

## **DEPARTMENT ISSUES**

|                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                |
|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| <b>Community Service Center</b>             | Resolution: Approved Update to Hall Area Transit Title VI Plan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Phillippa Moss |
| <b>Community Service Center</b>             | Resolution: Transfer of Hall Area Transit Vehicles to Rome Transit                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Phillippa Moss |
| <b>Parks &amp; Recreation</b>               | Resolution: Regarding Parks & Recreation Agency Organizational Changes for Fiscal Year 2022                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Kate Mattison  |
| <b>Community &amp; Economic Development</b> | <b>Public Hearing Item: October 5, 2021 Council Meeting</b><br>Request from <b>Adventures Real Estate, LLC</b> to rezone a 17.028± acres tract located on the north side of Browns Bridge Road, southeast of Cherry Hill Drive (a/k/a <b>2520 Browns Bridge Road, SW</b> ) from Residential-I-A (R-I-A) to General Business (G-B). <b>Ward Number: Five</b> . Tax Parcel Number(s): 08-015-009-014 (Part). <b>Request: Automotive related facility.</b>                                                                                                                                                                                                                                                                                         | Abb Hayes      |
| <b>Community &amp; Economic Development</b> | <b>Public Hearing Item: October 5, 2021 Council Meeting</b><br>Request from <b>Northeast Georgia Medical Center</b> 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 <b>743 Spring Street, NE; 1227 Sherwood Park Drive, NE; 200 Wisteria Drive, NE; 1075 Jesse Jewell Parkway, SW</b> ) from Planned Unit Development (P-U-D) and Office and Institutional (O-I) to Planned Unit Development (P-U-D). <b>Ward Number: Three</b> . Tax Parcel Number(s): 01-023-006-007; 01-064-004-009. <b>Request: Hospital campus expansion.</b> | Abb Hayes      |
| <b>Community &amp; Economic Development</b> | <b>Public Hearing Item: October 5, 2021 Council Meeting</b><br>Request from <b>Easto Construction</b> 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 <b>2702 High Vista Point, NE</b> ). <b>Ward Number: One</b> . Tax Parcel Number(s): 01-100-002-032. <b>Request: 50 residential townhomes.</b>                                                                                                                                                                                                                                                                                                   | Abb Hayes      |
| <b>Community &amp; Economic Development</b> | <b>Public Hearing Item: October 5, 2021 Council Meeting (Tabled at the September 14, 2021 PAB Meeting)</b><br>Request from <b>Winterset Holdings, LLC</b> 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 <b>2125 Wilson Drive, SE</b> ) . <b>Ward Number: Three</b> . Tax Parcel Number(s): 15-022D-000-001 (Part). <b>Request: 65 residential townhomes.</b>                                                                                                                                                                                                                     | Abb Hayes      |

**Community &  
Economic  
Development**

**Tabled at the September 21, 2021 Council Meeting:**

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.** *Proposed Annexation Ordinance 2021-25 and Proposed Zoning Ordinance 2021-26.*

Abb Hayes

**CITY MANAGER ISSUES**

**MAYOR/COUNCIL ISSUES**

Appointment(s): Building Board of Appeals

Danny Dunagan

Appointment(s): Gainesville Non-Profit Development Foundation

Danny Dunagan

Ex-Officio Report(s)

**CITY ATTORNEY ISSUES**

Resolution: Airport Industrial Park Assignment of Lease from Foundation Food Group, LLC to Gold Creek Acquisitions II, LLC

Abb Hayes

**CITY CLERK ISSUES**

**EXECUTIVE SESSION**

**ADJOURNMENT**

Final: Monday, September 28, 2021, 1:15 PM



**Date Submitted:** 9/27/2021

**Presenter:** Phillippa Moss

**Item of Business:** Resolution: Approved Update to Hall Area Transit Title VI Plan

**Meeting Date:** 9/30/2021

**Purpose of Request:**

At the Georgia Department of Transportation, staff has updated its Title VI Plan. Staff has amended the document to reflect demographic updates based on the 2020 American Community Survey.

**History/Background:**

Under 49 CFR Part 21.7(a), applicants for federal assistance must ensure that no person shall on the basis of race, color, national origin, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity undertaken by the agency (Hall Area Transit).

**Facts & Issues for Consideration:**

Hall Area Transit staff periodically updates the Title VI plan to reflect changes in demographic information and/or service changes.

**Department Recommendation:**

Approval of the updated Title VI Plan.

**Department Director:**

Phillippa Moss

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

No

**Amount Requested:**

\$0.00

**Source of Funds:**

\$0.00

**Finance Comments:**

**Administrative Comments:**

**ATTACHMENTS:**

| Description                                                         | Type            |
|---------------------------------------------------------------------|-----------------|
| <input type="checkbox"/> Approved Update to HAT Title VI Plan       | Resolution      |
| <input type="checkbox"/> Updated HAT Title VI Policy - Sept. 2021   | Backup Material |
| <input type="checkbox"/> Updated HAT Title VI Policy - October 2021 | Backup Material |

**RESOLUTION PR-2021 - \_\_\_\_**

**Approved Update to Hall Area Transit Title VI Plan**

**WHEREAS**, the Georgia Department of Transportation has requested that the governing body of Hall Area Transit adopt an updated Title VI Plan under the Civil Rights Act of 1964; and

**WHEREAS**, adoption of a Hall Area Transit Title VI Plan assures the Georgia Department of Transportation and the US Department of Transportation that no person shall on the basis or race, color, national origin, age, disability , family or religious status, as provided by Title VI of the Civil Rights Act of 1964, Federal Transit Laws 49 CFR Part 21 Unlawful Discrimination, Non-discrimination in Federally Assisted Programs of the Department of Transportation and as per written guidance under FTA Circular 4702.1B, dated October 2012, be excluded from participation in, denied the benefits of, or be otherwise subject to discrimination or retaliation under any program or activity undertaken by the agency; and

**WHEREAS**, to ensure that the Hall Area Transit Title VI Plan aligns with federal regulations, consultants may recommend minor revisions after the document has been adopted by the Gainesville City Council.

**NOW, THEREFORE, BE IT RESOLVED THAT** the governing body for the City of Gainesville hereby approves the adoption of the Title VI Plan as of September 2021.

**Adopted this \_\_\_\_ day of \_\_\_\_\_, 2021.**

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**C. Danny Dunagan, Jr., Mayor**

This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this resolution was adopted as stated and will be recorded in the official minutes.

**ATTEST:**

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**Denise O. Jordan, City Clerk**

# Hall Area Transit Title VI Plan

*FINAL PLAN ADOPTED*

*September 30, 2021*

*Original Plan Adopted January 15, 2019*

## Title VI Plan Activity Log

| Date      | Activity<br>(Review/Update/Addendum/<br>Adoption/Distribution)                                              | Concerned Person<br>(Signature) | Remarks |
|-----------|-------------------------------------------------------------------------------------------------------------|---------------------------------|---------|
| 1/22/2015 | Adopted by the Hall County Board of Commissioners pending approval by GA Department of Transportation       | <i>Phillippa Lewis Moss</i>     | -none-  |
| 1/15/2019 | To Be Adopted by the Hall County Board of Commissioners pending approval by GA Department of Transportation | <i>Phillippa Lewis Moss</i>     | -none-  |
| 9/30/2021 | To Be Adopted by the City of Gainesville City Council                                                       | <i>Phillippa Lewis Moss</i>     | -none-  |
|           |                                                                                                             |                                 |         |
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|           |                                                                                                             |                                 |         |

**Title VI Plan Activity Log  
(Continued)**

| Date | Activity<br>(Review/Update/Addendum/<br>Adoption/Distribution) | Concerned Person<br>(Signature) | Remarks |
|------|----------------------------------------------------------------|---------------------------------|---------|
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## 1.0 Title VI/Nondiscrimination Policy Statement and Management Commitment to Title VI Plan

*49 CFR Part 21.7(a): Every application for Federal financial assistance to which this part applies shall contain, or be accompanied by, an assurance that the program will be conducted or the facility operated in compliance with all requirements imposed or pursuant to [49 CFR Part 21].*

HALL AREA TRANSIT assures the Georgia Department of Transportation that no person shall on the basis of race, color, national origin, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, Federal Transit Laws, 49 CFR Part 21 Unlawful Discrimination, Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation and as per written guidance under FTA Circular 4702.1B, dated October 2012, be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity undertaken by the agency.

HALL AREA TRANSIT further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the recipient's Chief Executive Officer or authorized representative.
2. Issue a policy statement signed by the Executive Director or authorized representative, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in language other than English.
3. Insert the clauses of Section 4.5 of this plan into every contract subject to the Acts and the Regulations.
4. Develop a complaint process and attempt to resolve complaints of discrimination against HALL AREA TRANSIT.
5. Participate in training offered on the Title VI and other nondiscrimination requirements.
6. If reviewed by GDOT or any other state or federal regulatory agency, take affirmative actions to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) days.
7. Have a process to collect racial and ethnic data on persons impacted by the agency's programs.
8. Submit the information required by FTA Circular 4702.1B to the GDOT. (refer to Appendix A of this plan)

**THIS ASSURANCE** is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the agency.

Signature: Phillippa Lewis Moss

Printed Name: Phillippa Lewis Moss General Manager, Hall Area Transit September 15, 2021

*Executive Director/Signatory Authority, Your Transit System, Date: Month/Day/Year*

## 2.0 Introduction & Description of Services

This is a section of the plan which covers general information about the transit agency.

Hall Area Transit submits this Title VI Plan in compliance with Title VI of the Civil Rights Act of 1964, 49 CFR Part 21, and the guidelines of FTA Circular 4702.1B, published October 1, 2012.

Hall Area Transit is a sub-recipient of FTA funds and provides service in Hall County. A description of the current Hall Area Transit system is included in Appendix B.

### **Title VI Liaison**

Phillippa Lewis Moss, Director Community Services/GM Hall Area Transit  
Employed by City of Gainesville  
770-503-3350  
687 Main Street  
Gainesville, GA 30501

### **Alternate Title VI Contact**

Sarah McQuade, Director Planning & Development & GHMPO  
Employed by Hall County Government  
770-297-5544  
2875 Browns Bridge Road  
Gainesville, GA 30504

HALL AREA TRANSIT must designate a liaison for Title VI issues and complaints within the organization. The liaison is the focal point for Title VI implementation and monitoring of activities receiving federal financial assistance. Key responsibilities of the Title VI Liaison include:

- Maintain knowledge of Title VI requirements.
- Attend training on Title VI and other nondiscrimination authorities when offered by GDOT or any other regulatory agency.
- Disseminate Title VI information to the public including in languages other than English, when necessary.
- Develop a process to collect data related to race, gender and national origin of service area population to ensure low income, minorities, and other underserved groups are included and not discriminated against.
- Implement procedures for the prompt processing of Title VI complaints.



## 2.1 First Time Applicant Requirements

*FTA Circular 4702.1B, Chapter III, Paragraph 3: Entities applying for FTA funding for the first time shall provide information regarding their Title VI compliance history if they have previously received funding from another Federal agency.*

HALL AREA TRANSIT is not a first time applicant for FTA/GDOT funding. The following is a summary of HALL AREA TRANSIT'S current federal and state funding.

| Title                                                             | Contract        | Dates                 | Contract        | Federal       | State       | Local       |
|-------------------------------------------------------------------|-----------------|-----------------------|-----------------|---------------|-------------|-------------|
|                                                                   | Number          |                       | Amount          | Funds         | Funds       | Funds       |
| FY22 FTA 5307 Urban Transit Operating Assistance                  | T006843         | 07/01/2021-06/30/2022 | 1,583,684       | 791,842       | 0           | 791,842     |
| FY22 FTA 5307 Urban Transit Capital Purchases                     | T006843         | 07/01/2021-06/30/2022 | 140,000         | 112,000       | 0           | 14,000      |
| FY22 FTA 5311 Rural Transit Operating Assistance                  | T007150         | 07/01/2021-06/30/2022 | 130,284         | 65,142        | 0           | 65,142      |
| FY20 FTA 5307 Urban Transit Operating Assistance-Emergency Relief | T006115         | 07/01/2020-12/31/2021 | 2,819,452       | 2,819,452     | 0           | 0           |
| FY20 FTA 5307 Urban Transit Operating Assistance-Emergency Relief | T006115         | 07/01/2020-12/31/2021 | 967,130         | 967,130       | 0           | 0           |
| FY20 FTA 5307 Urban Transit Capital Purchases                     | T006115         | 07/01/2020-06/30/2022 | 960,300         | 960,300       | 0           | 0           |
| Title                                                             | Contract Number | Dates                 | Contract Amount | Federal Funds | State Funds | Local Funds |

During the previous three years, Federal Transit Administrator and/or the Georgia Department of Transportation has complete a Title VI compliance review of HALL AREA TRANSIT. HALL AREA TRANSIT has not been found to be in noncompliance with any civil rights requirements.

The following is a summary of the compliance review.

- a. Date of the compliance review  
ENTER DATEA – Conducted by GDOT and GDOT Consultant RLS
- b. The purpose or reason for the review  
2021 Policy Update Requirements
- c. Agency or organization that performed the review  
Ray Boylston of RLS & Associates on behalf GDOT
- d. Summary of the finding and recommendations of the review

*FTA Circular 4702.1B, Chapter III, Paragraph 2: Every application for financial assistance from FTA must be accompanied by an assurance that the applicant will carry out the program in compliance with the Title VI regulations.*

There were no Title VI findings.

- e. Report on the status of the findings and recommendations
- f. There were no Title VI findings.
- g. Current status of the compliance review
- h. There were no Title VI findings.

## 2.2 Annual Certifications and Assurances

In accordance with 49 CFR Section 21.7(a), every application for financial assistance from FTA must be accompanied by an assurance that the applicant will carry out the program in compliance with Title VI regulations. This requirement shall be fulfilled when the applicant/recipient submits its annual certifications and assurances. Primary recipients will collect Title VI assurances from sub-recipients prior to passing through FTA funds.

HALL AREA TRANSIT will remain in compliance with this requirement by annual submission of certifications and assurances as required by GDOT.

### 2.3 Title VI Plan Concurrence and Adoption

This Title VI Plan received GDOT concurrence on **date**. The Plan was approved and adopted by Hall County Board of Commissioners during a meeting held on **September 30, 2021**. A copy of the meeting minutes and GDOT concurrence letter is included in Appendix C of this Plan.

### 3.0 Title VI Notice to the Public

*FTA Circular 4702.1B, Chapter III, Paragraph 5: Title 49 CFR 21.9(d) requires recipients to provide information to the public regarding the recipient's obligations under DOT's Title VI regulations and apprise members of the public of the protections against discrimination afforded to them by Title VI.*

#### 3.1 Notice to Public <https://www.gainesville.org/186/Hall-Area-Transit-Services>

Recipients must notify the public of its rights under Title VI and include the notice and where it is posted in the Title VI Plan. The notice includes:

- A statement that the agency operates programs without regard to race, color and national origin
- A description of the procedures members of the public should follow in order to request additional information on the grantee's nondiscrimination obligations
- A description of the procedure members of the public should follow in order to file a discrimination complaint against the grantee

#### 3.2 Notice Posting Locations

The Notice to Public is posted at many locations to apprise the public of Hall Area Transit's obligations under Title VI and to inform them of the protections afforded them under Title VI. At a minimum, the notice is posted in public areas of Hall Area Transit office(s) including the reception desk and meeting rooms, and on the Hall Area Transit website at <http://www.gainesville.org/hall-area-transit>. Additionally, Hall Area Transit will post the notice on WeGo and Trolley transit vehicles.

*FTA Circular 4702.1B, Chapter III, Paragraph 6: All recipients shall develop procedures for investigating and tracking Title VI complaints filed against them and make their procedures for filing a complaint available to member of the public.*

## 4.0 Title VI Procedures and Compliance

### 4.1 Complaint Procedure

Any person who believes he or she has been discriminated against on the basis of race, color or national origin by Hall Area Transit may file a Title VI complaint by completing and submitting the agency's Title VI Complaint Form (refer to Appendix E). Hall Area Transit investigates complaints received no more than 180 days after the alleged incident. Hall Area Transit will process complaints that are complete.

Once the complaint is received, Hall Area Transit will review it to determine if our office has jurisdiction. The complainant will receive an acknowledgement letter informing him/her whether the complaint will be investigated by our office.

Hall Area Transit has ninety (90) days to investigate the complaint. If more information is needed to resolve the case, Hall Area Transit may contact the complainant. The complainant has ten (10) business days from the date of the letter to send requested information to the investigator assigned to the case. If the investigator is not contacted by the complainant or does not receive the additional information within ten (10) business days, Hall Area Transit can administratively close the case. A case can also be administratively closed if the complainant no longer wishes to pursue their case.

After the investigator reviews the complaint, she/he will issue one of two letters to the complainant: a closure letter or a letter of finding (LOF). A closure letter summarizes the allegations and states that there was not a Title VI violation and that the case will be closed. A LOF summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff member or other action will occur. If the complainant wishes to appeal the decision, she/he has seven (7) days to do so from the time he/she receives the closure letter or the LOF.

The complaint procedure will be made available to the public on Hall Area Transit's website at <https://www.gainesville.org/186/Hall-Area-Transit-Services>

<http://www.gainesville.org/hall-area-transit>.

## 4.2 Complaint Form

A copy of the complaint form in English and Spanish is provided in Appendix E and on Hall Area Transit's website as follows:

<https://www.gainesville.org/DocumentCenter/View/2991/Title-VI-Complaint-Form-English-PDF>

<https://www.gainesville.org/DocumentCenter/View/2992/Title-VI-Complaint-Form-Spanish-PDF>

## 4.3 Record Retention and Reporting Policy

FTA requires that all direct and primary recipients (GDOT) document their compliance by submitting a Title VI Plan to their FTA regional civil rights officer once every three (3) years. Hall Area Transit will submit Title VI Plans to GDOT for concurrence on an annual basis or any time a major change in the Plan occurs.

Compliance records and all Title VI related documents will be retained for a minimum of three (3) years and reported to the primary recipient annually.

## 4.4 Sub-recipient Assistance and Monitoring

Hall Area Transit system does **NOT** have any sub-recipients to provide monitoring and assistance to. As a sub-recipient to GDOT, Hall Area Transit utilizes the sub-recipient assistance and monitoring provided by GDOT, as needed. In the future, if Your Transit System has sub-recipients, it will provide assistance and monitoring as required by FTA Circular 4702.1B. ]

## 4.5 Sub recipients and Subcontractors

Hall Area Transit is responsible for ensuring that subcontractors (TPOs) are in compliance with Title VI requirements. Sub recipients may not discriminate in the selection and retention of any subcontractors. Subcontractors also may not discriminate in the selection and retention of any subcontractors. Hall Area Transit, subcontractors, and/or TPOs may not discriminate in their employment practices in connection with federally assisted projects. Subcontractors and TPOs are not required to prepare or submit a Title VI Plan. However, the following nondiscrimination clauses will be inserted into every contract with contractors and subcontractors subject to Title VI regulations.

### Nondiscrimination Clauses

During the performance of a contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") must agree to the following clauses:

1. **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time,

(hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.

2. **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
3. **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the subcontractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
4. **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Georgia Department of Transportation and/or the Federal Transit Administration*, to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Georgia Department of Transportation*, and/or the *Federal Transit Administration*, as appropriate, and shall set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, HALL AREA TRANSIT shall impose contract sanctions as appropriate, including, but not limited to:
  - a. withholding of payments to the Contractor under the contract until the Contractor complies, and/or
  - b. cancellation, termination or suspension of the contract, in whole or in part.
6. **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the HALL AREA TRANSIT, Georgia Department of Transportation, and/or the Federal Transit Administration, may direct as a means of enforcing such provisions including sanctions for noncompliance.

#### Disadvantaged Business Enterprise (DBE) Policy

As a condition of your agreement with GDOT, Hall Area Transit and its contractors and subcontractors agree to ensure that Disadvantaged Business Enterprises as defined in 49 CFR Part 26, as amended, have the opportunity to participate in the performance of contracts. Hall Area Transit and its contractor and subcontractors shall not discriminate on the basis of race, color, national origin, or sex in the performance of any contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and

administration of GDOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of the contract or such other remedy as the recipient deems appropriate.

**E-Verify**

As a condition of your agreement with GDOT, vendors and contractors of Hall Area Transit shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the vendor or contractor while contracted with Hall Area Transit. Additionally, vendors and contractors shall expressly require any subcontractors performing work or providing services pursuant to work for Hall Area Transit shall likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor while working for Hall Area Transit.



## 5.0 Title VI Investigations, Complaints, and Lawsuits

*FTA Circular 4702.1B, Chapter III, Paragraph 7: In order to comply with the reporting requirements of 49 CFR 21.9(b), FTA requires all recipients to prepare and maintain a list of any of the following that allege discrimination on the basis of race, color, or national origin: active investigations....; lawsuits, and complaints naming the recipient.*

In accordance with 49 CFR 21.9(b), Hall Area Transit must record and report any investigations, complaints, or lawsuits involving allegations of discrimination. The records of these events shall include the date the investigation, lawsuit, or complaint was filed; a summary of the allegations; the status of the investigation, lawsuit, or complaint; and actions taken by Hall Area Transit in response; and final findings related to the investigation, lawsuit, or complaint. The records for the previous three (3) years shall be included in the Title VI Plan when it is submitted to [GDOT] and/or [other primary recipient].

Hall Area Transit has had no investigations, complaints, or lawsuits involving allegations of discrimination on the basis of race, color, or national origin over the past three (3) years. A summary of these incidents is recorded in Table 1.

| <b>Table 1</b><br><b>Title VI Summary of Investigations, Complaints &amp; Lawsuits</b> |                                        |                                                                                              |               |                        |
|----------------------------------------------------------------------------------------|----------------------------------------|----------------------------------------------------------------------------------------------|---------------|------------------------|
|                                                                                        | <b>Date<br/>(Month, Day,<br/>Year)</b> | <b>Summary<br/>(include basis of<br/>complaint: race,<br/>color, or national<br/>origin)</b> | <b>Status</b> | <b>Action(s) Taken</b> |
| Investigations                                                                         | NONE                                   |                                                                                              |               |                        |
| 1.                                                                                     |                                        |                                                                                              |               |                        |
| 2.                                                                                     |                                        |                                                                                              |               |                        |
| Lawsuits                                                                               | NONE                                   |                                                                                              |               |                        |
| 1.                                                                                     |                                        |                                                                                              |               |                        |
| 2.                                                                                     |                                        |                                                                                              |               |                        |
| Complaints                                                                             | NONE                                   |                                                                                              |               |                        |
| 1.                                                                                     |                                        |                                                                                              |               |                        |
| 2.                                                                                     |                                        |                                                                                              |               |                        |

## 6.0 Public Participation Plan

*FTA Circular 4702.1B, Chapter III, Paragraph 4.a.4: Every Title VI Plan shall include the following information: A public participation plan that includes an outreach plan to engage minority and limited English proficient populations, as well as a summary of outreach efforts made since the last Title VI Plan submission. A recipient's targeted public participation plan of minority populations may be part of efforts that extend more broadly to include constituencies that are traditionally underserved, such as people with disabilities, low-income populations, and others.*

The Public Participation Plan (PPP) for Hall Area Transit was developed to ensure that all members of the public, including minorities and Limited English Proficient (LEP) populations, are encouraged to participate in the decision-making process for Hall Area Transit. Policy and service delivery decisions need to take into consideration community sentiment and public opinion based upon well-executed outreach efforts. The public outreach strategies described in the PPP are designed to provide the public with effective access to information about Hall Area Transit services and to provide a variety of efficient and convenient methods for receiving and considering public comment prior to implementing changes to services. The PPP is included as Appendix F to this Title VI Plan.

### Current Outreach Efforts

Hall Area Transit is required to submit a summary of public outreach efforts made over the last three (3) years. The following is a list and short description of Hall Area Transit's recent, current, and planned outreach activities.

- Hall Area Transit staff provides travel training sessions to individuals and organizations as requested in an effort to increase the community's understanding and use of the public transit system.
- Hall Area Transit disseminates annual Customer Service Surveys to gauge the quality of service among passengers. The last surveys were disseminated October 2020.
- Hall Area Transit staff holds annual Customer Appreciation Days wherein regular passengers receive free or reduced bus rides and small tokens of appreciation such as hat, t-shirts and buttons
- Hall Area Transit has partnered with the Hall County Library System and Gainesville City Schools to provide free bus rides for K-12 students during the summer months as a way to prevent summer learning loss and keep young people involved in constructive activities at places such as parks, museums and the like.
- Hall Area Transit holds public meetings prior to implementing any significant changes to the service. **During the last three years, public meetings were held on August 31, 2020 at 9am, 10am and 11am; September 8, 2020 at 12noon; June 2, 2021 at 10:30am, 11:30am and 12:30pm, and June 3, 2021 at 12noon and 7pm.**
- Hall Area Transit staff participates in bi-monthly meetings of the Gainesville-Hall County Metropolitan Planning Organization (GHMPO) wherein services updates are provided to the community at large.

## 7.0 Language Assistance Plan

*FTA Circular 4702.1B, Chapter III, Paragraph 9: Recipients shall take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of their programs and activities for individuals who are limited English proficient (LEP).*

Hall Area Transit operates a transit system within Hall County. The Language Assistance Plan (LAP) has been prepared to address Hall Area Transit's responsibilities as they relate to the needs of individuals with Limited English Proficiency (LEP). Individuals, who have a limited ability to read, write, speak or understand English are LEP. **In Hall Area Transit service area as of July 2017, there are 179,888/13.1% residents age 5 and over who describe themselves as not able to communicate in English very well (Source: US Census).** Hall Area Transit is federally mandated (Executive Order 13166) to take responsible steps to ensure meaningful access to the benefits, services, information and other important portions of its programs and activities for individuals who are LEP. Hall Area Transit has utilized the U.S. Department of Transportation (DOT) LEP Guidance Handbook and performed a four-factor analysis to develop its LAP. The LAP is included in this Title VI Plan as Appendix G.

Hall Area Transit provides service throughout Hall County including the incorporated cities of Gainesville, Oakwood, Flowery Branch, Clermont, Lula, Gillsville. **According to the U.S. Census Bureau, the primary language for Hall County is English and the second most common language spoken is Spanish at 25%. The City of Gainesville has a higher concentration of Spanish speakers with 42% identifying Spanish as their first language.**

**Limited English Speaking Persons are usually defined as those who self-identify as speaking English less than "very well" on the U.S. census. 13.1 percent of the population of Hall County is not proficient in English and 31% of those living in the City of Gainesville are not proficient in English. The bulk of those who cannot speak English very well primarily speak Spanish as their first language.**

## 8.0 Transit Planning and Advisory Bodies

*FTA Circular 4702.1B, Chapter III, Paragraph 10: Recipients that have transit-related, non-elected planning boards, advisory councils or committees, or similar committees, the membership of which is selected by the recipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees.*

The Gainesville-Hall County Metropolitan Planning Organization “Citizen’s Committee” serves as Hall Area Transit’s Advisory Body.

| Gainesville-Hall County Metropolitan Planning Organization<br>Gender/Race Categories of Committee Participants |       |        |          |          |            |
|----------------------------------------------------------------------------------------------------------------|-------|--------|----------|----------|------------|
| Committee Name                                                                                                 | Total | Female | % Female | Minority | % Minority |
| Policy Cmte                                                                                                    | 21    | 6      | 28%      | 4        | 19%        |
| Technical Cmte                                                                                                 | 34    | 10     | 29%      | 5        | 14%        |
| Citizens Advisory Cmte                                                                                         | 19    | 8      | 42%      | 1        | 5%         |

## 9.0 Title VI Equity Analysis

*FTA Circular 4702.1B, Chapter III, Paragraph 4.a.8: If the recipient has constructed a facility, such as vehicle storage, maintenance facility, operation center, etc., the recipient shall include a copy of the Title VI equity analysis conducted during the planning stage with regard to the location of the facility.*

Title 49 CFR, Appendix C, Section (3)(iv) requires that “the location of projects requiring land acquisition and the displacement of persons from their residences and business may not be determined on the basis of race, color, or national origin.” For purposes of this requirement, “facilities” does not include bus shelters, as they are considered transit amenities. It also does not include transit stations, power substations, or any other project evaluated by the National Environmental Policy Act (NEPA) process. Facilities included in the provision include, but are not limited to, storage facilities, maintenance facilities, operations centers, etc. In order to comply with the regulations, Hall Area Transit will ensure the following:

1. Hall Area Transit will complete a Title VI equity analysis for any facility during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color, or national origin. Hall Area Transit will engage in outreach to persons potentially impacted by the siting of the facility. The Title VI equity analysis must compare the equity impacts of various siting alternatives, and the analysis must occur before the selection of the preferred site.
2. When evaluating locations of facilities, Hall Area Transit will give attention to other facilities with similar impacts in the area to determine if any cumulative adverse impacts might result. Analysis should be done at the Census tract or block group level where appropriate to ensure that proper perspective is given to localized impacts.
3. If Hall Area Transit determines that the location of the project will result in a disparate impact on the basis of race, color, or national origin, Hall Area Transit may only locate the project in that location if there is a substantial legitimate justification for locating the project there, and where there are no alternative locations that would have a less disparate impact on the basis of race, color, or national origin. Hall Area Transit must demonstrate and document how both tests are met. Hall Area Transit will consider and analyze alternatives to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then implement the least discriminatory alternative.

Hall Area Transit has not recently constructed any facilities nor does it currently have any facilities in the planning stage. Therefore, Hall Area Transit does not have any Title VI Equity Analysis reports to submit with this Plan. Hall Area Transit will utilize the demographic maps included in Appendix I for future Title VI analysis.

## 10.0 System-Wide Service Standards and Service Policies

*FTA Circular 4702.1B, Chapter III, Paragraph 10: All fixed route transit providers shall set service standards and policies for each specific fixed route mode of service they provide.*

Hall Area Transit provides both rural demand response and urban fixed route services.

FTA Circular 4702.1B requires that all fixed route service providers prepare and submit system-wide service standards and service policies as a part of their Title VI Plan. These standards and policies must address how service is distributed across the transit system, and must ensure that the manner of the distribution affords users access to these assets.

Hall Area Transit has adopted the following system-wide standards and policies to ensure service design and operations practices do not result in discrimination on the basis of race, color, or national origin. Service policies differ from service standards in that they are not necessarily based on a quantitative threshold.

### 10.1 Service Standards

FTA requires that all fixed route transit providers develop quantitative standards for all fixed route modes of operation for the following indicators. HALL AREA TRANSIT is in its first year of operating a rideshare service, **WeGo**, and a seasonal trolley service, **Gainesville Trolley**, with routes that vary.

a. Vehicle Load

| Vehicle Type                                          | Average Passenger Capacities |          |       |                     |
|-------------------------------------------------------|------------------------------|----------|-------|---------------------|
|                                                       | Seated                       | Standing | Total | Maximum Load Factor |
| 27' 2019 Ford E-450 Star Trans Senator II Shuttle Bus | 15                           | 5        | 20    | 1.3                 |
| Ram Lone Star 1500                                    | 10                           | 0        | 10    | 1.0                 |
| Ram Lone Star 3500                                    | 12                           | 0        | 12    | 1.0                 |
| Hometown Trolley                                      | 22                           | 10       | 32    | 1.4                 |

b. Vehicle Headway: The WeGo Rideshare service does not have a measurable headway.

| POLICY HEADWAYS AND PERIODS OF OPERATION |             |             |                |              |
|------------------------------------------|-------------|-------------|----------------|--------------|
| <u>WEEKDAY</u>                           | <u>Peak</u> | <u>Base</u> | <u>Evening</u> | <u>Night</u> |
| Cross-Town                               | N/A         | N/A         | N/A            | N/A          |
|                                          |             |             |                |              |

*Peak: 6-9 am and 4-6 pm; Base 9am - 4pm*

*Weekend and Late Evening Service are not provided*

c. On-Time Performance

A vehicle is considered on time if it departs a scheduled time point no more than one (1) minute early and no more than five (5) minutes late. The Hall Area Transit on-time performance objective is 90% or greater. Hall Area Transit continuously monitors on-time performance and system results are published and posted as part of monthly performance reports covering all aspects of operations.

d. Service Availability

Hall Area Transit's microtransit service, **WeGo**, serves all areas of the county. Passengers may have to walk 250 feet to a "virtual bus stop" to access the vehicle. Hall Area Transit's trolley service, **Gainesville Trolley**, operates seasonally and the routes vary.

## 10.2 Service Policies

FTA requires fixed route transit providers to develop a policy for service indicators. Hall Area Transit has prepared the following policies for its transit system.

- A. Distribution of Transit Amenities
- B. Vehicle Assignment

**WeGo:** Each week, the WeGo Rideshare vehicles **are randomly assigned to satellite stations** throughout Hall County. Where the vehicles travel depends on the customer demand at any given time. Passengers may walk up to 250 feet to a "virtual bus stop" to access the vehicle; hence, there are not amenities assigned to this service.

**Gainesville Trolley:** Two trolleys operate seasonally along various routes from summer to fall. The routes are posted to the City of Gainesville Hall Area Transit website each season that the service is operational. Passengers hail vehicles at a "virtual bus stop"; hence, there are no amenities assigned to this service.

## 11.0 Appendices

|            |                                                                    |
|------------|--------------------------------------------------------------------|
| APPENDIX A | FTA CIRCULAR 4702.1B REPORTING REQUIREMENTS FOR TRANSIT PROVIDERS  |
| APPENDIX B | CURRENT SYSTEM DESCRIPTION                                         |
| APPENDIX C | TITLE VI PLAN ADOPTION MEETING MINUTES AND GDOT CONCURRENCE LETTER |
| APPENDIX D | TITLE VI SAMPLE NOTICE TO PUBLIC                                   |
| APPENDIX E | TITLE VI COMPLAINT FORM                                            |
| APPENDIX F | PUBLIC PARTICIPATION PLAN                                          |
| APPENDIX G | LANGUAGE ASSISTANCE PLAN                                           |
| APPENDIX H | OPERATING AREA LANGUAGE DATA: HALL AREA TRANSIT SERVICE AREA       |
| APPENDIX I | DEMOGRAPHIC MAPS                                                   |
| APPENDIX J | TITLE VI EQUITY ANALYSIS                                           |



# **Appendix A**

## **FTA Circular 4702.1B Reporting Requirements for Transit Providers**

Every three years, on a date determined by FTA, each recipient is required to submit the following information to the Federal Transit Administration (FTA) as part of their Title VI Program. Sub-recipients shall submit the information below to their primary recipient (the entity from whom the sub-recipient receives funds directly), on a schedule to be determined by the primary recipient.

### **General Requirements**

*All recipients must submit:*

- ☐ Title VI Notice to the Public, including a list of locations where the notice is posted
- ☐ Title VI Complaint Procedures (i.e., instructions to the public regarding how to file a Title VI discrimination complaint)
- ☐ Title VI Complaint Form
- ☐ List of transit-related Title VI investigations, complaints, and lawsuits
- ☐ Public Participation Plan, including information about outreach methods to engage minority and limited English proficient populations (LEP), as well as a summary of outreach efforts made since the last Title VI Program submission
- ☐ Language Assistance Plan for providing language assistance to persons with limited English proficiency (LEP), based on the DOT LEP Guidance
- ☐ A table depicting the membership of non-elected committees and councils, the membership of which is selected by the recipient, broken down by race, and a description of the process the agency uses to encourage the participation of minorities on such committees
- ☐ Primary recipients shall include a description of how the agency monitors its sub-recipients for compliance with Title VI, and a schedule of sub-recipient Title VI Program submissions
- ☐ **A Title VI equity analysis if the recipient has constructed a facility, such as a vehicle storage facility, maintenance facility, operation center, etc.**
- ☐ A copy of board meeting minutes, resolution, or other appropriate documentation showing the board of directors or appropriate governing entity or official(s) responsible for policy decisions reviewed and approved the Title VI Program. For State DOTs, the appropriate governing entity is the State's Secretary of Transportation or equivalent. The approval must occur prior to submission to FTA.
- ☐ Additional information as specified in Chapters IV, V, and VI, depending on whether the recipient is a transit provider, a State, or a planning entity (see below)

### **Requirements of Transit Providers**

*All Fixed Route Transit Providers must submit:*

- ☐ All requirements set out in Chapter III (General Requirements)
- ☐ Service standards
  - Vehicle load for each mode
  - Vehicle headway for each mode
  - On time performance for each mode
  - Service availability for each mode
- ☐ Service policies
  - Transit Amenities for each mode
  - Vehicle Assignment for each mode

*Transit Providers that operate 50 or more fixed route vehicles in peak service and are located in an Urbanized Area (UZA) of 200,000 or more people must submit:*

- ☐ Demographic and service profile maps and charts
- ☐ Demographic ridership and travel patterns, collected by surveys
- ☐ Results of their monitoring program and report, including evidence that the board or other governing entity or official(s) considered, was aware of the results, and approved the analysis
- ☐ A description of the public engagement process for setting the “major service change policy,” disparate impact policy, and disproportionate burden policy
- ☐ Results of service and/or fare equity analyses conducted since the last Title VI Program submission, including evidence that the board or other governing entity or official(s) considered, was aware of, and approved the results of the analysis

# **Appendix B**

## **Current System Description**

### Current System Description

1. An overview of the organization including its mission, program goals and objectives.  
Hall Area Transit's current and long-term focus as a transportation provider is on maintaining the best-coordinated transportation system possible for this community. Our goal is to create a coordinated system with the objective of providing safe, reliable, timely and efficient transportation services to county residents.
2. Organizational structure, type of operation, number of employees, service hours, staffing plan and safety and security plan.  
Hall Area Transit is a division of the Gainesville-Hall County Community Service Center, which is a jointly supported operation of the City of Gainesville and Hall County Government. Gainesville and Hall County government are committed to the provision of public transportation services and have ensured that these services are incorporated within the GHMPO Public Transportation Program. Gainesville and Hall County have a service delivery agreement and annual budget process to establish the agency staffing (30), service hours (252 days/year; 6:30am to 6:30pm) and fleet size (19 vehicles are used countywide).

As of September 2021, Hall Area Transit staff consists of the following:

- One *Community Service Center Director/GM* provides general oversight of Hall Area Transit. The Director reports to the Gainesville City Manager and is also accountable to the Hall County Administrator.
- One *Community Service Center Deputy Director/Deputy GM* coordinates financial transactions of transit agency including contracts and reimbursements.
- One *Transit Operations Supervisor* oversees daily para-transit and fixed route transit operations
- One *Transit Administrative Supervisor* supervises trainer(s), dispatcher(s), data coordinator(s) and addresses customer service inquiries.
- One *Vehicle Operator/Trainer* splits his/her time between operating a vehicle and providing driver new driver orientation/training.
- Two *Vehicle Operator/Dispatchers* split their time between driving a vehicle and overseeing the activities of vehicles on the road. As dispatchers, these individuals maintain communication with vehicle operators and the public
- One *Data Coordinator* records data and information and oversees activity at the customer service window.
- Ten full-time and a pool of 15+ part-time *Vehicle Operators* provide direct transportation service
- Hall Area Transit also has the administrative support of City of Gainesville and Hall County Government staff in departments such as Planning (GHMPO), GIS, Vehicle Maintenance, Administrative Services and Finance

3. Indicate if your agency is a government authority.

HALL AREA TRANSIT is a jointly supported agency of the City of Gainesville and Hall County Government. In previous years, employees of the City of Gainesville have administered Section 5307 and Section 5311 funded programs; however, in September 2021, the City of Gainesville and Hall County Government will execute a resolution indicating they no longer want to use Section 5311 Funds. The City and County will continue to provide local matching dollars to draw down Section 5307 funds. The City of Gainesville and Hall County Government develop an intergovernmental agreement each summer following budget hearings to manage their agreement with regard to the administration of all Community Service Center programs including Hall Area Transit.

4. Who is responsible for insurance, training and management, and administration of the agency's transportation programs?

The responsibilities for insurance, training, management and administration of Hall Area Transit is split between the GM, Assistant GM, Transit Operations Supervisor and Transit Administrative Supervisor. All safety sensitive employees are required to complete GDOT approved safety and security training course as part of their new hire orientation. All new employees are also required to complete 80 hours of on-the-road drivers training, which includes riding with a training driver, behind-the-wheel training, and training on proper use of wheel chair lifts and securement devices.

5. Who provides vehicle maintenance and record keeping?

Employees of the City of Gainesville Public Works Department provide maintenance on all agency vehicles. The City of Gainesville employs ASE certified technicians with experience working on commercial passenger vehicles like the type our agency uses. All maintenance is performed using the Preventative Maintenance Plan, which conforms to the State Vehicle Maintenance Guidelines set forth in the GDOT Preventative Maintenance Guidelines document. All vehicle files and driver files are kept on-site at our operations base located at 687 Main Street – Gainesville, GA and are maintained by the General Operations Manager. All records are maintained and retained for a minimum of four (4) years.

6. Number of current transportation related employees

The WeGo rideshare and Gainesville Trolley are two of six divisions within the Gainesville-Hall County Community Services Department (CSC). Accountable for transit services is the CSC Director/GM followed by the Deputy CSC Director/Assistant GM. Additional staff accountable for the daily operation of transit services include 1 Transit Operations Supervisor, 1 Transit Administration Supervisor, 2 Vehicle Operators/Dispatchers, 1 Data Coordinator, 1 Vehicle Operator/Trainer, 10 full-time Vehicle Operators and a pool of 15+ part-time vehicle operators. The City of Gainesville Maintenance Division which is part of the City of Gainesville Public Works Department has 3 or more mechanics that perform maintenance on transit vehicles.

7. Who will drive the vehicle, number of drivers, CDL certifications, etc.?

Only transportation employees that have completed all of the required safety and drivers training requirements will be allowed to drive the agency vehicles. Vehicles Operators of the Gainesville

Trolley must have a CDL with Passenger Endorsement while operators for WeGo need only have a Class C license.

A detailed description of service routes and ridership numbers

**WeGo**

From December 2020 to June 2021, Hall Area Transit debuted a rideshare program within the City of Gainesville called **WeGo Powered by Via**. This service expanded to the balance of Hall County in July 2021. WeGo operates M-F, 6am to 6pm. Passengers pay just two dollars for trips that are 5 miles or less and they pay an additional 50 cents for each mile beyond 5 miles. So far, WeGo has averaged 5K trips/month.



**Gainesville Trolley**

The **Gainesville Trolley** was first deployed as a special downtown lunch shuttle in July and August. Trolley service will launch again this winter to serve holiday shoppers in the downtown area. Note that both the Gainesville Connection fixed route service and the Dial-A-Ride demand response service sunset on June 30, 2021.



# **Appendix C**

## **Title VI Plan Adoption Meeting Minutes and GDOT Concurrence Letter**



PLM To insert updated  
copy of the Title VI Plan  
adoption meeting  
minutes and the GDOT  
concurrence letter.

# **Appendix D**

## **Title VI Sample Notice to Public**

### Notifying the Public of Rights Under Title VI

#### ENGLISH

## HALL AREA TRANSIT

- HALL AREA TRANSIT operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with HALL AREA TRANSIT.
- For more information on HALL AREA TRANSIT'S civil rights program, and the procedures to file a complaint, contact 770-503-3333, email <http://www.gainesville.org/hall-area-transit>; (TTY 800-255-0056); or visit our administrative office at 687 Main Street, Gainesville, Georgia 30501. For more information, visit [yourcommunitytransit.gov](http://yourcommunitytransit.gov).
- If information is needed in another language, contact 770-503-3330
- You may also file your complaint directly with the FTA at: Federal Transit Administration Office of Civil Rights Attention: Title VI Program Coordinator, East Building, 5th Floor - TCR 1200 New Jersey Ave., SE, Washington, DC 20590

### Titulo VI Anuncio Publico

## HALL AREA TRANSIT

- HALL AREA TRANSIT administra sus programas y servicios sin considerar raza, color, y origen nacional en acuerdo con el Titulo VI de la Ley de Derechos Civiles. Toda persona que cree que ha sido objeto o ha sido ofendido por alguna practica discriminatoria ilegal debajo del Titulo VI, puede presentar una queja con HALL AREA TRANSIT.
- Para mas informacion sobre el programa de derechos civiles de HALL AREA TRANSIT, y el procedimiento para presentar una queja, contacte 770-503-3333,; correo electronico <http://www.gainesville.org/hall-area-transit>(TTY 800-255-0056); o visite nuestra oficina administrativa en 687 Main Street, Gainesville, Georgia 30501. Para mas informacion, visite [yourcommunitytransit.gov](http://yourcommunitytransit.gov).
- Si necesita la informacion en otro idioma, contacte 770-503-3330.
- Tambien puede presentar una queja directamente con la Administracion Federal de Transito en: Federal Transit Administration Office of Civil Rights Attention: Title VI Program Coordinator, East Building, 5th Floor – TCR 1200 New Jersey Ave., SE, Washington, DC 20590.

# HALL AREA TRANSIT

## Title VI Complaint Form

English

|                                                                                                                                                                                                                                                                                                                                                                   |             |  |                   |    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|--|-------------------|----|
| <b>Section I:</b>                                                                                                                                                                                                                                                                                                                                                 |             |  |                   |    |
| Name:                                                                                                                                                                                                                                                                                                                                                             |             |  |                   |    |
| Address:                                                                                                                                                                                                                                                                                                                                                          |             |  |                   |    |
| Telephone (Home):                                                                                                                                                                                                                                                                                                                                                 |             |  | Telephone (Work): |    |
| Electronic Mail Address:                                                                                                                                                                                                                                                                                                                                          |             |  |                   |    |
| Accessible Format Requirements?                                                                                                                                                                                                                                                                                                                                   | Large Print |  | Audio Tape        |    |
|                                                                                                                                                                                                                                                                                                                                                                   | TDD         |  | Other             |    |
| <b>Section II:</b>                                                                                                                                                                                                                                                                                                                                                |             |  |                   |    |
| Are you filing this complaint on your own behalf?                                                                                                                                                                                                                                                                                                                 |             |  | Yes*              | No |
| *If you answered "yes" to this question, go to Section III.                                                                                                                                                                                                                                                                                                       |             |  |                   |    |
| If not, please supply the name and relationship of the person for whom you are complaining:                                                                                                                                                                                                                                                                       |             |  |                   |    |
| Please explain why you have filed for a third party:                                                                                                                                                                                                                                                                                                              |             |  |                   |    |
|                                                                                                                                                                                                                                                                                                                                                                   |             |  |                   |    |
| Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.                                                                                                                                                                                                                                         |             |  | Yes               | No |
| <b>Section III:</b>                                                                                                                                                                                                                                                                                                                                               |             |  |                   |    |
| I believe the discrimination I experienced was based on (check all that apply):                                                                                                                                                                                                                                                                                   |             |  |                   |    |
| <input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin <input type="checkbox"/> Age                                                                                                                                                                                                                                |             |  |                   |    |
| <input type="checkbox"/> Disability <input type="checkbox"/> Family or Religious Status <input type="checkbox"/> Other (explain) _____                                                                                                                                                                                                                            |             |  |                   |    |
| Date of Alleged Discrimination (Month, Day, Year): _____                                                                                                                                                                                                                                                                                                          |             |  |                   |    |
| Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form. |             |  |                   |    |
| _____<br>_____<br>_____                                                                                                                                                                                                                                                                                                                                           |             |  |                   |    |
| <b>Section IV</b>                                                                                                                                                                                                                                                                                                                                                 |             |  |                   |    |
| Have you previously filed a Title VI complaint with this agency?                                                                                                                                                                                                                                                                                                  |             |  | Yes               | No |

**Section V**

Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?

☐ Yes ☐ No

If yes, check all that apply:

☐ Federal Agency: \_\_\_\_\_

☐ Federal Court \_\_\_\_\_

☐ State Agency \_\_\_\_\_

☐ State Court \_\_\_\_\_

☐ Local Agency \_\_\_\_\_

Please provide information about a contact person at the agency/court where the complaint was filed.

Name:

Title:

Agency:

Address:

Telephone:

**Section VI**

Name of agency complaint is against:

Contact person:

Title:

Telephone number:

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date required below

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Please submit this form in person at the address below, or mail this form to:

HALL AREA TRANSIT  
Phillippa Lewis Moss  
687 Main Street  
Gainesville, GA 30501

# HALL AREA TRANSIT

## Formulario de Queja Titulo VI

Espanol

|                                                                                                                                                                                                                                                                                                                                                             |                |  |                            |    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|--|----------------------------|----|
| <b>Seccion I:</b>                                                                                                                                                                                                                                                                                                                                           |                |  |                            |    |
| <b>Nombre:</b>                                                                                                                                                                                                                                                                                                                                              |                |  |                            |    |
| <b>Direccion:</b>                                                                                                                                                                                                                                                                                                                                           |                |  |                            |    |
| <b>Telefono (casa):</b>                                                                                                                                                                                                                                                                                                                                     |                |  | <b>Telefono (trabajo):</b> |    |
| Correo Electronico:                                                                                                                                                                                                                                                                                                                                         |                |  |                            |    |
| Requisitos de formato accesible?                                                                                                                                                                                                                                                                                                                            | Letras grandes |  | Audio                      |    |
|                                                                                                                                                                                                                                                                                                                                                             | TDD            |  | Otro                       |    |
| <b>Seccion II:</b>                                                                                                                                                                                                                                                                                                                                          |                |  |                            |    |
| ¿Esta usted presentando esta queja en su nombre?                                                                                                                                                                                                                                                                                                            |                |  | Si*                        | No |
| *Si usted contesto "Si" a esta pregunta, ir a la Seccion III.                                                                                                                                                                                                                                                                                               |                |  |                            |    |
| Si no, por favor suministre el nombre y la relacion de la persona quien se queja:                                                                                                                                                                                                                                                                           |                |  |                            |    |
| Por favor explique por que esta presentando por un tercero:                                                                                                                                                                                                                                                                                                 |                |  |                            |    |
|                                                                                                                                                                                                                                                                                                                                                             |                |  |                            |    |
| Por favor confirme que ha obtenido el permiso de la persona discriminada si esta presentando por un tercero.                                                                                                                                                                                                                                                |                |  | Si                         | No |
| <b>Seccion III:</b>                                                                                                                                                                                                                                                                                                                                         |                |  |                            |    |
| Creo que he sido objeto de discriminacion basada en (marque todas las que apliquen):                                                                                                                                                                                                                                                                        |                |  |                            |    |
| <input type="checkbox"/> Raza <input type="checkbox"/> Color <input type="checkbox"/> Origen Nacional <input type="checkbox"/> Edad                                                                                                                                                                                                                         |                |  |                            |    |
| <input type="checkbox"/> Discapacidad <input type="checkbox"/> Situacion familiar o religiosa <input type="checkbox"/> Otro (explique) _____                                                                                                                                                                                                                |                |  |                            |    |
| Fecha de la supuesta discriminacion (Mes, Dia, Ano): _____                                                                                                                                                                                                                                                                                                  |                |  |                            |    |
| Explicar claramente lo que paso o por que usted cree que fue discriminando. Describa todas las personas que estuvieron involucrados. Incluya el nombre e informacion de la persona/personas que fueron discriminados (si lo sabe) asi como los nombres e informacion de testigos. Si necesita mas espacio, por favor utilice el reverso de este formulario. |                |  |                            |    |
| _____<br>_____                                                                                                                                                                                                                                                                                                                                              |                |  |                            |    |
| <b>Seccion IV</b>                                                                                                                                                                                                                                                                                                                                           |                |  |                            |    |
| ¿Anteriormente ha presentado una queja del Titulo VI con esta agencia?                                                                                                                                                                                                                                                                                      |                |  | Si                         | No |

**Seccion V**

¿Ha presentado esta queja con otra agencia federal, estatal o local, o con la corte federal o estatal?

☐ Si ☐ No

Si es si, marque todas las que apliquen:

☐ Agencia Federal: \_\_\_\_\_

☐ Corte Federal \_\_\_\_\_

☐ Agencia Estatal \_\_\_\_\_

☐ Corte Estatal \_\_\_\_\_

☐ Agencia Local \_\_\_\_\_

Por favor provee la informacion de la persona de contacto en la agencia/corte donde presento la queja.

**Nombre:**

**Titulo:**

**Agencia:**

**Direccion:**

**Telefono:**

**Seccion VI**

Nombre de la agencia que la queja es contra:

Persona de contacto:

Titulo:

Telefono:

Usted puede adjuntar cualquier material escrito o otra informacion pertinente a su queja.

Firma y fecha son necesarias a continuacion

\_\_\_\_\_  
Firma

\_\_\_\_\_  
Fecha

Por favor presente este formulario en persona a esta direccion ,o envíe por correo a:

HALL AREA TRANSIT  
Phillippa Lewis Moss  
687 Main Street  
Gainesville, GA 30501

# **Appendix F**

## **Public Participation Plan (PPP)**



## Introduction

The Public Participation Plan (PPP) for Hall Area Transit was developed to ensure that all members of the public, including minorities and Limited English Proficient (LEP) populations, are encouraged to participate in the decision-making process for Hall Area Transit. Policy and service delivery decisions need to take into consideration community sentiment and public opinion based upon well-executed outreach efforts. The public outreach strategies described in the PPP are designed to provide the public with effective access to information about Hall Area Transit services and to provide a variety of efficient and convenient methods for receiving and considering public comment prior to implementing changes to services. Hall Area Transit also recognizes the importance of many types of stakeholders in the decision-making process, including other units of government, metropolitan area agencies, community-based organizations, major employers, passengers and the general public, including low-income, minority, LEP, and other traditionally underserved communities.

## Public Participation Goals

The main goal of the PPP is to offer meaningful opportunities for all interested segments of the public, including, but not limited to, low-income, minority and LEP groups, to comment, about Hall Area Transit and its operations. The goals for this PPP include:

- **Inclusion and Diversity:** Hall Area Transit will proactively reach out and engage low-income, minority, and LEP populations for the Hall Area Transit service area so these groups will have an opportunity to participate.
- **Accessibility:** All legal requirements for accessibility will be met. Efforts will be made to enhance the accessibility of the public's participation – physically, geographically, temporally, linguistically and culturally.
- **Clarity and Relevance:** Issues will be framed in public meetings in such a way that the significance and potential effect of proposed decisions is understood by participants. Proposed adjustments to fares or services will be described in language that is clear and easy to understand.
- **Responsive:** Hall Area Transit will strive to respond to and incorporate, when possible, appropriate public comments into transportation decisions.
- **Tailored:** Public participation methods will be tailored to match local and cultural preferences as much as possible.
- **Flexible:** The public participation process will accommodate participation in a variety of ways and will be adjusted over time as needed.

## Public Participation Methods

The methods of public participation included in this PPP were developed based upon best practices in conjunction with the needs and capabilities of Hall Area Transit. Hall Area Transit intends to achieve meaningful public participation by a variety of methods with respect to service and any changes to service.

Hall Area Transit will conduct community meetings and listening sessions as appropriate with passengers, employers, community based organizations, and advisory committees to gather public input and distribute information about service quality, proposed changes or new service options.

The public is encouraged to provide feedback directly to Hall Area Transit administrators in person, by letter or email. All passenger requests and suggestions are recorded and submitted to consultants for their consideration during regular transit develop planning process. The public will also be able to call the Hall Area Transit office at 770-503-3333 during its hours of operation. Feedback collected over the phone will be recorded and passed on to Hall Area Transit management. Formal customer surveys to measure performance, and listening sessions to solicit input, are conducted periodically. The comments recorded as a part of these participation methods will be responded to as appropriate.

Meeting formats will be tailored to help achieve specific public participation goals that vary by project or the nature of the proposed adjustment of service. Some meetings will be designed to share information and answer questions. Some will be designed to engage the public in providing input, establishing priorities, and helping to achieve consensus on a specific recommendation. Others will be conducted to solicit and consider public comments before implementing proposed adjustments to services. In each case, an agenda for the meetings will be created that work to achieve the stated goals and is relevant to the subject and not overwhelming for the public.

For all public meetings, the venue will be a facility that is accessible for persons with disabilities and, preferably, is served by public transit. If a series of meetings are scheduled on a topic, different meeting locations may be used, since no one location is usually convenient to all participants.

For community meetings and other important information, Hall Area Transit will use a variety of means to make riders and citizens aware, including some or all of the following methods:

- In-vehicle advertisement
- Posters or flyers in transit center
- Posting information on website and city/county facebook pages
- Press releases and briefings to media outlets
- Multilingual flyer distribution to community based organizations, particularly those that target LEP population
- Flyers and information distribution through various libraries and other civic locations that currently help distribute timetables and other information
- Communications to relevant elected officials
- Other methods required by local or state laws or agreements

All information and materials communicating proposed and actual service adjustments will be provided in English and any other language that meets the “safe harbor” criteria.

#### Public Hearing

Hall Area Transit holds public meetings whenever there is change that impact 10% of the routes and/or fares. Meetings are typically scheduled in the early morning, late afternoon and evening to accommodate passengers with different employment, education, daycare schedules. The meetings are also held at locations that are accessible to public transit such as the transit administrative building, government offices and community centers. Transit meetings also take place at the site of senior residential facilities, medical centers, schools and other locations with a captive audience.

# **Appendix G**

## **Language Assistance Plan (LAP)**

## **I. Introduction**

Hall Area Transit operates a transit system within Hall County. The Language Assistance Plan (LAP) has been prepared to address Hall Area Transit's responsibilities as they relate to the needs of individuals with Limited English Proficiency (LEP). Individuals, who have a limited ability to read, write, speak or understand English are LEP. In Hall Area Transit service area, **4.5% (835,047)** of residents describe themselves as not being able to communicate in English "very well" (Source: US Census). Hall Area Transit is federally mandated (Executive Order 13166) to take responsible steps to ensure meaningful access to the benefits, services, information and other important portions of its programs and activities for individuals who are LEP. Hall Area Transit has utilized the U.S. Department of Transportation (USDOT) LEP Guidance Handbook and performed a four-factor analysis to develop its LAP.

Calculate the number and percentage of people who do not speak English very well by using Appendix H.

The U.S. Department of Transportation Handbook, titled "Implementing the Department of Transportation's Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons: A Handbook for Public Transportation Providers, (April 13, 2007) " (hereinafter "Handbook"), states that Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq., and its implementing regulations provide that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity that receives Federal financial assistance (Handbook, page 5). The Handbook further adds that Title VI prohibits conduct that has a disproportionate effect on LEP persons because such conduct constitutes national origin discrimination (Handbook, page 5).

Executive Order 13166 of August 16, 2000 states that recipients of Federal financial assistance must take reasonable steps to ensure meaningful access to their programs and activities by LEP persons (Handbook, page 6). Additionally recipients should use the DOT LEP Guidance to determine how best to comply with statutory and regulatory obligations to provide meaningful access to the benefits, services, information and other important portions of their programs and activities for individuals who are LEP (Handbook, page 6). These provisions are included in FTA Circular 4702.1B in Paragraph 9 of Chapter III (pages III-6 to III-9).

For many LEP individuals, public transit is the principal transportation mode available. It is important for Hall Area Transit be able to communicate effectively with all of its riders. When Hall Area Transit is able to communicate effectively with all of its riders, the service provided is safer, more reliable, convenient, and accessible for all within its service area. Hall Area Transit is committed to taking reasonable steps to ensure meaningful access for LEP individuals to this agency's services in accordance with Title VI.

This plan will demonstrate the efforts that Hall Area Transit undertakes to make its service accessible to all persons without regard to their ability to communicate in English. The plan addresses how services will be provided through general guidelines and procedures including the following:

- Identification: Identifying LEP populations in service areas

- Notification: Providing notice to LEP individuals about their right to language services
- Interpretation: Offering timely interpretation to LEP individuals upon request
- Translation: Providing timely translation of important documents
- Staffing: Identifying Hall Area Transit staff to assist LEP customers
- Training: Providing training on LAP to responsible employees.

## **II. Four Factor Analysis**

The analysis provided in this report has been developed to identify LEP population that may use Hall Area Transit services and identify needs for language assistance. This analysis is based on the “Four Factor Analysis” presented in the Implementing the Department of Transportation’s Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons, dated April 13, 2007, which considers the following factors:

1. The number and proportion of LEP persons in the service area who may be served or are likely to encounter a Hall Area Transit program, activity or service.
2. The frequency with which LEP persons come in contact with Hall Area Transit programs, activities or services.
3. The nature and importance of programs, activities or services provided by Hall Area Transit to the LEP population.
4. The resources available to Hall Area Transit and overall costs to provide LEP assistance

### **a. Factor 1: The Number and Proportion of LEP Persons Services or Encountered In the Eligible Service Population.**

Of the **185,556** residents five years of age or older in the Hall Area Transit service area, **4.5%** describe themselves as speaking English less than “very well”. People of Latin American descent are the primary LEP persons likely to utilize Hall Area services. For the Hall Area Transit service area, the **2019** American Community Survey of the U.S. Census Bureau shows that among the area’s LEP population **14.8%** speak English “very well”. For the **13.1%** who speak English “less than very well”, **26%** speak Spanish and **0.6%** speak languages common to Asia and the Pacific Islands. Appendix H contains a table which lists the languages spoken at home by the ability to speak English for the population within Hall Area Transit’s service area.

**b. Factor 2: The Frequency with which LEP Individuals Come into Contact with Your Programs, Activities, and Services**

The Federal guidance for this factor recommends that agencies should assess the frequency with which they have contact with LEP individuals from different language groups. The more frequent the contact with a particular LEP language group, the more likely enhanced services will be needed.

Hall Area Transit has assessed the frequency with which LEP individuals come in contact with the transit system. The methods utilized for this assessment include analysis of Census data, examining phone inquiries, requests for translated documents, and staff survey. As discussed above, Census data indicates that the largest LEP group within the Hall Area Transit service area are persons who speak Spanish. Phone inquiries and staff survey feedback indicated that Hall Area Transit dispatchers and drivers interact frequently with LEP persons. The majority of these interactions have occurred with LEP persons who mainly spoke Spanish. Over the past 14 years, Hall Area Transit has had 0 requests for translated documents. Of course all customer service related documents are typically available in English and Spanish, thus eliminating the need for such requests.

**c. Factor 3: The Nature and Importance of the Program, Activity, or Service Provided by the Recipient to People's Lives**

Public transportation and regional transportation planning is vital to many people's lives. According to the Department of Transportation's *Policy Guidance Concerning Recipient's Responsibilities to LEP Persons*, providing public transportation access to LEP persons is crucial. A LEP person's inability to utilize public transportation effectively, may adversely affect his or her ability to access health care, education, or employment.

Hall Area Transit conducts an annual on-board passenger survey to collect data on usage, access and customer service. According to the survey, some **20%** of riders speak Spanish and use public transit to access work, school and shopping.

To further understand the transportation options of Hall Area Transit passengers, each survey respondent was asked how he or she would have made the surveyed trip had Your Transit System not been available. The most frequent response was "friend or family member" (**50 %**). An additional **25%** indicated they would not have made the trip if the service was not available. This data indicates that Hall Area Transit is very important as a primary means of transportation for its customers.

