

1. CALL TO ORDER

2. MINUTES

A. August 10, 2021 PAB Meeting Minutes

3. OLD BUSINESS

4. NEW BUSINESS

A. Variance Requests

- (1) Request from **Beltan Properties** to vary the stream buffer requirement on a 0.76± acre tract located on the northside of Stillwater Drive, east of Chattahoochee Trace (a/k/a **3076 Stillwater Drive, NW**), having a zoning classification of Residential-I-A (R-I-A).
Ward Number: One
Tax Parcel Number(s): 01-107-001-059
Request: Single-family home and septic field lines

B. Rezoning Requests

- (1) Request from **Adventures Real Estate, LLC** to rezone a 17.028± acres tract located on the north side of Browns Bridge Road, southeast of Cherry Hill Drive (a/k/a **2520 Browns Bridge Road, SW**) from Residential-I-A (R-I-A) to General Business (G-B).
Ward Number: Five
Tax Parcel Number(s): 08-015-009-014 (Part)
Request: Automotive related facility
- (2) Request from **Northeast Georgia Medical Center** to rezone a 48.997± acres tract located northwest of the intersection of Jesse Jewell Parkway and Downey Boulevard, having road frontage on Brenau Lane, Sherwood Park Drive, South Enota Drive, Spring Street, Medical Center Way and Wisteria Drive (a/k/a **743 Spring Street, NE; 1227 Sherwood Park Drive, NE; 200 Wisteria Drive, NE; 1075 Jesse Jewell Parkway, SW**) from Planned Unit Development (P-U-D) and Office and Institutional (O-I) to Planned Unit Development (P-U-D).
Ward Number: Three
Tax Parcel Number(s): 01-023-006-007; 01-064-004-009
Request: Hospital campus expansion

C. Zoning Amendment Requests

- (1) Request from **Winterset Holdings, LLC** to amend a portion of an existing Planned Unit Development (P-U-D) zoning totaling 12.66± acres located on the east and west sides of Wilson Drive, northeast of its intersection with Athens Highway (a/k/a **2125 Wilson Drive, SE**).
Ward Number: Three
Tax Parcel Number(s): 15-022D-000-001 (Part)
Request: 65 residential townhomes
- (2) Request from **Easto Construction** to amend a portion of an existing Planned Unit Development (P-U-D) zoning totaling 4.847± acres located southeast of the intersection of Thompson Bridge Road and High Vista Point (a/k/a **2702 High Vista Point, NE**).
Ward Number: One
Tax Parcel Number(s): 01-100-002-032

Request:

50 residential townhomes

5. MISCELLANEOUS

6. ADJOURNMENT

Date Submitted: 8/23/2021
Presenter: N/A
Item of Business: August 10, 2021 PAB Meeting Minutes
Meeting Date: 9/14/2021

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
DRAFT MINUTES OF MEETING
AUGUST 10, 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, Carmen Delgado and Ryan Thompson

Members Absent: None

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

Others Present: Council Member George Wangemann

MINUTES OF JULY 13, 2021

Motion made by Board Member White
Motion seconded by Board Member Martin
Vote – 7 favor

OLD BUSINESS

There was a motion to remove the annexation request from the table.

Motion made by Board Member Martin
Motion seconded by Board Member White
Vote – 7 favor

A. Annexation Request

- 1) Request from **Optum Development** to annex a 7.77± acres tract located on the northeast side of Limestone Parkway, across from the intersection of Tapawingo Drive and Riverwood Drive (a/k/a **1744 Cleveland Highway**) and to establish zoning as Planned Unit Development (P-U-D).

Ward Number: Two
Tax Parcel Number(s): 09-126-000-024 (Part)
Request: 36 residential townhomes

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

The applicant is proposing to annex the subject property with a zoning of Planned Unit Development (P-U-D) for a fee-simple residential townhome community consisting of 36 units. The property is currently zoned Residential-I (R-I) and Vacation Cottage (V-C) within unincorporated Hall County and is adjacent to the city limits to the west across Limestone Parkway. The adjacent uses include single-family homes within the county and the Liberty Utilities facility. The property is located within the Limestone Parkway Overlay Zone and borders a creek and Lake Lanier. The property has road frontage on Limestone Parkway and Tapawingo Drive. The proposed development is oriented toward Limestone Parkway and is designed with one access drive from Limestone Parkway. No access is proposed

from Tapawingo Drive. Amenities include a pool, clubhouse and walking trails for residences within the development. A natural vegetated buffer consisting of deciduous and evergreen trees will remain adjacent to the residential properties located within unincorporated Hall County to the north and east. In addition, most of the existing trees fronting Limestone Parkway will remain. The exterior of the buildings are modern in design with a mixture of Hardie siding, stucco, stone or brick accents and metal canopies may be used over balconies and doors. The proposed townhome units will range from 2,241 to 2,549 square feet of heated floor space. Each unit includes three stories of living space, two car garages and a roof top deck with 3 bedrooms and 3½ baths. Coordination will be required with GDOT for the proposed request.

The Future Development Map for the City of Gainesville places the property within the *Low-Medium Density Residential* land use category and the *Limestone Corridor Character Area*. Land uses supported include 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 4.63 dwelling units per acre which is considered medium density residential.

The Planning Division staff is recommending conditional approval of this annexation request with a zoning of Planned Unit Development (P-U-D) based on the Comprehensive Plan and the adjacent uses with 8 conditions.

Applicant Presentation: Attorney Steve Gilliam, 301 Green Street, stated he represents Ed Maxwell the developer for the request. He said the neighbors have met with the developer on two different occasions and presented Mr. Maxwell with nineteen conditions. He advised Mr. Maxwell reviewed and highlighted the conditions that are agreeable. Attorney Gilliam presented the board members with the conditions which already had been emailed to each board member and then Mr. Gilliam reviewed each condition stating if the developer agreed/disagreed with comments.

Ed Maxwell, 1974 Delta Drive, explained the elevation site plan and topography from the lake up to the development. He stated the trees on the corps property will have a short retaining wall coming up the slope, grading up to the first row of buildings, planting trees along that slope to mitigate water out. He explained the storm drain, the area around it would capture and keep water from running around the buildings. He stated the upper building closer to Limestone will have six feet of fill dirt with elongated windows on the lower level of the building.

OPPOSE: Attorney Joshua Scoggins, 202 Tribble Gap Road, Suite 200, Cumming, stated he prepared the conditions for the neighbors and the only conditions agreed by the developer were the ones required by code. He stated the main concern in condition one was the Future Land Use Map states the property to be low to medium density residential with a maximum of 4 units an acre. He stated the development is currently at 4.7 and asks the board recommend the density not exceed 4 units an acre. Attorney Scoggins stated the condition of a 10 percent limitation on rental units is reasonable and should remain. He stated the top decks should be eliminated on the ends of the buildings which would impact the surrounding neighbors. Attorney Scoggins said the developer is only agreeing to conditions that are required to be done by the ordinance and are concerned with the project being completed within a reasonable length of time and not to drag out. He stated the condition regarding pre- and post- siltation studies of Lake Lanier be added to the conditions.

Dean Davis, 2000 Riverwood Drive, said everyone appreciates the weeks given to understand the project including meeting with the neighbors each night in the streets but they are concerned about the stone wall, the height of it and it being the type of retaining wall as behind Kroger but a wall that is lined with actual stone would fit into the neighborhood. Mr. Davis stated another concern was the lighting standards and reduce the nighttime glow of lights by using a national standard for low nighttime lighting. He stated the properties around the lake are 1 to 4 units per acre, it is in Hall County which is considered Lake Area Residential in the Hall County Future Land Use Map with intent to preserve the established neighborhoods and create opportunities for permanent and vacation residences at lower residential densities which is the reason to limit to 4 units per acre.

Tim Meyer, 1947 Tapawingo Drive, stated his concern was the environmental impact if the development is approved and if so the conditions should be included. He said the property is zoned R-I and should not change. Mr. Meyer said the lake, woods, streams and wildlife would be affected and should remain residential.

Stacey Rutherford, 2022 Riverwood Drive, asked if the board members had physically walked the property, the wall and height was a major concern for the neighbors. She stated Mr. Maxwell was asked about the number of townhomes that would need to be sold before breaking ground but gave no answer to them and are concerned with the clearing trees and nothing happening due to not selling \$500,000 condos. Ms. Rutherford said if spending that amount of money for a townhome on the lake why not just purchase a house on the lake instead.

REBUTTAL: Attorney Gilliam stated the Future Land Use Plan is a guide, not zoning and staff can override by making a recommendation with a Planned Unit Development. He stated Limestone Parkway is basically a commercial corridor and this development is transitional housing, residential and will remain residential. He said the topography of the land, steep grade will not work with one house per acre lot subdivision and is the reason for a P-U-D which allows changes due to the topography.

Ed Maxwell, stated he wanted to address concerns not agreed to in the conditions which they are working with Georgia Power regarding the lighting, no street lights will be behind the buildings which are 300 feet from the nearest building, street lights will be in between buildings and not as tall as the buildings. He said the Corps property will remain heavily wooded which buffers the development and the residential homes. Mr. Maxwell said they will propose erosion control measures as per code including an extra row along the Corps line to control any runoff. He stated one of the conditions the neighbors are asking is for the development not to exceed 36 months but there is no guarantee it can be completed within that time frame. Mr. Maxwell stated the retaining wall circle around property where it drops off sharply, the end units will have a sub-level underneath which will have brick, stucco and stone. He said the wall will remain the same height, wrap the corner and as the topography falls away the sub-walls of the units will fall with it which will be a stair-step of walls but no 60 foot wall. Mr. Tate asked Mr. Maxwell to go through the highlighted conditions and its number which were agreeable.

PLANNING AND APPEALS BOARD COMMENTS: None

There was a motion to recommend conditional approval of the annexation request and establish zoning as Planned Unit Development (P-U-D) with the original eight conditions along with the nine conditions agreed by the developer.

Motion made by Board Member Martin
Motion seconded by Board Member White
Vote – 5 favor, 2 oppose (Fleming, Delgado)

There was an amended motion to recommend conditional approval of the annexation request and establish zoning as Planned Unit Development (P-U-D) with the original eight conditions along with the ten conditions agreed by the developer.

Motion made by Board Member Martin
Motion seconded by Board Member White
Vote – 5 favor, 2 oppose (Fleming, Delgado)

Conditions

- 1. The proposed development shall not exceed 36 fee-simple residential townhome units.**
- 2. The development shall be consistent with the concept plan and architectural renderings provided with this annexation application.**
- 3. Signage for the development shall adhere to the Residential-II (R-II) zoning requirements of the Unified Land Development Code.**
- 4. The development shall require a minimum 50-foot wide undisturbed vegetated buffer on both sides of the stream adjacent to the single-family properties located off of Tapawingo Drive and Wildwood Circle. Additional evergreen trees shall be planted between the townhome units and stream where deemed necessary and adjacent to all proposed stormwater 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.**
- 5. The existing trees located within the Limestone Parkway right-of-way shall remain undisturbed except for where required for access, signage and regular maintenance.**
- 6. Vehicular access shall be limited to Limestone Parkway, with a single entrance/exit as shown on the submitted concept plan. No vehicular access on Tapawingo Drive will be allowed.**
- 7. All streets within the development shall be privately maintained with a minimum width of 24-feet (back of curb to back of curb). 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.**
- 8. 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.**
- 9. The development shall comply with all relevant sections of the Unified Land Development Code of the City of Gainesville, including all amendments passed on 11/30/20.**
- 10. The development shall comply with all relevant sections of City of Gainesville Unified Land Development Code CHAPTER 9-16-5 – Tree Protection.**

11. No rentals for less than 30 days will be permitted as part of the HOA.
12. Any trail system shall not be accessible to the general public.
13. There shall be no above ground, open air detention or retention for control of storm water. All storm water detention and retention shall be sub-terrain.
14. There shall be no vehicular access from the subject property onto Tapawingo Drive.
15. Neither the developer/builder nor its successors and assigns shall seek a dock permit of any kind from the Corps of Engineers for access to Lake Lanier per the HOA.
16. Siding will consist of a mixture of masonry siding i.e. Shakes, lag, board Batten on the front facade.
17. The only fencing that will be installed is fencing required by code and at the entrance.
18. Developer and/or builder shall purchase Contractor's Pollution Liability Coverage acceptable to the City to indemnify against any pollution damage caused to Lake Lanier or any other adjacent or nearby properties as a result of land disturbance activities and the construction of homes on the subject property. Said Liability Coverage shall contain a policy limit of no less than one million dollars (\$1,000,000.00) and shall remain in effect throughout the entire duration of development and build- out of the proposed neighborhood and will be maintained until permanent vegetation is established on the downhill slopes. Developer agrees to install three rows of silt fence between the proposed townhomes and the stream buffer prior to construction.

ADJOURNMENT

There was a motion to adjourn the meeting at 6:14 p.m.

Motion made by Board Member Thompson
Motion seconded by Board Member Simmons
Vote – 7 favor

Respectfully submitted,

Doug Carter, Chairman

Gwen Fleming, Recording Secretary

Date Submitted: 8/23/2021

Presenter: Matt Tate

Item of Business: Request from **Beltan Properties** to vary the stream buffer requirement on a 0.76± acre tract located on the northside of Stillwater Drive, east of Chattahoochee Trace (a/k/a **3076 Stillwater Drive, NW**), having a zoning classification of Residential-I-A (R-I-A).
Ward Number: One
Tax Parcel Number(s): 01-107-001-059
Request: Single-family home and septic field lines

Meeting Date: 9/14/2021

Purpose of Request:

The applicant is requesting a stream buffer variance for a single-family home under construction. Specifically, the proposed variance is to allow for the primary septic field lines to be located within the outer 25-feet of the local 75-foot non-impervious stream buffer requirement. The total area of encroachment includes approximately 4,000 square feet (25 feet x 160 feet). The property slopes downward from the street to the rear property line and the creek branch flows to Lake Knickerbocker. The applicant is basing the hardship on the fact that the property was platted prior to the current stream buffer requirements being put in place and the variance would provide enough usable soils to install a conventional septic system. The property is adjacent to single-family homes within the Chattahoochee Estates West subdivision.

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
☐ Narrative	Backup Material
☐ Plat	Backup Material
☐ Survey	Backup Material
☐ Buffer Survey	Backup Material
☐ Site Plan	Backup Material
☐ Soil Study	Backup Material

**GAINESVILLE PLANNING AND APPEALS BOARD
STAFF RECOMMENDATION**

Applicant Beltan Properties
Property Owner Paul Brown-Clearwater 22
Location 3076 Stillwater Drive, NW
Request Vary the stream buffer requirement
Size 0.76± acre
Zoning Residential-I-A (R-I-A)
Ward One
Proposed Use Single Family Residence
Planning Division Staff Recommendation **Approval, with condition**
Date September 14, 2021

▪ **Request**

The Gainesville Unified Land Development Code (ULDC) requires a 75-foot protection buffer to be maintained against all streams as a way to minimize the impact of development and to maintain stream water quality. The buffer is measured horizontally from the top of the stream bank. Of the 75-foot buffer requirement, the first 25-feet of the buffer closest to the stream is a State mandated *undisturbed/non-impervious* buffer. The second 25-feet of the buffer is a local buffer that is mandated by the City of Gainesville that is to remain undisturbed and does not allow for hard surface (impervious) materials such as buildings or parking areas. The third and outermost 25-feet of the buffer is mandated by the City of Gainesville and may be minimally disturbed but must be kept free of all impervious cover.

The applicant is proposing to vary the third and outermost 25-feet of the buffer in order to construct primary underground septic field lines that will encroach within the outermost buffer for the home that is currently under construction. The total area of encroachment includes approximately a 4,000± square foot area (25' x 160') which includes the underground primary septic field lines.

▪ **Background Information and Existing Conditions**

The property is located within the Chattahoochee Estates West subdivision and contains an existing concrete foundation for a two-story, 7,775± square foot home currently under construction. The permit for the home was issued on 2/1/2021. The property is heavily wooded and slopes downward from the street to the creek branch/rear property line which flows to Lake Knickerbocker. The adjacent uses include single-family homes.

A similar variance was approved for the property next door at 3080 Stillwater Drive on 12/8/2020.

▪ **Significant Factors**

The Ordinance states the Planning and Appeals Board may grant a variance where the shape, topography or other existing physical condition prevents land development, provided such variance requires mitigation measures to offset the effects of any proposed land development on the parcel. The Code also states that a variance shall not be granted as a convenience to the applicant or as a way to gain any advantage over similarly zoned properties.

The applicant is basing the hardship on the fact that the recorded plat for the property predates the current stream buffer requirements and the ordinance has created limited area to access suitable soil for a septic system. The applicant states the area of encroachment will be landscaped back with sodded grass and or pine straw / mulch to return to its natural state.

▪ **Other Departmental Comments**

There are no other departmental comments for this request.

▪ **Supporting Documents**

Statement of Hardship, Plat, Concept Plan, Soil Study and Mitigation Plan.

▪ **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 normal in size, shape and depth. The rear yard of the property is heavily wooded and slopes downward toward the existing stream as much as 22± feet from the rear of the home.

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

Given the required stream buffer, most of the rear yard would be deemed unbuildable significantly impacting the area needed for the primary and reserve septic system required by Hall County Environmental Health. The proposed plan has been given preliminary approval by the Hall County Environmental Health Department to relocate the private septic field lines.

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

The location of the stream and slope of the property appear to limit the full development potential of the property under its current zoning of Residential-I-A (R-I-A). The property is currently zoned Residential-I-A (R-I-A) which permits up to 40% impervious area of the lot and a maximum building coverage area of 20%. The applicant's plan is below the maximum impervious area and building coverage area permitted.

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

The purpose of the stream buffer ordinance is to protect the public health, safety, environment and general welfare; minimize public and private losses due to erosion, siltation and water pollution; maintain stream water quality; and to minimize development within buffer areas by establishing buffer zone requirements and by requiring authorization for any such activities.

Appropriate soil and erosion measures are vital toward the protection of the nearby stream. Best Management Practices (BMP) will be required for all land-disturbing activities, as well as their proper design, installation and maintenance. Sediment run-off must be trapped using debris basins, sediment basins, silt fences, silt traps or similar measures until the disturbed area is stabilized with permanent vegetation.

The applicant's mitigation plan proposes installing silt fencing during construction to avoid runoff into the stream. Post construction, all disturbed surfaces will be replanted with natural

vegetation and coverings. The applicant has hired a soil engineer which has concluded that the existing soil is sufficient to avoid any runoff to the stream.

(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 slope of the property and the limited area to construct septic field lines appear to create a physical hardship. If the stream buffer variance request were to be denied, it appears the only option would be to reduce the footprint of the home and to make more room for the septic tank and field lines.

(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.

According to the applicant, there were unexpected site conditions and the need for modifications of the new structure. The original subdivision plat only required a State 25-foot stream buffer at the time the plat was recorded.

▪ **Staff Recommendation**

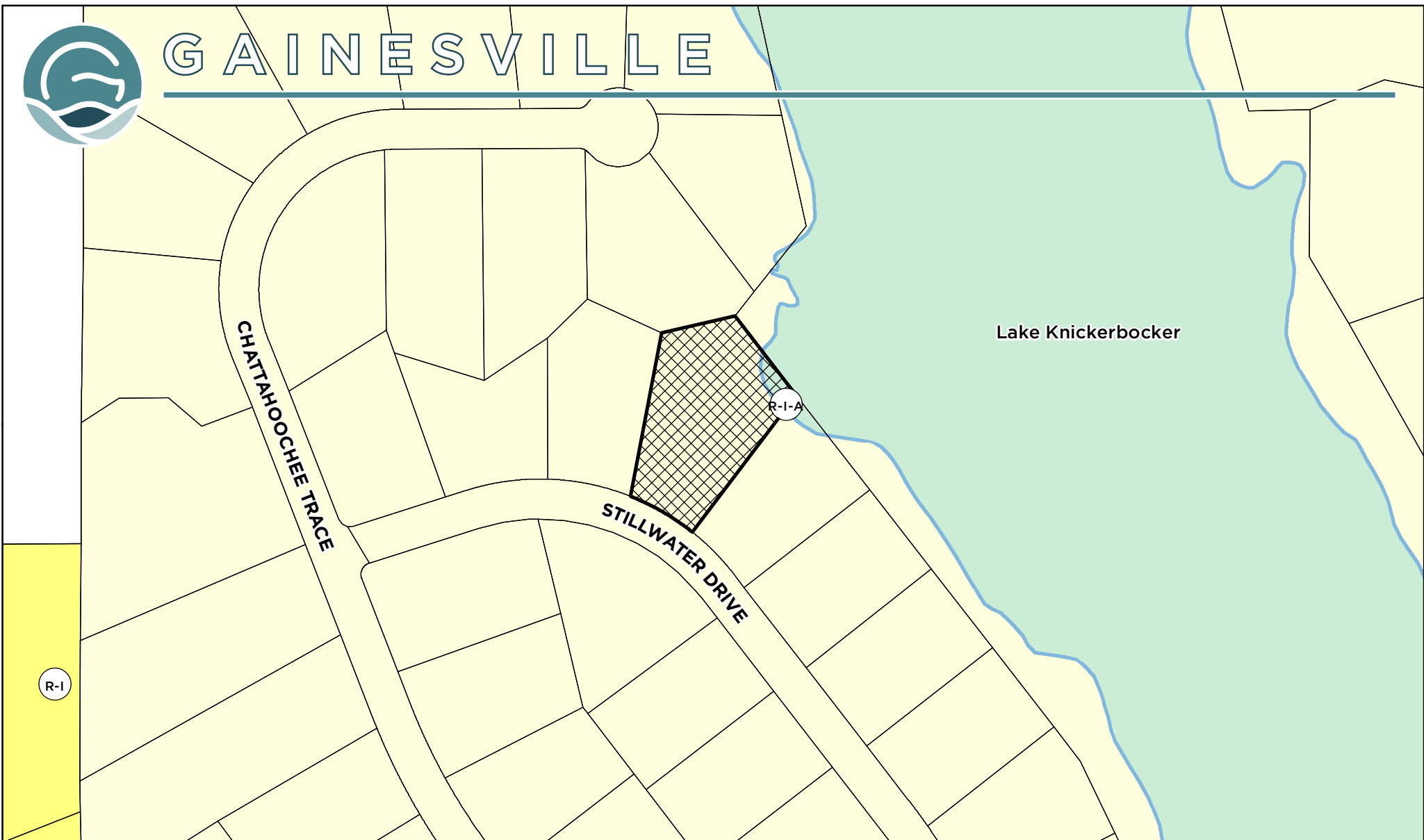
The Planning Division staff is recommending **conditional approval** of the proposed stream buffer variance request based on the slope of the property and proposed mitigation plan.

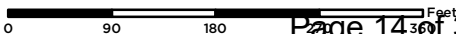
Condition

The applicant shall be required to adhere to the site plan and mitigation plan submitted with this stream buffer variance request.



GAINESVILLE



Applicant: BELTAN PROPERTIES		Request: Vary the stream buffer requirement on a 0.76+/- acre tract for a single-family home and septic field lines within Residential-I-A (R-I-A) zoning	
VARIANCE REQUEST			
Subject Property Address: 3076 Stillwater Drive, NW	Tax Parcel: 01-107-001-059	 Subject Property	
Meeting Date: 09/14/2021	Map Prepared: 08/17/2021	 Page 14 of 338 SCALE: 1" = 167'	



GAINESVILLE



Hall County GIS

Applicant: **BELTAN PROPERTIES**

VARIANCE REQUEST

Request:

Vary the stream buffer requirement on a 0.76+/- acre tract for a single-family home and septic field lines within Residential-I-A (R-I-A) zoning

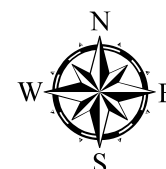
Subject Property Address:
3076 Stillwater Drive, NW

Tax Parcel:
01-107-001-059



Subject Property

Aerial from 2018



Meeting Date: **09/14/2021**

Map Prepared: **08/17/2021**

0 90 180 Feet
Page 15 of 338

SCALE: 1" = 167'

Stream Protection Buffer Variance Request

STREAM PROTECTION VARIANCE BUFFER CRITERIA (Sec. 9-16-3-7)

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 in sequence and in narrative format how each statement/question listed below relates to your application.

1) Provide the locations of all streams on the property, including along property boundaries.
SHOWN ON SITE PLAN - SEE ATTACHED
2) Does the property's shape, size, topography, slope, soils, vegetation or other physical conditions existing at the time of the adoption of this chapter prevent land development unless a stream buffer protection variance is granted?
SEE ATTACHED
3) Show the location and extent of the proposed buffer or setback intrusion.
SEE ATTACH
4) Are there unusual circumstances that would create extreme hardship when there is strict adherence to the minimal buffer requirements in the ordinance?
Yes
5) Variances are not to be considered when, following original adoption of this chapter, actions of any property owner of a given property have created conditions of a hardship on that property. Does this apply?
No
6) Are there alternative designs possible which require less intrusion or no intrusion?
No
7) Are there long-term and construction water-quality impacts of the proposed variance? Explain.
No
8) Would the issuance of the variance be at least as protective of natural resources and the environment? Explain.
Yes - All Vegetation would be Re-Established

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

Signature of Applicant



Date

7-27-21

* PLEASE SEE ATTACHED LETTER



PO Box 729
Flowery Branch, GA 30542
Phone: 678-960-3301
Fax: 678-960-3302
office@beltanproperties.com

July 27, 2021

City of Gainesville
PO Box 2496
Gainesville, GA 30503

RE: STATEMENT OF HARDSHIP - Lot 53 - 3076 Stillwater Drive Gainesville, GA 30506

To Whom it May Concern;

We are requesting a variance of the 75' stream buffer reduced to 50' for property located at 3076 Stillwater Drive. Due to unexpected site conditions and the need for modifications of the new structure we do not currently have enough room to install the septic field. The approval of this requested variance will allow enough square footage of usable soils to install the conventional system. The soil engineer recommended that we apply for this with the condition that the lot was platted prior to the amendments of stream buffer requirements. Per Hall County Environmental Health Department this will need to be granted to obtain enough suitable soil for the septic system.

Sincerely,

Matt Bell
President

GENERAL NOTES

1. FIELD WORK PERFORMED ON 5/17/2020.
2. THIS PROPERTY IS SUBJECT TO ADDITIONAL EASEMENTS OR RESTRICTIONS OF RECORD.
3. SURVEYOR DOES NOT WARRANT THE ACCURACY OF EASEMENTS AND BUFFERS THAT ARE ILLUSTRATED ON THE PLAT AND WILL NEED TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION. (IF APPLICABLE)
4. UTILITY EASEMENTS HAVE NOT BEEN FIELD VERIFIED BY SURVEYOR. CONTACT UTILITY CONTRACTOR FOR LOCATION PRIOR TO CONSTRUCTION. (IF APPLICABLE)
5. THIS DRAWING IS FOR EXCLUSIVE USE BY CLIENT. USE BY THIRD PARTIES IS AT THEIR OWN RISK.

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	90.74'	323.70'	16°03'37"	N 60°11'02" W	90.44'

SURVEY NOTES:

- 1.) Field Data: Closure Precision-1/28,546
Angular Error = 1"/STA.
- 2.) Measurements were taken with a Topcon 9003A on 5-17-2020, adjustments were made using compass rule method.
- 3.) Plat Precision: 1/446,785'
- 4.) The north meridian shown hereon is based on Plat Book 100, Pages 80-81.

CHATTAHOOCHEE ESTATES WEST
PLAT BOOK 100, PAGES 80-81

CHATTAHOOCHEE ESTATES WEST
PLAT BOOK 100, PAGES 80-81

KNICKERBOCKER LAKE
N/F
USACE

CHATTAHOOCHEE ESTATES WEST
PLAT BOOK 100, PAGES 80-81

STILLWATER DRIVE
(50' R/W)

TEXT LEGEND

OTPF = OPEN TOP FOUND
CTPF = CRIMPED TOP FOUND
RBF = REBAR FOUND
CMF = CONCRETE MONUMENT
IPB = IRON PIN SET (1/2" REBAR)
R/W = RIGHT OF WAY
BSL = BUILDING LINE
N/F = NOW OR FORMERLY
DB = DEED BOOK
PB = PLAT BOOK
PG = PAGE
D.E. = DRAINAGE EASEMENT
UE = UTILITY EASEMENT
P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING
P.L. = PROPERTY LINE
C.L. = CENTER LINE
TBM = BENCHMARK
FFE = FINISH FLOOR ELEVATION
AE = ACCESS EASEMENT

UTILITY NOTES & INFORMATION:

Utilities shown are based on above ground and visible evidence.
Surveyor does not warrant the exact size, type, or location of utilities shown and furthermore no guarantee is made that other utilities may exist on site that are not shown.

SURVEY CERTIFICATION:

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

DAVID A. HARPER, GA. R.L.S. #3145

6/12/20

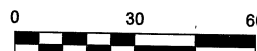
DATE

David A. Harper, RLS

P.O. Box 251
Flowery Branch, GA 30542
Phone 678.410.3004

Contact: Ashley Harper: aharper3145@gmail.com

BOUNDARY SURVEY OF:
Lot 53
Chattahoochee Estates West
FOR
Paul Brown
Land Lots 106, 10th District
City of Gainesville
Hall County, Georgia
Date: 6/12/20

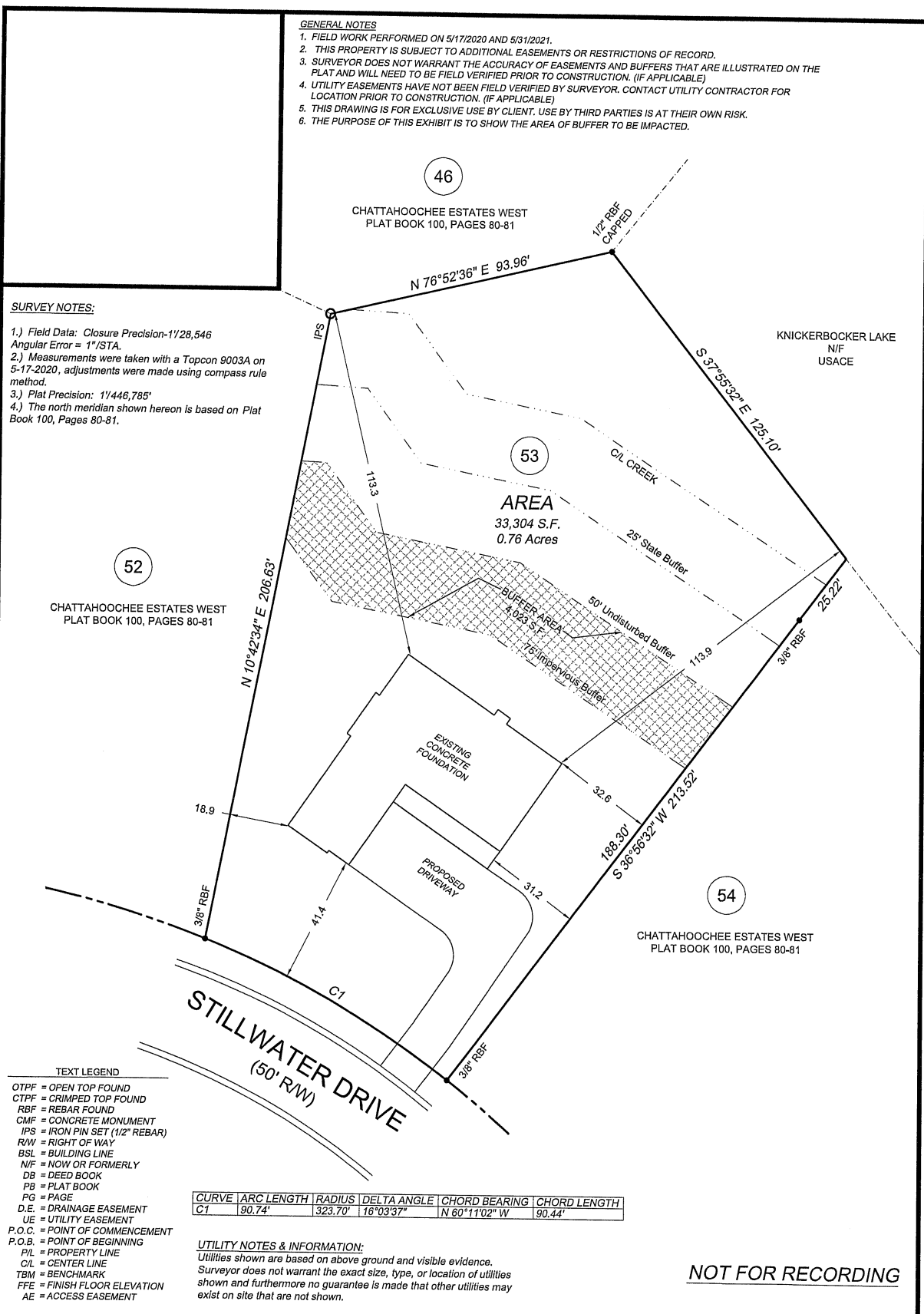


GENERAL NOTES

1. FIELD WORK PERFORMED ON 5/17/2020 AND 5/31/2021.
2. THIS PROPERTY IS SUBJECT TO ADDITIONAL EASEMENTS OR RESTRICTIONS OF RECORD.
3. SURVEYOR DOES NOT WARRANT THE ACCURACY OF EASEMENTS AND BUFFERS THAT ARE ILLUSTRATED ON THE PLAT AND WILL NEED TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION. (IF APPLICABLE)
4. UTILITY EASEMENTS HAVE NOT BEEN FIELD VERIFIED BY SURVEYOR. CONTACT UTILITY CONTRACTOR FOR LOCATION PRIOR TO CONSTRUCTION. (IF APPLICABLE)
5. THIS DRAWING IS FOR EXCLUSIVE USE BY CLIENT. USE BY THIRD PARTIES IS AT THEIR OWN RISK.
6. THE PURPOSE OF THIS EXHIBIT IS TO SHOW THE AREA OF BUFFER TO BE IMPACTED.

SURVEY NOTES:

- 1.) Field Data: Closure Precision-1/28,546
Angular Error = 1"/STA.
- 2.) Measurements were taken with a Topcon 9003A on 5-17-2020, adjustments were made using compass rule method.
- 3.) Plat Precision: 1/446,785"
- 4.) The north meridian shown hereon is based on Plat Book 100, Pages 80-81.

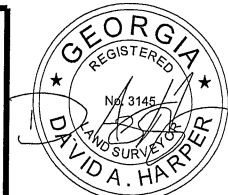
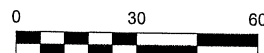


David A. Harper, RLS

P.O. Box 251
Flower Branch, GA 30542
Phone 678.410.3004

Contact: Ashley Harper: aharper3145@gmail.com

BUFFER EXHIBIT OF:
Lot 53
Chattahoochee Estates West
FOR
Paul Brown
Land Lots 106, 10th District
City of Gainesville
Hall County, Georgia
Date: 8/6/21



1. FIELD WORK PERFORMED ON 5/17/2020 AND 5/31/2021.
2. THIS PROPERTY IS SUBJECT TO ADDITIONAL EASEMENTS OR RESTRICTIONS OF RECORD.
3. SURVEYOR DOES NOT WARRANT THE ACCURACY OF EASEMENTS AND BUFFERS THAT ARE ILLUSTRATED ON THE PLAT AND WILL NEED TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION, (IF APPLICABLE)
4. UTILITY EASEMENTS HAVE NOT BEEN FIELD VERIFIED BY SURVEYOR. CONTACT UTILITY CONTRACTOR FOR LOCATION PRIOR TO CONSTRUCTION, (IF APPLICABLE)
5. THIS DRAWING IS FOR EXCLUSIVE USE BY CLIENT. USE BY THIRD PARTIES IS AT THEIR OWN RISK.
6. SEPTIC LINES SHOWN HEREON ARE PROPOSED FOR A 4 BEDROOM HOUSE PLAN.

- 1.) Field Data: Closure Precision-1"/28,546
Angular Error = 1"/STA.
- 2.) Measurements were taken with a Topcon 9003A on 5-17-2020,
adjustments were made using compass rule method.
- 3.) Plat Precision: 1"/446,785'
- 4.) The north meridian shown hereon is based on Plat Book 100,
Pages 80-81.

52

46

53

AREA
33,304 S.F.
0.76 Acres

54

STILLWATER DRIVE
(50' R/W)

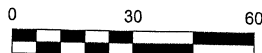
OTTF = OPEN TOP FOUND
CTTF = CRIMPED TOP FOUND
RBF = REBAR FOUND
CMF = CONCRETE MONUMENT
IPS = IRON PIN SET (1/2" REBAR)
RW = RIGHT OF WAY
BSL = BUILDING LINE
WF = NOW OR FORMERLY
DB = DEED BOOK
PB = PLAT BOOK
PG = PAGE
D.E. = DRAINAGE EASEMENT
UE = UTILITY EASEMENT
P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING
PL = PROPERTY LINE
CL = CENTER LINE
TBM = BENCHMARK
FFE = FINISH FLOOR ELEVATION
AE = ACCESS EASEMENT

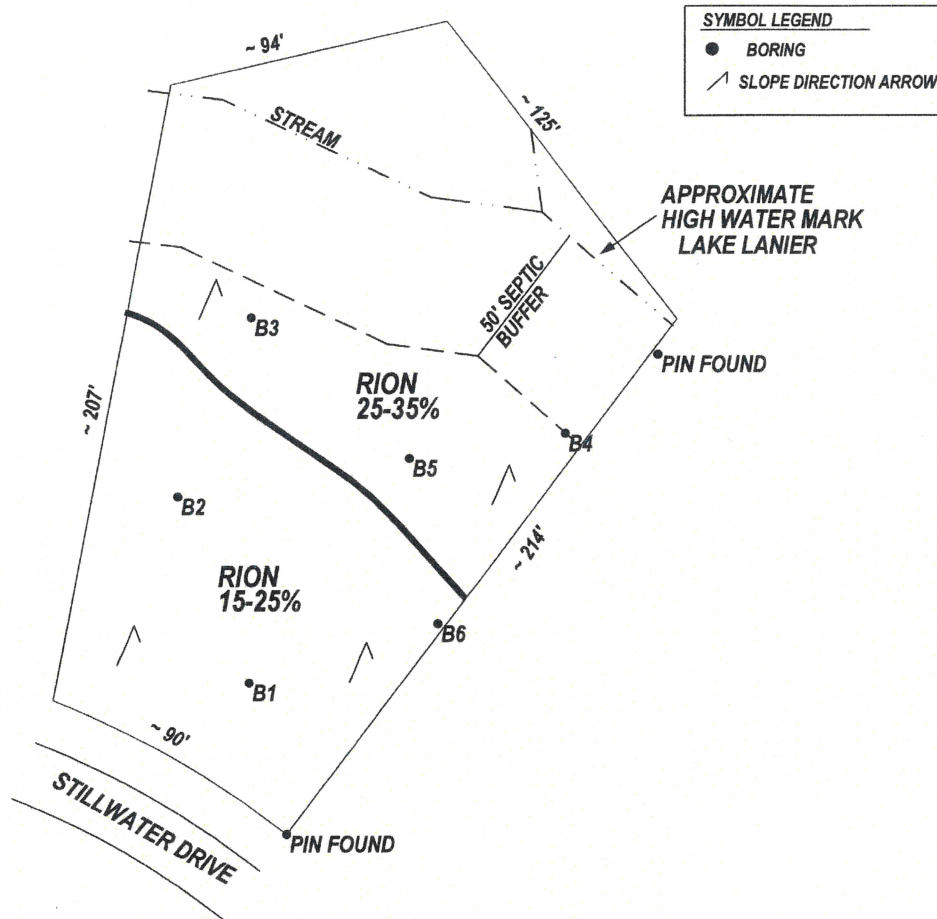
CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	90.74'	323.70'	16°03'37"	N 60°11'02" W	90.44'

UTILITY NOTES & INFORMATION:
Utilities shown are based on above ground and visible evidence. Surveyor does not warrant the exact size, type, or location of utilities shown and furthermore no guarantee is made that other utilities may exist on site that are not shown.

NOT FOR RECORDING

Contact: Ashley Harper: aharper3145@gmail.com





SYMBOL LEGEND	
●	BORING
↗	SLOPE DIRECTION ARROW

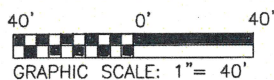
SOIL UNIT	PRED. SLOPE GRADIENT %	DEPTH TO BEDROCK (in)	DEPTH TO HIGH WATER TABLE INDICATORS (in)	INSTALLATION ZONE (in)	ESTIMATED PERC RATE (min/in)	SOIL SUITABILITY CODE
Rion	15-25	>72	>72	30-42	45	A
Rion	25-35	>72	>72	30-42	45	A

NOTE:

- 1) If the area proposed for septic system construction is graded or filled to any extent, this report and the recommendations herein are void.
- 2) Soil borings were located using a Trimble global positioning system. There was no legible boundary survey available. The Forsyth County GIS Tax Map was used for the property boundary representation here. This firm assumes no responsibility for the accuracy of the property boundary. We have relative confidence in the boring locations as shown, but cannot guarantee the accuracy of boring locations in relation to the property boundary..
- 3) The Cut Bank should be avoided for septic system installation.
- 4) Ensure that any area proposed for septic system installation, including future reserve area, is properly landscaped such that surface water drainage and ponding does not occur. This includes ensuring that runoff from driveway, hardscape and gutters is diverted away from any component of the septic system.

SOIL SUITABILITY CODES:

A) These soils are considered suitable for a conventional septic system and should function satisfactorily given proper design, installation and maintenance.



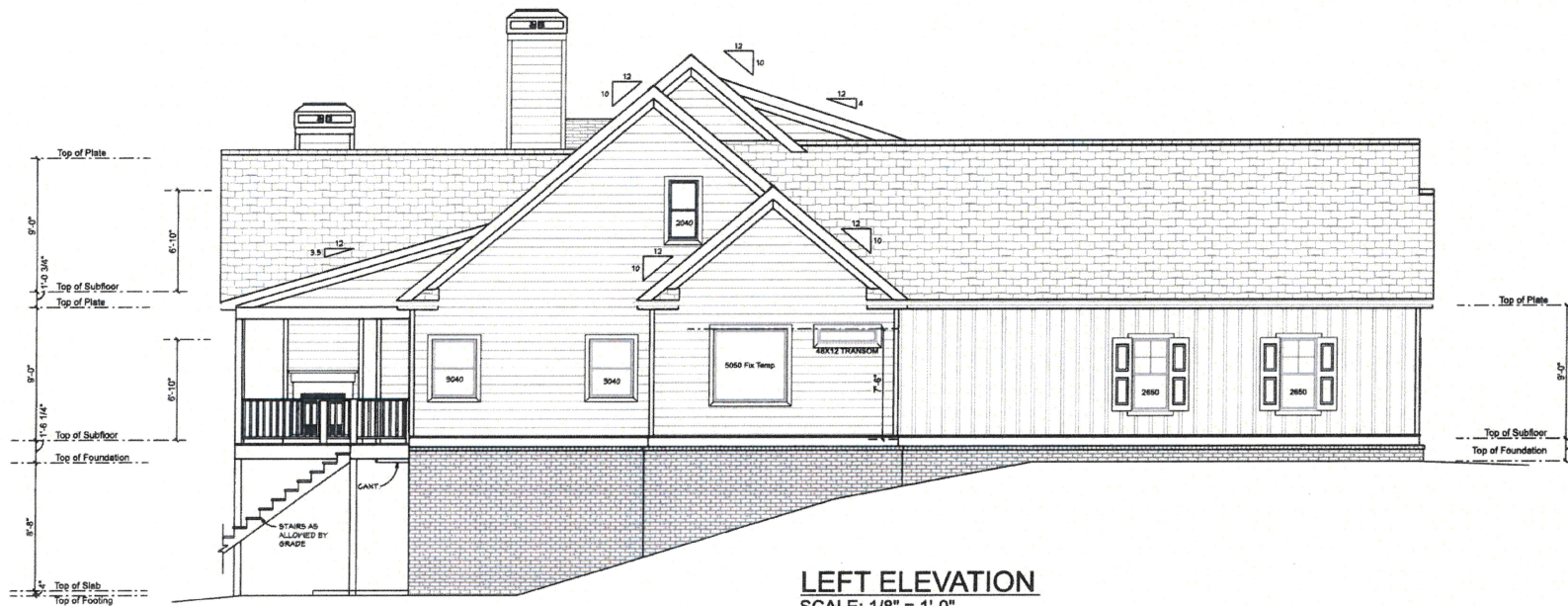
SOIL INVESTIGATION-LEVEL III
LOT 56, CHATTAHOOCHEE ESTATES
0.77 ACRES, 3076 STILLWATER DRIVE
L.L. 106, 10TH DISTRICT
HALL COUNTY, GEORGIA
FOR BELTAN PROPERTIES

SCALE: 1" = 40'
SHEET 1 OF 1
CHECKED BY: KWH
DRAWN BY: KWH
REVIEWED BY: KWH
MAY 8, 2020

HORIZON ENVIRONMENTAL, INC.
4530 BLOOMING WAY
FLOWERY BRANCH, GEORGIA 30542
KEVIN W. HERNDON, GA SOIL CLASSIFIER
(404) 444-0259 - horizonsoils@gmail.com



FRONT ELEVATION
SCALE: 1/8" = 1'-0"



LEFT ELEVATION
SCALE: 1/8" = 1'-0"

© Design Works Home Plan Services, Inc. 2017

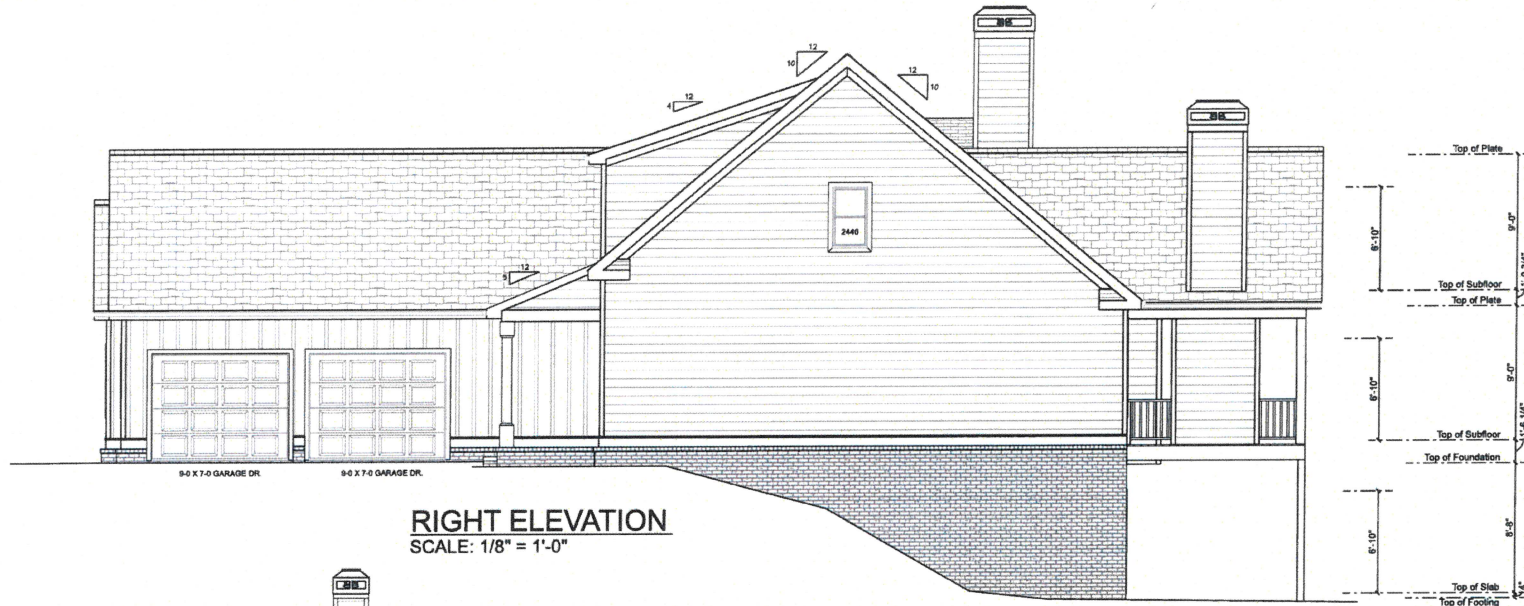
It is the responsibility of the contractor / owner to verify compliance with all applicable building codes and ordinances for the location of construction.

PRINT DATE:
2/16/2021
SHEET:
1 OF 1

designworks
Home Plan Services, Inc.
2550 West 10th
Ogden, UT 84403
PH: 703.913.2807 FAX: 888.878.0954

PLAN:
THE JADE
TITLE:
FRONT - LEFT
PROJECT:
3106 STILLWATER
LOCATION:

BELTAN
PROPERTIES



© Design Works Home Plan Services, Inc. 2017

It is the responsibility of the contractor / owner to verify compliance with all applicable building codes and ordinances for the location of construction.

designworks
Home Plan Services, Inc.
2800 West 10th Ave.
Suite 600
PH: 703.513.2307 FAX: 888.514.2564

PROJECT:
THE JADE
LOCATION:
3706 STILLWATER

PLAN:
THE JADE
TITLE:
REAR - RIGHT

BELTAN
PROPERTIES

PRINT DATE:
2/16/2021

SHEET:
2 OF 1

Date Submitted: 8/23/2021

Presenter: Matt Tate

Item of Business: Request from **Adventures Real Estate, LLC** to rezone a 17.028± acres tract located on the north side of Browns Bridge Road, southeast of Cherry Hill Drive (a/k/a **2520 Browns Bridge Road, SW**) from Residential-I-A (R-I-A) to General Business (G-B).
Ward Number: Five
Tax Parcel Number(s): 08-015-009-014 (Part)
Request: Automotive related facility

Meeting Date: 9/14/2021

Purpose of Request:

The applicant is proposing to rezone the subject property for an auto related facility. Presently, the property is undeveloped, heavily wooded and contains a stream. According to the applicant, there was an original agreement with ALM (Atlanta Luxury Motors) to purchase this property which is no longer the case. The owner still desires to move forward with the rezoning request for a similar use. According to the concept plan, access is preliminarily shown from Browns Bridge Road. As well, the applicant states that the future development will agree to adhere to the Gateway Corridor Overlay Zone standards. Adjacent uses include a church, future CarMax used vehicle dealer site, Carriage Nissan and single-family homes to the south across Browns Bridge Road.

History/Background:

Facts & Issues for Consideration:

Department Recommendation:

Planning staff recommended approval with four 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
☐ Plat	Backup Material
☐ Site Plan	Backup Material
☐ Architectural Renderings	Backup Material

**GAINESVILLE PLANNING and APPEALS BOARD
RECOMMENDATION**

Applicant Adventures Real Estate, LLC
Location 2520 Browns Bridge Road, SW
Request Rezone from R-I-A to G-B
Total Acres 17.028± acres
Ward Five
Proposed Use Automotive related facility
Planning Division Staff Recommendation **Approval, with conditions**
Date September 14, 2021

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

The applicant is proposing to rezone the subject property to develop an automotive facility which sells pre-owned vehicles. The property is zoned Residential-I-A (R-I-A) within the City of Gainesville. The property is undeveloped, heavily wooded, contains a stream and is located within the Gateway Corridor Overlay Zone.

According to the applicant, there was an original agreement with ALM (Atlanta Luxury Motors) to purchase this property which is no longer the case. The owner still desires to move forward with the rezoning request for a similar use. According to the concept plan, the proposal includes a dealership building with associated parking for customers, employees and inventory and access is preliminarily shown from Browns Bridge Road. Secondary access may also be possible through an easement off of neighboring Corporate Drive. Stormwater detention will be provided behind the building and the development intends to utilize City of Gainesville water and sewer service. As well, the applicant states that the future development will agree to adhere to the Gateway Corridor Overlay Zone standards.

Adjacent Land Use and Zoning

Location	Use	Zoning
North	Residential Homes	Residential-II (R-II) City
South	Residential Homes	Residential-I (R-I) County
East	Undeveloped Land	General Business (G-B) City Agricultural Residential-III (AR-III) County
West	Catholic Church; MV-1 Specialty Vehicle Solutions	Residential-I (R-I) County General Business (G-B) City

▪ **Other Departmental Comments**

Coordination will be required with the Georgia Department of Transportation (GDOT). 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:

2021 – A request by Pamela Eagar to annex a 0.15± acre tract located at 2834 Browns Bridge Road with a zoning of General Business (G-B) was conditionally approved for no proposed use.

2020 – A request by CenterPoint Integrated Solutions to annex a 7.81± acres tract located at 2602 Browns Bridge Road with a zoning of General Business (G-B) was conditionally approved for a CarMax Auto Superstore.

2020 – A request by Gainesville City Board of Education to rezone a 16.67± acres tract located at 1263 and 1279 McEver Road, SW from Residential-I (R-I) to Office and Institutional (O-I) was conditionally approved for a new middle school.

2020 – A request by Gainesville City Board of Education to annex a 5.931± acres tract located at 2550 and 2560 Gould Drive with Office and Institutional (O-I) zoning with a special use was conditionally approved for a new middle school and existing single-family home.

2020 – A request by Mauricio Ortega to annex a 0.51± acre tract located at 23 Cherrywood Drive with Residential-I (R-I) zoning was approved for sewer for a single-family home.

2018 – A request by Tyler Land Holdings to amend a 2.98± acres tract located at 1209 and 1229 Hillside Gardens Lane zoned Planned Unit Development (P-U-D) 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 located at 2436 S Smith Road zoned Planned Unit Development (P-U-D) 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 proposed use appears to be suitable. The subject property is located along an established commercial corridor consisting of a mixture of commercial and residential uses. Many of the commercial uses fronting Browns Bridge Road include auto sales, service and repair businesses. Adjacent and nearby properties are zoned General Business (G-B), Planned Unit Development (P-U-D) and Residential-I-A (R-I-A) in the City and Highway Business (H-B), Residential-I (R-I), Residential-I (R-II) and Agricultural Residential-III (AR-III) within the County.

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

The adjacent and nearby property should not be adversely affected as the proposed use will function in the same manner as many of the nearby commercial auto-related uses. A proposed automotive facility will increase traffic and turning movements to the site which will most likely require a dedicated right turn lane.

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

The Gainesville 2030 Future Development Map places the front half of the subject property within the *Retail/Commercial* land use category and the rear half of the property within the *Medium-High Density Residential* 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. The *Medium-High Density Residential* land use category includes areas containing or planned for single-family attached or multi-family housing at densities ranging from four to twelve dwelling units per acre. There is limited light office (home occupation, etc.) use allowed.

According to the Character Area map for the City of Gainesville, the subject property is located both within the *Browns Bridge Corridor* Character Area which includes medium-density residential, multi-family residential, mixed-use, commercial, light industrial, and parks / recreation / conservation uses.

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

The property is zoned for agricultural and residential purposes and could continue to be used as such. Given the development pattern of properties fronting Browns Bridge Road, developing the property for residential or agricultural purposes seems unlikely.

(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?

Public facilities and services are adequate. The Gainesville Fire and Police Departments currently respond to the property. Gainesville Fire Station #4 is located off of Memorial Park Drive and is 1.25± miles from the proposed access. The proposal is non-residential and will have no impact to the City school system.

(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?

It is staff's opinion the proposed use is mostly consistent with the Comprehensive Plan. The majority of the property is located along a segment of Browns Bridge Road which consists of non-residential uses including numerous auto-related uses. It is expected commercial growth will continue in this area.

(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?

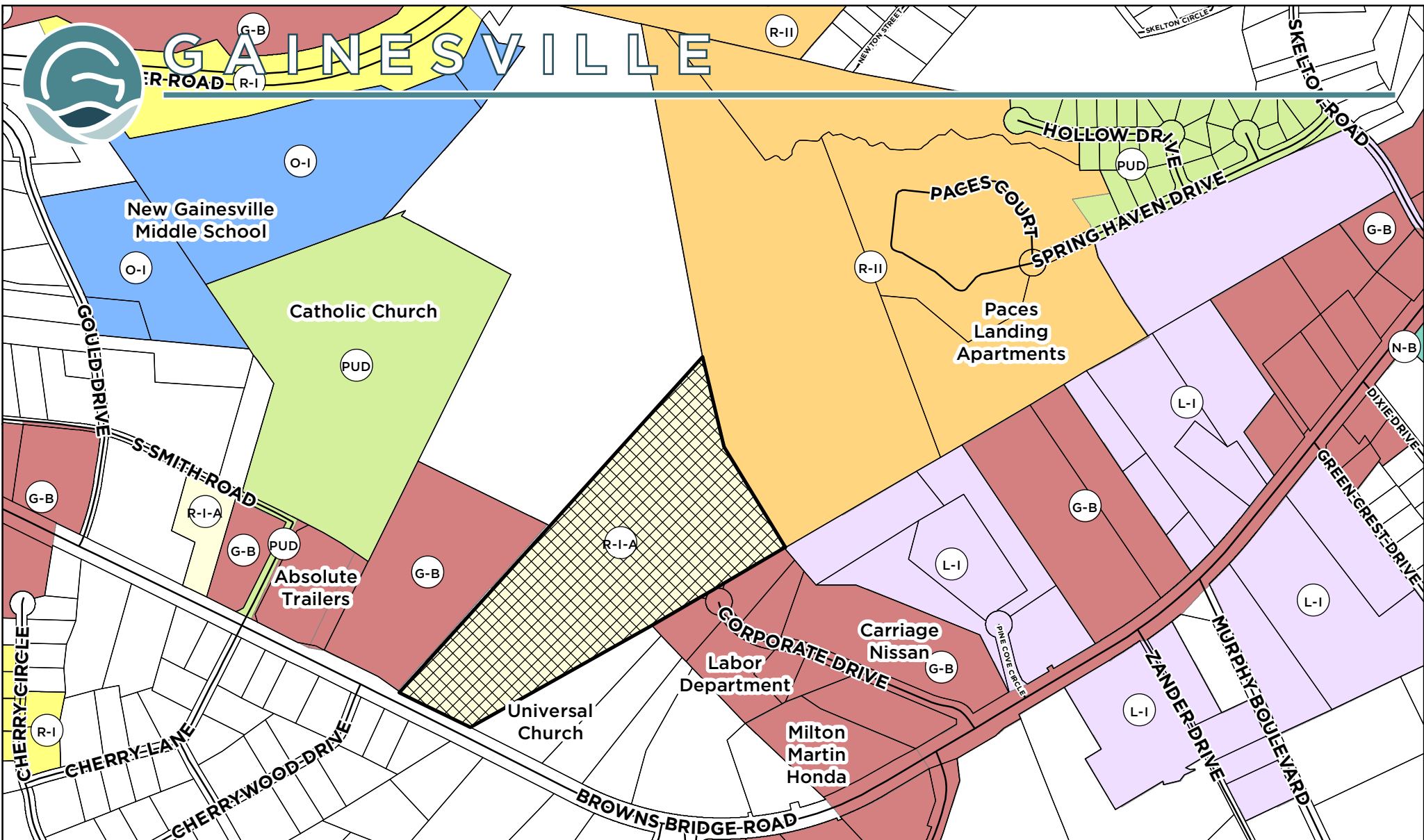
Given the subject property's proximity to/within the city limits and surrounding mixture of uses, the proposal, with the zoning conditions recommended by staff, appears to reflect a reasonable balance between the promotion of the public health, safety, morality, or general welfare, and the right to unrestricted use of property.

▪ **Staff Recommendation**

The Planning Division staff is recommending **conditional approval** of the rezoning request with a zoning of **General Business (G-B)** based on the Comprehensive Plan and the adjacent and nearby mixture of uses.

Conditions

1. The proposed buildings shall meet the exterior building material requirements of the Gateway Corridor Overlay Zone.
2. An electronic message board sign shall not be permitted for the subject property.
3. All access point design for the subject property shall be submitted for review by the Gainesville Public Works Director in coordination with Hall County and the Georgia Department of Transportation (GDOT). The approval of said design shall be required prior to issuance of a building permit. All required access/traffic/sidewalk improvements associated with the proposed development shall be at the full expense of the owner/developer.
4. An updated as-built boundary survey/plat of the subject property, indicating all improvements required for the proposed use shall be recorded prior to obtaining a Certificate of Occupancy.



Applicant: ADVENTURES REAL ESTATE, LLC		Request: Rezone a 17.028+/- acres tract from Residential-I-A (R-I-A) to General Business (G-B) for an automotive related facility	
REZONING REQUEST			
Subject Property Address: 2520 Browns Bridge Road, SW	Tax Parcel: 08-015-009-014 (Part)	 Subject Property	
Meeting Date: 09/14/2021	Map Prepared: 08/17/2021		



GAINESVILLE

MCEVER ROAD



Applicant: **ADVENTURES REAL ESTATE, LLC**

REZONING REQUEST

Subject Property Address:

2520 Browns Bridge Road, SW

Tax Parcel:

08-015-009-014 (Part)

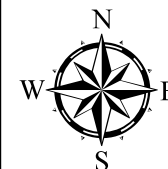
Request:

Rezone a 17.028+/- acres tract from Residential-I-A (R-I-A) to General Business (G-B) for an automotive related facility



Subject Property

Aerial from 2018



Meeting Date: 09/14/2021

Map Prepared: 08/17/2021

0 290 580 Feet
Page 31 of 38

SCALE: 1" = 500'

Adventures Real Estate
2520 Brown Bridge Road
Gainesville, Georgia 30501

Written Narrative

Subject Site: 17.028 Acres
2520 Brown Bridge Road
Gainesville, Georgia 30501

Attached request is to rezone the subject property from RIA to GB in the City of Gainesville.

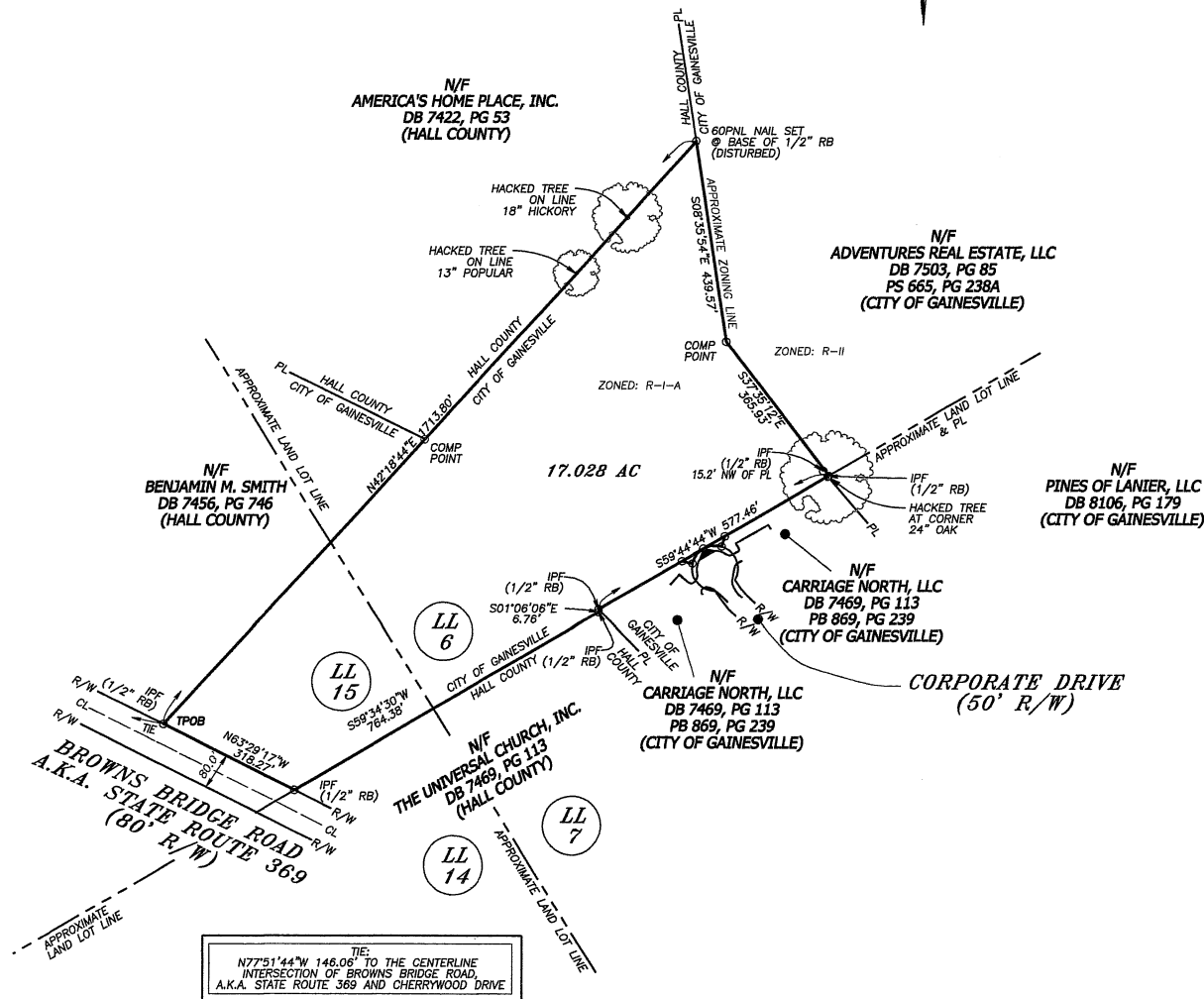
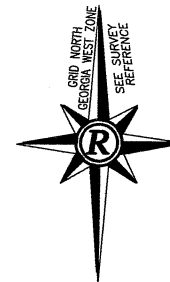
As shown on the concept plan, Adventures Real Estate had an agreement to sell the subject property to ALM (Atlanta Luxury Motors). The attached concept plan shows the automotive facility with adjacent parking to handle not only the business needs, but also customer parking. In addition, a large amount of greens space is included.

Recently, ALM made the decision to move forward with the project. Since that decision, the seller has had multiple automotive related uses inquire about the subject property. With Car Max currently designing their dealership on the adjacent property, the automotive request in that area have continued to rise. This area is clearly an automotive area that will continue to lend itself to that industry.

The applicant fully understand and agrees to adhere to all the Gateway Standards as well as represent quality standards throughout the sites future development.

LEGEND

AC - ACRES
 APPROX - APPROXIMATE
 CTP - CRIMP TOP PIPE
 CL - CENTERLINE
 DB, PG - DEED BOOK, PAGE
 IPF - IRON PIN FOUND
 IPS - IRON PIN SET (1/2" RB)
 LL - LAND LOT
 MON - MONUMENT
 N/F - NOW OR FORMERLY
 PL - PROPERTY LINE
 POB - POINT OF BEGINNING
 PB, PG - PLAT BOOK, PAGE
 PS, PG - PLAT SLIDE, PAGE
 RB - REBAR
 R/W - RIGHT OF WAY
 TPOB - TRUE POINT OF BEGINNING



NOTE:

1. THIS PLAT IS NOT FOR RECORDING. THIS PLAT DOES NOT CONTAIN THE SURVEYOR'S CERTIFICATION REQUIRED BY O.C.G.A. SECTION 15-6-67 FOR RECORDED. THIS SURVEY COMPLIES WITH ALL OTHER REQUIREMENTS OF THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS.
2. ZONING PER HALL COUNTY GIS WEBSITE. NO ZONING REPORT PROVIDED AT THE TIME OF THE EXHIBIT.

REFERENCE PLATS

1. ALTA/NSPS LAND TITLE SURVEY FOR ADVENTURE REAL ESTATE, PACES FOUNDATION, LLC, & STEWART TITLE GUARANTY COMPANY PREPARED BY ROCHESTER & ASSOCIATES, INC. DATED 7/31/19 AND LAST REVISED 6/8/21.

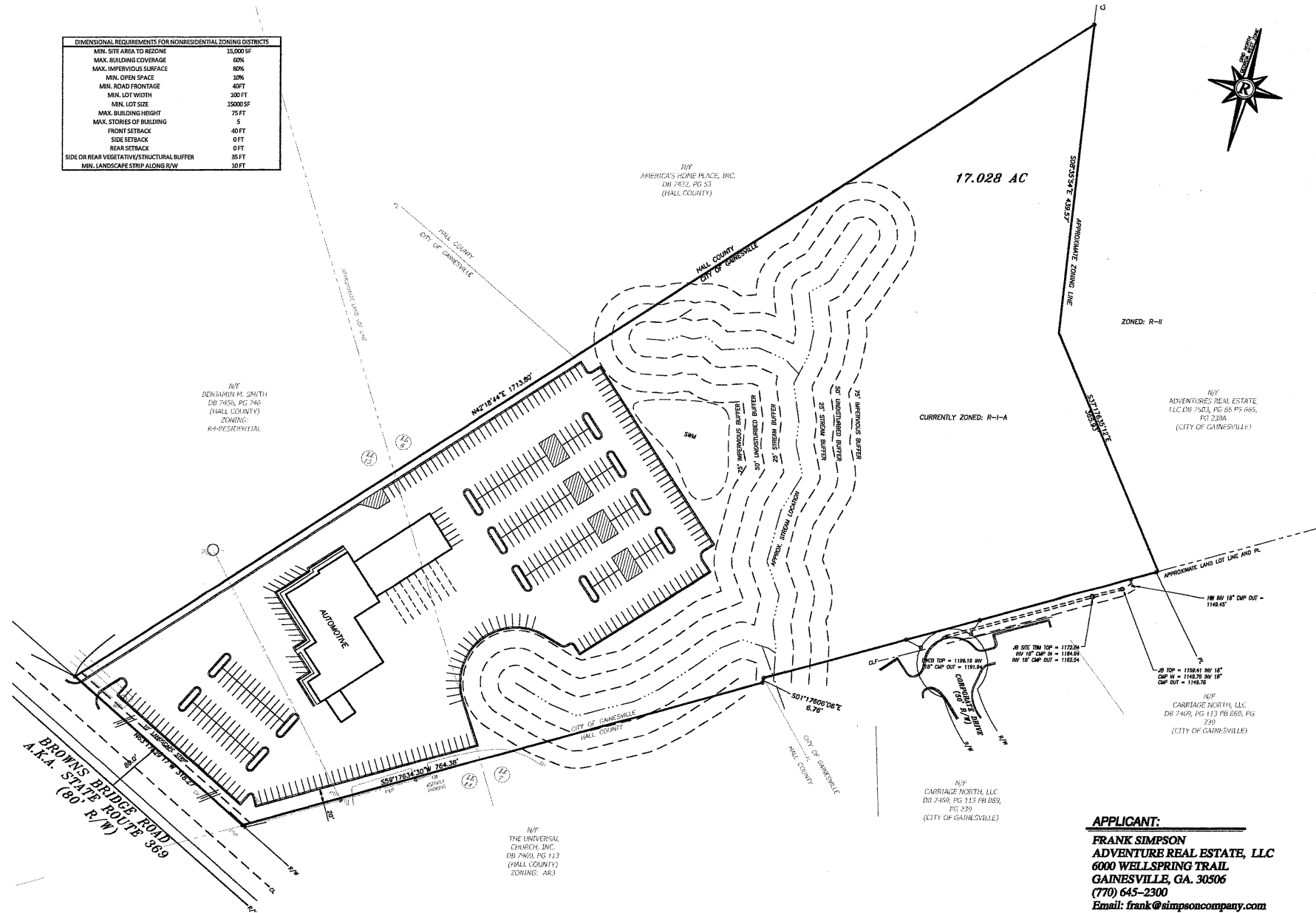
Rochester & Associates, Inc.
 425 Oak Street N.W. • Gainesville, Georgia 30501
 (770) 718-0600 (770) 718-9900 Fax • www.rochester-assoc.com

ADVENTURES REAL ESTATE, LLC
 ZONING EXHIBIT FOR:
 LOCATED IN LAND LOTS 6 & 15, 8TH DISTRICT CITY OF GAINESVILLE HALL COUNTY, GEORGIA

NO.	DATE	DESCRIPTION	REVISIONS

SHEET 1 OF 1
 DATE: 7/27/21
 SCALE: 1" = 200'
 FILE # EXHIBIT
 JOB # 221906-AM
 DRAWN BY: WDC

DIMENSIONAL REQUIREMENTS FOR NONRESIDENTIAL ZONING DISTRICTS	
MIN. SITE AREA TO REZONE	15,000 SF
MAX. BUILDING COVERAGE	60%
MAX. IMPERVIOUS SURFACE	80%
MIN. OPEN SPACE	20%
MIN. ROAD FRONTAGE	40 FT
MIN. LOT WIDTH	300 FT
MIN. LOT SIZE	35,000 SF
MAX. BUILDING HEIGHT	75 FT
MAX. STORIES OF BUILDING	5
FRONT SETBACK	40 FT
SIDE SETBACK	0 FT
REAR SETBACK	0 FT
SIDE OR REAR VEGETATION/STRUCTURAL BUFFER	35 FT
MIN. LANDSCAPE STRIP ALONG R/W	35 FT



Rochester & Associates, Inc.
 405 Oak Street N.W., Gainesville, Georgia 30501
 (770) 715-0600 (770) 715-0650 Fax: www.rochester-assoc.com

CONCEPT SITE PLAN
ADVENTURE REAL ESTATE, LLC
 LOCATED IN:
 GAINESVILLE, GEORGIA
 HALL COUNTY

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

SHEET	
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10



Date Submitted: 8/23/2021

Presenter: Matt Tate

Item of Business: Request from **Northeast Georgia Medical Center** to rezone a 48.997± acres tract located northwest of the intersection of Jesse Jewell Parkway and Downey Boulevard, having road frontage on Brenau Lane, Sherwood Park Drive, South Enota Drive, Spring Street, Medical Center Way and Wisteria Drive (a/k/a **743 Spring Street, NE; 1227 Sherwood Park Drive, NE; 200 Wisteria Drive, NE; 1075 Jesse Jewell Parkway, SW**) from Planned Unit Development (P-U-D) and Office and Institutional (O-I) to Planned Unit Development (P-U-D).
Ward Number: Three
Tax Parcel Number(s): 01-023-006-007; 01-064-004-009
Request: Hospital campus expansion

Meeting Date: 9/14/2021

Purpose of Request:

The applicant is proposing to rezone the subject property in order to expand the existing hospital campus and facilities. The project includes a total of 927,500 square feet of space which will involve three phases over a period of 10 years. The development will include a new 660,000 square foot, 10-story patient bed tower and a roof top helipad. Emergency room services will also be relocated to the ground floor of the new tower. In addition, a total of 795 parking spaces will be added to the campus to include a new 455 space parking deck and expanding the existing parking deck by 340 spaces. The project includes expansion of existing facilities throughout the Campus and a 40,000 square foot / 75-foot tall Central Energy Facility (CEF) located within the adjacent Sherwood Office Park. All access locations will remain the same except for a new driveway cut off of Downey Boulevard across from Vine Street for the Emergency Room and parking deck, intersection and access improvements on South Enota Drive and Sherwood Park Drive. Adjacent uses include numerous medical and Dental offices, Longstreet Clinic, Brenau University, gas station, single-family homes and multi-family apartments.

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
Survey	Backup Material
Architectural Renderings	Backup Material
Traffic Study	Backup Material
Road Improvement Graphic	Backup Material

**GAINESVILLE PLANNING and APPEALS BOARD
STAFF RECOMMENDATION**

Applicant Northeast Georgia Medical Center
Property Owners Hospital Authority of Hall County and the
City of Gainesville
Location 743 Spring Street, NE; 1227 Sherwood Park
Drive, NE; 200 Wisteria Drive, NE and 1075
Jesse Jewell Parkway, SW
Request Rezone from P-U-D and O-I to P-U-D
Total Acres 48.997± acres
Ward Three
Proposed Use Hospital campus expansion
Planning Division Staff Recommendation **Approval, with conditions**
Date September 14, 2021

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

The applicant is proposing to rezone the subject property in order to expand the existing hospital campus to include 927,500 square feet of facility space over a period of 13 years. The proposal includes a new 660,000 square foot patient tower totaling 12 stories in height including a roof top helipad. The existing helipad at the corner of Jesse Jewell Parkway and Downey Boulevard will remain. Emergency room services will be relocated to the ground floor of the new tower. Additionally, 795 parking spaces will be constructed within the campus and a 40,000 square foot Central Energy Facility (CEF) located within the adjacent Sherwood Office Park. Existing buildings will be updated overtime and as part of the proposal the applicant reserves the right to increase all existing and new building square footage and the number of parking spaces by an additional 10%. Access will be improved and will include a new driveway off of Downey Boulevard across from Vine Street for the Emergency Room and parking deck. As well, intersection and access improvements on South Enota Drive and Sherwood Park Drive are proposed. Other uses permitted as part of the hospital expansion include:

- Emergency care, behavioral health facilities, surgical and diagnostic centers;
- Medical Office Buildings (connected and stand-alone);
- Clinics and laboratories, Offices;
- Supporting uses (such as central energy facility, laundry, record storage, private helipad, Graduate Medical Education and other education programs, daycare facilities, infrastructure, food preparation and cafeteria/restaurants, etc.);
- Accessory uses to hospital and office buildings such as gift shops, cafeterias, pharmacies, wellness centers, patios, courtyards and gardens, etc.;
- Retail sales and services;
- Short term patient family housing;
- Senior living, Nursing home or continuing care facility; Intermediate Care Center

A summary of the development standards and project phasing are listed below:

Development Standards Summary

New Patient Tower Height	12 stories- (10 stories of occupied space + 2 stories mechanical / helipad) (179± feet to include the elevator shaft)
Central Energy Facility Height	75 feet- (50 ft + 25 ft of screening wall for roof top equipment)
Retaining Walls Height Max	40 feet- Structural support walls primarily below grade. 24 feet- Freestanding walls anticipated within areas between existing and new buildings and landscape/garden area decorative walls.
Exterior Building Materials	EIFS, Composite wood veneer wall cladding, masonry, formed metal wall panels, sloped glazed canopy assemblies, glass windows
Maximum Impervious Surface	90%
Parking Ratio	1.5 to 5.0 spaces per licensed bed excluding bassinets, NICU and observation beds. Other uses will meet the required number of parking spaces per code.
Building Setbacks	Zero feet (0')- Sherwood Park Drive; Downey Blvd North of Medical Center Way; Interior campus drives, roads and lots; South Enota Drive and commercially zoned property
	10 feet- Adjacent to O-I zoned property on Sherwood Park Drive.
	20 feet- All other public roads (Spring Street)
	30 feet- Jesse Jewell Pkwy and Downey Blvd South of Medical Center Way
Signage	Existing signage will be utilized under the current PUD standards. An updated Unified Sign Plan will be submitted per City staff review for any modification to the current standards.
Storm Water Management	Adequate stormwater facilities will be provided onsite per code.

Project Phasing

Site Plan ID	Phase 1: 2022 to 2025	Total	Occupied Space	Unoccupied Space	Parking Spaces
A	Hospital Expansion	660,000 sf	535,000 sf	125,000 sf	
B	Central Energy Facility	40,000 sf		40,000 sf	
C	Proposed Parking Deck				455
	Totals:	700,000 sf	535,000 sf	165,000 sf	
	Phase 2: 2030				
A	Hospital Expansion		125,000 sf		
D	Laurelwood Expansion	28,500 sf	28,500 sf		
E	Conference Center	14,000 sf	14,000 sf		
F	Women's Center Expansion	75,000 sf	75,000 sf		
G	Hospital Logistics Expansion	10,000 sf	10,000 sf		
	Totals:	127,500 sf	252,500 sf		
	Phase 3: 2035				
A	Hospital Expansion	100,000 sf	100,000 sf		
H	Existing Parking Deck				340
	Grand Total:	927,500 sf			795

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Sherwood Office Park	Office and Institutional (O-I)
South	Medical Offices; Professional Offices; Apartment; Fair Street Neighborhood	Office and Institutional (O-I) Planned Unit Development (PUD)
East	Dental office; NGMC owned property; Gas Station	Office and Institutional (O-I) Planned Unit Development (PUD)
West	Brenau Campus	Office and Institutional (O-I)

As well, the hospital campus is located within the Limestone Parkway Overlay Zone.

▪ **Traffic Summary**

A Traffic Impact Study was conducted for the proposed development on July 2021 which studied the following intersections:

1. Park Hill Drive (SR 11) at South Enota Drive (signalized)
2. Downey Boulevard at South Enota Drive (unsignalized)
3. Downey Boulevard at Vine Street Proposed Site Driveway B (unsignalized)
(ambulance entrance and public parking deck entrance)
4. Downey Boulevard at Medical Center Way (signalized)
5. Jesse Jewell Parkway (SR 369) at Downey Boulevard (signalized)
6. Jesse Jewell Parkway (SR 369) at Wisteria Drive/Summit Street (signalized)
7. South Enota at Site Driveway A (staff entrance for parking)

Phase 1 of the project which includes 535,000 square feet of occupied hospital space is anticipated to generate 2,935 daily entering and 2,935 exiting trips, 355 trips entering and 167 trips exiting in the A.M. and 176 trips entering and 374 trips exiting in the P.M.

Phase 2 of the project at build-out includes the 535,000 square feet of occupied hospital space associated with Phase 1 plus an additional 393,000 square feet of hospital space for a total of 927,500± square feet of new hospital space. The full build-out is anticipated to generate 4,090 daily entering and 4,090 exiting trips, 553 trips entering and 260 trips exiting in the A.M. and 282 trips entering and 598 trips exiting in the P.M.

The following system improvements are recommended regardless of the project.

Intersection 1: (Park Hill Drive at S. Enota Drive)

- o Construct an additional eastbound through lane along Park Hill Drive (SR 11) – also recommended in 2025 No-Build conditions.
- o Modify the northbound channelizing island so that there are two eastbound receiving lanes. The northbound right-turn will operate as a yield-controlled turn.
- o Construct an exclusive westbound right-turn lane along Park Hill Drive (SR 11).

The following intersection/site access improvements are recommended to serve the projected 2025 Build Phase 1 and the projected 2035 full build-out.

Intersection 2: (Downey Boulevard at S. Enota Drive)

- o Construct a traffic signal or single-lane roundabout.
- o Coordinate with the City of Gainesville and their existing study to determine the appropriate intersection control and intersection design.

Intersection 3: (Downey Boulevard at Proposed Site Driveway B)

- o Construct a northbound left-turn lane and southbound right-turn lane along Downey Boulevard entering the site.

- o On the site, construct one (1) egress lane exiting the site and one (1) ingress lane entering the site.

Intersection 5: (Jesse Jewell Parkway at Downey Boulevard)

- o Construct an additional southbound left-turn lane along Downey Boulevard, creating dual left-turns. (Note: This is an off-site improvement, and is needed under Projected 2035 Full-Build-Out conditions)

Intersection 7: (S. Enota Drive at Site Driveway A)

- o On the site, construct one (1) egress lane exiting the site and one (1) ingress lane entering the site.

▪ **Georgia Mountains Regional Commission Summary**

On September 3, 2021, the Georgia Mountains Regional Commission (GMRC) provided a regional review of the project and has determined the proposed action does **NOT** present any potential adverse inter-jurisdictional impacts. The review recommends the developer maximize the opportunities for well visitors and staff to walk (or bike) to nearby dining and retail to provide options that minimize congestion. Consideration should also be given to addressing long-term options for a cross street reaching northeast from Medical Center Way, accessing additional medical facilities and potentially linking up with Jesse Jewell Parkway. (Via, say, Barn Street.) Such alternatives might alleviate congestion.

▪ **Other Departmental Comments**

Coordination will be required with the Georgia Department of Transportation and the Gainesville Public Works Department. 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 Jennifer Walter to rezone 0.48± acre tract located at 522 South Enota Drive from Office and Institutional (O-I) to Neighborhood Business (N-B) for a retail store was approved with conditions.

2018 – A request by Atlas Development, LLC to rezone a 1.13± acres tract located at 1351 Park Hill Drive from Residential-II (R-II) to Office and Institutional (O-I) for a medical office was approved with conditions.

2017 – A request by JH Homes, Inc. to rezone a 21.87± acres tract located at 1024, 1030 and 1037 Pearce Way NE; and 0 South Enota Drive NE from Office and Institutional (O-I) to Residential-II (R-II) for 65 residential townhomes was approved with conditions.

2017 – A request by Hanh My Thi Doan for a special use within Office and Institutional (O-I) on a 0.52± acre tract located at 502 South Enota Drive for a nail salon was denied.

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

2004 – A request by Northeast Georgia Medical Center to rezone 42.0± acres portion of the subject property to Planned Unit Development (P-U-D) for 658,400 square feet of facility space which included the North Tower and a 1,620 space parking deck was approved with conditions.

▪ **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 mixture of residential and nonresidential uses along Jesse Jewell Parkway which is a heavily traveled commercial corridor, just east of the downtown square. More specifically, the subject property is surrounded by numerous healthcare-related services due to the presence of Northeast Georgia Medical Center. The proposed hospital expansion appears suitable in view of the current use of the property and development of adjacent and nearby properties.

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

Northeast Georgia Medical Center (NGMC) is a public/institutional use that has served the local community and the surrounding region since 1951. It is to be expected that NGMC will continue to impact surrounding uses from noise and increased traffic due to the services provided and its proximity to downtown.

Specifically, given the proposed location of the Central Energy Facility (CEF), the properties most impacted are the adjacent and nearby medical offices located off of Sherwood Park Drive and residences located off of Park Street. A sound study was conducted by NGMC to determine the needs to address potential noise issues. NGMC has designed the proposed CEF with quiet technology within an enclosed acoustical structure and large buffer trees to help address the potential impacts of noise and aesthetics. In order to address noise, the height of the CEF structure will be significantly taller than the surrounding office buildings.

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

The Gainesville Future Development Map places the majority of subject property within the *Public / Institutional / Transportation, Communication and Utilities* land use category which includes areas containing or planned for public and institutional uses including governmental, educational and medical facilities, houses of worship, and similar institutional facilities; or for major transportation, utilities or communication facilities. As well, the portion of property where the Central Energy Facility (CEF) is proposed is located within the *Mixed-Use General* land use category. This category includes areas containing or planned for a mixture of land uses including office, neighborhood retail, restaurants and residential.

According to the Character Area map for the City of Gainesville, the majority of the subject property is located within the *Limestone Medical Corridor Character Area*. The area is anchored by the Northeast Georgia Medical Center and other medical offices forming a healthcare cluster. 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. 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. As well, the portion of property where the Central Energy Facility (CEF) is proposed is located within the *Traditional Neighborhoods Character Area* which is not a primary destination for business but supports institutional, residential and neighborhood scale Commercial uses.

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

The property as currently zoned Planned Unit Development (P-U-D) and Office and Institutional (O-I) does not inherently allow the proposed expansion. The proposal includes a 10+ year master plan to help address the facilities and services needed to serve the community and region. Due to the limited area to develop, much of the proposal is vertical in design to maximize the space and to conform with existing hospital facilities.

The proposed zoning of Planned Unit Development (P-U-D) is considered a site-specific zoning intended to provide for the maximum flexibility of land uses that should include unique and innovative development of the land through a unified site design in order to meet the objectives of the comprehensive plan.

(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 expansions should not cause an excessive or burdensome use of public facilities, as the existing Medical Center is connected to water and sanitary sewer services, as well as utilizes fire and police protection services. There will be an increase in the amount of traffic generated by the expanded and new services provided, as the proposed expansion and improvement projects are intended to accommodate current needs and to plan for long-term growth, functionality, and logistics of the hospital. The full hospital expansion is anticipated to generate 4,090 daily entering and 4,090 exiting trips, 553 trips entering and 260 trips exiting in the A.M. and 282 trips entering and 598 trips exiting in the P.M.

There should be no direct adverse impact or increase in the load on the schools given there are no residential uses proposed.

(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 subject property is located within an established office/commercial corridor along Jesse Jewell Parkway and an area comprised of a mixture of residential and nonresidential land uses. The existing development and proposed expansions are consistent with the Comprehensive Plan and appear to be compatible with the existing healthcare-related land uses in the immediate area.

(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?

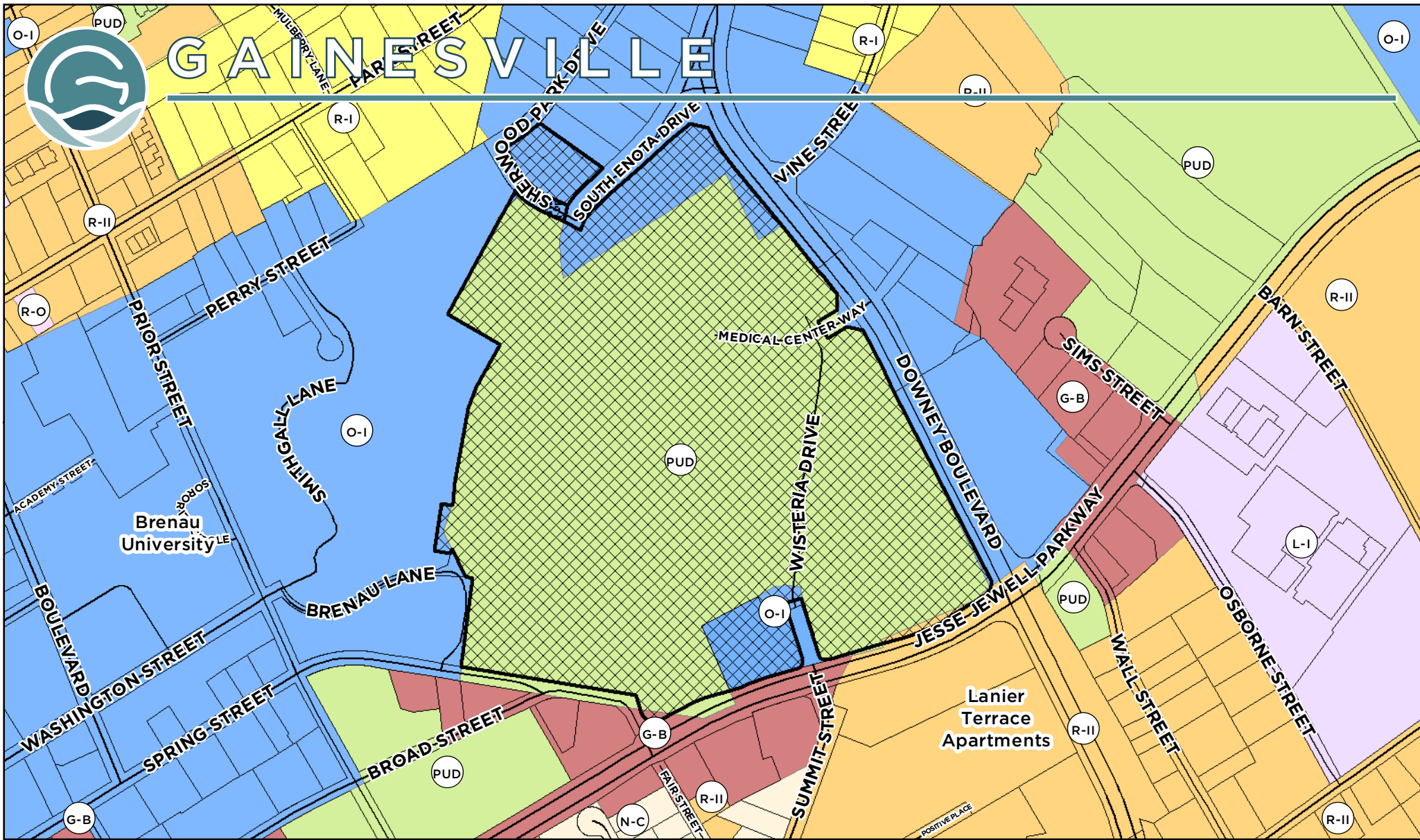
The proposed rezoning request, with the recommended conditions appears to promote a reasonable balance between the interests of the city, the property owner, and neighboring residents and property owners.

▪ **Staff Recommendation**

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

Conditions

1. The development standards shall be consistent with the concept plan and architectural renderings provided with this rezoning application.
2. Within 180 days of the issuance of a Certificate of Completion for the new Hospital Tower, the applicant will conduct a study to measure the sounds emanating from the Central Energy Facility located at or near the property known as 1227 Sherwood Park Drive ("CEF"). Should the average decibels emanating from the CEF, as measured along the northern property line during normal operating conditions exceed, by more than eight decibels, the average daytime decibel levels as measured adjacent to 1227 Sherwood Park Drive along the northern property line prior to issuance of the Certificate of Completion, but without the CEF in operation, ("Existing Sound Environment"), then the applicant will use reasonable measures in an effort to reduce the decibel level to no more than eight decibels above that of the Existing Sound Environment.
3. The proposed Central Energy Facility ("CEF") shall be buffered along the northerly and easterly property lines with evergreen trees at a minimum install height of twenty feet (20') to help screen the facility from the adjacent Sherwood Park Office Park. The buffer trees shall consist of Cryptomeria, Arborvitae, or a mixture of both, and shall be subject to the approval of the Community and Economic Development Director.
4. Any required new stormwater detention facility shall be provided on site and underground.
5. All service areas, including dumpster pads, shall be screened from view from adjoining properties, public streets, parking areas, and other areas open to the public. Such screening, which may be vegetative or structural with vegetation, is subject to the Community and Economic Development Director approval. Any structural buffer must have a decorative appearance and conform to the architectural style of the building.
6. The proposed number, location, type and size of all signage for the development shall be subject to the Community & Economic Development Director approval.
7. 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. All required access/traffic/sidewalk improvements associated with the proposed development or any additional improvements identified necessary within the Traffic Impact Study (TIS) shall be at the full expense of the developer/property owner. This shall not include improvements to the intersection of Park Hill Drive at S. Enota Drive identified within the TIS.



Applicant: **NORTHEAST GEORGIA MEDICAL CENTER**

REZONING REQUEST

Subject Property Address:
743 Spring Street, NE; 1227 Sherwood Park Drive, NE; 200 Wisteria Drive, NE & 1075 Jesse Jewell Parkway, SW

Tax Parcel:
01-023-006-004 &
01-064-004-009

Request:

Rezone a 48.997+/- acres tract from Planned Unit Development (P-U-D) & Office and Institutional (O-I) to Planned Unit Development (P-U-D) for hospital campus expansion



Subject Property

Right-of-way to be rezoned



Meeting Date: 09/14/2021

Map Prepared: 08/17/2021

0 240 480 Feet
Page 45 of 338

SCALE: 1" = 417'



GAINESVILLE



Applicant: **NORTHEAST GEORGIA MEDICAL CENTER**

REZONING REQUEST

Subject Property Address:
743 Spring Street, NE; 1227 Sherwood Park Drive, NE; 200 Wisteria Drive, NE & 1075 Jesse Jewell Parkway, SW

Tax Parcel:
01-023-006-004 &
01-064-004-009

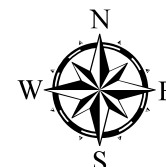
Request:

Rezone a 48.997+/- acres tract from Planned Unit Development (P-U-D) & Office and Institutional (O-I) to Planned Unit Development (P-U-D) for hospital campus expansion



Subject Property & Right-of-way to be Rezoned

Aerial from 2018



Meeting Date: 09/14/2021

Map Prepared: 08/17/2021

0 240 480 Feet
Page 46 of 338

SCALE: 1" = 417'

CITY OF GAINESVILLE

NARRATIVE REPORT

REGARDING

REZONING APPLICATION FOR $\pm$ 48.977 acres

LOCATED BETWEEN JESSE JEWELL AND SOUTH ENOTA STREET

IN CITY OF GAINESVILLE

HALL COUNTY, GEORGIA

PROPERTY OWNER: HOSPITAL AUTHORITY OF HALL COUNTY AND THE CITY OF
GAINESVILLE

APPLICANT: NORTHEAST GEORGIA MEDICAL CENTER

REQUESTED DEVELOPMENT: PLANNED UNIT DEVELOPMENT (PUD)

INTRODUCTION

This application seeks approval from the Gainesville City Council of a Planned Unit Development for a +/- 48.977 acre parcel located at the intersection of Jesse Jewell Parkway and Downey Boulevard. The majority of this parcel is included already in an existing PUD zoning and is the location of the Gainesville campus for Northeast Georgia Medical Center. The subject property is located within the Limestone Corridor Overlay District, but much of the campus development preceded implementation of the Overlay District. If approved, the boundaries of the proposed PUD will expand slightly to incorporate parcels which have been acquired since establishment of the 2004 PUD. Additionally, approval of this application will allow the Applicant to construct a patient tower with 10 occupied stories, including a new emergency department and other medical space described below, as well as a new Central Energy Facility and parking deck. Approval will also allow flexibility for the Applicant to make minor modifications and small incremental improvements needed to address the continual changes in health care delivery.

DESCRIPTION OF APPLICANT

For more than 70 years, Northeast Georgia Health System (NGHS) has been on a mission of improving the health of our community in all we do. The system cares for more than one million people across more than 19 counties – an area larger than 5,000 square miles - through four hospitals and dozens of outpatient locations. NGHS is anchored by the flagship Northeast Georgia Medical Center (NGMC) campus in Gainesville, and NGMC's Braselton, Barrow and Lumpkin campuses are modeled after Gainesville's award-winning programs of excellence. Together, the four hospitals provide a total of more than 700 beds and more than 1,100 medical staff members representing more than 60 specialties. In fiscal year 2020, all NGHS facilities combined saw more than 1.3 million visits.

Led by volunteer boards made up of community leaders, NGHS is a not-for-profit health system – so all revenue beyond operating costs is returned to the community through improved services and innovative programs. The Georgia Hospital Association recently reported that in 2019, NGMC generated more than \$3.2 billion in revenue for the local and state economy and sustained nearly 21,000 full-time jobs throughout the region and state – in addition to nearly 9,000 employees directly employed by the health system.

NGMC accepts all patients regardless of their ability to pay, including Medicare, Medicaid, PeachCare, and financially and medically indigent patients. NGMC is committed to providing needed services to all members of the community, and does not discriminate by virtue of race, age, sex, handicap, color, creed, ethnic affiliation, or ability to pay.

NGHS does not rely on funding from any regional county or municipality to assist or subsidize the cost of providing care to the indigent patients treated at NGHS facilities. In fiscal year 2020, 42,040 charity patients were served by NGHS hospitals in all service areas combined. The estimated cost to provide this charity care was over \$70 million. That same year, exclusive of charity care, NGHS hospitals provided an additional \$126.4 million in unreimbursed care at all its campuses.

In addition to providing uncompensated care to the service area, the Health System and its affiliates provided over \$11 million dollars in value to Northeast Georgia communities in 2020 to support health education, health screenings and community sponsored projects.

NGHS is interested in serving the community in the best manner possible. The expansion of the healthcare facility on this Subject Property will enable the hospital system to fulfill the medical needs of the Gainesville community and our region while also providing a quality, long-term, committed development.

PROJECT DESCRIPTION

The main campus of NGMC- Gainesville is 47.329 acres (Tract 1) and currently contains the existing inpatient hospital facilities, parking decks, medical offices, surface parking, central energy facility, helipad, interior roads and drives, and other supporting facilities. The applicant seeks to add an additional patient tower, consisting of approximately 660,000 square feet, as well as a parking deck of 455 spaces and expansion of existing facilities, on Tract 1. A Central Energy Facility (CEF) of approximately 40,000 square feet, needed to support the new patient tower, will be added on Tract 2, located at the corner of South Enota and Sherwood Park Drive. The applicant further seeks to include as part of the rezoning certain right of way along South Enota Drive (Tract 3), which right of way will be acquired from the City of Gainesville and will serve as part of the construction limits for the new CEF. A helipad will be located on the roof of the new Patient Tower, but the existing helipad will be retained for surge capacity and larger helicopters. The applicant will also renovate approximately 10,000 square feet of existing space to connect the new tower to the existing building as well as renovations to surgery suites. As further described below, Applicant will provide extensive landscaping to complement existing landscaping. The Applicant has provided Traffic Impact Analysis (TIA) with the rezoning request.

New Patient Tower

The project will include the construction of a new patient tower at its Main Campus in Gainesville, Hall County. The new tower will be adjacent and attached to the main hospital building and include: new inpatient acute care beds; relocation and expansion of the emergency department; expansion and minor renovation of surgical services including five new shared inpatient/outpatient operating rooms (“ORs”); relocation of cardiac catheterization labs and patient support areas and certain noninvasive cardiology services; outpatient observation beds; expansion of food services; construction of a rooftop helipad; and construction of a central energy facility and parking garage.

During 2020 and 2021, the Gainesville community has been hit particularly hard by the COVID 19 outbreak. This caused the hospital to rethink how the new hospital expansion could be designed to handle potential future infectious disease outbreaks. The current proposed design for the new patient tower contains greatly enhanced infrastructure and negative airflow capabilities that would allow critical patient rooms, ED treatment rooms, and key diagnostic and treatment rooms to flip to negative air flow during an outbreak, thus better protecting staff and containing the spread of the disease. Additionally, the hospital is designed with a multipurpose room near the ED entry that can convert to a triage space to screen patients prior to patients entering the ED, in hopes of mitigating the need for temporary tent structures. Every aspect of the flow of patients in and out of the emergency department has been reconsidered to minimize cross traffic of infectious and noninfectious patients.

The new patient tower will be adjacent and connected to the existing NGMC-Gainesville North Tower, completed in 2009. The project is not expected to disrupt existing services during the construction period.

Additional inpatient beds are needed to serve the substantial, growing and aging service area population, as well as the increasing acuity and complexity of patients served by NGMC. The addition of more patient rooms will create an opportunity for future renovation of the existing South Tower.

Helipad – Rooftop

The roof of the proposed new patient tower will be designed to support the helipad to serve patient needs. The helipad’s location on the roof of the new patient tower will enable rapid patient transport of air ambulance patients to and from the NGMC Gainesville Campus ED (to be located on the ground floor of the new patient tower). Helipad lighting will be compliant with Federal Aviation Administration (FAA) General Aviation requirements.

Central Energy Facility and Parking

In addition to the new patient tower, the proposed project includes a new central energy facility and a new parking deck with capacity for 455 cars. The new central energy facility will support the energy needs of the new patient tower, while the new parking deck will address the parking needs.

The CEF is being designed to mitigate sound disturbance to the surrounding areas. The structure is being designed and will be constructed such that the noise from equipment, including rooftop equipment, is attenuated with abating noise walls and construction materials. Additionally, extensive landscaping, including the initial installation of 20- foot evergreen trees, is included in the CEF plan.

Economic Impact

The project (Phase 1 and 2) will create 619 new full-time equivalent employees (FTEs) associated with the new and expanded service offerings. The majority of these positions are clinical professionals with wage earnings exceeding the average salary in the local market.

In addition, NGHS has a strong track record for engaging local contractors and vendors in construction initiatives. During the construction period of the Tower project approximately 6,000 total workers will be involved in the project from start to finish with an estimated peak of 650 workers.

This project would be the biggest healthcare expansion project in Georgia outside of Children's Healthcare of Atlanta's new \$2 billion campus now under construction (Journal of Healthcare Contracting, February 24, 2021).

Project Phasing

Construction on the above project is expected to be completed in phases. The first phase will include the new patient tower (North Tower 2) of approximately 660,000 square feet of total space. Approximately 535,000 square feet of this is to be fully built out in phase 1, with approximately 125,000 square feet remaining as shell space to be built out in future phases. The first phase of construction will also include the CEF and the new parking deck. Construction on the first phase is planned to start in early 2022 and completed by 2025. Build out of the shelled space is anticipated to be completed by 2030.

Additionally, the new North Tower 2 has the capacity for a vertical expansion of the "B Tower" for three additional bed floors and the existing women's center has the ability to

expand by 2 additional floors to accommodate replacement beds from older facilities. These vertical expansions are anticipated to be further into the future, beyond 2030. Additional future phases also would add a Hospital Logistics expansion of 10,000 square feet. The applicant also intends to retain the projects previously approved in prior applications, including the addition of 2 levels of approximately 340 additional parking space to the existing employee parking deck, the Laurelwood Expansion of 28,500 square feet and the Conference Center of 14,000 square feet. Each of these proposed projects are reflected on the conceptual site plan. In addition, the applicant requests to be able to expand the existing facility by as much as 10% of the existing square footage for minor modernization and expansion as needs dictate.

The table on page 7 below is provided to show the projects, projected completion date and approximate size of each project.

SITE PLAN

The Applicant has submitted a conceptual site plan as part of the PUD application. The plan reflects both the existing facilities and parking areas, as well as the proposed additional parking and buildings. Given the large scale and complex nature of this project, the Applicant respectfully requests that the site plan be considered conceptual and that any changes be subject to the approval by the Community Development Department.

DESIGN STANDARDS AND DIMENSIONAL REQUIREMENTS

As reflected on the site plan, the subject property currently includes the existing hospital campus, together with existing parking and supporting structures. Applicant respectfully requests that existing improvements, including but not limited to buildings, parking, existing helipad, lighting, signage, landscaping and setbacks be grandfathered as compliant and be exempted from any modifications based on the terms of this PUD application. In order to maintain a consistent architectural and design standard with the existing structures and to provide sufficient facilities within the existing campus to meet the health care needs of the community, the Applicant seeks to continue modification of certain dimensional requirements included in the Limestone Parkway Overlay Zone or elsewhere in the Unified Land Development Code. Similar modifications are included as part of the existing PUD, but have been further modified and expanded to accommodate the proposed new construction.

Applicant respectfully requests any variances needed to accommodate the standards and specifications outlined below and elsewhere in this narrative and the PUD application package.

- Maximum Building Height of 10 occupied stories, plus an open-air rooftop mechanical penthouse for equipment and a rooftop helipad (12 total stories plus

elevator overruns). Portions of the building are below grade depending on the side viewed.

- Setbacks will be fixed as shown on the conceptual site plan and will not change based on increases in building height. There will be no requirement of large species trees being planted between buildings taller than two stories and adjoining property lines.
 - A helipad, together with access to the tower, will be located on the roof.
- Maximum Building Height of 50 feet to the deck of the roof for Central Energy Facility. In addition, there will be a 25 foot screening wall for rooftop equipment and to redirect sound away from surrounding development, for a combined height of 75 feet.
- Maximum Square Footage will be as reflected on the table below and on the Conceptual Site Plan.
- The square footage table includes square footage that was approved as part of the 2004 PUD application and has not yet been built. The previously approved improvements are the existing parking deck expansion (H), Laurelwood expansion (D), and Conference Center (E).

**Northeast Georgia Medical Center - Gainesville Expansion
Rezoning Phase Breakdown**

ID	Phase 1: 2025	Total	Occupied Space	Unoccupied Space
A	Hospital Expansion	660,000 SF	535,000 SF	125,000 SF
B	Central Energy Facility	40,000 SF	-	40,000 SF
C	Proposed Parking Deck			455 Spaces
Totals:		700,000 SF	535,000 SF	165,000 SF

ID	Phase 2: 2030	Total	Occupied Space	Unoccupied Space
A	Hospital Expansion	- SF	125,000 SF	
D	Laurelwood Expansion	28,500 SF	28,500 SF	
E	Conference Center	14,000 SF	14,000 SF	
F	Women's Center Expansion	75,000 SF	75,000 SF	
G	Hospital Logistics Expansion	10,000 SF	10,000 SF	
Totals:		127,500 SF	252,500 SF	

ID	Phase 3: 2035	Total	Occupied Space	Unoccupied Space
A	Hospital Expansion	100,000 SF	100,000 SF	
H	Existing Parking Deck Expansion			340 spaces

- In addition to the table above, square footage of existing and proposed buildings will be allowed an additional 10% increase in overall square footage, and existing and proposed parking decks will be allowed an additional 10% increase in number of parking spaces, to accommodate minor renovations and additions that will be required to facilitate ongoing modernization of aging facilities.
 - Any such increases in square footage or size of parking decks will be subject to approval by the Community Development Department.
- Parking Deck Sizing and Dimensions will be as set forth on the table above and in the parking section below. Parking ratios will be as set forth in the parking section below.
- Parking between buildings and public right of ways shall not be limited but shall instead be allowed in the locations reflected on the conceptual site plan.
- Building setbacks shall be established as follows and reflected on the Conceptual Site Plan:
 - Buildings and parking decks will not have setbacks from interior campus lot lines, interior campus drives and roads.
 - Front setbacks: 30 ft from right of way of Jesse Jewell
 - Front setbacks: 0 ft from right of way of Downey Boulevard, north of Medical Center Way
 - Front setbacks: 30 ft from right of way of Downey Boulevard, south of Medical Center Way
 - Front setbacks: 0 feet from Sherwood Park Drive
 - Front setbacks: 20 ft from right of way of all other public roads
 - Side setbacks: 0 ft against interior campus lot, South Enota Drive and adjacent O-I/GB zoned property, with the exception of O-I zoned property on Sherwood Park Drive, which shall have a 10 foot setback.
 - Rear setbacks: 0 ft against interior campus lot or adjacent O-I/GB zoned property with the exception of O-I zoned property on Sherwood Park Drive, which shall have a 10 foot setback.
 - Setbacks from public right of ways and adjoining properties will be as set forth on the conceptual site plan.
- Retaining wall height up to 40 feet, either free-standing or as part of a structure. Retaining walls up to 36-feet in height that are part of the proposed CEF and parking deck structures are anticipated. These walls will be below grade and will serve as structural support for the proposed building construction.

Freestanding retaining walls up to 24 feet in height are anticipated in the rear of the proposed expansion area to support transitions from the existing building to the new building loading dock areas, and to support other utility related infrastructure at the rear of the site. Additional smaller decorative walls will be located throughout the proposed landscape and garden areas.

- Maximum Impervious Surface of up to 90%.

SIGNAGE

As a hospital with a large and active emergency department, the Applicant has unique signage needs as it seeks to design and erect signage that will allow patients, visitors and emergency traffic to navigate safely to the appropriate destinations. Applicant may continue to utilize existing signage, including but not limited to the Gateway signs at the corner of Jesse Jewell and Downey and at the North Entrance on Downey, monument signs along Spring, Jesse Jewell and Downey, trail blazer signs along public right of ways, signs attached to freestanding walls, including retaining walls, and banners attached to light poles. Existing signage may be modified or replaced within the previously permitted parameters. Applicant will be allowed to continue using the same types and sizes of signage throughout the campus as are utilized currently within the campus. Applicant will also utilize similar interior and exterior sign illumination as is utilized currently within the campus.

Before installing additional signage or modifying existing signage beyond the previously permitted parameters, the Applicant will submit a Uniform Sign Plan, which is subject to the approval of the Community Development Department. Due to the unique and complex nature of this project and its important contribution to the health and safety of the community, the Uniform Sign Plan will seek modifications to the Sign Ordinance, for good cause shown and greater visual coherence and coordination within the development. Modifications may include the type, number and area of signs permitted.

LIGHTING

Before installing any additional permanent lighting on or adjacent to new construction, the Applicant will submit a Photometric Plan, which will be subject to the approval of the Community Development Department. The Photometric Plan may include modifications exterior lighting requirements, including but not limited to, the intensity, distribution and location of luminaires, as well as to the full cut-off requirements.

STORMWATER MANAGEMENT

The Applicant shall construct adequate stormwater facilities on the subject property to collect stormwater runoff from the project. The stormwater detention plan shall be subject to the approval of the Community Development Department.

ARCHITECTURAL RENDERINGS

The Applicant has submitted architectural renderings and elevations for proposed new construction, including the new Patient Tower, new Central Energy Facility and new parking deck. Roofs on existing buildings and facilities will remain as currently built. Roofs on new facilities will be flat. The Applicant respectfully requests that the renderings and elevations be considered conceptual and that any changes be allowed, provided such changes will be subject to the architectural design review process and approval of Community Development Department.

USES

The project may include the following types of uses:

- i. Hospital
- ii. Emergency care, behavioral health facilities, surgical and diagnostic centers;
- iii. Medical Office Buildings (connected and stand-alone);
- iv. Clinics and laboratories;
- v. Supporting uses (such as central energy facility, laundry, record storage, private helipad, Graduate Medical Education and other education programs, daycare facilities, infrastructure, food preparation and cafeteria/restaurants, etc.);
- vi. Accessory uses to hospital and office buildings such as gift shops, cafeterias, pharmacies, wellness centers, patios, courtyards and gardens, etc.;
- vii. Offices;
- viii. Retail sales and services;

- ix. Short term patient family housing;
- x. Senior living;
- xi. Intermediate Care Center; and
- xii. Nursing home or continuing care facility.

PARKING

Parking facilities will be a combination of surface parking and parking deck structures. The ratio of parking is anticipated to be a minimum of 1.5 and a maximum of 5.0 spaces per licensed bed (excluding bassinets, NICU beds and observation beds). The number of parking spaces for other proposed uses shall be as required in the code; provided, however, that shared parking may be allowed throughout the campus.

In newly developed surface parking areas, parking spaces shall be no smaller than 8.75 by 17.5 feet with an aisle of no smaller than 24 feet for two-way traffic and 14 feet for one-way traffic. Notwithstanding this requirement, the dimensions for the new parking deck to be constructed adjacent to the new Patient Tower shall be as reflected on the schematic drawing attached to this narrative as Exhibit 1. Parking space size and drive aisle widths for structured parking shall be reduced as needed to accommodate an efficient structural bay spacing and taking into consideration encroachment of columns and other structural components into the spaces as necessary. Drive aisles shall be no smaller than 24 feet for two-way traffic and 14 feet for one-way traffic. The Community Development Department may approve such additional modifications as may be needed after final design for the new parking deck and the vertical expansion of the existing deck are finalized.

Landscaping in newly developed surface parking areas will include one island for every 50 parking spaces; provided, however, that this requirement shall not apply to any existing parking areas. Any surface parking areas adjacent to Jesse Jewell or Downy Boulevard shall be set back 10 feet from the right of way. Parking lots adjacent to other public right of ways or located in the interior of the property will not have such setback requirements.

LANDSCAPING AND GRADING

The overall campus shall not exceed a 90% impervious area. Parking lot islands, median islands, building setback areas, and buffer areas will be included in calculating open space areas. Trees shall be planted within the 10% open space. The density of tree planting will achieve the minimum of 18 units per acre (less the area occupied by buildings). Smaller specimen trees such as Japanese Maple, American Hornbeam or Chinese Pistache may be utilized in areas of underground utility location. Trees located around the perimeter of the campus will be included in the overall tree count.

Landscaping around the CEF will include evergreen screening trees between the CEF and the adjoining property.

The existing garden located adjacent to the existing "North Patient Tower" will be relocated to accommodate the proposed new Patient Tower. The proposed relocated garden will be similar in size and scope to the existing garden.

All cut and fill slopes will be established and maintained a 2:1 slope or less, as allowed by the Georgia Manual for Sedimentation and Soil Erosion Control.

EXISTING BUILDINGS AND IMPROVEMENTS

As previously noted, the main campus of Northeast Georgia Medical Center is located on Tract 1 of the subject property. Portions of the development were constructed more than 50 years ago, and the buildings and accompanying improvements have been added to, updated and otherwise modified numerous times. The applicant respectfully requests that all existing buildings and improvements, including but not limited to parking, existing helipad and helipad lighting, lighting, signage, landscaping and setbacks, be "grandfathered" or deemed as compliant and not subject to the terms of this PUD application.

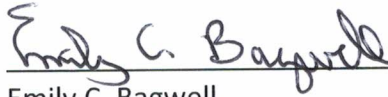
STAFF APPROVALS

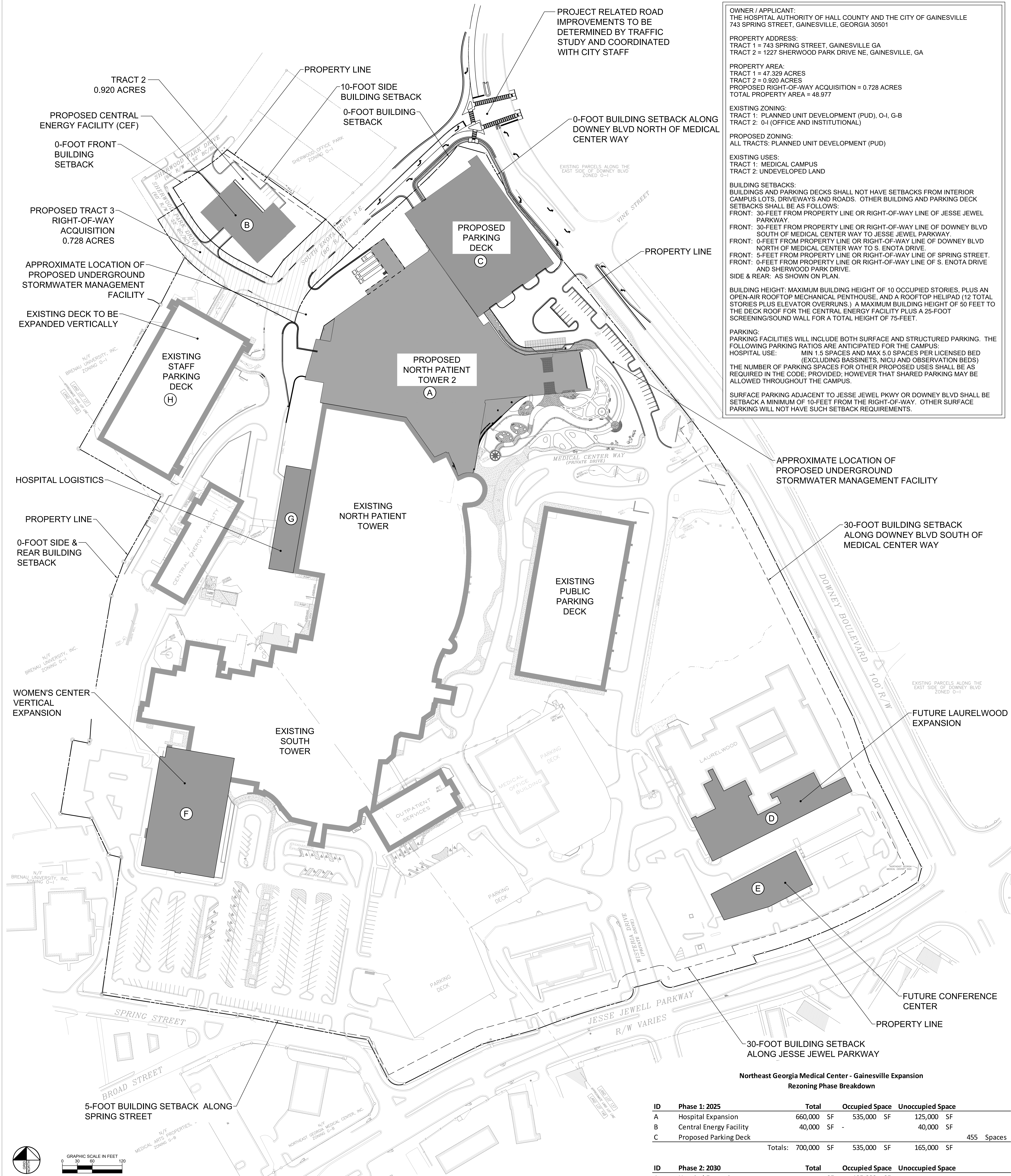
The Applicant is currently in the design development phase of the project. As such, changes and modification to the project may be needed. The Applicant requests that the Community Development Department and staff be authorized to approve such changes as may be necessary to implement and develop the project consistent with this application, narrative and conceptual site plan, including but not limited to the signage plan, stormwater management plan, photometric plan and other areas of staff review and approval contemplated by this narrative and the applicable City ordinances.

CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that the rezoning application be approved, including any variances needed to implement the specifications in the application package. The Applicant also invites and welcomes any comments from staff or other officials of City of Gainesville so that such recommendations and input might be incorporated in this Application.

Respectfully submitted,


Emily C. Bagwell



OWNER / APPLICANT:
THE HOSPITAL AUTHORITY OF HALL COUNTY AND THE CITY OF GAINESVILLE
743 SPRING STREET, GAINESVILLE, GEORGIA 30501

PROPERTY ADDRESS:
TRACT 1 = 743 SPRING STREET, GAINESVILLE, GA
TRACT 2 = 1227 SHERWOOD PARK DRIVE NE, GAINESVILLE, GA

PROPERTY AREA:
TRACT 1 = 47.329 ACRES
TRACT 2 = 0.920 ACRES
PROPOSED RIGHT-OF-WAY ACQUISITION = 0.728 ACRES
TOTAL PROPERTY AREA = 48.977

EXISTING ZONING:
TRACT 1: PLANNED UNIT DEVELOPMENT (PUD), O-1, G-B
TRACT 2: O-1 (OFFICE AND INSTITUTIONAL)

PROPOSED ZONING:
ALL TRACTS: PLANNED UNIT DEVELOPMENT (PUD)

EXISTING USES:
TRACT 1: MEDICAL CAMPUS
TRACT 2: UNDEVELOPED LAND

BUILDING SETBACKS:
BUILDINGS AND PARKING DECKS SHALL NOT HAVE SETBACKS FROM INTERIOR CAMPUS LOTS, DRIVEWAYS AND ROADS. OTHER BUILDING AND PARKING DECK SETBACKS SHALL BE AS FOLLOWS:
FRONT: 30-FEET FROM PROPERTY LINE OR RIGHT-OF-WAY LINE OF JESSE JEWELL PARKWAY.
FRONT: 30-FEET FROM PROPERTY LINE OR RIGHT-OF-WAY LINE OF DOWNNEY BLVD SOUTH OF MEDICAL CENTER WAY TO JESSE JEWELL PARKWAY.
FRONT: 0-FEET FROM PROPERTY LINE OR RIGHT-OF-WAY LINE OF DOWNNEY BLVD NORTH OF MEDICAL CENTER WAY TO S. ENOTA DRIVE.
FRONT: 5-FEET FROM PROPERTY LINE OR RIGHT-OF-WAY LINE OF SPRING STREET.
FRONT: 0-FEET FROM PROPERTY LINE OR RIGHT-OF-WAY LINE OF S. ENOTA DRIVE AND SHERWOOD PARK DRIVE.
SIDE & REAR: AS SHOWN ON PLAN.

BUILDING HEIGHT: MAXIMUM BUILDING HEIGHT OF 10 OCCUPIED STORIES, PLUS AN OPEN-AIR ROOFTOP MECHANICAL PENTHOUSE, AND A ROOFTOP HELIPAD (12 TOTAL STORIES PLUS ELEVATOR OVERRUNS.) A MAXIMUM BUILDING HEIGHT OF 50 FEET TO THE DECK ROOF FOR THE CENTRAL ENERGY FACILITY PLUS A 25-FOOT SCREENING/SOUND WALL FOR A TOTAL HEIGHT OF 75-FEET.

PARKING:
PARKING FACILITIES WILL INCLUDE BOTH SURFACE AND STRUCTURED PARKING. THE FOLLOWING PARKING RATIOS ARE ANTICIPATED FOR THE CAMPUS:
HOSPITAL USE: MIN 1.5 SPACES AND MAX 5.0 SPACES PER LICENSED BED (EXCLUDING BASSINETS, NICU AND OBSERVATION BEDS)
THE NUMBER OF PARKING SPACES FOR OTHER PROPOSED USES SHALL BE AS REQUIRED IN THE CODE; PROVIDED; HOWEVER THAT SHARED PARKING MAY BE ALLOWED THROUGHOUT THE CAMPUS.

SURFACE PARKING ADJACENT TO JESSE JEWELL PKWY OR DOWNNEY BLVD SHALL BE SETBACK A MINIMUM OF 10-FEET FROM THE RIGHT-OF-WAY. OTHER SURFACE PARKING WILL NOT HAVE SUCH SETBACK REQUIREMENTS.

APPROXIMATE LOCATION OF PROPOSED UNDERGROUND STORMWATER MANAGEMENT FACILITY

30-FOOT BUILDING SETBACK ALONG DOWNNEY BLVD SOUTH OF MEDICAL CENTER WAY

EXISTING PARCELS ALONG THE EAST SIDE OF DOWNNEY BLVD ZONED O-1

FUTURE LAURELWOOD EXPANSION

FUTURE CONFERENCE CENTER

PROPERTY LINE

30-FOOT BUILDING SETBACK ALONG JESSE JEWELL PARKWAY

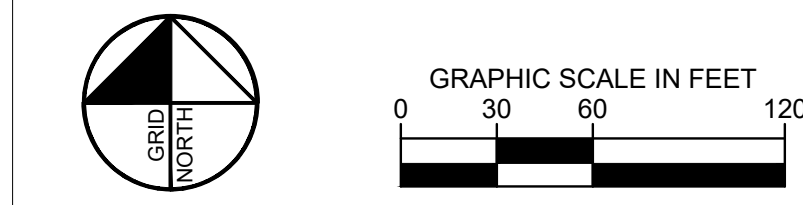
Northeast Georgia Medical Center - Gainesville Expansion Rezoning Phase Breakdown

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C	Proposed Parking Deck			455 Spaces
Totals:		700,000 SF	535,000 SF	165,000 SF

ID	Phase 2: 2030	Total	Occupied Space	Unoccupied Space
A	Hospital Expansion	-	125,000 SF	
D	Laurelwood Expansion	28,500 SF	28,500 SF	
E	Conference Center	14,000 SF	14,000 SF	
F	Women's Center Expansion	75,000 SF	75,000 SF	
G	Hospital Logistics Expansion	10,000 SF	10,000 SF	
Totals:		127,500 SF	252,500 SF	

ID	Phase 3: 2035	Total	Occupied Space	Unoccupied Space
A	Hospital Expansion	100,000 SF	100,000 SF	
H	Existing Parking Deck Expansion			340 spaces

IN ADDITION TO THE TABLE ABOVE, SQUARE FOOTAGE OF EXISTING AND PROPOSED BUILDINGS WILL BE ALLOWED AN ADDITIONAL 10% INCREASE IN OVERALL SQUARE FOOTAGE, AND EXISTING AND PROPOSED PARKING DECKS WILL BE ALLOWED AN ADDITIONAL 10% INCREASE IN NUMBER OF PARKING SPACES, TO ACCOMMODATE MINOR RENOVATIONS AND ADDITIONS THAT WILL BE REQUIRED TO FACILITATE ONGOING MODERNIZATION OF AGING FACILITIES.



SITE DATA:
INFORMATION SHOWN HEREON BASED ON SURVEY PREPARED BY ATLAS TECHNICAL CONSULTANTS, LLC ENTITLED TAX PARCEL COMBINATION SURVEY FOR NORTHEAST GEORGIA MEDICAL CENTER, LAST REVISED MAY 18, 2021. DATUM: NAD 1983

PROJECT SITE IS LOCATED IN LAND LOTS 137 & 148 - 9TH DISTRICT, CITY OF GAINESVILLE, HALL COUNTY, GEORGIA.

WATER SERVICE TO BE PROVIDED BY THE CITY OF GAINESVILLE VIA AN EXISTING 24" WATER MAIN IN DOWNNEY BOULEVARD AND AN 8" WATER MAIN IN SOUTH ENOTA ROAD.

SANITARY SEWER SERVICE TO BE PROVIDED BY THE CITY OF GAINESVILLE VIA AN EXISTING 8" SEWER MAIN IN SOUTH ENOTA DRIVE AND AN EXISTING 10" MAIN IN SHERWOOD PARK DRIVE.

STORMWATER MANAGEMENT FOR THE PROPOSED EXPANSION WILL BE PROVIDED IN UNDERGROUND DETENTION SYSTEMS WITHIN THE LIMITS OF THE PROPOSED PROJECT DEVELOPMENT.

Kimley»Horn

Perkins&Will

1515 Peachtree St NE
Atlanta, GA 30309
404.873.2300
404.852.8253
www.perkinswill.com

STRUCTURAL:
WALTER P. MOORE
1201 PEACHTREE STREET NE, SUITE 1600
ATLANTA, GA 30301

MEP:
HPD, LLC
3000 CLEARVIEW AVE.
ATLANTA, GA 30304

LANDSCAPE:
HORN
3445 PEACHTREE ROAD NE, SUITE 1425
ATLANTA, GA 30309

FOOD SERVICE:
RIPE ASSOCIATES
10400 YELLOW CROWN DR #100
MINNETONKA, MN 55345

MEP INFORMATION TECHNOLOGY:
SSR, INC
3300 HIGHLANDS PARKWAY SE
SMYRNA, GA 30082

CM/CM-AT-R:
KIMLEY-HORN
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GA 30009

Northeast Georgia Health System
NGHS North Tower 2 / ED
743 Spring St NE, Gainesville, GA 30501

growing
the greater
good
NGHS BUILDING
INITIATIVES

ZONING SITE PLAN - NGHS GAINESVILLE CAMPUS EXPANSION

SHEET NUMBER

EXHIBIT 1
JULY 28, 2021

BOUNDARY CALLS

CURVE	RADIUS	LENGTH	CHORD	CH BEARING	COURSE	BEARING	DISTANCE
C1	350.79	171.87	170.11	S 07°32'25"W	L1	N 02°51'21"E	57.25
C2	484.34	148.05	148.47	S 07°32'25"W	L2	N 16°14'41"W	48.69
C3	393.27	147.17	146.76	S 09°13'32"W	L3	S 25°05'42"E	47.54
C4	393.27	175.26	175.06	S 14°48'15"W	L4	S 25°05'42"E	38.26
C5	90.00	77.70	75.37	S 02°01'40"E	L5	S 24°22'07"W	154.73
C6	23.00	39.21	38.96	S 74°28'17"W	L6	S 73°03'37"W	29.14
C7	6.50	15.67	15.36	S 75°03'29"W	L7	S 61°28'25"W	50.85
C8	13.00	31.11	29.96	S 63°33'59"W	L8	S 60°50'53"W	51.81
C9	157.40	85.38	84.53	N 34°35'10"W	L9	S 60°50'53"W	56.70
C10	20.00	28.02	27.22	N 12°53'35"W	L10	S 62°53'37"W	43.84
C11	140.00	120.86	117.15	N 00°21'45"W	L11	N 82°54'15"E	23.35
C12	333.33	160.81	159.25	N 15°06'35"W	L12	S 13°17'46"E	9.84
C13	134.51	131.08	130.76	N 09°24'52"E	L13	N 09°24'52"E	43.32
C14	334.04	45.02	45.00	N 13°47'13"E	L14	S 13°47'13"E	47.83
C15	386.74	49.27	49.27	S 40°15'32"E	L15	S 20°09'14"E	29.70
C16	136.74	125.34	125.03	S 30°39'45"E	L16	S 20°09'14"E	55.36
C17	136.74	125.34	125.03	S 30°39'45"E	L17	S 20°09'14"E	55.36
C18	136.74	125.34	125.03	S 30°39'45"E	L18	S 20°09'14"E	55.36
C19	136.74	125.34	125.03	S 30°39'45"E	L19	S 20°09'14"E	55.36
C20	136.74	125.34	125.03	S 30°39'45"E	L20	S 20°09'14"E	55.36
C21	136.74	125.34	125.03	S 30°39'45"E	L21	S 20°09'14"E	55.36
C22	136.74	125.34	125.03	S 30°39'45"E	L22	S 20°09'14"E	55.36
C23	136.74	125.34	125.03	S 30°39'45"E	L23	S 20°09'14"E	55.36
C24	136.74	125.34	125.03	S 30°39'45"E	L24	S 20°09'14"E	55.36
C25	136.74	125.34	125.03	S 30°39'45"E	L25	S 20°09'14"E	55.36
C26	136.74	125.34	125.03	S 30°39'45"E	L26	S 20°09'14"E	55.36
C27	136.74	125.34	125.03	S 30°39'45"E	L27	S 20°09'14"E	55.36
C28	136.74	125.34	125.03	S 30°39'45"E	L28	S 20°09'14"E	55.36
C29	136.74	125.34	125.03	S 30°39'45"E	L29	S 20°09'14"E	55.36
C30	136.74	125.34	125.03	S 30°39'45"E	L30	S 20°09'14"E	55.36
C31	136.74	125.34	125.03	S 30°39'45"E	L31	S 20°09'14"E	55.36
C32	136.74	125.34	125.03	S 30°39'45"E	L32	S 20°09'14"E	55.36
C33	136.74	125.34	125.03	S 30°39'45"E	L33	S 20°09'14"E	55.36
C34	136.74	125.34	125.03	S 30°39'45"E	L34	S 20°09'14"E	55.36
C35	136.74	125.34	125.03	S 30°39'45"E	L35	S 20°09'14"E	55.36
C36	136.74	125.34	125.03	S 30°39'45"E	L36	S 20°09'14"E	55.36
C37	136.74	125.34	125.03	S 30°39'45"E	L37	S 20°09'14"E	55.36
C38	136.74	125.34	125.03	S 30°39'45"E	L38	S 20°09'14"E	55.36

COURSE	BEARING	DISTANCE	COURSE	BEARING	DISTANCE
L39	N 50°26'10"E	31.01	L102	N 82°22'20"W	90.00
L40	N 50°26'10"E	31.01	L103	S 84°57'47"W	61.48
L41	N 50°26'10"E	31.01	L104	N 40°30'15"W	15.31
L42	N 50°26'10"E	31.01	L105	S 52°05'53"W	110.00
L43	N 50°26'10"E	31.01	L106	S 57°00'44"W	100.00
L44	N 50°26'10"E	31.01	L107	S 57°00'44"W	100.00
L45	N 50°26'10"E	31.01	L108	S 57°00'44"W	100.00
L46	N 50°26'10"E	31.01	L109	S 57°00'44"W	100.00
L47	N 50°26'10"E	31.01	L110	S 57°00'44"W	100.00
L48	N 50°26'10"E	31.01	L111	S 57°00'44"W	100.00
L49	N 50°26'10"E	31.01	L112	S 57°00'44"W	100.00
L50	N 50°26'10"E	31.01	L113	S 57°00'44"W	100.00
L51	N 50°26'10"E	31.01	L114	S 57°00'44"W	100.00
L52	N 50°26'10"E	31.01	L115	S 57°00'44"W	100.00
L53	N 50°26'10"E	31.01	L116	S 57°00'44"W	100.00
L54	N 50°26'10"E	31.01	L117	S 57°00'44"W	100.00
L55	N 50°26'10"E	31.01	L118	S 57°00'44"W	100.00
L56	N 50°26'10"E	31.01	L119	S 57°00'44"W	100.00
L57	N 50°26'10"E	31.01	L120	S 57°00'44"W	100.00
L58	N 50°26'10"E	31.01	L121	S 57°00'44"W	100.00
L59	N 50°26'10"E	31.01	L122	S 57°00'44"W	100.00
L60	N 50°26'10"E	31.01	L123	S 57°00'44"W	100.00
L61	N 50°26'10"E	31.01	L124	S 57°00'44"W	100.00
L62	N 50°26'10"E	31.01	L125	S 57°00'44"W	100.00
L63	N 50°26'10"E	31.01	L126	S 57°00'44"W	100.00
L64	N 50°26'10"E	31.01	L127	S 57°00'44"W	100.00
L65	N 50°26'10"E	31.01	L128	S 57°00'44"W	100.00
L66	N 50°26'10"E	31.01	L129	S 57°00'44"W	100.00
L67	N 50°26'10"E	31.01	L130	S 57°00'44"W	100.00
L68	N 50°26'10"E	31.01	L131	S 57°00'44"W	100.00
L69	N 50°26'10"E	31.01	L132	S 57°00'44"W	100.00
L70	N 50°26'10"E	31.01	L133	S 57°00'44"W	100.00
L71	N 50°26'10"E	31.01	L134	S 57°00'44"W	100.00
L72	N 50°26'10"E	31.01	L135	S 57°00'44"W	100.00
L73	N 50°26'10"E	31.01	L136	S 57°00'44"W	100.00
L74	N 50°26'10"E	31.01	L137	S 57°00'44"W	100.00
L75	N 50°26'10"E	31.01	L138	S 57°00'44"W	100.00

Curve	Radius	Length	Chord	Chord Bear.
C37	152.50'	94.34'	92.84'	N 26°56'00" E
C38	319.73'	60.11'	60.02'	N 38°36'44" E
C39	300.00'	127.60'	127.36'	N 34°16'51" E
C40	1098.91'	340.24'	338.89'	S 63°05'53" W
C41	20.00'	31.11'	28.06'	N 63°33'59" W
C42	20.00'	31.11'	28.46'	S 26°21'27" W
C43	1529.93'	123.12'	123.09'	S 68°53'24" W
C44	25.00'	39.21'	35.31'	N 74°29'17" W
C45	242.86'	129.99'	128.44'	N 49°48'05" E
C46	302.86'	63.54'	63.45'	N 49°38'59" E

Course	Bearing	Distance
L110	N 44°39'48" E	67.17'
L111	N 44°06'49" E	110.90'
L112	N 44°52'18" E	129.12'
L113	N 42°38'15" E	26.50'
L114	S 76°28'16" E	59.47'
L115	S 70°19'58" E	38.90'
L116	S 41°37'42" E	184.36'
L117	S 39°59'51" E	34.97'
L118	S 41°15'39" E	242.96'
L119	S 28°18'18" E	16.77'
L120	S 71°52'37" W	175.01'
L121	S 72°50'21" W	58.00'
L122	S 71°43'28" W	64.48'
L123	S 72°10'24" W	37.25'
L124	S 70°38'00" W	15.37'
L125	S 60°37'31" W	15.37'
L126	S 61°28'53" W	50.85'
L127	S 60°30'18" W	51.81'
L128	S 60°34'46" W	56.70'
L129	N 29°33'21" W	87.87'
L130	N 82°55'37" W	43.44'
L131	S 72°02'08" W	25.88'
L132	S 43°36'27" W	76.23'
L133	S 43°47'43" W	117.00'
L134	S 32°48'43" W	42.46'
L135	N 65°09'02" W	73.68'
L136	N 34°29'02" W	70.05'
L137	N 55°30'58" E	69.55'
L138	N 23°27'42" E	60.81'

NOTES:

- BOUNDARY SURVEY AS PER PLAT FOR THE HOSPITAL AUTHORITY OF HALL COUNTY AND THE CITY OF GAINESVILLE, NORTHEAST GEORGIA MEDICAL CENTER, INC. AND NORTHEAST GEORGIA HEALTH SYSTEM, INC. BY MORELAND ALTOBELLI ASSOCIATES, INC., DATED 6-4-83 AND LAST REVISED 2-18-04.
- ZONING IS PLANNED CITY DEVELOPMENT (P-U-D-C) WITH CONDITIONS AS PER ORDINANCE NO. 2005-17-04 (ADDITIONAL REVISED LAND DEVELOPMENT CODE) ZONING ASSIGNED P-U-D-C, P-U-D-C, P-C-D & P-U-D (ZONINGS), OFFICE AND INSTITUTIONAL (O-I), AND GENERAL BUSINESS (G-B).
- CITY SEWER LINES ARE COVERED BY 30' EASEMENT. CITY WATER LINES ARE COVERED BY 20' EASEMENT. GREATER DISTANCE SHALL APPLY WHERE LINES ARE SIDE BY SIDE.
- R/W ABANDONMENT AS PER ORDINANCE 1983-03-09 (PG. 172) WISTERIA DRIVE R/W ABANDONMENT AS PER ORDINANCE 2004-91. PORTION OF WISTERIA ABANDONMENT AS PER ORDINANCE 1987-01. HAMILTON PLACE R/W ABANDONMENT AS PER ORDINANCE 2004-89. VINE STREET R/W ABANDONMENT AS PER ORDINANCE 1988-04 AND 1988-05. VINE STREET AND WISTERIA DRIVE R/W ABANDONMENT AS PER ORDINANCE 2004-92. SOUTH ENOTA DRIVE R/W R/W TO VINE STREET R/W ABANDONMENT AS PER ORDINANCE 2004-90.
- A 20' WATERLINE EASEMENT WAS RETAINED ALONG WATERLINES REMAINING IN ABANDONED PORTION OF WISTERIA AS PER ORDINANCE NUMBER 2004-88, PASSED ON 12-21-04.

