0	0	0	0	0	1	0	0	0	0	12	
2345 - 2400	0	12	1	0	0	0	0	0	0	0	0	0	0	13	

Session Total	20	6628	2444	41	272	64	0	51	156	0	0	0	0	9676
Session Average	0.21	69.04	25.46	0.43	2.83	0.67	0.00	0.53	1.63	0.00	0.00	0.00	0.00	100.79
Session Percentage	0.21	68.50	25.26	0.42	2.81	0.66	0.00	0.53	1.61	0.00	0.00	0.00	0.00	

AM Peak Hour	0630 -
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Gainesville, GA
24h Bi-Directional Class Count

Site 5
GA-369 Browns Bridge Rd,
west of Driveway



Lat/Long
34.277536°, -83.871644°



Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)

Time	Westbound, (Movement 5.2)													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	14	3	0	0	0	0	0	2	0	0	0	0	19	49
0015 - 0030	0	8	3	0	0	0	0	0	2	0	0	0	0	13	
0030 - 0045	0	7	1	0	1	0	0	0	0	0	0	0	0	9	
0045 - 0100	0	3	4	0	1	0	0	0	0	0	0	0	0	8	
0100 - 0115	0	6	1	0	0	0	0	0	0	0	0	0	0	7	32
0115 - 0130	0	7	0	0	0	0	0	0	2	0	0	0	0	9	
0130 - 0145	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0145 - 0200	0	6	1	0	0	1	0	0	0	0	0	0	0	8	
0200 - 0215	0	9	1	0	0	0	0	0	0	0	0	0	0	10	35
0215 - 0230	0	6	1	0	1	0	0	0	0	0	0	0	0	8	
0230 - 0245	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0245 - 0300	1	9	1	0	0	0	0	0	0	0	0	0	0	11	
0300 - 0315	0	5	2	0	0	0	0	0	0	0	0	0	0	7	27
0315 - 0330	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0330 - 0345	0	5	2	0	0	0	0	0	1	0	0	0	0	8	
0345 - 0400	0	4	0	0	0	0	0	0	1	0	0	0	0	5	
0400 - 0415	0	10	5	0	0	0	0	0	0	0	0	0	0	15	81
0415 - 0430	0	11	2	0	2	1	0	2	2	0	0	0	0	20	
0430 - 0445	0	12	2	0	1	0	0	1	0	0	0	0	0	16	
0445 - 0500	0	18	11	0	0	0	0	1	0	0	0	0	0	30	
0500 - 0515	0	31	5	0	0	0	0	0	1	0	0	0	0	37	212
0515 - 0530	0	32	10	0	0	0	0	1	1	0	0	0	0	44	
0530 - 0545	1	33	16	0	2	0	0	1	0	0	0	0	0	53	
0545 - 0600	0	45	22	1	2	4	0	1	3	0	0	0	0	78	
0600 - 0615	0	42	30	0	0	1	0	0	0	0	0	0	0	73	380
0615 - 0630	0	61	36	1	2	1	0	2	1	0	0	0	0	104	
0630 - 0645	0	64	28	1	4	2	0	0	1	0	0	0	0	100	
0645 - 0700	0	59	37	3	1	2	0	0	1	0	0	0	0	103	
0700 - 0715	0	72	49	0	4	1	0	0	0	0	0	0	0	126	522
0715 - 0730	0	84	33	3	5	3	0	0	1	0	0	0	0	129	
0730 - 0745	0	88	40	2	5	4	0	2	1	0	0	0	0	142	
0745 - 0800	0	79	36	1	5	0	0	2	2	0	0	0	0	125	
0800 - 0815	0	76	25	0	6	5	0	0	3	0	0	0	0	115	472
0815 - 0830	0	68	36	0	3	0	0	5	0	0	0	0	0	112	
0830 - 0845	0	73	41	0	4	3	0	0	5	0	0	0	0	126	
0845 - 0900	0	66	43	1	6	0	0	1	2	0	0	0	0	119	
0900 - 0915	0	89	40	0	3	2	0	4	3	0	0	0	0	141	577
0915 - 0930	0	85	45	0	8	2	0	3	2	0	0	0	0	145	
0930 - 0945	1	78	34	0	23	0	0	3	7	0	0	0	0	146	
0945 - 1000	0	83	35	2	11	4	0	2	8	0	0	0	0	145	
1000 - 1015	0	71	26	0	5	1	0	1	3	0	0	0	0	107	495
1015 - 1030	0	89	33	0	11	2	0	1	2	0	0	0	0	138	
1030 - 1045	0	83	28	0	9	2	0	0	0	0	0	0	0	122	
1045 - 1100	0	86	31	0	9	0	0	2	0	0	0	0	0	128	
1100 - 1115	0	87	37	0	4	1	0	1	1	0	0	0	0	131	563
1115 - 1130	0	71	50	1	7	1	0	0	3	0	0	0	0	133	
1130 - 1145	0	97	39	1	8	2	0	1	2	0	0	0	0	150	
1145 - 1200	0	99	41	0	5	1	0	2	1	0	0	0	0	149	
1200 - 1215	0	113	47	2	0	0	0	0	1	0	0	0	0	163	637
1215 - 1230	1	110	43	1	2	0	0	1	0	0	0	0	0	158	
1230 - 1245	0	100	48	0	7	0	0	1	1	0	0	0	0	157	
1245 - 1300	1	113	40	0	3	1	0	0	1	0	0	0	0	159	
1300 - 1315	1	115	33	0	3	4	0	0	4	0	0	0	0	160	649
1315 - 1330	0	100	48	0	9	3	0	0	2	0	0	0	0	162	
1330 - 1345	1	111	39	0	3	0	0	1	0	0	0	0	0	155	
1345 - 1400	4	118	40	0	6	0	0	3	1	0	0	0	0	172	
1400 - 1415	0	122	38	0	6	1	0	0	2	0	0	0	0	169	724
1415 - 1430	0	120	49	0	7	1	0	0	0	0	0	0	0	177	
1430 - 1445	0	108	48	2	8	3	0	0	3	0	0	0	0	172	
1445 - 1500	1	154	43	0	6	2	0	0	0	0	0	0	0	206	
1500 - 1515	1	158	48	1	3	3	0	1	3	0	0	0	0	218	813
1515 - 1530	0	148	54	2	5	1	0	0	2	0	0	0	0	212	
1530 - 1545	0	126	53	0	3	0	0	1	2	0	0	0	0	185	
1545 - 1600	2	131	58	1	1	3	0	1	1	0	0	0	0	198	
1600 - 1615	3	151	53	0	4	1	0	0	2	0	0	0	0	214	900
1615 - 1630	0	154	29	1	3	2	0	1	1	0	0	0	0	191	
1630 - 1645	2	195	52	1	2	1	0	1	5	0	0	0	0	259	
1645 - 1700	0	168	66	0	1	0	0	0	1	0	0	0	0	236	
1700 - 1715	0	174	49	0	2	1	0	0	2	0	0	0	0	228	845
1715 - 1730	0	196	46	0	4	1	0	1	0	0	0	0	0	248	
1730 - 1745	2	145	55	0	4	1	0	0	0	0	0	0	0	207	
1745 - 1800	0	105	54	0	1	0	0	0	2	0	0	0	0	162	
1800 - 1815	1	123	49	0	3	0	0	0	0	0	0	0	0	176	592
1815 - 1830	0	129	24	0	3	0	0	0	1	0	0	0	0	157	
1830 - 1845	1	93	27	0	3	0	0	0	0	0	0	0	0	124	
1845 - 1900	0	92	42	0	0	0	0	0	0	1	0	0	0	135	
1900 - 1915	0	97	34	0	2	0	0	0	1	0	0	0	0	134	490
1915 - 1930	1	109	16	0	0	0	0	0	1	0	0	0	0	127	
1930 - 1945	0	98	25	0	0	0	0	0	2	0	0	0	0	125	
1945 - 2000	0	75	26	0	1	0	0	0	2	0	0	0	0	104	
2000 - 2015	0	79	20	0	0	1	0	0	0	0	0	0	0	100	325
2015 - 2030	0	64	20	0	2	0	0	0	1	0	0	0	0	87	
2030 - 2045	0	56	16	0	1	0	0	0	0	0	0	0	0	73	
2045 - 2100	0	51	14	0	0	0	0	0	0	0	0	0	0	65	
2100 - 2115	0	39	8	0	1	0	0	0	1	0	0	0	0	49	195
2115 - 2130	1	38	9	0	1	0	0	0	1	0	0	0	0	50	
2130 - 2145	0	37	10	0	1	1	0	0	2	0	0	0	0	51	
2145 - 2200	0	36	6	0	1	0	0	0	2	0	0	0	0	45	
2200 - 2215	0	27	5	0	1	0	0	0	0	0	0	0	0	33	119
2215 - 2230	0	20	10	0	0	0	0	0	0	0	0	0	0	30	
2230 - 2245	0	16	6	0	0	0	0	0	0	0	0	0	0	22	
2245 - 2300	0	29	3	0	1	0	0	0	1	0	0	0	0	34	
2300 - 2315	0	11	5	0	1	0	0	0	0	0	0	0	0	17	87
2315 - 2330	0	20	6	0	0	1	0	0	0	0	0	0	0	27	
2330 - 2345	0	19	6	0	0	0	0	0	0	0	0	0	0	25	
2345 - 2400	0	15	3	0	0	0	0	0	0	0	0	0	0	18	

Session Total	26	6758	2491	28	273	78	0	51	115	1	0	0	0	9821
Session Average	0.27	70.40	25.95	0.29	2.84	0.81	0.00	0.53	1.20	0.01	0.00	0.00	0.00	102.30
Session Percentage	0.26	68.81	25.36	0.29	2.78	0.79	0.00	0.52	1.17	0.01	0.00	0.00	0.00	

AM Peak Hour	0500 - 0600	0
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Gainesville, GA
24h Bi-Directional Class Count

Site 5
GA-369 Browns Bridge Rd,
west of Driveway



Lat/Long
34.277536°, -83.871644°

Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)