**d. Factor 4: The Resources Available to the Recipient and Costs**

Hall Area Transit ensures a high level of communication with Spanish speaking person by employing Spanish speaking persons with roots from various Latin American countries (Peru,

Mexico, Puerto Rico, Guatemala, etc.). The existence of a diverse workforce (men, women, young, old, Black, White, English/Spanish-Speaking) ensures that Hall Area Transit can effectively communicate with its customer base. Since Hall Area Transit provides a reasonable degree of services for LEP populations in its service area we have always made it our practice to make frequently used documents available in English and Spanish. Because the staff costs are part of our regular operational expenses, we have not incurred additional expenses. However, to translate the Title VI document by someone proficient in speaking AND writing Spanish would require the aid of a professional translator at the cost of approximately \$1,500.

## The Places We Go!



35% Aging/Nutrition



4% Activities



17% Employment



8% Shopping



30% Medical



6% Education



### **III. Language Assistance Plan**

In developing a Language Assistance Plan, FTA guidance recommends the analysis of the following five elements:

1. Identifying LEP individuals who need language assistance
2. Providing language assistance measures
3. Training staff
4. Providing notice to LEP persons
5. Monitoring and updating the plan

The five elements are addressed below.

#### **a. Element 1: Identifying LEP Individuals Who Need Language Assistance**

Federal guidance provides that there should be an assessment of the number or proportion of LEP individuals eligible to be serviced or encountered and the frequency of encounters pursuant to the first two factors in the four-factor analysis.

| <b>Hall County, Georgia</b>    |               |             |
|--------------------------------|---------------|-------------|
| <b>Total Population Age 5+</b> | <b>185566</b> | <b>100%</b> |
| <b>Speak only English</b>      | 132368        | 71%         |
| <b>Speak Spanish</b>           | 48529         | 26%         |
| Speak English "very well"      | 25542         | 53%         |
| Speak English "well"           | 8971          | 18%         |
| Speak English "not well"       | 8212          | 17%         |
| Speak English "not at all"     | 5804          | 12%         |

Hall Area Transit has identified the number and proportion of LEP individuals within its service area using United States Census data (see Appendix H). Seventy-one percent of the service area population speaks English only. The largest non-English spoken language in the service area is Spanish 26%. Of those whose primary spoken language is Spanish, approximately 53% identify themselves as speaking less than "very well". Those residents whose primary language is not English and who identify themselves as speaking English less than "very well" account for 47 % of the service area population.

Hall Area Transit may identify language assistance need for an LEP group by:

1. Examining records to see if requests for language assistance have been received in the past, either at meetings or over the phone, to determine whether language assistance might be needed at future events or meetings.
2. Having Census Bureau Language Identification Flashcards available at Hall Area Transit Meetings. This will assist Hall Area Transit in identifying language assistance needs for future events and meetings.

3. Having Census Bureau Language Identification Flashcards on all transit vehicles to assist operators in identifying specific language assistance needs of passengers. If such individuals are encountered, vehicle operators will be instructed to obtain contact information to give to Hall Area Transit management to follow-up.
4. Vehicle operators and front-line staff (i.e. Dispatchers, Transit Operation Supervisors, etc.) will be surveyed on their experience concerning any contacts with LEP persons during the previous year.

**b. Element 2: Language Assistance Measures**

Federal Guidance suggests that an effective LAP should include information about the ways in which language assistance will be provided. This refers to listing the different language services an agency provides and how staff can access this information.

For this task Federal Guidance recommends that transit agencies consider developing strategies that train staff as to how to effectively deal with LEP individuals when they either call agency centers or otherwise interact with the agency.

Hall Area Transit has undertaken the following actions to improve access to information and services for LEP individuals:

1. Assign bilingual staff to community events, public hearings, and transit committee meetings.
2. Regularly survey transit drivers and other front-line staff on their experience concerning any contacts with LEP persons during the previous year.
3. Provide transit documents in English and Spanish onboard transit vehicles and in Hall Area Transit offices.
4. Include statements clarifying that being bilingual is preferred on bus driver recruitment flyers and onboard recruitment posters.
5. Hall Area Transit has several bilingual staff members that can serve individuals in person, by telephone, zoom and other communication modes. If at any time bilingual staff were unavailable, we would solicit the assistance of an interpreter from a professional translation service or qualified community volunteer.

Hall Area Transit utilizes the demographic maps provided in Appendix I in order to better provide the above efforts to the LEP persons within the service area.

**c. Element 3: Training Staff**

Federal guidance states staff members of an agency should know their obligations to provide meaningful access to information and services for LEP persons and that all employees in public contact positions should be properly trained.

Suggestions for implementing Element 3 of the Language Assistance Plan, involve: (1) identifying agency staff likely to come into contact with LEP individuals; (2) identifying existing

staff training opportunities; (3) providing regular re-training for staff assigned to address LEP individual needs; and (4) designing and implementing LEP training for agency staff.

In the case of Hall Area Transit, the most important staff training is for Vehicle Operators and Dispatchers. Several staff members speak English and Spanish.

The following training will be provided to Customer Service Representative:

1. Information on Title VI Procedures and LEP responsibilities
2. Use of English/Spanish flyers and other documents
3. Documentation of language assistance requests
4. How to handle a potential Title VI/LEP complaint

**d. Element 4: Providing Note to LEP Persons**

Hall Area Transit will make Title VI information available in English and Spanish on the Agency's website. Key documents are written in English and Spanish. Notices are also posted in Hall Area Transit office lobby, on buses, and bus shelters. Additionally, when staff prepares a document or schedules a meeting, for which the target audience is expected to include LEP individuals, then documents, meeting notices, flyers, and agendas will be printed in an alternative language based on the known LEP population.

**e. Element 5: Monitoring and Updating the Plan**

The plan will be reviewed and updated on an ongoing basis. Updates will consider the following:

- The number of documented LEP person contacts encountered annually
- How the needs of LEP persons have been addressed
- Determination of the current LEP population in the service area
- Determination as to whether the need for translation services has changed
- Determine whether Hall Area Transit's financial resources are sufficient to fund language assistance resources needed

Hall Area Transit understands the value that its service plays in the lives of individuals who rely on this service, and the importance of any measures undertaken to make the use of system easier. Hall Area Transit is open to suggestions from all sources, including customers, Hall Area Transit staff, other transportation agencies with similar experiences with LEP communities, and the general public, regarding additional methods to improve their accessibility to LEP communities.

**IV. Safe Harbor Provision**

DOT has adopted the Department of Justice's Safe Harbor Provision, which outlines circumstances that can provide a "safe harbor" for recipients regarding translation of written materials for LEP population. The Safe Harbor Provision stipulates that, if a recipient provides written translation of vital documents for each eligible LEP language group that constitutes five percent (5%) or 1,000 persons, whichever is less, of

the total population of persons eligible to be served or likely to be affected or encountered, then such action will be considered strong evidence of compliance with the recipient's written translation obligations. Translation of non-vital documents, if needed, can be provided orally. If there are fewer than 50 persons in a language group that reaches the five percent (5%) trigger, the recipient is not required to translate vital written materials but should provide written notice in the primary language of the LEP language group of the right to receive competent oral interpretation of those written materials, free of cost.

**Hall Area Transit service area does not have LEP populations which qualify for the Safe Harbor Provision.**

The Safe Harbor Provision applies to the translation of written documents only. They do not affect the requirement to provide meaningful access to LEP individuals through competent oral interpreters where oral language services are needed and are reasonable. Hall Area Transit may determine, based on the Four Factor Analysis, that even though a language group meets the threshold specified by the Safe Harbor Provision, written translation may not be an effective means to provide language assistance measures.

# **Appendix H**

## **Operating Area Language Data:**

### **Hall Area Transit Service Area**

# Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over

Table B16004

[Change](#)

Add data for more places below; visualize or download this data with controls at right.

Selected geographies

Hall County, GA

Add a geography

Add all counties in ...

[Georgia](#)

[United States](#)

Divide Hall County, GA into ...

[county subdivisions](#)

[census tracts](#)

ACS 2019 5-year

Table universe: Population 5 Years and Over

| Column                                    | → <a href="#">Hall County, GA</a> |       |
|-------------------------------------------|-----------------------------------|-------|
| 5 to 17 years:                            | 20.4%                             | ±0%   |
| Speak only English                        | 12%                               | ±0.3% |
| Speak Spanish:                            | 8%                                | ±0.2% |
| Speak English "very well"                 | 6.3%                              | ±0.4% |
| Speak English "well"                      | 1.2%                              | ±0.3% |
| Speak English "not well"                  | 0.3%                              | ±0.1% |
| Speak English "not at all"                | 0.2%                              | ±0.1% |
| Speak other Indo-European languages:      | 0.2%                              | ±0.1% |
| Speak English "very well"                 | 0.1%                              | ±0.1% |
| Speak English "well"                      | 0%                                | ±0%   |
| Speak English "not well"                  | 0%                                | ±0%   |
| Speak English "not at all"                | 0%                                | ±0%   |
| Speak Asian and Pacific Island languages: | 0.2%                              | ±0.1% |
| Speak English "very well"                 | 0.1%                              | ±0.1% |
| Speak English "well"                      | 0%                                | ±0%   |
| Speak English "not well"                  | 0%                                | ±0%   |
| Speak English "not at all"                | 0%                                | ±0%   |
| Speak other languages:                    | 0%                                | ±0%   |
| Speak English "very well"                 | 0%                                | ±0%   |
| Speak English "well"                      | 0%                                | ±0%   |
| Speak English "not well"                  | 0%                                | ±0%   |
| Speak English "not at all"                | 0%                                | ±0%   |
| 18 to 64 years:                           | 64%                               | ±0%   |
| Speak only English                        | 44.9%                             | ±0.3% |

|                                           |       |       |
|-------------------------------------------|-------|-------|
| Speak Spanish:                            | 17.3% | ±0.3% |
| Speak English "very well"                 | 7.2%  | ±0.4% |
| Speak English "well"                      | 3.5%  | ±0.3% |
| Speak English "not well"                  | 3.9%  | ±0.3% |
| Speak English "not at all"                | 2.7%  | ±0.4% |
| Speak other Indo-European languages:      | 0.9%  | ±0.2% |
| Speak English "very well"                 | 0.7%  | ±0.2% |
| Speak English "well"                      | 0.1%  | ±0.1% |
| Speak English "not well"                  | 0.1%  | ±0.1% |
| Speak English "not at all"                | 0%    | ±0%   |
| Speak Asian and Pacific Island languages: | 0.9%  | ±0.1% |
| Speak English "very well"                 | 0.4%  | ±0.1% |
| Speak English "well"                      | 0.2%  | ±0.1% |
| Speak English "not well"                  | 0.2%  | ±0.1% |
| Speak English "not at all"                | 0%    | ±0%   |
| Speak other languages:                    | 0%    | ±0%   |
| Speak English "very well"                 | 0%    | ±0%   |
| Speak English "well"                      | 0%    | ±0%   |
| Speak English "not well"                  | 0%    | ±0%   |
| Speak English "not at all"                | 0%    | ±0%   |

|                                           |       |       |
|-------------------------------------------|-------|-------|
| 65 years and over:                        | 15.6% | ±0%   |
| Speak only English                        | 14.4% | ±0.1% |
| Speak Spanish:                            | 0.8%  | ±0.1% |
| Speak English "very well"                 | 0.3%  | ±0.1% |
| Speak English "well"                      | 0.1%  | ±0.1% |
| Speak English "not well"                  | 0.2%  | ±0.1% |
| Speak English "not at all"                | 0.3%  | ±0.1% |
| Speak other Indo-European languages:      | 0.2%  | ±0.1% |
| Speak English "very well"                 | 0.1%  | ±0.1% |
| Speak English "well"                      | 0.1%  | ±0%   |
| Speak English "not well"                  | 0%    | ±0%   |
| Speak English "not at all"                | 0%    | ±0%   |
| Speak Asian and Pacific Island languages: | 0.1%  | ±0%   |
| Speak English "very well"                 | 0%    | ±0%   |
| Speak English "well"                      | 0%    | ±0%   |
| Speak English "not well"                  | 0%    | ±0%   |
| Speak English "not at all"                | 0%    | ±0%   |

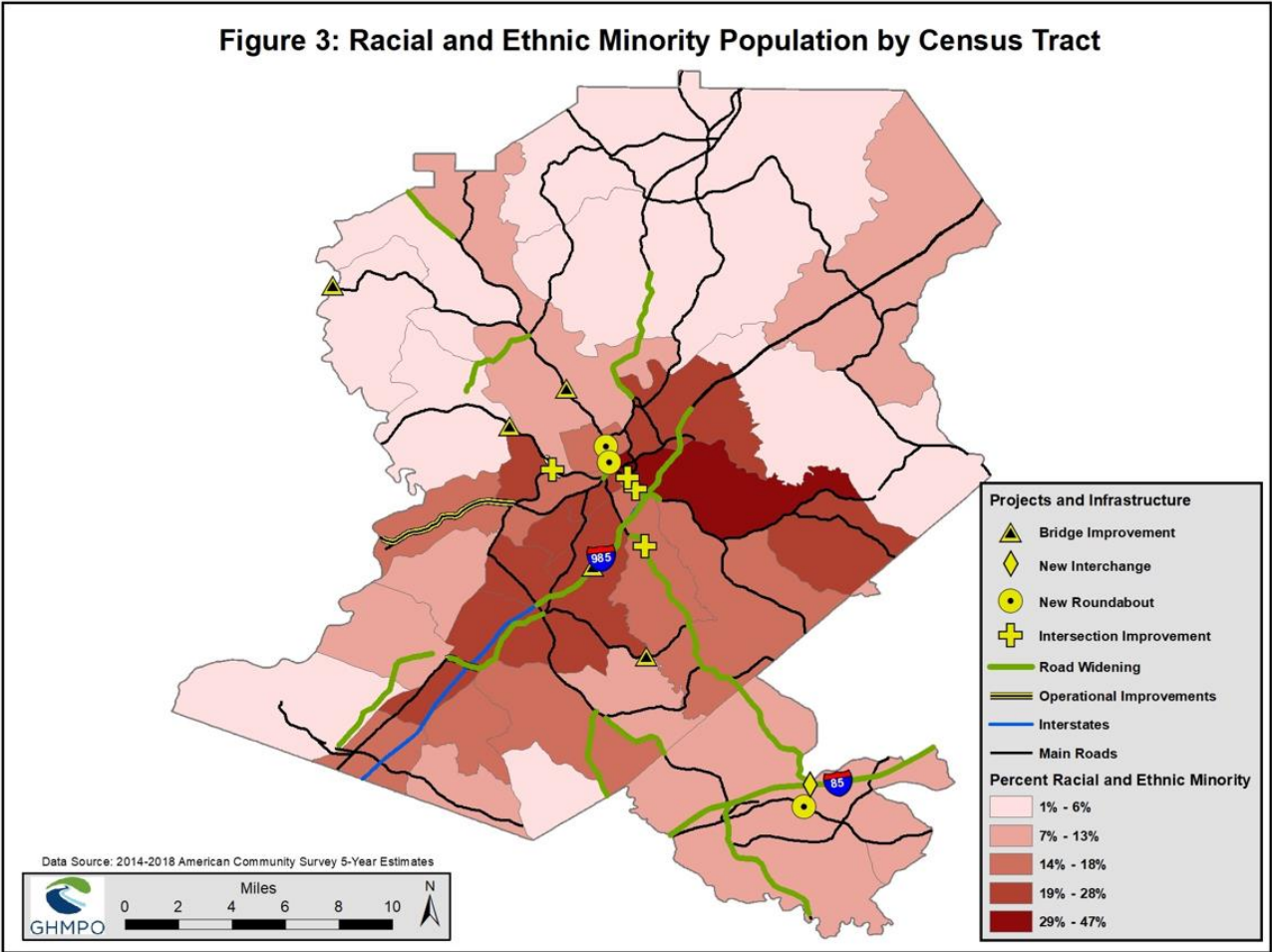


|                                                                                                 |  |   |                         |
|-------------------------------------------------------------------------------------------------|--|---|-------------------------|
| All Topics                                                                                      |  | Q | Hall County,<br>Georgia |
| <b>i</b> Language other than English spoken at home, percent of persons age 5 years+, 2015-2019 |  |   | 28.7%                   |
| <b>PEOPLE</b>                                                                                   |  |   |                         |
| <b>Population</b>                                                                               |  |   |                         |
| <b>i</b> Population estimates, July 1, 2019, (V2019)                                            |  |   | 204,441                 |
| <b>i</b> Population estimates base, April 1, 2010, (V2019)                                      |  |   | 179,724                 |
| <b>i</b> Population, percent change - April 1, 2010 (estimates base) to July 1, 2019, (V2019)   |  |   | 13.8%                   |
| <b>i</b> Population, Census, April 1, 2020                                                      |  |   | 203,136                 |
| <b>i</b> Population, Census, April 1, 2010                                                      |  |   | 179,684                 |
| <b>Age and Sex</b>                                                                              |  |   |                         |
| <b>i</b> Persons under 5 years, percent                                                         |  |   | △ 6.5%                  |
| <b>i</b> Persons under 18 years, percent                                                        |  |   | △ 24.8%                 |
| <b>i</b> Persons 65 years and over, percent                                                     |  |   | △ 15.4%                 |
| <b>i</b> Female persons, percent                                                                |  |   | △ 50.3%                 |
| <b>Race and Hispanic Origin</b>                                                                 |  |   |                         |
| <b>i</b> White alone, percent                                                                   |  |   | △ 87.0%                 |
| <b>i</b> Black or African American alone, percent (a)                                           |  |   | △ 8.1%                  |
| <b>i</b> American Indian and Alaska Native alone, percent (a)                                   |  |   | △ 0.8%                  |
| <b>i</b> Asian alone, percent (a)                                                               |  |   | △ 2.1%                  |
| <b>i</b> Native Hawaiian and Other Pacific Islander alone, percent (a)                          |  |   | △ 0.2%                  |
| <b>i</b> Two or More Races, percent                                                             |  |   | △ 1.7%                  |
| <b>i</b> Hispanic or Latino, percent (b)                                                        |  |   | △ 29.1%                 |
| <b>i</b> White alone, not Hispanic or Latino, percent                                           |  |   | △ 60.1%                 |

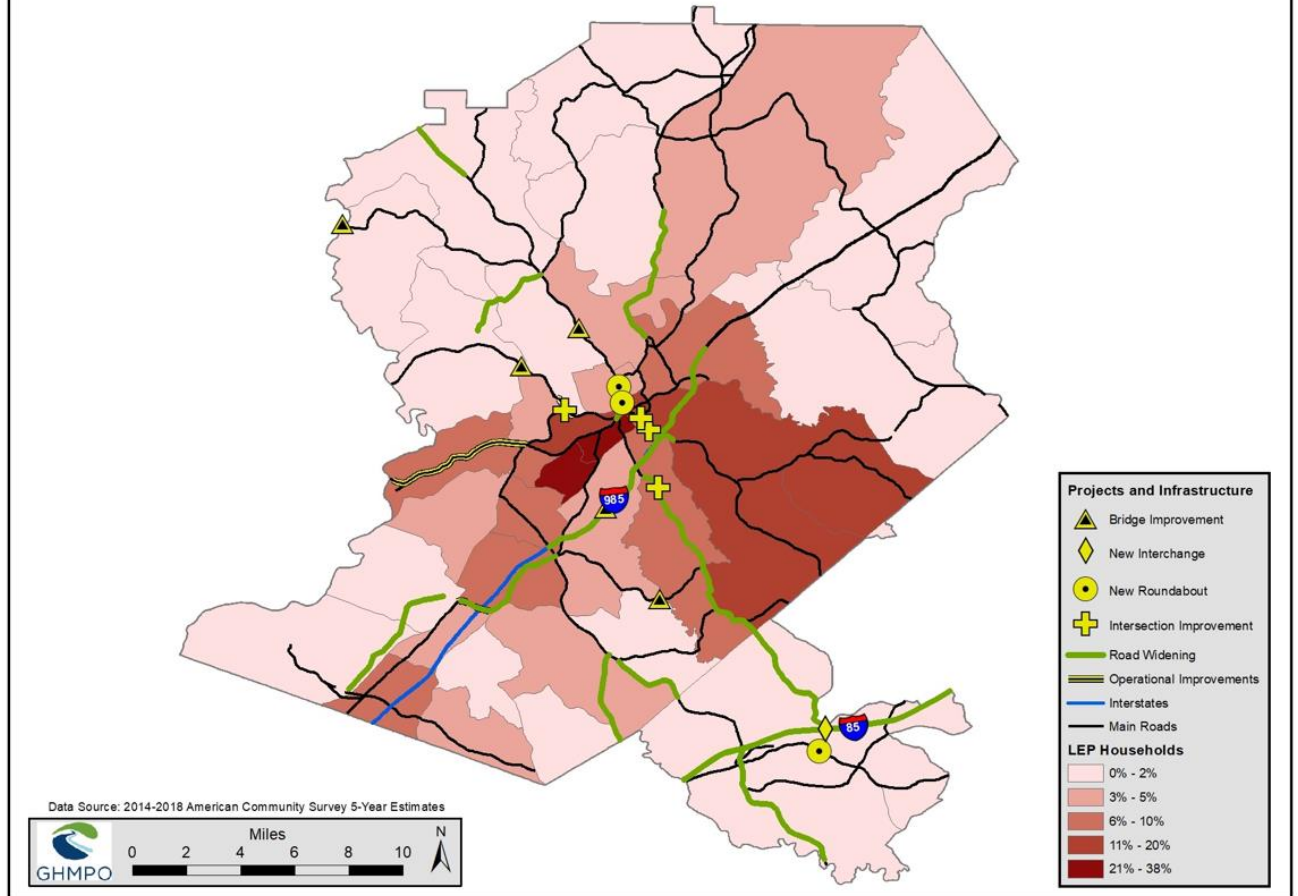
# Appendix I

## Demographic Maps

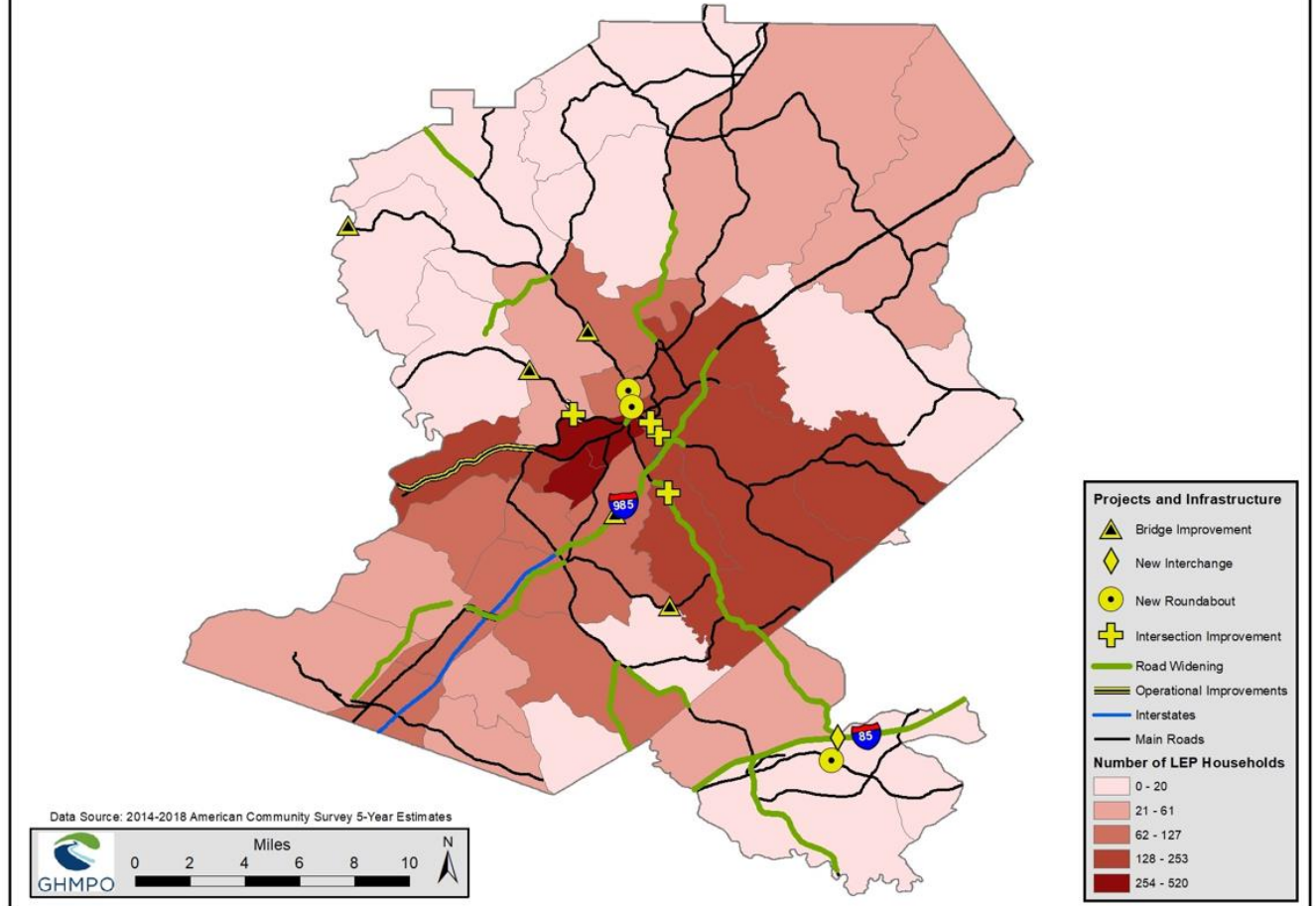
Figure 3: Racial and Ethnic Minority Population by Census Tract



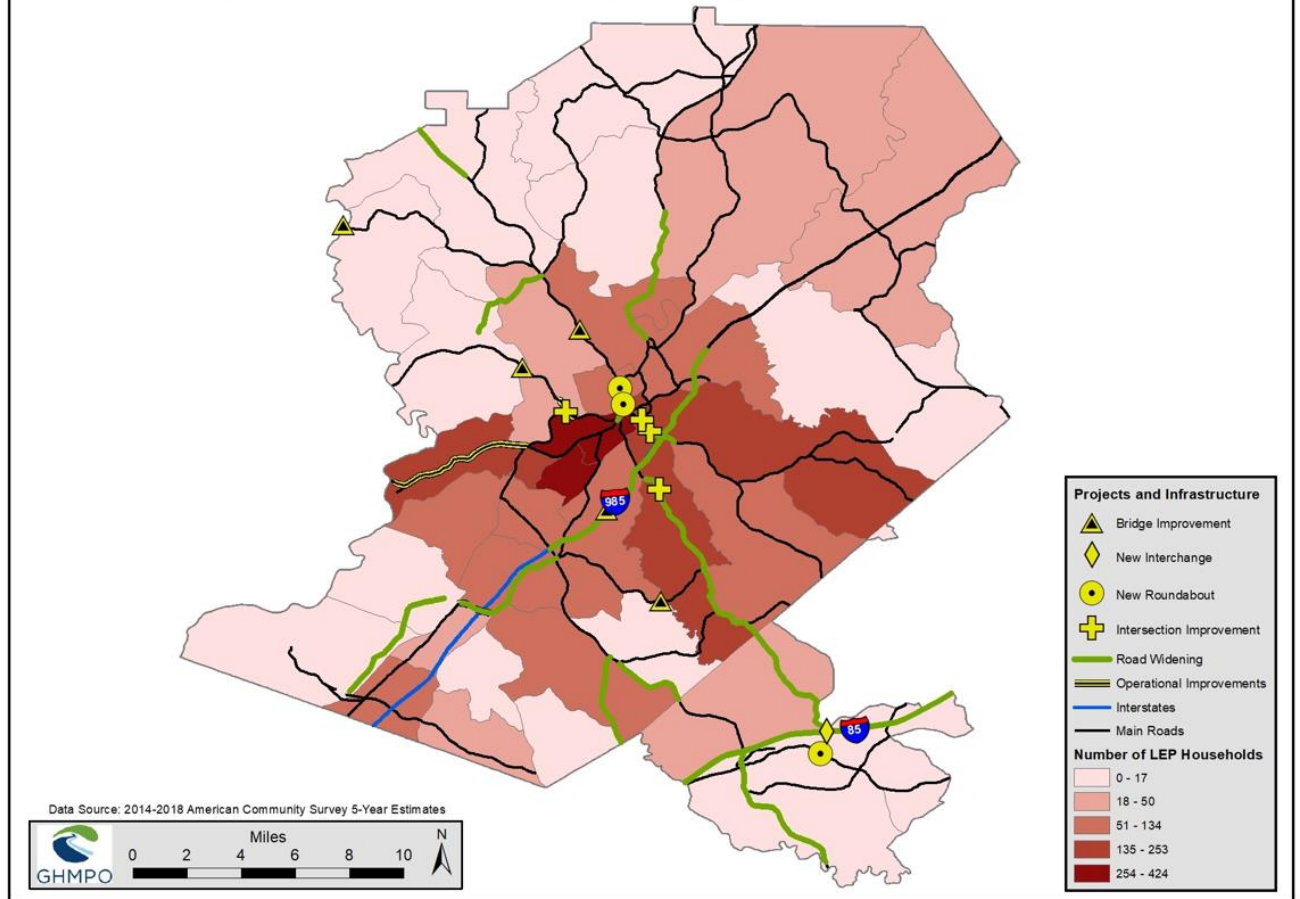
**Figure 15: Percent of LEP Households by Census Tract**



**Figure 16: Total Number of LEP Households by Census Tract**



**Figure 16: Concentration of Spanish Speaking Households with LEP**



# **Appendix J**

## **Title VI Equity Analysis**

Hall Area Transit performed a Title VI Equity Analysis in June 2021 prior to sunsetting the Gainesville Connection Fixed Route and Dial-A-Ride Demand Response service.

Should Hall Area Transit be engaged in any future transit construction, transit relocation; or changes to transit amenities, fares or service, staff will conduct a Title VI Equity Analysis to ensure that none of the LEP identified populations are adversely affected by the proposed changes.

# Hall Area Transit Title VI Plan

*FINAL PLAN ADOPTED*

*October 5, 2021*

*Original Plan Adopted January 15, 2019*

## Title VI Plan Activity Log

| Date      | Activity<br>(Review/Update/Addendum/<br>Adoption/Distribution)                                              | Concerned Person<br>(Signature) | Remarks |
|-----------|-------------------------------------------------------------------------------------------------------------|---------------------------------|---------|
| 1/22/2015 | Adopted by the Hall County Board of Commissioners pending approval by GA Department of Transportation       | <i>Phillippa Lewis Moss</i>     | -none-  |
| 1/15/2019 | To Be Adopted by the Hall County Board of Commissioners pending approval by GA Department of Transportation | <i>Phillippa Lewis Moss</i>     | -none-  |
| 10/5/2021 | To Be Adopted by the City of Gainesville City Council                                                       | <i>Phillippa Lewis Moss</i>     | -none-  |
|           |                                                                                                             |                                 |         |
|           |                                                                                                             |                                 |         |
|           |                                                                                                             |                                 |         |
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|           |                                                                                                             |                                 |         |
|           |                                                                                                             |                                 |         |
|           |                                                                                                             |                                 |         |



**Title VI Plan Activity Log  
(Continued)**

| Date | Activity<br>(Review/Update/Addendum/<br>Adoption/Distribution) | Concerned Person<br>(Signature) | Remarks |
|------|----------------------------------------------------------------|---------------------------------|---------|
|      |                                                                |                                 |         |
|      |                                                                |                                 |         |
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## 1.0 Title VI/Nondiscrimination Policy Statement and Management Commitment to Title VI Plan

*49 CFR Part 21.7(a): Every application for Federal financial assistance to which this part applies shall contain, or be accompanied by, an assurance that the program will be conducted or the facility operated in compliance with all requirements imposed or pursuant to [49 CFR Part 21].*

HALL AREA TRANSIT assures the Georgia Department of Transportation that no person shall on the basis of race, color, national origin, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, Federal Transit Laws, 49 CFR Part 21 Unlawful Discrimination, Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation and as per written guidance under FTA Circular 4702.1B, dated October 2012, be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity undertaken by the agency.

HALL AREA TRANSIT further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the recipient's Chief Executive Officer or authorized representative.
2. Issue a policy statement signed by the Executive Director or authorized representative, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in language other than English.
3. Insert the clauses of Section 4.5 of this plan into every contract subject to the Acts and the Regulations.
4. Develop a complaint process and attempt to resolve complaints of discrimination against HALL AREA TRANSIT.
5. Participate in training offered on the Title VI and other nondiscrimination requirements.
6. If reviewed by GDOT or any other state or federal regulatory agency, take affirmative actions to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) days.
7. Have a process to collect racial and ethnic data on persons impacted by the agency's programs.
8. Submit the information required by FTA Circular 4702.1B to the GDOT. (refer to Appendix A of this plan)

**THIS ASSURANCE** is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the agency.

Signature: Phillippa Lewis Moss

Printed Name: Phillippa Lewis Moss General Manager, Hall Area Transit September 15, 2021

*Executive Director/Signatory Authority, Your Transit System, Date: Month/Day/Year*

## 2.0 Introduction & Description of Services

This is a section of the plan which covers general information about the transit agency.

Hall Area Transit submits this Title VI Plan in compliance with Title VI of the Civil Rights Act of 1964, 49 CFR Part 21, and the guidelines of FTA Circular 4702.1B, published October 1, 2012.

Hall Area Transit is a sub-recipient of FTA funds and provides service in Hall County. A description of the current Hall Area Transit system is included in Appendix B.

### **Title VI Liaison**

Phillippa Lewis Moss, Director Community Services/GM Hall Area Transit  
Employed by City of Gainesville  
770-503-3350  
687 Main Street  
Gainesville, GA 30501

### **Alternate Title VI Contact**

Sarah McQuade, Director Planning & Development & GHMPO  
Employed by Hall County Government  
770-297-5544  
2875 Browns Bridge Road  
Gainesville, GA 30504

HALL AREA TRANSIT must designate a liaison for Title VI issues and complaints within the organization. The liaison is the focal point for Title VI implementation and monitoring of activities receiving federal financial assistance. Key responsibilities of the Title VI Liaison include:

- Maintain knowledge of Title VI requirements.
- Attend training on Title VI and other nondiscrimination authorities when offered by GDOT or any other regulatory agency.
- Disseminate Title VI information to the public including in languages other than English, when necessary.
- Develop a process to collect data related to race, gender and national origin of service area population to ensure low income, minorities, and other underserved groups are included and not discriminated against.
- Implement procedures for the prompt processing of Title VI complaints.

## 2.1 First Time Applicant Requirements

*FTA Circular 4702.1B, Chapter III, Paragraph 3: Entities applying for FTA funding for the first time shall provide information regarding their Title VI compliance history if they have previously received funding from another Federal agency.*

HALL AREA TRANSIT is not a first time applicant for FTA/GDOT funding. The following is a summary of HALL AREA TRANSIT'S current federal and state funding.

| Title                                                             | Contract        | Dates                 | Contract        | Federal       | State       | Local       |
|-------------------------------------------------------------------|-----------------|-----------------------|-----------------|---------------|-------------|-------------|
|                                                                   | Number          |                       | Amount          | Funds         | Funds       | Funds       |
| FY22 FTA 5307 Urban Transit Operating Assistance                  | T006843         | 07/01/2021-06/30/2022 | 1,583,684       | 791,842       | 0           | 791,842     |
| FY22 FTA 5307 Urban Transit Capital Purchases                     | T006843         | 07/01/2021-06/30/2022 | 140,000         | 112,000       | 0           | 14,000      |
| FY22 FTA 5311 Rural Transit Operating Assistance                  | T007150         | 07/01/2021-06/30/2022 | 130,284         | 65,142        | 0           | 65,142      |
| FY20 FTA 5307 Urban Transit Operating Assistance-Emergency Relief | T006115         | 07/01/2020-12/31/2021 | 2,819,452       | 2,819,452     | 0           | 0           |
| FY20 FTA 5307 Urban Transit Operating Assistance-Emergency Relief | T006115         | 07/01/2020-12/31/2021 | 967,130         | 967,130       | 0           | 0           |
| FY20 FTA 5307 Urban Transit Capital Purchases                     | T006115         | 07/01/2020-06/30/2022 | 960,300         | 960,300       | 0           | 0           |
| Title                                                             | Contract Number | Dates                 | Contract Amount | Federal Funds | State Funds | Local Funds |

During the previous three years, Federal Transit Administrator and/or the Georgia Department of Transportation has complete a Title VI compliance review of HALL AREA TRANSIT. HALL AREA TRANSIT has not been found to be in noncompliance with any civil rights requirements.

The following is a summary of the compliance review.

- a. Date of the compliance review  
ENTER DATEA – Conducted by GDOT and GDOT Consultant RLS
- b. The purpose or reason for the review  
2021 Policy Update Requirements
- c. Agency or organization that performed the review  
Ray Boylston of RLS & Associates on behalf GDOT
- d. Summary of the finding and recommendations of the review

*FTA Circular 4702.1B, Chapter III, Paragraph 2: Every application for financial assistance from FTA must be accompanied by an assurance that the applicant will carry out the program in compliance with the Title VI regulations.*

There were no Title VI findings.

- e. Report on the status of the findings and recommendations
- f. There were no Title VI findings.
- g. Current status of the compliance review
- h. There were no Title VI findings.

## 2.2 Annual Certifications and Assurances

In accordance with 49 CFR Section 21.7(a), every application for financial assistance from FTA must be accompanied by an assurance that the applicant will carry out the program in compliance with Title VI regulations. This requirement shall be fulfilled when the applicant/recipient submits its annual certifications and assurances. Primary recipients will collect Title VI assurances from sub-recipients prior to passing through FTA funds.

HALL AREA TRANSIT will remain in compliance with this requirement by annual submission of certifications and assurances as required by GDOT.

### 2.3 Title VI Plan Concurrence and Adoption

This Title VI Plan received GDOT concurrence on **date**. The Plan was approved and adopted by Hall County Board of Commissioners during a meeting held on **September 30, 2021**. A copy of the meeting minutes and GDOT concurrence letter is included in Appendix C of this Plan.

### 3.0 Title VI Notice to the Public

*FTA Circular 4702.1B, Chapter III, Paragraph 5: Title 49 CFR 21.9(d) requires recipients to provide information to the public regarding the recipient's obligations under DOT's Title VI regulations and apprise members of the public of the protections against discrimination afforded to them by Title VI.*

#### 3.1 Notice to Public <https://www.gainesville.org/186/Hall-Area-Transit-Services>

Recipients must notify the public of its rights under Title VI and include the notice and where it is posted in the Title VI Plan. The notice includes:

- A statement that the agency operates programs without regard to race, color and national origin
- A description of the procedures members of the public should follow in order to request additional information on the grantee's nondiscrimination obligations
- A description of the procedure members of the public should follow in order to file a discrimination complaint against the grantee

#### 3.2 Notice Posting Locations

The Notice to Public is posted at many locations to apprise the public of Hall Area Transit's obligations under Title VI and to inform them of the protections afforded them under Title VI. At a minimum, the notice is posted in public areas of Hall Area Transit office(s) including the reception desk and meeting rooms, and on the Hall Area Transit website at <http://www.gainesville.org/hall-area-transit>. Additionally, Hall Area Transit will post the notice on WeGo and Trolley transit vehicles.



*FTA Circular 4702.1B, Chapter III, Paragraph 6: All recipients shall develop procedures for investigating and tracking Title VI complaints filed against them and make their procedures for filing a complaint available to member of the public.*

## 4.0 Title VI Procedures and Compliance

### 4.1 Complaint Procedure

Any person who believes he or she has been discriminated against on the basis of race, color or national origin by Hall Area Transit may file a Title VI complaint by completing and submitting the agency's Title VI Complaint Form (refer to Appendix E). Hall Area Transit investigates complaints received no more than 180 days after the alleged incident. Hall Area Transit will process complaints that are complete.

Once the complaint is received, Hall Area Transit will review it to determine if our office has jurisdiction. The complainant will receive an acknowledgement letter informing him/her whether the complaint will be investigated by our office.

Hall Area Transit has ninety (90) days to investigate the complaint. If more information is needed to resolve the case, Hall Area Transit may contact the complainant. The complainant has ten (10) business days from the date of the letter to send requested information to the investigator assigned to the case. If the investigator is not contacted by the complainant or does not receive the additional information within ten (10) business days, Hall Area Transit can administratively close the case. A case can also be administratively closed if the complainant no longer wishes to pursue their case.

After the investigator reviews the complaint, she/he will issue one of two letters to the complainant: a closure letter or a letter of finding (LOF). A closure letter summarizes the allegations and states that there was not a Title VI violation and that the case will be closed. A LOF summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff member or other action will occur. If the complainant wishes to appeal the decision, she/he has seven (7) days to do so from the time he/she receives the closure letter or the LOF.

The complaint procedure will be made available to the public on Hall Area Transit's website at <https://www.gainesville.org/186/Hall-Area-Transit-Services>

<http://www.gainesville.org/hall-area-transit>.

## 4.2 Complaint Form

A copy of the complaint form in English and Spanish is provided in Appendix E and on Hall Area Transit's website as follows:

<https://www.gainesville.org/DocumentCenter/View/2991/Title-VI-Complaint-Form-English-PDF>  
<https://www.gainesville.org/DocumentCenter/View/2992/Title-VI-Complaint-Form-Spanish-PDF>

## 4.3 Record Retention and Reporting Policy

FTA requires that all direct and primary recipients (GDOT) document their compliance by submitting a Title VI Plan to their FTA regional civil rights officer once every three (3) years. Hall Area Transit will submit Title VI Plans to GDOT for concurrence on an annual basis or any time a major change in the Plan occurs.

Compliance records and all Title VI related documents will be retained for a minimum of three (3) years and reported to the primary recipient annually.

## 4.4 Sub-recipient Assistance and Monitoring

Hall Area Transit system does **NOT** have any sub-recipients to provide monitoring and assistance to. As a sub-recipient to GDOT, Hall Area Transit utilizes the sub-recipient assistance and monitoring provided by GDOT, as needed. In the future, if Your Transit System has sub-recipients, it will provide assistance and monitoring as required by FTA Circular 4702.1B. ]

## 4.5 Sub recipients and Subcontractors

Hall Area Transit is responsible for ensuring that subcontractors (TPOs) are in compliance with Title VI requirements. Sub recipients may not discriminate in the selection and retention of any subcontractors. Subcontractors also may not discriminate in the selection and retention of any subcontractors. Hall Area Transit, subcontractors, and/or TPOs may not discriminate in their employment practices in connection with federally assisted projects. Subcontractors and TPOs are not required to prepare or submit a Title VI Plan. However, the following nondiscrimination clauses will be inserted into every contract with contractors and subcontractors subject to Title VI regulations.

### Nondiscrimination Clauses

During the performance of a contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") must agree to the following clauses:

1. **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time,

(hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.

2. **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
3. **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the subcontractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
4. **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Georgia Department of Transportation and/or the Federal Transit Administration*, to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Georgia Department of Transportation*, and/or the *Federal Transit Administration*, as appropriate, and shall set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, HALL AREA TRANSIT shall impose contract sanctions as appropriate, including, but not limited to:
  - a. withholding of payments to the Contractor under the contract until the Contractor complies, and/or
  - b. cancellation, termination or suspension of the contract, in whole or in part.
6. **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the HALL AREA TRANSIT, Georgia Department of Transportation, and/or the Federal Transit Administration, may direct as a means of enforcing such provisions including sanctions for noncompliance.

#### Disadvantaged Business Enterprise (DBE) Policy

As a condition of your agreement with GDOT, Hall Area Transit and its contractors and subcontractors agree to ensure that Disadvantaged Business Enterprises as defined in 49 CFR Part 26, as amended, have the opportunity to participate in the performance of contracts. Hall Area Transit and its contractor and subcontractors shall not discriminate on the basis of race, color, national origin, or sex in the performance of any contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and

administration of GDOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of the contract or such other remedy as the recipient deems appropriate.

**E-Verify**

As a condition of your agreement with GDOT, vendors and contractors of Hall Area Transit shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the vendor or contractor while contracted with Hall Area Transit. Additionally, vendors and contractors shall expressly require any subcontractors performing work or providing services pursuant to work for Hall Area Transit shall likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor while working for Hall Area Transit.

## 5.0 Title VI Investigations, Complaints, and Lawsuits

*FTA Circular 4702.1B, Chapter III, Paragraph 7: In order to comply with the reporting requirements of 49 CFR 21.9(b), FTA requires all recipients to prepare and maintain a list of any of the following that allege discrimination on the basis of race, color, or national origin: active investigations....; lawsuits, and complaints naming the recipient.*

In accordance with 49 CFR 21.9(b), Hall Area Transit must record and report any investigations, complaints, or lawsuits involving allegations of discrimination. The records of these events shall include the date the investigation, lawsuit, or complaint was filed; a summary of the allegations; the status of the investigation, lawsuit, or complaint; and actions taken by Hall Area Transit in response; and final findings related to the investigation, lawsuit, or complaint. The records for the previous three (3) years shall be included in the Title VI Plan when it is submitted to [GDOT] and/or [other primary recipient].

Hall Area Transit has had no investigations, complaints, or lawsuits involving allegations of discrimination on the basis of race, color, or national origin over the past three (3) years. A summary of these incidents is recorded in Table 1.

| <b>Table 1</b><br><b>Title VI Summary of Investigations, Complaints &amp; Lawsuits</b> |                                        |                                                                                              |               |                        |
|----------------------------------------------------------------------------------------|----------------------------------------|----------------------------------------------------------------------------------------------|---------------|------------------------|
|                                                                                        | <b>Date<br/>(Month, Day,<br/>Year)</b> | <b>Summary<br/>(include basis of<br/>complaint: race,<br/>color, or national<br/>origin)</b> | <b>Status</b> | <b>Action(s) Taken</b> |
| Investigations                                                                         | NONE                                   |                                                                                              |               |                        |
| 1.                                                                                     |                                        |                                                                                              |               |                        |
| 2.                                                                                     |                                        |                                                                                              |               |                        |
| Lawsuits                                                                               | NONE                                   |                                                                                              |               |                        |
| 1.                                                                                     |                                        |                                                                                              |               |                        |
| 2.                                                                                     |                                        |                                                                                              |               |                        |
| Complaints                                                                             | NONE                                   |                                                                                              |               |                        |
| 1.                                                                                     |                                        |                                                                                              |               |                        |
| 2.                                                                                     |                                        |                                                                                              |               |                        |

## 6.0 Public Participation Plan

*FTA Circular 4702.1B, Chapter III, Paragraph 4.a.4: Every Title VI Plan shall include the following information: A public participation plan that includes an outreach plan to engage minority and limited English proficient populations, as well as a summary of outreach efforts made since the last Title VI Plan submission. A recipient's targeted public participation plan of minority populations may be part of efforts that extend more broadly to include constituencies that are traditionally underserved, such as people with disabilities, low-income populations, and others.*

The Public Participation Plan (PPP) for Hall Area Transit was developed to ensure that all members of the public, including minorities and Limited English Proficient (LEP) populations, are encouraged to participate in the decision-making process for Hall Area Transit. Policy and service delivery decisions need to take into consideration community sentiment and public opinion based upon well-executed outreach efforts. The public outreach strategies described in the PPP are designed to provide the public with effective access to information about Hall Area Transit services and to provide a variety of efficient and convenient methods for receiving and considering public comment prior to implementing changes to services. The PPP is included as Appendix F to this Title VI Plan.

### Current Outreach Efforts

Hall Area Transit is required to submit a summary of public outreach efforts made over the last three (3) years. The following is a list and short description of Hall Area Transit's recent, current, and planned outreach activities.

- Hall Area Transit staff provides travel training sessions to individuals and organizations as requested in an effort to increase the community's understanding and use of the public transit system.
- Hall Area Transit disseminates annual Customer Service Surveys to gauge the quality of service among passengers. The last surveys were disseminated October 2020.
- Hall Area Transit staff holds annual Customer Appreciation Days wherein regular passengers receive free or reduced bus rides and small tokens of appreciation such as hat, t-shirts and buttons
- Hall Area Transit has partnered with the Hall County Library System and Gainesville City Schools to provide free bus rides for K-12 students during the summer months as a way to prevent summer learning loss and keep young people involved in constructive activities at places such as parks, museums and the like.
- Hall Area Transit holds public meetings prior to implementing any significant changes to the service. **During the last three years, public meetings were held on August 31, 2020 at 9am, 10am and 11am; September 8, 2020 at 12noon; June 2, 2021 at 10:30am, 11:30am and 12:30pm, and June 3, 2021 at 12noon and 7pm.**
- Hall Area Transit staff participates in bi-monthly meetings of the Gainesville-Hall County Metropolitan Planning Organization (GHMPO) wherein services updates are provided to the community at large.

## 7.0 Language Assistance Plan

*FTA Circular 4702.1B, Chapter III, Paragraph 9: Recipients shall take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of their programs and activities for individuals who are limited English proficient (LEP).*

Hall Area Transit operates a transit system within Hall County. The Language Assistance Plan (LAP) has been prepared to address Hall Area Transit's responsibilities as they relate to the needs of individuals with Limited English Proficiency (LEP). Individuals, who have a limited ability to read, write, speak or understand English are LEP. **In Hall Area Transit service area as of July 2017, there are 179,888/13.1% residents age 5 and over who describe themselves as not able to communicate in English very well (Source: US Census).** Hall Area Transit is federally mandated (Executive Order 13166) to take responsible steps to ensure meaningful access to the benefits, services, information and other important portions of its programs and activities for individuals who are LEP. Hall Area Transit has utilized the U.S. Department of Transportation (DOT) LEP Guidance Handbook and performed a four-factor analysis to develop its LAP. The LAP is included in this Title VI Plan as Appendix G.

Hall Area Transit provides service throughout Hall County including the incorporated cities of Gainesville, Oakwood, Flowery Branch, Clermont, Lula, Gillsville. **According to the U.S. Census Bureau, the primary language for Hall County is English and the second most common language spoken is Spanish at 25%. The City of Gainesville has a higher concentration of Spanish speakers with 42% identifying Spanish as their first language.**

**Limited English Speaking Persons are usually defined as those who self-identify as speaking English less than "very well" on the U.S. census. 13.1 percent of the population of Hall County is not proficient in English and 31% of those living in the City of Gainesville are not proficient in English. The bulk of those who cannot speak English very well primarily speak Spanish as their first language.**

## 8.0 Transit Planning and Advisory Bodies

*FTA Circular 4702.1B, Chapter III, Paragraph 10: Recipients that have transit-related, non-elected planning boards, advisory councils or committees, or similar committees, the membership of which is selected by the recipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees.*

The Gainesville-Hall County Metropolitan Planning Organization “Citizen’s Committee” serves as Hall Area Transit’s Advisory Body.

| Gainesville-Hall County Metropolitan Planning Organization<br>Gender/Race Categories of Committee Participants |       |        |          |          |            |
|----------------------------------------------------------------------------------------------------------------|-------|--------|----------|----------|------------|
| Committee Name                                                                                                 | Total | Female | % Female | Minority | % Minority |
| Policy Cmte                                                                                                    | 21    | 6      | 28%      | 4        | 19%        |
| Technical Cmte                                                                                                 | 34    | 10     | 29%      | 5        | 14%        |
| Citizens Advisory Cmte                                                                                         | 19    | 8      | 42%      | 1        | 5%         |



## 9.0 Title VI Equity Analysis

*FTA Circular 4702.1B, Chapter III, Paragraph 4.a.8: If the recipient has constructed a facility, such as vehicle storage, maintenance facility, operation center, etc., the recipient shall include a copy of the Title VI equity analysis conducted during the planning stage with regard to the location of the facility.*

Title 49 CFR, Appendix C, Section (3)(iv) requires that “the location of projects requiring land acquisition and the displacement of persons from their residences and business may not be determined on the basis of race, color, or national origin.” For purposes of this requirement, “facilities” does not include bus shelters, as they are considered transit amenities. It also does not include transit stations, power substations, or any other project evaluated by the National Environmental Policy Act (NEPA) process. Facilities included in the provision include, but are not limited to, storage facilities, maintenance facilities, operations centers, etc. In order to comply with the regulations, Hall Area Transit will ensure the following:

1. Hall Area Transit will complete a Title VI equity analysis for any facility during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color, or national origin. Hall Area Transit will engage in outreach to persons potentially impacted by the siting of the facility. The Title VI equity analysis must compare the equity impacts of various siting alternatives, and the analysis must occur before the selection of the preferred site.
2. When evaluating locations of facilities, Hall Area Transit will give attention to other facilities with similar impacts in the area to determine if any cumulative adverse impacts might result. Analysis should be done at the Census tract or block group level where appropriate to ensure that proper perspective is given to localized impacts.
3. If Hall Area Transit determines that the location of the project will result in a disparate impact on the basis of race, color, or national origin, Hall Area Transit may only locate the project in that location if there is a substantial legitimate justification for locating the project there, and where there are no alternative locations that would have a less disparate impact on the basis of race, color, or national origin. Hall Area Transit must demonstrate and document how both tests are met. Hall Area Transit will consider and analyze alternatives to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then implement the least discriminatory alternative.

Hall Area Transit has not recently constructed any facilities nor does it currently have any facilities in the planning stage. Therefore, Hall Area Transit does not have any Title VI Equity Analysis reports to submit with this Plan. Hall Area Transit will utilize the demographic maps included in Appendix I for future Title VI analysis.

## 10.0 System-Wide Service Standards and Service Policies

*FTA Circular 4702.1B, Chapter III, Paragraph 10: All fixed route transit providers shall set service standards and policies for each specific fixed route mode of service they provide.*

Hall Area Transit provides both rural demand response and urban fixed route services.

FTA Circular 4702.1B requires that all fixed route service providers prepare and submit system-wide service standards and service policies as a part of their Title VI Plan. These standards and policies must address how service is distributed across the transit system, and must ensure that the manner of the distribution affords users access to these assets.

Hall Area Transit has adopted the following system-wide standards and policies to ensure service design and operations practices do not result in discrimination on the basis of race, color, or national origin. Service policies differ from service standards in that they are not necessarily based on a quantitative threshold.

### 10.1 Service Standards

FTA requires that all fixed route transit providers develop quantitative standards for all fixed route modes of operation for the following indicators. HALL AREA TRANSIT is in its first year of operating a rideshare service, **WeGo**, and a seasonal trolley service, **Gainesville Trolley**, with routes that vary.

#### a. Vehicle Load

| Vehicle Type                                          | Average Passenger Capacities |          |       |                     |
|-------------------------------------------------------|------------------------------|----------|-------|---------------------|
|                                                       | Seated                       | Standing | Total | Maximum Load Factor |
| 27' 2019 Ford E-450 Star Trans Senator II Shuttle Bus | 15                           | 5        | 20    | 1.3                 |
| Ram Lone Star 1500                                    | 10                           | 0        | 10    | 1.0                 |
| Ram Lone Star 3500                                    | 12                           | 0        | 12    | 1.0                 |
| Hometown Trolley                                      | 22                           | 10       | 32    | 1.4                 |

#### b. Vehicle Headway: The WeGo Rideshare service does not have a measurable headway.

| POLICY HEADWAYS AND PERIODS OF OPERATION |             |             |                |              |
|------------------------------------------|-------------|-------------|----------------|--------------|
| <u>WEEKDAY</u>                           | <u>Peak</u> | <u>Base</u> | <u>Evening</u> | <u>Night</u> |
| Cross-Town                               | N/A         | N/A         | N/A            | N/A          |
|                                          |             |             |                |              |

*Peak: 6-9 am and 4-6 pm; Base 9am - 4pm*

*Weekend and Late Evening Service are not provided*

c. On-Time Performance

A vehicle is considered on time if it departs a scheduled time point no more than one (1) minute early and no more than five (5) minutes late. The Hall Area Transit on-time performance objective is 90% or greater. Hall Area Transit continuously monitors on-time performance and system results are published and posted as part of monthly performance reports covering all aspects of operations.

d. Service Availability

Hall Area Transit's microtransit service, **WeGo**, serves all areas of the county. Passengers may have to walk 250 feet to a "virtual bus stop" to access the vehicle. Hall Area Transit's trolley service, **Gainesville Trolley**, operates seasonally and the routes vary.

## 10.2 Service Policies

FTA requires fixed route transit providers to develop a policy for service indicators. Hall Area Transit has prepared the following policies for its transit system.

- A. Distribution of Transit Amenities
- B. Vehicle Assignment

**WeGo:** Each week, the WeGo Rideshare vehicles **are randomly assigned to satellite stations** throughout Hall County. Where the vehicles travel depends on the customer demand at any given time. Passengers may walk up to 250 feet to a "virtual bus stop" to access the vehicle; hence, there are not amenities assigned to this service.

**Gainesville Trolley:** Two trolleys operate seasonally along various routes from summer to fall. The routes are posted to the City of Gainesville Hall Area Transit website each season that the service is operational. Passengers hail vehicles at a "virtual bus stop"; hence, there are no amenities assigned to this service.

## 11.0 Appendices

|            |                                                                    |
|------------|--------------------------------------------------------------------|
| APPENDIX A | FTA CIRCULAR 4702.1B REPORTING REQUIREMENTS FOR TRANSIT PROVIDERS  |
| APPENDIX B | CURRENT SYSTEM DESCRIPTION                                         |
| APPENDIX C | TITLE VI PLAN ADOPTION MEETING MINUTES AND GDOT CONCURRENCE LETTER |
| APPENDIX D | TITLE VI SAMPLE NOTICE TO PUBLIC                                   |
| APPENDIX E | TITLE VI COMPLAINT FORM                                            |
| APPENDIX F | PUBLIC PARTICIPATION PLAN                                          |
| APPENDIX G | LANGUAGE ASSISTANCE PLAN                                           |
| APPENDIX H | OPERATING AREA LANGUAGE DATA: HALL AREA TRANSIT SERVICE AREA       |
| APPENDIX I | DEMOGRAPHIC MAPS                                                   |
| APPENDIX J | TITLE VI EQUITY ANALYSIS                                           |

# **Appendix A**

## **FTA Circular 4702.1B Reporting Requirements for Transit Providers**

Every three years, on a date determined by FTA, each recipient is required to submit the following information to the Federal Transit Administration (FTA) as part of their Title VI Program. Sub-recipients shall submit the information below to their primary recipient (the entity from whom the sub-recipient receives funds directly), on a schedule to be determined by the primary recipient.

### **General Requirements**

*All recipients must submit:*

- ☐ Title VI Notice to the Public, including a list of locations where the notice is posted
- ☐ Title VI Complaint Procedures (i.e., instructions to the public regarding how to file a Title VI discrimination complaint)
- ☐ Title VI Complaint Form
- ☐ List of transit-related Title VI investigations, complaints, and lawsuits
- ☐ Public Participation Plan, including information about outreach methods to engage minority and limited English proficient populations (LEP), as well as a summary of outreach efforts made since the last Title VI Program submission
- ☐ Language Assistance Plan for providing language assistance to persons with limited English proficiency (LEP), based on the DOT LEP Guidance
- ☐ A table depicting the membership of non-elected committees and councils, the membership of which is selected by the recipient, broken down by race, and a description of the process the agency uses to encourage the participation of minorities on such committees
- ☐ Primary recipients shall include a description of how the agency monitors its sub-recipients for compliance with Title VI, and a schedule of sub-recipient Title VI Program submissions
- ☐ **A Title VI equity analysis if the recipient has constructed a facility, such as a vehicle storage facility, maintenance facility, operation center, etc.**
- ☐ A copy of board meeting minutes, resolution, or other appropriate documentation showing the board of directors or appropriate governing entity or official(s) responsible for policy decisions reviewed and approved the Title VI Program. For State DOTs, the appropriate governing entity is the State's Secretary of Transportation or equivalent. The approval must occur prior to submission to FTA.
- ☐ Additional information as specified in Chapters IV, V, and VI, depending on whether the recipient is a transit provider, a State, or a planning entity (see below)

### **Requirements of Transit Providers**

*All Fixed Route Transit Providers must submit:*

- ☐ All requirements set out in Chapter III (General Requirements)
- ☐ Service standards
  - Vehicle load for each mode
  - Vehicle headway for each mode
  - On time performance for each mode
  - Service availability for each mode
- ☐ Service policies
  - Transit Amenities for each mode
  - Vehicle Assignment for each mode

*Transit Providers that operate 50 or more fixed route vehicles in peak service and are located in an Urbanized Area (UZA) of 200,000 or more people must submit:*

- ☐ Demographic and service profile maps and charts
- ☐ Demographic ridership and travel patterns, collected by surveys
- ☐ Results of their monitoring program and report, including evidence that the board or other governing entity or official(s) considered, was aware of the results, and approved the analysis
- ☐ A description of the public engagement process for setting the “major service change policy,” disparate impact policy, and disproportionate burden policy
- ☐ Results of service and/or fare equity analyses conducted since the last Title VI Program submission, including evidence that the board or other governing entity or official(s) considered, was aware of, and approved the results of the analysis

# **Appendix B**

## **Current System Description**



### Current System Description

1. An overview of the organization including its mission, program goals and objectives.  
Hall Area Transit's current and long-term focus as a transportation provider is on maintaining the best-coordinated transportation system possible for this community. Our goal is to create a coordinated system with the objective of providing safe, reliable, timely and efficient transportation services to county residents.
2. Organizational structure, type of operation, number of employees, service hours, staffing plan and safety and security plan.  
Hall Area Transit is a division of the Gainesville-Hall County Community Service Center, which is a jointly supported operation of the City of Gainesville and Hall County Government. Gainesville and Hall County government are committed to the provision of public transportation services and have ensured that these services are incorporated within the GHMPO Public Transportation Program. Gainesville and Hall County have a service delivery agreement and annual budget process to establish the agency staffing (30), service hours (252 days/year; 6:30am to 6:30pm) and fleet size (19 vehicles are used countywide).

As of September 2021, Hall Area Transit staff consists of the following:

- One *Community Service Center Director/GM* provides general oversight of Hall Area Transit. The Director reports to the Gainesville City Manager and is also accountable to the Hall County Administrator.
- One *Community Service Center Deputy Director/Deputy GM* coordinates financial transactions of transit agency including contracts and reimbursements.
- One *Transit Operations Supervisor* oversees daily para-transit and fixed route transit operations
- One *Transit Administrative Supervisor* supervises trainer(s), dispatcher(s), data coordinator(s) and addresses customer service inquiries.
- One *Vehicle Operator/Trainer* splits his/her time between operating a vehicle and providing driver new driver orientation/training.
- Two *Vehicle Operator/Dispatchers* split their time between driving a vehicle and overseeing the activities of vehicles on the road. As dispatchers, these individuals maintain communication with vehicle operators and the public
- One *Data Coordinator* records data and information and oversees activity at the customer service window.
- Ten full-time and a pool of 15+ part-time *Vehicle Operators* provide direct transportation service
- Hall Area Transit also has the administrative support of City of Gainesville and Hall County Government staff in departments such as Planning (GHMPO), GIS, Vehicle Maintenance, Administrative Services and Finance

3. Indicate if your agency is a government authority.

HALL AREA TRANSIT is a jointly supported agency of the City of Gainesville and Hall County Government. In previous years, employees of the City of Gainesville have administered Section 5307 and Section 5311 funded programs; however, in September 2021, the City of Gainesville and Hall County Government will execute a resolution indicating they no longer want to use Section 5311 Funds. The City and County will continue to provide local matching dollars to draw down Section 5307 funds. The City of Gainesville and Hall County Government develop an intergovernmental agreement each summer following budget hearings to manage their agreement with regard to the administration of all Community Service Center programs including Hall Area Transit.