BOUNDARY NOTES:

- FIELDWORK FOR ORIGINAL BOUNDARY WAS PERFORMED ON 6-4-83, VARIOUS TRACTS HAVE BEEN ADDED OR REVISED SINCE THAT TIME.
- THIS SURVEY REPRESENTS A RE-SUBDIVISION OF THE PLAT PREVIOUSLY RECORDED IN PLAT SLIDE 839, PAGE 108.

UTILITIES NOTE:

UTILITIES SHOWN HEREON WERE COMPILED FROM VISIBLE FIELD DATA, EXISTING DRAWINGS, AND FIELD LOCATION PROVIDED BY MIDDLETON & ASSOC. ON MAY 10, 2004 AND FROM CONSTRUCTION PLANS OF THE NORTH PATIENT TOWER & WOMEN AND CHILDREN'S CENTER PREPARED BY EBERLY & ASSOCIATES. MORELAND ALTOBELLI MAKES NO GUARANTEE THAT ALL UTILITIES ARE SHOWN AND THE LOCATIONS MAY NOT BE EXACT. SOUTH ENOTA DRIVE R/W R/W TO VINE STREET R/W ABANDONMENT AS PER ORDINANCE 2004-90.

PLAT REFERENCES:

- PLAT FOR HOSPITAL AUTHORITY OF HALL COUNTY AND CITY OF GAINESVILLE, NORTHEAST GEORGIA MEDICAL CENTER, INC. & NORTHEAST GEORGIA HEALTH SYSTEM, INC. BY MORELAND ALTOBELLI AND ASSOCIATES DATED JUNE 4, 1983, LAST REVISED MARCH 24, 2004 AND BEING RECORDED IN PLAT SLIDE 839, PAGE 108.
- PLAT FOR HOSPITAL AUTHORITY OF HALL COUNTY AND CITY OF GAINESVILLE, NORTHEAST GEORGIA MEDICAL CENTER, INC. & NORTHEAST GEORGIA HEALTH SYSTEM, INC. BY MORELAND ALTOBELLI AND ASSOCIATES DATED JANUARY 31, 2003, LAST REVISED DECEMBER 15, 2005 AND BEING RECORDED IN PLAT SLIDE 847, PAGE 123.
- ALTA/PLANS LAND TITLE SURVEY FOR NORTHEAST GEORGIA MEDICAL CENTER, INC. & CHICAGO TITLE INSURANCE COMPANY BY ROCHESTER AND ASSOCIATES DATED DECEMBER 30, 2016, BEING JOB NUMBER 6216126.NGH.
- SURVEY FOR NORTHEAST GEORGIA HEALTH SYSTEMS, INC. BY MORELAND ALTOBELLI, INC. DATED DECEMBER 12, 2004, BEING JOB NUMBER 010223 OF THE CARSTENS TRACT.
- SURVEY FOR JACKSON AND ROBERT M. JENNINGS BY FARLEY-COLLINS DATED SEPTEMBER 6, 1989 AND BEING RECORDED IN PLAT BOOK 42, PAGE 251.
- PLAT FOR WALLIS LAND COMPANY BY ROBERT T. BLACK RECORDED IN PLAT BOOK 32, PAGE 40.
- SURVEY FOR ROBERT M. JENNINGS BY ROCHESTER AND ASSOCIATES DATED JANUARY 3, 2006, BEING JOB NUMBER 0205171 SED.
- PLAT FOR D.R. HARVEY M. NEWMAN, III BY FARLEY-COLLINS DATED FEBRUARY 3, 1964 AND BEING RECORDED IN PLAT BOOK 31, PAGE 170.
- RETRACEMENT SURVEY FOR TRUONG TRAN BY PATTON LAND SURVEYING DATED JUNE 13, 2014, BEING RECORDED IN PLAT BOOK 64, PAGE 82.
- FINAL PLAT FOR SHERWOOD OFFICE PARK BY LARRY GROGAN DATED AUGUST 25, 1976 AND BEING RECORDED IN PLAT BOOK 64, PAGE 82.

BRENAU UNIVERSITY, INC.

20' WATER LINE EASEMENT

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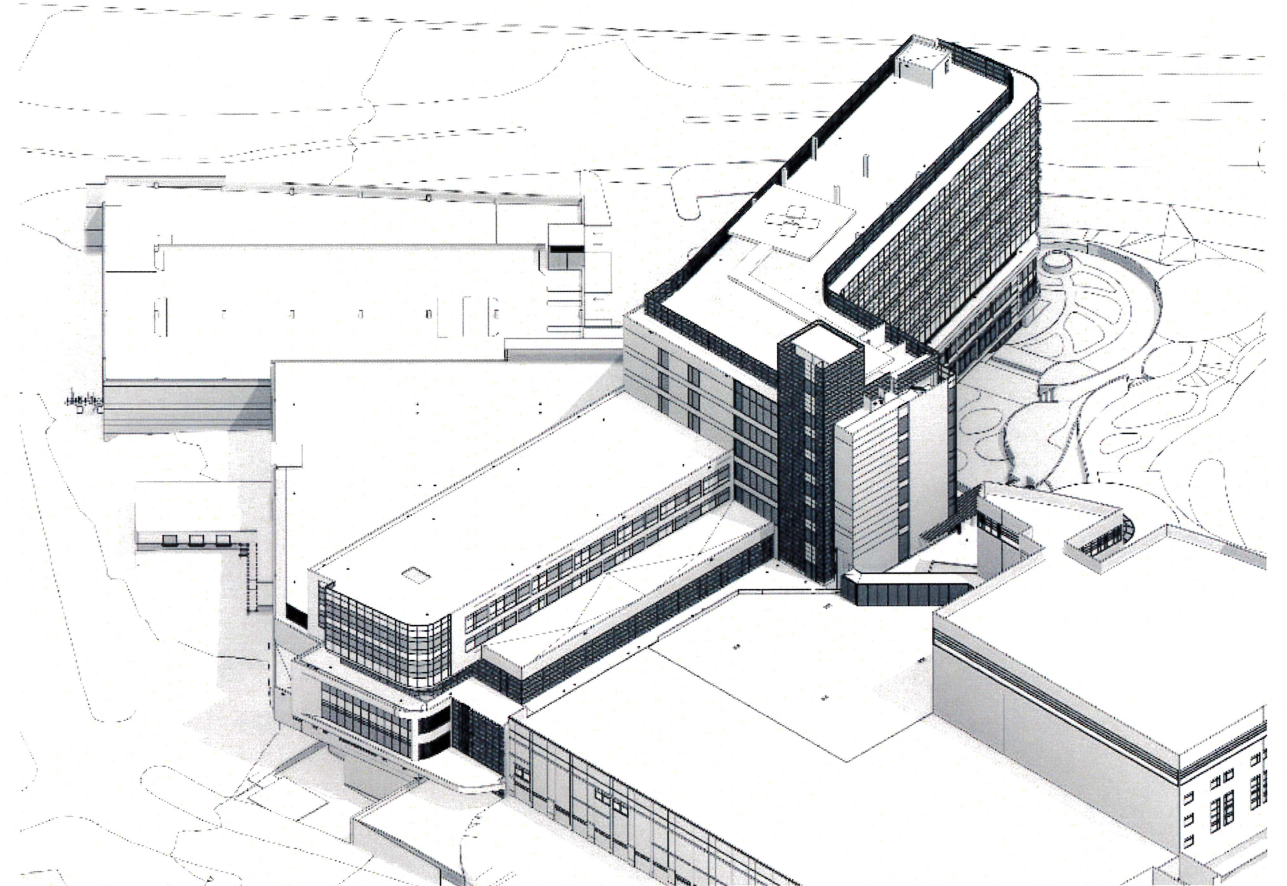
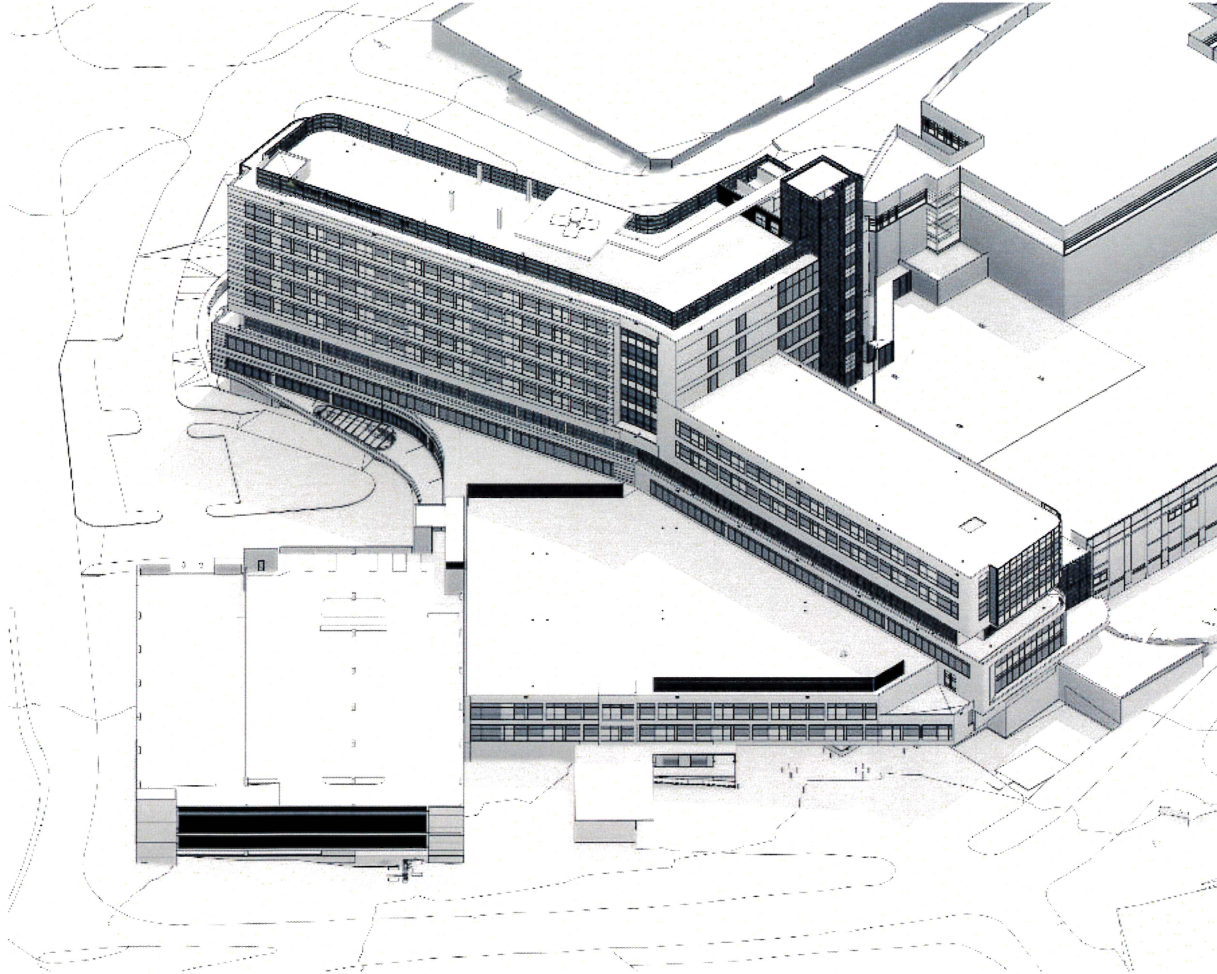
20' WATER LINE EASEMENT

20' WATER LINE EASEMENT



PROJECT OVERVIEW

EXTERIOR AXONS – PHASE 1



Campus Entry - View From Drive



South Facade - View From Downey Blvd.

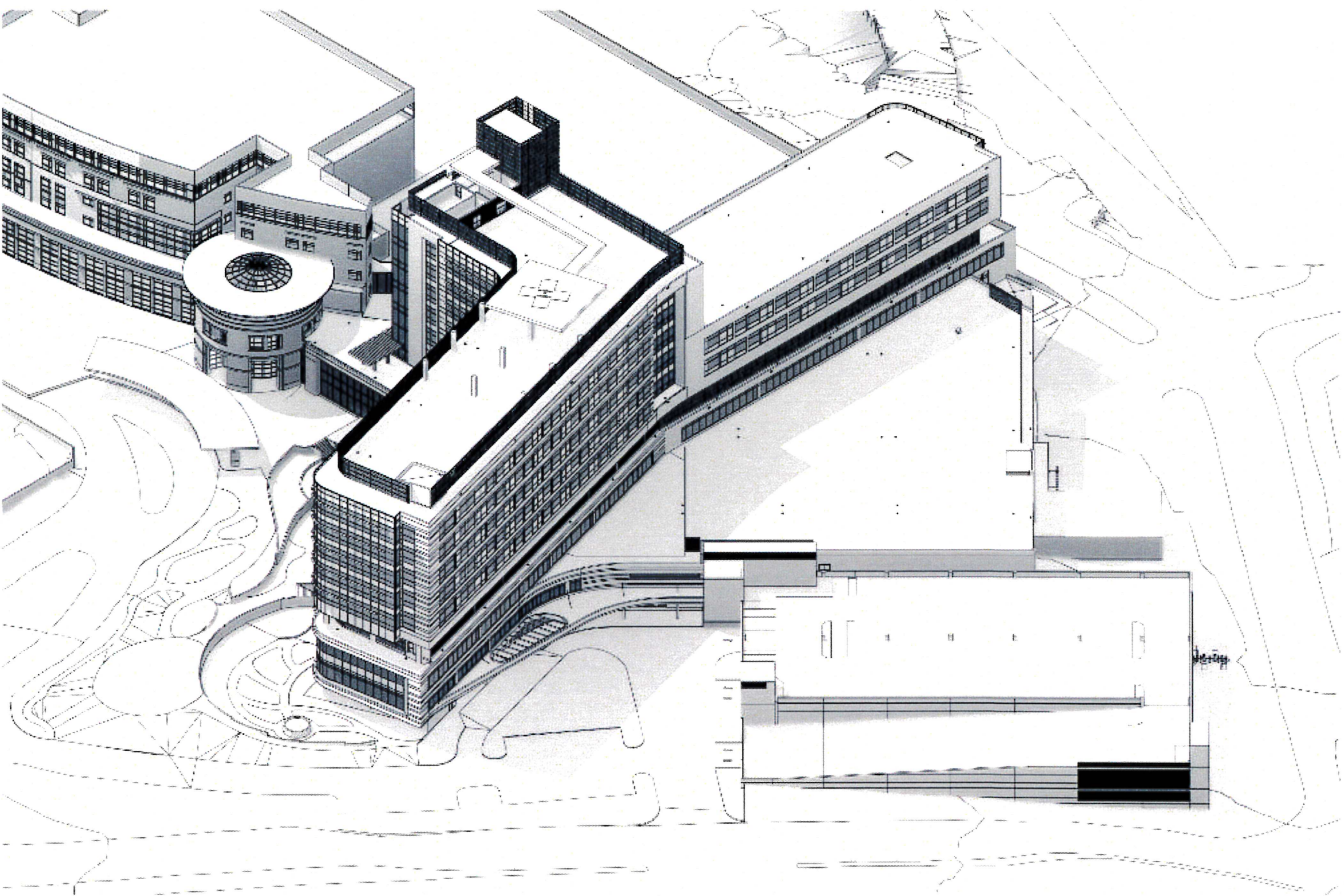
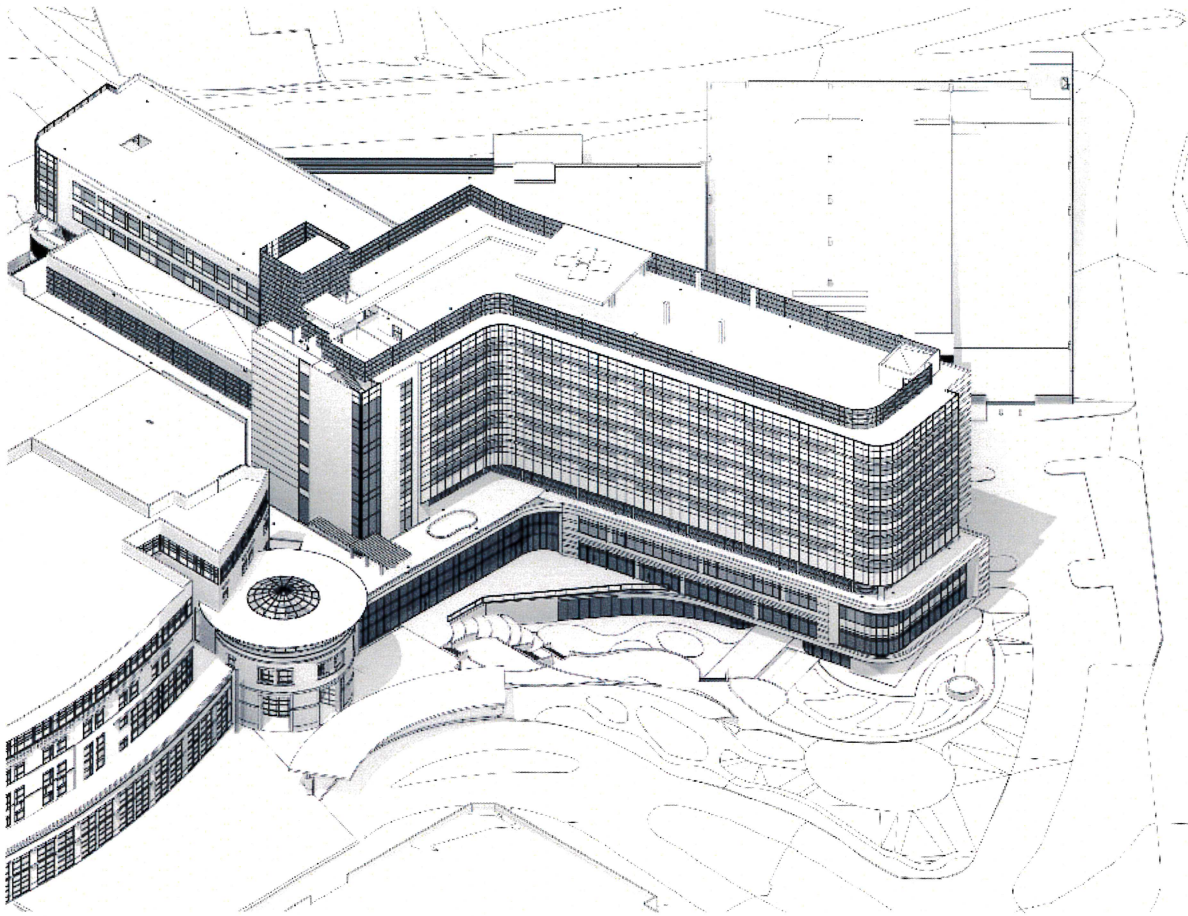


North Façade – Phase 1
View From Downey Blvd.



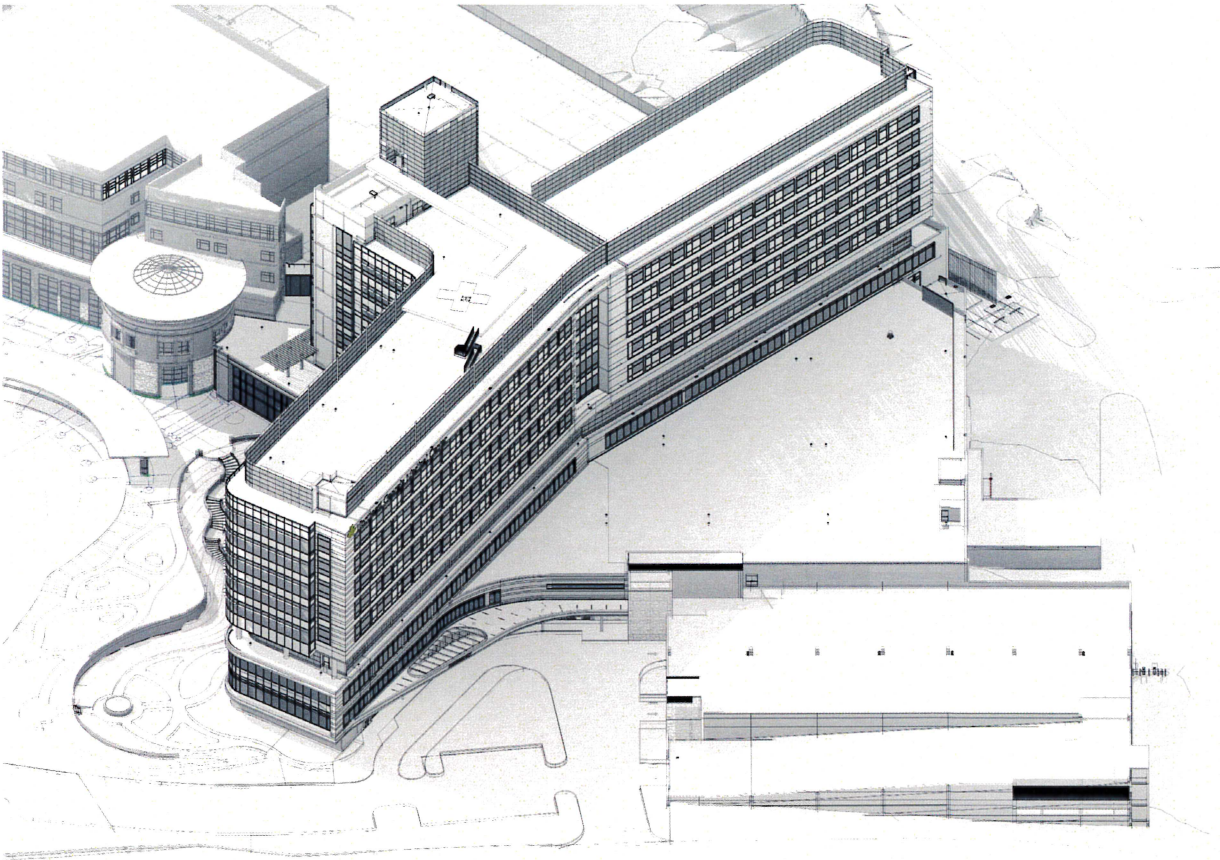
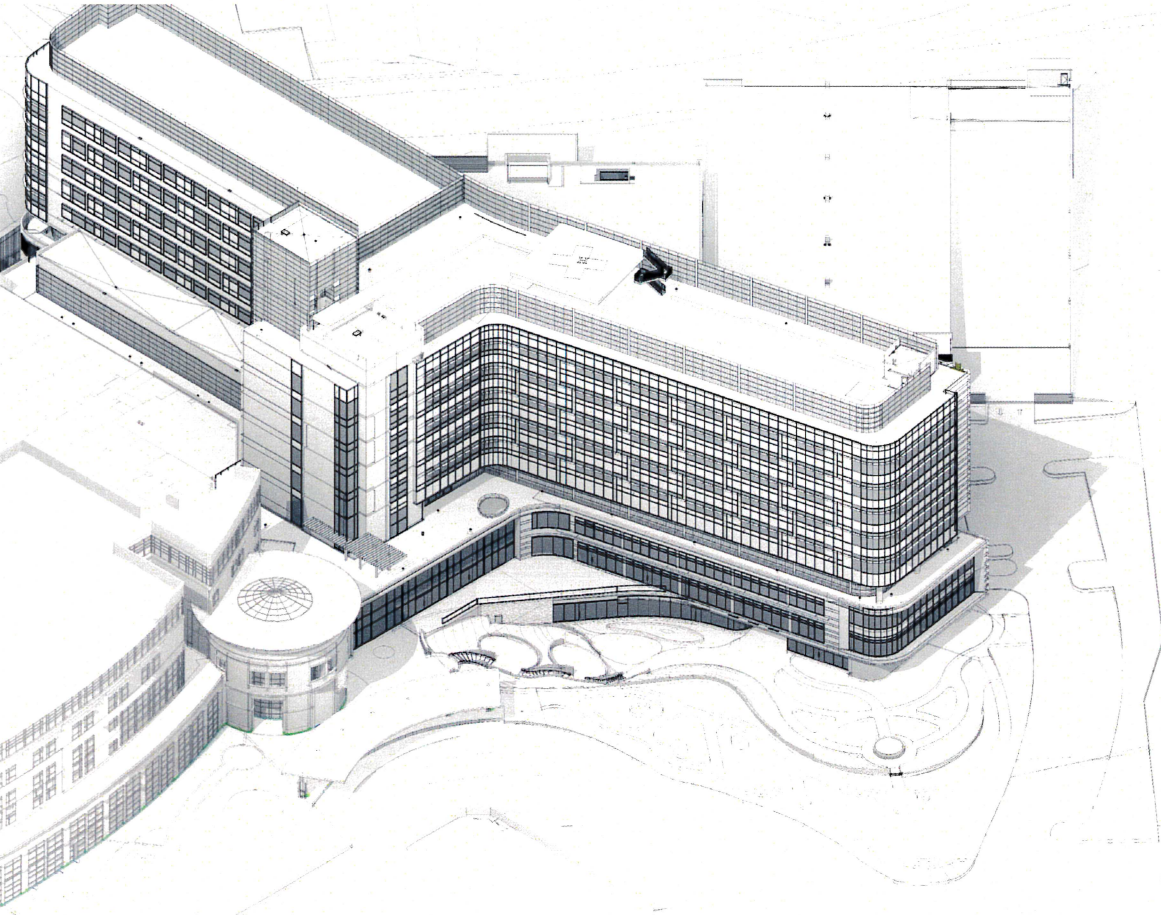
PROJECT OVERVIEW

EXTERIOR AXONS – PHASE 1



PROJECT OVERVIEW

EXTERIOR AXONS – PHASE 2



North Façade – Phase 2
View From Downey Blvd.



CENTRAL ENERGY FACILITY ANALYSIS

EXTERIOR RENDERING – Initial Height of Planting



VIEW FROM NE SHERWOOD PARK DRIVE

CENTRAL ENERGY FACILITY ANALYSIS

EXTERIOR RENDERING



VIEW FROM INTERSECTION OF NE SHERWOOD PARK DRIVE AND S. ENOTA DRIVE NE



Traffic Impact Study

NGHS Gainesville Campus Expansion DRI #XXXX

City of Gainesville, Georgia

Report Prepared:

July 2021

Prepared for:



Northeast Georgia
Health System, Inc.

Prepared by:

Kimley»Horn

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
015170050

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7/27/2021

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1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the *NGHS Gainesville Campus Expansion DRI #XXXX* development, which is expected to be fully complete in 2035 (referred to herein as “build-out year”). A DRI number will be assigned once the “DRI Form 1 Information” is filed by the City of Gainesville with the Georgia Department of Community Affairs. This study evaluates the impact of constructing a 928,000 SF expansion of the existing hospital (Note: The development will be constructed in multiple phases, with 535,000 SF developed in Phase 1 (2025) and the remaining 393,000 SF developed by 2035). The approximate 48.9-acre site is located northwest of the intersection of Jesse Jewell Parkway (SR 369) at Downey Boulevard in the City of Gainesville, Georgia. The site is bordered by Downey Boulevard to the east, S Enota Drive to the north, Vine Street to the south, and the existing hospital to the west. The project is proposed to be rezoned to PUD (planned unit development).

This report will summarize the analyses of the following five (5) scenarios during the AM and PM peak hours:

1. Estimated 2021 Traffic Conditions
2. Projected 2025 No-Build Traffic Conditions
3. Projected 2025 Build Phase 1 Traffic Conditions
4. Projected 2035 No-Build Traffic Conditions
5. Projected 2035 Full Build-Out Traffic Conditions

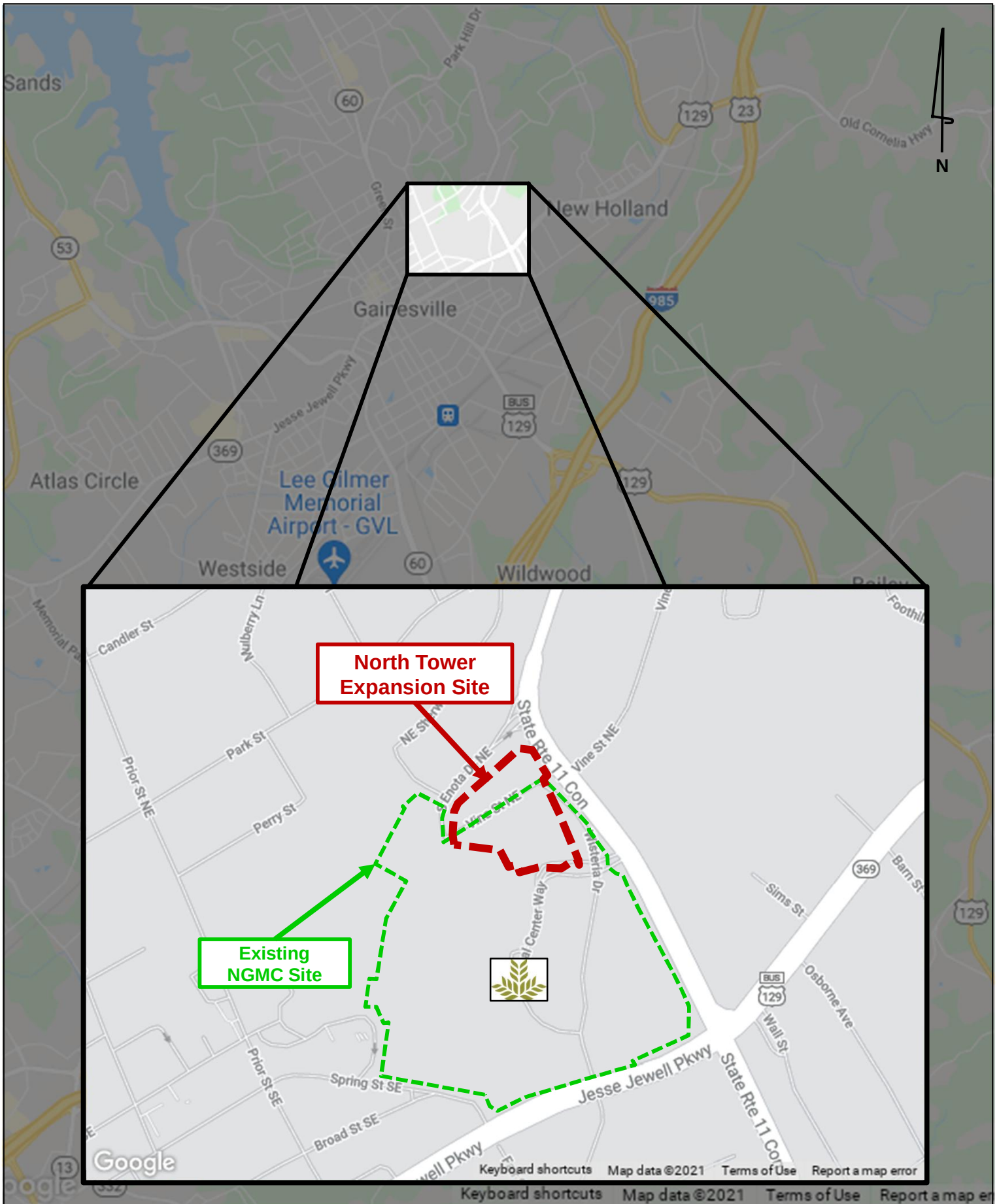
Figure 1 provides a location map of the project site. **Figure 2** provides aerial imagery of the project site and study network. A site plan is also included in **Appendix A**.

2.0 STUDY AREA DETERMINATION

The study area consists of the following existing intersections, plus all site driveways:

1. Park Hill Drive (SR 11) at S Enota Drive (signalized)
2. Downey Boulevard at S Enota Drive (unsignalized)
3. Downey Boulevard at Vine Street (unsignalized)
4. Downey Boulevard at Medical Center Way (signalized)
5. Jesse Jewell Parkway (SR 369) at Downey Boulevard (signalized)
6. Jesse Jewell Parkway (SR 369) at Wistera Drive/Summitt Drive (signalized)

For the purposes of this traffic impact study, Park Hill Drive (SR 11), Vine Street, Medical Center Way, and S Enota Drive (at Downey Boulevard) are considered to have an east-west orientation. Downey Boulevard, Summitt Drive, Wistera Drive, and S Enota Drive (at SR 11) are considered to have a north-south orientation.





3.0 EXISTING TRAFFIC CONDITIONS

The roadways within the study network have the following characteristics:

Park Hill Drive (SR 11) is a two-lane undivided minor arterial with a posted speed limit of 35 MPH west of Downey Boulevard. GDOT counts taken west of Downey Boulevard indicated an AADT of 13,600 vehicles per day in 2019. East of Downey Boulevard, Park Hill Drive (SR 11) is a three-lane (two westbound, one eastbound) minor arterial divided by a center two-way left-turn lane with a posted speed limit of 35 MPH. GDOT counts taken east of Downey Boulevard indicated an AADT of 16,400 vehicles per day in 2019.

Jesse Jewell Parkway (SR 369) is a four-lane principal arterial divided by a concrete median with a posted speed limit of 35 MPH in the vicinity of the site. GDOT counts taken west of Downey Boulevard indicated an AADT of 33,200 vehicles per day in 2019.

Downey Boulevard is a four-lane minor arterial divided by a concrete median with a posted speed limit of 35 MPH in the vicinity of the site. GDOT counts taken north of Jesse Jewell Parkway (SR 369) indicated an AADT of 15,500 vehicles per day in 2019.

Vine Street is a two-lane undivided local roadway with a posted speed limit of 30 MPH in the vicinity of the site. No GDOT count stations exist along Vine Street.

S Enota Drive, Medical Center Way, and Wisteria Drive serve as entrance roads for the Northeast Georgia Medical Center Campus.

Vehicle peak hour turning movement counts were performed at the following study intersections:

1. Park Hill Drive (SR 11) at S Enota Drive (signalized)
2. Downey Boulevard at S Enota Drive (unsignalized)
3. Downey Boulevard at Vine Street (unsignalized)
4. Downey Boulevard at Medical Center Way (signalized)
5. Jesse Jewell Parkway (SR 369) at Downey Boulevard (signalized)
6. Jesse Jewell Parkway (SR 369) at Wisteria Drive/Summitt Drive (signalized)

The turning movement counts were collected during the AM period (7:00 AM – 9:00 AM) and the PM period (4:00 PM – 6:00 PM) as shown in **Table 1**.

Table 1: Peak Hour Summary			
Intersection	Date Collected	AM Peak Hour	PM Peak Hour
1. Park Hill Drive (SR 11) at S Enota Drive	4/22/2021	7:30 AM – 8:30 AM	4:45 PM – 5:45 PM
2. Downey Boulevard at S Enota Drive	4/22/2021	7:15 AM – 8:15 AM	5:00 PM – 6:00 PM
3. Downey Boulevard at Vine Street	4/22/2021	7:15 AM – 8:15 AM	4:15 PM – 5:15 PM
4. Downey Boulevard at Medical Center Way	4/22/2021	7:15 AM – 8:15 AM	4:15 PM – 5:15 PM
5. Jesse Jewell Parkway (SR 369) at Downey Boulevard	4/22/2021	7:30 AM – 8:30 AM	4:45 PM – 5:45 PM
6. Jesse Jewell Parkway (SR 369) at Wisteria Drive/Summitt Street	3/10/2020	7:30 AM – 8:30 AM	4:30 PM – 5:30 PM

Additionally, a 24-Hour volume count was performed along Jesse Jewell Parkway (SR 369) just east of Downey Boulevard to line up with an existing GDOT count station.

Due to COVID-19's widespread impact on traffic conditions, the Average Daily Traffic (ADT) volumes collected in 2021 and Annual Average Daily Traffic (AADT) Volumes from GDOT's Traffic Analysis & Data Application (TADA) collected in March 2019 (before COVID-19) were used to compare typical traffic volumes in the vicinity of the project site.

The volume comparison is shown in a tabular format in **Table 2**. **Figure 3** illustrates the comparison between the March 2019 GDOT AADT and the April 2021 collected ADT.

Table 2: Traffic Count Comparison and Adjustment Calculations

Count Station	Location	GDOT Historic Data					Collected			
		Two-Way GDOT AADT	ADT Date	ADT	AM Peak	PM Peak	2021 ADT	AM Peak	PM Peak	
139-0205	SR 369 east of Downey Boulevard Eastbound	33,200	Mar 2019	19,335	1,067	1,984	18,018	963	1,714	
139-0205	SR 369 east of Downey Boulevard Westbound	33,200	Mar 2019	18,165	1,484	1,134	17,828	1,556	1,057	
Difference Calculations		ADT			AM Peak			PM Peak		
		Vol Diff	Percent	Factor	Vol Diff	Percent	Factor	Vol Diff	Percent	Factor
139-0205	SR 369 east of Downey Boulevard Eastbound	-1,317	-7%	1.07	-104	-10%	1.11	-270	-14%	1.16
139-0205	SR 369 east of Downey Boulevard Westbound	-337	-2%	1.02	+72	+5%	0.95	-77	-7%	1.07
Average							1.01	Average		1.14

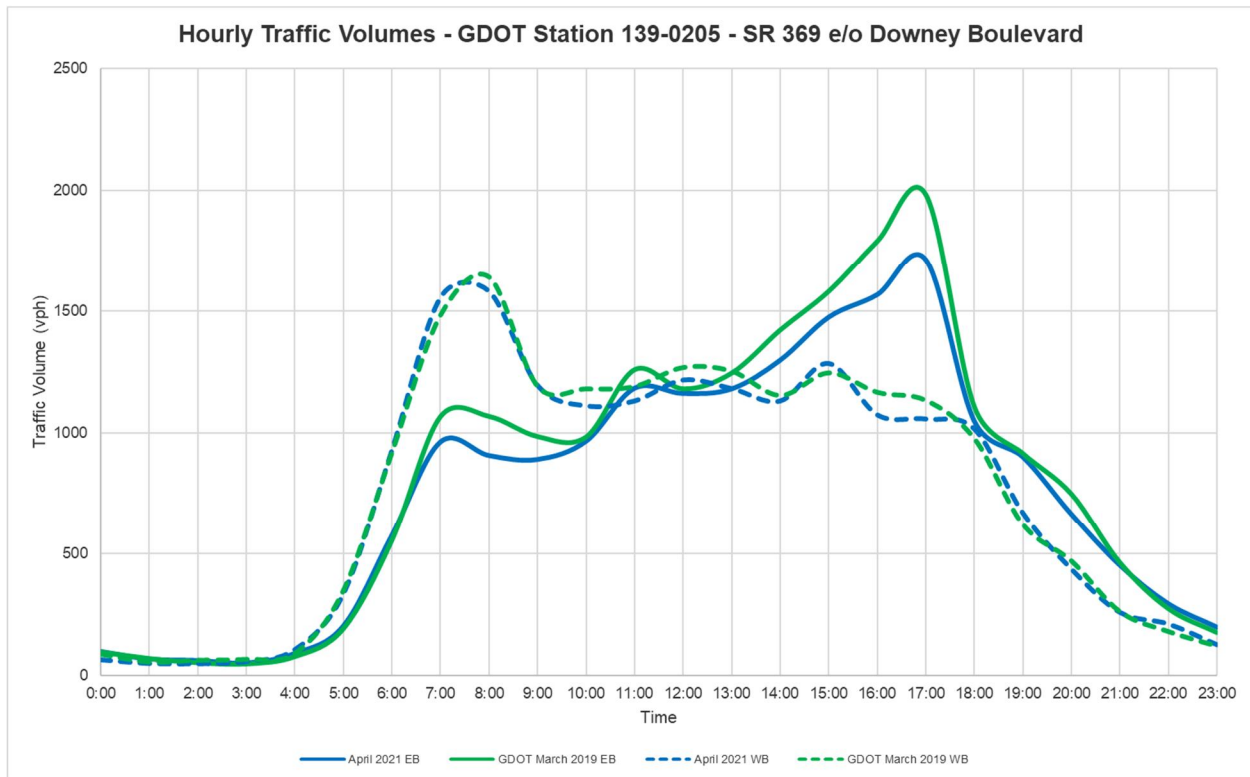


Figure 3: Jesse Jewell Parkway (SR 369) ADT Comparison

As a result of the volume comparison, it was determined that an adjustment factor of 1.01 during the AM Peak, and an adjustment factor of 1.14 during the PM peak should be used to account for impacts related to COVID-19 at Intersection #1-5 based on the comparison between March 2019 and April 2021 traffic count data. Traffic volumes at Intersection #6 were used with no adjustment factor since intersection turning movement counts at this location were collected before COVID-19.

The complete traffic count data is provided in **Appendix B**.

Figure 4 illustrates the Estimated 2021 traffic conditions for the AM and PM peak hours and the existing roadway geometry.

LEGEND

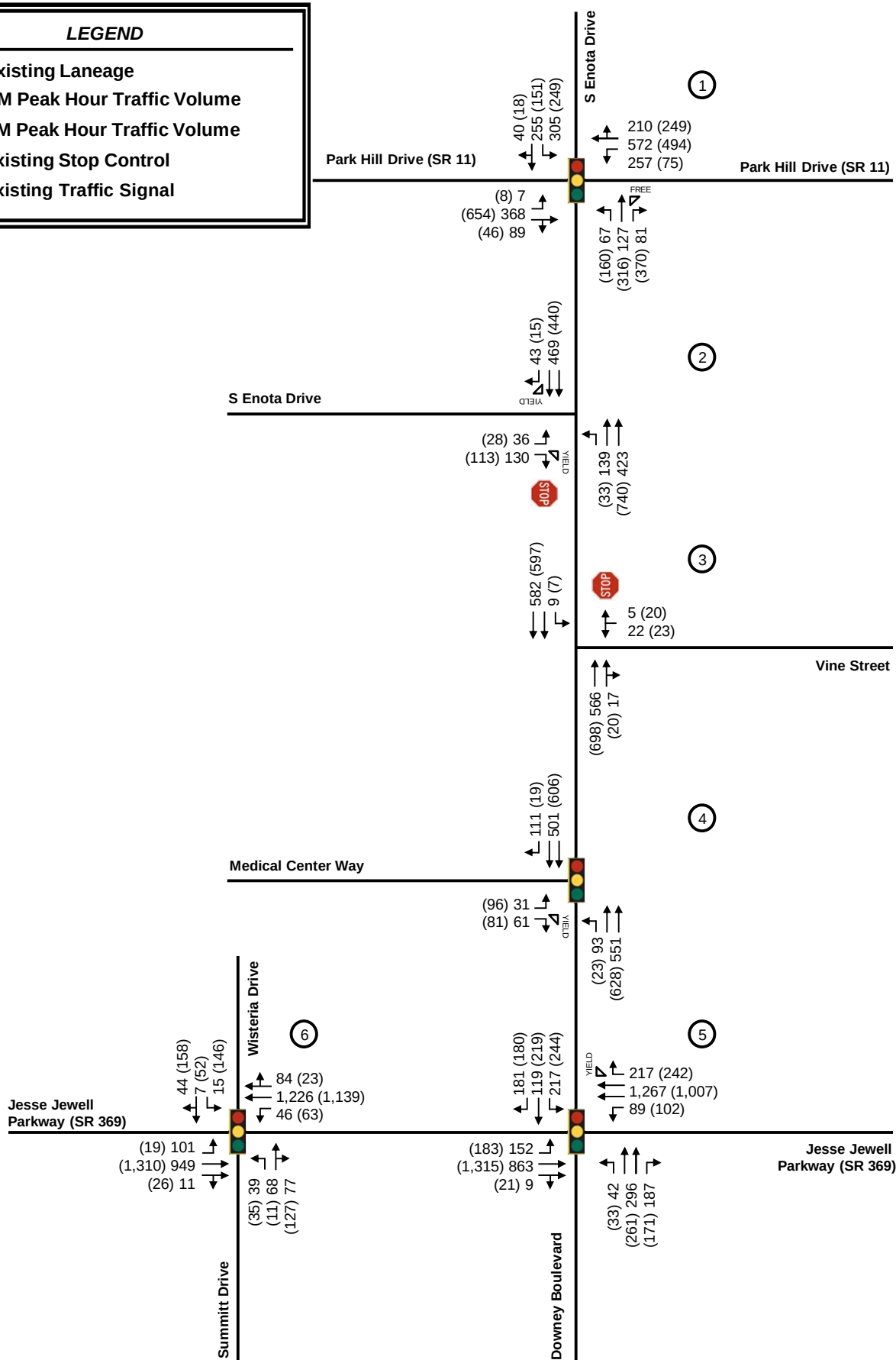
→ Existing Laneage

XX AM Peak Hour Traffic Volume

(XX) PM Peak Hour Traffic Volume

STOP Existing Stop Control

Existing Traffic Signal



4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the *NGHS Gainesville Campus Expansion DRI #XXXX* development. The Estimated 2021 peak hour traffic volumes were increased by 2.0% per year for four (4) years to account for the expected background growth in traffic through year 2025. Additionally, the Projected No-Build 2025 peak hour traffic volumes were increased by 0.5% per year for ten (10) years to account for the expected background growth in traffic through year 2035. **Figure 5** illustrates the Projected 2025 No-Build traffic conditions. **Figure 6** illustrates the Projected 2035 No-Build traffic conditions.

4.1 FUTURE ROADWAY / INTERSECTION PROJECTS

The GDOT GeoPI system, the Gainesville-Hall MPO and the Hall County SPLOST project lists were researched to identify any currently programmed transportation projects that may impact the study network during the analysis period. No projects were identified which impact the study intersections. It should be noted that the City of Gainesville is considering constructing a roundabout at the intersection of Jesse Jewell Parkway (SR 369) at Spring Street. Additionally, the intersection of Downey Boulevard at S Enota Drive (Intersection #2) is currently under study by the City of Gainesville to determine the desirable intersection control and design. A traffic signal or roundabout are under consideration at this time for the currently unsignalized intersection.

LEGEND

Existing Laneage

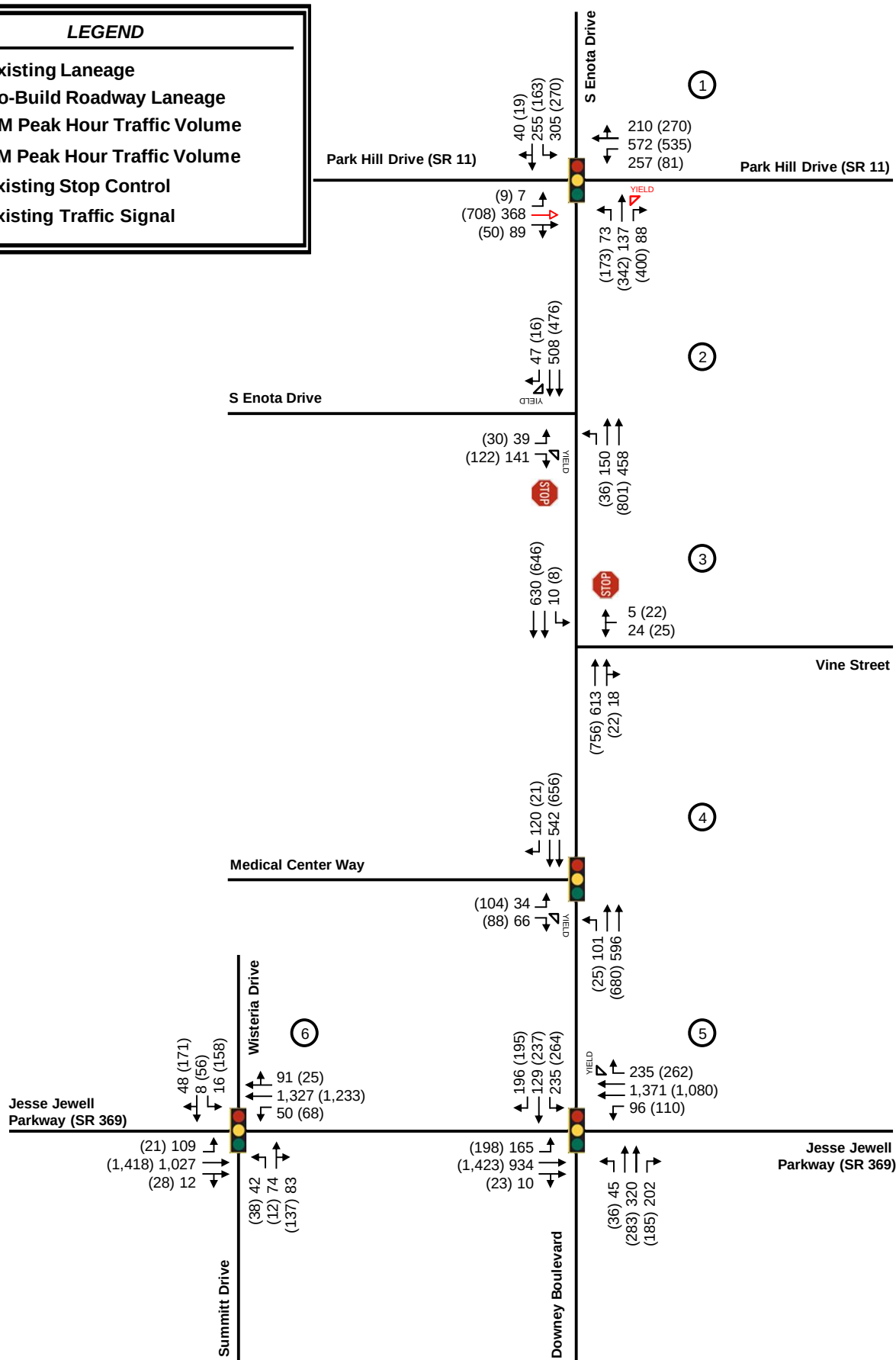
No-Build Roadway Laneage

XX AM Peak Hour Traffic Volume

(XX) PM Peak Hour Traffic Volume

Existing Stop Control

Existing Traffic Signal



LEGEND

Existing Laneage

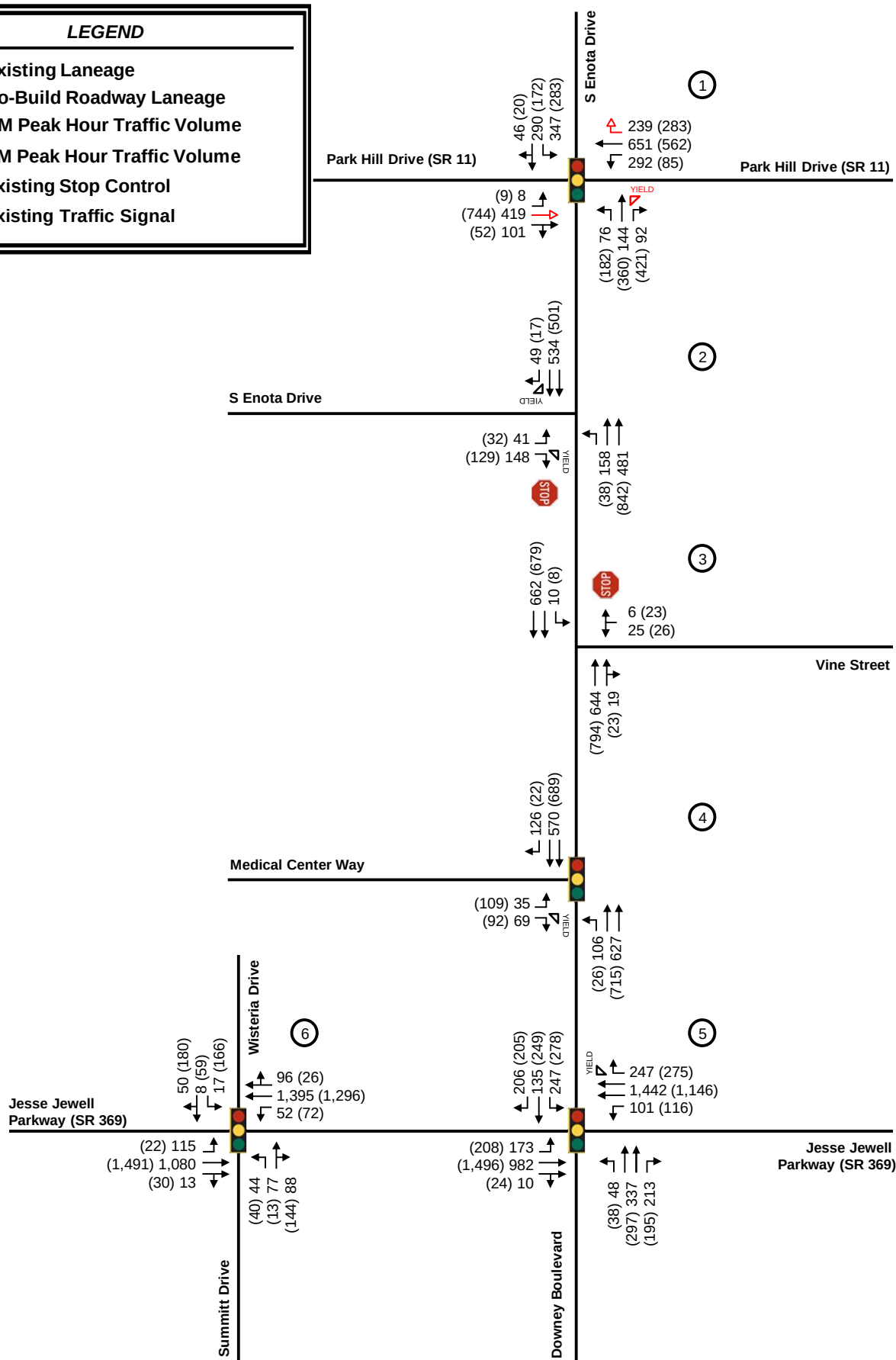
No-Build Roadway Laneage

XX AM Peak Hour Traffic Volume

(XX) PM Peak Hour Traffic Volume

Existing Stop Control

Existing Traffic Signal



5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed development, and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of adding the new trips generated by the proposed *NGHS Gainesville Campus Expansion DRI #XXXX* development.

5.1 PROJECT SITE ACCESS

Access to the site will be provided via two (2) proposed site driveways and internal hospital roadways, which are shown on the proposed site plan in **Appendix A**. A brief description of the site driveways are as follows:

- Proposed Site Driveway A – proposed full-movement, unsignalized driveway along S Enota Drive located approximately 170 feet east of Downey Boulevard. The intersection is proposed to operate under sidestreet stop control and has one (1) ingress lane entering the on-site parking facility and one (1) egress lane exiting the on-site parking facility. Site Driveway A will serve as the staff entrance to the on-site parking facility.
- Proposed Site Driveway B – proposed full-movement, unsignalized driveway along Downey Boulevard located at the intersection with Vine Street. The intersection operates under sidestreet stop control and has one (1) ingress lane entering the site and one (1) egress lane exiting the site. Site Driveway B is proposed to add the fourth leg onto the existing T-intersection at Vine Street. Proposed Site Driveway B will serve as the ambulance entrance to the site, as well as the public entrance to the proposed parking deck.

Ultimately, S Enota Drive provides a connection to Downey Boulevard. The intersection of Downey Boulevard at S Enota Drive (Intersection #2) is currently under study by the City of Gainesville to determine the desirable intersection control and design. A traffic signal or roundabout are under consideration at this time for the currently unsignalized intersection.

The Proposed Site Driveways provides vehicular access to the entire development. Internal, private roadways throughout the site provide access to the building and all parking facilities. Refer to the site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

5.2 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Tenth Edition, 2017*, using equations where available. Trip generation for the proposed development was calculated based upon the following land use:

- Land Use 610: Hospital

Table 3 summarizes the trip generation for the proposed development upon Phase 1 build-out (2025) and full build-out (2035). **Appendix C** provides the detailed trip generation worksheet for the proposed development. No mixed-use, alternative mode, or pass-by reductions to gross trips are considered in the analysis, due to the nature and location of the proposed development.

Table 3: Project Trip Generation Summary							
Land Use (Intensity)	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
Build Phase 1 (2025)							
Hospital (535,000 SF)	610	2,935	2,935	355	167	176	374
Full Build-Out* (2035)							
Hospital (928,000 SF)	610	4,090	4,090	553	260	282	598

* - Full Build-Out includes 535,000 SF of hospital space associated with Phase 1 plus an additional 393,000 SF of new hospital space (total 928,000 SF)

5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of adding new trips (project trips) related to the proposed development was based on a review of land uses, population densities, and existing travel patterns in the area. A detailed trip distribution and assignment for the proposed development is shown in **Figure 7**

Based on the trip generation from **Table 3** and the anticipated trip distribution, new project trips were assigned to the study roadway network. **Figure 8** illustrates the new project trips distributed throughout the study network for the Projected 2025 Build Phase 1 conditions. **Figure 9** illustrates the Projected 2025 Build Phase 1 traffic conditions for the AM and PM peak hours.

Figure 8 illustrates the new project trips distributed throughout the study network for the Projected 2035 Full Build-Out conditions. **Figure 9** illustrates the Projected 2035 Full Build-Out traffic conditions for the AM and PM peak hours.

Appendix D provides an intersection volume worksheet for the study intersection.

LEGEND

→

Turning Movement

XX

% Traffic Entering

(XX)

% Traffic Exiting

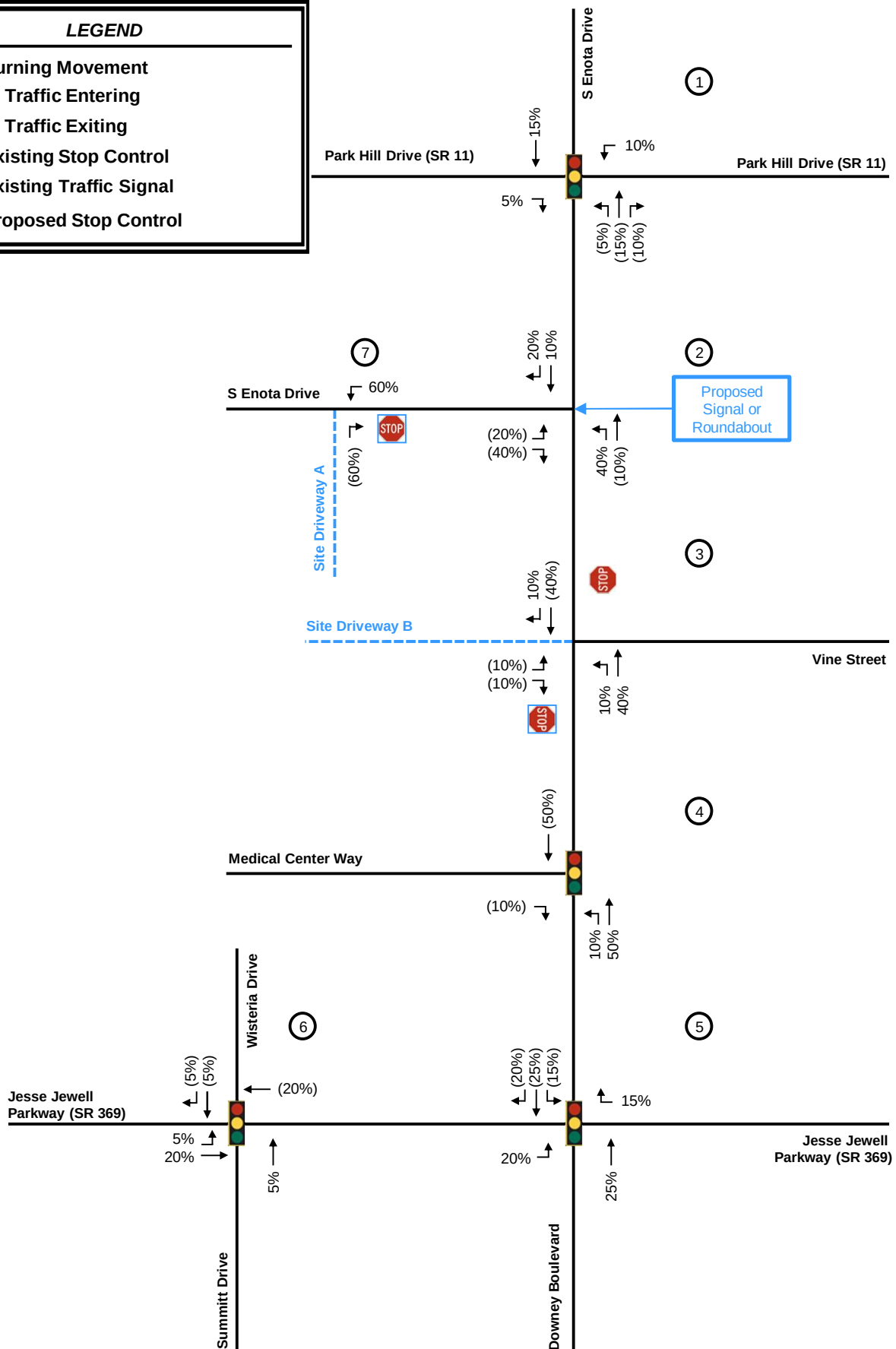
STOP

Existing Stop Control

Existing Traffic Signal

STOP

Proposed Stop Control



LEGEND

→

Turning Movement

XX

AM Peak Hour Project Trips

(XX)

PM Peak Hour Project Trips

STOP

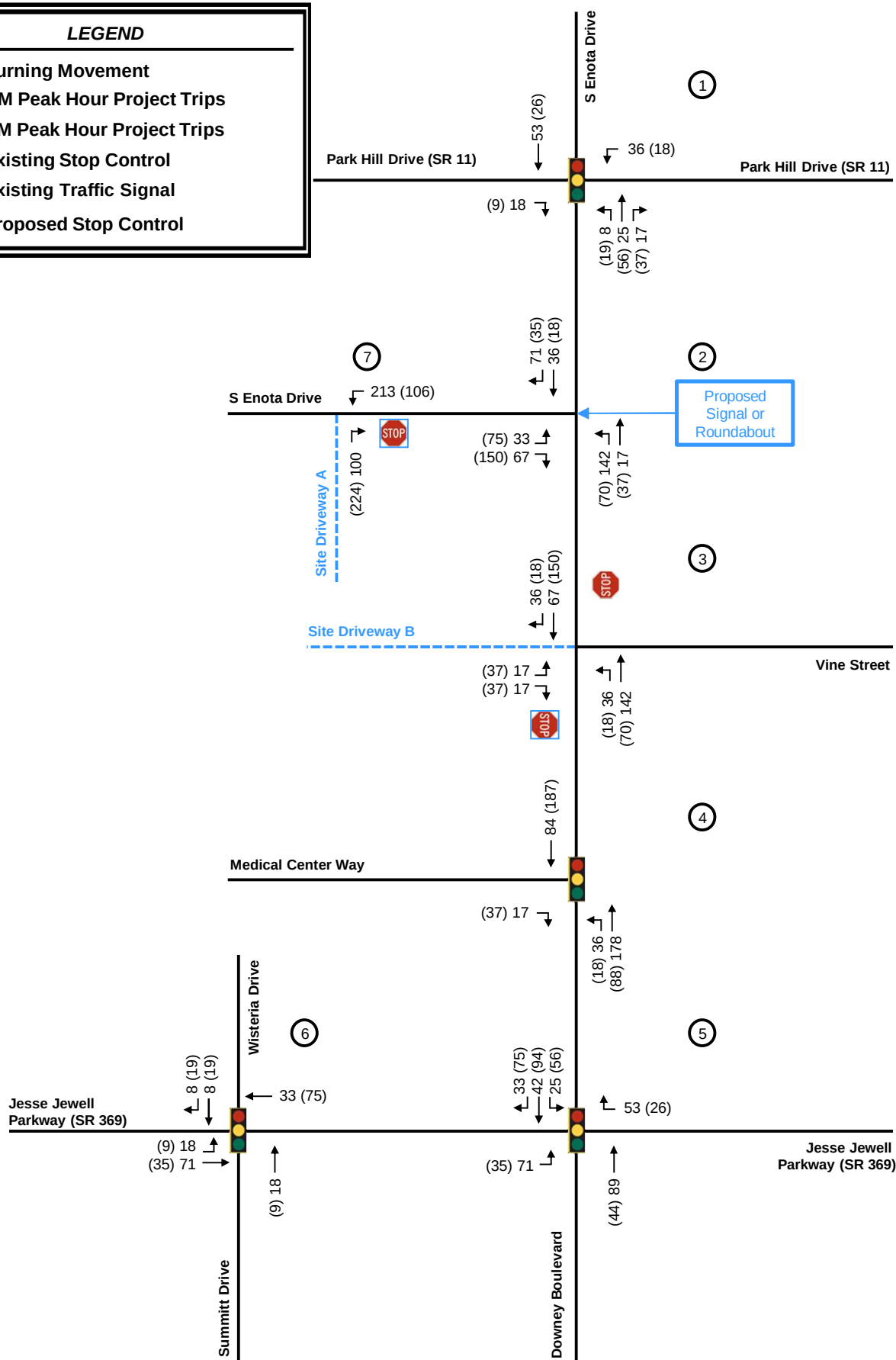
Existing Stop Control

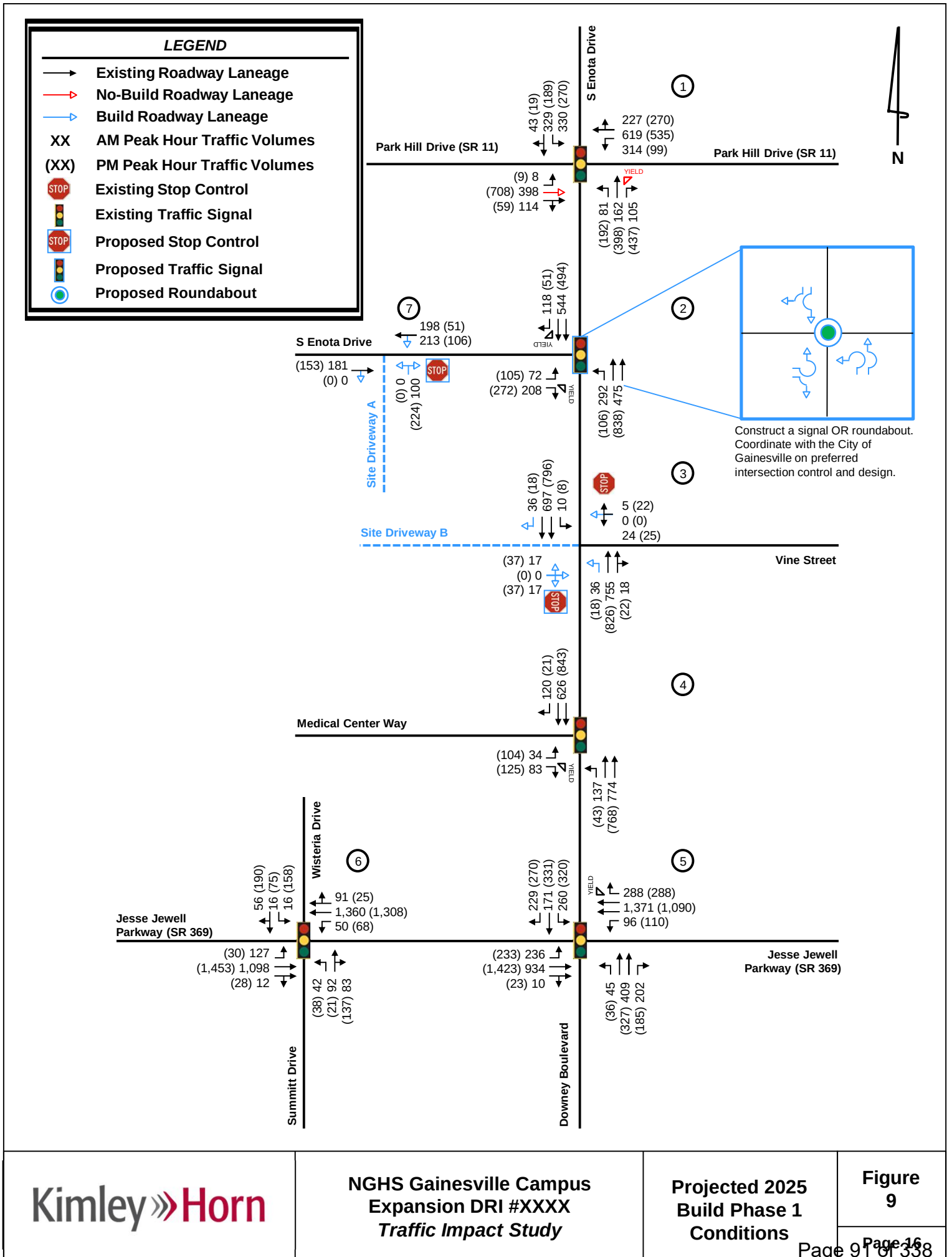
🚦

Existing Traffic Signal

STOP

Proposed Stop Control





LEGEND

→

Turning Movement

XX

AM Peak Hour Project Trips

(XX)

PM Peak Hour Project Trips

STOP

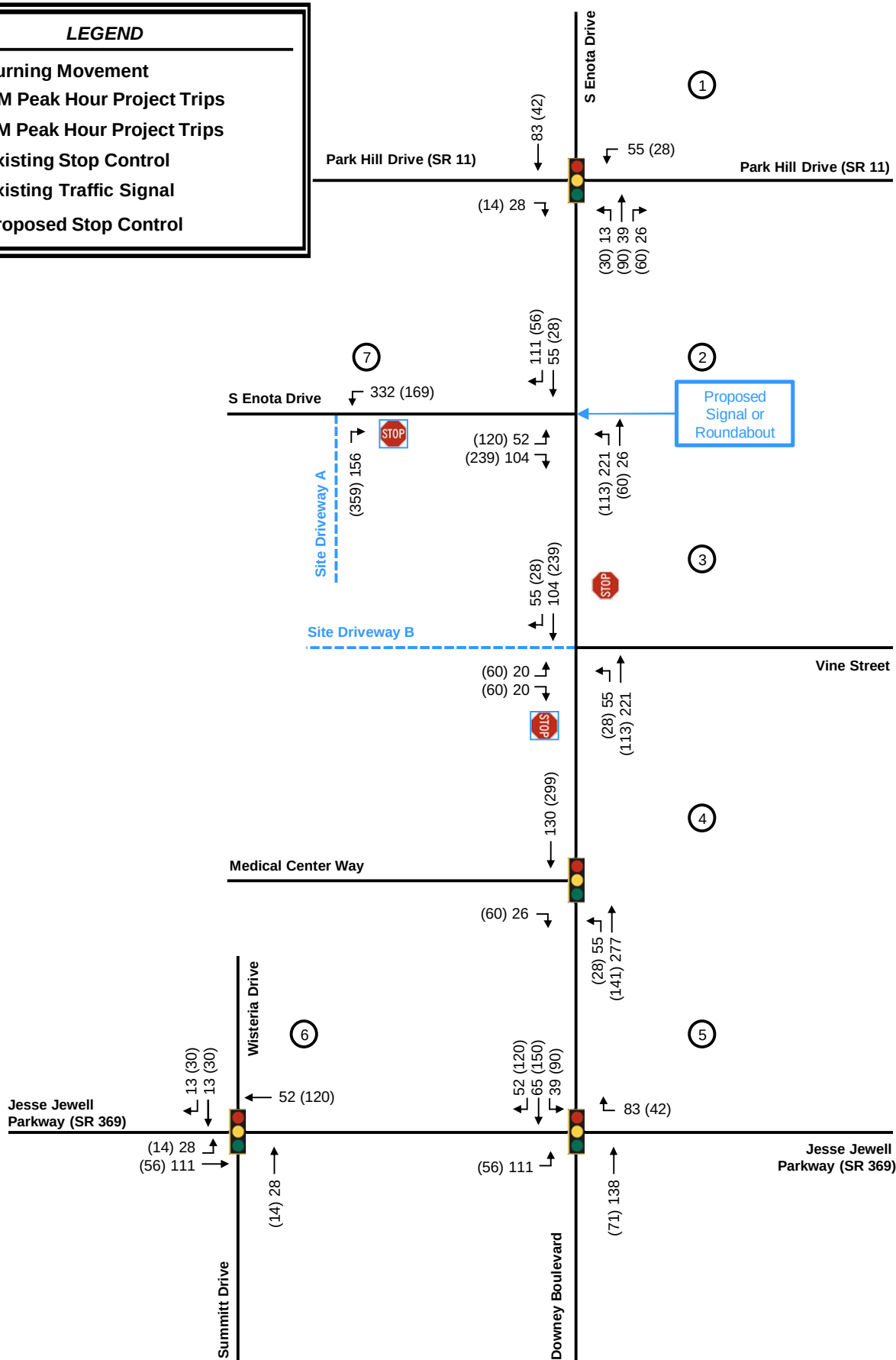
Existing Stop Control

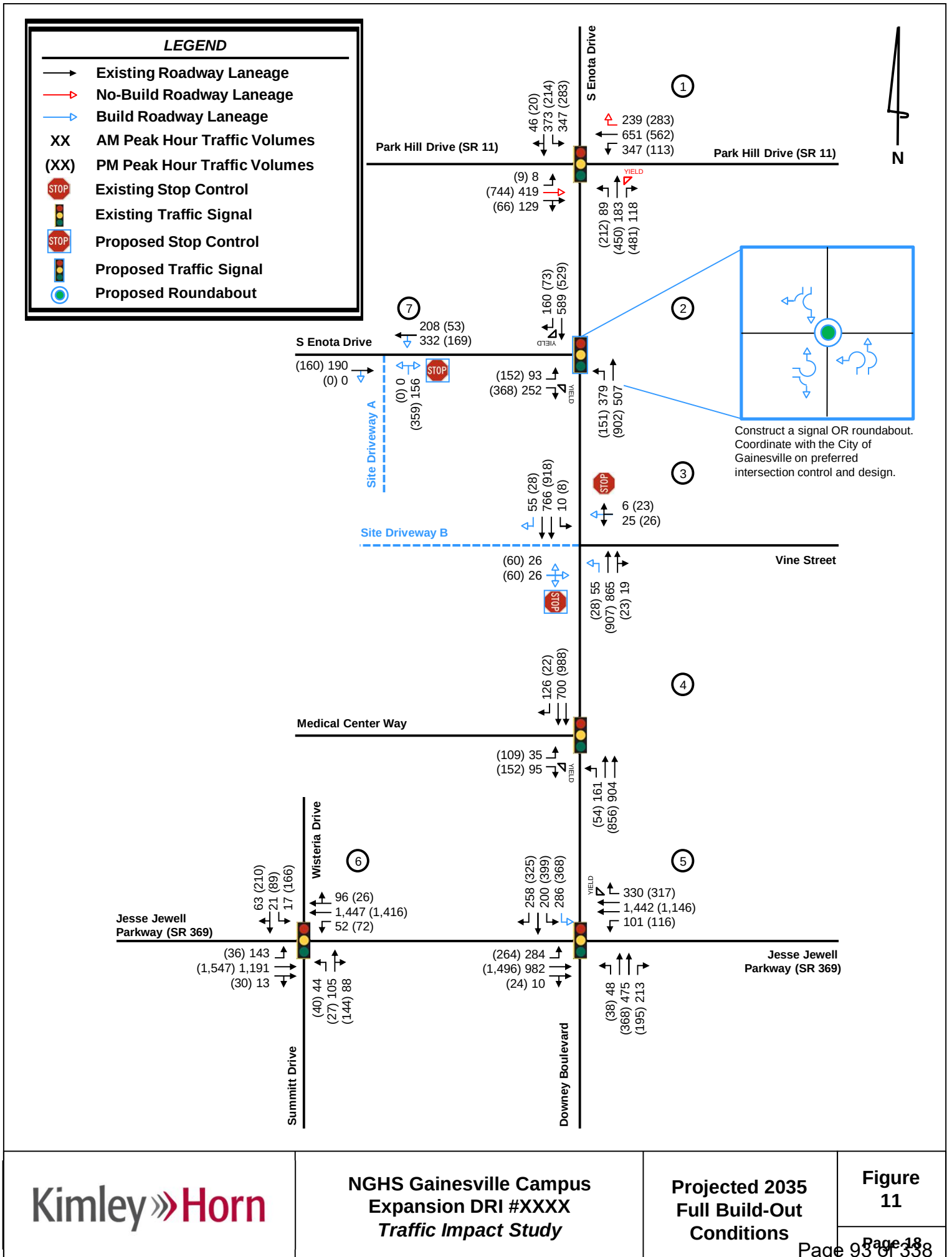
🚦

Existing Traffic Signal

STOP

Proposed Stop Control





6.0 LEVEL-OF-SERVICE ANALYSIS

Level-of-service determinations were made for the weekday AM and PM peak hours for the study network intersections using *Synchro, Version 11.0*. *Synchro* software uses methodologies contained in the *Highway Capacity Manual, 6th Edition* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions. Roundabouts were analyzed using *SIDRA INTERSECTION 9.0*. *SIDRA* uses the gap acceptance methodology for the roundabout capacity model.

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions of a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst.

Levels-of-service for unsignalized intersections, with stop control on the minor street only, are reported for the side-street approaches and major street left-turns. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delay turning onto a major roadway.

Levels-of-service for signalized intersections and roundabouts are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

In addition to the Estimated 2021 conditions, an analysis was performed for the AM and PM peak hours under Projected 2025 No-Build and Build Phase 1 traffic conditions. The results of the LOS analysis are summarized for the AM and PM peak hours in **Table 4**. The *Synchro* analysis reports are included in **Appendix F**.

Table 4: Level-of-Service Summary – Phase 1 (2025)

LOS (Delay in Seconds)

Intersection	Approach & Movement	Estimated 2021		Projected 2025 No-Build		Projected 2025 Build Phase 1	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Park Hill Drive (SR 11) at S Enota Drive (signalized)	Overall	D (40.4)	D (49.8)	D (45.8)	E (60.1)	E (56.9)	E (72.2)
2. Downey Boulevard at S Enota Drive (unsignalized – proposed roundabout/signal)	NBL	A (9.1)	B (8.5)	A (9.4)	A (8.7)		
	EB	B (10.1)	A (9.7)	B (10.4)	B (10.0)		
	Overall (Signal)					B (11.8)	B (12.0)
	Overall (RAB)					A (5.6)	A (6.1)
3. Downey Boulevard at Vine Street/Site Driveway B (unsignalized)	SBL	A (9.0)	A (9.4)	A (9.2)	A (9.7)	A (9.9)	B (10.0)
	WB	C (21.2)	C (20.3)	C (24.2)	C (23.1)	F (55.7)	E (45.3)
	NBL					A (9.9)	A (9.9)
	EB					D (33.0)	E (49.1)
4. Downey Boulevard at Medical Center Way (signalized)	Overall	A (6.8)	A (8.3)	A (6.8)	A (8.4)	A (6.8)	A (8.6)
5. Jesse Jewell Parkway (SR 369) at Downey Boulevard (signalized)	Overall	C (29.6)	C (26.6)	C (33.6)	C (29.0)	D (53.4)	D (37.2)
6. Jesse Jewell Parkway (SR 369) at Wisteria Lane/Summitt Drive (signalized)	Overall	B (18.0)	B (18.8)	B (19.8)	C (20.4)	C (22.2)	C (22.5)
7. Enota Drive at Site Driveway A (unsignalized)	NB					A (9.8)	B (10.3)
	EBL					A (7.9)	A (7.7)

* - delay exceeds 300 seconds

* As stated previously, at unsignalized intersections low levels-of-service for side street approaches are not uncommon, as vehicles may experience delays turning onto a major roadway.

As shown in **Table 4**, the analysis indicates that under Estimated 2021 conditions, all study intersections currently operate at an acceptable LOS. Under Projected 2025 No-Build conditions, the intersection of Park Hill Drive (SR 11) at S Enota Drive (Intersection #1) is expected to operate at LOS E during the PM peak hour. Under Projected 2025 Build Phase 1 conditions, the intersection of Park Hill Drive (SR 11) at S Enota Drive (Intersection #1) is expected to operate at LOS E during both the AM and PM peak hours.

In order to achieve an acceptable LOS at the intersection of Park Hill Drive at S Enota Drive (Intersection #1) under Projected 2025 No-Build and Build Phase 1 conditions, the following improvements are recommended:

- Intersection 1 – Park Hill Drive (SR 11) at S Enota Drive
 - Construct an additional eastbound through lane along Park Hill Drive (SR 11)
 - Modify the northbound channelizing island so that there are two eastbound receiving lanes. The northbound right-turn will operate as a yield-controlled turn.

Table 5 summarizes the results of the LOS analysis with the proposed improvement.

Table 5: LOS Improved Level-Of-Service Summary <i>LOS (Delay in Seconds)</i>					
Intersection	Approach & Movement	Projected 2025 No-Build		Projected 2025 Build Phase 1	
		AM Peak	PM Peak	AM Peak	PM Peak
1. Park Hill Drive (SR 11) at S Enota Drive (signalized)	Overall	D (42.2)	D (50.9)	D (48.4)	D (54.0)

As shown in **Table 5**, with the recommended intersection improvements, the intersection of Park Hill Drive (SR 11) at S Enota Drive (Intersection #1) is projected to operate at an acceptable LOS under both Projected 2025 No-Build and Build Phase 1 conditions.

In addition to the Build Phase 1 conditions, an analysis was performed for the AM and PM peak hours under Projected 2035 No-Build and Full Build-Out traffic conditions. The results of the LOS analysis are summarized for the AM and PM peak hours in **Table 6**. The *Synchro* analysis reports are included in **Appendix F**.

Table 6: Level-of-Service Summary – Full Build-Out (2035) <i>LOS (Delay in Seconds)</i>					
Intersection	Approach & Movement	Projected 2035 No-Build		Projected 2035 Full-Build-Out	
		AM Peak	PM Peak	AM Peak	PM Peak
1. Park Hill Drive (SR 11) at Enota Drive (signalized)	Overall	D (50.8)	E (73.0)	E (73.1)	F (95.3)
2. Downey Boulevard at Enota Drive (unsignalized – proposed roundabout/signal)	NBL	A (9.6)	A (8.8)		
	EB	B (10.7)	B (10.2)		
	Overall (Signal)			B (15.7)	B (14.6)
	Overall (RAB)			A (7.0)	A (6.6)
3. Downey Boulevard at Vine Street (unsignalized)	SBL	A (9.4)	A (9.9)	B (10.6)	B (10.5)
	WB	D (26.1)	D (25.2)	F (102.5)	F (78.9)
	NBL			B (10.5)	B (10.7)
	EB			F (61.9)	F (218.0)
4. Downey Boulevard at Medical Center Way (signalized)	Overall	A (6.8)	A (8.5)	A (6.9)	A (8.9)
5. Jesse Jewell Parkway (SR 369) at Downey Boulevard (signalized)	Overall	D (38.6)	C (31.3)	E (74.0)	D (50.3)
6. Jesse Jewell Parkway (SR 369) at Wisteria Lane/Summitt Drive (signalized)	Overall	C (21.2)	C (22.3)	C (21.4)	C (25.9)
7. Enota Drive at Site Driveway A (unsignalized)	NB			B (10.2)	B (11.5)
	EBL			A (8.1)	A (7.8)

As shown in **Table 6**, the analysis indicates that under Projected 2035 No-Build conditions, all study intersections except one (1) are projected to operate at an acceptable LOS. Under Projected 2035 No-Build conditions, the intersection of Park Hill Drive (SR 11) at S Enota Drive (Intersection #1) is expected to operate at LOS E during the PM peak hour. Under Projected 2035 Full Build-Out conditions, the intersection of Park Hill Drive (SR 11) at S Enota Drive (Intersection #1) is expected to operate at LOS E during both the AM and PM peak hours, and the intersection of Jesse Jewell Parkway (SR 369) at Downey Boulevard (Intersection #5) is projected to operate at LOS E during the AM peak hour.

In order to achieve an acceptable LOS at the intersection of Park Hill Drive at S Enota Drive (Intersection #1) under Projected 2035 No-Build and Full Build-Out conditions, the following improvements are recommended:

- Intersection 1 – Park Hill Drive (SR 11) at S Enota Drive
 - Construct an additional eastbound through lane along Park Hill Drive (SR 11) – also recommended in 2025 No-Build conditions.
 - Modify the northbound channelizing island so that there are two eastbound receiving lanes. The northbound right-turn will operate as a yield-controlled turn.
 - Construct an exclusive westbound right-turn lane along Park Hill Drive (SR 11).

Table 7: LOS Improved Level-Of-Service Summary <i>LOS (Delay in Seconds)</i>					
Intersection	Approach & Movement	Projected 2035 No-Build		Projected 2035 Full Build-Out	
		AM Peak	PM Peak	AM Peak	PM Peak
1. Park Hill Drive (SR 11) at S Enota Drive (signalized)	Overall	D (42.3)	D (44.2)	D (51.2)	D (49.3)

As shown in **Table 7**, with the recommended intersection improvements, the intersection of Park Hill Drive (SR 11) at S Enota Drive (Intersection #1) is projected to operate at an acceptable LOS under both Projected 2025 No-Build and Build Phase 1 conditions.

In order to achieve an acceptable LOS at the intersection of Jesse Jewell Parkway (SR 369) at Downey Boulevard (Intersection #5) under Projected 2035 Full Build-Out conditions, the following improvements are recommended:

- Intersection 5 – Jesse Jewell Parkway (SR 369) at Downey Boulevard
 - Construct an additional southbound left-turn lane along Downey Boulevard, creating dual left-turns.

Table 8: LOS Improved Level-Of-Service Summary <i>LOS (Delay in Seconds)</i>			
Intersection	Approach & Movement	Projected 2035 Full Build-Out	
		AM Peak	PM Peak
5. Jesse Jewell Parkway (SR 369) at Downey Boulevard	Overall	D (54.8)	D (45.7)

As shown in **Table 7**, with the recommended intersection improvements, the intersection of Jesse Jewell Parkway (SR 369) at Downey Boulevard (Intersection #2) is projected to operate at an acceptable LOS under both Projected 2035 Full Build-Out conditions.

7.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the *NGHS Gainesville Campus Expansion DRI #XXXX* development located southwest of the intersection of Downey Boulevard at S Enota Drive in the City of Gainesville, Georgia. The development, which is approximately 48.9 acres in size, will include a 928,000 SF hospital expansion (Note: The development will be constructed in multiple phases, with 535,000 SF developed in Phase 1 (2025) and the remaining 393,000 SF developed by 2035). The project is proposed to be rezoned to PUD (planned unit development).

The study network, which consists of six (6) intersections, was analyzed for the weekday AM and PM peak hours under the following scenarios:

1. Estimated 2021 Traffic Conditions
2. Projected 2025 No-Build Traffic Conditions (four years of background traffic growth)
3. Projected 2025 Build Phase 1 Traffic Conditions (Projected 2025 No-Build plus 535,000 SF of new hospital space)
4. Projected 2035 No-Build Traffic Conditions (fourteen years of background traffic growth)
5. Projected 2035 Full Build-Out Traffic Conditions (Projected 2035 No-Build plus 928,000 SF of new hospital space)

The intersection of Park Hill Drive (SR 11) at S Enota Drive (Intersection #1) is projected to operate at a failing LOS during the AM and/or PM peak hours under Projected 2025 No-Build and Build Phase 1 conditions, and Projected 2035 No-Build and Full Build-Out conditions. The intersection of Jesse Jewell Parkway (SR 369) at S Enota Drive is projected to operate at LOS E during the PM peak hour under Projected 2035 Full Build-Out conditions

Kimley-Horn and Associates, Inc. recommends system improvements and site access improvements based on the results of this study. System Improvements, or “No-Build” recommendations, are needed to serve background road network traffic. Site Access Improvements, or “Build” recommendations, are needed to serve the NGHS Gainesville Campus Expansion development traffic.

7.1 SYSTEM IMPROVEMENT RECOMMENDATIONS

Based on the results of this traffic impact study, Kimley-Horn and Associates, Inc. recommends the following system (no-build) improvements to serve the No-Build traffic conditions (note: this would be the improvements needed to serve the traffic based on the existing conditions plus background growth).

- Intersection 1 – Park Hill Drive (SR 11) at S Enota Drive
 - Construct an additional eastbound through lane along Park Hill Drive (SR 11) – also recommended in 2025 No-Build conditions.
 - Modify the northbound channelizing island so that there are two eastbound receiving lanes. The northbound right-turn will operate as a yield-controlled turn.
 - Construct an exclusive westbound right-turn lane along Park Hill Drive (SR 11).

7.2 INTERSECTION/SITE ACCESS IMPROVEMENT RECOMMENDATIONS

Based on the results of this traffic impact study, Kimley-Horn and Associates, Inc. recommends the following site-access improvements to serve the Projected 2025 Build Phase 1 and Projected 2035 Full Build-Out traffic conditions (note: this would be the improvements needed to serve the traffic associated with the *NGHS Gainesville Campus Expansion DRI #XXXX* development).

- Intersection 2 – Downey Boulevard at S Enota Drive
 - Construct a traffic signal or single-lane roundabout.
 - Coordinate with the City of Gainesville and their existing study to determine the appropriate intersection control and intersection design.
- Intersection 3 – Downey Boulevard at Proposed Site Driveway B
 - Construct a northbound left-turn lane and southbound right-turn lane along Downey Boulevard entering the site.
 - On the site, construct one (1) egress lane exiting the site and one (1) ingress lane entering the site.
- Intersection 5 – Jesse Jewell Parkway (SR 369) at Downey Boulevard
 - Construct an additional southbound left-turn lane along Downey Boulevard, creating dual left-turns. (Note: This is an off-site improvement, and is needed under Projected 2035 Full-Build-Out conditions)
- Intersection 7 – S Enota Drive at Site Driveway A
 - On the site, construct one (1) egress lane exiting the site and one (1) ingress lane entering the site.

Site Plan

Traffic Count Data



[Click here for Map](#)

Peak Hour Turning Movement Count

Gainesville, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Thursday, April 22, 2021	
Period	0700 - 0900
Peak Hour	0730 - 0830

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int. Total
	Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0730 - 0745	10	68	38	0	116	57	37	46	1	141	33	218	2	0	253	19	290	56	1	366	876
0745 - 0800	9	91	54	0	154	57	40	54	1	152	34	236	5	0	275	23	317	49	2	391	972
0800 - 0815	10	72	44	0	126	50	19	45	0	114	34	199	2	0	235	21	334	53	0	408	883
0815 - 0830	13	62	49	1	125	51	22	34	0	107	49	201	0	0	250	25	313	57	2	397	879
Total	42	293	185	1	521	215	118	179	2	514	150	854	9	0	1013	88	1254	215	5	1562	3610
Approach %	8.06	56.24	35.51	0.19	-	41.83	22.96	34.82	0.39	-	14.81	84.30	0.89	0.00	-	5.63	80.28	13.76	0.32	-	-
PHF	0.81	0.80	0.86	0.25	0.85	0.94	0.74	0.83	0.50	0.85	0.77	0.90	0.45	0.00	0.92	0.88	0.94	0.94	0.63	0.96	0.93

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
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	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	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
	Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	
0730 - 0745	10	66	38	0	114	56	37	45	1	139	31	206	2	0	239	19	271	53	1	344	836
0745 - 0800	9	89	51	0	149	57	40	54	1	152	34	221	5	0	260	23	296	47	2	368	929
0800 - 0815	10	71	40	0	121	49	19	44	0	112	34	184	2	0	220	21	311	53	0	385	838
0815 - 0830	12	60	47	1	120	50	22	33	0	105	48	190	0	0	238	24	301	56	2	383	846
Total	41	286	176	1	504	212	118	176	2	508	147	801	9	0	957	87	1179	209	5	1480	3449
Approach %	8.13	56.75	34.92	0.20	-	41.73	23.23	34.65	0.39	-	15.36	83.70	0.94	0.00	-	5.88	79.66	14.12	0.34	-	-
PHF	0.85	0.80	0.86	0.25	0.85	0.93	0.74	0.81	0.50	0.84	0.77	0.91	0.45	0.00	0.92	0.91	0.95	0.93	0.63	0.96	0.93

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0730 - 0745	0	1	0	0	1	1	5	0	0	1	1	10	0	0	11	0	15	2	0	17	30
0745 - 0800	0	2	3	0	5	0	0	0	0	0	0	13	0	0	13	0	19	1	0	20	38
0800 - 0815	0	1	4	0	5	1	0	0	0	1	0	9	0	0	9	0	19	0	0	19	34
0815 - 0830	1	2	1	0	4	1	0	0	0	1	1	7	0	0	8	1	6	1	0	8	21
Total	1	6	8	0	15	3	0	0	0	3	2	39	0	0	41	1	59	4	0	64	123
Approach %	6.67	40.00	53.33	0.00	-	100.00	0.00	0.00	0.00	-	4.88	95.12	0.00	0.00	-	1.56	92.19	6.25	0.00	-	-
PHF	0.25	0.75	0.50	0.00	0.75	0.75	0.00	0.00	0.00	0.75	0.50	0.75	0.00	0.00	0.79	0.25	0.78	0.50	0.00	0.80	0.81

Combination Trucks (8-13)

Time		Northbound					Southbound					Eastbound					Westbound					Int Total
		Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)					
		Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0730 - 0745	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	0	4	1	0	5	10	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	5	
0800 - 0815	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	0	4	0	0	4	11	
0815 - 0830	0	0	1	1	0	1	0	1	0	1	0	4	0	0	4	0	6	0	0	6	12	
Total	0	1	1	0	2	0	0	3	0	3	1	14	0	0	15	0	16	2	0	18	38	
Approach %	0.00	50.00	50.00	0.00	-	0.00	0.00	100.00	0.00	-	6.67	93.33	0.00	0.00	-	0.00	88.89	11.11	0.00	-	-	
PHF	0.00	0.25	0.25	0.00	0.50	0.00	0.00	0.75	0.00	0.75	0.25	0.58	0.00	0.00	0.63	0.00	0.67	0.50	0.00	0.75	0.79	

Pedestrians

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)					
	EB 5a	WB 5b			App Total	EB 5c	WB 5d			App Total	NB 5e	SB 5f			App Total	NB 5g	SB 5h			App Total	
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
0800 - 0815	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0815 - 0830	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



Marr Traffic
DATA COLLECTION

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Thursday, April 22, 2021	
Period	1600 - 1800
Peak Hour	1645 - 1745

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int. Total
	Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App. Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App. Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App. Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App. Total	
1645 - 1700	11	50	34	1	96	54	51	34	0	139	23	236	5	0	264	15	224	41	0	280	779
1700 - 1715	8	64	39	0	111	55	42	45	0	142	42	326	8	0	376	28	225	61	2	316	945
1715 - 1730	7	68	45	0	120	59	60	36	0	155	54	289	1	0	344	29	205	58	2	294	913
1730 - 1745	3	49	33	3	88	48	41	44	0	133	43	313	5	0	361	18	237	54	1	310	892
Total	29	231	151	4	415	216	194	159	0	569	162	1164	19	0	1345	90	891	214	5	1200	3529
Approach %	6.99	55.66	36.39	0.96	-	37.96	34.09	27.94	0.00	-	12.04	86.54	1.41	0.00	-	7.50	74.25	17.83	0.42	-	-
PHF	0.66	0.85	0.84	0.33	0.86	0.92	0.81	0.88	0.00	0.92	0.75	0.89	0.59	0.00	0.89	0.78	0.94	0.88	0.63	0.95	0.93

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1645 - 1700	0	0	0	0	0	0	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	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	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
	Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	
1645 - 1700	11	48	34	1	94	53	50	33	0	136	23	230	5	0	258	15	219	41	0	275	763
1700 - 1715	8	63	38	0	109	55	41	44	0	140	42	318	8	0	368	28	217	61	2	308	925
1715 - 1730	7	68	45	0	120	59	58	35	0	152	54	280	1	0	335	27	196	57	2	282	889
1730 - 1745	3	48	33	3	87	47	40	43	0	130	42	308	5	0	355	17	226	54	1	298	870
Total	29	227	150	4	410	214	189	155	0	558	161	1136	19	0	1316	87	858	213	5	1163	3447
Approach %	7.07	55.37	36.59	0.98	-	38.35	33.87	27.78	0.00	-	12.23	86.32	1.44	0.00	-	7.48	73.77	18.31	0.43	-	-
PHF	0.66	0.83	0.83	0.33	0.85	0.91	0.81	0.88	0.00	0.92	0.75	0.89	0.59	0.00	0.89	0.78	0.95	0.87	0.63	0.94	0.93

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1645 - 1700	0	2	0	0	2	1	1	1	0	3	0	5	0	0	5	0	2	0	0	2	12
1700 - 1715	0	1	1	0	2	0	1	1	0	2	0	6	0	0	6	0	7	0	0	7	17
1715 - 1730	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	2	5	1	0	8	14
1730 - 1745	0	1	0	0	1	1	1	1	0	3	1	4	0	0	5	1	4	0	0	5	14
Total	0	4	1	0	5	2	5	3	0	10	1	19	0	0	20	3	18	1	0	22	57
Approach %	0.00	80.00	20.00	0.00	-	20.00	50.00	30.00	0.00	-	5.00	95.00	0.00	0.00	-	13.64	81.82	4.55	0.00	-	-
PHF	0.00	0.50	0.25	0.00	0.63	0.50	0.63	0.75	0.00	0.83	0.25	0.79	0.00	0.00	0.83	0.38	0.64	0.25	0.00	0.69	0.84

Combination Trucks (8-13)

Commutation Trucks (6-13)																						
Time	Northbound					Southbound					Eastbound					Westbound					Int Total	
	Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)						
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total		
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3	
1715 - 1730	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	4	0	0	4	10	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	7	0	0	7	8	
Total	0	0	0	0	0	0	0	1	0	1	0	9	0	0	9	0	15	0	0	15	25	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	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	0.25	0.00	0.25	0.00	0.45	0.00	0.00	0.45	0.00	0.54	0.00	0.00	0.54	0.63	

Pedestrians

Time		Northbound					Southbound					Eastbound					Westbound					Int Total
		Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)					
		EB 5a	WB 5b			App Total	EB 5c	WB 5d			App Total	NB 5e	SB 5f			App Total	NB 5g	SB 5h			App Total	
1645 - 1700	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	
1715 - 1730	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	
1730 - 1745	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	

Classified Turn Movement Count || All vehicles

Gainesville, GA



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Site 5 of 9

Downey Blvd (South)
Downey Blvd (North)
GA-369 Jesse Jewell Pkwy (West)
GA-369 Jesse Jewell Pkwy (East)

Date

Thursday, April 22, 2021

Weather

Fair
51°F

Lat/Long

34.303004°, -83.812814°

0700 - 0900 (Weekday 2h Session) (22-04-2021)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	5	50	29	0	84	37	24	33	0	94	26	165	2	0	193	21	223	41	1	286	657
0715 - 0730	5	66	31	0	102	62	52	41	0	155	21	196	1	0	218	7	251	46	1	305	780
0730 - 0745	10	68	38	0	116	57	37	46	1	141	33	218	2	0	253	19	290	56	1	366	876
0745 - 0800	9	91	54	0	154	57	40	54	1	152	34	236	5	0	275	23	317	49	2	391	972
Hourly Total	29	275	152	0	456	213	153	174	2	542	114	815	10	0	939	70	1081	192	5	1348	3285
0800 - 0815	10	72	44	0	126	50	19	45	0	114	34	199	2	0	235	21	334	53	0	408	883
0815 - 0830	13	62	49	1	125	51	22	34	0	107	49	201	0	0	250	25	313	57	2	397	879
0830 - 0845	15	55	35	0	105	38	23	24	0	85	40	211	3	0	254	18	286	52	0	356	800
0845 - 0900	10	39	26	0	75	50	24	41	0	115	42	142	0	0	184	19	240	56	1	316	690
Hourly Total	48	228	154	1	431	189	88	144	0	421	165	753	5	0	923	83	1173	218	3	1477	3252
Grand Total	77	503	306	1	887	402	241	318	2	963	279	1568	15	0	1862	153	2254	410	8	2825	6537
Approach %	8.68	56.71	34.50	0.11	-	41.74	25.03	33.02	0.21	-	14.98	84.21	0.81	0.00	-	5.42	79.79	14.51	0.28	-	
Intersection %	1.18	7.69	4.68	0.02	13.57	6.15	3.69	4.86	0.03	14.73	4.27	23.99	0.23	0.00	28.48	2.34	34.48	6.27	0.12	43.22	
PHF	0.81	0.80	0.86	0.25	0.85	0.94	0.74	0.83	0.50	0.85	0.77	0.90	0.45	0.00	0.92	0.88	0.94	0.94	0.63	0.96	0.93

1600 - 1800 (Weekday 2h Session) (22-04-2021)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	12	56	29	0	97	63	50	43	0	156	30	261	12	0	303	28	227	53	0	308	864
1615 - 1630	13	51	34	0	98	57	50	47	0	154	49	276	4	0	329	16	239	56	1	312	893
1630 - 1645	5	58	40	1	104	58	58	44	0	160	32	284	4	0	320	22	217	35	0	274	858
1645 - 1700	11	50	34	1	96	54	51	34	0	139	23	236	5	0	264	15	224	41	0	280	779
Hourly Total	41	215	137	2	395	232	209	168	0	609	134	1057	25	0	1216	81	907	185	1	1174	3394
1700 - 1715	8	64	39	0	111	55	42	45	0	142	42	326	8	0	376	28	225	61	2	316	945
1715 - 1730	7	68	45	0	120	59	60	36	0	155	54	289	1	0	344	29	205	58	2	294	913
1730 - 1745	3	49	33	3	88	48	41	44	0	133	43	313	5	0	361	18	237	54	1	310	892
1745 - 1800	9	65	30	0	104	40	35	39	0	114	40	251	5	1	297	13	167	34	2	216	731
Hourly Total	27	246	147	3	423	202	178	164	0	544	179	1179	19	1	1378	88	834	207	7	1136	3481
Grand Total	68	461	284	5	818	434	387	332	0	1153	313	2236	44	1	2594	169	1741	392	8	2310	6875
Approach %	8.31	56.36	34.72	0.61	-	37.64	33.56	28.79	0.00	-	12.07	86.20	1.70	0.04	-	7.32	75.37	16.97	0.35	-	
Intersection %	0.99	6.71	4.13	0.07	11.90	6.31	5.63	4.83	0.00	16.77	4.55	32.52	0.64	0.01	37.73	2.46	25.32	5.70	0.12	33.60	
PHF	0.66	0.85	0.84	0.33	0.86	0.92	0.81	0.88	0.00	0.92	0.75	0.89	0.59	0.00	0.89	0.78	0.94	0.88	0.63	0.95	0.93

Classified Turn Movement Count || Bikes

Gainesville, GA



Marr Traffic
DATA COLLECTION

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Site 5 of 9

Downey Blvd (South)
Downey Blvd (North)
GA-369 Jesse Jewell Pkwy (West)
GA-369 Jesse Jewell Pkwy (East)

Date

Thursday, April 22, 2021

Weather

Fair
51°F

Lat/Long

34.303004°, -83.812814°

0700 - 0900 (Weekday 2h Session) (22-04-2021)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	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	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand 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	-	
Intersection %	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	

1600 - 1800 (Weekday 2h Session) (22-04-2021)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	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	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	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	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand 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	-	
Intersection %	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	

Classified Turn Movement Count || Passenger Vehicles (1-3)

Gainesville, GA



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Site 5 of 9

Downey Blvd (South)
Downey Blvd (North)
GA-369 Jesse Jewell Pkwy (West)
GA-369 Jesse Jewell Pkwy (East)

Date

Thursday, April 22, 2021

Weather

Fair
51°F

Lat/Long

34.303004°, -83.812814°

0700 - 0900 (Weekday 2h Session) (22-04-2021)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0700 - 0715	5	48	28	0	81	36	23	31	0	90	21	159	2	0	182	21	214	39	1	275	628
0715 - 0730	5	65	31	0	101	60	52	40	0	152	20	190	1	0	211	7	240	44	1	292	756
0730 - 0745	10	66	38	0	114	56	37	45	1	139	31	206	2	0	239	19	271	53	1	344	836
0745 - 0800	9	89	51	0	149	57	40	54	1	152	34	221	5	0	260	23	296	47	2	368	929
Hourly Total	29	268	148	0	445	209	152	170	2	533	106	776	10	0	892	70	1021	183	5	1279	3149
0800 - 0815	10	71	40	0	121	49	19	44	0	112	34	184	2	0	220	21	311	53	0	385	838
0815 - 0830	12	60	47	1	120	50	22	33	0	105	48	190	0	0	238	24	301	56	2	383	846
0830 - 0845	15	53	32	0	100	38	23	23	0	84	38	206	3	0	247	15	280	51	0	346	777
0845 - 0900	10	38	25	0	73	50	24	40	0	114	42	134	0	0	176	15	229	55	1	300	663
Hourly Total	47	222	144	1	414	187	88	140	0	415	162	714	5	0	881	75	1121	215	3	1414	3124
Grand Total	76	490	292	1	859	396	240	310	2	948	268	1490	15	0	1773	145	2142	398	8	2693	6273
Approach %	8.85	57.04	33.99	0.12	-	41.77	25.32	32.70	0.21	-	15.12	84.04	0.85	0.00	-	5.38	79.54	14.78	0.30	-	-
Intersection %	1.21	7.81	4.65	0.02	13.69	6.31	3.83	4.94	0.03	15.11	4.27	23.75	0.24	0.00	28.26	2.31	34.15	6.34	0.13	42.93	-

1600 - 1800 (Weekday 2h Session) (22-04-2021)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1600 - 1615	12	55	25	0	92	61	50	42	0	153	29	253	12	0	294	27	216	52	0	295	834
1615 - 1630	13	49	33	0	95	56	49	47	0	152	49	270	4	0	323	14	233	56	1	304	874
1630 - 1645	5	57	39	1	102	57	56	44	0	157	32	280	4	0	316	22	207	35	0	264	839
1645 - 1700	11	48	34	1	94	53	50	33	0	136	23	230	5	0	258	15	219	41	0	275	763
Hourly Total	41	209	131	2	383	227	205	166	0	598	133	1033	25	0	1191	78	875	184	1	1138	3310
1700 - 1715	8	63	38	0	109	55	41	44	0	140	42	318	8	0	368	28	217	61	2	308	925
1715 - 1730	7	68	45	0	120	59	58	35	0	152	54	280	1	0	335	27	196	57	2	282	889
1730 - 1745	3	48	33	3	87	47	40	43	0	130	42	308	5	0	355	17	226	54	1	298	870
1745 - 1800	9	64	30	0	103	40	35	39	0	114	40	250	5	1	296	13	165	34	2	214	727
Hourly Total	27	243	146	3	419	201	174	161	0	536	178	1156	19	1	1354	85	804	206	7	1102	3411
Grand Total	68	452	277	5	802	428	379	327	0	1134	311	2189	44	1	2545	163	1679	390	8	2240	6721
Approach %	8.48	56.36	34.54	0.62	-	37.74	33.42	28.84	0.00	-	12.22	86.01	1.73	0.04	-	7.28	74.96	17.41	0.36	-	
Intersection %	1.01	6.73	4.12	0.07	11.93	6.37	5.64	4.87	0.00	16.87	4.63	32.57	0.65	0.01	37.87	2.43	24.98	5.80	0.12	33.33	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Gainesville, GA



www.marrtraffic.com

Site 5 of 9

Downey Blvd (South)
Downey Blvd (North)
GA-369 Jesse Jewell Pkwy (West)
GA-369 Jesse Jewell Pkwy (East)

Date

Thursday, April 22, 2021

Weather

Fair
51°F

Lat/Long

34.303004°, -83.812814°

0700 - 0900 (Weekday 2h Session) (22-04-2021)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0700 - 0715	0	1	1	0	2	1	1	2	0	4	4	3	0	0	7	0	5	2	0	7	20
0715 - 0730	0	0	0	0	0	2	0	1	0	3	1	6	0	0	7	0	9	2	0	11	21
0730 - 0745	0	1	0	0	1	1	0	0	0	1	1	10	0	0	11	0	15	2	0	17	30
0745 - 0800	0	2	3	0	5	0	0	0	0	0	0	13	0	0	13	0	19	1	0	20	38
Hourly Total	0	4	4	0	8	4	1	3	0	8	6	32	0	0	38	0	48	7	0	55	109
0800 - 0815	0	1	4	0	5	1	0	0	0	1	0	9	0	0	9	0	19	0	0	19	34
0815 - 0830	1	2	1	0	4	1	0	0	0	1	1	7	0	0	8	1	6	1	0	8	21
0830 - 0845	0	2	1	0	3	0	0	0	0	0	1	4	0	0	5	2	4	1	0	7	15
0845 - 0900	0	1	1	0	2	0	0	1	0	1	0	5	0	0	5	4	7	1	0	12	20
Hourly Total	1	6	7	0	14	2	0	1	0	3	2	25	0	0	27	7	36	3	0	46	90
Grand Total	1	10	11	0	22	6	1	4	0	11	8	57	0	0	65	7	84	10	0	101	199
Approach %	4.55	45.45	50.00	0.00	-	54.55	9.09	36.36	0.00	-	12.31	87.69	0.00	0.00	-	6.93	83.17	9.90	0.00	-	-
Intersection %	0.50	5.03	5.53	0.00	11.06	3.02	0.50	2.01	0.00	5.53	4.02	28.64	0.00	0.00	32.66	3.52	42.21	5.03	0.00	50.75	-

1600 - 1800 (Weekday 2h Session) (22-04-2021)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1600 - 1615	0	1	3	0	4	2	0	1	0	3	1	3	0	0	4	1	9	1	0	11	22
1615 - 1630	0	2	0	0	2	1	0	0	0	1	0	5	0	0	5	1	4	0	0	5	13
1630 - 1645	0	1	1	0	2	1	1	0	0	2	0	3	0	0	3	0	9	0	0	9	16
1645 - 1700	0	2	0	0	2	1	1	1	0	3	0	5	0	0	5	0	2	0	0	2	12
Hourly Total	0	6	4	0	10	5	2	2	0	9	1	16	0	0	17	2	24	1	0	27	63
1700 - 1715	0	1	1	0	2	0	1	1	0	2	0	6	0	0	6	0	7	0	0	7	17
1715 - 1730	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	2	5	1	0	8	14
1730 - 1745	0	1	0	0	1	1	1	1	0	3	1	4	0	0	5	1	4	0	0	5	14
1745 - 1800	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Hourly Total	0	3	1	0	4	1	4	2	0	7	1	14	0	0	15	3	18	1	0	22	48
Grand Total	0	9	5	0	14	6	6	4	0	16	2	30	0	0	32	5	42	2	0	49	111
Approach %	0.00	64.29	35.71	0.00	-	37.50	37.50	25.00	0.00	-	6.25	93.75	0.00	0.00	-	10.20	85.71	4.08	0.00	-	
Intersection %	0.00	8.11	4.50	0.00	12.61	5.41	5.41	3.60	0.00	14.41	1.80	27.03	0.00	0.00	28.83	4.50	37.84	1.80	0.00	44.14	

Classified Turn Movement Count || Combination Trucks (8-13)

Gainesville, GA



www.marrtraffic.com

Site 5 of 9

Downey Blvd (South)
Downey Blvd (North)
GA-369 Jesse Jewell Pkwy (West)
GA-369 Jesse Jewell Pkwy (East)

Date

Thursday, April 22, 2021

Weather

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Lat/Long

34.303004°, -83.812814°

0700 - 0900 (Weekday 2h Session) (22-04-2021)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0700 - 0715	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	4	0	0	4	9
0715 - 0730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
0730 - 0745	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	0	4	1	0	5	10
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	5
Hourly Total	0	3	0	0	3	0	0	1	0	1	2	7	0	0	9	0	12	2	0	14	27
0800 - 0815	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	0	4	0	0	4	11
0815 - 0830	0	0	1	0	1	0	0	1	0	1	0	4	0	0	4	0	6	0	0	6	12
0830 - 0845	0	0	2	0	2	0	0	1	0	1	1	1	0	0	2	1	2	0	0	3	8
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
Hourly Total	0	0	3	0	3	0	0	3	0	3	1	14	0	0	15	1	16	0	0	17	38
Grand Total	0	3	3	0	6	0	0	4	0	4	3	21	0	0	24	1	28	2	0	31	65
Approach %	0.00	50.00	50.00	0.00	-	0.00	0.00	100.00	0.00	-	12.50	87.50	0.00	0.00	-	3.23	90.32	6.45	0.00	-	
Intersection %	0.00	4.62	4.62	0.00	9.23	0.00	0.00	6.15	0.00	6.15	4.62	32.31	0.00	0.00	36.92	1.54	43.08	3.08	0.00	47.69	

1600 - 1800 (Weekday 2h Session) (22-04-2021)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Downey Blvd (South)					Downey Blvd (North)					GA-369 Jesse Jewell Pkwy (West)					GA-369 Jesse Jewell Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1600 - 1615	0	0	1	0	1	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	8
1615 - 1630	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	1	2	0	0	3	6
1630 - 1645	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
Hourly Total	0	0	2	0	2	0	2	0	0	2	0	8	0	0	8	1	8	0	0	9	21
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
1715 - 1730	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	4	0	0	4	10
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	7	0	0	7	8
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	9	0	0	9	0	12	0	0	12	22
Grand Total	0	0	2	0	2	0	2	1	0	3	0	17	0	0	17	1	20	0	0	21	43
Approach %	0.00	0.00	100.00	0.00	-	0.00	66.67	33.33	0.00	-	0.00	100.00	0.00	0.00	-	4.76	95.24	0.00	0.00	-	
Intersection %	0.00	0.00	4.65	0.00	4.65	0.00	4.65	2.33	0.00	6.98	0.00	39.53	0.00	0.00	39.53	2.33	46.51	0.00	0.00	48.84	

Pedestrian Count || All vehicles

Gainesville, GA



Marr Traffic
DATA COLLECTION

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Site 5 of 9

Downey Blvd (South)
Downey Blvd (North)
GA-369 Jesse Jewell Pkwy (West)
GA-369 Jesse Jewell Pkwy (East)

Date

Thursday, April 22, 2021

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0700 - 0900 (Weekday 2h Session) (22-04-2021)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound							
	Downey Blvd (South)			Downey Blvd (North)			GA-369 Jesse Jewell Pkwy (West)			GA-369 Jesse Jewell Pkwy (East)							
TIME	EB 5a	WB 5b		App Total	EB 5c	WB 5d		App Total	NB 5e	SB 5f		App Total	NB 5g	SB 5h		App Total	Int 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
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0800 - 0815	0	0		0	0	0		0	0	0		0	0	0		0	0
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (22-04-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Downey Blvd (South)			Downey Blvd (North)			GA-369 Jesse Jewell Pkwy (West)			GA-369 Jesse Jewell Pkwy (East)				
	EB	WB	App Total	EB	WB	App Total	NB	SB	App Total	NB	SB	App Total		
	5a	5b		5c	5d		5e	5f		5g	5h			
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	1	1	0	1	1	0	0	0	0	0	0	0	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	1	0	1	1	0	0	0	0	0	0	0	2
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
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	1	1	0	0	0	0	0	0	0	2
Approach %	0.00	100.00	-	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	-	
Intersection %	0.00	50.00	50.00	0.00	50.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 4/22/2021														
	Downey Blvd (South) Northbound			Downey Blvd (North) Southbound			GA-369 Jesse Jewell Pkwy (West) Eastbound			GA-369 Jesse Jewell Pkwy (East) Westbound				
Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	
15 Minute Totals														
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 AM - 07:15 AM	5	50	29	37	24	33	26	165	2	21	223	41	657	
07:15 AM - 07:30 AM	66	31	62	57	37	46	21	196	1	7	251	46	780	
07:30 AM - 07:45 AM	10	68	38	57	37	46	46	33	218	2	19	290	56	876
07:45 AM - 08:00 AM	9	91	54	57	40	54	34	236	5	23	317	49	972	
08:00 AM - 08:15 AM	10	72	44	50	19	45	34	199	2	21	334	53	883	
08:15 AM - 08:30 AM	13	62	49	51	22	34	40	201	0	25	313	57	879	
08:30 AM - 08:45 AM	15	55	35	38	23	24	40	211	3	18	286	52	800	
08:45 AM - 09:00 AM	10	39	26	50	24	41	42	142	0	19	240	56	690	
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 PM - 04:15 PM	12	56	29	63	50	43	30	261	12	28	227	53	864	
04:15 PM - 04:30 PM	13	51	34	57	50	47	49	276	4	16	239	56	893	
04:30 PM - 04:45 PM	5	58	40	58	58	44	44	32	284	4	22	217	35	860
04:45 PM - 05:00 PM	11	50	34	54	51	34	23	236	5	15	224	41	779	
05:00 PM - 05:15 PM	8	64	39	55	42	45	42	326	8	28	225	61	945	
05:15 PM - 05:30 PM	7	68	45	59	60	36	54	289	1	29	205	58	913	
05:30 PM - 05:45 PM	3	49	33	48	41	44	43	313	5	18	237	54	892	
05:45 PM - 06:00 PM	9	65	30	40	35	39	40	251	5	13	167	34	731	
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	



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Peak Hour Turning Movement Count

Gainesville, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Thursday, April 22, 2021	
Period	0700 - 0900
Peak Hour	0715 - 0815

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound										Int Total
	Downey Blvd (South)					Downey Blvd (North)					Medical Center Way										
	Left 4.1	Thru 4.2		U-Turn 4.3	App Total		Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total				App Total		
0715 - 0730	16	119	-	0	135	-	143	15	0	158	7	-	27	0	34	-	-	-	-	0	327
0730 - 0745	19	132	-	0	151	-	122	30	0	152	13	-	14	0	27	-	-	-	-	0	330
0745 - 0800	27	155	-	0	182	-	137	42	0	179	7	-	13	0	20	-	-	-	-	0	381
0800 - 0815	30	140	-	1	171	-	94	23	0	117	4	-	6	0	10	-	-	-	-	0	298
Total	92	546	0	1	639	0	496	110	0	606	31	0	60	0	91	0	0	0	0	0	1336
Approach %	14.40	85.45	0.00	0.16	-	0.00	81.85	18.15	0.00	-	34.07	0.00	65.93	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.77	0.88	0.00	0.25	0.88	0.00	0.87	0.65	0.00	0.85	0.60	0.00	0.56	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.88

Bikes

Time	Northbound					Southbound					Eastbound											
	Downey Blvd (South)					Downey Blvd (North)					Medical Center Way											
	Left 4.1	Thru 4.2		U-Turn 4.3	App Total		Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total					App Total	Int Total	
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	
0800 - 0815	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	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					Southbound					Eastbound										Int Total
	Downey Blvd (South)					Downey Blvd (North)					Medical Center Way										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App				App		
	4.1	4.2		4.3	Total		4.4	4.5	4.6	Total	4.7		4.8	4.9	Total				Total		
0715 - 0730	15	112	-	0	127	-	140	15	0	155	7	-	27	0	34	-	-	-	-	0	316
0730 - 0745	18	128	-	0	146	-	119	30	0	149	12	-	14	0	26	-	-	-	-	0	321
0745 - 0800	27	149	-	0	176	-	137	42	0	179	7	-	13	0	20	-	-	-	-	0	375
0800 - 0815	30	138	-	1	169	-	93	23	0	116	4	-	6	0	10	-	-	-	-	0	295
Total	90	527	0	1	618	0	489	110	0	599	30	0	60	0	90	0	0	0	0	0	1307
Approach %	14.56	85.28	0.00	0.16	-	0.00	81.64	18.36	0.00	-	33.33	0.00	66.67	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.75	0.88	0.00	0.25	0.88	0.00	0.87	0.65	0.00	0.84	0.63	0.00	0.56	0.00	0.66	0.00	0.00	0.00	0.00	0.00	0.87

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound										Int. Total
	Downey Blvd (South)					Downey Blvd (North)					Medical Center Way										
	Left 4.1	Thru 4.2		U-Turn 4.3	App Total		Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total					App Total	
0715 - 0730	1	6	-	0	7	-	3	0	0	3	0	-	0	0	0	-	-	-	-	0	10
0730 - 0745	1	2	-	0	3	-	2	0	0	2	1	-	0	0	1	-	-	-	-	0	6
0745 - 0800	0	3	-	0	3	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	3
0800 - 0815	0	1	-	0	1	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	2
Total	2	12	0	0	14	0	6	0	0	6	1	0	0	0	1	0	0	0	0	0	21
Approach %	14.29	85.71	0.00	0.00	-	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.50	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.50	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.53

Combination Trucks (8-13)

Time		Northbound					Southbound					Eastbound										
		Downey Blvd (South)					Downey Blvd (North)					Medical Center Way										
		Left 4.1	Thru 4.2		U-Turn 4.3	App Total		Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total					App Total	Int Total
0715 - 0730	0	1	-	0	1	-	0	0	0	0	0	-	0	0	0	0	-	-	-	-	0	1
0730 - 0745	0	2	-	0	2	-	1	0	0	1	0	-	0	0	0	0	-	-	-	-	0	3
0745 - 0800	0	3	-	0	3	-	0	0	0	0	0	0	-	0	0	0	-	-	-	-	0	3
0800 - 0815	0	1	-	0	1	-	0	0	0	0	0	0	-	0	0	0	-	-	-	-	0	1
Total		0	7	0	0	7	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	8
Approach %		0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF		0.00	0.58	0.00	0.00	0.58	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.67

Pedestrians

Time	Northbound					Southbound					Eastbound										Int Total
	Downey Blvd (South)					Downey Blvd (North)					Medical Center Way										
	EB 4a	WB 4b			App Total	EB 4c	WB 4d			App Total	NB 4e	SB 4f			App Total					App Total	
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
0800 - 0815	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	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



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Peak Hour Turning Movement Count

Gainesville, GA



Marr Traffic
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Thursday, April 22, 2021	
Period	1600 - 1800
Peak Hour	1615 - 1715

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound										Int Total
	Downey Blvd (South)					Downey Blvd (North)					Medical Center Way										
	Left 4.1	Thru 4.2		U-Turn 4.3	App Total		Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total					App Total	
1615 - 1630	6	159	-	0	165	-	146	8	0	154	15	-	15	0	30	-	-	-	-	0	349
1630 - 1645	5	126	-	0	131	-	140	7	0	147	16	-	20	0	36	-	-	-	-	0	314
1645 - 1700	4	111	-	0	115	-	116	1	0	117	24	-	15	0	39	-	-	-	-	0	271
1700 - 1715	5	160	-	0	165	-	134	1	0	135	30	-	22	0	52	-	-	-	-	0	352
Total	20	556	0	0	576	0	536	17	0	553	85	0	72	0	157	0	0	0	0	0	1286
Approach %	3.47	96.53	0.00	0.00	-	0.00	96.93	3.07	0.00	-	54.14	0.00	45.86	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.83	0.87	0.00	0.00	0.87	0.00	0.92	0.53	0.00	0.90	0.71	0.00	0.82	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.91

Bikes

Time	Northbound					Southbound					Eastbound										
	Downey Blvd (South)					Downey Blvd (North)					Medical Center Way										
	Left 4.1	Thru 4.2		U-Turn 4.3	App Total		Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total					App Total	Int Total
1615 - 1630	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
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
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					Southbound					Eastbound										Int Total
	Downey Blvd (South)					Downey Blvd (North)					Medical Center Way										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	
	4.1	4.2		4.3	Total		4.4	4.5	4.6	Total	4.7		4.8	4.9	Total					Total	
1615 - 1630	6	157	-	0	163	-	144	7	0	151	15	-	15	0	30	-	-	-	-	0	344
1630 - 1645	5	126	-	0	131	-	135	7	0	142	15	-	20	0	35	-	-	-	-	0	308
1645 - 1700	4	110	-	0	114	-	115	1	0	116	24	-	15	0	39	-	-	-	-	0	269
1700 - 1715	5	158	-	0	163	-	133	1	0	134	30	-	22	0	52	-	-	-	-	0	349
Total	20	551	0	0	571	0	527	16	0	543	84	0	72	0	156	0	0	0	0	0	1270
Approach %	3.50	96.50	0.00	0.00	-	0.00	97.05	2.95	0.00	-	53.85	0.00	46.15	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.83	0.87	0.00	0.00	0.88	0.00	0.91	0.57	0.00	0.90	0.70	0.00	0.82	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.91

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound										Int Total
	Downey Blvd (South)					Downey Blvd (North)					Medical Center Way										
	Left 4.1	Thru 4.2		U-Turn 4.3	App Total		Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total					App Total	
1615 - 1630	0	2	-	0	2	-	2	1	0	3	0	-	0	0	0	-	-	-	-	0	5
1630 - 1645	0	0	-	0	0	-	3	0	0	3	1	-	0	0	1	-	-	-	-	0	4
1645 - 1700	0	1	-	0	1	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	2
1700 - 1715	0	2	-	0	2	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	3
Total	0	5	0	0	5	0	7	1	0	8	1	0	0	0	1	0	0	0	0	0	14
Approach %	0.00	100.00	0.00	0.00	-	0.00	87.50	12.50	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.63	0.00	0.00	0.63	0.00	0.58	0.25	0.00	0.67	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.70

Combination Trucks (8-13)

Cumulation Tracks (a-15)																						
Time	Northbound					Southbound					Eastbound											
	Downey Blvd (South)					Downey Blvd (North)					Medical Center Way											
	Left 4.1	Thru 4.2		U-Turn 4.3	App Total		Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total						App Total	Int Total
1615 - 1630	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	-	0	0
1630 - 1645	0	0	-	0	0	-	2	0	0	2	0	-	0	0	0	-	-	-	-	-	0	2
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
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	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	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25

Pedestrians

Time	Northbound					Southbound					Eastbound										Int Total
	Downey Blvd (South)					Downey Blvd (North)					Medical Center Way										
	EB 4a	WB 4b			App Total	EB 4c	WB 4d			App Total	NB 4e	SB 4f			App Total					App Total	
1615 - 1630	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
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
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

Classified Turn Movement Count || All vehicles

Gainesville, GA



Marr Traffic
DATA COLLECTION

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Site 4 of 9

Downey Blvd (South)
Downey Blvd (North)
Medical Center Way

Date

Thursday, April 22, 2021

Weather

Fair
51°F

Lat/Long

34.305419°, -83.814322°

0700 - 0900 (Weekday 2h Session) (22-04-2021)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	Downey Blvd (South)				Downey Blvd (North)				Medical Center Way				
	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	
0700 - 0715	23	91	0	114	92	12	0	104	4	9	0	13	231
0715 - 0730	16	119	0	135	143	15	0	158	7	27	0	34	327
0730 - 0745	19	132	0	151	122	30	0	152	13	14	0	27	330
0745 - 0800	27	155	0	182	137	42	0	179	7	13	0	20	381
Hourly Total	85	497	0	582	494	99	0	593	31	63	0	94	1269
0800 - 0815	30	140	1	171	94	23	0	117	4	6	0	10	298
0815 - 0830	22	142	0	164	100	29	0	129	2	8	0	10	303
0830 - 0845	18	127	0	145	77	10	0	87	7	9	0	16	248
0845 - 0900	19	116	0	135	106	12	0	118	2	5	0	7	260
Hourly Total	89	525	1	615	377	74	0	451	15	28	0	43	1109
Grand Total	174	1022	1	1197	871	173	0	1044	46	91	0	137	2378
Approach %	14.54	85.38	0.08	-	83.43	16.57	0.00	-	33.58	66.42	0.00	-	
Intersection %	7.32	42.98	0.04	50.34	36.63	7.28	0.00	43.90	1.93	3.83	0.00	5.76	
PHF	0.77	0.88	0.25	0.88	0.87	0.65	0.00	0.85	0.60	0.56	0.00	0.67	0.88

1600 - 1800 (Weekday 2h Session) (22-04-2021)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	Downey Blvd (South)				Downey Blvd (North)				Medical Center Way				
	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	
1600 - 1615	3	121	0	124	124	4	0	128	24	26	0	50	302
1615 - 1630	6	159	0	165	146	8	0	154	15	15	0	30	349
1630 - 1645	5	126	0	131	140	7	0	147	16	20	0	36	314
1645 - 1700	4	111	0	115	116	1	0	117	24	15	0	39	271
Hourly Total	18	517	0	535	526	20	0	546	79	76	0	155	1236
1700 - 1715	5	160	0	165	134	1	0	135	30	22	0	52	352
1715 - 1730	11	159	0	170	124	2	0	126	18	20	0	38	334
1730 - 1745	7	152	0	159	121	3	0	124	18	9	0	27	310
1745 - 1800	8	131	0	139	111	7	0	118	14	10	0	24	281
Hourly Total	31	602	0	633	490	13	0	503	80	61	0	141	1277
Grand Total	49	1119	0	1168	1016	33	0	1049	159	137	0	296	2513
Approach %	4.20	95.80	0.00	-	96.85	3.15	0.00	-	53.72	46.28	0.00	-	
Intersection %	1.95	44.53	0.00	46.48	40.43	1.31	0.00	41.74	6.33	5.45	0.00	11.78	
PHF	0.83	0.87	0.00	0.87	0.92	0.53	0.00	0.90	0.71	0.82	0.00	0.75	0.91

Classified Turn Movement Count || Bikes

Gainesville, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 4 of 9

Downey Blvd (South)
Downey Blvd (North)
Medical Center Way

Date

Thursday, April 22, 2021

Weather

Fair
51°F

Lat/Long

34.305419°, -83.814322°

0700 - 0900 (Weekday 2h Session) (22-04-2021)

Bikes

TIME	Northbound				Southbound				Eastbound				Int Total
	Downey Blvd (South)				Downey Blvd (North)				Medical Center Way				
	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	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
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	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	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (22-04-2021)

Bikes

TIME	Northbound				Southbound				Eastbound				Int Total
	Downey Blvd (South)				Downey Blvd (North)				Medical Center Way				
	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	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	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Passenger Vehicles (1-3)

Gainesville, GA



Marr Traffic
DATA COLLECTION

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Site 4 of 9

Downey Blvd (South)
Downey Blvd (North)
Medical Center Way

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Thursday, April 22, 2021

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0700 - 0900 (Weekday 2h Session) (22-04-2021)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	Downey Blvd (South)				Downey Blvd (North)				Medical Center Way				
	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	
0700 - 0715	23	86	0	109	89	12	0	101	4	9	0	13	223
0715 - 0730	15	112	0	127	140	15	0	155	7	27	0	34	316
0730 - 0745	18	128	0	146	119	30	0	149	12	14	0	26	321
0745 - 0800	27	149	0	176	137	42	0	179	7	13	0	20	375
Hourly Total	83	475	0	558	485	99	0	584	30	63	0	93	1235
0800 - 0815	30	138	1	169	93	23	0	116	4	6	0	10	295
0815 - 0830	22	140	0	162	97	29	0	126	2	8	0	10	298
0830 - 0845	18	122	0	140	76	10	0	86	7	9	0	16	242
0845 - 0900	19	113	0	132	105	12	0	117	1	5	0	6	255
Hourly Total	89	513	1	603	371	74	0	445	14	28	0	42	1090
Grand Total	172	988	1	1161	856	173	0	1029	44	91	0	135	2325
Approach %	14.81	85.10	0.09	-	83.19	16.81	0.00	-	32.59	67.41	0.00	-	
Intersection %	7.40	42.49	0.04	49.94	36.82	7.44	0.00	44.26	1.89	3.91	0.00	5.81	