Time	Bi-Directional 15min													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	24	7	0	0	0	0	0	2	0	0	0	0	33	87
0015 - 0030	0	13	5	0	1	0	0	0	3	0	0	0	0	22	
0030 - 0045	0	12	3	0	2	0	0	0	0	0	0	0	0	17	
0045 - 0100	0	7	6	0	1	0	0	0	1	0	0	0	0	15	
0100 - 0115	0	9	5	0	0	0	0	0	0	0	0	0	0	14	61
0115 - 0130	0	13	3	0	0	0	0	0	2	0	0	0	0	18	
0130 - 0145	0	12	1	0	0	0	0	1	1	0	0	0	0	15	
0145 - 0200	0	12	1	0	0	1	0	0	0	0	0	0	0	14	
0200 - 0215	0	10	1	0	0	0	0	0	0	0	0	0	0	11	54
0215 - 0230	0	11	2	0	1	0	0	0	0	0	0	0	0	14	
0230 - 0245	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
0245 - 0300	1	11	2	0	0	0	0	0	0	0	0	0	0	14	
0300 - 0315	0	7	2	0	0	0	0	0	1	0	0	0	0	10	66
0315 - 0330	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
0330 - 0345	1	12	7	0	0	0	0	0	1	0	0	0	0	21	
0345 - 0400	0	12	8	0	0	0	0	0	1	0	0	0	0	21	
0400 - 0415	0	29	9	0	0	0	0	0	1	0	0	0	0	39	173
0415 - 0430	0	27	4	0	2	1	0	3	3	0	0	0	0	40	
0430 - 0445	0	27	9	0	1	0	0	1	0	0	0	0	0	38	
0445 - 0500	0	33	19	0	1	0	0	1	2	0	0	0	0	56	
0500 - 0515	0	62	12	0	1	0	0	1	3	0	0	0	0	79	418
0515 - 0530	0	68	20	0	0	0	0	2	2	0	0	0	0	92	
0530 - 0545	1	80	28	0	2	0	0	2	1	0	0	0	0	114	
0545 - 0600	0	81	41	1	2	4	0	1	3	0	0	0	0	133	
0600 - 0615	1	90	54	0	2	1	0	1	2	0	0	0	0	151	843
0615 - 0630	0	145	68	1	3	1	0	2	1	0	0	0	0	221	
0630 - 0645	0	150	58	3	4	3	0	0	2	0	0	0	0	220	
0645 - 0700	0	168	69	4	3	4	0	0	3	0	0	0	0	251	
0700 - 0715	0	185	78	2	9	2	0	0	1	0	0	0	0	277	1323
0715 - 0730	2	219	76	7	8	4	0	0	4	0	0	0	0	320	
0730 - 0745	0	242	93	2	7	5	0	3	1	0	0	0	0	353	
0745 - 0800	0	244	104	2	14	3	0	2	4	0	0	0	0	373	
0800 - 0815	0	192	74	1	10	8	0	0	6	0	0	0	0	291	1167
0815 - 0830	0	190	80	1	6	2	0	5	5	0	0	0	0	289	
0830 - 0845	0	195	72	3	5	8	0	1	10	0	0	0	0	294	
0845 - 0900	1	175	97	1	7	3	0	1	8	0	0	0	0	293	
0900 - 0915	0	181	75	0	6	3	0	4	9	0	0	0	0	278	1130
0915 - 0930	0	168	75	0	10	2	0	5	2	0	0	0	0	262	
0930 - 0945	1	188	74	0	25	1	0	4	11	0	0	0	0	304	
0945 - 1000	0	174	72	2	18	5	0	4	11	0	0	0	0	286	
1000 - 1015	1	164	63	0	12	4	0	1	6	0	0	0	0	251	1070
1015 - 1030	0	174	64	2	24	2	0	2	3	0	0	0	0	271	
1030 - 1045	0	169	70	0	22	3	0	0	4	0	0	0	0	268	
1045 - 1100	0	178	73	1	16	2	0	5	5	0	0	0	0	280	
1100 - 1115	0	179	66	0	10	1	0	2	1	0	0	0	0	259	1143
1115 - 1130	0	155	95	1	12	3	0	1	6	0	0	0	0	273	
1130 - 1145	0	193	89	2	15	5	0	3	7	0	0	0	0	314	
1145 - 1200	2	198	81	0	8	2	0	2	4	0	0	0	0	297	
1200 - 1215	0	200	107	4	5	2	0	1	2	0	0	0	0	321	1302
1215 - 1230	1	215	87	1	7	0	0	2	3	0	0	0	0	316	
1230 - 1245	1	225	97	0	15	1	0	2	6	0	0	0	0	347	
1245 - 1300	1	225	73	0	13	2	0	1	3	0	0	0	0	318	
1300 - 1315	2	219	71	1	8	4	0	1	7	0	0	0	0	313	1259
1315 - 1330	1	204	87	0	12	4	0	0	3	0	0	0	0	311	
1330 - 1345	3	221	72	0	6	2	0	1	3	0	0	0	0	308	
1345 - 1400	4	224	76	2	12	0	0	4	5	0	0	0	0	327	
1400 - 1415	1	236	73	2	13	3	0	0	3	0	0	0	0	331	1383
1415 - 1430	0	250	80	2	10	2	0	2	3	0	0	0	0	349	
1430 - 1445	1	207	94	3	13	4	0	0	8	0	0	0	0	330	
1445 - 1500	1	269	88	0	11	2	0	0	2	0	0	0	0	373	
1500 - 1515	2	264	100	2	7	3	0	2	4	0	0	0	0	384	1478
1515 - 1530	0	248	99	2	8	1	0	1	5	0	0	0	0	364	
1530 - 1545	0	244	99	0	14	2	0	3	5	0	0	0	0	367	
1545 - 1600	3	252	86	3	12	3	0	1	3	0	0	0	0	363	
1600 - 1615	3	281	103	2	10	2	0	2	4	0	0	0	0	407	1649
1615 - 1630	0	269	78	1	12	5	0	1	2	0	0	0	0	368	
1630 - 1645	2	325	102	4	4	2	0	2	7	0	0	0	0	448	
1645 - 1700	0	302	114	1	5	0	0	2	2	0	0	0	0	426	
1700 - 1715	1	298	93	1	8	3	0	1	2	0	0	0	0	407	1534
1715 - 1730	0	339	90	0	6	1	0	5	1	0	0	0	0	442	
1730 - 1745	2	250	82	0	7	2	0	1	2	0	0	0	0	346	
1745 - 1800	1	221	102	0	4	3	0	3	5	0	0	0	0	339	
1800 - 1815	1	247	89	0	6	0	0	0	1	0	0	0	0	344	1182
1815 - 1830	0	225	62	0	6	0	0	1	5	0	0	0	0	299	
1830 - 1845	1	199	65	1	8	0	0	1	3	0	0	0	0	278	
1845 - 1900	1	178	71	0	6	2	0	1	1	1	0	0	0	261	
1900 - 1915	0	186	66	0	3	0	0	0	1	0	0	0	0	256	892
1915 - 1930	1	190	40	1	3	0	0	1	1	0	0	0	0	237	
1930 - 1945	0	156	60	0	0	0	0	0	2	0	0	0	0	218	
1945 - 2000	0	128	45	0	4	0	0	0	4	0	0	0	0	181	
2000 - 2015	0	132	34	0	0	1	0	0	0	0	0	0	0	167	557
2015 - 2030	0	101	35	0	4	0	0	0	1	0	0	0	0	141	
2030 - 2045	0	94	29	0	3	0	0	0	1	0	0	0	0	127	
2045 - 2100	0	95	23	0	0	0	0	0	4	0	0	0	0	122	
2100 - 2115	0	73	17	0	1	0	0	0	1	0	0	0	0	92	355
2115 - 2130	1	55	16	0	1	0	0	0	3	0	0	0	0	76	
2130 - 2145	0	69	24	0	1	1	0	0	3	0	0	0	0	98	
2145 - 2200	0	73	13	0	1	0	0	0	2	0	0	0	0	89	
2200 - 2215	0	53	16	0	4	0	0	0	0	0	0	0	0	73	217
2215 - 2230	0	32	13	0	0	0	0	0	1	0	0	0	0	46	
2230 - 2245	0	28	10	0	0	0	0	0	0	0	0	0	0	38	
2245 - 2300	0	47	10	0	1	0	0	0	2	0	0	0	0	60	
2300 - 2315	0	28	7	0	1	0	0	0	1	0	0	0	0	37	154
2315 - 2330	0	38	9	0	0	2	0	0	0	0	0	0	0	49	
2330 - 2345	0	30	6	0	0	0	0	0	1	0	0	0	0	37	
2345 - 2400	0	27	4	0	0	0	0	0	0	0	0	0	0	31	

Session Total	46	13386	4935	69	545	142	0	102	271	1	0	0	0	19497
Session Average	0.48	139.44	51.41	0.72	5.68	1.48	0.00	1.06	2.82	0.01	0.00	0.00	0.00	203.09
Session Percentage	0.24	68.66	25.31	0.35	2.80	0.73	0.00	0.52	1.39	0.01	0.00	0.00	0.00	

Site 6

Gainesville, GA
24h Bi-Directional Class Count



Site 6
GA-53 McEver Rd (Left Turn Only),
west of Driveway

Lat/Long
34.280986°, -83.875989°



Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)
Eastbound / Westbound

Time	Eastbound, (Movement 6.1)													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	1	0	0	1	1	0	0	0	0	0	0	0	3	
0645 - 0700	0	4	0	0	0	1	0	0	0	0	0	0	0	5	
0700 - 0715	0	3	0	0	0	1	0	0	0	0	0	0	0	4	10
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	4	1	0	0	1	0	0	0	0	0	0	0	6	
0800 - 0815	0	3	2	0	0	0	0	0	0	0	0	0	0	5	15
0815 - 0830	0	2	2	0	0	0	0	1	0	0	0	0	0	5	
0830 - 0845	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
0845 - 0900	0	0	0	0	2	0	0	1	0	0	0	0	0	3	
0900 - 0915	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9
0915 - 0930	0	1	0	0	0	0	0	1	0	0	0	0	0	2	
0930 - 0945	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0945 - 1000	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1000 - 1015	0	1	1	0	0	0	0	1	0	0	0	0	0	3	10
1015 - 1030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1045 - 1100	0	1	1	0	2	0	0	0	0	0	0	0	0	4	
1100 - 1115	0	2	1	0	1	0	0	0	0	0	0	0	0	4	14
1115 - 1130	0	0	2	0	1	0	0	0	0	0	0	0	0	3	
1130 - 1145	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
1145 - 1200	0	1	0	0	2	0	0	0	0	0	0	0	0	3	
1200 - 1215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15
1215 - 1230	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
1230 - 1245	0	1	2	0	0	0	0	1	0	0	0	0	0	4	
1245 - 1300	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
1315 - 1330	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1330 - 1345	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1345 - 1400	0	1	3	0	0	0	0	0	0	0	0	0	0	4	
1400 - 1415	0	1	1	0	0	0	0	0	0	0	0	0	0	2	8
1415 - 1430	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
1430 - 1445	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1445 - 1500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1500 - 1515	0	2	4	0	2	0	0	0	0	0	0	0	0	8	17
1515 - 1530	0	2	1	0	0	0	0	0	1	0	0	0	0	4	
1530 - 1545	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
1545 - 1600	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1600 - 1615	0	1	1	0	0	0	0	0	0	0	0	0	0	2	10
1615 - 1630	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
1630 - 1645	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1645 - 1700	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1700 - 1715	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14
1715 - 1730	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1730 - 1745	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
1745 - 1800	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
1800 - 1815	0	1	0	0	1	0	0	0	0	0	0	0	0	2	9
1815 - 1830	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1830 - 1845	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
1845 - 1900	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1900 - 1915	0	1	4	0	0	0	0	0	0	0	0	0	0	5	6
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1930 - 1945	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000 - 2015	0	3	1	0	0	0	0	0	0	0	0	0	0	4	13
2015 - 2030	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2030 - 2045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2045 - 2100	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2100 - 2115	0	1	0	0	0	0	0	0	1	0	0	0	0	2	7
2115 - 2130	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2145 - 2200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 2400	0	0	0	0	0	0	0	0	1	0	0	0	0	1	