4. Who is responsible for insurance, training and management, and administration of the agency's transportation programs?

The responsibilities for insurance, training, management and administration of Hall Area Transit is split between the GM, Assistant GM, Transit Operations Supervisor and Transit Administrative Supervisor. All safety sensitive employees are required to complete GDOT approved safety and security training course as part of their new hire orientation. All new employees are also required to complete 80 hours of on-the-road drivers training, which includes riding with a training driver, behind-the-wheel training, and training on proper use of wheel chair lifts and securement devices.

5. Who provides vehicle maintenance and record keeping?

Employees of the City of Gainesville Public Works Department provide maintenance on all agency vehicles. The City of Gainesville employs ASE certified technicians with experience working on commercial passenger vehicles like the type our agency uses. All maintenance is performed using the Preventative Maintenance Plan, which conforms to the State Vehicle Maintenance Guidelines set forth in the GDOT Preventative Maintenance Guidelines document. All vehicle files and driver files are kept on-site at our operations base located at 687 Main Street – Gainesville, GA and are maintained by the General Operations Manager. All records are maintained and retained for a minimum of four (4) years.

6. Number of current transportation related employees

The WeGo rideshare and Gainesville Trolley are two of six divisions within the Gainesville-Hall County Community Services Department (CSC). Accountable for transit services is the CSC Director/GM followed by the Deputy CSC Director/Assistant GM. Additional staff accountable for the daily operation of transit services include 1 Transit Operations Supervisor, 1 Transit Administration Supervisor, 2 Vehicle Operators/Dispatchers, 1 Data Coordinator, 1 Vehicle Operator/Trainer, 10 full-time Vehicle Operators and a pool of 15+ part-time vehicle operators. The City of Gainesville Maintenance Division which is part of the City of Gainesville Public Works Department has 3 or more mechanics that perform maintenance on transit vehicles.

7. Who will drive the vehicle, number of drivers, CDL certifications, etc.?

Only transportation employees that have completed all of the required safety and drivers training requirements will be allowed to drive the agency vehicles. Vehicles Operators of the Gainesville

Trolley must have a CDL with Passenger Endorsement while operators for WeGo need only have a Class C license.

A detailed description of service routes and ridership numbers

**WeGo**

From December 2020 to June 2021, Hall Area Transit debuted a rideshare program within the City of Gainesville called **WeGo Powered by Via**. This service expanded to the balance of Hall County in July 2021. WeGo operates M-F, 6am to 6pm. Passengers pay just two dollars for trips that are 5 miles or less and they pay an additional 50 cents for each mile beyond 5 miles. So far, WeGo has averaged 5K trips/month.



**Gainesville Trolley**

The **Gainesville Trolley** was first deployed as a special downtown lunch shuttle in July and August. Trolley service will launch again this winter to serve holiday shoppers in the downtown area. Note that both the Gainesville Connection fixed route service and the Dial-A-Ride demand response service sunset on June 30, 2021.



# **Appendix C**

## **Title VI Plan Adoption Meeting Minutes and GDOT Concurrence Letter**

PLM To insert updated  
copy of the Title VI Plan  
adoption meeting  
minutes and the GDOT  
concurrence letter.

# **Appendix D**

## **Title VI Sample Notice to Public**

**Notifying the Public of Rights Under Title VI**  
**ENGLISH**

## HALL AREA TRANSIT

- HALL AREA TRANSIT operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with HALL AREA TRANSIT.
- For more information on HALL AREA TRANSIT'S civil rights program, and the procedures to file a complaint, contact 770-503-3333, email <http://www.gainesville.org/hall-area-transit>; (TTY 800-255-0056); or visit our administrative office at 687 Main Street, Gainesville, Georgia 30501. For more information, visit [yourcommunitytransit.gov](http://yourcommunitytransit.gov).
- If information is needed in another language, contact 770-503-3330
- You may also file your complaint directly with the FTA at: Federal Transit Administration Office of Civil Rights Attention: Title VI Program Coordinator, East Building, 5th Floor - TCR 1200 New Jersey Ave., SE, Washington, DC 20590

**Titulo VI Anuncio Publico**

## HALL AREA TRANSIT

- HALL AREA TRANSIT administra sus programas y servicios sin considerar raza, color, y origen nacional en acuerdo con el Titulo VI de la Ley de Derechos Civiles. Toda persona que cree que ha sido objeto o ha sido ofendido por alguna practica discriminatoria ilegal debajo del Titulo VI, puede presentar una queja con HALL AREA TRANSIT.
- Para mas informacion sobre el programa de derechos civiles de HALL AREA TRANSIT, y el procedimiento para presentar una queja, contacte 770-503-3333, correo electronico <http://www.gainesville.org/hall-area-transit> (TTY 800-255-0056); o visite nuestra oficina administrativa en 687 Main Street, Gainesville, Georgia 30501. Para mas informacion, visite [yourcommunitytransit.gov](http://yourcommunitytransit.gov).
- Si necesita la informacion en otro idioma, contacte 770-503-3330.
- Tambien puede presentar una queja directamente con la Administracion Federal de Transito en: Federal Transit Administration Office of Civil Rights Attention: Title VI Program Coordinator, East Building, 5th Floor – TCR 1200 New Jersey Ave., SE, Washington, DC 20590.

# HALL AREA TRANSIT

## Title VI Complaint Form

English

|                                                                                                                                                                                                                                                                                                                                                                   |             |  |                   |    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|--|-------------------|----|
| <b>Section I:</b>                                                                                                                                                                                                                                                                                                                                                 |             |  |                   |    |
| Name:                                                                                                                                                                                                                                                                                                                                                             |             |  |                   |    |
| Address:                                                                                                                                                                                                                                                                                                                                                          |             |  |                   |    |
| Telephone (Home):                                                                                                                                                                                                                                                                                                                                                 |             |  | Telephone (Work): |    |
| Electronic Mail Address:                                                                                                                                                                                                                                                                                                                                          |             |  |                   |    |
| Accessible Format Requirements?                                                                                                                                                                                                                                                                                                                                   | Large Print |  | Audio Tape        |    |
|                                                                                                                                                                                                                                                                                                                                                                   | TDD         |  | Other             |    |
| <b>Section II:</b>                                                                                                                                                                                                                                                                                                                                                |             |  |                   |    |
| Are you filing this complaint on your own behalf?                                                                                                                                                                                                                                                                                                                 |             |  | Yes*              | No |
| *If you answered "yes" to this question, go to Section III.                                                                                                                                                                                                                                                                                                       |             |  |                   |    |
| If not, please supply the name and relationship of the person for whom you are complaining:                                                                                                                                                                                                                                                                       |             |  |                   |    |
| Please explain why you have filed for a third party:                                                                                                                                                                                                                                                                                                              |             |  |                   |    |
|                                                                                                                                                                                                                                                                                                                                                                   |             |  |                   |    |
| Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.                                                                                                                                                                                                                                         |             |  | Yes               | No |
| <b>Section III:</b>                                                                                                                                                                                                                                                                                                                                               |             |  |                   |    |
| I believe the discrimination I experienced was based on (check all that apply):                                                                                                                                                                                                                                                                                   |             |  |                   |    |
| <input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin <input type="checkbox"/> Age                                                                                                                                                                                                                                |             |  |                   |    |
| <input type="checkbox"/> Disability <input type="checkbox"/> Family or Religious Status <input type="checkbox"/> Other (explain) _____                                                                                                                                                                                                                            |             |  |                   |    |
| Date of Alleged Discrimination (Month, Day, Year): _____                                                                                                                                                                                                                                                                                                          |             |  |                   |    |
| Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form. |             |  |                   |    |
| _____<br>_____<br>_____                                                                                                                                                                                                                                                                                                                                           |             |  |                   |    |
| <b>Section IV</b>                                                                                                                                                                                                                                                                                                                                                 |             |  |                   |    |
| Have you previously filed a Title VI complaint with this agency?                                                                                                                                                                                                                                                                                                  |             |  | Yes               | No |



**Section V**

Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?

☐ Yes ☐ No

If yes, check all that apply:

☐ Federal Agency: \_\_\_\_\_

☐ Federal Court \_\_\_\_\_

☐ State Agency \_\_\_\_\_

☐ State Court \_\_\_\_\_

☐ Local Agency \_\_\_\_\_

Please provide information about a contact person at the agency/court where the complaint was filed.

Name:

Title:

Agency:

Address:

Telephone:

**Section VI**

Name of agency complaint is against:

Contact person:

Title:

Telephone number:

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date required below

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Please submit this form in person at the address below, or mail this form to:

HALL AREA TRANSIT  
Phillippa Lewis Moss  
687 Main Street  
Gainesville, GA 30501

# HALL AREA TRANSIT

## Formulario de Queja Titulo VI

Espanol

|                                                                                                                                                                                                                                                                                                                                                             |                |  |                            |    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|--|----------------------------|----|
| <b>Seccion I:</b>                                                                                                                                                                                                                                                                                                                                           |                |  |                            |    |
| <b>Nombre:</b>                                                                                                                                                                                                                                                                                                                                              |                |  |                            |    |
| <b>Direccion:</b>                                                                                                                                                                                                                                                                                                                                           |                |  |                            |    |
| <b>Telefono (casa):</b>                                                                                                                                                                                                                                                                                                                                     |                |  | <b>Telefono (trabajo):</b> |    |
| Correo Electronico:                                                                                                                                                                                                                                                                                                                                         |                |  |                            |    |
| Requisitos de formato accesible?                                                                                                                                                                                                                                                                                                                            | Letras grandes |  | Audio                      |    |
|                                                                                                                                                                                                                                                                                                                                                             | TDD            |  | Otro                       |    |
| <b>Seccion II:</b>                                                                                                                                                                                                                                                                                                                                          |                |  |                            |    |
| ¿Esta usted presentando esta queja en su nombre?                                                                                                                                                                                                                                                                                                            |                |  | Si*                        | No |
| *Si usted contesto "Si" a esta pregunta, ir a la Seccion III.                                                                                                                                                                                                                                                                                               |                |  |                            |    |
| Si no, por favor suministre el nombre y la relacion de la persona quien se queja:                                                                                                                                                                                                                                                                           |                |  |                            |    |
| Por favor explique por que esta presentando por un tercero:                                                                                                                                                                                                                                                                                                 |                |  |                            |    |
|                                                                                                                                                                                                                                                                                                                                                             |                |  |                            |    |
| Por favor confirme que ha obtenido el permiso de la persona discriminada si esta presentando por un tercero.                                                                                                                                                                                                                                                |                |  | Si                         | No |
| <b>Seccion III:</b>                                                                                                                                                                                                                                                                                                                                         |                |  |                            |    |
| Creo que he sido objeto de discriminacion basada en (marque todas las que apliquen):                                                                                                                                                                                                                                                                        |                |  |                            |    |
| <input type="checkbox"/> Raza <input type="checkbox"/> Color <input type="checkbox"/> Origen Nacional <input type="checkbox"/> Edad                                                                                                                                                                                                                         |                |  |                            |    |
| <input type="checkbox"/> Discapacidad <input type="checkbox"/> Situacion familiar o religiosa <input type="checkbox"/> Otro (explique) _____                                                                                                                                                                                                                |                |  |                            |    |
| Fecha de la supuesta discriminacion (Mes, Dia, Ano): _____                                                                                                                                                                                                                                                                                                  |                |  |                            |    |
| Explicar claramente lo que paso o por que usted cree que fue discriminando. Describa todas las personas que estuvieron involucrados. Incluya el nombre e informacion de la persona/personas que fueron discriminados (si lo sabe) asi como los nombres e informacion de testigos. Si necesita mas espacio, por favor utilice el reverso de este formulario. |                |  |                            |    |
| _____<br>_____                                                                                                                                                                                                                                                                                                                                              |                |  |                            |    |
| <b>Seccion IV</b>                                                                                                                                                                                                                                                                                                                                           |                |  |                            |    |
| ¿Anteriormente ha presentado una queja del Titulo VI con esta agencia?                                                                                                                                                                                                                                                                                      |                |  | Si                         | No |

**Seccion V**

¿Ha presentado esta queja con otra agencia federal, estatal o local, o con la corte federal o estatal?

☐ Si ☐ No

Si es si, marque todas las que apliquen:

☐ Agencia Federal: \_\_\_\_\_

☐ Corte Federal \_\_\_\_\_

☐ Agencia Estatal \_\_\_\_\_

☐ Corte Estatal \_\_\_\_\_

☐ Agencia Local \_\_\_\_\_

Por favor provee la informacion de la persona de contacto en la agencia/corte donde presento la queja.

**Nombre:**

**Titulo:**

**Agencia:**

**Direccion:**

**Telefono:**

**Seccion VI**

Nombre de la agencia que la queja es contra:

Persona de contacto:

Titulo:

Telefono:

Usted puede adjuntar cualquier material escrito o otra informacion pertinente a su queja.

Firma y fecha son necesarias a continuacion

\_\_\_\_\_  
Firma

\_\_\_\_\_  
Fecha

Por favor presente este formulario en persona a esta direccion ,o envie por correo a:

HALL AREA TRANSIT  
Phillippa Lewis Moss  
687 Main Street  
Gainesville, GA 30501

# **Appendix F**

## **Public Participation Plan (PPP)**

## Introduction

The Public Participation Plan (PPP) for Hall Area Transit was developed to ensure that all members of the public, including minorities and Limited English Proficient (LEP) populations, are encouraged to participate in the decision-making process for Hall Area Transit. Policy and service delivery decisions need to take into consideration community sentiment and public opinion based upon well-executed outreach efforts. The public outreach strategies described in the PPP are designed to provide the public with effective access to information about Hall Area Transit services and to provide a variety of efficient and convenient methods for receiving and considering public comment prior to implementing changes to services. Hall Area Transit also recognizes the importance of many types of stakeholders in the decision-making process, including other units of government, metropolitan area agencies, community-based organizations, major employers, passengers and the general public, including low-income, minority, LEP, and other traditionally underserved communities.

## Public Participation Goals

The main goal of the PPP is to offer meaningful opportunities for all interested segments of the public, including, but not limited to, low-income, minority and LEP groups, to comment, about Hall Area Transit and its operations. The goals for this PPP include:

- **Inclusion and Diversity:** Hall Area Transit will proactively reach out and engage low-income, minority, and LEP populations for the Hall Area Transit service area so these groups will have an opportunity to participate.
- **Accessibility:** All legal requirements for accessibility will be met. Efforts will be made to enhance the accessibility of the public's participation – physically, geographically, temporally, linguistically and culturally.
- **Clarity and Relevance:** Issues will be framed in public meetings in such a way that the significance and potential effect of proposed decisions is understood by participants. Proposed adjustments to fares or services will be described in language that is clear and easy to understand.
- **Responsive:** Hall Area Transit will strive to respond to and incorporate, when possible, appropriate public comments into transportation decisions.
- **Tailored:** Public participation methods will be tailored to match local and cultural preferences as much as possible.
- **Flexible:** The public participation process will accommodate participation in a variety of ways and will be adjusted over time as needed.

## Public Participation Methods

The methods of public participation included in this PPP were developed based upon best practices in conjunction with the needs and capabilities of Hall Area Transit. Hall Area Transit intends to achieve meaningful public participation by a variety of methods with respect to service and any changes to service.

Hall Area Transit will conduct community meetings and listening sessions as appropriate with passengers, employers, community based organizations, and advisory committees to gather public input and distribute information about service quality, proposed changes or new service options.

The public is encouraged to provide feedback directly to Hall Area Transit administrators in person, by letter or email. All passenger requests and suggestions are recorded and submitted to consultants for their consideration during regular transit develop planning process. The public will also be able to call the Hall Area Transit office at 770-503-3333 during its hours of operation. Feedback collected over the phone will be recorded and passed on to Hall Area Transit management. Formal customer surveys to measure performance, and listening sessions to solicit input, are conducted periodically. The comments recorded as a part of these participation methods will be responded to as appropriate.

Meeting formats will be tailored to help achieve specific public participation goals that vary by project or the nature of the proposed adjustment of service. Some meetings will be designed to share information and answer questions. Some will be designed to engage the public in providing input, establishing priorities, and helping to achieve consensus on a specific recommendation. Others will be conducted to solicit and consider public comments before implementing proposed adjustments to services. In each case, an agenda for the meetings will be created that work to achieve the stated goals and is relevant to the subject and not overwhelming for the public.

For all public meetings, the venue will be a facility that is accessible for persons with disabilities and, preferably, is served by public transit. If a series of meetings are scheduled on a topic, different meeting locations may be used, since no one location is usually convenient to all participants.

For community meetings and other important information, Hall Area Transit will use a variety of means to make riders and citizens aware, including some or all of the following methods:

- In-vehicle advertisement
- Posters or flyers in transit center
- Posting information on website and city/county facebook pages
- Press releases and briefings to media outlets
- Multilingual flyer distribution to community based organizations, particularly those that target LEP population
- Flyers and information distribution through various libraries and other civic locations that currently help distribute timetables and other information
- Communications to relevant elected officials
- Other methods required by local or state laws or agreements

All information and materials communicating proposed and actual service adjustments will be provided in English and any other language that meets the “safe harbor” criteria.

#### Public Hearing

Hall Area Transit holds public meetings whenever there is change that impact 10% of the routes and/or fares. Meetings are typically scheduled in the early morning, late afternoon and evening to accommodate passengers with different employment, education, daycare schedules. The meetings are also held at locations that are accessible to public transit such as the transit administrative building, government offices and community centers. Transit meetings also take place at the site of senior residential facilities, medical centers, schools and other locations with a captive audience.

# **Appendix G**

## **Language Assistance Plan (LAP)**



## **I. Introduction**

Hall Area Transit operates a transit system within Hall County. The Language Assistance Plan (LAP) has been prepared to address Hall Area Transit's responsibilities as they relate to the needs of individuals with Limited English Proficiency (LEP). Individuals, who have a limited ability to read, write, speak or understand English are LEP. In Hall Area Transit service area, **4.5% (835,047)** of residents describe themselves as not being able to communicate in English "very well" (Source: US Census). Hall Area Transit is federally mandated (Executive Order 13166) to take responsible steps to ensure meaningful access to the benefits, services, information and other important portions of its programs and activities for individuals who are LEP. Hall Area Transit has utilized the U.S. Department of Transportation (USDOT) LEP Guidance Handbook and performed a four-factor analysis to develop its LAP.

Calculate the number and percentage of people who do not speak English very well by using Appendix H.

The U.S. Department of Transportation Handbook, titled "Implementing the Department of Transportation's Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons: A Handbook for Public Transportation Providers, (April 13, 2007) " (hereinafter "Handbook"), states that Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq., and its implementing regulations provide that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity that receives Federal financial assistance (Handbook, page 5). The Handbook further adds that Title VI prohibits conduct that has a disproportionate effect on LEP persons because such conduct constitutes national origin discrimination (Handbook, page 5).

Executive Order 13166 of August 16, 2000 states that recipients of Federal financial assistance must take reasonable steps to ensure meaningful access to their programs and activities by LEP persons (Handbook, page 6). Additionally recipients should use the DOT LEP Guidance to determine how best to comply with statutory and regulatory obligations to provide meaningful access to the benefits, services, information and other important portions of their programs and activities for individuals who are LEP (Handbook, page 6). These provisions are included in FTA Circular 4702.1B in Paragraph 9 of Chapter III (pages III-6 to III-9).

For many LEP individuals, public transit is the principal transportation mode available. It is important for Hall Area Transit be able to communicate effectively with all of its riders. When Hall Area Transit is able to communicate effectively with all of its riders, the service provided is safer, more reliable, convenient, and accessible for all within its service area. Hall Area Transit is committed to taking reasonable steps to ensure meaningful access for LEP individuals to this agency's services in accordance with Title VI.

This plan will demonstrate the efforts that Hall Area Transit undertakes to make its service accessible to all persons without regard to their ability to communicate in English. The plan addresses how services will be provided through general guidelines and procedures including the following:

- Identification: Identifying LEP populations in service areas

- Notification: Providing notice to LEP individuals about their right to language services
- Interpretation: Offering timely interpretation to LEP individuals upon request
- Translation: Providing timely translation of important documents
- Staffing: Identifying Hall Area Transit staff to assist LEP customers
- Training: Providing training on LAP to responsible employees.

## **II. Four Factor Analysis**

The analysis provided in this report has been developed to identify LEP population that may use Hall Area Transit services and identify needs for language assistance. This analysis is based on the “Four Factor Analysis” presented in the Implementing the Department of Transportation’s Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons, dated April 13, 2007, which considers the following factors:

1. The number and proportion of LEP persons in the service area who may be served or are likely to encounter a Hall Area Transit program, activity or service.
2. The frequency with which LEP persons come in contact with Hall Area Transit programs, activities or services.
3. The nature and importance of programs, activities or services provided by Hall Area Transit to the LEP population.
4. The resources available to Hall Area Transit and overall costs to provide LEP assistance

### **a. Factor 1: The Number and Proportion of LEP Persons Services or Encountered In the Eligible Service Population.**

Of the **185,556** residents five years of age or older in the Hall Area Transit service area, **4.5%** describe themselves as speaking English less than “very well”. People of Latin American descent are the primary LEP persons likely to utilize Hall Area services. For the Hall Area Transit service area, the **2019** American Community Survey of the U.S. Census Bureau shows that among the area’s LEP population **14.8%** speak English “very well”. For the **13.1%** who speak English “less than very well”, **26%** speak Spanish and **0.6%** speak languages common to Asia and the Pacific Islands. Appendix H contains a table which lists the languages spoken at home by the ability to speak English for the population within Hall Area Transit’s service area.

**b. Factor 2: The Frequency with which LEP Individuals Come into Contact with Your Programs, Activities, and Services**

The Federal guidance for this factor recommends that agencies should assess the frequency with which they have contact with LEP individuals from different language groups. The more frequent the contact with a particular LEP language group, the more likely enhanced services will be needed.

Hall Area Transit has assessed the frequency with which LEP individuals come in contact with the transit system. The methods utilized for this assessment include analysis of Census data, examining phone inquiries, requests for translated documents, and staff survey. As discussed above, Census data indicates that the largest LEP group within the Hall Area Transit service area are persons who speak Spanish. Phone inquiries and staff survey feedback indicated that Hall Area Transit dispatchers and drivers interact frequently with LEP persons. The majority of these interactions have occurred with LEP persons who mainly spoke Spanish. Over the past 14 years, Hall Area Transit has had 0 requests for translated documents. Of course all customer service related documents are typically available in English and Spanish, thus eliminating the need for such requests.

**c. Factor 3: The Nature and Importance of the Program, Activity, or Service Provided by the Recipient to People's Lives**

Public transportation and regional transportation planning is vital to many people's lives. According to the Department of Transportation's *Policy Guidance Concerning Recipient's Responsibilities to LEP Persons*, providing public transportation access to LEP persons is crucial. A LEP person's inability to utilize public transportation effectively, may adversely affect his or her ability to access health care, education, or employment.

Hall Area Transit conducts an annual on-board passenger survey to collect data on usage, access and customer service. According to the survey, some **20%** of riders speak Spanish and use public transit to access work, school and shopping.

To further understand the transportation options of Hall Area Transit passengers, each survey respondent was asked how he or she would have made the surveyed trip had Your Transit System not been available. The most frequent response was "friend or family member" (**50 %**). An additional **25%** indicated they would not have made the trip if the service was not available. This data indicates that Hall Area Transit is very important as a primary means of transportation for its customers.

**d. Factor 4: The Resources Available to the Recipient and Costs**

Hall Area Transit ensures a high level of communication with Spanish speaking person by employing Spanish speaking persons with roots from various Latin American countries (Peru,

Mexico, Puerto Rico, Guatemala, etc.). The existence of a diverse workforce (men, women, young, old, Black, White, English/Spanish-Speaking) ensures that Hall Area Transit can effectively communicate with its customer base. Since Hall Area Transit provides a reasonable degree of services for LEP populations in its service area we have always made it our practice to make frequently used documents available in English and Spanish. Because the staff costs are part of our regular operational expenses, we have not incurred additional expenses. However, to translate the Title VI document by someone proficient in speaking AND writing Spanish would require the aid of a professional translator at the cost of approximately \$1,500.

## The Places We Go!



35% Aging/Nutrition



4% Activities



17% Employment



8% Shopping



30% Medical



6% Education

### **III. Language Assistance Plan**

In developing a Language Assistance Plan, FTA guidance recommends the analysis of the following five elements:

1. Identifying LEP individuals who need language assistance
2. Providing language assistance measures
3. Training staff
4. Providing notice to LEP persons
5. Monitoring and updating the plan

The five elements are addressed below.

#### **a. Element 1: Identifying LEP Individuals Who Need Language Assistance**

Federal guidance provides that there should be an assessment of the number or proportion of LEP individuals eligible to be serviced or encountered and the frequency of encounters pursuant to the first two factors in the four-factor analysis.

| <b>Hall County, Georgia</b>    |               |             |
|--------------------------------|---------------|-------------|
| <b>Total Population Age 5+</b> | <b>185566</b> | <b>100%</b> |
| <b>Speak only English</b>      | 132368        | 71%         |
| <b>Speak Spanish</b>           | 48529         | 26%         |
| Speak English "very well"      | 25542         | 53%         |
| Speak English "well"           | 8971          | 18%         |
| Speak English "not well"       | 8212          | 17%         |
| Speak English "not at all"     | 5804          | 12%         |

Hall Area Transit has identified the number and proportion of LEP individuals within its service area using United States Census data (see Appendix H). Seventy-one percent of the service area population speaks English only. The largest non-English spoken language in the service area is Spanish 26%. Of those whose primary spoken language is Spanish, approximately 53% identify themselves as speaking less than "very well". Those residents whose primary language is not English and who identify themselves as speaking English less than "very well" account for 47 % of the service area population.

Hall Area Transit may identify language assistance need for an LEP group by:

1. Examining records to see if requests for language assistance have been received in the past, either at meetings or over the phone, to determine whether language assistance might be needed at future events or meetings.
2. Having Census Bureau Language Identification Flashcards available at Hall Area Transit Meetings. This will assist Hall Area Transit in identifying language assistance needs for future events and meetings.

3. Having Census Bureau Language Identification Flashcards on all transit vehicles to assist operators in identifying specific language assistance needs of passengers. If such individuals are encountered, vehicle operators will be instructed to obtain contact information to give to Hall Area Transit management to follow-up.
4. Vehicle operators and front-line staff (i.e. Dispatchers, Transit Operation Supervisors, etc.) will be surveyed on their experience concerning any contacts with LEP persons during the previous year.

**b. Element 2: Language Assistance Measures**

Federal Guidance suggests that an effective LAP should include information about the ways in which language assistance will be provided. This refers to listing the different language services an agency provides and how staff can access this information.

For this task Federal Guidance recommends that transit agencies consider developing strategies that train staff as to how to effectively deal with LEP individuals when they either call agency centers or otherwise interact with the agency.

Hall Area Transit has undertaken the following actions to improve access to information and services for LEP individuals:

1. Assign bilingual staff to community events, public hearings, and transit committee meetings.
2. Regularly survey transit drivers and other front-line staff on their experience concerning any contacts with LEP persons during the previous year.
3. Provide transit documents in English and Spanish onboard transit vehicles and in Hall Area Transit offices.
4. Include statements clarifying that being bilingual is preferred on bus driver recruitment flyers and onboard recruitment posters.
5. Hall Area Transit has several bilingual staff members that can serve individuals in person, by telephone, zoom and other communication modes. If at any time bilingual staff were unavailable, we would solicit the assistance of an interpreter from a professional translation service or qualified community volunteer.

Hall Area Transit utilizes the demographic maps provided in Appendix I in order to better provide the above efforts to the LEP persons within the service area.

**c. Element 3: Training Staff**

Federal guidance states staff members of an agency should know their obligations to provide meaningful access to information and services for LEP persons and that all employees in public contact positions should be properly trained.

Suggestions for implementing Element 3 of the Language Assistance Plan, involve: (1) identifying agency staff likely to come into contact with LEP individuals; (2) identifying existing

staff training opportunities; (3) providing regular re-training for staff assigned to address LEP individual needs; and (4) designing and implementing LEP training for agency staff.

In the case of Hall Area Transit, the most important staff training is for Vehicle Operators and Dispatchers. Several staff members speak English and Spanish.

The following training will be provided to Customer Service Representative:

1. Information on Title VI Procedures and LEP responsibilities
2. Use of English/Spanish flyers and other documents
3. Documentation of language assistance requests
4. How to handle a potential Title VI/LEP complaint

**d. Element 4: Providing Note to LEP Persons**

Hall Area Transit will make Title VI information available in English and Spanish on the Agency's website. Key documents are written in English and Spanish. Notices are also posted in Hall Area Transit office lobby, on buses, and bus shelters. Additionally, when staff prepares a document or schedules a meeting, for which the target audience is expected to include LEP individuals, then documents, meeting notices, flyers, and agendas will be printed in an alternative language based on the known LEP population.

**e. Element 5: Monitoring and Updating the Plan**

The plan will be reviewed and updated on an ongoing basis. Updates will consider the following:

- The number of documented LEP person contacts encountered annually
- How the needs of LEP persons have been addressed
- Determination of the current LEP population in the service area
- Determination as to whether the need for translation services has changed
- Determine whether Hall Area Transit's financial resources are sufficient to fund language assistance resources needed

Hall Area Transit understands the value that its service plays in the lives of individuals who rely on this service, and the importance of any measures undertaken to make the use of system easier. Hall Area Transit is open to suggestions from all sources, including customers, Hall Area Transit staff, other transportation agencies with similar experiences with LEP communities, and the general public, regarding additional methods to improve their accessibility to LEP communities.

**IV. Safe Harbor Provision**

DOT has adopted the Department of Justice's Safe Harbor Provision, which outlines circumstances that can provide a "safe harbor" for recipients regarding translation of written materials for LEP population. The Safe Harbor Provision stipulates that, if a recipient provides written translation of vital documents for each eligible LEP language group that constitutes five percent (5%) or 1,000 persons, whichever is less, of

the total population of persons eligible to be served or likely to be affected or encountered, then such action will be considered strong evidence of compliance with the recipient's written translation obligations. Translation of non-vital documents, if needed, can be provided orally. If there are fewer than 50 persons in a language group that reaches the five percent (5%) trigger, the recipient is not required to translate vital written materials but should provide written notice in the primary language of the LEP language group of the right to receive competent oral interpretation of those written materials, free of cost.

**Hall Area Transit service area does not have LEP populations which qualify for the Safe Harbor Provision.**

The Safe Harbor Provision applies to the translation of written documents only. They do not affect the requirement to provide meaningful access to LEP individuals through competent oral interpreters where oral language services are needed and are reasonable. Hall Area Transit may determine, based on the Four Factor Analysis, that even though a language group meets the threshold specified by the Safe Harbor Provision, written translation may not be an effective means to provide language assistance measures.



# **Appendix H**

## **Operating Area Language Data:**

### **Hall Area Transit Service Area**

# Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over

Table B16004

[Change](#)

Add data for more places below; visualize or download this data with controls at right.

Selected geographies

Hall County, GA

Add a geography

Add all counties in ...

[Georgia](#)

[United States](#)

Divide Hall County, GA into ...

[county subdivisions](#)

[census tracts](#)

ACS 2019 5-year

Table universe: Population 5 Years and Over

| Column                                    | → <a href="#">Hall County, GA</a> |       |
|-------------------------------------------|-----------------------------------|-------|
| 5 to 17 years:                            | 20.4%                             | ±0%   |
| Speak only English                        | 12%                               | ±0.3% |
| Speak Spanish:                            | 8%                                | ±0.2% |
| Speak English "very well"                 | 6.3%                              | ±0.4% |
| Speak English "well"                      | 1.2%                              | ±0.3% |
| Speak English "not well"                  | 0.3%                              | ±0.1% |
| Speak English "not at all"                | 0.2%                              | ±0.1% |
| Speak other Indo-European languages:      | 0.2%                              | ±0.1% |
| Speak English "very well"                 | 0.1%                              | ±0.1% |
| Speak English "well"                      | 0%                                | ±0%   |
| Speak English "not well"                  | 0%                                | ±0%   |
| Speak English "not at all"                | 0%                                | ±0%   |
| Speak Asian and Pacific Island languages: | 0.2%                              | ±0.1% |
| Speak English "very well"                 | 0.1%                              | ±0.1% |
| Speak English "well"                      | 0%                                | ±0%   |
| Speak English "not well"                  | 0%                                | ±0%   |
| Speak English "not at all"                | 0%                                | ±0%   |
| Speak other languages:                    | 0%                                | ±0%   |
| Speak English "very well"                 | 0%                                | ±0%   |
| Speak English "well"                      | 0%                                | ±0%   |
| Speak English "not well"                  | 0%                                | ±0%   |
| Speak English "not at all"                | 0%                                | ±0%   |
| 18 to 64 years:                           | 64%                               | ±0%   |
| Speak only English                        | 44.9%                             | ±0.3% |

|                                           |       |       |
|-------------------------------------------|-------|-------|
| Speak Spanish:                            | 17.3% | ±0.3% |
| Speak English "very well"                 | 7.2%  | ±0.4% |
| Speak English "well"                      | 3.5%  | ±0.3% |
| Speak English "not well"                  | 3.9%  | ±0.3% |
| Speak English "not at all"                | 2.7%  | ±0.4% |
| Speak other Indo-European languages:      | 0.9%  | ±0.2% |
| Speak English "very well"                 | 0.7%  | ±0.2% |
| Speak English "well"                      | 0.1%  | ±0.1% |
| Speak English "not well"                  | 0.1%  | ±0.1% |
| Speak English "not at all"                | 0%    | ±0%   |
| Speak Asian and Pacific Island languages: | 0.9%  | ±0.1% |
| Speak English "very well"                 | 0.4%  | ±0.1% |
| Speak English "well"                      | 0.2%  | ±0.1% |
| Speak English "not well"                  | 0.2%  | ±0.1% |
| Speak English "not at all"                | 0%    | ±0%   |
| Speak other languages:                    | 0%    | ±0%   |
| Speak English "very well"                 | 0%    | ±0%   |
| Speak English "well"                      | 0%    | ±0%   |
| Speak English "not well"                  | 0%    | ±0%   |
| Speak English "not at all"                | 0%    | ±0%   |

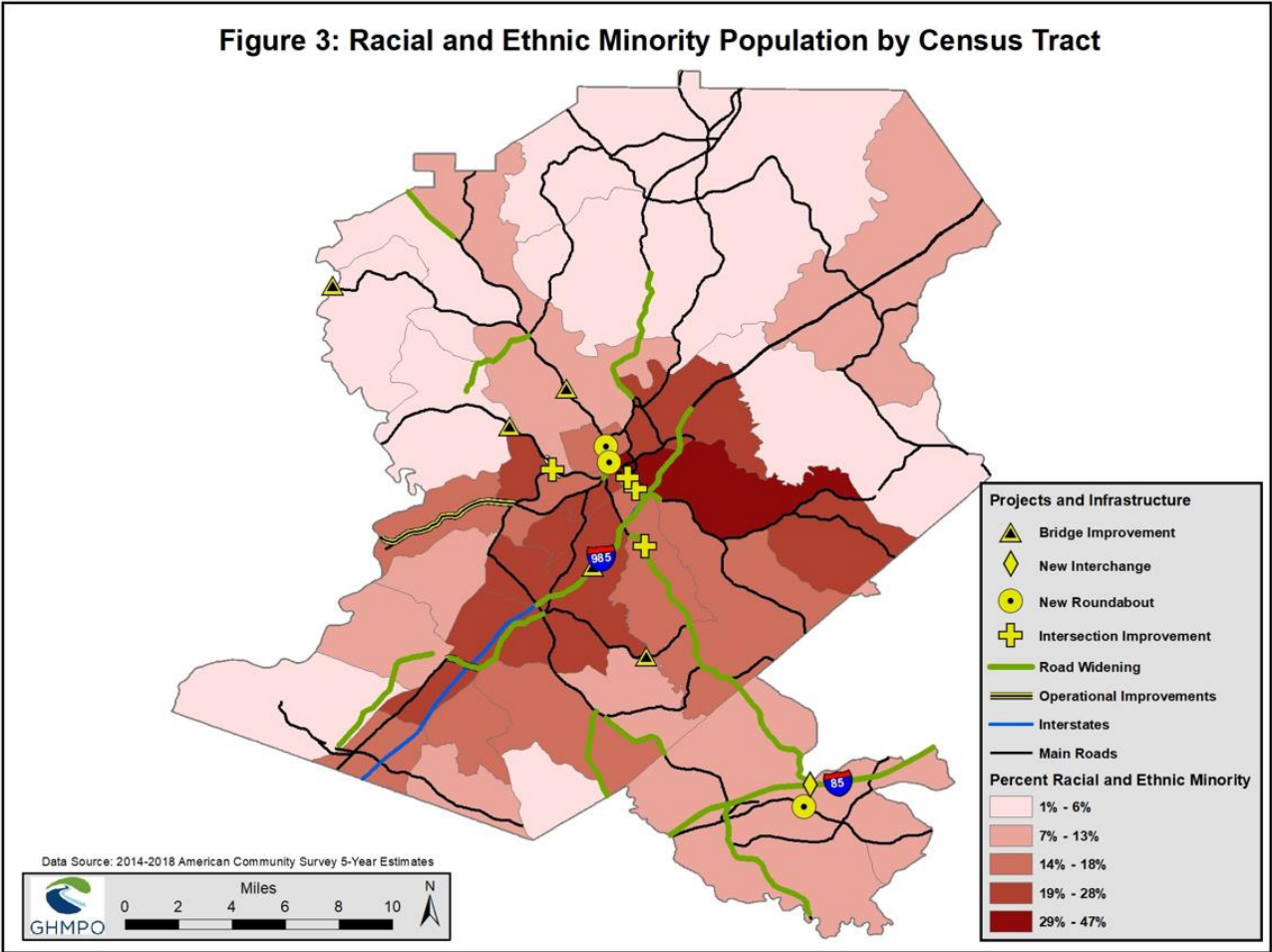
|                                           |       |       |
|-------------------------------------------|-------|-------|
| 65 years and over:                        | 15.6% | ±0%   |
| Speak only English                        | 14.4% | ±0.1% |
| Speak Spanish:                            | 0.8%  | ±0.1% |
| Speak English "very well"                 | 0.3%  | ±0.1% |
| Speak English "well"                      | 0.1%  | ±0.1% |
| Speak English "not well"                  | 0.2%  | ±0.1% |
| Speak English "not at all"                | 0.3%  | ±0.1% |
| Speak other Indo-European languages:      | 0.2%  | ±0.1% |
| Speak English "very well"                 | 0.1%  | ±0.1% |
| Speak English "well"                      | 0.1%  | ±0%   |
| Speak English "not well"                  | 0%    | ±0%   |
| Speak English "not at all"                | 0%    | ±0%   |
| Speak Asian and Pacific Island languages: | 0.1%  | ±0%   |
| Speak English "very well"                 | 0%    | ±0%   |
| Speak English "well"                      | 0%    | ±0%   |
| Speak English "not well"                  | 0%    | ±0%   |
| Speak English "not at all"                | 0%    | ±0%   |

|                                                                                                 |  |   |                         |
|-------------------------------------------------------------------------------------------------|--|---|-------------------------|
| All Topics                                                                                      |  | Q | Hall County,<br>Georgia |
| <b>i</b> Language other than English spoken at home, percent of persons age 5 years+, 2015-2019 |  |   | 28.7%                   |
| <b>PEOPLE</b>                                                                                   |  |   |                         |
| <b>Population</b>                                                                               |  |   |                         |
| <b>i</b> Population estimates, July 1, 2019, (V2019)                                            |  |   | 204,441                 |
| <b>i</b> Population estimates base, April 1, 2010, (V2019)                                      |  |   | 179,724                 |
| <b>i</b> Population, percent change - April 1, 2010 (estimates base) to July 1, 2019, (V2019)   |  |   | 13.8%                   |
| <b>i</b> Population, Census, April 1, 2020                                                      |  |   | 203,136                 |
| <b>i</b> Population, Census, April 1, 2010                                                      |  |   | 179,684                 |
| <b>Age and Sex</b>                                                                              |  |   |                         |
| <b>i</b> Persons under 5 years, percent                                                         |  |   | △ 6.5%                  |
| <b>i</b> Persons under 18 years, percent                                                        |  |   | △ 24.8%                 |
| <b>i</b> Persons 65 years and over, percent                                                     |  |   | △ 15.4%                 |
| <b>i</b> Female persons, percent                                                                |  |   | △ 50.3%                 |
| <b>Race and Hispanic Origin</b>                                                                 |  |   |                         |
| <b>i</b> White alone, percent                                                                   |  |   | △ 87.0%                 |
| <b>i</b> Black or African American alone, percent (a)                                           |  |   | △ 8.1%                  |
| <b>i</b> American Indian and Alaska Native alone, percent (a)                                   |  |   | △ 0.8%                  |
| <b>i</b> Asian alone, percent (a)                                                               |  |   | △ 2.1%                  |
| <b>i</b> Native Hawaiian and Other Pacific Islander alone, percent (a)                          |  |   | △ 0.2%                  |
| <b>i</b> Two or More Races, percent                                                             |  |   | △ 1.7%                  |
| <b>i</b> Hispanic or Latino, percent (b)                                                        |  |   | △ 29.1%                 |
| <b>i</b> White alone, not Hispanic or Latino, percent                                           |  |   | △ 60.1%                 |

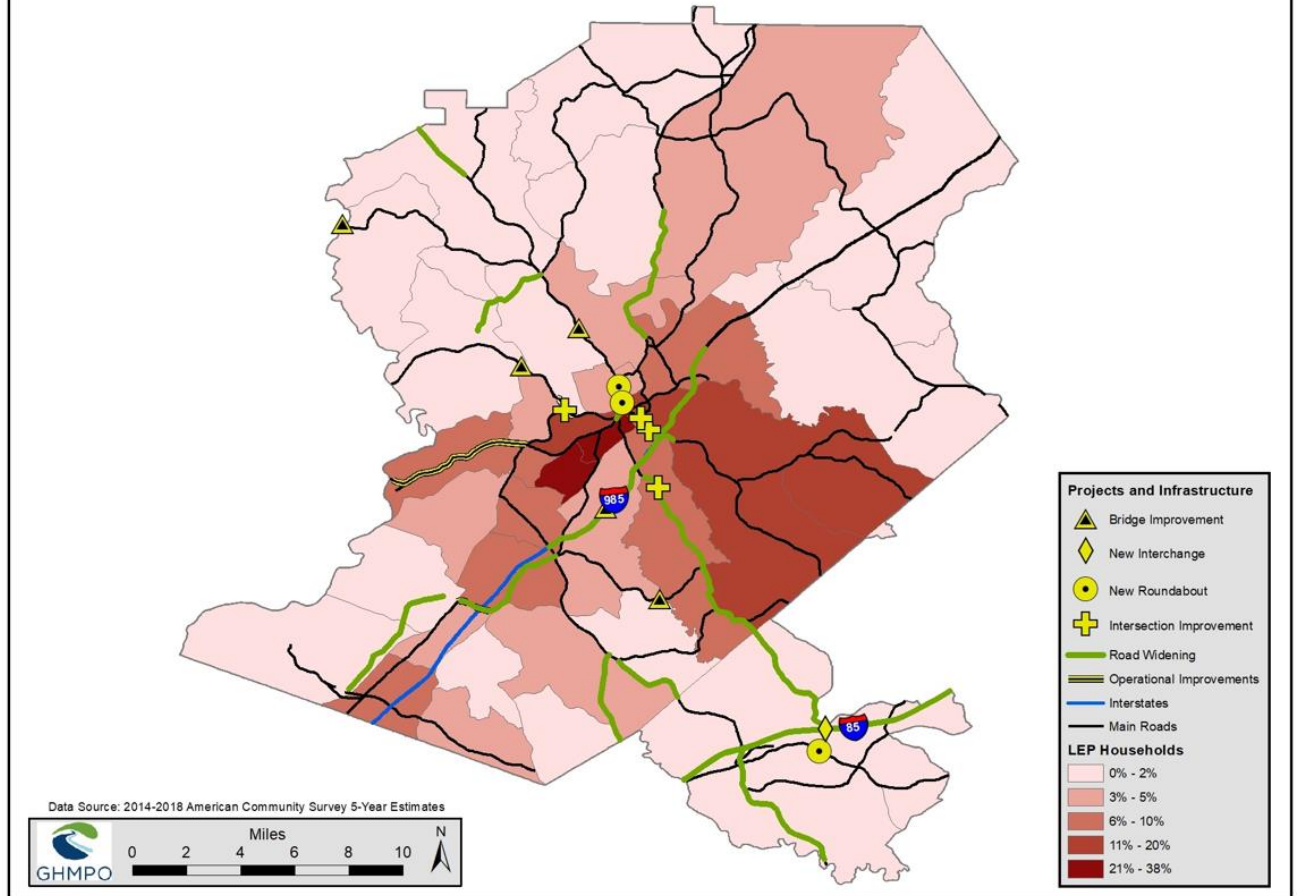
# Appendix I

## Demographic Maps

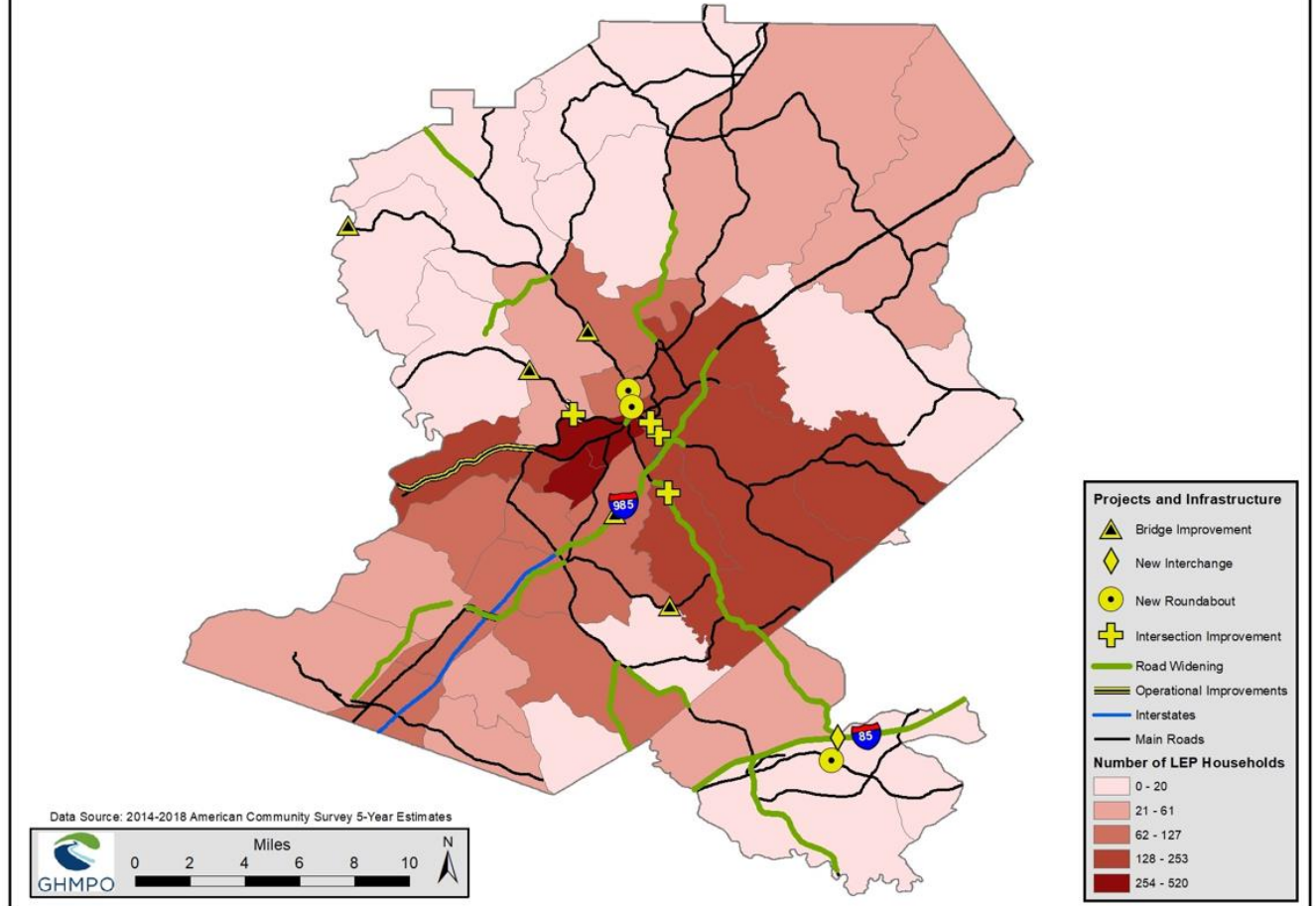
Figure 3: Racial and Ethnic Minority Population by Census Tract



**Figure 15: Percent of LEP Households by Census Tract**

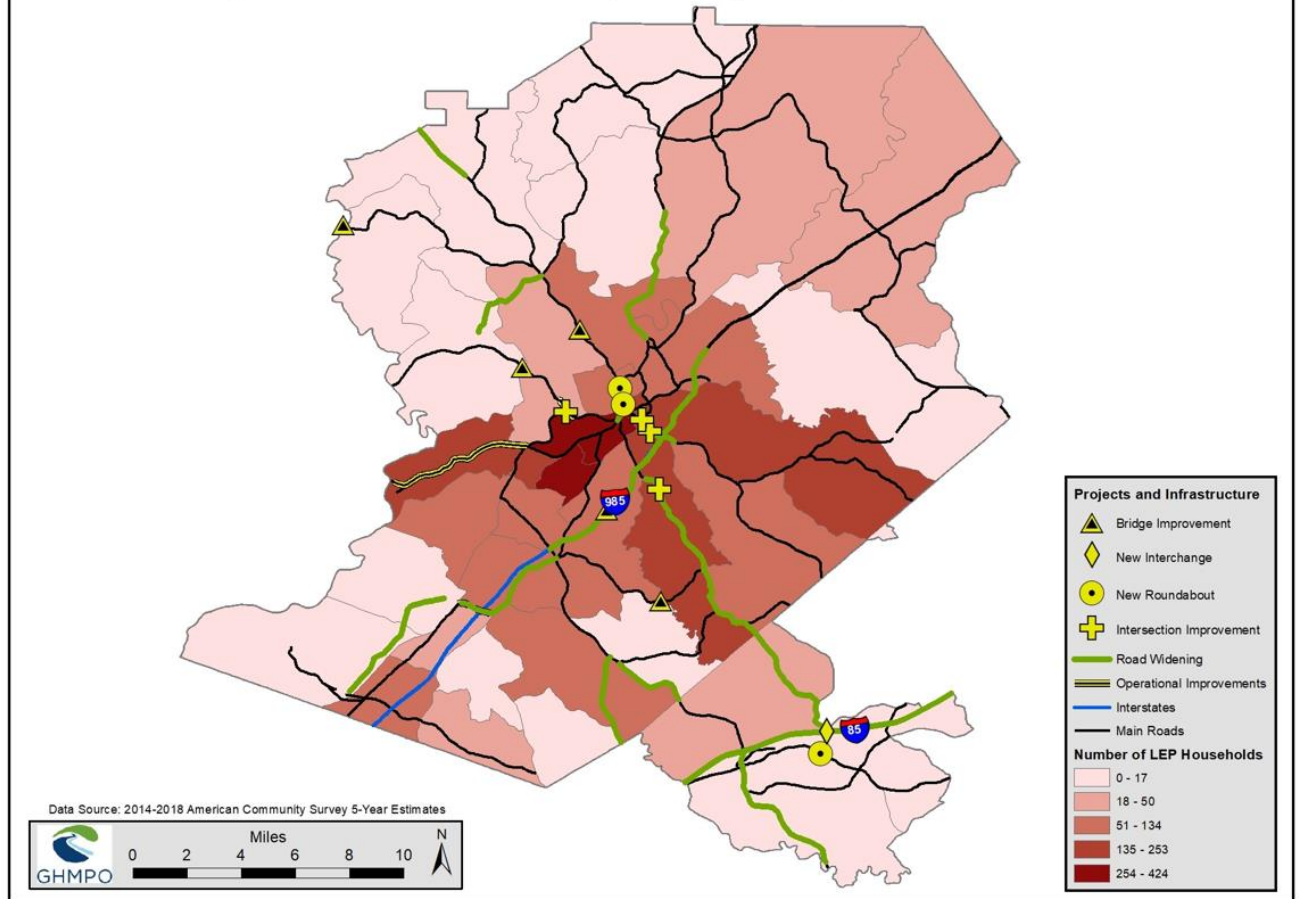


**Figure 16: Total Number of LEP Households by Census Tract**





**Figure 16: Concentration of Spanish Speaking Households with LEP**



# **Appendix J**

## **Title VI Equity Analysis**

Hall Area Transit performed a Title VI Equity Analysis in June 2021 prior to sunseting the Gainesville Connection Fixed Route and Dial-A-Ride Demand Response service.

Should Hall Area Transit be engaged in any future transit construction, transit relocation; or changes to transit amenities, fares or service, staff will conduct a Title VI Equity Analysis to ensure that none of the LEP identified populations are adversely affected by the proposed changes.

**Date Submitted:** 9/27/2021  
**Presenter:** Phillipa Moss  
**Item of Business:** Resolution: Transfer of Hall Area Transit Vehicles to Rome Transit  
**Meeting Date:** 9/30/2021

**Purpose of Request:**

Transfer four Ford Senator II vehicles from Hall Area Transit to Rome Transit. Now that Hall Area Transit has transitioned to the WeGo rideshare program, the Ford Senator II vehicles are no longer needed in our community; however, Rome Transit has an urgent need for such vehicles to meet their public transit needs.

**History/Background:**

Hall Area Transit acquired six Ford Senator II vehicles in 2019 as part of our regular vehicle replacement plan. Since then, we have launched a new rideshare program, WeGo, which requires smaller vehicles that can 1) move more easily in and out of traffic, 2) navigate along narrow country roads with low tree canopies, 3) easily fit into tight parking spaces, 4) pick up passengers at virtual bus stops without impeding traffic, and 5) give passengers a safe and efficient way to board and alight with the use of a ramp or lift that can be quickly deployed. Two of the six vehicles will remain in service to assist WeGo passengers requiring large wheelchair lifts, and four of the vehicles will be transferred to Rome Transit to be deployed in their public transit service.

**Facts & Issues for Consideration:**

When purchasing capital for Hall Area Transit, the City of Gainesville contributes 10% of the cost while, GDOT and FTA contribute 10% and 80% respectively. Because the vehicles were acquired in 2019 and still have approximately 5.5 years of useful life remaining, it is appropriate to transfer the vehicles to another local transit agency for their remaining life. If the City of Gainesville were to sell the vehicles to Rome Transit or any other party, we would be required to reimburse FTA for the remaining federal interest which amounts to some 104K; hence, it is financial prudent to transfer the vehicles to a local transit agency to exhaust FTA's remaining federal interest (80% less depreciation).

**Department Recommendation:**

Approve transfer of four Ford Senator II Vehicles to Rome Transit.

**Department Director:**

Phillippa Moss

**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       |
|----------------------------------------------------------------------------|------------|
| <input type="checkbox"/> Resolution to Transfer Hall Area Transit Vehicles | Cover Memo |
| <input type="checkbox"/> Letter to GDOT Requesting Transfer of Vehicles    | Cover Memo |

**RESOLUTION BR-2021 - \_\_\_\_**

**Transfer of Hall Area Transit Vehicles to Rome Transit**

**WHEREAS**, the Hall Area Transit purchased six Ford Senator II vehicles in 2019 as part of its established capital replacement plan; and

**WHEREAS**, Hall Area Transit successfully launched a new rideshare program, WeGo, in December 2020 and this service requires the use of a different model of vehicles to effectively and efficiently deliver public transit services; and

**WHEREAS**, Rome Transit staff have asked that Hall Area Transit staff transfer the four vehicles to them to meet their public transit service demand; and

**WHEREAS**, such a transfer to Rome Transit would mean that they would assume all remaining financial and other obligations to the Federal Transit Administration (FTA).

**NOW, THEREFORE, BE IT RESOLVED THAT** the governing body for the City of Gainesville hereby approves the transfer of four Ford Senator II vehicles to Rome Transit.

**Adopted this \_\_\_\_ day of \_\_\_\_\_, 2021.**

\_\_\_\_\_  
**C. Danny Dunagan, Jr., Mayor**

This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this resolution was adopted as stated and will be recorded in the official minutes.

**ATTEST:**

\_\_\_\_\_  
**Denise O. Jordan, City Clerk**

# CITY OF GAINESVILLE

## HALL AREA TRANSIT

Patricia Smith  
Acting Transit Program Manager  
Georgia Department of Transportation  
Division of Intermodal – 6<sup>th</sup> Floor  
600 west Peachtree Street NW  
Atlanta, Georgia 30308

Dear Ms. Smith:

Please accept this letter and attached city council resolution as our official request to transfer four Ford Senator II vehicles from Hall Area Transit to Rome Transit. These vehicles were a good fit for our former Gainesville Connection fixed route service; however, we launched a new WeGo rideshare service in December 2020 and this new system requires smaller vans that can 1) move more easily in and out of traffic, 2) navigate along narrow country roads with low tree canopies, 3) easily fit into tight parking spaces, 4) pick up passengers at virtual bus stops without impeding traffic, and 5) give passengers a safe and efficient way to board and alight with the use of a ramp or lift that can be quickly deployed. It is important to note that while we are releasing the Senator II buses, it is also our intent to apply for future capital funds to acquire additional appropriately sized vehicles for our WeGo rideshare service as the demand for the service continues to grow.

Staff from Rome Transit have made us aware of their desire for this transfer of vehicles to address their public transit needs. Please let me know if you need additional information.

| Hall Area Transit 5307 Vehicles To Be Transferred to Rome Transit |              |                   |                                   |                 |                |                      |                     |                 |                             |                |                             |                            |                     |                                    |                                    |
|-------------------------------------------------------------------|--------------|-------------------|-----------------------------------|-----------------|----------------|----------------------|---------------------|-----------------|-----------------------------|----------------|-----------------------------|----------------------------|---------------------|------------------------------------|------------------------------------|
| A                                                                 | B            |                   | C                                 | D               | E              | F                    | G                   | H               | I                           | J              | K                           | L                          | M                   | N                                  | O                                  |
| V ehicle #                                                        | Vehicle Year | VIN #             | Make/Model or Vehicle Description | Date in Service | Out of Service | Fed Useful Life (yr) | Actual Service (yr) | Remaining Years | Remainin g % based on years | Actual Mileage | Minimum Useful Life Mileage | Remaining % based on miles | Total Federal Share | Remaining Fed Share based on Years | Remaining Fed Share based on miles |
| 5195                                                              | 2019         | 1FDFE4FS6KDC65699 | Senator II E450                   | 12/30/2019      | 6/30/2021      | 7                    | 1.5                 | 5.50            | 45.83%                      | 30,996         | 200,000                     | 84.50%                     | \$ 56,484.00        | \$ 25,888.50                       | \$ 47,730.11                       |
| 5196                                                              | 2019         | 1FDFE4FS4KDC65698 | Senator II E450                   | 12/30/2019      | 6/30/2021      | 7                    | 1.5                 | 5.50            | 45.83%                      | 26,137         | 200,000                     | 86.93%                     | \$ 56,484.00        | \$ 25,888.50                       | \$ 49,102.39                       |
| 5174                                                              | 2019         | 1FDFE4FS2KDC65702 | Senator II E450                   | 1/6/2020        | 6/30/2021      | 7                    | 1.4                 | 5.60            | 46.67%                      | 30,434         | 200,000                     | 84.78%                     | \$ 56,484.00        | \$ 26,359.20                       | \$ 47,888.83                       |
| 5176                                                              | 2019         | 1FDFE4FS4KDC65703 | Senator II E450                   | 2/4/2020        | 6/30/2021      | 7                    | 1.3                 | 5.70            | 47.50%                      | 28,838         | 200,000                     | 85.58%                     | \$ 56,484.00        | \$ 26,829.90                       | \$ 48,339.57                       |

Sincerely,  
*Phillippa Lewis Moss*  
Phillippa Lewis Moss

**Date Submitted:** 9/20/2021

**Presenter:** Kate Mattison

**Item of Business:** Resolution: Regarding Parks & Recreation Agency  
Organizational Changes for Fiscal Year 2022

**Meeting Date:** 9/30/2021

**Purpose of Request:**

Parks & Recreation is proposing organizational changes to the Frances Meadows Community & Aquatic Center; these changes include the addition of one position to the overall Agency count. The total full time authorized positions for the Agency would be 44 if this change is approved.

Four other organizational changes within the division have already been made and approved by Human Resources. The fifth change is the addition of one full time authorized position as the Concessions Manager. This position will be responsible for over \$300,000 in annual revenue. It will not report to Frances Meadows and instead will report to the Administrative Division of Parks & Recreation.

**History/Background:**

With the Assistant Division Manager of the Frances Meadows Division leaving for another position within the City, the Agency conducted a thorough review of the position. It was determined that the position spent a significant amount of time (over 60% of total staff hours) on concessions management for various locations outside Frances Meadows. These areas include Lanier Point Athletic Complex, Youth Athletics, Special Events, and Frances Meadows.

**Facts & Issues for Consideration:**

**Department Recommendation:**

To approve the addition of one full time authorized position; knowing that no additional funds are being requested. The organizational changes can break even within the existing budget.

**Department Director:**

Kate Mattison

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

Yes

**Amount Requested:**

zero additional funds are requested

**Source of Funds:**

**Finance Comments:**

**Administrative Comments:**

**ATTACHMENTS:**

| Description                                                                                    | Type                    |
|------------------------------------------------------------------------------------------------|-------------------------|
| <input type="checkbox"/> Regarding Parks & Recreation Agency Organizational Changes for FY2022 | Resolution              |
| <input type="checkbox"/> Attachment A - Organizational Chart for FY22                          | Attachments/Exhibits    |
| <input type="checkbox"/> P&R Organizational Charts for FY2021                                  | Powerpoint Presentation |



**RESOLUTION AR-2021 - \_\_\_\_**

**REGARDING PARKS AND RECREATION AGENCY  
ORGANIZATIONAL CHANGES FOR FISCAL YEAR 2022**

**WHEREAS**, the City Council approved a budget for fiscal year 2022 for the City of Gainesville on June 15, 2021; and

**WHEREAS**, the budget is a dynamic rather than static plan including a total number of authorized positions, which requires adjustment from time to time as circumstances change; and

**WHEREAS**, Parks & Recreation is requesting the addition of one full time authorized position from a total of 43 to 44; and

**WHEREAS**, these adjustments maintain a balanced budget for all Parks & Recreation funds.

**NOW, THEREFORE, BE IT RESOLVED THAT** the governing body for the City of Gainesville hereby adopts the adjustments to the approved budget listed on "Attachment A" attached hereto and made a part of the Resolution.