1600 - 1800 (Weekday 2h Session) (22-04-2021)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	Downey Blvd (South)				Downey Blvd (North)				Medical Center Way				
	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	
1600 - 1615	3	116	0	119	121	4	0	125	23	26	0	49	293
1615 - 1630	6	157	0	163	144	7	0	151	15	15	0	30	344
1630 - 1645	5	126	0	131	135	7	0	142	15	20	0	35	308
1645 - 1700	4	110	0	114	115	1	0	116	24	15	0	39	269
Hourly Total	18	509	0	527	515	19	0	534	77	76	0	153	1214
1700 - 1715	5	158	0	163	133	1	0	134	30	22	0	52	349
1715 - 1730	10	158	0	168	122	2	0	124	18	20	0	38	330
1730 - 1745	7	151	0	158	119	3	0	122	18	9	0	27	307
1745 - 1800	8	131	0	139	108	5	0	113	14	10	0	24	276
Hourly Total	30	598	0	628	482	11	0	493	80	61	0	141	1262
Grand Total	48	1107	0	1155	997	30	0	1027	157	137	0	294	2476
Approach %	4.16	95.84	0.00	-	97.08	2.92	0.00	-	53.40	46.60	0.00	-	
Intersection %	1.94	44.71	0.00	46.65	40.27	1.21	0.00	41.48	6.34	5.53	0.00	11.87	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Gainesville, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 4 of 9

Downey Blvd (South)
Downey Blvd (North)
Medical Center Way

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0700 - 0900 (Weekday 2h Session) (22-04-2021)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	Downey Blvd (South)				Downey Blvd (North)				Medical Center Way				
	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	
0700 - 0715	0	4	0	4	3	0	0	3	0	0	0	0	7
0715 - 0730	1	6	0	7	3	0	0	3	0	0	0	0	10
0730 - 0745	1	2	0	3	2	0	0	2	1	0	0	1	6
0745 - 0800	0	3	0	3	0	0	0	0	0	0	0	0	3
Hourly Total	2	15	0	17	8	0	0	8	1	0	0	1	26
0800 - 0815	0	1	0	1	1	0	0	1	0	0	0	0	2
0815 - 0830	0	2	0	2	0	0	0	0	0	0	0	0	2
0830 - 0845	0	5	0	5	1	0	0	1	0	0	0	0	6
0845 - 0900	0	3	0	3	1	0	0	1	1	0	0	1	5
Hourly Total	0	11	0	11	3	0	0	3	1	0	0	1	15
Grand Total	2	26	0	28	11	0	0	11	2	0	0	2	41
Approach %	7.14	92.86	0.00	-	100.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	4.88	63.41	0.00	68.29	26.83	0.00	0.00	26.83	4.88	0.00	0.00	4.88	

1600 - 1800 (Weekday 2h Session) (22-04-2021)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	Downey Blvd (South)				Downey Blvd (North)				Medical Center Way				
	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	
1600 - 1615	0	5	0	5	3	0	0	3	1	0	0	1	9
1615 - 1630	0	2	0	2	2	1	0	3	0	0	0	0	5
1630 - 1645	0	0	0	0	3	0	0	3	1	0	0	1	4
1645 - 1700	0	1	0	1	1	0	0	1	0	0	0	0	2
Hourly Total	0	8	0	8	9	1	0	10	2	0	0	2	20
1700 - 1715	0	2	0	2	1	0	0	1	0	0	0	0	3
1715 - 1730	1	1	0	2	2	0	0	2	0	0	0	0	4
1730 - 1745	0	1	0	1	2	0	0	2	0	0	0	0	3
1745 - 1800	0	0	0	0	2	1	0	3	0	0	0	0	3
Hourly Total	1	4	0	5	7	1	0	8	0	0	0	0	13
Grand Total	1	12	0	13	16	2	0	18	2	0	0	2	33
Approach %	7.69	92.31	0.00	-	88.89	11.11	0.00	-	100.00	0.00	0.00	-	
Intersection %	3.03	36.36	0.00	39.39	48.48	6.06	0.00	54.55	6.06	0.00	0.00	6.06	

Classified Turn Movement Count || Combination Trucks (8-13)

Gainesville, GA



Marr Traffic
DATA COLLECTION

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Site 4 of 9

Downey Blvd (South)
Downey Blvd (North)
Medical Center Way

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Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Int Total
	Downey Blvd (South)				Downey Blvd (North)				Medical Center Way				
	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	
0700 - 0715	0	1	0	1	0	0	0	0	0	0	0	0	1
0715 - 0730	0	1	0	1	0	0	0	0	0	0	0	0	1
0730 - 0745	0	2	0	2	1	0	0	1	0	0	0	0	3
0745 - 0800	0	3	0	3	0	0	0	0	0	0	0	0	3
Hourly Total	0	7	0	7	1	0	0	1	0	0	0	0	8
0800 - 0815	0	1	0	1	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	3	0	0	3	0	0	0	0	3
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	1	3	0	0	3	0	0	0	0	4
Grand Total	0	8	0	8	4	0	0	4	0	0	0	0	12
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	66.67	0.00	66.67	33.33	0.00	0.00	33.33	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (22-04-2021)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Int Total
	Downey Blvd (South)				Downey Blvd (North)				Medical Center Way				
	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	2	0	0	2	0	0	0	0	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	2	0	0	2	0	0	0	0	2
1700 - 1715	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
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	1	1	0	2	0	0	0	0	2
Hourly Total	0	0	0	0	1	1	0	2	0	0	0	0	2
Grand Total	0	0	0	0	3	1	0	4	0	0	0	0	4
Approach %	0.00	0.00	0.00	-	75.00	25.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	75.00	25.00	0.00	100.00	0.00	0.00	0.00	0.00	

Pedestrian Count || All vehicles

Gainesville, GA



Marr Traffic
DATA COLLECTION

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Site 4 of 9

Downey Blvd (South)
Downey Blvd (North)
Medical Center Way

Date

Thursday, April 22, 2021

Weather

Fair
51°F

Lat/Long

34.305419°, -83.814322°

0700 - 0900 (Weekday 2h Session) (22-04-2021)

Pedestrians

	Northbound			Southbound			Eastbound			
	Downey Blvd (South)			Downey Blvd (North)			Medical Center Way			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (22-04-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Int Total
	Downey Blvd (South)			Downey Blvd (North)			Medical Center Way			
	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Start Date: 4/22/2021	Downey Blvd (South) Northbound			Downey Blvd (North) Southbound			Medical Center Way Eastbound			#N/A Westbound			
Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	23	91	0	0	92	12	4	0	9	0	0	0	231
07:15 AM - 07:30 AM	16	119	0	0	143	15	7	0	27	0	0	0	327
07:30 AM - 07:45 AM	19	132	0	0	122	30	13	0	14	0	0	0	330
07:45 AM - 08:00 AM	27	155	0	0	137	42	7	0	13	0	0	0	381
08:00 AM - 08:15 AM	30	140	0	0	94	23	4	0	6	0	0	0	298
08:15 AM - 08:30 AM	22	142	0	0	100	29	2	0	8	0	0	0	303
08:30 AM - 08:45 AM	18	127	0	0	77	10	7	0	9	0	0	0	248
08:45 AM - 09:00 AM	19	116	0	0	106	12	2	0	5	0	0	0	260
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	3	121	0	0	124	4	24	0	26	0	0	0	302
04:15 PM - 04:30 PM	6	159	0	0	146	8	15	0	15	0	0	0	349
04:30 PM - 04:45 PM	5	126	0	0	140	7	16	0	20	0	0	0	314
04:45 PM - 05:00 PM	4	111	0	0	116	1	24	0	15	0	0	0	271
05:00 PM - 05:15 PM	5	160	0	0	134	1	30	0	22	0	0	0	352
05:15 PM - 05:30 PM	11	159	0	0	124	2	18	0	20	0	0	0	334
05:30 PM - 05:45 PM	7	152	0	0	121	3	18	0	9	0	0	0	310
05:45 PM - 06:00 PM	8	131	0	0	111	7	14	0	10	0	0	0	281
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0



[Click here for Map](#)

Peak Hour Turning Movement Count

Gainesville, GA



www.marrtraffic.com

Thursday, April 22, 2021	
Period	0700 - 0900
Peak Hour	0715 - 0815

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound										Int Total
	Downey Blvd (South)					Downey Blvd (North)					S Enota Dr NE										
	Left 2.1	Thru 2.2		U-Turn 2.3	App Total		Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7		Right 2.8	U-Turn 2.9	App Total				App Total		
0715 - 0730	27	91	-	0	118	-	89	11	0	100	20	-	67	0	87	-	-	-	-	0	305
0730 - 0745	39	105	-	0	144	-	123	11	0	134	10	-	25	0	35	-	-	-	-	0	313
0745 - 0800	40	120	-	1	161	-	153	10	0	163	4	-	23	0	27	-	-	-	-	0	351
0800 - 0815	32	103	-	1	136	-	99	11	0	110	2	-	14	0	16	-	-	-	-	0	262
Total	138	419	0	2	559	0	464	43	0	507	36	0	129	0	165	0	0	0	0	0	1231
Approach %	24.69	74.96	0.00	0.36	-	0.00	91.52	8.48	0.00	-	21.82	0.00	78.18	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.86	0.87	0.00	0.50	0.87	0.00	0.76	0.98	0.00	0.78	0.45	0.00	0.48	0.00	0.47	0.00	0.00	0.00	0.00	0.00	0.88

Bikes

Time	Northbound					Southbound					Eastbound										
	Downey Blvd (South)					Downey Blvd (North)					S Enota Dr NE										
	Left 2.1	Thru 2.2		U-Turn 2.3	App Total		Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7		Right 2.8	U-Turn 2.9	App Total					App Total	Int Total
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
0800 - 0815	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					Southbound					Eastbound										Int Total
	Downey Blvd (South)					Downey Blvd (North)					S Enota Dr NE										
	Left	Thru		U-Turn	App Total		Thru	Right	U-Turn	App Total	Left		Right	U-Turn	App Total					App Total	
	2.1	2.2		2.3			2.4	2.5	2.6		2.7		2.8	2.9							
0715 - 0730	27	89	-	0	116	-	87	11	0	98	20	-	65	0	85	-	-	-	-	0	299
0730 - 0745	37	100	-	0	137	-	122	11	0	133	10	-	24	0	34	-	-	-	-	0	304
0745 - 0800	40	116	-	1	157	-	153	9	0	162	4	-	23	0	27	-	-	-	-	0	346
0800 - 0815	31	101	-	1	133	-	99	11	0	110	2	-	13	0	15	-	-	-	-	0	258
Total	135	406	0	2	543	0	461	42	0	503	36	0	125	0	161	0	0	0	0	0	1207
Approach %	24.86	74.77	0.00	0.37	-	0.00	91.65	8.35	0.00	-	22.36	0.00	77.64	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.84	0.88	0.00	0.50	0.86	0.00	0.75	0.95	0.00	0.78	0.45	0.00	0.48	0.00	0.47	0.00	0.00	0.00	0.00	0.00	0.87

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound										
	Downey Blvd (South)					Downey Blvd (North)					S Enota Dr NE										
	Left 2.1	Thru 2.2		U-Turn 2.3	App Total		Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7		Right 2.8	U-Turn 2.9	App Total					App Total	Int Total
0715 - 0730	0	1	-	0	1	-	2	0	0	2	0	-	2	0	2	-	-	-	-	0	5
0730 - 0745	1	3	-	0	4	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	5
0745 - 0800	0	4	-	0	4	-	0	1	0	1	0	-	0	0	0	-	-	-	-	0	5
0800 - 0815	0	2	-	0	2	-	0	0	0	0	0	-	1	0	1	-	-	-	-	0	3
Total	1	10	0	0	11	0	3	1	0	4	0	0	3	0	3	0	0	0	0	0	18
Approach %	9.09	90.91	0.00	0.00	-	0.00	75.00	25.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.25	0.63	0.00	0.00	0.69	0.00	0.38	0.25	0.00	0.50	0.00	0.00	0.38	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.90

Combination Trucks (8-13)

Time		Northbound					Southbound					Eastbound										
		Downey Blvd (South)					Downey Blvd (North)					S Enota Dr NE										
		Left 2.1	Thru 2.2		U-Turn 2.3	App Total		Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7		Right 2.8	U-Turn 2.9	App Total					App Total	Int Total
0715 - 0730	0	1	-	0	1	-	0	0	0	0	0	-	0	0	0	0	-	-	-	-	0	1
0730 - 0745	1	2	-	0	3	-	0	0	0	0	0	0	1	0	1	1	-	-	-	-	0	4
0745 - 0800	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	0	-	-	-	-	0	0
0800 - 0815	1	0	-	0	1	-	0	0	0	0	0	-	0	0	0	0	-	-	-	-	0	1
Total		2	3	0	0	5	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	6
Approach %		40.00	60.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF		0.50	0.38	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.38

Pedestrians

Time	Northbound					Southbound					Eastbound										Int Total
	Downey Blvd (South)					Downey Blvd (North)					S Enota Dr NE										
	EB 2a	WB 2b			App Total	EB 2c	WB 2d			App Total	NB 2e	SB 2f			App Total					App Total	
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
0800 - 0815	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

Thursday, April 22, 2021	
Period	1600 - 1800
Peak Hour	1700 - 1800

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound										
	Downey Blvd (South)					Downey Blvd (North)					S Enota Dr NE										
	Left 2.1	Thru 2.2		U-Turn 2.3	App Total		Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7		Right 2.8	U-Turn 2.9	App Total				App Total	Int Total	
1700 - 1715	4	193	-	0	197	-	104	1	0	105	8	-	33	0	41	-	-	-	-	0	343
1715 - 1730	5	184	-	1	190	-	96	2	0	98	9	-	25	0	34	-	-	-	-	0	322
1730 - 1745	6	153	-	0	159	-	78	6	0	84	6	-	29	0	35	-	-	-	-	0	278
1745 - 1800	14	125	-	0	139	-	111	4	0	115	2	-	13	0	15	-	-	-	-	0	269
Total	29	655	0	1	685	0	389	13	0	402	25	0	100	0	125	0	0	0	0	0	1212
Approach %	4.23	95.62	0.00	0.15	-	0.00	96.77	3.23	0.00	-	20.00	0.00	80.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.52	0.85	0.00	0.25	0.87	0.00	0.88	0.54	0.00	0.87	0.69	0.00	0.76	0.00	0.76	0.00	0.00	0.00	0.00	0.00	0.88

Bikes

Time	Northbound					Southbound					Eastbound										Int Total
	Downey Blvd (South)					Downey Blvd (North)					S Enota Dr NE										
	Left 2.1	Thru 2.2		U-Turn 2.3	App Total		Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7		Right 2.8	U-Turn 2.9	App Total					App Total	
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
1730 - 1745	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1745 - 1800	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					Southbound					Eastbound										Int Total
	Downey Blvd (South)					Downey Blvd (North)					S Enota Dr NE										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	
	2.1	2.2		2.3	Total		2.4	2.5	2.6	Total	2.7		2.8	2.9	Total					Total	
1700 - 1715	4	192	-	0	196	-	102	1	0	103	8	-	33	0	41	-	-	-	-	0	340
1715 - 1730	5	183	-	1	189	-	93	2	0	95	9	-	25	0	34	-	-	-	-	0	318
1730 - 1745	6	152	-	0	158	-	77	6	0	83	6	-	29	0	35	-	-	-	-	0	276
1745 - 1800	14	124	-	0	138	-	107	4	0	111	2	-	13	0	15	-	-	-	-	0	264
Total	29	651	0	1	681	0	379	13	0	392	25	0	100	0	125	0	0	0	0	0	1198
Approach %	4.26	95.59	0.00	0.15	-	0.00	96.68	3.32	0.00	-	20.00	0.00	80.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.52	0.85	0.00	0.25	0.87	0.00	0.89	0.54	0.00	0.88	0.69	0.00	0.76	0.00	0.76	0.00	0.00	0.00	0.00	0.00	0.88

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound										Int Total
	Downey Blvd (South)					Downey Blvd (North)					S Enota Dr NE										
	Left 2.1	Thru 2.2		U-Turn 2.3	App Total		Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7		Right 2.8	U-Turn 2.9	App Total					App Total	
1700 - 1715	0	1	-	0	1	-	2	0	0	2	0	-	0	0	0	-	-	-	-	0	3
1715 - 1730	0	1	-	0	1	-	3	0	0	3	0	-	0	0	0	-	-	-	-	0	4
1730 - 1745	0	1	-	0	1	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	2
1745 - 1800	0	1	-	0	1	-	2	0	0	2	0	-	0	0	0	-	-	-	-	0	3
Total	0	4	0	0	4	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	12
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	1.00	0.00	0.00	1.00	0.00	0.67	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75

Combination Trucks (8-13)

Cumulation Trucks (a-15)																						
Time	Northbound					Southbound					Eastbound											
	Downey Blvd (South)					Downey Blvd (North)					S Enota Dr NE											
	Left 2.1	Thru 2.2		U-Turn 2.3	App Total		Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7		Right 2.8	U-Turn 2.9	App Total						App Total	Int Total
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
1730 - 1745	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	-	0	0
1745 - 1800	0	0	-	0	0	-	2	0	0	2	0	-	0	0	0	-	-	-	-	-	0	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	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	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25

Pedestrians

Time		Northbound					Southbound					Eastbound										Int Total
		Downey Blvd (South)					Downey Blvd (North)					S Enota Dr NE										
		EB 2a	WB 2b			App Total	EB 2c	WB 2d			App Total	NB 2e	SB 2f			App Total					App Total	
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	
1730 - 1745	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	
1745 - 1800	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	

Classified Turn Movement Count || All vehicles

Gainesville, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 2 of 9

Downey Blvd (South)
Downey Blvd (North)
S Enota Dr NE

Date

Thursday, April 22, 2021

Weather

Fair
51°F

Lat/Long

34.307263°, 83.815955°

0700 - 0900 (Weekday 2h Session) (22-04-2021)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	Downey Blvd (South)				Downey Blvd (North)				S Enota Dr NE				
	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	
0700 - 0715	25	62	0	87	79	5	0	84	5	25	0	30	201
0715 - 0730	27	91	0	118	89	11	0	100	20	67	0	87	305
0730 - 0745	39	105	0	144	123	11	0	134	10	25	0	35	313
0745 - 0800	40	120	1	161	153	10	0	163	4	23	0	27	351
Hourly Total	131	378	1	510	444	37	0	481	39	140	0	179	1170
0800 - 0815	32	103	1	136	99	11	0	110	2	14	0	16	262
0815 - 0830	37	109	0	146	112	10	0	122	2	11	0	13	281
0830 - 0845	24	107	0	131	83	4	0	87	3	6	0	9	227
0845 - 0900	14	102	1	117	110	6	0	116	2	5	0	7	240
Hourly Total	107	421	2	530	404	31	0	435	9	36	0	45	1010
Grand Total	238	799	3	1040	848	68	0	916	48	176	0	224	2180
Approach %	22.88	76.83	0.29	-	92.58	7.42	0.00	-	21.43	78.57	0.00	-	
Intersection %	10.92	36.65	0.14	47.71	38.90	3.12	0.00	42.02	2.20	8.07	0.00	10.28	
PHF	0.86	0.87	0.50	0.87	0.76	0.98	0.00	0.78	0.45	0.48	0.00	0.47	0.88

1600 - 1800 (Weekday 2h Session) (22-04-2021)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	Downey Blvd (South)				Downey Blvd (North)				S Enota Dr NE				
	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	
1600 - 1615	5	142	1	148	108	0	0	108	8	30	0	38	294
1615 - 1630	7	166	0	173	109	4	0	113	8	34	0	42	328
1630 - 1645	2	130	0	132	102	1	0	103	14	42	0	56	291
1645 - 1700	7	126	0	133	84	0	0	84	6	21	0	27	244
Hourly Total	21	564	1	586	403	5	0	408	36	127	0	163	1157
1700 - 1715	4	193	0	197	104	1	0	105	8	33	0	41	343
1715 - 1730	5	184	1	190	96	2	0	98	9	25	0	34	322
1730 - 1745	6	153	0	159	78	6	0	84	6	29	0	35	278
1745 - 1800	14	125	0	139	111	4	0	115	2	13	0	15	269
Hourly Total	29	655	1	685	389	13	0	402	25	100	0	125	1212
Grand Total	50	1219	2	1271	792	18	0	810	61	227	0	288	2369
Approach %	3.93	95.91	0.16	-	97.78	2.22	0.00	-	21.18	78.82	0.00	-	
Intersection %	2.11	51.46	0.08	53.65	33.43	0.76	0.00	34.19	2.57	9.58	0.00	12.16	
PHF	0.52	0.85	0.25	0.87	0.88	0.54	0.00	0.87	0.69	0.76	0.00	0.76	0.88

Classified Turn Movement Count || Bikes

Gainesville, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 2 of 9

Downey Blvd (South)
Downey Blvd (North)
S Enota Dr NE

Date

Thursday, April 22, 2021

Weather

Fair
51°F

Lat/Long

34.307263°, 83.815955°

0700 - 0900 (Weekday 2h Session) (22-04-2021)

Bikes

TIME	Northbound				Southbound				Eastbound				Int Total
	Downey Blvd (South)				Downey Blvd (North)				S Enota Dr NE				
	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	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
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	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	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (22-04-2021)

Bikes

TIME	Northbound				Southbound				Eastbound				Int Total
	Downey Blvd (South)				Downey Blvd (North)				S Enota Dr NE				
	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	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	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Passenger Vehicles (1-3)

Gainesville, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 2 of 9

Downey Blvd (South)
Downey Blvd (North)
S Enota Dr NE

Date

Thursday, April 22, 2021

Weather

Fair
51°F

Lat/Long

34.307263°, 83.815955°

0700 - 0900 (Weekday 2h Session) (22-04-2021)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	Downey Blvd (South)				Downey Blvd (North)				S Enota Dr NE				
	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	
0700 - 0715	24	55	0	79	76	5	0	81	5	25	0	30	190
0715 - 0730	27	89	0	116	87	11	0	98	20	65	0	85	299
0730 - 0745	37	100	0	137	122	11	0	133	10	24	0	34	304
0745 - 0800	40	116	1	157	153	9	0	162	4	23	0	27	346
Hourly Total	128	360	1	489	438	36	0	474	39	137	0	176	1139
0800 - 0815	31	101	1	133	99	11	0	110	2	13	0	15	258
0815 - 0830	37	107	0	144	110	10	0	120	2	9	0	11	275
0830 - 0845	23	102	0	125	82	4	0	86	1	6	0	7	218
0845 - 0900	14	100	1	115	110	6	0	116	2	5	0	7	238
Hourly Total	105	410	2	517	401	31	0	432	7	33	0	40	989
Grand Total	233	770	3	1006	839	67	0	906	46	170	0	216	2128
Approach %	23.16	76.54	0.30	-	92.60	7.40	0.00	-	21.30	78.70	0.00	-	
Intersection %	10.95	36.18	0.14	47.27	39.43	3.15	0.00	42.58	2.16	7.99	0.00	10.15	

1600 - 1800 (Weekday 2h Session) (22-04-2021)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	Downey Blvd (South)				Downey Blvd (North)				S Enota Dr NE				
	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	
1600 - 1615	4	137	1	142	106	0	0	106	8	29	0	37	285
1615 - 1630	7	164	0	171	107	4	0	111	8	32	0	40	322
1630 - 1645	2	129	0	131	99	1	0	100	14	42	0	56	287
1645 - 1700	7	125	0	132	82	0	0	82	6	21	0	27	241
Hourly Total	20	555	1	576	394	5	0	399	36	124	0	160	1135
1700 - 1715	4	192	0	196	102	1	0	103	8	33	0	41	340
1715 - 1730	5	183	1	189	93	2	0	95	9	25	0	34	318
1730 - 1745	6	152	0	158	77	6	0	83	6	29	0	35	276
1745 - 1800	14	124	0	138	107	4	0	111	2	13	0	15	264
Hourly Total	29	651	1	681	379	13	0	392	25	100	0	125	1198
Grand Total	49	1206	2	1257	773	18	0	791	61	224	0	285	2333
Approach %	3.90	95.94	0.16	-	97.72	2.28	0.00	-	21.40	78.60	0.00	-	
Intersection %	2.10	51.69	0.09	53.88	33.13	0.77	0.00	33.90	2.61	9.60	0.00	12.22	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Gainesville, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 2 of 9

Downey Blvd (South)
Downey Blvd (North)
S Enota Dr NE

Date

Thursday, April 22, 2021

Weather

Fair
51°F

Lat/Long

34.307263°, 83.815955°

0700 - 0900 (Weekday 2h Session) (22-04-2021)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	Downey Blvd (South)				Downey Blvd (North)				S Enota Dr NE				
	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	
0700 - 0715	0	5	0	5	3	0	0	3	0	0	0	0	8
0715 - 0730	0	1	0	1	2	0	0	2	0	2	0	2	5
0730 - 0745	1	3	0	4	1	0	0	1	0	0	0	0	5
0745 - 0800	0	4	0	4	0	1	0	1	0	0	0	0	5
Hourly Total	1	13	0	14	6	1	0	7	0	2	0	2	23
0800 - 0815	0	2	0	2	0	0	0	0	0	1	0	1	3
0815 - 0830	0	2	0	2	1	0	0	1	0	1	0	1	4
0830 - 0845	1	5	0	6	0	0	0	0	2	0	0	2	8
0845 - 0900	0	2	0	2	0	0	0	0	0	0	0	0	2
Hourly Total	1	11	0	12	1	0	0	1	2	2	0	4	17
Grand Total	2	24	0	26	7	1	0	8	2	4	0	6	40
Approach %	7.69	92.31	0.00	-	87.50	12.50	0.00	-	33.33	66.67	0.00	-	
Intersection %	5.00	60.00	0.00	65.00	17.50	2.50	0.00	20.00	5.00	10.00	0.00	15.00	

1600 - 1800 (Weekday 2h Session) (22-04-2021)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	Downey Blvd (South)				Downey Blvd (North)				S Enota Dr NE				
	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	
1600 - 1615	1	5	0	6	1	0	0	1	0	1	0	1	8
1615 - 1630	0	2	0	2	2	0	0	2	0	1	0	1	5
1630 - 1645	0	1	0	1	3	0	0	3	0	0	0	0	4
1645 - 1700	0	1	0	1	2	0	0	2	0	0	0	0	3
Hourly Total	1	9	0	10	8	0	0	8	0	2	0	2	20
1700 - 1715	0	1	0	1	2	0	0	2	0	0	0	0	3
1715 - 1730	0	1	0	1	3	0	0	3	0	0	0	0	4
1730 - 1745	0	1	0	1	1	0	0	1	0	0	0	0	2
1745 - 1800	0	1	0	1	2	0	0	2	0	0	0	0	3
Hourly Total	0	4	0	4	8	0	0	8	0	0	0	0	12
Grand Total	1	13	0	14	16	0	0	16	0	2	0	2	32
Approach %	7.14	92.86	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	3.13	40.63	0.00	43.75	50.00	0.00	0.00	50.00	0.00	6.25	0.00	6.25	

Classified Turn Movement Count || Combination Trucks (8-13)

Gainesville, GA



Marr Traffic
DATA COLLECTION

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Site 2 of 9

Downey Blvd (South)
Downey Blvd (North)
S Enota Dr NE

Date

Thursday, April 22, 2021

Weather

Fair
51°F

Lat/Long

34.307263°, 83.815955°

0700 - 0900 (Weekday 2h Session) (22-04-2021)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Int Total
	Downey Blvd (South)				Downey Blvd (North)				S Enota Dr NE				
	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	
0700 - 0715	1	2	0	3	0	0	0	0	0	0	0	0	3
0715 - 0730	0	1	0	1	0	0	0	0	0	0	0	0	1
0730 - 0745	1	2	0	3	0	0	0	0	0	1	0	1	4
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	5	0	7	0	0	0	0	0	1	0	1	8
0800 - 0815	1	0	0	1	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	1	0	0	1	0	1	0	1	2
0830 - 0845	0	0	0	0	1	0	0	1	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	2	0	0	2	0	1	0	1	4
Grand Total	3	5	0	8	2	0	0	2	0	2	0	2	12
Approach %	37.50	62.50	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	25.00	41.67	0.00	66.67	16.67	0.00	0.00	16.67	0.00	16.67	0.00	16.67	

1600 - 1800 (Weekday 2h Session) (22-04-2021)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Int Total
	Downey Blvd (South)				Downey Blvd (North)				S Enota Dr NE				
	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	
1600 - 1615	0	0	0	0	1	0	0	1	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	1	0	1	1
1630 - 1645	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
Hourly Total	0	0	0	0	1	0	0	1	0	1	0	1	2
1700 - 1715	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
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	2	0	0	2	0	0	0	0	2
Hourly Total	0	0	0	0	2	0	0	2	0	0	0	0	2
Grand Total	0	0	0	0	3	0	0	3	0	1	0	1	4
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	75.00	0.00	0.00	75.00	0.00	25.00	0.00	25.00	

Pedestrian Count || All vehicles

Gainesville, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 2 of 9

Downey Blvd (South)
Downey Blvd (North)
S Enota Dr NE

Date

Thursday, April 22, 2021

Weather

Fair
51°F

Lat/Long

34.307263°, 83.815955°

0700 - 0900 (Weekday 2h Session) (22-04-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Int Total
	Downey Blvd (South)			Downey Blvd (North)			S Enota Dr NE			
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

1600 - 1800 (Weekday 2h Session) (22-04-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Int Total
	Downey Blvd (South)			Downey Blvd (North)			S Enota Dr NE			
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 4/22/2021													
Time	Downey Blvd (South) Northbound			Downey Blvd (North) Southbound			S Enota Dr NE Eastbound			#/N/A Westbound			Total
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	25	62	0	0	79	5	5	0	25	0	0	0	201
07:15 AM - 07:30 AM	27	91	0	0	89	11	20	0	67	0	0	0	305
07:30 AM - 07:45 AM	39	105	0	0	122	11	10	0	25	0	0	0	313
07:45 AM - 08:00 AM	40	120	0	0	153	10	4	0	23	0	0	0	351
08:00 AM - 08:15 AM	32	103	0	0	99	11	2	0	14	0	0	0	262
08:15 AM - 08:30 AM	37	109	0	0	112	10	2	0	11	0	0	0	281
08:30 AM - 08:45 AM	24	107	0	0	83	4	3	0	4	0	0	0	227
08:45 AM - 09:00 AM	14	102	0	0	110	6	2	0	5	0	0	0	240
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	5	142	0	0	108	0	8	0	30	0	0	0	294
04:15 PM - 04:30 PM	7	166	0	0	109	4	8	0	34	0	0	0	328
04:30 PM - 04:45 PM	2	130	0	0	102	1	14	0	42	0	0	0	291
04:45 PM - 05:00 PM	7	126	0	0	84	0	6	0	21	0	0	0	244
05:00 PM - 05:15 PM	4	193	0	0	104	1	8	0	33	0	0	0	343
05:15 PM - 05:30 PM	5	184	0	0	96	2	9	0	25	0	0	0	322
05:30 PM - 05:45 PM	6	153	0	0	78	6	6	0	29	0	0	0	278
05:45 PM - 06:00 PM	14	125	0	0	111	4	2	0	13	0	0	0	269
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0



[Click here for Map](#)

Peak Hour Turning Movement Count

Gainesville, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Thursday, April 22, 2021	
Period	0700 - 0900
Peak Hour	0730 - 0830

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	SR-11 Park Hill Dr (South)					SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0730 - 0745	2	97	24	0	123	71	156	43	0	270	73	54	25	0	152	13	38	29	0	80	625
0745 - 0800	0	110	26	0	136	75	142	48	0	265	70	73	6	0	149	25	30	20	0	75	625
0800 - 0815	2	91	22	0	115	60	153	57	0	270	87	66	4	0	157	10	26	18	0	54	596
0815 - 0830	3	66	16	0	85	48	115	60	0	223	72	59	5	0	136	18	32	13	0	63	507
Total	7	364	88	0	459	254	566	208	0	1028	302	252	40	0	594	66	126	80	0	272	2353
Approach %	1.53	79.30	19.17	0.00	-	24.71	55.06	20.23	0.00	-	50.84	42.42	6.73	0.00	-	24.26	46.32	29.41	0.00	-	-
PHF	0.58	0.83	0.85	0.00	0.84	0.85	0.91	0.87	0.00	0.95	0.87	0.86	0.40	0.00	0.95	0.66	0.83	0.69	0.00	0.85	0.94

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	SR-11 Park Hill Dr (South)					SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
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	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	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
	SR-11 Park Hill Dr (South)					SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (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	
	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	
0730 - 0745	1	96	24	0	121	70	151	43	0	264	71	53	24	0	148	13	35	28	0	76	609
0745 - 0800	0	105	26	0	131	75	142	48	0	265	70	73	6	0	149	25	28	18	0	71	616
0800 - 0815	2	90	21	0	113	60	148	56	0	264	86	66	4	0	156	10	26	17	0	53	586
0815 - 0830	2	62	15	0	79	48	112	60	0	220	69	59	5	0	133	16	32	12	0	60	492
Total	5	353	86	0	444	253	553	207	0	1013	296	251	39	0	586	64	121	75	0	260	2303
Approach %	1.13	79.50	19.37	0.00	-	24.98	54.59	20.43	0.00	-	50.51	42.83	6.66	0.00	-	24.62	46.54	28.85	0.00	-	-
PHF	0.63	0.84	0.83	0.00	0.85	0.84	0.92	0.86	0.00	0.96	0.86	0.86	0.41	0.00	0.94	0.64	0.86	0.67	0.00	0.86	0.93

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	SR-11 Park Hill Dr (South)					SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0730 - 0745	1	1	0	0	2	1	5	0	0	6	2	1	1	0	4	0	2	0	0	2	14
0745 - 0800	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	8
0800 - 0815	0	1	1	0	2	0	4	1	0	5	1	0	0	0	1	0	0	1	0	1	9
0815 - 0830	1	2	0	0	3	0	3	0	0	3	1	0	0	0	1	2	0	1	0	3	10
Total	2	9	1	0	12	1	12	1	0	14	4	1	1	0	6	2	4	3	0	9	41
Approach %	16.67	75.00	8.33	0.00	-	7.14	85.71	7.14	0.00	-	66.67	16.67	16.67	0.00	-	22.22	44.44	33.33	0.00	-	-
PHF	0.50	0.45	0.25	0.00	0.60	0.25	0.60	0.25	0.00	0.58	0.50	0.25	0.25	0.00	0.38	0.25	0.50	0.75	0.00	0.75	0.73

Combination Trucks (8-13)

Cumulation Trucks (0-15)																						
Time	Northbound					Southbound					Eastbound					Westbound					Int Total	
	SR-11 Park Hill Dr (South)					SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
0800 - 0815	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0815 - 0830	0	2	1	0	3	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	5	
Total	0	2	1	0	3	0	1	0	0	1	2	0	0	0	2	0	1	2	0	3	9	
Approach %	0.00	66.67	33.33	0.00	-	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	33.33	66.67	0.00	-	-	
PHF	0.00	0.25	0.25	0.00	0.25	0.00	0.25	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.25	0.00	0.25	0.50	0.00	0.38	0.45	

Pedestrians

Time		Northbound					Southbound					Eastbound					Westbound					Int Total
		SR-11 Park Hill Dr (South)					SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (East)					
		EB 1a	WB 1b			App Total	EB 1c	WB 1d			App Total	NB 1e	SB 1f			App Total	NB 1g	SB 1h			App Total	
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	
0800 - 0815	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	
0815 - 0830	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	



[Click here for Map](#)

Peak Hour Turning Movement Count

Gainesville, GA



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Thursday, April 22, 2021	
Period	1600 - 1800
Peak Hour	1645 - 1745

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int. Total
	SR-11 Park Hill Dr (South)					SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1645 - 1700	2	116	12	0	130	14	105	42	0	161	60	35	4	0	99	32	63	59	0	154	544
1700 - 1715	2	163	11	0	176	10	109	60	0	179	46	28	1	0	75	31	57	110	0	198	628
1715 - 1730	1	156	11	0	168	21	107	67	0	195	49	34	9	0	92	35	84	101	0	220	675
1730 - 1745	2	144	7	0	153	21	116	51	0	188	65	37	2	0	104	44	76	57	0	177	622
Total	7	579	41	0	627	66	437	220	0	723	220	134	16	0	370	142	280	327	0	749	2469
Approach %	1.12	92.34	6.54	0.00	-	9.13	60.44	30.43	0.00	-	59.46	36.22	4.32	0.00	-	18.96	37.38	43.66	0.00	-	-
PHF	0.88	0.89	0.85	0.00	0.89	0.79	0.94	0.82	0.00	0.93	0.85	0.91	0.44	0.00	0.89	0.81	0.83	0.74	0.00	0.85	0.91

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	SR-11 Park Hill Dr (South)					SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1645 - 1700	0	0	0	0	0	0	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	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	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
	SR-11 Park Hill Dr (South)					SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (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	
	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	
1645 - 1700	2	116	11	0	129	14	102	40	0	156	59	35	4	0	98	32	63	59	0	154	537
1700 - 1715	2	163	10	0	175	10	108	59	0	177	46	28	1	0	75	31	57	108	0	196	623
1715 - 1730	1	156	10	0	167	20	107	67	0	194	49	32	9	0	90	35	83	100	0	218	669
1730 - 1745	2	141	7	0	150	21	115	51	0	187	64	37	2	0	103	44	76	57	0	177	617
Total	7	576	38	0	621	65	432	217	0	714	218	132	16	0	366	142	279	324	0	745	2446
Approach %	1.13	92.75	6.12	0.00	-	9.10	60.50	30.39	0.00	-	59.56	36.07	4.37	0.00	-	19.06	37.45	43.49	0.00	-	-
PHF	0.88	0.88	0.86	0.00	0.89	0.77	0.94	0.81	0.00	0.92	0.85	0.89	0.44	0.00	0.89	0.81	0.84	0.75	0.00	0.85	0.91

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	SR-11 Park Hill Dr (South)					SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1645 - 1700	0	0	1	0	1	0	2	2	0	4	1	0	0	0	1	0	0	0	0	0	6
1700 - 1715	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	2	0	2	4
1715 - 1730	0	0	1	0	1	1	0	0	0	1	0	2	0	0	2	0	1	1	0	2	6
1730 - 1745	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	4
Total	0	2	2	0	4	1	4	3	0	8	2	2	0	0	4	0	1	3	0	4	20
Approach %	0.00	50.00	50.00	0.00	-	12.50	50.00	37.50	0.00	-	50.00	50.00	0.00	0.00	-	0.00	25.00	75.00	0.00	-	-
PHF	0.00	0.25	0.50	0.00	0.50	0.25	0.50	0.38	0.00	0.50	0.50	0.25	0.00	0.00	0.50	0.00	0.25	0.38	0.00	0.50	0.83

Combination Trucks (8-13)

Commutation Tracks (a-15)																						
Time	Northbound					Southbound					Eastbound					Westbound					Int Total	
	SR-11 Park Hill Dr (South)					SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1645 - 1700	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1700 - 1715	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	
Approach %	0.00	50.00	50.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-	
PHF	0.00	0.25	0.25	0.00	0.50	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	

Pedestrians

Time		Northbound					Southbound					Eastbound					Westbound					Int Total
		SR-11 Park Hill Dr (South)					SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (East)					
		EB 1a	WB 1b			App Total	EB 1c	WB 1d			App Total	NB 1e	SB 1f			App Total	NB 1g	SB 1h			App Total	
1645 - 1700	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	
1715 - 1730	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	
1730 - 1745	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	

Classified Turn Movement Count || All vehicles

Gainesville, GA



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Site 1 of 9

SR-11 Park Hill Dr (South)
SR-11 Park Hill Dr (North)
S Enota Dr NE (West)
S Enota Dr NE (East)

Date

Thursday, April 22, 2021

Weather

Fair
51°F

Lat/Long

34.319818°, -83.818753°

0700 - 0900 (Weekday 2h Session) (22-04-2021)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					Int Total
	SR-11 Park Hill Dr (South)					SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	0	44	17	0	61	40	86	39	0	165	40	31	2	0	73	5	21	18	0	44	343
0715 - 0730	7	71	21	0	99	38	109	41	0	188	61	50	20	0	131	16	33	34	0	83	501
0730 - 0745	2	97	24	0	123	71	156	43	0	270	73	54	25	0	152	13	38	29	0	80	625
0745 - 0800	0	110	26	0	136	75	142	48	0	265	70	73	6	0	149	25	30	20	0	75	625
Hourly Total	9	322	88	0	419	224	493	171	0	888	244	208	53	0	505	59	122	101	0	282	2094
0800 - 0815	2	91	22	0	115	60	153	57	0	270	87	66	4	0	157	10	26	18	0	54	596
0815 - 0830	3	66	16	0	85	48	115	60	0	223	72	59	5	0	136	18	32	13	0	63	507
0830 - 0845	0	40	9	0	49	42	109	26	0	177	51	56	3	0	110	13	20	17	0	50	386
0845 - 0900	1	69	14	0	84	43	111	27	0	181	52	43	3	0	98	15	20	18	0	53	416
Hourly Total	6	266	61	0	333	193	488	170	0	851	262	224	15	0	501	56	98	66	0	220	1905
Grand Total	15	588	149	0	752	417	981	341	0	1739	506	432	68	0	1006	115	220	167	0	502	3999
Approach %	1.99	78.19	19.81	0.00	-	23.98	56.41	19.61	0.00	-	50.30	42.94	6.76	0.00	-	22.91	43.82	33.27	0.00	-	-
Intersection %	0.38	14.70	3.73	0.00	18.80	10.43	24.53	8.53	0.00	43.49	12.65	10.80	1.70	0.00	25.16	2.88	5.50	4.18	0.00	12.55	-
PHF	0.58	0.83	0.85	0.00	0.84	0.85	0.91	0.87	0.00	0.95	0.87	0.86	0.40	0.00	0.95	0.66	0.83	0.69	0.00	0.85	0.94

1600 - 1800 (Weekday 2h Session) (22-04-2021)

All vehicles

	Northbound						Southbound					Eastbound					Westbound					
	SR-11 Park Hill Dr (South)						SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total	
1600 - 1615	6	121	16	0	143	32	122	54	0	208	53	32	3	0	88	36	61	68	0	165	604	
1615 - 1630	0	148	12	0	160	18	114	45	0	177	52	21	4	0	77	28	54	69	0	151	565	
1630 - 1645	3	120	19	0	142	21	133	58	0	212	38	24	3	0	65	22	45	59	0	126	545	
1645 - 1700	2	116	12	0	130	14	105	42	0	161	60	35	4	0	99	32	63	59	0	154	544	
Hourly Total	11	505	59	0	575	85	474	199	0	758	203	112	14	0	329	118	223	255	0	596	2258	
1700 - 1715	2	163	11	0	176	10	109	60	0	179	46	28	1	0	75	31	57	110	0	198	628	
1715 - 1730	1	156	11	0	168	21	107	67	0	195	49	34	9	0	92	35	84	101	0	220	675	
1730 - 1745	2	144	7	0	153	21	116	51	0	188	65	37	2	0	104	44	76	57	0	177	622	
1745 - 1800	2	132	4	0	138	31	129	56	0	216	57	21	0	0	78	22	33	54	0	109	541	
Hourly Total	7	595	33	0	635	83	461	234	0	778	217	120	12	0	349	132	250	322	0	704	2466	
Grand Total	18	1100	92	0	1210	168	935	433	0	1536	420	232	26	0	678	250	473	577	0	1300	4724	
Approach %	1.49	90.91	7.60	0.00	-	10.94	60.87	28.19	0.00	-	61.95	34.22	3.83	0.00	-	19.23	36.38	44.38	0.00	-		
Intersection %	0.38	23.29	1.95	0.00	25.61	3.56	19.79	9.17	0.00	32.51	8.89	4.91	0.55	0.00	14.35	5.29	10.01	12.21	0.00	27.52		
PHF	0.88	0.89	0.85	0.00	0.89	0.79	0.94	0.82	0.00	0.93	0.85	0.91	0.44	0.00	0.89	0.81	0.83	0.74	0.00	0.85	0.91	

Classified Turn Movement Count || Bikes

Gainesville, GA



Marr Traffic
DATA COLLECTION

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Site 1 of 9

SR-11 Park Hill Dr (South)
SR-11 Park Hill Dr (North)
S Enota Dr NE (West)
S Enota Dr NE (East)

Date

Thursday, April 22, 2021

Weather

Fair
51°F

Lat/Long

34.319818°, -83.818753°

0700 - 0900 (Weekday 2h Session) (22-04-2021)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	SR-11 Park Hill Dr (South)					SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	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	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand 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	-	
Intersection %	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	

1600 - 1800 (Weekday 2h Session) (22-04-2021)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	SR-11 Park Hill Dr (South)					SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	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	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	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	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand 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	-	
Intersection %	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	

Classified Turn Movement Count || Passenger Vehicles (1-3)

Gainesville, GA



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Site 1 of 9

SR-11 Park Hill Dr (South)
SR-11 Park Hill Dr (North)
S Enota Dr NE (West)
S Enota Dr NE (East)

Date

Thursday, April 22, 2021

Weather

Fair
51°F

Lat/Long

34.319818°, -83.818753°

0700 - 0900 (Weekday 2h Session) (22-04-2021)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	SR-11 Park Hill Dr (South)					SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	0	44	17	0	61	40	85	37	0	162	39	28	2	0	69	5	19	17	0	41	333
0715 - 0730	6	65	21	0	92	37	107	41	0	185	49	48	20	0	117	15	33	31	0	79	473
0730 - 0745	1	96	24	0	121	70	151	43	0	264	71	53	24	0	148	13	35	28	0	76	609
0745 - 0800	0	105	26	0	131	75	142	48	0	265	70	73	6	0	149	25	28	18	0	71	616
Hourly Total	7	310	88	0	405	222	485	169	0	876	229	202	52	0	483	58	115	94	0	267	2031
0800 - 0815	2	90	21	0	113	60	148	56	0	264	86	66	4	0	156	10	26	17	0	53	586
0815 - 0830	2	62	15	0	79	48	112	60	0	220	69	59	5	0	133	16	32	12	0	60	492
0830 - 0845	0	36	9	0	45	40	105	26	0	171	51	56	3	0	110	12	20	15	0	47	373
0845 - 0900	1	65	14	0	80	43	106	26	0	175	51	43	3	0	97	15	20	16	0	51	403
Hourly Total	5	253	59	0	317	191	471	168	0	830	257	224	15	0	496	53	98	60	0	211	1854
Grand Total	12	563	147	0	722	413	956	337	0	1706	486	426	67	0	979	111	213	154	0	478	3885
Approach %	1.66	77.98	20.36	0.00	-	24.21	56.04	19.75	0.00	-	49.64	43.51	6.84	0.00	-	23.22	44.56	32.22	0.00	-	-
Intersection %	0.31	14.49	3.78	0.00	18.58	10.63	24.61	8.67	0.00	43.91	12.51	10.97	1.72	0.00	25.20	2.86	5.48	3.96	0.00	12.30	-

1600 - 1800 (Weekday 2h Session) (22-04-2021)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	SR-11 Park Hill Dr (South)					SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	6	119	15	0	140	30	114	51	0	195	50	32	3	0	85	33	61	65	0	159	579
1615 - 1630	0	145	12	0	157	18	112	43	0	173	52	21	4	0	77	28	54	68	0	150	557
1630 - 1645	3	118	18	0	139	21	130	57	0	208	38	23	2	0	63	22	45	57	0	124	534
1645 - 1700	2	116	11	0	129	14	102	40	0	156	59	35	4	0	98	32	63	59	0	154	537
Hourly Total	11	498	56	0	565	83	458	191	0	732	199	111	13	0	323	115	223	249	0	587	2207
1700 - 1715	2	163	10	0	175	10	108	59	0	177	46	28	1	0	75	31	57	108	0	196	623
1715 - 1730	1	156	10	0	167	20	107	67	0	194	49	32	9	0	90	35	83	100	0	218	669
1730 - 1745	2	141	7	0	150	21	115	51	0	187	64	37	2	0	103	44	76	57	0	177	617
1745 - 1800	2	131	4	0	137	30	129	56	0	215	57	20	0	0	77	22	33	54	0	109	538
Hourly Total	7	591	31	0	629	81	459	233	0	773	216	117	12	0	345	132	249	319	0	700	2447
Grand Total	18	1089	87	0	1194	164	917	424	0	1505	415	228	25	0	668	247	472	568	0	1287	4654
Approach %	1.51	91.21	7.29	0.00	-	10.90	60.93	28.17	0.00	-	62.13	34.13	3.74	0.00	-	19.19	36.67	44.13	0.00	-	-
Intersection %	0.39	23.40	1.87	0.00	25.66	3.52	19.70	9.11	0.00	32.34	8.92	4.90	0.54	0.00	14.35	5.31	10.14	12.20	0.00	27.65	-

Classified Turn Movement Count || Single Unit Trucks (4-7)

Gainesville, GA



Marr Traffic
DATA COLLECTION

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Site 1 of 9

SR-11 Park Hill Dr (South)
SR-11 Park Hill Dr (North)
S Enota Dr NE (West)
S Enota Dr NE (East)

Date

Thursday, April 22, 2021

Weather

Fair
51°F

Lat/Long

34.319818°, -83.818753°

0700 - 0900 (Weekday 2h Session) (22-04-2021)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	SR-11 Park Hill Dr (South)					SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	0	0	0	0	0	0	1	2	0	3	1	3	0	0	4	0	2	0	0	2	9
0715 - 0730	1	5	0	0	6	1	2	0	0	3	12	2	0	0	14	1	0	2	0	3	26
0730 - 0745	1	1	0	0	2	1	5	0	0	6	2	1	1	0	4	0	2	0	0	2	14
0745 - 0800	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	8
Hourly Total	2	11	0	0	13	2	8	2	0	12	15	6	1	0	22	1	6	3	0	10	57
0800 - 0815	0	1	1	0	2	0	4	1	0	5	1	0	0	0	1	0	0	1	0	1	9
0815 - 0830	1	2	0	0	3	0	3	0	0	3	1	0	0	0	1	2	0	1	0	3	10
0830 - 0845	0	4	0	0	4	1	3	0	0	4	0	0	0	0	0	1	0	2	0	3	11
0845 - 0900	0	3	0	0	3	0	5	0	0	5	1	0	0	0	1	0	0	2	0	2	11
Hourly Total	1	10	1	0	12	1	15	1	0	17	3	0	0	0	3	3	0	6	0	9	41
Grand Total	3	21	1	0	25	3	23	3	0	29	18	6	1	0	25	4	6	9	0	19	98
Approach %	12.00	84.00	4.00	0.00	-	10.34	79.31	10.34	0.00	-	72.00	24.00	4.00	0.00	-	21.05	31.58	47.37	0.00	-	
Intersection %	3.06	21.43	1.02	0.00	25.51	3.06	23.47	3.06	0.00	29.59	18.37	6.12	1.02	0.00	25.51	4.08	6.12	9.18	0.00	19.39	

1600 - 1800 (Weekday 2h Session) (22-04-2021)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	SR-11 Park Hill Dr (South)					SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	0	2	0	0	2	2	7	3	0	12	3	0	0	0	3	3	0	3	0	6	23
1615 - 1630	0	3	0	0	3	0	2	2	0	4	0	0	0	0	0	0	0	1	0	1	8
1630 - 1645	0	2	1	0	3	0	1	1	0	2	0	1	1	0	2	0	0	2	0	2	9
1645 - 1700	0	0	1	0	1	0	2	2	0	4	1	0	0	0	1	0	0	0	0	0	6
Hourly Total	0	7	2	0	9	2	12	8	0	22	4	1	1	0	6	3	0	6	0	9	46
1700 - 1715	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	2	0	2	4
1715 - 1730	0	0	1	0	1	1	0	0	0	1	0	2	0	0	2	0	1	1	0	2	6
1730 - 1745	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	4
1745 - 1800	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	3	1	0	4	2	2	1	0	5	1	2	0	0	3	0	1	3	0	4	16
Grand Total	0	10	3	0	13	4	14	9	0	27	5	3	1	0	9	3	1	9	0	13	62
Approach %	0.00	76.92	23.08	0.00	-	14.81	51.85	33.33	0.00	-	55.56	33.33	11.11	0.00	-	23.08	7.69	69.23	0.00	-	
Intersection %	0.00	16.13	4.84	0.00	20.97	6.45	22.58	14.52	0.00	43.55	8.06	4.84	1.61	0.00	14.52	4.84	1.61	14.52	0.00	20.97	

Classified Turn Movement Count || Combination Trucks (8-13)

Gainesville, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 1 of 9

SR-11 Park Hill Dr (South)
SR-11 Park Hill Dr (North)
S Enota Dr NE (West)
S Enota Dr NE (East)

Date

Thursday, April 22, 2021

Lat/Long

34.319818°, -83.818753°

Weather

Fair
51°F

0700 - 0900 (Weekday 2h Session) (22-04-2021)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	SR-11 Park Hill Dr (South)					SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
0715 - 0730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4	0	5	6
0800 - 0815	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	2	1	0	3	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	5
0830 - 0845	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0845 - 0900	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	3	1	0	4	1	2	1	0	4	2	0	0	0	2	0	0	0	0	0	10
Grand Total	0	4	1	0	5	1	2	1	0	4	2	0	0	0	2	0	1	4	0	5	16
Approach %	0.00	80.00	20.00	0.00	-	25.00	50.00	25.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	20.00	80.00	0.00	-	
Intersection %	0.00	25.00	6.25	0.00	31.25	6.25	12.50	6.25	0.00	25.00	12.50	0.00	0.00	0.00	12.50	0.00	6.25	25.00	0.00	31.25	

1600 - 1800 (Weekday 2h Session) (22-04-2021)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	SR-11 Park Hill Dr (South)					SR-11 Park Hill Dr (North)					S Enota Dr NE (West)					S Enota Dr NE (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1645 - 1700	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
1700 - 1715	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Grand Total	0	1	2	0	3	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	8
Approach %	0.00	33.33	66.67	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	12.50	25.00	0.00	37.50	0.00	50.00	0.00	0.00	50.00	0.00	12.50	0.00	0.00	12.50	0.00	0.00	0.00	0.00	0.00	

Pedestrian Count || All vehicles

Gainesville, GA



Marr Traffic
DATA COLLECTION

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Site 1 of 9

SR-11 Park Hill Dr (South)
SR-11 Park Hill Dr (North)
S Enota Dr NE (West)
S Enota Dr NE (East)

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Lat/Long

34.319818°, -83.818753°

0700 - 0900 (Weekday 2h Session) (22-04-2021)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound							
	SR-11 Park Hill Dr (South)			SR-11 Park Hill Dr (North)			S Enota Dr NE (West)			S Enota Dr NE (East)							
TIME	EB 1a	WB 1b		App Total	EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	NB 1g	SB 1h		App Total	Int 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
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0800 - 0815	0	0		0	0	0		0	0	0		0	0	0		0	0
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (22-04-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	SR-11 Park Hill Dr (South)			SR-11 Park Hill Dr (North)			S Enota Dr NE (West)			S Enota Dr NE (East)				
	EB	WB	App Total	EB	WB	App Total	NB	SB	App Total	NB	SB	App Total		
	1a	1b		1c	1d		1e	1f		1g	1h			
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Hourly Total	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
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	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	-	-	-
Intersection %	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

Start Date: 4/22/2021	SR-11 Park Hill Dr (South) Northbound			SR-11 Park Hill Dr (North) Southbound			S Enota Dr NE (West) Eastbound			S Enota Dr NE (East) Westbound			
Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	44	17	40	86	39	40	31	2	5	21	18	343
07:15 AM - 07:30 AM	7	71	21	38	109	41	61	50	20	16	33	34	501
07:30 AM - 07:45 AM	2	97	24	71	156	43	73	54	25	13	38	29	625
07:45 AM - 08:00 AM	0	110	26	75	142	48	70	73	6	25	30	20	625
08:00 AM - 08:15 AM	2	91	22	60	153	57	87	66	4	10	26	18	596
08:15 AM - 08:30 AM	3	66	16	48	115	60	72	59	5	18	32	13	507
08:30 AM - 08:45 AM	0	40	9	42	109	26	51	56	3	13	20	17	386
08:45 AM - 09:00 AM	1	69	14	43	111	27	52	43	3	15	20	16	416
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	6	121	16	32	122	54	53	32	3	36	61	68	604
04:15 PM - 04:30 PM	0	148	12	18	114	45	52	21	4	28	54	69	565
04:30 PM - 04:45 PM	3	120	19	21	133	58	38	24	3	22	45	59	545
04:45 PM - 05:00 PM	2	116	12	14	105	42	60	35	4	32	63	59	544
05:00 PM - 05:15 PM	2	163	11	10	109	60	46	28	1	31	57	110	628
05:15 PM - 05:30 PM	1	156	11	21	107	67	49	34	9	35	84	101	675
05:30 PM - 05:45 PM	2	144	7	21	116	51	65	37	2	44	76	57	622
05:45 PM - 06:00 PM	2	132	4	31	129	56	57	21	0	22	33	54	541
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Gainesville, GA
Classified Turn Movement Count

Site 6 of 11
Summitt St SE
Wisteria Dr
GA-369 Jesse Jewell Pkwy (West)
GA-369 Jesse Jewell Pkwy (East)

Lat/Long
34.302279°, -83.814880°

Date
Tuesday, March 10, 2020

Weather
Cloudy
60°F



Marr Traffic Inc
www.marrtraffic.com

0630 - 0830 (Weekday 2h Session) (10-03-2020)
All vehicles

TIME	Northbound Summitt St SE					Southbound Wisteria Dr					Eastbound GA-369 Jesse Jewell Pkwy (West)					Westbound GA-369 Jesse Jewell Pkwy (East)					Int Total
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0630 - 0645	3	8	7	0	18	6	0	2	0	8	55	221	7	0	283	4	184	16	0	204	513
0645 - 0700	12	7	9	0	28	3	0	8	0	11	48	158	3	2	211	13	196	24	0	233	483
0700 - 0715	10	8	14	0	32	4	6	16	0	26	27	179	8	1	215	16	209	14	0	239	512
0715 - 0730	7	11	12	0	30	7	5	19	0	31	22	212	4	0	238	14	260	9	1	284	583
Hourly Total	32	34	42	0	108	20	11	45	0	76	152	770	22	3	947	47	849	63	1	960	2091
0730 - 0745	8	12	20	0	40	4	3	12	0	19	19	195	3	0	217	17	285	18	1	321	597
0745 - 0800	11	20	25	0	56	3	1	12	0	16	24	182	1	0	207	11	291	22	1	325	604
0800 - 0815	11	26	19	0	56	4	2	10	0	16	28	300	4	0	332	9	307	16	0	332	736
0815 - 0830	9	10	13	0	32	4	1	10	0	15	30	272	3	0	305	9	343	28	1	381	733
Hourly Total	39	68	77	0	184	15	7	44	0	66	101	949	11	0	1061	46	1226	84	3	1359	2670
Grand Total	71	102	119	0	292	35	18	89	0	142	253	1719	33	3	2008	93	2075	147	4	2319	4761
Approach %	24.32	34.93	40.75	0.00	-	24.65	12.68	62.68	0.00	-	12.60	85.61	1.64	0.15	-	4.01	89.48	6.34	0.17	-	-
Intersection %	1.49	2.14	2.50	0.00	6.13	0.74	0.38	1.87	0.00	2.98	5.31	36.11	0.69	0.06	42.18	1.95	43.58	3.09	0.08	48.71	-

1600 - 1800 (Weekday 2h Session) (10-03-2020)
All vehicles

TIME	Northbound Summitt St SE					Southbound Wisteria Dr					Eastbound GA-369 Jesse Jewell Pkwy (West)					Westbound GA-369 Jesse Jewell Pkwy (East)					Int Total
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
1600 - 1615	2	4	24	0	30	20	15	19	0	54	6	266	5	0	277	21	281	5	0	307	668
1615 - 1630	3	2	25	0	30	17	3	16	0	36	4	305	9	0	318	10	307	9	0	326	710
1630 - 1645	16	1	23	0	40	33	14	51	0	98	6	307	3	0	316	17	320	3	0	340	794
1645 - 1700	5	8	28	0	41	34	10	44	0	88	8	315	4	0	327	11	274	6	0	291	747
Hourly Total	26	15	100	0	141	104	42	130	0	276	24	1193	21	0	1238	59	1182	23	0	1264	2919
1700 - 1715	4	2	35	0	41	47	16	28	0	91	3	343	9	0	355	14	290	8	0	312	799
1715 - 1730	10	0	41	0	51	32	12	35	0	79	2	345	10	0	357	21	255	6	0	282	769
1730 - 1745	12	1	33	0	46	19	4	23	0	46	6	285	7	0	298	18	214	3	0	235	625
1745 - 1800	6	5	21	0	32	11	4	11	0	26	11	311	4	0	326	14	240	3	0	257	641
Hourly Total	32	8	130	0	170	109	36	97	0	242	22	1284	30	0	1336	67	999	20	0	1086	2834
Grand Total	58	23	230	0	311	213	78	227	0	518	46	2477	51	0	2574	126	2181	43	0	2350	5753
Approach %	18.65	7.40	73.95	0.00	-	41.12	15.06	43.82	0.00	-	1.79	96.23	1.98	0.00	-	5.36	92.81	1.83	0.00	-	-
Intersection %	1.01	0.40	4.00	0.00	5.41	3.70	1.36	3.95	0.00	9.00	0.80	43.06	0.89	0.00	44.74	2.19	37.91	0.75	0.00	40.85	-

Gainesville, GA
Classified Turn Movement Count

Site 6 of 11
Summitt St SE
Wisteria Dr
GA-369 Jesse Jewell Pkwy (West)
GA-369 Jesse Jewell Pkwy (East)

Lat/Long
34.302279°, -83.814880°

Date
Tuesday, March 10, 2020

Weather
Cloudy
60°F



Marr Traffic Inc
www.marrtraffic.com

0630 - 0830 (Weekday 2h Session) (10-03-2020)
Bikes

TIME	Northbound Summitt St SE					Southbound Wisteria Dr					Eastbound GA-369 Jesse Jewell Pkwy (West)					Westbound GA-369 Jesse Jewell Pkwy (East)					Int Total
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	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	0
Hourly Total	0	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	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand 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	0.00	-
Intersection %	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

1600 - 1800 (Weekday 2h Session) (10-03-2020)
Bikes

TIME	Northbound Summitt St SE					Southbound Wisteria Dr					Eastbound GA-369 Jesse Jewell Pkwy (West)					Westbound GA-369 Jesse Jewell Pkwy (East)					Int Total
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand 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	0.00	-
Intersection %	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

Gainesville, GA
Classified Turn Movement Count

Site 6 of 11
Summitt St SE
Wisteria Dr
GA-369 Jesse Jewell Pkwy (West)
GA-369 Jesse Jewell Pkwy (East)

Lat/Long
34.302279°, -83.814880°

Date
Tuesday, March 10, 2020

Weather
Cloudy
60°F



Marr Traffic Inc
www.marrtraffic.com

0630 - 0830 (Weekday 2h Session) (10-03-2020)
Passenger Vehicles (1-3)

TIME	Northbound Summitt St SE					Southbound Wisteria Dr					Eastbound GA-369 Jesse Jewell Pkwy (West)					Westbound GA-369 Jesse Jewell Pkwy (East)					Int Total
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0630 - 0645	3	8	6	0	17	6	0	2	0	8	55	216	7	0	278	4	180	16	0	200	503
0645 - 0700	12	7	9	0	28	3	0	8	0	11	48	151	2	2	203	13	192	24	0	229	471
0700 - 0715	9	8	14	0	31	4	6	16	0	26	27	172	7	1	207	14	201	14	0	229	493
0715 - 0730	6	11	12	0	29	7	5	19	0	31	22	206	3	0	231	13	254	9	1	277	568
Hourly Total	30	34	41	0	105	20	11	45	0	76	152	745	19	3	919	44	827	63	1	935	2035
0730 - 0745	7	12	19	0	38	4	3	12	0	19	19	185	3	0	207	15	274	18	1	308	572
0745 - 0800	11	20	25	0	56	3	1	12	0	16	23	169	1	0	193	10	266	22	1	299	564
0800 - 0815	10	26	19	0	55	4	2	10	0	16	27	282	3	0	312	9	285	16	0	310	693
0815 - 0830	9	10	12	0	31	4	0	10	0	14	30	255	3	0	288	8	326	28	1	363	696
Hourly Total	37	68	75	0	180	15	6	44	0	65	99	891	10	0	1000	42	1151	84	3	1280	2525
Grand Total	67	102	116	0	285	35	17	89	0	141	251	1636	29	3	1919	86	1978	147	4	2215	4560
Approach %	23.51	35.79	40.70	0.00	-	24.82	12.06	63.12	0.00	-	13.08	85.25	1.51	0.16	-	3.88	89.30	6.64	0.18	-	-
Intersection %	1.47	2.24	2.54	0.00	6.25	0.77	0.37	1.95	0.00	3.09	5.50	35.88	0.64	0.07	42.08	1.89	43.38	3.22	0.09	48.57	

1600 - 1800 (Weekday 2h Session) (10-03-2020)
Passenger Vehicles (1-3)

TIME	Northbound Summitt St SE					Southbound Wisteria Dr					Eastbound GA-369 Jesse Jewell Pkwy (West)					Westbound GA-369 Jesse Jewell Pkwy (East)					Int Total
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
1600 - 1615	2	4	24	0	30	20	15	19	0	54	5	265	5	0	275	18	271	5	0	294	653
1615 - 1630	3	2	25	0	30	17	3	16	0	36	4	299	8	0	311	10	298	8	0	316	693
1630 - 1645	16	1	23	0	40	32	14	51	0	97	6	304	3	0	313	17	312	3	0	332	782
1645 - 1700	5	8	28	0	41	32	10	44	0	86	8	311	4	0	323	11	266	6	0	283	733
Hourly Total	26	15	100	0	141	101	42	130	0	273	23	1179	20	0	1222	56	1147	22	0	1225	2861
1700 - 1715	4	2	35	0	41	45	16	28	0	89	3	339	9	0	351	14	286	8	0	308	789
1715 - 1730	10	0	41	0	51	30	12	30	0	72	2	336	10	0	348	19	247	6	0	272	743
1730 - 1745	12	1	33	0	46	19	4	23	0	46	6	281	6	0	293	18	209	3	0	230	615
1745 - 1800	6	5	21	0	32	11	4	11	0	26	11	306	4	0	321	14	234	3	0	251	630
Hourly Total	32	8	130	0	170	105	36	92	0	233	22	1262	29	0	1313	65	976	20	0	1061	2777
Grand Total	58	23	230	0	311	206	78	222	0	506	45	2441	49	0	2535	121	2123	42	0	2286	5638
Approach %	18.65	7.40	73.95	0.00	-	40.71	15.42	43.87	0.00	-	1.78	96.29	1.93	0.00	-	5.29	92.87	1.84	0.00	-	-
Intersection %	1.03	0.41	4.08	0.00	5.52	3.65	1.38	3.94	0.00	8.97	0.80	43.30	0.87	0.00	44.96	2.15	37.66	0.74	0.00	40.55	

Gainesville, GA
Classified Turn Movement Count

Site 6 of 11
Summitt St SE
Wisteria Dr
GA-369 Jesse Jewell Pkwy (West)
GA-369 Jesse Jewell Pkwy (East)

Lat/Long
34.302279°, -83.814880°

Date
Tuesday, March 10, 2020

Weather
Cloudy
60°F



Marr Traffic Inc
www.marrtraffic.com

0630 - 0830 (Weekday 2h Session) (10-03-2020)
Heavy Vehicles (4-13)

TIME	Northbound Summitt St SE					Southbound Wisteria Dr					Eastbound GA-369 Jesse Jewell Pkwy (West)					Westbound GA-369 Jesse Jewell Pkwy (East)					Int Total
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0630 - 0645	0	0	1	0	1	0	0	0	0	0	0	5	0	0	5	0	4	0	0	4	10
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8	0	4	0	0	4	12
0700 - 0715	1	0	0	0	1	0	0	0	0	0	0	7	1	0	8	2	8	0	0	10	19
0715 - 0730	1	0	0	0	1	0	0	0	0	0	0	6	1	0	7	1	6	0	0	7	15
Hourly Total	2	0	1	0	3	0	0	0	0	0	0	25	3	0	28	3	22	0	0	25	56
0730 - 0745	1	0	1	0	2	0	0	0	0	0	0	10	0	0	10	2	11	0	0	13	25
0745 - 0800	0	0	0	0	0	0	0	0	0	0	1	13	0	0	14	1	25	0	0	26	40
0800 - 0815	1	0	0	0	1	0	0	0	0	0	1	18	1	0	20	0	22	0	0	22	43
0815 - 0830	0	0	1	0	1	0	1	0	0	1	0	17	0	0	17	1	17	0	0	18	37
Hourly Total	2	0	2	0	4	0	1	0	0	1	2	58	1	0	61	4	75	0	0	79	145
Grand Total	4	0	3	0	7	0	1	0	0	1	2	83	4	0	89	7	97	0	0	104	201
Approach %	57.14	0.00	42.86	0.00	-	0.00	100.00	0.00	0.00	-	2.25	93.26	4.49	0.00	-	6.73	93.27	0.00	0.00	-	
Intersection %	1.99	0.00	1.49	0.00	3.48	0.00	0.50	0.00	0.00	0.50	1.00	41.29	1.99	0.00	44.28	3.48	48.26	0.00	0.00	51.74	

1600 - 1800 (Weekday 2h Session) (10-03-2020)
Heavy Vehicles (4-13)

TIME	Northbound Summitt St SE					Southbound Wisteria Dr					Eastbound GA-369 Jesse Jewell Pkwy (West)					Westbound GA-369 Jesse Jewell Pkwy (East)					Int Total
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3	10	0	0	13	15
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	9	1	0	10	17
1630 - 1645	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	8	0	0	8	12
1645 - 1700	0	0	0	0	0	2	0	0	0	2	0	4	0	0	4	0	8	0	0	8	14
Hourly Total	0	0	0	0	0	3	0	0	0	3	1	14	1	0	16	3	35	1	0	39	58
1700 - 1715	0	0	0	0	0	2	0	0	0	2	0	4	0	0	4	0	4	0	0	4	10
1715 - 1730	0	0	0	0	0	2	0	5	0	7	0	9	0	0	9	2	8	0	0	10	26
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	5	0	0	5	10
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	6	0	0	6	11
Hourly Total	0	0	0	0	0	4	0	5	0	9	0	22	1	0	23	2	23	0	0	25	57
Grand Total	0	0	0	0	0	7	0	5	0	12	1	36	2	0	39	5	58	1	0	64	115
Approach %	0.00	0.00	0.00	0.00	-	58.33	0.00	41.67	0.00	-	2.56	92.31	5.13	0.00	-	7.81	90.63	1.56	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	6.09	0.00	4.35	0.00	10.43	0.87	31.30	1.74	0.00	33.91	4.35	50.43	0.87	0.00	55.65	

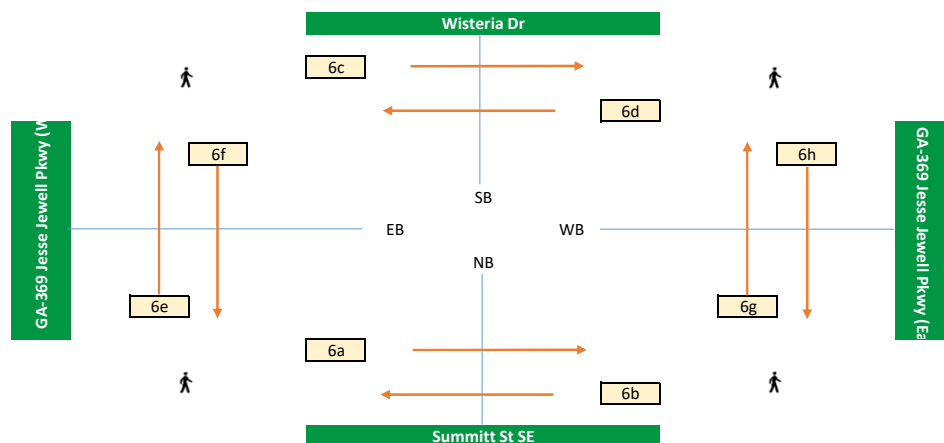
Gainesville, GA
Pedestrian Count

Site 6 of 11
Summitt St SE
Wisteria Dr
GA-369 Jesse Jewell Pkwy (West)
GA-369 Jesse Jewell Pkwy (East)

Lat/Long
34.302279°, -83.814880°

Date
Tuesday, March 10, 2020

Weather
Cloudy
60°F



Marr Traffic Inc
www.marrtraffic.com

0630 - 0830 (Weekday 2h Session) (10-03-2020)
Pedestrians

TIME	Northbound Summitt St SE			App Total	Southbound Wisteria Dr			App Total	Eastbound GA-369 Jesse Jewell Pkwy (West)			App Total	Westbound GA-369 Jesse Jewell Pkwy (East)			App Total	Int Total
	EB 6a	WB 6b			EB 6c	WB 6d			NB 6e	SB 6f			NB 6g	SB 6h			
0630 - 0645	0	0		0	1	0		1	0	0		0	0	0		0	1
0645 - 0700	0	0		0	0	1		1	0	0		0	0	0		0	1
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
Hourly Total	0	0		0	1	1		2	0	0		0	0	0		0	2
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
0800 - 0815	0	0		0	0	0		0	0	0		0	0	0		0	0
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	1	1		2	0	0		0	0	0		0	2
Approach %	0.00	0.00		-	50.00	50.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	50.00	50.00		100.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (10-03-2020)
Pedestrians

TIME	Northbound Summitt St SE			App Total	Southbound Wisteria Dr			App Total	Eastbound GA-369 Jesse Jewell Pkwy (West)			App Total	Westbound GA-369 Jesse Jewell Pkwy (East)			App Total	Int Total
	EB 6a	WB 6b			EB 6c	WB 6d			NB 6e	SB 6f			NB 6g	SB 6h			
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	1		1	0	0		0	0	0		0	1
1645 - 1700	0	0		0	0	1		1	0	0		0	0	0		0	1
Hourly Total	0	0		0	0	2		2	0	0		0	0	0		0	2
1700 - 1715	0	0		0	1	0		1	0	0		0	0	0		0	1
1715 - 1730	1	0		1	1	0		1	0	0		0	0	0		0	2
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	2		2	2
Hourly Total	1	0		1	2	0		2	0	0		0	0	2		2	5
Grand Total	1	0		1	2	2		4	0	0		0	0	2		2	7
Approach %	100.00	0.00		-	50.00	50.00		-	0.00	0.00		-	0.00	100.00		-	
Intersection %	14.29	0.00		14.29	28.57	28.57		57.14	0.00	0.00		0.00	0.00	28.57		28.57	

Gainesville, GA
Peak Hour Turning Movement Count



Marr Traffic Inc

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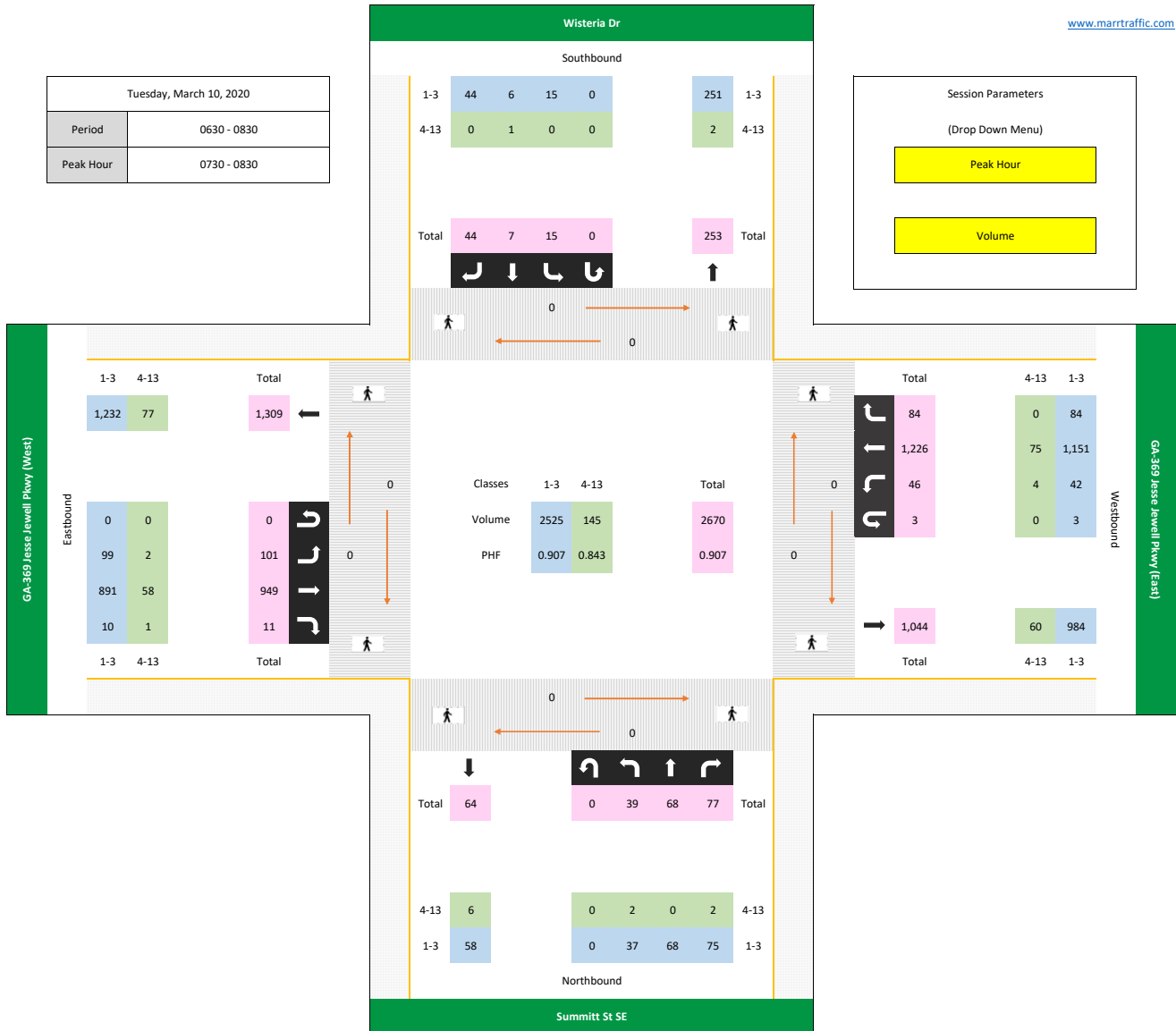
Tuesday, March 10, 2020	
Period	0630 - 0830
Peak Hour	0730 - 0830

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Gainesville, GA
Peak Hour Turning Movement Count



Marr Traffic Inc

www.marrtraffic.com

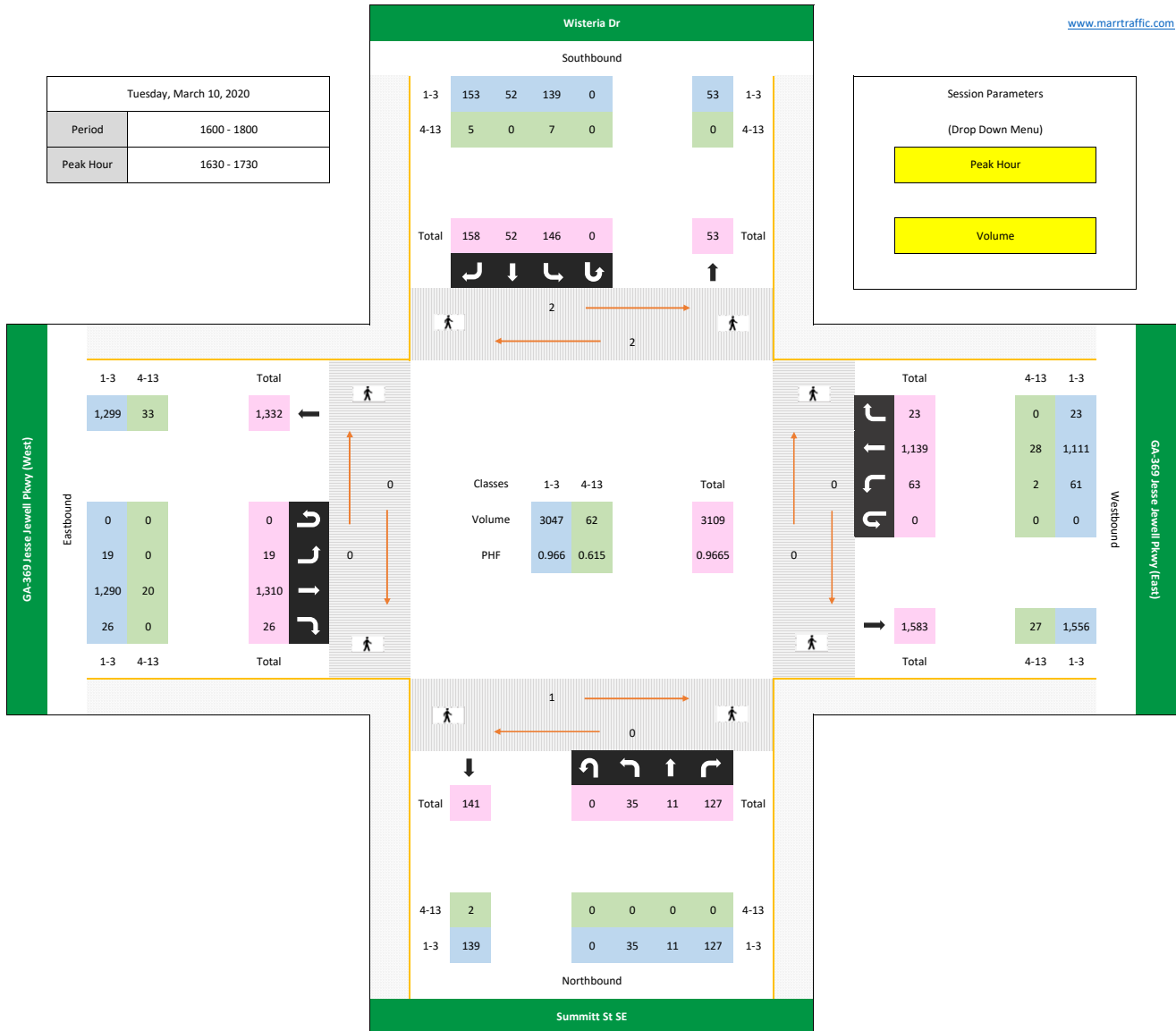
Tuesday, March 10, 2020	
Period	1600 - 1800
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Gainesville, GA
24h Bi-Directional Class Count

Site 9

GA-369 Jesse Jewell Pkwy,
west of Foothills Pkwy



Marr Traffic Inc
www.marrtraffic.com

Lat/Long
34.306644°, -83.808635°



Date
Thursday, April 22, 2021

Weather
Fair
51°F

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

Time	Eastbound, (Movement 9.1)													15min Total	60min Total
	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		
0000 - 0015	0	23	8	0	2	1	0	0	0	0	0	0	0	34	98
0015 - 0030	0	25	5	0	1	0	0	0	1	0	0	0	0	32	
0030 - 0045	0	13	1	0	1	0	0	0	0	0	0	0	0	15	
0045 - 0100	0	13	3	0	1	0	0	0	0	0	0	0	0	17	
0100 - 0115	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
0115 - 0130	0	16	2	0	0	0	0	0	0	0	0	0	0	18	67
0130 - 0145	0	18	3	0	0	0	0	0	0	0	0	0	0	21	
0145 - 0200	0	12	2	0	0	0	0	0	1	0	0	0	0	15	
0200 - 0215	0	10	2	0	0	0	0	0	1	0	0	0	0	13	
0215 - 0230	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
0230 - 0245	0	18	2	0	0	0	0	0	3	0	0	0	0	23	61
0245 - 0300	0	7	2	0	1	0	0	0	1	0	0	0	0	11	
0300 - 0315	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
0315 - 0330	0	6	1	0	1	1	0	0	1	0	0	0	0	10	
0330 - 0345	0	11	0	0	1	0	0	0	1	0	0	0	0	13	
0345 - 0400	0	6	3	0	0	2	0	0	3	0	0	0	0	14	51
0400 - 0415	0	4	1	1	0	0	0	1	1	0	0	0	0	8	90
0415 - 0430	0	14	1	0	0	0	0	0	1	0	0	0	0	16	
0430 - 0445	0	13	4	0	1	0	0	2	3	0	0	0	0	23	
0445 - 0500	0	11	0	1	1	1	0	1	0	0	0	0	0	43	
0500 - 0515	0	19	12	0	1	0	0	0	2	0	0	0	0	35	
0515 - 0530	0	30	9	0	5	0	0	2	0	0	0	0	0	46	203
0530 - 0545	0	39	13	0	0	2	0	0	0	0	0	0	0	54	
0545 - 0600	0	47	17	0	1	0	0	0	3	0	0	0	0	68	
0600 - 0615	0	71	23	1	2	0	0	0	1	0	0	0	0	98	
0615 - 0630	0	101	27	2	4	0	0	0	2	0	0	0	0	136	
0630 - 0645	0	129	43	0	4	0	0	0	0	0	0	0	0	176	577
0645 - 0700	0	130	28	3	4	0	0	0	2	0	0	0	0	167	
0700 - 0715	0	150	31	3	0	0	0	2	1	0	0	0	0	187	
0715 - 0730	0	197	40	4	1	0	0	0	0	0	0	0	0	242	
0730 - 0745	0	220	50	5	5	0	0	0	2	0	0	0	0	282	
0745 - 0800	0	197	35	17	0	1	0	1	1	0	0	0	0	252	963
0800 - 0815	0	180	41	6	4	3	0	2	2	0	0	0	0	238	907
0815 - 0830	0	178	54	2	7	0	0	1	3	0	0	0	0	245	
0830 - 0845	0	180	42	0	4	0	0	2	3	0	0	0	0	231	
0845 - 0900	0	140	45	0	4	0	0	1	3	0	0	0	0	193	
0900 - 0915	0	156	49	1	4	0	0	3	0	0	0	0	0	213	
0915 - 0930	0	138	47	1	5	3	0	1	3	0	0	0	0	198	891
0930 - 0945	1	166	59	0	15	1	0	0	0	0	0	0	0	242	
0945 - 1000	2	164	52	0	16	0	0	1	3	0	0	0	0	238	
1000 - 1015	0	146	71	0	4	1	0	1	4	0	0	0	0	227	
1015 - 1030	0	161	60	1	6	2	0	0	5	1	0	0	0	236	
1030 - 1045	0	178	66	0	3	3	0	0	2	0	0	0	0	252	966
1045 - 1100	0	183	64	0	2	2	0	0	0	0	0	0	0	251	
1100 - 1115	0	214	61	0	9	2	0	1	1	0	0	0	0	288	
1115 - 1130	1	200	50	1	4	0	0	0	2	0	0	0	0	258	
1130 - 1145	0	219	68	0	3	2	0	1	0	0	0	0	0	293	
1145 - 1200	0	249	80	1	8	2	0	2	3	0	0	0	0	345	1184
1200 - 1215	0	249	72	0	5	2	0	0	3	0	0	0	0	331	
1215 - 1230	1	214	45	1	2	1	0	0	5	0	0	0	0	269	
1230 - 1245	0	201	53	0	7	0	0	0	1	0	0	0	0	262	
1245 - 1300	0	224	68	0	2	1	0	2	3	0	0	0	0	300	1162
1300 - 1315	0	226	58	2	6	2	0	0	2	0	0	0	0	296	1181
1315 - 1330	1	203	55	2	7	2	0	1	3	0	0	0	0	274	
1330 - 1345	1	261	46	1	9	0	0	0	2	0	0	0	0	320	
1345 - 1400	0	226	61	0	2	2	0	0	0	0	0	0	0	291	
1400 - 1415	0	214	57	1	5	1	0	1	1	0	0	0	0	280	
1415 - 1430	0	268	70	1	4	2	0	1	1	0	0	0	0	347	1299
1430 - 1445	0	282	52	1	2	0	0	1	1	0	0	0	0	339	
1445 - 1500	0	275	37	10	4	2	0	1	4	0	0	0	0	333	
1500 - 1515	0	285	45	14	3	2	0	0	2	0	0	0	0	351	
1515 - 1530	0	255	52	3	3	0	0	2	2	0	0	0	0	317	
1530 - 1545	0	301	70	5	5	1	0	2	2	0	0	0	0	386	1476
1545 - 1600	0	354	52	6	4	2	0	1	2	1	0	0	0	422	
1600 - 1615	1	280	83	1	4	1	0	1	5	0	0	0	0	376	
1615 - 1630	2	275	100	1	8	0	0	0	1	0	0	0	0	387	
1630 - 1645	1	345	88	0	5	2	0	0	2	0	0	0	0	443	
1645 - 1700	0	298	58	2	4	0	0	0	1	0	0	0	0	363	1569
1700 - 1715	1	420	76	2	5	1	0	3	1	0	0	0	0	509	
1715 - 1730	0	462	82	2	3	0	0	0	1	0	0	0	0	450	
1730 - 1745	1	333	77	0	5	1	0	1	1	0	0	0	0	419	
1745 - 1800	0	267	66	0	1	0	0	1	1	0	0	0	0	336	1714
1800 - 1815	0	223	58	0	2	0	0	1	3	0	0	0	0	287	1048
1815 - 1830	0	225	55	0	7	0	0	0	2	0	0	0	0	289	
1830 - 1845	0	191	50	0	5	2	0	1	3	0	0	0	0	252	
1845 - 1900	1	172	44	0	3	0	0	0	0	0	0	0	0	220	
1900 - 1915	0	187	38	0	0	1	0	1	2	0	0	0	0	229	
1915 - 1930	0	203	44	0	2	2	0	1	2	0	0	0	0	254	901
1930 - 1945	0	192	35	0	2	0	0	0	3	0	0	0	0	232	
1945 - 2000	0	144	41	0	0	0	0	0	1	0	0	0	0	186	
2000 - 2015	0	142	39	1	2	0	0	0	1	0	0	0	0	185	
2015 - 2030	1	140	36	0	1	0	0	0	0	0	0	0	0	178	
2030 - 2045	0	127	24	0	3	0	0	0	0	0	0	0	0	154	665
2045 - 2100	0	119	27	0	1	1	0	0	0	0	0	0	0	148	
2100 - 2115	0	121	17	0	1	1	0	0	0	0	0	0	0	140	
2115 - 2130	0	92	17	0	2	0	0	0	1	0	0	0	0	112	
2130 - 2145	0	90	9	0	1	0	0	0	1	0	0	0	0	101	
2145 - 2200	0	84	16	0	0	0	0	0	0	0	0	0	0	100	453
2200 - 2215	0	66	12	0	3	0	0	0	4	0	0	0	0	85	
2215 - 2230	0	78	11	0	1	0	0	0	2	0	0	0	0	92	
2230 - 2245	0	53	3	0	0	0	0	1	1	0	0	0	0	58	
2245 - 2300	0	52	3	0	0	0	0	0	4	0	0	0	0	59	
2300 - 2315	0	46	1	0	2	2	0	0	2	0	0	0	0	53	294
2315 - 2330	1	51	6	0	1	0	0	0	3	0	0	0	0	62	
2330 - 2345	0	32	2	0	1	0	1	0	1	0	0	0	0	37	
2345 - 2400	0	35	5	0	2	0	0	0	4	0	0	0	0	46	

Session Total	16	13940	3408	105	282	63	1	49	151	3	0	0	0	18018
Session Average	0.17	145.21	35.50	1.09	2.94	0.66	0.01	0.51	1.57	0.03	0.00	0.00	0.00	187.69
Session Percentage	0.09	77.37	18.91	0.58	1.57	0.35	0.01	0.27	0.84	0.02	0.00	0.00	0.00	

Gainesville, GA
24h Bi-Directional Class Count

Site 9
GA-369 Jesse Jewell Pkwy,
west of Foothills Pkwy



Lat/Long
34.306644°, -83.808635°



Date
Thursday, April 22, 2021

Weather
Fair
51°F

0000 - 2400 (Weekday 24h Session)

Time	Westbound, (Movement 9-2)													15min Total	60min Total
	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		
0000 - 0015	0	19	2	0	0	0	0	0	1	0	0	0	0	22	64
0015 - 0030	0	10	2	0	1	0	0	0	2	0	0	0	0	15	
0030 - 0045	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
0045 - 0100	0	8	1	0	0	0	0	0	1	0	0	0	0	10	
0100 - 0115	0	8	0	0	1	0	0	0	0	0	0	0	0	9	
0115 - 0130	0	6	1	0	1	0	0	0	2	0	0	0	0	10	49
0130 - 0145	0	10	1	0	0	0	0	0	4	0	0	0	0	15	
0145 - 0200	0	12	2	0	0	0	0	0	1	0	0	0	0	15	
0200 - 0215	0	12	0	0	0	0	0	0	1	0	0	0	0	13	
0215 - 0230	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
0230 - 0245	0	8	1	0	0	1	0	0	2	0	0	0	0	12	48
0245 - 0300	0	6	2	0	1	0	0	1	1	0	0	0	0	11	
0300 - 0315	0	4	3	0	0	0	0	0	3	0	0	0	0	10	
0315 - 0330	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
0330 - 0345	0	20	4	1	0	0	0	0	3	0	0	0	0	28	
0345 - 0400	0	5	2	0	1	0	0	0	0	0	0	0	0	8	57
0400 - 0415	0	14	3	0	0	1	0	0	0	0	0	0	0	18	
0415 - 0430	0	14	4	0	0	1	0	0	1	0	0	0	0	19	
0430 - 0445	0	19	9	0	0	1	0	0	1	0	0	0	0	30	
0445 - 0500	0	26	9	0	3	0	0	0	1	0	0	0	0	39	
0500 - 0515	0	36	22	0	0	0	0	0	3	0	0	0	0	61	106
0515 - 0530	0	55	19	0	0	0	0	0	2	0	0	0	0	76	
0530 - 0545	0	48	22	1	2	1	0	1	2	0	0	0	0	77	
0545 - 0600	0	84	34	0	0	0	0	0	3	0	0	0	0	121	
0600 - 0615	0	109	38	2	6	0	2	0	2	0	0	0	0	159	
0615 - 0630	0	161	46	1	2	1	0	0	0	0	0	0	0	211	929
0630 - 0645	0	191	62	0	6	1	0	0	2	0	0	0	0	262	
0645 - 0700	0	208	73	4	9	0	0	2	1	0	0	0	0	297	
0700 - 0715	0	243	64	1	7	3	0	2	3	0	0	0	0	323	
0715 - 0730	0	270	67	1	8	3	0	3	0	0	0	0	0	352	
0730 - 0745	0	333	74	7	7	0	0	2	2	0	0	0	0	425	1556
0745 - 0800	0	349	83	16	4	2	0	0	2	0	0	0	0	456	
0800 - 0815	0	360	87	11	5	0	0	1	3	0	0	0	0	467	
0815 - 0830	0	339	79	3	6	1	0	2	3	0	0	0	0	433	
0830 - 0845	0	270	71	1	6	2	0	3	1	0	0	0	0	354	
0845 - 0900	0	247	64	2	9	2	0	1	3	0	0	0	0	328	1582
0900 - 0915	0	183	64	0	4	0	0	0	5	0	0	0	0	256	
0915 - 0930	0	242	68	1	7	3	0	0	0	0	0	0	0	321	
0930 - 0945	0	227	68	1	6	1	0	1	0	0	0	0	0	304	
0945 - 1000	0	232	72	0	3	1	0	3	4	0	0	0	0	314	
1000 - 1015	0	192	62	0	8	1	0	0	2	0	0	0	0	265	1195
1015 - 1030	0	222	70	0	7	0	0	1	0	0	0	0	0	300	
1030 - 1045	0	183	66	2	4	0	0	1	0	0	0	0	0	256	
1045 - 1100	0	224	58	0	3	1	0	0	4	0	0	0	0	290	
1100 - 1115	0	203	57	0	3	0	0	0	2	0	0	0	0	265	
1115 - 1130	0	221	63	0	5	0	0	0	2	0	0	0	0	291	1131
1130 - 1145	0	206	71	2	8	0	0	0	1	0	0	0	0	288	
1145 - 1200	1	221	59	0	3	0	0	1	2	0	0	0	0	287	
1200 - 1215	0	226	62	0	7	2	0	0	0	1	0	0	0	298	
1215 - 1230	0	239	56	0	4	0	0	0	2	0	0	0	0	301	
1230 - 1245	0	228	63	1	10	2	0	4	1	0	0	0	0	309	1217
1245 - 1300	0	238	60	0	7	0	0	3	1	0	0	0	0	309	
1300 - 1315	0	249	62	1	4	2	0	2	0	0	0	0	0	320	
1315 - 1330	0	209	64	1	7	1	0	3	2	1	0	0	0	288	
1330 - 1345	0	213	58	2	3	0	0	1	2	0	0	0	0	279	
1345 - 1400	0	221	62	0	9	1	0	2	0	0	0	0	0	295	1182
1400 - 1415	0	202	55	0	2	0	0	0	0	0	0	0	0	259	
1415 - 1430	2	232	43	2	3	0	0	1	1	0	0	0	0	284	
1430 - 1445	0	213	48	1	3	2	0	2	3	0	0	0	0	272	
1445 - 1500	2	243	54	2	13	0	0	2	0	0	0	0	0	316	
1500 - 1515	1	231	55	3	5	2	0	1	2	0	0	0	0	300	1285
1515 - 1530	3	210	54	5	2	0	0	0	6	0	0	0	0	280	
1530 - 1545	0	279	59	15	7	0	0	1	2	0	0	0	0	363	
1545 - 1600	0	264	55	12	9	0	0	0	2	0	0	0	0	342	
1600 - 1615	1	246	49	1	7	0	0	1	2	0	0	0	0	307	
1615 - 1630	0	195	54	2	3	2	0	2	0	0	0	0	0	258	1074
1630 - 1645	0	203	47	1	6	0	0	0	1	0	0	0	0	258	
1645 - 1700	1	210	34	0	3	0	0	2	1	0	0	0	0	251	
1700 - 1715	0	249	40	1	7	2	0	0	2	0	0	0	0	301	
1715 - 1730	0	222	45	1	3	0	0	3	2	0	0	0	0	276	
1730 - 1745	3	187	58	1	3	1	0	2	2	0	0	0	0	257	1057
1745 - 1800	1	187	33	0	1	0	0	0	1	0	0	0	0	223	
1800 - 1815	0	229	53	0	3	1	0	0	2	0	0	0	0	288	
1815 - 1830	0	212	52	0	5	0	0	1	2	0	0	0	0	272	
1830 - 1845	1	205	45	1	2	1	0	1	2	0	0	0	0	258	
1845 - 1900	0	158	34	0	5	1	0	0	0	0	0	0	0	198	1016
1900 - 1915	0	128	46	0	3	0	0	1	3	0	0	0	0	181	
1915 - 1930	0	137	31	0	5	1	0	0	1	0	0	0	0	175	
1930 - 1945	0	117	35	0	4	0	0	1	0	0	0	0	0	157	
1945 - 2000	0	116	32	0	6	0	0	2	1	0	0	0	0	157	
2000 - 2015	0	107	28	0	4	0	0	0	0	0	0	0	0	139	437
2015 - 2030	0	81	18	0	5	0	0	0	1	0	0	0	0	105	
2030 - 2045	0	89	22	0	0	0	0	0	1	0	0	0	0	112	
2045 - 2100	0	64	13	0	2	1	0	0	1	0	0	0	0	81	
2100 - 2115	0	70	12	0	1	0	0	0	1	0	0	0	0	84	
2115 - 2130	0	57	13	0	0	0	0	0	2	0	0	0	0	72	259
2130 - 2145	0	42	9	0	0	0	0	0	1	0	0	0	0	52	
2145 - 2200	0	41	8	0	0	1	0	0	1	0	0	0	0	51	
2200 - 2215	0	47	9	0	1	0	0	0	0	0	0	0	0	57	
2215 - 2230	0	46	7	0	0	0	0	1	0	0	0	0	0	54	
2230 - 2245	0	47	8	0	1	0	0	0	1	0	0	0	0	57	211
2245 - 2300	0	38	4	0	1	0	0	0	0	0	0	0	0	43	
2300 - 2315	0	36	5	0	1	2	0	0	2	0	0	0	0	46	
2315 - 2330	0	29	7	0	1	0	0	0	0	0	0	0	0	37	
2330 - 2345	0	23	3	0	2	0	0	0	0	0	0	0	0	28	
2345 - 2400	0	13	2	0	0	0	0	0	0	0	0	0	0	15	126

Session Total	16	121	3502	110	326	50	2	67	132	2	0	0	0	17828
Session Average	0.17	141.89	36.48	1.15	3.40	0.52	0.02	0.70	1.38	0.02	0.00	0.00	0.00	185.71
Session Percentage	0.09	76.40	19.64	0.62	1.83	0.28	0.01	0.38	0.74	0.01	0.00	0.00	0.00	
AM Peak Hour	-	0730 - 0830	0730 - 0830	0730 - 0830	0645 - 0745	0700 - 0800	0515 - 0615	0645 - 0745	0815 - 0915	-	-	-	-	0730 - 0830
AM Peak Hour Volume	0	1381	323	37	31	8	0	2	9	12	0	0	0	1781
Noon Peak Hour	1430 - 1530	1445 - 1545	1000 - 1100	1445 - 1545	1200 - 1300	1230 - 1330	-	1230 - 1330	1430 - 1530	1115 - 1215	-	-	-	1445 - 1545
Noon Peak Hour Volume	6	963	256	25	28	5	0	12	11	1	0	0	0	1259
PM Peak Hour	1500 - 1600	1515 - 1615	1500 - 1600	1500 - 1600	1530 - 1630	1615 - 1715	-	1645 - 1745	1500 - 1600	-	-	-	-	1515 - 1615
PM Peak Hour Volume	4	999	223	35	26	4	0	7	12	0	0	0	0	1292

Gainesville, GA
24h Bi-Directional Class Count

Site 9
GA-369 Jesse Jewell Pkwy,
west of Foothills Pkwy



Lat/Long
34.306644°, -83.808635°

Date
Thursday, April 22, 2021

Weather
Fair
51°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	42	10	0	2	1	0	0	1	0	0	0	0	56	162
0015 - 0030	0	35	7	0	2	0	0	0	3	0	0	0	0	47	
0030 - 0045	0	28	3	0	1	0	0	0	0	0	0	0	0	32	
0045 - 0100	0	21	4	0	1	0	0	0	1	0	0	0	0	27	
0100 - 0115	0	21	0	0	1	0	0	0	0	0	0	0	0	22	116
0115 - 0130	0	22	3	0	1	0	0	0	2	0	0	0	0	28	
0130 - 0145	0	28	4	0	0	0	0	0	4	0	0	0	0	36	
0145 - 0200	0	24	4	0	0	0	0	0	2	0	0	0	0	30	
0200 - 0215	0	22	2	0	0	0	0	0	2	0	0	0	0	26	109
0215 - 0230	0	24	2	0	0	0	0	0	0	0	0	0	0	26	
0230 - 0245	0	26	3	0	0	1	0	0	5	0	0	0	0	35	
0245 - 0300	0	13	4	0	2	0	0	1	2	0	0	0	0	22	
0300 - 0315	0	14	7	0	0	0	0	0	3	0	0	0	0	24	108
0315 - 0330	0	14	4	0	1	1	0	0	1	0	0	0	0	21	
0330 - 0345	0	31	4	1	1	0	0	0	4	0	0	0	0	41	
0345 - 0400	0	11	5	0	1	2	0	0	3	0	0	0	0	22	
0400 - 0415	0	18	4	1	0	1	0	1	1	0	0	0	0	26	196
0415 - 0430	0	28	5	0	0	0	0	1	1	0	0	0	0	35	
0430 - 0445	0	32	13	0	1	1	0	2	4	0	0	0	0	53	
0445 - 0500	0	55	20	0	4	1	0	1	1	0	0	0	0	82	
0500 - 0515	0	55	34	0	1	0	0	0	6	0	0	0	0	96	538
0515 - 0530	0	85	28	0	5	0	0	2	2	0	0	0	0	122	
0530 - 0545	0	87	35	1	2	3	0	1	2	0	0	0	0	131	
0545 - 0600	0	131	51	0	1	0	0	0	6	0	0	0	0	189	
0600 - 0615	0	180	61	3	8	0	2	0	3	0	0	0	0	257	1506
0615 - 0630	0	262	73	3	6	1	0	0	2	0	0	0	0	347	
0630 - 0645	0	320	105	0	10	1	0	0	2	0	0	0	0	438	
0645 - 0700	0	338	101	7	13	0	0	2	3	0	0	0	0	464	
0700 - 0715	0	393	95	4	7	3	0	4	4	0	0	0	0	510	2519
0715 - 0730	0	467	107	5	9	3	0	3	0	0	0	0	0	594	
0730 - 0745	0	553	124	12	12	0	0	2	4	0	0	0	0	707	
0745 - 0800	0	546	118	33	4	3	0	1	3	0	0	0	0	708	
0800 - 0815	0	540	128	17	9	3	0	3	5	0	0	0	0	705	2489
0815 - 0830	0	517	133	5	13	1	0	3	6	0	0	0	0	678	
0830 - 0845	0	450	113	1	10	2	0	5	4	0	0	0	0	585	
0845 - 0900	0	387	109	2	13	2	0	2	6	0	0	0	0	521	
0900 - 0915	0	339	113	1	8	0	0	3	5	0	0	0	0	469	2086
0915 - 0930	0	380	115	2	12	6	0	1	3	0	0	0	0	519	
0930 - 0945	1	393	127	1	21	2	0	1	0	0	0	0	0	546	
0945 - 1000	2	396	124	0	19	0	0	4	7	0	0	0	0	552	
1000 - 1015	0	338	133	0	12	2	0	1	6	0	0	0	0	492	2077
1015 - 1030	0	383	130	1	13	2	0	1	5	1	0	0	0	536	
1030 - 1045	0	361	132	2	7	3	0	1	2	0	0	0	0	508	
1045 - 1100	0	407	122	0	5	3	0	0	4	0	0	0	0	541	
1100 - 1115	0	417	118	0	12	2	0	1	3	0	0	0	0	553	2315
1115 - 1130	1	421	113	1	9	0	0	0	4	0	0	0	0	549	
1130 - 1145	0	425	139	2	11	2	0	1	1	0	0	0	0	581	
1145 - 1200	1	470	139	1	11	2	0	3	5	0	0	0	0	632	
1200 - 1215	0	475	134	0	12	4	0	0	3	1	0	0	0	629	2379
1215 - 1230	1	453	101	1	6	1	0	2	5	0	0	0	0	570	
1230 - 1245	0	429	116	1	17	2	0	4	2	0	0	0	0	571	
1245 - 1300	0	462	128	0	9	1	0	5	4	0	0	0	0	609	
1300 - 1315	0	475	120	3	10	4	0	2	2	0	0	0	0	616	2363
1315 - 1330	1	412	119	3	14	3	0	4	5	1	0	0	0	562	
1330 - 1345	1	474	104	3	12	0	0	1	4	0	0	0	0	599	
1345 - 1400	0	447	123	0	11	3	0	2	0	0	0	0	0	586	
1400 - 1415	0	416	112	1	7	1	0	1	1	0	0	0	0	539	2430
1415 - 1430	2	500	113	3	7	2	0	2	2	0	0	0	0	631	
1430 - 1445	0	495	100	2	5	2	0	3	4	0	0	0	0	611	
1445 - 1500	2	518	91	12	17	2	0	3	4	0	0	0	0	649	
1500 - 1515	1	516	100	17	8	4	0	1	4	0	0	0	0	651	2761
1515 - 1530	3	465	106	8	5	0	0	2	8	0	0	0	0	597	
1530 - 1545	0	580	129	20	12	1	0	3	4	0	0	0	0	749	
1545 - 1600	0	618	107	18	13	2	0	1	4	1	0	0	0	764	
1600 - 1615	2	526	132	2	11	1	0	2	7	0	0	0	0	683	2643
1615 - 1630	2	470	154	3	11	2	0	2	1	0	0	0	0	645	
1630 - 1645	1	548	135	1	11	2	0	0	3	0	0	0	0	701	
1645 - 1700	1	508	92	2	7	0	0	2	2	0	0	0	0	614	
1700 - 1715	1	669	116	3	12	3	0	3	3	0	0	0	0	810	2771
1715 - 1730	0	584	127	3	6	0	0	4	2	0	0	0	0	726	
1730 - 1745	4	520	135	1	8	2	0	3	3	0	0	0	0	675	
1745 - 1800	1	454	99	0	2	0	0	1	2	0	0	0	0	559	
1800 - 1815	0	452	111	0	5	1	0	1	5	0	0	0	0	575	2064
1815 - 1830	0	437	107	0	12	0	0	1	4	0	0	0	0	561	
1830 - 1845	1	396	95	1	7	3	0	2	5	0	0	0	0	510	
1845 - 1900	1	330	78	0	8	1	0	0	0	0	0	0	0	418	
1900 - 1915	0	315	84	0	3	1	0	2	5	0	0	0	0	410	1571
1915 - 1930	0	340	75	0	7	3	0	1	3	0	0	0	0	429	
1930 - 1945	0	309	70	0	6	0	0	1	3	0	0	0	0	389	
1945 - 2000	0	260	73	0	6	0	0	2	2	0	0	0	0	343	
2000 - 2015	0	249	67	1	6	0	0	0	1	0	0	0	0	324	1102
2015 - 2030	1	221	54	0	6	0	0	0	1	0	0	0	0	283	
2030 - 2045	0	216	46	0	3	0	0	0	1	0	0	0	0	266	
2045 - 2100	0	183	40	0	3	2	0	0	1	0	0	0	0	229	
2100 - 2115	0	191	29	0	2	1	0	0	1	0	0	0	0	224	712
2115 - 2130	0	149	30	0	2	0	0	0	2	1	0	0	0	184	
2130 - 2145	0	132	18	0	1	0	0	0	2	0	0	0	0	153	
2145 - 2200	0	125	24	0	0	1	0	0	1	0	0	0	0	151	
2200 - 2215	0	113	21	0	4	0	0	0	4	0	0	0	0	142	505
2215 - 2230	0	124	18	0	1	0	0	1	2	0	0	0	0	146	
2230 - 2245	0	100	11	0	1	0	0	1	2	0	0	0	0	115	
2245 - 2300	0	90	7	0	1	0	0	0	4	0	0	0	0	102	
2300 - 2315	0	82	6	0	3	4	0	0	4	0	0	0	0	99	324
2315 - 2330	1	80	13	0	2	0	0	0	3	0	0	0	0	99	
2330 - 2345	0	55	5	0	3	0	1	0	1	0	0	0	0	65	
2345 - 2400	0	48	7	0	2	0	0	0	4	0	0	0	0	61	

Session Total	32	27561	6910	215	608	113	3	116	283	5	0	0	0	35846
Session Average	0.33	287.09	71.98	2.24	6.33	1.18	0.03	1.21	2.95	0.05	0.00	0.00	0.00	373.40
Session Percentage	0.09	76.89	19.28	0.60	1.70	0.32	0.01	0.32	0.79	0.01	0.00	0.00	0.00	
AM Peak Hour	0900 - 1000	0730 - 0830	0945 - 1045	0715 - 0815	0930 - 1030	0830 - 0930	0515 - 0615	0800 - 0900	0830 - 1030	0	0	0	0	2730
AM Peak Hour Volume	3	2156	519	67	65	10	2	13	21	0	0	0	0	7958
Noon Peak Hour	1430 - 1530	1445 - 1545	1115 - 1215	1445 - 1545	1230 - 1330	1000 - 1100	0	1230 - 1330	1430 - 1530	1000 - 1100	0	0	0	1445 - 1545
Noon Peak Hour Volume	6	2079	525	57	50	10	0	15	20	1	0	0	0	2646
PM Peak Hour	1600 - 1700	1630 - 1730	1545 - 1645	1500 - 1600	1530 - 1630	1830 - 1930	0	1645 - 1745	1515 - 1615	1500 - 1600	0	0	0	1630 - 1730
PM Peak Hour Volume	6	2309	528	63	47	8	0	12	23	0	0	0	0	2951

Gainesville, GA
24h Bi-Directional Class Count

Site 9
GA-369 Jesse Jewell Pkwy,
west of Foothills Pkwy



Marr Traffic Inc
www.marrtraffic.com

Lat/Long
34.306644°, -83.808635°

Date
Thursday, April 22, 2021

Weather
Fair
51°F

0000 - 2400 (Weekday 24h Session)

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	34	22	56	162
0015 - 0030	32	15	47	
0030 - 0045	15	17	32	
0045 - 0100	17	10	27	
0100 - 0115	13	9	22	116
0115 - 0130	18	10	28	
0130 - 0145	21	15	36	
0145 - 0200	15	15	30	
0200 - 0215	13	13	26	109
0215 - 0230	14	12	26	
0230 - 0245	23	12	35	
0245 - 0300	11	11	22	
0300 - 0315	14	10	24	108
0315 - 0330	10	11	21	
0330 - 0345	13	28	41	
0345 - 0400	14	8	22	
0400 - 0415	8	18	26	196
0415 - 0430	16	19	35	
0430 - 0445	23	30	53	
0445 - 0500	43	39	82	
0500 - 0515	35	61	96	538
0515 - 0530	46	76	122	
0530 - 0545	54	77	131	
0545 - 0600	68	121	189	
0600 - 0615	98	159	257	1506
0615 - 0630	136	211	347	
0630 - 0645	176	262	438	
0645 - 0700	167	297	464	
0700 - 0715	187	323	510	2519
0715 - 0730	242	352	594	
0730 - 0745	282	425	707	
0745 - 0800	252	456	708	
0800 - 0815	238	467	705	2489
0815 - 0830	245	433	678	
0830 - 0845	231	354	585	
0845 - 0900	193	328	521	
0900 - 0915	213	256	469	2086
0915 - 0930	198	321	519	
0930 - 0945	242	304	546	
0945 - 1000	238	314	552	
1000 - 1015	227	265	492	2077
1015 - 1030	236	300	536	
1030 - 1045	252	256	508	
1045 - 1100	251	290	541	
1100 - 1115	288	265	553	2315
1115 - 1130	258	291	549	
1130 - 1145	293	288	581	
1145 - 1200	345	287	632	

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	331	298	629	2379
1215 - 1230	269	301	570	
1230 - 1245	262	309	571	
1245 - 1300	300	309	609	
1300 - 1315	296	320	616	2363
1315 - 1330	274	288	562	
1330 - 1345	320	279	599	
1345 - 1400	291	295	586	
1400 - 1415	280	259	539	2430
1415 - 1430	347	284	631	
1430 - 1445	339	272	611	
1445 - 1500	333	316	649	
1500 - 1515	351	300	651	2761
1515 - 1530	317	280	597	
1530 - 1545	386	363	749	
1545 - 1600	422	342	764	
1600 - 1615	376	307	683	2643
1615 - 1630	387	258	645	
1630 - 1645	443	258	701	
1645 - 1700	363	251	614	
1700 - 1715	509	301	810	2771
1715 - 1730	450	276	726	
1730 - 1745	419	257	676	
1745 - 1800	336	223	559	
1800 - 1815	287	288	575	2064
1815 - 1830	289	272	561	
1830 - 1845	252	258	510	
1845 - 1900	220	198	418	
1900 - 1915	229	181	410	1571
1915 - 1930	254	175	429	
1930 - 1945	232	157	389	
1945 - 2000	186	157	343	
2000 - 2015	185	139	324	1102
2015 - 2030	178	105	283	
2030 - 2045	154	112	266	
2045 - 2100	148	81	229	
2100 - 2115	140	84	224	712
2115 - 2130	112	72	184	
2130 - 2145	101	52	153	
2145 - 2200	100	51	151	
2200 - 2215	85	57	142	505
2215 - 2230	92	54	146	
2230 - 2245	58	57	115	
2245 - 2300	59	43	102	
2300 - 2315	53	46	99	324
2315 - 2330	62	37	99	
2330 - 2345	37	28	65	
2345 - 0000	46	15	61	

Session Total	18018	17828	35846
Session Average	187.69	185.71	373.40
Session Percentage	50.27	49.73	

AM Peak Hour	0730 - 0830	0.00	0730 - 0830
AM Peak Hour Volume	1017	1781	2798

Noon Peak Hour	1445 - 1545	0.00	1445 - 1545
Noon Peak Hour Volume	1387	1259	2646

PM Peak Hour	1630 - 1730	0.00	1630 - 1730
PM Peak Hour Volume	1765	1292	2851

Gainesville, GA
24h Bi-Directional Class Count

Site 9
GA-369 Jesse Jewell Pkwy,
west of Foothills Pkwy



Lat/Long
34.306644°, -83.808635°

Date
Thursday, April 22, 2021

Weather
Fair
51°F

0000 - 2400 (Weekday 24h Session)

Eastbound, (Movement 9.1)														
Time	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
0000 - 0100	0	74	17	0	5	1	0	0	1	0	0	0	0	98
0100 - 0200	0	59	7	0	0	0	0	0	1	0	0	0	0	67
0200 - 0300	0	49	6	0	1	0	0	0	5	0	0	0	0	61
0300 - 0400	0	33	8	0	2	3	0	0	5	0	0	0	0	51
0400 - 0500	0	60	17	1	2	1	0	4	5	0	0	0	0	90
0500 - 0600	0	135	51	0	7	2	0	2	6	0	0	0	0	203
0600 - 0700	0	431	121	6	14	0	0	0	5	0	0	0	0	577
0700 - 0800	0	764	156	29	6	1	0	3	4	0	0	0	0	963
0800 - 0900	0	678	182	8	19	3	0	6	11	0	0	0	0	907
0900 - 1000	3	624	207	2	40	4	0	5	6	0	0	0	0	891
1000 - 1100	0	668	261	1	15	8	0	1	11	1	0	0	0	966
1100 - 1200	1	882	259	2	24	6	0	4	6	0	0	0	0	1184
1200 - 1300	1	888	238	1	16	4	0	2	12	0	0	0	0	1162
1300 - 1400	2	916	220	5	24	6	0	1	7	0	0	0	0	1181
1400 - 1500	0	1039	216	13	15	5	0	4	7	0	0	0	0	1299
1500 - 1600	0	1195	219	28	15	5	0	5	8	1	0	0	0	1476
1600 - 1700	4	1198	329	4	21	3	0	1	9	0	0	0	0	1569
1700 - 1800	2	1382	301	4	14	2	0	6	3	0	0	0	0	1714
1800 - 1900	1	811	207	0	17	2	0	2	8	0	0	0	0	1048
1900 - 2000	0	726	158	0	4	3	0	2	8	0	0	0	0	901
2000 - 2100	1	528	126	1	7	1	0	0	1	0	0	0	0	665
2100 - 2200	0	387	59	0	4	1	0	0	1	1	0	0	0	453
2200 - 2300	0	249	29	0	4	0	0	1	11	0	0	0	0	294
2300 - 2400	1	164	14	0	6	2	1	0	10	0	0	0	0	198
Session Total	16	13940	3408	105	282	63	1	49	151	3	0	0	0	18018
Session Average	0.67	580.83	142.00	4.38	11.75	2.63	0.04	2.04	6.29	0.13	0.00	0.00	0.00	750.75
Session Percentage	0.09	77.37	18.91	0.58	1.57	0.35	0.01	0.27	0.84	0.02	0.00	0.00	0.00	
AM Peak Hour	0900 - 1000	0700 - 0800	0900 - 1000	0700 - 0800	0900 - 1000	0900 - 1000	-	0800 - 0900	0800 - 0900	-	-	-	-	0700 - 0800
AM Peak Hour Volume	3	764	207	29	40	4	0	6	11	0	0	0	0	963
Noon Peak Hour	1300 - 1400	1400 - 1500	1000 - 1100	1400 - 1500	1100 - 1200	1000 - 1100	-	1100 - 1200	1200 - 1300	1000 - 1100	-	-	-	1400 - 1500
Noon Peak Hour Volume	2	1039	261	13	24	8	0	4	12	1	0	0	0	1299
PM Peak Hour	1600 - 1700	1700 - 1800	1600 - 1700	1500 - 1600	1600 - 1700	1500 - 1600	-	1700 - 1800	1600 - 1700	1500 - 1600	-	-	-	1700 - 1800
PM Peak Hour Volume	4	1382	329	28	21	5	0	6	9	1	0	0	0	1714

Gainesville, GA
24h Bi-Directional Class Count

Site 9
GA-369 Jesse Jewell Pkwy,
west of Foothills Pkwy



Lat/Long
34.306644°, -83.808635°

Date
Thursday, April 22, 2021

Weather
Fair
51°F

0000 - 2400 (Weekday 24h Session)

Westbound, (Movement 9.2)														
Time	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
0000 - 0100	0	52	7	0	1	0	0	0	4	0	0	0	0	64
0100 - 0200	0	36	4	0	2	0	0	0	7	0	0	0	0	49
0200 - 0300	0	36	5	0	1	1	0	1	4	0	0	0	0	48
0300 - 0400	0	37	12	1	1	0	0	0	6	0	0	0	0	57
0400 - 0500	0	73	25	0	3	2	0	1	2	0	0	0	0	106
0500 - 0600	0	223	97	1	2	1	0	1	10	0	0	0	0	335
0600 - 0700	0	669	219	7	23	2	2	2	5	0	0	0	0	929
0700 - 0800	0	1195	288	25	26	8	0	7	7	0	0	0	0	1556
0800 - 0900	0	1216	301	17	26	5	0	7	10	0	0	0	0	1582
0900 - 1000	0	884	272	2	20	4	0	4	9	0	0	0	0	1195
1000 - 1100	0	821	256	2	22	2	0	2	6	0	0	0	0	1111
1100 - 1200	1	851	250	2	19	0	0	1	7	0	0	0	0	1131
1200 - 1300	0	931	241	1	28	4	0	9	2	1	0	0	0	1217
1300 - 1400	0	892	246	4	23	4	0	8	4	1	0	0	0	1182
1400 - 1500	4	890	200	5	21	2	0	5	4	0	0	0	0	1131
1500 - 1600	4	984	223	35	23	2	0	2	12	0	0	0	0	1285
1600 - 1700	2	854	184	4	19	2	0	5	4	0	0	0	0	1074
1700 - 1800	4	845	176	3	14	3	0	5	7	0	0	0	0	1057
1800 - 1900	1	804	184	1	15	3	0	2	6	0	0	0	0	1016
1900 - 2000	0	498	144	0	18	1	0	4	5	0	0	0	0	670
2000 - 2100	0	341	81	0	11	1	0	0	3	0	0	0	0	437
2100 - 2200	0	210	42	0	1	1	0	0	5	0	0	0	0	259
2200 - 2300	0	178	28	0	3	0	0	1	1	0	0	0	0	211
2300 - 2400	0	101	17	0	4	2	0	0	2	0	0	0	0	126
Session Total	16	13621	3502	110	326	50	2	67	132	2	0	0	0	17828
Session Average	0.67	567.54	145.92	4.58	13.58	2.08	0.08	2.79	5.50	0.08	0.00	0.00	0.00	742.83
Session Percentage	0.09	76.40	19.64	0.62	1.83	0.28	0.01	0.38	0.74	0.01	0.00	0.00	0.00	
AM Peak Hour	-	0800 - 0900	0800 - 0900	0700 - 0800	0700 - 0800	0700 - 0800	0600 - 0700	0700 - 0800	0500 - 0600	-	-	-	-	0800 - 0900
AM Peak Hour Volume	0	1216	301	25	26	8	2	7	10	0	0	0	0	1582
Noon Peak Hour	1400 - 1500	1200 - 1300	1000 - 1100	1400 - 1500	1200 - 1300	1200 - 1300	-	1200 - 1300	1100 - 1200	1200 - 1300	-	-	-	1200 - 1300
Noon Peak Hour Volume	4	931	256	5	28	4	0	9	7	1	0	0	0	1217
PM Peak Hour	1500 - 1600	1500 - 1600	1500 - 1600	1500 - 1600	1500 - 1600	1700 - 1800	-	1600 - 1700	1500 - 1600	-	-	-	-	1500 - 1600
PM Peak Hour Volume	4	984	223	35	23	3	0	5	12	0	0	0	0	1285

Gainesville, GA
24h Bi-Directional Class Count

Site 9
GA-369 Jesse Jewell Pkwy,
west of Foothills Pkwy



Lat/Long
34.306644°, -83.808635°

Date
Thursday, April 22, 2021

Weather
Fair
51°F

0000 - 2400 (Weekday 24h Session)

Bi-Directional 60min														
Time	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
0000 - 0100	0	126	24	0	6	1	0	0	5	0	0	0	0	162
0100 - 0200	0	95	11	0	2	0	0	0	8	0	0	0	0	116
0200 - 0300	0	85	11	0	2	1	0	1	9	0	0	0	0	109
0300 - 0400	0	70	20	1	3	3	0	0	11	0	0	0	0	108
0400 - 0500	0	133	42	1	5	3	0	5	7	0	0	0	0	196
0500 - 0600	0	358	148	1	9	3	0	3	16	0	0	0	0	538
0600 - 0700	0	1100	340	13	37	2	2	2	10	0	0	0	0	1506
0700 - 0800	0	1959	444	54	32	9	0	10	11	0	0	0	0	2519
0800 - 0900	0	1894	483	25	45	8	0	13	21	0	0	0	0	2489
0900 - 1000	3	1508	479	4	60	8	0	9	15	0	0	0	0	2086
1000 - 1100	0	1489	517	3	37	10	0	3	17	1	0	0	0	2077
1100 - 1200	2	1733	509	4	43	6	0	5	13	0	0	0	0	2315
1200 - 1300	1	1819	479	2	44	8	0	11	14	1	0	0	0	2379
1300 - 1400	2	1808	466	9	47	10	0	9	11	1	0	0	0	2363
1400 - 1500	4	1929	416	18	36	7	0	9	11	0	0	0	0	2430
1500 - 1600	4	2179	442	63	38	7	0	7	20	1	0	0	0	2761
1600 - 1700	6	2052	513	8	40	5	0	6	13	0	0	0	0	2643
1700 - 1800	6	2227	477	7	28	5	0	11	10	0	0	0	0	2771
1800 - 1900	2	1615	391	1	32	5	0	4	14	0	0	0	0	2064
1900 - 2000	0	1224	302	0	22	4	0	6	13	0	0	0	0	1571
2000 - 2100	1	869	207	1	18	2	0	0	4	0	0	0	0	1102
2100 - 2200	0	597	101	0	5	2	0	0	6	1	0	0	0	712
2200 - 2300	0	427	57	0	7	0	0	2	12	0	0	0	0	505
2300 - 2400	1	265	31	0	10	4	1	0	12	0	0	0	0	324
Session Total	32	27561	6910	215	608	113	3	116	283	5	0	0	0	35846
Session Average	1.33	1148.38	287.92	8.96	25.33	4.71	0.13	4.83	11.79	0.21	0.00	0.00	0.00	1493.58
Session Percentage	0.09	76.89	19.28	0.60	1.70	0.32	0.01	0.32	0.79	0.01	0.00	0.00	0.00	
AM Peak Hour	0900 - 1000	0700 - 0800	0800 - 0900	0700 - 0800	0900 - 1000	0700 - 0800	0600 - 0700	0800 - 0900	0800 - 0900	-	-	-	-	0700 - 0800
AM Peak Hour Volume	3	1959	483	54	60	9	2	13	21	0	0	0	0	2519
Noon Peak Hour	1400 - 1500	1400 - 1500	1000 - 1100	1400 - 1500	1300 - 1400	1000 - 1100	-	1200 - 1300	1000 - 1100	1000 - 1100	-	-	-	1400 - 1500
Noon Peak Hour Volume	4	1929	517	18	47	10	0	11	17	1	0	0	0	2430
PM Peak Hour	1600 - 1700	1700 - 1800	1600 - 1700	1500 - 1600	1600 - 1700	1500 - 1600	-	1700 - 1800	1500 - 1600	1500 - 1600	-	-	-	1700 - 1800
PM Peak Hour Volume	6	2227	513	63	40	7	0	11	20	1	0	0	0	2771

Gainesville, GA
24h Bi-Directional Class Count

Site 9
GA-369 Jesse Jewell Pkwy,
west of Foothills Pkwy

Lat/Long
34.306644°, -83.808635°

Date
Thursday, April 22, 2021

Weather
Fair
51°F

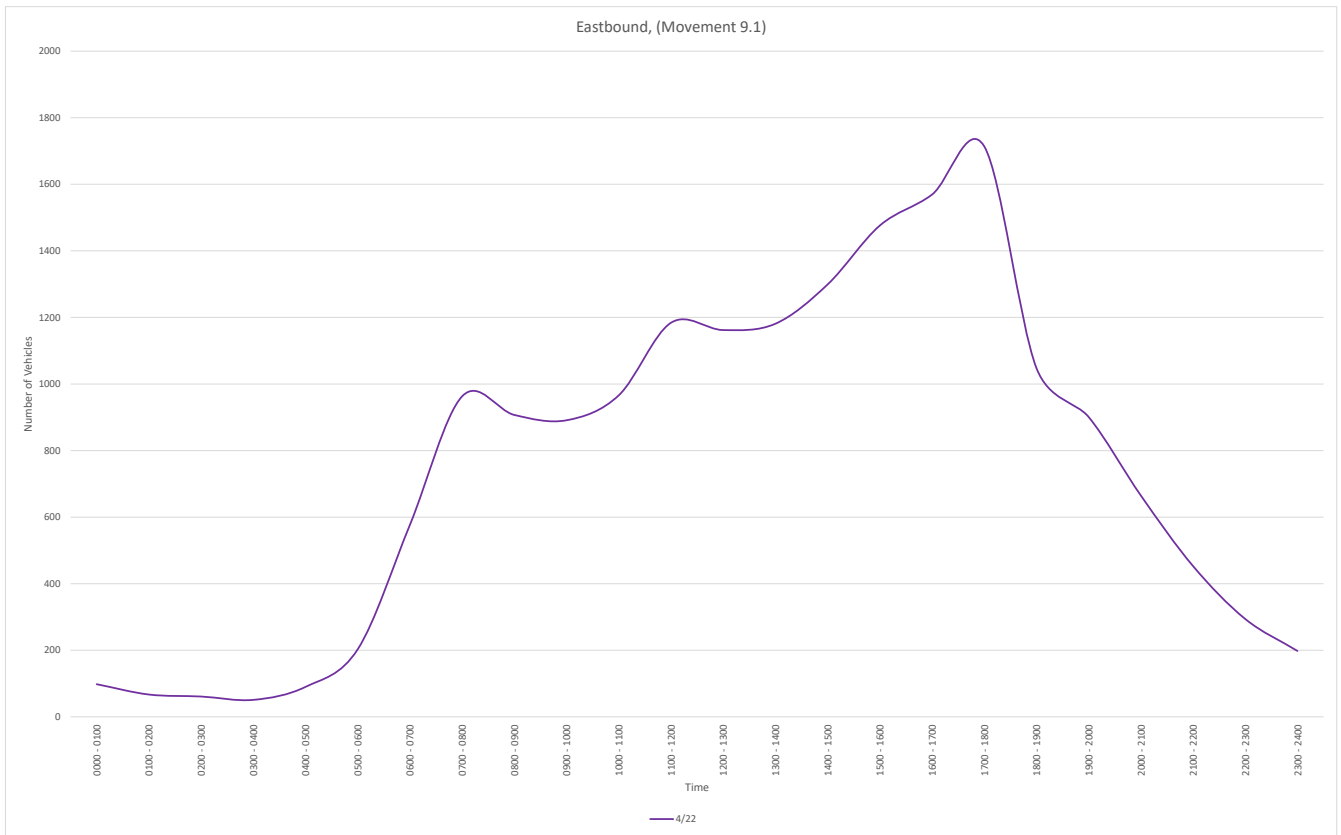
0000 - 2400 (Weekday 24h Session)

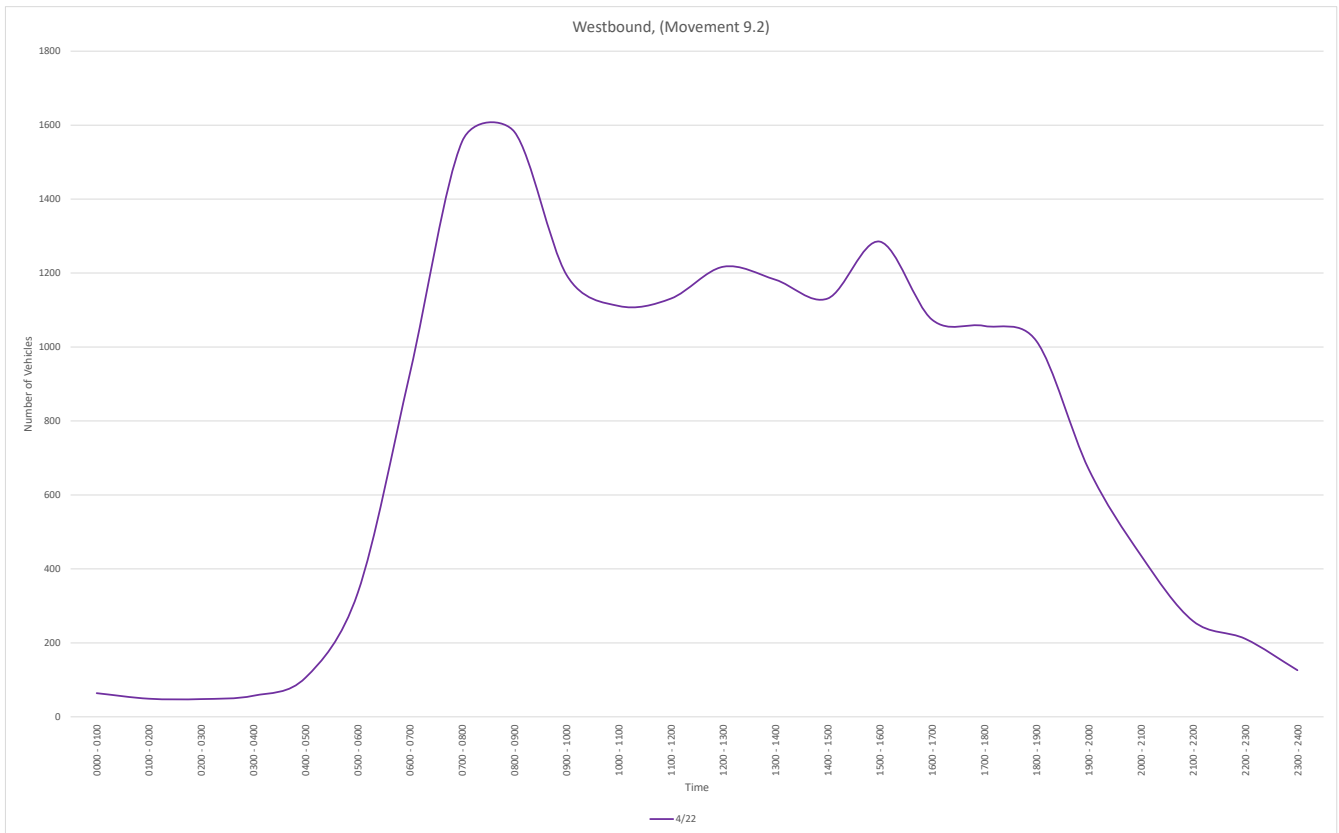
Volume Summary 60min			
Time	EB	WB	Total
0000 - 0100	98	64	162
0100 - 0200	67	49	116
0200 - 0300	61	48	109
0300 - 0400	51	57	108
0400 - 0500	90	106	196
0500 - 0600	203	335	538
0600 - 0700	577	929	1506
0700 - 0800	963	1556	2519
0800 - 0900	907	1582	2489
0900 - 1000	891	1195	2086
1000 - 1100	966	1111	2077
1100 - 1200	1184	1131	2315
Session Total	18018	17828	35846
Session Average	750.75	742.83	1493.58
Session Percentage	50.27	49.73	
AM Peak Hour	203.00	335.00	538.00
AM Peak Hour Volume	963	1582	2519
Noon Peak Hour	966.00	1111.00	2077.00
Noon Peak Hour Volume	1299	1217	2430
PM Peak Hour	1476.00	1285.00	2761.00
PM Peak Hour Volume	1714	1285	2771