Session Total	0	101	54	0	14	4	0	5	3	0	0	0	0	181
Session Average	0.00	1.05	0.56	0.00	0.15	0.04	0.00	0.05	0.03	0.00	0.00	0.00	0.00	1.89
Session Percentage	0.00	55.80	29.83	0.00	7.73	2.21	0.00	2.76	1.66	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0730 - 0830	0745 - 0845	-	0800 - 0900	0615 - 0715	-	0800 - 0900	-	-	-	-	-	0745 - 0845
AM Peak Hour Volume	0	9	7	0	2	3	0	2	0	0	0	0	0	18
Noon Peak Hour	-	1130 - 1230	1330 - 1430	-	1045 - 1145	-	-	1000 - 1100	1430 - 1530	-	-	-	-	1045 - 1145
Noon Peak Hour Volume	0	11	9	0	5	0	0	1	1	0	0	0	0	15
PM Peak Hour	-	1700 - 1800	1500 - 1600	-	1500 - 1600	-	-	-	1500 - 1600	-	-	-	-	1500 - 1600
PM Peak Hour Volume	0	13	7	0	3	0	0	0	1	0	0	0	0	17

Gainesville, GA
24h Bi-Directional Class Count

Site 6
GA-53 McEver Rd (Left Turn Only),
west of Driveway



Lat/Long
34.280986°, -83.875989°

Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)

Time	Bi-Directional 15min													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	1	0	0	1	1	0	0	0	0	0	0	0	3	
0645 - 0700	0	4	0	0	0	1	0	0	0	0	0	0	0	5	
0700 - 0715	0	3	0	0	0	1	0	0	0	0	0	0	0	4	10
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	4	1	0	0	1	0	0	0	0	0	0	0	6	
0800 - 0815	0	3	2	0	0	0	0	0	0	0	0	0	0	5	15
0815 - 0830	0	2	2	0	0	0	0	1	0	0	0	0	0	5	
0830 - 0845	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
0845 - 0900	0	0	0	0	2	0	0	1	0	0	0	0	0	3	
0900 - 0915	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9
0915 - 0930	0	1	0	0	0	0	0	1	0	0	0	0	0	2	
0930 - 0945	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0945 - 1000	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1000 - 1015	0	1	1	0	0	0	0	1	0	0	0	0	0	3	10
1015 - 1030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1045 - 1100	0	1	1	0	2	0	0	0	0	0	0	0	0	4	
1100 - 1115	0	2	1	0	1	0	0	0	0	0	0	0	0	4	14
1115 - 1130	0	0	2	0	1	0	0	0	0	0	0	0	0	3	
1130 - 1145	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
1145 - 1200	0	1	0	0	2	0	0	0	0	0	0	0	0	3	
1200 - 1215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15
1215 - 1230	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
1230 - 1245	0	1	2	0	0	0	0	1	0	0	0	0	0	4	
1245 - 1300	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
1315 - 1330	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1330 - 1345	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1345 - 1400	0	1	3	0	0	0	0	0	0	0	0	0	0	4	
1400 - 1415	0	1	1	0	0	0	0	0	0	0	0	0	0	2	8
1415 - 1430	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
1430 - 1445	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1445 - 1500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1500 - 1515	0	2	4	0	2	0	0	0	0	0	0	0	0	8	17
1515 - 1530	0	2	1	0	0	0	0	1	0	0	0	0	0	4	
1530 - 1545	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
1545 - 1600	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1600 - 1615	0	1	1	0	0	0	0	0	0	0	0	0	0	2	10
1615 - 1630	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
1630 - 1645	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1645 - 1700	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1700 - 1715	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14
1715 - 1730	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1730 - 1745	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
1745 - 1800	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
1800 - 1815	0	1	0	0	1	0	0	0	0	0	0	0	0	2	9
1815 - 1830	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1830 - 1845	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
1845 - 1900	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1900 - 1915	0	1	4	0	0	0	0	0	0	0	0	0	0	5	6
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1930 - 1945	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000 - 2015	0	3	1	0	0	0	0	0	0	0	0	0	0	4	13
2015 - 2030	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2030 - 2045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2045 - 2100	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2100 - 2115	0	1	0	0	0	0	0	0	1	0	0	0	0	2	7
2115 - 2130	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2145 - 2200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 2400	0	0	0	0	0	0	0	0	1	0	0	0	0	1	

Session Total	0	101	54	0	14	4	0	5	3	0	0	0	0	181
Session Average	0.00	1.05	0.56	0.00	0.15	0.04	0.00	0.05	0.03	0.00	0.00	0.00	0.00	1.89
Session Percentage	0.00	55.80	29.83	0.00	7.73	2.21	0.00	2.76	1.66	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0730 - 0830	0745 - 0845	-	0800 - 0900	0615 - 0715	-	0800 - 0900	-	-	-	-	-	0745 - 0845
AM Peak Hour Volume	0	9	7	0	2	3	0	2	0	0	0	0	0	18
Noon Peak Hour	-	1130 - 1230	1330 - 1430	-	1045 - 1145	-	-	1000 - 1100	1430 - 1530	-	-	-	-	1045 - 1145
Noon Peak Hour Volume	0	11	9	0	5	0	0	1	1	0	0	0	0	15
PM Peak Hour	-	1700 - 1800	1500 - 1600	-	1500 - 1600	-	-	-	1500 - 1600	-	-	-	-	1500 - 1600
PM Peak Hour Volume	0	13	7	0	3	0	0	0	1	0	0	0	0	17

Site 7

Gainesville, GA
24h Bi-Directional Class Count

Site 7
GA-53 McEver Rd,
east of Driveway



Lat/Long
34.281395°, -83.875296°



Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)
Eastbound / Westbound

Time	Eastbound, (Movement 7.1)													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	1	16	1	0	0	0	0	0	0	0	0	0	0	18	59
0015 - 0030	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
0030 - 0045	0	14	0	0	1	0	0	0	1	0	0	0	0	16	
0045 - 0100	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0100 - 0115	0	5	1	0	0	0	0	0	0	0	0	0	0	6	33
0115 - 0130	0	2	1	0	0	0	0	0	1	0	0	0	0	4	
0130 - 0145	0	7	0	0	1	0	0	0	0	0	0	0	0	8	
0145 - 0200	0	12	2	0	0	0	0	0	1	0	0	0	0	15	
0200 - 0215	0	5	0	0	0	0	0	0	0	0	0	0	0	5	34
0215 - 0230	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
0230 - 0245	0	9	0	0	3	0	0	0	0	0	0	0	0	12	
0245 - 0300	0	4	1	0	1	0	0	0	0	0	0	0	0	6	
0300 - 0315	0	8	0	0	0	0	0	0	1	0	0	0	0	9	23
0315 - 0330	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0330 - 0345	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0345 - 0400	0	2	0	0	0	0	0	1	0	0	0	0	0	3	
0400 - 0415	0	4	0	0	0	0	0	0	0	0	0	0	0	4	63
0415 - 0430	1	10	2	0	0	0	0	0	2	0	0	0	0	15	
0430 - 0445	0	20	0	0	0	0	0	0	0	0	0	0	0	20	
0445 - 0500	0	19	4	0	1	0	0	0	0	0	0	0	0	24	
0500 - 0515	0	14	4	0	0	0	0	1	0	0	0	0	0	19	119
0515 - 0530	0	18	4	0	2	0	0	0	0	0	0	0	0	24	
0530 - 0545	0	20	5	0	5	0	0	0	0	0	0	0	0	30	
0545 - 0600	0	30	12	0	2	1	0	0	1	0	0	0	0	46	
0600 - 0615	0	27	11	0	2	1	1	0	2	0	0	0	0	44	281
0615 - 0630	0	45	19	3	1	0	0	1	1	0	0	0	0	70	
0630 - 0645	0	41	20	1	3	2	0	0	0	0	0	0	0	67	
0645 - 0700	0	72	23	1	4	0	0	0	0	0	0	0	0	100	
0700 - 0715	0	73	37	3	4	0	0	1	1	0	0	0	0	119	646
0715 - 0730	0	128	43	4	1	2	1	1	0	0	0	0	0	180	
0730 - 0745	0	115	28	3	3	1	0	0	0	0	0	0	0	150	
0745 - 0800	0	144	43	4	4	0	0	1	0	1	0	0	0	197	
0800 - 0815	0	129	44	1	4	4	0	2	0	0	0	0	0	184	696
0815 - 0830	0	113	58	0	3	1	0	1	1	0	0	0	0	177	
0830 - 0845	1	108	45	0	3	1	0	1	1	0	0	0	0	160	
0845 - 0900	0	108	59	2	1	4	0	1	0	0	0	0	0	175	
0900 - 0915	0	104	43	0	6	0	0	1	0	0	0	0	0	154	711
0915 - 0930	0	122	48	0	5	0	0	3	1	0	0	0	0	179	
0930 - 0945	0	147	38	0	25	1	0	1	2	0	0	0	0	214	
0945 - 1000	0	112	30	2	15	2	0	1	2	0	0	0	0	164	
1000 - 1015	0	115	44	0	3	1	0	1	1	0	0	0	0	165	721
1015 - 1030	0	127	54	0	3	3	0	1	2	0	0	0	0	190	
1030 - 1045	0	125	39	0	7	3	0	2	1	0	0	0	0	177	
1045 - 1100	0	141	34	0	9	3	0	2	0	0	0	0	0	189	
1100 - 1115	0	155	45	1	6	2	0	1	0	0	0	0	0	210	783
1115 - 1130	0	159	43	0	4	0	0	0	1	0	0	0	0	207	
1130 - 1145	0	143	35	1	3	3	0	1	0	0	0	0	0	186	
1145 - 1200	0	126	45	0	6	2	0	0	1	0	0	0	0	180	
1200 - 1215	1	148	45	4	2	0	0	0	1	0	0	0	0	201	802
1215 - 1230	1	148	44	0	4	1	0	0	2	0	0	0	0	200	
1230 - 1245	1	136	31	0	6	2	0	1	0	0	0	0	0	177	
1245 - 1300	1	173	47	0	1	0	0	0	2	0	0	0	0	224	
1300 - 1315	4	159	32	0	3	2	0	0	2	0	0	0	0	202	804
1315 - 1330	0	148	41	0	5	3	0	0	2	0	0	0	0	199	
1330 - 1345	0	155	41	0	0	1	0	1	0	0	0	0	0	198	
1345 - 1400	2	151	48	0	1	0	0	1	1	1	0	0	0	205	
1400 - 1415	2	139	48	1	1	1	0	0	1	0	0	0	0	193	856
1415 - 1430	1	162	45	0	2	1	0	0	0	0	0	0	0	211	
1430 - 1445	4	176	55	3	4	3	0	0	1	1	0	0	0	247	
1445 - 1500	0	155	35	3	5	4	0	0	2	1	0	0	0	205	
1500 - 1515	0	139	57	4	3	2	0	0	0	0	0	0	0	205	973
1515 - 1530	1	195	60	1	4	1	0	0	2	0	0	0	0	264	
1530 - 1545	0	174	65	0	4	3	0	0	2	1	0	0	0	249	
1545 - 1600	0	190	56	1	5	3	0	0	0	0	0	0	0	255	
1600 - 1615	0	176	44	3	3	1	0	0	1	0	0	0	0	228	1054
1615 - 1630	1	200	48	2	1	2	0	0	1	1	0	0	0	256	
1630 - 1645	0	198	57	2	1	3	0	0	0	0	0	0	0	261	
1645 - 1700	0	240	62	0	5	1	0	0	1	0	0	0	0	309	
1700 - 1715	0	260	73	0	2	2	0	0	0	0	0	0	0	337	1105
1715 - 1730	0	192	48	0	5	0	0	0	0	1	0	0	0	246	
1730 - 1745	0	206	63	0	0	0	0	0	0	0	0	0	0	269	
1745 - 1800	1	197	52	0	2	0	0	0	0	1	0	0	0	253	
1800 - 1815	0	162	49	0	2	0	0	1	2	0	0	0	0	216	819
1815 - 1830	1	155	43	0	2	1	0	0	0	0	0	0	0	202	
1830 - 1845	1	161	50	0	2	0	0	0	0	0	0	0	0	214	
1845 - 1900	0	151	34	0	1	1	0	0	0	0	0	0	0	187	
1900 - 1915	0	111	35	0	0	0	0	0	0	0	0	0	0	146	530
1915 - 1930	0	117	20	0	0	0	0	1	2	0	0	0	0	140	
1930 - 1945	0	115	20	0	2	0	0	0	1	0	0	0	0	138	
1945 - 2000	0	100	6	0	0	0	0	0	0	0	0	0	0	106	
2000 - 2015	0	97	8	0	0	0	0	0	0	0	0	0	0	105	319
2015 - 2030	0	74	13	0	0	0	0	0	0	0	0	0	0	87	
2030 - 2045	0	55	9	0	0	0	0	0	0	0	0	0	0	64	
2045 - 2100	0	58	5	0	0	0	0	0	0	0	0	0	0	63	
2100 - 2115	0	61	10	0	0	0	0	0	0	0	0	0	0	71	200
2115 - 2130	0	46	3	1	0	0	0	0	1	0	0	0	0	51	
2130 - 2145	0	34	6	0	0	0	0	0	0	0	0	0	0	40	
2145 - 2200	0	29	9	0	0	0	0	0	0	0	0	0	0	38	
2200 - 2215	0	38	9	0	0	0	0	0	0	0	0	0	0	47	135
2215 - 2230	0	31	4	0	0	0	0	0	0	0	0	0	0	35	
2230 - 2245	0	20	4	0	0	0	0	0	0	0	0	0	0	24	
2245 - 2300	0	25	4	0	0	0	0	0	0	0	0	0	0	29	
2300 - 2315	0	28	5	0	0	0	0	0	0	0	0	0	0	33	98
2315 - 2330	0	18	5	0	0	0	0	0	0	0	0	0	0	23	
2330 - 2345	0	25	2	0	0	0	0	0	0	0	0	0	0	27	
2345 - 2400	0	14	1	0	0	0	0	0	0	0	0	0	0	15	