**Adopted this \_\_\_\_ day of \_\_\_\_\_, 2021.**

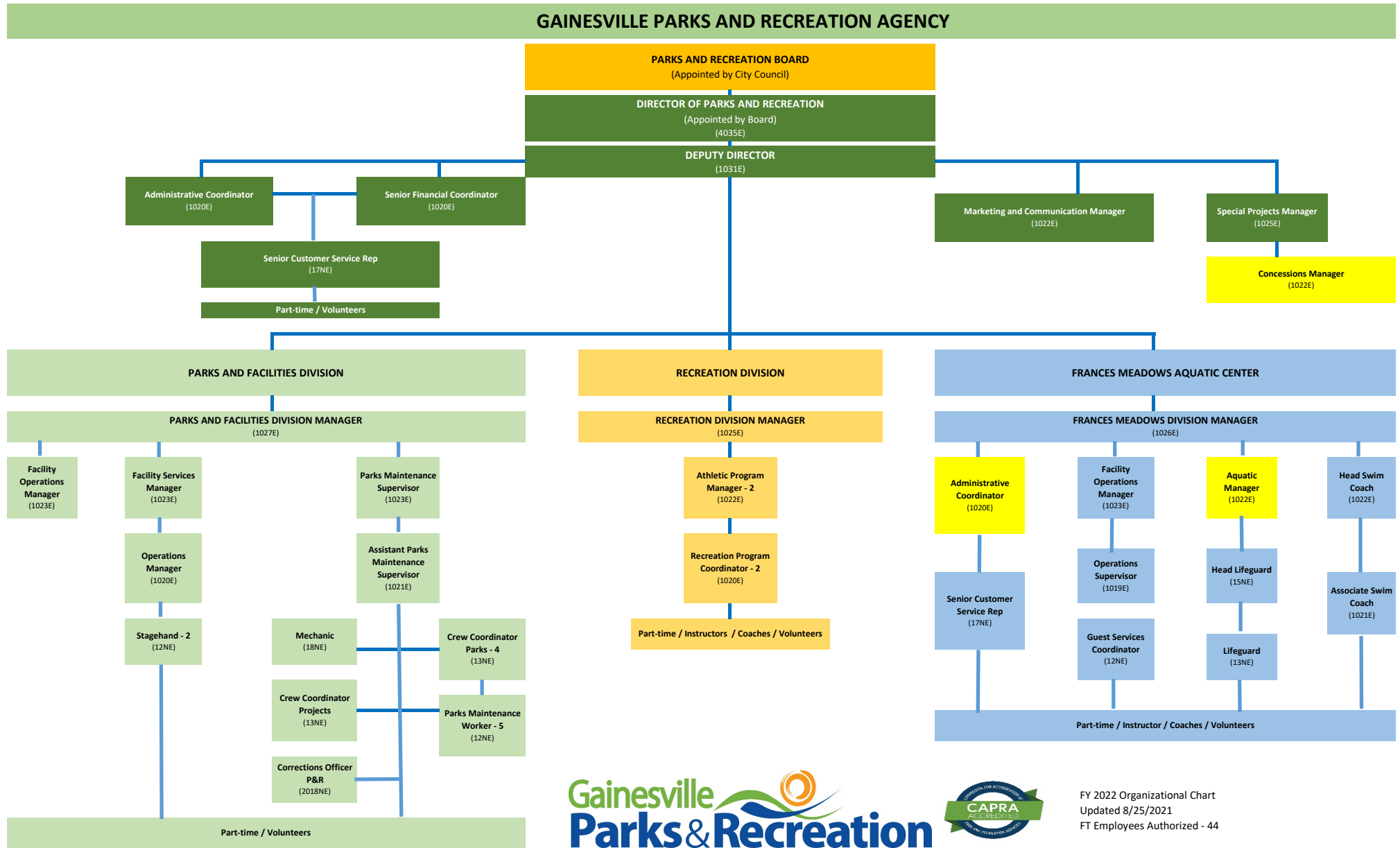
\_\_\_\_\_  
**C. Danny Dunagan, Jr., Mayor**

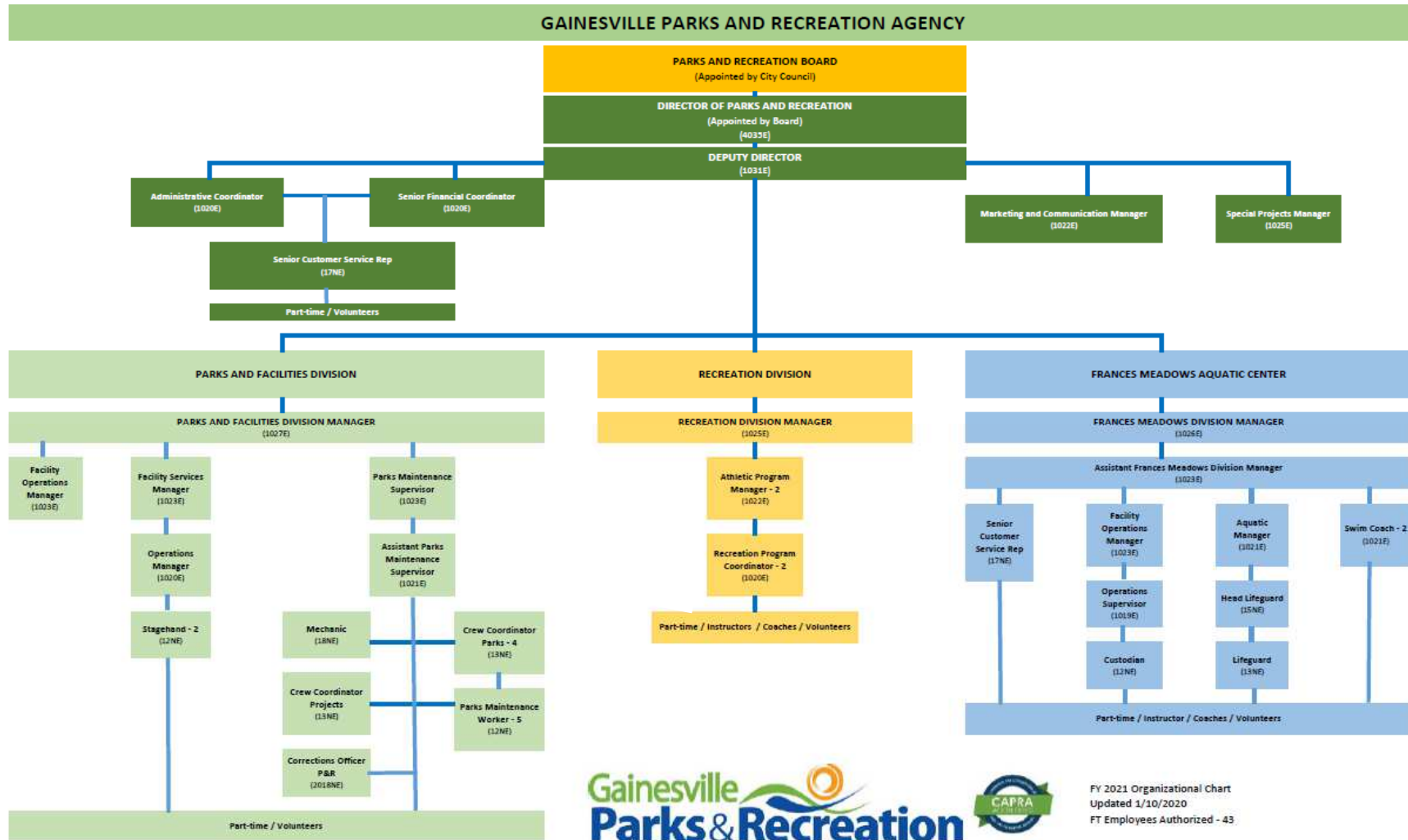
This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this resolution was adopted as stated and will be recorded in the official minutes.

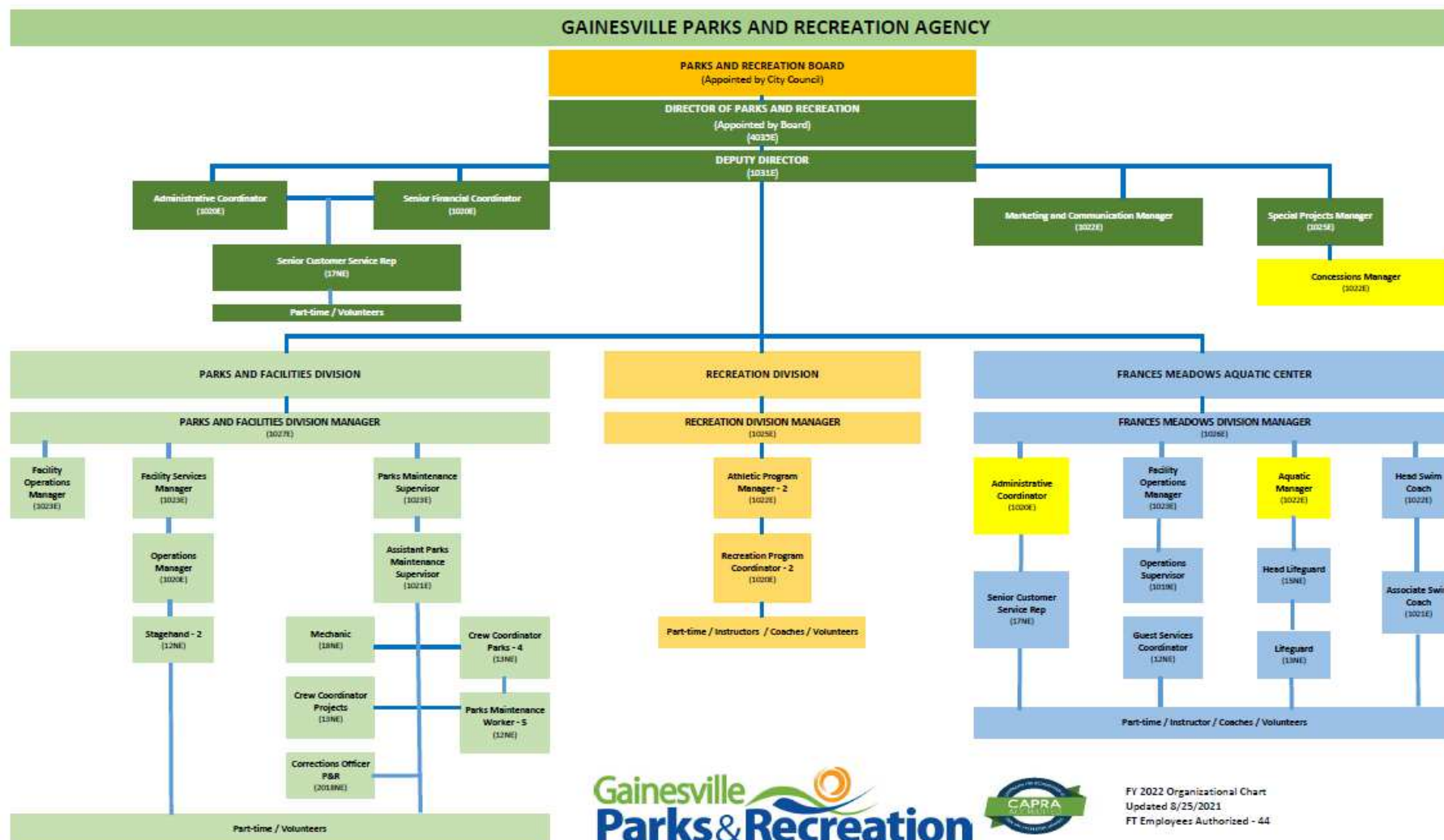
**ATTEST:**

\_\_\_\_\_  
**Denise O. Jordan, City Clerk**









**Date Submitted:** 9/20/2021

**Presenter:** Abb Hayes

**Item of Business:** **Public Hearing Item: October 5, 2021 Council Meeting**  
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:** 9/30/2021

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**Purpose of Request:**

To provide an overview of the following zoning request as presented at the September 14, 2021 Planning and Appeals Board Meeting:

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. However, the owner now has a contract with a new car dealership to purchase and develop the property. 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:**

Staff and PAB recommended approval with four conditions. See the PAB Recommendation report for details and excerpts from the meeting minutes.

**SAMPLE MOTIONS**

Approval of Ordinance 2021- :

I move to approve the ordinance to rezone the subject property from Residential-I-A (R-I-A) to General Business (G-B) with four conditions as presented.

Denial of the Request:

I move to deny the request.

**Department Director:**

Rusty Ligon

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

N/A

**Amount Requested:**

**Source of Funds:**

**Finance Comments:**

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## Administrative Comments:

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### ATTACHMENTS:

| Description                                                                       |                             | Type            |
|-----------------------------------------------------------------------------------|-----------------------------|-----------------|
|  | Legal Ad Newspaper Article  | Legal Ad        |
|  | PAB Recommendation Report   | Report          |
|  | Proposed Rezoning Ordinance | Ordinance       |
|  | Location Maps               | Backup Material |
|  | Narrative                   | Backup Material |
|  | Plat                        | Backup Material |
|  | Concept Site Plan           | Backup Material |
|  | Architectural Renderings    | Backup Material |



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Hearings

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the City of Flowery Branch City Council to consider a request from South Hall, LLC. for the rezoning of three (3) parcels of land totaling 1.10 +/- acres of land from TND (Traditional Neighborhood District) to CBD (Central Business District). The parcels for consideration are located on Church Street and are identified as follows:

08112A 002007  
08112A 002008  
08112A 002009  
NOTICE IS HEREBY GIVEN that the Mayor & Council have the power to impose a different zoning designation from the requested and impose or delete zoning conditions that may change the application considerably. The public is invited to attend this meeting at City Hall, 5410 Pine Street, Flowery Branch, Georgia.  
WHEN: October 7, 2021 - 6:00 p.m.  
WHERE: City Hall Council Chambers  
MAIL: PO Box 757

TELEPHONE: (770) 967-6371  
PERSONS INTERESTED IN THIS MATTER are invited to review the application for annexation and rezoning which is on file with the City Clerk of the City of Flowery Branch and to attend the public hearing at the date, time and place provided in this notice, to express their opinion on this matter. Written comments may also be received in lieu of testimony during the public hearing. For more information, contact Rich Atkinson, Community Development Director at: Rich@flowerybranchga.org

In compliance with the Americans with Disabilities Act of 1990, the City of Flowery Branch is committed to providing reasonable accommodations for a person with a disability. Please contact the Flowery Branch City Clerk Vickie Short at: Vickie.s@flowerybranchga.org if special program

from Residential-I and Agricultural Residential-III (AR-III) to Highway Business (H-B) on a 9.862± acre tract located on the north side of Browns Bridge Road at its intersection with Cherokee Trail; a.k.a. 4152 Browns Bridge Road; Zoned R-I & AR-III; Tax Parcel 08050 003002. Proposed Use: self-storage warehouse. Commission District 2.  
5. Application of McKinley Homes US, LLC to rezone from Agricultural Residential-III (AR-III) and Planned Commercial Farm District (PCFD) to Planned Residential Development (PRD) on a 162.36± acre tract located on the west side of Spout Springs Road at its intersection with Lancaster Crossing; a.k.a. 6863 and 6803 Spout Springs Road; Zoned AR-IV & PCFD; Tax Parcel 15042 000009(pt.) and 000010. Proposed Use: 393 lot single family attached and detached development. Commission District 6.  
6. Application of McKinley Homes US, LLC to rezone from Planned Commercial Farm District (PCFD) to Planned Commercial Development (PCD) on a 4.19± acre tract located on the west side of Spout Springs Road at its intersection with Lancaster Crossing; a.k.a. 6803 Spout Springs Road; Zoned PCFD; Tax Parcel 15042 000009(pt.). Proposed Use: retail development. Commission District 1.  
7. Application of Mark Skelton to rezone from Agricultural Residential-III to Residential-I (R-I) on a 6.41± acre tract located on the north side of L J Martin Road approximately 1,235 feet from its intersection with Strickland Road; a.k.a. 5301 Strickland Road; Zoned AR-III; Tax Parcel 15037 000031. Proposed Use: 3-lot subdivision. Commission District 1.  
8. Appeal of the Planning Commission's approval of Mark Skelton for a right side yard setback variance from 15 feet to 7 feet on a 6.41± acre tract located on the north

opposition to the proposed rezoning and (b) has made, within two years immediately preceding the filing of the proposed rezoning, campaign contributions aggregating \$250 or more to a member of the County Commission shall file a disclosure of contributions with the Planning Department at least five (5) days prior to the first hearing of the proposed rezoning by the County Commission. (OCGA § 36-67A-3[C]).  
\*The Planning Commission's decision will be the final action taken unless appealed to the Board of Commissioners. To do so, file an application with the Planning Department within five working days of the Planning Commission's decision. The Hall County Board of Commissioners will hear appeals at a public hearing Thursday, November 11, 2021 at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.  
\*\*The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on Thursday, November 11, 2021. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.  
\*\*The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on Thursday, October 28, 2021. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.  
100529 9/15

NOTICE OF PUBLIC HEARING ON PROPOSED AMENDMENTS TO THE GAINESVILLE ZONING MAP

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  
Additional information is available from the Community and Economic Development Department, Planning Division, by calling 770-531-6570.  
NOTE: In accordance with Georgia law, anyone who wishes to express opposition to the proposed zoning action, and has made, within two years immediately preceding the filing of the proposed zoning action, campaign contributions aggregating \$250 or more to a local government official who will consider the application, shall file a disclosure of contribution(s) with the Planning Division at least five (5) days prior to the first reading of the proposed zoning action by the City Council. (OCGA § 36-67A-3-3 {c})  
100521 9/15

NOTICE OF PUBLIC HEARING UPON APPLICATION FOR ANNEXATION AND REZONING  
Pursuant to O.C.G.A. § 36-36-1 et seq. and O.C.G.A. § 36-36-20 et seq., notice is hereby given that the City of Buford, a Georgia Municipal Corporation, will hold a public hearing to evaluate the applications of certain landowners, more fully set forth on Exhibit "A", to annex and zone property to the corporate limits of the City of Buford as provided in O.C.G.A. § 36-36-20 which is contiguous to the existing limits. The property proposed for annexation and rezoning is contiguous to the present corporate limits of the City of Buford and is more particularly described

455.47 feet and an arc length of 100.47 feet being subtended by a chord bearing of North 53 Degrees 17 Minutes 29 Seconds East and a chord distance of 100.26 feet to a point at the intersection of the Land Lot Line common to Land Lots 151 and 158 and said right of way, said point marked by a 5/8 inch rebar pin found; THENCE leaving said right of way and traveling on said Land Lot Line South 30 Degrees 28 Minutes 00 Seconds East for a distance of 277.72 feet to a point, said point marked by a 1/2 inch rebar pin set; THENCE leaving said Land Lot Line South 52 Degrees 57 Minutes 34 Seconds West for a distance of 99.81 feet to a point, said point marked by an Axle found; THENCE traveling North 30 Degrees 34 Minutes 21 Seconds West for a distance of 278.24 feet to a point on the southeast right of way of Carter Road (60' right of way), said point marked by a 1/2 inch rebar pin set, said point being THE TRUE POINT OF BEGINNING.

Said property contains 0.639 Acres.  
100095  
8/25,9/1,8,15,22,29

The City of Buford Planning and Zoning Board will meet on Tuesday, September 14, 2021 at 7:00 p.m. at Buford City Hall, 2300 Buford Highway, Buford, Georgia 30518 and the Buford City Commission will meet on Monday, October 4, 2021 at 7:00 p.m. at Buford City Arena, 2795 Sawnee Avenue, Buford, Georgia 30518 to consider a special use permit at 4925 Lexie Lane for John Cunningham and Krist Biba. The special use permit requested is to allow climate-controlled storage.  
100093  
8/25,9/1,8,15,22,29

The City of Buford Zoning Board of Appeals will meet on Monday, September 20, 2021 at 7:00 p.m. at Buford City Hall, 2300 Buford Highway,



and identified as Mulberry Street, parcel number 3 001009, from (Traditional hborhood District) HB (Highway CE IS HEREBY N that the Mayor & cil have the power npose a different g designation the requested and se or delete zoning litions that may ge the application iderably. The ic is invited to d this meeting ty Hall, 5410 Pine t, Flowery Branch, ia. N: October 7, -6:00 p.m. RE: City Hall cil Chambers : PO Box 757 PHONE: (770) 967- IONS INTERESTED THIS MATTER are ed to review application for axation and ning which is on with the City Clerk he City of Flowery ch and to attend public hearing he date, time and e provided in this ce, to express their ion on this matter. ten comments may e received in lieu testimony during public hearing. ore information, act Rich nson, Community elopment Director @flowerybranchga. compliance with Americans with abilities Act of 1990, City of Flowery ch is committed to iding reasonable omodations a person with disability. Please act the Flowery ch City Clerk Vickie rt at: Vickies@ erybranchga.org 489 9/15 OF FLOWERY ICE OF PUBLIC RING ONING ICE IS HEREBY N (pursuant to G.A.S 36-36-1) a public hearing be held before

if special program accommodations are necessary and/or if program information is needed in an alternative format. Special requests must be made in a reasonable amount of time in order that accommodations can be arranged. 100488 9/15 NOTICE is hereby given that the Hall County Board of Commissioners shall conduct a public hearing at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia, at 6:00 p.m. on Thursday, September 23, 2021 to consider the following: 1. Application of James and Stacey Thompson for a Use Subject to County Commission approval on a 0.28± acre tract located on the south side of Samoa Way approximately 226 feet from its intersection with Paradise Point Road; a.k.a. 6416 Samoa Way; Zoned R-I; Tax Parcel 08141 001010. Proposed Use: accessory structures with no primary residence. Commission District 1. 2. Application of James G. Major for a Use Subject to County Commission approval on a 31.15± acre tract located on the east side of Hog Mountain Road approximately 1,236 feet from its intersection with Blackjack Road; a.k.a. 5692 Hog Mountain Road; Zoned AR-III; Tax Parcel 08136 000002. Proposed Use: 3 lot subdivision. Commission District 1. 3. Application of Pulte Group to rezone from Agricultural Residential-IV (AR-IV) to Planned Residential Development (PRD) on a 54.03± acre tract located on the west side of Spout Springs Road at its intersection with Williams Road; a.k.a. 7095, 7099, & 7103 Spout Springs Road; Zoned AR-IV; Tax Parcels 15042 000015, 000015A & 15041 000010. Proposed Use: 144 lot single family subdivision. Commission District 1. 4. Application of Lanier Luxe Self Storage to rezone

located on the north side of L J Martin Road approximately 1,235 feet from its intersection with Strickland Road; a.k.a. 5301 L J Martin Drive; Zoned AR-III; Tax Parcel 15037 000031. Proposed Use: 3-lot subdivision. Commission District 1. 100530 9/15 NOTICE is hereby given that the Hall County Planning Commission shall conduct a public hearing at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia, at 5:15 p.m. on Monday, October 4, 2021 to consider the following: 1. Previously tabled application of Invest NH, LLC for a Use Subject to County Commission approval on a 6.75± acre tract located on the east side of Lula Road at its intersection with Glade Farm Road; a.k.a. 7404 Lula Road; Zoned AR-IV; Tax Parcel 12115 000005(pt.). Proposed Use: 5 lot subdivision. \*\*\* Commission District 3. 2. Application of Morteza Modaber for a Use Subject to County Commission approval on a 0.38± acre tract located on the north side of Browns Bridge Road at its intersection with Whiting Drive; a.k.a. 1790 Browns Bridge Road; Zoned H-B; Tax Parcels 00123 007017 & 007016. Proposed Use: auto repair and body shop. \*\* Commission District 4. 3. Application of Rabun Gap Holdings to rezone from Planned Commercial Farm District (PCFD) to Planned Residential Development (PRD) on a 20.67± acre tract located on the west side of Spout Springs Road approximately 100 feet from its intersection with Lancaster Crossing; a.k.a. 6804 Spout Springs Road; Zoned PCFD. Tax Parcel 15042 000018. Proposed Use: 101 unit mixed residential development. \*\* NOTE: In accordance with Georgia law, anyone who (a) wishes to express

Notice is hereby given that the Gainesville City Council will conduct a public hearing on Tuesday, October 5, 2021 at 5:30 p.m. in the Gainesville Justice Center (Municipal Courtroom at the Public Safety Complex), 701 Queen City Parkway in downtown Gainesville on the following 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 3) 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 4) Request from Easto Construction to amend a portion of an

in Exhibit "A" attached hereto. The City of Buford Planning Commission will hold a public hearing and make recommendations on such application for annexation and rezoning on Tuesday, September 14, 2021, at 7:00 pm, Buford City Hall, 2300 Buford Highway, Buford, Gwinnett County, Georgia 30518. Please note that this is a change in location from the regular monthly Planning Commission meeting. The Buford City Commission will hold a public hearing to discuss and pass upon the proposed applications for annexation and rezoning on Monday, October 4, 2021 at 7:00 p.m., Buford City Arena, 2795 Sawnee Avenue, Buford, Gwinnett County, Georgia 30518. Please note that this is a change in location from the regular monthly City Commission meeting. This 17th day of August, 2021. CHANDLER, BRITT & JAY, LLC City Attorneys EXHIBIT "A" OWNER/APPLICANT: Jason Jackson CURRENTLY ZONED: R3 PROPOSED ZONING: R-100 All that tract or parcel of land lying and being in Land Lot 158 of the 7th Land District, Hall County, Georgia and being more particularly described as follows; To find the true point of beginning, commence at the centerline intersection of Mabry Ridge Drive and Carter Road; THENCE traveling South 21 Degrees 13 Minutes 16 Seconds East for a distance of 31.94 feet to a point on the southeast right of way of Carter Road (60' right of way), said point having Georgia State Plane Coordinates (West Zone) of North 1511616.2140 and East 2359762.5650 and being marked by a ½ inch rebar pin set, said point being THE TRUE POINT OF BEGINNING. THENCE traveling on said right of way along a curve to the right having a radius of

Buford, Georgia; 30518 to consider a variance request at 901 Gainesville Highway out of parcel 08-169 004002, being 7.6 acres, for Michael Ewing. The variance requested is to allow no painted stripe demarcation of the surplus parking area. All that Tract or parcel of land lying and being in Land Lots 169 & 170 of the 8th District of Hall County, Georgia, and being more particularly described as follows: COMMENCE at a point of intersection on the easterly right-of-way line of Buford Highway (right-of-way varies with the southwesterly right-of-way line of Logistics Boulevard (60' right-of-way easement); thence following the right-of-way line of Buford Highway the following calls: S39°03'12"W a distance of 249.4 feet to a point; thence S45°56'29"W a distance of 65.85 feet to a point; thence S50°53'47"W a distance of 17.0 feet to a point; thence S12°39'58"W a distance of 43.12 feet to a point; thence S23°39'40"W a distance of 53.8 feet to a point; thence S31°53'09"W a distance of 102.81 feet to a point; thence S39°06'42"W a distance of 59.00 feet to a point and the TRUE POINT OF BEGINNING thence leaving said right-of-way line and running S50°53'43"W a distance of 333.25 feet to a point in the centerline of a creek thence following said centerline meandering of creek a distance of 914' +/- to a point which has a chord of S59°56'25"W a distance of 728.59 feet; thence continuing along said centerline of meandering creek a distance of 1,785' +/- to a point, which has a chord of S36°44'30"W a distance of 1205.78 feet to a point; thence leaving the centerline of creek and running N30°21'15"W a distance of 141.06 feet to a point on the easterly right-of-way line of Buford Highway; thence following said right-of-way line the following



**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**  
**Planning & Appeals Board Recommendation**..... **Approval, with conditions**  
**Date**..... September 14, 2021

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▪ **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<br>Agricultural Residential-III (AR-III) County |
| West     | Catholic Church; MV-1 Specialty Vehicle Solutions | Residential-I (R-I) County<br>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.

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▪ **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.

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**Excerpts from the September 14, 2021 PAB Meeting Minutes**

**Applicant Presentation:** Frank Simpson, 1186 Riverside Terrace, stated he had a few representatives present from Adventures Real Estate and reminded everyone that Browns Bridge Road is known as the automotive corridor from new dealers to used/repairs and service. He stated they do have a new car dealership that will develop and occupy the site. Mr. Simpson said it will be a full service facility with a repair shop in the back and new cars for sale in the front. He also said the power-point presentation slide of the building will be similar as to the one occupied by the dealership. They are in agreement with the Gateway Corridor guidelines and agree to the conditions set forth by the planning department.

**OPPOSE:** None

There was a motion to recommend conditional approval to rezone the subject property from Residential-I-A (R-I-A) to General Business (G-B) with the following conditions:

**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.

Motion made by Board Member Martin

Motion seconded by Board Member Thompson

**Vote – 7 favor**

Passed: \_\_\_\_\_

**AN ORDINANCE**

**No. 2021-**

**AN ORDINANCE AMENDING THE ZONING MAP OF THE CITY OF GAINESVILLE, GEORGIA, BY CHANGING THE ZONING ON 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, WITH CONDITIONS (G-B-c); TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.**

**BE IT HEREBY ORDAINED BY THE GOVERNING BODY OF THE CITY OF GAINESVILLE, GEORGIA, AS FOLLOWS:**

**SECTION I**

That from and after the passage of this Ordinance the following described lands shall be zoned and so designated on the Zoning Map of the City of Gainesville as **General Business, with conditions (G-B-c)**.

**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.**

**Legal Description**

All that tract or parcel of land lying and being in Land Lots 6 & 15, 8<sup>th</sup> District, City of Gainesville, Hall County, Georgia and being more particularly described as follows:

Beginning at the centerline intersection of Brown Bridge Road, A.K.A. State Route 369 & Cherrywood Drive; thence South 77°51'44" East, a distance of 146.06 feet to an iron pin found (1/2" rebar) on the northern Right-of-Way of said Brown Bridge Road (80' R/W), being the True

## **ORDINANCE NO. 2021 -**

Point of Beginning, thence leaving said Right-of-Way and along the properties now or formerly of Benjamin M. Smith and America's Homes Place, Inc. and along the City of Gainesville line North 42°18'44" East, a distance of 1713.80 feet to an 60 PNL nail set @ the base of ½" rebar; thence into the property now or formerly of Adventures Real Estate, LLC and along the approximate Zoning Line South 08°35'54" East, a distance of 439.57 feet to a point; thence South 37°35'12" East, a distance of 365.93 feet to an iron pin found (1/2" rebar) on the Land Lot line common the Land Lots 6 & 7 Aforementioned District; thence along said Land Lot line along the properties now or formerly of Carriage North, LLC South 59°44'44" West, a distance of 574.46 feet to an iron pin found (1/2" rebar) on the City of Gainesville and Hall County line; thence along said City-County line and along the property now or formerly of The Universal Church, Inc. South 01°06'06" East, a distance of 6.76 feet to an iron pin found (1/2" rebar); thence South 59°34'30" West, a distance of 764.38 feet to an iron pin found (1/2" rebar) on the northern Right-of-Way of said Browns Bridge Road; thence along said Right-of-Way North 63°29'17" West, a distance of 318.27 feet to the True Point of Beginning.

Said tract contains 17.028 acres.

### **SECTION II**

All Ordinances and parts of Ordinances in conflict herewith are hereby repealed.

### **SECTION III**

If any portion of this Ordinance shall be held to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect or impair the remaining portions unless it clearly appears that such other parts are wholly and necessarily dependent upon the part held to be invalid or unconstitutional.

### **SECTION IV**

This Ordinance is enacted as an amendment to the Code of the City of Gainesville, Georgia, and is to be codified as a part of Section 9-1-1-5.

### **SECTION V**

The effective date of this Ordinance shall be upon approval by the governing body of the City of Gainesville, Georgia.

**ORDINANCE NO. 2021 -**

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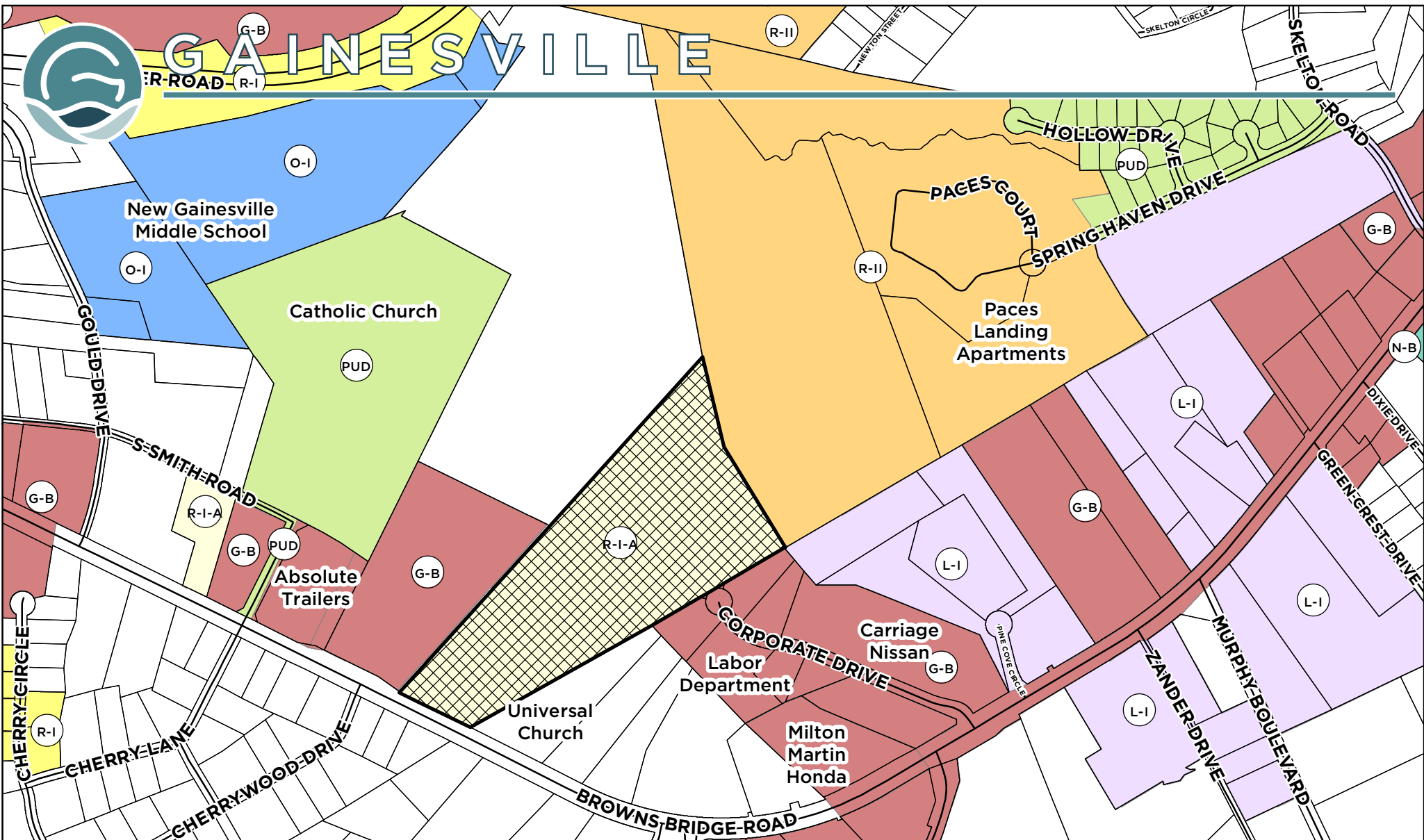
**C. Danny Dunagan, Jr., Mayor**

This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this Ordinance was adopted as stated and will be recorded in the official minutes.

**ATTEST:**

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**Denise O. Jordan, City Clerk**



|                                                          |                                      |                                                                                                                                      |                                                                                       |
|----------------------------------------------------------|--------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| Applicant: <b>ADVENTURES REAL ESTATE, LLC</b>            |                                      | Request:<br>Rezone a 17.028+/- acres tract from Residential-I-A (R-I-A) to General Business (G-B) for an automotive related facility |                                                                                       |
| <b>REZONING REQUEST</b>                                  |                                      |                                                                                                                                      |                                                                                       |
| Subject Property Address:<br>2520 Browns Bridge Road, SW | Tax Parcel:<br>08-015-009-014 (Part) |  Subject Property                               |  |
| Meeting Date: 09/14/2021      Map Prepared: 08/17/2021   |                                      |  Page 146 of 551      SCALE: 1" = 500'          |                                                                                       |





# 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)

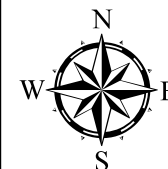
Request:

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 147 of 551

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.

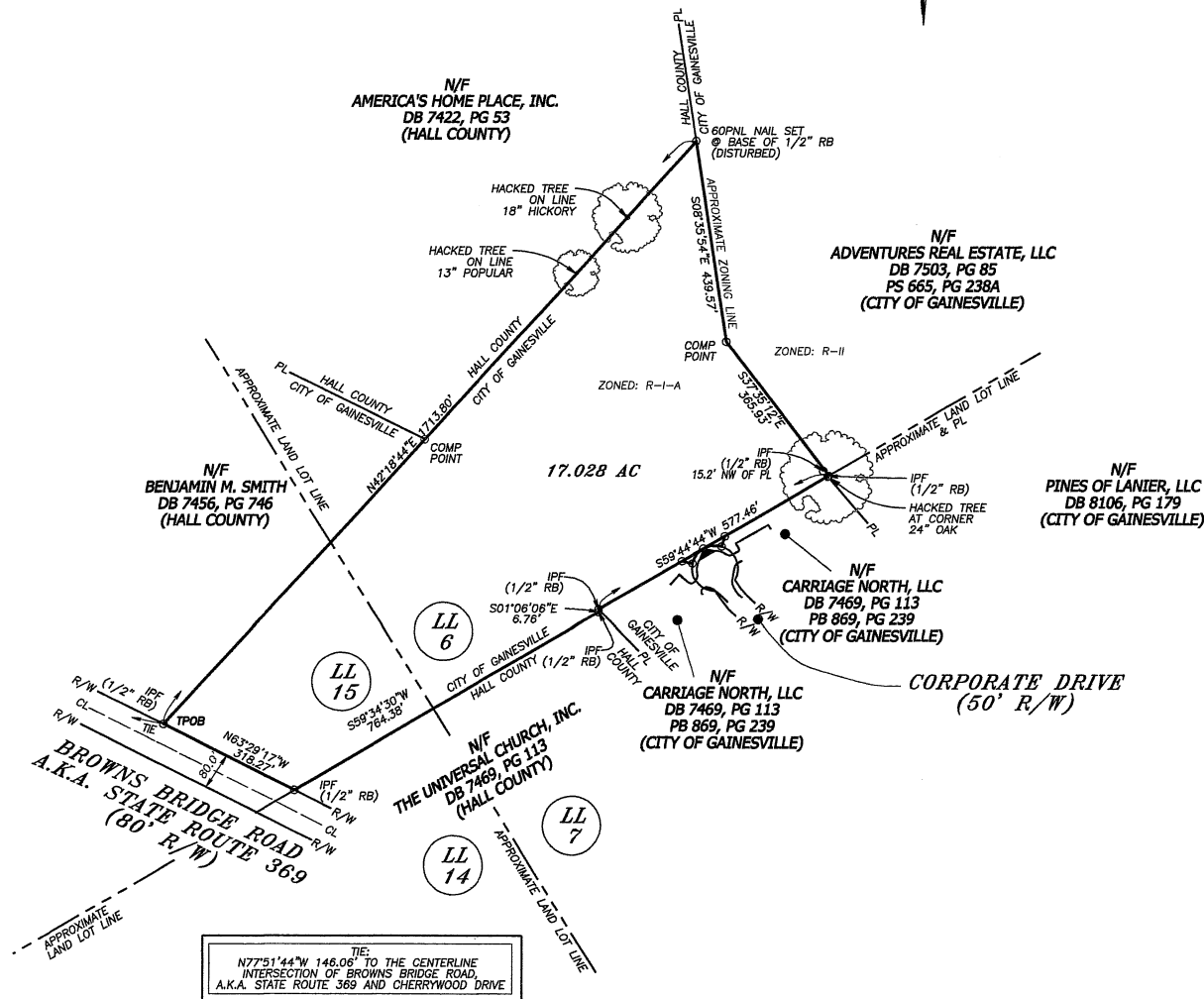
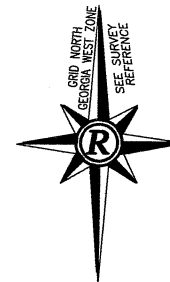
As shown on the concept plan, Adventures Real Estate had an agreement to sell the subject property to ALM (Atlanta Luxury Motors). The attached concept plan shows the automotive facility with adjacent parking to handle not only the business needs, but also customer parking. In addition, a large amount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



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

| NO. | DATE | DESCRIPTION | REVISIONS |
|-----|------|-------------|-----------|
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| SHEET    | OF        | 1 |
| DATE:    | 7/27/21   |   |
| SCALE:   | 1" = 200' |   |
| FILE #   | EXHIBIT   |   |
| BY       | CEB/OCAM  |   |
| DRAWN BY | WDC       |   |



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

[illegible]

DATE: 7/30/21  
SCALE: 1"=50'  
JOB NO. G219106.AIM  
DWG NO. \*CNCPPT  
DRAWN BY: ARJ







**Date Submitted:** 9/20/2021

**Presenter:** Abb Hayes

**Item of Business:** **Public Hearing Item: October 5, 2021 Council Meeting**  
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:** 9/30/2021

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**Purpose of Request:**

To provide an overview of the following zoning request as presented at the September 14, 2021 Planning and Appeals Board Meeting:

The applicant is proposing to rezone the subject property in order to expand the existing hospital campus and facilities. The project includes approximately 927,500 square feet of new space which will involve three phases over a period of 13 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:**

Staff and PAB recommended approval with seven conditions. See the PAB Recommendation report for details and excerpts from the meeting minutes.

**SAMPLE MOTIONS**

Approval of Ordinance 2021- :

I move to approve the ordinance to rezone the subject property from Planned Unit Development (P-U-D) and Office and Institutional (O-I) to Planned Unit Development (P-U-D) for the hospital campus expansion with seven conditions as presented.

Denial of the Request:

I move to deny the request.

**Department Director:**

Rusty Ligon

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

N/A

**Amount Requested:**

**Source of Funds:**

**Finance Comments:**

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**Administrative Comments:**

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**ATTACHMENTS:**

| Description              |                             | Type            |
|--------------------------|-----------------------------|-----------------|
| <input type="checkbox"/> | Legal Ad Newspaper Article  | Legal Ad        |
| <input type="checkbox"/> | PAB Recommendation Report   | Report          |
| <input type="checkbox"/> | Proposed Rezoning Ordinance | Ordinance       |
| <input type="checkbox"/> | Location Maps               | Backup Material |
| <input type="checkbox"/> | Narrative                   | Backup Material |
| <input type="checkbox"/> | Site Plan                   | Backup Material |
| <input type="checkbox"/> | Survey                      | Backup Material |
| <input type="checkbox"/> | Architectural Renderings    | Backup Material |
| <input type="checkbox"/> | Traffic Study               | Backup Material |
| <input type="checkbox"/> | Road Improvement Graphic    | Backup Material |



7/2021  
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25,9/1,8,15

COURT OF  
INTY  
GEORGIA  
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Hearings

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the City of Flowery Branch City Council to consider a request from South Hall, LLC. for the rezoning of three (3) parcels of land totaling 1.10 +/- acres of land from TND (Traditional Neighborhood District) to CBD (Central Business District). The parcels for consideration are located on Church Street and are identified as follows:

08112A 002007  
08112A 002008  
08112A 002009  
NOTICE IS HEREBY GIVEN that the Mayor & Council have the power to impose a different zoning designation from the requested and impose or delete zoning conditions that may change the application considerably. The public is invited to attend this meeting at City Hall, 5410 Pine Street, Flowery Branch, Georgia.  
WHEN: October 7, 2021 - 6:00 p.m.  
WHERE: City Hall Council Chambers  
MAIL: PO Box 757

TELEPHONE: (770) 967-6371  
PERSONS INTERESTED IN THIS MATTER are invited to review the application for annexation and rezoning which is on file with the City Clerk of the City of Flowery Branch and to attend the public hearing at the date, time and place provided in this notice, to express their opinion on this matter. Written comments may also be received in lieu of testimony during the public hearing. For more information, contact Rich Atkinson, Community Development Director at: Rich@flowerybranchga.org

In compliance with the Americans with Disabilities Act of 1990, the City of Flowery Branch is committed to providing reasonable accommodations for a person with a disability. Please contact the Flowery Branch City Clerk Vickie Short at: Vickie.s@flowerybranchga.org if special program

from Residential-I and Agricultural Residential-III (AR-III) to Highway Business (H-B) on a 9.862± acre tract located on the north side of Browns Bridge Road at its intersection with Cherokee Trail; a.k.a. 4152 Browns Bridge Road; Zoned R-I & AR-III; Tax Parcel 08050 003002. Proposed Use: self-storage warehouse. Commission District 2.  
5. Application of McKinley Homes US, LLC to rezone from Agricultural Residential-III (AR-III) and Planned Commercial Farm District (PCFD) to Planned Residential Development (PRD) on a 162.36± acre tract located on the west side of Spout Springs Road at its intersection with Lancaster Crossing; a.k.a. 6863 and 6803 Spout Springs Road; Zoned AR-IV & PCFD; Tax Parcel 15042 000009(pt.) and 000010. Proposed Use: 393 lot single family attached and detached development. Commission District 6.  
6. Application of McKinley Homes US, LLC to rezone from Planned Commercial Farm District (PCFD) to Planned Commercial Development (PCD) on a 4.19± acre tract located on the west side of Spout Springs Road at its intersection with Lancaster Crossing; a.k.a. 6803 Spout Springs Road; Zoned PCFD; Tax Parcel 15042 000009(pt.). Proposed Use: retail development. Commission District 1.  
7. Application of Mark Skelton to rezone from Agricultural Residential-III to Residential-I (R-I) on a 6.41± acre tract located on the north side of L J Martin Road approximately 1,235 feet from its intersection with Strickland Road; a.k.a. 5301 Strickland Road; Zoned AR-III; Tax Parcel 15037 000031. Proposed Use: 3-lot subdivision. Commission District 1.  
8. Appeal of the Planning Commission's approval of Mark Skelton for a right side yard setback variance from 15 feet to 7 feet on a 6.41± acre tract located on the north

opposition to the proposed rezoning and (b) has made, within two years immediately preceding the filing of the proposed rezoning, campaign contributions aggregating \$250 or more to a member of the County Commission shall file a disclosure of contributions with the Planning Department at least five (5) days prior to the first hearing of the proposed rezoning by the County Commission. (OCGA § 36-67A-3[C]).  
\*The Planning Commission's decision will be the final action taken unless appealed to the Board of Commissioners. To do so, file an application with the Planning Department within five working days of the Planning Commission's decision. The Hall County Board of Commissioners will hear appeals at a public hearing Thursday, November 11, 2021 at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.  
\*\*The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on Thursday, November 11, 2021. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.  
\*\*The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on Thursday, October 28, 2021. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.  
100529 9/15

NOTICE OF PUBLIC HEARING ON PROPOSED AMENDMENTS TO THE GAINESVILLE ZONING MAP

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  
Additional information is available from the Community and Economic Development Department, Planning Division, by calling 770-531-6570.  
NOTE: In accordance with Georgia law, anyone who wishes to express opposition to the proposed zoning action, and has made, within two years immediately preceding the filing of the proposed zoning action, campaign contributions aggregating \$250 or more to a local government official who will consider the application, shall file a disclosure of contribution(s) with the Planning Division at least five (5) days prior to the first reading of the proposed zoning action by the City Council. (OCGA § 36-67A-3-3 {c})  
100521 9/15

NOTICE OF PUBLIC HEARING UPON APPLICATION FOR ANNEXATION AND REZONING  
Pursuant to O.C.G.A. § 36-36-1 et seq. and O.C.G.A. § 36-36-20 et seq., notice is hereby given that the City of Buford, a Georgia Municipal Corporation, will hold a public hearing to evaluate the applications of certain landowners, more fully set forth on Exhibit "A", to annex and zone property to the corporate limits of the City of Buford as provided in O.C.G.A. § 36-36-20 which is contiguous to the existing limits. The property proposed for annexation and rezoning is contiguous to the present corporate limits of the City of Buford and is more particularly described

455.47 feet and an arc length of 100.47 feet being subtended by a chord bearing of North 53 Degrees 17 Minutes 29 Seconds East and a chord distance of 100.26 feet to a point at the intersection of the Land Lot Line common to Land Lots 151 and 158 and said right of way, said point marked by a 5/8 inch rebar pin found; THENCE leaving said right of way and traveling on said Land Lot Line South 30 Degrees 28 Minutes 00 Seconds East for a distance of 277.72 feet to a point, said point marked by a 1/2 inch rebar pin set; THENCE leaving said Land Lot Line South 52 Degrees 57 Minutes 34 Seconds West for a distance of 99.81 feet to a point, said point marked by an Axle found; THENCE traveling North 30 Degrees 34 Minutes 21 Seconds West for a distance of 278.24 feet to a point on the southeast right of way of Carter Road (60' right of way), said point marked by a 1/2 inch rebar pin set, said point being THE TRUE POINT OF BEGINNING.

Said property contains 0.639 Acres.  
100095  
8/25,9/1,8,15,22,29

The City of Buford Planning and Zoning Board will meet on Tuesday, September 14, 2021 at 7:00 p.m. at Buford City Hall, 2300 Buford Highway, Buford, Georgia 30518 and the Buford City Commission will meet on Monday, October 4, 2021 at 7:00 p.m. at Buford City Arena, 2795 Sawnee Avenue, Buford, Georgia 30518 to consider a special use permit at 4925 Lexie Lane for John Cunningham and Krist Biba. The special use permit requested is to allow climate-controlled storage.

100093  
8/25,9/1,8,15,22,29

The City of Buford Zoning Board of Appeals will meet on Monday, September 20, 2021 at 7:00 p.m. at Buford City Hall, 2300 Buford Highway,



and identified as Mulberry Street, parcel number 3 001009, from (Traditional hborhood District) HB (Highway CE IS HEREBY N that the Mayor & cil have the power npose a different g designation the requested and se or delete zoning litions that may ge the application iderably. The ic is invited to d this meeting ty Hall, 5410 Pine t, Flowery Branch, ia. N: October 7, -6:00 p.m. RE: City Hall cil Chambers : PO Box 757 PHONE: (770) 967- IONS INTERESTED THIS MATTER are ed to review application for axation and ning which is on with the City Clerk he City of Flowery ch and to attend public hearing he date, time and e provided in this ce, to express their ion on this matter. ten comments may e received in lieu testimony during public hearing. ore information, act Rich nson, Community elopment Director @flowerybranchga. compliance with Americans with abilities Act of 1990, City of Flowery ch is committed to iding reasonable omodations a person with disability. Please act the Flowery ch City Clerk Vickie rt at: Vickies@ erybranchga.org 489 9/15 OF FLOWERY ICE OF PUBLIC RING ONING ICE IS HEREBY N (pursuant to G.A.S 36-36-1) a public hearing e held before

of special program accommodations are necessary and/or if program information is needed in an alternative format. Special requests must be made in a reasonable amount of time in order that accommodations can be arranged. 100488 9/15 NOTICE is hereby given that the Hall County Board of Commissioners shall conduct a public hearing at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia, at 6:00 p.m. on Thursday, September 23, 2021 to consider the following: 1. Application of James and Stacey Thompson for a Use Subject to County Commission approval on a 0.28± acre tract located on the south side of Samoa Way approximately 226 feet from its intersection with Paradise Point Road; a.k.a. 6416 Samoa Way; Zoned R-I; Tax Parcel 08141 001010. Proposed Use: accessory structures with no primary residence. Commission District 1. 2. Application of James G. Major for a Use Subject to County Commission approval on a 31.15± acre tract located on the east side of Hog Mountain Road approximately 1,236 feet from its intersection with Blackjack Road; a.k.a. 5692 Hog Mountain Road; Zoned AR-III; Tax Parcel 08136 000002. Proposed Use: 3 lot subdivision. Commission District 1. 3. Application of Pulte Group to rezone from Agricultural Residential-IV (AR-IV) to Planned Residential Development (PRD) on a 54.03± acre tract located on the west side of Spout Springs Road at its intersection with Williams Road; a.k.a. 7095, 7099, & 7103 Spout Springs Road; Zoned AR-IV; Tax Parcels 15042 000015, 000015A & 15041 000010. Proposed Use: 144 lot single family subdivision. Commission District 1. 4. Application of Lanier Luxe Self Storage to rezone

located on the north side of L J Martin Road approximately 1,235 feet from its intersection with Strickland Road; a.k.a. 5301 L J Martin Drive; Zoned AR-III; Tax Parcel 15037 000031. Proposed Use: 3-lot subdivision. Commission District 1. 100530 9/15 NOTICE is hereby given that the Hall County Planning Commission shall conduct a public hearing at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia, at 5:15 p.m. on Monday, October 4, 2021 to consider the following: 1. Previously tabled application of Invest NH, LLC for a Use Subject to County Commission approval on a 6.75± acre tract located on the east side of Lula Road at its intersection with Glade Farm Road; a.k.a. 7404 Lula Road; Zoned AR-IV; Tax Parcel 12115 000005(pt.). Proposed Use: 5 lot subdivision. \*\*\* Commission District 3. 2. Application of Morteza Modaber for a Use Subject to County Commission approval on a 0.38± acre tract located on the north side of Browns Bridge Road at its intersection with Whiting Drive; a.k.a. 1790 Browns Bridge Road; Zoned H-B; Tax Parcels 00123 007017 & 007016. Proposed Use: auto repair and body shop. \*\* Commission District 4. 3. Application of Rabun Gap Holdings to rezone from Planned Commercial Farm District (PCFD) to Planned Residential Development (PRD) on a 20.67± acre tract located on the west side of Spout Springs Road approximately 100 feet from its intersection with Lancaster Crossing; a.k.a. 6804 Spout Springs Road; Zoned PCFD. Tax Parcel 15042 000018. Proposed Use: 101 unit mixed residential development. \*\* NOTE: In accordance with Georgia law, anyone who (a) wishes to express

Notice is hereby given that the Gainesville City Council will conduct a public hearing on Tuesday, October 5, 2021 at 5:30 p.m. in the Gainesville Justice Center (Municipal Courtroom at the Public Safety Complex), 701 Queen City Parkway in downtown Gainesville on the following 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 3) 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 4) Request from Easto Construction to amend a portion of an

in Exhibit "A" attached hereto. The City of Buford Planning Commission will hold a public hearing and make recommendations on such application for annexation and rezoning on Tuesday, September 14, 2021, at 7:00 pm, Buford City Hall, 2300 Buford Highway, Buford, Gwinnett County, Georgia 30518. Please note that this is a change in location from the regular monthly Planning Commission meeting. The Buford City Commission will hold a public hearing to discuss and pass upon the proposed applications for annexation and rezoning on Monday, October 4, 2021 at 7:00 p.m., Buford City Arena, 2795 Sawnee Avenue, Buford, Gwinnett County, Georgia 30518. Please note that this is a change in location from the regular monthly City Commission meeting. This 17th day of August, 2021. CHANDLER, BRITT & JAY, LLC City Attorneys EXHIBIT "A" OWNER/APPLICANT: Jason Jackson CURRENTLY ZONED: R3 PROPOSED ZONING: R-100 All that tract or parcel of land lying and being in Land Lot 158 of the 7th Land District, Hall County, Georgia and being more particularly described as follows; To find the true point of beginning, commence at the centerline intersection of Mabry Ridge Drive and Carter Road; THENCE traveling South 21 Degrees 13 Minutes 16 Seconds East for a distance of 31.94 feet to a point on the southeast right of way of Carter Road (60' right of way), said point having Georgia State Plane Coordinates (West Zone) of North 1511616.2140 and East 2359762.5650 and being marked by a ½ inch rebar pin set, said point being THE TRUE POINT OF BEGINNING. THENCE traveling on said right of way along a curve to the right having a radius of

Buford, Georgia; 30518 to consider a variance request at 901 Gainesville Highway out of parcel 08-169 004002, being 7.6 acres, for Michael Ewing. The variance requested is to allow no painted stripe demarcation of the surplus parking area. All that Tract or parcel of land lying and being in Land Lots 169 & 170 of the 8th District of Hall County, Georgia, and being more particularly described as follows: COMMENCE at a point of intersection on the easterly right-of-way line of Buford Highway (right-of-way varies with the southwesterly right-of-way line of Logistics Boulevard (60' right-of-way easement); thence following the right-of-way line of Buford Highway the following calls: S39°03'12"W a distance of 249.4 feet to a point; thence S45°56'29"W a distance of 65.85 feet to a point; thence S50°53'47"W a distance of 17.0 feet to a point; thence S12°39'58"W a distance of 43.12 feet to a point; thence S23°39'40"W a distance of 53.8 feet to a point; thence S31°53'09"W a distance of 102.81 feet to a point; thence S39°06'42"W a distance of 59.00 feet to a point and the TRUE POINT OF BEGINNING thence leaving said right-of-way line and running S50°53'43"W a distance of 333.25 feet to a point in the centerline of a creek thence following said centerline meandering of creek a distance of 914' +/- to a point which has a chord of S59°56'25"W a distance of 728.59 feet; thence continuing along said centerline of meandering creek a distance of 1,785' +/- to a point, which has a chord of S36°44'30"W a distance of 1205.78 feet to a point; thence leaving the centerline of creek and running N30°21'15"W a distance of 141.06 feet to a point on the easterly right-of-way line of Buford Highway; thence following said right-of-way line the following



**GAINESVILLE PLANNING and APPEALS BOARD  
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**  
**Planning & Appeals Board Recommendation** ..... **Approval, with conditions**  
**Date** ..... September 14, 2021

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▪ **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.<br>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       |                |
|              | <b>Phase 2: 2030</b>         |            |                |                  |                |
| 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     |                  |                |
|              | <b>Phase 3: 2035</b>         |            |                |                  |                |
| 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)<br>Planned Unit Development (PUD) |
| East     | Dental office; NGMC owned property; Gas Station                            | Office and Institutional (O-I)<br>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)

- 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).

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)

- 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 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.

#### ▪ **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.

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**Excerpts from the September 14, 2021 PAB Meeting Minutes**

**Applicant Presentation:** Carol Burrell, 3262 Dunlap Drive, CEO of Northeast Georgia Health System and joining her was NGHS Board Chair R. K. Whitehead and stated together



they will provide a high level overview of the tower project. She then introduced several people in attendance that were in support of the project.

**R. K. Whitehead**, 459 Peninsula Road, Chairman of Northeast Georgia Health System Board of Trustees, stated the project has been several years in planning and is consistent with the long-range master plan of the system. Mr. Whitehead said it should be recognized the importance of the project, with COVID when things were shutting down, they continued to plan, work through various issues of getting the new tower built including the rezoning process. He said the Board's role is to ensure the long-term health care needs of the community are met from 15, 20 to 30 years of generations which is what this new project will do. He then spoke about the background of the hospital from the beginning in 1951 with 90 beds, growing to a four hospital system, stating once the project is complete, the Gainesville campus will have a total 749 beds making it the third largest single hospital campus on record in the state. He said the project has been approved and endorsed by the Georgia Department of Community Health which awarded the medical center a Certificate of Need approval to proceed on much needed services.

**Carol Burrell** stated the plan for a new tower assures the community the system will meet the needs of the most critical patients and it is the key clinical staff that makes the future services available. Ms. Burrell said upon opening there will be an additional 600 new jobs providing care for patients. She then explained the slides of the presentation for the future expansion which connects directly to the north patient tower that was completed in 2009. She said it will add an additional 120 beds with 72 beds built over time. She said the space dedicated to the tower is focused on high capacity clinic services specifically on heart and vascular, including comprehensive stroke care, trauma, and emergency services. She stated it will replace and expand emergency services department from the south side to the north side of the campus facing Downey Boulevard. She said the emergency department treats well over 100,000 patients annually and is ranked as the fifth busiest in the state and the new plan will allow them to treat up to 140,000 patients. She also said support services included are expanded food services, more than 400 additional parking spaces and a supporting Central Energy facility and in total the square footage within the tower footprint is approximately 700,000 square feet. She also explained the slide showing the scale of the new tower compared to the current north tower and with an important feature of a roof-top heli-pad for emergency air transport. She stated patients that arrive by air will be transported via oversized high speed elevators to the service required which is carefully planned to be in close proximity of the patient's arrival. She said the planning of the tower has been during a critical time with four surges of COVID 19 pandemic and the knowledge gained through the experience provided an opportunity to plan for a different future with the ability to better screen, treat and manage a high volume of infectious patients. She said Dr. Mohak Dave will speak about the important safety measures built to the planning and investment strategy.

**R.K. Whitehead** stated Phase 1 should be opening in January of 2025 and Phase 2 will be an additional 72 beds which will be three floors on the back side.

**Dr. Mohak Dave**, 2620 Parker Trail, Medical Director for Emergency Services, stated he will talk about the COVID response and its importance to the planning component of the project. He said they were already into the planning of it prior to the onset of the pandemic and realized that COVID was going to be primarily a respiratory, air-borne transmitted disease and knew they had negative pressure space in the emergency department but only had four beds with a pandemic that was coming full force. He said they had to adapt very quickly to meet the needs of patients which included having two tents with one tent at the Braselton campus which had negative pressure, including a mobile medical unit to care for and protect patients as well as staff. He stated they far exceeded the supply of negative pressure beds, then they went back to the planning partners to figure how to go from makeshift isolation rooms to the future state. Dr. Dave stated the new project will now

have every emergency department bed negative pressure capability, negative pressure in the waiting room spaces as well as the in-patient wings. He then explained negative pressure is basically a vacuum that keeps the bad viral particles or disease in a contained space and releasing them into the environment after the appropriate degree of filtering.

**Willard Larisey**, 140 Vidal Boulevard, Decatur, architect, explained the architectural renderings of the presentation. The first rendering was the main public entry of the existing rotunda of north tower one with the new expansion to the right. The building is ten occupied stories tall with a mechanical penthouse and heli-pad on top. He stated the lower portion of the expansion is an extension of the north concourse which leads to the emergency department, new kitchen and food/dining destination. He said the next floor contains a significant amount of medical equipment which supports the negative pressure capability as described by Dr. Dave. Mr. Larisey said there are five patient floors with a screen wall on top to hide the roof-top equipment and then the heli-pad. He explained the exterior materials which is consistent with the materials used for the Braselton medical center along with the extensive landscaping installed at both locations. Mr. Larisey then spoke of the renderings on the north side of the building as viewed from Downey and is dedicated for the emergency department with the parking deck to the right in the foreground which will provide convenient access for patients, ambulances and for staff. He stated the next rendering is the emergency department entrance and to the right are three levels but only one and a half levels are visible above-ground. He said the next rendering is the north side with a full build-out of Phase 2 with three additional patient floors on the back wing providing the 72 additional patient beds. He stated the current Phase 1 includes the foundation and structure to support the future expansion and is important when trying to preserve land-bank and put the most clinical program in place. Mr. Larisey stated the next rendering is the northeast corner of the remote Central Energy facility, two stories tall with a roof-top screen and a staff parking deck behind it. He stated the two floors are taller than normal because of the medical equipment required to support the negative pressure capabilities for the hospital. The design includes several features to help minimize the scale of the building which is set into the hillside covered by dirt on two sides along with a two-tone color scheme to help breakdown the scale along with a significant planting of evergreen trees between the property and adjacent property owners. He explained the final slide is the site plan with three main components being the hospital expansion and bed tower, on the top right is the emergency department deck and Central Energy facility on the left. He stated the drawing illustrates a connection between the Central Energy facility and the hospital which will be an underground concrete utility tunnel that will provide a safe routing under South Enota for the mechanical and electrical services.