Volume Summary 60min			
Time	EB	WB	Total
1200 - 1300	1162	1217	2379
1300 - 1400	1181	1182	2363
1400 - 1500	1299	1131	2430
1500 - 1600	1476	1285	2761
1600 - 1700	1569	1074	2643
1700 - 1800	1714	1057	2771
1800 - 1900	1048	1016	2064
1900 - 2000	901	670	1571
2000 - 2100	665	437	1102
2100 - 2200	453	259	712
2200 - 2300	294	211	505
2300 - 2400	198	126	324



Marr Traffic Inc
www.marrtraffic.com





EB

File Name:

Start Date: 4/22/2021

Start Time: 0

Site Code: 9

Station ID: 1

Location 1: GA-369 Jesse Jewell Pkwy, west of Foothills Pkwy

Location 2:

Date	Time	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
4/22/2021	12:00 AM	0	23	8	0	2	1	0	0	0	0	0	0	0
4/22/2021	12:15 AM	0	25	5	0	1	0	0	0	1	0	0	0	0
4/22/2021	12:30 AM	0	13	1	0	1	0	0	0	0	0	0	0	0
4/22/2021	12:45 AM	0	13	3	0	1	0	0	0	0	0	0	0	0
4/22/2021	01:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	01:15 AM	0	16	2	0	0	0	0	0	0	0	0	0	0
4/22/2021	01:30 AM	0	18	3	0	0	0	0	0	0	0	0	0	0
4/22/2021	01:45 AM	0	12	2	0	0	0	0	0	1	0	0	0	0
4/22/2021	02:00 AM	0	10	2	0	0	0	0	0	1	0	0	0	0
4/22/2021	02:15 AM	0	14	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	02:30 AM	0	18	2	0	0	0	0	0	3	0	0	0	0
4/22/2021	02:45 AM	0	7	2	0	1	0	0	0	1	0	0	0	0
4/22/2021	03:00 AM	0	10	4	0	0	0	0	0	0	0	0	0	0
4/22/2021	03:15 AM	0	6	1	0	1	1	0	0	1	0	0	0	0
4/22/2021	03:30 AM	0	11	0	0	1	0	0	0	1	0	0	0	0
4/22/2021	03:45 AM	0	6	3	0	0	2	0	0	3	0	0	0	0
4/22/2021	04:00 AM	0	4	1	1	0	0	0	1	1	0	0	0	0
4/22/2021	04:15 AM	0	14	1	0	0	0	0	0	1	0	0	0	0
4/22/2021	04:30 AM	0	13	4	0	1	0	0	2	3	0	0	0	0
4/22/2021	04:45 AM	0	29	11	0	1	1	0	1	0	0	0	0	0
4/22/2021	05:00 AM	0	19	12	0	1	0	0	0	3	0	0	0	0
4/22/2021	05:15 AM	0	30	9	0	5	0	0	2	0	0	0	0	0
4/22/2021	05:30 AM	0	39	13	0	0	2	0	0	0	0	0	0	0
4/22/2021	05:45 AM	0	47	17	0	1	0	0	0	3	0	0	0	0
4/22/2021	06:00 AM	0	71	23	1	2	0	0	0	1	0	0	0	0
4/22/2021	06:15 AM	0	101	27	2	4	0	0	0	2	0	0	0	0
4/22/2021	06:30 AM	0	129	43	0	4	0	0	0	0	0	0	0	0
4/22/2021	06:45 AM	0	130	28	3	4	0	0	0	2	0	0	0	0
4/22/2021	07:00 AM	0	150	31	3	0	0	0	2	1	0	0	0	0
4/22/2021	07:15 AM	0	197	40	4	1	0	0	0	0	0	0	0	0
4/22/2021	07:30 AM	0	220	50	5	5	0	0	0	2	0	0	0	0
4/22/2021	07:45 AM	0	197	35	17	0	1	0	1	1	0	0	0	0
4/22/2021	08:00 AM	0	180	41	6	4	3	0	2	2	0	0	0	0
4/22/2021	08:15 AM	0	178	54	2	7	0	0	1	3	0	0	0	0
4/22/2021	08:30 AM	0	180	42	0	4	0	0	2	3	0	0	0	0
4/22/2021	08:45 AM	0	140	45	0	4	0	0	1	3	0	0	0	0
4/22/2021	09:00 AM	0	156	49	1	4	0	0	3	0	0	0	0	0
4/22/2021	09:15 AM	0	138	47	1	5	3	0	1	3	0	0	0	0
4/22/2021	09:30 AM	1	166	59	0	15	1	0	0	0	0	0	0	0
4/22/2021	09:45 AM	2	164	52	0	16	0	0	1	3	0	0	0	0
4/22/2021	10:00 AM	0	146	71	0	4	1	0	1	4	0	0	0	0
4/22/2021	10:15 AM	0	161	60	1	6	2	0	0	5	1	0	0	0
4/22/2021	10:30 AM	0	178	66	0	3	3	0	0	2	0	0	0	0
4/22/2021	10:45 AM	0	183	64	0	2	2	0	0	0	0	0	0	0
4/22/2021	11:00 AM	0	214	61	0	9	2	0	1	1	0	0	0	0
4/22/2021	11:15 AM	1	200	50	1	4	0	0	0	2	0	0	0	0
4/22/2021	11:30 AM	0	219	68	0	3	2	0	1	0	0	0	0	0
4/22/2021	11:45 AM	0	249	80	1	8	2	0	2	3	0	0	0	0
4/22/2021	12:00 PM	0	249	72	0	5	2	0	0	3	0	0	0	0
4/22/2021	12:15 PM	1	214	45	1	2	1	0	0	5	0	0	0	0
4/22/2021	12:30 PM	0	201	53	0	7	0	0	0	1	0	0	0	0
4/22/2021	12:45 PM	0	224	68	0	2	1	0	2	3	0	0	0	0
4/22/2021	01:00 PM	0	226	58	2	6	2	0	0	2	0	0	0	0
4/22/2021	01:15 PM	1	203	55	2	7	2	0	1	3	0	0	0	0
4/22/2021	01:30 PM	1	261	46	1	9	0	0	0	2	0	0	0	0
4/22/2021	01:45 PM	0	226	61	0	2	2	0	0	0	0	0	0	0
4/22/2021	02:00 PM	0	214	57	1	5	1	0	1	1	0	0	0	0
4/22/2021	02:15 PM	0	268	70	1	4	2	0	1	1	0	0	0	0
4/22/2021	02:30 PM	0	282	52	1	2	0	0	1	1	0	0	0	0
4/22/2021	02:45 PM	0	275	37	10	4	2	0	1	4	0	0	0	0
4/22/2021	03:00 PM	0	285	45	14	3	2	0	0	2	0	0	0	0
4/22/2021	03:15 PM	0	255	52	3	3	0	0	2	2	0	0	0	0
4/22/2021	03:30 PM	0	301	70	5	5	1	0	2	2	0	0	0	0
4/22/2021	03:45 PM	0	354	52	6	4	2	0	1	2	1	0	0	0
4/22/2021	04:00 PM	1	280	83	1	4	1	0	1	5	0	0	0	0
4/22/2021	04:15 PM	2	275	100	1	8	0	0	0	1	0	0	0	0
4/22/2021	04:30 PM	1	345	88	0	5	2	0	0	2	0	0	0	0
4/22/2021	04:45 PM	0	298	58	2	4	0	0	0	1	0	0	0	0
4/22/2021	05:00 PM	1	420	76	2	5	1	0	3	1	0	0	0	0
4/22/2021	05:15 PM	0	362	82	2	3	0	0	1	0	0	0	0	0
4/22/2021	05:30 PM	1	333	77	0	5	1	0	1	1	0	0	0	0
4/22/2021	05:45 PM	0	267	66	0	1	0	0	1	1	0	0	0	0
4/22/2021	06:00 PM	0	223	58	0	2	0	0	1	3	0	0	0	0
4/22/2021	06:15 PM	0	225	55	0	7	0	0	0	2	0	0	0	0
4/22/2021	06:30 PM	0	191	50	0	5	2	0	1	3	0	0	0	0
4/22/2021	06:45 PM	1	172	44	0	3	0	0	0	0	0	0	0	0
4/22/2021	07:00 PM	0	187	38	0	0	1	0	1	2	0	0	0	0
4/22/2021	07:15 PM	0	203	44	0	2	2	0	1	2	0	0	0	0
4/22/2021	07:30 PM	0	192	35	0	2	0	0	0	3	0	0	0	0
4/22/2021	07:45 PM	0	144	41	0	0	0	0	0	1	0	0	0	0
4/22/2021	08:00 PM	0	142	39	1	2	0	0	0	1	0	0	0	0
4/22/2021	08:15 PM	1	140	36	0	1	0	0	0	0	0	0	0	0
4/22/2021	08:30 PM	0	127	24	0	3	0	0	0	0	0	0	0	0
4/22/2021	08:45 PM	0	119	27	0	1	1	0	0	0	0	0	0	0
4/22/2021	09:00 PM	0	121	17	0	1	1	0	0	0	0	0	0	0
4/22/2021	09:15 PM	0	92	17	0	2	0	0	0	0	1	0	0	0
4/22/2021	09:30 PM	0	90	9	0	1	0	0	0	1	0	0	0	0
4/22/2021	09:45 PM	0	84	16	0	0	0	0	0	0	0	0	0	0
4/22/2021	10:00 PM	0	66	12	0	3	0	0	0	4	0	0	0	0
4/22/2021	10:15 PM	0	78	11	0	1	0	0	0	2	0	0	0	0
4/22/2021	10:30 PM	0	53	3	0	0	0	0	1	1	0	0	0	0
4/22/2021	10:45 PM	0	52	3	0	0	0	0	0	4	0	0	0	0
4/22/2021	11:00 PM	0	46	1	0	2	2	0	0	2	0	0	0	0
4/22/2021	11:15 PM	1	51	6	0	1	0	0	0	3	0	0	0	0
4/22/2021	11:30 PM	0	32	2	0	1	0	1	0	1	0	0	0	0
4/22/2021	11:45 PM	0	35	5	0	2	0	0	0	4	0	0	0	0

WB
File Name:
Start Date: 4/22/2021
Start Time: 0
Site Code: 9
Station ID: 1
Location 1: GA-369 Jesse Jewell Pkwy, west of Foothills Pkwy
Location 2:

Date	Time	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
4/22/2021	12:00 AM	0	19	2	0	0	0	0	0	1	0	0	0	0
4/22/2021	12:15 AM	0	10	2	0	1	0	0	0	2	0	0	0	0
4/22/2021	12:30 AM	0	15	2	0	0	0	0	0	0	0	0	0	0
4/22/2021	12:45 AM	0	8	1	0	0	0	0	0	1	0	0	0	0
4/22/2021	01:00 AM	0	8	0	0	1	0	0	0	0	0	0	0	0
4/22/2021	01:15 AM	0	6	1	0	1	0	0	0	2	0	0	0	0
4/22/2021	01:30 AM	0	10	1	0	0	0	0	0	4	0	0	0	0
4/22/2021	01:45 AM	0	12	2	0	0	0	0	0	1	0	0	0	0
4/22/2021	02:00 AM	0	12	0	0	0	0	0	0	1	0	0	0	0
4/22/2021	02:15 AM	0	10	2	0	0	0	0	0	0	0	0	0	0
4/22/2021	02:30 AM	0	8	1	0	0	1	0	0	2	0	0	0	0
4/22/2021	02:45 AM	0	6	2	0	1	0	0	1	1	0	0	0	0
4/22/2021	03:00 AM	0	4	3	0	0	0	0	0	3	0	0	0	0
4/22/2021	03:15 AM	0	8	3	0	0	0	0	0	0	0	0	0	0
4/22/2021	03:30 AM	0	20	4	1	0	0	0	0	3	0	0	0	0
4/22/2021	03:45 AM	0	5	2	0	1	0	0	0	0	0	0	0	0
4/22/2021	04:00 AM	0	14	3	0	0	1	0	0	0	0	0	0	0
4/22/2021	04:15 AM	0	14	4	0	0	0	0	1	0	0	0	0	0
4/22/2021	04:30 AM	0	19	9	0	0	1	0	0	1	0	0	0	0
4/22/2021	04:45 AM	0	26	9	0	3	0	0	0	1	0	0	0	0
4/22/2021	05:00 AM	0	36	22	0	0	0	0	0	3	0	0	0	0
4/22/2021	05:15 AM	0	55	19	0	0	0	0	0	2	0	0	0	0
4/22/2021	05:30 AM	0	48	22	1	2	1	0	1	2	0	0	0	0
4/22/2021	05:45 AM	0	84	34	0	0	0	0	0	3	0	0	0	0
4/22/2021	06:00 AM	0	109	38	2	6	0	2	0	2	0	0	0	0
4/22/2021	06:15 AM	0	161	46	1	2	1	0	0	0	0	0	0	0
4/22/2021	06:30 AM	0	191	62	0	6	1	0	0	2	0	0	0	0
4/22/2021	06:45 AM	0	208	73	4	9	0	0	2	1	0	0	0	0
4/22/2021	07:00 AM	0	243	64	1	7	3	0	2	3	0	0	0	0
4/22/2021	07:15 AM	0	270	67	1	8	3	0	3	0	0	0	0	0
4/22/2021	07:30 AM	0	333	74	7	7	0	0	2	2	0	0	0	0
4/22/2021	07:45 AM	0	349	83	16	4	2	0	0	2	0	0	0	0
4/22/2021	08:00 AM	0	360	87	11	5	0	0	1	3	0	0	0	0
4/22/2021	08:15 AM	0	339	79	3	6	1	0	2	3	0	0	0	0
4/22/2021	08:30 AM	0	270	71	1	6	2	0	3	1	0	0	0	0
4/22/2021	08:45 AM	0	247	64	2	9	2	0	1	3	0	0	0	0
4/22/2021	09:00 AM	0	183	64	0	4	0	0	0	5	0	0	0	0
4/22/2021	09:15 AM	0	242	68	1	7	3	0	0	0	0	0	0	0
4/22/2021	09:30 AM	0	227	68	1	6	1	0	1	0	0	0	0	0
4/22/2021	09:45 AM	0	232	72	0	3	0	0	3	4	0	0	0	0
4/22/2021	10:00 AM	0	192	62	0	8	1	0	0	2	0	0	0	0
4/22/2021	10:15 AM	0	222	70	0	7	0	0	1	0	0	0	0	0
4/22/2021	10:30 AM	0	183	66	2	4	0	0	1	0	0	0	0	0
4/22/2021	10:45 AM	0	224	58	0	3	1	0	0	4	0	0	0	0
4/22/2021	11:00 AM	0	203	57	0	3	0	0	0	2	0	0	0	0
4/22/2021	11:15 AM	0	221	63	0	5	0	0	0	2	0	0	0	0
4/22/2021	11:30 AM	0	206	71	2	8	0	0	0	1	0	0	0	0
4/22/2021	11:45 AM	1	221	59	0	3	0	0	1	2	0	0	0	0
4/22/2021	12:00 PM	0	226	62	0	7	2	0	0	0	1	0	0	0
4/22/2021	12:15 PM	0	239	56	0	4	0	0	2	0	0	0	0	0
4/22/2021	12:30 PM	0	228	63	1	10	2	0	4	1	0	0	0	0
4/22/2021	12:45 PM	0	238	60	0	7	0	0	3	1	0	0	0	0
4/22/2021	01:00 PM	0	249	62	1	4	2	0	2	0	0	0	0	0
4/22/2021	01:15 PM	0	209	64	1	7	1	0	3	2	1	0	0	0
4/22/2021	01:30 PM	0	213	58	2	3	0	0	1	2	0	0	0	0
4/22/2021	01:45 PM	0	221	62	0	9	1	0	2	0	0	0	0	0
4/22/2021	02:00 PM	0	202	55	0	2	0	0	0	0	0	0	0	0
4/22/2021	02:15 PM	2	232	43	2	3	0	0	1	1	0	0	0	0
4/22/2021	02:30 PM	0	213	48	1	3	2	0	2	3	0	0	0	0
4/22/2021	02:45 PM	2	243	54	2	13	0	0	2	0	0	0	0	0
4/22/2021	03:00 PM	1	231	55	3	5	2	0	1	2	0	0	0	0
4/22/2021	03:15 PM	3	210	54	5	2	0	0	0	6	0	0	0	0
4/22/2021	03:30 PM	0	279	59	15	7	0	0	1	2	0	0	0	0
4/22/2021	03:45 PM	0	264	55	12	9	0	0	0	2	0	0	0	0
4/22/2021	04:00 PM	1	246	49	1	7	0	0	1	2	0	0	0	0
4/22/2021	04:15 PM	0	195	54	2	3	2	0	2	0	0	0	0	0
4/22/2021	04:30 PM	0	203	47	1	6	0	0	0	1	0	0	0	0
4/22/2021	04:45 PM	1	210	34	0	3	0	0	2	1	0	0	0	0
4/22/2021	05:00 PM	0	249	40	1	7	2	0	0	2	0	0	0	0
4/22/2021	05:15 PM	0	222	45	1	3	0	0	3	2	0	0	0	0
4/22/2021	05:30 PM	3	187	58	1	3	1	0	2	2	0	0	0	0
4/22/2021	05:45 PM	1	187	33	0	1	0	0	0	1	0	0	0	0
4/22/2021	06:00 PM	0	229	53	0	3	1	0	0	2	0	0	0	0
4/22/2021	06:15 PM	0	212	52	0	5	0	0	1	2	0	0	0	0
4/22/2021	06:30 PM	1	205	45	1	2	1	0	1	2	0	0	0	0
4/22/2021	06:45 PM	0	158	34	0	5	1	0	0	0	0	0	0	0
4/22/2021	07:00 PM	0	128	46	0	3	0	0	1	3	0	0	0	0
4/22/2021	07:15 PM	0	137	31	0	5	1	0	0	1	0	0	0	0
4/22/2021	07:30 PM	0	117	35	0	4	0	0	1	0	0	0	0	0
4/22/2021	07:45 PM	0	116	32	0	6	0	0	2	1	0	0	0	0
4/22/2021	08:00 PM	0	107	28	0	4	0	0	0	0	0	0	0	0
4/22/2021	08:15 PM	0	81	18	0	5	0	0	0	1	0	0	0	0
4/22/2021	08:30 PM	0	89	22	0	0	0	0	0	1	0	0	0	0
4/22/2021	08:45 PM	0	64	13	0	2	1	0	0	1	0	0	0	0
4/22/2021	09:00 PM	0	70	12	0	1	0	0	0	1	0	0	0	0
4/22/2021	09:15 PM	0	57	13	0	0	0	0	0	2	0	0	0	0
4/22/2021	09:30 PM	0	42	9	0	0	0	0	0	1	0	0	0	0
4/22/2021	09:45 PM	0	41	8	0	0	1	0	0	1	0	0	0	0
4/22/2021	10:00 PM	0	47	9	0	1	0	0	0	0	0	0	0	0
4/22/2021	10:15 PM	0	46	7	0	0	0	0	1	0	0	0	0	0
4/22/2021	10:30 PM	0	47	8	0	1	0	0	0	1	0	0	0	0
4/22/2021	10:45 PM	0	38	4	0	1	0	0	0	0	0	0	0	0
4/22/2021	11:00 PM	0	36	5	0	1	2	0	0	2	0	0	0	0
4/22/2021	11:15 PM	0	29	7	0	1	0	0	0	0	0	0	0	0
4/22/2021	11:30 PM	0	23	3	0	2	0	0	0	0	0	0	0	0
4/22/2021	11:45 PM	0	13	2	0	0	0	0	0	0	0	0	0	0

EB

File Name:

Start Date: 4/22/2021

Start Time: 0

Site Code: 9

Station ID: 1

Location 1: GA-369 Jesse Jewell Pkwy, west of Foothills Pkwy

Location 2:

Date	Time	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
4/22/2021	12:00 AM	0	74	17	0	5	1	0	0	1	0	0	0	0
4/22/2021	12:15 AM	0	64	9	0	3	0	0	0	1	0	0	0	0
4/22/2021	12:30 AM	0	55	6	0	2	0	0	0	0	0	0	0	0
4/22/2021	12:45 AM	0	60	8	0	1	0	0	0	0	0	0	0	0
4/22/2021	01:00 AM	0	59	7	0	0	0	0	0	1	0	0	0	0
4/22/2021	01:15 AM	0	56	9	0	0	0	0	0	2	0	0	0	0
4/22/2021	01:30 AM	0	54	7	0	0	0	0	0	2	0	0	0	0
4/22/2021	01:45 AM	0	54	6	0	0	0	0	0	5	0	0	0	0
4/22/2021	02:00 AM	0	49	6	0	1	0	0	0	5	0	0	0	0
4/22/2021	02:15 AM	0	49	8	0	1	0	0	0	4	0	0	0	0
4/22/2021	02:30 AM	0	41	9	0	2	1	0	0	5	0	0	0	0
4/22/2021	02:45 AM	0	34	7	0	3	1	0	0	3	0	0	0	0
4/22/2021	03:00 AM	0	33	8	0	2	3	0	0	5	0	0	0	0
4/22/2021	03:15 AM	0	27	5	1	2	3	0	1	6	0	0	0	0
4/22/2021	03:30 AM	0	35	5	1	1	2	0	1	6	0	0	0	0
4/22/2021	03:45 AM	0	37	9	1	1	2	0	3	8	0	0	0	0
4/22/2021	04:00 AM	0	60	17	1	2	1	0	4	5	0	0	0	0
4/22/2021	04:15 AM	0	75	28	0	3	1	0	3	7	0	0	0	0
4/22/2021	04:30 AM	0	91	36	0	8	1	0	5	6	0	0	0	0
4/22/2021	04:45 AM	0	117	45	0	7	3	0	3	3	0	0	0	0
4/22/2021	05:00 AM	0	135	51	0	7	2	0	2	6	0	0	0	0
4/22/2021	05:15 AM	0	187	62	1	8	2	0	2	4	0	0	0	0
4/22/2021	05:30 AM	0	258	80	3	7	2	0	0	6	0	0	0	0
4/22/2021	05:45 AM	0	348	110	3	11	0	0	0	6	0	0	0	0
4/22/2021	06:00 AM	0	431	121	6	14	0	0	0	5	0	0	0	0
4/22/2021	06:15 AM	0	510	129	8	12	0	0	2	5	0	0	0	0
4/22/2021	06:30 AM	0	606	142	10	9	0	0	2	3	0	0	0	0
4/22/2021	06:45 AM	0	697	149	15	10	0	0	2	5	0	0	0	0
4/22/2021	07:00 AM	0	764	156	29	6	1	0	3	4	0	0	0	0
4/22/2021	07:15 AM	0	794	166	32	10	4	0	3	5	0	0	0	0
4/22/2021	07:30 AM	0	775	180	30	16	4	0	4	8	0	0	0	0
4/22/2021	07:45 AM	0	735	172	25	15	4	0	6	9	0	0	0	0
4/22/2021	08:00 AM	0	678	182	8	19	3	0	6	11	0	0	0	0
4/22/2021	08:15 AM	0	654	190	3	19	0	0	7	9	0	0	0	0
4/22/2021	08:30 AM	0	614	183	2	17	3	0	7	9	0	0	0	0
4/22/2021	08:45 AM	1	600	200	2	28	4	0	5	6	0	0	0	0
4/22/2021	09:00 AM	3	624	207	2	40	4	0	5	6	0	0	0	0
4/22/2021	09:15 AM	3	614	229	1	40	5	0	3	10	0	0	0	0
4/22/2021	09:30 AM	3	637	242	1	41	4	0	2	12	1	0	0	0
4/22/2021	09:45 AM	2	649	249	1	29	6	0	2	14	1	0	0	0
4/22/2021	10:00 AM	0	668	261	1	15	8	0	1	11	1	0	0	0
4/22/2021	10:15 AM	0	736	251	1	20	9	0	1	8	1	0	0	0
4/22/2021	10:30 AM	1	775	241	1	18	7	0	1	5	0	0	0	0
4/22/2021	10:45 AM	1	816	243	1	18	6	0	2	3	0	0	0	0
4/22/2021	11:00 AM	1	882	259	2	24	6	0	4	6	0	0	0	0
4/22/2021	11:15 AM	1	917	270	2	20	6	0	3	8	0	0	0	0
4/22/2021	11:30 AM	1	931	265	2	18	7	0	3	11	0	0	0	0
4/22/2021	11:45 AM	1	913	250	2	22	5	0	2	12	0	0	0	0
4/22/2021	12:00 PM	1	888	238	1	16	4	0	2	12	0	0	0	0
4/22/2021	12:15 PM	1	865	224	3	17	4	0	2	11	0	0	0	0
4/22/2021	12:30 PM	1	854	234	4	22	5	0	3	9	0	0	0	0
4/22/2021	12:45 PM	2	914	227	5	24	5	0	3	10	0	0	0	0
4/22/2021	01:00 PM	2	916	220	5	24	6	0	1	7	0	0	0	0
4/22/2021	01:15 PM	2	904	219	4	23	5	0	2	6	0	0	0	0
4/22/2021	01:30 PM	1	969	234	3	20	5	0	2	4	0	0	0	0
4/22/2021	01:45 PM	0	990	240	3	13	5	0	3	3	0	0	0	0
4/22/2021	02:00 PM	0	1039	216	13	15	5	0	4	7	0	0	0	0
4/22/2021	02:15 PM	0	1110	204	26	13	6	0	3	8	0	0	0	0
4/22/2021	02:30 PM	0	1097	186	28	12	4	0	4	9	0	0	0	0
4/22/2021	02:45 PM	0	1116	204	32	15	5	0	5	10	0	0	0	0
4/22/2021	03:00 PM	0	1195	219	28	15	5	0	5	8	1	0	0	0
4/22/2021	03:15 PM	1	1190	257	15	16	4	0	6	11	1	0	0	0
4/22/2021	03:30 PM	3	1210	305	13	21	4	0	4	10	1	0	0	0
4/22/2021	03:45 PM	4	1254	323	8	21	5	0	2	10	1	0	0	0
4/22/2021	04:00 PM	4	1198	329	4	21	3	0	1	9	0	0	0	0
4/22/2021	04:15 PM	4	1338	322	5	22	3	0	3	5	0	0	0	0
4/22/2021	04:30 PM	2	1425	304	6	17	3	0	4	4	0	0	0	0
4/22/2021	04:45 PM	2	1413	293	6	17	2	0	5	3	0	0	0	0
4/22/2021	05:00 PM	2	1382	301	4	14	2	0	6	3	0	0	0	0
4/22/2021	05:15 PM	1	1185	283	2	11	1	0	4	5	0	0	0	0
4/22/2021	05:30 PM	1	1048	256	0	15	1	0	3	7	0	0	0	0
4/22/2021	05:45 PM	0	906	229	0	15	2	0	3	9	0	0	0	0
4/22/2021	06:00 PM	1	811	207	0	17	2	0	2	8	0	0	0	0
4/22/2021	06:15 PM	1	775	187	0	15	3	0	2	7	0	0	0	0
4/22/2021	06:30 PM	1	753	176	0	10	5	0	3	7	0	0	0	0
4/22/2021	06:45 PM	1	754	161	0	7	3	0	2	7	0	0	0	0
4/22/2021	07:00 PM	0	726	158	0	4	3	0	2	8	0	0	0	0
4/22/2021	07:15 PM	0	681	159	1	6	2	0	1	7	0	0	0	0
4/22/2021	07:30 PM	1	618	151	1	5	0	0	0	5	0	0	0	0
4/22/2021	07:45 PM	1	553	140	1	6	0	0	0	2	0	0	0	0
4/22/2021	08:00 PM	1	528	126	1	7	1	0	0	1	0	0	0	0
4/22/2021	08:15 PM	1	507	104	0	6	2	0	0	0	0	0	0	0
4/22/2021	08:30 PM	0	459	85	0	7	2	0	0	0	1	0	0	0
4/22/2021	08:45 PM	0	422	70	0	5	2	0	0	1	1	0	0	0
4/22/2021	09:00 PM	0	387	59	0	4	1	0	0	1	1	0	0	0
4/22/2021	09:15 PM	0	332	54	0	6	0	0	0	5	1	0	0	0
4/22/2021	09:30 PM	0	318	48	0	5	0	0	0	7	0	0	0	0
4/22/2021	09:45 PM	0	281	42	0	4	0	0	1	7	0	0	0	0
4/22/2021	10:00 PM	0	249	29	0	4	0	0	1	11	0	0	0	0
4/22/2021	10:15 PM	0	229	18	0	3	2	0	1	9	0	0	0	0
4/22/2021	10:30 PM	1	202	13	0	3	2	0	1	10	0	0	0	0
4/22/2021	10:45 PM	1	181	12	0	4	2	1	0	10	0	0	0	0
4/22/2021	11:00 PM	1	164	14	0	6	2	1	0	10	0	0	0	0
4/22/2021	11:15 PM													
4/22/2021	11:30 PM													
4/22/2021	11:45 PM													

WB
File Name:
Start Date: 4/22/2021
Start Time: 0
Site Code: 9
Station ID: 1
Location 1: GA-369 Jesse Jewell Pkwy, west of Foothills Pkwy
Location 2:

Date	Time	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
4/22/2021	12:00 AM	0	52	7	0	1	0	0	0	4	0	0	0	0
4/22/2021	12:15 AM	0	41	5	0	2	0	0	0	3	0	0	0	0
4/22/2021	12:30 AM	0	37	4	0	2	0	0	0	3	0	0	0	0
4/22/2021	12:45 AM	0	32	3	0	2	0	0	0	7	0	0	0	0
4/22/2021	01:00 AM	0	36	4	0	2	0	0	0	7	0	0	0	0
4/22/2021	01:15 AM	0	40	4	0	1	0	0	0	8	0	0	0	0
4/22/2021	01:30 AM	0	44	5	0	0	0	0	0	6	0	0	0	0
4/22/2021	01:45 AM	0	42	5	0	0	1	0	0	4	0	0	0	0
4/22/2021	02:00 AM	0	36	5	0	1	1	0	1	4	0	0	0	0
4/22/2021	02:15 AM	0	28	8	0	1	1	0	1	6	0	0	0	0
4/22/2021	02:30 AM	0	26	9	0	1	1	0	1	6	0	0	0	0
4/22/2021	02:45 AM	0	38	12	1	1	0	0	1	7	0	0	0	0
4/22/2021	03:00 AM	0	37	12	1	1	0	0	0	6	0	0	0	0
4/22/2021	03:15 AM	0	47	12	1	1	1	0	0	3	0	0	0	0
4/22/2021	03:30 AM	0	53	13	1	1	1	0	1	3	0	0	0	0
4/22/2021	03:45 AM	0	52	18	0	1	2	0	1	1	0	0	0	0
4/22/2021	04:00 AM	0	73	25	0	3	2	0	1	2	0	0	0	0
4/22/2021	04:15 AM	0	95	44	0	3	1	0	1	5	0	0	0	0
4/22/2021	04:30 AM	0	136	59	0	3	1	0	0	7	0	0	0	0
4/22/2021	04:45 AM	0	165	72	1	5	1	0	1	8	0	0	0	0
4/22/2021	05:00 AM	0	223	97	1	2	1	0	1	10	0	0	0	0
4/22/2021	05:15 AM	0	296	113	3	8	1	2	1	9	0	0	0	0
4/22/2021	05:30 AM	0	402	140	4	10	2	2	1	7	0	0	0	0
4/22/2021	05:45 AM	0	545	180	3	14	2	2	0	7	0	0	0	0
4/22/2021	06:00 AM	0	669	219	7	23	2	2	2	5	0	0	0	0
4/22/2021	06:15 AM	0	803	245	6	24	5	0	4	6	0	0	0	0
4/22/2021	06:30 AM	0	912	266	6	30	7	0	7	6	0	0	0	0
4/22/2021	06:45 AM	0	1054	278	13	31	6	0	9	6	0	0	0	0
4/22/2021	07:00 AM	0	1195	288	25	26	8	0	7	7	0	0	0	0
4/22/2021	07:15 AM	0	1312	311	35	24	5	0	6	7	0	0	0	0
4/22/2021	07:30 AM	0	1381	323	37	22	3	0	5	10	0	0	0	0
4/22/2021	07:45 AM	0	1318	320	31	21	5	0	6	9	0	0	0	0
4/22/2021	08:00 AM	0	1216	301	17	26	5	0	7	10	0	0	0	0
4/22/2021	08:15 AM	0	1039	278	6	25	5	0	6	12	0	0	0	0
4/22/2021	08:30 AM	0	942	267	4	26	7	0	4	9	0	0	0	0
4/22/2021	08:45 AM	0	899	264	4	26	6	0	2	8	0	0	0	0
4/22/2021	09:00 AM	0	884	272	2	20	4	0	4	9	0	0	0	0
4/22/2021	09:15 AM	0	893	270	2	24	5	0	4	6	0	0	0	0
4/22/2021	09:30 AM	0	873	272	1	24	2	0	5	6	0	0	0	0
4/22/2021	09:45 AM	0	829	270	2	22	1	0	5	6	0	0	0	0
4/22/2021	10:00 AM	0	821	256	2	22	2	0	2	6	0	0	0	0
4/22/2021	10:15 AM	0	832	251	2	17	1	0	2	6	0	0	0	0
4/22/2021	10:30 AM	0	831	244	2	15	1	0	1	8	0	0	0	0
4/22/2021	10:45 AM	0	854	249	2	19	1	0	0	9	0	0	0	0
4/22/2021	11:00 AM	1	851	250	2	19	0	0	1	7	0	0	0	0
4/22/2021	11:15 AM	1	874	255	2	23	2	0	1	5	1	0	0	0
4/22/2021	11:30 AM	1	892	248	2	22	2	0	3	3	1	0	0	0
4/22/2021	11:45 AM	1	914	240	1	24	4	0	7	3	1	0	0	0
4/22/2021	12:00 PM	0	931	241	1	28	4	0	9	2	1	0	0	0
4/22/2021	12:15 PM	0	954	241	2	25	4	0	11	2	0	0	0	0
4/22/2021	12:30 PM	0	924	249	3	28	5	0	12	4	1	0	0	0
4/22/2021	12:45 PM	0	909	244	4	21	3	0	9	5	1	0	0	0
4/22/2021	01:00 PM	0	892	246	4	23	4	0	8	4	1	0	0	0
4/22/2021	01:15 PM	0	845	239	3	21	2	0	6	4	1	0	0	0
4/22/2021	01:30 PM	2	868	218	4	17	1	0	4	3	0	0	0	0
4/22/2021	01:45 PM	2	868	208	3	17	3	0	5	4	0	0	0	0
4/22/2021	02:00 PM	4	890	200	5	21	2	0	5	4	0	0	0	0
4/22/2021	02:15 PM	5	919	200	8	24	4	0	6	6	0	0	0	0
4/22/2021	02:30 PM	6	897	211	11	23	4	0	5	11	0	0	0	0
4/22/2021	02:45 PM	6	963	222	25	27	2	0	4	10	0	0	0	0
4/22/2021	03:00 PM	4	984	223	35	23	2	0	2	12	0	0	0	0
4/22/2021	03:15 PM	4	999	217	33	25	0	0	2	12	0	0	0	0
4/22/2021	03:30 PM	1	984	217	30	26	2	0	4	6	0	0	0	0
4/22/2021	03:45 PM	1	908	205	16	25	2	0	3	5	0	0	0	0
4/22/2021	04:00 PM	2	854	184	4	19	2	0	5	4	0	0	0	0
4/22/2021	04:15 PM	1	857	175	4	19	4	0	4	4	0	0	0	0
4/22/2021	04:30 PM	1	884	166	3	19	2	0	5	6	0	0	0	0
4/22/2021	04:45 PM	4	868	177	3	16	3	0	7	7	0	0	0	0
4/22/2021	05:00 PM	4	845	176	3	14	3	0	5	7	0	0	0	0
4/22/2021	05:15 PM	4	825	189	2	10	2	0	5	7	0	0	0	0
4/22/2021	05:30 PM	4	815	196	1	12	2	0	3	7	0	0	0	0
4/22/2021	05:45 PM	2	833	183	1	11	2	0	2	7	0	0	0	0
4/22/2021	06:00 PM	1	804	184	1	15	3	0	2	6	0	0	0	0
4/22/2021	06:15 PM	1	703	177	1	15	2	0	3	7	0	0	0	0
4/22/2021	06:30 PM	1	628	156	1	15	3	0	2	6	0	0	0	0
4/22/2021	06:45 PM	0	540	146	0	17	2	0	2	4	0	0	0	0
4/22/2021	07:00 PM	0	498	144	0	18	1	0	4	5	0	0	0	0
4/22/2021	07:15 PM	0	477	126	0	19	1	0	3	2	0	0	0	0
4/22/2021	07:30 PM	0	421	113	0	19	0	0	3	2	0	0	0	0
4/22/2021	07:45 PM	0	393	100	0	15	0	0	2	3	0	0	0	0
4/22/2021	08:00 PM	0	341	81	0	11	1	0	0	3	0	0	0	0
4/22/2021	08:15 PM	0	304	65	0	8	1	0	0	4	0	0	0	0
4/22/2021	08:30 PM	0	280	60	0	3	1	0	0	5	0	0	0	0
4/22/2021	08:45 PM	0	233	47	0	3	1	0	0	5	0	0	0	0
4/22/2021	09:00 PM	0	210	42	0	1	1	0	0	5	0	0	0	0
4/22/2021	09:15 PM	0	187	39	0	1	1	0	0	4	0	0	0	0
4/22/2021	09:30 PM	0	176	33	0	1	1	0	1	2	0	0	0	0
4/22/2021	09:45 PM	0	181	32	0	2	1	0	1	2	0	0	0	0
4/22/2021	10:00 PM	0	178	28	0	3	0	0	1	1	0	0	0	0
4/22/2021	10:15 PM	0	167	24	0	3	2	0	1	3	0	0	0	0
4/22/2021	10:30 PM	0	150	24	0	4	2	0	0	3	0	0	0	0
4/22/2021	10:45 PM	0	126	19	0	5	2	0	0	2	0	0	0	0
4/22/2021	11:00 PM	0	101	17	0	4	2	0	0	2	0	0	0	0
4/22/2021	11:15 PM													
4/22/2021	11:30 PM													
4/22/2021	11:45 PM													

Site 8

Downey Blvd,
south of Medical Center Way



Marr Traffic Inc.
www.marrtraffic.com

Lat/Long
34.305034°, -83.814064°



Date
Thursday, April 22, 2021

Weather
Fair
51°F

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

Time	Northbound, (Movement 8.1)													15min Total	60min Total
	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		
0000 - 0015	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
0015 - 0030	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0045 - 0100	0	8	0	0	0	0	0	0	0	0	0	0	0	8	31
0100 - 0115	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0115 - 0130	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0130 - 0145	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0145 - 0200	0	7	0	0	0	0	0	0	0	0	0	0	0	7	27
0200 - 0215	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0215 - 0230	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0230 - 0245	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0245 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	22
0300 - 0315	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0345 - 0400	0	4	0	0	1	0	0	0	0	0	0	0	0	5	15
0400 - 0415	0	2	0	0	0	1	0	0	0	0	0	0	0	3	
0415 - 0430	0	3	1	0	0	1	0	2	0	0	0	0	0	7	
0430 - 0445	0	5	1	0	0	1	0	0	0	0	0	0	0	7	
0445 - 0500	0	11	0	0	0	0	0	0	0	0	0	0	0	11	28
0500 - 0515	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
0515 - 0530	0	35	4	0	0	0	0	0	0	0	0	0	0	39	
0530 - 0545	0	25	2	0	0	0	0	0	0	0	0	0	0	27	
0545 - 0600	0	50	3	0	0	0	0	0	0	0	0	0	0	53	131
0600 - 0615	0	71	8	0	0	1	0	0	0	0	0	0	0	80	
0615 - 0630	0	140	6	1	1	0	0	0	0	0	0	0	0	148	
0630 - 0645	0	173	9	0	2	0	0	1	0	0	0	0	0	185	
0645 - 0700	0	105	23	0	0	0	0	1	0	0	0	0	0	129	542
0700 - 0715	0	92	17	3	1	0	0	1	0	0	0	0	0	114	
0715 - 0730	0	112	15	2	3	1	1	1	1	0	0	0	0	135	
0730 - 0745	0	122	24	0	3	0	0	2	0	0	0	0	0	151	
0745 - 0800	0	149	27	1	1	0	1	0	1	2	0	0	0	182	582
0800 - 0815	0	152	17	0	1	0	0	0	1	0	0	0	0	171	
0815 - 0830	0	137	25	0	2	0	0	0	0	0	0	0	0	164	
0830 - 0845	0	115	25	0	3	2	0	0	0	0	0	0	0	145	
0845 - 0900	0	122	10	0	3	0	0	0	0	0	0	0	0	135	615
0900 - 0915	0	92	13	0	0	0	0	0	0	0	0	0	0	105	
0915 - 0930	0	80	15	0	2	0	0	0	0	0	0	0	0	97	
0930 - 0945	1	95	18	0	3	0	0	1	0	0	0	0	0	118	
0945 - 1000	0	98	27	0	3	0	0	1	1	1	0	0	0	131	451
1000 - 1015	0	95	22	0	3	1	0	1	0	0	0	0	0	122	
1015 - 1030	0	63	19	0	0	0	0	0	0	0	0	0	0	82	
1030 - 1045	0	103	26	0	2	0	1	1	0	0	0	0	0	133	
1045 - 1100	0	100	24	0	1	0	0	0	0	0	0	0	0	125	462
1100 - 1115	0	97	20	0	1	0	0	0	0	0	0	0	0	118	
1115 - 1130	0	102	19	0	1	0	0	0	0	0	0	0	0	122	
1130 - 1145	0	107	25	0	1	1	0	0	0	0	0	0	0	134	
1145 - 1200	0	101	18	0	1	1	0	0	0	0	0	0	0	121	495
1200 - 1215	0	103	19	0	2	0	0	0	0	0	0	0	0	124	
1215 - 1230	0	88	21	0	1	0	0	0	0	0	0	0	0	110	
1230 - 1245	0	74	14	0	2	0	0	1	1	0	0	0	0	92	
1245 - 1300	0	67	21	0	2	1	0	1	0	0	0	0	0	92	418
1300 - 1315	0	103	18	0	1	0	0	0	1	0	0	0	0	123	
1315 - 1330	0	83	20	0	0	0	0	0	0	0	0	0	0	103	
1330 - 1345	2	93	18	0	3	0	0	1	0	0	0	0	0	117	
1345 - 1400	0	102	24	1	4	0	0	0	0	0	0	0	0	131	474
1400 - 1415	0	105	12	1	1	0	0	0	0	0	0	0	0	119	
1415 - 1430	0	96	28	1	1	0	0	0	0	0	0	0	0	126	
1430 - 1445	0	120	18	1	0	0	0	0	0	0	0	0	0	139	
1445 - 1500	1	122	18	1	1	0	0	0	0	0	0	0	0	143	527
1500 - 1515	0	95	21	0	0	1	0	0	0	0	0	0	0	117	
1515 - 1530	0	96	18	0	1	1	0	0	0	0	0	0	0	116	
1530 - 1545	0	108	24	0	2	0	0	1	1	0	0	0	0	136	
1545 - 1600	0	128	23	1	2	0	0	0	1	0	0	0	0	155	524
1600 - 1615	0	99	20	3	2	0	0	0	0	0	0	0	0	124	
1615 - 1630	0	132	31	0	0	1	1	0	0	0	0	0	0	165	
1630 - 1645	0	100	31	0	0	0	0	0	0	0	0	0	0	131	
1645 - 1700	0	99	15	0	1	0	0	0	0	0	0	0	0	115	535
1700 - 1715	0	131	32	0	1	1	0	0	0	0	0	0	0	165	
1715 - 1730	0	146	22	1	1	0	0	0	0	0	0	0	0	170	
1730 - 1745	0	132	26	0	1	0	0	0	0	0	0	0	0	159	
1745 - 1800	0	124	15	0	0	0	0	0	0	0	0	0	0	139	633
1800 - 1815	0	107	19	0	0	0	0	0	0	0	0	0	0	126	
1815 - 1830	2	137	22	0	4	0	0	0	0	0	0	0	0	165	
1830 - 1845	0	120	16	0	1	0	0	0	0	0	0	0	0	137	
1845 - 1900	0	79	13	0	0	1	0	0	0	0	0	0	0	93	521
1900 - 1915	0	69	16	0	0	0	0	0	0	0	0	0	0	85	
1915 - 1930	0	57	4	0	1	0	0	0	0	0	0	0	0	62	
1930 - 1945	0	51	9	0	1	0	0	0	0	0	0	0	0	61	
1945 - 2000	0	53	8	0	0	0	0	0	0	0	0	0	0	61	269
2000 - 2015	0	42	13	0	0	0	0	0	0	0	0	0	0	55	
2015 - 2030	0	36	5	0	0	0	0	0	0	0	0	0	0	41	
2030 - 2045	0	41	6	0	2	0	0	0	0	0	0	0	0	49	
2045 - 2100	0	46	2	0	0	0	0	0	1	0	0	0	0	49	194
2100 - 2115	0	38	2	0	0	0	0	0	0	0	0	0	0	40	
2115 - 2130	0	40	5	0	0	0	0	0	0	0	0	0	0	45	
2130 - 2145	0	25	2	0	0	0	0	0	0	0	0	0	0	27	
2145 - 2200	0	19	0	0	0	0	0	0	0	0	0	0	0	19	131
2200 - 2215	0	24	0	0	0	0	0	0	0	0	0	0	0	24	
2215 - 2230	0	31	4	0	0	0	0	0	0	0	0	0	0	35	
2230 - 2245	0	19	2	0	1	0	0	0	0	0	0	0	0	22	
2245 - 2300	0	16	0	0	0	0	0	0	0	0	0	0	0	16	97
2300 - 2315	0	19	0	0	0	0	0	0	0	0	0	0	0	19	
2315 - 2330	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2330 - 2345	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
2345 - 2400	0	10	2	0	0	0	0	0	0	0	0	0	0	12	51

Session Total	6	6493	1124	17	78	16	4	16	8	3	0	0	0	7715
Session Average	0.06	67.64	11.81	0.18	0.81	0.17	0.04	0.17	0.08	0.03	0.00	0.00	0.00	80.99
Session Percentage	0.08	83.51	14.59	0.22	1.00	0.21	0.05	0.21	0.10	0.04	0.00	0.00	0.00	

AM Peak Hour	0845 - 0945	0730 - 0830	0745 - 0845	0700 - 0800	0915 - 1015	0745 - 0845	0700 - 0800	0645 - 0745	0715 - 0815	0700 - 0800	-	-	-	0730 - 0830
AM Peak Hour Volume	1	560	94	6	11	2	2	5	2	2	0	0	0	668

Noon Peak Hour	1245 - 1345	
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Gainesville, GA
24h Bi-Directional Class Count

Site 8
Downey Blvd,
south of Medical Center Way



Lat/Long
34.305034°, -83.814064°



Date
Thursday, April 22, 2021

Weather
Fair
51°F

0000 - 2400 (Weekday 24h Session)

	Southbound, (Movement 8.2)													15min	60min
Time	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	1	0	0	0	0	0	7	35
0015 - 0030	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0030 - 0045	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0045 - 0100	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
0100 - 0115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	27
0115 - 0130	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0130 - 0145	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
0145 - 0200	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12
0215 - 0230	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0300 - 0315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0345 - 0400	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0400 - 0415	0	5	2	0	1	0	0	0	0	0	0	0	0	8	31
0415 - 0430	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	7	3	0	0	1	0	0	0	0	0	0	0	11	
0445 - 0500	0	6	2	0	0	1	0	0	0	0	0	0	0	9	
0500 - 0515	0	7	3	0	0	0	0	0	0	0	0	0	0	10	83
0515 - 0530	0	9	3	1	2	0	0	1	0	0	0	0	0	16	
0530 - 0545	0	18	6	0	0	0	0	0	0	0	0	0	0	24	
0545 - 0600	0	29	4	0	0	0	0	0	0	0	0	0	0	33	
0600 - 0615	0	20	3	0	1	0	0	2	0	0	0	0	0	26	183
0615 - 0630	0	29	9	0	1	0	0	0	0	0	0	0	0	39	
0630 - 0645	0	43	8	0	1	0	0	0	0	0	0	0	0	52	
0645 - 0700	0	50	13	0	3	0	0	0	0	0	0	0	0	66	
0700 - 0715	0	81	17	3	0	0	0	0	0	0	0	0	0	101	557
0715 - 0730	0	154	13	2	1	0	0	0	0	0	0	0	0	170	
0730 - 0745	1	108	24	1	1	0	0	1	0	0	0	0	0	136	
0745 - 0800	0	118	32	0	0	0	0	0	0	0	0	0	0	150	
0800 - 0815	0	89	11	0	1	0	0	0	0	0	0	0	0	101	406
0815 - 0830	0	87	18	0	0	0	0	0	1	1	1	0	0	108	
0830 - 0845	0	66	19	0	1	0	0	0	0	0	0	0	0	86	
0845 - 0900	0	90	20	0	1	0	0	0	0	0	0	0	0	111	
0900 - 0915	0	61	5	0	3	0	0	1	0	0	0	0	0	70	374
0915 - 0930	0	80	22	0	0	0	0	1	0	0	0	0	0	103	
0930 - 0945	0	70	23	0	2	1	0	0	0	0	0	0	0	96	
0945 - 1000	0	82	21	0	1	1	0	0	0	0	0	0	0	105	
1000 - 1015	0	84	16	0	2	0	0	1	0	0	0	0	0	103	486
1015 - 1030	0	89	17	0	2	0	0	0	0	0	0	0	0	108	
1030 - 1045	0	108	23	0	2	0	0	0	1	0	0	0	0	134	
1045 - 1100	0	111	27	0	2	0	0	0	1	0	0	0	0	141	
1100 - 1115	0	81	24	0	0	0	0	1	0	0	0	0	0	106	460
1115 - 1130	0	91	19	0	0	0	0	0	0	0	0	0	0	110	
1130 - 1145	0	94	21	0	2	0	0	1	0	0	0	0	0	118	
1145 - 1200	0	109	16	0	0	0	0	1	0	0	0	0	0	126	
1200 - 1215	0	112	30	0	0	1	0	1	0	0	0	0	0	144	535
1215 - 1230	0	111	14	0	2	0	0	0	0	0	0	0	0	127	
1230 - 1245	0	112	16	0	2	0	0	0	1	0	0	0	0	131	
1245 - 1300	0	113	18	0	1	0	0	1	0	0	0	0	0	133	
1300 - 1315	0	103	25	0	4	0	0	1	0	0	0	0	0	133	466
1315 - 1330	0	102	11	0	4	0	0	0	1	0	0	0	0	119	
1330 - 1345	2	84	18	0	2	0	0	1	0	0	0	0	0	107	
1345 - 1400	0	84	21	1	1	0	0	0	0	0	0	0	0	107	
1400 - 1415	0	106	27	2	2	0	0	0	0	0	0	0	0	137	511
1415 - 1430	0	84	16	0	2	0	0	0	0	0	0	0	0	102	
1430 - 1445	0	115	26	4	1	0	0	0	0	0	0	0	0	146	
1445 - 1500	0	106	19	0	1	0	0	0	0	0	0	0	0	126	
1500 - 1515	0	137	22	0	0	0	0	0	0	0	0	0	0	159	611
1515 - 1530	0	120	18	0	0	0	0	0	0	0	0	0	0	138	
1530 - 1545	0	136	35	0	0	0	0	1	0	0	0	0	0	172	
1545 - 1600	0	119	19	0	4	0	0	0	0	0	0	0	0	142	
1600 - 1615	1	122	24	0	3	0	0	0	0	0	0	0	0	150	602
1615 - 1630	0	133	26	0	2	0	0	0	0	0	0	0	0	161	
1630 - 1645	0	128	27	0	3	0	0	1	1	0	0	0	0	160	
1645 - 1700	0	111	19	0	1	0	0	0	0	0	0	0	0	131	
1700 - 1715	0	131	24	0	1	0	0	0	0	0	0	0	0	156	551
1715 - 1730	0	124	18	0	1	1	0	0	0	0	0	0	0	144	
1730 - 1745	0	113	15	0	2	0	0	0	0	0	0	0	0	130	
1745 - 1800	0	102	16	0	2	0	0	1	0	0	0	0	0	121	
1800 - 1815	0	94	17	0	1	0	0	0	0	0	0	0	0	112	391
1815 - 1830	0	77	17	0	1	0	0	0	0	0	0	0	0	95	
1830 - 1845	0	81	12	0	2	0	0	0	0	0	0	0	0	95	
1845 - 1900	0	78	10	0	1	0	0	0	0	0	0	0	0	89	
1900 - 1915	0	90	15	0	1	0	0	0	0	0	0	0	0	106	460
1915 - 1930	0	140	14	0	0	0	0	0	0	0	0	0	0	154	
1930 - 1945	0	96	14	0	0	0	0	0	0	0	0	0	0	110	
1945 - 2000	0	85	5	0	0	0	0	0	0	0	0	0	0	90	
2000 - 2015	0	73	17	0	1	0	0	0	0	0	0	0	0	91	308
2015 - 2030	0	73	18	0	0	0	0	0	0	0	0	0	0	91	
2030 - 2045	0	68	10	0	0	0	0	0	0	0	0	0	0	78	
2045 - 2100	0	39	8	0	1	0	0	0	0	0	0	0	0	48	
2100 - 2115	0	45	12	0	0	0	0	0	0	0	0	0	0	57	176
2115 - 2130	0	33	17	0	1	0	0	0	0	0	0	0	0	51	
2130 - 2145	0	34	8	0	1	0	0	0	0	0	0	0	0	43	
2145 - 2200	0	18	7	0	0	0	0	0	0	0	0	0	0	25	
2200 - 2215	1	15	5	0	0	0	0	0	0	0	0	0	0	21	84
2215 - 2230	0	21	3	0	0	0	0	0	0	0	0	0	0	24	
2230 - 2245	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
2245 - 2300	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
2300 - 2315	0	24	3	0	0	0	0	0	0	0	0	0	0	27	77
2315 - 2330	0	23	2	0	0	0	0	0	0	0	0	0	0	25	
2330 - 2345	0	11	2	0	0	0	0	1	0	0	0	0	0	14	
2345 - 2400	0	7	4	0	0	0	0	0	0	0	0	0	0	11	

Gainesville, GA
24h Bi-Directional Class Count

Site 8
Downey Blvd,
south of Medical Center Way



Lat/Long
34.305034°, -83.814064°

Date
Thursday, April 22, 2021

Weather
Fair
51°F

0000 - 2400 (Weekday 24h Session)

Time	Bi-Directional 15min													15min Total	60min Total
	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		
0000 - 0015	0	13	3	0	0	0	0	1	0	0	0	0	0	17	66
0015 - 0030	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
0030 - 0045	0	14	4	0	0	0	0	0	0	0	0	0	0	18	
0045 - 0100	0	18	0	0	0	0	0	0	0	0	0	0	0	18	
0100 - 0115	0	8	0	0	0	0	0	0	0	0	0	0	0	8	54
0115 - 0130	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
0130 - 0145	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
0145 - 0200	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0200 - 0215	0	9	1	0	0	0	0	0	0	0	0	0	0	10	34
0215 - 0230	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0230 - 0245	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0245 - 0300	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0300 - 0315	0	7	0	0	0	0	0	0	0	0	0	0	0	7	28
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0345 - 0400	0	7	1	0	1	0	0	0	0	0	0	0	0	9	
0400 - 0415	0	7	2	0	1	1	0	0	0	0	0	0	0	11	59
0415 - 0430	0	5	2	0	0	1	0	2	0	0	0	0	0	10	
0430 - 0445	0	12	4	0	0	2	0	0	0	0	0	0	0	18	
0445 - 0500	0	17	2	0	0	1	0	0	0	0	0	0	0	20	
0500 - 0515	0	19	3	0	0	0	0	0	0	0	0	0	0	22	214
0515 - 0530	0	44	7	1	2	0	0	1	0	0	0	0	0	55	
0530 - 0545	0	43	8	0	0	0	0	0	0	0	0	0	0	51	
0545 - 0600	0	79	7	0	0	0	0	0	0	0	0	0	0	86	
0600 - 0615	0	91	11	0	1	1	0	2	0	0	0	0	0	106	725
0615 - 0630	0	169	15	1	2	0	0	0	0	0	0	0	0	187	
0630 - 0645	0	216	17	0	3	0	0	1	0	0	0	0	0	237	
0645 - 0700	0	155	36	0	3	0	0	1	0	0	0	0	0	195	
0700 - 0715	0	173	34	6	1	0	0	1	0	0	0	0	0	215	1139
0715 - 0730	0	266	28	4	4	1	1	1	0	0	0	0	0	305	
0730 - 0745	1	230	48	1	4	0	0	3	0	0	0	0	0	287	
0745 - 0800	0	267	59	1	1	0	1	0	1	2	0	0	0	332	
0800 - 0815	0	241	28	0	2	0	0	0	1	0	0	0	0	272	1021
0815 - 0830	0	224	43	0	2	0	0	0	1	1	1	0	0	272	
0830 - 0845	0	181	44	0	4	2	0	0	0	0	0	0	0	231	
0845 - 0900	0	212	30	0	4	0	0	0	0	0	0	0	0	246	
0900 - 0915	0	153	18	0	3	0	0	1	0	0	0	0	0	175	825
0915 - 0930	0	160	37	0	2	0	0	1	0	0	0	0	0	200	
0930 - 0945	1	165	41	0	5	1	0	1	0	0	0	0	0	214	
0945 - 1000	0	180	48	0	4	0	1	1	1	1	0	0	0	236	
1000 - 1015	0	179	38	0	5	1	0	2	0	0	0	0	0	225	948
1015 - 1030	0	152	36	0	2	0	0	0	0	0	0	0	0	190	
1030 - 1045	0	211	49	0	4	0	1	1	1	0	0	0	0	267	
1045 - 1100	0	211	51	0	3	0	0	0	1	0	0	0	0	266	
1100 - 1115	0	178	44	0	1	0	0	1	0	0	0	0	0	224	955
1115 - 1130	0	193	38	0	1	0	0	0	0	0	0	0	0	232	
1130 - 1145	0	201	46	0	3	1	0	1	0	0	0	0	0	252	
1145 - 1200	0	210	34	0	1	1	0	1	0	0	0	0	0	247	
1200 - 1215	0	215	49	0	2	1	0	1	0	0	0	0	0	268	953
1215 - 1230	0	199	35	0	3	0	0	0	0	0	0	0	0	237	
1230 - 1245	0	186	30	0	4	0	0	1	2	0	0	0	0	223	
1245 - 1300	0	180	39	0	3	1	0	2	0	0	0	0	0	225	
1300 - 1315	0	206	43	0	5	0	0	1	1	0	0	0	0	256	940
1315 - 1330	0	185	31	1	4	0	0	0	1	0	0	0	0	222	
1330 - 1345	4	177	36	0	5	0	0	2	0	0	0	0	0	224	
1345 - 1400	0	186	45	2	5	0	0	0	0	0	0	0	0	238	
1400 - 1415	0	211	39	3	3	0	0	0	0	0	0	0	0	256	1038
1415 - 1430	0	180	44	1	3	0	0	0	0	0	0	0	0	228	
1430 - 1445	0	235	44	5	1	0	0	0	0	0	0	0	0	285	
1445 - 1500	1	228	37	1	2	0	0	0	0	0	0	0	0	269	
1500 - 1515	0	232	43	0	0	1	0	0	0	0	0	0	0	276	1135
1515 - 1530	0	216	36	0	1	1	0	0	0	0	0	0	0	254	
1530 - 1545	0	244	59	0	2	0	0	2	1	0	0	0	0	308	
1545 - 1600	0	247	42	1	6	0	0	0	1	0	0	0	0	297	
1600 - 1615	1	221	44	3	5	0	0	0	0	0	0	0	0	274	1137
1615 - 1630	0	265	57	0	2	1	1	0	0	0	0	0	0	326	
1630 - 1645	0	228	58	0	3	0	0	1	1	0	0	0	0	291	
1645 - 1700	0	210	34	0	2	0	0	0	0	0	0	0	0	246	
1700 - 1715	0	262	56	0	2	1	0	0	0	0	0	0	0	321	1184
1715 - 1730	0	270	40	1	2	1	0	0	0	0	0	0	0	314	
1730 - 1745	0	245	41	0	3	0	0	0	0	0	0	0	0	289	
1745 - 1800	0	226	31	0	2	0	0	1	0	0	0	0	0	260	
1800 - 1815	0	201	36	0	1	0	0	0	0	0	0	0	0	238	912
1815 - 1830	2	214	39	0	5	0	0	0	0	0	0	0	0	260	
1830 - 1845	0	201	28	0	3	0	0	0	0	0	0	0	0	232	
1845 - 1900	0	157	23	0	1	1	0	0	0	0	0	0	0	182	
1900 - 1915	0	159	31	0	1	0	0	0	0	0	0	0	0	191	729
1915 - 1930	0	197	18	0	1	0	0	0	0	0	0	0	0	216	
1930 - 1945	0	147	23	0	1	0	0	0	0	0	0	0	0	171	
1945 - 2000	0	138	13	0	0	0	0	0	0	0	0	0	0	151	
2000 - 2015	0	115	30	0	1	0	0	0	0	0	0	0	0	146	502
2015 - 2030	0	109	23	0	0	0	0	0	0	0	0	0	0	132	
2030 - 2045	0	109	16	0	2	0	0	0	0	0	0	0	0	127	
2045 - 2100	0	85	10	0	1	0	0	0	1	0	0	0	0	97	
2100 - 2115	0	83	14	0	0	0	0	0	0	0	0	0	0	97	307
2115 - 2130	0	73	22	0	1	0	0	0	0	0	0	0	0	96	
2130 - 2145	0	59	10	0	1	0	0	0	0	0	0	0	0	70	
2145 - 2200	0	37	7	0	0	0	0	0	0	0	0	0	0	44	
2200 - 2215	1	39	5	0	0	0	0	0	0	0	0	0	0	45	181
2215 - 2230	0	52	7	0	0	0	0	0	0	0	0	0	0	59	
2230 - 2245	0	38	4	0	1	0	0	0	0	0	0	0	0	43	
2245 - 2300	0	32	2	0	0	0	0	0	0	0	0	0	0	34	
2300 - 2315	0	43	3	0	0	0	0	0	0	0	0	0	0	46	128
2315 - 2330	0	30	4	0	0	0	0	0	0	0	0	0	0	34	
2330 - 2345	0	20	4	0	0	0	0	1	0	0	0	0	0	25	
2345 - 2400	0	17	6	0	0	0	0	0	0	0	0	0	0	23	

Session Total	11	12614	2318	32	159	22	4	35	14	4	1	0	0	15214
Session Average	0.11	121.40	24.15	0.33	1.66	0.23	0.04	0.36	0.15	0.04	0.01	0.00	0.00	158.48
Session Percentage	0.07	82.91	15.24	0.21	1.05	0.14	0.03	0.23	0.09	0.03	0.01	0.00	0.00	
AM Peak Hour	0645 - 0745	0715 - 0815	0730 - 0830	0700 - 0800	0915 - 1015	0915 - 1015	0700 - 0800	0645 - 0745	0730 - 0830	0730 - 0830	0730 - 0830	1	0	0715 - 0815
AM Peak Hour Volume	1004	178	12	16	3	2	6	3	3	3	1	0	0	1136
Noon Peak Hour	1245 - 1345	1445 - 1545	1030 - 1130	1345 - 1445	1300 - 1400	1115 - 1215	1000 - 1100	1245 - 1345	1230 - 1330		-	-	-	1445 - 1545
Noon Peak Hour Volume	4	920	182	11	19	3	1	4	0	0	0	0	0	1107
PM Peak Hour	1730 - 1830	1700 - 1800	1615 - 1715	1515 - 1615	1545 - 1645	1500 - 1600	1530 - 1630	1500 - 1600	1500 - 1600		-	-	-	1530 - 1630
PM Peak Hour Volume	2	1003	205	4	16	15	1	2	2	0	0	0	0	1205

Gainesville, GA
24h Bi-Directional Class Count

Site 8
Downey Blvd,
south of Medical Center Way



Marr Traffic Inc
www.marrtraffic.com

Lat/Long
34.305034°, -83.814064°

Date
Thursday, April 22, 2021

Weather
Fair
51°F

0000 - 2400 (Weekday 24h Session)

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	10	7	17	66
0015 - 0030	4	9	13	
0030 - 0045	9	9	18	
0045 - 0100	8	10	18	
0100 - 0115	5	3	8	54
0115 - 0130	7	8	15	
0130 - 0145	8	11	19	
0145 - 0200	7	5	12	
0200 - 0215	8	2	10	34
0215 - 0230	5	4	9	
0230 - 0245	5	2	7	
0245 - 0300	4	4	8	
0300 - 0315	4	3	7	28
0315 - 0330	1	2	3	
0330 - 0345	5	4	9	
0345 - 0400	5	4	9	
0400 - 0415	3	8	11	59
0415 - 0430	7	3	10	
0430 - 0445	7	11	18	
0445 - 0500	11	9	20	
0500 - 0515	12	10	22	214
0515 - 0530	39	16	55	
0530 - 0545	27	24	51	
0545 - 0600	53	33	86	
0600 - 0615	80	26	106	725
0615 - 0630	148	39	187	
0630 - 0645	185	52	237	
0645 - 0700	129	66	195	
0700 - 0715	114	101	215	1139
0715 - 0730	135	170	305	
0730 - 0745	151	136	287	
0745 - 0800	182	150	332	
0800 - 0815	171	101	272	1021
0815 - 0830	164	108	272	
0830 - 0845	145	86	231	
0845 - 0900	135	111	246	
0900 - 0915	105	70	175	825
0915 - 0930	97	103	200	
0930 - 0945	118	96	214	
0945 - 1000	131	105	236	
1000 - 1015	122	103	225	948
1015 - 1030	82	108	190	
1030 - 1045	133	134	267	
1045 - 1100	125	141	266	
1100 - 1115	118	106	224	955
1115 - 1130	122	110	232	
1130 - 1145	134	118	252	
1145 - 1200	121	126	247	

Session Total	7775	7439	15214
Session Average	80.99	77.49	158.48
Session Percentage	51.10	48.90	

AM Peak Hour	0730 - 0830	0.00	0715 - 0815
AM Peak Hour Volume	668	557	1196

Noon Peak Hour	1400 - 1500	0.00	1445 - 1545
Noon Peak Hour Volume	527	595	1107

PM Peak Hour	1700 - 1800	0.00	1530 - 1630
PM Peak Hour Volume	633	625	1205

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	124	144	268	953
1215 - 1230	110	127	237	
1230 - 1245	92	131	223	
1245 - 1300	92	133	225	
1300 - 1315	123	133	256	940
1315 - 1330	103	119	222	
1330 - 1345	117	107	224	
1345 - 1400	131	107	238	
1400 - 1415	119	137	256	1038
1415 - 1430	126	102	228	
1430 - 1445	139	146	285	
1445 - 1500	143	126	269	
1500 - 1515	117	159	276	1135
1515 - 1530	116	138	254	
1530 - 1545	136	172	308	
1545 - 1600	155	142	297	
1600 - 1615	124	150	274	1137
1615 - 1630	165	161	326	
1630 - 1645	131	160	291	
1645 - 1700	115	131	246	
1700 - 1715	165	156	321	1184
1715 - 1730	170	144	314	
1730 - 1745	159	130	289	
1745 - 1800	139	121	260	
1800 - 1815	126	112	238	912
1815 - 1830	165	95	260	
1830 - 1845	137	95	232	
1845 - 1900	93	89	182	
1900 - 1915	85	106	191	729
1915 - 1930	62	154	216	
1930 - 1945	61	110	171	
1945 - 2000	61	90	151	
2000 - 2015	55	91	146	502
2015 - 2030	41	91	132	
2030 - 2045	49	78	127	
2045 - 2100	49	48	97	
2100 - 2115	40	57	97	307
2115 - 2130	45	51	96	
2130 - 2145	27	43	70	
2145 - 2200	19	25	44	
2200 - 2215	24	21	45	181
2215 - 2230	35	24	59	
2230 - 2245	22	21	43	
2245 - 2300	16	18	34	
2300 - 2315	19	27	46	128
2315 - 2330	9	25	34	
2330 - 2345	11	14	25	
2345 - 0000	12	11	23	

Gainesville, GA
24h Bi-Directional Class Count

Site 8
Downey Blvd,
south of Medical Center Way

Lat/Long
34.305034°, -83.814064°

Date
Thursday, April 22, 2021

Weather
Fair
51°F

0000 - 2400 (Weekday 24h Session)



Marr Traffic Inc
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Northbound, (Movement 8.1)														
Time	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
0000 - 0100	0	26	5	0	0	0	0	0	0	0	0	0	0	31
0100 - 0200	0	26	1	0	0	0	0	0	0	0	0	0	0	27
0200 - 0300	0	20	2	0	0	0	0	0	0	0	0	0	0	22
0300 - 0400	0	14	0	0	1	0	0	0	0	0	0	0	0	15
0400 - 0500	0	21	2	0	0	3	0	2	0	0	0	0	0	28
0500 - 0600	0	122	9	0	0	0	0	0	0	0	0	0	0	131
0600 - 0700	0	489	46	1	3	1	0	2	0	0	0	0	0	542
0700 - 0800	0	475	83	6	8	1	2	4	1	2	0	0	0	582
0800 - 0900	0	526	77	0	9	2	0	0	1	0	0	0	0	615
0900 - 1000	1	365	73	0	8	0	0	2	1	1	0	0	0	451
1000 - 1100	0	361	91	0	6	1	1	2	0	0	0	0	0	462
1100 - 1200	0	407	82	0	4	2	0	0	0	0	0	0	0	495
1200 - 1300	0	332	75	0	7	1	0	2	1	0	0	0	0	418
1300 - 1400	2	381	80	1	8	0	0	1	1	0	0	0	0	474
1400 - 1500	1	443	76	4	3	0	0	0	0	0	0	0	0	527
1500 - 1600	0	427	86	1	5	2	0	1	2	0	0	0	0	524
1600 - 1700	0	430	97	3	3	1	1	0	0	0	0	0	0	535
1700 - 1800	0	533	95	1	3	1	0	0	0	0	0	0	0	633
1800 - 1900	2	443	70	0	5	1	0	0	0	0	0	0	0	521
1900 - 2000	0	230	37	0	2	0	0	0	0	0	0	0	0	269
2000 - 2100	0	165	26	0	2	0	0	0	1	0	0	0	0	194
2100 - 2200	0	122	9	0	0	0	0	0	0	0	0	0	0	131
2200 - 2300	0	90	6	0	1	0	0	0	0	0	0	0	0	97
2300 - 2400	0	45	6	0	0	0	0	0	0	0	0	0	0	51
Session Total	6	6493	1134	17	78	16	4	16	8	3	0	0	0	7775
Session Average	0.25	270.54	47.25	0.71	3.25	0.67	0.17	0.67	0.33	0.13	0.00	0.00	0.00	323.96
Session Percentage	0.08	83.51	14.59	0.22	1.00	0.21	0.05	0.21	0.10	0.04	0.00	0.00	0.00	
AM Peak Hour	0900 - 1000	0800 - 0900	0700 - 0800	0700 - 0800	0800 - 0900	0800 - 0900	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	-	-	-	0800 - 0900
AM Peak Hour Volume	1	526	83	6	9	2	2	4	1	2	0	0	0	615
Noon Peak Hour	1300 - 1400	1400 - 1500	1000 - 1100	1400 - 1500	1300 - 1400	1100 - 1200	1000 - 1100	1000 - 1100	1200 - 1300	-	-	-	-	1400 - 1500
Noon Peak Hour Volume	2	443	91	4	8	2	1	2	1	0	0	0	0	527
PM Peak Hour	1800 - 1900	1700 - 1800	1600 - 1700	1600 - 1700	1500 - 1600	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Hour Volume	2	533	97	3	5	2	1	1	2	0	0	0	0	633

Gainesville, GA
24h Bi-Directional Class Count

Site 8
Downey Blvd,
south of Medical Center Way



Lat/Long
34.305034°, -83.814064°

Date
Thursday, April 22, 2021

Weather
Fair
51°F

0000 - 2400 (Weekday 24h Session)

Southbound, (Movement 8.2)														
Time	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
0000 - 0100	0	30	4	0	0	0	0	1	0	0	0	0	0	35
0100 - 0200	0	23	4	0	0	0	0	0	0	0	0	0	0	27
0200 - 0300	0	11	1	0	0	0	0	0	0	0	0	0	0	12
0300 - 0400	0	11	2	0	0	0	0	0	0	0	0	0	0	13
0400 - 0500	0	20	8	0	1	2	0	0	0	0	0	0	0	31
0500 - 0600	0	63	16	1	2	0	0	1	0	0	0	0	0	83
0600 - 0700	0	142	33	0	6	0	0	2	0	0	0	0	0	183
0700 - 0800	1	461	86	6	2	0	0	1	0	0	0	0	0	557
0800 - 0900	0	332	68	0	3	0	0	0	1	1	1	0	0	406
0900 - 1000	0	293	71	0	6	2	0	2	0	0	0	0	0	374
1000 - 1100	0	392	83	0	8	0	0	1	2	0	0	0	0	486
1100 - 1200	0	375	80	0	2	0	0	3	0	0	0	0	0	460
1200 - 1300	0	448	78	0	5	1	0	2	1	0	0	0	0	535
1300 - 1400	2	373	75	2	11	0	0	2	1	0	0	0	0	466
1400 - 1500	0	411	88	6	6	0	0	0	0	0	0	0	0	511
1500 - 1600	0	512	94	0	4	0	0	1	0	0	0	0	0	611
1600 - 1700	1	494	96	0	9	0	0	1	1	0	0	0	0	602
1700 - 1800	0	470	73	0	6	1	0	1	0	0	0	0	0	551
1800 - 1900	0	330	56	0	5	0	0	0	0	0	0	0	0	391
1900 - 2000	0	411	48	0	1	0	0	0	0	0	0	0	0	460
2000 - 2100	0	253	53	0	2	0	0	0	0	0	0	0	0	308
2100 - 2200	0	130	44	0	2	0	0	0	0	0	0	0	0	176
2200 - 2300	1	71	12	0	0	0	0	0	0	0	0	0	0	84
2300 - 2400	0	65	11	0	0	0	0	1	0	0	0	0	0	77
Session Total	5	6121	1184	15	81	6	0	19	6	1	1	0	0	7439
Session Average	0.21	255.04	49.33	0.63	3.38	0.25	0.00	0.79	0.25	0.04	0.04	0.00	0.00	309.96
Session Percentage	0.07	82.28	15.92	0.20	1.09	0.08	0.00	0.26	0.08	0.01	0.01	0.00	0.00	
AM Peak Hour	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0600 - 0700	0900 - 1000	-	0600 - 0700	0800 - 0900	0800 - 0900	0800 - 0900	-	-	0700 - 0800
AM Peak Hour Volume	1	461	86	6	6	2	0	2	1	1	1	0	0	557
Noon Peak Hour	1300 - 1400	1200 - 1300	1400 - 1500	1400 - 1500	1300 - 1400	1200 - 1300	-	1100 - 1200	1000 - 1100	-	-	-	-	1200 - 1300
Noon Peak Hour Volume	2	448	88	6	11	1	0	3	2	0	0	0	0	535
PM Peak Hour	1600 - 1700	1500 - 1600	1600 - 1700	-	1600 - 1700	1700 - 1800	-	1500 - 1600	1600 - 1700	-	-	-	-	1500 - 1600
PM Peak Hour Volume	1	512	96	0	9	1	0	1	1	0	0	0	0	611

Gainesville, GA
24h Bi-Directional Class Count

Site 8
Downey Blvd,
south of Medical Center Way



Lat/Long
34.305034°, -83.814064°

Date
Thursday, April 22, 2021

Weather
Fair
51°F

0000 - 2400 (Weekday 24h Session)

Bi-Directional 60min														
Time	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
0000 - 0100	0	56	9	0	0	0	0	1	0	0	0	0	0	66
0100 - 0200	0	49	5	0	0	0	0	0	0	0	0	0	0	54
0200 - 0300	0	31	3	0	0	0	0	0	0	0	0	0	0	34
0300 - 0400	0	25	2	0	1	0	0	0	0	0	0	0	0	28
0400 - 0500	0	41	10	0	1	5	0	2	0	0	0	0	0	59
0500 - 0600	0	185	25	1	2	0	0	1	0	0	0	0	0	214
0600 - 0700	0	631	79	1	9	1	0	4	0	0	0	0	0	725
0700 - 0800	1	936	169	12	10	1	2	5	1	2	0	0	0	1139
0800 - 0900	0	858	145	0	12	2	0	0	2	1	1	0	0	1021
0900 - 1000	1	658	144	0	14	2	0	4	1	1	0	0	0	825
1000 - 1100	0	753	174	0	14	1	1	3	2	0	0	0	0	948
1100 - 1200	0	782	162	0	6	2	0	3	0	0	0	0	0	955
1200 - 1300	0	780	153	0	12	2	0	4	2	0	0	0	0	953
1300 - 1400	4	754	155	3	19	0	0	3	2	0	0	0	0	940
1400 - 1500	1	854	164	10	9	0	0	0	0	0	0	0	0	1038
1500 - 1600	0	939	180	1	9	2	0	2	2	0	0	0	0	1135
1600 - 1700	1	924	193	3	12	1	1	1	1	0	0	0	0	1137
1700 - 1800	0	1003	168	1	9	2	0	1	0	0	0	0	0	1184
1800 - 1900	2	773	126	0	10	1	0	0	0	0	0	0	0	912
1900 - 2000	0	641	85	0	3	0	0	0	0	0	0	0	0	729
2000 - 2100	0	418	79	0	4	0	0	0	1	0	0	0	0	502
2100 - 2200	0	252	53	0	2	0	0	0	0	0	0	0	0	307
2200 - 2300	1	161	18	0	1	0	0	0	0	0	0	0	0	181
2300 - 2400	0	110	17	0	0	0	0	1	0	0	0	0	0	128
Session Total	11	12614	2318	32	159	22	4	35	14	4	1	0	0	15214
Session Average	0.46	525.58	96.58	1.33	6.63	0.92	0.17	1.46	0.58	0.17	0.04	0.00	0.00	633.92
Session Percentage	0.07	82.91	15.24	0.21	1.05	0.14	0.03	0.23	0.09	0.03	0.01	0.00	0.00	
AM Peak Hour	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0900 - 1000	0800 - 0900	0700 - 0800	0700 - 0800	0800 - 0900	0700 - 0800	0800 - 0900	-	-	0700 - 0800
AM Peak Hour Volume	1	936	169	12	14	2	2	5	2	2	1	0	0	1139
Noon Peak Hour	1300 - 1400	1400 - 1500	1000 - 1100	1400 - 1500	1300 - 1400	1100 - 1200	1000 - 1100	1200 - 1300	1000 - 1100	-	-	-	-	1400 - 1500
Noon Peak Hour Volume	4	854	174	10	19	2	1	4	2	0	0	0	0	1038
PM Peak Hour	1800 - 1900	1700 - 1800	1600 - 1700	1600 - 1700	1600 - 1700	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Hour Volume	2	1003	193	3	12	2	1	2	2	0	0	0	0	1184

Gainesville, GA
24h Bi-Directional Class Count

Site 8
Downey Blvd,
south of Medical Center Way



Lat/Long
34.305034°, -83.814064°

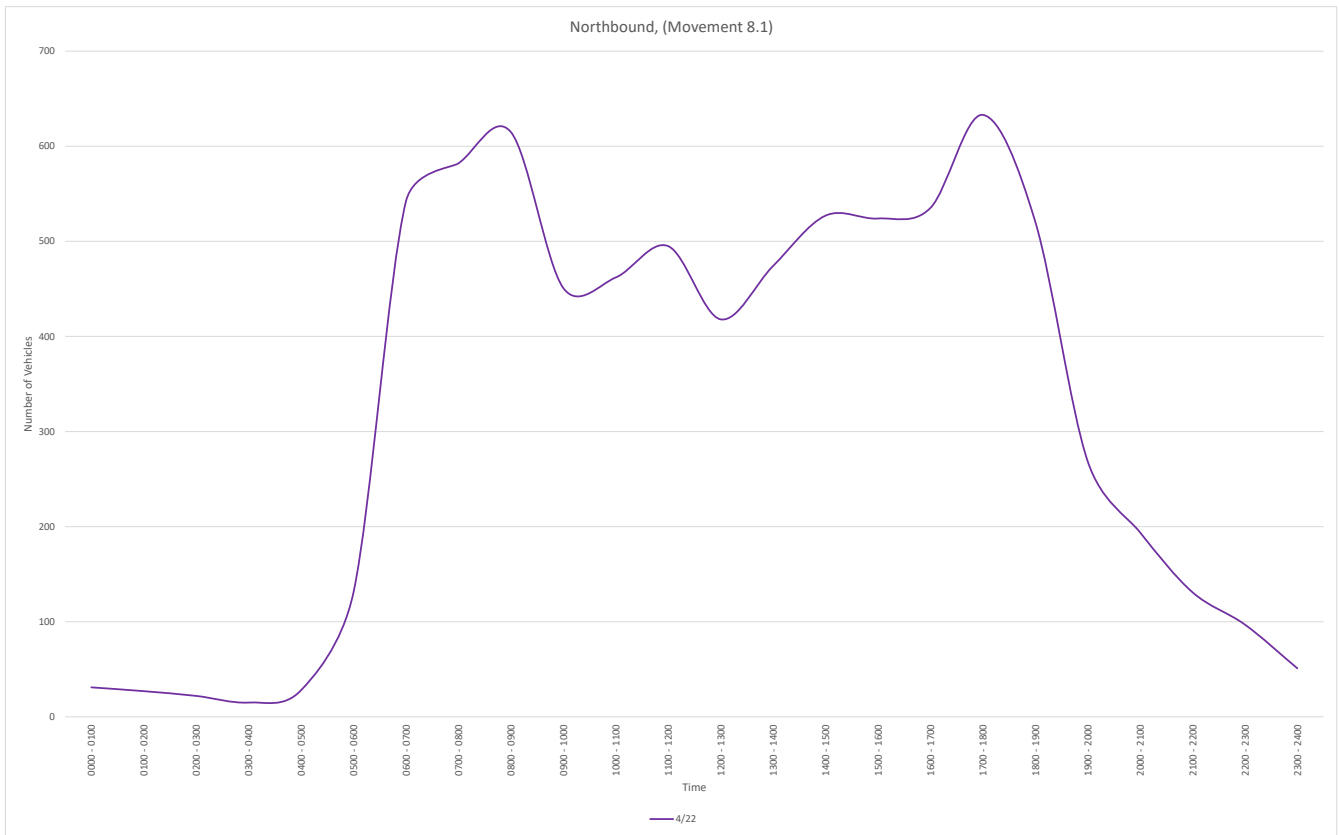
Date
Thursday, April 22, 2021

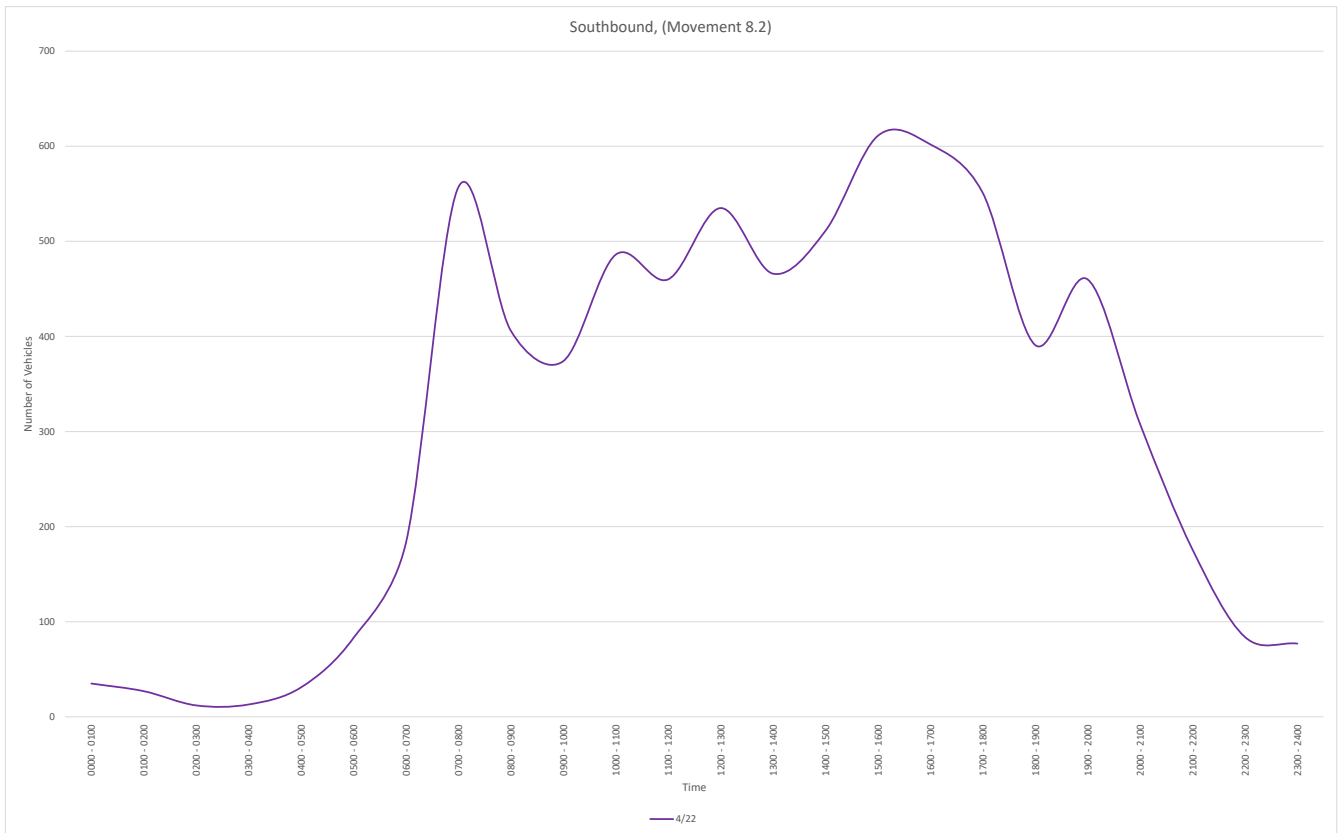
Weather
Fair
51°F

0000 - 2400 (Weekday 24h Session)

Volume Summary 60min			
Time	NB	SB	Total
0000 - 0100	31	35	66
0100 - 0200	27	27	54
0200 - 0300	22	12	34
0300 - 0400	15	13	28
0400 - 0500	28	31	59
0500 - 0600	131	83	214
0600 - 0700	542	183	725
0700 - 0800	582	557	1139
0800 - 0900	615	406	1021
0900 - 1000	451	374	825
1000 - 1100	462	486	948
1100 - 1200	495	460	955
Session Total	7775	7439	15214
Session Average	323.96	309.96	633.92
Session Percentage	51.10	48.90	
AM Peak Hour	131.00	83.00	214.00
AM Peak Hour Volume	615	557	1139
Noon Peak Hour	462.00	486.00	948.00
Noon Peak Hour Volume	527	535	1038
PM Peak Hour	524.00	611.00	1135.00
PM Peak Hour Volume	633	611	1184

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	418	535	953
1300 - 1400	474	466	940
1400 - 1500	527	511	1038
1500 - 1600	524	611	1135
1600 - 1700	535	602	1137
1700 - 1800	633	551	1184
1800 - 1900	521	391	912
1900 - 2000	269	460	729
2000 - 2100	194	308	502
2100 - 2200	131	176	307
2200 - 2300	97	84	181
2300 - 2400	51	77	128





NB

File Name:

Start Date: 4/22/2021

Start Time: 0

Site Code: 8

Station ID: 1

Location 1: Downey Blvd, south of Medical Center Way

Location 2:

Date	Time	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
4/22/2021	12:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0
4/22/2021	12:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
4/22/2021	12:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
4/22/2021	12:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	01:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	01:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
4/22/2021	01:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	01:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	02:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
4/22/2021	02:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
4/22/2021	02:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	02:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	03:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	03:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	03:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	03:45 AM	0	4	0	0	1	0	0	0	0	0	0	0	0
4/22/2021	04:00 AM	0	2	0	0	0	1	0	0	0	0	0	0	0
4/22/2021	04:15 AM	0	3	1	0	0	1	0	2	0	0	0	0	0
4/22/2021	04:30 AM	0	5	1	0	0	1	0	0	0	0	0	0	0
4/22/2021	04:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	05:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	05:15 AM	0	35	4	0	0	0	0	0	0	0	0	0	0
4/22/2021	05:30 AM	0	25	2	0	0	0	0	0	0	0	0	0	0
4/22/2021	05:45 AM	0	50	3	0	0	0	0	0	0	0	0	0	0
4/22/2021	06:00 AM	0	71	8	0	0	1	0	0	0	0	0	0	0
4/22/2021	06:15 AM	0	140	6	1	1	0	0	0	0	0	0	0	0
4/22/2021	06:30 AM	0	173	9	0	2	0	0	1	0	0	0	0	0
4/22/2021	06:45 AM	0	105	23	0	0	0	0	1	0	0	0	0	0
4/22/2021	07:00 AM	0	92	17	3	1	0	0	1	0	0	0	0	0
4/22/2021	07:15 AM	0	112	15	2	3	1	1	1	0	0	0	0	0
4/22/2021	07:30 AM	0	122	24	0	3	0	0	2	0	0	0	0	0
4/22/2021	07:45 AM	0	149	27	1	1	0	1	0	1	2	0	0	0
4/22/2021	08:00 AM	0	152	17	0	1	0	0	0	1	0	0	0	0
4/22/2021	08:15 AM	0	137	25	0	2	0	0	0	0	0	0	0	0
4/22/2021	08:30 AM	0	115	25	0	3	2	0	0	0	0	0	0	0
4/22/2021	08:45 AM	0	122	10	0	3	0	0	0	0	0	0	0	0
4/22/2021	09:00 AM	0	92	13	0	0	0	0	0	0	0	0	0	0
4/22/2021	09:15 AM	0	80	15	0	2	0	0	0	0	0	0	0	0
4/22/2021	09:30 AM	1	95	18	0	3	0	0	1	0	0	0	0	0
4/22/2021	09:45 AM	0	98	27	0	3	0	0	1	1	1	0	0	0
4/22/2021	10:00 AM	0	95	22	0	3	1	0	1	0	0	0	0	0
4/22/2021	10:15 AM	0	63	19	0	0	0	0	0	0	0	0	0	0
4/22/2021	10:30 AM	0	103	26	0	2	0	1	1	0	0	0	0	0
4/22/2021	10:45 AM	0	100	24	0	1	0	0	0	0	0	0	0	0
4/22/2021	11:00 AM	0	97	20	0	1	0	0	0	0	0	0	0	0
4/22/2021	11:15 AM	0	102	19	0	1	0	0	0	0	0	0	0	0
4/22/2021	11:30 AM	0	107	25	0	1	1	0	0	0	0	0	0	0
4/22/2021	11:45 AM	0	101	18	0	1	1	0	0	0	0	0	0	0
4/22/2021	12:00 PM	0	103	19	0	2	0	0	0	0	0	0	0	0
4/22/2021	12:15 PM	0	88	21	0	1	0	0	0	0	0	0	0	0
4/22/2021	12:30 PM	0	74	14	0	2	0	0	1	1	0	0	0	0
4/22/2021	12:45 PM	0	67	21	0	2	1	0	1	0	0	0	0	0
4/22/2021	01:00 PM	0	103	18	0	1	0	0	0	1	0	0	0	0
4/22/2021	01:15 PM	0	83	20	0	0	0	0	0	0	0	0	0	0
4/22/2021	01:30 PM	2	93	18	0	3	0	0	1	0	0	0	0	0
4/22/2021	01:45 PM	0	102	24	1	4	0	0	0	0	0	0	0	0
4/22/2021	02:00 PM	0	105	12	1	1	0	0	0	0	0	0	0	0
4/22/2021	02:15 PM	0	96	28	1	1	0	0	0	0	0	0	0	0
4/22/2021	02:30 PM	0	120	18	1	0	0	0	0	0	0	0	0	0
4/22/2021	02:45 PM	1	122	18	1	1	0	0	0	0	0	0	0	0
4/22/2021	03:00 PM	0	95	21	0	0	1	0	0	0	0	0	0	0
4/22/2021	03:15 PM	0	96	18	0	1	1	0	0	0	0	0	0	0
4/22/2021	03:30 PM	0	108	24	0	2	0	0	1	1	0	0	0	0
4/22/2021	03:45 PM	0	128	23	1	2	0	0	0	1	0	0	0	0
4/22/2021	04:00 PM	0	99	20	3	2	0	0	0	0	0	0	0	0
4/22/2021	04:15 PM	0	132	31	0	0	1	1	0	0	0	0	0	0
4/22/2021	04:30 PM	0	100	31	0	0	0	0	0	0	0	0	0	0
4/22/2021	04:45 PM	0	99	15	0	1	0	0	0	0	0	0	0	0
4/22/2021	05:00 PM	0	131	32	0	1	1	0	0	0	0	0	0	0
4/22/2021	05:15 PM	0	146	22	1	1	0	0	0	0	0	0	0	0
4/22/2021	05:30 PM	0	132	26	0	1	0	0	0	0	0	0	0	0
4/22/2021	05:45 PM	0	124	15	0	0	0	0	0	0	0	0	0	0
4/22/2021	06:00 PM	0	107	19	0	0	0	0	0	0	0	0	0	0
4/22/2021	06:15 PM	2	137	22	0	4	0	0	0	0	0	0	0	0
4/22/2021	06:30 PM	0	120	16	0	1	0	0	0	0	0	0	0	0
4/22/2021	06:45 PM	0	79	13	0	0	1	0	0	0	0	0	0	0
4/22/2021	07:00 PM	0	69	16	0	0	0	0	0	0	0	0	0	0
4/22/2021	07:15 PM	0	57	4	0	1	0	0	0	0	0	0	0	0
4/22/2021	07:30 PM	0	51	9	0	1	0	0	0	0	0	0	0	0
4/22/2021	07:45 PM	0	53	8	0	0	0	0	0	0	0	0	0	0
4/22/2021	08:00 PM	0	42	13	0	0	0	0	0	0	0	0	0	0
4/22/2021	08:15 PM	0	36	5	0	0	0	0	0	0	0	0	0	0
4/22/2021	08:30 PM	0	41	6	0	2	0	0	0	0	0	0	0	0
4/22/2021	08:45 PM	0	46	2	0	0	0	0	0	1	0	0	0	0
4/22/2021	09:00 PM	0	38	2	0	0	0	0	0	0	0	0	0	0
4/22/2021	09:15 PM	0	40	5	0	0	0	0	0	0	0	0	0	0
4/22/2021	09:30 PM	0	25	2	0	0	0	0	0	0	0	0	0	0
4/22/2021	09:45 PM	0	19	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	10:00 PM	0	24	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	10:15 PM	0	31	4	0	0	0	0	0	0	0	0	0	0
4/22/2021	10:30 PM	0	19	2	0	1	0	0	0	0	0	0	0	0
4/22/2021	10:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	11:00 PM	0	19	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	11:15 PM	0	7	2	0	0	0	0	0	0	0	0	0	0
4/22/2021	11:30 PM	0	9	2	0	0	0	0	0	0	0	0	0	0
4/22/2021	11:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 4/22/2021
Start Time: 0
Site Code: 8
Station ID: 1
Location 1: Downey Blvd, south of Medical Center Way
Location 2:

Date	Time	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
4/22/2021	12:00 AM	0	6	0	0	0	0	0	1	0	0	0	0	0
4/22/2021	12:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
4/22/2021	12:30 AM	0	6	3	0	0	0	0	0	0	0	0	0	0
4/22/2021	12:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	01:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	01:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
4/22/2021	01:30 AM	0	9	2	0	0	0	0	0	0	0	0	0	0
4/22/2021	01:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
4/22/2021	02:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	02:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	02:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	02:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
4/22/2021	03:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	03:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	03:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
4/22/2021	03:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
4/22/2021	04:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0
4/22/2021	04:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
4/22/2021	04:30 AM	0	7	3	0	0	1	0	0	0	0	0	0	0
4/22/2021	04:45 AM	0	6	2	0	0	1	0	0	0	0	0	0	0
4/22/2021	05:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0
4/22/2021	05:15 AM	0	9	3	1	2	0	0	1	0	0	0	0	0
4/22/2021	05:30 AM	0	18	6	0	0	0	0	0	0	0	0	0	0
4/22/2021	05:45 AM	0	29	4	0	0	0	0	0	0	0	0	0	0
4/22/2021	06:00 AM	0	20	3	0	1	0	0	2	0	0	0	0	0
4/22/2021	06:15 AM	0	29	9	0	1	0	0	0	0	0	0	0	0
4/22/2021	06:30 AM	0	43	8	0	1	0	0	0	0	0	0	0	0
4/22/2021	06:45 AM	0	50	13	0	3	0	0	0	0	0	0	0	0
4/22/2021	07:00 AM	0	81	17	3	0	0	0	0	0	0	0	0	0
4/22/2021	07:15 AM	0	154	13	2	1	0	0	0	0	0	0	0	0
4/22/2021	07:30 AM	1	108	24	1	1	0	0	1	0	0	0	0	0
4/22/2021	07:45 AM	0	118	32	0	0	0	0	0	0	0	0	0	0
4/22/2021	08:00 AM	0	89	11	0	1	0	0	0	0	0	0	0	0
4/22/2021	08:15 AM	0	87	18	0	0	0	0	0	1	1	1	0	0
4/22/2021	08:30 AM	0	66	19	0	1	0	0	0	0	0	0	0	0
4/22/2021	08:45 AM	0	90	20	0	1	0	0	0	0	0	0	0	0
4/22/2021	09:00 AM	0	61	5	0	3	0	0	1	0	0	0	0	0
4/22/2021	09:15 AM	0	80	22	0	0	0	0	1	0	0	0	0	0
4/22/2021	09:30 AM	0	70	23	0	2	1	0	0	0	0	0	0	0
4/22/2021	09:45 AM	0	82	21	0	1	1	0	0	0	0	0	0	0
4/22/2021	10:00 AM	0	84	16	0	2	0	0	1	0	0	0	0	0
4/22/2021	10:15 AM	0	89	17	0	2	0	0	0	0	0	0	0	0
4/22/2021	10:30 AM	0	108	23	0	2	0	0	0	1	0	0	0	0
4/22/2021	10:45 AM	0	111	27	0	2	0	0	0	1	0	0	0	0
4/22/2021	11:00 AM	0	81	24	0	0	0	0	1	0	0	0	0	0
4/22/2021	11:15 AM	0	91	19	0	0	0	0	0	0	0	0	0	0
4/22/2021	11:30 AM	0	94	21	0	2	0	0	1	0	0	0	0	0
4/22/2021	11:45 AM	0	109	16	0	0	0	0	1	0	0	0	0	0
4/22/2021	12:00 PM	0	112	30	0	0	1	0	1	0	0	0	0	0
4/22/2021	12:15 PM	0	111	14	0	2	0	0	0	0	0	0	0	0
4/22/2021	12:30 PM	0	112	16	0	2	0	0	0	1	0	0	0	0
4/22/2021	12:45 PM	0	113	18	0	1	0	0	1	0	0	0	0	0
4/22/2021	01:00 PM	0	103	25	0	4	0	0	1	0	0	0	0	0
4/22/2021	01:15 PM	0	102	11	1	4	0	0	0	1	0	0	0	0
4/22/2021	01:30 PM	2	84	18	0	2	0	0	1	0	0	0	0	0
4/22/2021	01:45 PM	0	84	21	1	1	0	0	0	0	0	0	0	0
4/22/2021	02:00 PM	0	106	27	2	2	0	0	0	0	0	0	0	0
4/22/2021	02:15 PM	0	84	16	0	2	0	0	0	0	0	0	0	0
4/22/2021	02:30 PM	0	115	26	4	1	0	0	0	0	0	0	0	0
4/22/2021	02:45 PM	0	106	19	0	1	0	0	0	0	0	0	0	0
4/22/2021	03:00 PM	0	137	22	0	0	0	0	0	0	0	0	0	0
4/22/2021	03:15 PM	0	120	18	0	0	0	0	0	0	0	0	0	0
4/22/2021	03:30 PM	0	136	35	0	0	0	0	1	0	0	0	0	0
4/22/2021	03:45 PM	0	119	19	0	4	0	0	0	0	0	0	0	0
4/22/2021	04:00 PM	1	122	24	0	3	0	0	0	0	0	0	0	0
4/22/2021	04:15 PM	0	133	26	0	2	0	0	0	0	0	0	0	0
4/22/2021	04:30 PM	0	128	27	0	3	0	0	1	1	0	0	0	0
4/22/2021	04:45 PM	0	111	19	0	1	0	0	0	0	0	0	0	0
4/22/2021	05:00 PM	0	131	24	0	1	0	0	0	0	0	0	0	0
4/22/2021	05:15 PM	0	124	18	0	1	1	0	0	0	0	0	0	0
4/22/2021	05:30 PM	0	113	15	0	2	0	0	0	0	0	0	0	0
4/22/2021	05:45 PM	0	102	16	0	2	0	0	1	0	0	0	0	0
4/22/2021	06:00 PM	0	94	17	0	1	0	0	0	0	0	0	0	0
4/22/2021	06:15 PM	0	77	17	0	1	0	0	0	0	0	0	0	0
4/22/2021	06:30 PM	0	81	12	0	2	0	0	0	0	0	0	0	0
4/22/2021	06:45 PM	0	78	10	0	1	0	0	0	0	0	0	0	0
4/22/2021	07:00 PM	0	90	15	0	1	0	0	0	0	0	0	0	0
4/22/2021	07:15 PM	0	140	14	0	0	0	0	0	0	0	0	0	0
4/22/2021	07:30 PM	0	96	14	0	0	0	0	0	0	0	0	0	0
4/22/2021	07:45 PM	0	85	5	0	0	0	0	0	0	0	0	0	0
4/22/2021	08:00 PM	0	73	17	0	1	0	0	0	0	0	0	0	0
4/22/2021	08:15 PM	0	73	18	0	0	0	0	0	0	0	0	0	0
4/22/2021	08:30 PM	0	68	10	0	0	0	0	0	0	0	0	0	0
4/22/2021	08:45 PM	0	39	8	0	1	0	0	0	0	0	0	0	0
4/22/2021	09:00 PM	0	45	12	0	0	0	0	0	0	0	0	0	0
4/22/2021	09:15 PM	0	33	17	0	1	0	0	0	0	0	0	0	0
4/22/2021	09:30 PM	0	34	8	0	1	0	0	0	0	0	0	0	0
4/22/2021	09:45 PM	0	18	7	0	0	0	0	0	0	0	0	0	0
4/22/2021	10:00 PM	1	15	5	0	0	0	0	0	0	0	0	0	0
4/22/2021	10:15 PM	0	21	3	0	0	0	0	0	0	0	0	0	0
4/22/2021	10:30 PM	0	19	2	0	0	0	0	0	0	0	0	0	0
4/22/2021	10:45 PM	0	16	2	0	0	0	0	0	0	0	0	0	0
4/22/2021	11:00 PM	0	24	3	0	0	0	0	0	0	0	0	0	0
4/22/2021	11:15 PM	0	23	2	0	0	0	0	0	0	0	0	0	0
4/22/2021	11:30 PM	0	11	2	0	0	0	0	1	0	0	0	0	0
4/22/2021	11:45 PM	0	7	4	0	0	0	0	0	0	0	0	0	0

NB

File Name:

Start Date: 4/22/2021

Start Time: 0

Site Code: 8

Station ID: 1

Location 1: Downey Blvd, south of Medical Center Way

Location 2:

Date	Time	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
4/22/2021	12:00 AM	0	26	5	0	0	0	0	0	0	0	0	0	0
4/22/2021	12:15 AM	0	24	2	0	0	0	0	0	0	0	0	0	0
4/22/2021	12:30 AM	0	27	2	0	0	0	0	0	0	0	0	0	0
4/22/2021	12:45 AM	0	27	1	0	0	0	0	0	0	0	0	0	0
4/22/2021	01:00 AM	0	26	1	0	0	0	0	0	0	0	0	0	0
4/22/2021	01:15 AM	0	28	2	0	0	0	0	0	0	0	0	0	0
4/22/2021	01:30 AM	0	26	2	0	0	0	0	0	0	0	0	0	0
4/22/2021	01:45 AM	0	23	2	0	0	0	0	0	0	0	0	0	0
4/22/2021	02:00 AM	0	20	2	0	0	0	0	0	0	0	0	0	0
4/22/2021	02:15 AM	0	17	1	0	0	0	0	0	0	0	0	0	0
4/22/2021	02:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	02:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0
4/22/2021	03:00 AM	0	14	0	0	1	0	0	0	0	0	0	0	0
4/22/2021	03:15 AM	0	12	0	0	1	1	0	0	0	0	0	0	0
4/22/2021	03:30 AM	0	14	1	0	1	2	0	2	0	0	0	0	0
4/22/2021	03:45 AM	0	14	2	0	1	3	0	2	0	0	0	0	0
4/22/2021	04:00 AM	0	21	2	0	0	3	0	2	0	0	0	0	0
4/22/2021	04:15 AM	0	31	2	0	0	2	0	2	0	0	0	0	0
4/22/2021	04:30 AM	0	63	5	0	0	1	0	0	0	0	0	0	0
4/22/2021	04:45 AM	0	83	6	0	0	0	0	0	0	0	0	0	0
4/22/2021	05:00 AM	0	122	9	0	0	0	0	0	0	0	0	0	0
4/22/2021	05:15 AM	0	181	17	0	0	1	0	0	0	0	0	0	0
4/22/2021	05:30 AM	0	286	19	1	1	1	0	0	0	0	0	0	0
4/22/2021	05:45 AM	0	434	26	1	3	1	0	1	0	0	0	0	0
4/22/2021	06:00 AM	0	489	46	1	3	1	0	2	0	0	0	0	0
4/22/2021	06:15 AM	0	510	55	4	4	0	0	3	0	0	0	0	0
4/22/2021	06:30 AM	0	482	64	5	6	1	1	4	0	0	0	0	0
4/22/2021	06:45 AM	0	431	79	5	7	1	1	5	0	0	0	0	0
4/22/2021	07:00 AM	0	475	83	6	8	1	2	4	1	2	0	0	0
4/22/2021	07:15 AM	0	535	83	3	8	1	2	3	2	2	0	0	0
4/22/2021	07:30 AM	0	560	93	1	7	0	1	2	2	2	0	0	0
4/22/2021	07:45 AM	0	553	94	1	7	2	1	0	2	2	0	0	0
4/22/2021	08:00 AM	0	526	77	0	9	2	0	0	1	0	0	0	0
4/22/2021	08:15 AM	0	466	73	0	8	2	0	0	0	0	0	0	0
4/22/2021	08:30 AM	0	409	63	0	8	2	0	0	0	0	0	0	0
4/22/2021	08:45 AM	1	389	56	0	8	0	0	1	0	0	0	0	0
4/22/2021	09:00 AM	1	365	73	0	8	0	0	2	1	1	0	0	0
4/22/2021	09:15 AM	1	368	82	0	11	1	0	3	1	1	0	0	0
4/22/2021	09:30 AM	1	351	86	0	9	1	0	3	1	1	0	0	0
4/22/2021	09:45 AM	0	359	94	0	8	1	1	3	1	1	0	0	0
4/22/2021	10:00 AM	0	361	91	0	6	1	1	2	0	0	0	0	0
4/22/2021	10:15 AM	0	363	89	0	4	0	1	1	0	0	0	0	0
4/22/2021	10:30 AM	0	402	89	0	5	0	1	1	0	0	0	0	0
4/22/2021	10:45 AM	0	406	88	0	4	1	0	0	0	0	0	0	0
4/22/2021	11:00 AM	0	407	82	0	4	2	0	0	0	0	0	0	0
4/22/2021	11:15 AM	0	413	81	0	5	2	0	0	0	0	0	0	0
4/22/2021	11:30 AM	0	399	83	0	5	2	0	0	0	0	0	0	0
4/22/2021	11:45 AM	0	366	72	0	6	1	0	1	1	0	0	0	0
4/22/2021	12:00 PM	0	332	75	0	7	1	0	2	1	0	0	0	0
4/22/2021	12:15 PM	0	332	74	0	6	1	0	2	2	0	0	0	0
4/22/2021	12:30 PM	0	327	73	0	5	1	0	2	2	0	0	0	0
4/22/2021	12:45 PM	2	346	77	0	6	1	0	2	1	0	0	0	0
4/22/2021	01:00 PM	2	381	80	1	8	0	0	1	1	0	0	0	0
4/22/2021	01:15 PM	2	383	74	2	8	0	0	1	0	0	0	0	0
4/22/2021	01:30 PM	2	396	82	3	9	0	0	1	0	0	0	0	0
4/22/2021	01:45 PM	0	423	82	4	6	0	0	0	0	0	0	0	0
4/22/2021	02:00 PM	1	443	76	4	3	0	0	0	0	0	0	0	0
4/22/2021	02:15 PM	1	433	85	3	2	1	0	0	0	0	0	0	0
4/22/2021	02:30 PM	1	433	75	2	2	2	0	0	0	0	0	0	0
4/22/2021	02:45 PM	1	421	81	1	4	2	0	1	1	0	0	0	0
4/22/2021	03:00 PM	0	427	86	1	5	2	0	1	2	0	0	0	0
4/22/2021	03:15 PM	0	431	85	4	7	1	0	1	2	0	0	0	0
4/22/2021	03:30 PM	0	467	98	4	6	1	1	1	2	0	0	0	0
4/22/2021	03:45 PM	0	459	105	4	4	1	1	0	1	0	0	0	0
4/22/2021	04:00 PM	0	430	97	3	3	1	1	0	0	0	0	0	0
4/22/2021	04:15 PM	0	462	109	0	2	2	1	0	0	0	0	0	0
4/22/2021	04:30 PM	0	476	100	1	3	1	0	0	0	0	0	0	0
4/22/2021	04:45 PM	0	508	95	1	4	1	0	0	0	0	0	0	0
4/22/2021	05:00 PM	0	533	95	1	3	1	0	0	0	0	0	0	0
4/22/2021	05:15 PM	0	509	82	1	2	0	0	0	0	0	0	0	0
4/22/2021	05:30 PM	2	500	82	0	5	0	0	0	0	0	0	0	0
4/22/2021	05:45 PM	2	488	72	0	5	0	0	0	0	0	0	0	0
4/22/2021	06:00 PM	2	443	70	0	5	1	0	0	0	0	0	0	0
4/22/2021	06:15 PM	2	405	67	0	5	1	0	0	0	0	0	0	0
4/22/2021	06:30 PM	0	325	49	0	2	1	0	0	0	0	0	0	0
4/22/2021	06:45 PM	0	256	42	0	2	1	0	0	0	0	0	0	0
4/22/2021	07:00 PM	0	230	37	0	2	0	0	0	0	0	0	0	0
4/22/2021	07:15 PM	0	203	34	0	2	0	0	0	0	0	0	0	0
4/22/2021	07:30 PM	0	182	35	0	1	0	0	0	0	0	0	0	0
4/22/2021	07:45 PM	0	172	32	0	2	0	0	0	0	0	0	0	0
4/22/2021	08:00 PM	0	165	26	0	2	0	0	0	1	0	0	0	0
4/22/2021	08:15 PM	0	161	15	0	2	0	0	0	1	0	0	0	0
4/22/2021	08:30 PM	0	165	15	0	2	0	0	0	1	0	0	0	0
4/22/2021	08:45 PM	0	149	11	0	0	0	0	0	1	0	0	0	0
4/22/2021	09:00 PM	0	122	9	0	0	0	0	0	0	0	0	0	0
4/22/2021	09:15 PM	0	108	7	0	0	0	0	0	0	0	0	0	0
4/22/2021	09:30 PM	0	99	6	0	0	0	0	0	0	0	0	0	0
4/22/2021	09:45 PM	0	93	6	0	1	0	0	0	0	0	0	0	0
4/22/2021	10:00 PM	0	90	6	0	1	0	0	0	0	0	0	0	0
4/22/2021	10:15 PM	0	85	6	0	1	0	0	0	0	0	0	0	0
4/22/2021	10:30 PM	0	61	4	0	1	0	0	0	0	0	0	0	0
4/22/2021	10:45 PM	0	51	4	0	0	0	0	0	0	0	0	0	0
4/22/2021	11:00 PM	0	45	6	0	0	0	0	0	0	0	0	0	0
4/22/2021	11:15 PM													
4/22/2021	11:30 PM													
4/22/2021	11:45 PM													

SB
File Name:
Start Date: 4/22/2021
Start Time: 0
Site Code: 8
Station ID: 1
Location 1: Downey Blvd, south of Medical Center Way
Location 2:

Date	Time	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
4/22/2021	12:00 AM	0	30	4	0	0	0	0	1	0	0	0	0	0
4/22/2021	12:15 AM	0	27	4	0	0	0	0	0	0	0	0	0	0
4/22/2021	12:30 AM	0	26	4	0	0	0	0	0	0	0	0	0	0
4/22/2021	12:45 AM	0	29	3	0	0	0	0	0	0	0	0	0	0
4/22/2021	01:00 AM	0	23	4	0	0	0	0	0	0	0	0	0	0
4/22/2021	01:15 AM	0	22	4	0	0	0	0	0	0	0	0	0	0
4/22/2021	01:30 AM	0	19	3	0	0	0	0	0	0	0	0	0	0
4/22/2021	01:45 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
4/22/2021	02:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0
4/22/2021	02:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
4/22/2021	02:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0
4/22/2021	02:45 AM	0	11	2	0	0	0	0	0	0	0	0	0	0
4/22/2021	03:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0
4/22/2021	03:15 AM	0	13	4	0	1	0	0	0	0	0	0	0	0
4/22/2021	03:30 AM	0	13	5	0	1	0	0	0	0	0	0	0	0
4/22/2021	03:45 AM	0	17	7	0	1	1	0	0	0	0	0	0	0
4/22/2021	04:00 AM	0	20	8	0	1	2	0	0	0	0	0	0	0
4/22/2021	04:15 AM	0	22	9	0	0	2	0	0	0	0	0	0	0
4/22/2021	04:30 AM	0	29	11	1	2	2	0	1	0	0	0	0	0
4/22/2021	04:45 AM	0	40	14	1	2	1	0	1	0	0	0	0	0
4/22/2021	05:00 AM	0	63	16	1	2	0	0	1	0	0	0	0	0
4/22/2021	05:15 AM	0	76	16	1	3	0	0	3	0	0	0	0	0
4/22/2021	05:30 AM	0	96	22	0	2	0	0	2	0	0	0	0	0
4/22/2021	05:45 AM	0	121	24	0	3	0	0	2	0	0	0	0	0
4/22/2021	06:00 AM	0	142	33	0	6	0	0	2	0	0	0	0	0
4/22/2021	06:15 AM	0	203	47	3	5	0	0	0	0	0	0	0	0
4/22/2021	06:30 AM	0	328	51	5	5	0	0	0	0	0	0	0	0
4/22/2021	06:45 AM	1	393	67	6	5	0	0	1	0	0	0	0	0
4/22/2021	07:00 AM	1	461	86	6	2	0	0	1	0	0	0	0	0
4/22/2021	07:15 AM	1	469	80	3	3	0	0	1	0	0	0	0	0
4/22/2021	07:30 AM	1	402	85	1	2	0	0	1	1	1	1	0	0
4/22/2021	07:45 AM	0	360	80	0	2	0	0	0	1	1	1	0	0
4/22/2021	08:00 AM	0	332	68	0	3	0	0	0	1	1	1	0	0
4/22/2021	08:15 AM	0	304	62	0	5	0	0	1	1	1	1	0	0
4/22/2021	08:30 AM	0	297	66	0	5	0	0	2	0	0	0	0	0
4/22/2021	08:45 AM	0	301	70	0	6	1	0	2	0	0	0	0	0
4/22/2021	09:00 AM	0	293	71	0	6	2	0	2	0	0	0	0	0
4/22/2021	09:15 AM	0	316	82	0	5	2	0	2	0	0	0	0	0
4/22/2021	09:30 AM	0	325	77	0	7	2	0	1	0	0	0	0	0
4/22/2021	09:45 AM	0	363	77	0	7	1	0	1	1	0	0	0	0
4/22/2021	10:00 AM	0	392	83	0	8	0	0	1	2	0	0	0	0
4/22/2021	10:15 AM	0	389	91	0	6	0	0	1	2	0	0	0	0
4/22/2021	10:30 AM	0	391	93	0	4	0	0	1	2	0	0	0	0
4/22/2021	10:45 AM	0	377	91	0	4	0	0	2	1	0	0	0	0
4/22/2021	11:00 AM	0	375	80	0	2	0	0	3	0	0	0	0	0
4/22/2021	11:15 AM	0	406	86	0	2	1	0	3	0	0	0	0	0
4/22/2021	11:30 AM	0	426	81	0	4	1	0	3	0	0	0	0	0
4/22/2021	11:45 AM	0	444	76	0	4	1	0	2	1	0	0	0	0
4/22/2021	12:00 PM	0	448	78	0	5	1	0	2	1	0	0	0	0
4/22/2021	12:15 PM	0	439	73	0	9	0	0	2	1	0	0	0	0
4/22/2021	12:30 PM	0	430	70	1	11	0	0	2	2	0	0	0	0
4/22/2021	12:45 PM	2	402	72	1	11	0	0	3	1	0	0	0	0
4/22/2021	01:00 PM	2	373	75	2	11	0	0	2	1	0	0	0	0
4/22/2021	01:15 PM	2	376	77	4	9	0	0	1	1	0	0	0	0
4/22/2021	01:30 PM	2	358	82	3	7	0	0	1	0	0	0	0	0
4/22/2021	01:45 PM	0	389	90	7	6	0	0	0	0	0	0	0	0
4/22/2021	02:00 PM	0	411	88	6	6	0	0	0	0	0	0	0	0
4/22/2021	02:15 PM	0	442	83	4	4	0	0	0	0	0	0	0	0
4/22/2021	02:30 PM	0	478	85	4	2	0	0	0	0	0	0	0	0
4/22/2021	02:45 PM	0	499	94	0	1	0	0	1	0	0	0	0	0
4/22/2021	03:00 PM	0	512	94	0	4	0	0	1	0	0	0	0	0
4/22/2021	03:15 PM	1	497	96	0	7	0	0	1	0	0	0	0	0
4/22/2021	03:30 PM	1	510	104	0	9	0	0	1	0	0	0	0	0
4/22/2021	03:45 PM	1	502	96	0	12	0	0	1	1	0	0	0	0
4/22/2021	04:00 PM	1	494	96	0	9	0	0	1	1	0	0	0	0
4/22/2021	04:15 PM	0	503	96	0	7	0	0	1	1	0	0	0	0
4/22/2021	04:30 PM	0	494	88	0	6	1	0	1	1	0	0	0	0
4/22/2021	04:45 PM	0	479	76	0	5	1	0	0	0	0	0	0	0
4/22/2021	05:00 PM	0	470	73	0	6	1	0	1	0	0	0	0	0
4/22/2021	05:15 PM	0	433	66	0	6	1	0	1	0	0	0	0	0
4/22/2021	05:30 PM	0	386	65	0	6	0	0	1	0	0	0	0	0
4/22/2021	05:45 PM	0	354	62	0	6	0	0	1	0	0	0	0	0
4/22/2021	06:00 PM	0	330	56	0	5	0	0	0	0	0	0	0	0
4/22/2021	06:15 PM	0	326	54	0	5	0	0	0	0	0	0	0	0
4/22/2021	06:30 PM	0	389	51	0	4	0	0	0	0	0	0	0	0
4/22/2021	06:45 PM	0	404	53	0	2	0	0	0	0	0	0	0	0
4/22/2021	07:00 PM	0	411	48	0	1	0	0	0	0	0	0	0	0
4/22/2021	07:15 PM	0	394	50	0	1	0	0	0	0	0	0	0	0
4/22/2021	07:30 PM	0	327	54	0	1	0	0	0	0	0	0	0	0
4/22/2021	07:45 PM	0	299	50	0	1	0	0	0	0	0	0	0	0
4/22/2021	08:00 PM	0	253	53	0	2	0	0	0	0	0	0	0	0
4/22/2021	08:15 PM	0	225	48	0	1	0	0	0	0	0	0	0	0
4/22/2021	08:30 PM	0	185	47	0	2	0	0	0	0	0	0	0	0
4/22/2021	08:45 PM	0	151	45	0	3	0	0	0	0	0	0	0	0
4/22/2021	09:00 PM	0	130	44	0	2	0	0	0	0	0	0	0	0
4/22/2021	09:15 PM	1	100	37	0	2	0	0	0	0	0	0	0	0
4/22/2021	09:30 PM	1	88	23	0	1	0	0	0	0	0	0	0	0
4/22/2021	09:45 PM	1	73	17	0	0	0	0	0	0	0	0	0	0
4/22/2021	10:00 PM	1	71	12	0	0	0	0	0	0	0	0	0	0
4/22/2021	10:15 PM	0	80	10	0	0	0	0	0	0	0	0	0	0
4/22/2021	10:30 PM	0	82	9	0	0	0	0	0	0	0	0	0	0
4/22/2021	10:45 PM	0	74	9	0	0	0	0	1	0	0	0	0	0
4/22/2021	11:00 PM	0	65	11	0	0	0	0	1	0	0	0	0	0
4/22/2021	11:15 PM													
4/22/2021	11:30 PM													
4/22/2021	11:45 PM													

Trip Generation Worksheet

Trip Generation Analysis (10th Ed.)
Northeast Georgia Hospital Expansion - Build Phase 1
City of Gainesville, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<u>Proposed Site Traffic</u>								
610 Hospital	535,000 s.f.	5,870	522	355	167	550	176	374
Gross Trips Hospital Trips Mixed-Use Reductions Alternative Mode Reductions Adjusted Other Non-Residential Trips Mixed-Use Reductions - TOTAL Alternative Mode Reductions - TOTAL Pass-By Reductions - TOTAL New Trips Driveway Volumes		5,870	522	355	167	550	176	374
		5,870	522	355	167	550	176	374
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		5,870	522	355	167	550	176	374
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		5,870	522	355	167	550	176	374
5,870	522	355	167	550	176	374		
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Trip Generation Analysis (10th Ed.)
Northeast Georgia Hospital Expansion - Full Build-Out
City of Gainesville, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
610 Hospital	928,000 s.f.	8,180	813	553	260	880	282	598
Gross Trips Hospital Trips Mixed-Use Reductions Alternative Mode Reductions Adjusted Other Non-Residential Trips Mixed-Use Reductions - TOTAL Alternative Mode Reductions - TOTAL Pass-By Reductions - TOTAL New Trips Driveway Volumes		8,180	813	553	260	880	282	598
		8,180	813	553	260	880	282	598
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		8,180	813	553	260	880	282	598
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		8,180	813	553	260	880	282	598
8,180	813	553	260	880	282	598		
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Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Park Hill Drive (SR 11) @ S Enota Drive AM PEAK HOUR

Description	S Enota Drive <u>Northbound</u>			S Enota Drive <u>Southbound</u>			Park Hill Drive (SR 11) <u>Eastbound</u>			Park Hill Drive (SR 11) <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	66	126	80	302	252	40	7	364	88	254	566	208
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	5	5	6	1	1	2	11	2	1	13	1
Heavy Vehicle %	3%	4%	6%	2%	2%	3%	29%	3%	2%	2%	2%	2%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2021 Volumes	67	127	81	305	255	40	7	368	89	257	572	210
Phase 1 Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Horizon Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Phase 1 Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Horizon Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	73	137	88	330	276	43	8	398	96	278	619	227
2035 Background Traffic	76	144	92	347	290	46	8	419	101	292	651	239
Project Trips												
Trip Distribution IN					15%				5%	10%		
Trip Distribution OUT	5%	15%	10%									
Phase 1 (2025) Hospital Trips	8	25	17	0	53	0	0	0	18	36	0	0
Trip Distribution IN					15%				5%	10%		
Trip Distribution OUT	5%	15%	10%									
Full-Buildout (2035) Hospital Trips	13	39	26	0	83	0	0	0	28	55	0	0
2025 Phase 1 Buildout Total	81	162	105	330	329	43	8	398	114	314	619	227
2035 Full Buildout Total	89	183	118	347	373	46	8	419	129	347	651	239

PM PEAK HOUR

Description	S Enota Drive <u>Northbound</u>			S Enota Drive <u>Southbound</u>			Park Hill Drive (SR 11) <u>Eastbound</u>			Park Hill Drive (SR 11) <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	142	280	327	220	134	16	7	579	41	66	437	220
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	1	3	2	2	0	0	3	3	1	5	3
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%	2%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjustment	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Adjusted 2021 Volumes	160	316	370	249	151	18	8	654	46	75	494	249
Phase 1 Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Horizon Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Phase 1 Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Horizon Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	173	342	400	270	163	19	9	708	50	81	535	270
2035 Background Traffic	182	360	421	283	172	20	9	744	52	85	562	283
Project Trips												
Trip Distribution IN					15%				5%	10%		
Trip Distribution OUT	5%	15%	10%									
Phase 1 (2025) Hospital Trips	19	56	37	0	26	0	0	0	9	18	0	0
Trip Distribution IN					15%				5%	10%		
Trip Distribution OUT	5%	15%	10%									
Full-Buildout (2035) Hospital Trips	30	90	60	0	42	0	0	0	14	28	0	0
2025 Phase 1 Buildout Total	192	398	437	270	189	19	9	708	59	99	535	270
2035 Full Buildout Total	212	450	481	283	214	20	9	744	66	113	562	283

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INTERSECTION VOLUME DEVELOPMENT

Intersection #2: S Enota Drive / Downey Boulevard @ S Enota Drive AM PEAK HOUR

Description	S Enota Drive Northbound			Downey Boulevard Southbound			S Enota Drive Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	138	419	0	0	464	43	36	0	129	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	3	13	0	0	3	1	0	0	4	0	0	0
Heavy Vehicle %	2%	3%	0%	0%	2%	2%	2%	0%	3%	0%	0%	0%
Peak Hour Factor	0.88			0.88			0.88			0.88		
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2021 Volumes	139	423	0	0	469	43	36	0	130	0	0	0
Phase 1 Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Horizon Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Phase 1 Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Horizon Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	150	458	0	0	508	47	39	0	141	0	0	0
2035 Background Traffic	158	481	0	0	534	49	41	0	148	0	0	0
Project Trips												
Trip Distribution IN	40%				10%	20%						
Trip Distribution OUT		10%					20%		40%			
Phase 1 (2025) Hospital Trips	142	17	0	0	36	71	33	0	67	0	0	0
Trip Distribution IN	40%				10%	20%						
Trip Distribution OUT		10%					20%		40%			
Full-Buildout (2035) Hospital Trips	221	26	0	0	55	111	52	0	104	0	0	0
2025 Phase 1 Buildout Total	292	475	0	0	544	118	72	0	208	0	0	0
2035 Full Buildout Total	379	507	0	0	589	160	93	0	252	0	0	0

PM PEAK HOUR

Description	S Enota Drive Northbound			Downey Boulevard Southbound			S Enota Drive Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	29	655	0	0	389	13	25	0	100	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	4	3	0	10	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	3%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor	0.88			0.88			0.88			0.88		
Adjustment	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Adjusted 2021 Volumes	33	740	0	0	440	15	28	0	113	0	0	0
Phase 1 Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Horizon Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Phase 1 Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Horizon Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	36	801	0	0	476	16	30	0	122	0	0	0
2035 Background Traffic	38	842	0	0	501	17	32	0	129	0	0	0
Project Trips												
Trip Distribution IN	40%				10%	20%						
Trip Distribution OUT		10%					20%		40%			
Phase 1 (2025) Hospital Trips	70	37	0	0	18	35	75	0	150	0	0	0
Trip Distribution IN	40%				10%	20%						
Trip Distribution OUT		10%					20%		40%			
Full-Buildout (2035) Hospital Trips	113	60	0	0	28	56	120	0	239	0	0	0
2025 Phase 1 Buildout Total	106	838	0	0	494	51	105	0	272	0	0	0
2035 Full Buildout Total	151	902	0	0	529	73	152	0	368	0	0	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Downey Boulevard @ Site Driveway B / Vine Street AM PEAK HOUR

Description	Downey Boulevard <u>Northbound</u>			Downey Boulevard <u>Southbound</u>			Site Driveway B <u>Eastbound</u>			Vine Street <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	560	17	9	576	0	0	0	0	22	0	5
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	17	1	0	9	0	0	0	0	0	0	0
Heavy Vehicle %	0%	3%	6%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor	0.85			0.85			0.85			0.85		
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2021 Volumes	0	566	17	9	582	0	0	0	0	22	0	5
Phase 1 Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Horizon Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Phase 1 Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Horizon Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	0	613	18	10	630	0	0	0	0	24	0	5
2035 Background Traffic	0	644	19	10	662	0	0	0	0	25	0	6
Project Trips												
Trip Distribution IN	10%	40%				10%						
Trip Distribution OUT					40%		10%		10%			
Phase 1 (2025) Hospital Trips	36	142	0	0	67	36	17	0	17	0	0	0
Trip Distribution IN	10%	40%				10%						
Trip Distribution OUT					40%		10%		10%			
Full-Buildout (2035) Hospital Trips	55	221	0	0	104	55	26	0	26	0	0	0
2025 Phase 1 Buildout Total	36	755	18	10	697	36	17	0	17	24	0	5
2035 Full Buildout Total	55	865	19	10	766	55	26	0	26	25	0	6

PM PEAK HOUR

Description	Downey Boulevard <u>Northbound</u>			Downey Boulevard <u>Southbound</u>			Site Driveway B <u>Eastbound</u>			Vine Street <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	618	18	6	528	0	0	0	0	20	0	18
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	5	0	0	11	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor	0.90			0.90			0.90			0.90		
Adjustment	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Adjusted 2021 Volumes	0	698	20	7	597	0	0	0	0	23	0	20
Phase 1 Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Horizon Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Phase 1 Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Horizon Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	0	756	22	8	646	0	0	0	0	25	0	22
2035 Background Traffic	0	794	23	8	679	0	0	0	0	26	0	23
Project Trips												
Trip Distribution IN	10%	40%				10%						
Trip Distribution OUT					40%		10%		10%			
Phase 1 (2025) Hospital Trips	18	70	0	0	150	18	37	0	37	0	0	0
Trip Distribution IN	10%	40%				10%						
Trip Distribution OUT					40%		10%		10%			
Full-Buildout (2035) Hospital Trips	28	113	0	0	239	28	60	0	60	0	0	0
2025 Phase 1 Buildout Total	18	826	22	8	796	18	37	0	37	25	0	22
2035 Full Buildout Total	28	907	23	8	918	28	60	0	60	26	0	23

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INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Downey Boulevard @ Medical Center Way AM PEAK HOUR

Description	Downey Boulevard <u>Northbound</u>			Downey Boulevard <u>Southbound</u>			Medical Center Way <u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	92	546	0	0	496	110	31	0	60	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	19	0	0	7	0	1	0	0	0	0	0
Heavy Vehicle %	2%	3%	0%	0%	2%	2%	3%	0%	2%	0%	0%	0%
Peak Hour Factor	0.88			0.88			0.88			0.88		
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2021 Volumes	93	551	0	0	501	111	31	0	61	0	0	0
Phase 1 Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Horizon Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Phase 1 Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Horizon Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	101	596	0	0	542	120	34	0	66	0	0	0
2035 Background Traffic	106	627	0	0	570	126	35	0	69	0	0	0
Project Trips												
Trip Distribution IN	10%	50%										
Trip Distribution OUT					50%				10%			
Phase 1 (2025) Hospital Trips	36	178	0	0	84	0	0	0	17	0	0	0
Trip Distribution IN	10%	50%										
Trip Distribution OUT					50%				10%			
Full-Buildout (2035) Hospital Trips	55	277	0	0	130	0	0	0	26	0	0	0
2025 Phase 1 Buildout Total	137	774	0	0	626	120	34	0	83	0	0	0
2035 Full Buildout Total	161	904	0	0	700	126	35	0	95	0	0	0

PM PEAK HOUR

Description	Downey Boulevard <u>Northbound</u>			Downey Boulevard <u>Southbound</u>			Medical Center Way <u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	20	556	0	0	536	17	85	0	72	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	5	0	0	9	1	1	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	6%	2%	0%	2%	0%	0%	0%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjustment	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Adjusted 2021 Volumes	23	628	0	0	606	19	96	0	81	0	0	0
Phase 1 Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Horizon Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Phase 1 Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Horizon Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	25	680	0	0	656	21	104	0	88	0	0	0
2035 Background Traffic	26	715	0	0	689	22	109	0	92	0	0	0
Project Trips												
Trip Distribution IN	10%	50%										
Trip Distribution OUT					50%				10%			
Phase 1 (2025) Hospital Trips	18	88	0	0	187	0	0	0	37	0	0	0
Trip Distribution IN	10%	50%										
Trip Distribution OUT					50%				10%			
Full-Buildout (2035) Hospital Trips	28	141	0	0	299	0	0	0	60	0	0	0
2025 Phase 1 Buildout Total	43	768	0	0	843	21	104	0	125	0	0	0
2035 Full Buildout Total	54	856	0	0	988	22	109	0	152	0	0	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Jesse Jewell Parkway (SR 369) @ Downey Boulevard AM PEAK HOUR