Session Total	25	8880	2523	51	219	75	2	30	51	8	0	0	0	11864
Session Average	0.26	92.50	26.28	0.53	2.28	0.78	0.02	0.31	0.53	0.08	0.00	0.00	0.00	123.58
Session Percentage	0.21	74.85	21.27	0.43	1.85	0.63	0.02	0.25	0.43	0.07	0.00	0.00	0.00	

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Gainesville, GA
24h Bi-Directional Class Count

Site 7
GA-53 McEver Rd,
east of Driveway



Lat/Long
34.281395°, -83.875296°



Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)

Time	Westbound, (Movement 7.2)													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	9	3	0	0	0	0	0	0	0	0	0	0	12	46
0015 - 0030	0	7	4	0	0	0	0	0	0	0	0	0	0	11	
0030 - 0045	0	13	5	0	0	0	0	0	0	0	0	0	0	18	
0045 - 0100	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	19
0115 - 0130	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
0130 - 0145	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0145 - 0200	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0200 - 0215	0	2	2	0	1	0	0	0	1	0	0	0	0	6	24
0215 - 0230	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0230 - 0245	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
0245 - 0300	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0300 - 0315	0	3	1	0	0	0	0	1	0	0	0	0	0	5	37
0315 - 0330	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0330 - 0345	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0345 - 0400	0	11	7	0	1	0	0	0	0	0	0	0	0	19	
0400 - 0415	0	8	7	0	1	0	0	0	0	0	0	0	0	16	103
0415 - 0430	0	15	7	0	1	0	0	0	0	0	0	0	0	23	
0430 - 0445	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
0445 - 0500	0	30	15	0	0	1	0	0	0	0	0	0	0	46	
0500 - 0515	0	18	13	0	0	0	0	0	0	0	0	0	0	31	226
0515 - 0530	0	44	14	0	0	0	0	0	0	0	0	0	0	58	
0530 - 0545	0	56	13	0	0	0	0	0	0	0	0	0	0	69	
0545 - 0600	0	43	23	0	1	1	0	0	0	0	0	0	0	68	
0600 - 0615	0	51	27	1	1	0	0	0	0	0	0	0	0	80	517
0615 - 0630	0	69	35	2	1	0	0	0	0	0	0	0	0	107	
0630 - 0645	0	110	28	0	1	2	0	0	0	0	0	0	0	141	
0645 - 0700	0	130	54	1	2	1	0	1	0	0	0	0	0	189	
0700 - 0715	0	140	33	2	4	5	0	0	0	0	0	0	0	184	795
0715 - 0730	0	125	34	1	3	2	0	0	0	0	0	0	0	165	
0730 - 0745	0	186	64	0	1	0	0	1	0	0	0	0	0	252	
0745 - 0800	0	136	54	1	1	2	0	0	0	0	0	0	0	194	
0800 - 0815	0	115	51	3	6	0	0	0	1	1	0	0	0	177	641
0815 - 0830	0	108	38	1	4	3	0	1	5	0	0	0	0	160	
0830 - 0845	0	113	42	4	2	2	0	1	1	0	0	0	0	165	
0845 - 0900	0	97	36	0	4	0	0	2	0	0	0	0	0	139	
0900 - 0915	0	75	21	1	2	1	0	0	2	0	0	0	0	102	519
0915 - 0930	1	86	42	0	3	1	0	0	0	0	0	0	0	133	
0930 - 0945	1	98	41	0	3	0	0	0	3	0	0	0	0	146	
0945 - 1000	0	89	40	0	6	1	0	0	2	0	0	0	0	138	
1000 - 1015	0	81	34	0	4	2	0	0	1	0	0	0	0	122	539
1015 - 1030	0	93	40	2	2	0	0	1	0	0	0	0	0	138	
1030 - 1045	1	98	36	0	5	0	0	2	3	0	0	0	0	145	
1045 - 1100	0	96	28	0	4	1	0	1	4	0	0	0	0	134	
1100 - 1115	0	79	43	0	4	1	0	0	1	0	0	0	0	128	603
1115 - 1130	0	108	32	0	11	5	0	3	1	0	0	0	0	160	
1130 - 1145	0	114	34	0	1	1	0	1	3	0	0	0	0	154	
1145 - 1200	0	112	41	0	4	1	0	0	3	0	0	0	0	161	
1200 - 1215	0	140	42	0	3	1	0	0	0	0	0	0	0	186	736
1215 - 1230	1	110	41	1	8	1	0	1	1	0	0	0	0	164	
1230 - 1245	2	140	36	0	3	1	0	0	4	0	0	0	0	186	
1245 - 1300	0	143	52	1	2	0	0	0	2	0	0	0	0	200	
1300 - 1315	0	138	42	1	5	2	0	0	3	0	0	0	0	191	763
1315 - 1330	0	149	41	0	3	1	0	1	1	0	0	0	0	196	
1330 - 1345	2	145	38	0	2	0	0	0	0	0	0	0	0	187	
1345 - 1400	3	129	44	3	7	2	0	0	1	0	0	0	0	189	
1400 - 1415	1	127	34	2	2	1	0	1	1	0	0	0	0	169	811
1415 - 1430	2	171	39	3	3	1	0	0	2	0	0	0	0	221	
1430 - 1445	1	169	51	1	1	1	0	0	2	0	0	0	0	226	
1445 - 1500	1	144	44	0	4	1	0	0	1	0	0	0	0	195	
1500 - 1515	0	141	31	0	2	1	0	0	1	0	0	0	0	176	857
1515 - 1530	1	164	46	0	2	1	0	0	1	0	0	0	0	215	
1530 - 1545	1	159	49	3	6	0	0	0	1	0	0	0	0	219	
1545 - 1600	0	188	48	1	8	1	0	0	1	0	0	0	0	247	
1600 - 1615	2	172	43	4	7	2	0	0	0	0	0	0	0	230	872
1615 - 1630	6	180	43	1	4	2	0	0	0	0	0	0	0	236	
1630 - 1645	0	145	45	1	3	0	0	1	0	0	0	0	0	195	
1645 - 1700	0	164	40	1	4	0	0	0	2	0	0	0	0	211	
1700 - 1715	1	190	44	0	3	3	0	0	2	0	0	0	0	243	849
1715 - 1730	1	173	44	1	3	1	0	0	0	0	0	0	0	223	
1730 - 1745	0	169	42	1	3	1	0	2	1	0	0	0	0	219	
1745 - 1800	0	121	35	0	4	0	0	3	1	0	0	0	0	164	
1800 - 1815	0	137	33	0	4	0	0	0	0	0	0	0	0	174	657
1815 - 1830	0	143	27	0	4	0	0	0	0	0	0	0	0	174	
1830 - 1845	0	122	39	1	3	0	0	1	0	0	0	0	0	166	
1845 - 1900	1	101	36	0	3	0	0	1	1	0	0	0	0	143	
1900 - 1915	0	124	32	0	0	0	0	1	2	0	0	0	0	159	537
1915 - 1930	0	104	32	1	3	1	0	0	0	0	0	0	0	141	
1930 - 1945	0	102	33	0	0	0	0	0	0	0	0	0	0	135	
1945 - 2000	0	80	20	0	2	0	0	0	0	0	0	0	0	102	
2000 - 2015	0	87	17	0	1	0	0	1	0	0	0	0	0	106	352
2015 - 2030	0	58	20	0	1	0	0	0	0	0	0	0	0	79	
2030 - 2045	0	66	21	0	2	0	0	0	0	0	0	0	0	89	
2045 - 2100	0	57	18	2	1	0	0	0	0	0	0	0	0	78	
2100 - 2115	1	46	17	0	0	0	0	0	0	0	0	0	0	64	224
2115 - 2130	0	41	19	0	0	0	0	0	1	0	0	0	0	61	
2130 - 2145	0	41	16	0	0	0	0	0	0	0	0	0	0	57	
2145 - 2200	0	29	13	0	0	0	0	0	0	0	0	0	0	42	
2200 - 2215	0	27	8	0	2	0	0	0	0	0	0	0	0	37	137
2215 - 2230	0	25	10	0	0	0	0	0	0	0	0	0	0	35	
2230 - 2245	0	19	10	0	0	0	0	0	1	0	0	0	0	30	
2245 - 2300	0	24	11	0	0	0	0	0	0	0	0	0	0	35	
2300 - 2315	0	13	6	0	0	0	0	0	0	0	0	0	0	19	80
2315 - 2330	0	14	8	0	0	0	0	0	0	0	0	0	0	22	
2330 - 2345	0	19	8	0	0	0	0	1	0	0	0	0	0	28	
2345 - 2400	0	6	5	0	0	0	0	0	0	0	0	0	0	11	