**Emily Bagwell**, 9018 Bill Savage Road, Lula, legal advisor for the zoning application stated she will provide highlights of the project schedule and address the staff report. She stated after reviewing the staff report, they are confident with the proposed conditions with one minor change being the second sentence of condition 3 be revised to read "The buffer tree planting shall be subject to the approval of the Community & Economic Development Director." She stated it would give them more flexibility on the type of plantings and with 20 foot at initial planting trees which will be evergreens. Ms. Bagwell stated as indicated on the timeline NGMC received its Certificate of Need from the State of Georgia for the new tower in August and has been authorized to construct the project by the state. She said enabling work such as demolition and utility relocation has already begun along South Enota Drive. She stated work on the tower and related support facilities including the parking deck and Central Energy facility will start at the beginning of 2022 and the project open for business at the beginning of 2025. She shared some economic and employment facts related to the tower with approximately 600 new incremental employees along with the health system having a strong track record directed by the board of employing vendors based on their service area on construction projects. She stated the construction project and related employment will continue the hospital's role as a strong economic force in Hall County and beyond.

**OPPOSE:** Dr. Phil Koch, 1221 Sherwood Park Drive, stated he is an oral surgeon with an office in Sherwood Park for 42 years and on the medical staff for 44 years. Dr. Koch is not speaking against the project and thinks it looks great but the only issue is the power plant is proposed to be put in his office park one building down from his office. He said according to the studies that have been done it will not make much noise. He stated when he purchased the lot he was told it would only be for professional office buildings. He again stated he does not oppose the project but questioning why the power plant is positioned in their nice office park which has 12 to 15 buildings with each having their own architectural personality. Dr. Koch said he has always been proud to be in the office park with a neighborhood atmosphere, very private. He is concerned with noise and basically a big box at the corner of the street. He asked for such a large project why it has to be located in their office park. He said big city hospitals position those type of power plants on top of the hospital or other locations. Dr. Koch is not excited about having a power plant 150 feet from his office with patients coming in and hopefully the hospital could explore another location for it. He met with the hospital representatives at his office, he asked them about putting it on top of the building being built and was told they planned to expand it two more stories later which would be in the way and suggested locating the building across the street in an empty lot but was told there was a creek and an issue with the structure support. Dr. Koch's other concern was the issue of eminent domain with the hospital taking property whenever they need it for expansion.

**REBUTTAL:** Mr. Larisey stated the design process has been ongoing for over a year to find the best location for energy facility and begins with good site planning. He stated on the hospital now the energy facility is located out of the path of clinical expansion which is a good common principal and even considered locating it there but due to the amount of underground utilities that must remain operational it is not possible. He said there is no room for it adjacent to the expansion within the confines of Downey and South Enota. Mr. Larisey stated they considered locating it under the facility but already digging down for the hospital and parking deck as far as economically feasible or locating it in the basement which is full of mechanical equipment so there is no space for it there. He said they explored locating it on top of the parking deck which is structured for two additional floors of parking and the weight of parking compared to the equipment is not a possibility. Mr. Larisey stated the risk of putting cooling towers on top of clinical services is a huge risk and not advisable. He stated it was the design team and hospital's recommendation that Sherwood was the most feasible and logical site.

**Tracy Vardeman**, 911 Chattahoochee Drive, stated they met with every property owner in the park that had an interest and have discussed the same concerns with them and have no plans to acquire property. They are looking long-term about expansion for the health system in the future and acquired Sherwood Plaza several years ago but no definitive plans for it. She stated any service that is outpatient is the desire to get it off campus such as the medical park buildings on Jesse Jewell.

**There was a motion to recommend conditional approval to rezone the subject property from Planned Unit Development (P-U-D) and Office and Institutional (O-I) to Planned Unit Development (P-U-D) with the suggested modification of condition three as follows:**

### **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 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.

Motion made by Board Member Martin

Motion seconded by Board Member White

**Vote – 6 favor, 1 abstain (Carter)**

Passed: \_\_\_\_\_

**AN ORDINANCE**

**No. 2021-**

**AN ORDINANCE AMENDING THE ZONING MAP OF THE CITY OF GAINESVILLE, GEORGIA, BY CHANGING THE ZONING ON 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, WITH CONDITIONS (P-U-D-c); TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.**

**BE IT HEREBY ORDAINED BY THE GOVERNING BODY OF THE CITY OF GAINESVILLE, GEORGIA, AS FOLLOWS:**

**SECTION I**

That from and after the passage of this Ordinance the following described lands shall be zoned and so designated on the Zoning Map of the City of Gainesville as **Planned Unit Development, with conditions (P-U-D-c)**.

**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.**

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The buffer trees 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.

### Legal Description

#### TRACT 1

All that tract or parcel of land lying and being in Land Lot 137 & 148 of the 9th District of Hall County, City of Gainesville, Georgia and being more particularly described as follows:

BEGINNING at an iron pin found (1/2"rebar) at the southerly end of the mitered right-of-way intersection of the west right-of-way of Downey Boulevard and the northerly right-of-way of Jesse Jewell Parkway; THENCE along the northerly right-of-way of Jesse Jewell Parkway, along a curve bearing to the right having an arc length of 340.24', and a radius of 1098.91', being subtended by a chord bearing of S 63°05'53" W, with a chord length of 338.88'to a point; THENCE along said right-of-way S 72°02'08" W a distance of 23.86'to a point; THENCE along said right-of-way S 28°18'18" E a distance of 16.77'to a point; THENCE along said right-of-way S 71°52'37" W a distance of 175.01'to an iron pin set (1/2"rebar); THENCE along said right-of-way along a curve bearing to the right having an arc length of 31.11', and a radius of 20.00', being subtended by a chord bearing of N 63°33'59" W, with a chord length of 28.07',to a point to an iron pin set (1/2"rebar); THENCE along said right-of-way S 72°50'21" W a distance of 58.03' to an iron pin set (1/2"rebar); THENCE along said right-of-way along a curve bearing to the right having an arc length of 31.67', and a radius of 20.00', being subtended by a chord bearing of S 26°21'27" W, with a chord length of 28.46', to an iron pin set (1/2"rebar); THENCE along said right-of-way S 71°43'28" W a distance of 64.48'to a point; THENCE along said right-of-way along a curve bearing to the left having an arc length of 123.12', and a radius of 1529.93', being subtended by a chord bearing of S 68°53'24" W, with a chord length of 123.09',to a point; THENCE along said right-of-way S 72°10'24" W a distance of 37.25'to an iron pin found (1-1/4" open top pipe); THENCE along said right-of-way S 72°38'00" W a distance of 77.69'to a point; THENCE along said right-of-way S 60°37'31" W a distance of 15.37'to a P.K. nail; THENCE along said right-of-way S 61°28'53" W a distance of 50.85'to a point; THENCE along said right-of-way S 60°30'13" W a distance of 51.81'to a point; THENCE

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along said right-of-way S 60°34'46" W a distance of 56.70' to an iron pin set (1/2" rebar); THENCE along a curve bearing to the right having an arc length of 39.21', and a radius of 25.00', being subtended by a chord bearing of N 74°29'17" W, with a chord length of 35.31' to a point on the northerly right-of-way of Spring Street; THENCE along said right-of-way N 29°33'21" W a distance of 87.87' to an iron pin set (1/2" rebar); THENCE along said right-of-way N 82°55'37" W a distance of 43.44' to a point; THENCE along said right-of-way N 81°28'37" W a distance of 192.28' to a point; THENCE along said right-of-way N 82°54'15" W a distance of 29.35' to a point; THENCE along said right-of-way N 83°19'00" W a distance of 275.82' to an iron pin found (1" crimp top pipe); THENCE leaving said right-of-way and proceeding N 05°38'40" E a distance of 277.83' along the property of Brenau University to an iron pin set (1/2" rebar); THENCE along the property of Brenau University N 78°21'56" W a distance of 25.58' to an iron pin found (1/2" rebar); THENCE along the property of Brenau University N 27°39'57" W a distance of 80.18' to iron pin set (1/2" rebar); THENCE along the property of Brenau University N 83°01'23" W a distance of 62.46' to an iron pin found (1/2" open top pipe); THENCE along the property of Brenau University N 07°01'59" E a distance of 149.39' to an iron pin found (1/2" open top pipe); THENCE along the property of Brenau University S 81°14'16" E a distance of 33.25' to an iron pin found (3/8" rebar); THENCE along the property of Brenau University N 17°22'11" E a distance of 6.56' to an iron pin set (1/2" rebar); THENCE along the property of Brenau University N 01°45'47" E a distance of 58.77' to an iron pin set (1/2" rebar); THENCE along the property of Brenau University N 07°18'56" E a distance of 234.49' to an iron pin set (1/2" rebar); THENCE along the property of Brenau University N 18°06'12" E a distance of 72.87' to an iron pin set (1/2" rebar); THENCE along the property of Brenau University N 27°15'10" E a distance of 153.43' to an iron pin set (1/2" rebar); THENCE along the property of Brenau University N 62°49'24" W a distance of 190.11' to an iron pin set (1/2" rebar); THENCE along the property of Brenau University N 27°13'56" E a distance of 332.64' to an iron pin found (3/4" crimp top pipe); THENCE along the property of Brenau University N 25°07'00" E a distance of 106.77' to an iron pin found ((1/2" rebar) on the southerly right-of-way of Sherwood Park Drive (60' r/w); THENCE along said right-of-way S 46°59'09" E a distance of 13.79' to a point; THENCE along said right-of-way along a curve bearing to the left having an arc length of 88.54', and a radius of 296.32', being subtended by a chord bearing of S 56°52'42" E, with a chord length of 88.21', to a point; THENCE along said right-of-way S 65°15'19" E a distance of 74.35' to a point; THENCE along said right-of-way S 65°15'19" E a distance of 40.09' to a mag nail set in asphalt; THENCE along said right-of-way S 65°15'19" E a distance of 41.48' to an iron pin set (1/2" rebar) on the southeasterly right-of-way of South Enota Drive (80' r/w); THENCE along said right-of-way along a curve bearing to the right having an arc length of 94.34', and a radius of 152.50', being subtended by a chord bearing of N 26°56'00" E, with a chord length of 92.84' to a point; THENCE along said right-of-way N 44°39'48" E a distance of 67.17' to a point; THENCE along said right-of-way N 44°06'49" E a distance of 110.90' to an iron pin found (1/2" rebar); THENCE along said right-of-way N 44°52'18" E a distance of 129.12' to a point; THENCE along said right-of-way N 42°38'15" E a distance of 26.50' to a point; THENCE along said right-of-way along a curve bearing to the left having an arc length of 60.11', and a radius of 319.73', being subtended by a chord bearing of N 38°36'44" E, with a chord length of 60.02', to an iron pin set (1/2" rebar) on the westerly end of the mitered right-of-way of South Enota Drive and Downey Boulevard; THENCE along said mitered right-of-way S 76°28'16" E a distance of 59.47' to an iron pin set (1/2" rebar) on the westerly right-of-way of Downey Boulevard (100' r/w); THENCE along said right-of-way along a curve bearing to the left having an arc length of 127.60', and a radius of 600.00', being subtended by a chord bearing of S 34°16'51" E, with a chord length of 127.36' to a point; THENCE along said right-of-way S 40°19'58" E a distance of 38.80' to a point; THENCE along said right-of-way S 41°37'42" E a distance of 184.36' to a point; THENCE along said right-of-way S 39°59'51" E a distance of 34.97' to a point; THENCE along said right-of-way S 41°15'39" E a distance of 242.98' to a point; THENCE along said right-of-way along a curve bearing to the right having an arc length

## **ORDINANCE NO. 2021 -**

of 49.27', and a radius of 1382.74', being subtended by a chord bearing of S 40°15'29" E, with a chord length of 49.27', to a point; THENCE along said right-of-way along a curve bearing to the right having an arc length of 125.27', and a radius of 1382.74', being subtended by a chord bearing of S 36°39'24" E, with a chord length of 125.23', to a point; THENCE along said right-of-way along a curve bearing to the right having an arc length of 125.04', and a radius of 1382.74', being subtended by a chord bearing of S 31°30'35" E, with a chord length of 125.00', to a point; THENCE along said right-of-way S 28°54'16" E a distance of 80.69' to an iron pin found (1/2" open top pipe); THENCE along said right-of-way S 28°46'15" E a distance of 347.69' to an iron pin found (1/2" rebar); THENCE along said right-of-way S 21°50'16" E a distance of 99.40' to an iron pin found (1/2" rebar); THENCE along said right-of-way S 28°46'16" E a distance of 233.11' to an iron pin found (1/2" rebar) on the north end of the mitered right-of-way intersection of Downey Boulevard (100'r/w) and Jesse Jewell Parkway; THENCE along said mitered right-of-way S 12°25'46" W a distance of 30.36' to an iron pin found (1/2" rebar) on the northerly right-of-way of Jesse Jewell Parkway and the POINT OF BEGINNING for the parcel herein described.

Said parcel of land containing 47.329 acres and being shown on a survey for Northeast Georgia Medical Center by Atlas Technical Consultants, LLC. dated June 04, 1993 and being last revised on May 8, 2021. Said survey is incorporated herein by specific reference for a more complete and accurate description.

### **TRACT 2**

All that tract or parcel of land lying and being in Land Lot 137 of the 9th District, City of Gainesville, Hall County, Georgia and being more particularly described as follows:

BEGINNING at the intersection of the west right-of-way of South Enota Drive (80'r/w) and the north right-of-way of Sherwood Park Drive (60'r/w) at an iron pin set (1/2" rebar); THENCE N 65°09'02" W a distance of 73.68' along the right-of-way of Sherwood Park Drive to a point; THENCE along a curve bearing to the right having an arc length of 129.99', and a radius of 242.86', being subtended by a chord bearing of N 49°49'02" W, with a chord length of 128.44' along the right-of-way of Sherwood Park Drive to a point; THENCE N 34°29'02" W a distance of 70.05' along the right-of-way of Sherwood Park Drive to an iron pin set (1/2" rebar); THENCE N 55°30'58" E a distance of 69.55' along the right-of-way of Sherwood Park Drive to a point; THENCE along a curve bearing to the left having an arc length of 63.54', and a radius of 302.86', being subtended by a chord bearing of N 49°35'59" E, with a chord length of 63.42' along the right-of-way of Sherwood Park Drive to an iron pin found (1/2" rebar capped by Rochester); THENCE leaving said right-of-way S 56°58'52" E a distance of 242.10' to an iron pin found (1/2" rebar) on the westerly right-of-way of South Enota Drive; THENCE S 43°47'43" W a distance of 117.00' along the right-of-way of South Enota Drive to a point; THENCE S 32°48'43" W a distance of 42.46' along the right-of-way of South Enota Drive to an iron pin set (1/2" rebar) and the POINT OF BEGINNING.

Said parcel of land containing 0.920 acres and being shown as Tract 2 on a survey for Northeast Georgia Medical Center dated 06-04-1993 and being last revised on 05-18-2021, prepared by Atlas Technical Consultants, LLC. Said survey is incorporated herein by specific reference for a more complete and accurate description.

## **SECTION II**

All Ordinances and parts of Ordinances in conflict herewith are hereby repealed.



## **ORDINANCE NO. 2021 -**

### **SECTION III**

If any portion of this Ordinance shall be held to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect or impair the remaining portions unless it clearly appears that such other parts are wholly and necessarily dependent upon the part held to be invalid or unconstitutional.

### **SECTION IV**

This Ordinance is enacted as an amendment to the Code of the City of Gainesville, Georgia, and is to be codified as a part of Section 9-1-1-5.

### **SECTION V**

The effective date of this Ordinance shall be upon approval by the governing body of the City of Gainesville, Georgia.

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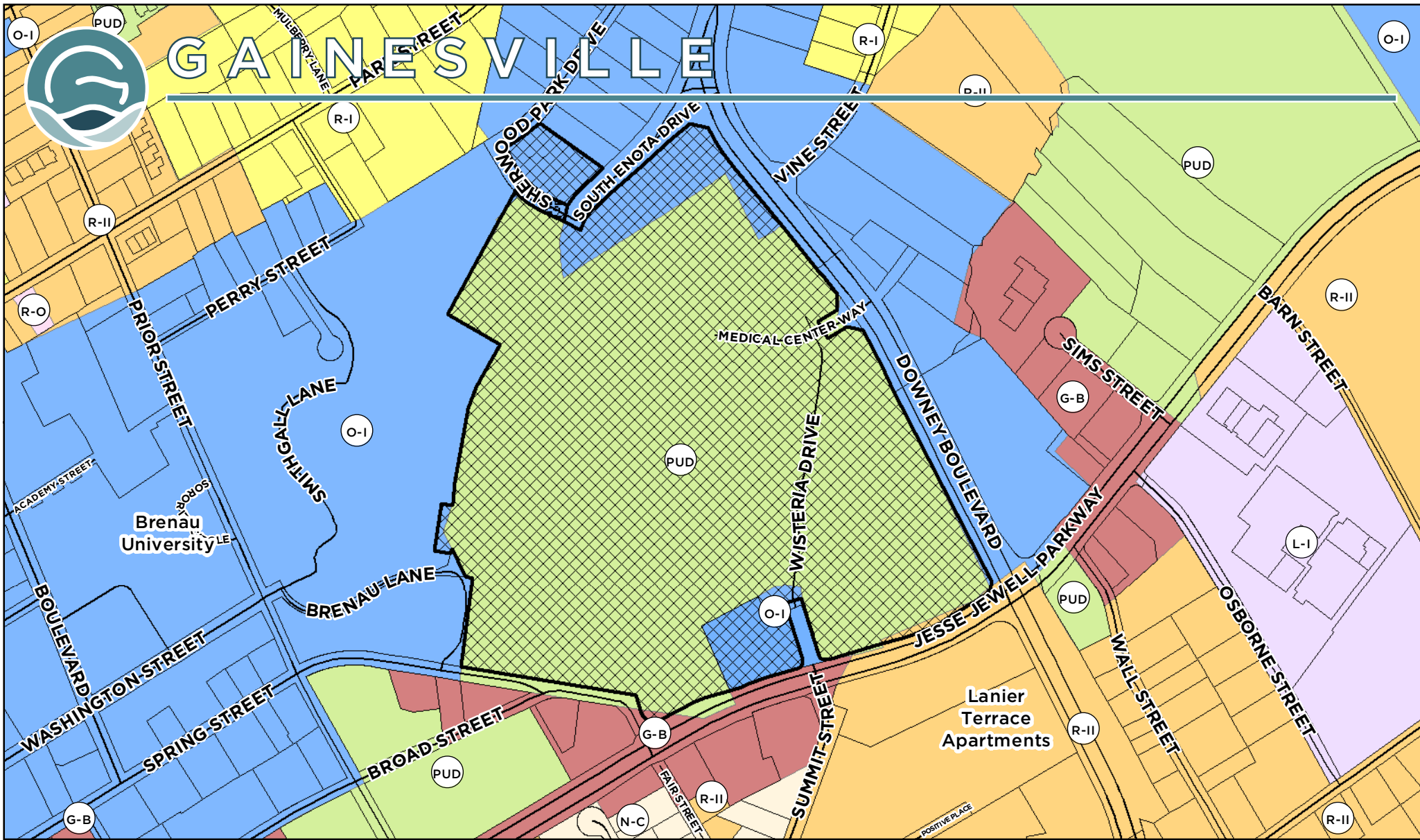
**C. Danny Dunagan, Jr., Mayor**

This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this Ordinance was adopted as stated and will be recorded in the official minutes.

**ATTEST:**

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**Denise O. Jordan, City Clerk**



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

Meeting Date: 09/14/2021

Map Prepared: 08/17/2021

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

0 240 480 Feet  
Page 172 of 551

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

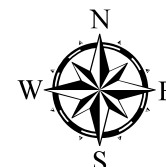
### Request:

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 173 of 551

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**

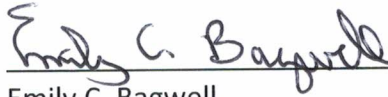
The Applicant is currently in the design development phase of the project. As such, changes and modification to the project may be needed. The Applicant requests that the Community Development Department and staff be authorized to approve such changes as may be necessary to implement and develop the 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.



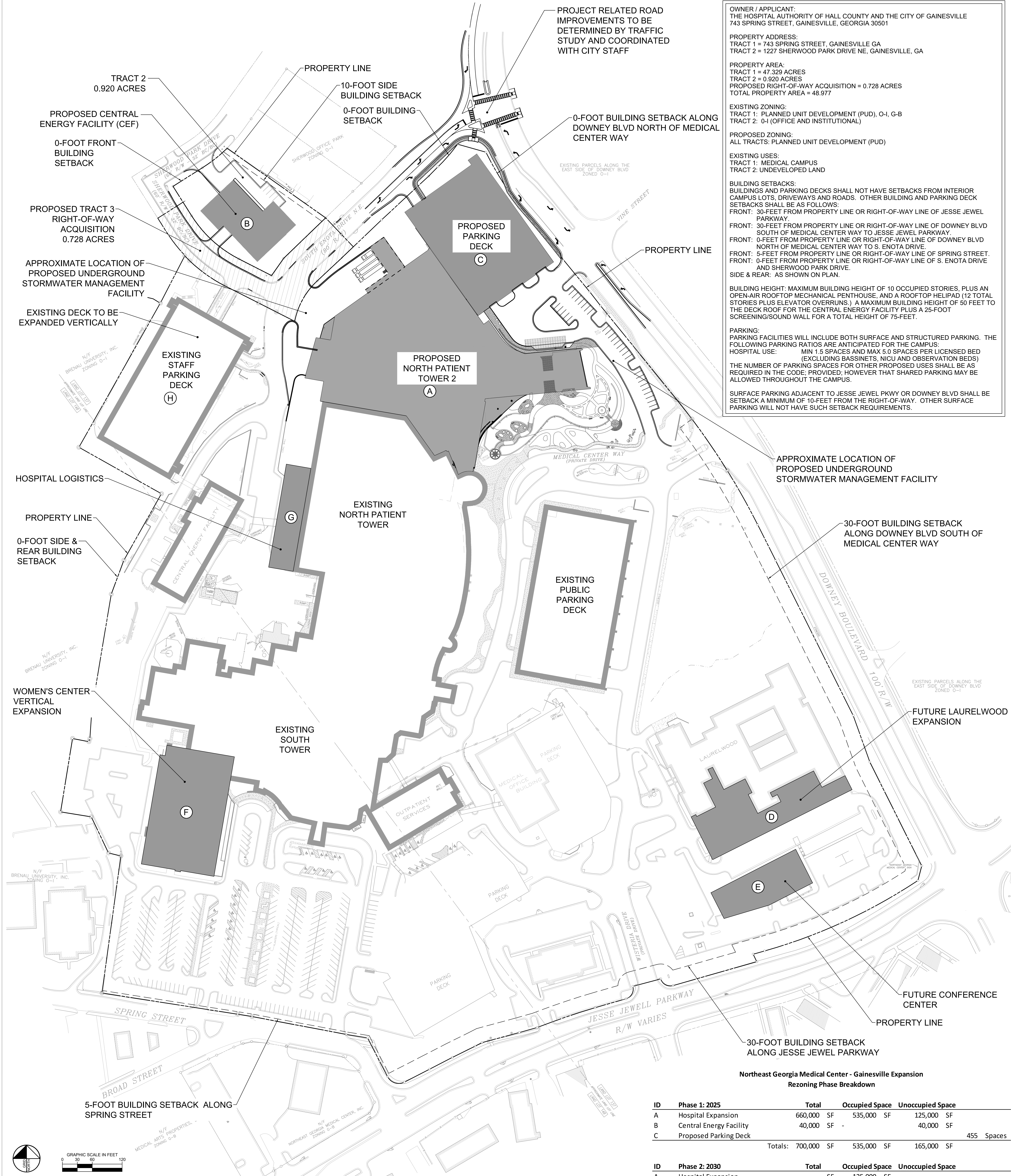
## CONCLUSION

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 DOWNEY BLVD SOUTH OF MEDICAL CENTER WAY TO JESSE JEWELL PARKWAY.  
FRONT: 0- FEET FROM PROPERTY LINE OR RIGHT-OF-WAY LINE OF DOWNEY 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.

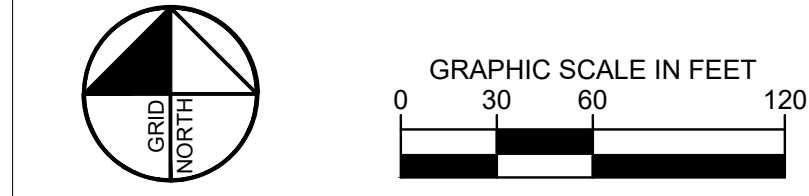
SURFACE PARKING ADJACENT TO JESSE JEWELL PKWY OR DOWNEY BLVD SHALL BE SETBACK A MINIMUM OF 10- FEET FROM THE RIGHT-OF-WAY. OTHER SURFACE PARKING WILL NOT HAVE SUCH SETBACK REQUIREMENTS.

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. |                                 |            |                |                  |



**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 DOWNEY 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

1315 Peachtree St NE  
Atlanta, GA 30309  
404.873.2300  
404.873.2300  
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/CMC:  
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 | 171.82 | 170.11 | S 15°45'25"E | L1     | S 02°51'21"E | 57.25    |
| C2    | 484.34 | 148.05 | 148.47 | S 07°32'25"W | L2     | S 16°14'47"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"E | L4     | S 25°05'42"E | 38.26    |
| C5    | 90.00  | 77.70  | 75.37  | S 02°21'40"E | L5     | S 24°22'07"E | 154.73   |
| C6    | 23.00  | 39.21  | 28.96  | S 74°28'17"W | L6     | S 73°03'37"W | 29.14    |
| C7    | 6.50   | 15.67  | 12.36  | S 75°03'29"W | L7     | S 61°28'25"W | 50.85    |
| C8    | 137.40 | 28.02  | 28.22  | S 63°33'59"W | L8     | S 60°50'53"W | 51.81    |
| C9    | 157.40 | 85.38  | 84.53  | S 34°35'10"W | L9     | S 60°34'46"W | 56.70    |
| C10   | 20.00  | 31.11  | 31.11  | S 12°53'39"W | L10    | S 82°53'37"E | 43.84    |
| C11   | 140.00 | 120.86 | 117.15 | S 00°21'45"W | L11    | N 82°54'15"E | 29.35    |
| C12   | 333.33 | 48.02  | 48.00  | S 15°06'25"W | L12    | S 13°17'46"E | 9.84     |
| C13   | 134.51 | 131.08 | 130.76 | S 09°24'52"E | L13    | S 09°24'52"E | 43.32    |
| C14   | 334.04 | 45.02  | 45.00  | S 13°47'13"E | L14    | S 13°47'13"E | 47.83    |
| C15   | 334.04 | 45.02  | 45.00  | S 13°47'13"E | L15    | S 20°59'14"E | 29.70    |
| C16   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L16    | S 20°59'14"E | 55.36    |
| C17   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L17    | S 28°07'06"E | 65.44    |
| C18   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L18    | S 28°07'06"E | 65.44    |
| C19   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L19    | S 39°47'47"W | 73.11    |
| C20   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L20    | S 39°47'47"W | 73.11    |
| C21   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L21    | S 39°47'47"W | 73.11    |
| C22   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L22    | S 39°47'47"W | 73.11    |
| C23   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L23    | S 39°47'47"W | 73.11    |
| C24   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L24    | S 39°47'47"W | 73.11    |
| C25   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L25    | S 39°47'47"W | 73.11    |
| C26   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L26    | S 39°47'47"W | 73.11    |
| C27   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L27    | S 39°47'47"W | 73.11    |
| C28   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L28    | S 39°47'47"W | 73.11    |
| C29   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L29    | S 39°47'47"W | 73.11    |
| C30   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L30    | S 39°47'47"W | 73.11    |
| C31   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L31    | S 39°47'47"W | 73.11    |
| C32   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L32    | S 39°47'47"W | 73.11    |
| C33   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L33    | S 39°47'47"W | 73.11    |
| C34   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L34    | S 39°47'47"W | 73.11    |
| C35   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L35    | S 39°47'47"W | 73.11    |
| C36   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L36    | S 39°47'47"W | 73.11    |
| C37   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L37    | S 39°47'47"W | 73.11    |
| C38   | 136.74 | 125.34 | 125.00 | S 30°39'45"E | L38    | S 39°47'47"W | 73.11    |

| CURVE | RADIUS   | LENGTH  | CHORD   | CHORD BEAR.  | COURSE | BEARING      | DISTANCE |
|-------|----------|---------|---------|--------------|--------|--------------|----------|
| C37   | 152.50'  | 94.34'  | 92.84'  | N 26°56'00"E | L110   | N 44°39'48"E | 67.17'   |
| C38   | 319.73'  | 60.11'  | 60.02'  | N 38°36'44"E | L111   | N 44°06'49"E | 110.90'  |
| C39   | 300.00'  | 127.60' | 127.36' | N 34°16'51"E | L112   | N 44°52'18"E | 129.12'  |
| C40   | 1098.91' | 340.24' | 338.89' | S 63°05'53"W | L113   | N 42°38'15"E | 26.50'   |
| C41   | 20.00'   | 31.11'  | 28.06'  | S 63°33'59"W | L114   | S 76°28'16"E | 59.47'   |
| C42   | 20.00'   | 31.11'  | 28.46'  | S 26°21'27"W | L115   | S 70°19'58"E | 38.90'   |
| C43   | 1529.93' | 123.12' | 123.09' | S 68°53'24"E | L116   | S 41°37'42"E | 184.36'  |
| C44   | 25.00'   | 39.21'  | 35.31'  | S 68°53'24"E | L117   | S 39°59'51"E | 34.97'   |
| C45   | 242.86'  | 129.99' | 128.44' | N 74°29'17"W | L118   | S 41°15'39"E | 242.96'  |
| C46   | 302.86'  | 63.54'  | 63.45'  | N 49°38'59"E | L119   | S 28°18'18"E | 16.77'   |

| CURVE | RADIUS   | LENGTH  | CHORD   | CHORD BEAR.  | COURSE | BEARING      | DISTANCE |
|-------|----------|---------|---------|--------------|--------|--------------|----------|
| C37   | 152.50'  | 94.34'  | 92.84'  | N 26°56'00"E | L110   | N 44°39'48"E | 67.17'   |
| C38   | 319.73'  | 60.11'  | 60.02'  | N 38°36'44"E | L111   | N 44°06'49"E | 110.90'  |
| C39   | 300.00'  | 127.60' | 127.36' | N 34°16'51"E | L112   | N 44°52'18"E | 129.12'  |
| C40   | 1098.91' | 340.24' | 338.89' | S 63°05'53"W | L113   | N 42°38'15"E | 26.50'   |
| C41   | 20.00'   | 31.11'  | 28.06'  | S 63°33'59"W | L114   | S 76°28'16"E | 59.47'   |
| C42   | 20.00'   | 31.11'  | 28.46'  | S 26°21'27"W | L115   | S 70°19'58"E | 38.90'   |
| C43   | 1529.93' | 123.12' | 123.09' | S 68°53'24"E | L116   | S 41°37'42"E | 184.36'  |
| C44   | 25.00'   | 39.21'  | 35.31'  | S 68°53'24"E | L117   | S 39°59'51"E | 34.97'   |
| C45   | 242.86'  | 129.99' | 128.44' | N 74°29'17"W | L118   | S 41°15'39"E | 242.96'  |
| C46   | 302.86'  | 63.54'  | 63.45'  | N 49°38'59"E | L119   | S 28°18'18"E | 16.77'   |

| 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°10'24"W | 77.88'   |
| L122   | S 61°28'53"W | 15.37'   |
| L123   | S 61°28'53"W | 37.25'   |
| L124   | S 61°28'53"W | 15.37'   |
| L125   | S 60°37'31"W | 56.70'   |
| L126   | S 61°28'53"W | 50.85'   |
| L127   | S 60°34'46"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:**

(1) 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.

(2) ZONING IS PLANNED UNIT DEVELOPMENT (P-U-D-C) WITH CONDITIONS AS PER ORDINANCE NO. 2005-17-A (RE-ADOPTED 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).

(3) 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.

(4) R/W ABANDONMENT AS PER ORDINANCE 1983-03 (DB 10970), PG. 172. WISTERIA DRIVE R/W ABANDONMENT AS PER ORDINANCE 2004-91. PORTION OF WISTERIA DRIVE ABANDONMENT AS PER ORDINANCE 1987-01. HAMMILL 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.

(5) A 20' WATERLINE EASEMENT WAS RETAINED ALONG WATERLINES REMAINING IN ABANDONED PORTION OF WISTERIA DRIVE AS PER ORDINANCE NUMBER 2004-88, PASSED ON 12-21-04.

**BOUNDARY NOTES:**

1) FIELDWORK FOR ORIGINAL BOUNDARY WAS PERFORMED ON 6-4-83, VARIOUS TRACTS HAVE BEEN ADDED OR REVISED SINCE THAT TIME.

2) 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 MIDDLTON & 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:**

1) 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.

2) 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.

3) 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 621626/ENH.

4) SURVEY FOR NORTHEAST GEORGIA HEALTH SYSTEMS, INC. BY MORELAND ALTOBELLI, INC. DATED DECEMBER 12, 2004, BEING JOB NUMBER 010223 OF THE CARSTENS TRACT.

5) SURVEY FOR DR. JACKSON AND ROBERT M. JENNINGS BY FARLEY-COLLINS DATED SEPTEMBER 6, 1989 AND BEING RECORDED IN PLAT BOOK 42, PAGE 251.

6) PLAT FOR WALLIS LAND COMPANY BY ROBERT T. BLACK RECORDED IN PLAT BOOK 32, PAGE 40.

7) SURVEY FOR ROBERT M. JENNINGS BY ROCHESTER AND ASSOCIATES DATED JANUARY 3, 2006, BEING JOB NUMBER 02051711.

8) PLAT FOR DR. HARVEY M. NEWMAN, III BY FARLEY-COLLINS DATED FEBRUARY 3, 1964 AND BEING RECORDED IN PLAT BOOK 31, PAGE 170.

9) RE-TRACED SURVEY FOR TRUONG TRAN BY PATTON LAND SURVEYING DATED JUNE 13, 2014, BEING RECORDED IN PLAT BOOK 64, PAGE 82.

10) FINAL PLAT FOR SHERWOOD OFFICE PARK BY LARRY GROGAN DATED AUGUST 25, 1976 AND BEING RECORDED IN PLAT BOOK 64, PAGE 82.

**DEED REFERENCES:**

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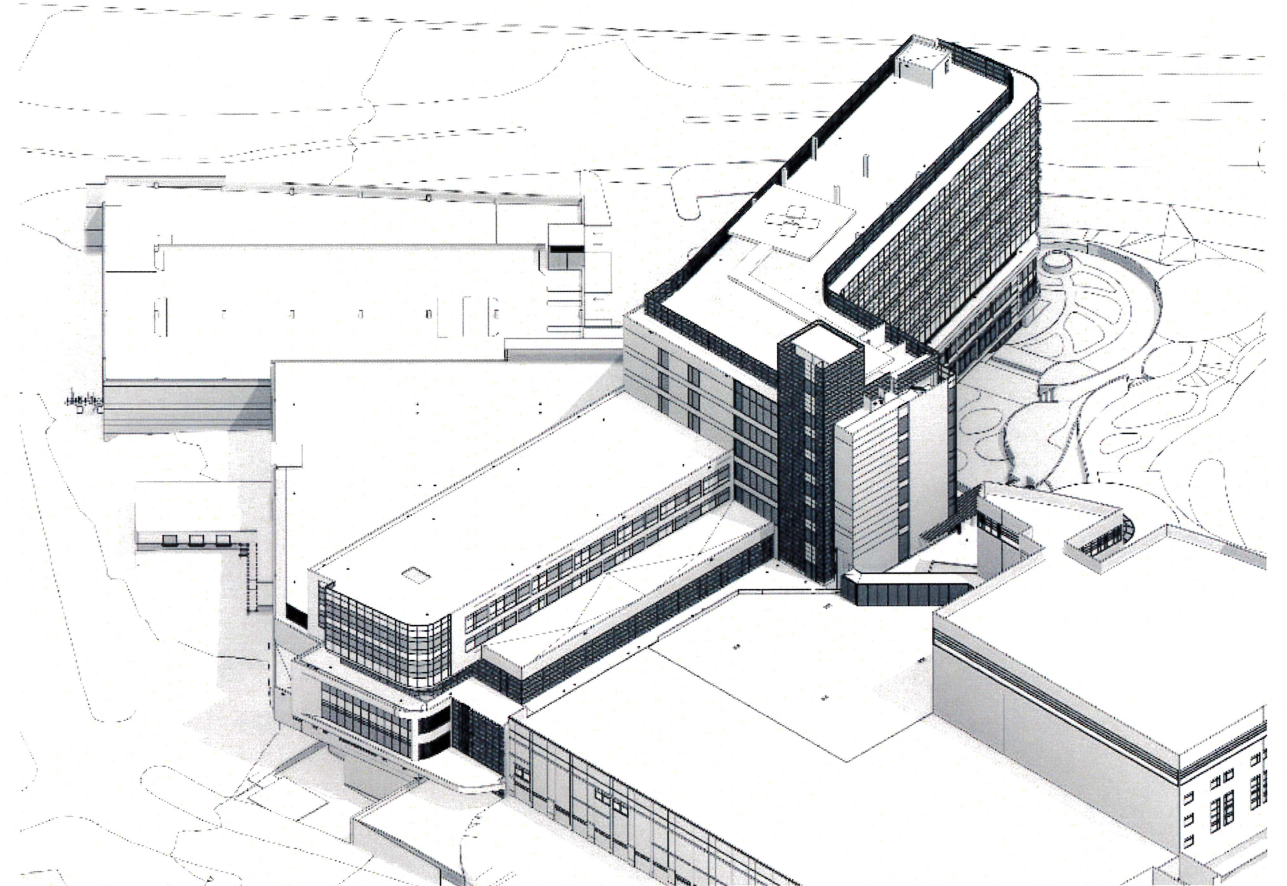
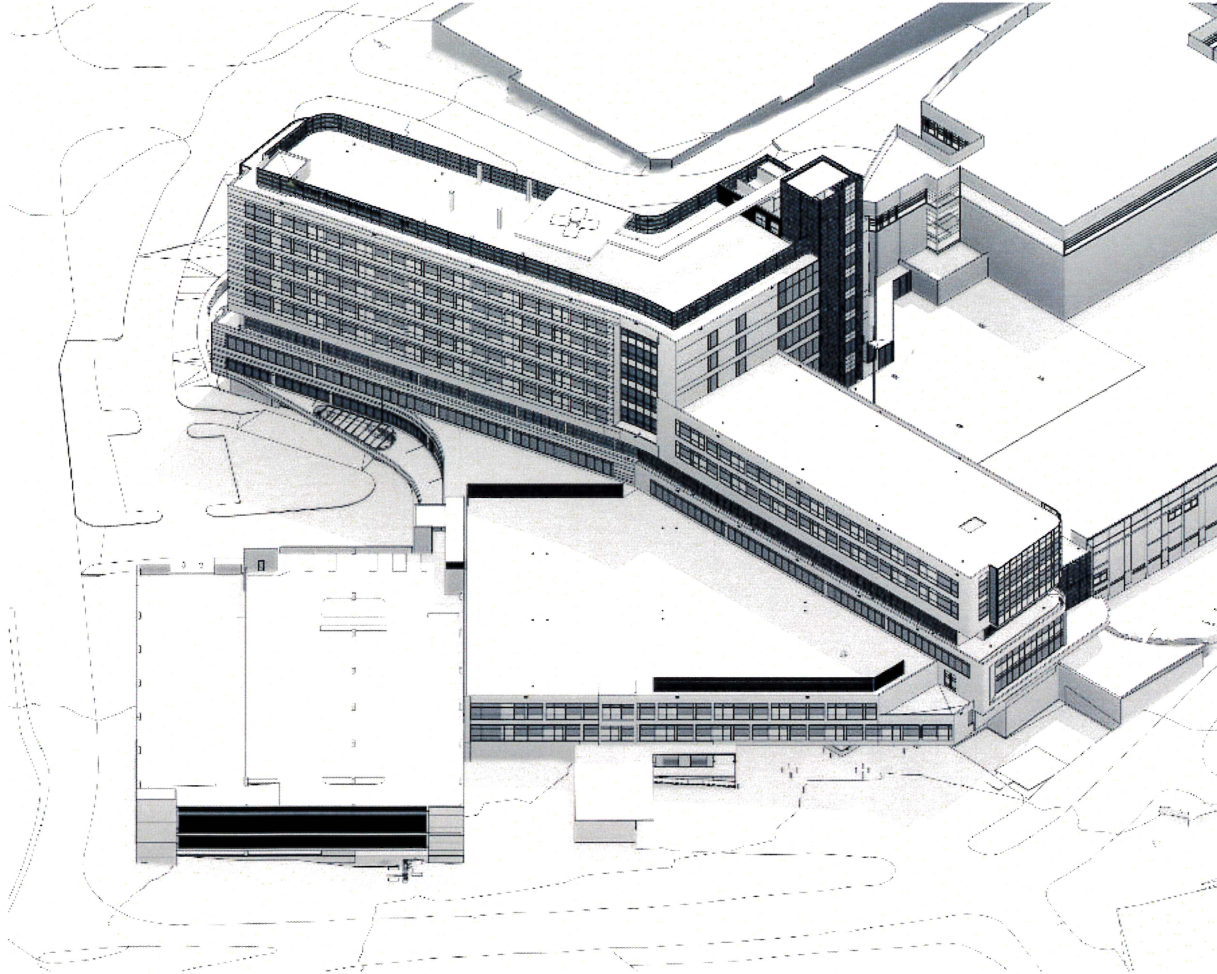






# PROJECT OVERVIEW

## EXTERIOR AXONS – PHASE 1





Campus Entry - View From Drive





South Facade - View From Downey Blvd.





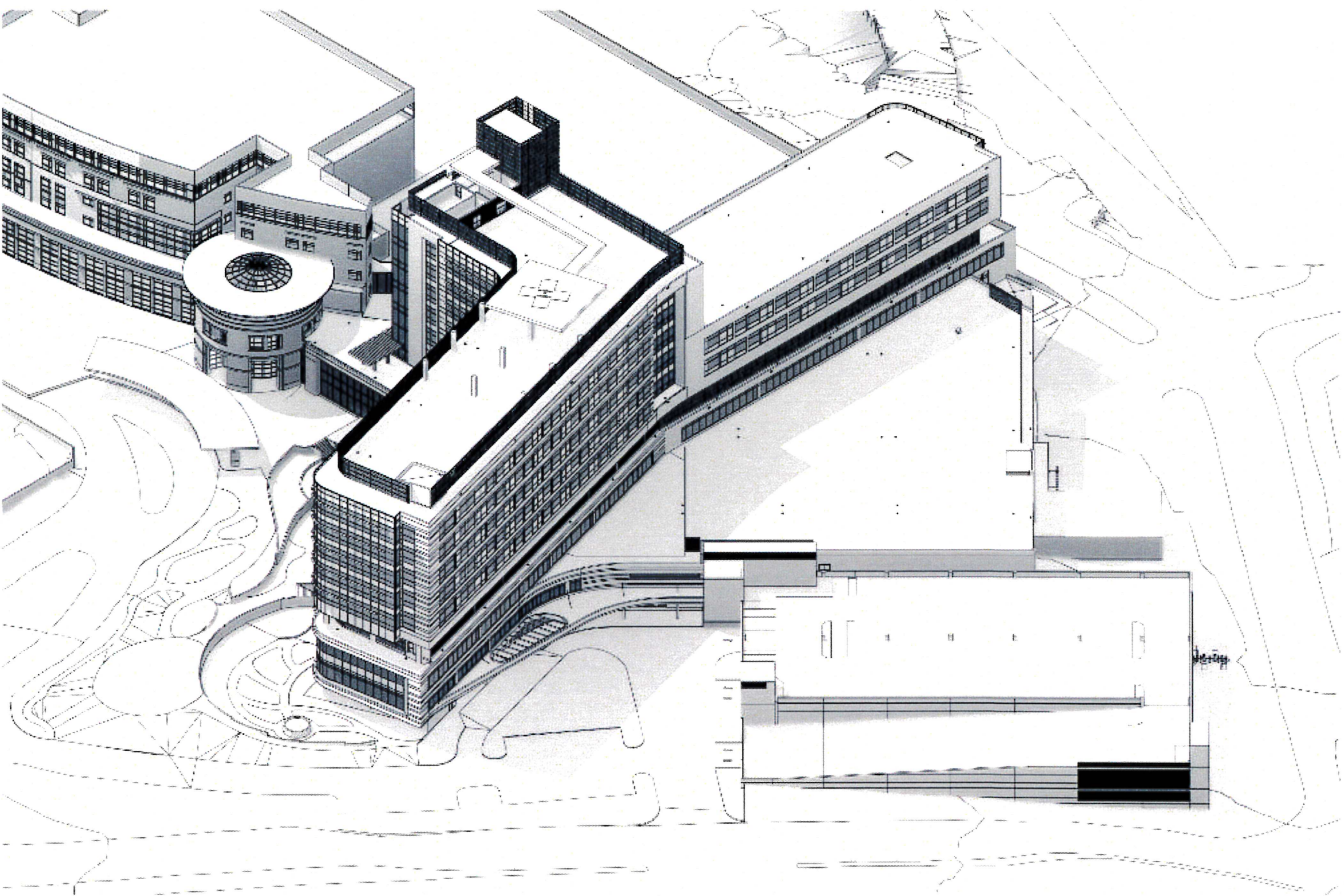
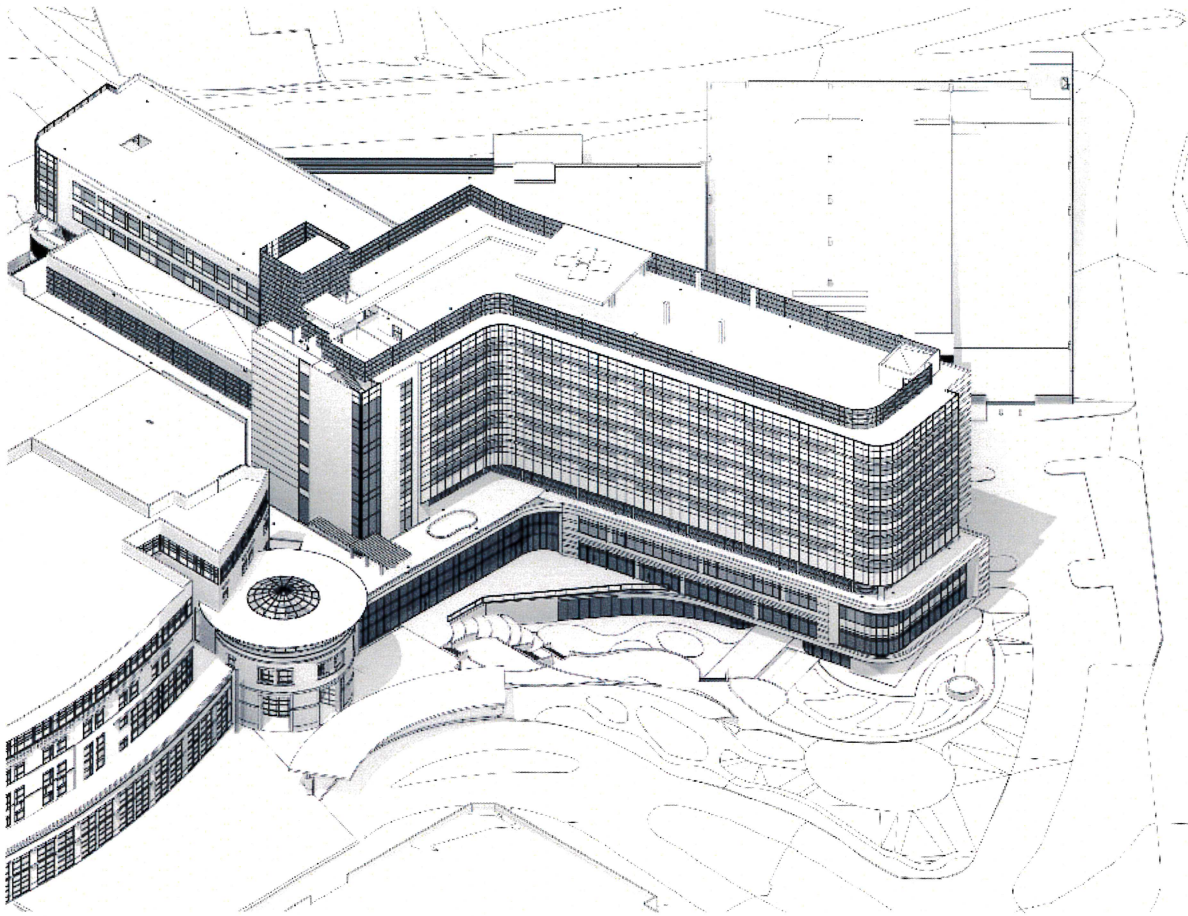
North Façade – Phase 1  
View From Downey Blvd.





# PROJECT OVERVIEW

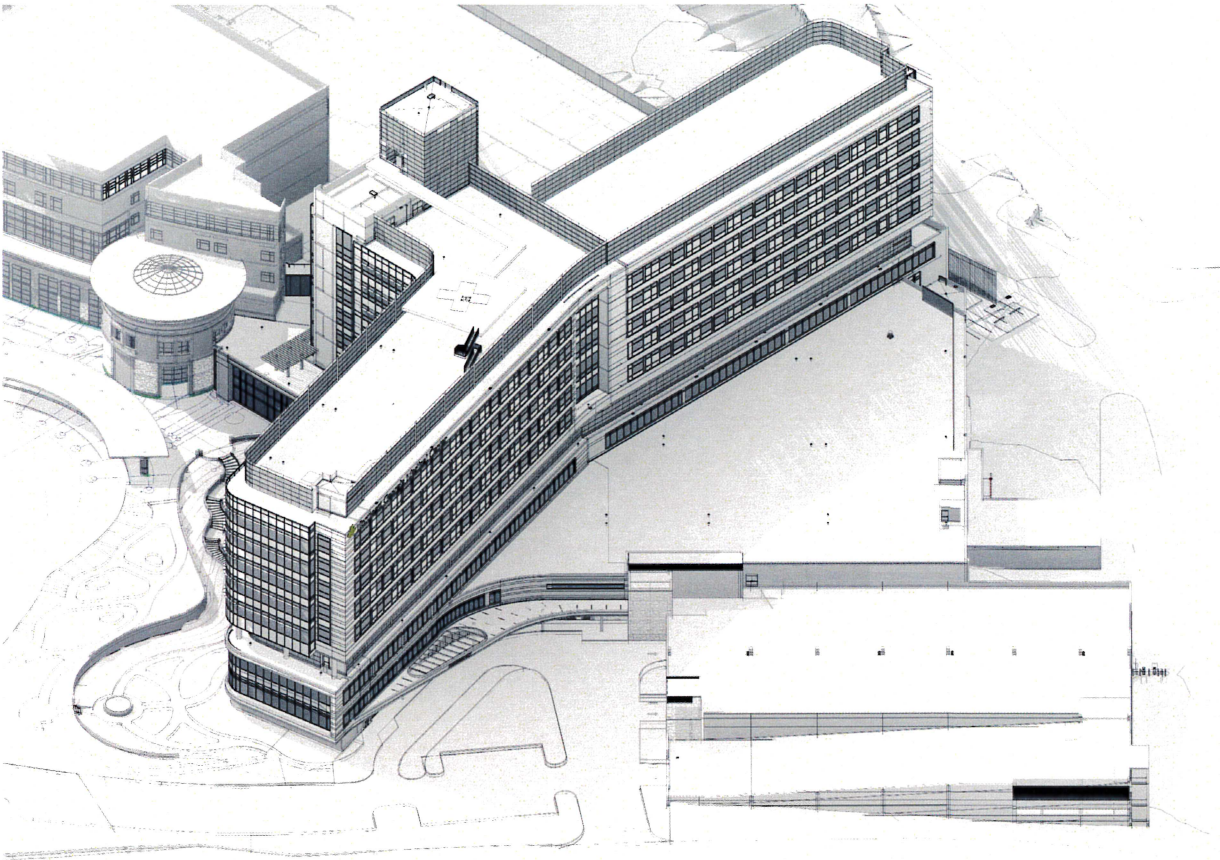
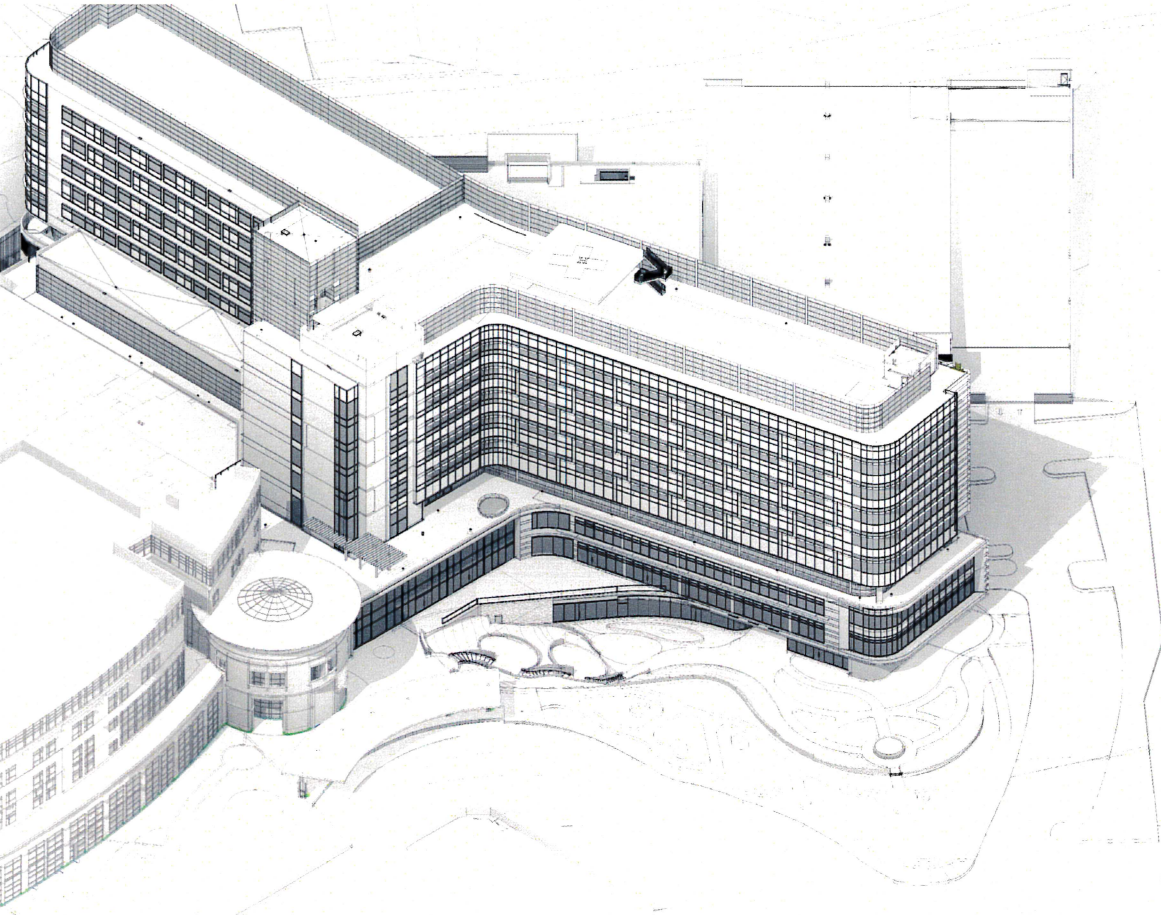
## EXTERIOR AXONS – PHASE 1





# 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**

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11720 Amber Park Drive, Suite 600  
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015170050

*Traffic Impact Study*

# **NGHS Gainesville**

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7/27/2021



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Appendix D: Intersection Volume Worksheets

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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

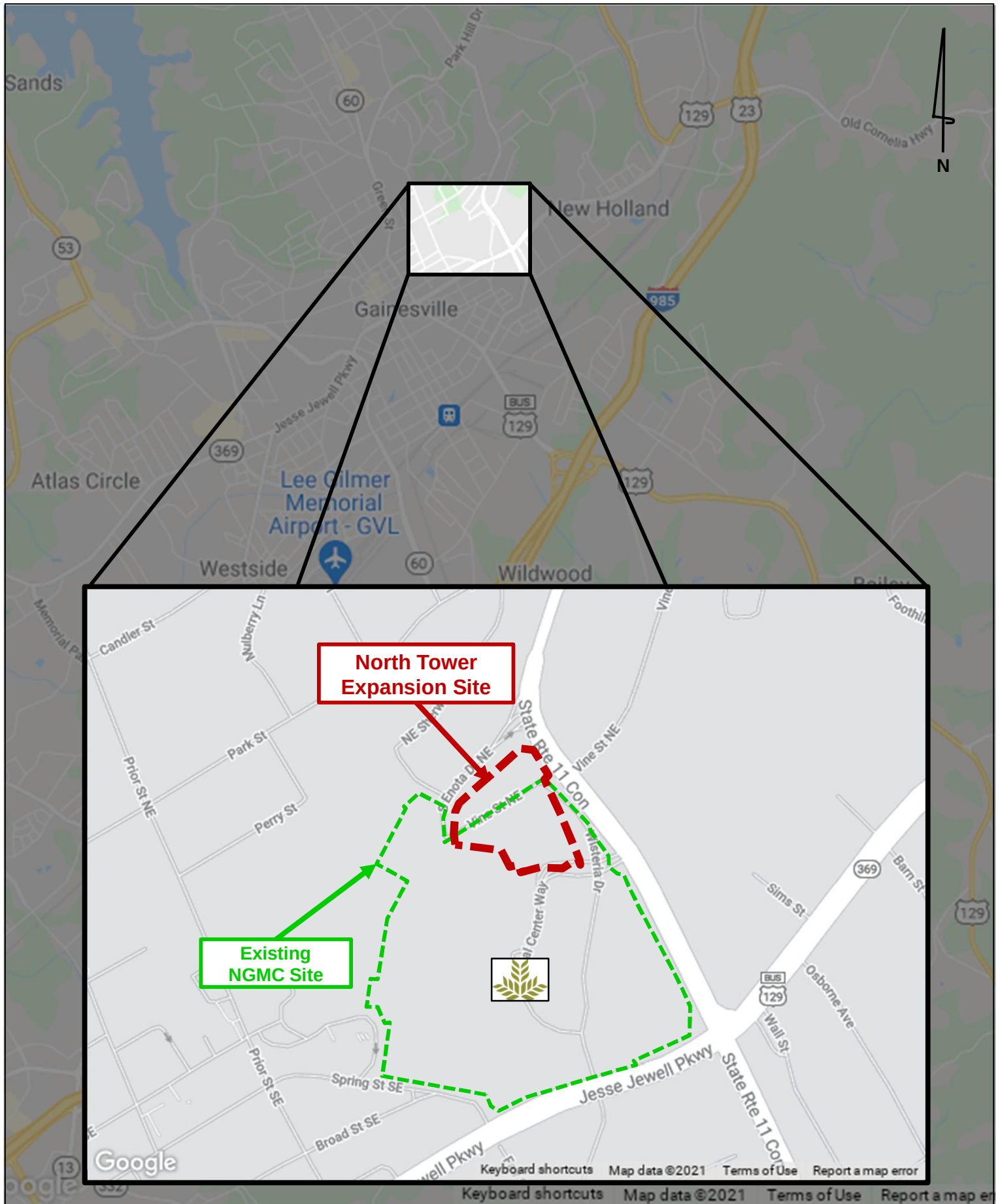
**Figure 1** provides a location map of the project site. **Figure 2** provides aerial imagery of the project site and study network. A site plan is also included in **Appendix A**.

## 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 |

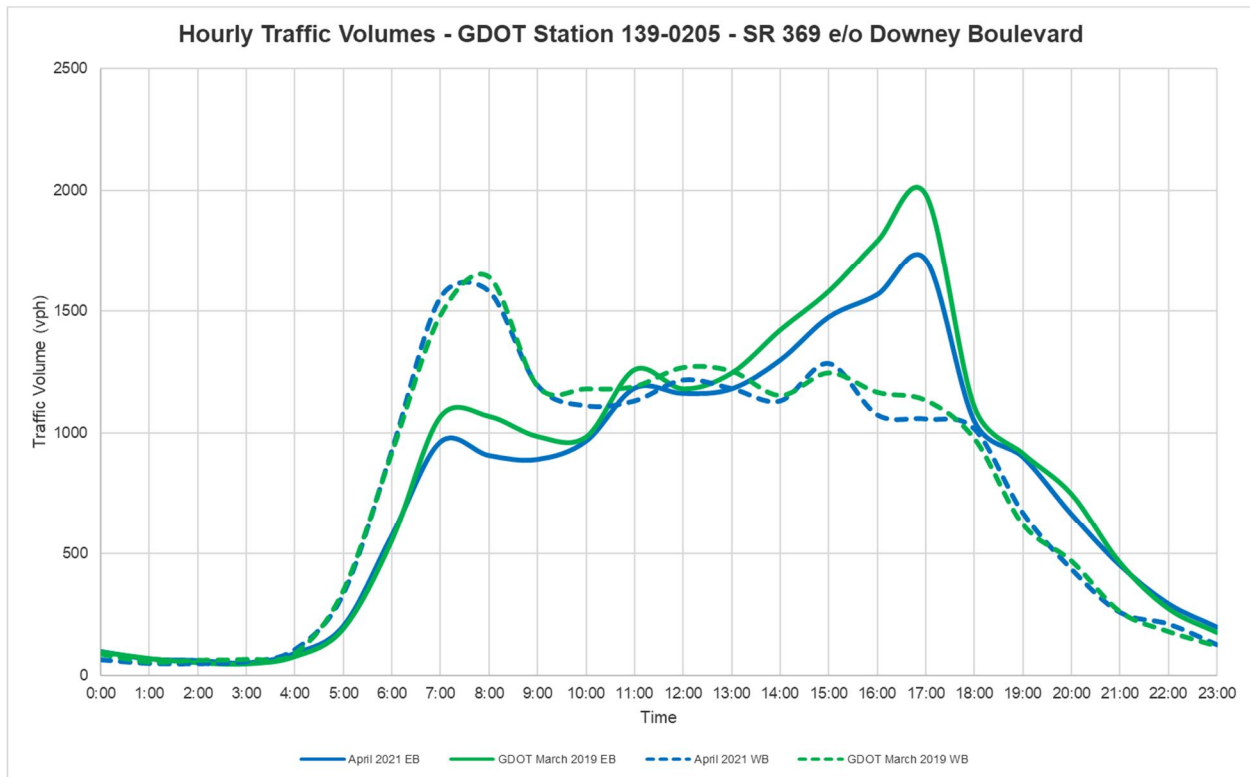
Additionally, a 24-Hour volume count was performed along Jesse Jewell Parkway (SR 369) just east of Downey Boulevard to line up with an existing GDOT count station.