Description	Downey Boulevard <u>Northbound</u>			Downey Boulevard <u>Southbound</u>			esse Jewell Parkway (SR 369) <u>Eastbound</u>			esse Jewell Parkway (SR 369) <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	42	293	185	215	118	179	150	854	9	88	1,254	215
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	7	9	3	0	3	3	53	0	1	75	6
Heavy Vehicle %	2%	2%	5%	2%	2%	2%	2%	6%	2%	2%	6%	3%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2021 Volumes	42	296	187	217	119	181	152	863	9	89	1267	217
Phase 1 Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Horizon Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Phase 1 Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Horizon Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	45	320	202	235	129	196	165	934	10	96	1371	235
2035 Background Traffic	48	337	213	247	135	206	173	982	10	101	1,442	247
Project Trips												
Trip Distribution IN		25%					20%					15%
Trip Distribution OUT				15%	25%	20%						
Phase 1 (2025) Hospital Trips	0	89	0	25	42	33	71	0	0	0	0	53
Trip Distribution IN		25%					20%					15%
Trip Distribution OUT				15%	25%	20%						
Full-Buildout (2035) Hospital Trips	0	138	0	39	65	52	111	0	0	0	0	83
2025 Phase 1 Buildout Total	45	409	202	260	171	229	236	934	10	96	1,371	288
2035 Full Buildout Total	48	475	213	286	200	258	284	982	10	101	1,442	330

PM PEAK HOUR

Description	Downey Boulevard <u>Northbound</u>			Downey Boulevard <u>Southbound</u>			esse Jewell Parkway (SR 369) <u>Eastbound</u>			esse Jewell Parkway (SR 369) <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	29	231	151	216	194	159	162	1,164	19	90	891	214
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	5	1	2	5	4	1	28	0	3	33	1
Heavy Vehicle %	2%	2%	2%	2%	3%	3%	2%	2%	2%	3%	4%	2%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Adjusted 2021 Volumes	33	261	171	244	219	180	183	1315	21	102	1007	242
Phase 1 Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Horizon Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Phase 1 Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Horizon Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	36	283	185	264	237	195	198	1,423	23	110	1,090	262
2035 Background Traffic	38	297	195	278	249	205	208	1,496	24	116	1,146	275
Project Trips												
Trip Distribution IN		25%					20%					15%
Trip Distribution OUT				15%	25%	20%						
Phase 1 (2025) Hospital Trips	0	44	0	56	94	75	35	0	0	0	0	26
Trip Distribution IN		25%					20%					15%
Trip Distribution OUT				15%	25%	20%						
Full-Buildout (2035) Hospital Trips	0	71	0	90	150	120	56	0	0	0	0	42
2025 Phase 1 Buildout Total	36	327	185	320	331	270	233	1,423	23	110	1,090	288
2035 Full Buildout Total	38	368	195	368	399	325	264	1,496	24	116	1,146	317

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INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Jesse Jeweel Parkway (SR 369) @ Summitt Drive / Wisteria Drive AM PEAK HOUR

Description	Summitt Drive <u>Northbound</u>			Wisteria Drive <u>Southbound</u>			Jesse Jeweel Parkway (SR 369) <u>Eastbound</u>			Jesse Jeweel Parkway (SR 369) <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	39	68	77	15	7	44	101	949	11	46	1,226	84
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	0	2	0	1	0	2	58	1	4	75	0
Heavy Vehicle %	5%	2%	3%	2%	14%	2%	2%	6%	9%	9%	6%	2%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment												
Adjusted 2021 Volumes	39	68	77	15	7	44	101	949	11	46	1226	84
Phase 1 Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Horizon Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Phase 1 Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Horizon Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	42	74	83	16	8	48	109	1027	12	50	1327	91
2035 Background Traffic	44	77	88	17	8	50	115	1,080	13	52	1,395	96
Project Trips												
Trip Distribution IN		5%					5%	20%				
Trip Distribution OUT					5%	5%					20%	
Phase 1 (2025) Hospital Trips	0	18	0	0	8	8	18	71	0	0	33	0
Trip Distribution IN		5%					5%	20%				
Trip Distribution OUT					5%	5%					20%	
Full-Buildout (2035) Hospital Trips	0	28	0	0	13	13	28	111	0	0	52	0
2025 Phase 1 Buildout Total	42	92	83	16	16	56	127	1,098	12	50	1,360	91
2035 Full Buildout Total	44	105	88	17	21	63	143	1,191	13	52	1,447	96

PM PEAK HOUR

Description	Summitt Drive <u>Northbound</u>			Wisteria Drive <u>Southbound</u>			Jesse Jeweel Parkway (SR 369) <u>Eastbound</u>			Jesse Jeweel Parkway (SR 369) <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	35	11	127	146	52	158	19	1,310	26	63	1,139	23
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	7	0	5	0	20	0	2	28	0
Heavy Vehicle %	2%	2%	2%	5%	2%	3%	2%	2%	2%	3%	2%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2021 Volumes	35	11	127	146	52	158	19	1310	26	63	1139	23
Phase 1 Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Horizon Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Phase 1 Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Horizon Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	38	12	137	158	56	171	21	1418	28	68	1233	25
2035 Background Traffic	40	13	144	166	59	180	22	1,491	30	72	1,296	26
Project Trips												
Trip Distribution IN		5%					5%	20%				
Trip Distribution OUT					5%	5%					20%	
Phase 1 (2025) Hospital Trips	0	9	0	0	19	19	9	35	0	0	75	0
Trip Distribution IN		5%					5%	20%				
Trip Distribution OUT					5%	5%					20%	
Full-Buildout (2035) Hospital Trips	0	14	0	0	30	30	14	56	0	0	120	0
2025 Phase 1 Buildout Total	38	21	137	158	75	190	30	1,453	28	68	1,308	25
2035 Full Buildout Total	40	27	144	166	89	210	36	1,547	30	72	1,416	26

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INTERSECTION VOLUME DEVELOPMENT

Intersection #4: S Enota Drive @ Site Driveway A AM PEAK HOUR

Description	Site Driveway A Northbound			Southbound			S Enota Drive Eastbound			S Enota Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes								165			181	
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	0	2	0	1	0	2	58	1	4	75	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	35%	0%	0%	41%	0%
Peak Hour Factor		0.88			0.88			0.88			0.88	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2021 Volumes	0	0	0	0	0	0	0	167	0	0	183	0
Phase 1 Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Horizon Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Phase 1 Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Horizon Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	0	0	0	0	0	0	0	181	0	0	198	0
2035 Background Traffic	0	0	0	0	0	0	0	190	0	0	208	0
Project Trips												
Trip Distribution IN										60%		
Trip Distribution OUT			60%									
Phase 1 (2025) Hospital Trips	0	0	100	0	0	0	0	0	0	213	0	0
Trip Distribution IN										60%		
Trip Distribution OUT			60%									
Full-Buildout (2035) Hospital Trips	0	0	156	0	0	0	0	0	0	332	0	0
2025 Phase 1 Buildout Total	0	0	100	0	0	0	0	181	0	213	198	0
2035 Full Buildout Total	0	0	156	0	0	0	0	190	0	332	208	0

PM PEAK HOUR

Description	Site Driveway A Northbound			Southbound			S Enota Drive Eastbound			S Enota Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes								125			42	
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	7	0	5	0	20	0	2	28	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	67%	0%
Peak Hour Factor		0.88			0.88			0.88			0.88	
Adjustment	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Adjusted 2021 Volumes	0	0	0	0	0	0	0	141	0	0	47	0
Phase 1 Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Horizon Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Phase 1 Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Horizon Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	0	0	0	0	0	0	0	153	0	0	51	0
2035 Background Traffic	0	0	0	0	0	0	0	160	0	0	53	0
Project Trips												
Trip Distribution IN										60%		
Trip Distribution OUT			60%									
Phase 1 (2025) Hospital Trips	0	0	224	0	0	0	0	0	0	106	0	0
Trip Distribution IN										60%		
Trip Distribution OUT			60%									
Full-Buildout (2035) Hospital Trips	0	0	359	0	0	0	0	0	0	169	0	0
2025 Phase 1 Buildout Total	0	0	224	0	0	0	0	153	0	106	51	0
2035 Full Buildout Total	0	0	359	0	0	0	0	160	0	169	53	0

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Synchro Analysis Reports

HCM 6th Signalized Intersection Summary

1: Enota Drive & Park Hill Drive (SR 11)

NGMC Gainesville TIA
Existing 2021 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	368	89	257	572	210	67	127	81	305	255	40
Future Volume (veh/h)	7	368	89	257	572	210	67	127	81	305	255	40
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	1470	1856	1870	1870	1870	1870	1856	1841	1811	1870	1870	1856
Adj Flow Rate, veh/h	7	391	95	273	609	213	71	135	3	324	271	39
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	29	3	2	2	2	2	3	4	6	2	2	3
Cap, veh/h	226	749	182	513	852	298	176	159	132	366	327	47
Arrive On Green	0.52	0.52	0.52	0.09	0.64	0.64	0.05	0.09	0.09	0.17	0.20	0.20
Sat Flow, veh/h	523	1442	350	1781	1324	463	1767	1841	1535	1781	1599	230
Grp Volume(v), veh/h	7	0	486	273	0	822	71	135	3	324	0	310
Grp Sat Flow(s),veh/h/ln	523	0	1792	1781	0	1787	1767	1841	1535	1781	0	1829
Q Serve(g_s), s	1.3	0.0	26.8	10.3	0.0	45.6	5.4	10.8	0.3	24.4	0.0	24.4
Cycle Q Clear(g_c), s	28.4	0.0	26.8	10.3	0.0	45.6	5.4	10.8	0.3	24.4	0.0	24.4
Prop In Lane	1.00		0.20	1.00		0.26	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	226	0	932	513	0	1149	176	159	132	366	0	374
V/C Ratio(X)	0.03	0.00	0.52	0.53	0.00	0.72	0.40	0.85	0.02	0.89	0.00	0.83
Avail Cap(c_a), veh/h	226	0	932	709	0	1149	208	173	144	366	0	374
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	0.00	1.00
Uniform Delay (d), s/veh	33.2	0.0	23.7	16.7	0.0	17.7	58.9	67.6	62.8	49.8	0.0	57.2
Incr Delay (d2), s/veh	0.3	0.0	2.1	0.9	0.0	3.8	1.1	29.6	0.1	21.7	0.0	14.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	11.8	4.2	0.0	19.1	2.5	6.4	0.1	13.0	0.0	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	0.0	25.8	17.6	0.0	21.5	60.0	97.2	62.8	71.5	0.0	71.6
LnGrp LOS	C	A	C	B	A	C	E	F	E	E	A	E
Approach Vol, veh/h	493		1095				209		634			
Approach Delay, s/veh	25.9		20.5				84.1		71.6			
Approach LOS	C		C				F		E			
Timer - Assigned Phs	2		3		4		5		6		7	
Phs Duration (G+Y+Rc), s	102.2		30.0		17.8		18.5		83.7		12.3	
Change Period (Y+Rc), s	5.7		* 4.7		* 4.9		5.5		5.7		* 5.2	
Max Green Setting (Gmax), s	95.3		* 25		* 14		29.5		60.3		* 9.8	
Max Q Clear Time (g_c+I1), s	47.6		26.4		12.8		12.3		30.4		7.4	
Green Ext Time (p_c), s	25.5		0.0		0.1		0.7		10.3		0.0	
Intersection Summary												
HCM 6th Ctrl Delay			40.4									
HCM 6th LOS			D									
Notes												

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	130	139	423	469	43
Future Vol, veh/h	36	130	139	423	469	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	100	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	3	2	3	2	2
Mvmt Flow	41	148	158	481	533	49
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1115	291	533	0	-	0
Stage 1	558	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Critical Hdwy	6.84	6.96	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.33	2.22	-	-	-
Pot Cap-1 Maneuver	202	703	1031	-	-	-
Stage 1	537	-	-	-	-	-
Stage 2	537	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	171	703	1031	-	-	-
Mov Cap-2 Maneuver	302	-	-	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	537	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.1	2.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1031	-	898	-	-	
HCM Lane V/C Ratio	0.153	-	0.21	-	-	
HCM Control Delay (s)	9.1	-	10.1	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.5	-	0.8	-	-	

HCM 6th TWSC
3: Downey Boulevard & Vine Street

NGMC Gainesville TIA
Existing 2021 AM Peak

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	5	566	17	9	582
Future Vol, veh/h	22	5	566	17	9	582
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	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	3	6	2	2
Mvmt Flow	26	6	666	20	11	685
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1041	343	0	0	686	0
Stage 1	676	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	226	653	-	-	904	-
Stage 1	467	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	223	653	-	-	904	-
Mov Cap-2 Maneuver	223	-	-	-	-	-
Stage 1	467	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	21.2	0		0.1		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	254	904	-	
HCM Lane V/C Ratio	-	-	0.125	0.012	-	
HCM Control Delay (s)	-	-	21.2	9	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	0.4	0	-	

HCM 6th Signalized Intersection Summary

4: Downey Boulevard & Medical Center Way

NGMC Gainesville TIA
Existing 2021 AM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	61	93	551	501	111
Future Volume (veh/h)	31	61	93	551	501	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	35	0	106	626	569	49
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	2	2	3	2	2
Cap, veh/h	98	88	532	2256	1493	666
Arrive On Green	0.06	0.00	0.07	0.64	0.42	0.42
Sat Flow, veh/h	1767	1585	1781	3618	3647	1585
Grp Volume(v), veh/h	35	0	106	626	569	49
Grp Sat Flow(s),veh/h/ln	1767	1585	1781	1763	1777	1585
Q Serve(g_s), s	0.8	0.0	1.3	3.4	4.8	0.8
Cycle Q Clear(g_c), s	0.8	0.0	1.3	3.4	4.8	0.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	98	88	532	2256	1493	666
V/C Ratio(X)	0.36	0.00	0.20	0.28	0.38	0.07
Avail Cap(c_a), veh/h	1336	1198	1026	4038	4070	1815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	0.0	5.7	3.4	8.7	7.6
Incr Delay (d2), s/veh	1.6	0.0	0.2	0.2	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.3	0.6	1.5	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.5	0.0	5.9	3.7	9.3	7.7
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h	35			732	618	
Approach Delay, s/veh	21.5			4.0	9.2	
Approach LOS	C			A	A	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.6	24.4		9.6		34.0
Change Period (Y+Rc), s	* 6.7	6.1		* 7.2		6.1
Max Green Setting (Gmax), s	* 15	50.0		* 33		50.0
Max Q Clear Time (g_c+l1), s	3.3	6.8		2.8		5.4
Green Ext Time (p_c), s	0.2	11.5		0.0		12.3

Intersection Summary

HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Downey Boulevard & Jesse Jewell Parkway (SR 369)

NGMC Gainesville TIA
Existing 2021 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	863	9	89	1267	217	42	296	187	217	119	181
Future Volume (veh/h)	152	863	9	89	1267	217	42	296	187	217	119	181
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	1811	1870	1870	1811	1856	1870	1870	1826	1870	1870	1870
Adj Flow Rate, veh/h	163	928	10	96	1362	143	45	318	16	233	128	28
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	6	2	2	6	3	2	2	5	2	2	2
Cap, veh/h	231	1951	21	435	1846	843	237	363	158	290	356	302
Arrive On Green	0.11	1.00	1.00	0.04	0.54	0.54	0.04	0.10	0.10	0.13	0.19	0.19
Sat Flow, veh/h	1781	3487	38	1781	3441	1572	1781	3554	1547	1781	1870	1585
Grp Volume(v), veh/h	163	458	480	96	1362	143	45	318	16	233	128	28
Grp Sat Flow(s),veh/h/ln	1781	1721	1804	1781	1721	1572	1781	1777	1547	1781	1870	1585
Q Serve(g_s), s	6.4	0.0	0.0	3.6	45.6	7.0	3.4	13.2	1.4	17.1	8.9	2.2
Cycle Q Clear(g_c), s	6.4	0.0	0.0	3.6	45.6	7.0	3.4	13.2	1.4	17.1	8.9	2.2
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	962	1009	435	1846	843	237	363	158	290	356	302
V/C Ratio(X)	0.71	0.48	0.48	0.22	0.74	0.17	0.19	0.88	0.10	0.80	0.36	0.09
Avail Cap(c_a), veh/h	339	962	1009	525	1846	843	333	374	163	324	356	302
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	24.5	0.0	0.0	14.4	26.7	17.7	57.2	66.4	61.1	50.3	52.8	50.1
Incr Delay (d2), s/veh	1.4	1.5	1.5	0.1	2.7	0.4	0.1	18.9	0.1	10.5	0.6	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	2.7	0.4	0.4	1.5	18.5	2.7	1.5	6.9	0.6	8.4	4.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	1.5	1.5	14.5	29.4	18.2	57.3	85.3	61.2	60.8	53.4	50.2
LnGrp LOS	C	A	A	B	C	B	E	F	E	E	D	D
Approach Vol, veh/h	1101		1601			379			389			
Approach Delay, s/veh	5.1		27.5			81.0			57.6			
Approach LOS	A		C			F			E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	87.4	12.0	34.7	12.4	90.9	25.2	21.5				
Change Period (Y+Rc), s	7.3	7.0	6.6	6.2	* 6.8	7.0	6.0	6.2				
Max Green Setting (Gmax), s	17.5	68.0	13.4	23.8	* 13	73.0	22.0	15.8				
Max Q Clear Time (g_c+I), s	19.4	47.6	5.4	10.9	5.6	2.0	19.1	15.2				
Green Ext Time (p_c), s	0.1	15.5	0.0	0.5	0.1	16.7	0.1	0.1				

Intersection Summary

HCM 6th Ctrl Delay	29.6
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Summitt Drive/Wisteria Drive & Jesse Jewell Parkway (SR 369)

NGMC Gainesville TIA
Existing 2021 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	949	11	46	1226	84	39	68	77	15	7	44
Future Volume (veh/h)	101	949	11	46	1226	84	39	68	77	15	7	44
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	1811	1767	1767	1811	1870	1826	1870	1856	1870	1693	1870
Adj Flow Rate, veh/h	111	1043	12	51	1347	90	43	75	52	16	8	1
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	6	9	9	6	2	5	2	3	2	14	2
Cap, veh/h	258	2266	26	351	2114	141	129	194	135	81	132	17
Arrive On Green	0.03	0.65	0.65	0.03	0.65	0.65	0.05	0.19	0.19	0.09	0.09	0.09
Sat Flow, veh/h	1781	3484	40	1682	3274	218	1739	1029	713	1264	1475	184
Grp Volume(v), veh/h	111	515	540	51	706	731	43	0	127	16	0	9
Grp Sat Flow(s),veh/h/ln	1781	1721	1804	1682	1721	1772	1739	0	1742	1264	0	1659
Q Serve(g_s), s	3.2	22.4	22.4	1.5	37.0	37.3	4.0	0.0	9.6	1.9	0.0	0.7
Cycle Q Clear(g_c), s	3.2	22.4	22.4	1.5	37.0	37.3	4.0	0.0	9.6	11.4	0.0	0.7
Prop In Lane	1.00		0.02	1.00		0.12	1.00		0.41	1.00		0.11
Lane Grp Cap(c), veh/h	258	1119	1173	351	1111	1144	0	0	329	81	0	149
V/C Ratio(X)	0.43	0.46	0.46	0.15	0.64	0.64	0.00	0.00	0.39	0.20	0.00	0.06
Avail Cap(c_a), veh/h	394	1119	1173	398	1111	1144	0	0	329	204	0	311
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	0.59	0.59	0.59	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.8	13.1	13.1	9.9	16.0	16.0	0.0	0.0	53.2	72.1	0.0	62.5
Incr Delay (d2), s/veh	0.4	1.4	1.3	0.0	1.7	1.6	0.0	0.0	0.3	0.4	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	1.2	8.9	9.3	0.5	14.5	15.0	0.0	0.0	4.3	0.6	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	14.4	14.4	10.0	17.6	17.7	0.0	0.0	53.5	72.5	0.0	62.6
LnGrp LOS	B	B	B	A	B	B	A	A	D	E	A	E
Approach Vol, veh/h	1166			1488			170			25		
Approach Delay, s/veh	14.5			17.4			40.0			68.9		
Approach LOS	B			B			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	11.5	102.2	14.9	21.3	10.8	103.0	36.2					
Change Period (Y+Rc), s	6.3	* 5.4	7.9	7.9	6.4	* 5.4	7.9					
Max Green Setting (Gmax), s	11.5	* 86	28.1	28.1	8.6	* 94	28.1					
Max Q Clear Time (g_c+I), s	11.5	39.3	6.0	13.4	3.5	24.4	11.6					
Green Ext Time (p_c), s	0.1	28.4	0.0	0.0	0.0	20.3	0.4					

Intersection Summary

HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

NGMC Gainesville TIA

1: Enota Drive & Park Hill Drive (SR 11)

Existing 2021 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	654	46	75	494	249	160	316	370	249	151	18
Future Volume (veh/h)	8	654	46	75	494	249	160	316	370	249	151	18
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	1796	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	719	49	82	543	262	176	347	186	274	166	18
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	7	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	871	59	210	681	328	393	374	317	298	395	43
Arrive On Green	0.50	0.50	0.50	0.03	0.57	0.57	0.09	0.20	0.20	0.13	0.24	0.24
Sat Flow, veh/h	677	1731	118	1781	1192	575	1781	1870	1585	1781	1658	180
Grp Volume(v), veh/h	9	0	768	82	0	805	176	347	186	274	0	184
Grp Sat Flow(s),veh/h/ln	677	0	1849	1781	0	1767	1781	1870	1585	1781	0	1838
Q Serve(g_s), s	1.7	0.0	56.5	3.5	0.0	57.4	12.4	29.2	17.0	19.0	0.0	13.6
Cycle Q Clear(g_c), s	48.2	0.0	56.5	3.5	0.0	57.4	12.4	29.2	17.0	19.0	0.0	13.6
Prop In Lane	1.00		0.06	1.00		0.33	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	189	0	930	210	0	1009	393	374	317	298	0	438
V/C Ratio(X)	0.05	0.00	0.83	0.39	0.00	0.80	0.45	0.93	0.59	0.92	0.00	0.42
Avail Cap(c_a), veh/h	189	0	930	311	0	1009	561	399	338	364	0	438
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	0.00	1.00
Uniform Delay (d), s/veh	50.3	0.0	33.8	29.2	0.0	27.0	44.7	62.9	58.0	44.0	0.0	51.6
Incr Delay (d2), s/veh	0.5	0.0	8.3	1.2	0.0	6.6	0.6	27.1	2.4	24.2	0.0	0.6
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	0.3	0.0	27.1	1.5	0.0	25.5	5.6	16.6	7.0	10.4	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	0.0	42.1	30.3	0.0	33.6	45.3	90.0	60.4	68.2	0.0	52.2
LnGrp LOS	D	A	D	C	A	C	D	F	E	E	A	D
Approach Vol, veh/h	777			887			709			458		
Approach Delay, s/veh	42.2			33.3			71.2			61.8		
Approach LOS	D			C			E			E		
Timer - Assigned Phs	2		3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	97.1		26.0	36.9	10.9	86.2	19.9	43.0				
Change Period (Y+Rc), s	5.7		* 4.7	* 4.9	5.5	5.7	* 5.2	* 4.9				
Max Green Setting (Gmax), s	83.3		* 27	* 34	14.5	63.3	* 30	* 31				
Max Q Clear Time (g_c+I1), s	59.4		21.0	31.2	5.5	58.5	14.4	15.6				
Green Ext Time (p_c), s	15.7		0.3	0.8	0.1	3.8	0.3	0.8				
Intersection Summary												
HCM 6th Ctrl Delay	49.8											
HCM 6th LOS	D											
Notes												

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	113	33	740	440	15
Future Vol, veh/h	28	113	33	740	440	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	100	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	3	2
Mvmt Flow	32	128	38	841	500	17

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1006	259	500
Stage 1	509	-	-
Stage 2	497	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	238	740	1060
Stage 1	569	-	-
Stage 2	577	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	229	740	1060
Mov Cap-2 Maneuver	361	-	-
Stage 1	549	-	-
Stage 2	577	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1060	-	923	-	-
HCM Lane V/C Ratio	0.035	-	0.174	-	-
HCM Control Delay (s)	8.5	-	9.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

HCM 6th TWSC
3: Downey Boulevard & Vine Street

NGMC Gainesville TIA
Existing 2021 PM Peak

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	20	698	20	7	597
Future Vol, veh/h	23	20	698	20	7	597
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	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	22	776	22	8	663
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1135	399	0	0	798	0
Stage 1	787	-	-	-	-	-
Stage 2	348	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	196	601	-	-	820	-
Stage 1	409	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	194	601	-	-	820	-
Mov Cap-2 Maneuver	194	-	-	-	-	-
Stage 1	409	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	20.3	0	0.1			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	283	820	-	
HCM Lane V/C Ratio	-	-	0.169	0.009	-	
HCM Control Delay (s)	-	-	20.3	9.4	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	0.6	0	-	

HCM 6th Signalized Intersection Summary

4: Downey Boulevard & Medical Center Way

NGMC Gainesville TIA

Existing 2021 PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	96	81	23	628	606	19
Future Volume (veh/h)	96	81	23	628	606	19
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1811
Adj Flow Rate, veh/h	105	7	25	690	666	9
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	6
Cap, veh/h	202	180	434	2162	1579	682
Arrive On Green	0.11	0.11	0.02	0.61	0.44	0.44
Sat Flow, veh/h	1781	1585	1781	3647	3647	1535
Grp Volume(v), veh/h	105	7	25	690	666	9
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1535
Q Serve(g_s), s	2.7	0.2	0.3	4.5	6.1	0.2
Cycle Q Clear(g_c), s	2.7	0.2	0.3	4.5	6.1	0.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	202	180	434	2162	1579	682
V/C Ratio(X)	0.52	0.04	0.06	0.32	0.42	0.01
Avail Cap(c_a), veh/h	1230	1095	951	3718	3718	1606
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	18.9	6.5	4.5	9.1	7.4
Incr Delay (d2), s/veh	1.5	0.1	0.1	0.3	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.1	0.1	1.0	1.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.5	18.9	6.6	4.9	9.7	7.4
LnGrp LOS	C	B	A	A	A	A
Approach Vol, veh/h	112			715	675	
Approach Delay, s/veh	21.3			4.9	9.7	
Approach LOS	C			A	A	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.8	27.3		12.6		35.2
Change Period (Y+Rc), s	* 6.7	6.1		* 7.2		6.1
Max Green Setting (Gmax), s	* 15	50.0		* 33		50.0
Max Q Clear Time (g_c+l1), s	2.3	8.1		4.7		6.5
Green Ext Time (p_c), s	0.0	13.1		0.2		13.7

Intersection Summary

HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Downey Boulevard & Jesse Jewell Parkway (SR 369)

NGMC Gainesville TIA
Existing 2021 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	1315	21	102	1007	242	33	261	171	244	219	180
Future Volume (veh/h)	183	1315	21	102	1007	242	33	261	171	244	219	180
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	1856	1841	1870	1870	1870	1870	1870	1856	1856
Adj Flow Rate, veh/h	197	1414	23	110	1083	149	35	281	8	262	235	31
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	3	4	2	2	2	2	2	3	3
Cap, veh/h	309	2009	33	313	1863	844	190	327	146	316	385	327
Arrive On Green	0.13	1.00	1.00	0.04	0.53	0.53	0.02	0.09	0.09	0.14	0.21	0.21
Sat Flow, veh/h	1781	3579	58	1767	3497	1585	1781	3554	1585	1781	1856	1572
Grp Volume(v), veh/h	197	702	735	110	1083	149	35	281	8	262	235	31
Grp Sat Flow(s),veh/h/ln	1781	1777	1860	1767	1749	1585	1781	1777	1585	1781	1856	1572
Q Serve(g_s), s	8.5	0.0	0.0	4.5	33.5	7.8	2.8	12.5	0.7	20.8	18.4	2.5
Cycle Q Clear(g_c), s	8.5	0.0	0.0	4.5	33.5	7.8	2.8	12.5	0.7	20.8	18.4	2.5
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	309	998	1044	313	1863	844	190	327	146	316	385	327
V/C Ratio(X)	0.64	0.70	0.70	0.35	0.58	0.18	0.18	0.86	0.05	0.83	0.61	0.09
Avail Cap(c_a), veh/h	399	998	1044	354	1863	844	263	373	166	361	385	327
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	19.0	0.0	0.0	15.5	25.3	19.3	63.8	71.6	66.3	53.9	57.5	51.2
Incr Delay (d2), s/veh	0.6	3.2	3.0	0.2	1.3	0.5	0.2	14.8	0.1	11.3	2.6	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	0.9	0.9	1.8	13.8	3.0	1.3	6.4	0.3	10.3	8.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	3.2	3.0	15.8	26.6	19.7	63.9	86.4	66.3	65.2	60.1	51.3
LnGrp LOS	B	A	A	B	C	B	E	F	E	E	E	D
Approach Vol, veh/h	1634					1342		324		528		
Approach Delay, s/veh	5.1					25.0		83.4		62.1		
Approach LOS	A					C		F		E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	92.2	10.4	39.4	13.3	96.8	28.9	20.9				
Change Period (Y+Rc), s	7.3	7.0	6.6	6.2	* 6.8	7.0	6.0	6.2				
Max Green Setting (Gmax), s	10.5	71.0	10.4	32.8	* 10	80.0	27.0	16.8				
Max Q Clear Time (g_c+10),s	10.5	35.5	4.8	20.4	6.5	2.0	22.8	14.5				
Green Ext Time (p_c), s	0.2	18.3	0.0	1.1	0.0	37.0	0.2	0.3				

Intersection Summary

HCM 6th Ctrl Delay 26.6
HCM 6th LOS C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

6: Summitt Drive/Wisteria Drive & Jesse Jewell Parkway (SR 369)

NGMC Gainesville TIA
Existing 2021 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	1310	26	63	1139	23	35	11	127	146	52	158
Future Volume (veh/h)	19	1310	26	63	1139	23	35	11	127	146	52	158
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	1856	1870	1870	1870	1870	1870	1826	1870	1856
Adj Flow Rate, veh/h	20	1351	26	65	1174	23	36	11	28	151	54	90
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	3	2	2	2	2	2	5	2	3
Cap, veh/h	344	2494	48	299	2534	50	130	69	176	215	93	156
Arrive On Green	0.02	0.70	0.70	0.03	0.71	0.71	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1781	3566	69	1767	3565	70	1244	467	1189	1336	630	1051
Grp Volume(v), veh/h	20	673	704	65	585	612	36	0	39	151	0	144
Grp Sat Flow(s),veh/h/ln	1781	1777	1858	1767	1777	1858	1244	0	1656	1336	0	1681
Q Serve(g_s), s	0.5	29.3	29.4	1.7	22.7	22.7	4.4	0.0	3.3	17.8	0.0	12.8
Cycle Q Clear(g_c), s	0.5	29.3	29.4	1.7	22.7	22.7	17.2	0.0	3.3	21.1	0.0	12.8
Prop In Lane	1.00		0.04	1.00		0.04	1.00		0.72	1.00		0.63
Lane Grp Cap(c), veh/h	344	1242	1299	299	1263	1321	130	0	245	215	0	249
V/C Ratio(X)	0.06	0.54	0.54	0.22	0.46	0.46	0.28	0.00	0.16	0.70	0.00	0.58
Avail Cap(c_a), veh/h	408	1242	1299	341	1263	1321	211	0	353	302	0	358
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	0.79	0.79	0.79	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.9	11.6	11.7	9.3	10.0	10.0	71.5	0.0	59.5	68.6	0.0	63.5
Incr Delay (d2), s/veh	0.0	1.7	1.6	0.1	1.0	0.9	0.4	0.0	0.1	1.6	0.0	0.8
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	0.2	11.7	12.2	0.6	8.8	9.2	1.5	0.0	1.4	6.2	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.9	13.3	13.3	9.5	10.9	10.9	71.9	0.0	59.6	70.2	0.0	64.3
LnGrp LOS	A	B	B	A	B	B	E	A	E	E	A	E
Approach Vol, veh/h	1397			1262			75			295		
Approach Delay, s/veh	13.2			10.8			65.5			67.3		
Approach LOS	B			B			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	119.2		31.6	11.1	117.3		31.6				
Change Period (Y+Rc), s	6.3	* 5.4		7.9	6.4	* 5.4		7.9				
Max Green Setting (Gmax), s	98	* 98		34.1	8.6	* 98		34.1				
Max Q Clear Time (g_c+I2),s	24.7			23.1	3.7	31.4		19.2				
Green Ext Time (p_c), s	0.0	25.7		0.6	0.0	32.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay	18.8											
HCM 6th LOS	B											
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: Enota Drive & Park Hill Drive (SR 11)

NGMC Gainesville TIA
Projected 2025 No-Build AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	398	96	278	619	227	73	137	88	330	276	43
Future Volume (veh/h)	8	398	96	278	619	227	73	137	88	330	276	43
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	1470	1856	1870	1870	1870	1870	1856	1841	1811	1870	1870	1856
Adj Flow Rate, veh/h	9	423	97	296	659	231	78	146	0	351	294	42
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	29	3	2	2	2	2	3	4	6	2	2	3
Cap, veh/h	185	738	169	486	844	296	167	169	141	365	330	47
Arrive On Green	0.51	0.51	0.51	0.10	0.64	0.64	0.05	0.09	0.00	0.17	0.21	0.21
Sat Flow, veh/h	491	1460	335	1781	1323	464	1767	1841	1535	1781	1601	229
Grp Volume(v), veh/h	9	0	520	296	0	890	78	146	0	351	0	336
Grp Sat Flow(s),veh/h/ln	491	0	1795	1781	0	1787	1767	1841	1535	1781	0	1829
Q Serve(g_s), s	2.0	0.0	30.2	11.5	0.0	53.9	5.9	11.7	0.0	25.3	0.0	26.8
Cycle Q Clear(g_c), s	36.2	0.0	30.2	11.5	0.0	53.9	5.9	11.7	0.0	25.3	0.0	26.8
Prop In Lane	1.00		0.19	1.00		0.26	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	185	0	908	486	0	1139	167	169	141	365	0	377
V/C Ratio(X)	0.05	0.00	0.57	0.61	0.00	0.78	0.47	0.86	0.00	0.96	0.00	0.89
Avail Cap(c_a), veh/h	185	0	908	666	0	1139	192	173	144	365	0	377
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	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.8	0.0	25.8	18.6	0.0	19.6	58.0	67.2	0.0	50.6	0.0	57.9
Incr Delay (d2), s/veh	0.5	0.0	2.6	1.2	0.0	5.3	1.5	33.3	0.0	36.7	0.0	22.3
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	0.3	0.0	13.5	4.8	0.0	23.0	2.7	7.1	0.0	15.6	0.0	14.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.3	0.0	28.4	19.8	0.0	25.0	59.5	100.5	0.0	87.4	0.0	80.2
LnGrp LOS	D	A	C	B	A	C	E	F	A	F	A	F
Approach Vol, veh/h	529			1186			224			687		
Approach Delay, s/veh	28.6			23.7			86.2			83.9		
Approach LOS	C			C			F			F		
Timer - Assigned Phs	2		3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	101.3		30.0	18.7	19.8	81.5	12.8	35.8				
Change Period (Y+Rc), s	5.7		* 4.7	* 4.9	5.5	5.7	* 5.2	* 4.9				
Max Green Setting (Gmax), s	95.3		* 25	* 14	29.5	60.3	* 9.8	* 29				
Max Q Clear Time (g_c+I1), s	55.9		27.3	13.7	13.5	38.2	7.9	28.8				
Green Ext Time (p_c), s	25.2		0.0	0.0	0.8	9.5	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			45.8									
HCM 6th LOS			D									
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
2: Downey Boulevard & Enota Drive

NGMC Gainesville TIA
Projected 2025 No-Build AM Peak

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	141	150	458	508	47
Future Vol, veh/h	39	141	150	458	508	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	100	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	3	2	3	2	2
Mvmt Flow	44	160	170	520	577	53
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1204	315	577	0	-	0
Stage 1	604	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Critical Hdwy	6.84	6.96	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.33	2.22	-	-	-
Pot Cap-1 Maneuver	177	678	993	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	147	678	993	-	-	-
Mov Cap-2 Maneuver	277	-	-	-	-	-
Stage 1	421	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.4	2.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	993	-	866	-	-	
HCM Lane V/C Ratio	0.172	-	0.236	-	-	
HCM Control Delay (s)	9.4	-	10.4	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.6	-	0.9	-	-	

HCM 6th TWSC
3: Downey Boulevard & Vine Street

NGMC Gainesville TIA
Projected 2025 No-Build AM Peak

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	5	613	18	10	630
Future Vol, veh/h	24	5	613	18	10	630
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	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	3	6	2	2
Mvmt Flow	28	6	721	21	12	741
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1127	371	0	0	742	0
Stage 1	732	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	198	626	-	-	861	-
Stage 1	437	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	195	626	-	-	861	-
Mov Cap-2 Maneuver	195	-	-	-	-	-
Stage 1	437	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	24.2	0	0.1			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	221	861	-	
HCM Lane V/C Ratio	-	-	0.154	0.014	-	
HCM Control Delay (s)	-	-	24.2	9.2	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

HCM 6th Signalized Intersection Summary

4: Downey Boulevard & Medical Center Way

NGMC Gainesville TIA
Projected 2025 No-Build AM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	66	101	596	542	120
Future Volume (veh/h)	34	66	101	596	542	120
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	39	0	115	677	616	54
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	2	2	3	2	2
Cap, veh/h	106	95	521	2293	1554	693
Arrive On Green	0.06	0.00	0.07	0.65	0.44	0.44
Sat Flow, veh/h	1767	1585	1781	3618	3647	1585
Grp Volume(v), veh/h	39	0	115	677	616	54
Grp Sat Flow(s),veh/h/ln	1767	1585	1781	1763	1777	1585
Q Serve(g_s), s	1.0	0.0	1.4	3.8	5.4	0.9
Cycle Q Clear(g_c), s	1.0	0.0	1.4	3.8	5.4	0.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	106	95	521	2293	1554	693
V/C Ratio(X)	0.37	0.00	0.22	0.30	0.40	0.08
Avail Cap(c_a), veh/h	1271	1140	984	3842	3873	1727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	0.0	5.7	3.5	8.8	7.5
Incr Delay (d2), s/veh	1.6	0.0	0.2	0.3	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	0.6	1.6	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.3	0.0	5.9	3.7	9.4	7.7
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h	39			792	670	
Approach Delay, s/veh	22.3			4.0	9.2	
Approach LOS	C			A	A	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.8	26.2		9.9		35.9
Change Period (Y+Rc), s	* 6.7	6.1		* 7.2		6.1
Max Green Setting (Gmax), s	* 15	50.0		* 33		50.0
Max Q Clear Time (g_c+l1), s	3.4	7.4		3.0		5.8
Green Ext Time (p_c), s	0.2	12.6		0.1		13.5

Intersection Summary

HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Downey Boulevard & Jesse Jewell Parkway (SR 369)

NGMC Gainesville TIA
Projected 2025 No-Build AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	934	10	96	1371	235	45	320	202	235	129	196
Future Volume (veh/h)	165	934	10	96	1371	235	45	320	202	235	129	196
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			
Adj Sat Flow, veh/h/ln	1870	1811	1870	1870	1811	1856	1870	1870	1826	1870	1870	1870
Adj Flow Rate, veh/h	177	1004	11	103	1474	161	48	344	33	253	139	31
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	6	2	2	6	3	2	2	5	2	2	2
Cap, veh/h	208	1897	21	408	1783	815	242	374	163	302	376	319
Arrive On Green	0.13	1.00	1.00	0.04	0.52	0.52	0.04	0.11	0.11	0.14	0.20	0.20
Sat Flow, veh/h	1781	3487	38	1781	3441	1572	1781	3554	1547	1781	1870	1585
Grp Volume(v), veh/h	177	495	520	103	1474	161	48	344	33	253	139	31
Grp Sat Flow(s),veh/h/ln	1781	1721	1804	1781	1721	1572	1781	1777	1547	1781	1870	1585
Q Serve(g_s), s	7.3	0.0	0.0	4.1	54.1	8.2	3.6	14.4	2.9	18.5	9.6	2.4
Cycle Q Clear(g_c), s	7.3	0.0	0.0	4.1	54.1	8.2	3.6	14.4	2.9	18.5	9.6	2.4
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	208	936	982	408	1783	815	242	374	163	302	376	319
V/C Ratio(X)	0.85	0.53	0.53	0.25	0.83	0.20	0.20	0.92	0.20	0.84	0.37	0.10
Avail Cap(c_a), veh/h	307	936	982	493	1783	815	335	374	163	319	376	319
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	29.3	0.0	0.0	15.5	30.4	19.4	56.7	66.5	61.3	49.5	51.7	48.8
Incr Delay (d2), s/veh	8.6	1.9	1.8	0.1	4.5	0.5	0.1	26.8	0.2	15.3	0.6	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	6.6	0.5	0.5	1.6	22.4	3.2	1.6	7.9	1.2	9.5	4.6	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	1.9	1.8	15.6	35.0	19.9	56.8	93.2	61.6	64.8	52.3	48.9
LnGrp LOS	D	A	A	B	C	B	E	F	E	E	D	D
Approach Vol, veh/h	1192				1738				425		423	
Approach Delay, s/veh	7.2				32.5				86.7		59.5	
Approach LOS	A				C				F		E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	84.7	12.2	36.4	12.8	88.6	26.5	22.0				
Change Period (Y+Rc), s	7.3	7.0	6.6	6.2	* 6.8	7.0	6.0	6.2				
Max Green Setting (Gmax), s	17.5	68.0	13.4	23.8	* 13	73.0	22.0	15.8				
Max Q Clear Time (g_c+I), s	19.3	56.1	5.6	11.6	6.1	2.0	20.5	16.4				
Green Ext Time (p_c), s	0.1	10.2	0.0	0.6	0.1	19.1	0.1	0.0				

Intersection Summary

HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

6: Summitt Drive/Wisteria Drive & Jesse Jewell Parkway (SR 369)

NGMC Gainesville TIA
Projected 2025 No-Build AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	1027	12	50	1327	91	42	74	83	16	8	48
Future Volume (veh/h)	109	1027	12	50	1327	91	42	74	83	16	8	48
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	1811	1767	1767	1811	1870	1826	1870	1856	1870	1693	1870
Adj Flow Rate, veh/h	120	1129	13	55	1458	98	46	81	59	18	9	1
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	6	9	9	6	2	5	2	3	2	14	2
Cap, veh/h	227	2235	26	317	2077	139	129	198	145	82	147	16
Arrive On Green	0.04	0.64	0.64	0.03	0.63	0.63	0.05	0.20	0.20	0.10	0.10	0.10
Sat Flow, veh/h	1781	3484	40	1682	3273	219	1739	1006	733	1249	1496	166
Grp Volume(v), veh/h	120	557	585	55	764	792	46	0	140	18	0	10
Grp Sat Flow(s),veh/h/ln	1781	1721	1804	1682	1721	1772	1739	0	1738	1249	0	1663
Q Serve(g_s), s	3.6	25.8	25.8	1.7	43.7	44.3	4.3	0.0	10.5	2.1	0.0	0.8
Cycle Q Clear(g_c), s	3.6	25.8	25.8	1.7	43.7	44.3	4.3	0.0	10.5	12.7	0.0	0.8
Prop In Lane	1.00		0.02	1.00		0.12	1.00		0.42	1.00		0.10
Lane Grp Cap(c), veh/h	227	1104	1157	317	1092	1124	0	0	343	82	0	163
V/C Ratio(X)	0.53	0.51	0.51	0.17	0.70	0.70	0.00	0.00	0.41	0.22	0.00	0.06
Avail Cap(c_a), veh/h	359	1104	1157	363	1092	1124	0	0	343	194	0	311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.46	0.46	0.46	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.9	14.3	14.3	11.0	18.0	18.1	0.0	0.0	52.6	72.0	0.0	61.4
Incr Delay (d2), s/veh	0.7	1.7	1.6	0.0	1.7	1.7	0.0	0.0	0.3	0.5	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	1.8	10.3	10.7	0.6	17.2	17.9	0.0	0.0	4.7	0.7	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	15.9	15.8	11.1	19.7	19.8	0.0	0.0	52.9	72.4	0.0	61.5
LnGrp LOS	B	B	B	B	B	B	A	A	D	E	A	E
Approach Vol, veh/h	1262					1611		186		28		
Approach Delay, s/veh	16.2					19.5		39.8		68.5		
Approach LOS	B					B		D		E		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	11.9	100.6	14.9	22.6	10.9	101.6	37.5					
Change Period (Y+Rc), s	6.3	* 5.4	7.9	7.9	6.4	* 5.4	7.9					
Max Green Setting (Gmax), s	11.9	* 86	28.1	28.1	8.6	* 94	28.1					
Max Q Clear Time (g_c+I), s	11.9	46.3	6.3	14.7	3.7	27.8	12.5					
Green Ext Time (p_c), s	0.1	28.0	0.0	0.0	0.0	23.0	0.4					

Intersection Summary

HCM 6th Ctrl Delay 19.8

HCM 6th LOS B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: Enota Drive & Park Hill Drive (SR 11)

NGMC Gainesville TIA
Projected 2025 No-Build PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	708	50	81	535	270	173	342	400	270	163	19
Future Volume (veh/h)	9	708	50	81	535	270	173	342	400	270	163	19
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	1796	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	778	53	89	588	285	190	376	238	297	179	19
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	7	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	820	56	141	649	315	418	396	336	318	430	46
Arrive On Green	0.47	0.47	0.47	0.04	0.55	0.55	0.10	0.21	0.21	0.15	0.26	0.26
Sat Flow, veh/h	635	1731	118	1781	1190	577	1781	1870	1585	1781	1662	176
Grp Volume(v), veh/h	10	0	831	89	0	873	190	376	238	297	0	198
Grp Sat Flow(s),veh/h/ln	635	0	1849	1781	0	1767	1781	1870	1585	1781	0	1839
Q Serve(g_s), s	2.3	0.0	68.7	4.0	0.0	71.0	13.2	31.7	22.3	21.3	0.0	14.3
Cycle Q Clear(g_c), s	61.9	0.0	68.7	4.0	0.0	71.0	13.2	31.7	22.3	21.3	0.0	14.3
Prop In Lane	1.00		0.06	1.00		0.33	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	109	0	876	141	0	964	418	396	336	318	0	476
V/C Ratio(X)	0.09	0.00	0.95	0.63	0.00	0.91	0.45	0.95	0.71	0.93	0.00	0.42
Avail Cap(c_a), veh/h	109	0	876	236	0	964	577	399	338	360	0	476
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	0.00	1.00
Uniform Delay (d), s/veh	65.6	0.0	40.3	36.9	0.0	32.7	43.0	62.2	58.5	46.3	0.0	49.3
Incr Delay (d2), s/veh	1.6	0.0	20.3	4.6	0.0	13.6	0.6	32.3	6.7	28.8	0.0	0.6
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	0.4	0.0	35.6	1.9	0.0	33.2	5.9	18.6	9.6	12.0	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	0.0	60.5	41.5	0.0	46.3	43.5	94.5	65.2	75.1	0.0	49.8
LnGrp LOS	E	A	E	D	A	D	D	F	E	E	A	D
Approach Vol, veh/h	841			962			804			495		
Approach Delay, s/veh	60.6			45.8			73.8			65.0		
Approach LOS	E			D			E			E		
Timer - Assigned Phs	2		3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	93.0		28.3	38.8	11.5	81.5	20.7	46.3				
Change Period (Y+Rc), s	5.7		* 4.7	* 4.9	5.5	5.7	* 5.2	* 4.9				
Max Green Setting (Gmax), s	83.3		* 27	* 34	14.5	63.3	* 30	* 31				
Max Q Clear Time (g_c+I1), s	73.0		23.3	33.7	6.0	70.7	15.2	16.3				
Green Ext Time (p_c), s	8.3		0.3	0.1	0.1	0.0	0.3	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			60.1									
HCM 6th LOS			E									
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
2: Downey Boulevard & Enota Drive

NGMC Gainesville TIA
Projected 2025 No-Build PM Peak

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	122	36	801	476	16
Future Vol, veh/h	30	122	36	801	476	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	100	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	3	2
Mvmt Flow	34	139	41	910	541	18
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1087	280	541	0	-	0
Stage 1	550	-	-	-	-	-
Stage 2	537	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	211	717	1024	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	203	717	1024	-	-	-
Mov Cap-2 Maneuver	337	-	-	-	-	-
Stage 1	520	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10	0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1024	-	893	-	-	
HCM Lane V/C Ratio	0.04	-	0.193	-	-	
HCM Control Delay (s)	8.7	-	10	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-	

HCM 6th TWSC
3: Downey Boulevard & Vine Street

NGMC Gainesville TIA
Projected 2025 No-Build PM Peak

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	22	756	22	8	646
Future Vol, veh/h	25	22	756	22	8	646
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	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	24	840	24	9	718
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1229	432	0	0	864	0
Stage 1	852	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	170	572	-	-	774	-
Stage 1	378	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	168	572	-	-	774	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	378	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	23.1	0	0.1			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	251	774	-	
HCM Lane V/C Ratio	-	-	0.208	0.011	-	
HCM Control Delay (s)	-	-	23.1	9.7	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	0.8	0	-	

HCM 6th Signalized Intersection Summary

4: Downey Boulevard & Medical Center Way

NGMC Gainesville TIA
Projected 2025 No-Build PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	104	88	25	680	656	21
Future Volume (veh/h)	104	88	25	680	656	21
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1811
Adj Flow Rate, veh/h	114	8	27	747	721	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	6
Cap, veh/h	203	181	424	2207	1644	710
Arrive On Green	0.11	0.11	0.02	0.62	0.46	0.46
Sat Flow, veh/h	1781	1585	1781	3647	3647	1535
Grp Volume(v), veh/h	114	8	27	747	721	10
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1535
Q Serve(g_s), s	3.0	0.2	0.4	5.1	6.9	0.2
Cycle Q Clear(g_c), s	3.0	0.2	0.4	5.1	6.9	0.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	203	181	424	2207	1644	710
V/C Ratio(X)	0.56	0.04	0.06	0.34	0.44	0.01
Avail Cap(c_a), veh/h	1171	1042	912	3538	3538	1528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	19.8	6.5	4.6	9.1	7.3
Incr Delay (d2), s/veh	1.8	0.1	0.1	0.3	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.1	0.1	1.1	2.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.9	19.9	6.6	4.9	9.8	7.3
LnGrp LOS	C	B	A	A	A	A
Approach Vol, veh/h	122			774	731	
Approach Delay, s/veh	22.7			4.9	9.7	
Approach LOS	C			A	A	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.0	29.3		12.9		37.3
Change Period (Y+Rc), s	* 6.7	6.1		* 7.2		6.1
Max Green Setting (Gmax), s	* 15	50.0		* 33		50.0
Max Q Clear Time (g_c+l1), s	2.4	8.9		5.0		7.1
Green Ext Time (p_c), s	0.0	14.4		0.2		15.1

Intersection Summary

HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Downey Boulevard & Jesse Jewell Parkway (SR 369)

NGMC Gainesville TIA
Projected 2025 No-Build PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	1423	23	110	1090	262	36	283	185	264	237	195
Future Volume (veh/h)	198	1423	23	110	1090	262	36	283	185	264	237	195
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	1856	1841	1870	1870	1870	1870	1870	1856	1856
Adj Flow Rate, veh/h	213	1530	25	118	1172	167	39	304	9	284	255	36
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	3	4	2	2	2	2	2	3	3
Cap, veh/h	284	1940	32	291	1782	808	197	348	155	332	410	347
Arrive On Green	0.15	1.00	1.00	0.04	0.51	0.51	0.03	0.10	0.10	0.15	0.22	0.22
Sat Flow, veh/h	1781	3578	58	1767	3497	1585	1781	3554	1585	1781	1856	1572
Grp Volume(v), veh/h	213	759	796	118	1172	167	39	304	9	284	255	36
Grp Sat Flow(s),veh/h/ln	1781	1777	1860	1767	1749	1585	1781	1777	1585	1781	1856	1572
Q Serve(g_s), s	9.6	0.0	0.0	5.1	39.5	9.2	3.1	13.5	0.8	22.4	19.9	2.9
Cycle Q Clear(g_c), s	9.6	0.0	0.0	5.1	39.5	9.2	3.1	13.5	0.8	22.4	19.9	2.9
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	963	1008	291	1782	808	197	348	155	332	410	347
V/C Ratio(X)	0.75	0.79	0.79	0.41	0.66	0.21	0.20	0.87	0.06	0.86	0.62	0.10
Avail Cap(c_a), veh/h	360	963	1008	325	1782	808	266	373	166	360	410	347
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	23.3	0.0	0.0	17.1	28.9	21.5	62.7	71.2	65.5	52.6	56.3	49.7
Incr Delay (d2), s/veh	3.2	4.6	4.4	0.3	1.9	0.6	0.2	17.9	0.1	14.8	2.7	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	6.6	1.2	1.2	2.1	16.5	3.6	1.4	7.0	0.3	11.4	9.6	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	4.6	4.4	17.4	30.9	22.1	62.9	89.0	65.5	67.4	59.0	49.8
LnGrp LOS	C	A	A	B	C	C	E	F	E	E	E	D
Approach Vol, veh/h	1768			1457			352			575		
Approach Delay, s/veh	7.1			28.8			85.5			62.6		
Approach LOS	A			C			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.1	88.5	10.8	41.5	13.9	93.7	30.5	21.9				
Change Period (Y+Rc), s	7.3	7.0	6.6	6.2	* 6.8	7.0	6.0	6.2				
Max Green Setting (Gmax), s	10.7	71.0	10.4	32.8	* 10	80.0	27.0	16.8				
Max Q Clear Time (g_c+1),s	11.6	41.5	5.1	21.9	7.1	2.0	24.4	15.5				
Green Ext Time (p_c), s	0.2	18.0	0.0	1.1	0.0	42.9	0.1	0.2				

Intersection Summary

HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

6: Summitt Drive/Wisteria Drive & Jesse Jewell Parkway (SR 369)

NGMC Gainesville TIA
Projected 2025 No-Build PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Volume (veh/h)	21	1418	28	68	1233	25	38	12	137	158	56	171
Future Volume (veh/h)	21	1418	28	68	1233	25	38	12	137	158	56	171
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	1856	1870	1870	1870	1870	1870	1826	1870	1856
Adj Flow Rate, veh/h	22	1462	28	70	1271	25	39	12	32	163	58	102
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	3	2	2	2	2	2	5	2	3
Cap, veh/h	305	2450	47	262	2488	49	133	72	192	227	97	171
Arrive On Green	0.02	0.69	0.69	0.03	0.70	0.70	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	3567	68	1767	3565	70	1226	451	1203	1330	608	1070
Grp Volume(v), veh/h	22	728	762	70	633	663	39	0	44	163	0	160
Grp Sat Flow(s),veh/h/ln	1781	1777	1858	1767	1777	1858	1226	0	1654	1330	0	1678
Q Serve(g_s), s	0.6	34.7	34.8	1.9	26.8	26.8	4.9	0.0	3.7	19.3	0.0	14.2
Cycle Q Clear(g_c), s	0.6	34.7	34.8	1.9	26.8	26.8	19.0	0.0	3.7	23.0	0.0	14.2
Prop In Lane	1.00		0.04	1.00		0.04	1.00		0.73	1.00		0.64
Lane Grp Cap(c), veh/h	305	1221	1276	262	1240	1297	133	0	265	227	0	268
V/C Ratio(X)	0.07	0.60	0.60	0.27	0.51	0.51	0.29	0.00	0.17	0.72	0.00	0.60
Avail Cap(c_a), veh/h	368	1221	1276	304	1240	1297	198	0	352	298	0	358
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	0.72	0.72	0.72	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	13.3	13.3	11.4	11.3	11.3	71.2	0.0	58.0	67.9	0.0	62.4
Incr Delay (d2), s/veh	0.0	2.2	2.1	0.1	1.1	1.0	0.5	0.0	0.1	3.3	0.0	0.8
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	0.2	14.0	14.7	0.7	10.5	11.0	1.6	0.0	1.6	6.8	0.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	15.4	15.4	11.6	12.4	12.4	71.7	0.0	58.1	71.2	0.0	63.2
LnGrp LOS	A	B	B	B	B	B	E	A	E	E	A	E
Approach Vol, veh/h	1512			1366			83			323		
Approach Delay, s/veh	15.3			12.4			64.5			67.2		
Approach LOS	B			B			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	117.1		33.5	11.2	115.3		33.5				
Change Period (Y+Rc), s	6.3	* 5.4		7.9	6.4	* 5.4		7.9				
Max Green Setting (Gmax), s	98	* 98		34.1	8.6	* 98		34.1				
Max Q Clear Time (g_c+I), s	28.8	28.8		25.0	3.9	36.8		21.0				
Green Ext Time (p_c), s	0.0	29.1		0.6	0.0	34.9		0.1				

Intersection Summary

HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: Enota Drive & Park Hill Drive (SR 11)

NGMC Gainesville TIA
Projected 2025 No-Build IMP AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	398	96	278	619	227	73	137	88	330	276	43
Future Volume (veh/h)	8	398	96	278	619	227	73	137	88	330	276	43
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	1470	1856	1870	1870	1870	1870	1856	1841	1811	1870	1870	1856
Adj Flow Rate, veh/h	9	423	97	296	659	214	78	146	4	351	294	42
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	29	3	2	2	2	2	3	4	6	2	2	3
Cap, veh/h	300	738	169	486	1682	546	167	169	141	365	330	47
Arrive On Green	0.51	0.51	0.51	0.10	0.64	0.64	0.05	0.09	0.09	0.17	0.21	0.21
Sat Flow, veh/h	499	1460	335	1781	2637	856	1767	1841	1535	1781	1601	229
Grp Volume(v), veh/h	9	0	520	296	444	429	78	146	4	351	0	336
Grp Sat Flow(s),veh/h/ln	499	0	1795	1781	1777	1716	1767	1841	1535	1781	0	1829
Q Serve(g_s), s	1.4	0.0	30.2	11.5	18.1	18.1	5.9	11.7	0.4	25.3	0.0	26.8
Cycle Q Clear(g_c), s	1.4	0.0	30.2	11.5	18.1	18.1	5.9	11.7	0.4	25.3	0.0	26.8
Prop In Lane	1.00		0.19	1.00		0.50	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	300	0	908	486	1133	1094	167	169	141	365	0	377
V/C Ratio(X)	0.03	0.00	0.57	0.61	0.39	0.39	0.47	0.86	0.03	0.96	0.00	0.89
Avail Cap(c_a), veh/h	300	0	908	666	1133	1094	192	173	144	365	0	377
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	25.8	18.6	13.1	13.1	58.0	67.2	62.0	50.6	0.0	57.9
Incr Delay (d2), s/veh	0.2	0.0	2.6	1.2	1.0	1.1	1.5	33.3	0.1	36.8	0.0	22.3
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	0.2	0.0	13.5	4.8	7.4	7.2	2.7	7.1	0.1	15.6	0.0	14.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	0.0	28.4	19.8	14.1	14.2	59.5	100.5	62.1	87.4	0.0	80.2
LnGrp LOS	B	A	C	B	B	B	E	F	E	F	A	F
Approach Vol, veh/h	529		1169			228			687			
Approach Delay, s/veh	28.3		15.6			85.8			83.9			
Approach LOS	C		B			F			F			
Timer - Assigned Phs	2		3		4		5		6		7	
Phs Duration (G+Y+Rc), s	101.3		30.0		18.7		19.8		81.5		12.8	
Change Period (Y+Rc), s	5.7		* 4.7		* 4.9		5.5		5.7		* 5.2	
Max Green Setting (Gmax), s	95.3		* 25		* 14		29.5		60.3		* 9.8	
Max Q Clear Time (g_c+I1), s	20.1		27.3		13.7		13.5		32.2		7.9	
Green Ext Time (p_c), s	27.6		0.0		0.0		0.8		10.8		0.0	
Intersection Summary												
HCM 6th Ctrl Delay	42.2											
HCM 6th LOS	D											
Notes												

HCM 6th Signalized Intersection Summary

1: Enota Drive & Park Hill Drive (SR 11)

NGMC Gainesville TIA
Projected 2025 No-Build IMP PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	708	50	81	535	270	173	342	400	270	163	19
Future Volume (veh/h)	9	708	50	81	535	270	173	342	400	270	163	19
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	1796	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	778	53	89	588	262	190	376	236	297	179	18
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	7	2	2	2	2	2	2	2	2	2
Cap, veh/h	298	810	55	134	1291	575	426	424	359	317	444	45
Arrive On Green	0.47	0.47	0.47	0.04	0.54	0.54	0.10	0.23	0.23	0.14	0.27	0.27
Sat Flow, veh/h	649	1731	118	1781	2391	1064	1781	1870	1585	1781	1672	168
Grp Volume(v), veh/h	10	0	831	89	437	413	190	376	236	297	0	197
Grp Sat Flow(s),veh/h/ln	649	0	1849	1781	1777	1679	1781	1870	1585	1781	0	1840
Q Serve(g_s), s	1.5	0.0	69.5	4.1	24.0	24.0	13.0	31.1	21.7	20.0	0.0	14.1
Cycle Q Clear(g_c), s	14.0	0.0	69.5	4.1	24.0	24.0	13.0	31.1	21.7	20.0	0.0	14.1
Prop In Lane	1.00		0.06	1.00		0.63	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	298	0	865	134	959	906	426	424	359	317	0	489
V/C Ratio(X)	0.03	0.00	0.96	0.66	0.46	0.46	0.45	0.89	0.66	0.94	0.00	0.40
Avail Cap(c_a), veh/h	298	0	865	229	959	906	643	679	576	330	0	530
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.3	0.0	41.2	37.3	22.4	22.5	41.4	59.9	56.2	41.7	0.0	48.3
Incr Delay (d2), s/veh	0.2	0.0	22.4	5.5	1.6	1.7	0.5	8.6	2.1	32.9	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	36.4	1.9	10.5	9.9	5.8	15.7	8.9	11.7	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	0.0	63.6	42.8	24.0	24.1	41.9	68.5	58.3	74.6	0.0	48.8
LnGrp LOS	C	A	E	D	C	C	D	E	E	E	A	D
Approach Vol, veh/h	841			939			802			494		
Approach Delay, s/veh	63.2			25.8			59.2			64.3		
Approach LOS	E			C			E			E		
Timer - Assigned Phs	2			3			4			5		
Phs Duration (G+Y+Rc), s	92.1			26.8			41.1			11.5		
Change Period (Y+Rc), s	5.7			* 4.7			* 4.9			5.5		
Max Green Setting (Gmax), s	63.3			* 23			* 58			14.5		
Max Q Clear Time (g_c+I1), s	26.0			22.0			33.1			6.1		
Green Ext Time (p_c), s	19.5			0.1			3.1			0.1		
Intersection Summary												
HCM 6th Ctrl Delay	50.9											
HCM 6th LOS	D											
Notes												

HCM 6th Signalized Intersection Summary

1: Enota Drive & Park Hill Drive (SR 11)

NGMC Gainesville TIA
Projected 2025 Build Phase 1 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	398	114	314	619	227	81	162	105	330	329	43
Future Volume (veh/h)	8	398	114	314	619	227	81	162	105	330	329	43
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	1470	1856	1870	1870	1870	1870	1856	1841	1811	1870	1870	1856
Adj Flow Rate, veh/h	9	423	115	334	659	231	86	172	5	351	350	43
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	29	3	2	2	2	2	3	4	6	2	2	3
Cap, veh/h	182	689	187	476	841	295	146	173	144	349	333	41
Arrive On Green	0.49	0.49	0.49	0.11	0.64	0.64	0.06	0.09	0.09	0.17	0.20	0.20
Sat Flow, veh/h	491	1405	382	1781	1323	464	1767	1841	1535	1781	1634	201
Grp Volume(v), veh/h	9	0	538	334	0	890	86	172	5	351	0	393
Grp Sat Flow(s),veh/h/ln	491	0	1787	1781	0	1787	1767	1841	1535	1781	0	1834
Q Serve(g_s), s	2.0	0.0	32.9	13.4	0.0	54.3	6.5	14.0	0.4	25.3	0.0	30.6
Cycle Q Clear(g_c), s	34.5	0.0	32.9	13.4	0.0	54.3	6.5	14.0	0.4	25.3	0.0	30.6
Prop In Lane	1.00		0.21	1.00		0.26	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	182	0	876	476	0	1135	146	173	144	349	0	374
V/C Ratio(X)	0.05	0.00	0.61	0.70	0.00	0.78	0.59	0.99	0.03	1.01	0.00	1.05
Avail Cap(c_a), veh/h	182	0	876	633	0	1135	163	173	144	349	0	374
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	0.00	1.00
Uniform Delay (d), s/veh	40.3	0.0	27.9	20.5	0.0	19.9	57.7	67.9	61.8	50.3	0.0	59.7
Incr Delay (d2), s/veh	0.5	0.0	3.2	2.3	0.0	5.4	3.6	66.6	0.1	49.5	0.0	60.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	14.7	5.7	0.0	23.1	3.1	9.8	0.2	16.6	0.0	20.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.8	0.0	31.1	22.8	0.0	25.3	61.3	134.5	61.9	99.7	0.0	120.1
LnGrp LOS	D	A	C	C	A	C	E	F	E	F	A	F
Approach Vol, veh/h	547		1224			263			744			
Approach Delay, s/veh	31.3		24.6			109.2			110.5			
Approach LOS	C		C			F			F			
Timer - Assigned Phs	2		3		4		5		6		7	
Phs Duration (G+Y+Rc), s	101.0		30.0		19.0		21.8		79.2		13.5	
Change Period (Y+Rc), s	5.7		* 4.7		* 4.9		5.5		5.7		* 5.2	
Max Green Setting (Gmax), s	95.3		* 25		* 14		29.5		60.3		* 9.8	
Max Q Clear Time (g_c+I1), s	56.3		27.3		16.0		15.4		36.5		8.5	
Green Ext Time (p_c), s	25.0		0.0		0.0		0.9		10.3		0.0	
Intersection Summary												
HCM 6th Ctrl Delay			56.9									
HCM 6th LOS			E									
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Downey Boulevard & Enota Drive

NGMC Gainesville TIA
Projected 2025 Build Phase 1 AM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	208	292	475	544	118
Future Volume (veh/h)	72	208	292	475	544	118
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1856	1870	1870
Adj Flow Rate, veh/h	82	2	332	540	618	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	3	2	3	2	2
Cap, veh/h	164	145	479	1250	766	
Arrive On Green	0.09	0.09	0.14	0.67	0.41	0.00
Sat Flow, veh/h	1781	1572	1781	1856	1870	1585
Grp Volume(v), veh/h	82	2	332	540	618	0
Grp Sat Flow(s), veh/h/ln	1781	1572	1781	1856	1870	1585
Q Serve(g_s), s	2.4	0.1	5.2	7.3	15.9	0.0
Cycle Q Clear(g_c), s	2.4	0.1	5.2	7.3	15.9	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	164	145	479	1250	766	
V/C Ratio(X)	0.50	0.01	0.69	0.43	0.81	
Avail Cap(c_a), veh/h	1091	963	715	1696	1710	
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	23.6	22.6	10.2	4.1	14.2	0.0
Incr Delay (d2), s/veh	2.3	0.0	1.8	0.2	2.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.1	0.0	1.5	1.5	5.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	26.0	22.6	12.0	4.3	16.3	0.0
LnGrp LOS	C	C	B	A	B	
Approach Vol, veh/h	84			872	618	A
Approach Delay, s/veh	25.9			7.3	16.3	
Approach LOS	C			A	B	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.4	28.5		11.7		43.0
Change Period (Y+Rc), s	6.7	6.1		* 6.7		6.1
Max Green Setting (Gmax), s	15	50.0		* 34		50.0
Max Q Clear Time (g_c+I), s	17.9	17.9		4.4		9.3
Green Ext Time (p_c), s	0.6	4.5		0.2		3.8

Intersection Summary

HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

MOVEMENT SUMMARY

 **Site: 2 [AM Peak (Site Folder: 2025 Build Phase 1)]**

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Downey Boulevard														
3	L2	292	2.0	332	2.0	0.247	4.8	LOS A	1.7	42.6	0.30	0.14	0.30	32.4
8	T1	475	3.0	540	3.0	0.281	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	37.9
Approach		767	2.6	872	2.6	0.281	4.7	LOS A	1.7	42.6	0.11	0.05	0.11	35.5
North: Enota Drive														
4	T1	544	2.0	618	2.0	0.554	9.9	LOS A	4.8	120.9	0.69	0.56	0.73	32.5
14	R2	118	2.0	134	2.0	0.120	4.3	LOS A	0.7	16.8	0.48	0.33	0.48	34.3
Approach		662	2.0	752	2.0	0.554	8.9	LOS A	4.8	120.9	0.65	0.52	0.68	32.8
West: Enota Drive														
5	L2	72	2.0	82	2.0	0.099	5.4	LOS A	0.6	16.2	0.71	0.55	0.71	32.1
12	R2	208	3.0	236	3.0	0.145	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	36.9
Approach		280	2.7	318	2.7	0.145	1.4	LOS A	0.6	16.2	0.18	0.14	0.18	35.5
All Vehicles		1709	2.4	1942	2.4	0.554	5.8	LOS A	4.8	120.9	0.33	0.25	0.35	34.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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HCM 6th TWSC
3: Downey Boulevard & Site Driveway B/Vine Street

NGMC Gainesville TIA
Projected 2025 Build Phase 1 AM Peak

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	17	0	17	24	0	5	36	755	18	10	697	36
Future Vol, veh/h	17	0	17	24	0	5	36	755	18	10	697	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	75	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	3	6	2	2	2
Mvmt Flow	20	0	20	28	0	6	42	888	21	12	820	42
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1372	1837	410	1417	1869	455	862	0	0	909	0	0
Stage 1	844	844	-	983	983	-	-	-	-	-	-	-
Stage 2	528	993	-	434	886	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	105	75	591	97	72	552	776	-	-	745	-	-
Stage 1	324	377	-	267	325	-	-	-	-	-	-	-
Stage 2	502	322	-	570	361	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	98	70	591	89	67	552	776	-	-	745	-	-
Mov Cap-2 Maneuver	98	70	-	89	67	-	-	-	-	-	-	-
Stage 1	307	371	-	253	307	-	-	-	-	-	-	-
Stage 2	470	305	-	542	355	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	33		55.7		0.4		0.1					
HCM LOS	D		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	776	-	-	168	104	745	-	-				
HCM Lane V/C Ratio	0.055	-	-	0.238	0.328	0.016	-	-				
HCM Control Delay (s)	9.9	-	-	33	55.7	9.9	-	-				
HCM Lane LOS	A	-	-	D	F	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.9	1.3	0	-	-				

HCM 6th Signalized Intersection Summary

4: Downey Boulevard & Medical Center Way

NGMC Gainesville TIA
Projected 2025 Build Phase 1 AM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	83	137	774	626	120
Future Volume (veh/h)	34	83	137	774	626	120
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	39	0	156	880	711	53
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	2	2	3	2	2
Cap, veh/h	103	93	513	2385	1661	741
Arrive On Green	0.06	0.00	0.08	0.68	0.47	0.47
Sat Flow, veh/h	1767	1585	1781	3618	3647	1585
Grp Volume(v), veh/h	39	0	156	880	711	53
Grp Sat Flow(s),veh/h/ln	1767	1585	1781	1763	1777	1585
Q Serve(g_s), s	1.1	0.0	2.0	5.4	6.7	0.9
Cycle Q Clear(g_c), s	1.1	0.0	2.0	5.4	6.7	0.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	103	93	513	2385	1661	741
V/C Ratio(X)	0.38	0.00	0.30	0.37	0.43	0.07
Avail Cap(c_a), veh/h	1161	1042	910	3511	3539	1578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	0.0	5.8	3.5	8.9	7.4
Incr Delay (d2), s/veh	1.7	0.0	0.3	0.3	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.5	0.9	2.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.4	0.0	6.1	3.8	9.5	7.5
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h	39			1036	764	
Approach Delay, s/veh	24.4			4.2	9.4	
Approach LOS	C			A	A	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.5	29.6		10.1		40.1
Change Period (Y+Rc), s	* 6.7	6.1		* 7.2		6.1
Max Green Setting (Gmax), s	* 15	50.0		* 33		50.0
Max Q Clear Time (g_c+l1), s	4.0	8.7		3.1		7.4
Green Ext Time (p_c), s	0.3	14.8		0.1		18.5

Intersection Summary

HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Downey Boulevard & Jesse Jewell Parkway (SR 369)

NGMC Gainesville TIA
Projected 2025 Build Phase 1 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	934	10	96	1371	288	45	409	202	260	171	229
Future Volume (veh/h)	236	934	10	96	1371	288	45	409	202	260	171	229
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	1811	1870	1870	1811	1856	1870	1870	1826	1870	1870	1870
Adj Flow Rate, veh/h	254	1004	11	103	1474	212	48	440	55	280	184	37
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	6	2	2	6	3	2	2	5	2	2	2
Cap, veh/h	271	1850	20	378	1560	713	236	374	163	309	394	334
Arrive On Green	0.24	1.00	1.00	0.04	0.45	0.45	0.04	0.11	0.11	0.15	0.21	0.21
Sat Flow, veh/h	1781	3487	38	1781	3441	1572	1781	3554	1547	1781	1870	1585
Grp Volume(v), veh/h	254	495	520	103	1474	212	48	440	55	280	184	37
Grp Sat Flow(s),veh/h/ln	1781	1721	1804	1781	1721	1572	1781	1777	1547	1781	1870	1585
Q Serve(g_s), s	15.7	0.0	0.0	4.6	61.4	12.8	3.6	15.8	4.9	20.6	12.9	2.8
Cycle Q Clear(g_c), s	15.7	0.0	0.0	4.6	61.4	12.8	3.6	15.8	4.9	20.6	12.9	2.8
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	271	913	958	378	1560	713	236	374	163	309	394	334
V/C Ratio(X)	0.94	0.54	0.54	0.27	0.94	0.30	0.20	1.18	0.34	0.91	0.47	0.11
Avail Cap(c_a), veh/h	271	913	958	457	1560	713	329	374	163	309	394	334
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	39.6	0.0	0.0	20.1	39.2	25.9	56.7	67.1	62.2	49.1	51.8	47.8
Incr Delay (d2), s/veh	34.2	2.0	1.9	0.1	13.0	1.1	0.2	103.5	0.5	26.0	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	10.7	0.5	0.5	1.9	27.6	5.0	1.6	12.5	2.0	11.3	6.2	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.8	2.0	1.9	20.3	52.2	27.0	56.8	170.6	62.7	75.1	52.6	48.0
LnGrp LOS	E	A	A	C	D	C	E	F	E	E	D	D
Approach Vol, veh/h	1269					1789		543		501		
Approach Delay, s/veh	16.3					47.4		149.6		64.8		
Approach LOS	B					D		F		E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc),s	25.0	75.0	12.2	37.8	13.4	86.6	28.0	22.0				
Change Period (Y+Rc), s	7.3	7.0	6.6	6.2	* 6.8	7.0	6.0	6.2				
Max Green Setting (Gmax),s	17.7	68.0	13.4	23.8	* 13	73.0	22.0	15.8				
Max Q Clear Time (g_c+17),s	17.7	63.4	5.6	14.9	6.6	2.0	22.6	17.8				
Green Ext Time (p_c), s	0.0	4.2	0.0	0.7	0.1	19.1	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 53.4
HCM 6th LOS D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

NGMC Gainesville TIA

6: Summitt Drive/Wisteria Drive & Jesse Jewell Parkway (SR 369) Projected 2025 Build Phase 1 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	1092	12	50	1360	91	42	92	83	16	16	56
Future Volume (veh/h)	127	1092	12	50	1360	91	42	92	83	16	16	56
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	1811	1767	1767	1811	1870	1826	1870	1856	1870	1693	1870
Adj Flow Rate, veh/h	140	1200	13	55	1495	97	46	101	65	18	18	3
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	6	9	9	6	2	5	2	3	2	14	2
Cap, veh/h	218	2191	24	287	2021	131	129	224	144	82	157	26
Arrive On Green	0.04	0.63	0.63	0.03	0.62	0.62	0.05	0.21	0.21	0.11	0.11	0.11
Sat Flow, veh/h	1781	3487	38	1682	3281	212	1739	1063	684	1220	1414	236
Grp Volume(v), veh/h	140	592	621	55	781	811	46	0	166	18	0	21
Grp Sat Flow(s),veh/h/ln	1781	1721	1804	1682	1721	1773	1739	0	1747	1220	0	1650
Q Serve(g_s), s	4.4	29.2	29.3	1.8	47.9	48.6	4.3	0.0	12.4	2.2	0.0	1.7
Cycle Q Clear(g_c), s	4.4	29.2	29.3	1.8	47.9	48.6	4.3	0.0	12.4	14.6	0.0	1.7
Prop In Lane	1.00		0.02	1.00		0.12	1.00		0.39	1.00		0.14
Lane Grp Cap(c), veh/h	218	1081	1134	287	1060	1092	0	0	368	82	0	183
V/C Ratio(X)	0.64	0.55	0.55	0.19	0.74	0.74	0.00	0.00	0.45	0.22	0.00	0.11
Avail Cap(c_a), veh/h	340	1081	1134	333	1060	1092	0	0	368	192	0	331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.38	0.38	0.38	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.5	15.8	15.8	12.6	20.3	20.4	0.0	0.0	51.7	71.9	0.0	60.0
Incr Delay (d2), s/veh	1.2	2.0	1.9	0.0	1.8	1.8	0.0	0.0	0.3	0.5	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	2.7	11.8	12.3	0.7	19.0	19.9	0.0	0.0	5.6	0.7	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	17.8	17.7	12.6	22.0	22.2	0.0	0.0	52.0	72.4	0.0	60.1
LnGrp LOS	C	B	B	B	C	C	A	A	D	E	A	E
Approach Vol, veh/h	1353				1647		212				39	
Approach Delay, s/veh	18.5				21.8		40.7				65.8	
Approach LOS	B				C		D				E	
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	12.8	97.8	14.9	24.6	10.9	99.6	39.5					
Change Period (Y+Rc), s	6.3	* 5.4	7.9	7.9	6.4	* 5.4	7.9					
Max Green Setting (Gmax), s	12.8	* 84	30.1	30.1	8.6	* 92	30.1					
Max Q Clear Time (g_c+I), s	10.4	50.6	6.3	16.6	3.8	31.3	14.4					
Green Ext Time (p_c), s	0.1	25.1	0.0	0.0	0.0	24.8	0.5					

Intersection Summary

HCM 6th Ctrl Delay 22.2

HCM 6th LOS C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	181	0	213	198	0	100
Future Vol, veh/h	181	0	213	198	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	206	0	242	225	0	114
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	206	0	915	206
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	709	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1365	-	303	835
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	488	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1365	-	241	835
Mov Cap-2 Maneuver	-	-	-	-	241	-
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	389	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	4.3		10		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	835	-	-	1365	-	
HCM Lane V/C Ratio	0.136	-	-	0.177	-	
HCM Control Delay (s)	10	-	-	8.2	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0.6	-	

HCM 6th Signalized Intersection Summary

1: Enota Drive & Park Hill Drive (SR 11)

NGMC Gainesville TIA
Projected 2025 Build Phase 1 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	708	59	99	535	270	192	398	437	270	189	19
Future Volume (veh/h)	9	708	59	99	535	270	192	398	437	270	189	19
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	1796	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	778	63	109	588	285	211	437	278	297	208	19
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	7	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	779	63	131	640	310	410	399	338	317	434	40
Arrive On Green	0.46	0.46	0.46	0.05	0.54	0.54	0.11	0.21	0.21	0.15	0.26	0.26
Sat Flow, veh/h	635	1707	138	1781	1190	577	1781	1870	1585	1781	1688	154
Grp Volume(v), veh/h	10	0	841	109	0	873	211	437	278	297	0	227
Grp Sat Flow(s),veh/h/ln	635	0	1845	1781	0	1767	1781	1870	1585	1781	0	1843
Q Serve(g_s), s	2.3	0.0	72.8	5.6	0.0	72.2	14.6	34.1	26.8	22.3	0.0	16.7
Cycle Q Clear(g_c), s	61.4	0.0	72.8	5.6	0.0	72.2	14.6	34.1	26.8	22.3	0.0	16.7
Prop In Lane	1.00		0.07	1.00		0.33	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	100	0	842	131	0	951	410	399	338	317	0	473
V/C Ratio(X)	0.10	0.00	1.00	0.84	0.00	0.92	0.51	1.10	0.82	0.94	0.00	0.48
Avail Cap(c_a), veh/h	100	0	842	207	0	951	553	399	338	349	0	473
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	0.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	43.5	41.6	0.0	33.7	42.4	62.9	60.1	50.1	0.0	50.4
Incr Delay (d2), s/veh	2.0	0.0	30.7	14.9	0.0	15.1	0.7	73.6	15.0	30.2	0.0	0.8
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	0.4	0.0	39.7	2.9	0.0	34.0	6.6	24.3	12.1	14.6	0.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.7	0.0	74.2	56.5	0.0	48.8	43.2	136.5	75.1	80.3	0.0	51.1
LnGrp LOS	E	A	E	E	A	D	D	F	E	F	A	D
Approach Vol, veh/h	851		982			926			524			
Approach Delay, s/veh	74.1		49.6			96.8			67.7			
Approach LOS	E		D			F			E			
Timer - Assigned Phs	2		3		4		5		6		7	
Phs Duration (G+Y+Rc), s	91.8		29.2		39.0		13.1		78.7		22.2	
Change Period (Y+Rc), s	5.7		* 4.7		* 4.9		5.5		5.7		* 5.2	
Max Green Setting (Gmax), s	83.3		* 27		* 34		14.5		63.3		* 30	
Max Q Clear Time (g_c+I1), s	74.2		24.3		36.1		7.6		74.8		16.6	
Green Ext Time (p_c), s	7.4		0.2		0.0		0.1		0.0		0.3	
Intersection Summary												
HCM 6th Ctrl Delay			72.2									
HCM 6th LOS			E									
Notes												

HCM 6th Signalized Intersection Summary

2: Downey Boulevard & Enota Drive

NGMC Gainesville TIA
Projected 2025 Build Phase 1 PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	272	106	838	494	51
Future Volume (veh/h)	105	272	106	838	494	51
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1856	1870
Adj Flow Rate, veh/h	119	10	120	952	561	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	3	2
Cap, veh/h	184	163	470	1263	939	
Arrive On Green	0.10	0.10	0.06	0.68	0.51	0.00
Sat Flow, veh/h	1781	1585	1781	1870	1856	1585
Grp Volume(v), veh/h	119	10	120	952	561	0
Grp Sat Flow(s), veh/h/ln	1781	1585	1781	1870	1856	1585
Q Serve(g_s), s	3.9	0.3	1.7	20.2	12.8	0.0
Cycle Q Clear(g_c), s	3.9	0.3	1.7	20.2	12.8	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	184	163	470	1263	939	
V/C Ratio(X)	0.65	0.06	0.26	0.75	0.60	
Avail Cap(c_a), veh/h	980	872	813	1559	1546	
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	25.9	24.3	7.4	6.4	10.5	0.0
Incr Delay (d2), s/veh	2.8	0.1	0.3	3.5	2.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.7	0.1	0.5	5.7	4.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	28.7	24.4	7.6	10.0	12.7	0.0
LnGrp LOS	C	C	A	A	B	
Approach Vol, veh/h	129			1072	561	A
Approach Delay, s/veh	28.4			9.7	12.7	
Approach LOS	C			A	B	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.2	36.5		13.4		46.6
Change Period (Y+Rc), s	6.7	6.1		* 7.2		6.1
Max Green Setting (Gmax), s	15	50.0		* 33		50.0
Max Q Clear Time (g_c+I), s	13.7	14.8		5.9		22.2
Green Ext Time (p_c), s	0.2	10.4		0.3		18.3

Intersection Summary

HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

MOVEMENT SUMMARY

 **Site: 2 [PM Peak (Site Folder: 2025 Build Phase 1)]**

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Downey Boulevard														
3	L2	106	2.0	120	2.0	0.092	3.5	LOS A	0.5	13.5	0.31	0.15	0.31	33.0
8	T1	838	2.0	952	2.0	0.492	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	37.8
Approach		944	2.0	1073	2.0	0.492	7.5	LOS A	0.5	13.5	0.03	0.02	0.03	37.2
North: Enota Drive														
4	T1	494	3.0	561	3.0	0.432	7.0	LOS A	3.2	82.0	0.40	0.22	0.40	33.9
14	R2	51	2.0	58	2.0	0.044	3.1	LOS A	0.2	5.7	0.28	0.12	0.28	34.9
Approach		545	2.9	619	2.9	0.432	6.6	LOS A	3.2	82.0	0.39	0.21	0.39	34.0
West: Enota Drive														
5	L2	105	2.0	119	2.0	0.130	5.2	LOS A	0.8	20.0	0.65	0.51	0.65	32.2
12	R2	272	2.0	309	2.0	0.188	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	36.9
Approach		377	2.0	428	2.0	0.188	1.5	LOS A	0.8	20.0	0.18	0.14	0.18	35.4
All Vehicles		1866	2.3	2120	2.3	0.492	5.9	LOS A	3.2	82.0	0.17	0.10	0.17	35.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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HCM 6th TWSC
3: Downey Boulevard & Site Driveway B/Vine Street

NGMC Gainesville TIA
Projected 2025 Build Phase 1 PM Peak

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕↗		↗	↕↕	↗
Traffic Vol, veh/h	37	0	37	25	0	22	18	826	22	8	796	18
Future Vol, veh/h	37	0	37	25	0	22	18	826	22	8	796	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	75	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	0	41	28	0	24	20	918	24	9	884	20
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1401	1884	442	1430	1892	471	904	0	0	942	0	0
Stage 1	902	902	-	970	970	-	-	-	-	-	-	-
Stage 2	499	982	-	460	922	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	100	70	563	95	69	539	748	-	-	724	-	-
Stage 1	299	355	-	272	330	-	-	-	-	-	-	-
Stage 2	522	325	-	551	347	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	93	67	563	85	66	539	748	-	-	724	-	-
Mov Cap-2 Maneuver	93	67	-	85	66	-	-	-	-	-	-	-
Stage 1	291	351	-	265	321	-	-	-	-	-	-	-
Stage 2	485	316	-	504	343	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	49.1		45.3		0.2		0.1					
HCM LOS	E		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	748	-	-	160	140	724	-	-				
HCM Lane V/C Ratio	0.027	-	-	0.514	0.373	0.012	-	-				
HCM Control Delay (s)	9.9	-	-	49.1	45.3	10	-	-				
HCM Lane LOS	A	-	-	E	E	B	-	-				
HCM 95th %tile O(veh)	0.1	-	-	2.5	1.6	0	-	-				

HCM 6th Signalized Intersection Summary

4: Downey Boulevard & Medical Center Way

NGMC Gainesville TIA
Projected 2025 Build Phase 1 PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	104	125	43	768	843	21
Future Volume (veh/h)	104	125	43	768	843	21
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1811
Adj Flow Rate, veh/h	114	8	47	844	926	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	6
Cap, veh/h	183	163	398	2386	1852	800
Arrive On Green	0.10	0.10	0.04	0.67	0.52	0.52
Sat Flow, veh/h	1781	1585	1781	3647	3647	1535
Grp Volume(v), veh/h	114	8	47	844	926	12
Grp Sat Flow(s), veh/h/ln	1781	1585	1781	1777	1777	1535
Q Serve(g_s), s	3.6	0.3	0.7	6.0	9.9	0.2
Cycle Q Clear(g_c), s	3.6	0.3	0.7	6.0	9.9	0.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	183	163	398	2386	1852	800
V/C Ratio(X)	0.62	0.05	0.12	0.35	0.50	0.02
Avail Cap(c_a), veh/h	998	888	787	3017	3017	1303
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	25.3	23.8	6.4	4.2	9.1	6.8
Incr Delay (d2), s/veh	2.6	0.1	0.1	0.3	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.1	0.2	1.4	3.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.9	23.9	6.5	4.5	9.9	6.8
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	122			891	938	
Approach Delay, s/veh	27.6			4.6	9.9	
Approach LOS	C			A	A	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.8	36.8		13.2		45.6
Change Period (Y+Rc), s	* 6.7	6.1		* 7.2		6.1
Max Green Setting (Gmax), s	* 15	50.0		* 33		50.0
Max Q Clear Time (g_c+l1), s	2.7	11.9		5.6		8.0
Green Ext Time (p_c), s	0.1	18.8		0.2		17.4

Intersection Summary

HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Downey Boulevard & Jesse Jewell Parkway (SR 369)

NGMC Gainesville TIA
Projected 2025 Build Phase 1 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	1423	23	110	1090	288	36	327	185	320	331	270
Future Volume (veh/h)	233	1423	23	110	1090	288	36	327	185	320	331	270
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	1856	1841	1870	1870	1870	1870	1870	1856	1856
Adj Flow Rate, veh/h	251	1530	24	118	1172	188	39	352	10	344	356	93
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	3	4	2	2	2	2	2	3	3
Cap, veh/h	286	1851	29	283	1649	747	152	373	166	352	452	383
Arrive On Green	0.18	1.00	1.00	0.05	0.47	0.47	0.03	0.11	0.11	0.17	0.24	0.24
Sat Flow, veh/h	1781	3581	56	1767	3497	1585	1781	3554	1585	1781	1856	1572
Grp Volume(v), veh/h	251	758	796	118	1172	188	39	352	10	344	356	93
Grp Sat Flow(s),veh/h/ln	1781	1777	1860	1767	1749	1585	1781	1777	1585	1781	1856	1572
Q Serve(g_s), s	12.1	0.0	0.0	5.5	42.6	11.4	3.1	15.7	0.9	27.0	28.7	7.6
Cycle Q Clear(g_c), s	12.1	0.0	0.0	5.5	42.6	11.4	3.1	15.7	0.9	27.0	28.7	7.6
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	286	918	961	283	1649	747	152	373	166	352	452	383
V/C Ratio(X)	0.88	0.83	0.83	0.42	0.71	0.25	0.26	0.94	0.06	0.98	0.79	0.24
Avail Cap(c_a), veh/h	335	918	961	313	1649	747	221	373	166	352	452	383
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	27.0	0.0	0.0	19.9	33.6	25.4	61.9	71.1	64.5	51.8	56.6	48.6
Incr Delay (d2), s/veh	13.2	5.8	5.6	0.4	2.6	0.8	0.3	31.9	0.1	38.5	8.0	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	5.2	1.5	1.5	2.3	18.1	4.5	1.4	8.8	0.4	15.9	14.4	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.2	5.8	5.6	20.2	36.2	26.2	62.2	103.1	64.5	90.2	64.6	48.9
LnGrp LOS	D	A	A	C	D	C	E	F	E	F	E	D
Approach Vol, veh/h	1805			1478			401			793		
Approach Delay, s/veh	10.5			33.7			98.1			73.9		
Approach LOS	B			C			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.6	82.4	10.8	45.2	14.3	89.7	33.0	23.0				
Change Period (Y+Rc), s	7.3	7.0	6.6	6.2	* 6.8	7.0	6.0	6.2				
Max Green Setting (Gmax), s	10.7	71.0	10.4	32.8	* 10	80.0	27.0	16.8				
Max Q Clear Time (g_c+14),s	44.6	44.6	5.1	30.7	7.5	2.0	29.0	17.7				
Green Ext Time (p_c), s	0.2	16.9	0.0	0.5	0.0	42.9	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

NGMC Gainesville TIA

6: Summitt Drive/Wisteria Drive & Jesse Jewell Parkway (SR 369) Projected 2025 Build Phase 1 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑		↰	↑↑		↰	↑		↰	↑	
Traffic Volume (veh/h)	30	1453	28	68	1308	25	38	21	137	158	75	190
Future Volume (veh/h)	30	1453	28	68	1308	25	38	21	137	158	75	190
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	1856	1870	1870	1870	1870	1870	1826	1870	1856
Adj Flow Rate, veh/h	31	1498	28	70	1348	25	39	22	35	163	77	134
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	3	2	2	2	2	2	5	2	3
Cap, veh/h	282	2422	45	249	2448	45	102	109	174	228	103	179
Arrive On Green	0.02	0.68	0.68	0.03	0.69	0.69	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	3569	67	1767	3569	66	1171	650	1034	1314	613	1066
Grp Volume(v), veh/h	31	745	781	70	671	702	39	0	57	163	0	211
Grp Sat Flow(s),veh/h/ln	1781	1777	1858	1767	1777	1858	1171	0	1684	1314	0	1678
Q Serve(g_s), s	0.8	37.1	37.3	1.9	30.5	30.5	5.2	0.0	4.7	19.5	0.0	19.1
Cycle Q Clear(g_c), s	0.8	37.1	37.3	1.9	30.5	30.5	24.4	0.0	4.7	24.2	0.0	19.1
Prop In Lane	1.00		0.04	1.00		0.04	1.00		0.61	1.00		0.64
Lane Grp Cap(c), veh/h	282	1206	1261	249	1219	1275	102	0	283	228	0	282
V/C Ratio(X)	0.11	0.62	0.62	0.28	0.55	0.55	0.38	0.00	0.20	0.72	0.00	0.75
Avail Cap(c_a), veh/h	338	1206	1261	291	1219	1275	154	0	359	287	0	358
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	0.67	0.67	0.67	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.2	14.2	14.2	12.5	12.7	12.7	74.9	0.0	57.3	67.7	0.0	63.3
Incr Delay (d2), s/veh	0.1	2.4	2.3	0.2	1.2	1.2	0.9	0.0	0.1	4.0	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	15.2	15.9	0.7	12.1	12.7	1.6	0.0	2.0	6.9	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	16.6	16.5	12.7	13.9	13.8	75.8	0.0	57.4	71.6	0.0	67.7
LnGrp LOS	B	B	B	B	B	B	E	A	E	E	A	E
Approach Vol, veh/h	1557			1443			96			374		
Approach Delay, s/veh	16.4			13.8			64.9			69.4		
Approach LOS	B			B			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	115.1		34.8	11.2	114.0		34.8				
Change Period (Y+Rc), s	6.3	* 5.4		7.9	6.4	* 5.4		7.9				
Max Green Setting (Gmax), s	98	* 98		34.1	8.6	* 98		34.1				
Max Q Clear Time (g_c+I), s	12.8	32.5		26.2	3.9	39.3		26.4				
Green Ext Time (p_c), s	0.0	31.5		0.8	0.0	35.4		0.1				

Intersection Summary

HCM 6th Ctrl Delay 22.4

HCM 6th LOS C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
7: Site Driveway A & Enota Drive

NGMC Gainesville TIA
Projected 2025 Build Phase 1 PM Peak

Intersection						
Int Delay, s/veh	6.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	153	0	106	51	0	224
Future Vol, veh/h	153	0	106	51	0	224
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	174	0	120	58	0	255
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	174	0	472	174
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	298	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1403	-	551	869
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	753	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1403	-	503	869
Mov Cap-2 Maneuver	-	-	-	-	503	-
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	687	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	5.3		10.9		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	869	-	-	1403	-	
HCM Lane V/C Ratio	0.293	-	-	0.086	-	
HCM Control Delay (s)	10.9	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	1.2	-	-	0.3	-	

HCM 6th Signalized Intersection Summary

1: Enota Drive & Park Hill Drive (SR 11)

NGMC Gainesville TIA
Projected 2025 Build Phase 1 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	398	114	314	619	227	81	162	105	330	329	43
Future Volume (veh/h)	8	398	114	314	619	227	81	162	105	330	329	43
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	1470	1856	1870	1870	1870	1870	1856	1841	1811	1870	1870	1856
Adj Flow Rate, veh/h	9	423	104	334	659	231	86	172	8	351	350	43
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	29	3	2	2	2	2	3	4	6	2	2	3
Cap, veh/h	170	1333	325	579	823	289	149	197	164	366	355	44
Arrive On Green	0.47	0.47	0.47	0.11	0.62	0.62	0.06	0.11	0.11	0.17	0.22	0.22
Sat Flow, veh/h	491	2810	685	1781	1323	464	1767	1841	1535	1781	1634	201
Grp Volume(v), veh/h	9	264	263	334	0	890	86	172	8	351	0	393
Grp Sat Flow(s),veh/h/ln	491	1763	1732	1781	0	1787	1767	1841	1535	1781	0	1834
Q Serve(g_s), s	2.1	13.9	14.1	13.9	0.0	56.2	6.4	13.8	0.7	25.3	0.0	32.0
Cycle Q Clear(g_c), s	36.1	13.9	14.1	13.9	0.0	56.2	6.4	13.8	0.7	25.3	0.0	32.0
Prop In Lane	1.00		0.40	1.00		0.26	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	170	836	821	579	0	1112	149	197	164	366	0	399
V/C Ratio(X)	0.05	0.32	0.32	0.58	0.00	0.80	0.58	0.87	0.05	0.96	0.00	0.99
Avail Cap(c_a), veh/h	170	836	821	731	0	1112	226	234	195	366	0	399
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	0.00	1.00
Uniform Delay (d), s/veh	43.3	24.4	24.4	16.2	0.0	21.3	56.2	66.0	60.1	48.7	0.0	58.5
Incr Delay (d2), s/veh	0.6	1.0	1.0	0.9	0.0	6.1	2.6	25.4	0.1	35.9	0.0	41.2
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	0.3	6.1	6.1	5.7	0.0	24.3	3.0	7.9	0.3	15.2	0.0	19.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	25.4	25.5	17.2	0.0	27.4	58.8	91.4	60.2	84.5	0.0	99.7
LnGrp LOS	D	C	C	B	A	C	E	F	E	F	A	F
Approach Vol, veh/h		536			1224			266			744	
Approach Delay, s/veh		25.7			24.6			79.9			92.5	
Approach LOS		C			C			E			F	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		99.1	30.0	20.9	22.2	76.8	13.5	37.5				
Change Period (Y+Rc), s		5.7	* 4.7	* 4.9	5.5	5.7	* 5.2	* 4.9				
Max Green Setting (Gmax), s		90.3	* 25	* 19	29.5	55.3	* 15	* 29				
Max Q Clear Time (g_c+I1), s		58.2	27.3	15.8	15.9	38.1	8.4	34.0				
Green Ext Time (p_c), s		21.8	0.0	0.2	0.8	7.6	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			48.4									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

1: Enota Drive & Park Hill Drive (SR 11)

NGMC Gainesville TIA
Projected 2025 Build Phase 1 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	708	59	99	535	270	192	398	437	270	189	19
Future Volume (veh/h)	9	708	59	99	535	270	192	398	437	270	189	19
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	1796	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	778	62	109	588	286	211	437	287	297	208	19
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	7	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	1417	113	291	601	292	450	487	413	316	497	45
Arrive On Green	0.42	0.42	0.42	0.05	0.51	0.51	0.10	0.26	0.26	0.14	0.29	0.29
Sat Flow, veh/h	634	3334	266	1781	1188	578	1781	1870	1585	1781	1688	154
Grp Volume(v), veh/h	10	415	425	109	0	874	211	437	287	297	0	227
Grp Sat Flow(s),veh/h/ln	634	1777	1823	1781	0	1766	1781	1870	1585	1781	0	1843
Q Serve(g_s), s	2.5	28.0	28.0	5.4	0.0	77.4	13.7	36.1	26.2	20.0	0.0	15.9
Cycle Q Clear(g_c), s	67.0	28.0	28.0	5.4	0.0	77.4	13.7	36.1	26.2	20.0	0.0	15.9
Prop In Lane	1.00		0.15	1.00		0.33	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	59	755	774	291	0	894	450	487	413	316	0	543
V/C Ratio(X)	0.17	0.55	0.55	0.37	0.00	0.98	0.47	0.90	0.70	0.94	0.00	0.42
Avail Cap(c_a), veh/h	59	755	774	370	0	894	658	679	576	330	0	543
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	0.00	1.00
Uniform Delay (d), s/veh	77.8	34.5	34.5	26.1	0.0	38.7	37.4	57.1	53.4	43.1	0.0	45.4
Incr Delay (d2), s/veh	6.2	2.9	2.8	0.8	0.0	25.3	0.6	11.4	2.1	33.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	12.7	13.1	2.4	0.0	38.9	6.1	18.5	10.7	11.7	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.9	37.4	37.3	26.9	0.0	63.9	38.0	68.5	55.6	76.0	0.0	45.9
LnGrp LOS	F	D	D	C	A	E	D	E	E	E	A	D
Approach Vol, veh/h		850			983			935			524	
Approach Delay, s/veh		37.9			59.8			57.7			63.0	
Approach LOS		D			E			E			E	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		86.6	26.8	46.6	12.9	73.7	21.3	52.0				
Change Period (Y+Rc), s		5.7	* 4.7	* 4.9	5.5	5.7	* 5.2	* 4.9				
Max Green Setting (Gmax), s		63.3	* 23	* 58	14.5	43.3	* 35	* 46				
Max Q Clear Time (g_c+l1), s		79.4	22.0	38.1	7.4	69.0	15.7	17.9				
Green Ext Time (p_c), s		0.0	0.1	3.6	0.1	0.0	0.4	1.3				
Intersection Summary												
HCM 6th Ctrl Delay			54.0									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

1: Enota Drive & Park Hill Drive (SR 11)

NGMC Gainesville TIA
Projected 2035 No-Build AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	419	101	292	651	239	76	144	92	347	290	46
Future Volume (veh/h)	8	419	101	292	651	239	76	144	92	347	290	46
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	1470	1856	1870	1870	1870	1870	1856	1841	1811	1870	1870	1856
Adj Flow Rate, veh/h	9	446	102	311	693	244	81	153	3	369	309	45
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	29	3	2	2	2	2	3	4	6	2	2	3
Cap, veh/h	158	728	166	466	840	296	158	173	144	363	330	48
Arrive On Green	0.50	0.50	0.50	0.10	0.64	0.64	0.05	0.09	0.09	0.17	0.21	0.21
Sat Flow, veh/h	470	1461	334	1781	1321	465	1767	1841	1535	1781	1596	232
Grp Volume(v), veh/h	9	0	548	311	0	937	81	153	3	369	0	354
Grp Sat Flow(s),veh/h/ln	470	0	1795	1781	0	1787	1767	1841	1535	1781	0	1829
Q Serve(g_s), s	2.2	0.0	33.1	12.3	0.0	60.3	6.1	12.3	0.3	25.3	0.0	28.6
Cycle Q Clear(g_c), s	42.0	0.0	33.1	12.3	0.0	60.3	6.1	12.3	0.3	25.3	0.0	28.6
Prop In Lane	1.00		0.19	1.00		0.26	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	158	0	894	466	0	1135	158	173	144	363	0	378
V/C Ratio(X)	0.06	0.00	0.61	0.67	0.00	0.83	0.51	0.88	0.02	1.02	0.00	0.94
Avail Cap(c_a), veh/h	158	0	894	637	0	1135	180	173	144	363	0	378
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	0.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	27.2	20.1	0.0	21.0	57.7	67.1	61.7	51.2	0.0	58.5
Incr Delay (d2), s/veh	0.7	0.0	3.1	1.7	0.0	6.9	1.9	37.7	0.1	51.5	0.0	30.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	14.8	5.1	0.0	26.0	2.8	7.6	0.1	17.5	0.0	16.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	0.0	30.3	21.8	0.0	27.9	59.7	104.9	61.7	102.6	0.0	89.0
LnGrp LOS	D	A	C	C	A	C	E	F	E	F	A	F
Approach Vol, veh/h	557		1248				237		723			
Approach Delay, s/veh	30.6		26.3				88.9		96.0			
Approach LOS	C		C				F		F			
Timer - Assigned Phs	2		3		4		5		6		7	
Phs Duration (G+Y+Rc), s	101.0		30.0		19.0		20.6		80.4		13.1	
Change Period (Y+Rc), s	5.7		* 4.7		* 4.9		5.5		5.7		* 5.2	
Max Green Setting (Gmax), s	95.3		* 25		* 14		29.5		60.3		* 9.8	
Max Q Clear Time (g_c+I1), s	62.3		27.3		14.3		14.3		44.0		8.1	
Green Ext Time (p_c), s	23.5		0.0		0.0		0.8		8.2		0.0	
Intersection Summary												
HCM 6th Ctrl Delay			50.8									
HCM 6th LOS			D									
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
2: Downey Boulevard & Enota Drive

NGMC Gainesville TIA
Projected 2035 No-Build AM Peak

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	148	158	481	534	49
Future Vol, veh/h	41	148	158	481	534	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	100	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	3	2	3	2	2
Mvmt Flow	47	168	180	547	607	56
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1269	332	607	0	-	0
Stage 1	635	-	-	-	-	-
Stage 2	634	-	-	-	-	-
Critical Hdwy	6.84	6.96	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.33	2.22	-	-	-
Pot Cap-1 Maneuver	160	661	967	-	-	-
Stage 1	490	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	130	661	967	-	-	-
Mov Cap-2 Maneuver	259	-	-	-	-	-
Stage 1	399	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.7	2.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	967	-	844	-	-	
HCM Lane V/C Ratio	0.186	-	0.254	-	-	
HCM Control Delay (s)	9.6	-	10.7	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.7	-	1	-	-	

HCM 6th TWSC
3: Downey Boulevard & Vine Street

NGMC Gainesville TIA
Projected 2035 No-Build AM Peak

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕		↔	↕
Traffic Vol, veh/h	25	6	644	19	10	662
Future Vol, veh/h	25	6	644	19	10	662
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	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	3	6	2	2
Mvmt Flow	29	7	758	22	12	779
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1183	390	0	0	780	0
Stage 1	769	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	182	609	-	-	833	-
Stage 1	418	-	-	-	-	-
Stage 2	635	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	179	609	-	-	833	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	26.1	0		0.1		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	207	833	-	
HCM Lane V/C Ratio	-	-	0.176	0.014	-	
HCM Control Delay (s)	-	-	26.1	9.4	-	
HCM Lane LOS	-	-	D	A	-	
HCM 95th %tile Q(veh)	-	-	0.6	0	-	

HCM 6th Signalized Intersection Summary

4: Downey Boulevard & Medical Center Way

NGMC Gainesville TIA
Projected 2035 No-Build AM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	35	69	106	627	570	126
Future Volume (veh/h)	35	69	106	627	570	126
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	40	0	120	712	648	60
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	2	2	3	2	2
Cap, veh/h	107	96	514	2321	1598	713
Arrive On Green	0.06	0.00	0.07	0.66	0.45	0.45
Sat Flow, veh/h	1767	1585	1781	3618	3647	1585
Grp Volume(v), veh/h	40	0	120	712	648	60
Grp Sat Flow(s),veh/h/ln	1767	1585	1781	1763	1777	1585
Q Serve(g_s), s	1.0	0.0	1.5	4.1	5.8	1.0
Cycle Q Clear(g_c), s	1.0	0.0	1.5	4.1	5.8	1.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	107	96	514	2321	1598	713
V/C Ratio(X)	0.37	0.00	0.23	0.31	0.41	0.08
Avail Cap(c_a), veh/h	1233	1106	959	3726	3756	1675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	0.0	5.7	3.5	8.8	7.4
Incr Delay (d2), s/veh	1.6	0.0	0.2	0.3	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	0.7	1.8	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.0	0.0	5.9	3.7	9.4	7.6
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h	40			832	708	
Approach Delay, s/veh	23.0			4.0	9.2	
Approach LOS	C			A	A	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.9	27.4		10.1		37.2
Change Period (Y+Rc), s	* 6.7	6.1		* 7.2		6.1
Max Green Setting (Gmax), s	* 15	50.0		* 33		50.0
Max Q Clear Time (g_c+l1), s	3.5	7.8		3.0		6.1
Green Ext Time (p_c), s	0.2	13.5		0.1		14.3

Intersection Summary

HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Downey Boulevard & Jesse Jewell Parkway (SR 369)

NGMC Gainesville TIA
Projected 2035 No-Build AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	982	10	101	1442	247	48	337	213	247	135	206
Future Volume (veh/h)	173	982	10	101	1442	247	48	337	213	247	135	206
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	1811	1870	1870	1811	1856	1870	1870	1826	1870	1870	1870
Adj Flow Rate, veh/h	186	1056	11	109	1551	171	52	362	46	266	145	34
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	6	2	2	6	3	2	2	5	2	2	2
Cap, veh/h	206	1867	19	389	1722	787	245	374	163	307	384	325
Arrive On Green	0.15	1.00	1.00	0.04	0.50	0.50	0.04	0.11	0.11	0.14	0.21	0.21
Sat Flow, veh/h	1781	3489	36	1781	3441	1572	1781	3554	1547	1781	1870	1585
Grp Volume(v), veh/h	186	521	546	109	1551	171	52	362	46	266	145	34
Grp Sat Flow(s),veh/h/ln	1781	1721	1805	1781	1721	1572	1781	1777	1547	1781	1870	1585
Q Serve(g_s), s	9.0	0.0	0.0	4.5	61.5	9.1	3.9	15.2	4.1	19.4	10.0	2.6
Cycle Q Clear(g_c), s	9.0	0.0	0.0	4.5	61.5	9.1	3.9	15.2	4.1	19.4	10.0	2.6
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	206	921	966	389	1722	787	245	374	163	307	384	325
V/C Ratio(X)	0.90	0.57	0.57	0.28	0.90	0.22	0.21	0.97	0.28	0.87	0.38	0.10
Avail Cap(c_a), veh/h	284	921	966	469	1722	787	334	374	163	313	384	325
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	35.0	0.0	0.0	16.6	34.1	21.0	56.5	66.8	61.9	49.1	51.4	48.4
Incr Delay (d2), s/veh	18.2	2.2	2.1	0.1	8.0	0.6	0.2	37.5	0.3	19.8	0.6	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	4.4	0.6	0.6	1.8	26.3	3.5	1.8	8.8	1.6	10.3	4.8	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	2.2	2.1	16.8	42.1	21.6	56.7	104.4	62.2	68.9	51.9	48.5
LnGrp LOS	D	A	A	B	D	C	E	F	E	E	D	D
Approach Vol, veh/h	1253			1831			460			445		
Approach Delay, s/veh	9.7			38.7			94.8			61.8		
Approach LOS	A			D			F			E		
Timer - Assigned Phs												
	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc),s	18.4	82.1	12.5	37.0	13.3	87.3	27.5	22.0				
Change Period (Y+Rc), s	7.3	7.0	6.6	6.2	* 6.8	7.0	6.0	6.2				
Max Green Setting (Gmax),s	17.5	68.0	13.4	23.8	* 13	73.0	22.0	15.8				
Max Q Clear Time (g_c+1),s	11.0	63.5	5.9	12.0	6.5	2.0	21.4	17.2				
Green Ext Time (p_c), s	0.1	4.2	0.0	0.6	0.1	20.8	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	38.6
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary 6: Summitt Drive/Wisteria Drive & Jesse Jewell Parkway (SR 369)

NGMC Gainesville TIA
Projected 2035 No-Build AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	1080	13	52	1395	96	44	77	88	17	8	50
Future Volume (veh/h)	115	1080	13	52	1395	96	44	77	88	17	8	50
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	1811	1767	1767	1811	1870	1826	1870	1856	1870	1693	1870
Adj Flow Rate, veh/h	126	1187	14	57	1533	102	48	85	64	19	9	1
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	6	9	9	6	2	5	2	3	2	14	2
Cap, veh/h	209	2214	26	296	2055	136	129	201	151	83	155	17
Arrive On Green	0.04	0.64	0.64	0.03	0.63	0.63	0.05	0.20	0.20	0.10	0.10	0.10
Sat Flow, veh/h	1781	3483	41	1682	3276	217	1739	990	746	1239	1496	166
Grp Volume(v), veh/h	126	586	615	57	801	834	48	0	149	19	0	10
Grp Sat Flow(s),veh/h/ln	1781	1721	1804	1682	1721	1772	1739	0	1736	1239	0	1663
Q Serve(g_s), s	3.8	28.2	28.3	1.8	48.7	49.7	4.5	0.0	11.2	2.3	0.0	0.8
Cycle Q Clear(g_c), s	3.8	28.2	28.3	1.8	48.7	49.7	4.5	0.0	11.2	13.5	0.0	0.8
Prop In Lane	1.00		0.02	1.00		0.12	1.00		0.43	1.00		0.10
Lane Grp Cap(c), veh/h	209	1094	1147	296	1079	1112	0	0	352	83	0	172
V/C Ratio(X)	0.60	0.54	0.54	0.19	0.74	0.75	0.00	0.00	0.42	0.23	0.00	0.06
Avail Cap(c_a), veh/h	337	1094	1147	341	1079	1112	0	0	352	187	0	311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.36	0.36	0.36	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.9	15.1	15.1	11.9	19.5	19.7	0.0	0.0	52.1	71.9	0.0	60.7
Incr Delay (d2), s/veh	1.0	1.9	1.8	0.0	1.7	1.7	0.0	0.0	0.3	0.5	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	2.3	11.3	11.8	0.7	19.1	20.1	0.0	0.0	5.0	0.7	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	17.0	16.9	11.9	21.2	21.4	0.0	0.0	52.4	72.4	0.0	60.7
LnGrp LOS	C	B	B	B	C	C	A	A	D	E	A	E
Approach Vol, veh/h	1327				1692		197				29	
Approach Delay, s/veh	17.6				21.0		39.7				68.4	
Approach LOS	B				C		D				E	
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	12.2	99.5	14.9	23.4	10.9	100.8	38.3					
Change Period (Y+Rc), s	6.3	* 5.4	7.9	7.9	6.4	* 5.4	7.9					
Max Green Setting (Gmax), s	12.2	* 86	28.1	28.1	8.6	* 94	28.1					
Max Q Clear Time (g_c+I_b), s	12.2	51.7	6.5	15.5	3.8	30.3	13.2					
Green Ext Time (p_c), s	0.1	26.4	0.0	0.0	0.0	24.9	0.5					

Intersection Summary

HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: Enota Drive & Park Hill Drive (SR 11)

NGMC Gainesville TIA
Projected 2035 No-Build PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	744	52	85	562	283	182	360	421	283	172	20
Future Volume (veh/h)	9	744	52	85	562	283	182	360	421	283	172	20
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	1796	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	818	55	93	618	299	200	396	271	311	189	20
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	7	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	793	53	115	633	306	430	399	338	331	446	47
Arrive On Green	0.46	0.46	0.46	0.04	0.53	0.53	0.10	0.21	0.21	0.16	0.27	0.27
Sat Flow, veh/h	609	1733	117	1781	1191	576	1781	1870	1585	1781	1663	176
Grp Volume(v), veh/h	10	0	873	93	0	917	200	396	271	311	0	209
Grp Sat Flow(s),veh/h/ln	609	0	1849	1781	0	1767	1781	1870	1585	1781	0	1839
Q Serve(g_s), s	2.6	0.0	73.2	4.3	0.0	80.9	13.9	33.8	26.0	23.4	0.0	15.0
Cycle Q Clear(g_c), s	71.7	0.0	73.2	4.3	0.0	80.9	13.9	33.8	26.0	23.4	0.0	15.0
Prop In Lane	1.00		0.06	1.00		0.33	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	61	0	846	115	0	939	430	399	338	331	0	494
V/C Ratio(X)	0.16	0.00	1.03	0.81	0.00	0.98	0.47	0.99	0.80	0.94	0.00	0.42
Avail Cap(c_a), veh/h	61	0	846	206	0	939	582	399	338	350	0	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	77.1	0.0	43.4	38.0	0.0	36.5	42.5	62.8	59.7	49.9	0.0	48.3
Incr Delay (d2), s/veh	5.7	0.0	39.3	12.2	0.0	24.2	0.6	43.2	13.0	31.8	0.0	0.6
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	0.5	0.0	42.0	2.2	0.0	40.1	6.2	20.8	11.6	15.4	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.9	0.0	82.7	50.2	0.0	60.7	43.1	106.1	72.8	81.7	0.0	48.9
LnGrp LOS	F	A	F	D	A	E	D	F	E	F	A	D
Approach Vol, veh/h	883		1010				867				520	
Approach Delay, s/veh	82.7		59.7				81.1				68.5	
Approach LOS	F		E				F				E	
Timer - Assigned Phs	2		3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	90.8		30.2	39.0	11.8	78.9	21.4	47.8				
Change Period (Y+Rc), s	5.7		* 4.7	* 4.9	5.5	5.7	* 5.2	* 4.9				
Max Green Setting (Gmax), s	83.3		* 27	* 34	14.5	63.3	* 30	* 31				
Max Q Clear Time (g_c+I1), s	82.9		25.4	35.8	6.3	75.2	15.9	17.0				
Green Ext Time (p_c), s	0.4		0.2	0.0	0.1	0.0	0.3	0.9				
Intersection Summary												
HCM 6th Ctrl Delay	73.0											
HCM 6th LOS	E											
Notes												

HCM 6th TWSC
2: Downey Boulevard & Enota Drive

NGMC Gainesville TIA
Projected 2035 No-Build PM Peak

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	129	38	842	501	17
Future Vol, veh/h	32	129	38	842	501	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	100	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	3	2
Mvmt Flow	36	147	43	957	569	19
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1144	294	569	0	-	0
Stage 1	579	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	193	702	999	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	185	702	999	-	-	-
Mov Cap-2 Maneuver	320	-	-	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.2	0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	999	-	876	-	-	
HCM Lane V/C Ratio	0.043	-	0.209	-	-	
HCM Control Delay (s)	8.8	-	10.2	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-	

HCM 6th TWSC
3: Downey Boulevard & Vine Street

NGMC Gainesville TIA
Projected 2035 No-Build PM Peak

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	23	794	23	8	679
Future Vol, veh/h	26	23	794	23	8	679
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	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	26	882	26	9	754
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1290	454	0	0	908	0
Stage 1	895	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	155	553	-	-	745	-
Stage 1	359	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	153	553	-	-	745	-
Mov Cap-2 Maneuver	153	-	-	-	-	-
Stage 1	359	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	25.2	0	0.1			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	232	745	-	
HCM Lane V/C Ratio	-	-	0.235	0.012	-	
HCM Control Delay (s)	-	-	25.2	9.9	-	
HCM Lane LOS	-	-	D	A	-	
HCM 95th %tile Q(veh)	-	-	0.9	0	-	

HCM 6th Signalized Intersection Summary

4: Downey Boulevard & Medical Center Way

NGMC Gainesville TIA
Projected 2035 No-Build PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	109	92	26	715	689	22
Future Volume (veh/h)	109	92	26	715	689	22
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1811
Adj Flow Rate, veh/h	120	8	29	786	757	11
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	6
Cap, veh/h	202	180	418	2238	1685	728
Arrive On Green	0.11	0.11	0.03	0.63	0.47	0.47
Sat Flow, veh/h	1781	1585	1781	3647	3647	1535
Grp Volume(v), veh/h	120	8	29	786	757	11
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1535
Q Serve(g_s), s	3.3	0.2	0.4	5.5	7.4	0.2
Cycle Q Clear(g_c), s	3.3	0.2	0.4	5.5	7.4	0.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	202	180	418	2238	1685	728
V/C Ratio(X)	0.59	0.04	0.07	0.35	0.45	0.02
Avail Cap(c_a), veh/h	1134	1009	887	3429	3429	1481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	20.5	6.5	4.6	9.1	7.2
Incr Delay (d2), s/veh	2.0	0.1	0.1	0.3	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.1	0.1	1.2	2.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.9	20.5	6.6	4.9	9.8	7.2
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	128			815	768	
Approach Delay, s/veh	23.7			5.0	9.8	
Approach LOS	C			A	A	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.1	30.7		13.1		38.7
Change Period (Y+Rc), s	* 6.7	6.1		* 7.2		6.1
Max Green Setting (Gmax), s	* 15	50.0		* 33		50.0
Max Q Clear Time (g_c+l1), s	2.4	9.4		5.3		7.5
Green Ext Time (p_c), s	0.0	15.2		0.2		16.0

Intersection Summary

HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Downey Boulevard & Jesse Jewell Parkway (SR 369)

NGMC Gainesville TIA
Projected 2035 No-Build PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	1496	24	116	1146	275	38	297	195	278	249	205
Future Volume (veh/h)	208	1496	24	116	1146	275	38	297	195	278	249	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	1856	1841	1870	1870	1870	1870	1870	1856	1856
Adj Flow Rate, veh/h	224	1609	26	125	1232	177	41	319	10	299	268	38
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	3	4	2	2	2	2	2	3	3
Cap, veh/h	269	1893	31	279	1729	783	201	361	161	343	426	361
Arrive On Green	0.16	1.00	1.00	0.05	0.49	0.49	0.03	0.10	0.10	0.16	0.23	0.23
Sat Flow, veh/h	1781	3579	58	1767	3497	1585	1781	3554	1585	1781	1856	1572
Grp Volume(v), veh/h	224	798	837	125	1232	177	41	319	10	299	268	38
Grp Sat Flow(s),veh/h/ln	1781	1777	1860	1767	1749	1585	1781	1777	1585	1781	1856	1572
Q Serve(g_s), s	10.5	0.0	0.0	5.6	44.0	10.2	3.3	14.2	0.9	23.4	20.8	3.1
Cycle Q Clear(g_c), s	10.5	0.0	0.0	5.6	44.0	10.2	3.3	14.2	0.9	23.4	20.8	3.1
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	269	940	984	279	1729	783	201	361	161	343	426	361
V/C Ratio(X)	0.83	0.85	0.85	0.45	0.71	0.23	0.20	0.88	0.06	0.87	0.63	0.11
Avail Cap(c_a), veh/h	337	940	984	308	1729	783	268	373	166	359	426	361
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	26.7	0.0	0.0	18.1	31.6	23.0	62.1	70.9	65.0	51.7	55.5	48.6
Incr Delay (d2), s/veh	7.4	6.3	6.1	0.4	2.5	0.7	0.2	20.0	0.1	17.4	2.7	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	4.4	1.6	1.7	2.3	18.6	4.0	1.5	7.5	0.4	12.1	10.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	6.3	6.1	18.5	34.1	23.7	62.2	90.9	65.0	69.1	58.2	48.8
LnGrp LOS	C	A	A	B	C	C	E	F	E	E	E	D
Approach Vol, veh/h	1859			1534			370			605		
Approach Delay, s/veh	9.6			31.6			87.0			63.0		
Approach LOS	A			C			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.9	86.1	11.0	43.0	14.4	91.6	31.5	22.5				
Change Period (Y+Rc), s	7.3	7.0	6.6	6.2	* 6.8	7.0	6.0	6.2				
Max Green Setting (Gmax), s	10.5	71.0	10.4	32.8	* 10	80.0	27.0	16.8				
Max Q Clear Time (g_c+1.0), s	10.5	46.0	5.3	22.8	7.6	2.0	25.4	16.2				
Green Ext Time (p_c), s	0.2	16.9	0.0	1.1	0.0	46.9	0.1	0.1				

Intersection Summary

HCM 6th Ctrl Delay 31.3
HCM 6th LOS C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

6: Summitt Drive/Wisteria Drive & Jesse Jewell Parkway (SR 369)

NGMC Gainesville TIA
Projected 2035 No-Build PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Volume (veh/h)	22	1491	30	72	1296	26	40	13	144	166	59	180
Future Volume (veh/h)	22	1491	30	72	1296	26	40	13	144	166	59	180
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	1856	1870	1870	1870	1870	1870	1826	1870	1856
Adj Flow Rate, veh/h	23	1537	30	74	1336	26	41	13	45	171	61	113
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	3	2	2	2	2	2	5	2	3
Cap, veh/h	277	2397	47	236	2435	47	140	64	222	235	102	190
Arrive On Green	0.02	0.67	0.67	0.03	0.68	0.68	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	3565	70	1767	3565	69	1211	368	1273	1313	587	1088
Grp Volume(v), veh/h	23	765	802	74	665	697	41	0	58	171	0	174
Grp Sat Flow(s), veh/h/ln	1781	1777	1858	1767	1777	1858	1211	0	1641	1313	0	1675
Q Serve(g_s), s	0.6	39.7	39.8	2.1	30.4	30.4	5.2	0.0	4.8	20.5	0.0	15.3
Cycle Q Clear(g_c), s	0.6	39.7	39.8	2.1	30.4	30.4	20.5	0.0	4.8	25.3	0.0	15.3
Prop In Lane	1.00		0.04	1.00		0.04	1.00		0.78	1.00		0.65
Lane Grp Cap(c), veh/h	277	1194	1249	236	1213	1269	140	0	287	235	0	292
V/C Ratio(X)	0.08	0.64	0.64	0.31	0.55	0.55	0.29	0.00	0.20	0.73	0.00	0.60
Avail Cap(c_a), veh/h	339	1194	1249	278	1213	1269	187	0	350	285	0	357
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	0.66	0.66	0.66	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.4	15.1	15.1	13.8	12.9	12.9	70.3	0.0	56.5	67.3	0.0	60.8
Incr Delay (d2), s/veh	0.0	2.6	2.5	0.2	1.2	1.1	0.4	0.0	0.1	5.2	0.0	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	0.2	16.3	17.1	0.8	12.1	12.6	1.6	0.0	2.1	7.3	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.5	17.7	17.7	14.0	14.0	14.0	70.7	0.0	56.6	72.6	0.0	61.5
LnGrp LOS	B	B	B	B	B	B	E	A	E	E	A	E
Approach Vol, veh/h	1590			1436			99			345		
Approach Delay, s/veh	17.6			14.0			62.4			67.0		
Approach LOS	B			B			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	114.7		35.8	11.2	113.0		35.8				
Change Period (Y+Rc), s	6.3	* 5.4		7.9	6.4	* 5.4		7.9				
Max Green Setting (Gmax), s	98	* 98		34.1	8.6	* 98		34.1				
Max Q Clear Time (g_c+I), s	12.6	32.4		27.3	4.1	41.8		22.5				
Green Ext Time (p_c), s	0.0	31.1		0.6	0.0	35.8		0.2				

Intersection Summary

HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: Enota Drive & Park Hill Drive (SR 11)

NGMC Gainesville TIA
Projected 2035 No-Build IMP AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	419	101	292	651	239	76	144	92	347	290	46
Future Volume (veh/h)	8	419	101	292	651	239	76	144	92	347	290	46
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	1470	1856	1870	1870	1870	1870	1856	1841	1811	1870	1870	1856
Adj Flow Rate, veh/h	9	446	94	311	693	153	81	153	7	369	309	45
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	29	3	2	2	2	2	3	4	6	2	2	3
Cap, veh/h	255	1411	295	570	1170	992	170	179	149	379	345	50
Arrive On Green	0.49	0.49	0.49	0.10	0.63	0.63	0.05	0.10	0.10	0.18	0.22	0.22
Sat Flow, veh/h	512	2902	607	1781	1870	1585	1767	1841	1535	1781	1596	232
Grp Volume(v), veh/h	9	270	270	311	693	153	81	153	7	369	0	354
Grp Sat Flow(s),veh/h/ln	512	1763	1746	1781	1870	1585	1767	1841	1535	1781	0	1829
Q Serve(g_s), s	1.6	13.9	14.1	12.6	33.1	6.0	6.1	12.3	0.6	26.3	0.0	28.2
Cycle Q Clear(g_c), s	13.7	13.9	14.1	12.6	33.1	6.0	6.1	12.3	0.6	26.3	0.0	28.2
Prop In Lane	1.00		0.35	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	255	857	849	570	1170	992	170	179	149	379	0	396
V/C Ratio(X)	0.04	0.31	0.32	0.55	0.59	0.15	0.48	0.86	0.05	0.97	0.00	0.89
Avail Cap(c_a), veh/h	255	857	849	738	1170	992	263	234	195	379	0	396
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	27.0	23.4	23.4	15.7	16.7	11.6	57.2	66.7	61.4	49.8	0.0	57.1
Incr Delay (d2), s/veh	0.3	1.0	1.0	0.8	2.2	0.3	1.5	20.7	0.1	39.1	0.0	22.1
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	0.2	6.1	6.1	5.2	14.5	2.2	2.8	6.8	0.2	16.5	0.0	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.3	24.3	24.4	16.5	18.9	12.0	58.7	87.4	61.6	88.9	0.0	79.2
LnGrp LOS	C	C	C	B	B	B	E	F	E	F	A	E
Approach Vol, veh/h	549		1157				241		723			
Approach Delay, s/veh	24.4		17.4				77.0		84.1			
Approach LOS	C		B				E		F			
Timer - Assigned Phs	2		3		4		5		6		7	
Phs Duration (G+Y+Rc), s	99.5		31.0		19.5		20.9		78.6		13.1	
Change Period (Y+Rc), s	5.7		* 4.7		* 4.9		5.5		5.7		* 5.2	
Max Green Setting (Gmax), s	89.3		* 26		* 19		29.5		54.3		* 16	
Max Q Clear Time (g_c+I1), s	35.1		28.3		14.3		14.6		16.1		8.1	
Green Ext Time (p_c), s	24.1		0.0		0.3		0.8		11.9		0.1	
Intersection Summary												
HCM 6th Ctrl Delay	42.3											
HCM 6th LOS	D											
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: Enota Drive & Park Hill Drive (SR 11)

NGMC Gainesville TIA
Projected 2035 No-Build IMP PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	744	52	85	562	283	182	360	421	283	172	20
Future Volume (veh/h)	9	744	52	85	562	283	182	360	421	283	172	20
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	1796	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	818	55	93	618	197	200	396	261	311	189	19
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	7	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	1507	101	287	974	825	444	445	377	331	472	47
Arrive On Green	0.45	0.45	0.45	0.04	0.52	0.52	0.10	0.24	0.24	0.15	0.28	0.28
Sat Flow, veh/h	670	3379	227	1781	1870	1585	1781	1870	1585	1781	1672	168
Grp Volume(v), veh/h	10	430	443	93	618	197	200	396	261	311	0	208
Grp Sat Flow(s),veh/h/ln	670	1777	1829	1781	1870	1585	1781	1870	1585	1781	0	1840
Q Serve(g_s), s	1.7	28.3	28.3	4.4	37.9	10.9	13.4	32.8	24.0	21.2	0.0	14.6
Cycle Q Clear(g_c), s	27.7	28.3	28.3	4.4	37.9	10.9	13.4	32.8	24.0	21.2	0.0	14.6
Prop In Lane	1.00		0.12	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	235	793	816	287	974	825	444	445	377	331	0	519
V/C Ratio(X)	0.04	0.54	0.54	0.32	0.63	0.24	0.45	0.89	0.69	0.94	0.00	0.40
Avail Cap(c_a), veh/h	235	793	816	377	974	825	612	667	566	352	0	588
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	41.6	32.4	32.4	24.6	27.5	21.0	39.9	59.0	55.7	42.8	0.0	46.5
Incr Delay (d2), s/veh	0.3	2.7	2.6	0.6	3.2	0.7	0.5	9.9	2.3	31.6	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	12.8	13.2	1.9	17.7	4.2	6.0	16.7	9.9	12.2	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	35.1	35.0	25.2	30.6	21.7	40.4	68.9	57.9	74.4	0.0	47.0
LnGrp LOS	D	D	C	C	C	C	D	E	E	E	A	D
Approach Vol, veh/h	883			908			857			519		
Approach Delay, s/veh	35.1			28.1			58.9			63.4		
Approach LOS	D			C			E			E		
Timer - Assigned Phs	2			3			4			5		
Phs Duration (G+Y+Rc), s	89.0			28.1			42.9			11.9		
Change Period (Y+Rc), s	5.7			* 4.7			* 4.9			5.5		
Max Green Setting (Gmax), s	62.3			* 25			* 57			14.5		
Max Q Clear Time (g_c+I1), s	39.9			23.2			34.8			6.4		
Green Ext Time (p_c), s	13.3			0.2			3.3			0.1		
Intersection Summary												
HCM 6th Ctrl Delay	44.2											
HCM 6th LOS	D											
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: Enota Drive & Park Hill Drive (SR 11)

NGMC Gainesville TIA
Projected 2035 Full Build-Out AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	419	129	347	651	239	89	183	118	347	373	46
Future Volume (veh/h)	8	419	129	347	651	239	89	183	118	347	373	46
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	1470	1856	1870	1870	1870	1870	1856	1841	1811	1870	1870	1856
Adj Flow Rate, veh/h	9	446	130	369	693	244	95	195	5	369	397	46
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	29	3	2	2	2	2	3	4	6	2	2	3
Cap, veh/h	158	660	192	455	840	296	154	173	144	348	328	38
Arrive On Green	0.48	0.48	0.48	0.12	0.64	0.64	0.06	0.09	0.09	0.17	0.20	0.20
Sat Flow, veh/h	470	1381	402	1781	1321	465	1767	1841	1535	1781	1645	191
Grp Volume(v), veh/h	9	0	576	369	0	937	95	195	5	369	0	443
Grp Sat Flow(s),veh/h/ln	470	0	1783	1781	0	1787	1767	1841	1535	1781	0	1836
Q Serve(g_s), s	2.2	0.0	37.4	15.2	0.0	60.3	7.2	14.1	0.4	25.3	0.0	29.9
Cycle Q Clear(g_c), s	39.0	0.0	37.4	15.2	0.0	60.3	7.2	14.1	0.4	25.3	0.0	29.9
Prop In Lane	1.00		0.23	1.00		0.26	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	158	0	852	455	0	1135	154	173	144	348	0	366
V/C Ratio(X)	0.06	0.00	0.68	0.81	0.00	0.83	0.61	1.13	0.03	1.06	0.00	1.21
Avail Cap(c_a), veh/h	158	0	852	590	0	1135	163	173	144	348	0	366
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	0.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	30.2	23.5	0.0	21.0	57.4	68.0	61.8	50.2	0.0	60.1
Incr Delay (d2), s/veh	0.7	0.0	4.3	6.5	0.0	6.9	5.4	106.6	0.1	64.6	0.0	118.1
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	0.3	0.0	16.9	6.9	0.0	26.0	3.4	11.7	0.2	18.0	0.0	25.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	0.0	34.5	30.0	0.0	27.9	62.7	174.6	61.9	114.8	0.0	178.2
LnGrp LOS	D	A	C	C	A	C	E	F	E	F	A	F
Approach Vol, veh/h	585			1306			295			812		
Approach Delay, s/veh	34.7			28.5			136.6			149.4		
Approach LOS	C			C			F			F		
Timer - Assigned Phs	2			3			4			5		
Phs Duration (G+Y+Rc), s	101.0			30.0			19.0			23.6		
Change Period (Y+Rc), s	5.7			* 4.7			* 4.9			5.5		
Max Green Setting (Gmax), s	95.3			* 25			* 14			29.5		
Max Q Clear Time (g_c+I1), s	62.3			27.3			16.1			17.2		
Green Ext Time (p_c), s	23.5			0.0			0.0			0.9		