Session Total	30	7971	2541	48	202	58	0	29	64	1	0	0	0	10944
Session Average	0.31	83.03	26.47	0.50	2.10	0.60	0.00	0.30	0.67	0.01	0.00	0.00	0.00	114.00
Session Percentage	0.27	72.83	23.22	0.44	1.85	0.53	0.00	0.26	0.58	0.01	0.00	0.00	0.00	

AM Peak Hour

Gainesville, GA
24h Bi-Directional Class Count

Site 7
GA-53 McEver Rd,
east of Driveway



Lat/Long
34.281395°, -83.875296°

Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)

Time	Bi-Directional 15min													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	1	25	4	0	0	0	0	0	0	0	0	0	0	30	105
0015 - 0030	0	25	6	0	0	0	0	0	0	0	0	0	0	31	
0030 - 0045	0	27	5	0	1	0	0	0	1	0	0	0	0	34	
0045 - 0100	0	5	5	0	0	0	0	0	0	0	0	0	0	10	
0100 - 0115	0	7	1	0	0	0	0	0	0	0	0	0	0	8	52
0115 - 0130	0	7	5	0	0	0	0	0	1	0	0	0	0	13	
0130 - 0145	0	9	2	0	1	0	0	0	0	0	0	0	0	12	
0145 - 0200	0	15	3	0	0	0	0	0	1	0	0	0	0	19	
0200 - 0215	0	7	2	0	1	0	0	0	1	0	0	0	0	11	58
0215 - 0230	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
0230 - 0245	0	13	3	0	3	0	0	0	0	0	0	0	0	19	
0245 - 0300	0	8	3	0	1	0	0	0	0	0	0	0	0	12	
0300 - 0315	0	11	1	0	0	0	0	1	1	0	0	0	0	14	60
0315 - 0330	0	7	4	0	0	0	0	0	0	0	0	0	0	11	
0330 - 0345	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
0345 - 0400	0	13	7	0	1	0	0	1	0	0	0	0	0	22	
0400 - 0415	0	12	7	0	1	0	0	0	0	0	0	0	0	20	166
0415 - 0430	1	25	9	0	1	0	0	0	2	0	0	0	0	38	
0430 - 0445	0	32	6	0	0	0	0	0	0	0	0	0	0	38	
0445 - 0500	0	49	19	0	1	1	0	0	0	0	0	0	0	70	
0500 - 0515	0	32	17	0	0	0	0	1	0	0	0	0	0	50	345
0515 - 0530	0	62	18	0	2	0	0	0	0	0	0	0	0	82	
0530 - 0545	0	76	18	0	5	0	0	0	0	0	0	0	0	99	
0545 - 0600	0	73	35	0	3	2	0	0	1	0	0	0	0	114	
0600 - 0615	0	78	38	1	3	1	1	0	2	0	0	0	0	124	798
0615 - 0630	0	114	54	5	2	0	0	1	1	0	0	0	0	177	
0630 - 0645	0	151	48	1	4	4	0	0	0	0	0	0	0	208	
0645 - 0700	0	202	77	2	6	1	0	1	0	0	0	0	0	289	
0700 - 0715	0	213	70	5	8	5	0	1	1	0	0	0	0	303	1441
0715 - 0730	0	253	77	5	4	4	1	1	0	0	0	0	0	345	
0730 - 0745	0	301	92	3	4	1	0	1	0	0	0	0	0	402	
0745 - 0800	0	280	97	5	5	2	0	1	0	1	0	0	0	391	
0800 - 0815	0	244	95	4	10	4	0	2	1	1	0	0	0	361	1337
0815 - 0830	0	221	96	1	7	4	0	2	6	0	0	0	0	337	
0830 - 0845	1	221	87	4	5	3	0	2	2	0	0	0	0	325	
0845 - 0900	0	205	95	2	5	4	0	3	0	0	0	0	0	314	
0900 - 0915	0	179	64	1	8	1	0	1	2	0	0	0	0	256	1230
0915 - 0930	1	208	90	0	8	1	0	3	1	0	0	0	0	312	
0930 - 0945	1	245	79	0	28	1	0	1	5	0	0	0	0	360	
0945 - 1000	0	201	70	2	21	3	0	1	4	0	0	0	0	302	
1000 - 1015	0	196	78	0	7	3	0	1	2	0	0	0	0	287	1260
1015 - 1030	0	220	94	2	5	3	0	2	2	0	0	0	0	328	
1030 - 1045	1	223	75	0	12	3	0	4	4	0	0	0	0	322	
1045 - 1100	0	237	62	0	13	4	0	3	4	0	0	0	0	323	
1100 - 1115	0	234	88	1	10	3	0	1	1	0	0	0	0	338	1386
1115 - 1130	0	267	75	0	15	5	0	3	2	0	0	0	0	367	
1130 - 1145	0	257	69	1	4	4	0	2	3	0	0	0	0	340	
1145 - 1200	0	238	86	0	10	3	0	0	4	0	0	0	0	341	
1200 - 1215	1	288	87	4	5	1	0	0	1	0	0	0	0	387	1538
1215 - 1230	2	258	85	1	12	2	0	1	3	0	0	0	0	364	
1230 - 1245	3	276	67	0	9	3	0	1	4	0	0	0	0	363	
1245 - 1300	1	316	99	1	3	0	0	0	4	0	0	0	0	424	
1300 - 1315	4	297	74	1	8	4	0	0	5	0	0	0	0	393	1567
1315 - 1330	0	297	82	0	8	4	0	1	3	0	0	0	0	395	
1330 - 1345	2	300	79	0	2	1	0	1	0	0	0	0	0	385	
1345 - 1400	5	280	92	3	8	2	0	1	2	1	0	0	0	394	
1400 - 1415	3	266	82	3	3	2	0	1	2	0	0	0	0	362	1667
1415 - 1430	3	333	84	3	5	2	0	0	2	0	0	0	0	432	
1430 - 1445	5	345	106	4	5	4	0	0	3	1	0	0	0	473	
1445 - 1500	1	299	79	3	9	5	0	0	3	1	0	0	0	400	
1500 - 1515	0	280	88	4	5	3	0	0	1	0	0	0	0	381	1830
1515 - 1530	2	359	106	1	6	2	0	0	3	0	0	0	0	479	
1530 - 1545	1	333	114	3	10	3	0	0	3	1	0	0	0	468	
1545 - 1600	0	378	104	2	13	4	0	0	1	0	0	0	0	502	
1600 - 1615	2	348	87	7	10	3	0	0	1	0	0	0	0	458	1926
1615 - 1630	7	380	91	3	5	4	0	0	1	1	0	0	0	492	
1630 - 1645	0	343	102	3	4	3	0	1	0	0	0	0	0	456	
1645 - 1700	0	404	102	1	9	1	0	0	3	0	0	0	0	520	
1700 - 1715	1	450	117	0	5	5	0	0	2	0	0	0	0	580	1954
1715 - 1730	1	365	92	1	8	1	0	0	0	1	0	0	0	469	
1730 - 1745	0	375	105	1	3	1	0	2	1	0	0	0	0	488	
1745 - 1800	1	318	87	0	6	0	0	3	1	1	0	0	0	417	
1800 - 1815	0	299	82	0	6	0	0	1	2	0	0	0	0	390	1476
1815 - 1830	1	298	70	0	6	1	0	0	0	0	0	0	0	376	
1830 - 1845	1	283	89	1	5	0	0	1	0	0	0	0	0	380	
1845 - 1900	1	252	70	0	4	1	0	1	1	0	0	0	0	330	
1900 - 1915	0	235	67	0	0	0	0	1	2	0	0	0	0	305	1067
1915 - 1930	0	221	52	1	3	1	0	1	2	0	0	0	0	281	
1930 - 1945	0	217	53	0	2	0	0	0	1	0	0	0	0	273	
1945 - 2000	0	180	26	0	2	0	0	0	0	0	0	0	0	208	
2000 - 2015	0	184	25	0	1	0	0	1	0	0	0	0	0	211	671
2015 - 2030	0	132	33	0	1	0	0	0	0	0	0	0	0	166	
2030 - 2045	0	121	30	0	2	0	0	0	0	0	0	0	0	153	
2045 - 2100	0	115	23	2	1	0	0	0	0	0	0	0	0	141	
2100 - 2115	1	107	27	0	0	0	0	0	0	0	0	0	0	135	424
2115 - 2130	0	87	22	1	0	0	0	0	2	0	0	0	0	112	
2130 - 2145	0	75	22	0	0	0	0	0	0	0	0	0	0	97	
2145 - 2200	0	58	22	0	0	0	0	0	0	0	0	0	0	80	
2200 - 2215	0	65	17	0	2	0	0	0	0	0	0	0	0	84	272
2215 - 2230	0	56	14	0	0	0	0	0	0	0	0	0	0	70	
2230 - 2245	0	39	14	0	0	0	0	0	1	0	0	0	0	54	
2245 - 2300	0	49	15	0	0	0	0	0	0	0	0	0	0	64	
2300 - 2315	0	41	11	0	0	0	0	0	0	0	0	0	0	52	178
2315 - 2330	0	32	13	0	0	0	0	0	0	0	0	0	0	45	
2330 - 2345	0	44	10	0	0	0	0	1	0	0	0	0	0	55	
2345 - 2400	0	20	6	0	0	0	0	0	0	0	0	0	0	26	

Session Total	55	16851	5064	99	421	133	2	59	115	9	0	0	0	22808
Session Average	0.57	175.53	52.75	1.03	4.39	1.39	0.02	0.61	1.20	0.09	0.00	0.00	0.00	237.58
Session Percentage	0.24	73.88	22.20	0.43	1.85	0.58	0.01	0.26	0.50	0.04	0.00	0.00	0.00	