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

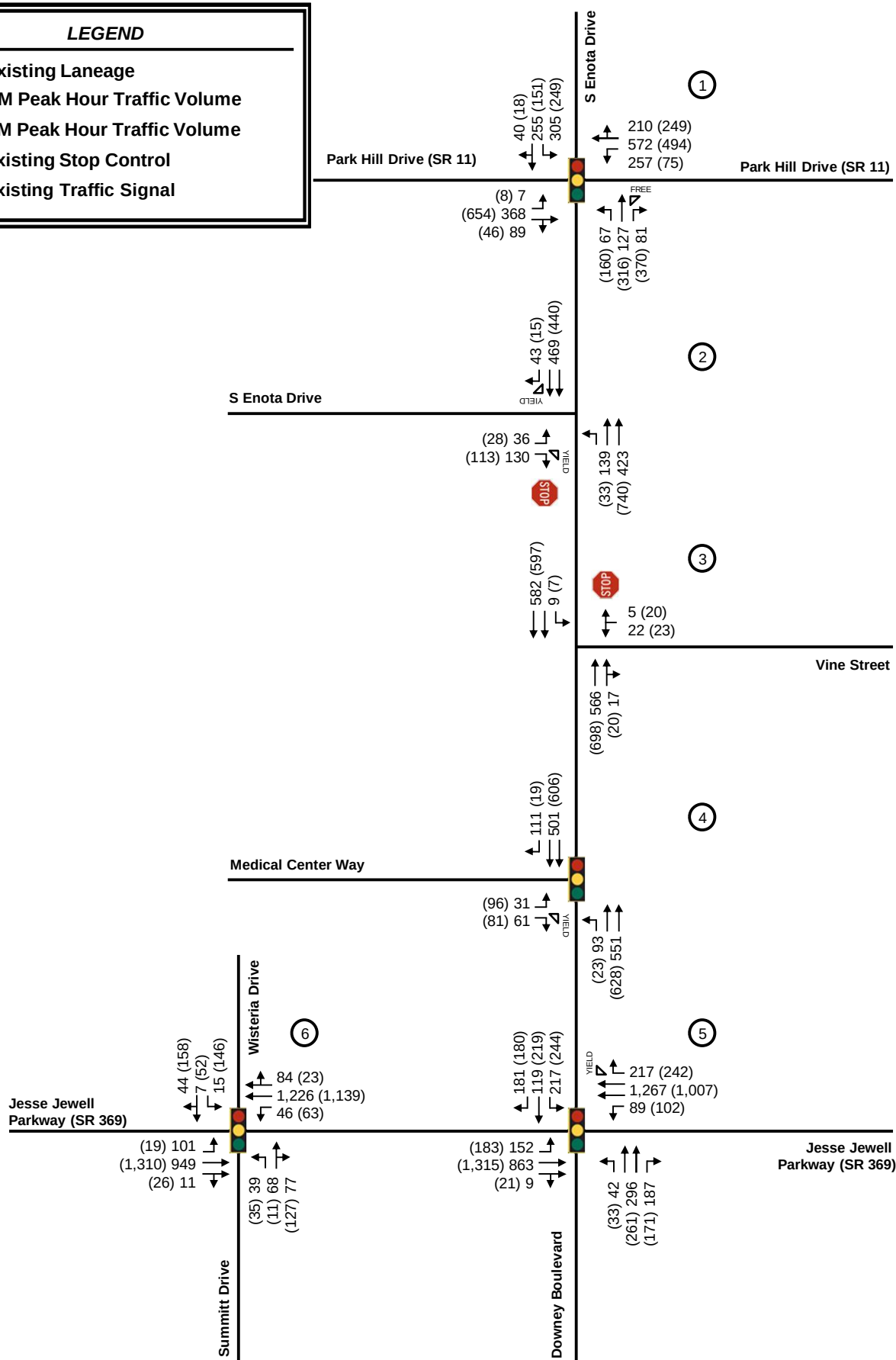
→ Existing Laneage

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

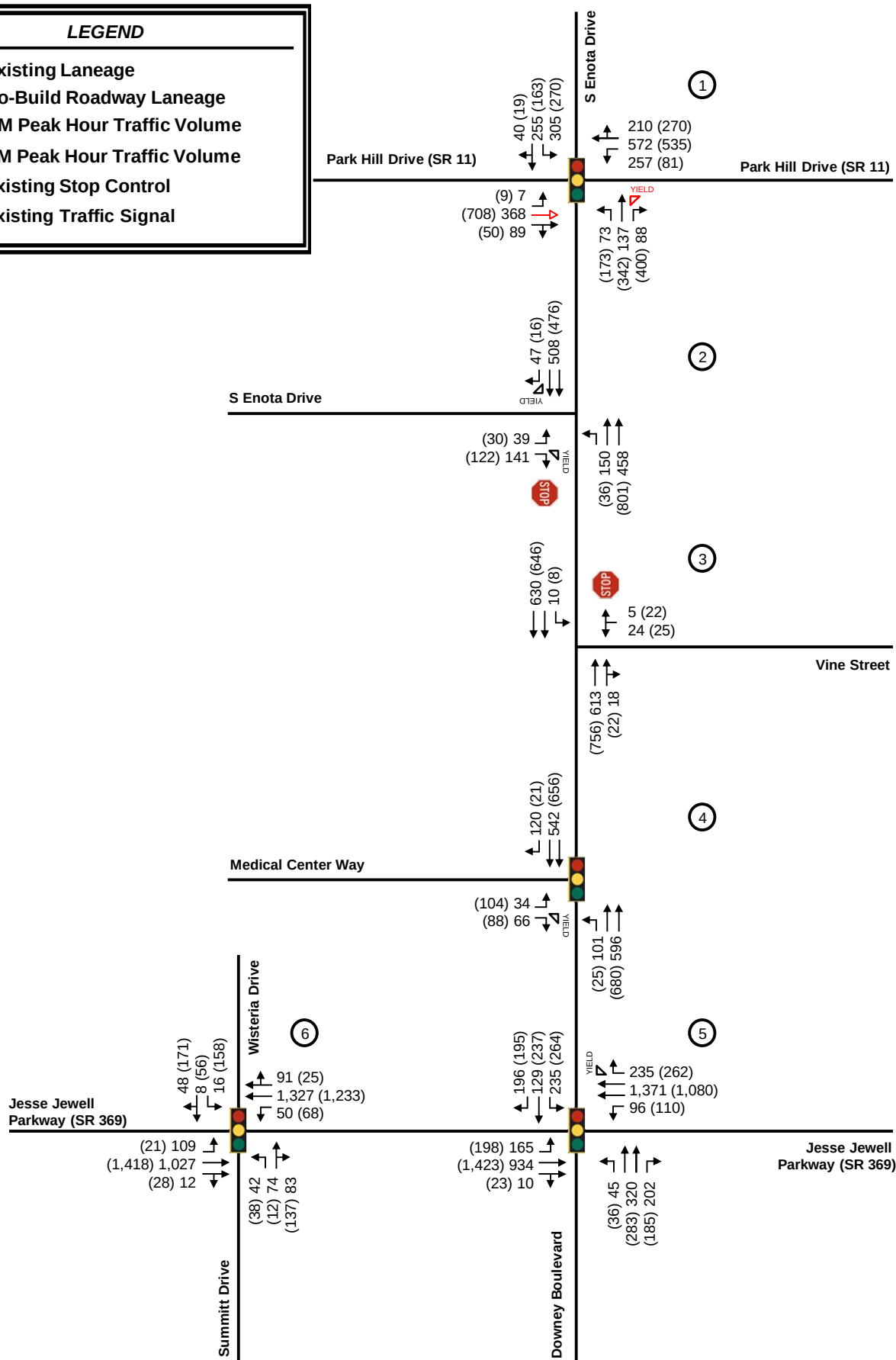
No-Build Roadway Laneage

XX AM Peak Hour Traffic Volume

(XX) PM Peak Hour Traffic Volume

Existing Stop Control

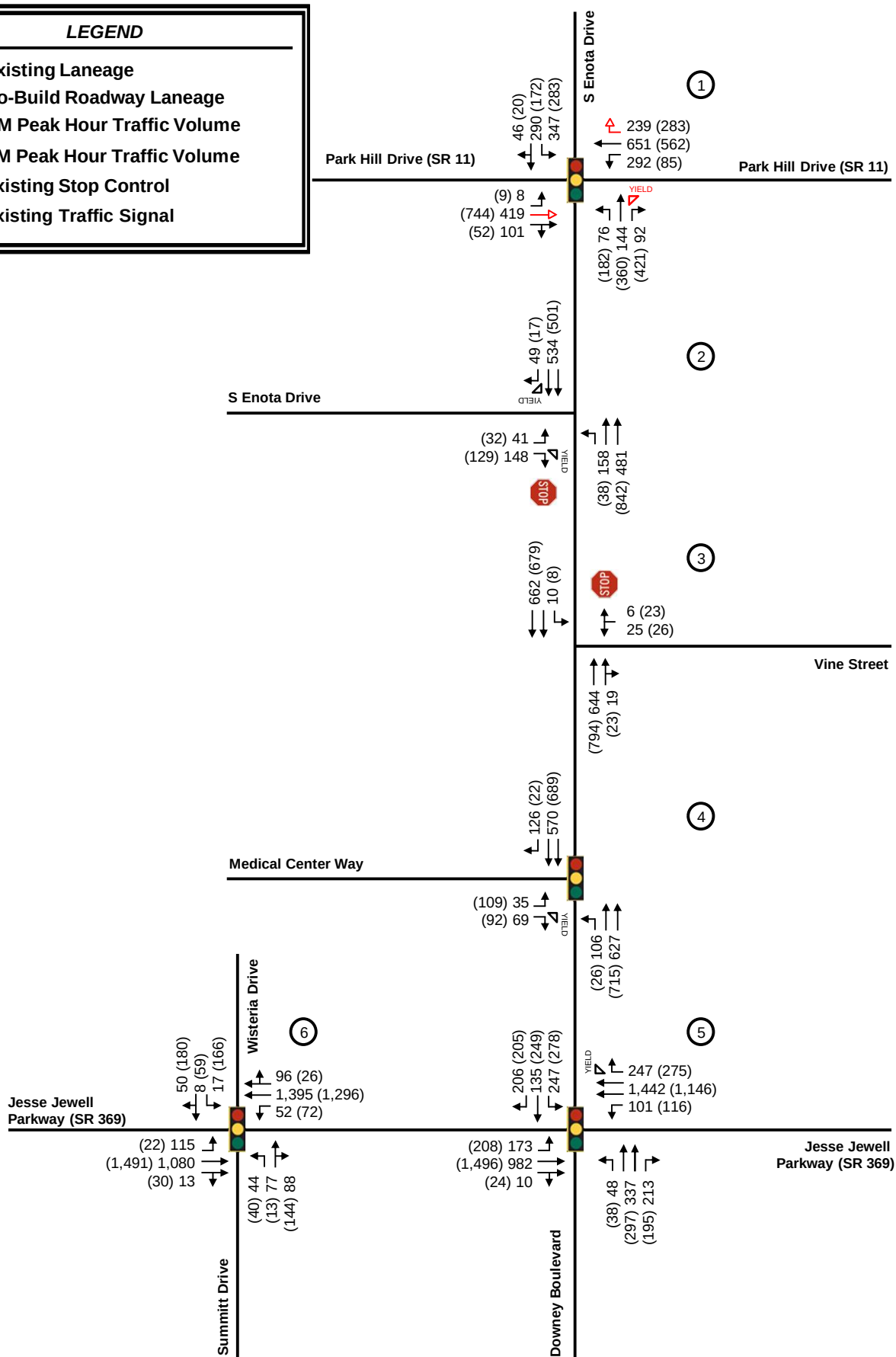
Existing Traffic Signal





**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<br>(Intensity)                  | ITE<br>Code | Daily Traffic |       | AM Peak Hour |      | PM Peak Hour |      |
|                                          |             | Enter         | Exit  | Enter        | Exit | Enter        | Exit |
| Build Phase 1 (2025)                     |             |               |       |              |      |              |      |
| Hospital<br>(535,000 SF)                 | 610         | 2,935         | 2,935 | 355          | 167  | 176          | 374  |
| Full Build-Out* (2035)                   |             |               |       |              |      |              |      |
| Hospital<br>(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

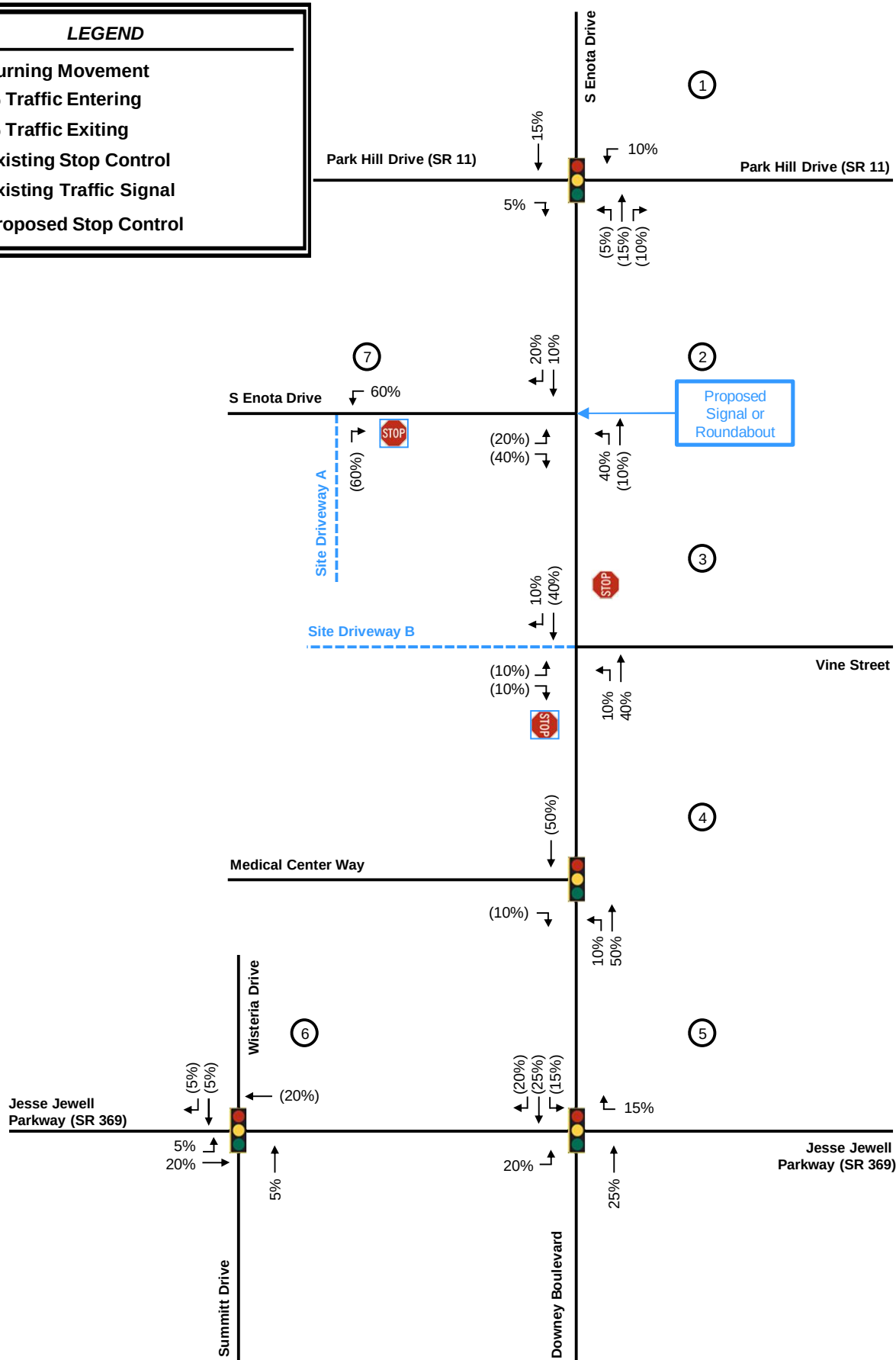
Existing Stop Control

Signal

Existing Traffic Signal

STOP

Proposed Stop Control





LEGEND

Turning Movement

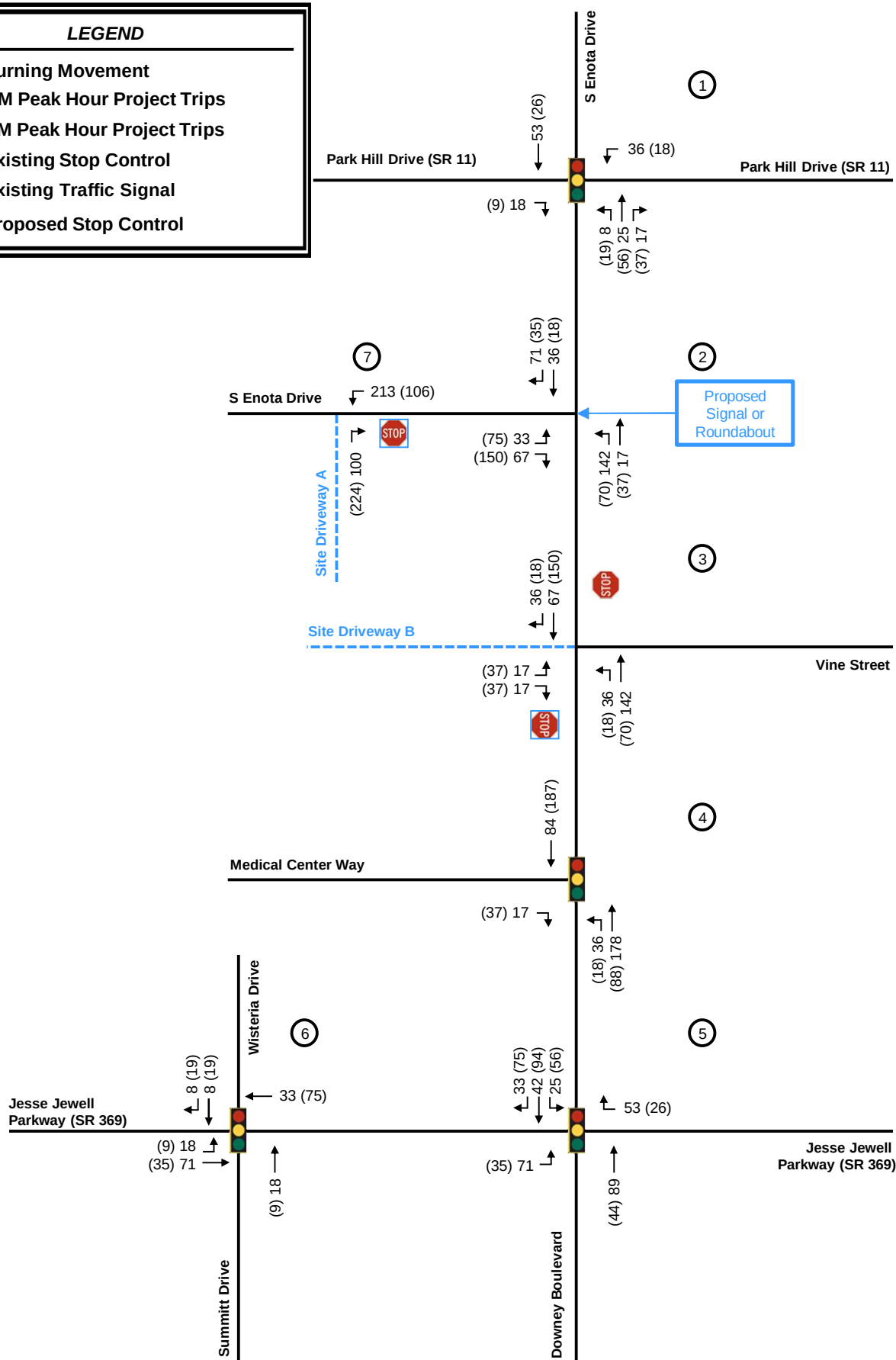
XX AM Peak Hour Project Trips

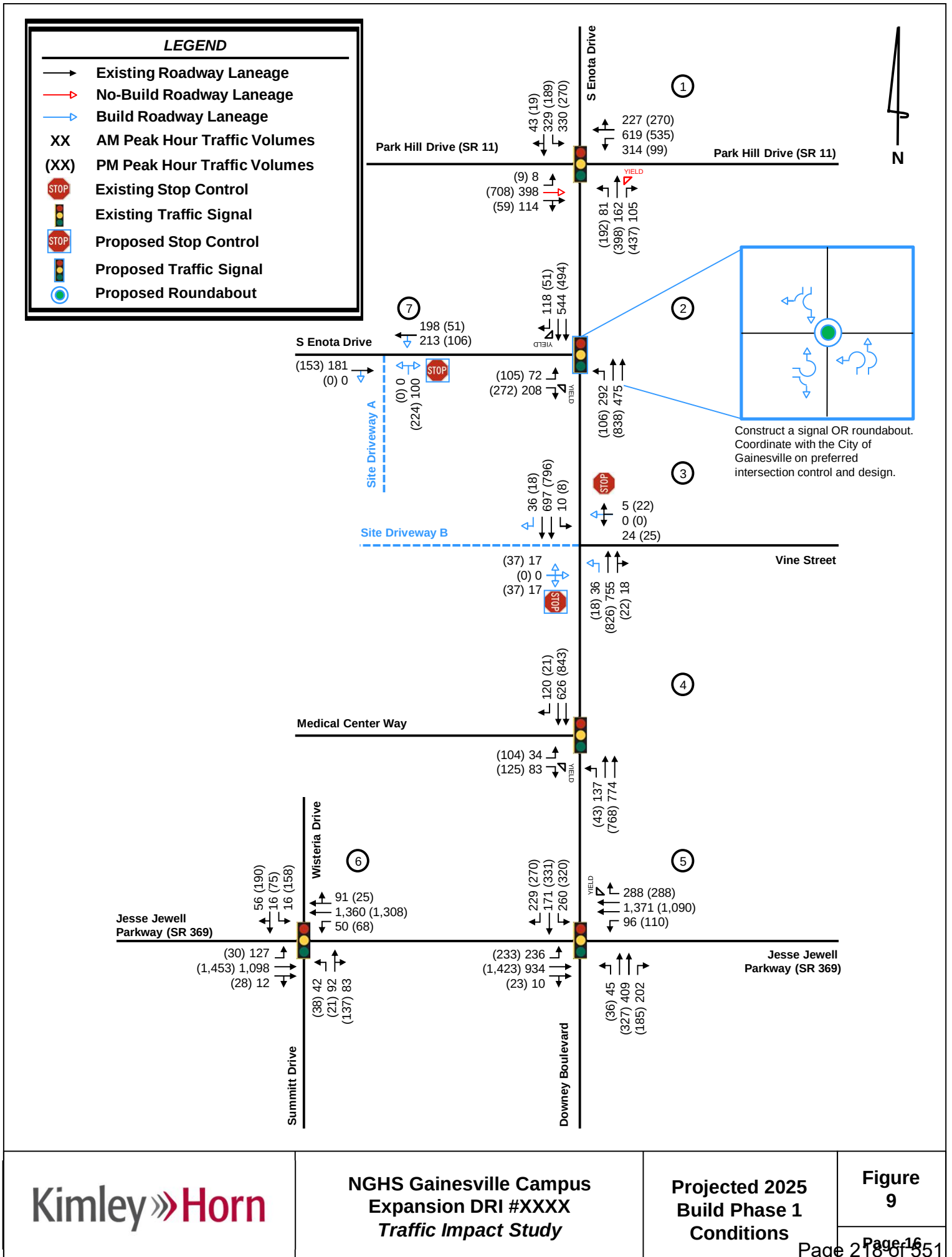
(XX) PM Peak Hour Project Trips

Existing Stop Control

Existing Traffic Signal

Proposed Stop Control





LEGEND

→

Turning Movement

XX

AM Peak Hour Project Trips

(XX)

PM Peak Hour Project Trips

STOP

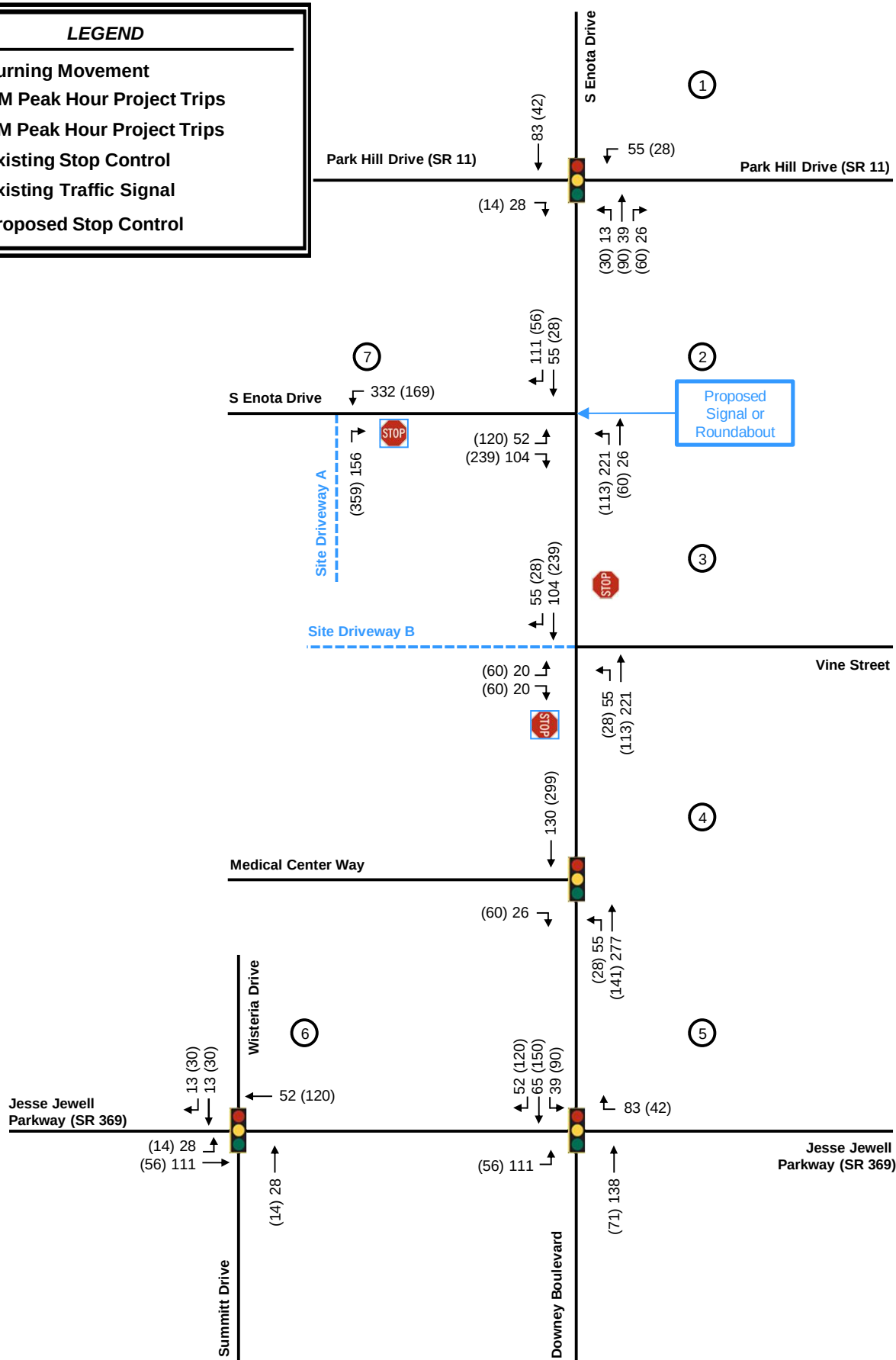
Existing Stop Control

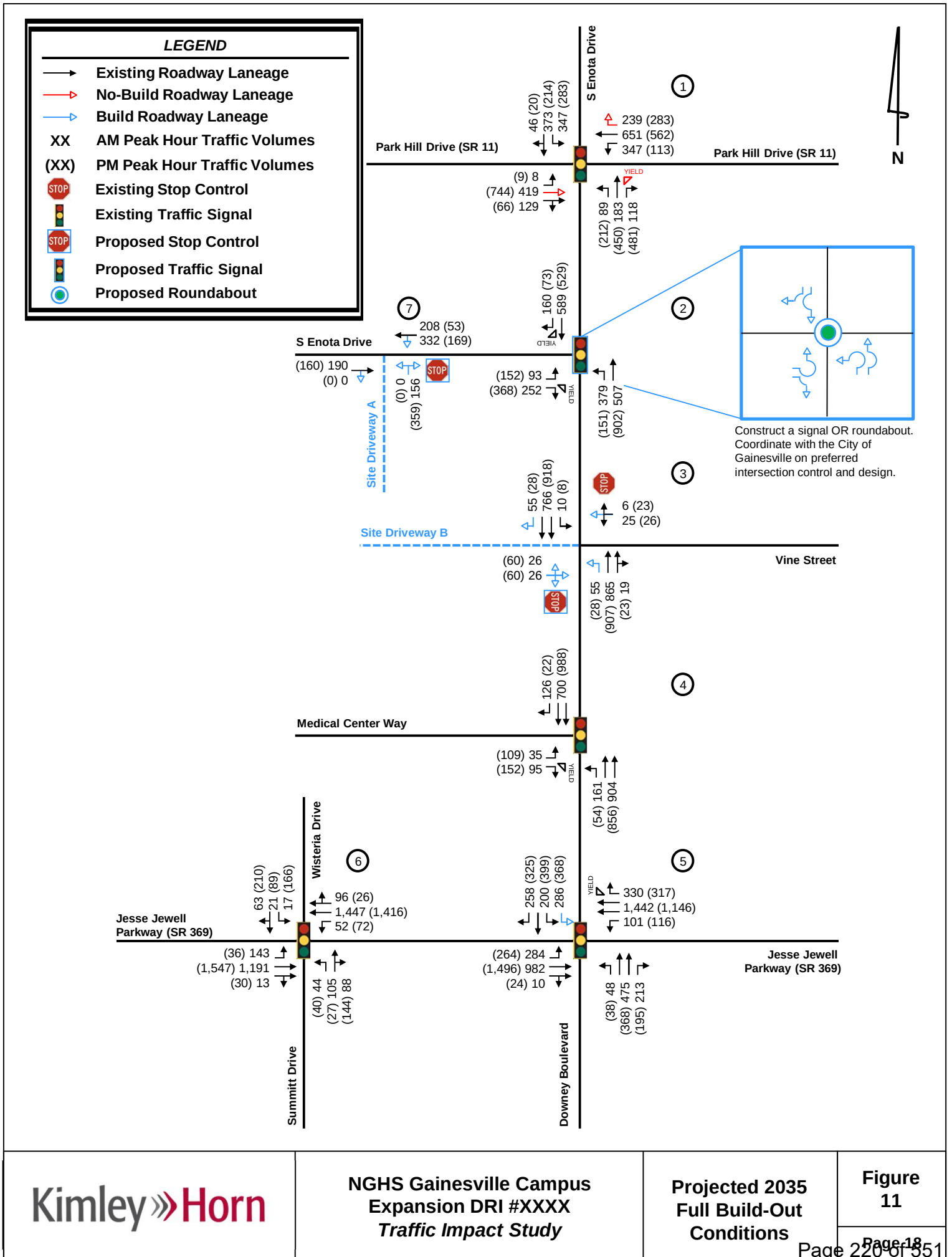
🚦

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, 6<sup>th</sup> 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<br><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)<br><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           |                     |                         |          |                               |          |
|----------------------------------------------------------|---------------------|-------------------------|----------|-------------------------------|----------|
| LOS (Delay in Seconds)                                   |                     |                         |          |                               |          |
| 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.

| <b>Table 8: LOS Improved Level-Of-Service Summary</b><br><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](http://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<br>Total |
|-------------|---------------------|-------------|--------------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|--------------|
|             | Downey Blvd (South) |             |              |               |              | Downey Blvd (North) |             |              |               |              | GA-369 Jesse Jewell Pkwy (West) |              |               |                |              | GA-369 Jesse Jewell Pkwy (East) |              |               |                |              |              |
|             | Left<br>5.1         | Thru<br>5.2 | Right<br>5.3 | U-Turn<br>5.4 | App<br>Total | Left<br>5.5         | Thru<br>5.6 | Right<br>5.7 | U-Turn<br>5.8 | App<br>Total | Left<br>5.9                     | Thru<br>5.10 | Right<br>5.11 | U-Turn<br>5.12 | App<br>Total | Left<br>5.13                    | Thru<br>5.14 | Right<br>5.15 | U-Turn<br>5.16 | App<br>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<br>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<br>Total |
|-------------|---------------------|-------------|--------------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|--------------|
|             | Downey Blvd (South) |             |              |               |              | Downey Blvd (North) |             |              |               |              | GA-369 Jesse Jewell Pkwy (West) |              |               |                |              | GA-369 Jesse Jewell Pkwy (East) |              |               |                |              |              |
|             | Left<br>5.1         | Thru<br>5.2 | Right<br>5.3 | U-Turn<br>5.4 | App<br>Total | Left<br>5.5         | Thru<br>5.6 | Right<br>5.7 | U-Turn<br>5.8 | App<br>Total | Left<br>5.9                     | Thru<br>5.10 | Right<br>5.11 | U-Turn<br>5.12 | App<br>Total | Left<br>5.13                    | Thru<br>5.14 | Right<br>5.15 | U-Turn<br>5.16 | App<br>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<br>Total |
|-------------|------|---------------------|-------------|--------------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|--------------|
|             |      | Downey Blvd (South) |             |              |               |              | Downey Blvd (North) |             |              |               |              | GA-369 Jesse Jewell Pkwy (West) |              |               |                |              | GA-369 Jesse Jewell Pkwy (East) |              |               |                |              |              |
|             |      | Left<br>5.1         | Thru<br>5.2 | Right<br>5.3 | U-Turn<br>5.4 | App<br>Total | Left<br>5.5         | Thru<br>5.6 | Right<br>5.7 | U-Turn<br>5.8 | App<br>Total | Left<br>5.9                     | Thru<br>5.10 | Right<br>5.11 | U-Turn<br>5.12 | App<br>Total | Left<br>5.13                    | Thru<br>5.14 | Right<br>5.15 | U-Turn<br>5.16 | App<br>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<br>Total |
|-------------|---|---------------------|----------|------|------|--------------|---------------------|----------|------|------|--------------|---------------------------------|----------|------|------|--------------|---------------------------------|----------|------|------|--------------|--------------|
|             |   | Downey Blvd (South) |          |      |      |              | Downey Blvd (North) |          |      |      |              | GA-369 Jesse Jewell Pkwy (West) |          |      |      |              | GA-369 Jesse Jewell Pkwy (East) |          |      |      |              |              |
|             |   | EB<br>5a            | WB<br>5b |      |      | App<br>Total | EB<br>5c            | WB<br>5d |      |      | App<br>Total | NB<br>5e                        | SB<br>5f |      |      | App<br>Total | NB<br>5g                        | SB<br>5h |      |      | App<br>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         |              |





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## Peak Hour Turning Movement Count

Gainesville, GA



**Marr Traffic**  
DATA COLLECTION

[www.marrtraffic.com](http://www.marrtraffic.com)

| 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                | 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 |            |
| 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<br>Total |
|-------------|---------------------|-------------|--------------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|--------------|
|             | Downey Blvd (South) |             |              |               |              | Downey Blvd (North) |             |              |               |              | GA-369 Jesse Jewell Pkwy (West) |              |               |                |              | GA-369 Jesse Jewell Pkwy (East) |              |               |                |              |              |
|             | Left<br>5.1         | Thru<br>5.2 | Right<br>5.3 | U-Turn<br>5.4 | App<br>Total | Left<br>5.5         | Thru<br>5.6 | Right<br>5.7 | U-Turn<br>5.8 | App<br>Total | Left<br>5.9                     | Thru<br>5.10 | Right<br>5.11 | U-Turn<br>5.12 | App<br>Total | Left<br>5.13                    | Thru<br>5.14 | Right<br>5.15 | U-Turn<br>5.16 | App<br>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<br>Total |
|-------------|---------------------|-------------|--------------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|--------------|
|             | Downey Blvd (South) |             |              |               |              | Downey Blvd (North) |             |              |               |              | GA-369 Jesse Jewell Pkwy (West) |              |               |                |              | GA-369 Jesse Jewell Pkwy (East) |              |               |                |              |              |
|             | Left<br>5.1         | Thru<br>5.2 | Right<br>5.3 | U-Turn<br>5.4 | App<br>Total | Left<br>5.5         | Thru<br>5.6 | Right<br>5.7 | U-Turn<br>5.8 | App<br>Total | Left<br>5.9                     | Thru<br>5.10 | Right<br>5.11 | U-Turn<br>5.12 | App<br>Total | Left<br>5.13                    | Thru<br>5.14 | Right<br>5.15 | U-Turn<br>5.16 | App<br>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<br>Total |
|-------------|---------------------|-------------|--------------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|--------------|
|             | Downey Blvd (South) |             |              |               |              | Downey Blvd (North) |             |              |               |              | GA-369 Jesse Jewell Pkwy (West) |              |               |                |              | GA-369 Jesse Jewell Pkwy (East) |              |               |                |              |              |
|             | Left<br>5.1         | Thru<br>5.2 | Right<br>5.3 | U-Turn<br>5.4 | App<br>Total | Left<br>5.5         | Thru<br>5.6 | Right<br>5.7 | U-Turn<br>5.8 | App<br>Total | Left<br>5.9                     | Thru<br>5.10 | Right<br>5.11 | U-Turn<br>5.12 | App<br>Total | Left<br>5.13                    | Thru<br>5.14 | Right<br>5.15 | U-Turn<br>5.16 | App<br>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)

| Time        |   | Northbound          |             |              |               |              | Southbound          |             |              |               |              | Eastbound                       |              |               |                |              | Westbound                       |              |               |                |              | Int<br>Total |
|-------------|---|---------------------|-------------|--------------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|--------------|
|             |   | Downey Blvd (South) |             |              |               |              | Downey Blvd (North) |             |              |               |              | GA-369 Jesse Jewell Pkwy (West) |              |               |                |              | GA-369 Jesse Jewell Pkwy (East) |              |               |                |              |              |
|             |   | Left<br>5.1         | Thru<br>5.2 | Right<br>5.3 | U-Turn<br>5.4 | App<br>Total | Left<br>5.5         | Thru<br>5.6 | Right<br>5.7 | U-Turn<br>5.8 | App<br>Total | Left<br>5.9                     | Thru<br>5.10 | Right<br>5.11 | U-Turn<br>5.12 | App<br>Total | Left<br>5.13                    | Thru<br>5.14 | Right<br>5.15 | U-Turn<br>5.16 | App<br>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<br>Total |
|-------------|---------------------|----------|------|------|--------------|---------------------|----------|------|------|--------------|---------------------------------|----------|------|------|--------------|---------------------------------|----------|------|------|--------------|--------------|
|             | Downey Blvd (South) |          |      |      |              | Downey Blvd (North) |          |      |      |              | GA-369 Jesse Jewell Pkwy (West) |          |      |      |              | GA-369 Jesse Jewell Pkwy (East) |          |      |      |              |              |
|             | EB<br>5a            | WB<br>5b |      |      | App<br>Total | EB<br>5c            | WB<br>5d |      |      | App<br>Total | NB<br>5e                        | SB<br>5f |      |      | App<br>Total | NB<br>5g                        | SB<br>5h |      |      | App<br>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            | 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         |

## 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<br>5.1         | Thru<br>5.2 | Right<br>5.3 | U-Turn<br>5.4 | App<br>Total | Left<br>5.5         | Thru<br>5.6 | Right<br>5.7 | U-Turn<br>5.8 | App<br>Total | Left<br>5.9                     | Thru<br>5.10 | Right<br>5.11 | U-Turn<br>5.12 | App<br>Total | Left<br>5.13                    | Thru<br>5.14 | Right<br>5.15 | U-Turn<br>5.16 | App<br>Total | Int<br>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<br>5.1         | Thru<br>5.2 | Right<br>5.3 | U-Turn<br>5.4 | App<br>Total | Left<br>5.5         | Thru<br>5.6 | Right<br>5.7 | U-Turn<br>5.8 | App<br>Total | Left<br>5.9                     | Thru<br>5.10 | Right<br>5.11 | U-Turn<br>5.12 | App<br>Total | Left<br>5.13                    | Thru<br>5.14 | Right<br>5.15 | U-Turn<br>5.16 | App<br>Total | Int<br>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

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)

Bikes

| TIME           | Northbound          |             |              |               |              | Southbound          |             |              |               |              | Eastbound                       |              |               |                |              | Westbound                       |              |               |                |              | Int<br>Total |
|----------------|---------------------|-------------|--------------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|--------------|
|                | Downey Blvd (South) |             |              |               |              | Downey Blvd (North) |             |              |               |              | GA-369 Jesse Jewell Pkwy (West) |              |               |                |              | GA-369 Jesse Jewell Pkwy (East) |              |               |                |              |              |
|                | Left<br>5.1         | Thru<br>5.2 | Right<br>5.3 | U-Turn<br>5.4 | App<br>Total | Left<br>5.5         | Thru<br>5.6 | Right<br>5.7 | U-Turn<br>5.8 | App<br>Total | Left<br>5.9                     | Thru<br>5.10 | Right<br>5.11 | U-Turn<br>5.12 | App<br>Total | Left<br>5.13                    | Thru<br>5.14 | Right<br>5.15 | U-Turn<br>5.16 | App<br>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         | 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        | -         |           |
| 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  |
|----------------|---------------------|-------------|--------------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|------|
|                | Downey Blvd (South) |             |              |               |              | Downey Blvd (North) |             |              |               |              | GA-369 Jesse Jewell Pkwy (West) |              |               |                |              | GA-369 Jesse Jewell Pkwy (East) |              |               |                |              |      |
|                | Left<br>5.1         | Thru<br>5.2 | Right<br>5.3 | U-Turn<br>5.4 | App<br>Total | Left<br>5.5         | Thru<br>5.6 | Right<br>5.7 | U-Turn<br>5.8 | App<br>Total | Left<br>5.9                     | Thru<br>5.10 | Right<br>5.11 | U-Turn<br>5.12 | App<br>Total | Left<br>5.13                    | Thru<br>5.14 | Right<br>5.15 | U-Turn<br>5.16 | App<br>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<br>5.1         | Thru<br>5.2 | Right<br>5.3 | U-Turn<br>5.4 | App<br>Total | Left<br>5.5         | Thru<br>5.6 | Right<br>5.7 | U-Turn<br>5.8 | App<br>Total | Left<br>5.9                     | Thru<br>5.10 | Right<br>5.11 | U-Turn<br>5.12 | App<br>Total | Left<br>5.13                    | Thru<br>5.14 | Right<br>5.15 | U-Turn<br>5.16 | App<br>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



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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)

Single Unit Trucks (4-7)

| TIME           | Northbound          |             |              |               |              | Southbound          |             |              |               |              | Eastbound                       |              |               |                |              | Westbound                       |              |               |                |              | Int<br>Total |
|----------------|---------------------|-------------|--------------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|--------------|
|                | Downey Blvd (South) |             |              |               |              | Downey Blvd (North) |             |              |               |              | GA-369 Jesse Jewell Pkwy (West) |              |               |                |              | GA-369 Jesse Jewell Pkwy (East) |              |               |                |              |              |
|                | Left<br>5.1         | Thru<br>5.2 | Right<br>5.3 | U-Turn<br>5.4 | App<br>Total | Left<br>5.5         | Thru<br>5.6 | Right<br>5.7 | U-Turn<br>5.8 | App<br>Total | Left<br>5.9                     | Thru<br>5.10 | Right<br>5.11 | U-Turn<br>5.12 | App<br>Total | Left<br>5.13                    | Thru<br>5.14 | Right<br>5.15 | U-Turn<br>5.16 | App<br>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<br>Total |
|----------------|---------------------|-------------|--------------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|--------------|
|                | Downey Blvd (South) |             |              |               |              | Downey Blvd (North) |             |              |               |              | GA-369 Jesse Jewell Pkwy (West) |              |               |                |              | GA-369 Jesse Jewell Pkwy (East) |              |               |                |              |              |
|                | Left<br>5.1         | Thru<br>5.2 | Right<br>5.3 | U-Turn<br>5.4 | App<br>Total | Left<br>5.5         | Thru<br>5.6 | Right<br>5.7 | U-Turn<br>5.8 | App<br>Total | Left<br>5.9                     | Thru<br>5.10 | Right<br>5.11 | U-Turn<br>5.12 | App<br>Total | Left<br>5.13                    | Thru<br>5.14 | Right<br>5.15 | U-Turn<br>5.16 | App<br>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



**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)

Combination Trucks (8-13)

| TIME           | Northbound          |             |              |               |              | Southbound          |             |              |               |              | Eastbound                       |              |               |                |              | Westbound                       |              |               |                |              | Int<br>Total |
|----------------|---------------------|-------------|--------------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|--------------|
|                | Downey Blvd (South) |             |              |               |              | Downey Blvd (North) |             |              |               |              | GA-369 Jesse Jewell Pkwy (West) |              |               |                |              | GA-369 Jesse Jewell Pkwy (East) |              |               |                |              |              |
|                | Left<br>5.1         | Thru<br>5.2 | Right<br>5.3 | U-Turn<br>5.4 | App<br>Total | Left<br>5.5         | Thru<br>5.6 | Right<br>5.7 | U-Turn<br>5.8 | App<br>Total | Left<br>5.9                     | Thru<br>5.10 | Right<br>5.11 | U-Turn<br>5.12 | App<br>Total | Left<br>5.13                    | Thru<br>5.14 | Right<br>5.15 | U-Turn<br>5.16 | App<br>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<br>Total |
|----------------|---------------------|-------------|--------------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|---------------------------------|--------------|---------------|----------------|--------------|--------------|
|                | Downey Blvd (South) |             |              |               |              | Downey Blvd (North) |             |              |               |              | GA-369 Jesse Jewell Pkwy (West) |              |               |                |              | GA-369 Jesse Jewell Pkwy (East) |              |               |                |              |              |
|                | Left<br>5.1         | Thru<br>5.2 | Right<br>5.3 | U-Turn<br>5.4 | App<br>Total | Left<br>5.5         | Thru<br>5.6 | Right<br>5.7 | U-Turn<br>5.8 | App<br>Total | Left<br>5.9                     | Thru<br>5.10 | Right<br>5.11 | U-Turn<br>5.12 | App<br>Total | Left<br>5.13                    | Thru<br>5.14 | Right<br>5.15 | U-Turn<br>5.16 | App<br>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

### Weather

Fair  
51°F

### Lat/Long

34.303004°, -83.812814°

### 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<br>5a            | WB<br>5b |  | App<br>Total        | EB<br>5c | WB<br>5d |                                 | App<br>Total | NB<br>5e | SB<br>5f                        |  | App<br>Total | NB<br>5g | SB<br>5h |  | App<br>Total | Int<br>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      |           |



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### Peak Hour Turning Movement Count

Gainesville, GA

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|                          |             |
|--------------------------|-------------|
| 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<br>Total |
|-------------|---------------------|-------------|------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|--------------------|------|--------------|---------------|--------------|------|------|------|--------------|------|--------------|
|             | Downey Blvd (South) |             |      |               |              | Downey Blvd (North) |             |              |               |              | Medical Center Way |      |              |               |              |      |      |      |              |      |              |
|             | Left<br>4.1         | Thru<br>4.2 |      | U-Turn<br>4.3 | App<br>Total |                     | Thru<br>4.4 | Right<br>4.5 | U-Turn<br>4.6 | App<br>Total | Left<br>4.7        |      | Right<br>4.8 | U-Turn<br>4.9 | App<br>Total |      |      |      | App<br>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<br>4.1         | Thru<br>4.2 |      | U-Turn<br>4.3 | App<br>Total |                     | Thru<br>4.4 | Right<br>4.5 | U-Turn<br>4.6 | App<br>Total | Left<br>4.7        |      | Right<br>4.8 | U-Turn<br>4.9 | App<br>Total |      |      |      |      | App<br>Total | Int<br>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<br>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<br>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   | Total |      |      |      |       |              | 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 | 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<br>4.1         | Thru<br>4.2 |      | U-Turn<br>4.3 | App<br>Total |                     | Thru<br>4.4 | Right<br>4.5 | U-Turn<br>4.6 | App<br>Total | Left<br>4.7        |      | Right<br>4.8 | U-Turn<br>4.9 | App<br>Total |      |      |      |      | App<br>Total | Int<br>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    | -    | -    | -    | 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<br>Total |
|-------------|---|---------------------|----------|------|------|--------------|---------------------|----------|------|------|--------------|--------------------|----------|------|------|--------------|------|------|------|------|--------------|--------------|
|             |   | Downey Blvd (South) |          |      |      |              | Downey Blvd (North) |          |      |      |              | Medical Center Way |          |      |      |              |      |      |      |      |              |              |
|             |   | EB<br>4a            | WB<br>4b |      |      | App<br>Total | EB<br>4c            | WB<br>4d |      |      | App<br>Total | NB<br>4e           | SB<br>4f |      |      | App<br>Total |      |      |      |      | App<br>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            |              |
| 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         |              |



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## Peak Hour Turning Movement Count

Gainesville, GA



**Marr Traffic**  
DATA COLLECTION

[www.marrtraffic.com](http://www.marrtraffic.com)

| 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<br>Total |
|-------------|---------------------|-------------|------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|--------------------|------|--------------|---------------|--------------|------|------|------|------|--------------|--------------|
|             | Downey Blvd (South) |             |      |               |              | Downey Blvd (North) |             |              |               |              | Medical Center Way |      |              |               |              |      |      |      |      |              |              |
|             | Left<br>4.1         | Thru<br>4.2 |      | U-Turn<br>4.3 | App<br>Total |                     | Thru<br>4.4 | Right<br>4.5 | U-Turn<br>4.6 | App<br>Total | Left<br>4.7        |      | Right<br>4.8 | U-Turn<br>4.9 | App<br>Total |      |      |      |      | App<br>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<br>4.1         | Thru<br>4.2 |      | U-Turn<br>4.3 | App<br>Total |                     | Thru<br>4.4 | Right<br>4.5 | U-Turn<br>4.6 | App<br>Total | Left<br>4.7        |      | Right<br>4.8 | U-Turn<br>4.9 | App<br>Total |      |      |      |      | App<br>Total | Int<br>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<br>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          |      |              |               |              |      |      |      |      |              |              |
|-------------|---------------------|-------------|------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|--------------------|------|--------------|---------------|--------------|------|------|------|------|--------------|--------------|
|             | Downey Blvd (South) |             |      |               |              | Downey Blvd (North) |             |              |               |              | Medical Center Way |      |              |               |              |      |      |      |      |              |              |
|             | Left<br>4.1         | Thru<br>4.2 |      | U-Turn<br>4.3 | App<br>Total |                     | Thru<br>4.4 | Right<br>4.5 | U-Turn<br>4.6 | App<br>Total | Left<br>4.7        |      | Right<br>4.8 | U-Turn<br>4.9 | App<br>Total |      |      |      |      | App<br>Total | Int<br>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<br>4.1         | Thru<br>4.2 |      | U-Turn<br>4.3 | App<br>Total |                     | Thru<br>4.4 | Right<br>4.5 | U-Turn<br>4.6 | App<br>Total | Left<br>4.7        |      | Right<br>4.8 | U-Turn<br>4.9 | App<br>Total |      |      |      |      |      | App<br>Total | Int<br>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 | -    | -            | -            |
| 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<br>Total |
|-------------|---------------------|----------|------|------|--------------|---------------------|----------|------|------|--------------|--------------------|----------|------|------|--------------|------|------|------|------|--------------|--------------|
|             | Downey Blvd (South) |          |      |      |              | Downey Blvd (North) |          |      |      |              | Medical Center Way |          |      |      |              |      |      |      |      |              |              |
|             | EB<br>4a            | WB<br>4b |      |      | App<br>Total | EB<br>4c            | WB<br>4d |      |      | App<br>Total | NB<br>4e           | SB<br>4f |      |      | App<br>Total |      |      |      |      | App<br>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<br>Total |
|----------------|---------------------|-------------|---------------|--------------|---------------------|--------------|---------------|--------------|--------------------|--------------|---------------|--------------|--------------|
|                | Downey Blvd (South) |             |               |              | Downey Blvd (North) |              |               |              | Medical Center Way |              |               |              |              |
|                | Left<br>4.1         | Thru<br>4.2 | U-Turn<br>4.3 | App<br>Total | Thru<br>4.4         | Right<br>4.5 | U-Turn<br>4.6 | App<br>Total | Left<br>4.7        | Right<br>4.8 | U-Turn<br>4.9 | App<br>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<br>Total |
|----------------|---------------------|-------------|---------------|--------------|---------------------|--------------|---------------|--------------|--------------------|--------------|---------------|--------------|--------------|
|                | Downey Blvd (South) |             |               |              | Downey Blvd (North) |              |               |              | Medical Center Way |              |               |              |              |
|                | Left<br>4.1         | Thru<br>4.2 | U-Turn<br>4.3 | App<br>Total | Thru<br>4.4         | Right<br>4.5 | U-Turn<br>4.6 | App<br>Total | Left<br>4.7        | Right<br>4.8 | U-Turn<br>4.9 | App<br>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<br>Total |
|----------------|---------------------|-------------|---------------|--------------|---------------------|--------------|---------------|--------------|--------------------|--------------|---------------|--------------|--------------|
|                | Downey Blvd (South) |             |               |              | Downey Blvd (North) |              |               |              | Medical Center Way |              |               |              |              |
|                | Left<br>4.1         | Thru<br>4.2 | U-Turn<br>4.3 | App<br>Total | Thru<br>4.4         | Right<br>4.5 | U-Turn<br>4.6 | App<br>Total | Left<br>4.7        | Right<br>4.8 | U-Turn<br>4.9 | App<br>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<br>Total |
|----------------|---------------------|-------------|---------------|--------------|---------------------|--------------|---------------|--------------|--------------------|--------------|---------------|--------------|--------------|
|                | Downey Blvd (South) |             |               |              | Downey Blvd (North) |              |               |              | Medical Center Way |              |               |              |              |
|                | Left<br>4.1         | Thru<br>4.2 | U-Turn<br>4.3 | App<br>Total | Thru<br>4.4         | Right<br>4.5 | U-Turn<br>4.6 | App<br>Total | Left<br>4.7        | Right<br>4.8 | U-Turn<br>4.9 | App<br>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 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)

Passenger Vehicles (1-3)

| TIME           | Northbound          |             |               |              | Southbound          |              |               |              | Eastbound          |              |               |              | Int<br>Total |
|----------------|---------------------|-------------|---------------|--------------|---------------------|--------------|---------------|--------------|--------------------|--------------|---------------|--------------|--------------|
|                | Downey Blvd (South) |             |               |              | Downey Blvd (North) |              |               |              | Medical Center Way |              |               |              |              |
|                | Left<br>4.1         | Thru<br>4.2 | U-Turn<br>4.3 | App<br>Total | Thru<br>4.4         | Right<br>4.5 | U-Turn<br>4.6 | App<br>Total | Left<br>4.7        | Right<br>4.8 | U-Turn<br>4.9 | App<br>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<br>Total |
|----------------|---------------------|-------------|---------------|--------------|---------------------|--------------|---------------|--------------|--------------------|--------------|---------------|--------------|--------------|
|                | Downey Blvd (South) |             |               |              | Downey Blvd (North) |              |               |              | Medical Center Way |              |               |              |              |
|                | Left<br>4.1         | Thru<br>4.2 | U-Turn<br>4.3 | App<br>Total | Thru<br>4.4         | Right<br>4.5 | U-Turn<br>4.6 | App<br>Total | Left<br>4.7        | Right<br>4.8 | U-Turn<br>4.9 | App<br>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

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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)

Single Unit Trucks (4-7)

| TIME           | Northbound          |             |               |              | Southbound          |              |               |              | Eastbound          |              |               |              | Int<br>Total |
|----------------|---------------------|-------------|---------------|--------------|---------------------|--------------|---------------|--------------|--------------------|--------------|---------------|--------------|--------------|
|                | Downey Blvd (South) |             |               |              | Downey Blvd (North) |              |               |              | Medical Center Way |              |               |              |              |
|                | Left<br>4.1         | Thru<br>4.2 | U-Turn<br>4.3 | App<br>Total | Thru<br>4.4         | Right<br>4.5 | U-Turn<br>4.6 | App<br>Total | Left<br>4.7        | Right<br>4.8 | U-Turn<br>4.9 | App<br>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<br>Total |
|----------------|---------------------|-------------|---------------|--------------|---------------------|--------------|---------------|--------------|--------------------|--------------|---------------|--------------|--------------|
|                | Downey Blvd (South) |             |               |              | Downey Blvd (North) |              |               |              | Medical Center Way |              |               |              |              |
|                | Left<br>4.1         | Thru<br>4.2 | U-Turn<br>4.3 | App<br>Total | Thru<br>4.4         | Right<br>4.5 | U-Turn<br>4.6 | App<br>Total | Left<br>4.7        | Right<br>4.8 | U-Turn<br>4.9 | App<br>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

### Date

Thursday, April 22, 2021

### Weather

Fair  
51°F

### Lat/Long

34.305419°, -83.814322°

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

Combination Trucks (8-13)

| TIME           | Northbound          |             |               |              | Southbound          |              |               |              | Eastbound          |              |               |              | Int<br>Total |
|----------------|---------------------|-------------|---------------|--------------|---------------------|--------------|---------------|--------------|--------------------|--------------|---------------|--------------|--------------|
|                | Downey Blvd (South) |             |               |              | Downey Blvd (North) |              |               |              | Medical Center Way |              |               |              |              |
|                | Left<br>4.1         | Thru<br>4.2 | U-Turn<br>4.3 | App<br>Total | Thru<br>4.4         | Right<br>4.5 | U-Turn<br>4.6 | App<br>Total | Left<br>4.7        | Right<br>4.8 | U-Turn<br>4.9 | App<br>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<br>Total |
|----------------|---------------------|-------------|---------------|--------------|---------------------|--------------|---------------|--------------|--------------------|--------------|---------------|--------------|--------------|
|                | Downey Blvd (South) |             |               |              | Downey Blvd (North) |              |               |              | Medical Center Way |              |               |              |              |
|                | Left<br>4.1         | Thru<br>4.2 | U-Turn<br>4.3 | App<br>Total | Thru<br>4.4         | Right<br>4.5 | U-Turn<br>4.6 | App<br>Total | Left<br>4.7        | Right<br>4.8 | U-Turn<br>4.9 | App<br>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

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)

Pedestrians

| TIME           | Northbound          |          |              | Southbound          |          |              | Eastbound          |          |              | Int<br>Total |
|----------------|---------------------|----------|--------------|---------------------|----------|--------------|--------------------|----------|--------------|--------------|
|                | Downey Blvd (South) |          |              | Downey Blvd (North) |          |              | Medical Center Way |          |              |              |
|                | EB<br>4a            | WB<br>4b | App<br>Total | EB<br>4c            | WB<br>4d | App<br>Total | NB<br>4e           | SB<br>4f | App<br>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     | 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<br>Total |
|----------------|---------------------|----------|--------------|---------------------|----------|--------------|--------------------|----------|--------------|--------------|
|                | Downey Blvd (South) |          |              | Downey Blvd (North) |          |              | Medical Center Way |          |              |              |
|                | EB<br>4a            | WB<br>4b | App<br>Total | EB<br>4c            | WB<br>4d | App<br>Total | NB<br>4e           | SB<br>4f | App<br>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)<br>Northbound |     |     | Downey Blvd (North)<br>Southbound |     |     | Medical Center Way<br>Eastbound |     |     | #N/A<br>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     |





## Gainesville, GA



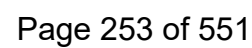
### Session Parameters

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(Drop Down Menu)

Peak Hour

Volume



## All vehicles

| All vehicles | Northbound          |             |      |               |              | Southbound          |             |              |               |              | Eastbound     |      |              |               |              |      |      |      |      |              |              |
|--------------|---------------------|-------------|------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|---------------|------|--------------|---------------|--------------|------|------|------|------|--------------|--------------|
|              | Downey Blvd (South) |             |      |               |              | Downey Blvd (North) |             |              |               |              | S Enota Dr NE |      |              |               |              |      |      |      |      |              |              |
|              | Left<br>2.1         | Thru<br>2.2 |      | U-Turn<br>2.3 | App<br>Total |                     | Thru<br>2.4 | Right<br>2.5 | U-Turn<br>2.6 | App<br>Total | Left<br>2.7   |      | Right<br>2.8 | U-Turn<br>2.9 | App<br>Total |      |      |      |      | App<br>Total | Int<br>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

| Bikes       |          | Northbound          |            |           |      |          | Southbound          |            |           |          |           | Eastbound     |           |      |      |      |           |           |      |  |  |
|-------------|----------|---------------------|------------|-----------|------|----------|---------------------|------------|-----------|----------|-----------|---------------|-----------|------|------|------|-----------|-----------|------|--|--|
|             |          | Downey Blvd (South) |            |           |      |          | Downey Blvd (North) |            |           |          |           | S Enota Dr NE |           |      |      |      |           |           |      |  |  |
| Time        | 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    |  |  |
| 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         | 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    |  |  |
| 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      | -    |  |  |
| 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 |  |  |

## Passenger Vehicles (1-3)

| Passenger Vehicles (1-3) |                     |             |      |               |              |                     |             |              |               |              |               |      |              |               |              |      |      |      |      |              |              |      |
|--------------------------|---------------------|-------------|------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|---------------|------|--------------|---------------|--------------|------|------|------|------|--------------|--------------|------|
| Time                     | Northbound          |             |      |               |              | Southbound          |             |              |               |              | Eastbound     |      |              |               |              |      |      |      |      |              |              |      |
|                          | Downey Blvd (South) |             |      |               |              | Downey Blvd (North) |             |              |               |              | S Enota Dr NE |      |              |               |              |      |      |      |      |              |              |      |
|                          | Left<br>2.1         | Thru<br>2.2 |      | U-Turn<br>2.3 | App<br>Total |                     | Thru<br>2.4 | Right<br>2.5 | U-Turn<br>2.6 | App<br>Total | Left<br>2.7   |      | Right<br>2.8 | U-Turn<br>2.9 | App<br>Total |      |      |      |      | App<br>Total | Int<br>Total |      |
| 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            | 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 | 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         | 0.00         | 0.87 |