Intersection Summary

HCM 6th Ctrl Delay	73.1
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Downey Boulevard & Enota Drive

NGMC Gainesville TIA
Projected 2035 Full Build-Out AM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	93	252	379	507	589	160
Future Volume (veh/h)	93	252	379	507	589	160
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1856	1870	1870
Adj Flow Rate, veh/h	106	0	431	576	669	122
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	3	2	3	2	2
Cap, veh/h	152	135	501	1354	921	780
Arrive On Green	0.09	0.00	0.14	0.73	0.49	0.49
Sat Flow, veh/h	1781	1572	1781	1856	1870	1585
Grp Volume(v), veh/h	106	0	431	576	669	122
Grp Sat Flow(s), veh/h/ln	1781	1572	1781	1856	1870	1585
Q Serve(g_s), s	4.2	0.0	7.7	8.8	20.4	3.0
Cycle Q Clear(g_c), s	4.2	0.0	7.7	8.8	20.4	3.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	152	135	501	1354	921	780
V/C Ratio(X)	0.70	0.00	0.86	0.43	0.73	0.16
Avail Cap(c_a), veh/h	816	721	615	1354	1299	1100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	0.0	12.6	3.8	14.5	10.1
Incr Delay (d2), s/veh	4.2	0.0	10.1	0.8	4.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.9	0.0	4.6	2.2	8.4	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	36.2	0.0	22.7	4.6	18.4	10.4
LnGrp LOS	D	A	C	A	B	B
Approach Vol, veh/h	106			1007	791	
Approach Delay, s/veh	36.2			12.3	17.2	
Approach LOS	D			B	B	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.1	41.6		13.4		58.7
Change Period (Y+Rc), s	6.7	6.1		* 7.2		6.1
Max Green Setting (Gmax), s	15	50.0		* 33		50.0
Max Q Clear Time (g_c+I), s	19.7	22.4		6.2		10.8
Green Ext Time (p_c), s	0.7	13.1		0.2		11.2

Intersection Summary

HCM 6th Ctrl Delay 15.7
HCM 6th LOS B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

MOVEMENT SUMMARY

 **Site: 2 [AM Peak (Site Folder: 2035 Full Build-Out)]**

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Downey Boulevard														
3	L2	379	2.0	431	2.0	0.329	5.7	LOS A	2.4	62.0	0.37	0.19	0.37	32.0
8	T1	507	3.0	576	3.0	0.300	4.9	LOS A	0.0	0.0	0.00	0.00	0.00	37.9
Approach		886	2.6	1007	2.6	0.329	5.3	LOS A	2.4	62.0	0.16	0.08	0.16	35.1
North: Enota Drive														
4	T1	589	2.0	669	2.0	0.652	13.1	LOS B	8.6	219.5	0.82	0.86	1.17	31.1
14	R2	160	2.0	182	2.0	0.177	5.2	LOS A	1.0	26.6	0.58	0.43	0.58	33.8
Approach		749	2.0	851	2.0	0.652	11.4	LOS B	8.6	219.5	0.77	0.77	1.04	31.7
West: Enota Drive														
5	L2	93	2.0	106	2.0	0.140	6.3	LOS A	1.0	24.6	0.78	0.63	0.78	31.7
12	R2	252	3.0	286	3.0	0.176	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	36.9
Approach		345	2.7	392	2.7	0.176	1.7	LOS A	1.0	24.6	0.21	0.17	0.21	35.3
All Vehicles		1980	2.4	2250	2.4	0.652	7.0	LOS A	8.6	219.5	0.40	0.36	0.50	33.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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HCM 6th TWSC
3: Downey Boulevard & Site Driveway B/Vine Street

NGMC Gainesville TIA
Projected 2035 Full Build-Out AM Peak

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	26	0	26	25	0	6	55	865	19	10	766	55
Future Vol, veh/h	26	0	26	25	0	6	55	865	19	10	766	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	75	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	3	6	2	2	2
Mvmt Flow	31	0	31	29	0	7	65	1018	22	12	901	65
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1564	2095	451	1634	2149	520	966	0	0	1040	0	0
Stage 1	925	925	-	1159	1159	-	-	-	-	-	-	-
Stage 2	639	1170	-	475	990	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	75	52	556	67	48	501	709	-	-	664	-	-
Stage 1	290	346	-	208	268	-	-	-	-	-	-	-
Stage 2	431	265	-	539	323	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	68	46	556	58	43	501	709	-	-	664	-	-
Mov Cap-2 Maneuver	68	46	-	58	43	-	-	-	-	-	-	-
Stage 1	263	340	-	189	243	-	-	-	-	-	-	-
Stage 2	386	241	-	500	317	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	61.9		102.5		0.6		0.1					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	709	-	-	121	70	664	-	-				
HCM Lane V/C Ratio	0.091	-	-	0.506	0.521	0.018	-	-				
HCM Control Delay (s)	10.6	-	-	61.9	102.5	10.5	-	-				
HCM Lane LOS	B	-	-	F	F	B	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	2.3	2.2	0.1	-	-				

HCM 6th Signalized Intersection Summary

4: Downey Boulevard & Medical Center Way

NGMC Gainesville TIA
Projected 2035 Full Build-Out AM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	35	95	161	904	700	126
Future Volume (veh/h)	35	95	161	904	700	126
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	40	0	183	1027	795	60
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	2	2	3	2	2
Cap, veh/h	103	93	501	2457	1746	779
Arrive On Green	0.06	0.00	0.08	0.70	0.49	0.49
Sat Flow, veh/h	1767	1585	1781	3618	3647	1585
Grp Volume(v), veh/h	40	0	183	1027	795	60
Grp Sat Flow(s),veh/h/ln	1767	1585	1781	1763	1777	1585
Q Serve(g_s), s	1.2	0.0	2.4	6.8	8.0	1.1
Cycle Q Clear(g_c), s	1.2	0.0	2.4	6.8	8.0	1.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	103	93	501	2457	1746	779
V/C Ratio(X)	0.39	0.00	0.36	0.42	0.46	0.08
Avail Cap(c_a), veh/h	1073	963	847	3244	3270	1458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	0.0	5.9	3.5	9.1	7.3
Incr Delay (d2), s/veh	1.8	0.0	0.4	0.4	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.6	1.2	2.5	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.4	0.0	6.3	3.9	9.7	7.5
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h	40			1210	855	
Approach Delay, s/veh	26.4			4.3	9.6	
Approach LOS	C			A	A	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.2	32.8		10.4		44.0
Change Period (Y+Rc), s	* 6.7	6.1		* 7.2		6.1
Max Green Setting (Gmax), s	* 15	50.0		* 33		50.0
Max Q Clear Time (g_c+l1), s	4.4	10.0		3.2		8.8
Green Ext Time (p_c), s	0.3	16.7		0.1		21.9

Intersection Summary

HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Downey Boulevard & Jesse Jewell Parkway (SR 369)

NGMC Gainesville TIA
Projected 2035 Full Build-Out AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	982	10	101	1442	330	48	475	213	286	200	258
Future Volume (veh/h)	284	982	10	101	1442	330	48	475	213	286	200	258
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	1811	1870	1870	1811	1856	1870	1870	1826	1870	1870	1870
Adj Flow Rate, veh/h	305	1056	11	109	1551	257	52	511	67	308	215	55
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	6	2	2	6	3	2	2	5	2	2	2
Cap, veh/h	259	1845	19	369	1560	713	235	374	163	309	391	331
Arrive On Green	0.24	1.00	1.00	0.05	0.45	0.45	0.04	0.11	0.11	0.15	0.21	0.21
Sat Flow, veh/h	1781	3489	36	1781	3441	1572	1781	3554	1547	1781	1870	1585
Grp Volume(v), veh/h	305	521	546	109	1551	257	52	511	67	308	215	55
Grp Sat Flow(s),veh/h/ln	1781	1721	1805	1781	1721	1572	1781	1777	1547	1781	1870	1585
Q Serve(g_s), s	17.7	0.0	0.0	4.9	67.3	16.0	3.9	15.8	6.1	22.0	15.4	4.3
Cycle Q Clear(g_c), s	17.7	0.0	0.0	4.9	67.3	16.0	3.9	15.8	6.1	22.0	15.4	4.3
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	259	910	954	369	1560	713	235	374	163	309	391	331
V/C Ratio(X)	1.18	0.57	0.57	0.30	0.99	0.36	0.22	1.37	0.41	1.00	0.55	0.17
Avail Cap(c_a), veh/h	259	910	954	444	1560	713	324	374	163	309	391	331
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	43.8	0.0	0.0	20.0	40.8	26.8	56.5	67.1	62.7	50.6	53.0	48.6
Incr Delay (d2), s/veh	107.2	2.1	2.0	0.2	21.5	1.4	0.2	180.7	0.6	47.4	1.5	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	11.7	0.5	0.5	2.0	31.8	6.3	1.8	16.5	2.4	14.3	7.4	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	150.9	2.1	2.0	20.2	62.3	28.2	56.7	247.8	63.4	97.9	54.5	48.8
LnGrp LOS	F	A	A	C	E	C	E	F	E	F	D	D
Approach Vol, veh/h	1372					1917		630		578		
Approach Delay, s/veh	35.2					55.3		212.4		77.1		
Approach LOS	D					E		F		E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc),s	25.0	75.0	12.5	37.5	13.7	86.3	28.0	22.0				
Change Period (Y+Rc), s	7.3	7.0	6.6	6.2	* 6.8	7.0	6.0	6.2				
Max Green Setting (Gmax), s	17.7	68.0	13.4	23.8	* 13	73.0	22.0	15.8				
Max Q Clear Time (g_c+19),s	19.7	69.3	5.9	17.4	6.9	2.0	24.0	17.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.1	20.8	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 74.0

HCM 6th LOS E

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

NGMC Gainesville TIA

6: Summitt Drive/Wisteria Drive & Jesse Jewell Parkway (SR 369) Projected 2035 Full Build-Out AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	1191	13	52	1447	96	44	105	88	17	21	63
Future Volume (veh/h)	143	1191	13	52	1447	96	44	105	88	17	21	63
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	1811	1767	1767	1811	1870	1826	1870	1856	1870	1693	1870
Adj Flow Rate, veh/h	157	1309	14	57	1590	103	48	115	73	19	23	4
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	6	9	9	6	2	5	2	3	2	14	2
Cap, veh/h	216	2263	24	275	2087	134	129	238	151	83	173	30
Arrive On Green	0.04	0.65	0.65	0.03	0.64	0.64	0.05	0.22	0.22	0.12	0.12	0.12
Sat Flow, veh/h	1781	3488	37	1682	3282	211	1739	1069	679	1195	1404	244
Grp Volume(v), veh/h	157	646	677	57	829	864	48	0	188	19	0	27
Grp Sat Flow(s),veh/h/ln	1781	1721	1804	1682	1721	1773	1739	0	1748	1195	0	1649
Q Serve(g_s), s	4.6	31.6	31.7	1.8	50.8	51.9	4.5	0.0	14.1	2.4	0.0	2.2
Cycle Q Clear(g_c), s	4.6	31.6	31.7	1.8	50.8	51.9	4.5	0.0	14.1	16.4	0.0	2.2
Prop In Lane	1.00		0.02	1.00		0.12	1.00		0.39	1.00		0.15
Lane Grp Cap(c), veh/h	216	1116	1171	275	1094	1127	0	0	389	83	0	203
V/C Ratio(X)	0.73	0.58	0.58	0.21	0.76	0.77	0.00	0.00	0.48	0.23	0.00	0.13
Avail Cap(c_a), veh/h	335	1116	1171	321	1094	1127	0	0	389	176	0	331
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	0.29	0.29	0.29	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.7	14.8	14.8	11.7	19.2	19.4	0.0	0.0	50.8	71.8	0.0	58.6
Incr Delay (d2), s/veh	1.8	2.2	2.1	0.0	1.5	1.5	0.0	0.0	0.3	0.5	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	3.7	12.6	13.2	0.6	19.8	20.8	0.0	0.0	6.3	0.7	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	17.0	16.9	11.7	20.7	20.9	0.0	0.0	51.2	72.3	0.0	58.7
LnGrp LOS	C	B	B	B	C	C	A	A	D	E	A	E
Approach Vol, veh/h	1480			1750			236			46		
Approach Delay, s/veh	18.1			20.5			40.8			64.3		
Approach LOS	B			C			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	30.0	99.9	14.9	26.4	10.9	101.9	41.3					
Change Period (Y+Rc), s	6.3	* 5.4	7.9	7.9	6.4	* 5.4	7.9					
Max Green Setting (Gmax), s	11.3	* 84	30.1	30.1	8.6	* 92	30.1					
Max Q Clear Time (g_c+I), s	10.6	53.9	6.5	18.4	3.8	33.7	16.1					
Green Ext Time (p_c), s	0.1	24.3	0.0	0.1	0.0	28.2	0.6					

Intersection Summary

HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
7: Site Driveway A & Enota Drive

NGMC Gainesville TIA
Projected 2035 Full Build-Out AM Peak

Intersection						
Int Delay, s/veh	5.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	190	0	332	208	0	156
Future Vol, veh/h	190	0	332	208	0	156
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	216	0	377	236	0	177
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	216	0	1206	216
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	990	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1354	-	203	824
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	360	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1354	-	138	824
Mov Cap-2 Maneuver	-	-	-	-	138	-
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	244	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	5.3		10.6		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	824	-	-	1354	-	
HCM Lane V/C Ratio	0.215	-	-	0.279	-	
HCM Control Delay (s)	10.6	-	-	8.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.8	-	-	1.1	-	

HCM 6th Signalized Intersection Summary

1: Enota Drive & Park Hill Drive (SR 11)

NGMC Gainesville TIA
Projected 2035 Full Build-Out PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	744	66	113	562	283	212	450	481	283	214	20
Future Volume (veh/h)	9	744	66	113	562	283	212	450	481	283	214	20
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	1796	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	818	71	124	618	298	233	495	338	311	235	20
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	7	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	747	65	146	633	305	403	399	338	331	433	37
Arrive On Green	0.44	0.44	0.44	0.06	0.53	0.53	0.12	0.21	0.21	0.16	0.25	0.25
Sat Flow, veh/h	610	1697	147	1781	1192	575	1781	1870	1585	1781	1700	145
Grp Volume(v), veh/h	10	0	889	124	0	916	233	495	338	311	0	255
Grp Sat Flow(s),veh/h/ln	610	0	1844	1781	0	1767	1781	1870	1585	1781	0	1844
Q Serve(g_s), s	2.6	0.0	70.4	7.0	0.0	80.8	16.2	34.1	34.1	23.5	0.0	19.1
Cycle Q Clear(g_c), s	68.9	0.0	70.4	7.0	0.0	80.8	16.2	34.1	34.1	23.5	0.0	19.1
Prop In Lane	1.00		0.08	1.00		0.33	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	61	0	811	146	0	938	403	399	338	331	0	470
V/C Ratio(X)	0.16	0.00	1.10	0.85	0.00	0.98	0.58	1.24	1.00	0.94	0.00	0.54
Avail Cap(c_a), veh/h	61	0	811	206	0	938	529	399	338	349	0	470
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	0.00	1.00
Uniform Delay (d), s/veh	77.2	0.0	44.8	44.7	0.0	36.6	42.1	62.9	63.0	50.4	0.0	51.6
Incr Delay (d2), s/veh	5.7	0.0	61.0	20.3	0.0	24.2	1.0	128.4	49.1	32.0	0.0	1.3
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	0.5	0.0	45.3	5.8	0.0	40.1	7.3	30.4	18.3	15.4	0.0	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.9	0.0	105.8	65.0	0.0	60.8	43.0	191.4	112.1	82.4	0.0	52.9
LnGrp LOS	F	A	F	E	A	E	D	F	F	F	A	D
Approach Vol, veh/h	899			1040			1066			566		
Approach Delay, s/veh	105.6			61.3			133.8			69.1		
Approach LOS	F			E			F			E		
Timer - Assigned Phs	2			3			4			5		
Phs Duration (G+Y+Rc), s	90.6			30.4			39.0			14.5		
Change Period (Y+Rc), s	5.7			* 4.7			* 4.9			5.5		
Max Green Setting (Gmax), s	83.3			* 27			* 34			14.5		
Max Q Clear Time (g_c+I1), s	82.8			25.5			36.1			9.0		
Green Ext Time (p_c), s	0.4			0.1			0.0			0.1		
Intersection Summary												
HCM 6th Ctrl Delay	95.3											
HCM 6th LOS	F											
Notes												

HCM 6th Signalized Intersection Summary

2: Downey Boulevard & Enota Drive

NGMC Gainesville TIA
Projected 2035 Full Build-Out PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	152	368	151	902	529	73
Future Volume (veh/h)	152	368	151	902	529	73
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1856	1870
Adj Flow Rate, veh/h	173	65	172	1025	601	50
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	3	2
Cap, veh/h	244	217	399	1184	806	689
Arrive On Green	0.14	0.14	0.08	0.63	0.43	0.43
Sat Flow, veh/h	1781	1585	1781	1870	1856	1585
Grp Volume(v), veh/h	173	65	172	1025	601	50
Grp Sat Flow(s), veh/h/ln	1781	1585	1781	1870	1856	1585
Q Serve(g_s), s	5.4	2.1	2.8	25.7	15.6	1.1
Cycle Q Clear(g_c), s	5.4	2.1	2.8	25.7	15.6	1.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	244	217	399	1184	806	689
V/C Ratio(X)	0.71	0.30	0.43	0.87	0.75	0.07
Avail Cap(c_a), veh/h	1018	906	715	1620	1607	1373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	22.4	9.9	8.6	13.7	9.5
Incr Delay (d2), s/veh	3.8	0.8	0.7	3.9	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.4	0.8	0.9	7.6	5.6	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.6	23.2	10.6	12.5	15.1	9.6
LnGrp LOS	C	C	B	B	B	A
Approach Vol, veh/h	238			1197	651	
Approach Delay, s/veh	26.4			12.2	14.6	
Approach LOS	C			B	B	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.5	31.2		15.1		42.6
Change Period (Y+Rc), s	6.7	6.1		* 7.2		6.1
Max Green Setting (Gmax), s	15	50.0		* 33		50.0
Max Q Clear Time (g_c+14), s	14.8	17.6		7.4		27.7
Green Ext Time (p_c), s	0.3	4.5		0.7		8.8
Intersection Summary						
HCM 6th Ctrl Delay			14.6			
HCM 6th LOS			B			
Notes						

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

MOVEMENT SUMMARY

 **Site: 2 [PM Peak (Site Folder: 2035 Full Build-Out)]**

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Downey Boulevard														
3	L2	151	2.0	172	2.0	0.139	4.1	LOS A	0.8	21.2	0.39	0.22	0.39	32.7
8	T1	902	2.0	1025	2.0	0.529	9.1	LOS A	0.0	0.0	0.00	0.00	0.00	37.8
Approach		1053	2.0	1197	2.0	0.529	8.6	LOS A	0.8	21.2	0.06	0.03	0.06	36.9
North: Enota Drive														
4	T1	529	3.0	601	3.0	0.484	8.0	LOS A	3.8	97.3	0.51	0.32	0.51	33.4
14	R2	73	2.0	83	2.0	0.066	3.4	LOS A	0.3	8.8	0.34	0.18	0.34	34.8
Approach		602	2.9	684	2.9	0.484	7.5	LOS A	3.8	97.3	0.49	0.31	0.49	33.6
West: Enota Drive														
5	L2	152	2.0	173	2.0	0.199	6.2	LOS A	1.3	32.9	0.71	0.59	0.71	31.8
12	R2	368	2.0	418	2.0	0.255	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	36.9
Approach		520	2.0	591	2.0	0.255	1.9	LOS A	1.3	32.9	0.21	0.17	0.21	35.2
All Vehicles		2175	2.2	2472	2.2	0.529	6.6	LOS A	3.8	97.3	0.21	0.14	0.21	35.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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HCM 6th TWSC
3: Downey Boulevard & Site Driveway B/Vine Street

NGMC Gainesville TIA
Projected 2035 Full Build-Out PM Peak

Intersection												
Int Delay, s/veh	14.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕↗		↙	↕↗	↙
Traffic Vol, veh/h	60	0	60	26	0	23	28	907	23	8	918	28
Future Vol, veh/h	60	0	60	26	0	23	28	907	23	8	918	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	75	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	0	67	29	0	26	31	1008	26	9	1020	31
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1604	2134	510	1611	2152	517	1051	0	0	1034	0	0
Stage 1	1038	1038	-	1083	1083	-	-	-	-	-	-	-
Stage 2	566	1096	-	528	1069	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	70	49	509	70	47	503	658	-	-	668	-	-
Stage 1	247	306	-	232	292	-	-	-	-	-	-	-
Stage 2	476	287	-	502	296	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 63	46	509	58	44	503	658	-	-	668	-	-
Mov Cap-2 Maneuver	~ 63	46	-	58	44	-	-	-	-	-	-	-
Stage 1	235	302	-	221	278	-	-	-	-	-	-	-
Stage 2	431	274	-	430	292	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	218		78.9			0.3			0.1			
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	658	-	-	112	99	668	-	-				
HCM Lane V/C Ratio	0.047	-	-	1.19	0.55	0.013	-	-				
HCM Control Delay (s)	10.7	-	-	218	78.9	10.5	-	-				
HCM Lane LOS	B	-	-	F	F	B	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	8.5	2.5	0	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 6th Signalized Intersection Summary

4: Downey Boulevard & Medical Center Way

NGMC Gainesville TIA
Projected 2035 Full Build-Out PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	109	152	54	856	988	22
Future Volume (veh/h)	109	152	54	856	988	22
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1811
Adj Flow Rate, veh/h	120	10	59	941	1086	15
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	6
Cap, veh/h	173	154	367	2482	1974	852
Arrive On Green	0.10	0.10	0.04	0.70	0.56	0.56
Sat Flow, veh/h	1781	1585	1781	3647	3647	1535
Grp Volume(v), veh/h	120	10	59	941	1086	15
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1535
Q Serve(g_s), s	4.2	0.4	0.8	7.1	12.7	0.3
Cycle Q Clear(g_c), s	4.2	0.4	0.8	7.1	12.7	0.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	173	154	367	2482	1974	852
V/C Ratio(X)	0.69	0.06	0.16	0.38	0.55	0.02
Avail Cap(c_a), veh/h	903	803	705	2728	2728	1178
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	28.5	26.7	6.6	4.0	9.3	6.5
Incr Delay (d2), s/veh	3.7	0.1	0.2	0.3	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.1	0.2	1.6	4.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.1	26.8	6.8	4.4	10.1	6.5
LnGrp LOS	C	C	A	A	B	A
Approach Vol, veh/h	130			1000	1101	
Approach Delay, s/veh	31.7			4.5	10.1	
Approach LOS	C			A	B	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.3	42.3		13.5		51.6
Change Period (Y+Rc), s	* 6.7	6.1		* 7.2		6.1
Max Green Setting (Gmax), s	* 15	50.0		* 33		50.0
Max Q Clear Time (g_c+I1), s	2.8	14.7		6.2		9.1
Green Ext Time (p_c), s	0.1	21.4		0.2		19.7

Intersection Summary

HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Downey Boulevard & Jesse Jewell Parkway (SR 369)

NGMC Gainesville TIA
Projected 2035 Full Build-Out PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	264	1496	24	116	1146	317	38	368	195	368	399	325
Future Volume (veh/h)	264	1496	24	116	1146	317	38	368	195	368	399	325
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	1856	1841	1870	1870	1870	1870	1870	1856	1856
Adj Flow Rate, veh/h	284	1609	25	125	1232	217	41	396	11	396	429	164
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	3	4	2	2	2	2	2	3	3
Cap, veh/h	299	1838	29	271	1568	711	106	373	166	346	450	381
Arrive On Green	0.22	1.00	1.00	0.05	0.45	0.45	0.03	0.11	0.11	0.17	0.24	0.24
Sat Flow, veh/h	1781	3582	56	1767	3497	1585	1781	3554	1585	1781	1856	1572
Grp Volume(v), veh/h	284	797	837	125	1232	217	41	396	11	396	429	164
Grp Sat Flow(s),veh/h/ln	1781	1777	1860	1767	1749	1585	1781	1777	1585	1781	1856	1572
Q Serve(g_s), s	15.9	0.0	0.0	6.1	48.0	14.0	3.3	16.8	1.0	27.0	36.5	14.1
Cycle Q Clear(g_c), s	15.9	0.0	0.0	6.1	48.0	14.0	3.3	16.8	1.0	27.0	36.5	14.1
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	299	912	955	271	1568	711	106	373	166	346	450	381
V/C Ratio(X)	0.95	0.87	0.88	0.46	0.79	0.31	0.39	1.06	0.07	1.15	0.95	0.43
Avail Cap(c_a), veh/h	308	912	955	294	1568	711	173	373	166	346	450	381
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	32.2	0.0	0.0	21.6	37.6	28.2	62.3	71.6	64.5	51.9	59.7	51.3
Incr Delay (d2), s/veh	26.5	7.3	7.1	0.5	4.0	1.1	0.9	63.7	0.1	89.8	27.1	0.6
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	7.5	1.8	1.9	2.5	20.8	5.6	1.5	10.9	0.4	20.9	20.4	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	7.3	7.1	22.1	41.6	29.3	63.1	135.3	64.6	141.8	86.8	51.9
LnGrp LOS	E	A	A	C	D	C	E	F	E	F	F	D
Approach Vol, veh/h	1918			1574			448			989		
Approach Delay, s/veh	14.8			38.4			127.0			103.0		
Approach LOS	B			D			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc),s	25.3	78.7	11.0	45.0	14.9	89.1	33.0	23.0				
Change Period (Y+Rc), s	7.3	7.0	6.6	6.2	* 6.8	7.0	6.0	6.2				
Max Green Setting (Gmax), s	10.7	71.0	10.4	32.8	* 10	80.0	27.0	16.8				
Max Q Clear Time (g_c+10),s	17.9	50.0	5.3	38.5	8.1	2.0	29.0	18.8				
Green Ext Time (p_c), s	0.0	15.1	0.0	0.0	0.0	46.9	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 50.2
HCM 6th LOS D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

NGMC Gainesville TIA

6: Summitt Drive/Wisteria Drive & Jesse Jewell Parkway (SR 369) Projected 2035 Full Build-Out PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↶		↰	↶		↰	↶		↰	↶	
Traffic Volume (veh/h)	36	1547	30	72	1416	26	40	27	144	166	89	210
Future Volume (veh/h)	36	1547	30	72	1416	26	40	27	144	166	89	210
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	1856	1870	1870	1870	1870	1870	1826	1870	1856
Adj Flow Rate, veh/h	37	1595	30	74	1460	26	41	28	50	171	92	160
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	3	2	2	2	2	2	5	2	3
Cap, veh/h	241	2337	44	214	2359	42	100	115	206	241	118	204
Arrive On Green	0.03	0.66	0.66	0.03	0.66	0.66	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	3568	67	1767	3572	64	1128	602	1075	1290	613	1066
Grp Volume(v), veh/h	37	793	832	74	726	760	41	0	78	171	0	252
Grp Sat Flow(s),veh/h/ln	1781	1777	1858	1767	1777	1859	1128	0	1677	1290	0	1679
Q Serve(g_s), s	1.1	44.5	44.7	2.2	37.5	37.6	5.7	0.0	6.3	20.7	0.0	22.8
Cycle Q Clear(g_c), s	1.1	44.5	44.7	2.2	37.5	37.6	28.6	0.0	6.3	27.0	0.0	22.8
Prop In Lane	1.00		0.04	1.00		0.03	1.00		0.64	1.00		0.63
Lane Grp Cap(c), veh/h	241	1164	1217	214	1174	1228	100	0	322	241	0	322
V/C Ratio(X)	0.15	0.68	0.68	0.35	0.62	0.62	0.41	0.00	0.24	0.71	0.00	0.78
Avail Cap(c_a), veh/h	293	1164	1217	256	1174	1228	124	0	357	269	0	358
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	0.57	0.57	0.57	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.1	17.2	17.2	16.5	15.6	15.6	75.1	0.0	54.8	66.3	0.0	61.5
Incr Delay (d2), s/veh	0.1	3.2	3.1	0.2	1.4	1.3	1.0	0.0	0.1	5.7	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	18.5	19.5	0.9	15.2	15.9	1.7	0.0	2.7	7.3	0.0	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.2	20.4	20.4	16.7	17.0	17.0	76.1	0.0	55.0	72.0	0.0	70.0
LnGrp LOS	B	C	C	B	B	B	E	A	D	E	A	E
Approach Vol, veh/h	1662			1560			119			423		
Approach Delay, s/veh	20.2			17.0			62.2			70.8		
Approach LOS	C			B			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.3	111.1		38.6	11.2	110.2		38.6				
Change Period (Y+Rc), s	6.3	* 5.4		7.9	6.4	* 5.4		7.9				
Max Green Setting (Gmax), s	98	* 98		34.1	8.6	* 98		34.1				
Max Q Clear Time (g_c+I), s	39.6			29.0	4.2	46.7		30.6				
Green Ext Time (p_c), s	0.0	33.9		0.7	0.0	35.3		0.1				

Intersection Summary

HCM 6th Ctrl Delay 25.9

HCM 6th LOS C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
7: Site Driveway A & Enota Drive

NGMC Gainesville TIA
Projected 2035 Full Build-Out PM Peak

Intersection						
Int Delay, s/veh	6.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	160	0	85	53	0	269
Future Vol, veh/h	160	0	85	53	0	269
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	182	0	97	60	0	306
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	182	0	436	182
Stage 1	-	-	-	-	182	-
Stage 2	-	-	-	-	254	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1393	-	578	861
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1393	-	536	861
Mov Cap-2 Maneuver	-	-	-	-	536	-
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	731	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		4.8		11.5	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	861	-	-	1393	-	
HCM Lane V/C Ratio	0.355	-	-	0.069	-	
HCM Control Delay (s)	11.5	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	1.6	-	-	0.2	-	

HCM 6th Signalized Intersection Summary

1: Enota Drive & Park Hill Drive (SR 11)

NGMC Gainesville TIA
Projected 2035 Full Build-Out IMP AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	419	129	347	651	239	89	183	118	347	373	46
Future Volume (veh/h)	8	419	129	347	651	239	89	183	118	347	373	46
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	1470	1856	1870	1870	1870	1870	1856	1841	1811	1870	1870	1856
Adj Flow Rate, veh/h	9	446	130	369	693	151	95	195	9	369	397	46
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	29	3	2	2	2	2	3	4	6	2	2	3
Cap, veh/h	238	1183	342	550	1130	957	153	218	182	377	381	44
Arrive On Green	0.44	0.44	0.44	0.13	0.60	0.60	0.06	0.12	0.12	0.18	0.23	0.23
Sat Flow, veh/h	513	2698	780	1781	1870	1585	1767	1841	1535	1781	1645	191
Grp Volume(v), veh/h	9	290	286	369	693	151	95	195	9	369	0	443
Grp Sat Flow(s),veh/h/ln	513	1763	1715	1781	1870	1585	1767	1841	1535	1781	0	1836
Q Serve(g_s), s	1.7	16.6	16.8	16.4	35.0	6.3	7.0	15.7	0.8	26.3	0.0	34.7
Cycle Q Clear(g_c), s	11.8	16.6	16.8	16.4	35.0	6.3	7.0	15.7	0.8	26.3	0.0	34.7
Prop In Lane	1.00		0.45	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	238	773	752	550	1130	957	153	218	182	377	0	425
V/C Ratio(X)	0.04	0.38	0.38	0.67	0.61	0.16	0.62	0.89	0.05	0.98	0.00	1.04
Avail Cap(c_a), veh/h	238	773	752	672	1130	957	234	234	195	377	0	425
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	30.2	28.3	28.4	18.8	18.7	13.0	54.6	65.2	58.6	47.1	0.0	57.7
Incr Delay (d2), s/veh	0.3	1.4	1.5	1.9	2.5	0.4	3.0	30.8	0.1	40.4	0.0	55.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	7.4	7.3	7.0	15.5	2.3	3.2	9.2	0.3	16.2	0.0	22.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	29.7	29.8	20.7	21.2	13.4	57.6	96.0	58.7	87.5	0.0	113.0
LnGrp LOS	C	C	C	C	C	B	E	F	E	F	A	F
Approach Vol, veh/h		585			1213			299			812	
Approach Delay, s/veh		29.8			20.1			82.7			101.4	
Approach LOS		C			C			F			F	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		96.3	31.0	22.7	24.8	71.5	14.1	39.6				
Change Period (Y+Rc), s		5.7	* 4.7	* 4.9	5.5	5.7	* 5.2	* 4.9				
Max Green Setting (Gmax), s		89.3	* 26	* 19	29.5	54.3	* 16	* 29				
Max Q Clear Time (g_c+l1), s		37.0	28.3	17.7	18.4	18.8	9.0	36.7				
Green Ext Time (p_c), s		23.7	0.0	0.1	0.9	12.4	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			51.2									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

5: Downey Boulevard & Jesse Jewell Parkway (SR 369)

NGMC Gainesville TIA
Projected 2035 Full Build-Out IMP AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	982	10	101	1442	330	48	475	213	286	200	258
Future Volume (veh/h)	284	982	10	101	1442	330	48	475	213	286	200	258
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	1811	1870	1870	1811	1856	1870	1870	1826	1870	1870	1870
Adj Flow Rate, veh/h	305	1056	11	109	1551	275	52	511	102	308	215	48
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	6	2	2	6	3	2	2	5	2	2	2
Cap, veh/h	261	1858	19	371	1572	718	75	516	225	357	378	320
Arrive On Green	0.24	1.00	1.00	0.05	0.46	0.46	0.04	0.15	0.15	0.10	0.20	0.20
Sat Flow, veh/h	1781	3489	36	1781	3441	1572	1781	3554	1547	3456	1870	1585
Grp Volume(v), veh/h	305	521	546	109	1551	275	52	511	102	308	215	48
Grp Sat Flow(s),veh/h/ln	1781	1721	1805	1781	1721	1572	1781	1777	1547	1728	1870	1585
Q Serve(g_s), s	17.7	0.0	0.0	4.9	66.9	17.3	4.3	21.5	9.0	13.2	15.5	3.7
Cycle Q Clear(g_c), s	17.7	0.0	0.0	4.9	66.9	17.3	4.3	21.5	9.0	13.2	15.5	3.7
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	261	916	961	371	1572	718	75	516	225	357	378	320
V/C Ratio(X)	1.17	0.57	0.57	0.29	0.99	0.38	0.69	0.99	0.45	0.86	0.57	0.15
Avail Cap(c_a), veh/h	261	916	961	446	1572	718	219	516	225	484	378	320
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	43.5	0.0	0.0	19.8	40.3	26.8	70.9	64.0	58.7	66.2	53.9	49.2
Incr Delay (d2), s/veh	104.3	2.1	2.0	0.2	19.8	1.5	4.1	36.7	0.5	8.3	1.8	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	16.1	0.5	0.5	2.0	31.2	6.8	2.1	12.3	3.6	6.2	7.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	147.9	2.1	2.0	19.9	60.0	28.4	75.0	100.7	59.2	74.5	55.7	49.4
LnGrp LOS	F	A	A	B	E	C	E	F	E	E	E	D
Approach Vol, veh/h	1372			1935			665			571		
Approach Delay, s/veh	34.5			53.3			92.3			65.3		
Approach LOS	C			D			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	75.5	13.0	36.5	13.6	86.9	21.5	28.0				
Change Period (Y+Rc), s	7.3	7.0	6.6	6.2	* 6.8	7.0	6.0	6.2				
Max Green Setting (Gmax), s	17.7	63.0	18.4	23.8	* 13	68.0	21.0	21.8				
Max Q Clear Time (g_c+l1), s	19.7	68.9	6.3	17.5	6.9	2.0	15.2	23.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.1	20.5	0.3	0.0				

Intersection Summary

HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: Enota Drive & Park Hill Drive (SR 11)

NGMC Gainesville TIA
Projected 2035 Full Build-Out IMP PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	744	66	113	562	283	212	450	481	283	214	20
Future Volume (veh/h)	9	744	66	113	562	283	212	450	481	283	214	20
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	1796	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	818	69	124	618	188	233	495	345	311	235	20
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	7	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	1250	105	251	872	739	483	545	462	331	560	48
Arrive On Green	0.38	0.38	0.38	0.05	0.47	0.47	0.11	0.29	0.29	0.15	0.33	0.33
Sat Flow, veh/h	676	3317	280	1781	1870	1585	1781	1870	1585	1781	1700	145
Grp Volume(v), veh/h	10	438	449	124	618	188	233	495	345	311	0	255
Grp Sat Flow(s),veh/h/ln	676	1777	1820	1781	1870	1585	1781	1870	1585	1781	0	1844
Q Serve(g_s), s	1.9	32.6	32.6	6.7	42.2	11.5	14.5	40.8	31.6	21.4	0.0	17.2
Cycle Q Clear(g_c), s	29.8	32.6	32.6	6.7	42.2	11.5	14.5	40.8	31.6	21.4	0.0	17.2
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	182	670	686	251	872	739	483	545	462	331	0	608
V/C Ratio(X)	0.05	0.65	0.65	0.49	0.71	0.25	0.48	0.91	0.75	0.94	0.00	0.42
Avail Cap(c_a), veh/h	182	670	686	315	872	739	637	667	566	350	0	608
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	51.6	41.2	41.2	31.2	34.1	25.9	34.0	54.7	51.4	45.3	0.0	41.7
Incr Delay (d2), s/veh	0.6	4.9	4.8	1.5	4.9	0.8	0.6	14.5	4.3	31.8	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	15.2	15.6	3.0	20.2	4.6	6.4	21.3	13.1	15.4	0.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	46.1	46.0	32.7	38.9	26.7	34.5	69.1	55.7	77.2	0.0	42.2
LnGrp LOS	D	D	D	C	D	C	C	E	E	E	A	D
Approach Vol, veh/h	897			930			1073			566		
Approach Delay, s/veh	46.2			35.6			57.3			61.4		
Approach LOS	D			D			E			E		
Timer - Assigned Phs	2			3			4			5		
Phs Duration (G+Y+Rc), s	80.3			28.2			51.5			14.2		
Change Period (Y+Rc), s	5.7			* 4.7			* 4.9			5.5		
Max Green Setting (Gmax), s	62.3			* 25			* 57			14.5		
Max Q Clear Time (g_c+I1), s	44.2			23.4			42.8			8.7		
Green Ext Time (p_c), s	11.4			0.2			3.8			0.1		

Intersection Summary

HCM 6th Ctrl Delay	49.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Downey Boulevard & Jesse Jewell Parkway (SR 369)

NGMC Gainesville TIA
Projected 2035 Full Build-Out IMP PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	264	1496	24	116	1146	317	38	368	195	368	399	325
Future Volume (veh/h)	264	1496	24	116	1146	317	38	368	195	368	399	325
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	1856	1841	1870	1870	1870	1870	1870	1856	1856
Adj Flow Rate, veh/h	284	1609	25	125	1232	217	41	396	18	396	429	166
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	3	4	2	2	2	2	2	3	3
Cap, veh/h	300	1985	31	281	1757	796	94	384	171	444	380	322
Arrive On Green	0.19	1.00	1.00	0.05	0.50	0.50	0.03	0.11	0.11	0.13	0.20	0.20
Sat Flow, veh/h	1781	3582	56	1767	3497	1585	1781	3554	1585	3456	1856	1572
Grp Volume(v), veh/h	284	797	837	125	1232	217	41	396	18	396	429	166
Grp Sat Flow(s),veh/h/ln	1781	1777	1860	1767	1749	1585	1781	1777	1585	1728	1856	1572
Q Serve(g_s), s	13.1	0.0	0.0	5.5	43.3	12.6	3.3	17.3	1.6	18.1	32.8	15.0
Cycle Q Clear(g_c), s	13.1	0.0	0.0	5.5	43.3	12.6	3.3	17.3	1.6	18.1	32.8	15.0
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	300	985	1031	281	1757	796	94	384	171	444	380	322
V/C Ratio(X)	0.95	0.81	0.81	0.44	0.70	0.27	0.44	1.03	0.11	0.89	1.13	0.51
Avail Cap(c_a), veh/h	338	985	1031	311	1757	796	161	384	171	583	380	322
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	26.7	0.0	0.0	17.5	30.6	22.9	62.1	71.4	64.4	68.6	63.6	56.5
Incr Delay (d2), s/veh	22.8	4.4	4.3	0.4	2.4	0.8	1.2	54.3	0.1	9.5	81.6	1.2
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	6.9	1.2	1.2	2.2	18.2	5.0	1.5	10.8	0.7	8.6	24.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5	4.4	4.3	17.9	32.9	23.8	63.3	125.7	64.5	78.1	145.2	57.7
LnGrp LOS	D	A	A	B	C	C	E	F	E	E	F	E
Approach Vol, veh/h		1918			1574			455			991	
Approach Delay, s/veh		11.0			30.5			117.7			103.8	
Approach LOS		B			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.6	87.4	11.0	39.0	14.3	95.7	26.5	23.5				
Change Period (Y+Rc), s	7.3	7.0	6.6	6.2	* 6.8	7.0	6.0	6.2				
Max Green Setting (Gmax), s	18.7	71.0	10.4	32.8	* 10	80.0	27.0	16.8				
Max Q Clear Time (g_c+l1), s	15.1	45.3	5.3	34.8	7.5	2.0	20.1	19.3				
Green Ext Time (p_c), s	0.2	17.5	0.0	0.0	0.0	46.9	0.5	0.0				

Intersection Summary

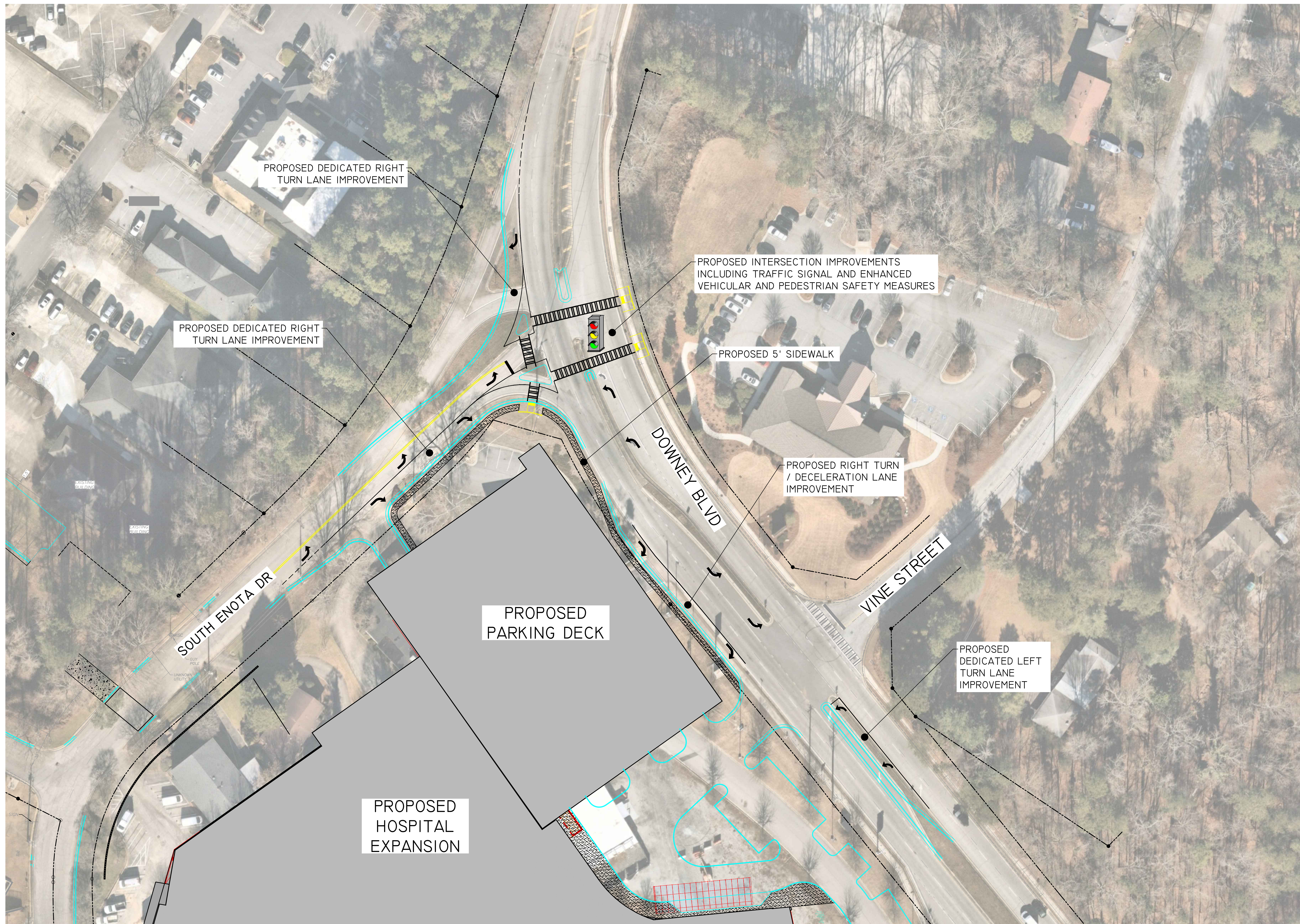
HCM 6th Ctrl Delay	45.7
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

K:\ALP_PRJ\015170051_NGHS Gainesville N Tower 2\CAD\Exhibits\2021-05-10 Intersection Improvement Graphic\02-00 - SITE PLAN.dwg May 11, 2021 11:12am by: Reid Irwin



Date Submitted: 8/23/2021

Presenter: Matt Tate

Item of Business: Request from **Winterset Holdings, LLC** to amend a portion of an existing Planned Unit Development (P-U-D) zoning totaling 12.66± acres located on the east and west sides of Wilson Drive, northeast of its intersection with Athens Highway (a/k/a **2125 Wilson Drive, SE**).
 Ward Number: Three
 Tax Parcel Number(s): 15-022D-000-001 (Part)
 Request: 65 residential townhomes

Meeting Date: 9/14/2021

Purpose of Request:

The applicant is requesting a zoning amendment for a 12.66± acres portion of an existing 26.10± acres P-U-D zoning. In 2014, the 26.10± acres property was approved for a total of 55 single-family detached lots of which 25 lots are in the process of being developed as part of Phase 1. The proposed zoning amendment will replace the 30 remaining single-family detached lots originally planned for Phase 2 with 65 fee-simple townhome lots. This will increase the total residential units from 55 to 90. A total of 6.2 acres of the 12.66 acres will remain as green space.

The proposed fee-simple townhomes will be two-story and 1,638 square feet of heated floor space. Each unit will provide a one-car garage, driveway parking for two cars and 24 visitor parking spaces. Exterior materials will include a mixture of cement siding materials, vinyl windows, asphalt roofs and brick/stone accents on a portion of the front elevation. No amenities are proposed. The unfinished portion of Wilson Drive will be improved and are intended to be dedicated to the City of Gainesville.

The property is located within the North Oconee Water Supply Watershed Overlay Zone and contains a creek and a City sewer easement. The surrounding uses include the Lenox Park subdivision, single-family homes, coin laundry, undeveloped land and the nearby Gainesville Truck Center.

History/Background:

Facts & Issues for Consideration:

Department Recommendation:

Planning staff recommended denial of this request. 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
📁	Survey	Backup Material
📁	Site Plan	Backup Material
📁	Elevation 1	Backup Material
📁	Elevation 2	Backup Material
📁	Architectural Rendering	Backup Material
📁	Yr 2014 Approved Zoning Plan	Backup Material

GAINESVILLE PLANNING and APPEALS BOARD
STAFF RECOMMENDATION

Applicant Winterset Holdings, LLC
Property Owner Alcovy - 20, LLC
Location..... 2125 Wilson Drive, SE
Request..... Amend P-U-D zoning
Total Acres 12.66± acres
Ward..... Three
Proposed Use..... 65 residential townhomes
Planning Division Staff Recommendation **Denial**
Date..... September 14, 2021

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

The applicant is requesting a zoning amendment for a 12.66± acres portion of an existing 26.10± acres P-U-D zoning. In 2014, the 26.10± acres property was approved for a total of 55 single-family detached lots of which 25 lots are in the process of being developed as part of Phase 1 of the Reserve at Wilson single-family subdivision. There are currently 7 single-family homes of which 4 are occupied. The proposed zoning amendment will replace the 30 remaining single-family detached lots originally planned for Phase 2 with 65 fee-simple townhome lots. The total number of residential units will increase from 55 to 90. A total of 6.2 acres of the 12.66 acres will remain as green space.

The proposed fee-simple townhomes are designed as two-story units consisting of 1,638 square feet of heated floor space. Each unit will provide a one-car garage, driveway parking for two cars and 24 visitor parking spaces. Exterior materials will include a mixture of cement siding materials, vinyl windows, asphalt roofs and brick/stone accents on a portion of the front elevation. Greenspace, 5-foot wide sidewalks and a mail kiosk will be provided. No other amenities are proposed. The unfinished portion of Wilson Drive will be extended and improved to meet City of Gainesville standards so that it may be dedicated to the City. The unimproved gravel road currently provides access to a sewer pump station.

The property is located within the North Oconee Water Supply Watershed Overlay Zone and contains a creek and a City sewer easement.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Undeveloped Land (Gainesville-Vision, LLC / Sussex Tract)	Planned Unit Development (P-U-D)
South	Single-family homes, Triple B Laundry, Citco, Dollar General	Planned Unit Development (P-U-D) General Business (G-B)
East	Undeveloped land, Mack Truck Center	Residential-I-A (R-I-A) Light Industrial (L-I)
West	Lenox Park Subdivision	Residential-II (R-II); General Business (G-B)

▪ **Other Departmental Comments**

The Public Works Department states that all proposed roads shall meet City of Gainesville standards and the applicant shall be responsible for any improvements required by GDOT at the intersection of Athens Highway and Wilson Drive due to the additional traffic load.

Coordination with the Georgia Department of Transportation will be required to address the proposed access. 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 the City of Gainesville to annex 4.4± acres and rezone 1,320± acres located at 0 and 2221 Smallwood Road; 2306 and 2312 Athens Highway; 1701 Fulenwider Road, SW with a zoning of Planned Unit Development (P-U-D) for a business park was approved with conditions.

2019 - A request by Integrity Development Group, LLC to annex a 219.65± acres tract located at 2242 Gaines Mill Road; 2579 and 2581 Gillsville Highway with a zoning of Planned Unit Development (P-U-D) zoning for a 375 lot subdivision was approved with conditions.

2018 - A request by Geosam Capital US (Atlanta), LP to amend an 85.45± acres tract located at 0 Gaines Mill Road zoned Planned Unit Development (P-U-D) to replace 97 fee-simple townhomes with 100 single-family detached lots was approved with conditions.

2014 - A request by Alcovy – 20, Inc to amend a 26.10± acres tract located at 0, 2108 and 2125 Wilson Drive (subject property) zoned Planned Unit Development (P-U-D) for a 55-lot single-family subdivision was approved with conditions.

2012 - A request by Gainesville Truck Center to annex a 14.03± acres tract located at 2145 Athens Highway with a zoning of Light Industrial (L-I) for sewer for an existing truck center was approved.

▪ **Staff Analysis**

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

The surrounding uses include single-family homes, multi-family apartments, and various commercial and industrial uses. The residential uses consist of individual single-family lots and residential subdivisions both within the jurisdictions of Gainesville and Hall County. Located to the west is the 113-lot Lenox Park subdivision and 292 unit apartment complex. Adjacent undeveloped land is located to the north and east. The property to the south and east includes various commercial and industrial uses along Athens Highway such as the Gainesville Truck Center, Laundromat, convenience store / gas stations, retail uses and a used car sales facility. Introducing attached townhome units to the existing single-family neighborhood appears to be out of character and less suitable.

Typically, fee-simple housing serves as a transition between commercial uses or higher density multi-family uses and single-family detached housing. In this case, the exact opposite is being proposed as the townhomes are proposed at the rear of the subdivision between single-family properties.

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

The proposed townhome units will increase the overall number of housing units from 30 single-family lots to 65 fee-simple townhome units. There are 7 new single-family detached residential homes within the neighborhood, of which 4 are currently occupied. While the proposed townhome lots are well separated from the single-family homes, the additional units will further exacerbate the difficult turning movements at the intersection of Athens Street and Wilson Drive.

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

The Future Development Map for the City of Gainesville places the subject property within the *Low-Medium Residential* land use category which includes areas containing or planned for single-family detached or semi-detached housing at densities ranging from two to four dwelling units per acre with only limited light office use allowed, such as a home office. The proposed residential density for the 12.66± acres subject property is 5.13 dwelling units per acre which is above the 4.0 maximum density guidelines for this land use category. However, residential density for the entire 26.10± acres parent tract would be 3.44 dwelling units per acre.

According to the Character Area map for the City of Gainesville, the subject property is located within the *Suburban Residential* Character Area. The vision for this area is to preserve older, stable residential subdivisions and encourage newer projects with smaller lot sizes, pedestrian infrastructure, and buildings patterned after traditional local housing, possibly containing a small neighborhood-serving "village center".

As well, the quality community objectives state that housing choices should continue to be diversified to support a range of household incomes, sizes, types, but consist mostly of traditional single-family detached lots. In areas where natural features or sensitive environments are important, cluster housing or conservation subdivision design may be appropriate. Land uses allowed in the Suburban Residential Character Area include low-density residential, medium-density residential, multifamily residential, public / institutional, commercial, and parks / recreation / conservation, mixed-use.

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

The applicant desires to amend the PUD zoning to increase the number of residential units to make it more feasible to construct the infrastructure needed to develop the subject property. The clustering of small townhome lots would allow for more units on an overall smaller development footprint. It is staff's opinion the original proposed single-family homes are more compatible with the adjacent residential uses and should remain as such.

(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 residential subdivision will increase traffic turning movements onto Athens Highway. Left turning movements at the intersection of Wilson Drive and Athens Highway are difficult given the width of Athens Highway and the speeds of oncoming traffic. According to the Institute of Transportation Engineers (ITE) Trip Generation Handbook (9th Edition), the 65 residential townhomes on average could generate 378± new trips per weekday (50% entering,

50% exiting), 29± A.M. peak hour trips (19% entering, 81% exiting) and 34± P.M. peak hour trips (64% entering, 36% exiting).

Existing public safety services already respond to the adjacent and nearby properties. Gainesville Fire Station #1 is located approximately 3.8± miles away off of Queen City Parkway and Hall County Fire Station #1 is located approximately 1.6 miles off of Athens Highway.

Water and sewer are currently present and have adequate capacity to serve the proposed development. The projected number of students that would attend public schools within the proposed development is unknown at this time; however, it is expected that the load on the public school system would increase. The City of Gainesville currently provides bus service to the adjacent Lenox Park subdivision / Apartment complex as well as further east to homes located off of Gaines Mill Road.

(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?

Much of the existing development along Athens Highway is commercial and industrial in nature and is expected to remain as such. Limited residential development has occurred along this segment of Athens Highway over the last 20 years which has included the Lenox Park subdivision and apartments. The Comprehensive Plan projects the subject property and adjacent areas removed from Athens Highway to be developed for traditional single-family residential purposes.

(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 single-family uses, the proposed zoning amendment request does not appear 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 **denial** of this zoning amendment request based on the Comprehensive Plan and the adjacent single-family residential uses.

If this zoning amendment request were considered to be approved, the following zoning conditions should be considered.

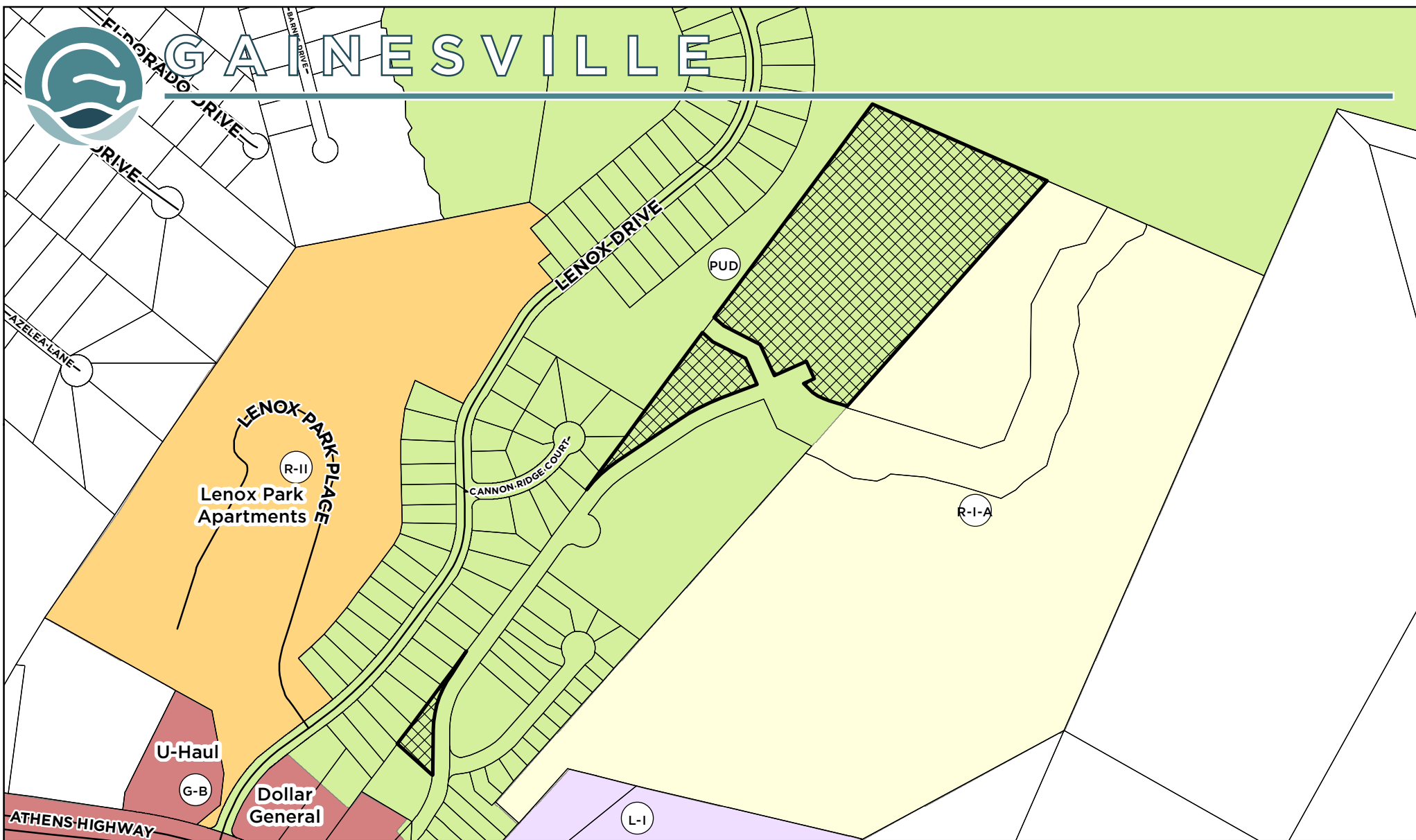
Conditions

1. The proposal shall be generally consistent with the concept plan and architectural elevations provided with this zoning amendment application per the review and approval of the Community and Economic Development Director.
2. The proposed townhome development shall adhere to the development standards stated within Section 9-10-2-5 of the Unified Land Development Code entitled "Single-Family Attached Dwelling (Fee-Simple Townhouse)."
3. Each townhome unit shall provide a two car garage.

4. The rear and sides of each townhome building shall be constructed with a minimum 3-foot high watermark of brick or stone material. In addition, all roof structures shall be constructed with architectural shingles.
5. The owner/developer shall screen all stormwater detention ponds with a mixture of evergreen trees. The location, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.
6. The developer/property owner shall construct five foot (5') wide sidewalks on both sides of the proposed road extending to the Wilson Drive cul-de-sac and shall connect with the adjacent Reserve at Wilson subdivision.
7. 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 (GDOT). The approval of said design shall be required prior to issuance of a building permit. All required access/traffic/sidewalk improvements associated with the proposed development including improvements to the intersection of Athens Street and Wilson Drive shall be at the full expense of the developer/property owner.



GAINESVILLE



Applicant: **WINTERSET HOLDINGS, LLC**

ZONING AMENDMENT REQUEST

Subject Property Address:

2125 Wilson Drive, SE

Tax Parcel:

15-022D-000-001 (Part)

Request:

Amend a portion of the existing Planned Unit Development (P-U-D) zoning totaling 12.66+/- acres tract for 65 residential townhomes



Subject Property

Meeting Date: 09/14/2021

Map Prepared: 08/17/2021

0 240 480 Feet
Page 281 of 338

SCALE: 1" = 417'





GAINESVILLE



Hall County GIS

Applicant: **WINTERSET HOLDINGS, LLC**

ZONING AMENDMENT REQUEST

Request:

Amend a portion of the existing Planned Unit Development (P-U-D) zoning totaling 12.66+/- acres tract for 65 residential townhomes

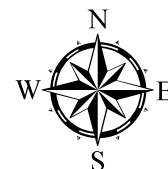
Subject Property Address:
2125 Wilson Drive, SE

Tax Parcel:
15-022D-000-001 (Part)



Subject Property

Aerial from 2018



Meeting Date: 09/14/2021

Map Prepared: 08/17/2021

0 240 480 Feet
Page 282 of 338

SCALE: 1" = 417'

Applicant:

Winterset holdings LLC

390 Brogdon rd.

Suwanee, Ga 30024

Letter of intent: 2125 SE Wilson DR Gainesville G

To Whom it may concern:

Winterset holdings LLC is requesting a zoning amendment for a 10.99± acres portion of an existing 26.10± acres PUD zoning. In 2014, the 26.10± acres property was approved for a total of 55-single family detached lots of which only 25-lots have been recorded by plat as part of Phase 1. The proposed zoning amendment will replace the 30 remaining single-family detached lots originally planned for Phase 2 with 65 fee-simple townhome lots increasing the total residential units from 55 homes to 90 total homes .

The updated design provides for a more favorable environmental impact over the current design as it provides much more open space and undisturbed area by clustering the homes together. A total of 6.2185 acres of the 10.99 acres will remain as green space. The neighboring properties to the north, south and west are zoned PUD which abuts the Lenox Park subdivision along the westerly boundary. The property to the east is zoned Residential-I-A (R-I-A) and is undeveloped.

The proposed, two-story, residential townhome dwellings will contain a minimum of 1,638 square feet of heated floor space. Each unit will provide a one-car garage, driveway parking for two cars and 24 visitor parking spaces. The townhome units will be constructed with a mixture of cement siding materials, vinyl windows, asphalt roofs and brick/stone accents on a portion of the front elevation. No amenities are proposed.

The applicant is requesting a 50 foot right of way along with a 20-foot front yard setback and 25-foot rear setbacks. The roads are being requested to become public once the neighborhood is completed and bond are released.

Current Zoning: PUD

Tax Parcel: 15022D000001

Proposed Zoning: Revisions to PUD

Proposed: 65 Town Homes

Total Acres: 10.99

Open Space: 6.2185

Open Space Percentage: 56%

HOA: HOA shall be responsible for maintaining the open space and the area around the Townhomes

Sidewalks: Noted on Site plan.

Architectural Standard: Cement Siding, vinyl windows, brick, and stone accents, 2 car parking

Owner: Alcovy-20 Inc, Mr. John Robert

Applicant: Winterset Holdings, LLC, Michael Phelps

Winterset holdings, LLC

Manager

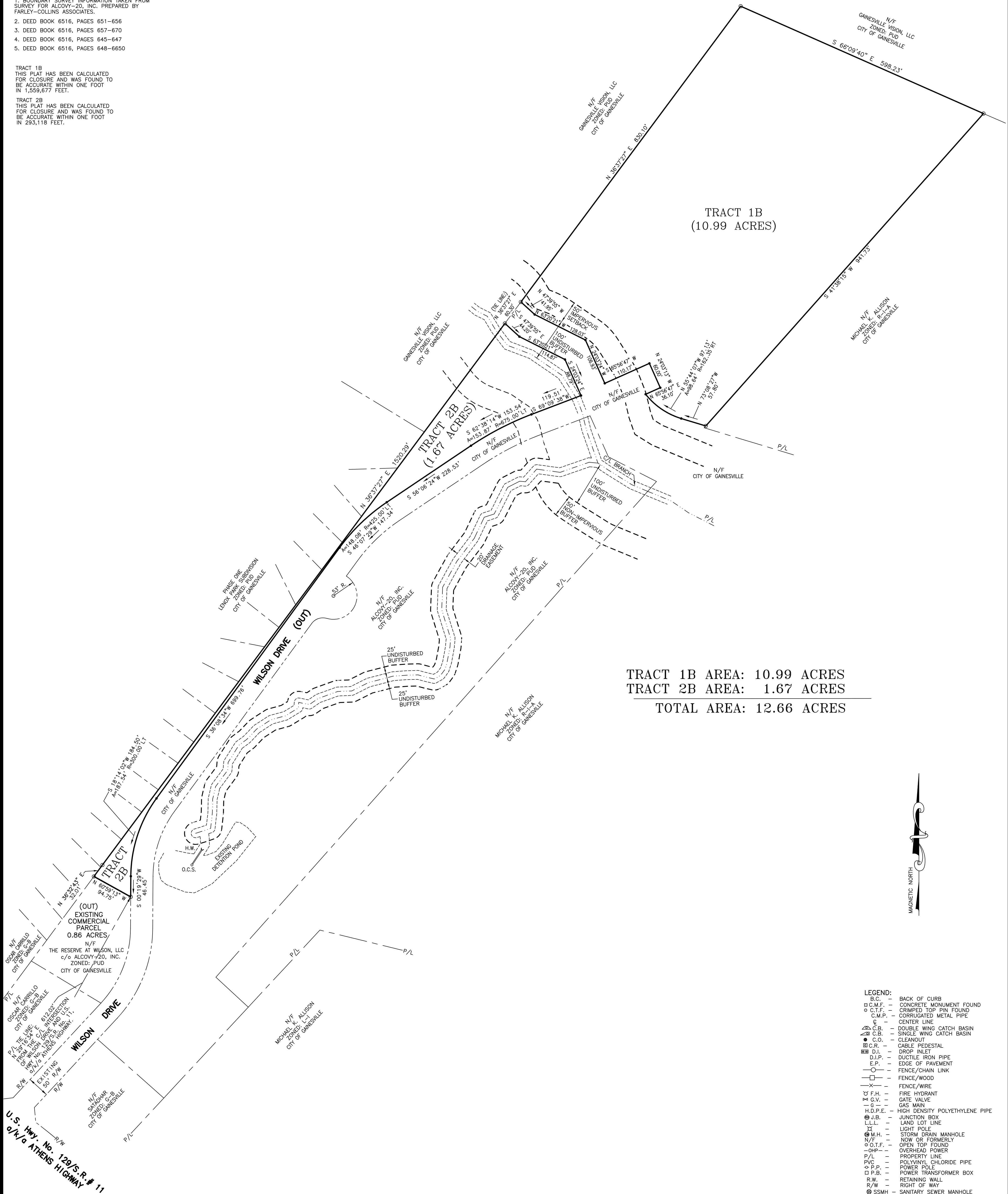
Michael Phelps

NOTES:
NO FIELD SURVEYING PERFORMED BY
PATTON LAND SURVEYING AT THIS TIME.

- REFERENCES:
1. BOUNDARY SURVEY INFORMATION TAKEN FROM SURVEY FOR ALCOVY-20, INC. PREPARED BY FARLEY-COLLINS ASSOCIATES.
 2. DEED BOOK 6516, PAGES 651-656
 3. DEED BOOK 6516, PAGES 657-670
 4. DEED BOOK 6516, PAGES 645-647
 5. DEED BOOK 6516, PAGES 648-6650

TRACT 1B
THIS PLAT HAS BEEN CALCULATED
FOR CLOSURE AND WAS FOUND TO
BE ACCURATE WITHIN ONE FOOT
IN 1,559,677 FEET.

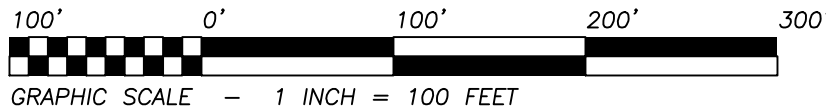
TRACT 2B
THIS PLAT HAS BEEN CALCULATED
FOR CLOSURE AND WAS FOUND TO
BE ACCURATE WITHIN ONE FOOT
IN 295,118 FEET.



TRACT 1B AREA: 10.99 ACRES
TRACT 2B AREA: 1.67 ACRES
TOTAL AREA: 12.66 ACRES

- LEGEND:
- B.C. - BACK OF CURB
 - C.M.F. - CONCRETE MONUMENT FOUND
 - C.T.F. - CRIMPED TOP PIN FOUND
 - C.M.P. - CORRUGATED METAL PIPE
 - C. - CENTER LINE
 - C.B. - DOUBLE WING CATCH BASIN
 - C.B. - SINGLE WING CATCH BASIN
 - C.O. - CLEANOUT
 - C.R. - CABLE PEDESTAL
 - D.I. - DROP INLET
 - D.I.P. - DUCTILE IRON PIPE
 - E.P. - EDGE OF PAVEMENT
 - F. - FENCE/CHAIN LINK
 - F. - FENCE/WOOD
 - F. - FENCE/WIRE
 - F.H. - FIRE HYDRANT
 - G.V. - GATE VALVE
 - G. - GAS MAIN
 - H.D.P.E. - HIGH DENSITY POLYETHYLENE PIPE
 - J.B. - JUNCTION BOX
 - L.L. - LAND LOT LINE
 - L. - LIGHT POLE
 - M.H. - STORM DRAIN MANHOLE
 - N. - NOW OR FORMERLY
 - O.T.F. - OPEN TOP FOUND
 - OHP - OVERHEAD POWER
 - P. - PROPERTY LINE
 - PVC - POLYVINYL CHLORIDE PIPE
 - P.P. - POWER POLE
 - P.B. - POWER TRANSFORMER BOX
 - R.W. - RETAINING WALL
 - R/W - RIGHT OF WAY
 - SSMH - SANITARY SEWER MANHOLE
 - T.R. - TELEPHONE RISER
 - W. - WATER MAIN

NOT TO BE USED FOR THE TRANSFER OF PROPERTY
-NOT FOR RECORDING-



REGISTERED PROFESSIONAL
LAND SURVEYORS

P.O. BOX 256
GAINESVILLE, GA. 30503
PHONE: (770) 532-6492
FAX: (770) 532-1995
www.pattonsurveying.com

ZONING EXHIBIT FOR:
ALCOVY-20, INC.

- LOCATED IN -
**GAINESVILLE G.M.D. 411
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA**

No.	DATE	DESCRIPTION

REVISIONS



SHEET NUMBER:

1 of 1

SCALE: 1" = 100'

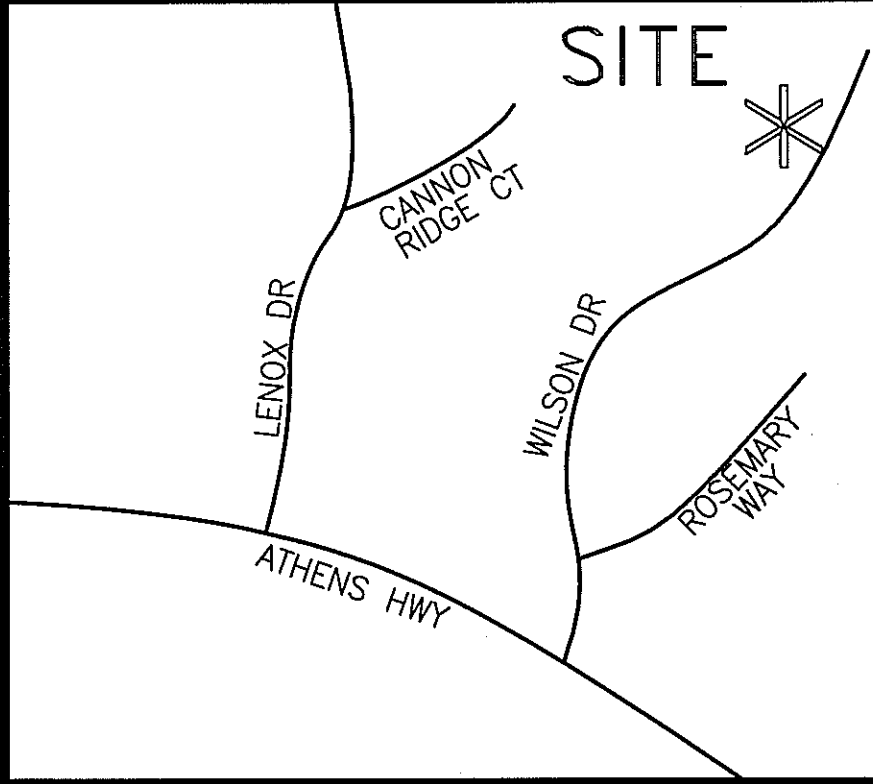
SURVEY DATE: N/A

DRAWING DATE: 07/20/2021

14-049.TRACT 1B EXHIBIT LEGAL.dwg

JN. 14-049

TOTAL AREA: 10.99 ACRES (PER PATTON LAND SURVEYING SURVEY)
TAX PARCEL: PORTION OF 15022D000001
GREEN SPACE: 6.2185 ACRES - 56% OF TOTAL ACRES
CURRENT ZONING: PUD - PLANNED UNIT DEVELOPMENT
PROPOSED ZONING: REVISIONS TO ORIGINAL PUD TO
ALLOW FOR A PROPOSED 65 UNIT TOWNHOME DEVELOPMENT
PROPOSED SETBACKS:
FRONT: 20' FROM R/W
SIDE: 0'
REAR: 25' FROM REAR PROPERTY LINE
PROPERTY DOES HAVE STATE WATERS REQUIRING STREAM BUFFERS
PROPERTY IS SERVED BY DOMESTIC WATER AND SANITARY SEWER

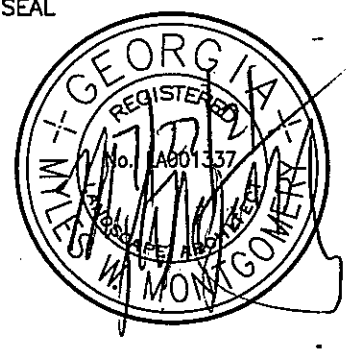


VICINITY MAP (NTS)

REVISIONS		NO.	DATE	REMARKS

SEAL

The seal is circular with a double border. The outer border contains the text "STATE OF GEORGIA" at the top and "MECHANICAL ENGINEER" at the bottom. Inside this, the text "REGISTERED PROFESSIONAL ENGINEER" is written in a smaller circle. In the center, the license number "No. 1462137" is displayed. A large, stylized signature is written across the center of the seal.

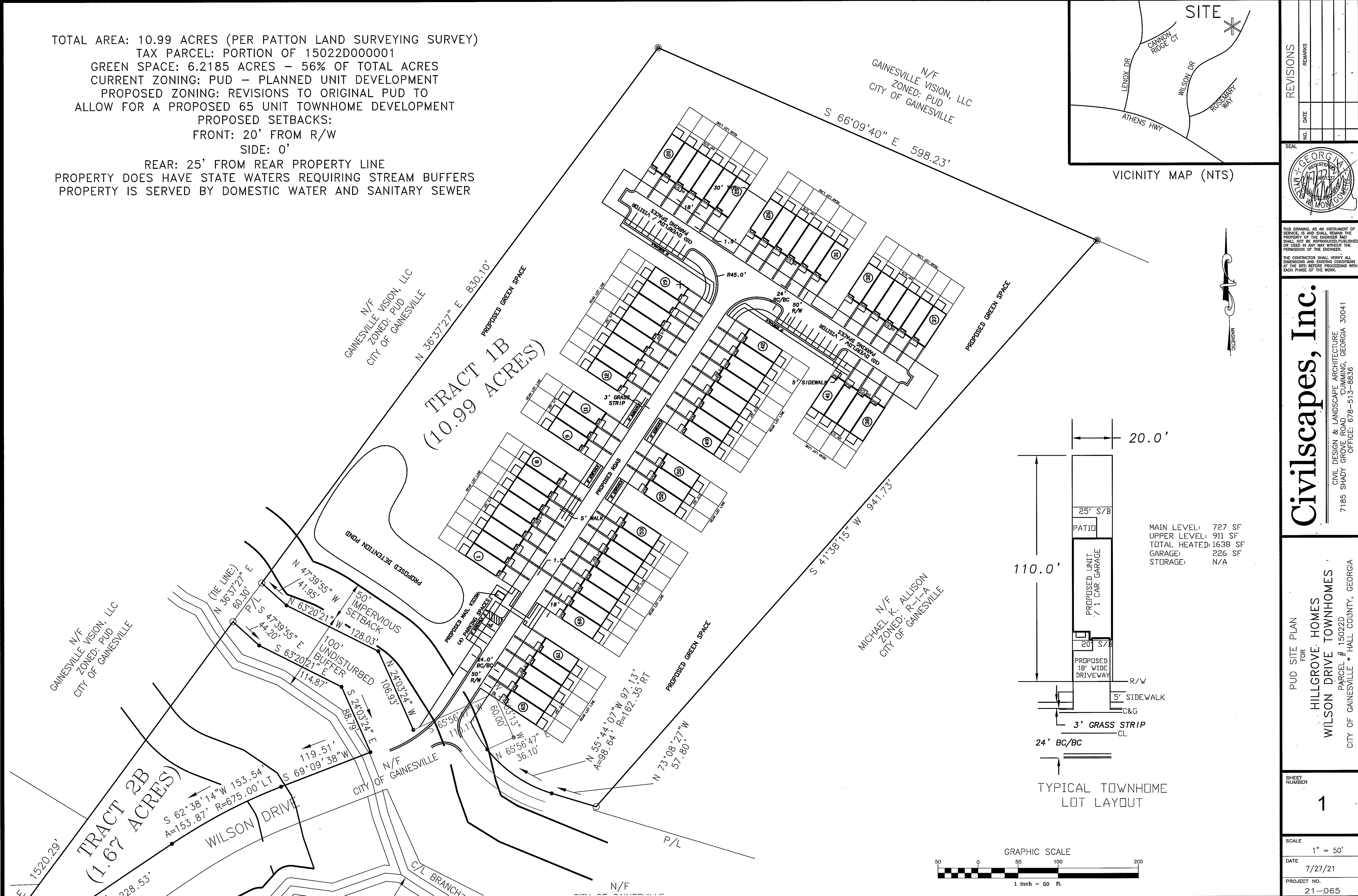


THIS DRAWING, AS AN INSTRUMENT OF SERVICE, IS AND SHALL REMAIN THE PROPERTY OF THE ENGINEER AND SHALL NOT BE REPRODUCED, PUBLISHED OR USED IN ANY WAY WITHOUT THE PERMISSION OF THE ENGINEER.
THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS AT THE SITE BEFORE PROCEEDING WITH EACH PHASE OF THE WORK.

Civilscapes, Inc.
CIVIL DESIGN & LANDSCAPE ARCHITECTURE
7185 SHADY GROVE ROAD, CUMMING, GEORGIA 30041
OFFICE: 678-513-8836

PUD SITE PLAN
FOR
HILLGROVE HOMES
WILSON DRIVE TOWNHOMES
PARCEL # 15022D
CITY OF GAINESVILLE * HALL COUNTY, GEORGIA

SHEET NUMBER
1
SCALE
1" = 50'
DATE
7/27/21
PROJECT NO.
21-065



The Davidson

(Townhomes Not on Individual Lots)

BOWEN BUILDERS GROUP BUFORD GA 30518

ATLANTA GA - DALLAS TX - ORLANDO FLA - CHARLOTTE NC



BOWEN
Builders Group

6650 SUGARLOAF PARKWAY
SUITE 200, DULUTH, GA. 30097
Phone 770-932-1332 Fax 770-932-0304

DESIGNER HEREBY EXPRESSLY RESERVES HIS COPYRIGHT AND OTHER PROPERTY RIGHT IN THESE PLANS. THESE PLANS AND DRAWINGS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER WITHOUT FIRST OBTAINING THE EXPRESS WRITTEN PERMISSION AND CONSENT OF BOWEN BUILDERS GROUP. NOR ARE THEY TO BE ASSIGNED TO ANY INTERESTS WITHOUT FIRST OBTAINING SAID WRITTEN PERMISSION AND CONSENT. DESIGN DRAWING CONTENTS SUBJECT TO ALL APPLICABLE CODES, AND APPROVAL BY A LICENSED ENGINEER AND OR ARCHITECT.

SUB-DIVISION _____
LOT # _____

ISSUED FOR:

- ☐ ESTIMATING
- ☐ REVIEW
- ☐ BIDDING
- ☐ PERMIT
- ☐ PROTOTYPE
- ☒ CONST. 6-27-03

REVISED

6-21-04	DOOR UNDER STAIR TO 2/0
3-9-06	MASTER BEDROOM DOOR TO 2/6
	DWNSTAIRS CLOSET DOOR TO 2/0
	PWDR RM WALL TO 2X6 @SINK
8-7-06	REVISED REAR DOOR TO
	'FULL VIEW'

JOB NO. N/A DRAWN DMZ
DATE 4-10-03 CHECKED ATB
SCALE: AS NOTED APPROV. _____

The Davidson

Cover Sheet

APPROVED BY : DAVID BOWEN

DATE: _____

SHEET NO.

DA0.0

SHEET: ____ OF: ____

INDEX

DA-0.0 DAVIDSON COVER SHEET

DA-5.1 NOT USED

DA-1.1 DAVIDSON FRONT ELEVATION "A"
DA-1.2 DAVIDSON FRONT ELEVATION "C"
DA-1.3 DAVIDSON FRONT ELEVATION "D"
DA-1.4 DAVIDSON FRONT ELEVATION "E"

DA-6.1 ROOF PLANS

DA-7.1 LIGHTING LAYOUT

9.1 DETAILS
9.2 DETAILS
9.3 DETAILS

DA-2.1 LEFT, RIGHT, & REAR ELEVATIONS

DA-3.1 FOUNDATION PLAN (SLAB)

DA-4.1 DAVIDSON FLOOR PLANS

BUILDING CODE ANALYSIS

USE GROUP: SINGLE FAMILY DWELLING

CONSTRUCTION CLASS: UNPROTECTED

HEIGHT & AREA LIMITATION: 2 STORY MAXIMUM HGT. 35 FT.

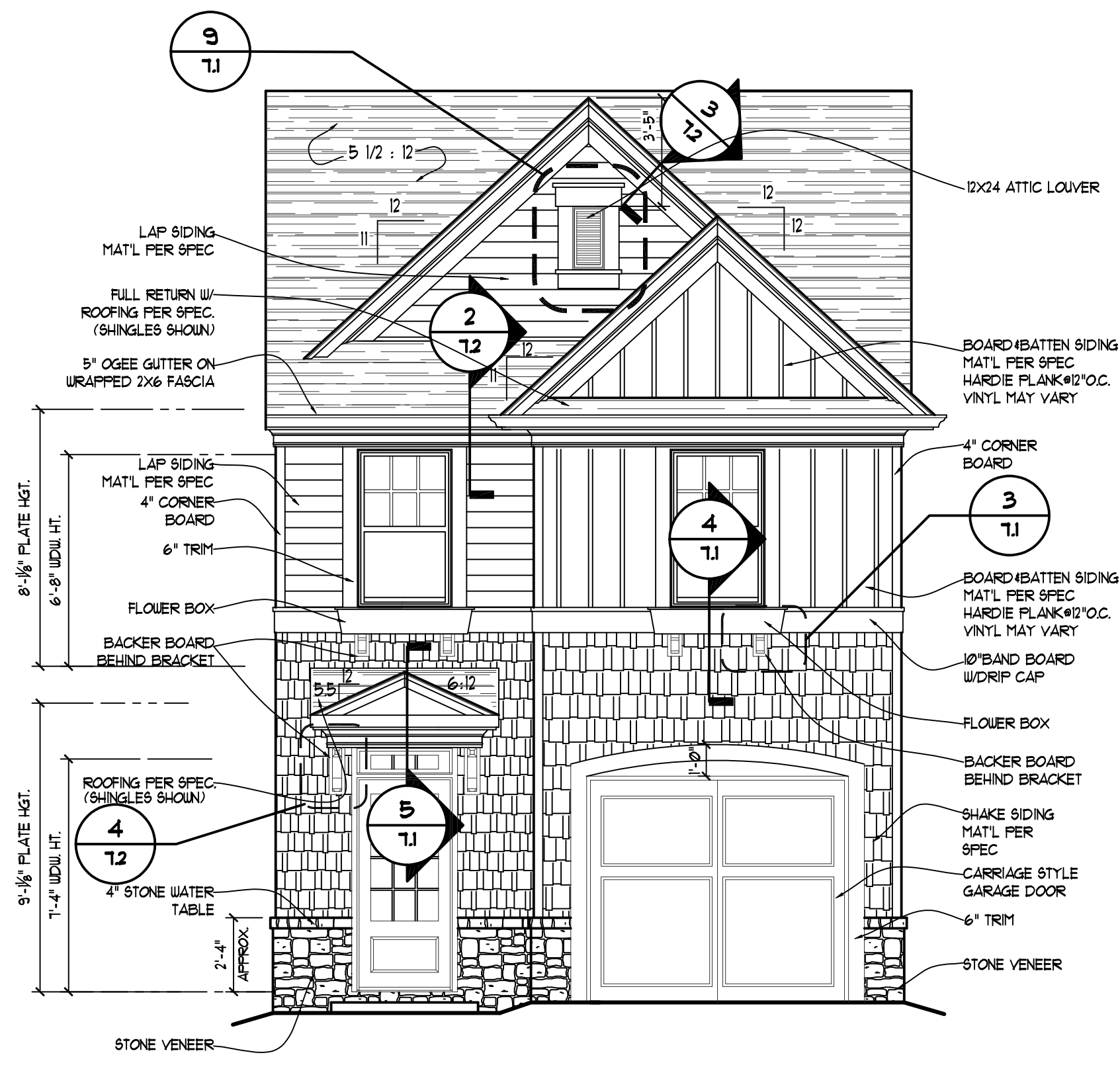
EMERGENCY ESCAPE: EGRESS OR RESCUE WINDOWS FROM SLEEPING ROOMS SHALL HAVE A MINIMUM OF 5.7 SQ. FT.

GARAGE/ HOUSE CEILING/ HOUSE ASSEMBLY: 1/2" GYPSUM BD. WALL & CEILING
W/ 20 MINUTE GARAGE/ HOUSE DOOR

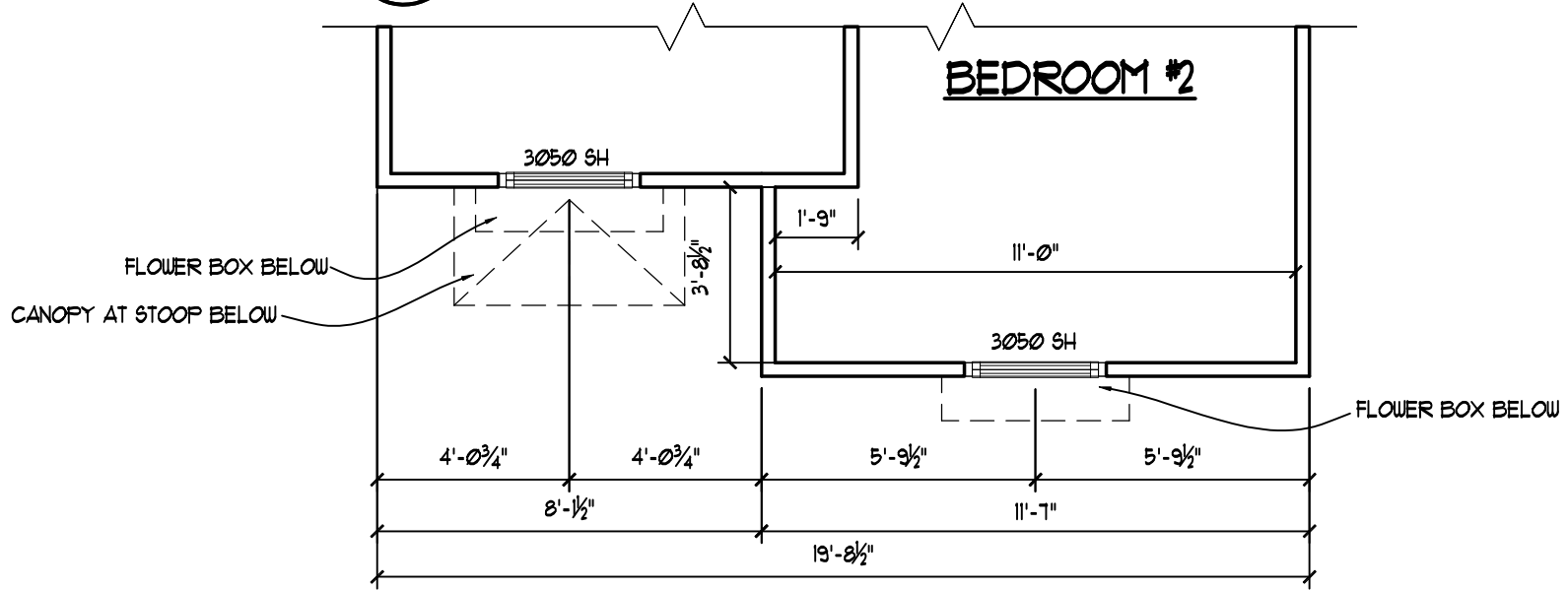
DESIGN LOADS: LIVE LOAD:
SLEEPING = 30 PSF
NON-SLEEPING = 40 PSF
DECKS = 40 PSF
DEAD LOAD = 10 PSF
BASIC WIND SPEED = 90 MPH
STAIR LOAD = 40 PSF
ROOF LIVE LOAD = 20 PSF
LATERAL SOIL PRESSURE = 30 PCF (ASSUMED)

ATTIC VENTILATION: 2398 SF. / 300 = 7.99 SF. FREE AREA REQ'D
RIDGE VENT = 39 LF. X 0.85 FREE AREA/LF = 33.1 SF. PROVIDED
SOFFIT VENT = 54 LF. X 0.45 FREE AREA/LF = 24.3 SF. PROVIDE

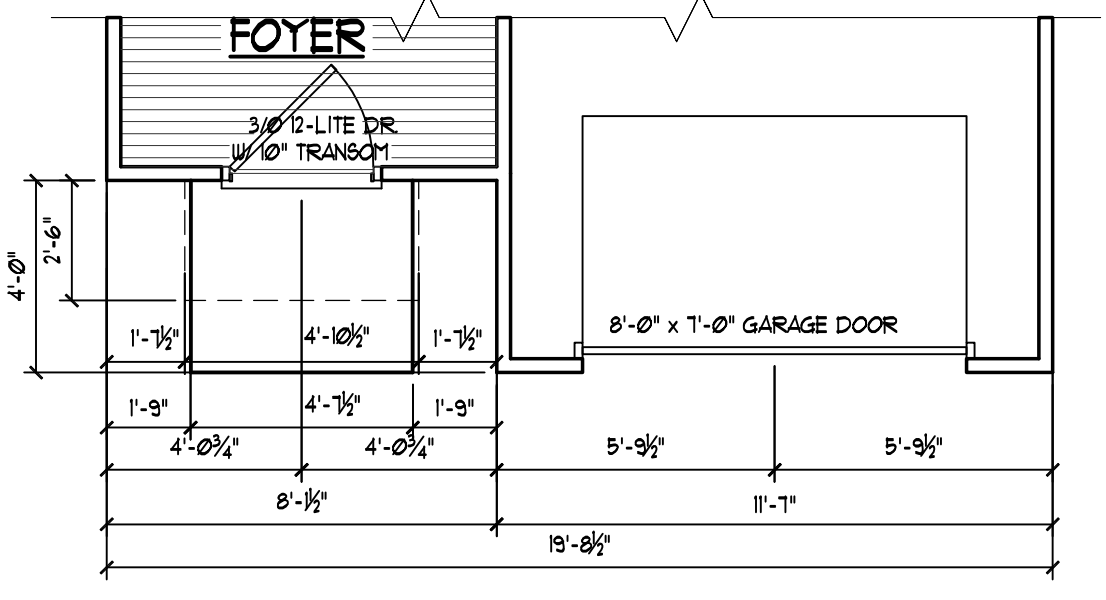
NOTE:
VERIFY ALL APPLICABLE BUILDING
CODES WITH STATE AND LOCAL
JURISDICTIONS PRIOR TO
CONSTRUCTION.



1 FRONT ELEVATION "F"
1/4" = 1'-0"



2 Upper Level Fascade Plan Elev. "F"
1/4" = 1'-0" 8'-0" CLG. HGT.



3 Main Level Fascade Plan Elev. "F"
1/4" = 1'-0" 9'-0" CLG. HGT.



6650 SUGARLOAF PARKWAY
SUITE 200, DULUTH, GA. 30097
Phone 770-932-1332 Fax 770-932-0304

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- ☐ PROTOTYPE
- ☒ CONST. 6-27-03

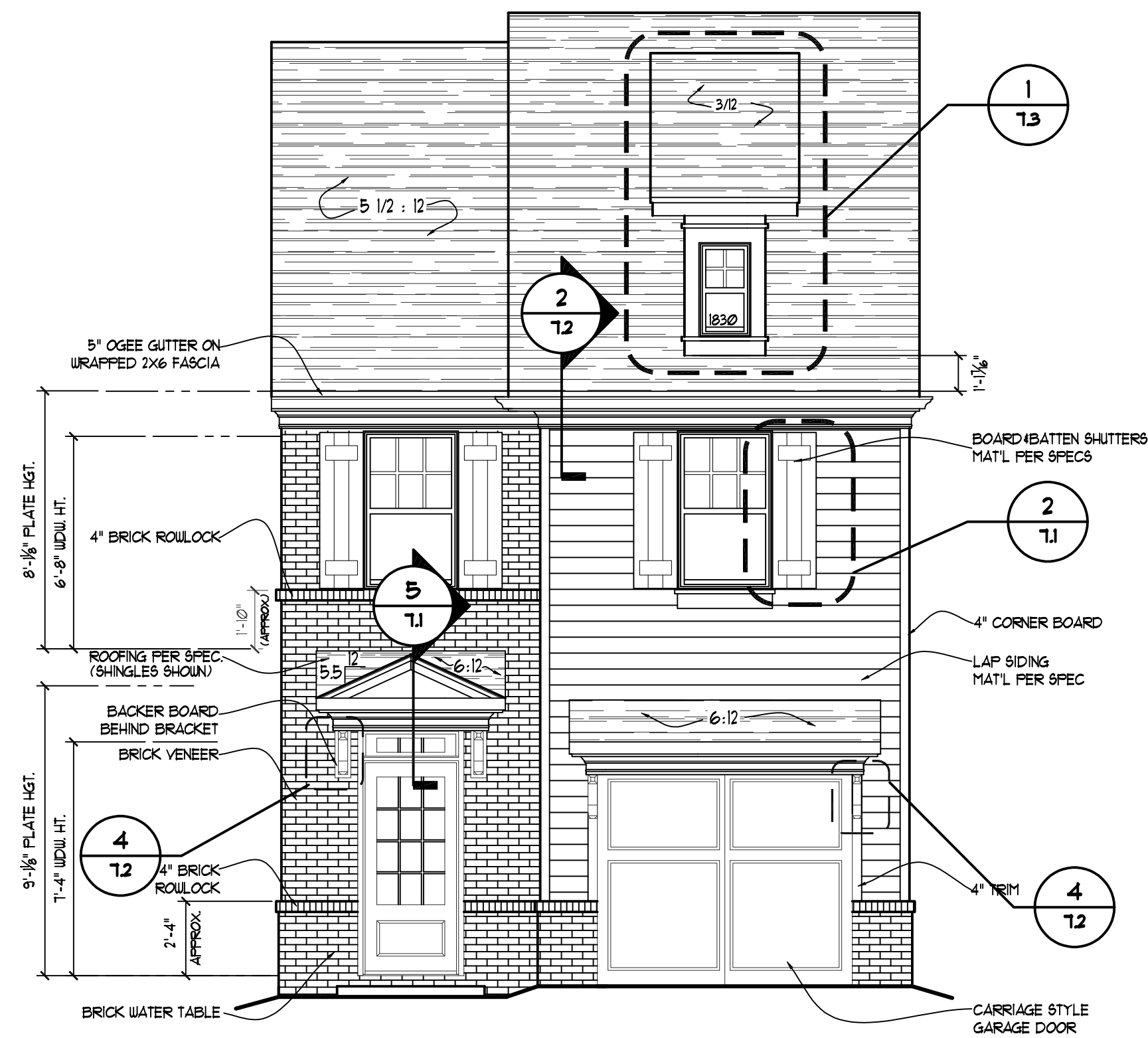
REVISED	
6-21-04	DOOR UNDER STAIR TO 2/0
3-9-06	MASTER BEDROOM DOOR TO 2/6
	DWNSTAIRS CLOSET DOOR TO 2/0
	PWDR RM WALL TO 2X6 @SINK
8-7-06	REVISED REAR DOOR TO
	'FULL VIEW'

JOB NO. N/A DRAWN DMZ
DATE 4-10-03 CHECKED ATB
SCALE: AS NOTED APPROV. _____

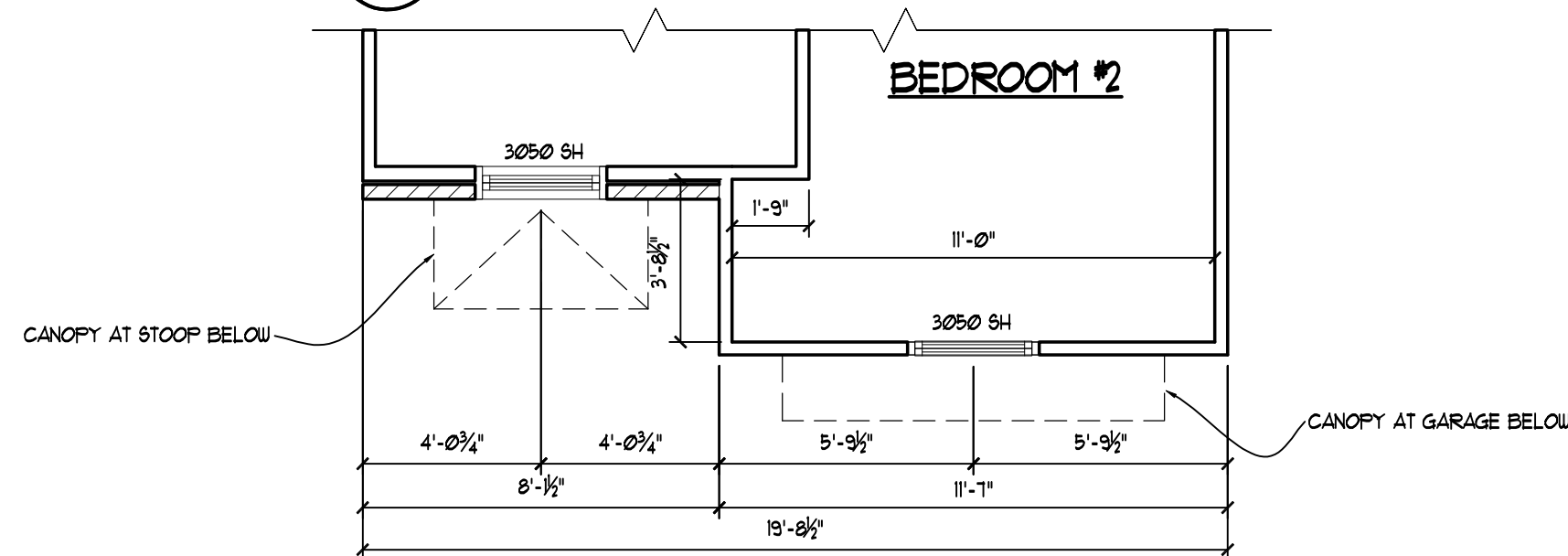
The Davidson
Front Elevation "F"

APPROVED BY : DAVID BOWEN
DATE: _____

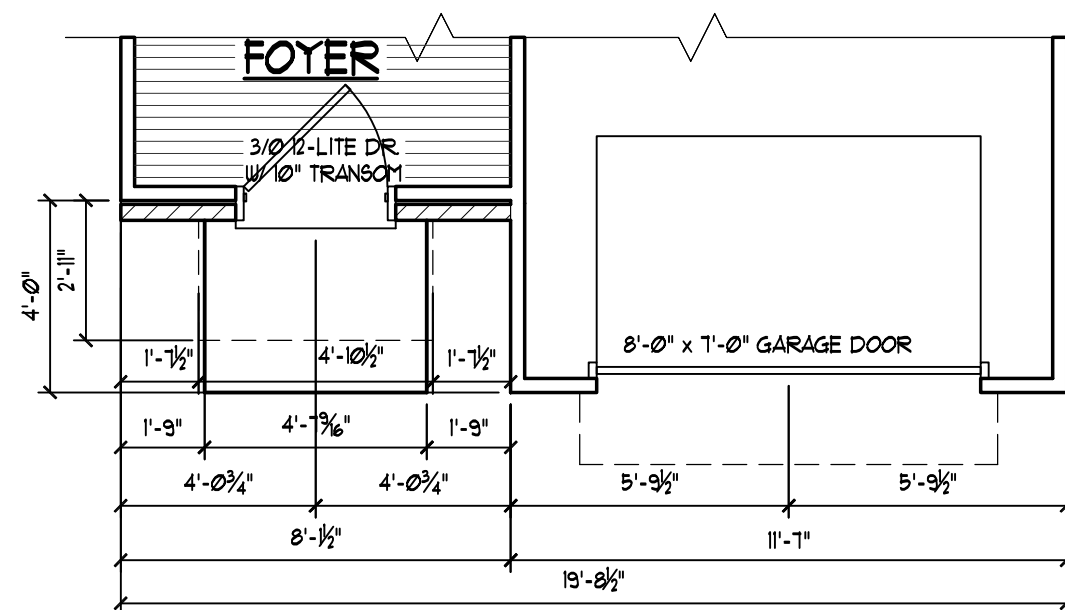
SHEET NO.
DA1.6
SHEET: ___ OF: ___



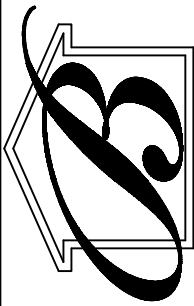
1 FRONT ELEVATION "G"
1/4" = 1'-0"



2 Upper Level Fascade Plan Elev. "G"
1/4" = 1'-0"
8'-0" CL& HGT.



3 Main Level Fascade Plan Elev. "G"
1/4" = 1'-0"
9'-0" CL& HGT.



BOWEN
Homes

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The Davidson

Front Elevation "G"

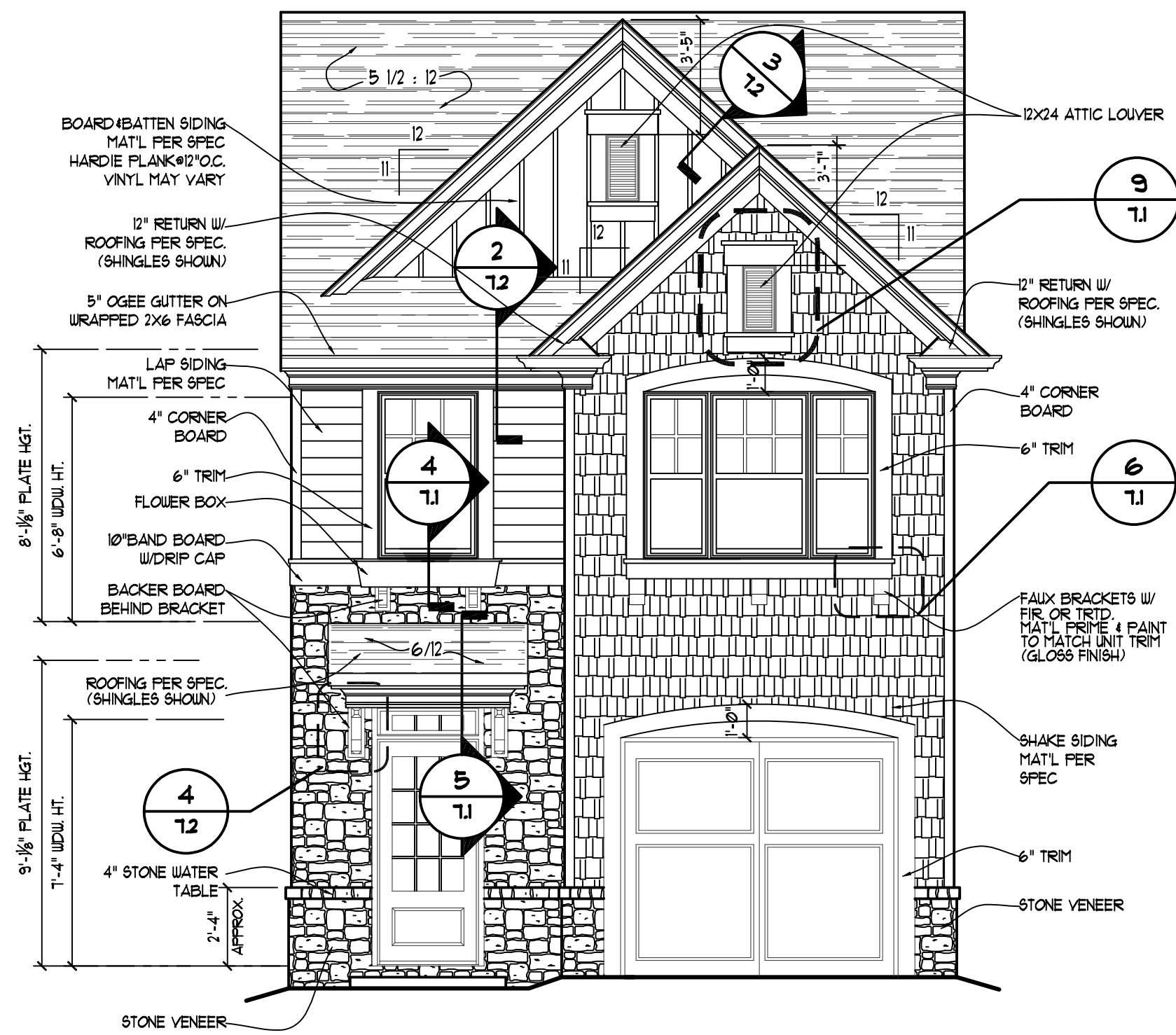
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DATE: _____

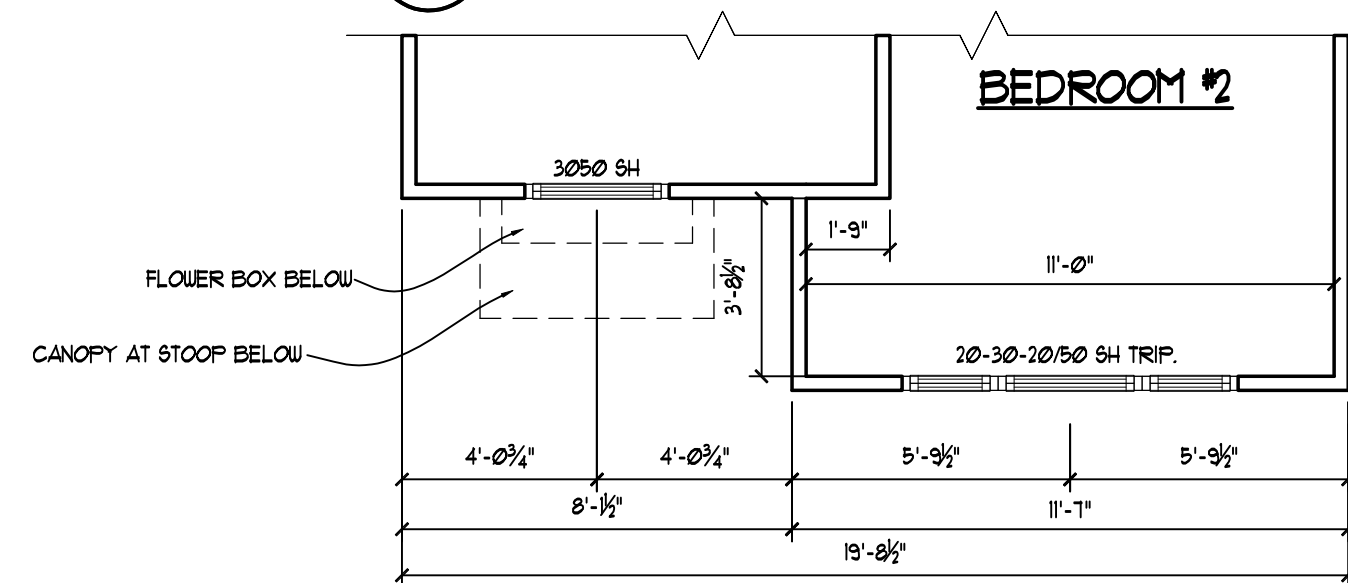
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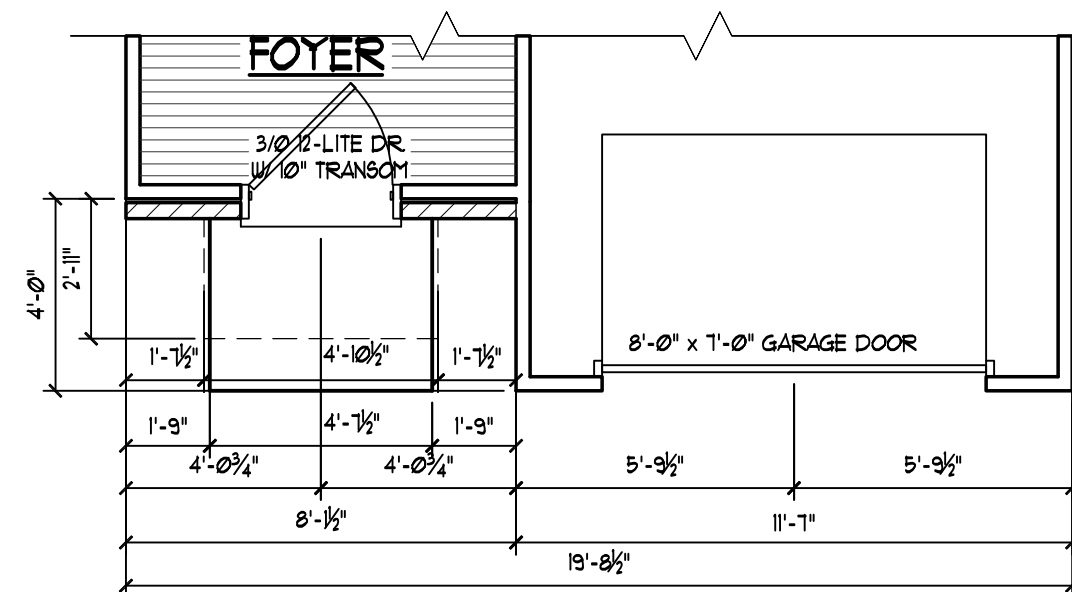
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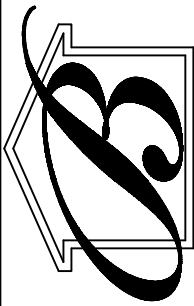
1 FRONT ELEVATION "H"
1/4" = 1'-0"



2 Upper Level Fascade Plan Elev. "H"
1/4" = 1'-0" 8'-0" CL& HGT.



3 Main Level Fascade Plan Elev. "H"
1/4" = 1'-0" 8'-0" CL& HGT.



BOWEN
Homes

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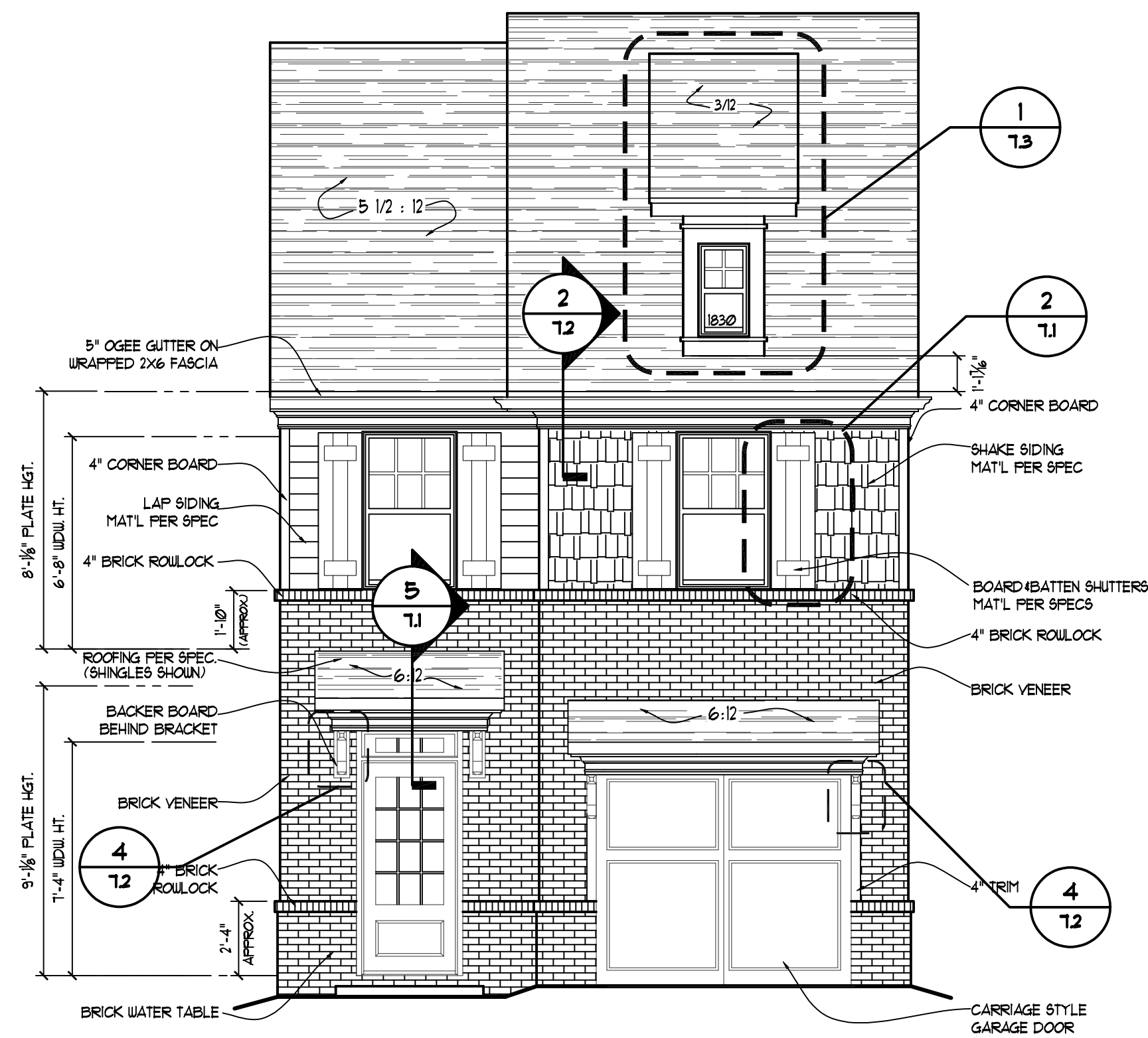
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DATE: _____

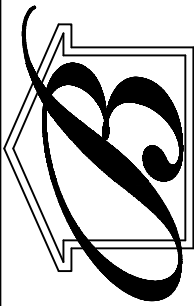
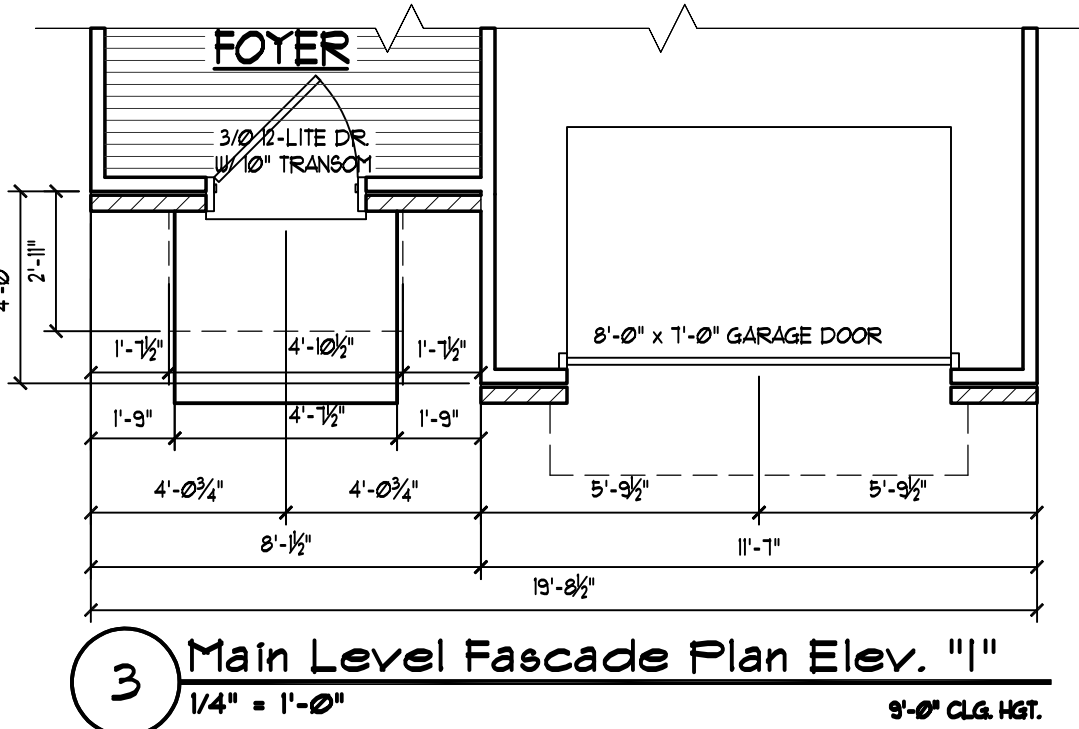
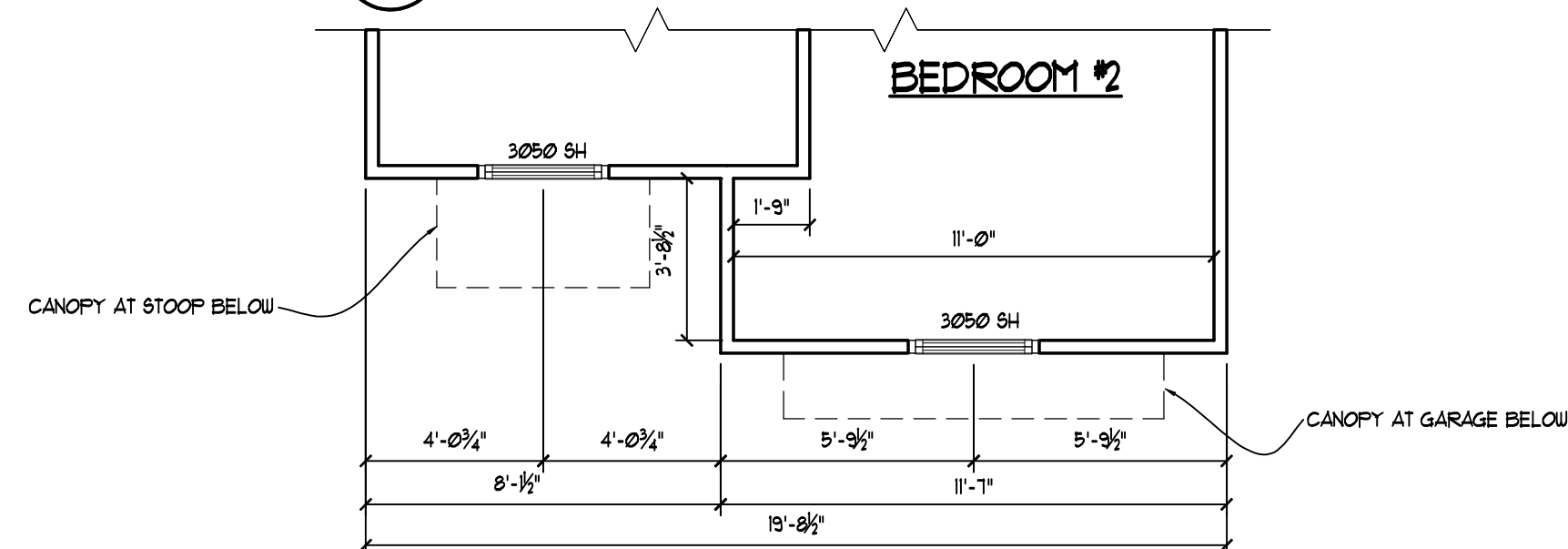
SHEET NO.

DA1.8

SHEET: ____ OF: ____



1 FRONT ELEVATION "I"
1/4" = 1'-0"



BOWEN
Team by Homes

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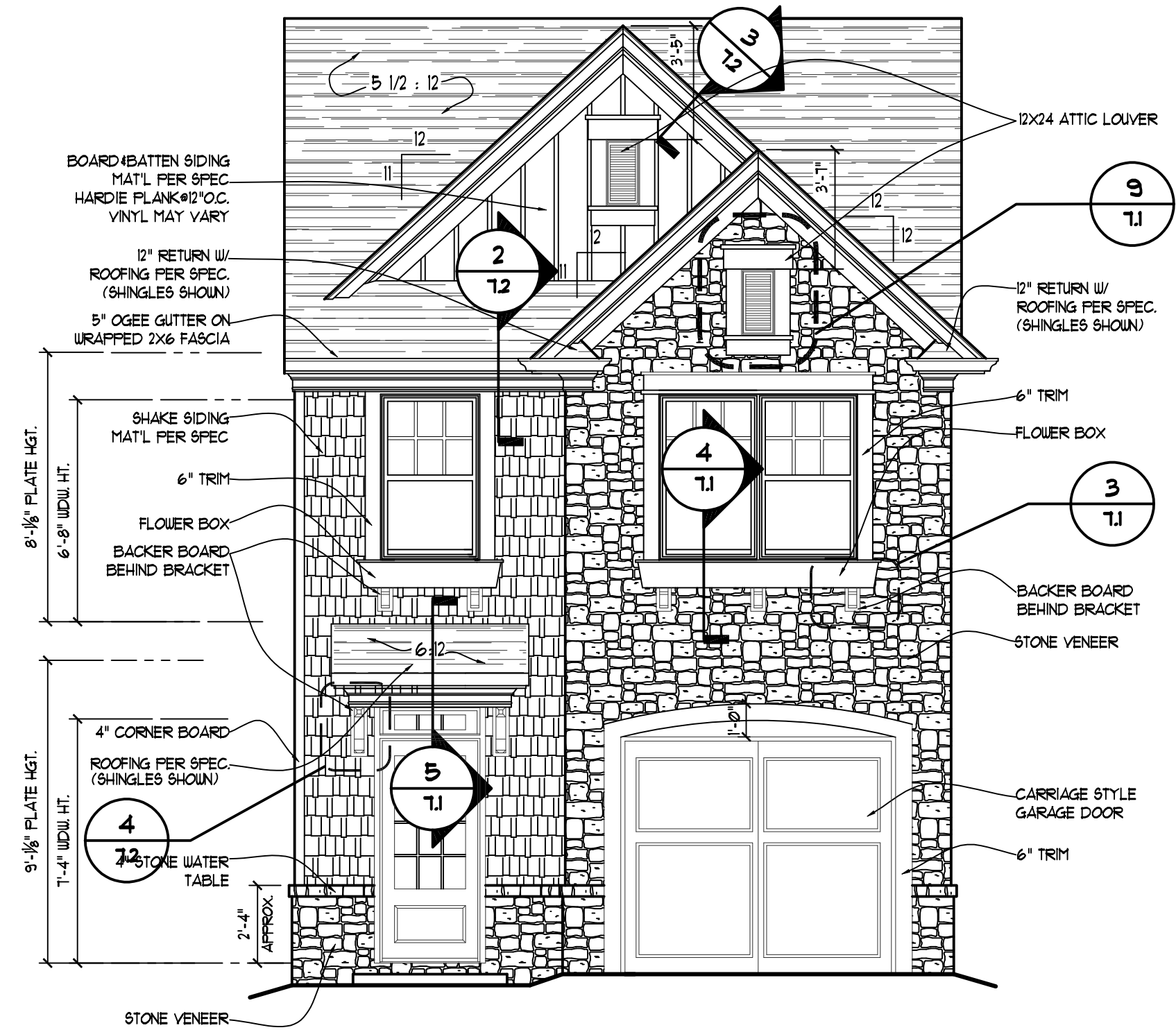
APPROVED BY : DAVID BOWEN

DATE: _____

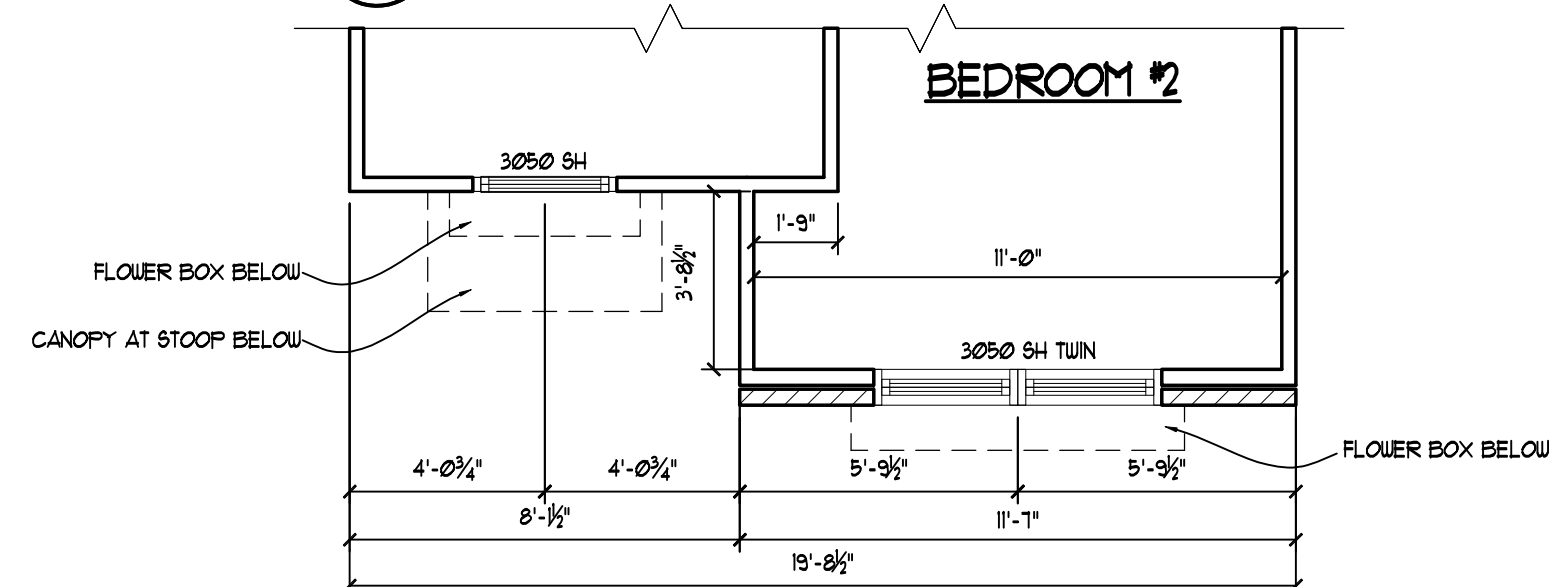
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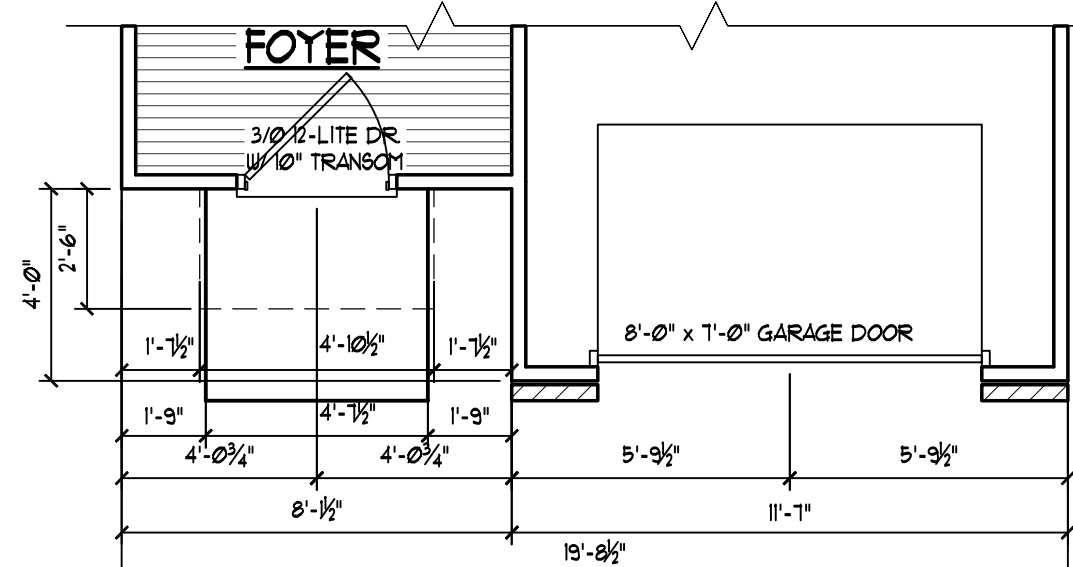
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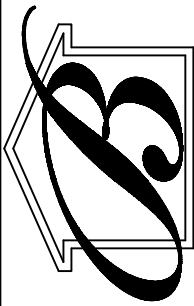
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3 Main Level Fascade Plan Elev. "J"
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BOWEN
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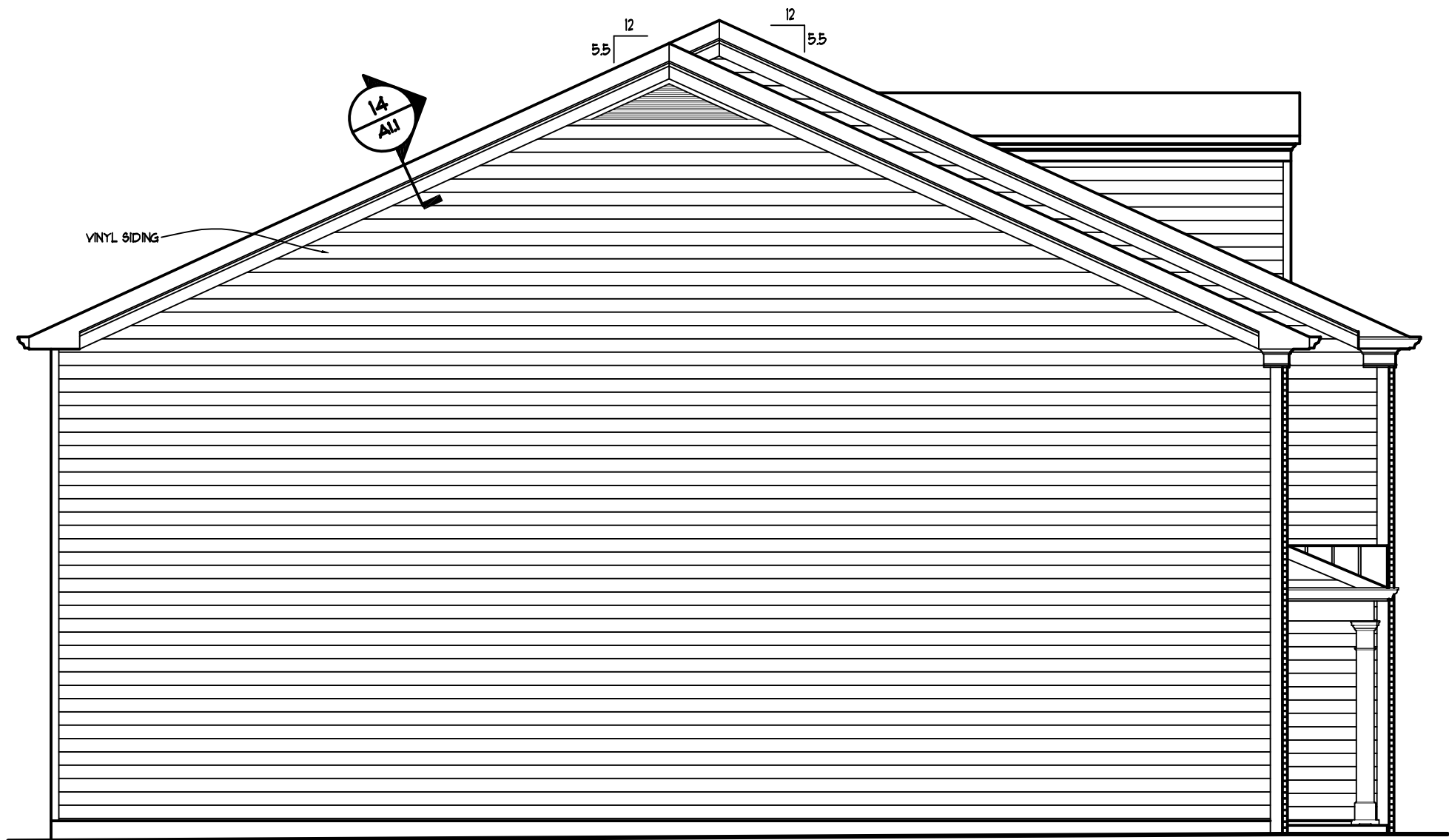
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DATE: _____

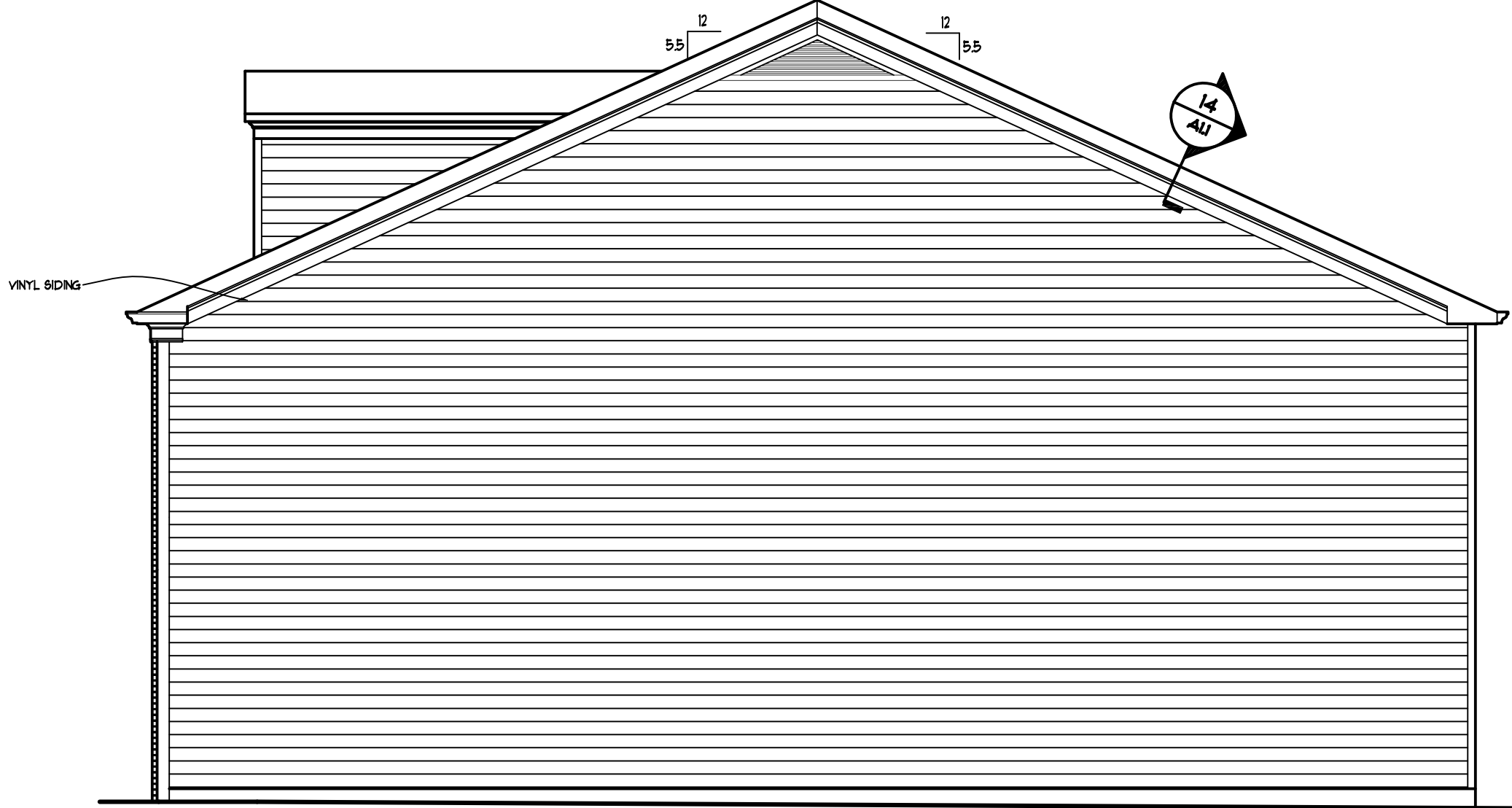
SHEET NO.