Appendix B

Synchro Reports

Existing / No-Build

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWU	SWL
Lane Configurations												
Traffic Volume (vph)	5	137	559	253	118	368	74	239	562	256	24	140
Future Volume (vph)	5	137	559	253	118	368	74	239	562	256	24	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	300		0	550		200		250
Storage Lanes		2		1	2		1	1		1		1
Taper Length (ft)		25			100			100				85
Lane Util. Factor	0.95	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Frt				0.850			0.850			0.850		
Flt Protected		0.950			0.950			0.950				0.950
Satd. Flow (prot)	0	3308	3406	1524	3303	3406	1524	1736	3471	1553	0	1740
Flt Permitted		0.950			0.950			0.242				0.329
Satd. Flow (perm)	0	3308	3406	1524	3303	3406	1524	442	3471	1553	0	603
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				275			182			278		
Link Speed (mph)			45			45			45			
Link Distance (ft)			272			598			872			
Travel Time (s)			4.1			9.1			13.2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	6%	6%	6%	6%	6%	4%	4%	4%	2%	4%
Adj. Flow (vph)	5	149	608	275	128	400	80	260	611	278	26	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	154	608	275	128	400	80	260	611	278	0	178
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)			24			24			18			
Link Offset(ft)			0			0			0			
Crosswalk Width(ft)			16			16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	9	15
Number of Detectors	1	1	1	0	1	1	0	1	1	0	1	1
Detector Template	Left	Left			Left			Left			Left	Left
Leading Detector (ft)	20	40	131	0	40	206	0	40	336	0	20	40
Trailing Detector (ft)	0	0	125	0	0	200	0	0	330	0	0	0
Detector 1 Position(ft)	0	0	125	0	0	200	0	0	330	0	0	0
Detector 1 Size(ft)	20	40	6	20	40	6	20	40	6	20	20	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	7	7	4		3	8		5	2		1	1
Permitted Phases				4			8	2		2	6	6
Detector Phase	7	7	4	4	3	8	8	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	11.0

Existing AM
SEI

Synchro 10 Report
Page 4

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	SWT	SWR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	672	101
Future Volume (vph)	672	101
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3471	1553
Flt Permitted		
Satd. Flow (perm)	3471	1553
Right Turn on Red		Yes
Satd. Flow (RTOR)		182
Link Speed (mph)	45	
Link Distance (ft)	384	
Travel Time (s)	5.8	
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	4%	4%
Adj. Flow (vph)	730	110
Shared Lane Traffic (%)		
Lane Group Flow (vph)	730	110
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	18	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	0
Detector Template		
Leading Detector (ft)	336	0
Trailing Detector (ft)	330	0
Detector 1 Position(ft)	330	0
Detector 1 Size(ft)	6	20
Detector 1 Type	CI+Ex	CI+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	24.0	24.0

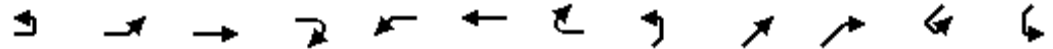
Existing AM
SEI

Synchro 10 Report
Page 4

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWU	SWL
Total Split (s)	15.0	15.0	25.0	25.0	15.0	25.0	25.0	15.0	35.0	35.0	15.0	15.0
Total Split (%)	16.7%	16.7%	27.8%	27.8%	16.7%	27.8%	27.8%	16.7%	38.9%	38.9%	16.7%	16.7%
Maximum Green (s)	9.0	9.0	19.0	19.0	9.0	19.0	19.0	9.0	29.0	29.0	9.0	9.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	Max	Max	None	None
Walk Time (s)			7.0	7.0		7.0	7.0		7.0	7.0		
Flash Dont Walk (s)			11.0	11.0		11.0	11.0		11.0	11.0		
Pedestrian Calls (#/hr)			0	0		0	0		0	0		
Act Effect Green (s)		8.4	17.6	17.6	8.2	17.4	17.4	38.5	29.5	29.5		37.7
Actuated g/C Ratio		0.10	0.20	0.20	0.09	0.20	0.20	0.44	0.34	0.34		0.43
v/c Ratio		0.49	0.89	0.52	0.42	0.59	0.18	0.80	0.53	0.39		0.48
Control Delay		43.7	51.0	8.0	42.3	36.0	0.9	35.6	26.1	4.8		17.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		43.7	51.0	8.0	42.3	36.0	0.9	35.6	26.1	4.8		17.8
LOS		D	D	A	D	D	A	D	C	A		B
Approach Delay			38.5			32.7			23.1			
Approach LOS			D			C			C			

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 87.9

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 29.0

Intersection LOS: C

Intersection Capacity Utilization 71.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

Ø1	Ø2	Ø3	Ø4
15 s	35 s	15 s	25 s
Ø5	Ø6	Ø7	Ø8
15 s	35 s	15 s	25 s

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	SWT	SWR
Total Split (s)	35.0	35.0
Total Split (%)	38.9%	38.9%
Maximum Green (s)	29.0	29.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	29.0	29.0
Actuated g/C Ratio	0.33	0.33
v/c Ratio	0.64	0.17
Control Delay	28.4	1.1
Queue Delay	0.0	0.0
Total Delay	28.4	1.1
LOS	C	A
Approach Delay	23.6	
Approach LOS	C	
Intersection Summary		

Intersection							
Int Delay, s/veh	0.9						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↓	↑↑	↑↓	
Traffic Vol, veh/h	888	7	1	47	655	2	76
Future Vol, veh/h	888	7	1	47	655	2	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	0	-	130	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	6	2	2	2	6	2	2
Mvmt Flow	965	8	1	51	712	2	83

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0 965 973	0 1425 483
Stage 1	-	- - -	- 965 -
Stage 2	-	- - -	- 460 -
Critical Hdwy	-	- 6.44 4.14	- 6.84 6.94
Critical Hdwy Stg 1	-	- - -	- 5.84 -
Critical Hdwy Stg 2	-	- - -	- 5.84 -
Follow-up Hdwy	-	- 2.52 2.22	- 3.52 3.32
Pot Cap-1 Maneuver	-	- 350 704	- 126 530
Stage 1	-	- - -	- 330 -
Stage 2	-	- - -	- 602 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	- 685 685	- 116 530
Mov Cap-2 Maneuver	-	- - -	- 116 -
Stage 1	-	- - -	- 330 -
Stage 2	-	- - -	- 556 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	486	-	-	685	-
HCM Lane V/C Ratio	0.174	-	-	0.076	-
HCM Control Delay (s)	14	-	-	10.7	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	954	626	87	0	86
Future Vol, veh/h	0	954	626	87	0	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	80	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	14	2	14
Mvmt Flow	0	1037	680	95	0	93

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 340
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7.18
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.44
Pot Cap-1 Maneuver	0	-	- - 0 622
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 622
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SW
HCM Control Delay, s	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR SWLn1
Capacity (veh/h)	-	-	- 622
HCM Lane V/C Ratio	-	-	- 0.15
HCM Control Delay (s)	-	-	- 11.8
HCM Lane LOS	-	-	- B
HCM 95th %tile Q(veh)	-	-	- 0.5

Intersection						
Int Delay, s/veh	0.5					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations		↗		↕	↕	↗
Traffic Vol, veh/h	0	73	0	797	864	104
Future Vol, veh/h	0	73	0	797	864	104
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	8	2	4	4	8
Mvmt Flow	0	79	0	866	939	113
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	470	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.06	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.38	-	-	-	-
Pot Cap-1 Maneuver	0	524	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	524	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	SE	NE	SW			
HCM Control Delay, s	13.1	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NET SELn1	SWT	SWR			
Capacity (veh/h)	- 524	-	-			
HCM Lane V/C Ratio	- 0.151	-	-			
HCM Control Delay (s)	- 13.1	-	-			
HCM Lane LOS	- B	-	-			
HCM 95th %tile Q(veh)	- 0.5	-	-			

Intersection						
Int Delay, s/veh	0.1					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations		↗	↘	↕	↕	↗
Traffic Vol, veh/h	0	0	12	785	968	0
Future Vol, veh/h	0	0	12	785	968	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	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	20	4	4	4
Mvmt Flow	0	0	13	853	1052	0
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	526	1052	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	4.5	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.4	-	-	-
Pot Cap-1 Maneuver	0	496	560	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	496	560	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	SE		NE		SW	
HCM Control Delay, s	0		0.2		0	
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	560	-	-	-	-	
HCM Lane V/C Ratio	0.023	-	-	-	-	
HCM Control Delay (s)	11.6	-	0	-	-	
HCM Lane LOS	B	-	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	-	-	-	

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWU	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	209	446	241	344	599	161	354	974	215	22	152	714
Future Volume (vph)	209	446	241	344	599	161	354	974	215	22	152	714
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		0	550		200		250	
Storage Lanes	2		1	2		1	1		1		1	
Taper Length (ft)	25			100			100				85	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt			0.850			0.850			0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	1770	3539	1583	0	1770	3539
Flt Permitted	0.950			0.950			0.216				0.137	
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	402	3539	1583	0	255	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			236			182			223			
Link Speed (mph)		45			45			45				45
Link Distance (ft)		272			598			872				384
Travel Time (s)		4.1			9.1			13.2				5.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	227	485	262	374	651	175	385	1059	234	24	165	776
Shared Lane Traffic (%)												
Lane Group Flow (vph)	227	485	262	374	651	175	385	1059	234	0	189	776
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			24			18				18
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	0	1	1	0	1	1	0	1	1	1
Detector Template	Left			Left			Left			Left	Left	
Leading Detector (ft)	40	131	0	40	206	0	40	336	0	20	40	336
Trailing Detector (ft)	0	125	0	0	200	0	0	330	0	0	0	330
Detector 1 Position(ft)	0	125	0	0	200	0	0	330	0	0	0	330
Detector 1 Size(ft)	40	6	20	40	6	20	40	6	20	20	40	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases	7	4		3	8		5	2		1	1	6
Permitted Phases			4			8	2		2	6	6	
Detector Phase	7	4	4	3	8	8	5	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	11.0	24.0
Total Split (s)	15.0	25.0	25.0	15.0	25.0	25.0	15.0	35.0	35.0	15.0	15.0	35.0

Existing PM
SEI

Synchro 10 Report
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Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	SWR
Lane Configurations	↗
Traffic Volume (vph)	170
Future Volume (vph)	170
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	185
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Adj. Flow (vph)	185
Shared Lane Traffic (%)	
Lane Group Flow (vph)	185
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	0
Detector Template	
Leading Detector (ft)	0
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	CI+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	24.0
Total Split (s)	35.0