## Single Unit Trucks (4-7)

| Single Unit Trucks (4-7) |      |                     |             |      |               |              |                     |             |              |               |              |               |        |              |               |              |      |      |      |              |              |
|--------------------------|------|---------------------|-------------|------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|---------------|--------|--------------|---------------|--------------|------|------|------|--------------|--------------|
| Time                     |      | Northbound          |             |      |               |              | Southbound          |             |              |               |              | Eastbound     |        |              |               |              |      |      |      |              |              |
|                          |      | Downey Blvd (South) |             |      |               |              | Downey Blvd (North) |             |              |               |              | S Enota Dr NE |        |              |               |              |      |      |      |              |              |
|                          |      | Left<br>2.1         | Thru<br>2.2 |      | U-Turn<br>2.3 | App<br>Total |                     | Thru<br>2.4 | Right<br>2.5 | U-Turn<br>2.6 | App<br>Total | Left<br>2.7   |        | Right<br>2.8 | U-Turn<br>2.9 | App<br>Total |      |      |      | App<br>Total | Int<br>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)

| Combination Trucks (8-13) |                     |             |      |               |              |                     |             |              |               |              |               |      |              |               |              |      |      |      |      |              |              |      |
|---------------------------|---------------------|-------------|------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|---------------|------|--------------|---------------|--------------|------|------|------|------|--------------|--------------|------|
| Time                      | Northbound          |             |      |               |              | Southbound          |             |              |               |              | Eastbound     |      |              |               |              |      |      |      |      |              |              |      |
|                           | Downey Blvd (South) |             |      |               |              | Downey Blvd (North) |             |              |               |              | S Enota Dr NE |      |              |               |              |      |      |      |      |              |              |      |
|                           | Left<br>2.1         | Thru<br>2.2 |      | U-Turn<br>2.3 | App<br>Total |                     | Thru<br>2.4 | Right<br>2.5 | U-Turn<br>2.6 | App<br>Total | Left<br>2.7   |      | Right<br>2.8 | U-Turn<br>2.9 | App<br>Total |      |      |      |      | App<br>Total | Int<br>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             | -    | 1            | 0             | 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            | 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 | 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         | 0.00         | 0.38 |

## Pedestrians

| Pedestrians | Northbound          |       |      |      |           |                     |       |      |      |           | Southbound    |       |      |      |           | Eastbound |      |           |           |      |  |  |
|-------------|---------------------|-------|------|------|-----------|---------------------|-------|------|------|-----------|---------------|-------|------|------|-----------|-----------|------|-----------|-----------|------|--|--|
|             | 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 | Int Total |      |  |  |
| Time        |                     |       |      |      |           |                     |       |      |      |           |               |       |      |      |           |           |      |           |           |      |  |  |
| 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    |  |  |
| 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



[www.marrtraffic.com](http://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<br>2.1         | Thru<br>2.2 |      | U-Turn<br>2.3 | App<br>Total |                     | Thru<br>2.4 | Right<br>2.5 | U-Turn<br>2.6 | App<br>Total | Left<br>2.7   |      | Right<br>2.8 | U-Turn<br>2.9 | App<br>Total |      |      |      | App<br>Total | Int<br>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<br>Total |
|-------------|---------------------|-------------|------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|---------------|------|--------------|---------------|--------------|------|------|------|------|--------------|--------------|
|             | Downey Blvd (South) |             |      |               |              | Downey Blvd (North) |             |              |               |              | S Enota Dr NE |      |              |               |              |      |      |      |      |              |              |
|             | Left<br>2.1         | Thru<br>2.2 |      | U-Turn<br>2.3 | App<br>Total |                     | Thru<br>2.4 | Right<br>2.5 | U-Turn<br>2.6 | App<br>Total | Left<br>2.7   |      | Right<br>2.8 | U-Turn<br>2.9 | App<br>Total |      |      |      |      | App<br>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<br>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<br>Total |
|-------------|---------------------|-------------|------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|---------------|------|--------------|---------------|--------------|------|------|------|------|--------------|--------------|
|             | Downey Blvd (South) |             |      |               |              | Downey Blvd (North) |             |              |               |              | S Enota Dr NE |      |              |               |              |      |      |      |      |              |              |
|             | Left<br>2.1         | Thru<br>2.2 |      | U-Turn<br>2.3 | App<br>Total |                     | Thru<br>2.4 | Right<br>2.5 | U-Turn<br>2.6 | App<br>Total | Left<br>2.7   |      | Right<br>2.8 | U-Turn<br>2.9 | App<br>Total |      |      |      |      | App<br>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 Tracks (a-15) |                     |             |      |               |              |                     |             |              |               |              |               |      |              |               |              |      |      |      |      |      |              |              |
|--------------------------|---------------------|-------------|------|---------------|--------------|---------------------|-------------|--------------|---------------|--------------|---------------|------|--------------|---------------|--------------|------|------|------|------|------|--------------|--------------|
| Time                     | Northbound          |             |      |               |              | Southbound          |             |              |               |              | Eastbound     |      |              |               |              |      |      |      |      |      |              |              |
|                          | Downey Blvd (South) |             |      |               |              | Downey Blvd (North) |             |              |               |              | S Enota Dr NE |      |              |               |              |      |      |      |      |      |              |              |
|                          | Left<br>2.1         | Thru<br>2.2 |      | U-Turn<br>2.3 | App<br>Total |                     | Thru<br>2.4 | Right<br>2.5 | U-Turn<br>2.6 | App<br>Total | Left<br>2.7   |      | Right<br>2.8 | U-Turn<br>2.9 | App<br>Total |      |      |      |      |      | App<br>Total | Int<br>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<br>Total |
|-------------|---|---------------------|----------|------|------|--------------|---------------------|----------|------|------|--------------|---------------|----------|------|------|--------------|------|------|------|------|--------------|--------------|
|             |   | Downey Blvd (South) |          |      |      |              | Downey Blvd (North) |          |      |      |              | S Enota Dr NE |          |      |      |              |      |      |      |      |              |              |
|             |   | EB<br>2a            | WB<br>2b |      |      | App<br>Total | EB<br>2c            | WB<br>2d |      |      | App<br>Total | NB<br>2e      | SB<br>2f |      |      | App<br>Total |      |      |      |      | App<br>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<br>Total |
|----------------|---------------------|-------------|---------------|--------------|---------------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|--------------|
|                | Downey Blvd (South) |             |               |              | Downey Blvd (North) |              |               |              | S Enota Dr NE |              |               |              |              |
|                | Left<br>2.1         | Thru<br>2.2 | U-Turn<br>2.3 | App<br>Total | Thru<br>2.4         | Right<br>2.5 | U-Turn<br>2.6 | App<br>Total | Left<br>2.7   | Right<br>2.8 | U-Turn<br>2.9 | App<br>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<br>Total |
|----------------|---------------------|-------------|---------------|--------------|---------------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|--------------|
|                | Downey Blvd (South) |             |               |              | Downey Blvd (North) |              |               |              | S Enota Dr NE |              |               |              |              |
|                | Left<br>2.1         | Thru<br>2.2 | U-Turn<br>2.3 | App<br>Total | Thru<br>2.4         | Right<br>2.5 | U-Turn<br>2.6 | App<br>Total | Left<br>2.7   | Right<br>2.8 | U-Turn<br>2.9 | App<br>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

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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)

Bikes

| TIME           | Northbound          |             |               |              | Southbound          |              |               |              | Eastbound     |              |               |              | Int<br>Total |
|----------------|---------------------|-------------|---------------|--------------|---------------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|--------------|
|                | Downey Blvd (South) |             |               |              | Downey Blvd (North) |              |               |              | S Enota Dr NE |              |               |              |              |
|                | Left<br>2.1         | Thru<br>2.2 | U-Turn<br>2.3 | App<br>Total | Thru<br>2.4         | Right<br>2.5 | U-Turn<br>2.6 | App<br>Total | Left<br>2.7   | Right<br>2.8 | U-Turn<br>2.9 | App<br>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<br>Total |
|----------------|---------------------|-------------|---------------|--------------|---------------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|--------------|
|                | Downey Blvd (South) |             |               |              | Downey Blvd (North) |              |               |              | S Enota Dr NE |              |               |              |              |
|                | Left<br>2.1         | Thru<br>2.2 | U-Turn<br>2.3 | App<br>Total | Thru<br>2.4         | Right<br>2.5 | U-Turn<br>2.6 | App<br>Total | Left<br>2.7   | Right<br>2.8 | U-Turn<br>2.9 | App<br>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 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<br>Total |
|----------------|---------------------|-------------|---------------|--------------|---------------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|--------------|
|                | Downey Blvd (South) |             |               |              | Downey Blvd (North) |              |               |              | S Enota Dr NE |              |               |              |              |
|                | Left<br>2.1         | Thru<br>2.2 | U-Turn<br>2.3 | App<br>Total | Thru<br>2.4         | Right<br>2.5 | U-Turn<br>2.6 | App<br>Total | Left<br>2.7   | Right<br>2.8 | U-Turn<br>2.9 | App<br>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<br>Total |
|----------------|---------------------|-------------|---------------|--------------|---------------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|--------------|
|                | Downey Blvd (South) |             |               |              | Downey Blvd (North) |              |               |              | S Enota Dr NE |              |               |              |              |
|                | Left<br>2.1         | Thru<br>2.2 | U-Turn<br>2.3 | App<br>Total | Thru<br>2.4         | Right<br>2.5 | U-Turn<br>2.6 | App<br>Total | Left<br>2.7   | Right<br>2.8 | U-Turn<br>2.9 | App<br>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<br>Total |
|----------------|---------------------|-------------|---------------|--------------|---------------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|--------------|
|                | Downey Blvd (South) |             |               |              | Downey Blvd (North) |              |               |              | S Enota Dr NE |              |               |              |              |
|                | Left<br>2.1         | Thru<br>2.2 | U-Turn<br>2.3 | App<br>Total | Thru<br>2.4         | Right<br>2.5 | U-Turn<br>2.6 | App<br>Total | Left<br>2.7   | Right<br>2.8 | U-Turn<br>2.9 | App<br>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<br>Total |              |
|----------------|---------------------|-------------|---------------|--------------|---------------------|--------------|---------------|--------------|---------------|--|--------------|---------------|--------------|--------------|
|                | Downey Blvd (South) |             |               |              | Downey Blvd (North) |              |               |              | S Enota Dr NE |  |              |               |              |              |
|                | Left<br>2.1         | Thru<br>2.2 | U-Turn<br>2.3 | App<br>Total | Thru<br>2.4         | Right<br>2.5 | U-Turn<br>2.6 | App<br>Total | Left<br>2.7   |  | Right<br>2.8 | U-Turn<br>2.9 |              | App<br>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<br>Total |
|----------------|---------------------|-------------|---------------|--------------|---------------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|--------------|
|                | Downey Blvd (South) |             |               |              | Downey Blvd (North) |              |               |              | S Enota Dr NE |              |               |              |              |
|                | Left<br>2.1         | Thru<br>2.2 | U-Turn<br>2.3 | App<br>Total | Thru<br>2.4         | Right<br>2.5 | U-Turn<br>2.6 | App<br>Total | Left<br>2.7   | Right<br>2.8 | U-Turn<br>2.9 | App<br>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<br>Total |
|----------------|---------------------|-------------|---------------|--------------|---------------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|--------------|
|                | Downey Blvd (South) |             |               |              | Downey Blvd (North) |              |               |              | S Enota Dr NE |              |               |              |              |
|                | Left<br>2.1         | Thru<br>2.2 | U-Turn<br>2.3 | App<br>Total | Thru<br>2.4         | Right<br>2.5 | U-Turn<br>2.6 | App<br>Total | Left<br>2.7   | Right<br>2.8 | U-Turn<br>2.9 | App<br>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**  
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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)

Pedestrians

| TIME           | Northbound          |          |              | Southbound          |          |              | Eastbound     |          |              | Int<br>Total |
|----------------|---------------------|----------|--------------|---------------------|----------|--------------|---------------|----------|--------------|--------------|
|                | Downey Blvd (South) |          |              | Downey Blvd (North) |          |              | S Enota Dr NE |          |              |              |
|                | EB<br>2a            | WB<br>2b | App<br>Total | EB<br>2c            | WB<br>2d | App<br>Total | NB<br>2e      | SB<br>2f | App<br>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     | 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

|                | Northbound          |          |  | Southbound          |          |          | Eastbound     |              |          |          |  |              |              |
|----------------|---------------------|----------|--|---------------------|----------|----------|---------------|--------------|----------|----------|--|--------------|--------------|
|                | Downey Blvd (South) |          |  | Downey Blvd (North) |          |          | S Enota Dr NE |              |          |          |  |              |              |
| TIME           | EB<br>2a            | WB<br>2b |  | App<br>Total        | EB<br>2c | WB<br>2d |               | App<br>Total | NB<br>2e | SB<br>2f |  | App<br>Total | Int<br>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)<br>Northbound |     |     | Downey Blvd (North)<br>Southbound |     |     | S Enota Dr NE<br>Eastbound |     |     | #/N/A<br>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     |



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## Peak Hour Turning Movement Count

Gainesville, GA



**Marr Traffic**  
DATA COLLECTION

[www.marrtraffic.com](http://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<br>Total |
|-------------|----------------------------|-------------|--------------|---------------|--------------|----------------------------|-------------|--------------|---------------|--------------|----------------------|--------------|---------------|----------------|--------------|----------------------|--------------|---------------|----------------|--------------|--------------|
|             | SR-11 Park Hill Dr (South) |             |              |               |              | SR-11 Park Hill Dr (North) |             |              |               |              | S Enota Dr NE (West) |              |               |                |              | S Enota Dr NE (East) |              |               |                |              |              |
|             | Left<br>1.1                | Thru<br>1.2 | Right<br>1.3 | U-Turn<br>1.4 | App<br>Total | Left<br>1.5                | Thru<br>1.6 | Right<br>1.7 | U-Turn<br>1.8 | App<br>Total | Left<br>1.9          | Thru<br>1.10 | Right<br>1.11 | U-Turn<br>1.12 | App<br>Total | Left<br>1.13         | Thru<br>1.14 | Right<br>1.15 | U-Turn<br>1.16 | App<br>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<br>Total |
|-------------|----------------------------|-------------|--------------|---------------|--------------|----------------------------|-------------|--------------|---------------|--------------|----------------------|--------------|---------------|----------------|--------------|----------------------|--------------|---------------|----------------|--------------|--------------|
|             | SR-11 Park Hill Dr (South) |             |              |               |              | SR-11 Park Hill Dr (North) |             |              |               |              | S Enota Dr NE (West) |              |               |                |              | S Enota Dr NE (East) |              |               |                |              |              |
|             | Left<br>1.1                | Thru<br>1.2 | Right<br>1.3 | U-Turn<br>1.4 | App<br>Total | Left<br>1.5                | Thru<br>1.6 | Right<br>1.7 | U-Turn<br>1.8 | App<br>Total | Left<br>1.9          | Thru<br>1.10 | Right<br>1.11 | U-Turn<br>1.12 | App<br>Total | Left<br>1.13         | Thru<br>1.14 | Right<br>1.15 | U-Turn<br>1.16 | App<br>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<br>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<br>Total |
|-------------|----------------------------|-------------|--------------|---------------|--------------|----------------------------|-------------|--------------|---------------|--------------|----------------------|--------------|---------------|----------------|--------------|----------------------|--------------|---------------|----------------|--------------|--------------|
|             | SR-11 Park Hill Dr (South) |             |              |               |              | SR-11 Park Hill Dr (North) |             |              |               |              | S Enota Dr NE (West) |              |               |                |              | S Enota Dr NE (East) |              |               |                |              |              |
|             | Left<br>1.1                | Thru<br>1.2 | Right<br>1.3 | U-Turn<br>1.4 | App<br>Total | Left<br>1.5                | Thru<br>1.6 | Right<br>1.7 | U-Turn<br>1.8 | App<br>Total | Left<br>1.9          | Thru<br>1.10 | Right<br>1.11 | U-Turn<br>1.12 | App<br>Total | Left<br>1.13         | Thru<br>1.14 | Right<br>1.15 | U-Turn<br>1.16 | App<br>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<br>Total |  |
|                          | SR-11 Park Hill Dr (South) |             |              |               |              | SR-11 Park Hill Dr (North) |             |              |               |              | S Enota Dr NE (West) |              |               |                |              | S Enota Dr NE (East) |              |               |                |              |              |  |
|                          | Left<br>1.1                | Thru<br>1.2 | Right<br>1.3 | U-Turn<br>1.4 | App<br>Total | Left<br>1.5                | Thru<br>1.6 | Right<br>1.7 | U-Turn<br>1.8 | App<br>Total | Left<br>1.9          | Thru<br>1.10 | Right<br>1.11 | U-Turn<br>1.12 | App<br>Total | Left<br>1.13         | Thru<br>1.14 | Right<br>1.15 | U-Turn<br>1.16 | App<br>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<br>Total |
|-------------|---|----------------------------|----------|------|------|--------------|----------------------------|----------|------|------|--------------|----------------------|----------|------|------|--------------|----------------------|----------|------|------|--------------|--------------|
|             |   | SR-11 Park Hill Dr (South) |          |      |      |              | SR-11 Park Hill Dr (North) |          |      |      |              | S Enota Dr NE (West) |          |      |      |              | S Enota Dr NE (East) |          |      |      |              |              |
|             |   | EB<br>1a                   | WB<br>1b |      |      | App<br>Total | EB<br>1c                   | WB<br>1d |      |      | App<br>Total | NB<br>1e             | SB<br>1f |      |      | App<br>Total | NB<br>1g             | SB<br>1h |      |      | App<br>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         |              |



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## Peak Hour Turning Movement Count

Gainesville, GA



**Marr Traffic**  
DATA COLLECTION

[www.marrtraffic.com](http://www.marrtraffic.com)

| 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<br>Total |
|-------------|----------------------------|-------------|--------------|---------------|--------------|----------------------------|-------------|--------------|---------------|--------------|----------------------|--------------|---------------|----------------|--------------|----------------------|--------------|---------------|----------------|--------------|--------------|
|             | SR-11 Park Hill Dr (South) |             |              |               |              | SR-11 Park Hill Dr (North) |             |              |               |              | S Enota Dr NE (West) |              |               |                |              | S Enota Dr NE (East) |              |               |                |              |              |
|             | Left<br>1.1                | Thru<br>1.2 | Right<br>1.3 | U-Turn<br>1.4 | App<br>Total | Left<br>1.5                | Thru<br>1.6 | Right<br>1.7 | U-Turn<br>1.8 | App<br>Total | Left<br>1.9          | Thru<br>1.10 | Right<br>1.11 | U-Turn<br>1.12 | App<br>Total | Left<br>1.13         | Thru<br>1.14 | Right<br>1.15 | U-Turn<br>1.16 | App<br>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<br>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<br>Total | Left                       | Thru  | Right | U-Turn | App<br>Total | Left                 | Thru  | Right | U-Turn | App<br>Total | Left                 | Thru  | Right | U-Turn | App<br>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<br>Total |  |
|                           | SR-11 Park Hill Dr (South) |             |              |               |              | SR-11 Park Hill Dr (North) |             |              |               |              | S Enota Dr NE (West) |              |               |                |              | S Enota Dr NE (East) |              |               |                |              |              |  |
|                           | Left<br>1.1                | Thru<br>1.2 | Right<br>1.3 | U-Turn<br>1.4 | App<br>Total | Left<br>1.5                | Thru<br>1.6 | Right<br>1.7 | U-Turn<br>1.8 | App<br>Total | Left<br>1.9          | Thru<br>1.10 | Right<br>1.11 | U-Turn<br>1.12 | App<br>Total | Left<br>1.13         | Thru<br>1.14 | Right<br>1.15 | U-Turn<br>1.16 | App<br>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<br>Total |
|-------------|---|----------------------------|----------|------|------|--------------|----------------------------|----------|------|------|--------------|----------------------|----------|------|------|--------------|----------------------|----------|------|------|--------------|--------------|
|             |   | SR-11 Park Hill Dr (South) |          |      |      |              | SR-11 Park Hill Dr (North) |          |      |      |              | S Enota Dr NE (West) |          |      |      |              | S Enota Dr NE (East) |          |      |      |              |              |
|             |   | EB<br>1a                   | WB<br>1b |      |      | App<br>Total | EB<br>1c                   | WB<br>1d |      |      | App<br>Total | NB<br>1e             | SB<br>1f |      |      | App<br>Total | NB<br>1g             | SB<br>1h |      |      | App<br>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<br>1.1                | Thru<br>1.2 | Right<br>1.3 | U-Turn<br>1.4 | App<br>Total | Left<br>1.5 | Thru<br>1.6                | Right<br>1.7 | U-Turn<br>1.8 | App<br>Total | Left<br>1.9 | Thru<br>1.10         | Right<br>1.11 | U-Turn<br>1.12 | App<br>Total | Left<br>1.13 | Thru<br>1.14         | Right<br>1.15 | U-Turn<br>1.16 | App<br>Total | Int<br>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

### Lat/Long

34.319818°, -83.818753°

### Weather

Fair  
51°F

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

Bikes

| TIME           | Northbound                 |             |              |               |              | Southbound                 |             |              |               |              | Eastbound            |              |               |                |              | Westbound            |              |               |                |              | Int<br>Total |
|----------------|----------------------------|-------------|--------------|---------------|--------------|----------------------------|-------------|--------------|---------------|--------------|----------------------|--------------|---------------|----------------|--------------|----------------------|--------------|---------------|----------------|--------------|--------------|
|                | SR-11 Park Hill Dr (South) |             |              |               |              | SR-11 Park Hill Dr (North) |             |              |               |              | S Enota Dr NE (West) |              |               |                |              | S Enota Dr NE (East) |              |               |                |              |              |
|                | Left<br>1.1                | Thru<br>1.2 | Right<br>1.3 | U-Turn<br>1.4 | App<br>Total | Left<br>1.5                | Thru<br>1.6 | Right<br>1.7 | U-Turn<br>1.8 | App<br>Total | Left<br>1.9          | Thru<br>1.10 | Right<br>1.11 | U-Turn<br>1.12 | App<br>Total | Left<br>1.13         | Thru<br>1.14 | Right<br>1.15 | U-Turn<br>1.16 | App<br>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<br>Total |
|----------------|----------------------------|-------------|--------------|---------------|--------------|----------------------------|-------------|--------------|---------------|--------------|----------------------|--------------|---------------|----------------|--------------|----------------------|--------------|---------------|----------------|--------------|--------------|
|                | SR-11 Park Hill Dr (South) |             |              |               |              | SR-11 Park Hill Dr (North) |             |              |               |              | S Enota Dr NE (West) |              |               |                |              | S Enota Dr NE (East) |              |               |                |              |              |
|                | Left<br>1.1                | Thru<br>1.2 | Right<br>1.3 | U-Turn<br>1.4 | App<br>Total | Left<br>1.5                | Thru<br>1.6 | Right<br>1.7 | U-Turn<br>1.8 | App<br>Total | Left<br>1.9          | Thru<br>1.10 | Right<br>1.11 | U-Turn<br>1.12 | App<br>Total | Left<br>1.13         | Thru<br>1.14 | Right<br>1.15 | U-Turn<br>1.16 | App<br>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  |
|----------------|----------------------------|-------------|--------------|---------------|--------------|----------------------------|-------------|--------------|---------------|--------------|----------------------|--------------|---------------|----------------|--------------|----------------------|--------------|---------------|----------------|--------------|------|
|                | SR-11 Park Hill Dr (South) |             |              |               |              | SR-11 Park Hill Dr (North) |             |              |               |              | S Enota Dr NE (West) |              |               |                |              | S Enota Dr NE (East) |              |               |                |              |      |
|                | Left<br>1.1                | Thru<br>1.2 | Right<br>1.3 | U-Turn<br>1.4 | App<br>Total | Left<br>1.5                | Thru<br>1.6 | Right<br>1.7 | U-Turn<br>1.8 | App<br>Total | Left<br>1.9          | Thru<br>1.10 | Right<br>1.11 | U-Turn<br>1.12 | App<br>Total | Left<br>1.13         | Thru<br>1.14 | Right<br>1.15 | U-Turn<br>1.16 | App<br>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)

|                | Northbound                 |             |              |               |              | Southbound                 |             |              |               |              | Eastbound            |              |               |                |              | Westbound            |              |               |                |              | Int   |
|----------------|----------------------------|-------------|--------------|---------------|--------------|----------------------------|-------------|--------------|---------------|--------------|----------------------|--------------|---------------|----------------|--------------|----------------------|--------------|---------------|----------------|--------------|-------|
|                | SR-11 Park Hill Dr (South) |             |              |               |              | SR-11 Park Hill Dr (North) |             |              |               |              | S Enota Dr NE (West) |              |               |                |              | S Enota Dr NE (East) |              |               |                |              |       |
| TIME           | Left<br>1.1                | Thru<br>1.2 | Right<br>1.3 | U-Turn<br>1.4 | App<br>Total | Left<br>1.5                | Thru<br>1.6 | Right<br>1.7 | U-Turn<br>1.8 | App<br>Total | Left<br>1.9          | Thru<br>1.10 | Right<br>1.11 | U-Turn<br>1.12 | App<br>Total | Left<br>1.13         | Thru<br>1.14 | Right<br>1.15 | U-Turn<br>1.16 | App<br>Total | 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<br>Total |
|----------------|----------------------------|-------------|--------------|---------------|--------------|----------------------------|-------------|--------------|---------------|--------------|----------------------|--------------|---------------|----------------|--------------|----------------------|--------------|---------------|----------------|--------------|--------------|
|                | SR-11 Park Hill Dr (South) |             |              |               |              | SR-11 Park Hill Dr (North) |             |              |               |              | S Enota Dr NE (West) |              |               |                |              | S Enota Dr NE (East) |              |               |                |              |              |
|                | Left<br>1.1                | Thru<br>1.2 | Right<br>1.3 | U-Turn<br>1.4 | App<br>Total | Left<br>1.5                | Thru<br>1.6 | Right<br>1.7 | U-Turn<br>1.8 | App<br>Total | Left<br>1.9          | Thru<br>1.10 | Right<br>1.11 | U-Turn<br>1.12 | App<br>Total | Left<br>1.13         | Thru<br>1.14 | Right<br>1.15 | U-Turn<br>1.16 | App<br>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)

|                | Northbound                 |             |              |               |              | Southbound                 |             |              |               |              | Eastbound            |              |               |                |              | Westbound            |              |               |                |              | Int<br>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<br>1.1                | Thru<br>1.2 | Right<br>1.3 | U-Turn<br>1.4 | App<br>Total | Left<br>1.5                | Thru<br>1.6 | Right<br>1.7 | U-Turn<br>1.8 | App<br>Total | Left<br>1.9          | Thru<br>1.10 | Right<br>1.11 | U-Turn<br>1.12 | App<br>Total | Left<br>1.13         | Thru<br>1.14 | Right<br>1.15 | U-Turn<br>1.16 | App<br>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

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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)

Combination Trucks (8-13)

| TIME           | Northbound                 |             |              |               |              | Southbound                 |             |              |               |              | Eastbound            |              |               |                |              | Westbound            |              |               |                |              | Int<br>Total |
|----------------|----------------------------|-------------|--------------|---------------|--------------|----------------------------|-------------|--------------|---------------|--------------|----------------------|--------------|---------------|----------------|--------------|----------------------|--------------|---------------|----------------|--------------|--------------|
|                | SR-11 Park Hill Dr (South) |             |              |               |              | SR-11 Park Hill Dr (North) |             |              |               |              | S Enota Dr NE (West) |              |               |                |              | S Enota Dr NE (East) |              |               |                |              |              |
|                | Left<br>1.1                | Thru<br>1.2 | Right<br>1.3 | U-Turn<br>1.4 | App<br>Total | Left<br>1.5                | Thru<br>1.6 | Right<br>1.7 | U-Turn<br>1.8 | App<br>Total | Left<br>1.9          | Thru<br>1.10 | Right<br>1.11 | U-Turn<br>1.12 | App<br>Total | Left<br>1.13         | Thru<br>1.14 | Right<br>1.15 | U-Turn<br>1.16 | App<br>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

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

### Weather

Fair  
51°F

### 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<br>1a                   | WB<br>1b | App<br>Total | EB<br>1c                   | WB<br>1d | App<br>Total | NB<br>1e             | SB<br>1f | App<br>Total | NB<br>1g             | SB<br>1h | App<br>Total | Int<br>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<br>1a                   | WB<br>1b | App<br>Total | EB<br>1c                   | WB<br>1d | App<br>Total | NB<br>1e             | SB<br>1f | App<br>Total | NB<br>1g             | SB<br>1h | App<br>Total |           |           |
| 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)<br>Northbound |     |     | SR-11 Park Hill Dr (North)<br>Southbound |     |     | S Enota Dr NE (West)<br>Eastbound |     |     | S Enota Dr NE (East)<br>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  | 18  | 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](http://www.marrtraffic.com)

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

| TIME           | Northbound<br>Summitt St SE |             |              |               |              | Southbound<br>Wisteria Dr |             |              |               |              | Eastbound<br>GA-369 Jesse Jewell Pkwy (West) |              |               |                |              | Westbound<br>GA-369 Jesse Jewell Pkwy (East) |              |               |                |              | Int<br>Total |
|----------------|-----------------------------|-------------|--------------|---------------|--------------|---------------------------|-------------|--------------|---------------|--------------|----------------------------------------------|--------------|---------------|----------------|--------------|----------------------------------------------|--------------|---------------|----------------|--------------|--------------|
|                | Left<br>6.1                 | Thru<br>6.2 | Right<br>6.3 | U-Turn<br>6.4 | App<br>Total | Left<br>6.5               | Thru<br>6.6 | Right<br>6.7 | U-Turn<br>6.8 | App<br>Total | Left<br>6.9                                  | Thru<br>6.10 | Right<br>6.11 | U-Turn<br>6.12 | App<br>Total | Left<br>6.13                                 | Thru<br>6.14 | Right<br>6.15 | U-Turn<br>6.16 | App<br>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<br>Summitt St SE |             |              |               |              | Southbound<br>Wisteria Dr |             |              |               |              | Eastbound<br>GA-369 Jesse Jewell Pkwy (West) |              |               |                |              | Westbound<br>GA-369 Jesse Jewell Pkwy (East) |              |               |                |              | Int<br>Total |
|----------------|-----------------------------|-------------|--------------|---------------|--------------|---------------------------|-------------|--------------|---------------|--------------|----------------------------------------------|--------------|---------------|----------------|--------------|----------------------------------------------|--------------|---------------|----------------|--------------|--------------|
|                | Left<br>6.1                 | Thru<br>6.2 | Right<br>6.3 | U-Turn<br>6.4 | App<br>Total | Left<br>6.5               | Thru<br>6.6 | Right<br>6.7 | U-Turn<br>6.8 | App<br>Total | Left<br>6.9                                  | Thru<br>6.10 | Right<br>6.11 | U-Turn<br>6.12 | App<br>Total | Left<br>6.13                                 | Thru<br>6.14 | Right<br>6.15 | U-Turn<br>6.16 | App<br>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  
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0630 - 0830 (Weekday 2h Session) (10-03-2020)  
Bikes

| TIME           | Northbound<br>Summitt St SE |             |              |               |              | Southbound<br>Wisteria Dr |             |              |               |              | Eastbound<br>GA-369 Jesse Jewell Pkwy (West) |              |               |                |              | Westbound<br>GA-369 Jesse Jewell Pkwy (East) |              |               |                |              | Int<br>Total |
|----------------|-----------------------------|-------------|--------------|---------------|--------------|---------------------------|-------------|--------------|---------------|--------------|----------------------------------------------|--------------|---------------|----------------|--------------|----------------------------------------------|--------------|---------------|----------------|--------------|--------------|
|                | Left<br>6.1                 | Thru<br>6.2 | Right<br>6.3 | U-Turn<br>6.4 | App<br>Total | Left<br>6.5               | Thru<br>6.6 | Right<br>6.7 | U-Turn<br>6.8 | App<br>Total | Left<br>6.9                                  | Thru<br>6.10 | Right<br>6.11 | U-Turn<br>6.12 | App<br>Total | Left<br>6.13                                 | Thru<br>6.14 | Right<br>6.15 | U-Turn<br>6.16 | App<br>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           | -            |              |
| 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) (10-03-2020)  
Bikes

| TIME           | Northbound<br>Summitt St SE |             |              |               |              | Southbound<br>Wisteria Dr |             |              |               |              | Eastbound<br>GA-369 Jesse Jewell Pkwy (West) |              |               |                |              | Westbound<br>GA-369 Jesse Jewell Pkwy (East) |              |               |                |              | Int<br>Total |
|----------------|-----------------------------|-------------|--------------|---------------|--------------|---------------------------|-------------|--------------|---------------|--------------|----------------------------------------------|--------------|---------------|----------------|--------------|----------------------------------------------|--------------|---------------|----------------|--------------|--------------|
|                | Left<br>6.1                 | Thru<br>6.2 | Right<br>6.3 | U-Turn<br>6.4 | App<br>Total | Left<br>6.5               | Thru<br>6.6 | Right<br>6.7 | U-Turn<br>6.8 | App<br>Total | Left<br>6.9                                  | Thru<br>6.10 | Right<br>6.11 | U-Turn<br>6.12 | App<br>Total | Left<br>6.13                                 | Thru<br>6.14 | Right<br>6.15 | U-Turn<br>6.16 | App<br>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           | -            |              |
| 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         |              |



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°

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

| TIME           | Northbound<br>Summitt St SE |             |              |               |              | Southbound<br>Wisteria Dr |             |              |               |              | Eastbound<br>GA-369 Jesse Jewell Pkwy (West) |              |               |                |              | Westbound<br>GA-369 Jesse Jewell Pkwy (East) |              |               |                |              | Int<br>Total |
|----------------|-----------------------------|-------------|--------------|---------------|--------------|---------------------------|-------------|--------------|---------------|--------------|----------------------------------------------|--------------|---------------|----------------|--------------|----------------------------------------------|--------------|---------------|----------------|--------------|--------------|
|                | Left<br>6.1                 | Thru<br>6.2 | Right<br>6.3 | U-Turn<br>6.4 | App<br>Total | Left<br>6.5               | Thru<br>6.6 | Right<br>6.7 | U-Turn<br>6.8 | App<br>Total | Left<br>6.9                                  | Thru<br>6.10 | Right<br>6.11 | U-Turn<br>6.12 | App<br>Total | Left<br>6.13                                 | Thru<br>6.14 | Right<br>6.15 | U-Turn<br>6.16 | App<br>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<br>Summitt St SE |             |              |               |              | Southbound<br>Wisteria Dr |             |              |               |              | Eastbound<br>GA-369 Jesse Jewell Pkwy (West) |              |               |                |              | Westbound<br>GA-369 Jesse Jewell Pkwy (East) |              |               |                |              | Int<br>Total |
|----------------|-----------------------------|-------------|--------------|---------------|--------------|---------------------------|-------------|--------------|---------------|--------------|----------------------------------------------|--------------|---------------|----------------|--------------|----------------------------------------------|--------------|---------------|----------------|--------------|--------------|
|                | Left<br>6.1                 | Thru<br>6.2 | Right<br>6.3 | U-Turn<br>6.4 | App<br>Total | Left<br>6.5               | Thru<br>6.6 | Right<br>6.7 | U-Turn<br>6.8 | App<br>Total | Left<br>6.9                                  | Thru<br>6.10 | Right<br>6.11 | U-Turn<br>6.12 | App<br>Total | Left<br>6.13                                 | Thru<br>6.14 | Right<br>6.15 | U-Turn<br>6.16 | App<br>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](http://www.marrtraffic.com)

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

| TIME           | Northbound<br>Summitt St SE |             |              |               |              | Southbound<br>Wisteria Dr |             |              |               |              | Eastbound<br>GA-369 Jesse Jewell Pkwy (West) |              |               |                |              | Westbound<br>GA-369 Jesse Jewell Pkwy (East) |              |               |                |              | Int<br>Total |
|----------------|-----------------------------|-------------|--------------|---------------|--------------|---------------------------|-------------|--------------|---------------|--------------|----------------------------------------------|--------------|---------------|----------------|--------------|----------------------------------------------|--------------|---------------|----------------|--------------|--------------|
|                | Left<br>6.1                 | Thru<br>6.2 | Right<br>6.3 | U-Turn<br>6.4 | App<br>Total | Left<br>6.5               | Thru<br>6.6 | Right<br>6.7 | U-Turn<br>6.8 | App<br>Total | Left<br>6.9                                  | Thru<br>6.10 | Right<br>6.11 | U-Turn<br>6.12 | App<br>Total | Left<br>6.13                                 | Thru<br>6.14 | Right<br>6.15 | U-Turn<br>6.16 | App<br>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<br>Summitt St SE |             |              |               |              | Southbound<br>Wisteria Dr |             |              |               |              | Eastbound<br>GA-369 Jesse Jewell Pkwy (West) |              |               |                |              | Westbound<br>GA-369 Jesse Jewell Pkwy (East) |              |               |                |              | Int<br>Total |
|----------------|-----------------------------|-------------|--------------|---------------|--------------|---------------------------|-------------|--------------|---------------|--------------|----------------------------------------------|--------------|---------------|----------------|--------------|----------------------------------------------|--------------|---------------|----------------|--------------|--------------|
|                | Left<br>6.1                 | Thru<br>6.2 | Right<br>6.3 | U-Turn<br>6.4 | App<br>Total | Left<br>6.5               | Thru<br>6.6 | Right<br>6.7 | U-Turn<br>6.8 | App<br>Total | Left<br>6.9                                  | Thru<br>6.10 | Right<br>6.11 | U-Turn<br>6.12 | App<br>Total | Left<br>6.13                                 | Thru<br>6.14 | Right<br>6.15 | U-Turn<br>6.16 | App<br>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        |              |

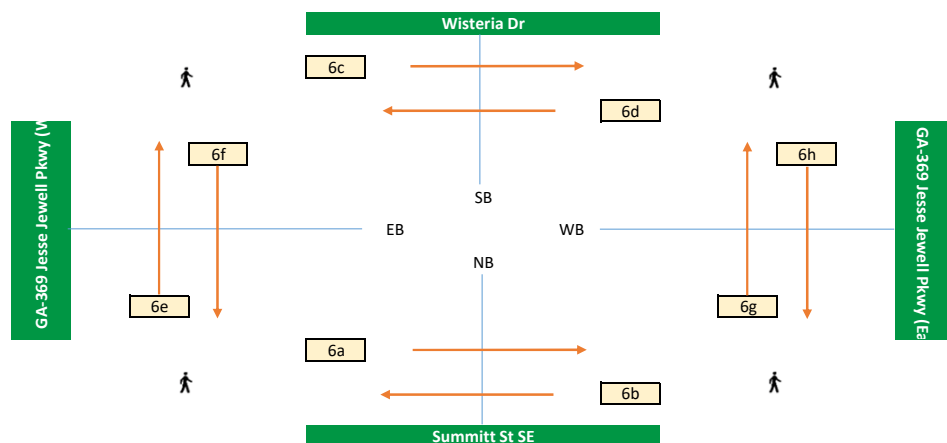
Gainesville, GA  
Pedestrian Count

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](http://www.marrtraffic.com)

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

|                | Northbound<br>Summitt St SE |          |              | Southbound<br>Wisteria Dr |          |              | Eastbound<br>GA-369 Jesse Jewell Pkwy (West) |          |              | Westbound<br>GA-369 Jesse Jewell Pkwy (East) |          |              | App<br>Total | Int<br>Total |
|----------------|-----------------------------|----------|--------------|---------------------------|----------|--------------|----------------------------------------------|----------|--------------|----------------------------------------------|----------|--------------|--------------|--------------|
|                | EB<br>6a                    | WB<br>6b | App<br>Total | EB<br>6c                  | WB<br>6d | App<br>Total | NB<br>6e                                     | SB<br>6f | App<br>Total | NB<br>6g                                     | SB<br>6h | App<br>Total |              |              |
| TIME           |                             |          |              |                           |          |              |                                              |          |              |                                              |          |              |              |              |
| 0630 - 0645    | 0                           | 0        | 0            | 1                         | 0        | 1            | 0                                            | 0        | 0            | 0                                            | 0        | 0            | 0            | 1            |
| 0645 - 0700    | 0                           | 0        | 0            | 0                         | 1        | 1            | 0                                            | 0        | 0            | 0                                            | 0        | 0            | 0            | 1            |
| 0700 - 0715    | 0                           | 0        | 0            | 0                         | 0        | 0            | 0                                            | 0        | 0            | 0                                            | 0        | 0            | 0            | 0            |
| 0715 - 0730    | 0                           | 0        | 0            | 0                         | 0        | 0            | 0                                            | 0        | 0            | 0                                            | 0        | 0            | 0            | 0            |
| Hourly Total   | 0                           | 0        | 0            | 1                         | 1        | 2            | 0                                            | 0        | 0            | 0                                            | 0        | 0            | 0            | 2            |
| 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            |
| 0815 - 0830    | 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            | 1                         | 1        | 2            | 0                                            | 0        | 0            | 0                                            | 0        | 0            | 0            | 2            |
| Approach %     | 0.00                        | 0.00     | -            | 50.00                     | 50.00    | -            | 0.00                                         | 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         | 0.00         | -            |

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

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

Gainesville, GA  
Peak Hour Turning Movement Count



Marr Traffic Inc

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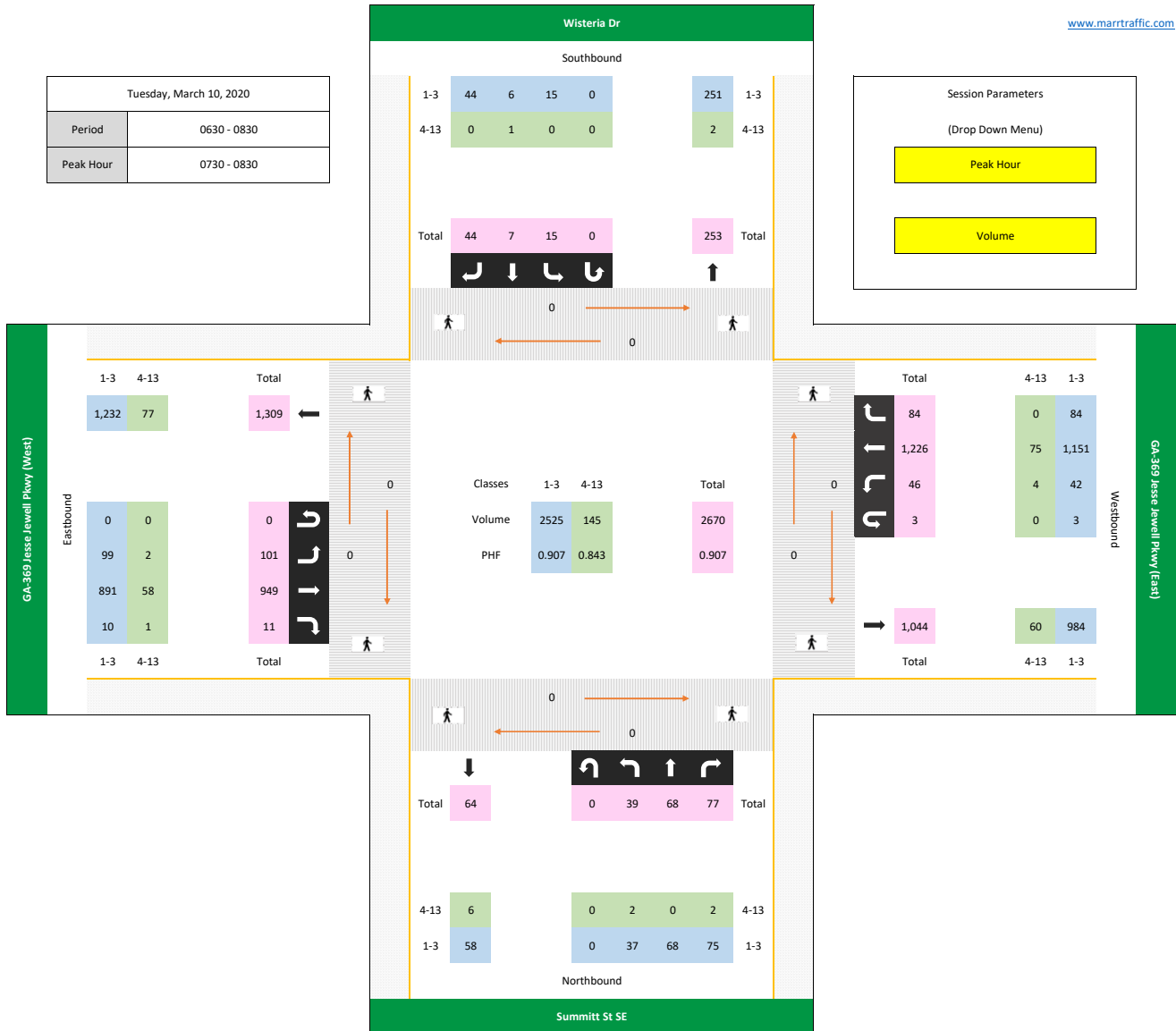
|                         |             |
|-------------------------|-------------|
| Tuesday, March 10, 2020 |             |
| Period                  | 0630 - 0830 |
| Peak Hour               | 0730 - 0830 |

Session Parameters

(Drop Down Menu)

Peak Hour

Volume





Gainesville, GA  
Peak Hour Turning Movement Count



Marr Traffic Inc

[www.marrtraffic.com](http://www.marrtraffic.com)

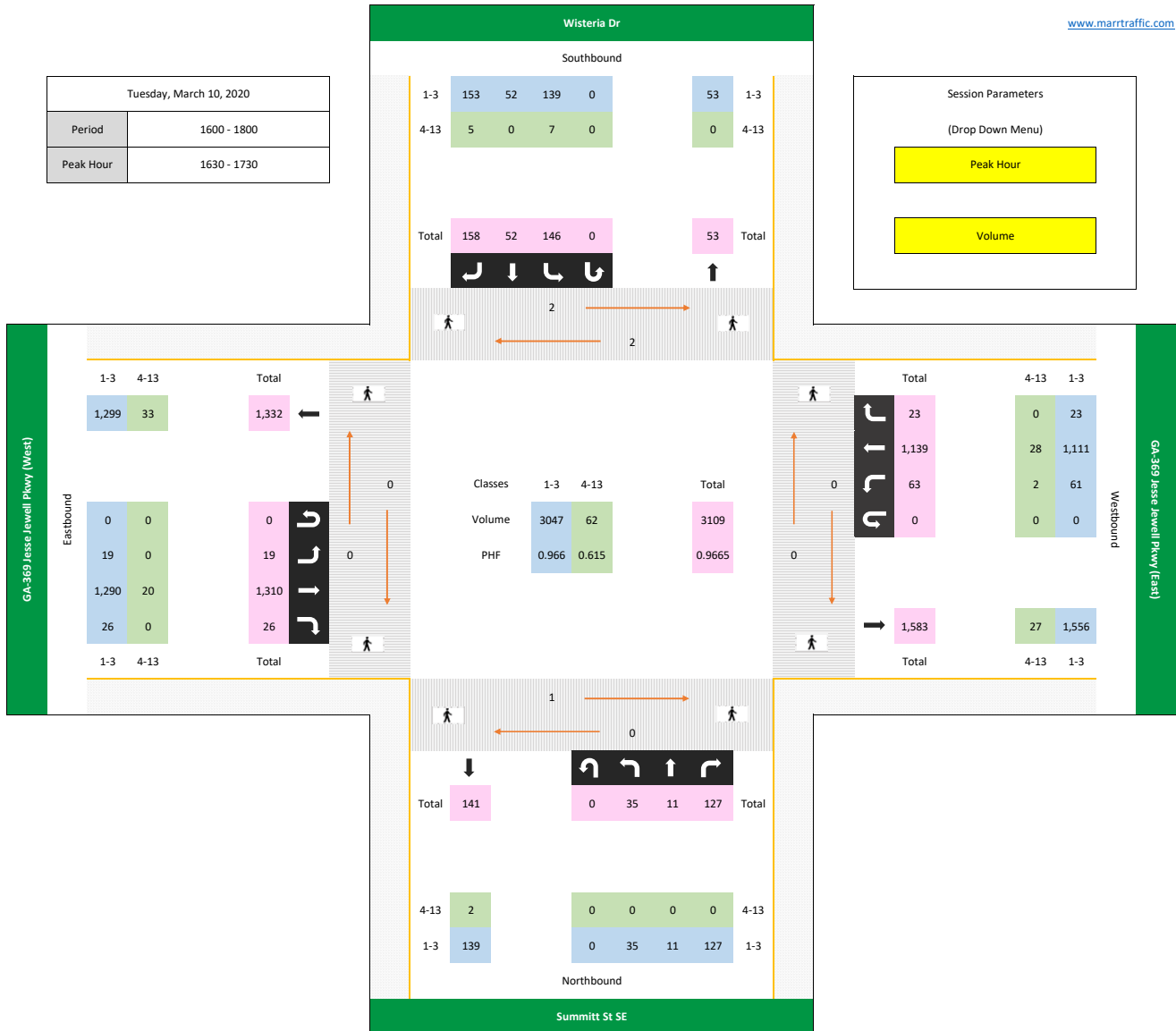
|                         |             |
|-------------------------|-------------|
| Tuesday, March 10, 2020 |             |
| Period                  | 1600 - 1800 |
| Peak Hour               | 1630 - 1730 |

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          |             |
| 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          | 98          |
| 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          |             |
| 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          | 67          |
| 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          |             |
| 0245 - 0300 | 0                         | 7       | 2       | 0       | 1       | 0       | 0       | 0       | 1       | 0        | 0        | 0        | 0        | 11          | 61          |
| 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           |             |
| 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                         | 29      | 11      | 0       | 1       | 1       | 0       | 1       | 0       | 0        | 0        | 0        | 0        | 43          | 90          |
| 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          |             |
| 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          | 203         |
| 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         |             |
| 0645 - 0700 | 0                         | 130     | 28      | 3       | 4       | 0       | 0       | 0       | 2       | 0        | 0        | 0        | 0        | 167         | 577         |
| 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         |             |
| 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         | 907         |
| 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         |             |
| 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         | 891         |
| 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         |             |
| 1045 - 1100 | 0                         | 183     | 64      | 0       | 2       | 2       | 0       | 0       | 0       | 0        | 0        | 0        | 0        | 251         | 966         |
| 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         |             |
| 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         | 1181        |
| 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         |             |
| 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         | 1299        |
| 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         |             |
| 1545 - 1600 | 0                         | 354     | 52      | 6       | 4       | 2       | 0       | 1       | 2       | 1        | 0        | 0        | 0        | 422         | 1476        |
| 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         |             |
| 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         | 1048        |
| 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         |             |
| 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         | 901         |
| 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         |             |
| 2045 - 2100 | 0                         | 119     | 27      | 0       | 1       | 1       | 0       | 0       | 0       | 0        | 0        | 0        | 0        | 148         | 665         |
| 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       | 0       | 1        | 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          | 294         |
| 2300 - 2315 | 0                         | 46      | 1       | 0       | 2       | 2       | 0       | 0       | 2       | 0        | 0        | 0        | 0        | 53          |             |
| 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          | 198         |

|                       |             |             |             |             |             |             |      |             |             |             |      |      |      |             |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|------|-------------|-------------|-------------|------|------|------|-------------|
| Session Total         | 16          | 1340        | 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 |             |
| AM Peak Hour          | 0900 - 1000 | 0715 - 0815 | 0945 - 1045 | 0715 - 0815 | 0930 - 1030 | 0945 - 1045 | -    | 0815 - 0915 | 0945 - 1045 | 0930 - 1030 | -    | -    | -    | 0730 - 0830 |
| AM Peak Hour Volume   | 3           | 794         | 249         | 32          | 41          | 6           | 0    | 7           | 14          | 1           | 0    | 0    | 0    | 1017        |
| Noon Peak Hour        | 1245 - 1345 | 1445 - 1545 | 1115 - 1215 | 1445 - 1545 | 1100 - 1200 | 1015 - 1115 | -    | 1445 - 1545 | 1145 - 1245 | 1000 - 1100 | -    | -    | -    | 1445 - 1545 |
| Noon Peak Hour Volume | 2           | 1116        | 270         | 32          | 24          | 5           | 0    | 5           | 12          | 1           | 0    | 0    | 0    | 1387        |
| PM Peak Hour          | 1545 - 1645 | 1630 - 1730 | 1600 - 1700 | 1500 - 1600 | 1615 - 1715 | 1500 - 1600 | -    | 1515 - 1615 | 1515 - 1615 | 1500 - 1600 | -    | -    | -    | 1630 - 1730 |
| PM Peak Hour Volume   | 4           | 1425        | 329         | 28          | 22          | 5           | 0    | 6           | 11          | 1           | 0    | 0    | 0    | 1765        |

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<br>Total | 60min<br>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              | 49             |
| 0115 - 0130 | 0                         | 6       | 1       | 0       | 1       | 0       | 0       | 0       | 2       | 0        | 0        | 0        | 0        | 10             |                |
| 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             | 48             |
| 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             |                |
| 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             | 57             |
| 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              |                |
| 0400 - 0415 | 0                         | 14      | 3       | 0       | 0       | 1       | 0       | 0       | 0       | 0        | 0        | 0        | 0        | 18             | 106            |
| 0415 - 0430 | 0                         | 14      | 4       | 0       | 0       | 0       | 0       | 1       | 0       | 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             | 335            |
| 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            | 929            |
| 0615 - 0630 | 0                         | 161     | 46      | 1       | 2       | 1       | 0       | 0       | 0       | 0        | 0        | 0        | 0        | 211            |                |
| 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            | 1556           |
| 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            |                |
| 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            | 1582           |
| 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            |                |
| 0900 - 0915 | 0                         | 183     | 64      | 0       | 4       | 0       | 0       | 0       | 5       | 0        | 0        | 0        | 0        | 256            | 1195           |
| 0915 - 0930 | 0                         | 242     | 68      | 1       | 7       | 3       | 0       | 0       | 0       | 0        | 0        | 0        | 0        | 321            |                |
| 0930 - 0945 | 0                         | 227     | 68      | 1       | 6       | 0       | 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            | 1111           |
| 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            | 1131           |
| 1115 - 1130 | 0                         | 221     | 63      | 0       | 5       | 0       | 0       | 0       | 2       | 0        | 0        | 0        | 0        | 291            |                |
| 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            | 1217           |
| 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            |                |
| 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            | 1182           |
| 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            |                |
| 1400 - 1415 | 0                         | 202     | 55      | 0       | 2       | 0       | 0       | 0       | 0       | 0        | 0        | 0        | 0        | 259            | 1131           |
| 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            | 1074           |
| 1615 - 1630 | 0                         | 195     | 54      | 2       | 3       | 2       | 0       | 2       | 0       | 0        | 0        | 0        | 0        | 258            |                |
| 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            | 1057           |
| 1715 - 1730 | 0                         | 222     | 45      | 1       | 3       | 0       | 0       | 0       | 3       | 2        | 0        | 0        | 0        | 276            |                |
| 1730 - 1745 | 3                         | 187     | 58      | 1       | 3       | 1       | 0       | 2       | 2       | 0        | 0        | 0        | 0        | 257            |                |
| 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            | 1016           |
| 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            |                |
| 1900 - 1915 | 0                         | 128     | 46      | 0       | 3       | 0       | 0       | 1       | 3       | 0        | 0        | 0        | 0        | 181            | 670            |
| 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             | 259            |
| 2115 - 2130 | 0                         | 57      | 13      | 0       | 0       | 0       | 0       | 0       | 2       | 0        | 0        | 0        | 0        | 72             |                |
| 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             | 211            |
| 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             |                |
| 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             | 126            |
| 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             |                |

|                       |             |             |             |             |             |             |             |             |             |             |      |      |      |             |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------|------|------|-------------|
| 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           | 2           | 9           | 12          | 0           | 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       | 2        | 0        | 0        | 0        | 810   | 2771  |
| 1715 - 1730 | 0                    | 584     | 127     | 3       | 6       | 0       | 0       | 0       | 4       | 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 |        |



Gainesville, GA  
24h Bi-Directional Class Count

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



Marr Traffic Inc  
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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

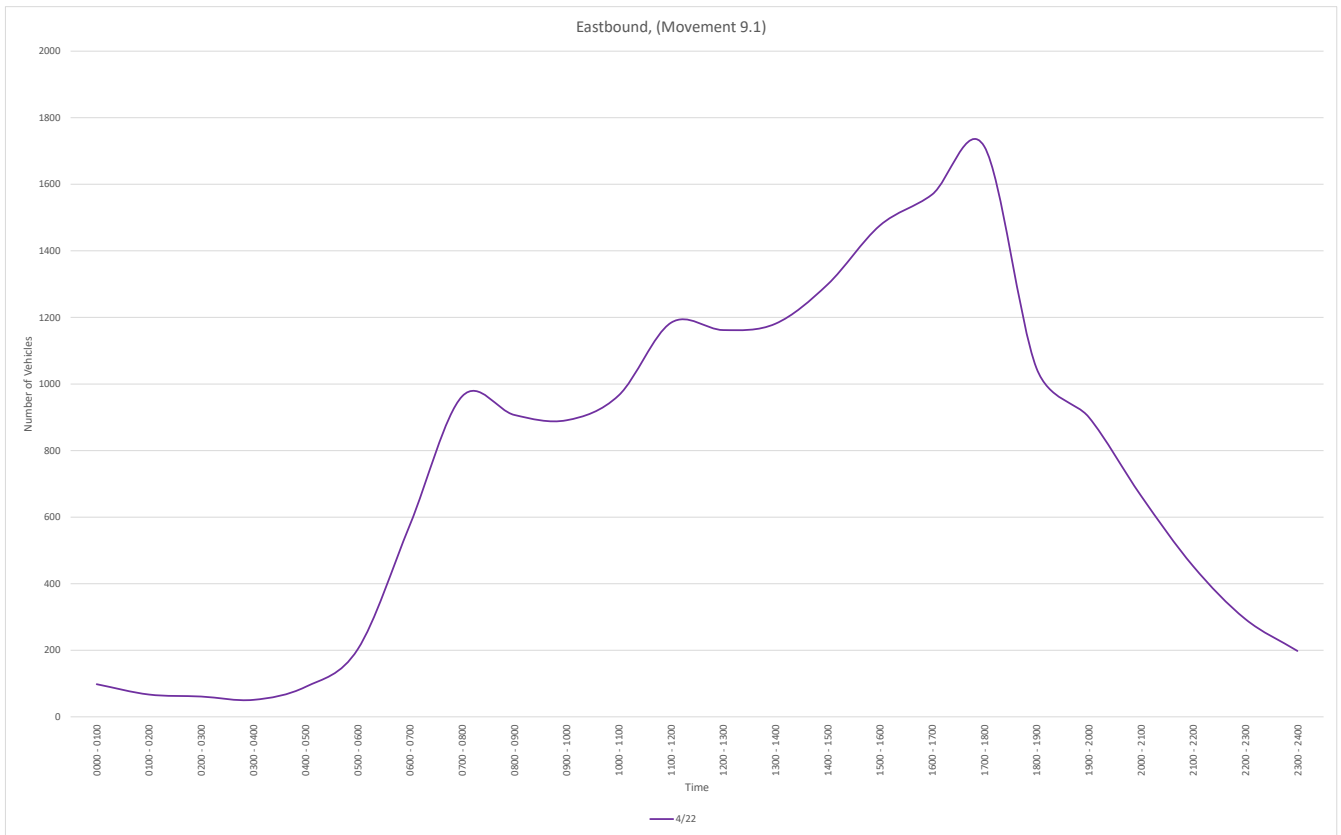
0000 - 2400 (Weekday 24h Session)

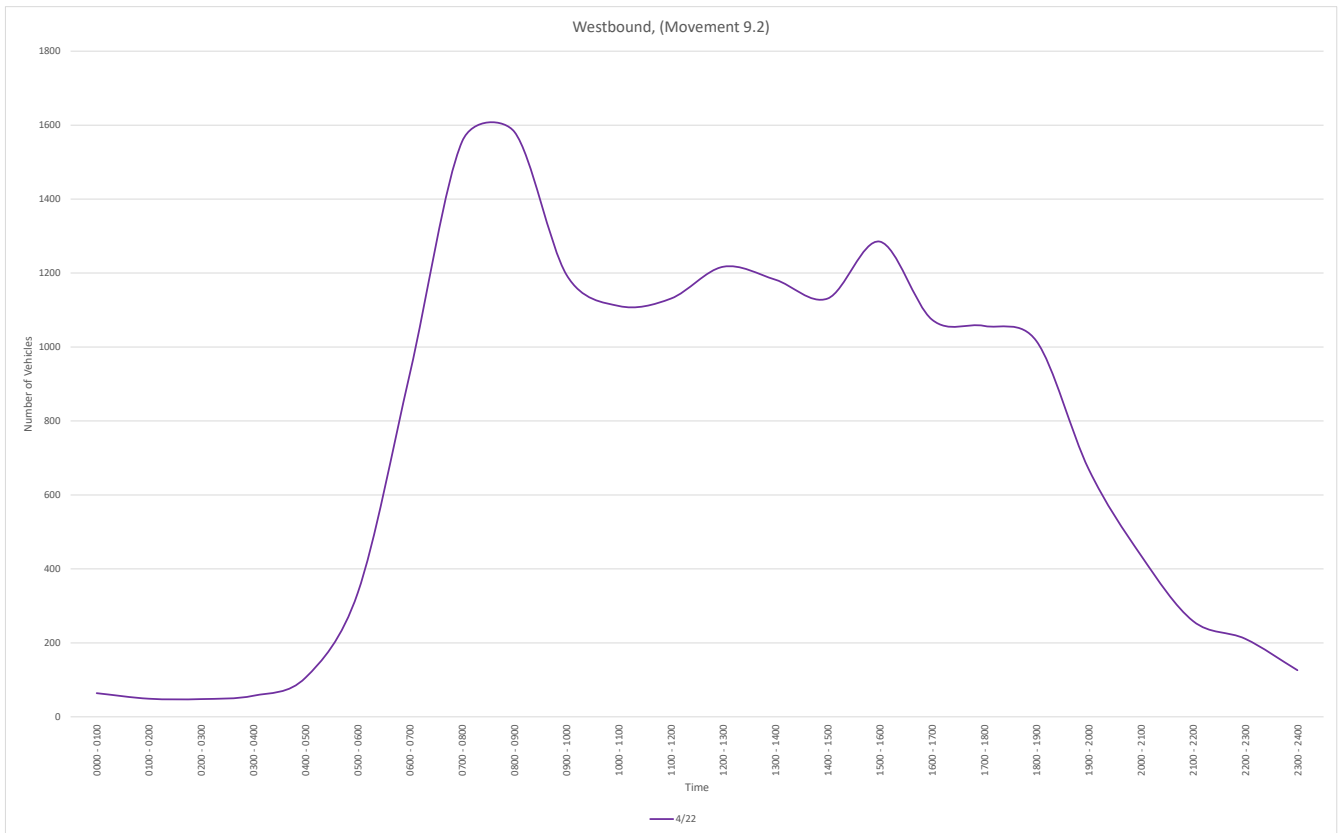
| Volume Summary 60min  |         |         |         |
|-----------------------|---------|---------|---------|
| Time                  | EB      | WB      | Total   |
| 0000 - 0100           | 98      | 64      | 162     |
| 0100 - 0200           | 67      | 49      | 116     |
| 0200 - 0300           | 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](http://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 |         |         |         |         |         |         |         |         |         |          |          |          |          |