DA1.10

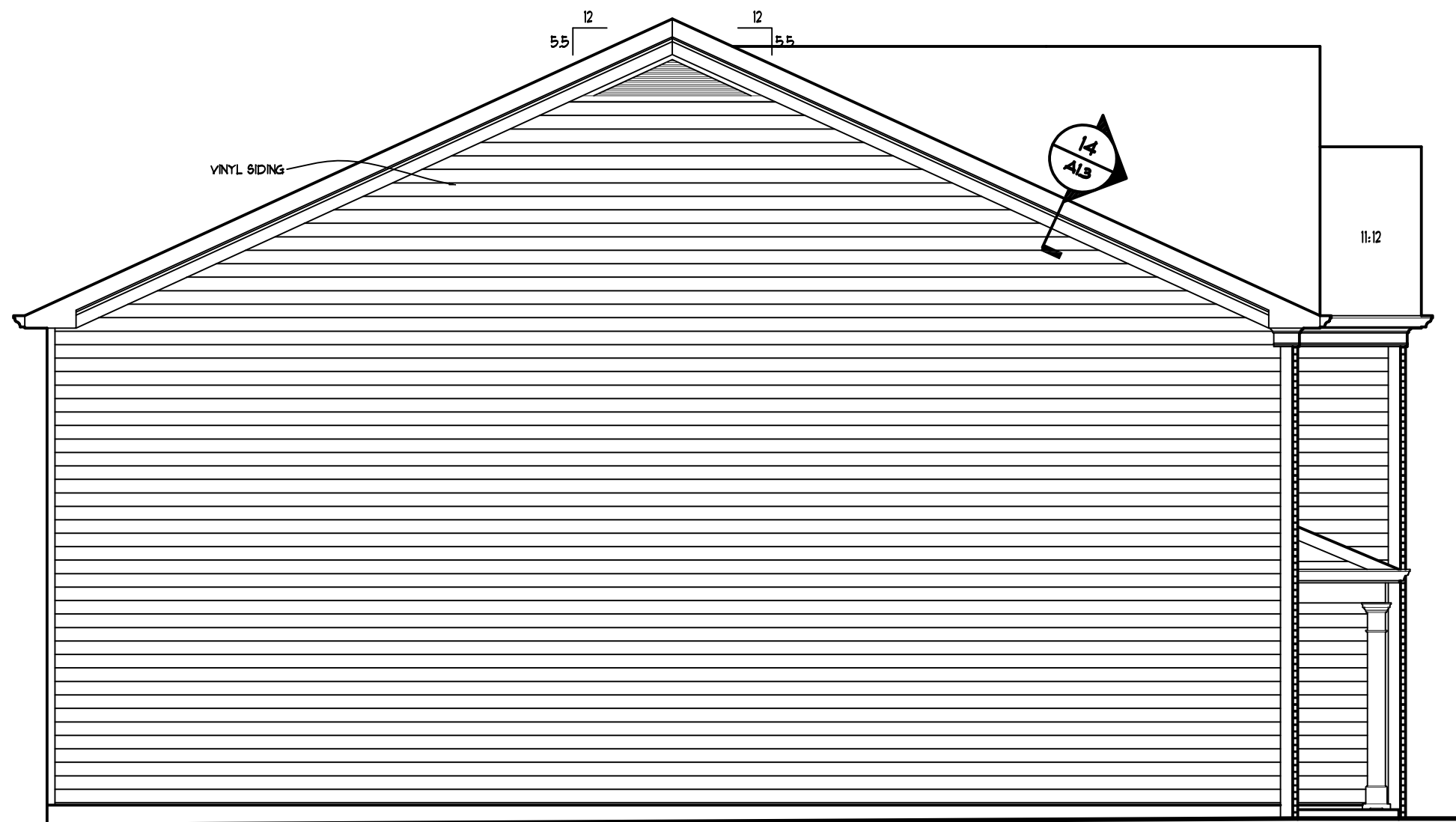
SHEET: ____ OF: ____



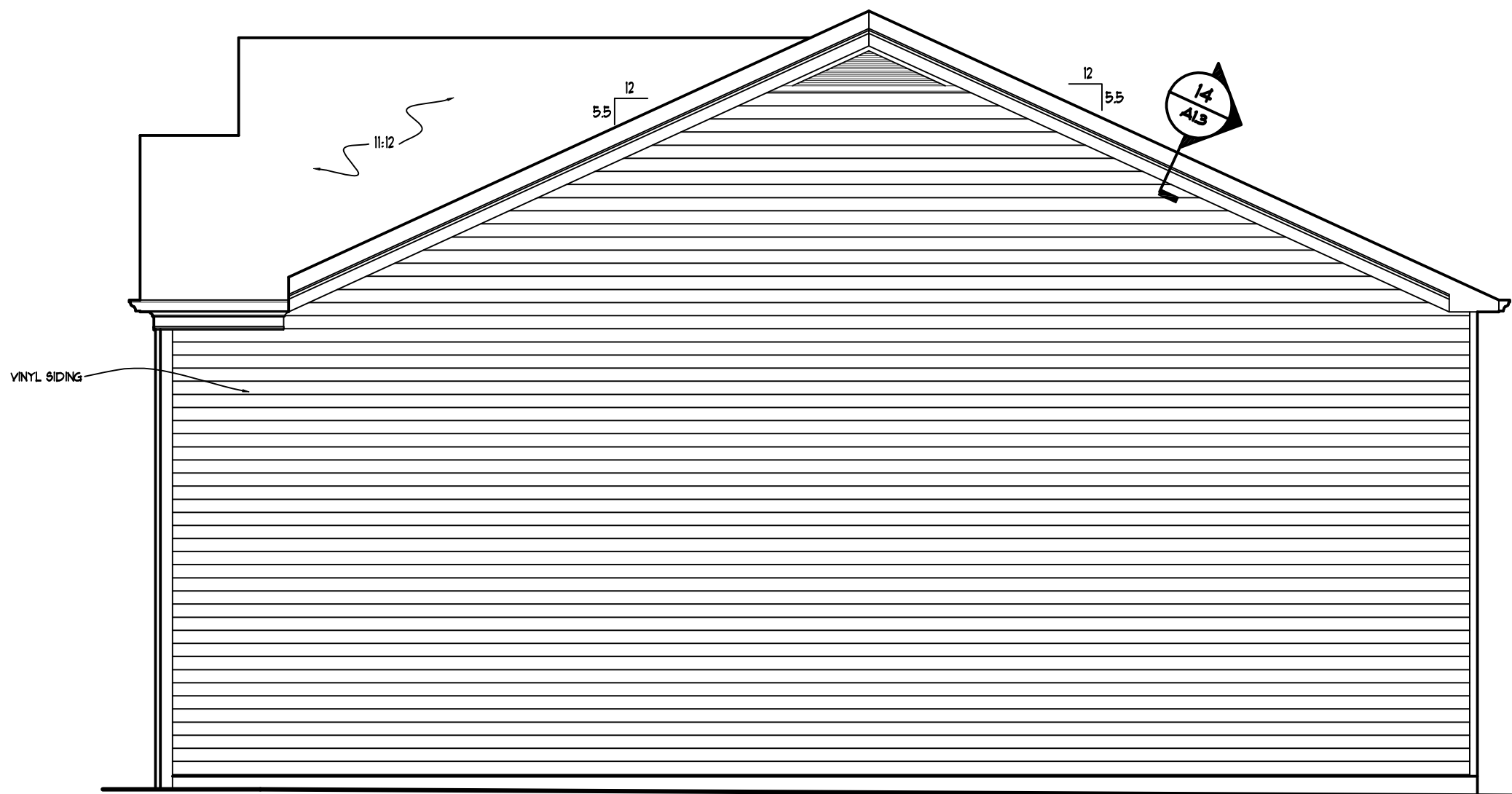
5 LEFT SIDE ELEVATION ELEV. "A" and "B"
3/16" = 1'-0"



7 RIGHT SIDE ELEVATION ELEV. "A". AND "B"
3/16" = 1'-0"



5 LEFT SIDE ELEVATION ELEV. "C", "D". AND "E"
3/16" = 1'-0"



7 RIGHT SIDE ELEVATION ELEV. "C", "D". AND "E"
3/16" = 1'-0"



6 REAR ELEV. "A", AND "B"
3/16" = 1'-0"



6 REAR ELEV. "C", "D", AND "E"
3/16" = 1'-0"



6650 SUGARLOAF PARKWAY
SUITE 200, DULUTH, GA. 30097
Phone 770-932-1332 Fax 770-932-0304

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SUB-DIVISION _____
LOT # _____

ISSUED FOR:

- ☐ ESTIMATING
☐ REVIEW
☐ BIDDING
☐ PERMIT
☐ PROTOTYPE
☒ CONST. 6-27-03

REVISED

6-21-04	DOOR UNDER STAIR TO 2/0
3-9-06	MASTER BEDROOM DOOR TO 2/6 DWNSTAIRS CLOSET DOOR TO 2/0 PWDR RM WALL TO 2X6 @SINK
8-7-06	REVISED REAR DOOR TO 'FULL VIEW'

JOB NO. N/A DRAWN DMZ
DATE 4-10-03 CHECKED ATB
SCALE: AS NOTED APPROV. _____

The Davidson

Side and Rear Elevations (Siding)

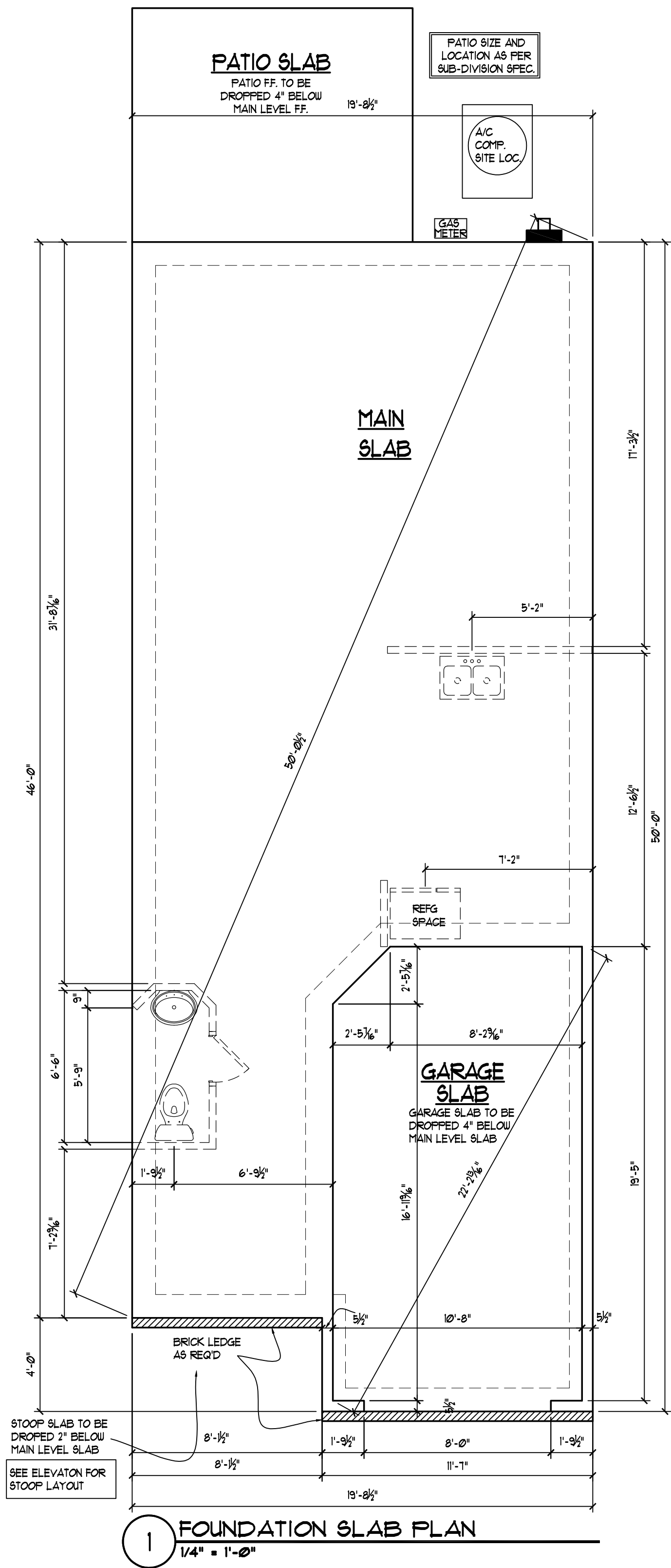
APPROVED BY : DAVID BOWEN

DATE: _____

SHEET NO.

DA2.1

SHEET: ____ OF: ____



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SUB-DIVISION _____
LOT # _____

ISSUED FOR:

☐	ESTIMATING
☐	REVIEW
☐	BIDDING
☐	PERMIT
☐	PROTOTYPE
☒	CONST. 6-27-03

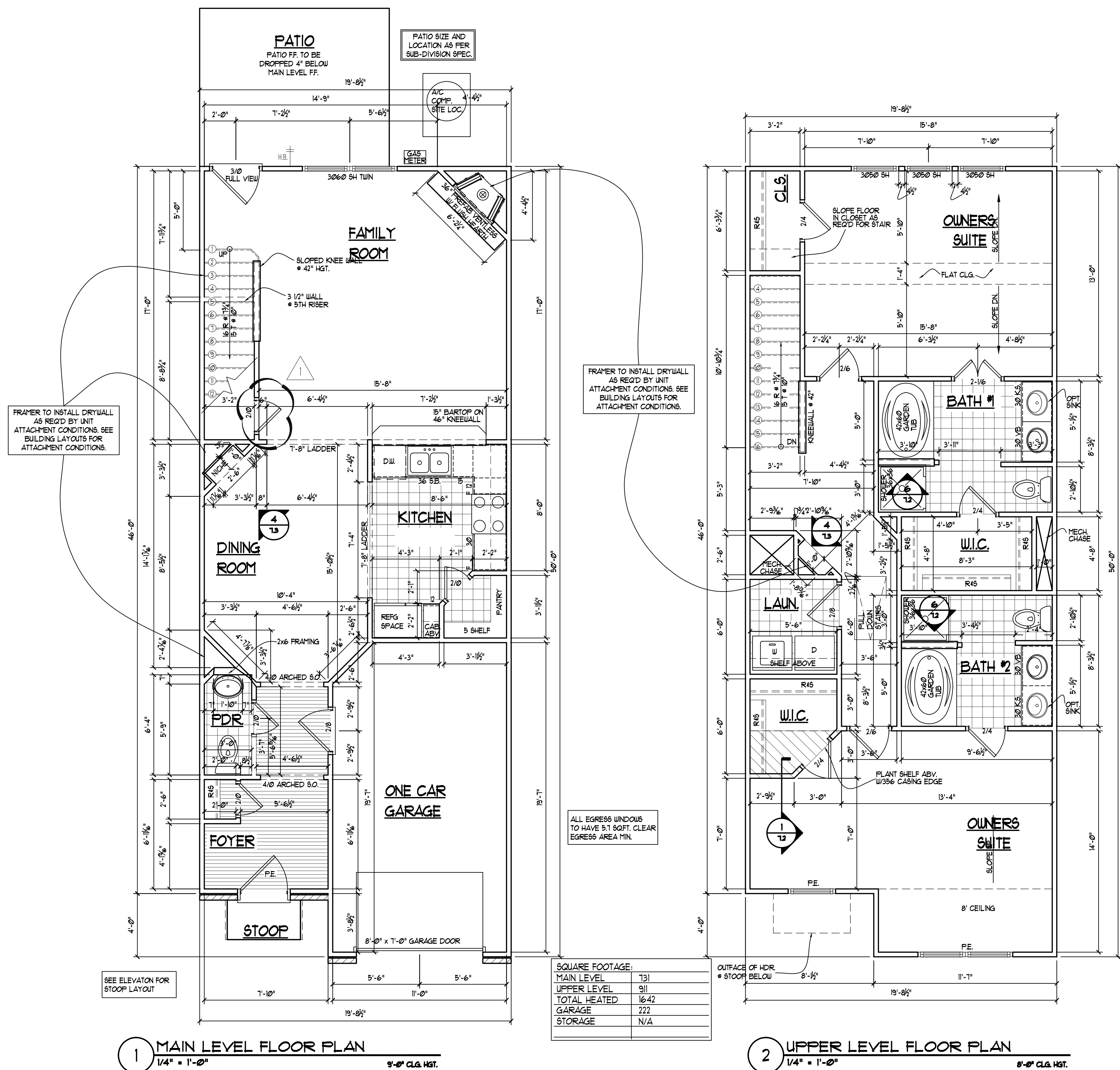
REVISED	
6-21-04	DOOR UNDER STAIR TO 2/0
3-9-06	MASTER BEDROOM DOOR TO 2/6 DWNSTAIRS CLOSET DOOR TO 2/0 PWDR RM WALL TO 2X6 @SINK
8-7-06	REVISED REAR DOOR TO 'FULL VIEW'

JOB NO.	N/A	DRAWN	DMZ
DATE	4-10-03	CHECKED	ATB
SCALE:	AS NOTED	APPROV.	

The Davidson
Foundation Plan (Slab)

APPROVED BY : DAVID BOWEN
DATE: _____

	SHEET NO.
	DA3.1
	SHEET: ____ OF: ____



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LOT #

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- ☐ REVIEW
- ☐ BIDDING
- ☐ PERMIT
- ☐ PROTOTYPE
- ☒ CONST. 6-27-03

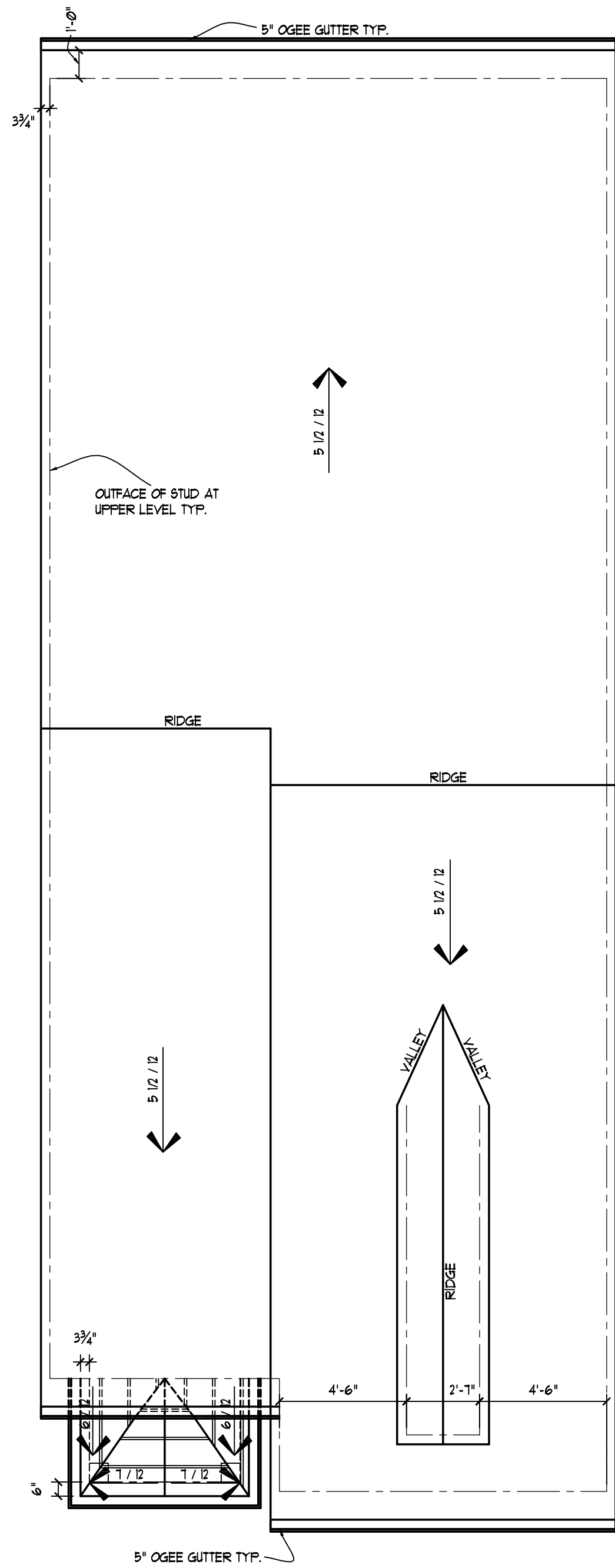
REVISED	
6-21-04	DOOR UNDER STAIR TO 2/0
3-9-06	MASTER BEDROOM DOOR TO 2/6 DWNSTAIRS CLOSET DOOR TO 2/0 PWDR RM WALL TO 2X6 @SINK
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JOB NO.	N/A	DRAWN	DMZ
DATE	4-10-03	CHECKED	ATB
SCALE:	AS NOTED	APPROV.	

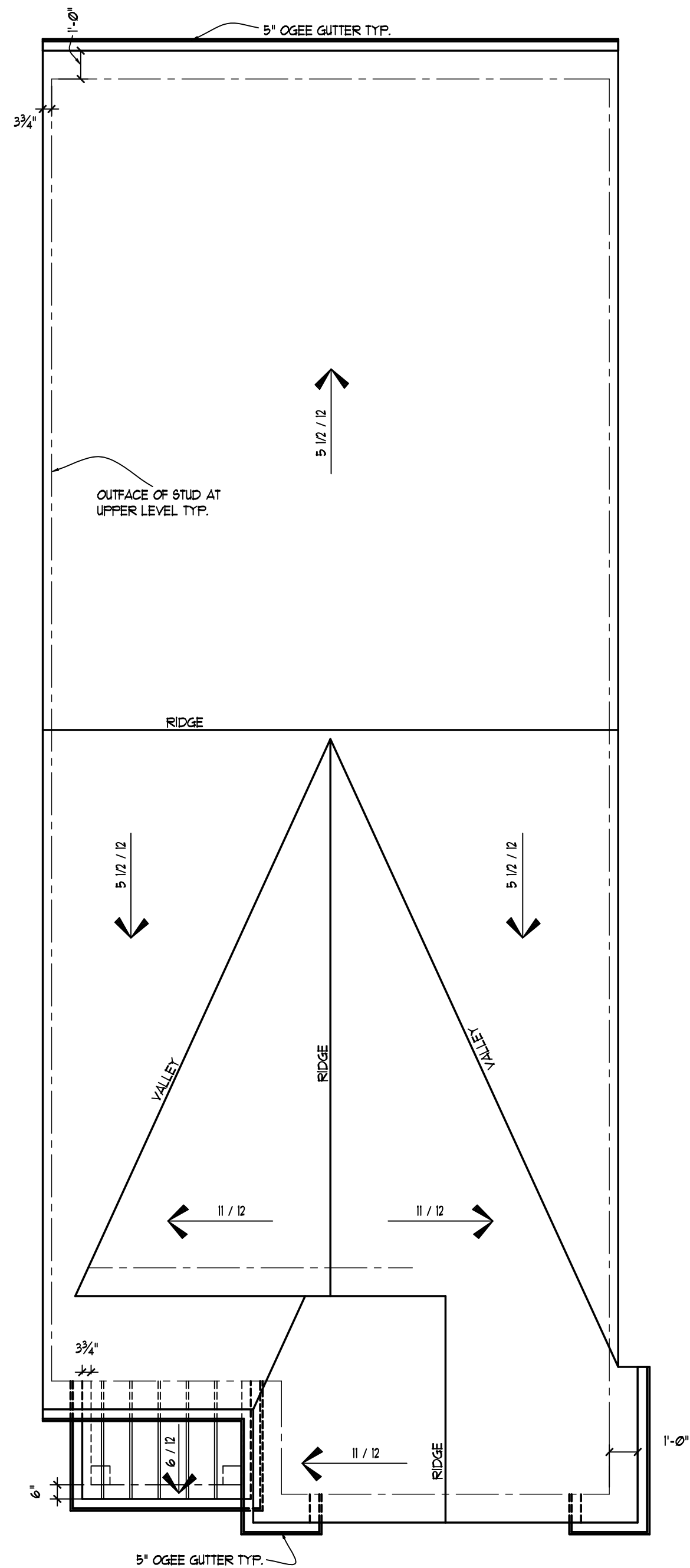
The Davidson
Main & Upper Level Plans

APPROVED BY : DAVID BOWEN
DATE:

SHEET NO.
DA4.1
SHEET: OF:



1 ROOF PLAN ELEVATION "A & B"
3/16" = 1'-0"



2 ROOF PLAN ELEVATION "C", "D" and "E"
3/16" = 1'-0"



BOWEN
Family Homes

6650 SUGARLOAF PARKWAY
SUITE 200, DULUTH, GA. 30097
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SUB-DIVISION _____
LOT # _____

ISSUED FOR:

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☐ PERMIT
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☒ CONST. 6-27-03

REVISED

6-21-04	DOOR UNDER STAIR TO 2/0
3-9-06	MASTER BEDROOM DOOR TO 2/6
	DWNSTAIRS CLOSET DOOR TO 2/0
	PWDR RM WALL TO 2X6 @SINK
8-7-06	REVISED REAR DOOR TO
	'FULL VIEW'

JOB NO. N/A DRAWN DMZ
DATE 4-10-03 CHECKED ATB
SCALE: AS NOTED APPROV. _____

The Davidson

Roof Plans

APPROVED BY : DAVID BOWEN

DATE: _____

SHEET NO.

DA6.1

SHEET: ____ OF: ____

ELECTRICAL LEGEND

SYMBOL	DESCRIPTION
	PRACED AND PREWIRE FOR FAN/LIGHT COMBO
	INCANDESCENT LIGHT
	WALL MOUNTED INCANDESCENT LIGHT
	INCANDESCENT FLOOD LIGHT
	DUPLEX OUTLET
	PHONE JACK
	TV OUTLET
	SMOKE DETECTOR
	EXHAUST FAN

1) ELECTRICAL CONTRACTOR SHALL COORDINATE ELECTRIC METER AND MAIN DISCONNECT WITH LOCAL POWER COMPANY REPRESENTATIVE.

2) LOW VOLTAGE CHIME TRANSFORMER SHALL BE LOCATED IN THE GARAGE ABOVE THE ELECTRIC PANEL BOX.

3) SMOKE DETECTORS SHALL BE INTERCONNECTED SO THAT THE ACTIVATION OF ANY SMOKE DETECTOR SHALL CAUSE ALL SMOKE DETECTORS TO SOUND.

4) SMOKE DETECTORS IN VOLUMED OR VAULTED SPACES SHALL BE LOCATED WITHIN 3 FEET OF THE PEAK.

ELECTRICAL RISER DIAG.

150 AMP OR 200 AMP MAIN DISC. SWITCH PER N.E.C.

TO INTERIOR PANEL

#1/2 OR #1/4 ALUM. SER. CABLE PER N.E.C.

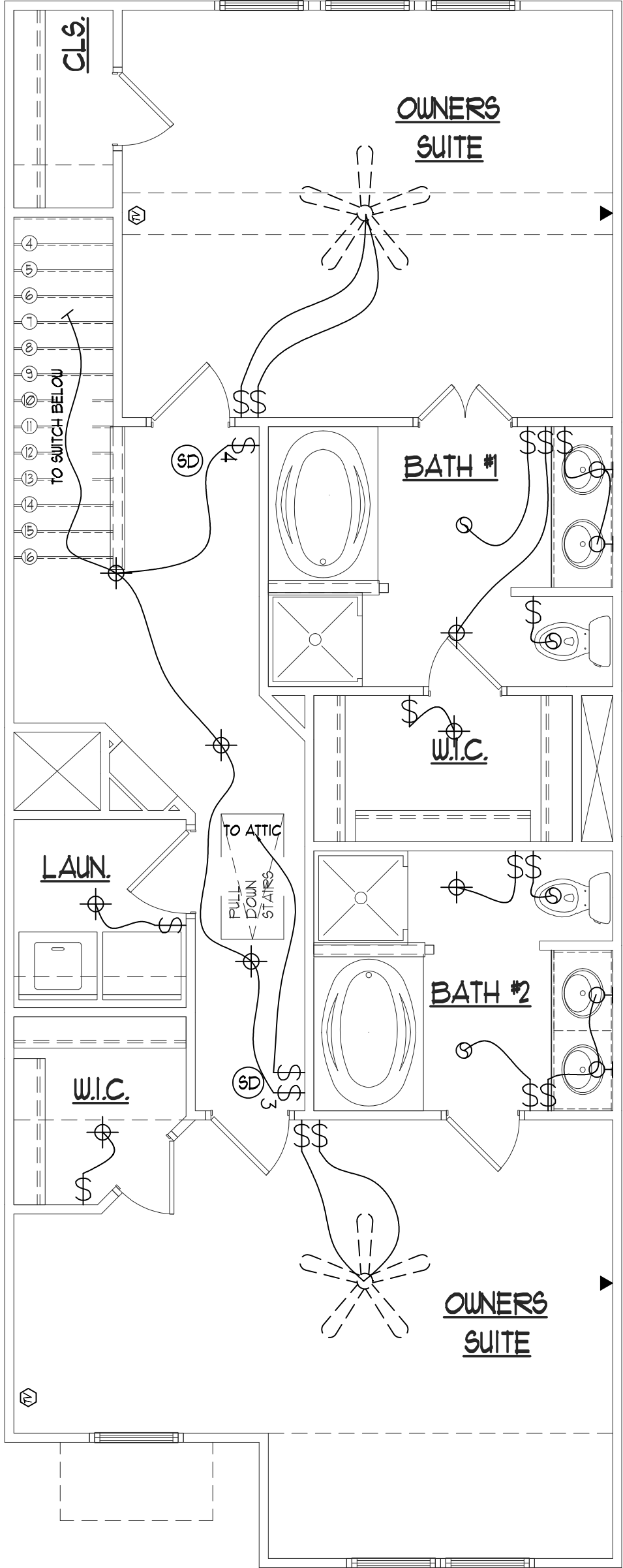
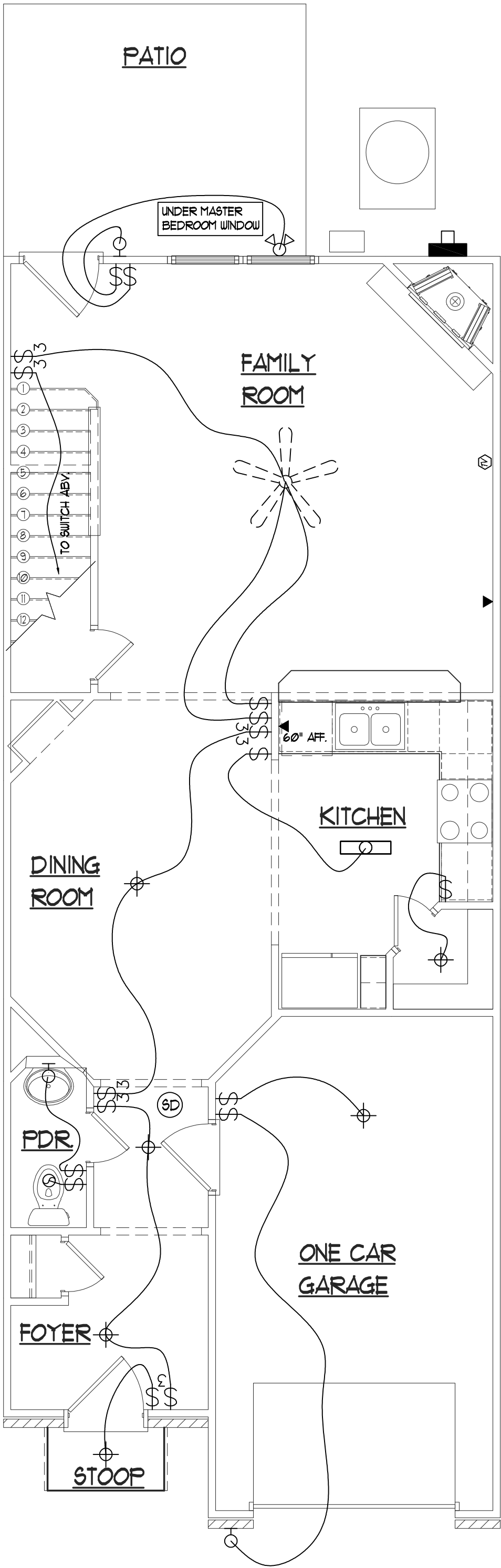
METER

MAIN DISCON.

SECONDARY FEED BY UTILITY CO. OR AS REQUIRED

GROUND PER N.E.C.

1) ELECTRICAL MATERIALS AN INSTALLATIONS SHALL COMPLY W/ APPLICABLE PROVISIONS OF THE NATIONAL ELECTRIC CODE (N.E.C.), LOCAL CODES & THE LOCAL UTILITY COMPANY.



BOWEN

Team by Homes

6650 SUGARLOAF PARKWAY

SUITE 200, DULUTH, GA. 30097

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SUB-DIVISION

LOT #

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☐ PERMIT

☐ PROTOTYPE

☒ CONST. 6-27-03

REVISED	
6-21-04	DOOR UNDER STAIR TO 2/0
3-9-06	MASTER BEDROOM DOOR TO 2/6
	DWNSTAIRS CLOSET DOOR TO 2/0
	PWDR RM WALL TO 2X6 @SINK
8-7-06	REVISED REAR DOOR TO
	'FULL VIEW'

JOB NO. N/A DRAWN DMZ

DATE 4-10-03 CHECKED ATB

SCALE: AS NOTED APROV.

The Davidson

Electrical Plans

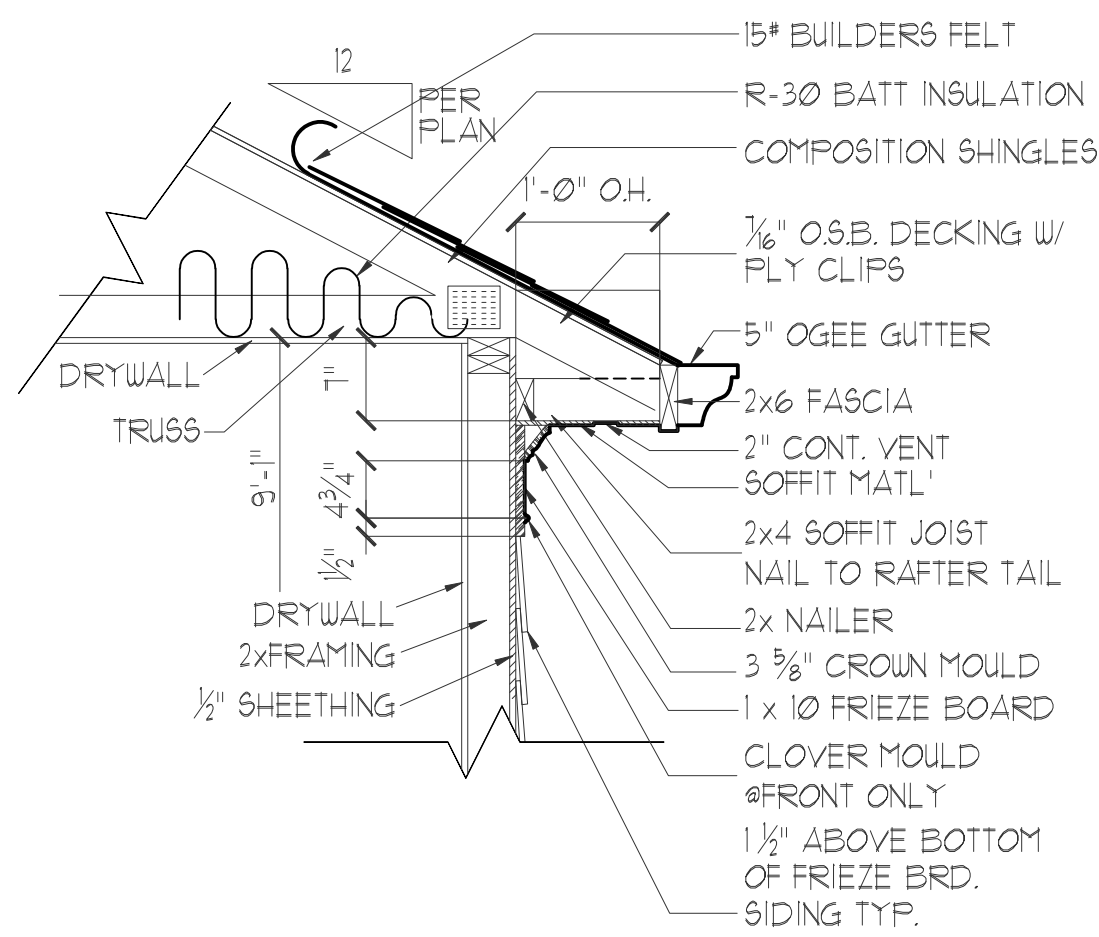
APPROVED BY : DAVID BOWEN

DATE:

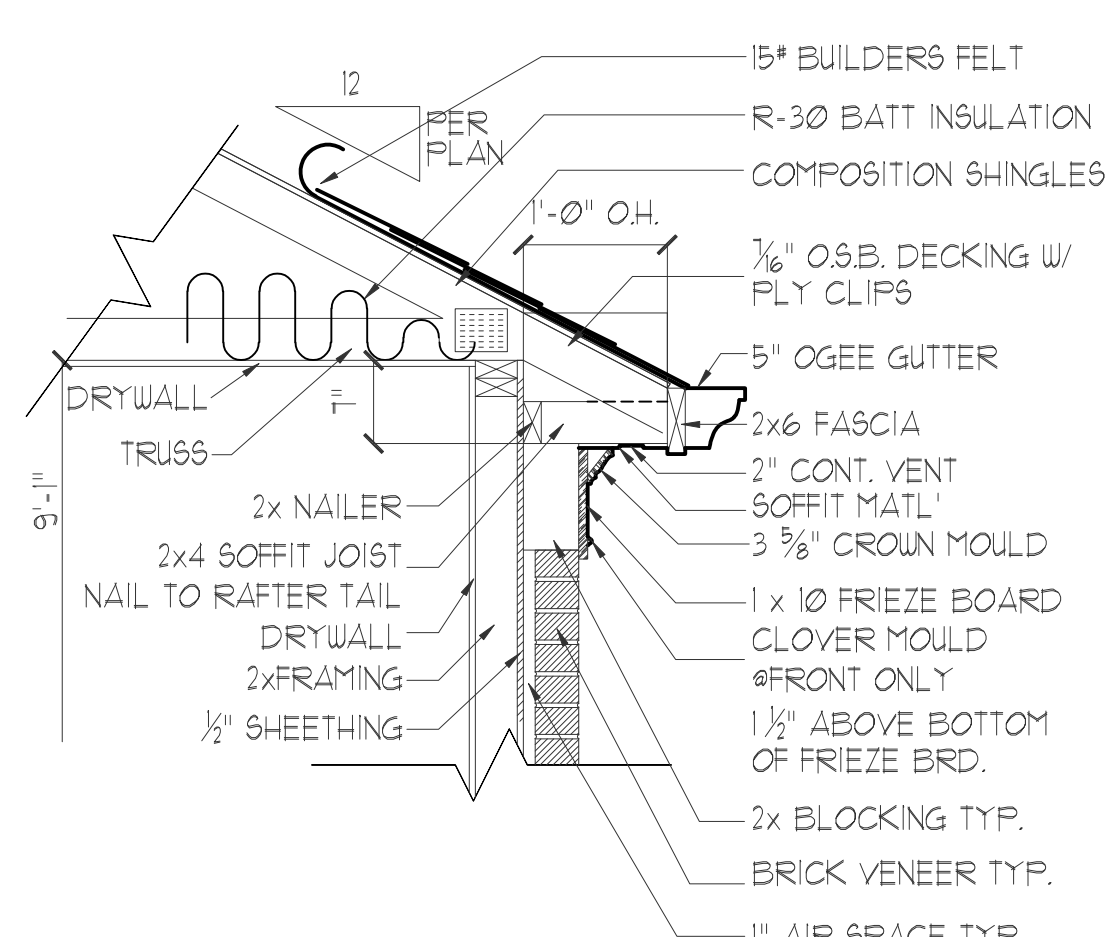
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DA7.1

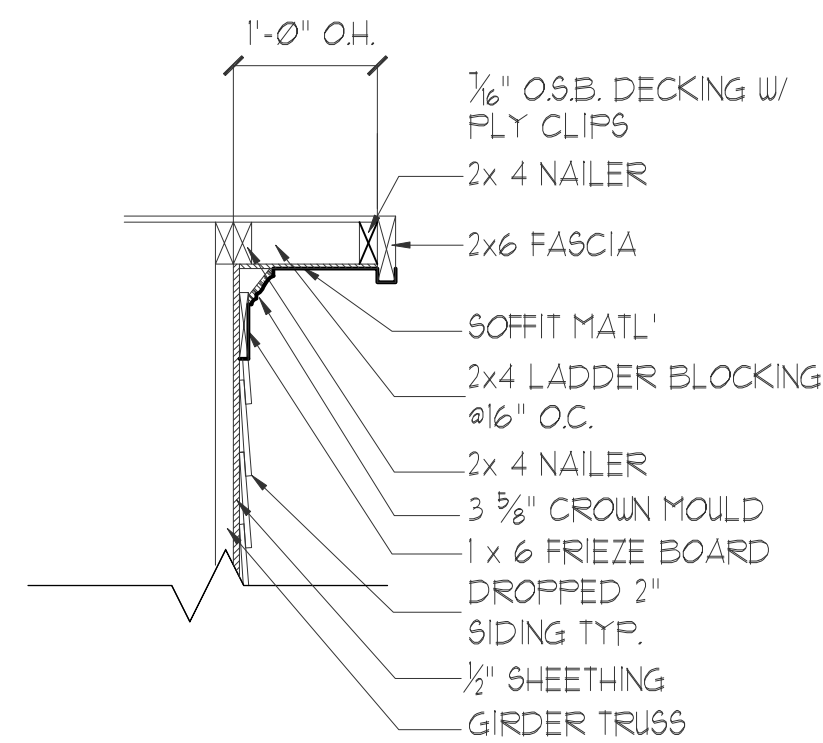
SHEET: OF:



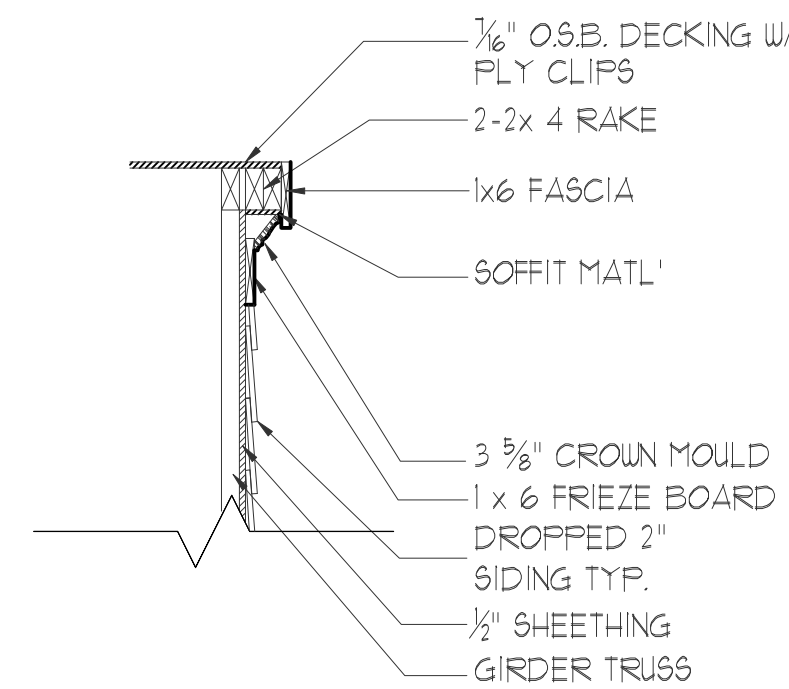
15 Cornice Section (Siding)
3/4" = 1'-0"



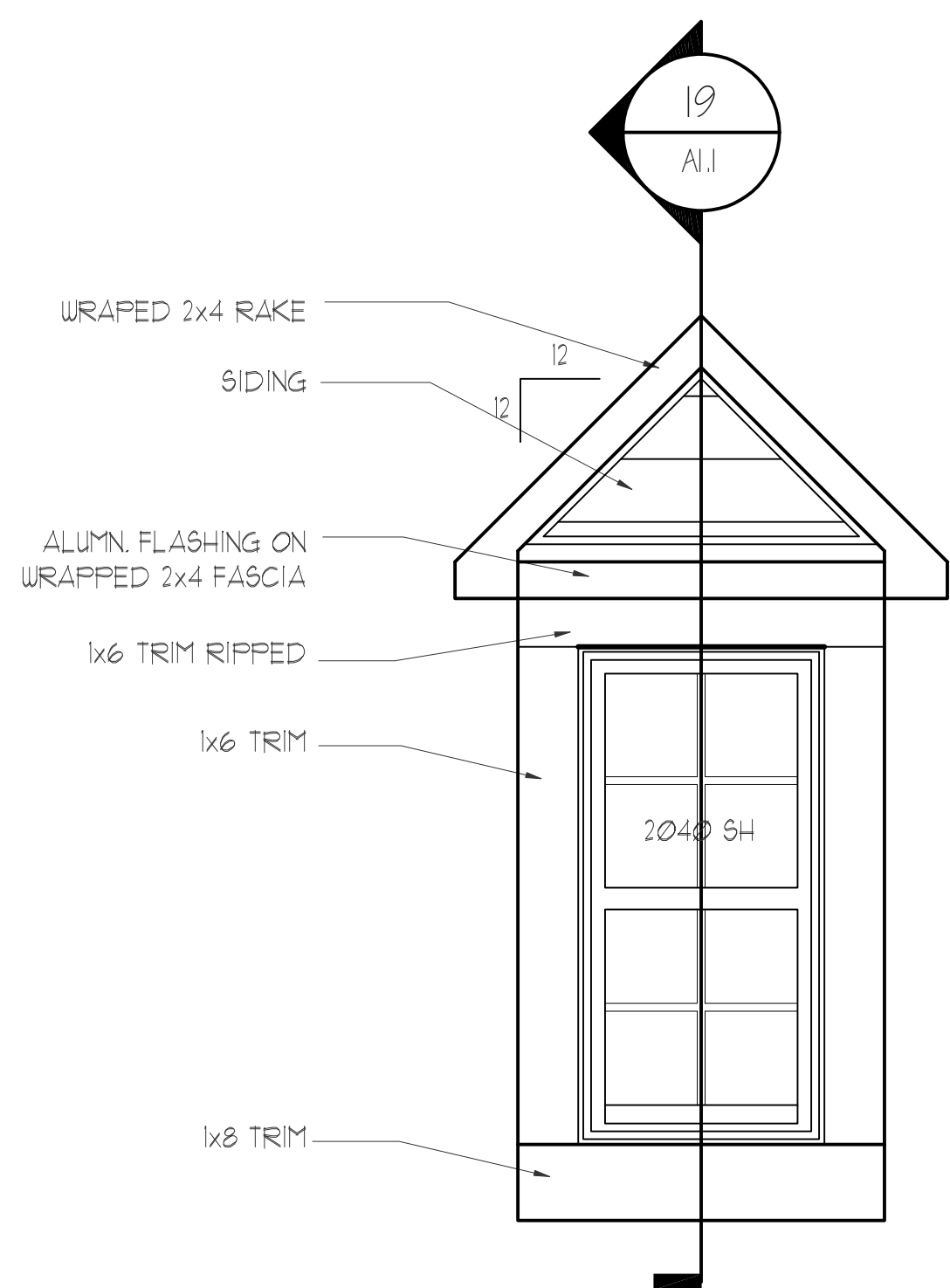
15 Cornice Section (Brick Veneer)
3/4" = 1'-0"



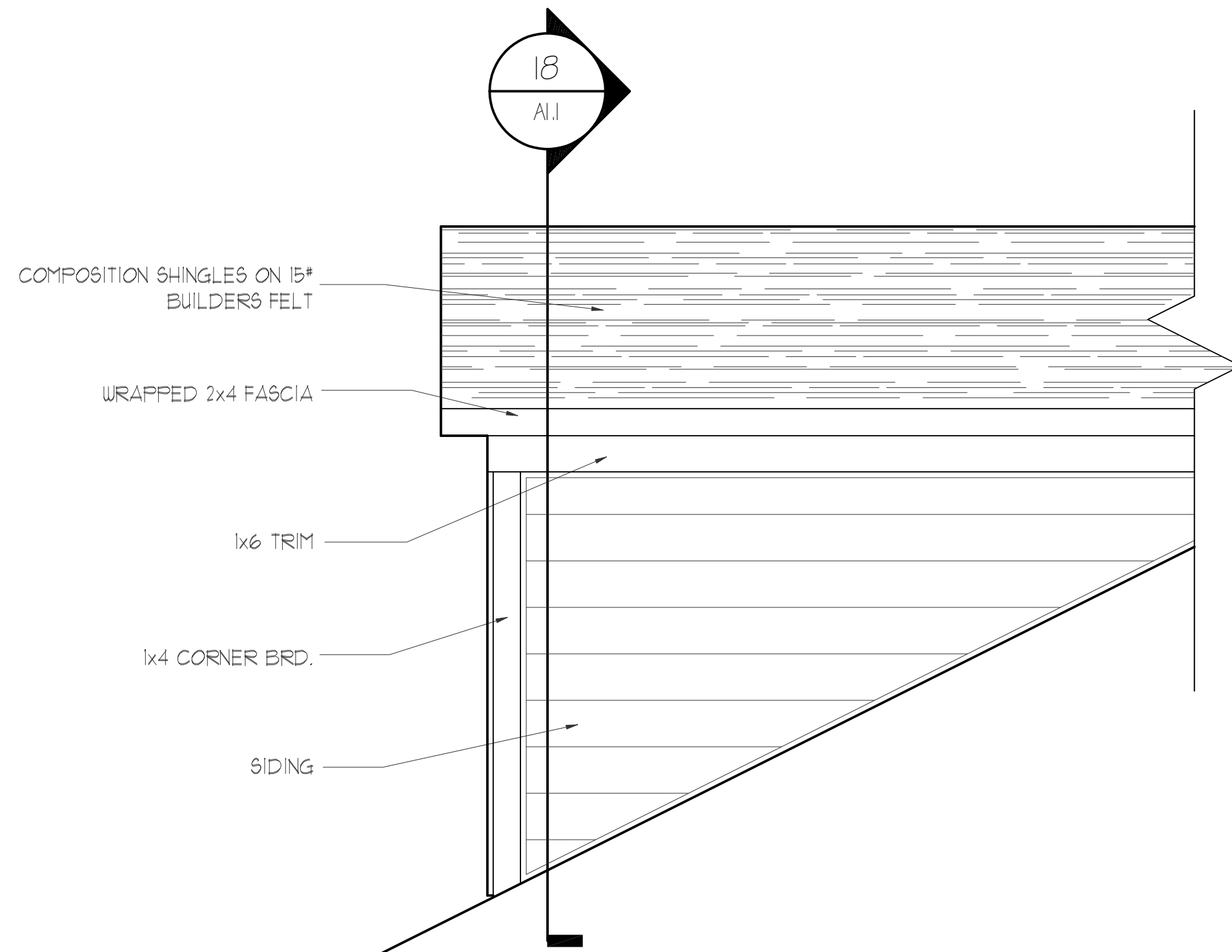
13 Rake Section
3/4" = 1'-0"



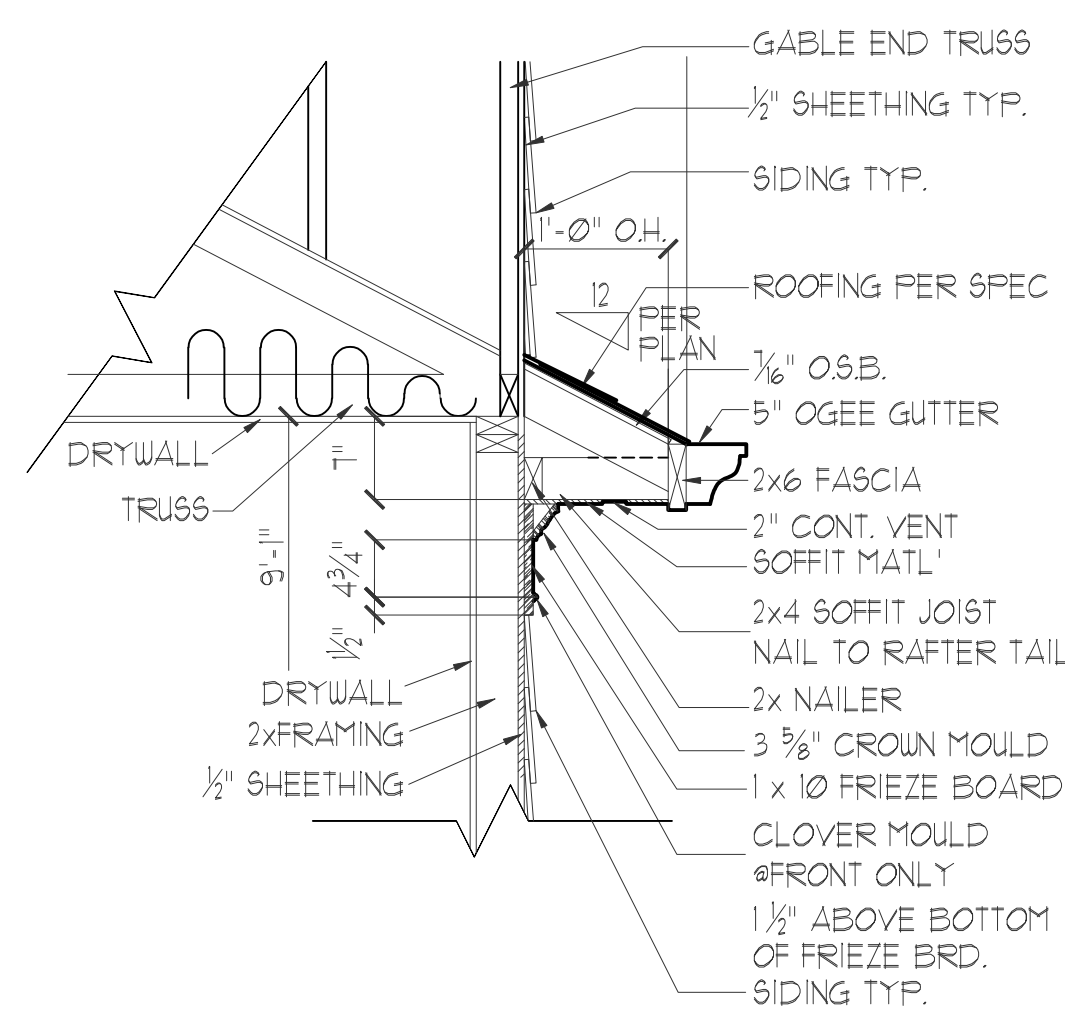
14 Flush Rake Section
3/4" = 1'-0"



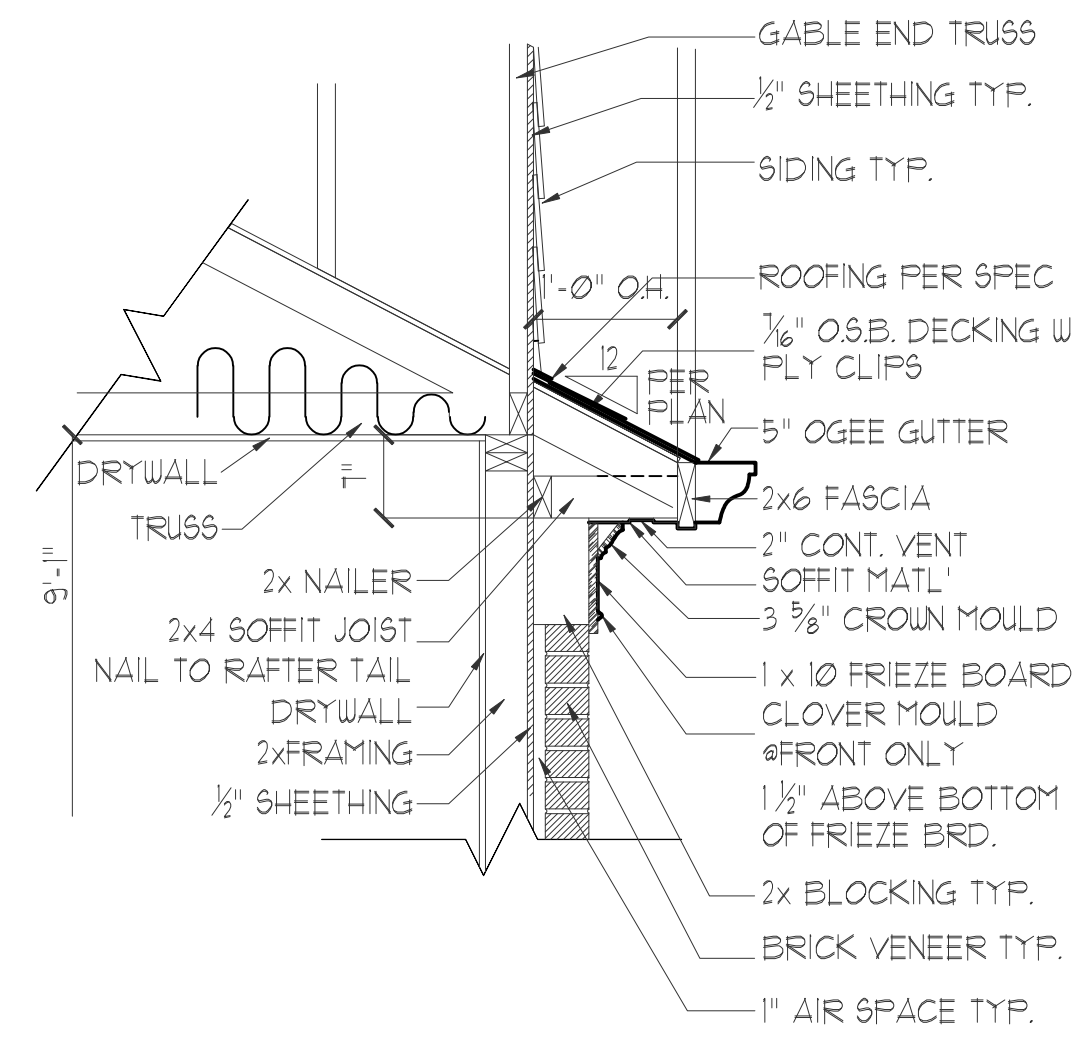
16 Dormer Front Elevation
3/4" = 1'-0"



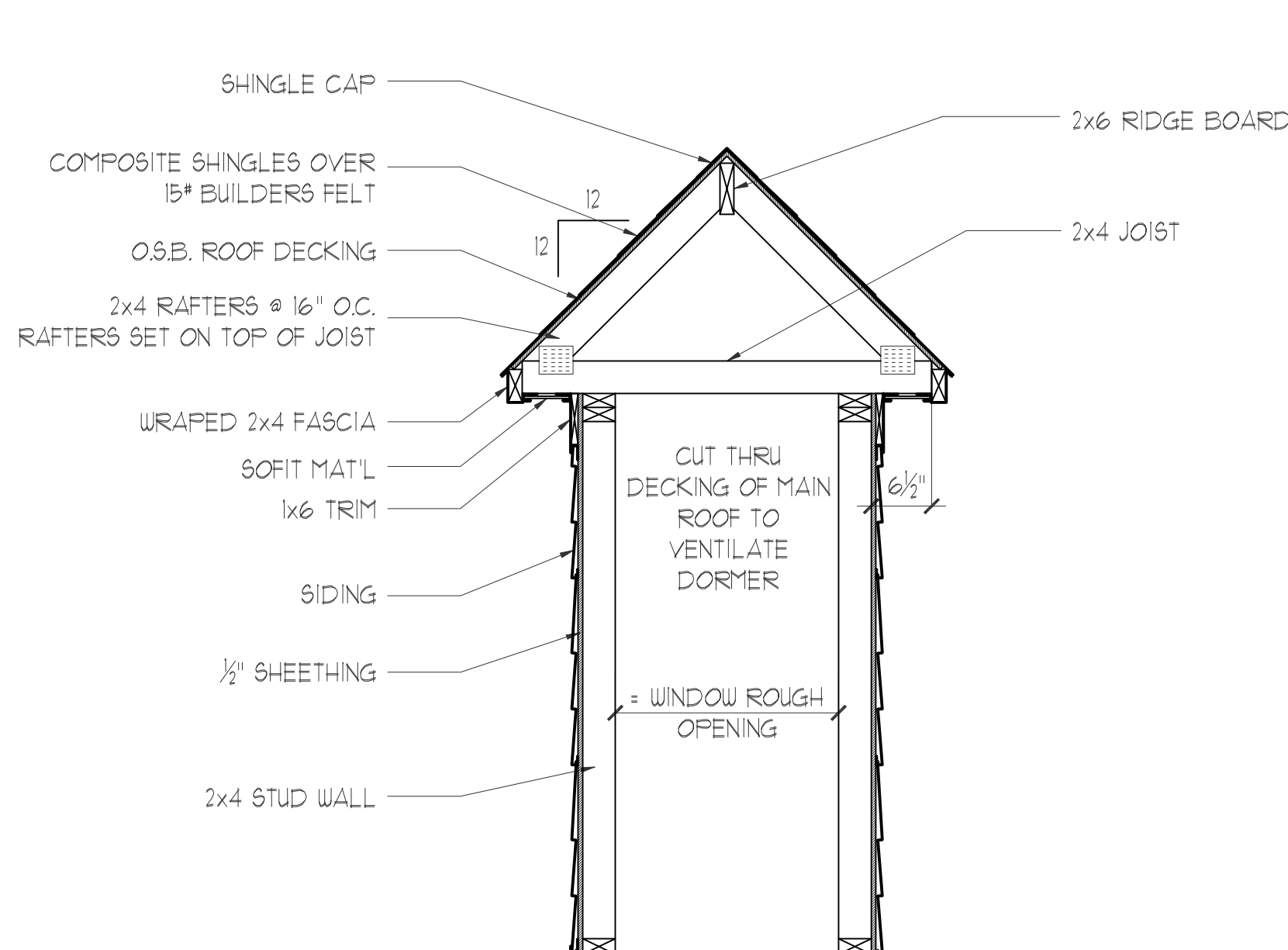
17 Dormer Side Elevation
3/4" = 1'-0"



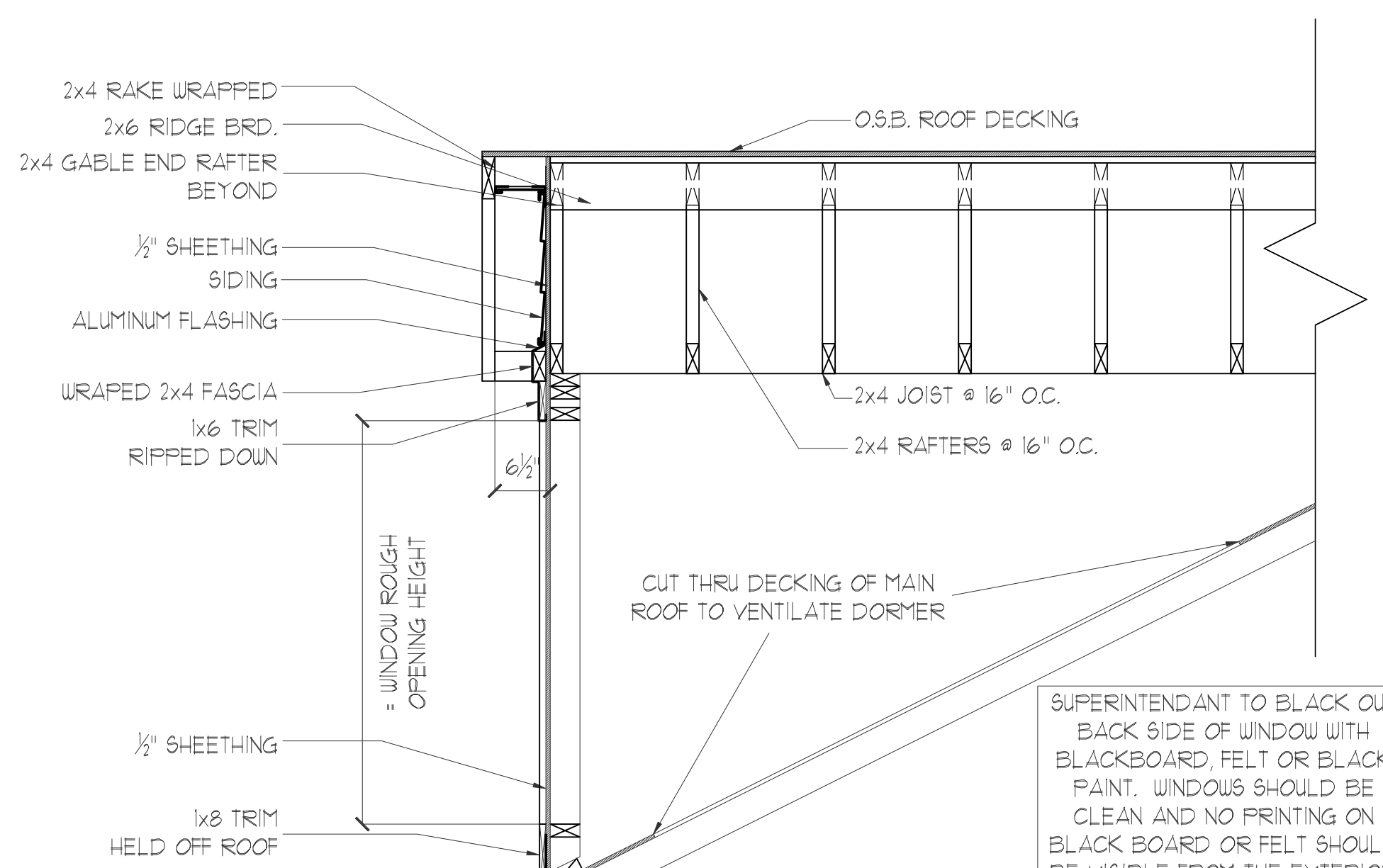
12 Cornice Return Section
3/4" = 1'-0"



12 Cornice Return Section
3/4" = 1'-0"



18 Dormer Cross Section
3/4" = 1'-0"



19 Dormer Lateral Section
3/4" = 1'-0"

SUPERINTENDANT TO BLACK OUT BACK SIDE OF WINDOW WITH BLACKBOARD, FELT OR BLACK PAINT. WINDOWS SHOULD BE CLEAN AND NO PRINTING ON BLACK BOARD OR FELT SHOULD BE VISIBLE FROM THE EXTERIOR

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☐ REVIEW

☐ BIDDING

☐ PERMIT

☐ PROTOTYPE

☒ CONST. 6-27-03

REVISED

6-21-04	DOOR UNDER STAIR TO 2/0
3-9-06	MASTER BEDROOM DOOR TO 2/6
	DWNSTAIRS CLOSET DOOR TO 2/0
	PWDR RM WALL TO 2X6 @SINK
8-7-06	REVISED REAR DOOR TO
	'FULL VIEW'

JOB NO.	N/A	DRAWN	DMZ
DATE	4-10-03	CHECKED	ATB
SCALE:	AS NOTED	APPROV.	

20' TOWNS

Details

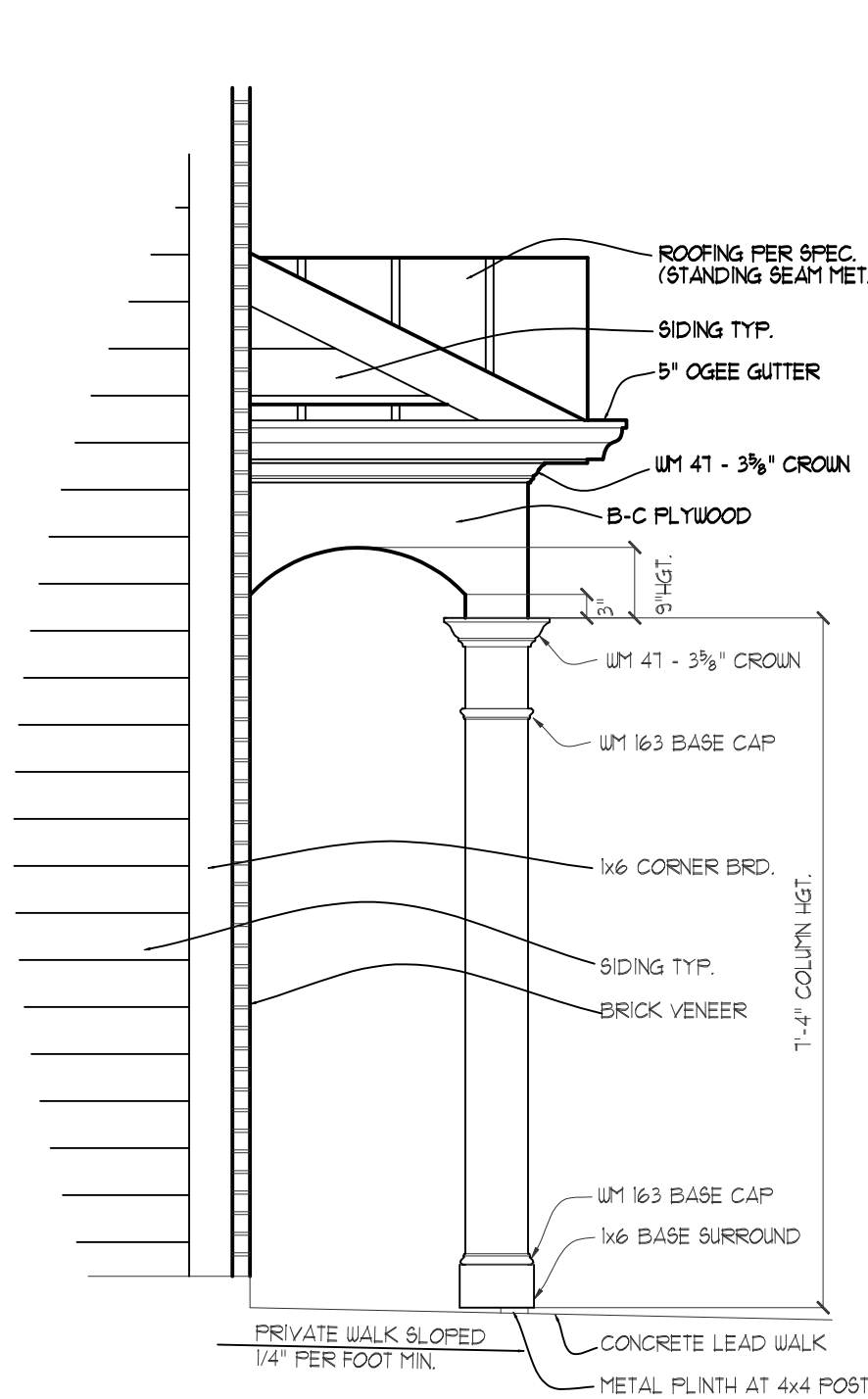
APPROVED BY: DAVID BOWEN

DATE:

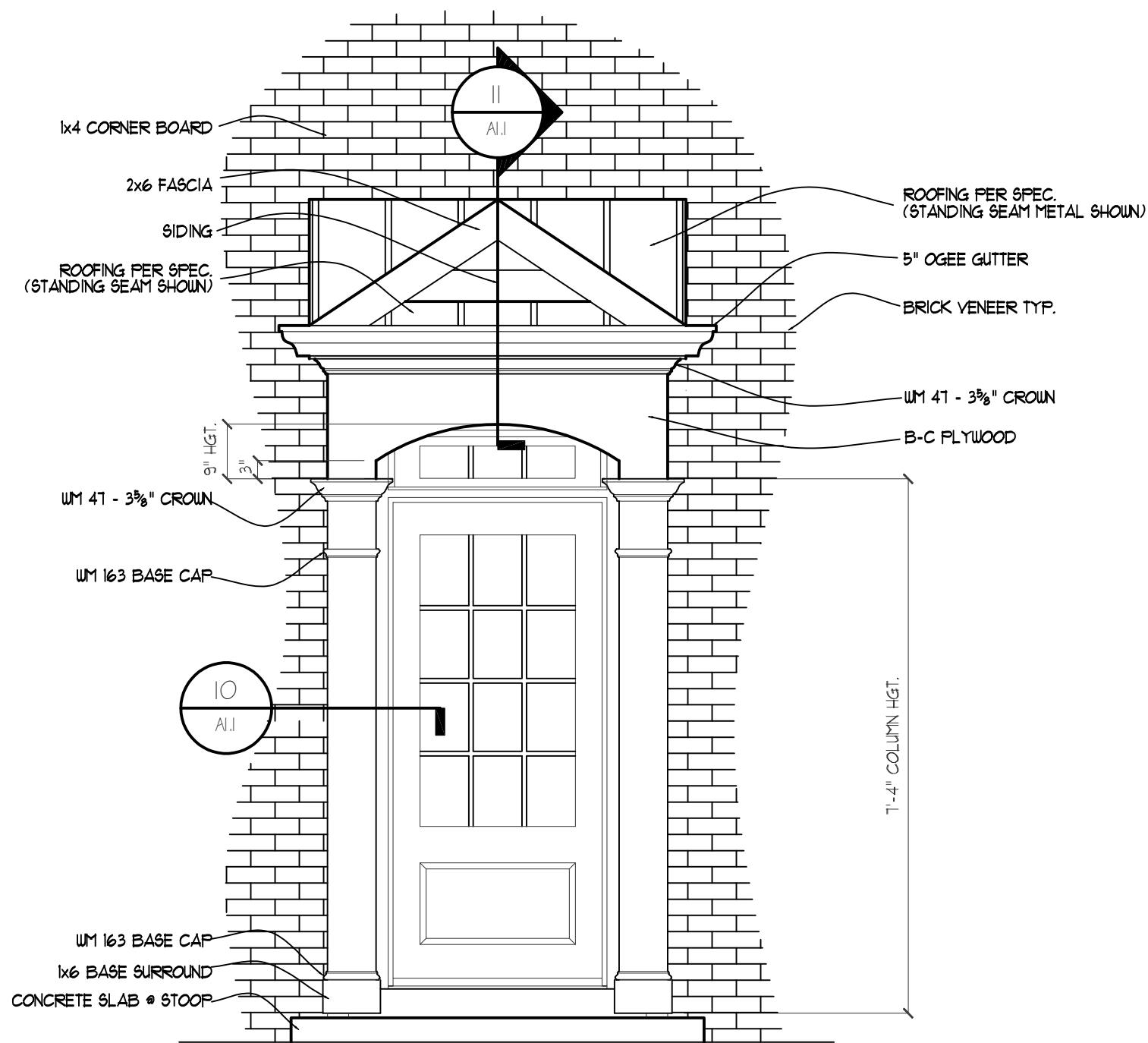
SHEET NO.

9.1

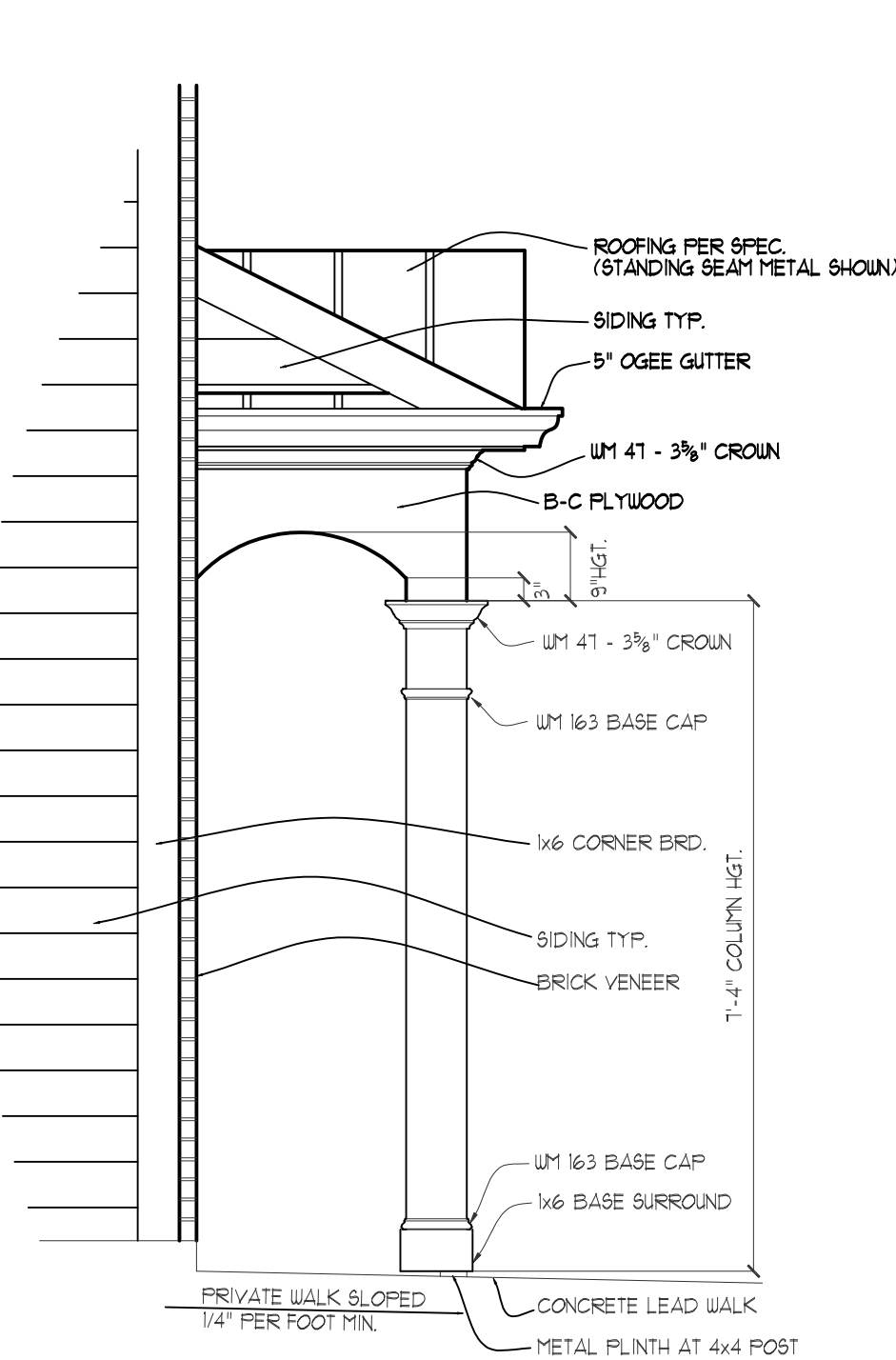
SHEET: OF:



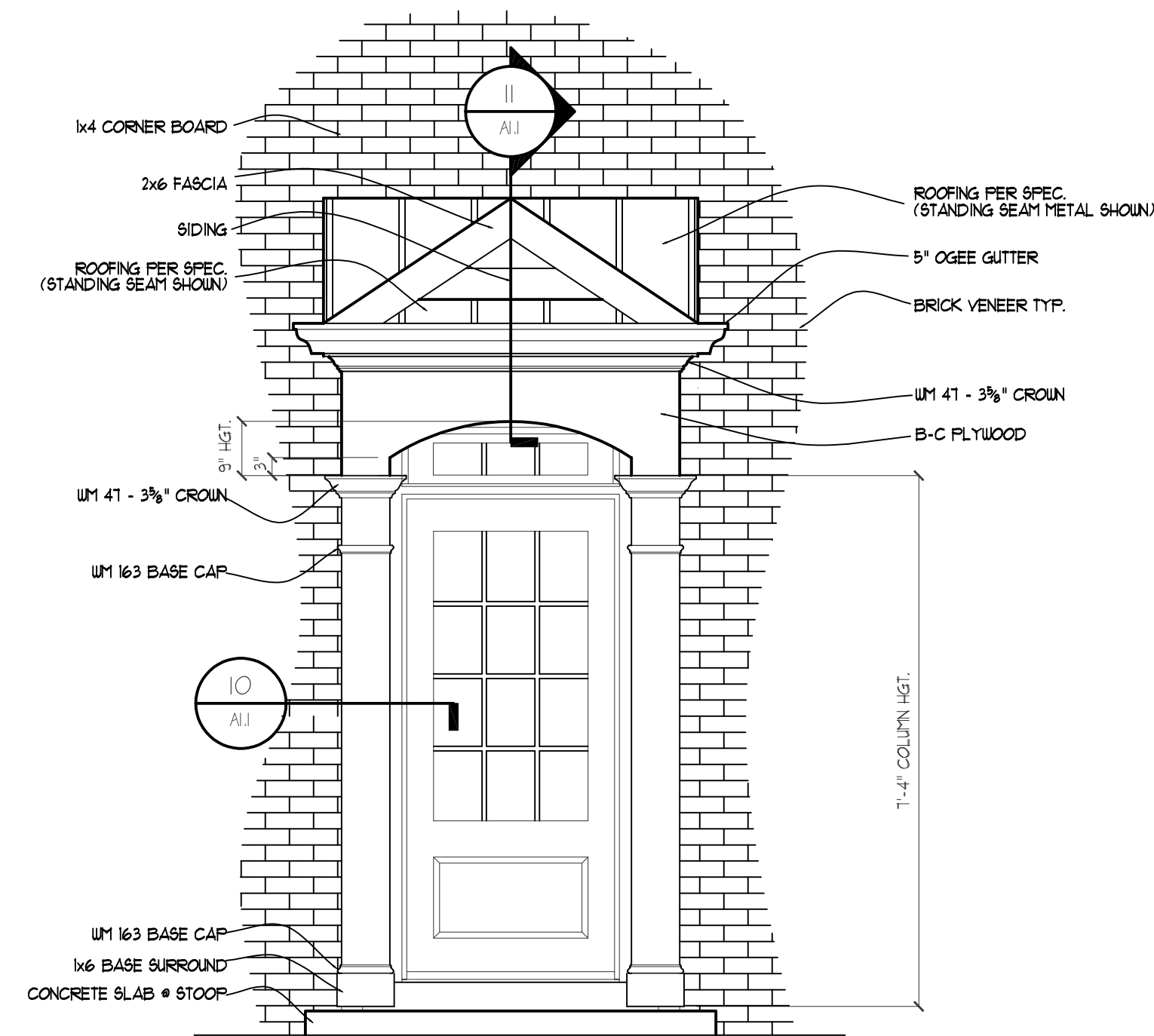
8 Stoop Side Elevation Detail
3/4" = 1'-0"



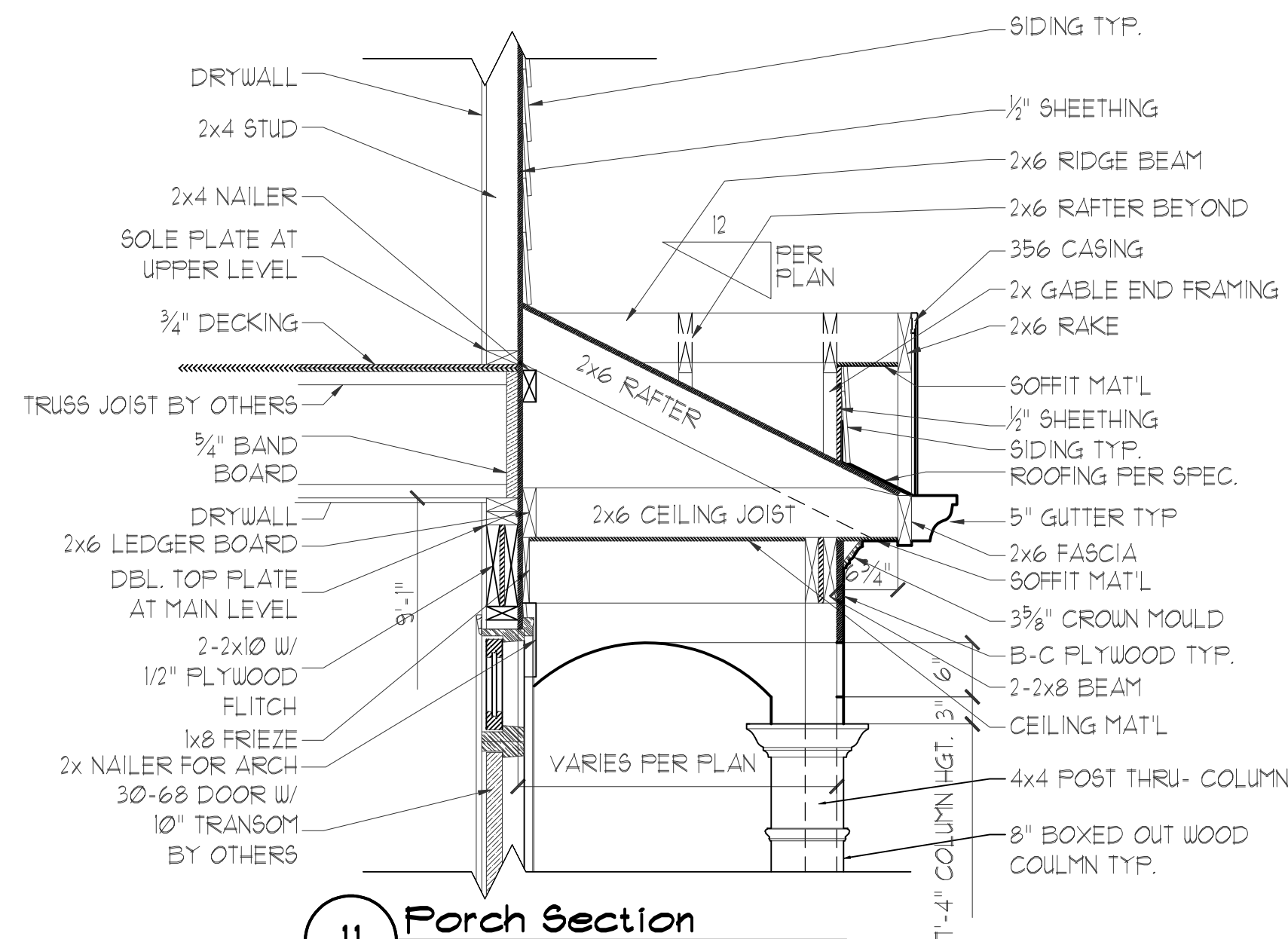
9 Stoop Front Elevation Detail
3/4" = 1'-0"



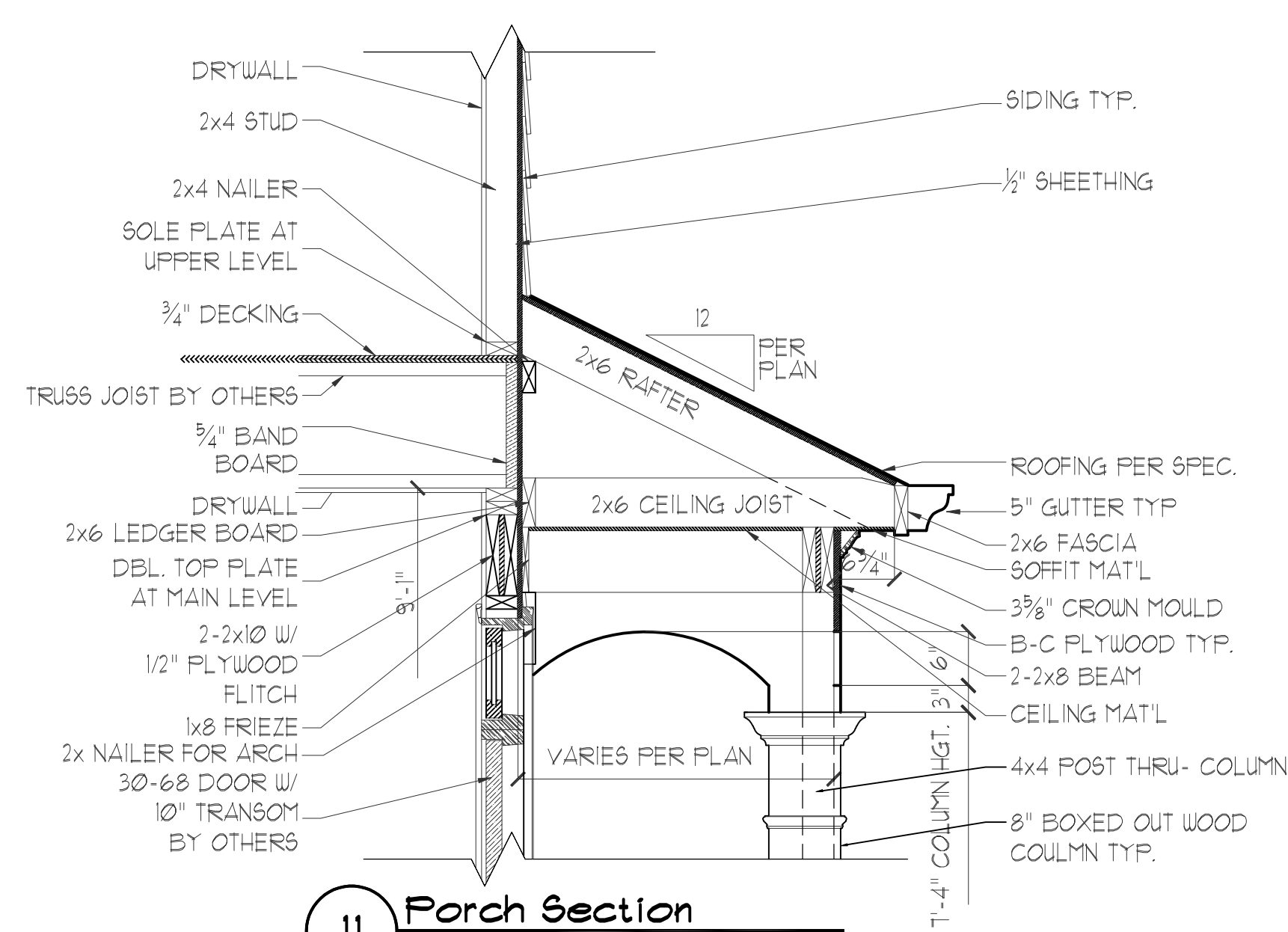
8 Stoop Side Elevation Detail
3/4" = 1'-0"



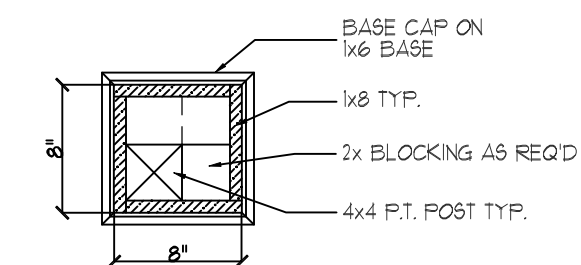
9 Stoop Front Elevation Detail
3/4" = 1'-0"



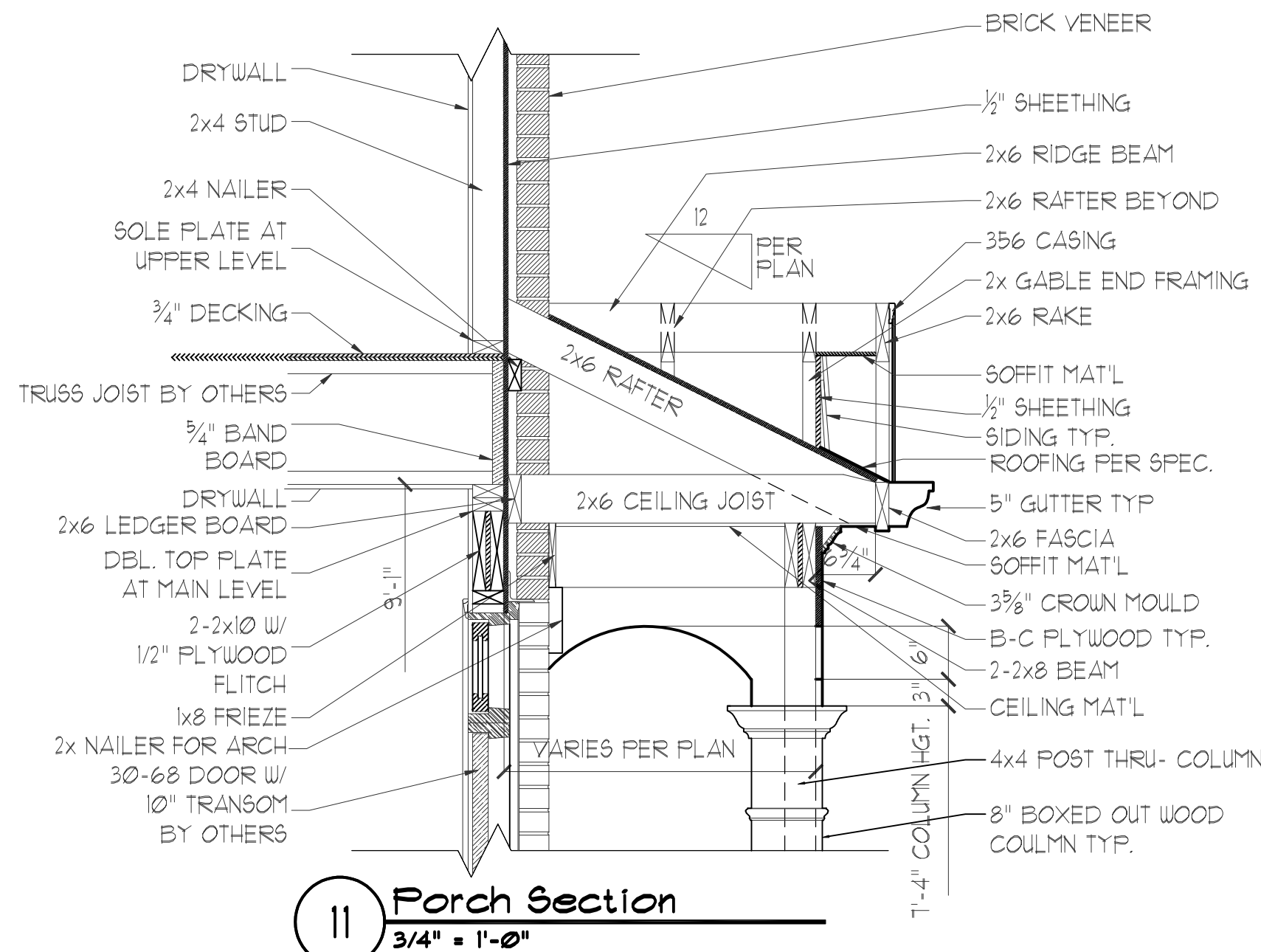
11 Porch Section
3/4" = 1'-0"



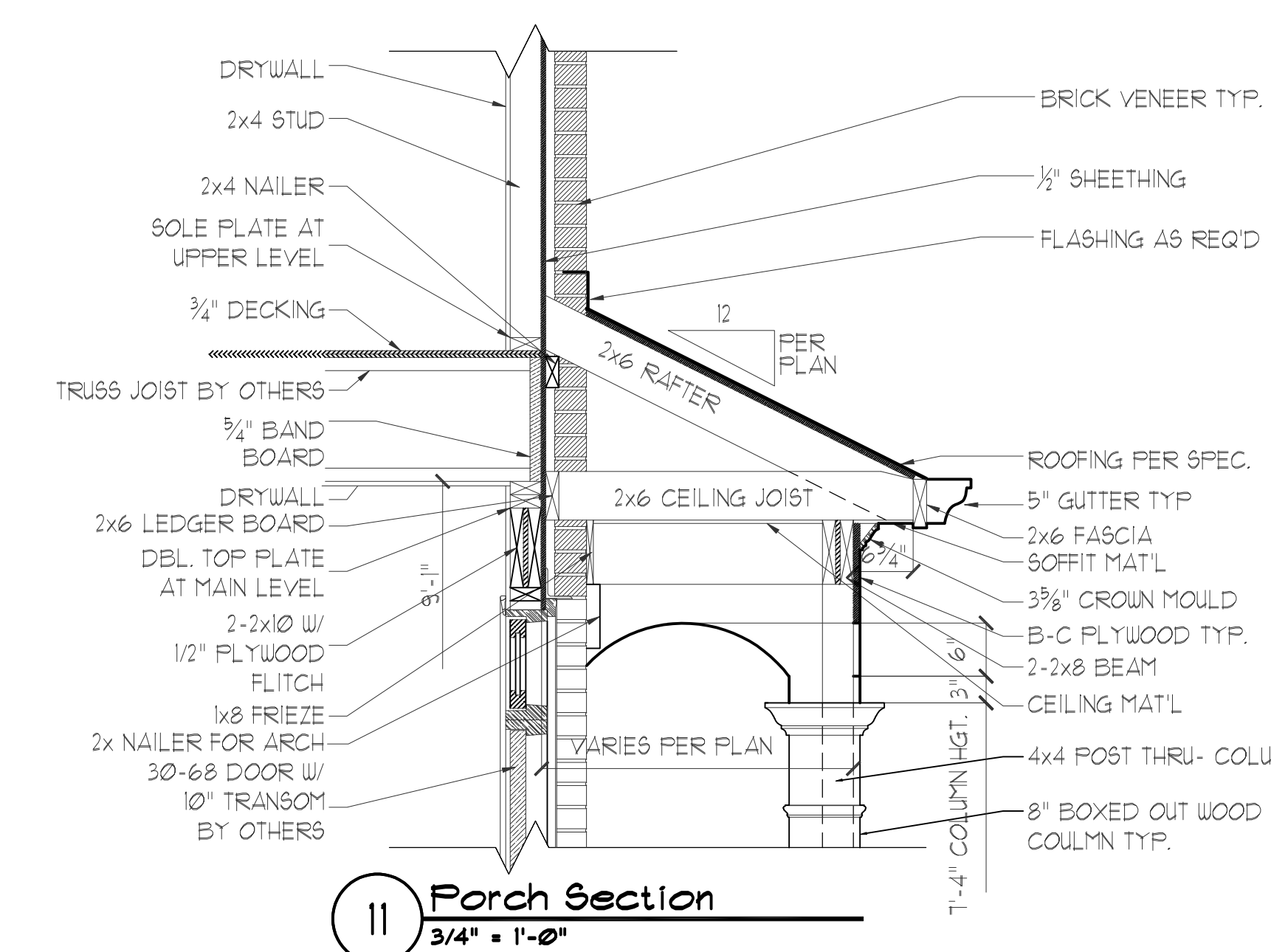
11 Porch Section
3/4" = 1'-0"



10 WOOD COLUMN SECTION
1" = 1'-0"



11 Porch Section
3/4" = 1'-0"



11 Porch Section
3/4" = 1'-0"



BOWEN
Family Homes

6650 SUGARLOAF PARKWAY
SUITE 200, DULUTH, GA. 30097
Phone 770-932-1332 Fax 770-932-0304

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☐	REVIEW
☐	BIDDING
☐	PERMIT
☐	PROTOTYPE
☒	CONST. 6-27-03

REVISED

6-21-04	DOOR UNDER STAIR TO 2/0
3-9-06	MASTER BEDROOM DOOR TO 2/6
	DWNSTAIRS CLOSET DOOR TO 2/0
	PWDR RM WALL TO 2X6 @SINK
8-7-06	REVISED REAR DOOR TO
	'FULL VIEW'

JOB NO.	N/A	DRAWN	DMZ
DATE	4-10-03	CHECKED	ATB
SCALE:	AS NOTED	APPROV.	

20' TOWNS

Details

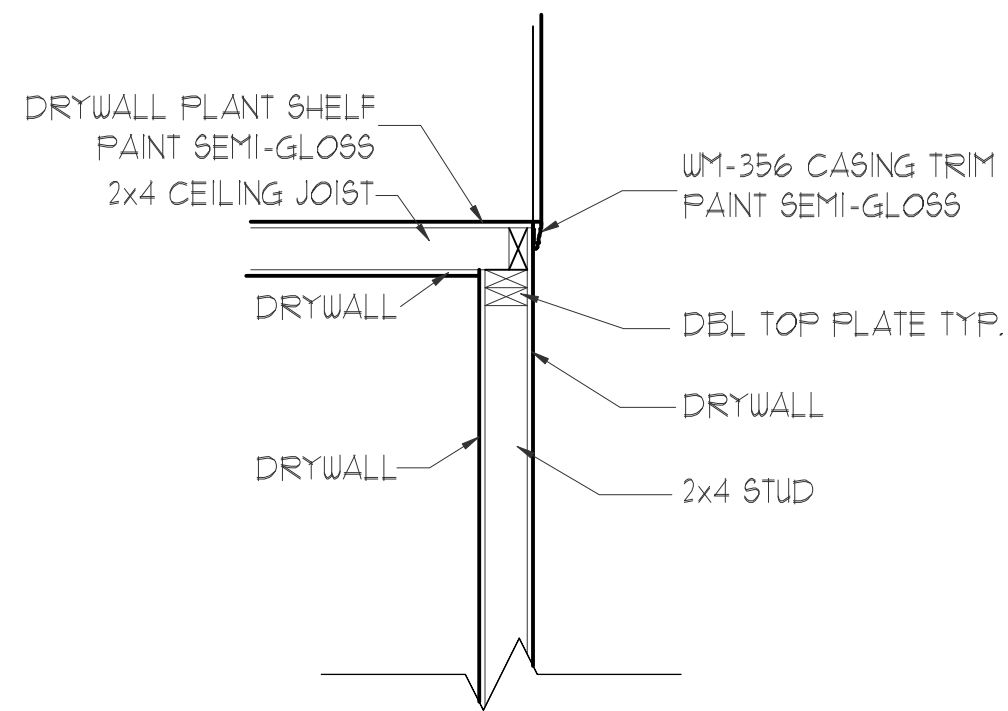
APPROVED BY: DAVID BOWEN

DATE:

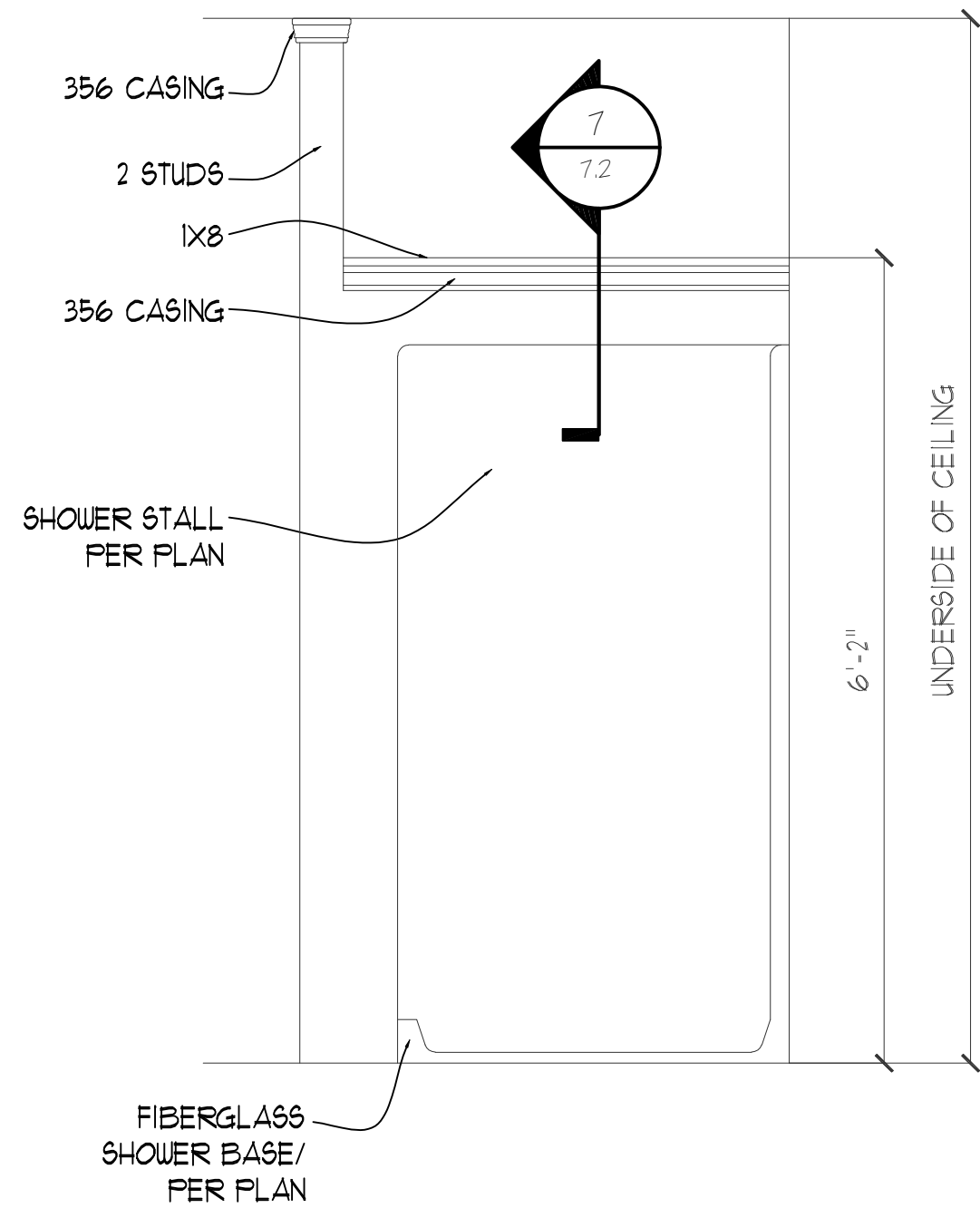
SHEET NO.

9.2

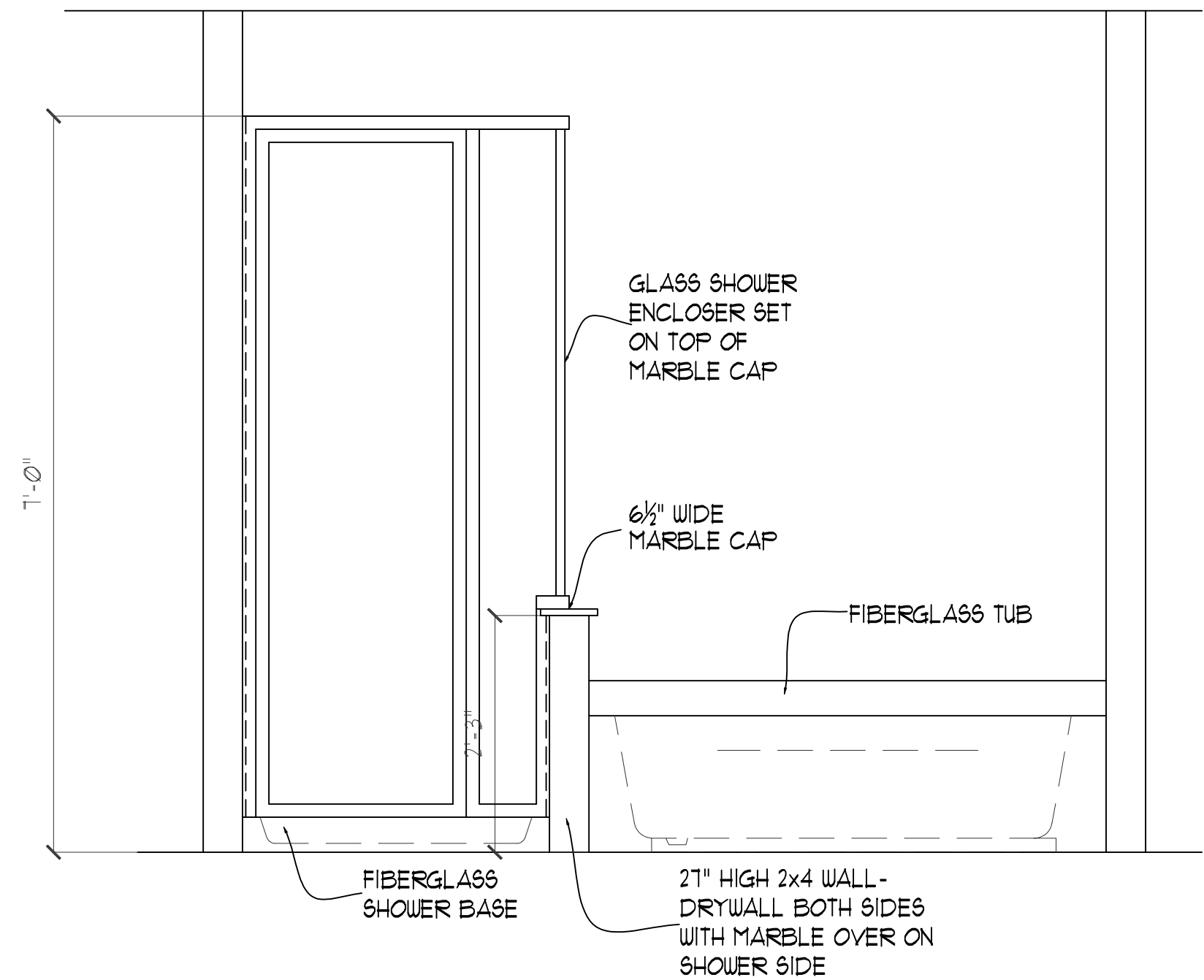
SHEET: ____ OF: ____



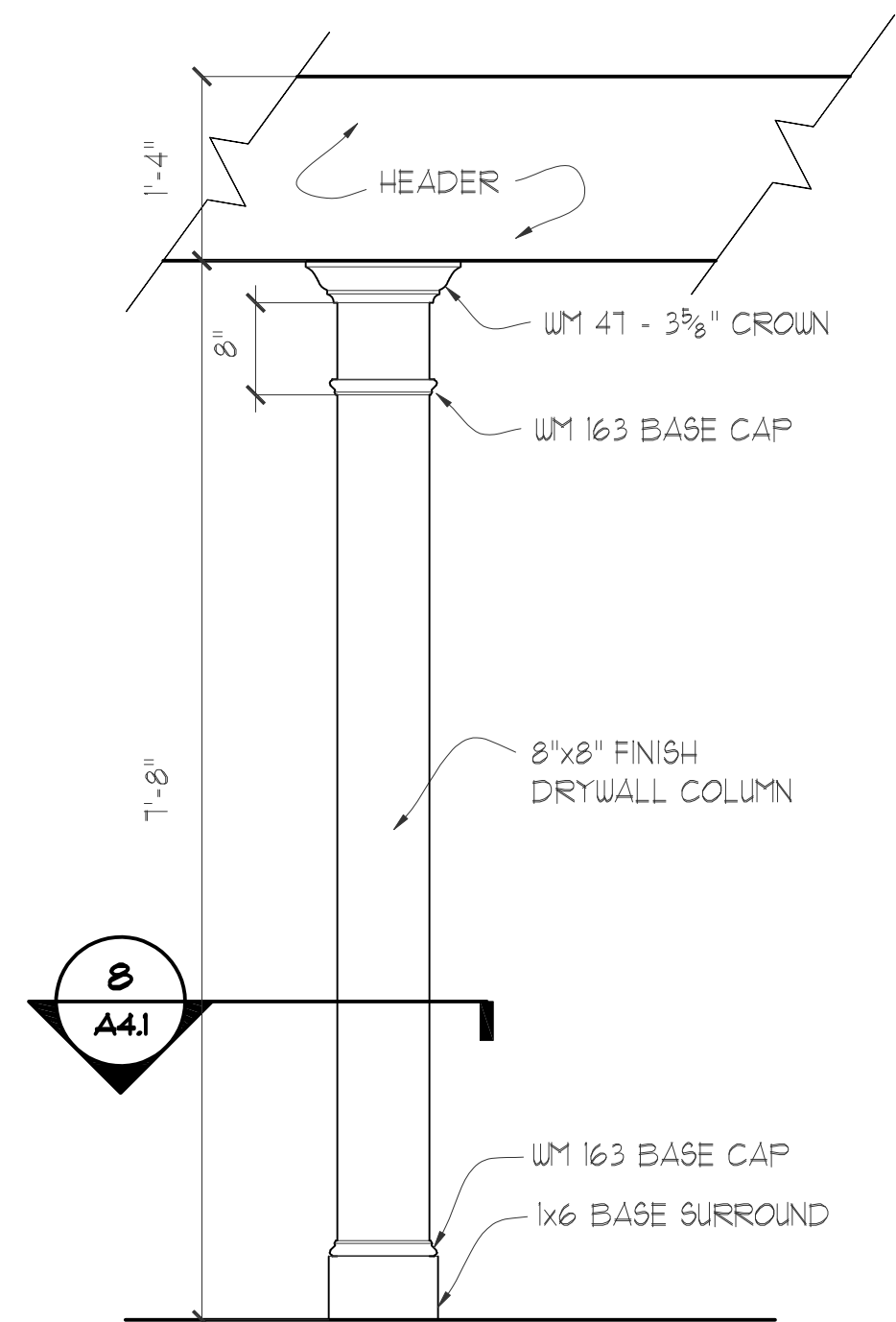
4 Plant Shelf Section
3/4" = 1'-0"



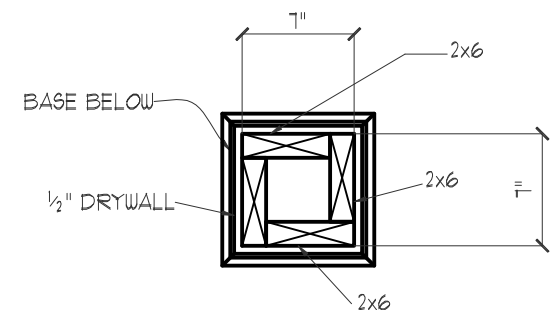
6 Shower Wall Elevation
3/4" = 1'-0"



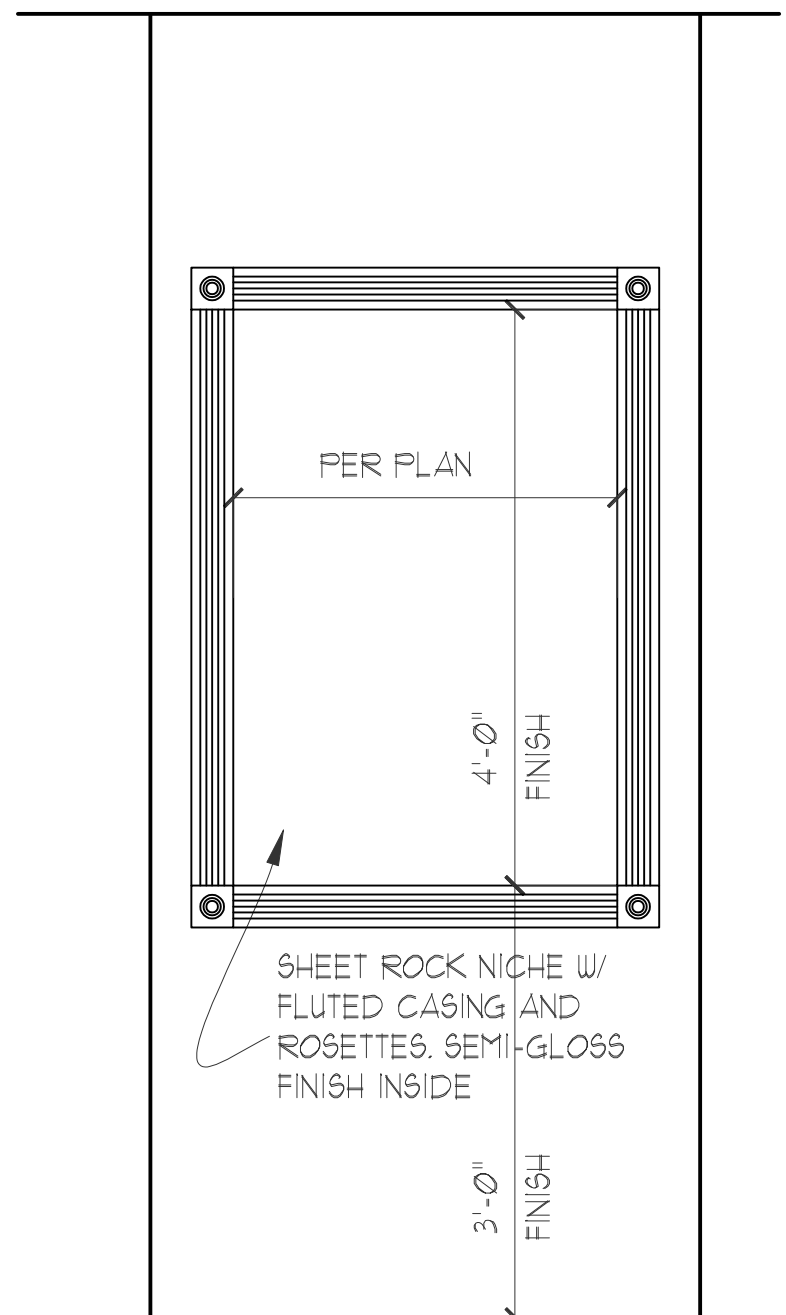
5 Shower Wall Elevation
3/4" = 1'-0"



7 Drywall Column Detail
3/4" = 1'-0"



8 Drywall Column Section
1" = 1'-0"



6 Drywall Niche Detail
3/4" = 1'-0"



6650 SUGARLOAF PARKWAY
SUITE 200, DULUTH, GA. 30097
Phone 770-932-1332 Fax 770-932-0304

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☐ PERMIT
☐ PROTOTYPE
☒ CONST. 6-27-03

REVISED

6-21-04	DOOR UNDER STAIR TO 2/0
3-9-06	MASTER BEDROOM DOOR TO 2/6
	DWNSTAIRS CLOSET DOOR TO 2/0
	PWDR RM WALL TO 2X6 @SINK
8-7-06	REVISED REAR DOOR TO
	'FULL VIEW'

JOB NO. N/A DRAWN DMZ
DATE 4-10-03 CHECKED ATB
SCALE: AS NOTED APPROV. _____

20' TOWNS

Details

APPROVED BY : DAVID BOWEN

DATE: _____

SHEET NO.

9.3

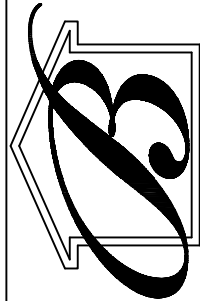
SHEET: ____ OF: ____

The Erickson

(Townhomes Not on Individual Lots)

BOWEN BUILDERS GROUP BUFORD GA 30518

ATLANTA GA - DALLAS TX - ORLANDO FLA - CHARLOTTE NC



BOWEN
Builders Group

6650 SUGARLOAF PARKWAY
SUITE 200, DULUTH, GA. 30097
Phone 770-932-1332 Fax 770-932-0304

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- ☐ PERMIT
- ☐ PROTOTYPE
- ☒ CONST. 6-27-03

REVISED

6-21-04	DOOR UNDER STAIR TO 2/0
3-8-06	MASTER BEDROOM DOOR TO 2/6
4-10-07	REMOVED RFG. CABINET

JOB NO. N/A DRAWN DMZ
DATE 4-10-03 CHECKED ATB
SCALE: AS NOTED APPROV. _____

The Erickson

Cover Sheet

APPROVED BY : DAVID BOWEN

DATE: _____

SHEET NO.

ER0.0

SHEET: ____ OF: ____

INDEX

ER-0.0 ERICKSON COVER SHEET

ER-5.1 NOT USED

ER-1.1 ERICKSON FRONT ELEVATION "A"
ER-1.2 ERICKSON FRONT ELEVATION "C"
ER-1.3 ERICKSON FRONT ELEVATION "D"
ER-1.4 ERICKSON FRONT ELEVATION "E"

ER-6.1 ROOF PLANS

ER-7.1 LIGHTING LAYOUT

9.1 DETAILS
9.2 DETAILS
9.3 DETAILS

ER-2.1 LEFT, RIGHT, & REAR ELEVATIONS

ER-3.1 FOUNDATION PLAN (SLAB)

ER-4.1 ERICKSON FLOOR PLANS

BUILDING CODE ANALYSIS

USE GROUP: SINGLE FAMILY DWELLING

CONSTRUCTION CLASS: UNPROTECTED

HEIGHT & AREA LIMITATION: 2 STORY MAXIMUM HGT. 35 FT.

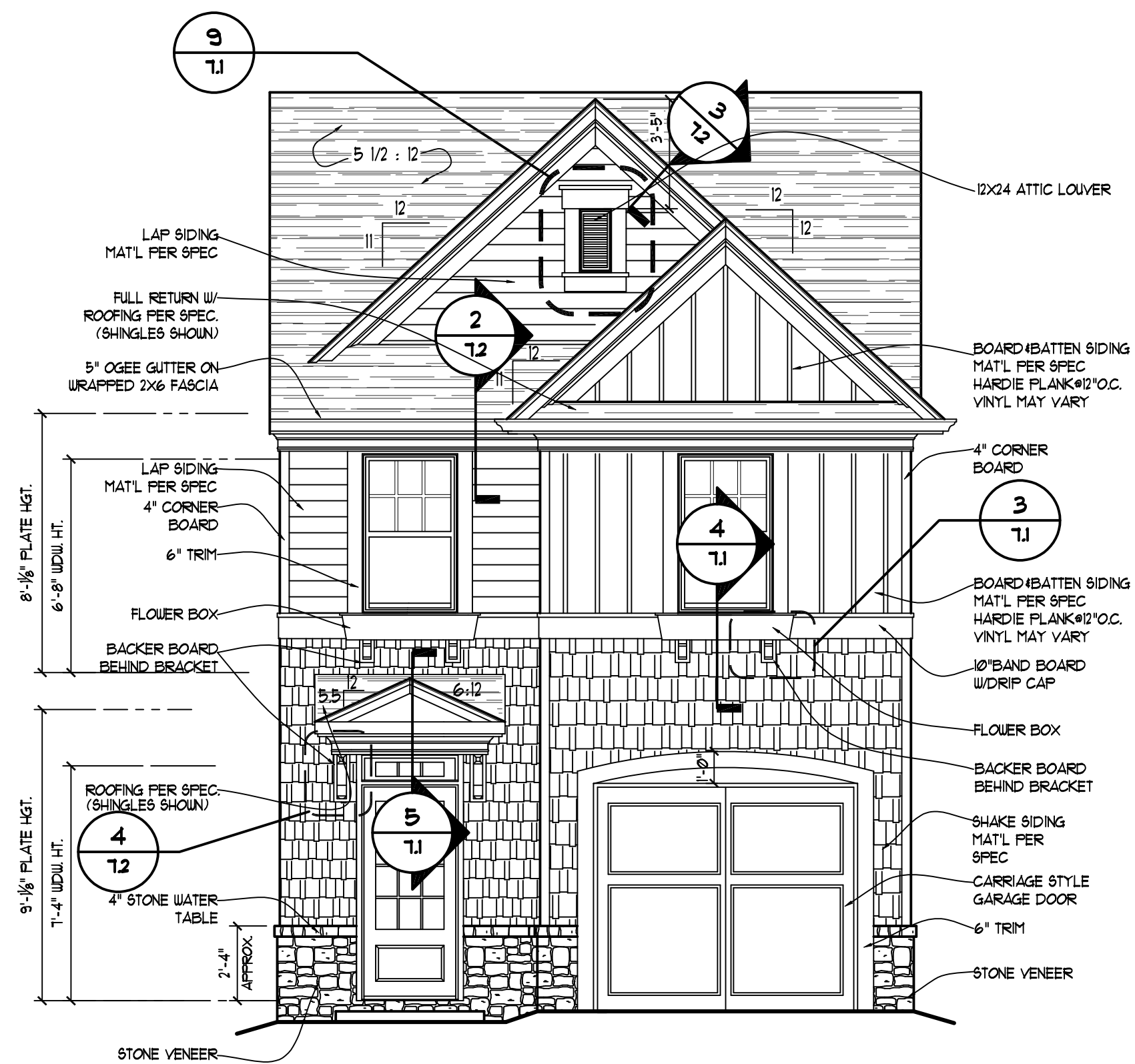
EMERGENCY ESCAPE: EGRESS OR RESCUE WINDOWS FROM SLEEPING ROOMS SHALL HAVE A MINIMUM OF 5.7 SQ. FT.

GARAGE / HOUSE CEILING / HOUSE ASSEMBLY: 1/2" GYPSUM BD. WALL & CEILING
W/ 20 MINUTE GARAGE / HOUSE DOOR

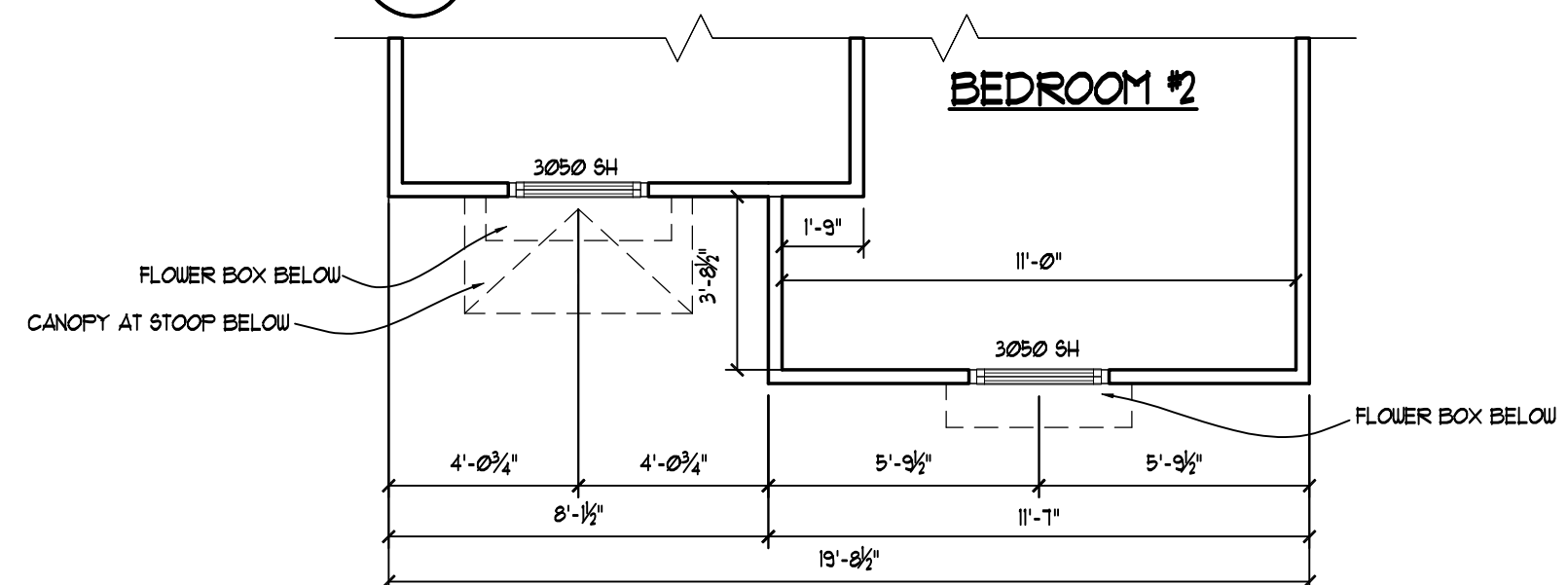
DESIGN LOADS: LIVE LOAD:
SLEEPING = 30 PSF
NON-SLEEPING = 40 PSF
DECKS = 40 PSF
DEAD LOAD = 10 PSF
BASIC WIND SPEED = 90 MPH
STAIR LOAD = 40 PSF
ROOF LIVE LOAD = 20 PSF
LATERAL SOIL PRESSURE = 30 PCF (ASSUMED)

ATTIC VENTILATION: 2398 SF. / 300 = 7.99 SF. FREE AREA REQ'D
RIDGE VENT = 39 LF. X .085 FREE AREA / LF = 3.31 SF. PROVIDED
SOFFIT VENT = 54 LF. X .045 FREE AREA / LF = 2.43 SF. PROVIDE

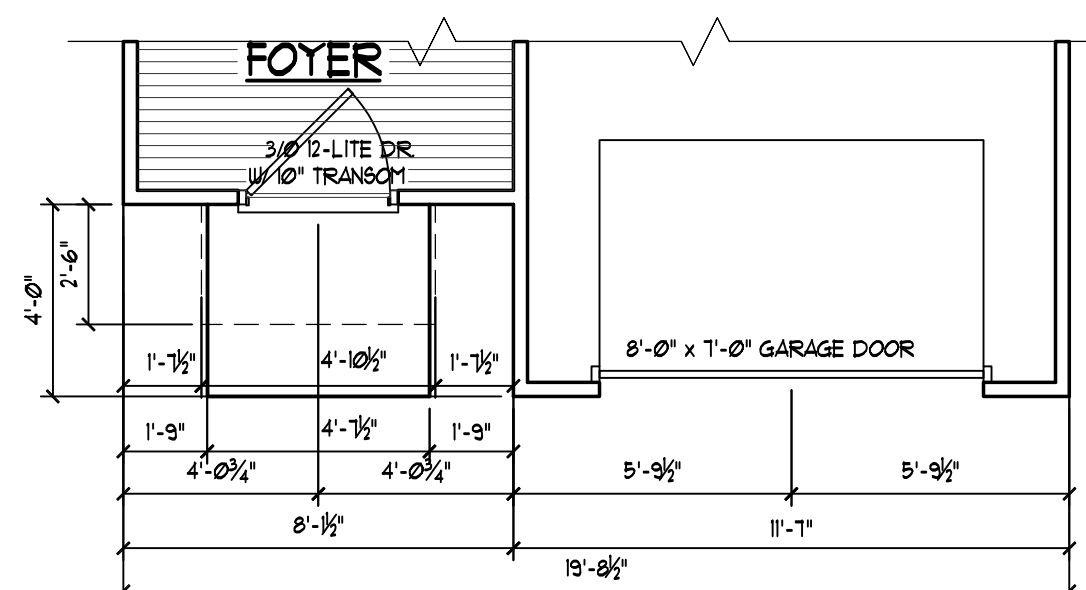
NOTE:
VERIFY ALL APPLICABLE BUILDING
CODES WITH STATE AND LOCAL
JURISDICTIONS PRIOR TO
CONSTRUCTION.



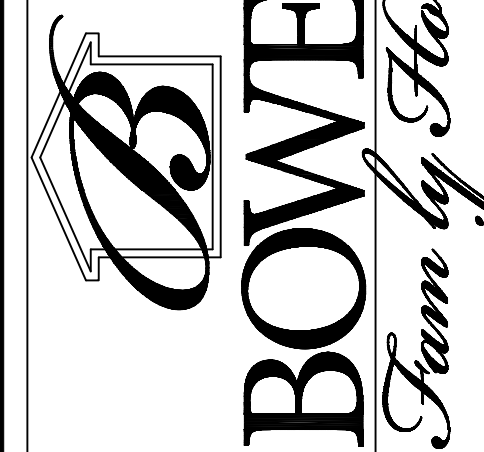
1 FRONT ELEVATION "F"
1/4" = 1'-0"



2 Upper Level Fascade Plan Elev. "F"
1/4" = 1'-0" 8'-0" CLG. HGT.



3 Main Level Fascade Plan Elev. "F"
1/4" = 1'-0" 9'-0" O.G. HGT.



6650 SUGARLOAF PARKWAY
SUITE 200, DULUTH, GA. 30097
Phone 770-932-1332 Fax 770-932-0304

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SUB-DIVISION
LOT #

ISSUED FOR:

- ## ESTIMATING

- REVIEW

- BIDDING

- ☐ PERMIT

- ☐ PROTOTYPE

- | | | |
|---|--------|---------|
| X | CONST. | 6-27-03 |
|---|--------|---------|

REVISÉ

6-21-04	DOOR UNDER STAIR TO 2/0
3-8-06	MASTER BEDROOM DOOR TO 2/6
4-10-07	REMOVED RFG. CABINET

JOB NO.	<u>N/A</u>	DRAWN	<u>DMZ</u>
DATE	<u>4-10-03</u>	CHECKED	<u>ATB</u>
SCALE:	<u>AS NOTED</u>	APROV.	<u></u>

The Erickson

Front Elevation "F"

APPROVED BY : DAVID BOWEN

DATE:

SHEET NO.

ER1.6

SHEET: ____ OF: ____

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SUB-DIVISION _____
LOT # _____

ISSUED FOR:

☐ ESTIMATING

☐ REVIEW

☐ BIDDING

☐ PERMIT

☐ PROTOTYPE

☒ CONST. 6-27-03

REVISED

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3-8-06	MASTER BEDROOM DOOR TO 2/6
4-10-07	REMOVED RFG. CABINET

JOB NO.	N/A	DRAWN	DMZ
DATE	4-10-03	CHECKED	ATB
SCALE:	AS NOTED	APPROV.	