Existing PM
SEI

Synchro 10 Report
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Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWU	SWL	SWT
Total Split (%)	16.7%	27.8%	27.8%	16.7%	27.8%	27.8%	16.7%	38.9%	38.9%	16.7%	16.7%	38.9%
Maximum Green (s)	9.0	19.0	19.0	9.0	19.0	19.0	9.0	29.0	29.0	9.0	9.0	29.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?		Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	None	Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0			7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0			11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0			0
Act Effect Green (s)	8.8	17.4	17.4	9.0	17.6	17.6	38.3	29.3	29.3		37.8	29.0
Actuated g/C Ratio	0.10	0.20	0.20	0.10	0.20	0.20	0.43	0.33	0.33		0.43	0.33
v/c Ratio	0.67	0.70	0.52	1.07	0.92	0.38	1.23	0.90	0.35		0.73	0.67
Control Delay	49.0	38.9	10.1	108.5	55.2	7.1	150.1	41.1	5.4		34.6	29.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	49.0	38.9	10.1	108.5	55.2	7.1	150.1	41.1	5.4		34.6	29.3
LOS	D	D	B	F	E	A	F	D	A		C	C
Approach Delay		33.5			64.8			61.2				26.2
Approach LOS		C			E			E				C

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 88.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.23

Intersection Signal Delay: 48.6

Intersection LOS: D

Intersection Capacity Utilization 81.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

15 s	35 s	15 s	25 s
15 s	35 s	15 s	25 s



Lane Group	SWR
Total Split (%)	38.9%
Maximum Green (s)	29.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	29.0
Actuated g/C Ratio	0.33
v/c Ratio	0.29
Control Delay	4.9
Queue Delay	0.0
Total Delay	4.9
LOS	A
Approach Delay	
Approach LOS	
Intersection Summary	

HCM 6th TWSC
2: St Charles Ave & SR 369 / Browns Bridge Rd

03/19/2021

Intersection							
Int Delay, s/veh	0.7						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↓	↑↑	↑	
Traffic Vol, veh/h	878	0	2	72	1057	0	59
Future Vol, veh/h	878	0	2	72	1057	0	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	0	-	130	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	2	3	2	2
Mvmt Flow	954	0	2	78	1149	0	64
Major/Minor	Major1	Major2		Minor1			
Conflicting Flow All	0	0	954	954	0	1689	477
Stage 1	-	-	-	-	-	954	-
Stage 2	-	-	-	-	-	735	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	355	716	-	84	534
Stage 1	-	-	-	-	-	335	-
Stage 2	-	-	-	-	-	435	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	692	692	-	74	534
Mov Cap-2 Maneuver	-	-	-	-	-	74	-
Stage 1	-	-	-	-	-	335	-
Stage 2	-	-	-	-	-	385	-
Approach	EB	WB		NB			
HCM Control Delay, s	0	0.7		12.7			
HCM LOS				B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	534	-	-	692	-		
HCM Lane V/C Ratio	0.12	-	-	0.116	-		
HCM Control Delay (s)	12.7	-	-	10.9	-		
HCM Lane LOS	B	-	-	B	-		
HCM 95th %tile Q(veh)	0.4	-	-	0.4	-		

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	896	1058	65	0	82
Future Vol, veh/h	0	896	1058	65	0	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	80	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	0	974	1150	71	0	89

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 575
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.32
Pot Cap-1 Maneuver	0	-	- - 0 461
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 461
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SW
HCM Control Delay, s	0	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR SWLn1
Capacity (veh/h)	-	-	- 461
HCM Lane V/C Ratio	-	-	- 0.193
HCM Control Delay (s)	-	-	- 14.7
HCM Lane LOS	-	-	- B
HCM 95th %tile Q(veh)	-	-	- 0.7

Intersection						
Int Delay, s/veh	0.3					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations		↗		↕↕	↕↕	↗
Traffic Vol, veh/h	0	49	0	1366	1009	74
Future Vol, veh/h	0	49	0	1366	1009	74
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	0	1485	1097	80
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	549	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	480	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	480	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	SE	NE	SW			
HCM Control Delay, s	13.4	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NET SELn1	SWT	SWR			
Capacity (veh/h)	- 480	-	-			
HCM Lane V/C Ratio	- 0.111	-	-			
HCM Control Delay (s)	- 13.4	-	-			
HCM Lane LOS	- B	-	-			
HCM 95th %tile Q(veh)	- 0.4	-	-			

Intersection						
Int Delay, s/veh	0.1					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations		↗	↘	↗↘	↗↘	↗
Traffic Vol, veh/h	0	0	11	1355	1083	0
Future Vol, veh/h	0	0	11	1355	1083	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	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	2	2	2
Mvmt Flow	0	0	12	1473	1177	0
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	- 589	1177	0	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	- 6.94	4.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	- 3.32	2.2	-	-	-	-
Pot Cap-1 Maneuver	0 452	601	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	- 452	601	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	SE	NE	SW			
HCM Control Delay, s	0	0.1	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR		
Capacity (veh/h)	601	-	-	-	-	-
HCM Lane V/C Ratio	0.02	-	-	-	-	-
HCM Control Delay (s)	11.1	-	0	-	-	-
HCM Lane LOS	B	-	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	-

Future / Build

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWU	SWL
Lane Configurations												
Traffic Volume (vph)	6	142	562	253	118	372	74	242	568	256	26	145
Future Volume (vph)	6	142	562	253	118	372	74	242	568	256	26	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	300		0	550		200		250
Storage Lanes		2		1	2		1	1		1		1
Taper Length (ft)		25			100			100				85
Lane Util. Factor	0.95	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Frt				0.850			0.850			0.850		
Flt Protected		0.950			0.950			0.950				0.950
Satd. Flow (prot)	0	3309	3406	1524	3303	3406	1524	1736	3471	1553	0	1741
Flt Permitted		0.950			0.950			0.236				0.325
Satd. Flow (perm)	0	3309	3406	1524	3303	3406	1524	431	3471	1553	0	595
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				275			182			278		
Link Speed (mph)			45			45			45			
Link Distance (ft)			272			598			872			
Travel Time (s)			4.1			9.1			13.2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	6%	6%	6%	6%	6%	4%	4%	4%	2%	4%
Adj. Flow (vph)	7	154	611	275	128	404	80	263	617	278	28	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	161	611	275	128	404	80	263	617	278	0	186
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)			24			24			18			
Link Offset(ft)			0			0			0			
Crosswalk Width(ft)			16			16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	9	15
Number of Detectors	1	1	1	0	1	1	0	1	1	0	1	1
Detector Template	Left	Left			Left			Left			Left	Left
Leading Detector (ft)	20	40	131	0	40	206	0	40	336	0	20	40
Trailing Detector (ft)	0	0	125	0	0	200	0	0	330	0	0	0
Detector 1 Position(ft)	0	0	125	0	0	200	0	0	330	0	0	0
Detector 1 Size(ft)	20	40	6	20	40	6	20	40	6	20	20	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	7	7	4		3	8		5	2		1	1
Permitted Phases				4			8	2		2	6	6
Detector Phase	7	7	4	4	3	8	8	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	11.0

Build AM
SEI

Synchro 10 Report
Page 1

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	SWT	SWR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	681	103
Future Volume (vph)	681	103
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3471	1553
Flt Permitted		
Satd. Flow (perm)	3471	1553
Right Turn on Red		Yes
Satd. Flow (RTOR)		182
Link Speed (mph)	45	
Link Distance (ft)	384	
Travel Time (s)	5.8	
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	4%	4%
Adj. Flow (vph)	740	112
Shared Lane Traffic (%)		
Lane Group Flow (vph)	740	112
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	18	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	0
Detector Template		
Leading Detector (ft)	336	0
Trailing Detector (ft)	330	0
Detector 1 Position(ft)	330	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	24.0	24.0

Build AM
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Synchro 10 Report
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Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWU	SWL
Total Split (s)	15.0	15.0	25.0	25.0	15.0	25.0	25.0	15.0	35.0	35.0	15.0	15.0
Total Split (%)	16.7%	16.7%	27.8%	27.8%	16.7%	27.8%	27.8%	16.7%	38.9%	38.9%	16.7%	16.7%
Maximum Green (s)	9.0	9.0	19.0	19.0	9.0	19.0	19.0	9.0	29.0	29.0	9.0	9.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	Max	Max	None	None
Walk Time (s)			7.0	7.0		7.0	7.0		7.0	7.0		
Flash Dont Walk (s)			11.0	11.0		11.0	11.0		11.0	11.0		
Pedestrian Calls (#/hr)			0	0		0	0		0	0		
Act Effect Green (s)		8.4	17.7	17.7	8.2	17.4	17.4	38.4	29.4	29.4		37.7
Actuated g/C Ratio		0.10	0.20	0.20	0.09	0.20	0.20	0.44	0.33	0.33		0.43
v/c Ratio		0.51	0.89	0.52	0.42	0.60	0.18	0.82	0.53	0.39		0.51
Control Delay		44.1	51.3	7.9	42.4	36.2	0.9	37.8	26.2	4.8		18.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		44.1	51.3	7.9	42.4	36.2	0.9	37.8	26.2	4.8		18.4
LOS		D	D	A	D	D	A	D	C	A		B
Approach Delay			38.8			32.9			23.7			
Approach LOS			D			C			C			

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 87.9

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 29.3

Intersection LOS: C

Intersection Capacity Utilization 71.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

Ø1	Ø2	Ø3	Ø4
15 s	35 s	15 s	25 s
Ø5	Ø6	Ø7	Ø8
15 s	35 s	15 s	25 s

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	SWT	SWR
Total Split (s)	35.0	35.0
Total Split (%)	38.9%	38.9%
Maximum Green (s)	29.0	29.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	29.0	29.0
Actuated g/C Ratio	0.33	0.33
v/c Ratio	0.65	0.18
Control Delay	28.6	1.2
Queue Delay	0.0	0.0
Total Delay	28.6	1.2
LOS	C	A
Approach Delay	23.8	
Approach LOS	C	
Intersection Summary		

Intersection							
Int Delay, s/veh	1						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↓	↑↑	↑↓	
Traffic Vol, veh/h	891	7	6	47	666	2	77
Future Vol, veh/h	891	7	6	47	666	2	77
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	0	-	130	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	6	2	2	2	6	2	2
Mvmt Flow	968	8	7	51	724	2	84

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	968 976 0 1446 484
Stage 1	-	-	- - - 968 -
Stage 2	-	-	- - - 478 -
Critical Hdwy	-	-	6.44 4.14 - 6.84 6.94
Critical Hdwy Stg 1	-	-	- - - 5.84 -
Critical Hdwy Stg 2	-	-	- - - 5.84 -
Follow-up Hdwy	-	-	2.52 2.22 - 3.52 3.32
Pot Cap-1 Maneuver	-	-	348 703 - 122 529
Stage 1	-	-	- - - 329 -
Stage 2	-	-	- - - 590 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	609 609 - 110 529
Mov Cap-2 Maneuver	-	-	- - - 110 -
Stage 1	-	-	- - - 329 -
Stage 2	-	-	- - - 534 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	14.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	482	-	-	609	-
HCM Lane V/C Ratio	0.178	-	-	0.095	-
HCM Control Delay (s)	14.1	-	-	11.5	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.6	-	-	0.3	-

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	963	628	95	0	100
Future Vol, veh/h	0	963	628	95	0	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	80	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	14	2	14
Mvmt Flow	0	1047	683	103	0	109

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 342
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7.18
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.44
Pot Cap-1 Maneuver	0	-	- - 0 620
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 620
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SW
HCM Control Delay, s	0	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	-	-	-	620
HCM Lane V/C Ratio	-	-	-	0.175
HCM Control Delay (s)	-	-	-	12
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.6

Intersection						
Int Delay, s/veh	0.7					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations		↗		↕↕	↕↕	↗
Traffic Vol, veh/h	0	91	0	810	864	107
Future Vol, veh/h	0	91	0	810	864	107
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	8	2	4	4	8
Mvmt Flow	0	99	0	880	939	116
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	470	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.06	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.38	-	-	-	-
Pot Cap-1 Maneuver	0	524	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	524	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	SE	NE	SW			
HCM Control Delay, s	13.5	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NET SELn1	SWT	SWR			
Capacity (veh/h)	- 524	-	-			
HCM Lane V/C Ratio	- 0.189	-	-			
HCM Control Delay (s)	- 13.5	-	-			
HCM Lane LOS	- B	-	-			
HCM 95th %tile Q(veh)	- 0.7	-	-			

Intersection						
Int Delay, s/veh	0.1					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations		↗	↘	↕	↕	↗
Traffic Vol, veh/h	0	0	20	790	971	8
Future Vol, veh/h	0	0	20	790	971	8
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	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	20	4	4	4
Mvmt Flow	0	0	22	859	1055	9
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	- 528	1064	0	-	-	0
Stage 1	- -	-	-	-	-	-
Stage 2	- -	-	-	-	-	-
Critical Hdwy	- 6.94	4.5	-	-	-	-
Critical Hdwy Stg 1	- -	-	-	-	-	-
Critical Hdwy Stg 2	- -	-	-	-	-	-
Follow-up Hdwy	- 3.32	2.4	-	-	-	-
Pot Cap-1 Maneuver	0 495	554	-	-	-	-
Stage 1	0 -	-	-	-	-	-
Stage 2	0 -	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	- 495	554	-	-	-	-
Mov Cap-2 Maneuver	- -	-	-	-	-	-
Stage 1	- -	-	-	-	-	-
Stage 2	- -	-	-	-	-	-
Approach	SE	NE	SW			
HCM Control Delay, s	0	0.3	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR		
Capacity (veh/h)	554	- -	-	-		
HCM Lane V/C Ratio	0.039	- -	-	-		
HCM Control Delay (s)	11.8	- 0	-	-		
HCM Lane LOS	B	- A	-	-		
HCM 95th %tile Q(veh)	0.1	- -	-	-		

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWU	SWL
Lane Configurations												
Traffic Volume (vph)	2	215	452	241	344	607	161	360	982	215	28	154
Future Volume (vph)	2	215	452	241	344	607	161	360	982	215	28	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	300		0	550		200		250
Storage Lanes		2		1	2		1	1		1		1
Taper Length (ft)		25			100			100				85
Lane Util. Factor	0.95	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Frt				0.850			0.850			0.850		
Flt Protected		0.950			0.950			0.950				0.950
Satd. Flow (prot)	0	3400	3505	1568	3400	3505	1568	1770	3539	1583	0	1770
Flt Permitted		0.950			0.950			0.209				0.138
Satd. Flow (perm)	0	3400	3505	1568	3400	3505	1568	389	3539	1583	0	257
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				235			182			221		
Link Speed (mph)			45			45			45			
Link Distance (ft)			272			598			872			
Travel Time (s)			4.1			9.1			13.2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	2	234	491	262	374	660	175	391	1067	234	30	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	491	262	374	660	175	391	1067	234	0	197
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)			24			24			18			
Link Offset(ft)			0			0			0			
Crosswalk Width(ft)			16			16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	9	15
Number of Detectors	1	1	1	0	1	1	0	1	1	0	1	1
Detector Template	Left	Left			Left			Left			Left	Left
Leading Detector (ft)	20	40	131	0	40	206	0	40	336	0	20	40
Trailing Detector (ft)	0	0	125	0	0	200	0	0	330	0	0	0
Detector 1 Position(ft)	0	0	125	0	0	200	0	0	330	0	0	0
Detector 1 Size(ft)	20	40	6	20	40	6	20	40	6	20	20	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	7	7	4		3	8		5	2		1	1
Permitted Phases				4			8	2		2	6	6
Detector Phase	7	7	4	4	3	8	8	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	11.0

Build PM
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Synchro 10 Report
Page 1

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	SWT	SWR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	722	174
Future Volume (vph)	722	174
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		189
Link Speed (mph)	45	
Link Distance (ft)	384	
Travel Time (s)	5.8	
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	785	189
Shared Lane Traffic (%)		
Lane Group Flow (vph)	785	189
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	18	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	0
Detector Template		
Leading Detector (ft)	336	0
Trailing Detector (ft)	330	0
Detector 1 Position(ft)	330	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	24.0	24.0

Build PM
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Synchro 10 Report
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Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWU	SWL
Total Split (s)	15.0	15.0	25.0	25.0	15.0	25.0	25.0	15.0	35.0	35.0	15.0	15.0
Total Split (%)	16.7%	16.7%	27.8%	27.8%	16.7%	27.8%	27.8%	16.7%	38.9%	38.9%	16.7%	16.7%
Maximum Green (s)	9.0	9.0	19.0	19.0	9.0	19.0	19.0	9.0	29.0	29.0	9.0	9.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	Max	Max	None	None
Walk Time (s)			7.0	7.0		7.0	7.0		7.0	7.0		
Flash Dont Walk (s)			11.0	11.0		11.0	11.0		11.0	11.0		
Pedestrian Calls (#/hr)			0	0		0	0		0	0		
Act Effect Green (s)		8.9	17.8	17.8	9.0	17.9	17.9	38.2	29.2	29.2		37.8
Actuated g/C Ratio		0.10	0.20	0.20	0.10	0.20	0.20	0.43	0.33	0.33		0.43
v/c Ratio		0.70	0.70	0.52	1.09	0.93	0.38	1.27	0.92	0.35		0.76
Control Delay		50.9	38.9	10.1	113.3	56.6	7.0	167.6	42.8	5.6		37.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		50.9	38.9	10.1	113.3	56.6	7.0	167.6	42.8	5.6		37.3
LOS		D	D	B	F	E	A	F	D	A		D
Approach Delay			34.2			67.0			66.5			
Approach LOS			C			E			E			

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 88.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.27

Intersection Signal Delay: 51.1

Intersection LOS: D

Intersection Capacity Utilization 82.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

Ø1	Ø2	Ø3	Ø4
15 s	35 s	15 s	25 s
Ø5	Ø6	Ø7	Ø8
15 s	35 s	15 s	25 s

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	SWT	SWR
Total Split (s)	35.0	35.0
Total Split (%)	38.9%	38.9%
Maximum Green (s)	29.0	29.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	29.0	29.0
Actuated g/C Ratio	0.33	0.33
v/c Ratio	0.68	0.29
Control Delay	29.7	4.8
Queue Delay	0.0	0.0
Total Delay	29.7	4.8
LOS	C	A
Approach Delay	27.0	
Approach LOS	C	
Intersection Summary		

Intersection							
Int Delay, s/veh	0.8						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↓	↑↑	↑	
Traffic Vol, veh/h	886	0	8	74	1073	0	59
Future Vol, veh/h	886	0	8	74	1073	0	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	0	-	130	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	2	3	2	2
Mvmt Flow	963	0	9	80	1166	0	64
Major/Minor	Major1	Major2		Minor1			
Conflicting Flow All	0	0	963	963	0	1724	482
Stage 1	-	-	-	-	-	963	-
Stage 2	-	-	-	-	-	761	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	351	711	-	80	530
Stage 1	-	-	-	-	-	331	-
Stage 2	-	-	-	-	-	422	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	632	632	-	69	530
Mov Cap-2 Maneuver	-	-	-	-	-	69	-
Stage 1	-	-	-	-	-	331	-
Stage 2	-	-	-	-	-	362	-
Approach	EB	WB		NB			
HCM Control Delay, s	0	0.8		12.7			
HCM LOS				B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	530	-	-	632	-		
HCM Lane V/C Ratio	0.121	-	-	0.141	-		
HCM Control Delay (s)	12.7	-	-	11.6	-		
HCM Lane LOS	B	-	-	B	-		
HCM 95th %tile Q(veh)	0.4	-	-	0.5	-		

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	910	1062	81	0	102
Future Vol, veh/h	0	910	1062	81	0	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	80	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	0	989	1154	88	0	111

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 577
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.32
Pot Cap-1 Maneuver	0	-	- - 0 460
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 460
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

Minor Lane/Major Mvmt	EBT	WBT	WBR SWLn1
Capacity (veh/h)	-	-	- 460
HCM Lane V/C Ratio	-	-	- 0.241
HCM Control Delay (s)	-	-	- 15.3
HCM Lane LOS	-	-	- C
HCM 95th %tile Q(veh)	-	-	- 0.9

Intersection						
Int Delay, s/veh	0.4					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations		↗		↕	↕	↗
Traffic Vol, veh/h	0	69	0	1386	1009	78
Future Vol, veh/h	0	69	0	1386	1009	78
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	75	0	1507	1097	85
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	549	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	480	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	480	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	SE	NE	SW			
HCM Control Delay, s	13.9	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NET SELn1	SWT	SWR			
Capacity (veh/h)	- 480	-	-			
HCM Lane V/C Ratio	- 0.156	-	-			
HCM Control Delay (s)	- 13.9	-	-			
HCM Lane LOS	- B	-	-			
HCM 95th %tile Q(veh)	- 0.6	-	-			

Intersection							
Int Delay, s/veh	0.1						
Movement	SEL	SER	NEU	NEL	NET	SWT	SWR
Lane Configurations		↗		↘	↕	↕	↗
Traffic Vol, veh/h	0	0	2	23	1361	1085	10
Future Vol, veh/h	0	0	2	23	1361	1085	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	0	-	200	-	-	200
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	0	2	2	2
Mvmt Flow	0	0	2	25	1479	1179	11
Major/Minor	Minor2	Major1		Major2			
Conflicting Flow All	-	590	1179	1190	0	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.94	6.4	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.5	2.2	-	-	-
Pot Cap-1 Maneuver	0	451	259	594	-	-	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	-	451	538	538	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Approach	SE	NE		SW			
HCM Control Delay, s	0	0.2		0			
HCM LOS	A						
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR		
Capacity (veh/h)	538	-	-	-	-		
HCM Lane V/C Ratio	0.051	-	-	-	-		
HCM Control Delay (s)	12	-	0	-	-		
HCM Lane LOS	B	-	A	-	-		
HCM 95th %tile Q(veh)	0.2	-	-	-	-		