The Erickson

Front Elevation "G"

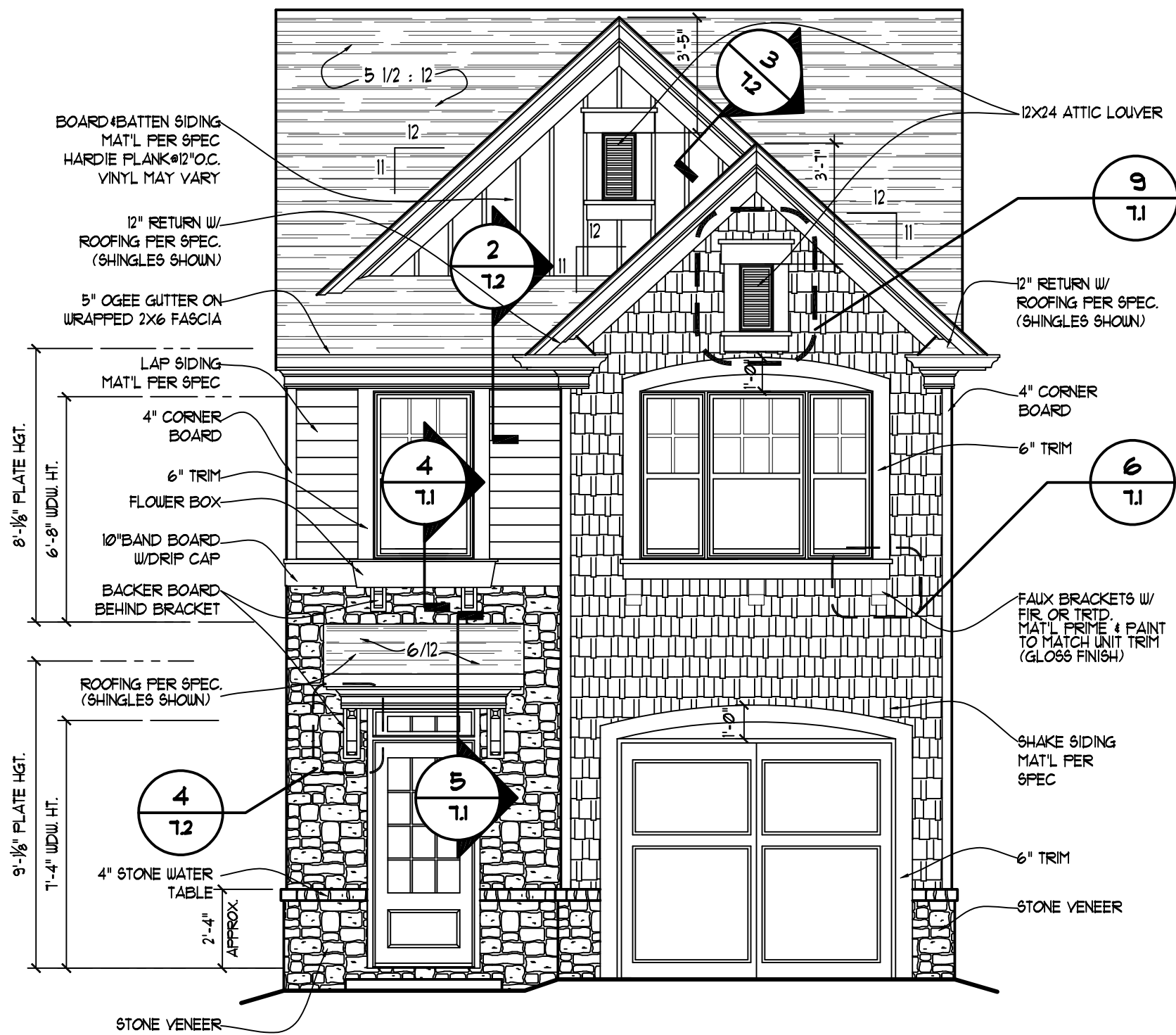
APPROVED BY : DAVID BOWEN

DATE: _____

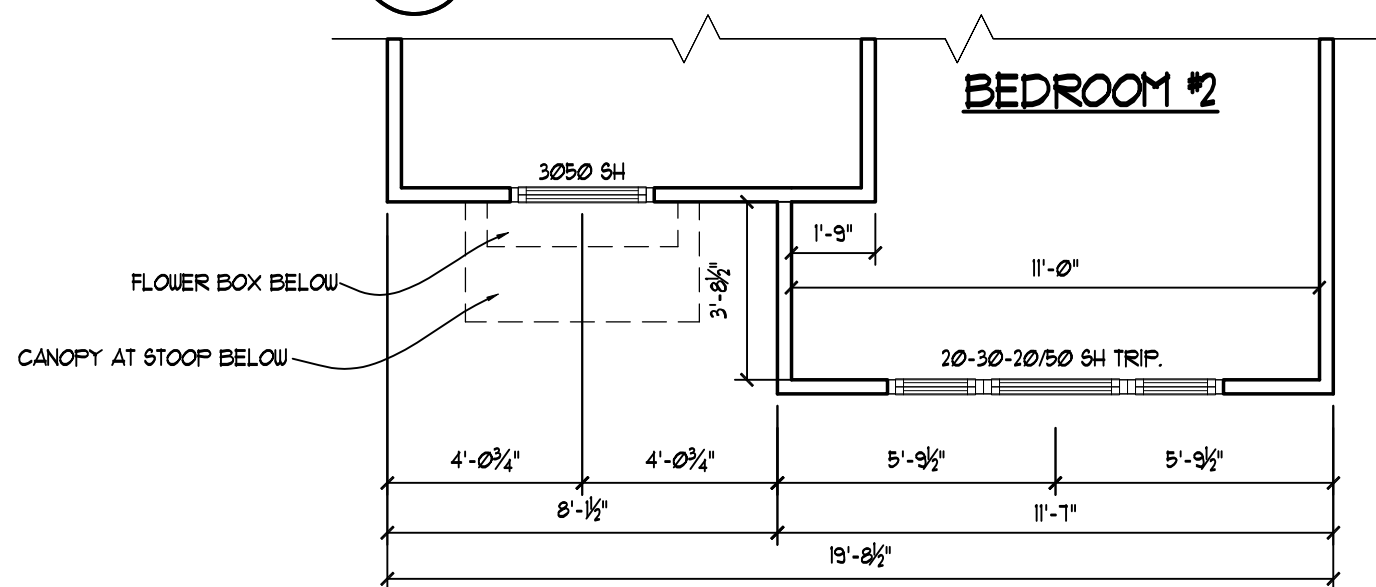
SHEET NO.

ER1.7

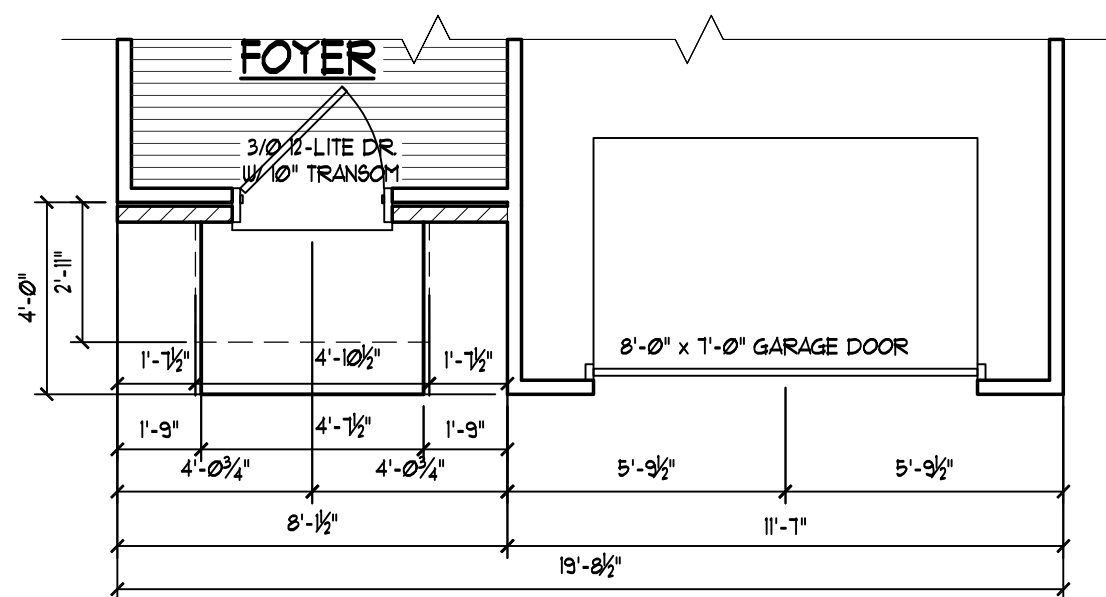
SHEET: ____ OF: ____



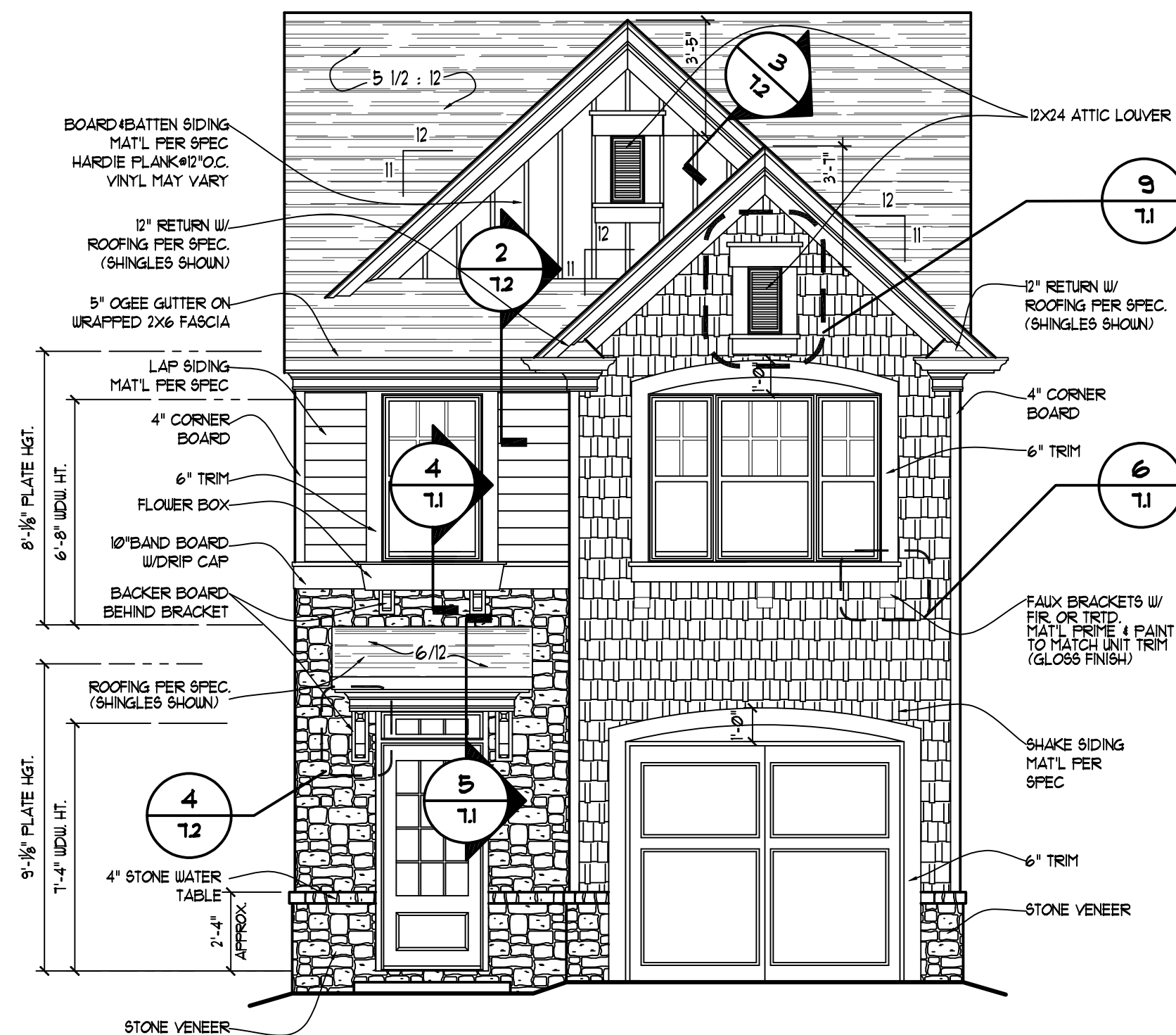
1 FRONT ELEVATION "H"
1/4" = 1'-0"



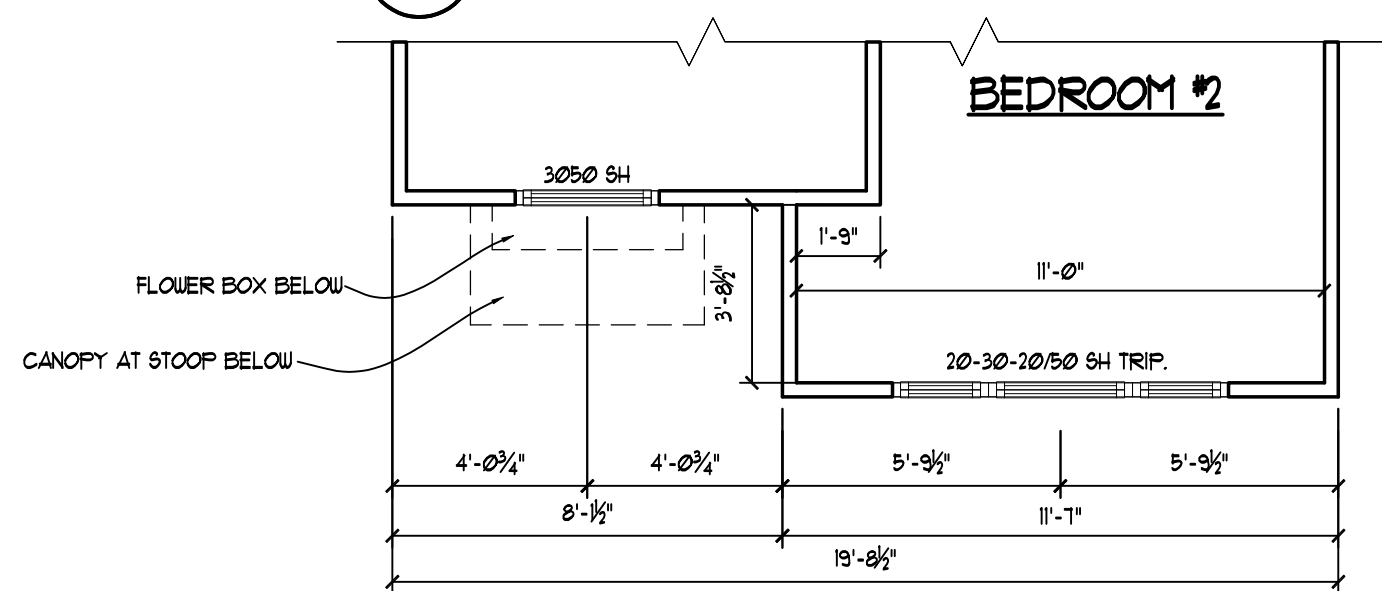
2 Upper Level Fascade Plan Elev. "H"
1/4" = 1'-0" 8'-0" CL&L HGT.



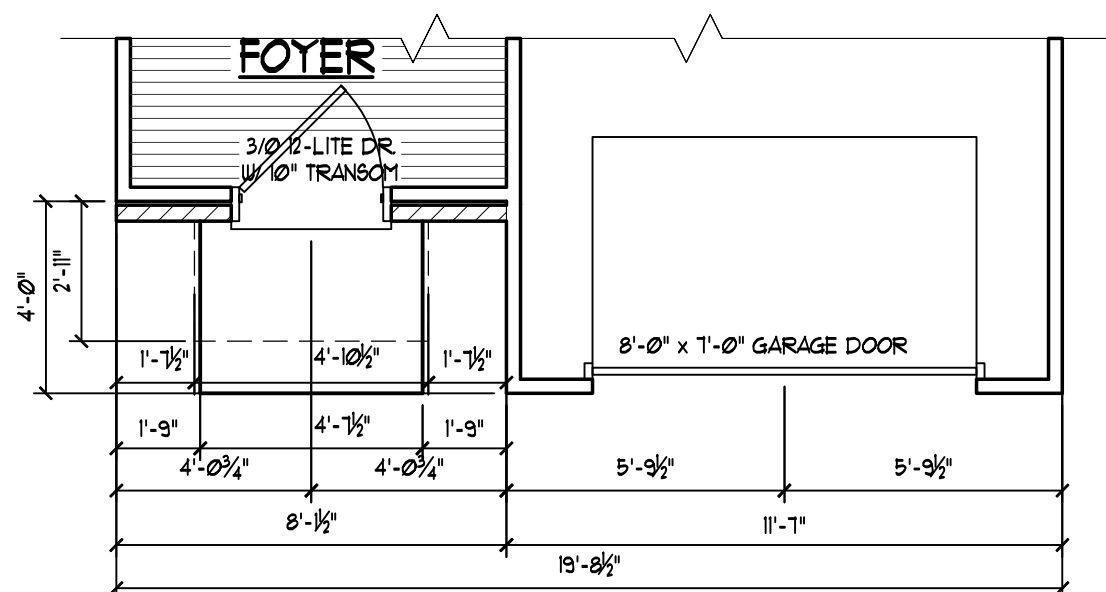
3 Main Level Fascade Plan Elev. "H"
1/4" = 1'-0" 8'-0" CL&L HGT.



1 FRONT ELEVATION "H"
1/4" = 1'-0"



2 Upper Level Fascade Plan Elev. "H"
1/4" = 1'-0" 8'-0" CL&A HGT.



3 Main Level Fascade Plan Elev. "H"
1/4" = 1'-0" 9'-0" CL&A HGT.



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SUB-DIVISION
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☐ REVIEW
☐ BIDDING
☐ PERMIT
☐ PROTOTYPE
☒ CONST. 6-27-03

REVISED

6-21-04	DOOR UNDER STAIR TO 2/0
3-8-06	MASTER BEDROOM DOOR TO 2/6
4-10-07	REMOVED RFG. CABINET

JOB NO. N/A DRAWN DMZ
DATE 4-10-03 CHECKED ATB
SCALE: AS NOTED APPROV.

The Erickson

Front Elevation "H"

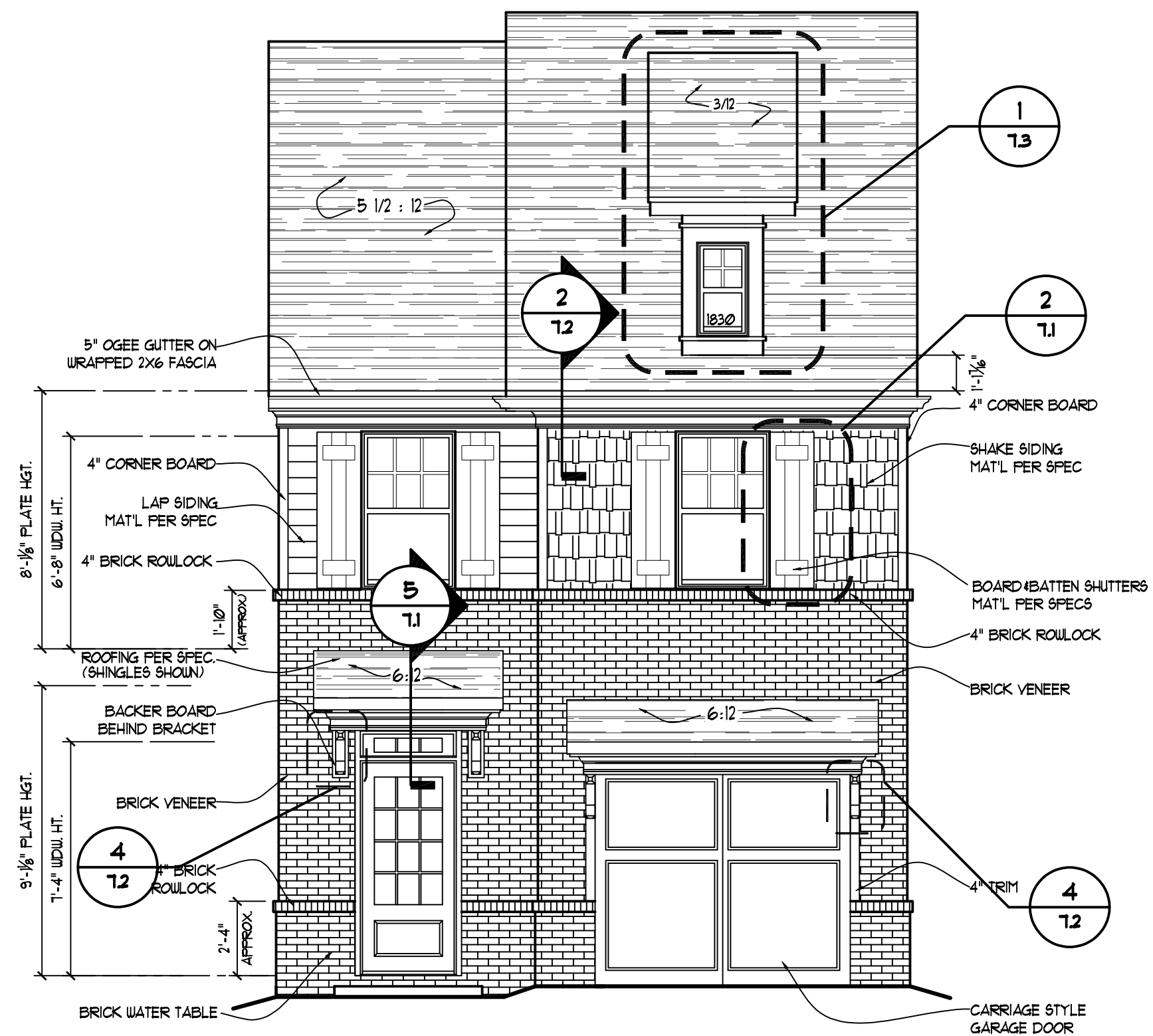
APPROVED BY : DAVID BOWEN

DATE:

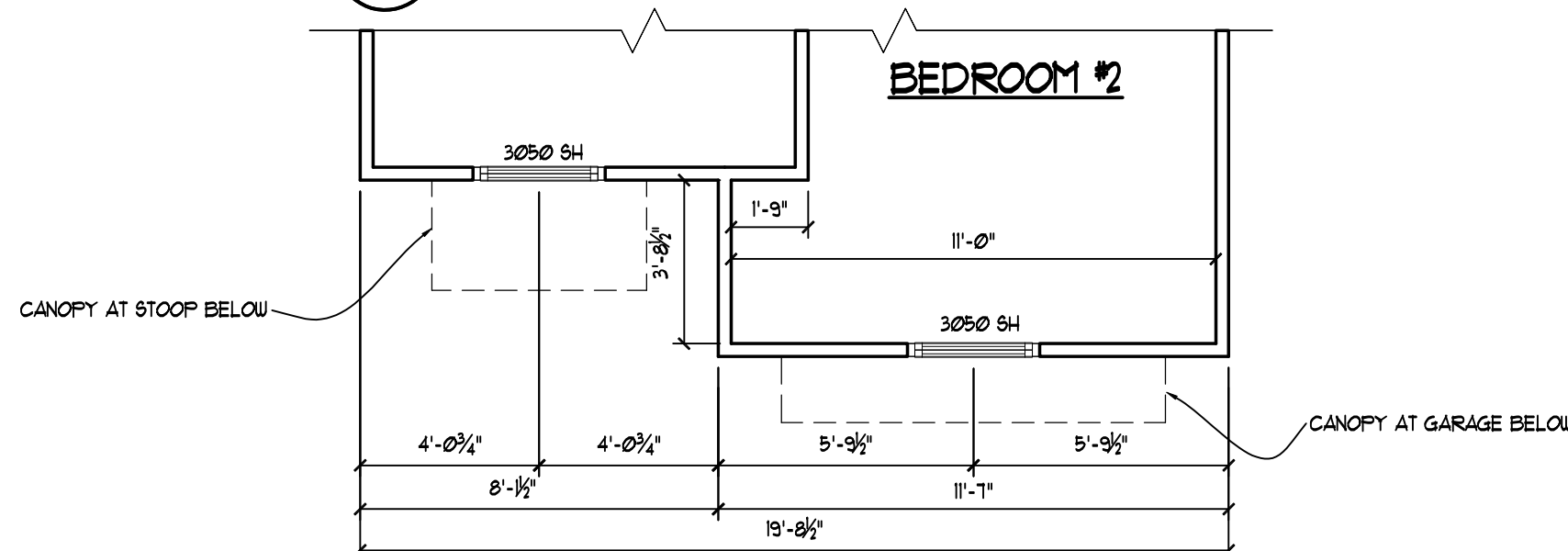
SHEET NO.

ER1.8

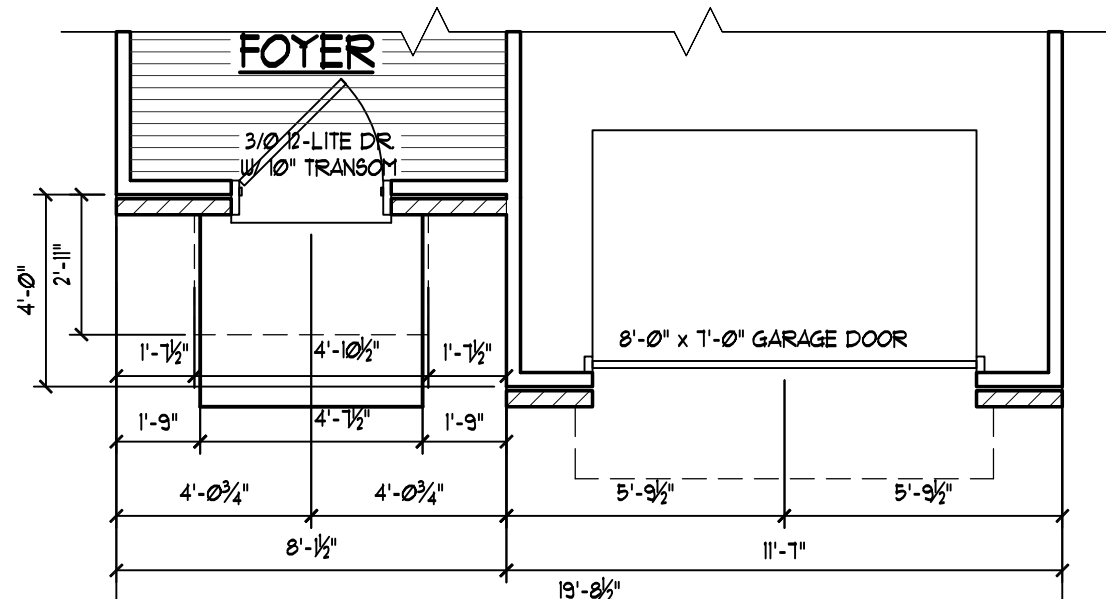
SHEET: OF:



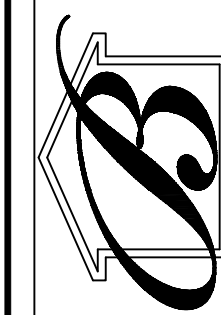
1 FRONT ELEVATION "I"
1/4" = 1'-0"



2 Upper Level Facade Plan Elev. "I"
1/4" = 1'-0"



3 Main Level Facade Plan Elev. "I"
1/4" = 1'-0"



BOWEN
Team by Homes

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DATE 4-10-03 CHECKED ATB
SCALE: AS NOTED APPROV. _____

The Erickson

Front Elevation "I"

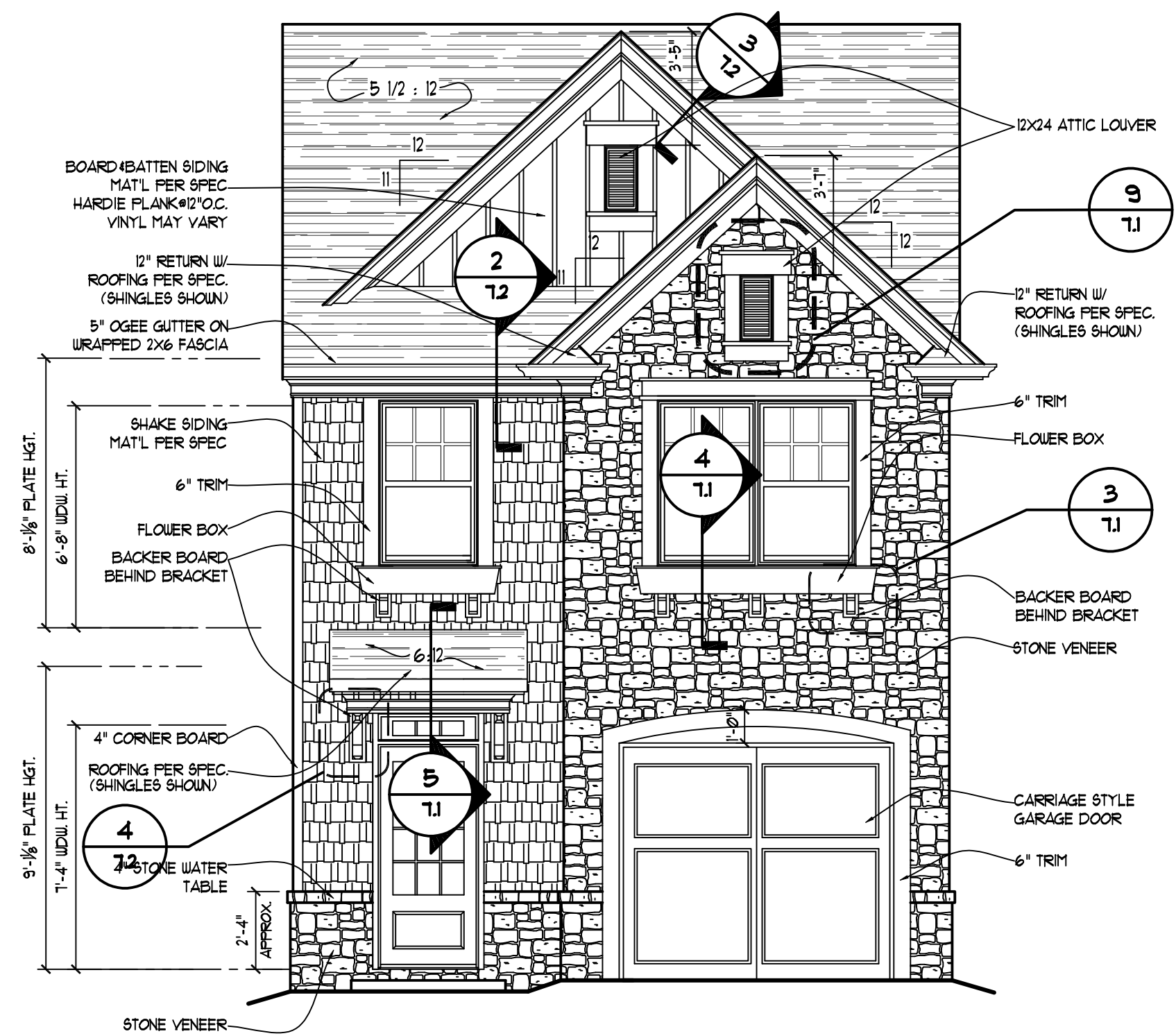
APPROVED BY: DAVID BOWEN

DATE: _____

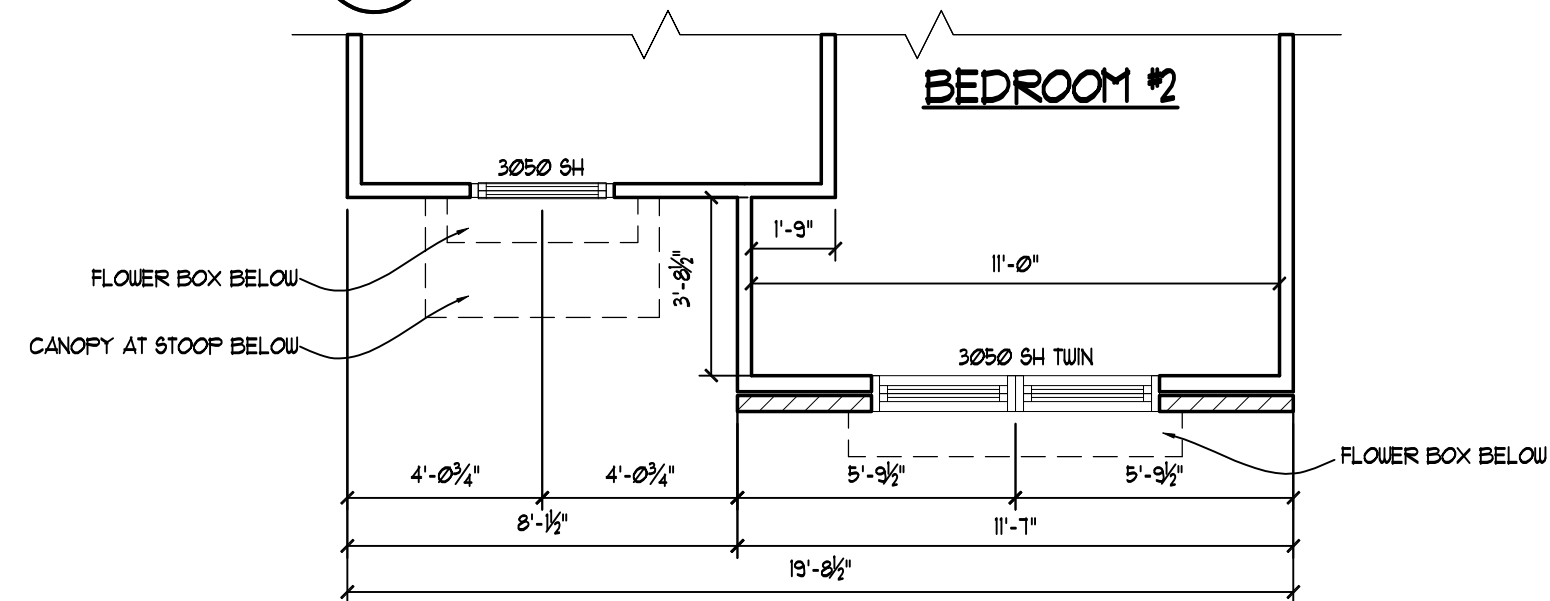
SHEET NO.

ER1.9

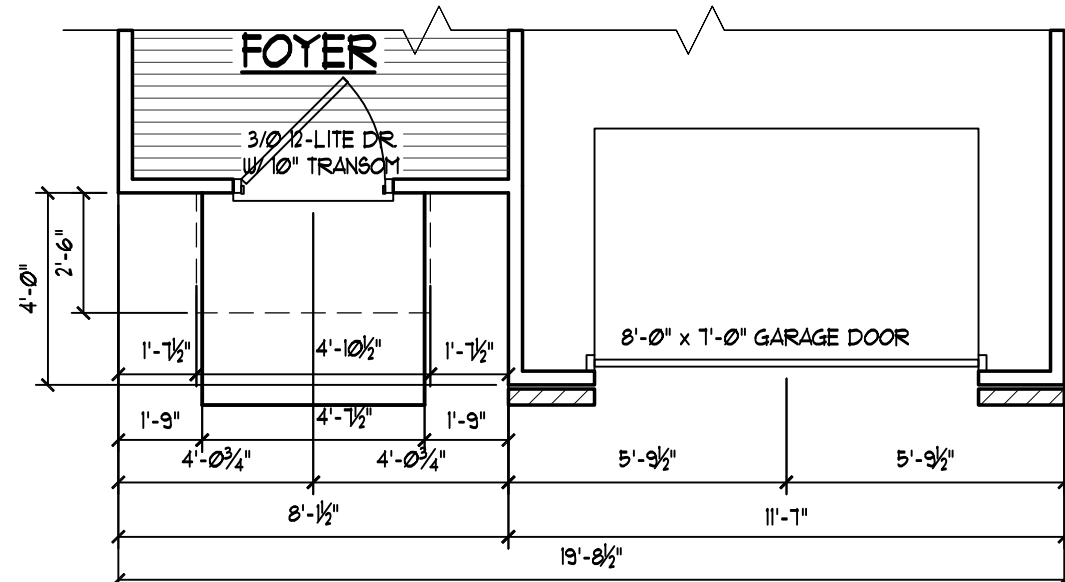
SHEET: ____ OF: ____



1 FRONT ELEVATION "J"
1/4" = 1'-0"



2 Upper Level Fascade Plan Elev. "J"
1/4" = 1'-0" 8'-0" CLG. HGT.



3 Main Level Fascade Plan Elev. "J"
1/4" = 1'-0" 9'-0" CLG. HGT.



BOWEN
Homes

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JOB NO. N/A DRAWN DMZ
DATE 4-10-03 CHECKED ATB
SCALE: AS NOTED APPROV. _____

The Erickson

Front Elevation "J"

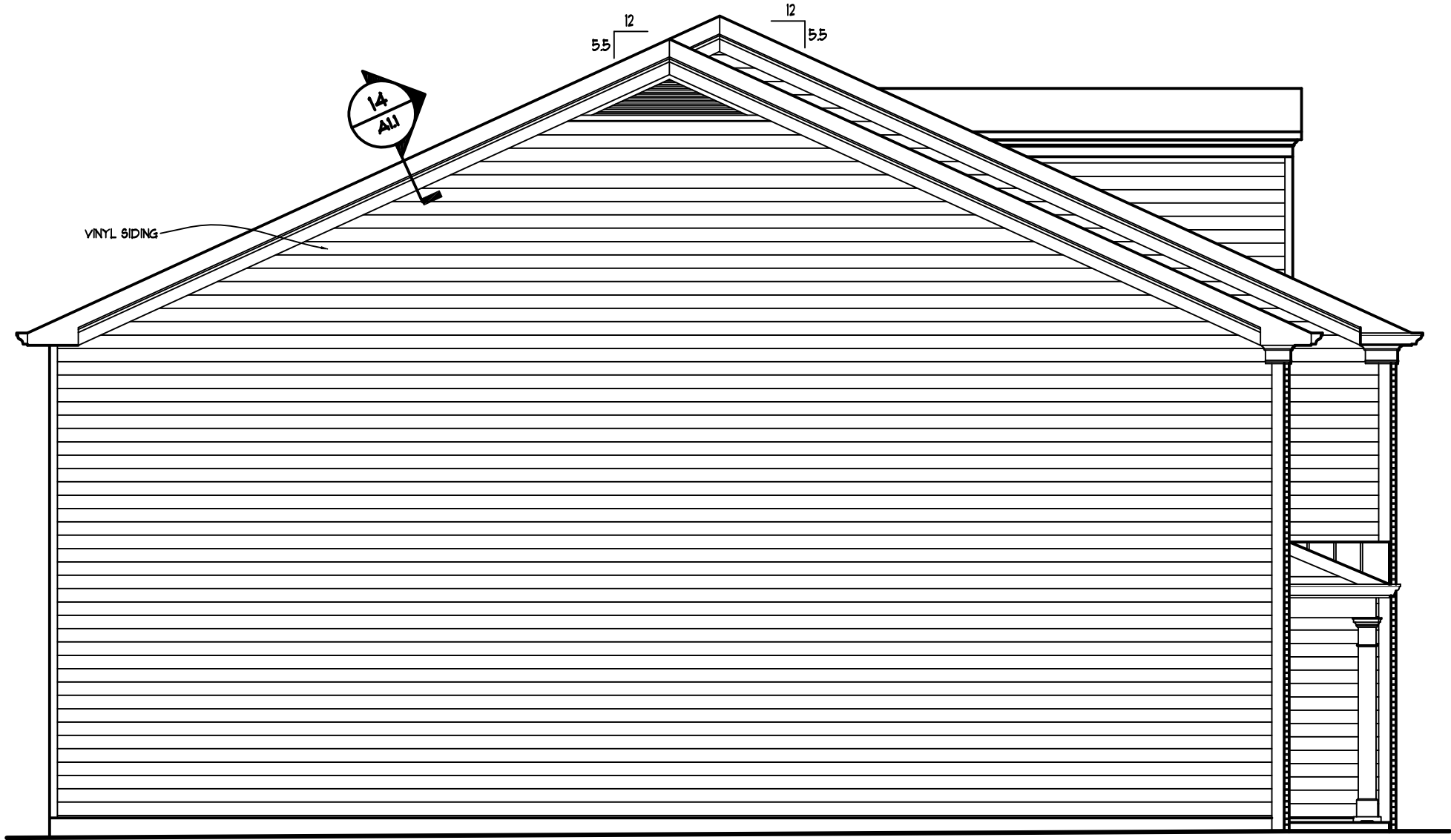
APPROVED BY : DAVID BOWEN

DATE: _____

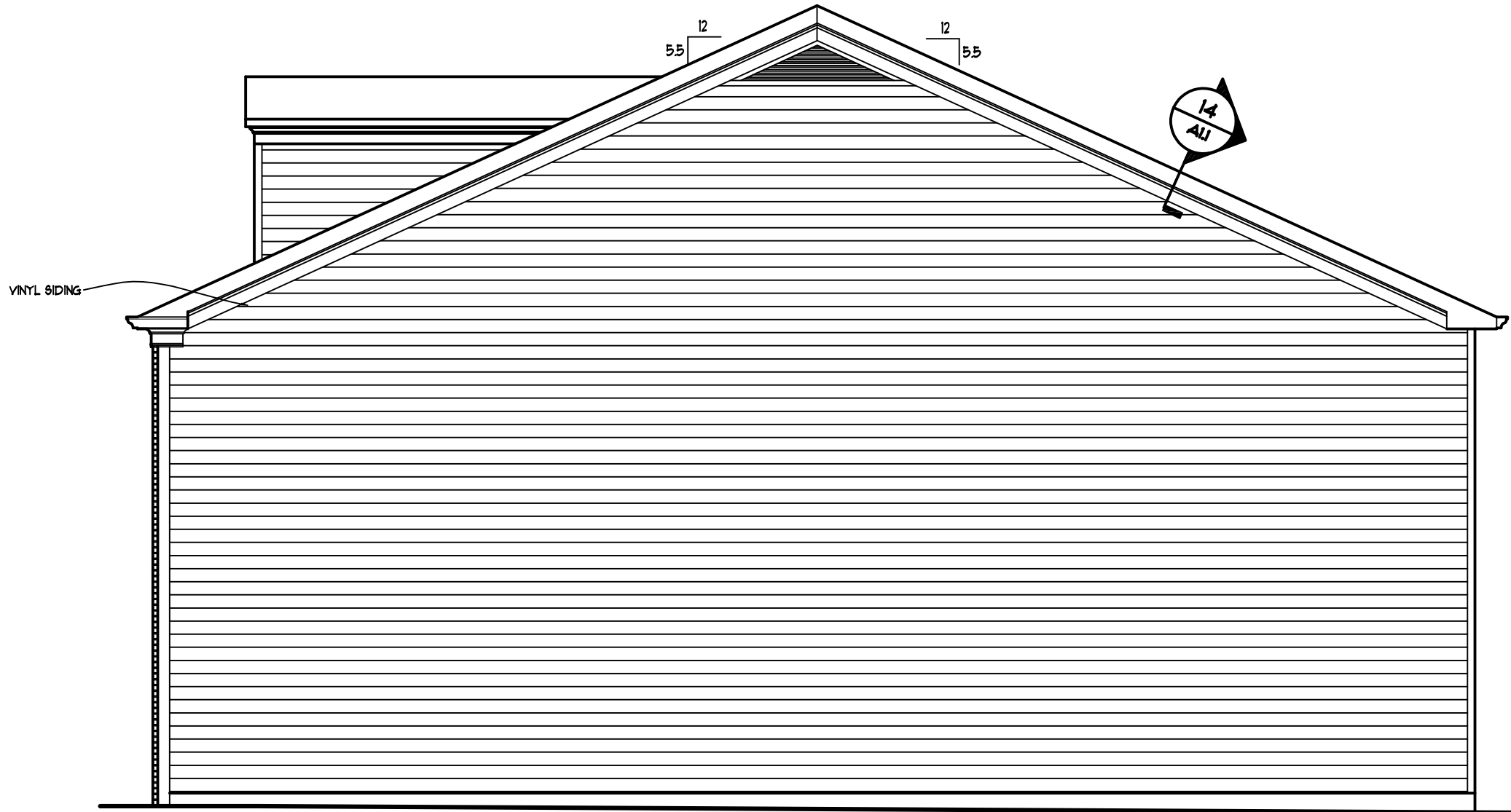
SHEET NO.

ER1.10

SHEET: ____ OF: ____



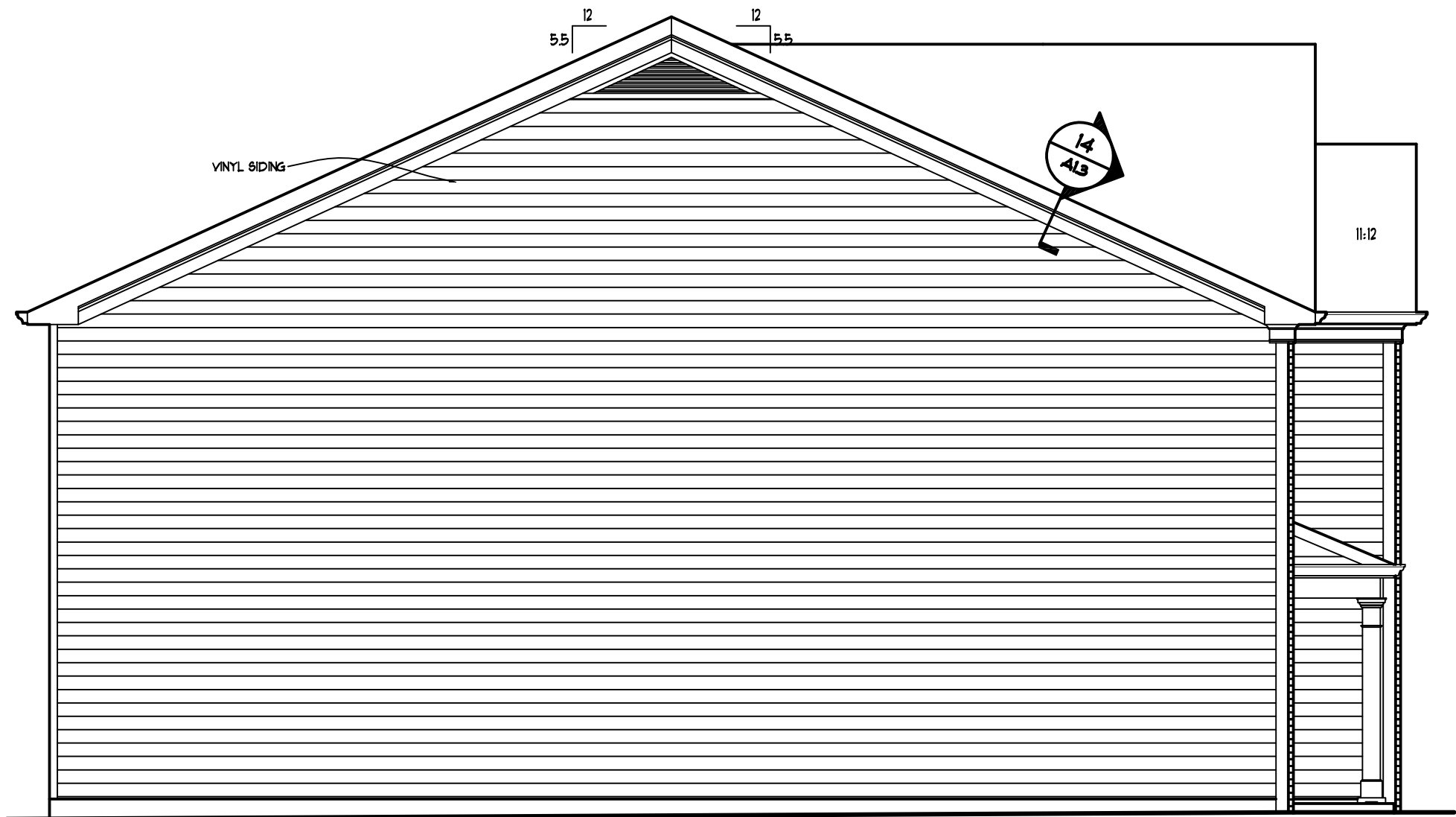
5 LEFT SIDE ELEVATION ELEV. "A" and "B"
3/16" = 1'-0"



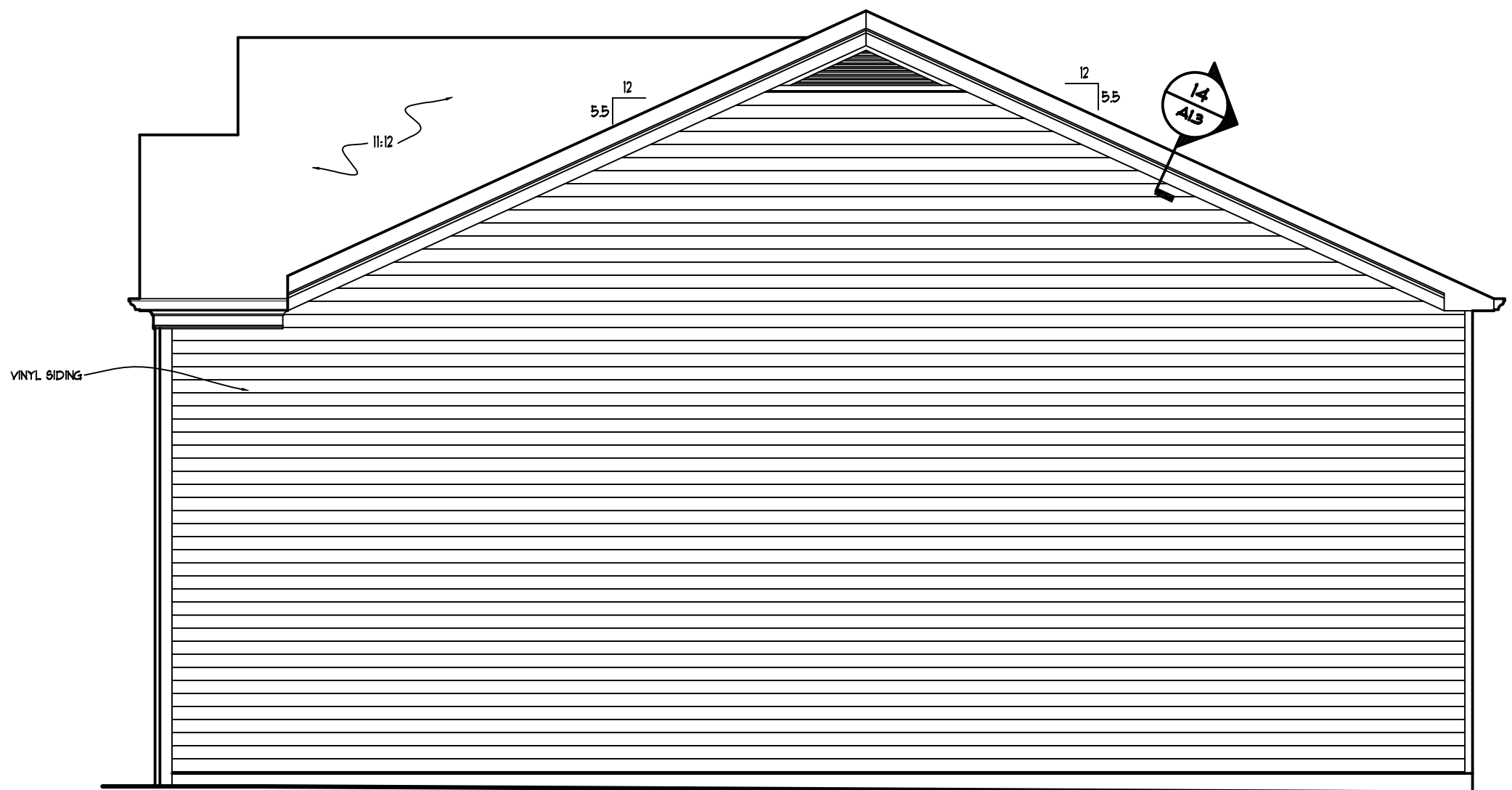
7 RIGHT SIDE ELEVATION ELEV. "A". AND "B"
3/16" = 1'-0"



6 REAR ELEV. "A", AND "B"
3/16" = 1'-0"



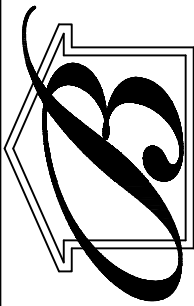
5 LEFT SIDE ELEVATION ELEV. "C", "D". AND "E"
3/16" = 1'-0"



7 RIGHT SIDE ELEVATION ELEV. "C", "D". AND "E"
3/16" = 1'-0"



6 REAR ELEV. "C", "D", AND "E"
3/16" = 1'-0"



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☐ PROTOTYPE
☒ CONST. 6-27-03

REVISED

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3-8-06	MASTER BEDROOM DOOR TO 2/6
4-10-07	REMOVED RFG. CABINET

JOB NO. N/A DRAWN DMZ
DATE 4-10-03 CHECKED ATB
SCALE: AS NOTED APPROV. _____

The Erickson

Side and Rear Elevations (Siding)

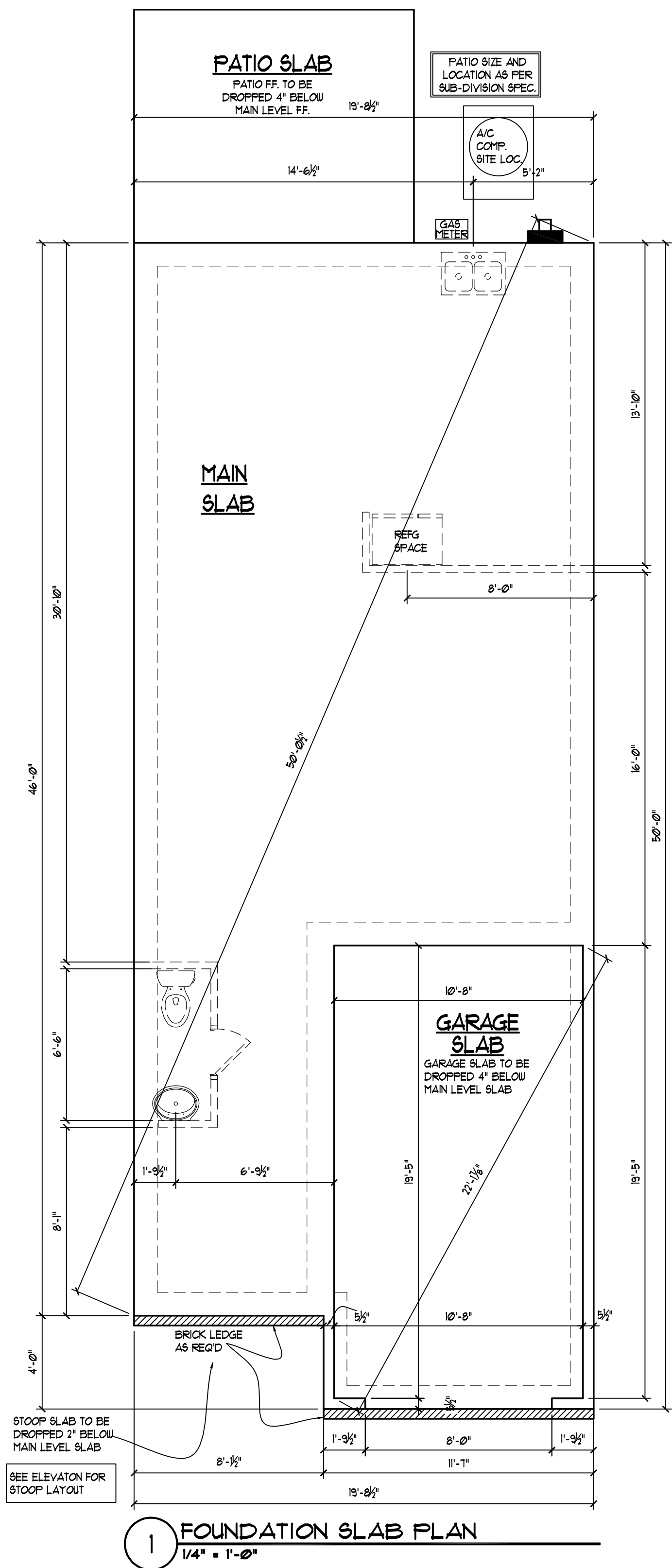
APPROVED BY : DAVID BOWEN

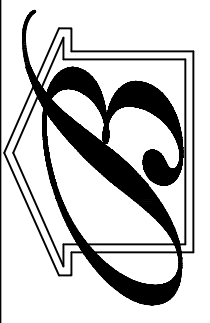
DATE: _____

SHEET NO.

ER2.1

SHEET: ____ OF: ____





BOWEN

Family Homes

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SUB-DIVISION _____

LOT # _____

ISSUED FOR:

☐

ESTIMATING

☐

REVIEW

☐

BIDDING

☐

PERMIT

☐

PROTOTYPE

☒

CONST. 6-27-03

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SCALE: AS NOTED APPROV. _____

The Erickson

Foundation Plan (Slab)

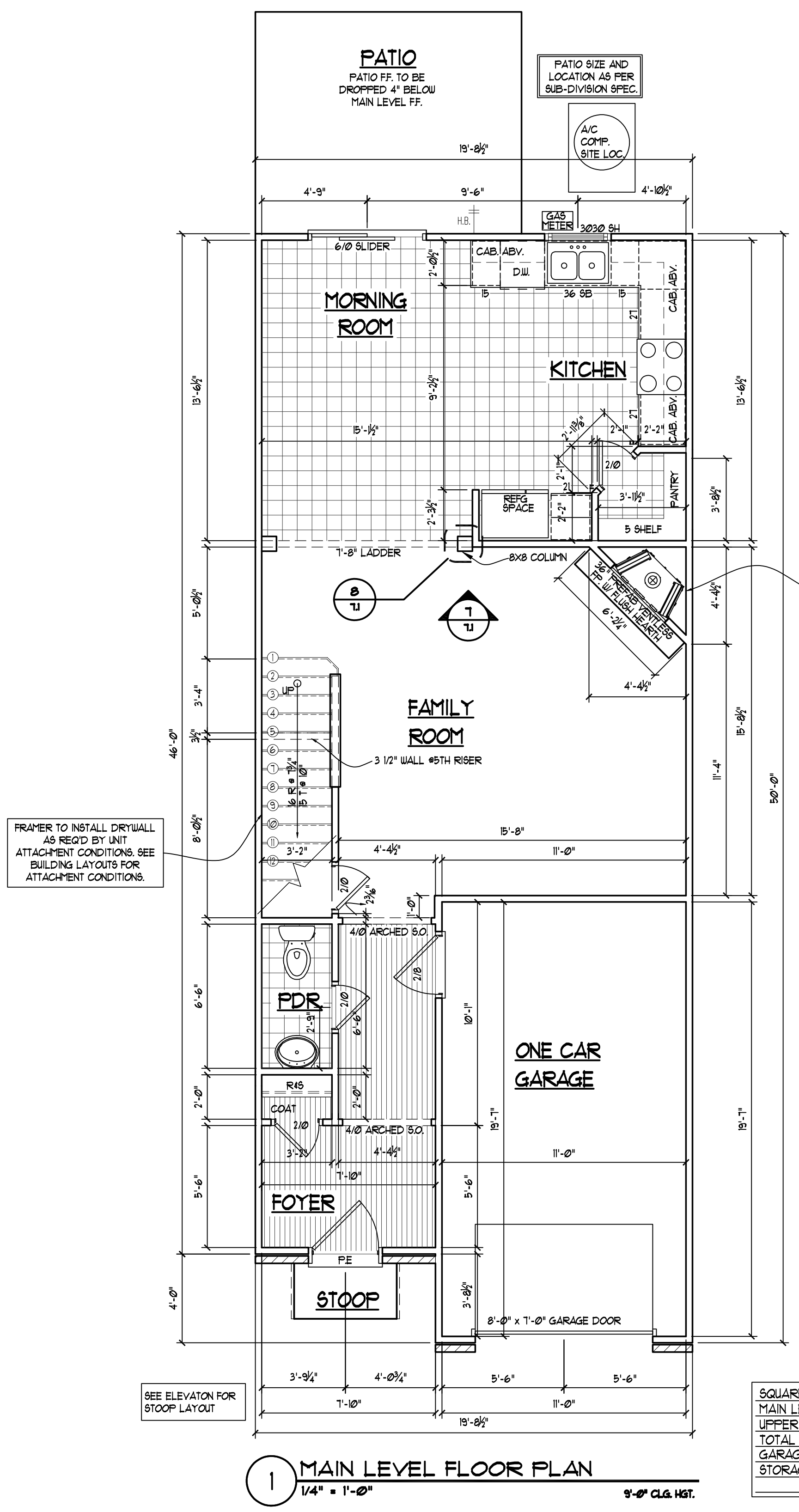
APPROVED BY : DAVID BOWEN

DATE: _____

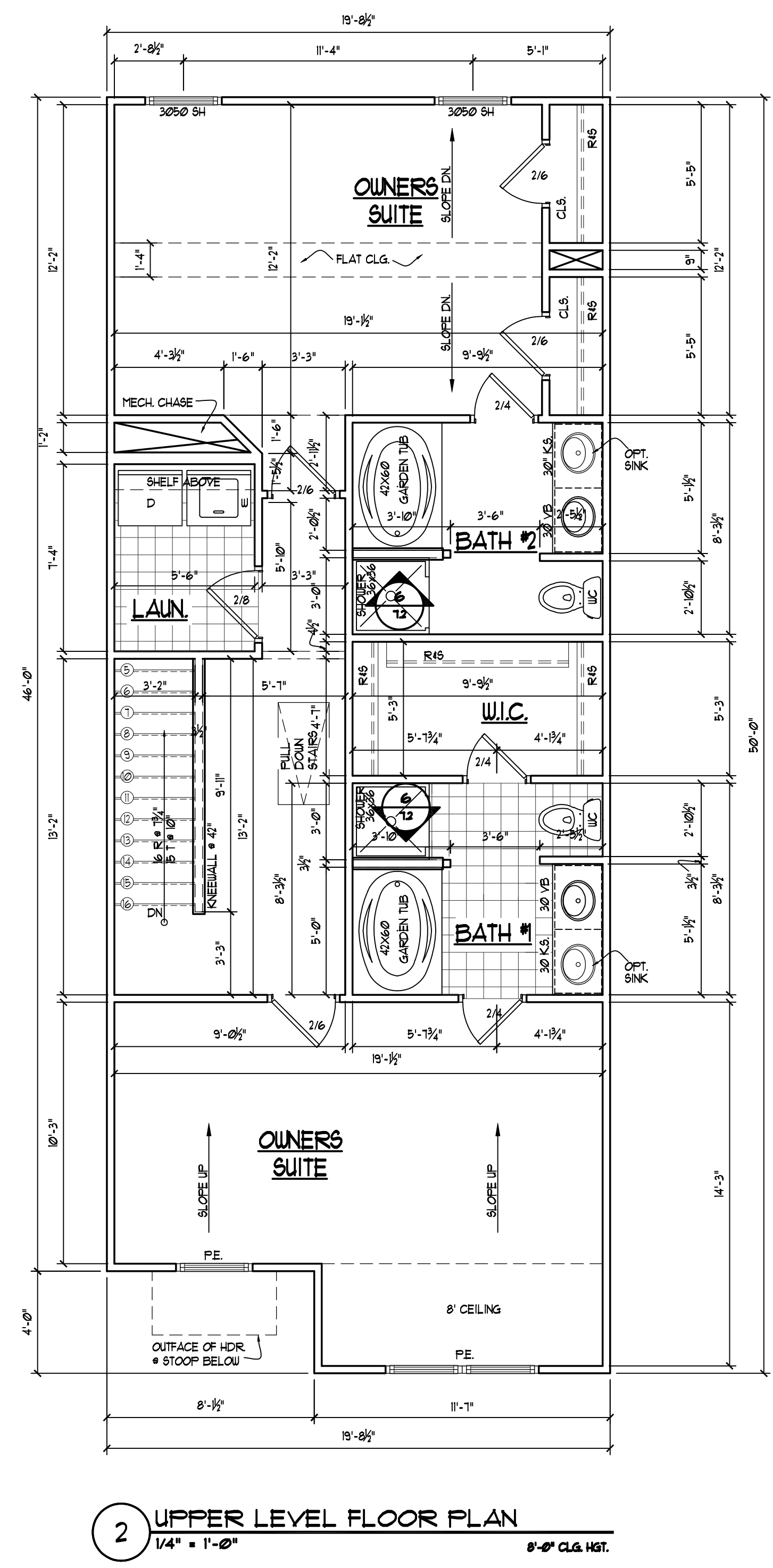
SHEET NO.

ER3.1

SHEET: ____ OF: ____



SQUARE FOOTAGE:	
MAIN LEVEL	1271
UPPER LEVEL	911
TOTAL HEATED	1638
GARAGE	226
STORAGE	N/A



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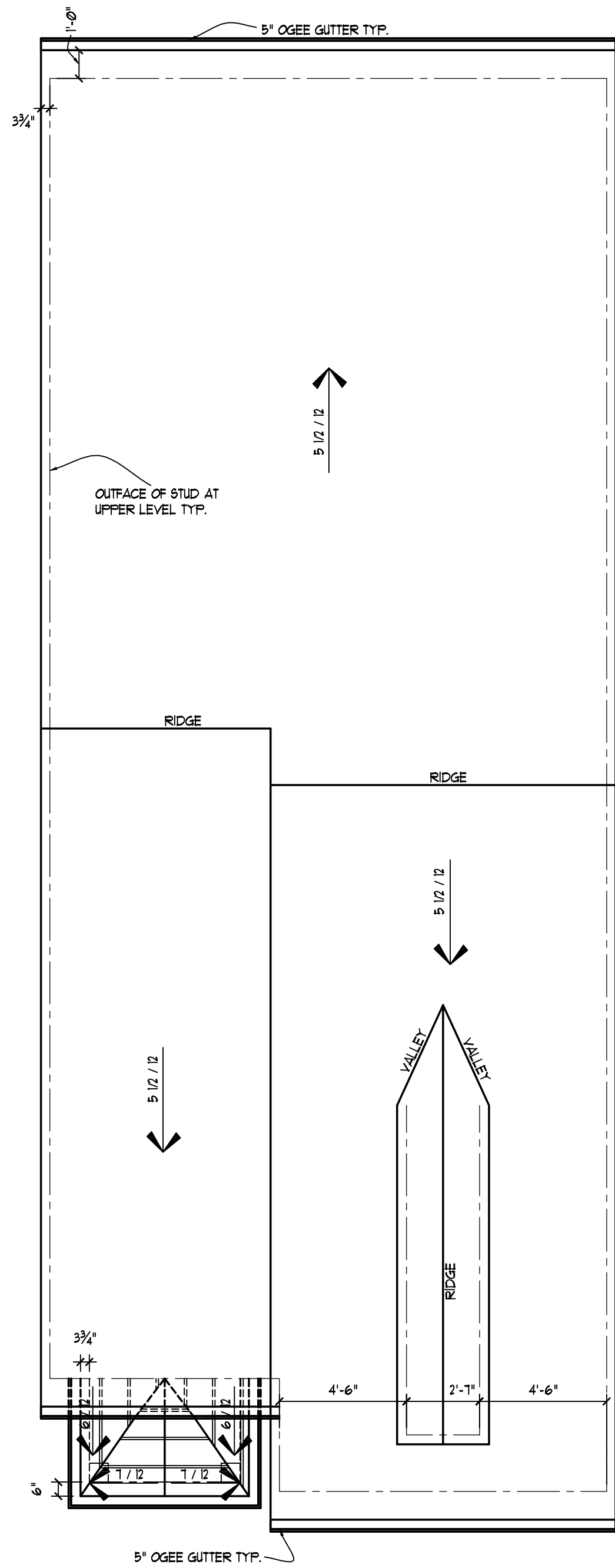
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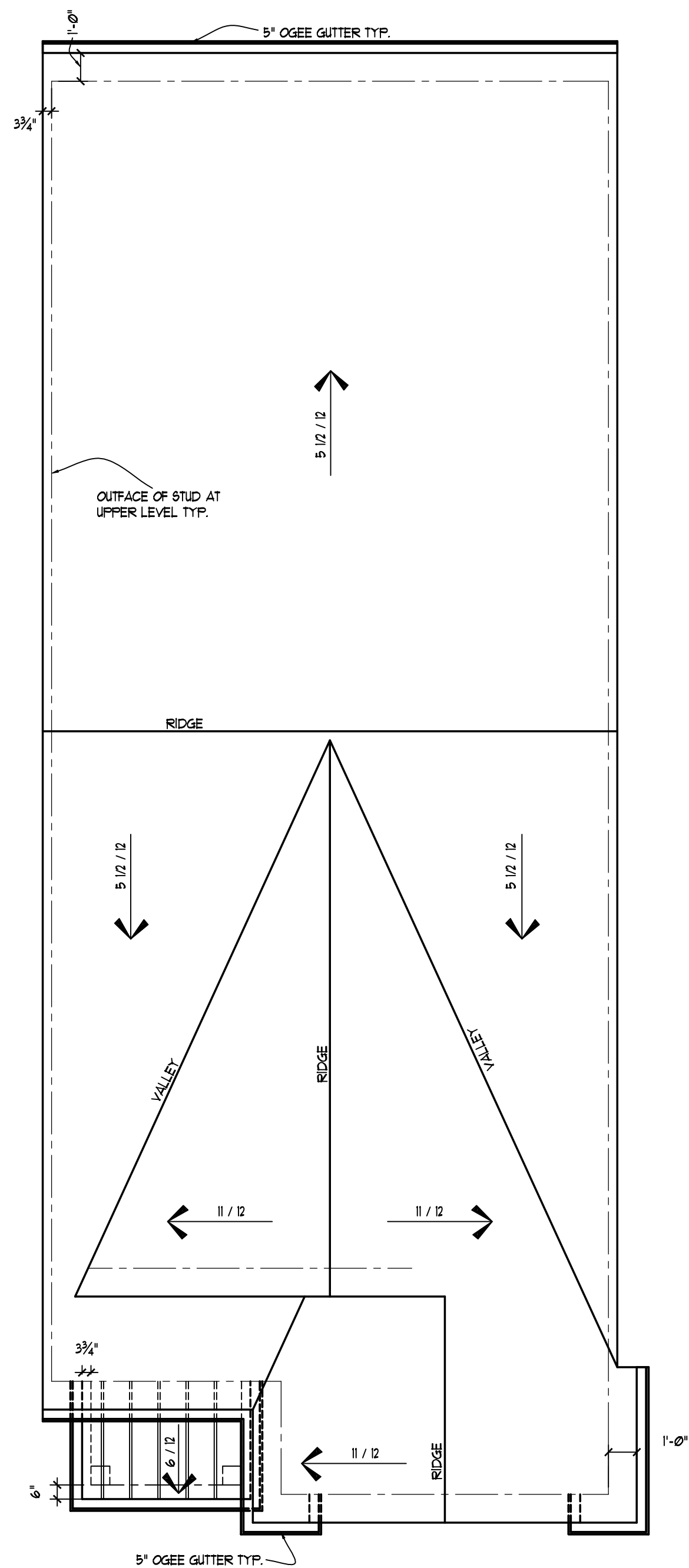
The Erickson
Main & Upper Level Plans

APPROVED BY: DAVID BOWEN
DATE: _____

SHEET NO.
ER4.1
SHEET: ____ OF: ____



1 ROOF PLAN ELEVATION "A & B"
3/16" = 1'-0"



2 ROOF PLAN ELEVATION "C", "D" and "E"
3/16" = 1'-0"



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SCALE: AS NOTED APPROV. _____

The Erickson

Roof Plans

APPROVED BY : DAVID BOWEN

DATE: _____

SHEET NO.

ER6.1

SHEET: ____ OF: ____

ELECTRICAL LEGEND

SYMBOL	DESCRIPTION
	PRACED AND PREMIRE FOR FAN/LIGHT COMBO
	INCANDESCENT LIGHT
	WALL MOUNTED INCANDESCENT LIGHT
	INCANDESCENT FLOOD LIGHT
	DUPLEX OUTLET
	PHONE JACK
	TV OUTLET
	SMOKE DETECTOR
	EXHAUST FAN

1) ELECTRICAL CONTRACTOR SHALL COORDINATE ELECTRIC METER AND MAIN DISCONNECT WITH LOCAL POWER COMPANY REPRESENTATIVE.

2) LOW VOLTAGE CHIME TRANSFORMER SHALL BE LOCATED IN THE GARAGE ABOVE THE ELECTRIC PANEL BOX.

3) SMOKE DETECTORS SHALL BE INTERCONNECTED SO THAT THE ACTIVATION OF ANY SMOKE DETECTOR SHALL CAUSE ALL SMOKE DETECTORS TO SOUND.

4) SMOKE DETECTORS IN VOLUMED OR VAULTED SPACES SHALL BE LOCATED WITHIN 3 FEET OF THE PEAK.

ELECTRICAL RISER DIAG.

150 AMP OR 200 AMP
MAIN DISC. SWITCH PER
N.E.C.

TO INTERIOR PANEL
#1/2 OR #1/4 ALUM.
SER. CABLE PER
N.E.C.

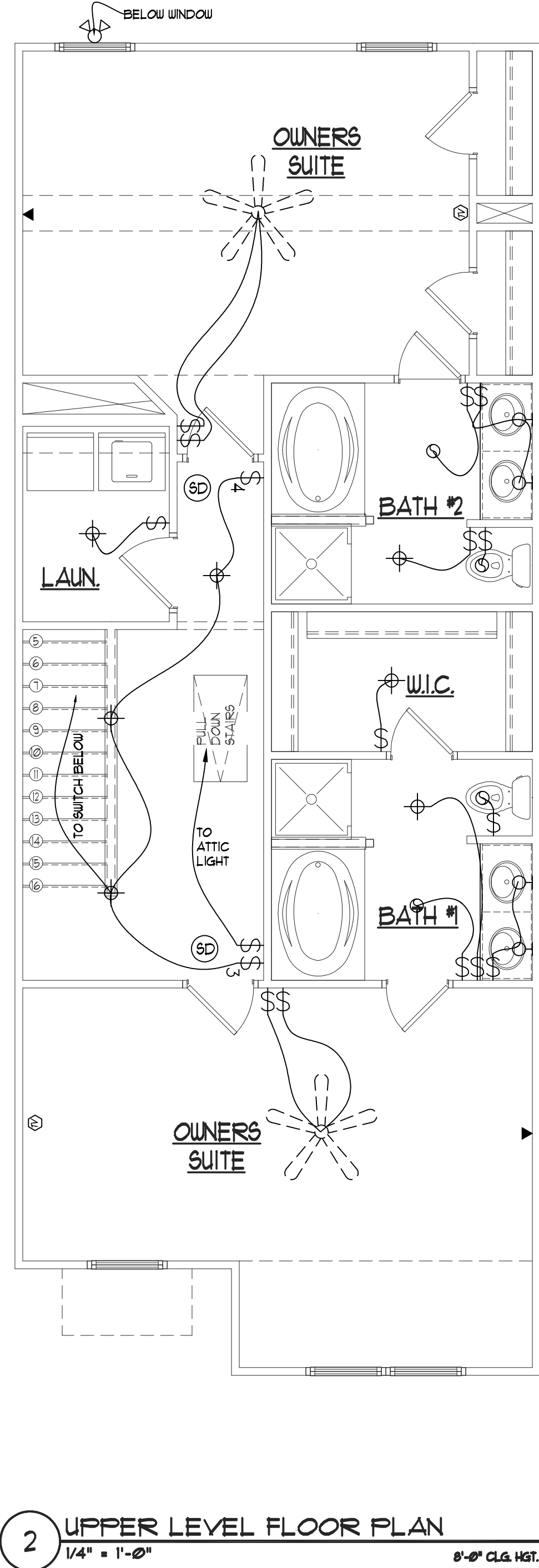
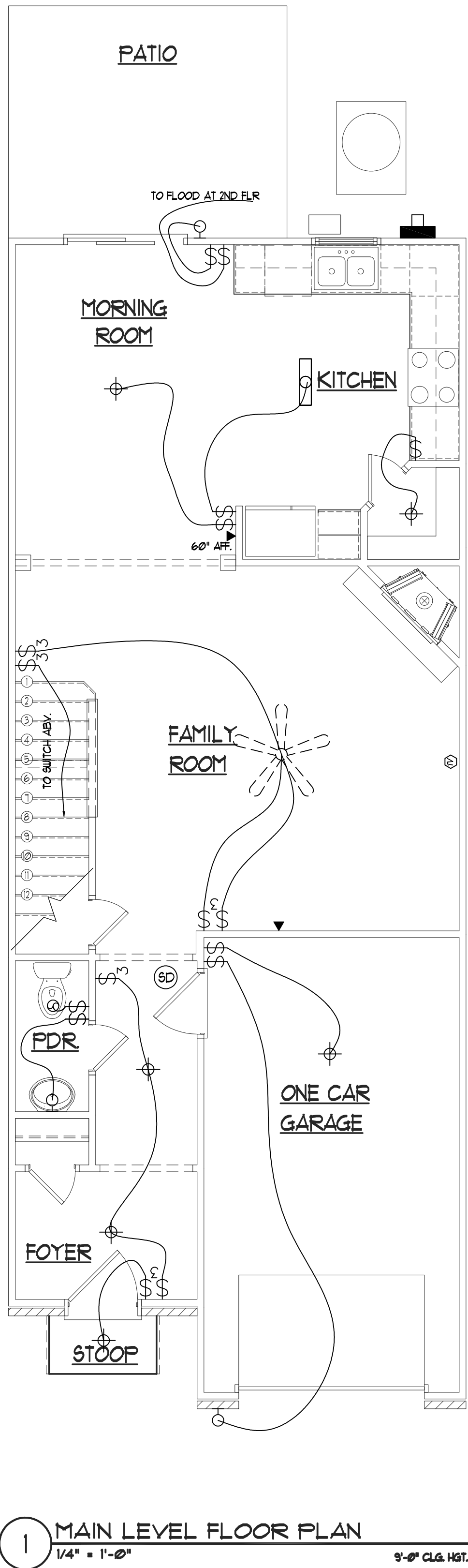
METER

MAIN DISCON.

SECONDARY FEED BY
UTILITY CO. OR AS
REQUIRED

GROUND PER N.E.C.

1) ELECTRICAL MATERIALS AN INSTALLATIONS SHALL COMPLY W/ APPLICABLE PROVISIONS OF THE NATIONAL ELECTRIC CODE (N.E.C.), LOCAL CODES & THE LOCAL UTILITY COMPANY.



DESIGNER HEREBY EXPRESSLY RESERVES HIS COPYRIGHT AND OTHER PROPERTY RIGHT IN THESE PLANS. THESE PLANS AND DRAWINGS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER WITHOUT FIRST OBTAINING THE EXPRESS WRITTEN PREMISSION AND CONSENT OF BOWEN BUILDERS GROUP. NOR ARE THEY TO BE ASSIGNED TO ANY INTRESTS WITHOUT FIRST OBTAINING SAID WRITTEN PREMISSION AND CONSENT. DESIGN DRAWING CONTENTS SUBJECT TO ALL APPLICABLE CODES, AND APPROVAL BY A LICENSED ENGINEER AND OR ARCHITECT.

SUB-DIVISION _____
LOT # _____

ISSUED FOR:

☐	ESTIMATING
☐	REVIEW
☐	BIDDING
☐	PERMIT
☐	PROTOTYPE
☒	CONST. 6-27-03

REVISED	
6-21-04	DOOR UNDER STAIR TO 2/0
3-8-06	MASTER BEDROOM DOOR TO 2/6
4-10-07	REMOVED RFG. CABINET

JOB NO.	N/A	DRAWN	DMZ
DATE	4-10-03	CHECKED	ATB
SCALE:	AS NOTED	APROV.	

The Erickson

Electrical Plans

APPROVED BY : DAVID BOWEN

DATE: _____

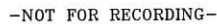
	SHEET NO.
	ER7.1
	SHEET: _____ OF: _____



NOTES:
THIS PROPERTY IS NOT LOCATED WITHIN A
FLOOD HAZARD AREA AS PER FIRM FLOOD
INSURANCE RATE MAP OF CITY OF GAINESVILLE, GA.
COMMUNITY PANEL NO. 130263 0155 F
EFFECTIVE DATE: SEPTEMBER 29, 2006
THIS OPINION IS NOT A CERTIFICATION OF
FLOOD HAZARD STATUS, BUT IS AN
INTERPRETATION OF THE REFERENCED MAP
AND PUBLIC DATA. IF THE EXACT LOCATION OR
ELEVATIONS OF FLOOD HAZARD BOUNDARIES ARE
NECESSARY, A MORE DETAILED STUDY MAY BE
NEEDED. THIS FIRM ASSUMES NO RESPONSIBILITY OR
LIABILITY FOR THE ACCURACY OF THE REFERENCED
MAP AND PUBLIC DATA.

BOUNDARY INFORMATION:
BOUNDARY SURVEY INFORMATION TAKEN FROM
SURVEY FOR ALCOVEY-20, INC. PREPARED BY
FARLEY-COLLINS ASSOCIATES.

BOUNDARY INFORMATION:
BOUNDARY SURVEY INFORMATION TAKEN FROM
SURVEY FOR ALCOVEY-20, INC. PREPARED BY
FARLEY-COLLINS ASSOCIATES.



**REGISTERED PROFESSIONAL
LAND SURVEYORS**

**P.O. BOX 256
GAINESVILLE, GA. 30503**

**PHONE: (770) 532-6482
FAX: (770) 532-1086**

www.pattonsurveying.com

- LOCATED IN -
GAINESVILLE G.M.D. 411
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

SHEET NUMBER:
1 of 1

SCALE: 1" = 100'

SURVEY DATE: N/A

PLAN DATE: 04/17/2014

14-045.dwg

JIN: 14-049

Date Submitted: 8/23/2021

Presenter: Matt Tate

Item of Business: Request from **Easto Construction** to amend a portion of an existing Planned Unit Development (P-U-D) zoning totaling 4.847± acres located southeast of the intersection of Thompson Bridge Road and High Vista Point (a/k/a **2702 High Vista Point, NE**).
Ward Number: One
Tax Parcel Number(s): 01-100-002-032
Request: 50 residential townhomes

Meeting Date: 9/14/2021

Purpose of Request:

The applicant proposes to amend the P-U-D to allow for 50 residential townhomes consisting of three to four bedroom units between 2,750 and 3,100 square feet in size of heated floor space with high end finishes. Each unit will include a two-car garage, terraces, balconies, and outdoor kitchen space. Amenities are to include common area, club house, pool and active space. Access is proposed from High Vista Pointe with no direct access to the gated single-family homes. The property is located within the Gateway Corridor Overlay Zone. Adjacent uses include single-family homes, multi-family apartments, Rubicon Center, The Dance Company and various offices.

The property is part of a larger P-U-D development originally approved in 1995 for 31 single-family lots and 200 condominium units within two, 15-story buildings. In 2000, the plan was amended reducing the number of condominium units to 34 within a 12-story building. Presently there are 17 single-family homes and a community dock constructed within the adjacent High Pointe subdivision which is not included as part of the zoning amendment.

History/Background:

Facts & Issues for Consideration:

Department Recommendation:

Planning staff recommended approval with six 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
☐ Developer Letter	Backup Material
☐ Narrative	Backup Material

Community Benefit Statement	Backup Material
Site Plan and Pictures	Backup Material
Plat	Backup Material
Yr 2000 Approved Zoning Plan	Backup Material

GAINESVILLE PLANNING and APPEALS BOARD
STAFF RECOMMENDATION

Applicant Easto Construction
Property Owners The J. Bradley Abernathy Trust &
David Scroggs
Location 2702 High Vista Point, NE
Request Amend P-U-D zoning
Total Acres 4.847± acres
Ward One
Proposed Use 50 residential townhomes
Planning Division Staff Recommendation **Approval, with conditions**
Date September 14, 2021

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

The applicant proposes to amend the Planned Unit Development (P-U-D) zoning for a gated community consisting of 50 fee-simple townhomes. The townhome units will range from 2,750 and 3,100 square feet in size of heated floor space with three to four bedrooms. Each unit will include a two-car garage or a fully covered carport, parking for two additional cars on the driveway, terraces, balconies, and outdoor kitchen space. The townhomes will not exceed 40-feet in height. Amenities are to include a common area, pool, club house with kitchen and active space. Access is proposed from a new driveway located off of High Vista Pointe prior to the privacy gate serving the single-family neighborhood. City water, sewer and garbage pickup will be provided by the City of Gainesville.

The property is part of a larger Planned Unit Development (P-U-D) originally approved in 1995 for 31 single-family lots and 200 condominium units within two 15-story buildings. In 2000, the P-U-D was amended reducing the number of condominium units to 34 within a 12-story building. Presently there are 17 single-family homes and a community dock constructed on the adjacent neighboring High Pointe subdivision which is not included as part of the zoning amendment. The property is partially wooded with steep terrain and contains a powerline easement.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	High Pointe Single-family Neighborhood	Planned Unit Development (P-U-D)
South	Vista Ridge at Lake Lanier Apartments	Residential-II (R-II)
East	Lake Lanier; Georgia Power property	Residential-I (R-I)
West	Rubicon center; Social Security office, Alfa Insurance; The Dance Company; Phoenix at Lake Lanier Assisted Living	Residential-II (R-II); General Business (G-B)

▪ **Other Departmental Comments**

Coordination with the Georgia Department of Transportation will be required to address the proposed access. 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:

2019 – A request by Fred Godbee to rezone a 0.5+ acre tract located at 1831 Thompson Bridge Road, NW from Residential-I (R-I) to Neighborhood Business (N-B) was conditionally approved for a security office.

2016 - A request by Jack Bailey to rezone a 0.61± acre tract located at 1665 Thompson Bridge Road, NW from Residential-I (R-I) to Office and Institutional (O-I) was approved with conditions for an insurance office.

2015 - A request by David P. Johnson to rezone a 1.458± acres tract located at 1537 and 1551 Thompson Bridge Road; and 135 Virginia Circle from Residential-I (R-I) to Neighborhood Business (N-B) with a special use for restaurant with drive-thru and retail was denied.

2014 - A request by Over the Hill Holdings, LLC to amend a 10.34± acres tract located at 2601 Thompson Bridge Road zoned Planned Unit Development (P-U-D) for an assisted living facility (Phoenix) was approved with conditions.

2014 – A request by Polestar Development, LLC to rezone a 1.741± acres tract located at 1435 Thompson Bridge Road from Residential-II (R-II) to Regional Business (R-B) for a grocery store and fuel service station was approved with conditions.

2012 - A request by WAG Properties, Inc. to annex a 0.68± acre tract located at 1868 Thompson Bridge Road for a transportation logistics brokerage was approved with General Business (G-B) zoning.

▪ **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 mixture of single-family, multi-family, institutional, office, and commercial uses. The zoning for the property is currently approved for 34 unit residential condominiums within a 12 story building. Given the existing approved use for the property, the proposal appears to be more in character with the adjacent development.

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

The proposed use should not adversely impact the surrounding and nearby properties given that only 50 fee-simple townhomes are being proposed; however, the residential use will change how the property currently functions given that it is undeveloped. Parking, access, stormwater and building orientation are important as to not detract from the adjacent residential uses. Again, the previously approved use for the property would have significantly more impact on the adjacent properties given its height and scale.

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

The Future Development Map for the City of Gainesville places the subject property within the *Low-Medium Residential* land use category which includes areas containing or planned for single-family detached or semi-detached housing at densities ranging from two to four dwelling

units per acre with only limited light office use allowed, such as a home office. The proposed residential density for the subject property is 10.32 dwelling units per acre which is above the 4.0 maximum density guidelines for this land use category. However, the P-U-D zoning including the single-family properties, has an overall density of 3.6± dwelling units per acre. Given the current approved use for the property and the adjacent apartment uses, the proposal appears to be reasonable.

According to the Character Area map for the City of Gainesville, the subject property is located within the *Lake District*. The main character area driver is the presence of Lake Lanier and its distinctive rolling landscape. While the vision for the north is single-family preservation, limited commercial intensification of the existing node, protection of the tree canopy and shoreline ecosystem, and continued enhancement of the golf club, opportunities for land use changes are more prevalent south of Thompson Bridge. Here, the focus should be taking advantage of the lake and forest to build a character more similar to the north. This includes repositioning Thompson Bridge Road as a multimodal “Great Street” and supporting new conservation-based single-family housing and open space preservation on undeveloped land. Land uses allowed in the Lake District are low-density residential, medium-density residential, multifamily residential, mixed-use, commercial, public / institutional, transportation / communications / utilities, and parks / recreation / conservation.

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

It is staff's opinion the proposed P-U-D amendment is more in character with the surrounding uses and landscape than the 12-story condominiums currently approved for the property. Since the original proposal for the property was approved over 20 years ago, the surrounding properties have remained residential in scale not exceeding 3 stories in height. The proposed zoning amendment appears more appropriate even though 16 additional residential units are proposed.

(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 property. Water is present along High Vista Pointe and Thompson Bridge Road. Sewer is located within the property along the lake. Gainesville Fire Station #3 is located approximately 1.5± miles to the north off of Nancy Creek Road.

The proposal will slightly increase ingress and egress traffic movements off of Thompson Bridge Road where left turning movements can be difficult during rush hour traffic. There is currently a north bound dedicated right turn and a center median left turn lane onto High Vista Pointe. According to the Institute of Transportation Engineers (ITE) Trip Generation Handbook (9th Edition), the 50 residential townhomes on average could generate 290± new trips per weekday (50% entering, 50% exiting), 22± A.M. peak hour trips (19% entering, 81% exiting) and 26± P.M. peak hour trips (64% entering, 36% exiting).

The proposed use should have minimal impacts on the Gainesville City School System given there are only 50 residential units proposed. It is unknown how many school-aged may live within the development. The proposal is not age restricted but given its price point appears to be mostly families without school aged children.

(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?

In comparison to Jesse Jewell Parkway, Dawsonville Highway, Browns Bridge Road and Atlanta Highway, development along Thompson Bridge Road has been more methodical. This is in part due to the location of the lake, its topography, and the distance from I-985 and the railroad. The Comprehensive Plan identifies the need for quality housing within the downtown area. The location of the subject property is conducive for residential purposes but is challenged due to steep topography and a powerline easement.

(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 residential uses, the proposed zoning amendment 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**

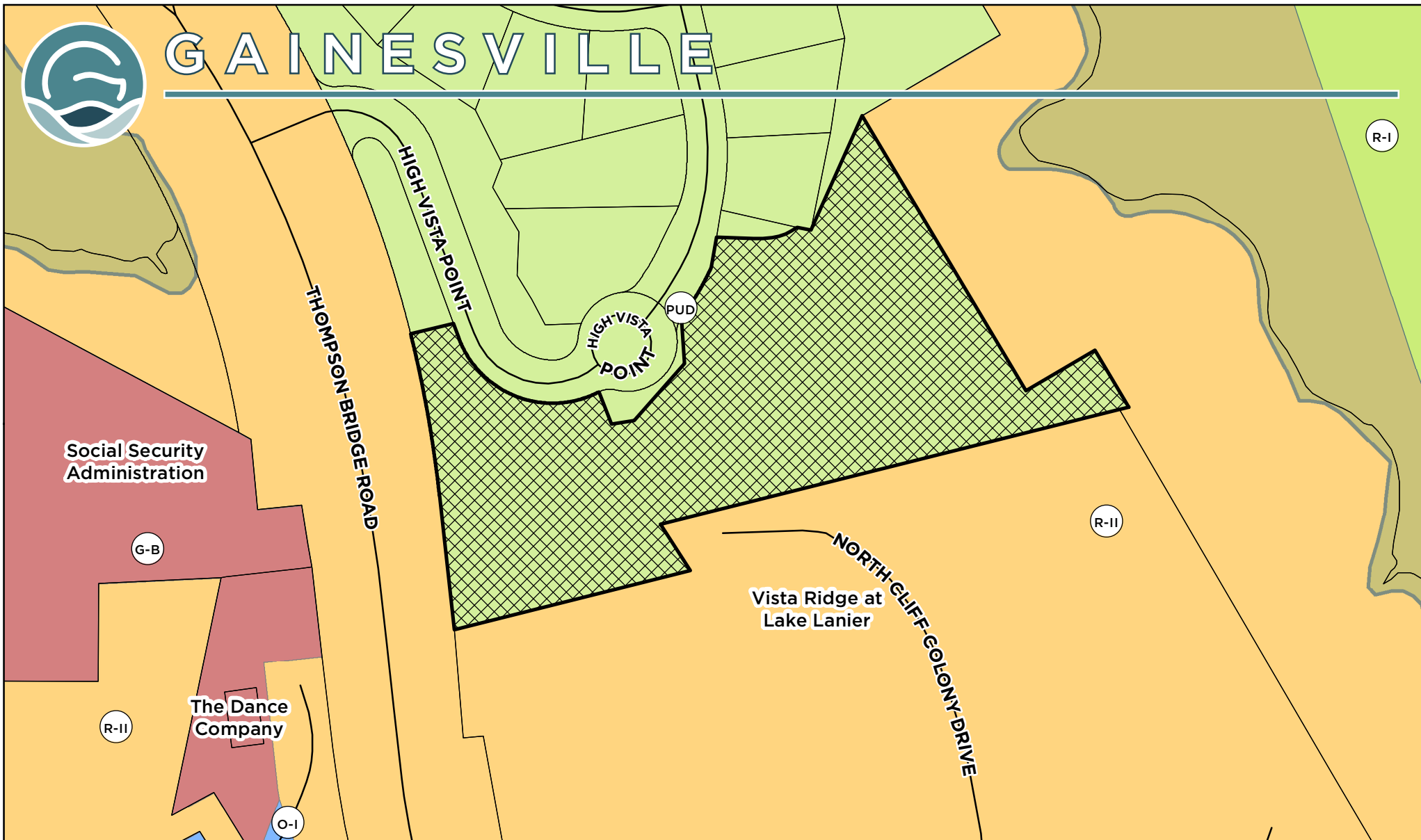
The Planning Division staff is recommending **conditional approval** of this zoning amendment request based on the Comprehensive Plan and the adjacent residential uses.

Conditions

1. The proposal shall be generally consistent with the concept plan and architectural pictures provided with this zoning amendment application per the review and approval of the Community and Economic Development Director.
2. The proposed townhome development shall adhere to the development standards stated within Section 9-10-2-5 of the Unified Land Development Code entitled "Single-Family Attached Dwelling (Fee-Simple Townhouse)."
3. In addition to the parking provided for each townhome unit and the amenity, a minimum of 10 guest parking spaces shall be provided within the development.
4. The owner/developer shall screen all stormwater detention ponds with a mixture of evergreen trees. In addition, there shall be a minimum 20-foot wide landscape buffer planted area adjacent to High Vista Point and Thompson Bridge Road. The location, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.
5. Signage for the development shall be located at the entrance of the development located off of High Vista Point. Signage shall be limited to the residential zoning standards stated within Section 9-18-5-6 of the Unified Land Development Code entitled "Project Entrance Signs", not to exceed 8-feet in height and 32 square feet of sign face area with ground lighting.
6. All access point design for the subject property shall be submitted for review by the Gainesville Public Works Director. The approval of said design shall be required prior to issuance of a building permit. All required access/traffic/sidewalk improvements associated with the proposed development shall be at the full expense of the developer/property owner.



GAINESVILLE



Applicant:

EASTO CONSTRUCTION

Request:

Amend a portion of the existing Planned Unit Development (P-U-D) zoning totaling 4.847+/- acres tract for 50 residential townhomes

ZONING AMENDMENT REQUEST

Subject Property Address:

2702 High Vista Point, NE

Tax Parcel:

01-100-002-032



Subject Property

Meeting Date: 09/14/2021

Map Prepared: 08/17/2021

0 90 180 Feet
Page 324 of 338

SCALE: 1" = 167'





GAINESVILLE



Hall County GIS

Applicant: **EASTO CONSTRUCTION**

Request:

ZONING AMENDMENT REQUEST

Amend a portion of the existing Planned Unit Development (P-U-D) zoning totaling 4.847+/- acres tract for 50 residential townhomes

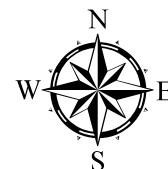
Subject Property Address:
2702 High Vista Point, NE

Tax Parcel:
01-100-002-032



Subject Property

Aerial from 2018

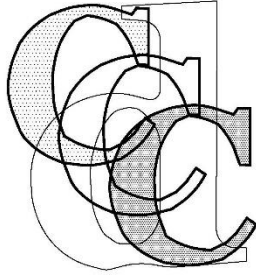


Meeting Date: 09/14/2021

Map Prepared: 08/17/2021

0 90 180 Feet
Page 322 of 338

SCALE: 1" = 167'



**CHEROKEE
DESIGN &
CONSTRUCTION
CONSULTING, P. C.**

PMB 211
3600 Dallas Highway Suite 230
Marietta, Georgia 30064
Voice 770-722-9986
rjf.cherokeedesign@gmail.com

Mr. Richie Reitano
Eastco Construction, Inc.
2685 Buford Highway
Suite 500
Buford, Georgia 30518

RE: High Vista on Lanier

Thank you so much for the opportunity to work with you on our project, High Vista on Lanier.

As a summary, please allow this letter to serve as a narrative of the project's highlights.

The project will feature three and four bedroom townhomes, averaging near 2,850 square feet. The projected units will be very modern, featuring lake view balconies on both of the upper floors on both ends of the home. Roof top decks are also predicted. Grades, as well as trees, will obviously dictate final views, but our expectation is that more than 75% of the homes will have pure lake views of more than 180 degrees.

The homes will be between 2600 and 3000 SF, excluding the two car garage. We anticipate very high end finishes, with granite or quartz counters, level 5 finishes on drywall, Viking appliances, hardwood floors, Progressive Lighting and very modern aesthetics. Projected building heights are 35 feet.

Access to the site is off High Vista, following a turn-in from Thompson Bridge Road. We anticipate monument signage in two locations, visible from both Thompson Bridge and at the curb cut at High Vista. While the site will only have one access point, the property is designed to allow for all code required emergency vehicle access, with a full 360 degree drive path.

The development team does not anticipate any need for variance from setbacks or easements, though Civil Engineering has not been commenced.

We will definitely be able to accommodate outdoor kitchen space in back yards, and have terraces, as well as livable balconies on both sides of the building.

The attached site plan illustrates the utility easements and anticipated setbacks. Final PUD documents, including grades, will show all property dimensions, retaining walls, building footprints, driveways and auxiliary parking.

Additionally, all landscape areas will be defined.

The HOA will contract directly with utility companies, trash services, landscapers and other common amenity maintenance.

Lastly, it is a project intent to engage formal relationships with neighboring HOA to properly resolve shared services and traffic questions.

Please let me know if you have any questions or comments.

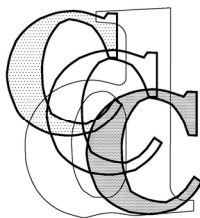
Sincerely,

Robert L. Fouse
President

A
DESIGN AND DEVELOPMENT
NARRATIVE FOR AN
EXISTING PUD MODIFICATION

2702 High Vista Point

Gainesville, Georgia



**CHEROKEE
DESIGN &
CONSTRUCTION
CONSULTING, P. C.**

PMB 211
3600 Dallas Highway Suite 230
Marietta, Georgia 30064
Voice 770-722-9986
rlf.cherokeedesign@gmail.com

EXECUTIVE SUMMARY

2702 High Vista Point is one of the few remaining properties (non-single family residential) on the shore of Lake Lanier that remains completely undeveloped. It currently has approved PUD zoning authorizing a condominium project consisting of 34 units in a multi-story high-rise, including multiple stories of garage parking. The anticipated project has languished for more than 20 years and has never had any meaningful positive progress, as the underlying economics are simply not feasible.

The land is virgin, but was investigated as a part of the single family development adjacent to the site. Surveys, geotechnical reports, and meets and bounds were completed more than 20 years ago, with the anticipation of development. Obviously, circumstances caused those development plans to be rendered incomplete.

The new development concept anticipates up to 50 townhomes (dependent upon final Civil Engineering solutions), completely eliminating the high-rise character of the project and replacing it with 3 story structures, consistent with the style rendered on the cover and within the submitted drawings, creating a more appropriate transitional site between the high end residential properties to our north, and the more moderately priced apartments to our south.

The property concept includes both an amenity building housing spaces accommodating pool activities and rentable party space (with a usable kitchen), and a second building that will be designed for more active space (pool, ping pong, arcades). The two buildings, along with the associated amenities (pool, deck, volley ball, walkway to lake, etc.) will be the ultimate maintenance responsibility of the HOA to be created. We are in active discussion with our neighboring HOA to explore shared benefits.

It is anticipated that the vast majority of the unit will have true lake views from multiple decks and rooftops, and will allow the development to attract higher price point buyers who seek the lifestyle and exclusivity of lakefront property. We believe the property will become a model for the continuously evolving greater community in Gainesville.

CONSISTENCY WITH CITY GOALS AND PRIORITIES

The development objectives are, based upon preliminary conversations, completely consistent with both the City of Gainesville's objectives, and those of the impacted neighbors. No parties have spoken in favor of the previous PUD approval, allowing a multi story high-rise. All parties, including our development team, recognize the currently approved project may not best fit the definition of "highest and best" use.

We feel very confident a 3 story townhouse project, featuring high end amenities and assets consistent with the desires of the current market, is a far superior solution for the property.

DEVELOPMENT PLAN

Property Address:	2702 High Vista Point, Gainesville, Georgia
Site Area:	4.85 Acres +/-
Existing Zoning:	Approved High-rise PUD
Existing Conditions:	Vacant, virgin land.
Proposed Use:	A new townhome community of no more than 50 units.
Proposed Density:	10.3 units per acre, maximum.
Site Development:	Developer anticipates no variance from comparable zoning restrictions.
Maximum Heights:	Developer anticipates 10-11' interior ceiling heights, 3 floors, with roof decks on some units. Maximum heights should not exceed 40'-0" above lowest adjacent grade levels. Any pitched roof requirements will raise the maximum height to ridge.
Open Space:	In addition to build exterior amenity spaces, the site will maintain significant undeveloped property, landscaped and available for resident use.
Parking:	All units are anticipated to have either a 2-car garage or a fully, structurally covered carport, as well as a drive way size to accommodate an additional 2 vehicles. Common areas and amenity buildings will also have small parking areas for events and activities.
Interface:	The developer is eager to engage neighbors and the City to find the most appropriate minor modifications that benefit the City of Gainesville, neighboring properties, and the Developer's interests.

GENERAL GUIDELINES

Parking:	The project anticipates 4 spaces per unit, 2 in either a garage or fully covered carport, with an additional two spaces available in the driveway for each unit. Additional parking will be provided at common amenity buildings and spaces.
Resident Units:	3 and 4 bedroom, 3 story townhomes are the proposed unit types for the project. 3 bedroom units are projects to be approximately 2750 SF, while the 4 bedroom units are projected at approximately 3100 SF. Each unit is projected to include both front side and rear side balconies with lake views, as well as roof top decks on those units where views can be maximized. Sales prices are assumed to be at the high end of the market, with some units commanding 7-figure sales price. Interior finishes and amenities are meant to meet or exceed the options available in the PMA and within comparable properties. The project assumes two amenity buildings housing various common services and HOA benefits. The project also assumes exterior amenities including a pool.
Building Heights:	Flat roof (accessible deck) solutions should not exceed a projected 40'-0". If pitched roofs are implemented at the request of the City, that height will likely be exceeded.
Ongoing Operations:	The project anticipates the creation of an HOA that will assume responsibility for common area maintenance, including landscaping and repairs. The site will feature significant accent lighting, safety features, mail and garbage services, and all other required functional amenities. The project does not anticipate seeking any variance from standard code for these items.

All proposed landscaping, including any “replacement” requirements for those tree eliminated as a result of the development will be subject to standard City review and requirements. The project will seek cooperation from the Corp of Engineers for removal of dead and diseased trees, as well as to allow Corp property to serve as a benefit to residents, though the team recognizes the difficulty of that process and the unlikely positive outcome.

Developers have established relationship with neighboring HOA leadership, and anticipate a strong partnership benefitting all parties affected by the proposed development.

High Vista Townhomes Benefit Statement

The biggest benefit for the community is that this project will provide a safe and energy efficient home for families and pets with spectacular views and limited entrance to property.

Community Benefits

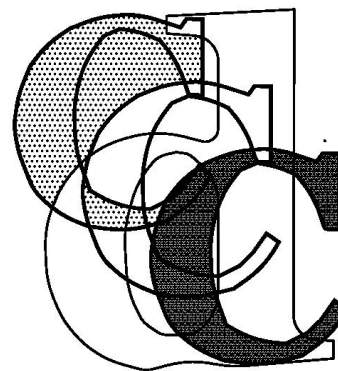
- Only one gated entrance instead of multiple entrances to not negatively impact traffic.
- The one entrance is off Thompson Bridge Road and there is already a turning lane in place near entrance for the existing subdivision.
- Price point is projected \$750,000 – \$1 million plus.
- Gated entrance provides security against any concerns of crime increase
- Owner occupied and owned fee simple residences – not rentals
- Visually appealing high-quality contemporary energy efficient townhomes
- Providing a high-quality home in a gated community with quality amenities such as pool, athletic courts and clubhouse.
- Lower impact than the original proposed PUD of high rise units. Units will be minimum of 2400 sq feet with quality trim and landscapes.
- HOA - Covenants

Future Residents Benefits

- Quality Construction and Development
- Owner occupied
- HOA - Covenants
- Green Space
- Natural walking trail
- Easy access to local parks and lake
- Easy access to shopping and downtown
- Professionally maintained grounds
- Energy efficient designs
- Townhome design to minimize impact on the lake while giving owners gorgeous lake and potentially long range mountain views.
- Less than five minutes to a major hospital
- Single entry point with security gate
- High quality finishes both inside and out
- Professionally landscaped
- Fine amenities pool, athletic courts & clubhouse

A NEW LUXURY TOWNHOME
COMMUNITY
AT
HIGH VISTA ON LANIER

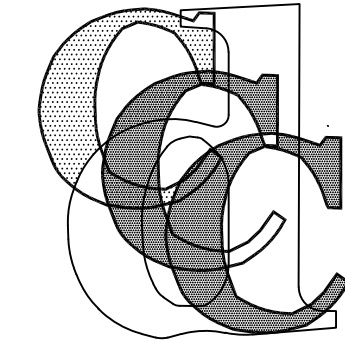
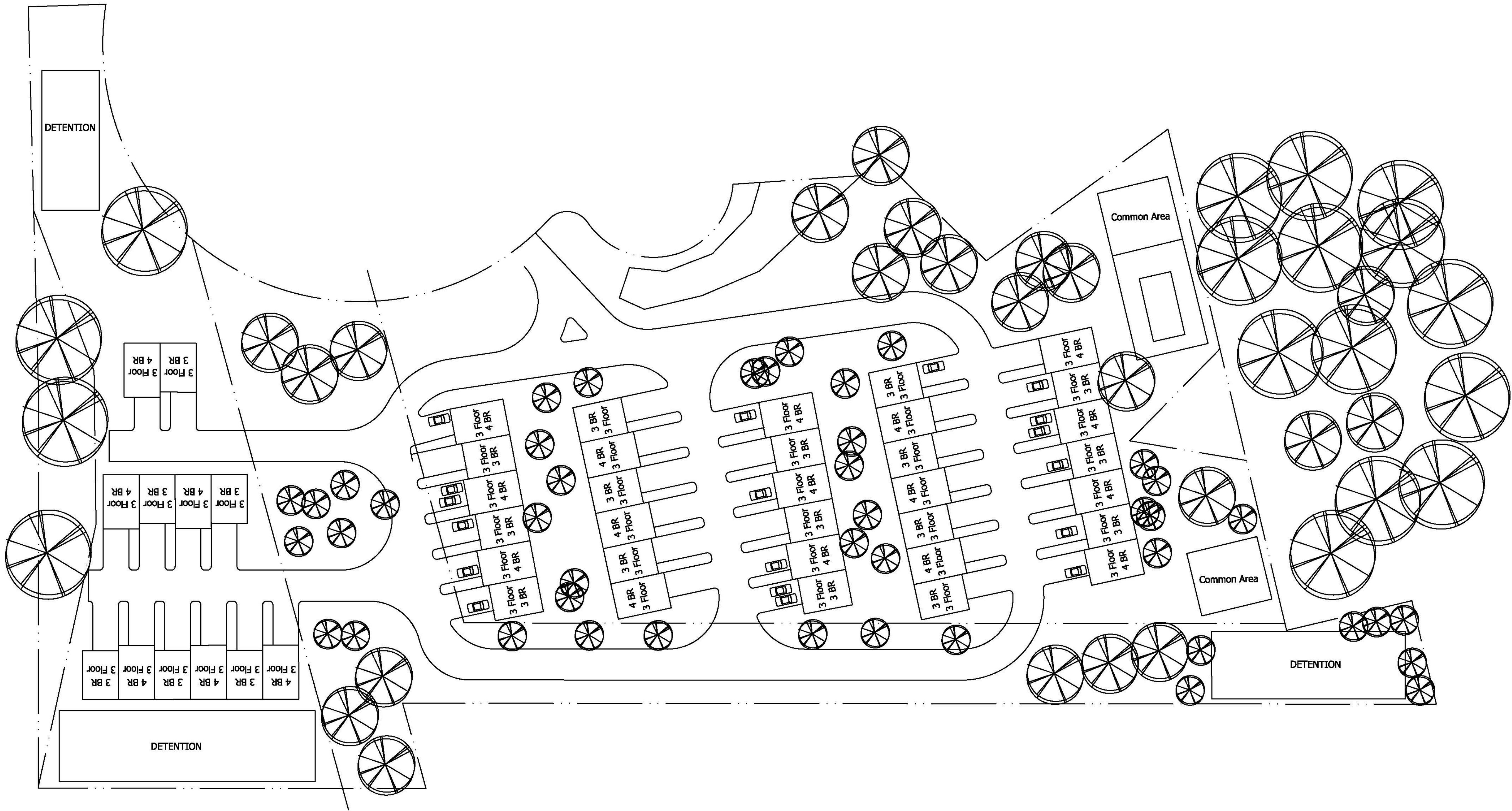
2702 High Vista Point, Gainesville, Georgia
ISSUED FOR PUD MODIFICATION APPLICATION



CHEROKEE
DESIGN &
CONSTRUCTION
CONSULTING, P. C.

PMB 211
3600 Dallas Hwy, Suite 220
Marietta, Georgia 30064
Voice 770-722-9986
rlf.cherokeedesign@gmail.com

CODE SUMMARY				INDEX TO DRAWINGS	DRAWING ISSUE:																																										
VICINITY MAP: PROJECT SITE PROJECT ADDRESS: TYPE OF PACKAGE: ...CONSTRUCTION OF TOWNHOMES SEISMIC DESIGN CATEGORY: "C" WIND SPEED: 90 MPH EXPOSURE CATEGORY: C APPLICABLE CODES: Building: 2012 edition International Building Code Mechanical: 2012 edition International Mechanical Code Plumbing: 2012 edition International Plumbing Code Gas: 2012 edition International Fuel Gas Code Electrical: 2014 edition National Electrical Code Energy: 2009 edition International Energy Conservation Code Fire: 2012 edition International Fire Code Life Safety: 2012 Life Safety Code - NFPA 101 Accessibility: 2015 Georgia Accessibility Code/Rules and Regulations of the Georgia Safety Fire Commissioner Ch. 120-3-20 NOTE: SHALL COMPLY WITH ALL APPLICABLE GEORGIA AMENDMENTS NOTE: THE SUPPRESSION SYSTEM IN THE PLANS IS FOR REFERENCE ONLY AND THE SUPPRESSION SYSTEM MUST BE SUBMITTED AND APPROVED SEPARATELY.	C. OCCUPANCY CLASSIFICATION	IBC	NFPA 101	Occupancy Calculations per Table 7.3.1.2 Chapter 7 Life Safety Code 2012	<table><tr><td colspan="3">Issue Dates:</td></tr><tr><td>No.</td><td>ISSUE</td><td>DATE</td></tr><tr><td></td><td>PUD Submission</td><td>07/29/21</td></tr><tr><td></td><td>Revised PUD Submission</td><td>08/23/21</td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr></table>	Issue Dates:			No.	ISSUE	DATE		PUD Submission	07/29/21		Revised PUD Submission	08/23/21																														
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D. TYPE OF CONSTRUCTION A - Protected / B - Unprotected																																															
E. AUTOMATIC SPRINKLER SYSTEM SPRINKLERED / UNSPRINKLERED																																															
F. ALLOWABLE HEIGHT HEIGHT SHOWN																																															
G. ALLOWABLE AREA 1. Area Allowed Per Unit 2. Actual Area Per Unit																																															
H. FIRE RESISTANCE RATINGS - BUILDING ELEMENTS 1. Structural Frame 2. Bearing Walls 3. Non-Bearing Walls 4. Floor Construction 5. Roof Construction				Unit Summary																																											
I. FIRE RESISTANCE RATINGS - EXTERIOR WALLS 1. Separation Distance 2. Bearing Walls 3. Non-Bearing Walls 4. Opening Protection 5. Vertical Fire Spread Protection 6. Parapets																																															
J. FIRE RESISTANCE RATINGS - FIRE & SMOKE BARRIERS 1. Shaft Enclosures 2. Exit Enclosures & Corridors 3. Horizontal Exits 4. Incidental Use Areas 5. Fire Area/ Occupancy Separation 6. Smoke Barriers																																															
K. COMMON PATH OF TRAVEL																																															
L. EGRESS/CORRIDOR WIDTH REQUIRED PROVIDED																																															
M. DEAD END CORRIDORS																																															
N. TRAVEL DISTANCE AUTOMATIC FIRE SPRINKLER SYSTEM																																															

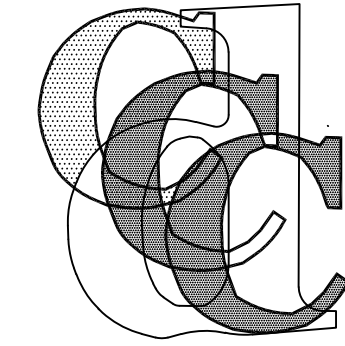


No.	ISSUE	DATE
	PUD APPLICATION	07/29/21



CHEROKEE
DESIGN &
CONSTRUCTION
CONSULTING, P. C.

3600 Dallas Highway
Suite 230
PMB 211
Marietta, Georgia 30064
Voice 770-722-9986
rff.cherokeedesign@gmail.com



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Seal:

CIVIL ENGINEER:

STRUCTURAL ENGINEER:

MEP ENGINEER:

Job Title:

A NEW LUXURY TOWNHOME
COMMUNITY

HIGH VIST ON LANIER

2702 HIGH VISTA POINT

GAINESVILLE
GEORGIA

Sheet Information:

Job Number	2107003
Original Issue Date	

Issue Dates:

No.	ISSUE	DATE
	PUD APPLICATION	07/29/21

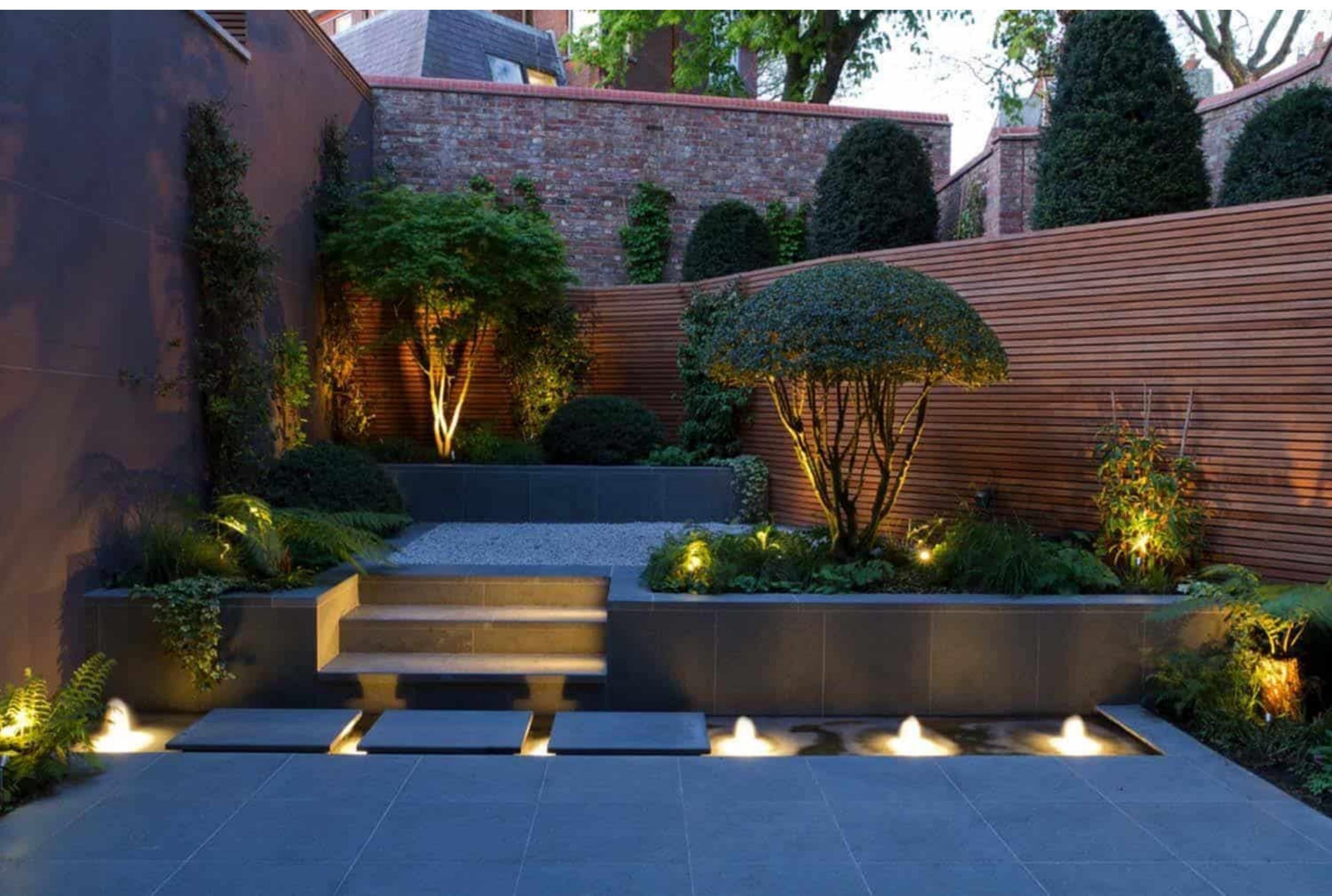
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CONCEPT
ARCHITECTURAL
IMAGE

Sheet:

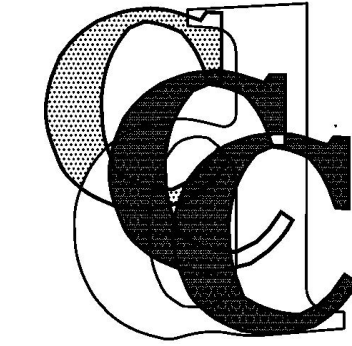
A102

FOR CONSTRUCTION



**CHEROKEE
DESIGN &
CONSTRUCTION
CONSULTING, P. C.**

3600 Dallas Highway
Suite 230
PMB 211
Marietta, Georgia 30064
Voice 770-722-9986
rff.cherokeedesign@gmail.com



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Seal:

Consultants: CIVIL ENGINEER:

STRUCTURAL ENGINEER:

MEP ENGINEER:

Job Title:

A NEW LUXURY TOWNHOME

COMMUNITY
HIGH VIST ON LANIER

2702 HIGH VISTA POINT

GAINESVILLE
GEORGIA

Sheet 1 mation:

Job Number	2107003
Original Issue Date	

Issue Dates:

No.	ISSUE	DATE
	PUD APPLICATION	07/29/21

Sheet Title:

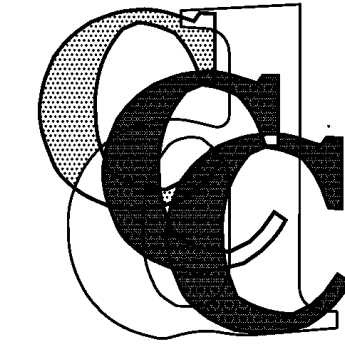
**REAR SIDE
IMAGES**

Sheet:

A103
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**CHEROKEE
DESIGN &
CONSTRUCTION
CONSULTING, P. C.**
3600 Dallas Highway
Suite 230
PMB 211
Marietta, Georgia 30064
Voice: 770-722-9986
rf.chokeedesign@gmail.com



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Consultants: CIVIL ENGINEER:

STRUCTURAL ENGINEER:

MEP ENGINEER:

Job Title:

**A NEW LUXURY TOWNHOME
COMMUNITY
HIGH VIST ON LANIER**
2702 HIGH VISTA POINT
GAIN VILLE GE GIA

Sheet Information:

Job Number	2107003
Original Issue Date	

Issue Dates:

No.	ISSUE	DATE
	PUD APPLICATION	07/29/21

Sheet Title:

**RENDERED
SITE PLAN**

Sheet:

A104

FOR CONSTRUCTION

NOTES:

1. THIS PLAT HAS BEEN DONE FOR THE USE AND PURPOSE OF THE CLIENT ASSIGNED AND CONTRACTED WITH BELOW. ALL OTHER PARTIES ARE SUBSEQUENTLY PUT ON NOTICE AS TO THE LIMITED DEGREE OF RELIANCE UPON THIS PLAT BY THIRD PARTIES.
2. THE PUBLIC RECORDS REFERENCED ON THIS PLAT ARE ONLY THOSE USED AND/OR NECESSARY TO THE ESTABLISHMENT OF THE BOUNDARY OF THIS PROPERTY. THEY ARE NOT AND DO NOT CONSTITUTE A TITLE SEARCH.
3. THE NORTH MERIDIAN SHOWN HEREON IS BASED ON A RECORD GRID BEARING.
4. THE COMMON AREA SHALL NOT BE CONSIDERED FOR A RESIDENTIAL SITE.
5. THERE MAY OR MAY NOT BE ADDITIONAL UNDERGROUND UTILITIES NOT SHOWN HEREON. NO WARRANTY IS MADE AS TO THE LOCATION, SIZE OR DISTANCE OF UTILITIES WHICH COULD NOT BE VERIFIED BY SURFACE INVESTIGATION.

PLAT REFERENCES:

1. PLAT OF SURVEY FOR CLARK & CHEEK L.L.C., PREPARED BY MORELAND ALTOBELLI ASSOCIATES, INC., DATED 11-02-95.

2. PLAT FOR HIGH POINT SUBDIVISION, BY MORELAND ALTOBELLI ASSOCIATES, PLAT BOOK SLIDE 102, PAGE 104.

COURSE BEARING DISTANCE

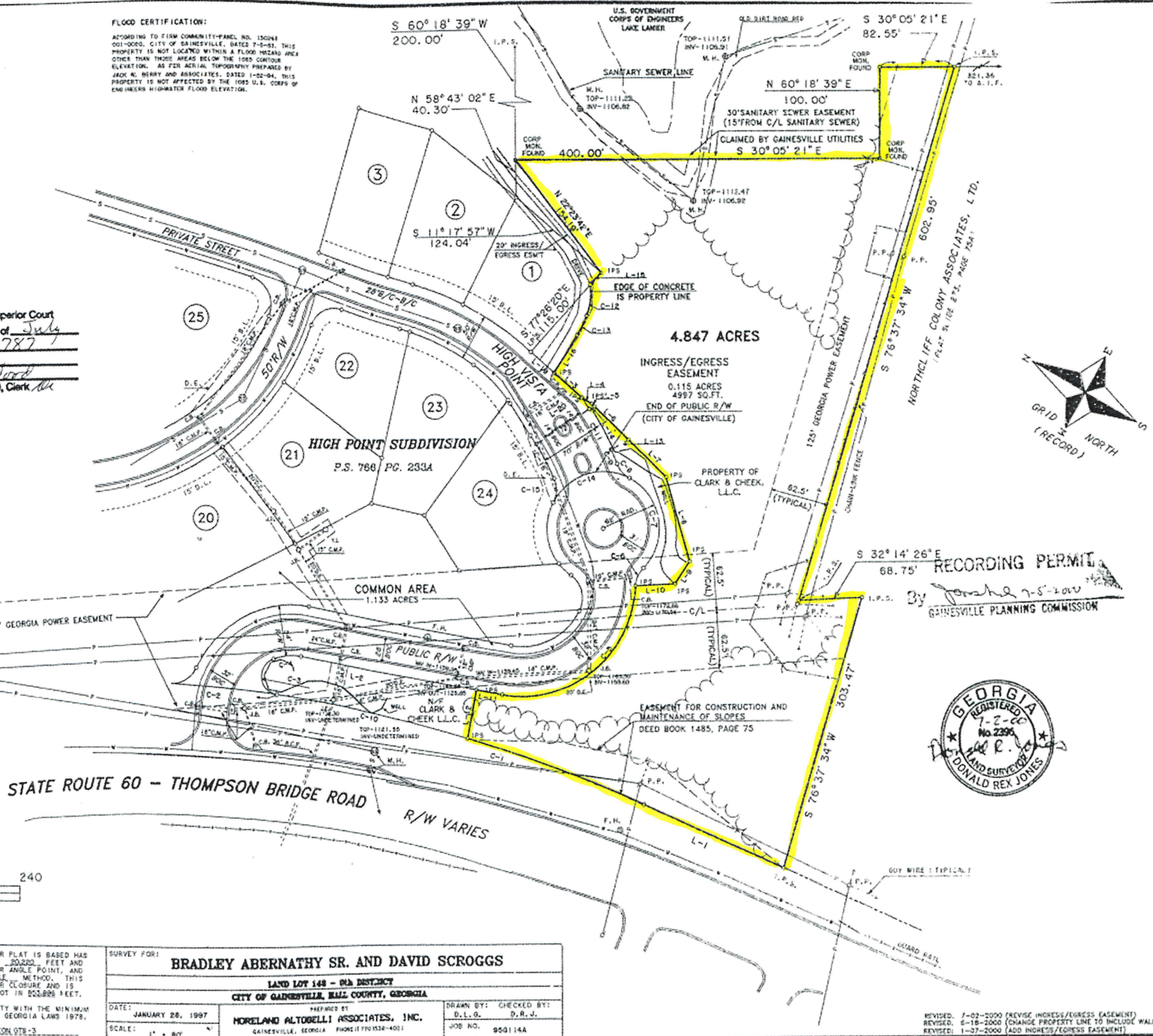
L-1	N 05°30'26"E	167.70'
L-2	S 19°30'00"E	204.36'
L-3	N 11°06'16"E	40.76'
L-4	N 00°24'36"E	12.36'
L-5	N 14°10'31"E	3.48'
L-6	N 14°10'31"E	52.37'
L-7	N 14°10'31"E	57.54'
L-8	N 64°16'10"E	95.30'
L-9	S 86°34'08"E	29.15'
L-10	S 32°43'26"E	43.51'
L-11	S 10°29'04"E	28.77'
L-12	N 70°30'00"E	53.18'
L-13	N 58°30'34"E	21.82'
L-14	S 58°30'34"E	6.23'
L-15	S 77°26'20"E	17.20'
L-16	S 67°26'20"E	33.49'
L-17	N 60°44'27"E	23.82'
L-18	S 87°47'55"E	47.12'
L-19	N 11°00'16"E	54.24'
L-20	S 62°37'45"E	70.00'

CURVE	RADIUS	LENGTH	CHORD	CH. BEARING
C-1	1522.39'	207.14'	206.98'	N 09°26'13"W
C-2	1522.39'	118.45'	118.42'	N 24°02'20"W
C-3	23.00'	55.28'	58.87'	N 54°50'52"E
C-4	63.01'	32.61'	32.60'	S 34°18'00"E
C-5	125.00'	212.30'	187.68'	S 68°08'16"E
C-6	30.00'	21.65'	21.16'	N 83°00'36"E
C-7	62.00'	115.16'	99.33'	N 51°16'17"E
C-8	30.00'	21.06'	20.66'	N 18°11'11"E
C-9	346.00'	16.50'	16.50'	N 36°58'14"E
C-10	1522.39'	225.19'	224.94'	N 17°34'20"W
C-11	346.00'	50.04'	50.00'	S 13°08'23"E
C-12	65.00'	33.87'	33.49'	N 67°26'55"E
C-13	137.00'	57.87'	57.82'	N 95°46'40"E
C-14	62.00'	62.00'	88.02'	N 47°10'26"W
C-15	30.00'	27.04'	26.13'	N 61°46'40"E
C-16	278.00'	41.97'	41.64'	N 31°39'55"E

Georgia, Hall County, Clerk Superior Court
Filed in office this 6 day of July
2017 Recorded in slide 787
Page 230A
Dwight S. Wood
DWIGHT S. WOOD, Clerk

FLOOD CERTIFICATION:

ACCORDING TO FIRM COMMUNITY PANEL NO. 13004
001-000, CITY OF GAINESVILLE, DATED 7-8-83, THIS
PROPERTY IS NOT LOCATED WITHIN A FLOOD HAZARD AREA
OTHER THAN THOSE AREAS BELOW THE 1000 CONTOUR
ELEVATION. AS PER AERIAL TOPOGRAPHY PREPARED BY
JACK M. HENRY AND ASSOCIATES, DATED 1-02-84, THIS
PROPERTY IS NOT AFFECTED BY THE 1000 U.S. CORPS OF
ENGINEERS HIGHWATER FLOOD ELEVATION.



RECORDING PERMIT
By Donna R. Jones
GAINESVILLE PLANNING COMMISSION



LEGEND
- I. F. ANGLE IRON FOUND
- M. F. CONCRETE MONUMENT FOUND
- C. CENTERLINE
- I. F. IRON PIN FOUND
- P. F. IRON PIN SET (1/2" REBAR)
- L. LAND LOT
- P. PROPERTY LINE
- O. OVERHEAD POWER LINE
- F. POWER POLE
- W. RIGHT-OF-WAY

THE FIELD DATA ON WHICH THIS MAP OR PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 20,000 FEET AND AN ANGULAR ERROR OF ONE SECOND PER ANGLE POINT, AND WAS ADJUSTED USING THE LEAST SQUARES METHOD. THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 500,000 FEET.

THIS PLAT WAS PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REQUIREMENTS OF LAW, GEORGIA LAWS 1978, AND IS SUITABLE FOR RECORDING.

TYPE OF EQUIPMENT: TOPCON GTS-3

SURVEY FOR:	
BRADLEY ABERNATHY SR. AND DAVID SCROGGS	
LAND LOT 148 - 8th DISTRICT	
CITY OF GAINESVILLE, HALL COUNTY, GEORGIA	
DATE:	JANUARY 28, 1997
SCALE:	1" = 80'
PREPARED BY:	MORELAND ALTOBELLI ASSOCIATES, INC.
DESIGNED BY:	D. L. G.
CHECKED BY:	D. R. J.
JOB NO.:	950114A

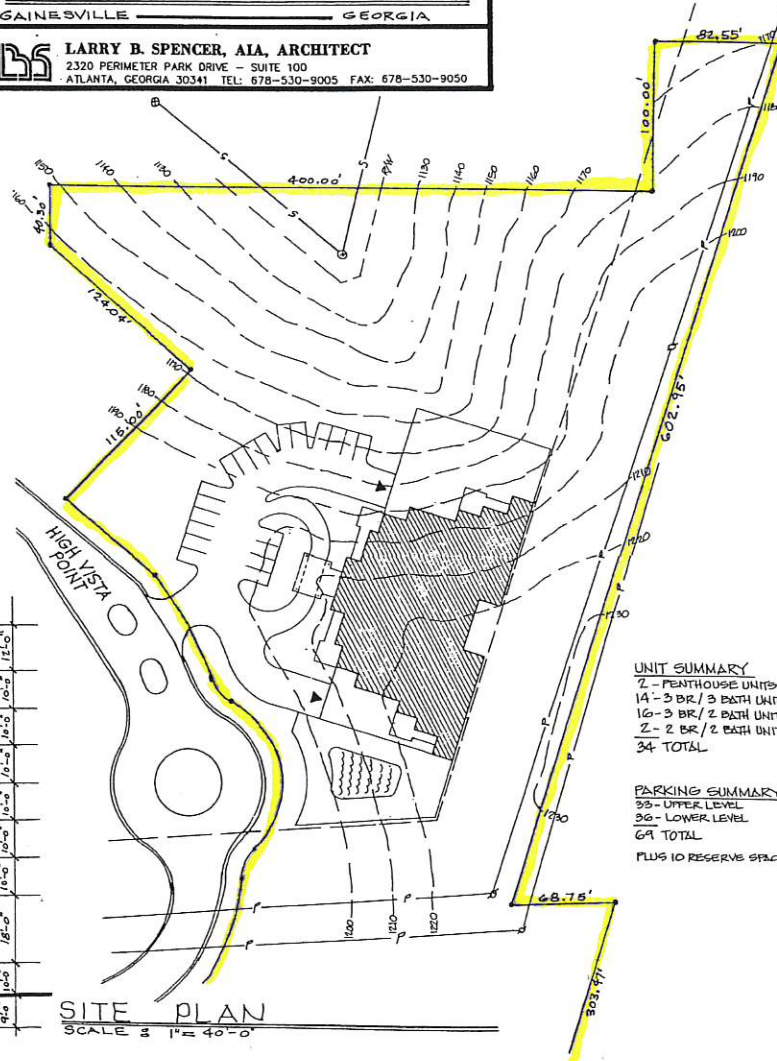
REVISED: 7-02-2000 (REVISE INGRESS/EGRESS EASEMENT)
REVISED: 6-18-2000 (CHANGE PROPERTY LINE TO INCLUDE WALLS)
REVISED: 1-27-2000 (ADD INGRESS/EGRESS EASEMENT)



THOMPSON BRIDGE ROAD ELEVATION

HIGHPOINT CONDOMINIUMS
 GAINESVILLE GEORGIA

LB LARRY B. SPENCER, AIA, ARCHITECT
 2320 PERIMETER PARK DRIVE - SUITE 100
 ATLANTA, GEORGIA 30341 TEL: 678-530-9005 FAX: 678-530-9050



UNIT SUMMARY
 2 - PENTHOUSE UNITS
 14 - 3 BR / 3 BATH UNITS
 10 - 3 BR / 2 BATH UNITS
 2 - 2 BR / 2 BATH UNITS
 34 TOTAL

PARKING SUMMARY
 33 - UPPER LEVEL
 30 - LOWER LEVEL
 69 TOTAL
 PLUS 10 RESERVE SPACES - UPPER LEVEL

SITE PLAN
 SCALE 1" = 40'-0"



FRONT ELEVATION
 SCALE 1/4" = 1'-0"

PRELIMINARY SHEET TITLE HIGH