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)

Northbound / Southbound

| Northbound, (Movement 8.1) |         |         |         |         |         |         |         |         |         |          |          |          |          | 15min<br>Total | 60min<br>Total |
|----------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|----------------|----------------|
| 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 |                |                |
| 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 | 1400 - 1500 | 1000 - 1100 | 1345 - 1445 | 1330 - 1430 | 1100 - 1200 | 1000 - 1100 | 1000 - 1100 | 1215 - 1315 | - | - | - | - | 1400 - 1500 |
|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---|---|---|---|-------------|

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)

| 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       | 5       | 0       | 0       | 0       | 0       | 0       | 1       | 0       | 0        | 0        | 0        | 0        |  | 7     |       |
| 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    | 35    |
| 0100 - 0115                | 0       | 3       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0        | 0        | 0        | 0        |  | 3     |       |
| 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     | 27    |
| 0200 - 0215                | 0       | 2       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0        | 0        | 0        | 0        |  | 2     |       |
| 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     | 12    |
| 0300 - 0315                | 0       | 3       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0        | 0        | 0        | 0        |  | 3     |       |
| 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     | 13    |
| 0400 - 0415                | 0       | 5       | 2       | 0       | 1       | 0       | 0       | 0       | 0       | 0        | 0        | 0        | 0        |  | 8     |       |
| 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     | 31    |
| 0500 - 0515                | 0       | 7       | 3       | 0       | 0       | 0       | 0       | 0       | 0       | 0        | 0        | 0        | 0        |  | 10    |       |
| 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    | 83    |
| 0600 - 0615                | 0       | 20      | 3       | 0       | 1       | 0       | 0       | 2       | 0       | 0        | 0        | 0        | 0        |  | 26    |       |
| 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    | 183   |
| 0700 - 0715                | 0       | 81      | 17      | 3       | 0       | 0       | 0       | 0       | 0       | 0        | 0        | 0        | 0        |  | 101   |       |
| 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   | 557   |
| 0800 - 0815                | 0       | 89      | 11      | 0       | 1       | 0       | 0       | 0       | 0       | 0        | 0        | 0        | 0        |  | 101   |       |
| 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   | 406   |
| 0900 - 0915                | 0       | 61      | 5       | 0       | 3       | 0       | 0       | 1       | 0       | 0        | 0        | 0        | 0        |  | 70    |       |
| 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       | 0       | 0       | 0       | 0       | 0        | 0        | 0        | 0        |  | 105   | 374   |
| 1000 - 1015                | 0       | 84      | 16      | 0       | 2       | 0       | 0       | 1       | 0       | 0        | 0        | 0        | 0        |  | 103   |       |
| 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       | 1       | 0       | 0        | 0        | 0        | 0        |  | 134   |       |
| 1045 - 1100                | 0       | 111     | 27      | 0       | 2       | 0       | 0       | 1       | 0       | 0        | 0        | 0        | 0        |  | 141   | 486   |
| 1100 - 1115                | 0       | 81      | 24      | 0       | 0       | 0       | 0       | 1       | 0       | 0        | 0        | 0        | 0        |  | 106   |       |
| 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   | 460   |
| 1200 - 1215                | 0       | 112     | 30      | 0       | 0       | 1       | 0       | 1       | 0       | 0        | 0        | 0        | 0        |  | 144   |       |
| 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   | 535   |
| 1300 - 1315                | 0       | 103     | 25      | 0       | 4       | 0       | 0       | 1       | 0       | 0        | 0        | 0        | 0        |  | 133   |       |
| 1315 - 1330                | 0       | 102     | 11      | 1       | 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   | 466   |
| 1400 - 1415                | 0       | 106     | 27      | 2       | 2       | 0       | 0       | 0       | 0       | 0        | 0        | 0        | 0        |  | 137   |       |
| 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   | 511   |
| 1500 - 1515                | 0       | 137     | 22      | 0       | 0       | 0       | 0       | 0       | 0       | 0        | 0        | 0        | 0        |  | 159   |       |
| 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   | 611   |
| 1600 - 1615                | 1       | 122     | 24      | 0       | 3       | 0       | 0       | 0       | 0       | 0        | 0        | 0        | 0        |  | 150   |       |
| 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   | 602   |
| 1700 - 1715                | 0       | 131     | 24      | 0       | 1       | 0       | 0       | 0       | 0       | 0        | 0        | 0        | 0        |  | 156   |       |
| 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   | 551   |
| 1800 - 1815                | 0       | 94      | 17      | 0       | 1       | 0       | 0       | 0       | 0       | 0        | 0        | 0        | 0        |  | 112   |       |
| 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    | 391   |
| 1900 - 1915                | 0       | 90      | 15      | 0       | 1       | 0       | 0       | 0       | 0       | 0        | 0        | 0        | 0        |  | 106   |       |
| 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    | 460   |
| 2000 - 2015                | 0       | 73      | 17      | 0       | 1       | 0       | 0       | 0       | 0       | 0        | 0        | 0        | 0        |  | 91    |       |
| 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    | 308   |
| 2100 - 2115                | 0       | 45      | 12      | 0       | 0       | 0       | 0       | 0       | 0       | 0        | 0        | 0        | 0        |  | 57    |       |
| 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    | 176   |
| 2200 - 2215                | 1       | 15      | 5       | 0       | 0       | 0       | 0       | 0       | 0       | 0        | 0        | 0        | 0        |  | 21    |       |
| 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    | 84    |
| 2300 - 2315                | 0       | 24      | 3       | 0       | 0       | 0       | 0       | 0       | 0       | 0        | 0        | 0        | 0        |  | 27    |       |
| 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    | 77    |

|                       |             |             |             |             |             |             |             |             |             |             |             |      |      |             |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------|------|-------------|
| Session Total         | 5           | 6121        | 1184        | 15          | 81          | 6           | 0           | 19          | 6           | 1           | 1           | 0    | 0    | 7439        |
| Session Average       | 0.05        | 63.76       | 12.33       | 0.16        | 8.84        | 0.06        | 0.00        | 0.20        | 0.06        | 0.01        | 0.01        | 0.00 | 0.00 | 77.49       |
| 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          | 0645 - 0745 | 0715 - 0815 | 0700 - 0800 | 0645 - 0745 | 0930 - 1030 | 0900 - 1000 | -           | 0515 - 0615 | 0730 - 0830 | 0730 - 0830 | 0730 - 0830 | -    | -    | 0700 - 0800 |
| AM Peak Hour Volume   | 1           | 469         | 86          | 6           | 11          | 2           | 0           | 3           | 1           | 1           | 1           | 0    | 0    | 557         |
| Noon Peak Hour        | 1245 - 1345 | 1445 - 1545 | 1445 - 1545 | 1445 - 1545 | 1345 - 1445 | 1230 - 1330 | 1115 - 1215 | -           | 1100 - 1200 | 1000 - 1100 | -           | -    | -    | 1445 - 1545 |
| Noon Peak Hour Volume | 2           | 499         | 94          | 94          | 7           | 11          | 1           | 0           | 3           | 2           | 0           | 0    | 0    | 595         |
| PM Peak Hour          | 1515 - 1615 | 1500 - 1600 | 1530 - 1630 | -           | 1545 - 1645 | 1630 - 1730 | -           | 1500 - 1600 | 1545 - 1645 | -           | -           | -    | -    | 1530 - 1630 |
| PM Peak Hour Volume   | 1           | 512         | 104         | 0           | 12          | 13          | 0           | 1           | 1           | 0           | 0           | 0    | 0    | 625         |

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 | 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                    | 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       | 1       | 0       | 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](http://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   |       |

| 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    |       |

|                       |             |       |             |
|-----------------------|-------------|-------|-------------|
| 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        |

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)

| 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)

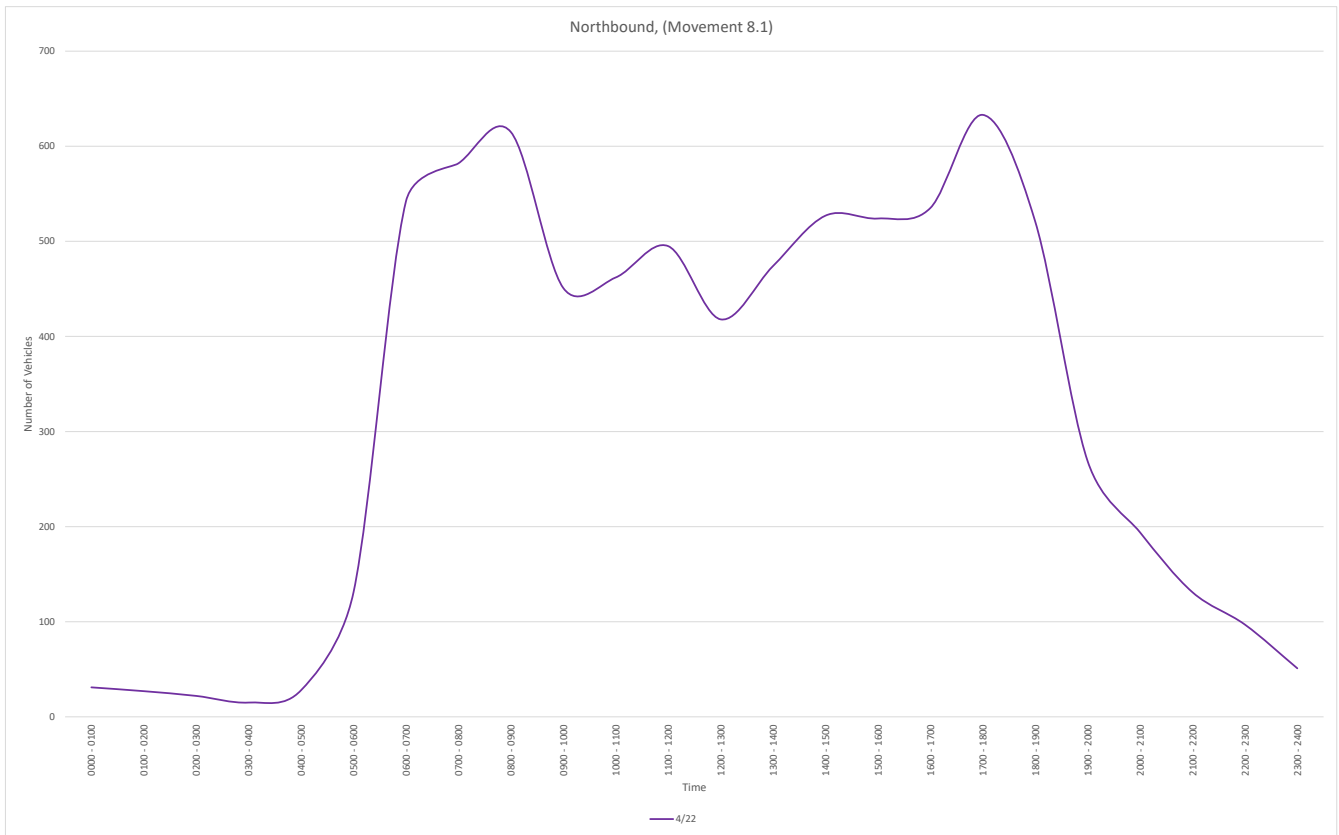
| Volume Summary 60min  |        |        |         |
|-----------------------|--------|--------|---------|
| Time                  | NB     | SB     | Total   |
| 0000 - 0100           | 31     | 35     | 66      |
| 0100 - 0200           | 27     | 27     | 54      |
| 0200 - 0300           | 22     | 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    |

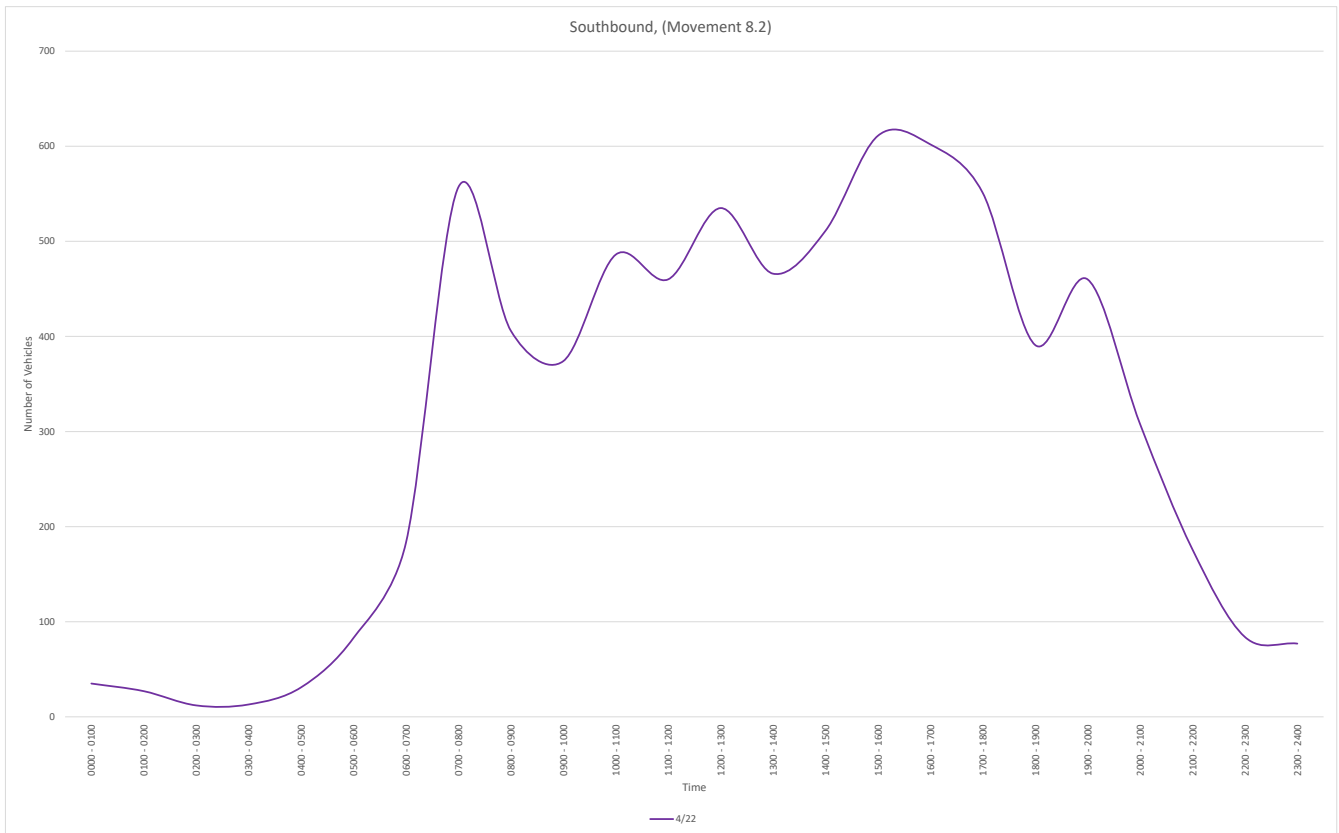
| Volume Summary 60min |     |     |       |
|----------------------|-----|-----|-------|
| Time                 | NB  | SB  | Total |
| 1200 - 1300          | 418 | 535 | 953   |
| 1300 - 1400          | 474 | 466 | 940   |
| 1400 - 1500          | 527 | 511 | 1038  |
| 1500 - 1600          | 524 | 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   |



Marr Traffic Inc  
[www.marrtraffic.com](http://www.marrtraffic.com)







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        |
| <b><u>Proposed Site Traffic</u></b>                                                                                                                                        |              |              |              |            |            |              |            |            |
| 610 Hospital                                                                                                                                                               | 535,000 s.f. | 5,870        | 522          | 355        | 167        | 550          | 176        | 374        |
|                                                                                                                                                                            |              |              |              |            |            |              |            |            |
| <b>Gross Trips</b>                                                                                                                                                         |              | <b>5,870</b> | <b>522</b>   | <b>355</b> | <b>167</b> | <b>550</b>   | <b>176</b> | <b>374</b> |
| Hospital Trips                                                                                                                                                             |              | 5,870        | 522          | 355        | 167        | 550          | 176        | 374        |
| Mixed-Use Reductions                                                                                                                                                       |              | 0            | 0            | 0          | 0          | 0            | 0          | 0          |
| Alternative Mode Reductions                                                                                                                                                |              | 0            | 0            | 0          | 0          | 0            | 0          | 0          |
| Adjusted Other Non-Residential Trips                                                                                                                                       |              | 5,870        | 522          | 355        | 167        | 550          | 176        | 374        |
|                                                                                                                                                                            |              |              |              |            |            |              |            |            |
| Mixed-Use Reductions - TOTAL                                                                                                                                               |              | 0            | 0            | 0          | 0          | 0            | 0          | 0          |
| Alternative Mode Reductions - TOTAL                                                                                                                                        |              | 0            | 0            | 0          | 0          | 0            | 0          | 0          |
| Pass-By Reductions - TOTAL                                                                                                                                                 |              | 0            | 0            | 0          | 0          | 0            | 0          | 0          |
| <b>New Trips</b>                                                                                                                                                           |              | <b>5,870</b> | <b>522</b>   | <b>355</b> | <b>167</b> | <b>550</b>   | <b>176</b> | <b>374</b> |
| <b>Driveway Volumes</b>                                                                                                                                                    |              | <b>5,870</b> | <b>522</b>   | <b>355</b> | <b>167</b> | <b>550</b>   | <b>176</b> | <b>374</b> |
| k:\alp_tpto\015170050_ngmc traffic - gainesville - december 2019\4_traffic impact study\analysis\[copy of cqi_analysis-10thedition_ic-2ndeddaily_3rdedam-pm.xls]tripgenph1 |              |              |              |            |            |              |            |            |

**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        |
| <b><u>Proposed Site Traffic</u></b>                                                                                                                                              |              |              |              |            |            |              |            |            |
| 610 Hospital                                                                                                                                                                     | 928,000 s.f. | 8,180        | 813          | 553        | 260        | 880          | 282        | 598        |
|                                                                                                                                                                                  |              |              |              |            |            |              |            |            |
| <b>Gross Trips</b>                                                                                                                                                               |              | <b>8,180</b> | <b>813</b>   | <b>553</b> | <b>260</b> | <b>880</b>   | <b>282</b> | <b>598</b> |
| Hospital Trips                                                                                                                                                                   |              | 8,180        | 813          | 553        | 260        | 880          | 282        | 598        |
| Mixed-Use Reductions                                                                                                                                                             |              | 0            | 0            | 0          | 0          | 0            | 0          | 0          |
| Alternative Mode Reductions                                                                                                                                                      |              | 0            | 0            | 0          | 0          | 0            | 0          | 0          |
| Adjusted Other Non-Residential Trips                                                                                                                                             |              | 8,180        | 813          | 553        | 260        | 880          | 282        | 598        |
|                                                                                                                                                                                  |              |              |              |            |            |              |            |            |
| Mixed-Use Reductions - TOTAL                                                                                                                                                     |              | 0            | 0            | 0          | 0          | 0            | 0          | 0          |
| Alternative Mode Reductions - TOTAL                                                                                                                                              |              | 0            | 0            | 0          | 0          | 0            | 0          | 0          |
| Pass-By Reductions - TOTAL                                                                                                                                                       |              | 0            | 0            | 0          | 0          | 0            | 0          | 0          |
| <b>New Trips</b>                                                                                                                                                                 |              | <b>8,180</b> | <b>813</b>   | <b>553</b> | <b>260</b> | <b>880</b>   | <b>282</b> | <b>598</b> |
| <b>Driveway Volumes</b>                                                                                                                                                          |              | <b>8,180</b> | <b>813</b>   | <b>553</b> | <b>260</b> | <b>880</b>   | <b>282</b> | <b>598</b> |
| k:\alp_tpto\015170050_ngmc traffic - gainesville - december 2019\4_traffic impact study\analysis\[copy of cqi_analysis-10thedition_ic-2ndeddaily_3rdedam-pm.xls]tripgenfullbuild |              |              |              |            |            |              |            |            |

# Intersection Volume Worksheets



## INTERSECTION VOLUME DEVELOPMENT

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

| Description                         | S Enota Drive<br><u>Northbound</u> |         |       | S Enota Drive<br><u>Southbound</u> |         |       | Park Hill Drive (SR 11)<br><u>Eastbound</u> |         |       | Park Hill Drive (SR 11)<br><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   |
| <b>Project Trips</b>                |                                    |         |       |                                    |         |       |                                             |         |       |                                             |         |       |
| 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     |
| <b>2025 Phase 1 Buildout Total</b>  | 81                                 | 162     | 105   | 330                                | 329     | 43    | 8                                           | 398     | 114   | 314                                         | 619     | 227   |
| <b>2035 Full Buildout Total</b>     | 89                                 | 183     | 118   | 347                                | 373     | 46    | 8                                           | 419     | 129   | 347                                         | 651     | 239   |

### PM PEAK HOUR

| Description                         | S Enota Drive<br><u>Northbound</u> |         |       | S Enota Drive<br><u>Southbound</u> |         |       | Park Hill Drive (SR 11)<br><u>Eastbound</u> |         |       | Park Hill Drive (SR 11)<br><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   |
| <b>Project Trips</b>                |                                    |         |       |                                    |         |       |                                             |         |       |                                             |         |       |
| 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     |
| <b>2025 Phase 1 Buildout Total</b>  | 192                                | 398     | 437   | 270                                | 189     | 19    | 9                                           | 708     | 59    | 99                                          | 535     | 270   |
| <b>2035 Full Buildout Total</b>     | 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<br>Northbound |         |       | Downey Boulevard<br>Southbound |         |       | S Enota Drive<br>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<br>Northbound |         |       | Downey Boulevard<br>Southbound |         |       | S Enota Drive<br>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<br><u>Northbound</u> |         |       | Downey Boulevard<br><u>Southbound</u> |         |       | Site Driveway B<br><u>Eastbound</u> |         |       | Vine Street<br><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     |
| <b>Project Trips</b>                |                                       |         |       |                                       |         |       |                                     |         |       |                                 |         |       |
| 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     |
| <b>2025 Phase 1 Buildout Total</b>  | 36                                    | 755     | 18    | 10                                    | 697     | 36    | 17                                  | 0       | 17    | 24                              | 0       | 5     |
| <b>2035 Full Buildout Total</b>     | 55                                    | 865     | 19    | 10                                    | 766     | 55    | 26                                  | 0       | 26    | 25                              | 0       | 6     |

### PM PEAK HOUR

| Description                         | Downey Boulevard<br><u>Northbound</u> |         |       | Downey Boulevard<br><u>Southbound</u> |         |       | Site Driveway B<br><u>Eastbound</u> |         |       | Vine Street<br><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    |
| <b>Project Trips</b>                |                                       |         |       |                                       |         |       |                                     |         |       |                                 |         |       |
| 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     |
| <b>2025 Phase 1 Buildout Total</b>  | 18                                    | 826     | 22    | 8                                     | 796     | 18    | 37                                  | 0       | 37    | 25                              | 0       | 22    |
| <b>2035 Full Buildout Total</b>     | 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<br><u>Northbound</u> |         |       | Downey Boulevard<br><u>Southbound</u> |         |       | Medical Center Way<br><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     |
| <b>Project Trips</b>                |                                       |         |       |                                       |         |       |                                        |         |       |                  |         |       |
| 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     |
| <b>2025 Phase 1 Buildout Total</b>  | 137                                   | 774     | 0     | 0                                     | 626     | 120   | 34                                     | 0       | 83    | 0                | 0       | 0     |
| <b>2035 Full Buildout Total</b>     | 161                                   | 904     | 0     | 0                                     | 700     | 126   | 35                                     | 0       | 95    | 0                | 0       | 0     |

### PM PEAK HOUR

| Description                         | Downey Boulevard<br><u>Northbound</u> |         |       | Downey Boulevard<br><u>Southbound</u> |         |       | Medical Center Way<br><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     |
| <b>Project Trips</b>                |                                       |         |       |                                       |         |       |                                        |         |       |                  |         |       |
| 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     |
| <b>2025 Phase 1 Buildout Total</b>  | 43                                    | 768     | 0     | 0                                     | 843     | 21    | 104                                    | 0       | 125   | 0                | 0       | 0     |
| <b>2035 Full Buildout Total</b>     | 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<br><u>Northbound</u> |         |       | Downey Boulevard<br><u>Southbound</u> |         |       | esse Jewell Parkway (SR 369)<br><u>Eastbound</u> |         |       | esse Jewell Parkway (SR 369)<br><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   |
| <b>Project Trips</b>                |                                       |         |       |                                       |         |       |                                                  |         |       |                                                  |         |       |
| 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    |
| <b>2025 Phase 1 Buildout Total</b>  | 45                                    | 409     | 202   | 260                                   | 171     | 229   | 236                                              | 934     | 10    | 96                                               | 1,371   | 288   |
| <b>2035 Full Buildout Total</b>     | 48                                    | 475     | 213   | 286                                   | 200     | 258   | 284                                              | 982     | 10    | 101                                              | 1,442   | 330   |

### PM PEAK HOUR

| Description                         | Downey Boulevard<br><u>Northbound</u> |         |       | Downey Boulevard<br><u>Southbound</u> |         |       | esse Jewell Parkway (SR 369)<br><u>Eastbound</u> |         |       | esse Jewell Parkway (SR 369)<br><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   |
| <b>Project Trips</b>                |                                       |         |       |                                       |         |       |                                                  |         |       |                                                  |         |       |
| 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    |
| <b>2025 Phase 1 Buildout Total</b>  | 36                                    | 327     | 185   | 320                                   | 331     | 270   | 233                                              | 1,423   | 23    | 110                                              | 1,090   | 288   |
| <b>2035 Full Buildout Total</b>     | 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<br><u>Northbound</u> |         |       | Wisteria Drive<br><u>Southbound</u> |         |       | esse Jeweel Parkway (SR 369)<br><u>Eastbound</u> |         |       | esse Jeweel Parkway (SR 369)<br><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    |
| <b>Project Trips</b>                |                                    |         |       |                                     |         |       |                                                  |         |       |                                                  |         |       |
| 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     |
| <b>2025 Phase 1 Buildout Total</b>  | 42                                 | 92      | 83    | 16                                  | 16      | 56    | 127                                              | 1,098   | 12    | 50                                               | 1,360   | 91    |
| <b>2035 Full Buildout Total</b>     | 44                                 | 105     | 88    | 17                                  | 21      | 63    | 143                                              | 1,191   | 13    | 52                                               | 1,447   | 96    |

### PM PEAK HOUR

| Description                         | Summitt Drive<br><u>Northbound</u> |         |       | Wisteria Drive<br><u>Southbound</u> |         |       | esse Jeweel Parkway (SR 369)<br><u>Eastbound</u> |         |       | esse Jeweel Parkway (SR 369)<br><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    |
| <b>Project Trips</b>                |                                    |         |       |                                     |         |       |                                                  |         |       |                                                  |         |       |
| 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     |
| <b>2025 Phase 1 Buildout Total</b>  | 38                                 | 21      | 137   | 158                                 | 75      | 190   | 30                                               | 1,453   | 28    | 68                                               | 1,308   | 25    |
| <b>2035 Full Buildout Total</b>     | 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<br>Northbound |         |       | Southbound |         |       | S Enota Drive<br>Eastbound |         |       | S Enota Drive<br>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     |
| <b>Project Trips</b>                |                               |         |       |            |         |       |                            |         |       |                            |         |       |
| 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     |
| <b>2025 Phase 1 Buildout Total</b>  | 0                             | 0       | 100   | 0          | 0       | 0     | 0                          | 181     | 0     | 213                        | 198     | 0     |
| <b>2035 Full Buildout Total</b>     | 0                             | 0       | 156   | 0          | 0       | 0     | 0                          | 190     | 0     | 332                        | 208     | 0     |

### PM PEAK HOUR

| Description                         | Site Driveway A<br>Northbound |         |       | Southbound |         |       | S Enota Drive<br>Eastbound |         |       | S Enota Drive<br>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     |
| <b>Project Trips</b>                |                               |         |       |            |         |       |                            |         |       |                            |         |       |
| 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     |
| <b>2025 Phase 1 Buildout Total</b>  | 0                             | 0       | 224   | 0          | 0       | 0     | 0                          | 153     | 0     | 106                        | 51      | 0     |
| <b>2035 Full Buildout Total</b>     | 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                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

\* 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  
Existing 2021 AM Peak

| 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

NGMC Gainesville TIA

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

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(l)            | 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_1), 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

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

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)       | 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                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 97.1                                                                              |                                                                                   |                                                                                   | 26.0                                                                              |                                                                                   |                                                                                   | 36.9                                                                                |                                                                                     |                                                                                     | 10.9                                                                                |                                                                                     |                                                                                     |
| 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 | 59.4                                                                              |                                                                                   |                                                                                   | 21.0                                                                              |                                                                                   |                                                                                   | 31.2                                                                                |                                                                                     |                                                                                     | 5.5                                                                                 |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 15.7                                                                              |                                                                                   |                                                                                   | 0.3                                                                               |                                                                                   |                                                                                   | 0.8                                                                                 |                                                                                     |                                                                                     | 0.1                                                                                 |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 49.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



HCM 6th TWSC  
2: Downey Boulevard & Enota Drive

NGMC Gainesville TIA  
Existing 2021 PM Peak

| 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                                                                               | 0                                                                                 | -                                                                                 | 0                                                                                 |
| 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+I), s  | 24.7 | 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.

| 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                                                                                |                                                                                   |                                                                                   | 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(I)           | 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_1), 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                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 93.0                                                                              |                                                                                   |                                                                                   | 28.3                                                                              |                                                                                   |                                                                                   | 38.8                                                                                |                                                                                     |                                                                                     | 11.5                                                                                |                                                                                     |                                                                                     |
| 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 | 73.0                                                                              |                                                                                   |                                                                                   | 23.3                                                                              |                                                                                   |                                                                                   | 33.7                                                                                |                                                                                     |                                                                                     | 6.0                                                                                 |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 8.3                                                                               |                                                                                   |                                                                                   | 0.3                                                                               |                                                                                   |                                                                                   | 0.1                                                                                 |                                                                                     |                                                                                     | 0.1                                                                                 |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 60.1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | E                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| 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(I)           | 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(l)           | 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 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 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                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 92.1                                                                              |                                                                                   | 26.8                                                                              | 41.1                                                                              | 11.5                                                                              | 80.5                                                                              | 20.5                                                                                | 47.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| 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+I1), s | 26.0                                                                              |                                                                                   | 22.0                                                                              | 33.1                                                                              | 6.1                                                                               | 71.5                                                                              | 15.0                                                                                | 16.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 19.5                                                                              |                                                                                   | 0.1                                                                               | 3.1                                                                               | 0.1                                                                               | 0.0                                                                               | 0.3                                                                                 | 1.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   | 50.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| 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 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(l)           | 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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Project: K:\ALP\_TPTO\015170050\_NGMC Traffic - Gainesville - December 2019\4\_Traffic Impact Study\SIDRA\Intersection 2.sip9

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(l)           | 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.

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

NGMC Gainesville TIA  
Projected 2025 Build Phase 1 AM Peak

| 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 |           |                     |                  |             |
|                              |      |               |        |               |        | v/c       | sec         |                  |                   |           |           |                     |                  | mph         |
| 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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Project: K:\ALP\_TPTO\015170050\_NGMC Traffic - Gainesville - December 2019\4\_Traffic Impact Study\SIDRA\Intersection 2.sip9



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    | EBLn1WBLn1 | 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 Q(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(l)           | 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  | 10.8                                                                              | 71.0                                                                              | 10.4 | 32.8                                                                              | * 10                                                                              | 80.0                                                                              | 27.0                                                                              | 16.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Q Clear Time (g_c+14),s  | 14.1                                                                              | 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 |       |      | 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                                                                                   |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 99.1                                                                              |                                                                                   | 30.0                                                                              |                                                                                   | 20.9                                                                              |                                                                                   | 22.2                                                                                |                                                                                     | 76.8                                                                                |                                                                                     | 13.5                                                                                |                                                                                     |
| Change Period (Y+Rc), s      | 5.7                                                                               |                                                                                   | * 4.7                                                                             |                                                                                   | * 4.9                                                                             |                                                                                   | 5.5                                                                                 |                                                                                     | 5.7                                                                                 |                                                                                     | * 5.2                                                                               |                                                                                     |
| Max Green Setting (Gmax), s  | 90.3                                                                              |                                                                                   | * 25                                                                              |                                                                                   | * 19                                                                              |                                                                                   | 29.5                                                                                |                                                                                     | 55.3                                                                                |                                                                                     | * 15                                                                                |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 58.2                                                                              |                                                                                   | 27.3                                                                              |                                                                                   | 15.8                                                                              |                                                                                   | 15.9                                                                                |                                                                                     | 38.1                                                                                |                                                                                     | 8.4                                                                                 |                                                                                     |
| Green Ext Time (p_c), s      | 21.8                                                                              |                                                                                   | 0.0                                                                               |                                                                                   | 0.2                                                                               |                                                                                   | 0.8                                                                                 |                                                                                     | 7.6                                                                                 |                                                                                     | 0.1                                                                                 |                                                                                     |
| 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                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 86.6                                                                              |                                                                                   |                                                                                   | 26.8                                                                              |                                                                                   |                                                                                   | 46.6                                                                                |                                                                                     |                                                                                     | 12.9                                                                                |                                                                                     |                                                                                     |
| 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 | 79.4                                                                              |                                                                                   |                                                                                   | 22.0                                                                              |                                                                                   |                                                                                   | 38.1                                                                                |                                                                                     |                                                                                     | 7.4                                                                                 |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               |                                                                                   |                                                                                   | 0.1                                                                               |                                                                                   |                                                                                   | 3.6                                                                                 |                                                                                     |                                                                                     | 0.1                                                                                 |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 54.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# 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                                                                              |      | 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(I)           | 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), 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                                                                                   |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 90.8                                                                              |                                                                                   | 30.2                                                                              |                                                                                   | 39.0                                                                              |                                                                                   | 11.8                                                                                |                                                                                     | 78.9                                                                                |                                                                                     | 21.4                                                                                |                                                                                     |
| 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 | 82.9                                                                              |                                                                                   | 25.4                                                                              |                                                                                   | 35.8                                                                              |                                                                                   | 6.3                                                                                 |                                                                                     | 75.2                                                                                |                                                                                     | 15.9                                                                                |                                                                                     |
| Green Ext Time (p_c), s      | 0.4                                                                               |                                                                                   | 0.2                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.1                                                                                 |                                                                                     | 0.0                                                                                 |                                                                                     | 0.3                                                                                 |                                                                                     |
|                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| 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(I)           | 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(I)           | 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+1.25s) | 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+l1), 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+l1), 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                                                                                   |                                                                                     | 6                                                                                   |                                                                                     | 7                                                                                   |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 101.0                                                                             |                                                                                   | 30.0                                                                              |                                                                                   | 19.0                                                                              |                                                                                   | 23.6                                                                                |                                                                                     | 77.4                                                                                |                                                                                     | 14.2                                                                                |                                                                                     |
| 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                                                                              |                                                                                   | 16.1                                                                              |                                                                                   | 17.2                                                                                |                                                                                     | 41.0                                                                                |                                                                                     | 9.2                                                                                 |                                                                                     |
| Green Ext Time (p_c), s      | 23.5                                                                              |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.9                                                                                 |                                                                                     | 9.7                                                                                 |                                                                                     | 0.0                                                                                 |                                                                                     |
| 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  | 15.0 | 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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Project: K:\ALP\_TPTO\015170050\_NGMC Traffic - Gainesville - December 2019\4\_Traffic Impact Study\SIDRA\Intersection 2.sip9

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+I1), 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+1.0),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(l)           | 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                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 90.6                                                                              |                                                                                   | 30.4                                                                              | 39.0                                                                              | 14.5                                                                              | 76.1                                                                              | 23.7                                                                                | 45.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.7                                                                               |                                                                                   | * 4.7                                                                             | * 4.9                                                                             | 5.5                                                                               | 5.7                                                                               | * 5.2                                                                               | * 4.9                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 83.3                                                                              |                                                                                   | * 27                                                                              | * 34                                                                              | 14.5                                                                              | 63.3                                                                              | * 30                                                                                | * 31                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 82.8                                                                              |                                                                                   | 25.5                                                                              | 36.1                                                                              | 9.0                                                                               | 72.4                                                                              | 18.2                                                                                | 21.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.4                                                                               |                                                                                   | 0.1                                                                               | 0.0                                                                               | 0.1                                                                               | 0.0                                                                               | 0.4                                                                                 | 0.9                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| 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(I)                                                                                 | 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+I), s                                                                        | 14.8 | 17.6 |      | 7.4   |      | 27.7 |
| Green Ext Time (p_c), s                                                                            | 0.3  | 4.5  |      | 0.7   |      | 8.8  |
| <b>Intersection Summary</b>                                                                        |      |      |      |       |      |      |
| HCM 6th Ctrl Delay                                                                                 |      |      | 14.6 |       |      |      |
| HCM 6th LOS                                                                                        |      |      | B    |       |      |      |
| <b>Notes</b>                                                                                       |      |      |      |       |      |      |
| * 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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Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise | Processed: Monday, July 19, 2021 2:34:45 PM

Project: K:\ALP\_TPTO\015170050\_NGMC Traffic - Gainesville - December 2019\4\_Traffic Impact Study\SIDRA\Intersection 2.sip9

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+I1), 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                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>                                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay                                                                                 |                                                                                   |                                                                                   | 51.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                                                                                        |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Notes</b>                                                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| * 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    |

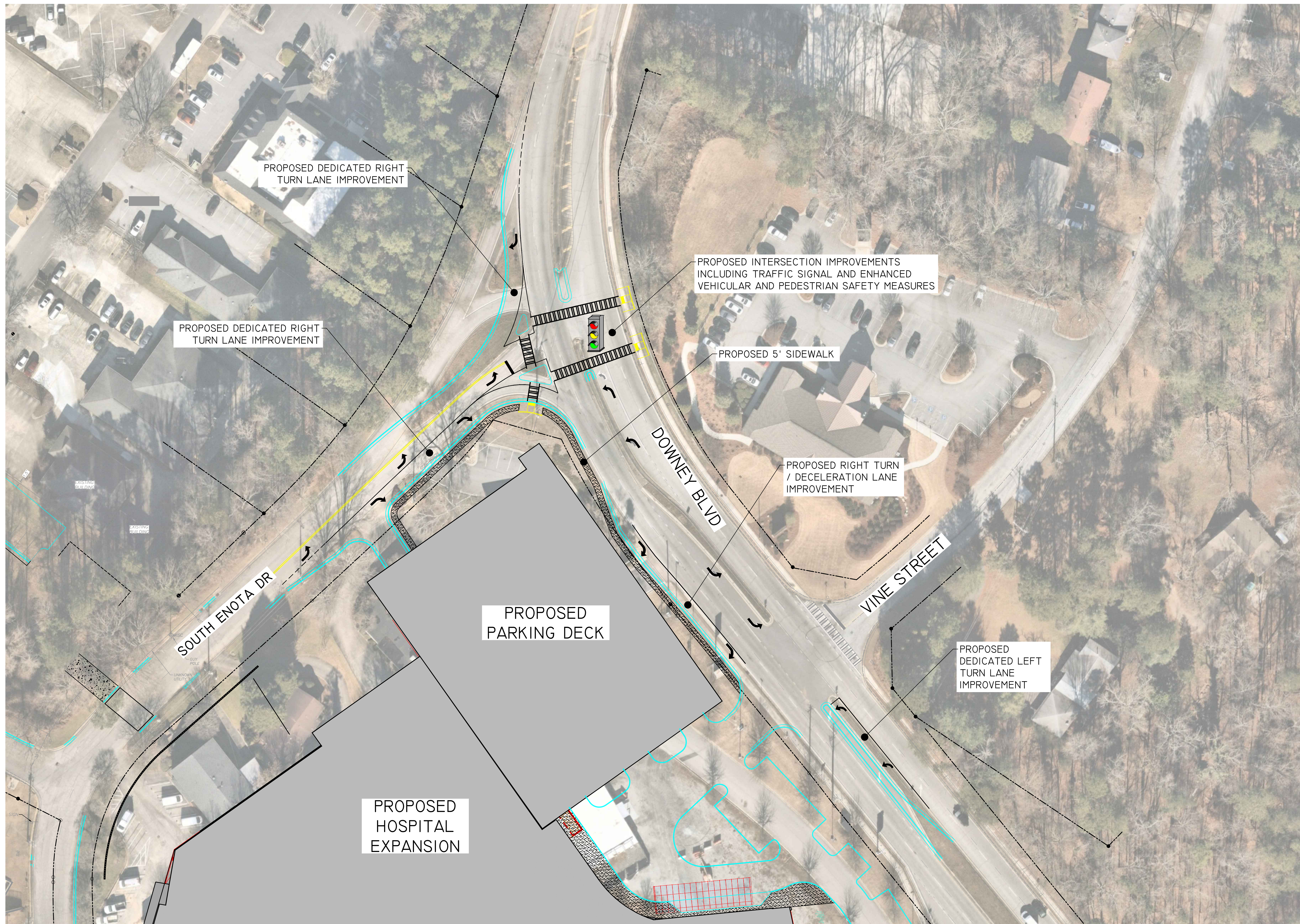
### Notes

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:** 9/20/2021

**Presenter:** Abb Hayes

**Item of Business:** **Public Hearing Item: October 5, 2021 Council Meeting**  
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:** 9/30/2021

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**Purpose of Request:**

To provide an overview of the following zoning request as presented at the September 14, 2021 Planning and Appeals Board Meeting:

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:**

Staff recommended approval with six conditions as presented. PAB recommended denial of the request. See the PAB Recommendation report for details and excerpts from the meeting minutes.

**SAMPLE MOTIONS**

Approval of Ordinance 2021- :

I move to approve the ordinance to amend the existing Planned Unit Development (P-U-D) for the subject property for 50 residential townhomes with six conditions as presented.

Denial of the Request:

I move to deny this request.

**Department Director:**

Rusty Ligon

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

N/A

**Amount Requested:**

**Source of Funds:**

**Finance Comments:**

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**Administrative Comments:**

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**ATTACHMENTS:**

| Description              |                                     | Type            |
|--------------------------|-------------------------------------|-----------------|
| <input type="checkbox"/> | Legal Ad Newspaper Article          | Legal Ad        |
| <input type="checkbox"/> | PAB Recommendation Report           | Report          |
| <input type="checkbox"/> | Proposed Zoning Amendment Ordinance | Ordinance       |
| <input type="checkbox"/> | Location Maps                       | Backup Material |
| <input type="checkbox"/> | Developer Letter                    | Backup Material |
| <input type="checkbox"/> | Narrative                           | Backup Material |
| <input type="checkbox"/> | Community Benefit Statement         | Backup Material |
| <input type="checkbox"/> | Site Plan and Pictures              | Backup Material |
| <input type="checkbox"/> | Plat                                | Backup Material |
| <input type="checkbox"/> | Yr 2000 Approved Zoning Plan        | Backup Material |



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Hearings

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the City of Flowery Branch City Council to consider a request from South Hall, LLC. for the rezoning of three (3) parcels of land totaling 1.10 +/- acres of land from TND (Traditional Neighborhood District) to CBD (Central Business District). The parcels for consideration are located on Church Street and are identified as follows:

08112A 002007  
08112A 002008  
08112A 002009

NOTICE IS HEREBY GIVEN that the Mayor & Council have the power to impose a different zoning designation from the requested and impose or delete zoning conditions that may change the application considerably. The public is invited to attend this meeting at City Hall, 5410 Pine Street, Flowery Branch, Georgia.

WHEN: October 7, 2021 - 6:00 p.m.  
WHERE: City Hall Council Chambers  
MAIL: PO Box 757

TELEPHONE:  
(770) 967-6371

PERSONS INTERESTED IN THIS MATTER are invited to review the application for annexation and rezoning which is on file with the City Clerk of the City of Flowery Branch and to attend the public hearing at the date, time and place provided in this notice, to express their opinion on this matter. Written comments may also be received in lieu of testimony during the public hearing. For more information, contact Rich Atkinson, Community Development Director at: Rich@flowerybranchga.org

In compliance with the Americans with Disabilities Act of 1990, the City of Flowery Branch is committed to providing reasonable accommodations for a person with a disability. Please contact the Flowery Branch City Clerk Vickie Short at: Vickie.s@flowerybranchga.org

If special program

from Residential-I and Agricultural Residential-III (AR-III) to Highway Business (H-B) on a 9.862± acre tract located on the north side of Browns Bridge Road at its intersection with Cherokee Trail; a.k.a. 4152 Browns Bridge Road; Zoned R-I & AR-III; Tax Parcel 08050 003002. Proposed Use: self-storage warehouse. Commission District 2.

5. Application of McKinley Homes US, LLC to rezone from Agricultural Residential-III (AR-III) and Planned Commercial Farm District (PCFD) to Planned Residential Development (PRD) on a 162.36± acre tract located on the west side of Spout Springs Road at its intersection with Lancaster Crossing; a.k.a. 6863 and 6803 Spout Springs Road; Zoned AR-IV & PCFD; Tax Parcel 15042 000009(pt.) and 000010. Proposed Use: 393 lot single family attached and detached development. Commission District 6.

6. Application of McKinley Homes US, LLC to rezone from Planned Commercial Farm District (PCFD) to Planned Commercial Development (PCD) on a 4.19± acre tract located on the west side of Spout Springs Road at its intersection with Lancaster Crossing; a.k.a. 6803 Spout Springs Road; Zoned PCFD; Tax Parcel 15042 000009(pt.). Proposed Use: retail development. Commission District 1.

7. Application of Mark Skelton to rezone from Agricultural Residential-III to Residential-I (R-I) on a 6.41± acre tract located on the north side of L J Martin Road approximately 1,235 feet from its intersection with Strickland Road; a.k.a. 5301 Strickland Road; Zoned AR-III; Tax Parcel 15037 000031. Proposed Use: 3-lot subdivision. Commission District 1.

8. Appeal of the Planning Commission's approval of Mark Skelton for a right side yard setback variance from 15 feet to 7 feet on a 6.41± acre tract located on the north

opposition to the proposed rezoning and (b) has made, within two years immediately preceding the filing of the proposed rezoning, campaign contributions aggregating \$250 or more to a member of the County Commission shall file a disclosure of contributions with the Planning Department at least five (5) days prior to the first hearing of the proposed rezoning by the County Commission. (OCGA § 36-67A-3[C]).

\*The Planning Commission's decision will be the final action taken unless appealed to the Board of Commissioners. To do so, file an application with the Planning Department within five working days of the Planning Commission's decision. The Hall County Board of Commissioners will hear appeals at a public hearing Thursday, November 11, 2021 at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.

\*\*The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on Thursday, November 11, 2021. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.

\*\*The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on Thursday, October 28, 2021. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia. 100529 9/15

NOTICE OF PUBLIC HEARING ON PROPOSED AMENDMENTS TO THE GAINESVILLE ZONING MAP

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  
Additional information is available from the Community and Economic Development Department, Planning Division, by calling 770-531-6570.

NOTE: In accordance with Georgia law, anyone who wishes to express opposition to the proposed zoning action, and has made, within two years immediately preceding the filing of the proposed zoning action, campaign contributions aggregating \$250 or more to a local government official who will consider the application, shall file a disclosure of contribution(s) with the Planning Division at least five (5) days prior to the first reading of the proposed zoning action by the City Council. (OCGA § 36-67A-3-3 {c}) 100521 9/15

NOTICE OF PUBLIC HEARING UPON APPLICATION FOR ANNEXATION AND REZONING Pursuant to O.C.G.A. § 36-36-1 et seq. and O.C.G.A. § 36-36-20 et seq., notice is hereby given that the City of Buford, a Georgia Municipal Corporation, will hold a public hearing to evaluate the applications of certain landowners, more fully set forth on Exhibit "A", to annex and zone property to the corporate limits of the City of Buford as provided in O.C.G.A. § 36-36-20 which is contiguous to the existing limits. The property proposed for annexation and rezoning is contiguous to the present corporate limits of the City of Buford and is more particularly described

455.47 feet and an arc length of 100.47 feet being subtended by a chord bearing of North 53 Degrees 17 Minutes 29 Seconds East and a chord distance of 100.26 feet to a point at the intersection of the Land Lot Line common to Land Lots 151 and 158 and said right of way, said point marked by a 5/8 inch rebar pin found; THENCE leaving said right of way and traveling on said Land Lot Line South 30 Degrees 28 Minutes 00 Seconds East for a distance of 277.72 feet to a point, said point marked by a 1/2 inch rebar pin set; THENCE leaving said Land Lot Line South 52 Degrees 57 Minutes 34 Seconds West for a distance of 99.81 feet to a point, said point marked by an Axle found; THENCE traveling North 30 Degrees 34 Minutes 21 Seconds West for a distance of 278.24 feet to a point on the southeast right of way of Carter Road (60' right of way), said point marked by a 1/2 inch rebar pin set, said point being THE TRUE POINT OF BEGINNING.

Said property contains 0.639 Acres. 100095

8/25,9/1,8,15,22,29

The City of Buford Planning and Zoning Board will meet on Tuesday, September 14, 2021 at 7:00 p.m. at Buford City Hall, 2300 Buford Highway, Buford, Georgia 30518 and the Buford City Commission will meet on Monday, October 4, 2021 at 7:00 p.m. at Buford City Arena, 2795 Sawnee Avenue, Buford, Georgia 30518 to consider a special use permit at 4925 Lexie Lane for John Cunningham and Krist Biba. The special use permit requested is to allow climate-controlled storage. 100093

8/25,9/1,8,15,22,29

The City of Buford Zoning Board of Appeals will meet on Monday, September 20, 2021 at 7:00 p.m. at Buford City Hall, 2300 Buford Highway,



and identified as Mulberry Street, parcel number 3 001009, from (Traditional hborhood District) HB (Highway CE IS HEREBY N that the Mayor & cil have the power npose a different g designation the requested and se or delete zoning litions that may ge the application iderably. The ic is invited to d this meeting ty Hall, 5410 Pine t, Flowery Branch, ia. N: October 7, -6:00 p.m. RE: City Hall cil Chambers : PO Box 757 PHONE: (770) 967- IONS INTERESTED THIS MATTER are ed to review application for axation and ning which is on with the City Clerk he City of Flowery ch and to attend public hearing he date, time and e provided in this ce, to express their ion on this matter. ten comments may e received in lieu testimony during public hearing. ore information, act Rich nson, Community elopment Director @flowerybranchga. compliance with Americans with abilities Act of 1990, City of Flowery ch is committed to iding reasonable omodations a person with disability. Please act the Flowery ch City Clerk Vickie rt at: Vickies@ erybranchga.org 489 9/15 OF FLOWERY ICE OF PUBLIC RING ONING ICE IS HEREBY N (pursuant to G.A.S 36-36-1) a public hearing be held before

of special program accommodations are necessary and/or if program information is needed in an alternative format. Special requests must be made in a reasonable amount of time in order that accommodations can be arranged. 100488 9/15 NOTICE is hereby given that the Hall County Board of Commissioners shall conduct a public hearing at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia, at 6:00 p.m. on Thursday, September 23, 2021 to consider the following: 1. Application of James and Stacey Thompson for a Use Subject to County Commission approval on a 0.28± acre tract located on the south side of Samoa Way approximately 226 feet from its intersection with Paradise Point Road; a.k.a. 6416 Samoa Way; Zoned R-I; Tax Parcel 08141 001010. Proposed Use: accessory structures with no primary residence. Commission District 1. 2. Application of James G. Major for a Use Subject to County Commission approval on a 31.15± acre tract located on the east side of Hog Mountain Road approximately 1,236 feet from its intersection with Blackjack Road; a.k.a. 5692 Hog Mountain Road; Zoned AR-III; Tax Parcel 08136 000002. Proposed Use: 3 lot subdivision. Commission District 1. 3. Application of Pulte Group to rezone from Agricultural Residential-IV (AR-IV) to Planned Residential Development (PRD) on a 54.03± acre tract located on the west side of Spout Springs Road at its intersection with Williams Road; a.k.a. 7095, 7099, & 7103 Spout Springs Road; Zoned AR-IV; Tax Parcels 15042 000015, 000015A & 15041 000010. Proposed Use: 144 lot single family subdivision. Commission District 1. 4. Application of Lanier Luxe Self Storage to rezone

located on the north side of L J Martin Road approximately 1,235 feet from its intersection with Strickland Road; a.k.a. 5301 L J Martin Drive; Zoned AR-III; Tax Parcel 15037 000031. Proposed Use: 3-lot subdivision. Commission District 1. 100530 9/15 NOTICE is hereby given that the Hall County Planning Commission shall conduct a public hearing at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia, at 5:15 p.m. on Monday, October 4, 2021 to consider the following: 1. Previously tabled application of Invest NH, LLC for a Use Subject to County Commission approval on a 6.75± acre tract located on the east side of Lula Road at its intersection with Glade Farm Road; a.k.a. 7404 Lula Road; Zoned AR-IV; Tax Parcel 12115 000005(pt.). Proposed Use: 5 lot subdivision. \*\*\* Commission District 3. 2. Application of Morteza Modaber for a Use Subject to County Commission approval on a 0.38± acre tract located on the north side of Browns Bridge Road at its intersection with Whiting Drive; a.k.a. 1790 Browns Bridge Road; Zoned H-B; Tax Parcels 00123 007017 & 007016. Proposed Use: auto repair and body shop. \*\* Commission District 4. 3. Application of Rabun Gap Holdings to rezone from Planned Commercial Farm District (PCFD) to Planned Residential Development (PRD) on a 20.67± acre tract located on the west side of Spout Springs Road approximately 100 feet from its intersection with Lancaster Crossing; a.k.a. 6804 Spout Springs Road; Zoned PCFD. Tax Parcel 15042 000018. Proposed Use: 101 unit mixed residential development. \*\* NOTE: In accordance with Georgia law, anyone who (a) wishes to express

Notice is hereby given that the Gainesville City Council will conduct a public hearing on Tuesday, October 5, 2021 at 5:30 p.m. in the Gainesville Justice Center (Municipal Courtroom at the Public Safety Complex), 701 Queen City Parkway in downtown Gainesville on the following 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 3) 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 4) Request from Easto Construction to amend a portion of an

in Exhibit "A" attached hereto. The City of Buford Planning Commission will hold a public hearing and make recommendations on such application for annexation and rezoning on Tuesday, September 14, 2021, at 7:00 pm, Buford City Hall, 2300 Buford Highway, Buford, Gwinnett County, Georgia 30518. Please note that this is a change in location from the regular monthly Planning Commission meeting. The Buford City Commission will hold a public hearing to discuss and pass upon the proposed applications for annexation and rezoning on Monday, October 4, 2021 at 7:00 p.m., Buford City Arena, 2795 Sawnee Avenue, Buford, Gwinnett County, Georgia 30518. Please note that this is a change in location from the regular monthly City Commission meeting. This 17th day of August, 2021. CHANDLER, BRITT & JAY, LLC City Attorneys EXHIBIT "A" OWNER/APPLICANT: Jason Jackson CURRENTLY ZONED: R3 PROPOSED ZONING: R-100 All that tract or parcel of land lying and being in Land Lot 158 of the 7th Land District, Hall County, Georgia and being more particularly described as follows; To find the true point of beginning, commence at the centerline intersection of Mabry Ridge Drive and Carter Road; THENCE traveling South 21 Degrees 13 Minutes 16 Seconds East for a distance of 31.94 feet to a point on the southeast right of way of Carter Road (60' right of way), said point having Georgia State Plane Coordinates (West Zone) of North 1511616.2140 and East 2359762.5650 and being marked by a ½ inch rebar pin set, said point being THE TRUE POINT OF BEGINNING. THENCE traveling on said right of way along a curve to the right having a radius of

Buford, Georgia; 30518 to consider a variance request at 901 Gainesville Highway out of parcel 08-169 004002, being 7.6 acres, for Michael Ewing. The variance requested is to allow no painted stripe demarcation of the surplus parking area. All that Tract or parcel of land lying and being in Land Lots 169 & 170 of the 8th District of Hall County, Georgia, and being more particularly described as follows: COMMENCE at a point of intersection on the easterly right-of-way line of Buford Highway (right-of-way varies with the southwesterly right-of-way line of Logistics Boulevard (60' right-of-way easement); thence following the right-of-way line of Buford Highway the following calls: S39°03'12"W a distance of 249.4 feet to a point; thence S45°56'29"W a distance of 65.85 feet to a point; thence S50°53'47"W a distance of 17.0 feet to a point; thence S12°39'58"W a distance of 43.12 feet to a point; thence S23°39'40"W a distance of 53.8 feet to a point; thence S31°53'09"W a distance of 102.81 feet to a point; thence S39°06'42"W a distance of 59.00 feet to a point and the TRUE POINT OF BEGINNING thence leaving said right-of-way line and running S50°53'43"W a distance of 333.25 feet to a point in the centerline of a creek thence following said centerline meandering of creek a distance of 914' +/- to a point which has a chord of S59°56'25"W a distance of 728.59 feet; thence continuing along said centerline of meandering creek a distance of 1,785' +/- to a point, which has a chord of S36°44'30"W a distance of 1205.78 feet to a point; thence leaving the centerline of creek and running N30°21'15"W a distance of 141.06 feet to a point on the easterly right-of-way line of Buford Highway; thence following said right-of-way line the following



**GAINESVILLE PLANNING and APPEALS BOARD  
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**  
**Planning & Appeals Board Recommendation** ..... **Denial**  
**Date** ..... September 14, 2021

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▪ **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.

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▪ **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.



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## Excerpts from the September 14, 2021 PAB Meeting Minutes

**Applicant Presentation:** **Robert Fouse**, 1548 Jade Cove Drive, Powder Springs, stated he is the architect for the project and complimented the neighborhood for meeting with him. He said their goal is to be a good and compelling neighbor to the Gainesville community and feels the property can be developed to the good of everyone. His client asked him to explore the P-U-D zoning as zoned already but wants to explore the highest and best use for the property which is a townhome community rather than a high-rise. They consider it to be a more appropriate construction in between a lovely single-family home community to the north and a multi-family community to the south. He said the high-rise is more compelling economically but felt the best thing for everyone is to consider a townhome development like the slides on the presentation. Mr. Fouse stated there is no designed floorplan or elevation and only picked the style of structure from the internet but many at the neighborhood meeting did not like the style chosen. He stated it is their desire to work with them to address concerns and engage the neighbors in the process. The site plan on the presentation depicts 44 units but are applying for 50 units maximum but still needs to complete due diligence to determine the exact size and configurations but expect it to be less. He said they are exploring a high-end price point with an average sale price of \$800,000 to \$900,000 for the units but will not sell for that amount if there is no place for a lawn/landscaping, patio/porch area. The most important feature for the site is the panoramic lake view which is almost 270 degrees of lake view but the lower to the lake it shrinks to 45 to 60 degree view of the water. He stated the purpose is to provide a wonderful residential living opportunity with lake view and lake front property. He stated they are not exploring the option of docks and feel the project is a gap development between the \$500,000 to \$600,000 range homes and the multi-family apartments to the south and can fill the gap in an appropriate and architectural aesthetic way. He acknowledged he has no certain style of building and designs whatever the client desires. He hopes to involve the neighbors in deciding the style of the townhomes and looking forward to their comments and believes there is a better use for modification of the P-U-D zoning and believes in the townhome project presented. They acknowledge there are several challenges and concerns regarding traffic, intersection of driveway from High Vista Point onto Thompson Bridge Road. They will work with the neighbors, and support of the city to approach GDOT to provide some controls at the intersection. The project will double the amount of vehicles impacting the intersection which may require a traffic study and his client agrees too. There are questions of where the driveway will connect to High Vista Point, not to impact the roundabout, gate and drive. He hopes to engage all parties in the discussion and is aware some will not be happy with the project. They have been exploring the site for two years and there is a reason it has been undeveloped since 1990 for 30 years because it is a tough site. He believes this project is a good answer and the most appropriate.

**OPPOSE:** **Mark Burns**, 2706 High Vista Point, stated he is the treasurer for the High Point Homeowners Association and on behalf of the board and neighbors respectfully oppose the request for rezoning.

**Bob Willis**, 2718 High Vista Point, stated he is representing the homeowners association and has given out two items. The first was a petition of signatures of the residents with 100 percent opposing the application and respectfully request denial of it. He stated they are not opposed to development and are well aware of growth in the community and agree the land should be developed. Mr. Willis said the property is not flat, mostly ridge and is more cliff-like and believes the reason for the zoning is because there is very little space there with the cross-roads of a major power line, Corps property, lake, topography and grade. They met with the developer to get more information but could not get enough information

to know what the project is going to be about. They are very concerned about the verifiable track record of the architect and developer but want reliable evidence that shows experience and skill to complete the project successfully. He stated the other handout contains their primary objections to the project and reviewed them briefly. Mr. Willis said there was no local resume of work of prior projects found but the architect has had two business entities that the Secretary of State has ended for failure to pay the registration fee. They looked for evidence of a website for the developer, nothing was found and the business address was a sports bar or tee shirt shop in Buford. He said when reviewing the plans, they are incomplete and inadequate details such as the stock photos. Mr. Willis said they wonder about the developer's due diligence on the project since at the meeting they were told there has been no meaningful civil engineering, utility, environmental, traffic or marking studies and no ground or grade surveys. He said they could not find evidence of experience, credibility or attention to details. He said they feel the project is too complex for a developer or architect's first or second project. They have asked for a list or a portfolio and evidence of experience and have received nothing. He said with no traffic study done and number of cars could go over 100 to 150 per day and already very dangerous. He said the price points are not based on marketing studies and appear unrealistic. Mr. Willis said with the developer being unknown, and the complexity of the project their concern is it will not be properly and successfully completed. He said there is the risk of flipping which if the developer decides to sell the property undeveloped then the community would likely have no say on the development to the new developer and concerned this might happen due to the incomplete nature of the due diligence with the track record almost non-existence.

**Dani Burns**, 2706 High Vista Point, stated she has been in real estate for twenty years, license broker as well as a sales agent with fourteen years in Gainesville at Keller Williams Lanier Partners. She spoke about her sales for last year compared to this year and specializing in lake and luxury. Ms. Burns said in the last two years she has been involved in every MLS recorded sale of a Gainesville townhome or condo project above \$500,000. She stated in the Gainesville Times and from their meeting with the developer, the price point was \$800,000 to \$900,000 range. She stated in the packet is a marketing analysis regarding townhomes in Gainesville and the average townhome is 248,000 with the most expensive being \$608,000 in the Candler Park subdivision. She stated Candler Park is closer to town, easier to build, contains garages but these drawings do not show garages. She stated Candler Park does not have road noise and significant power lines which effects selling and value of the property. She said those two factors impact their subdivision and the sales price for the last year in High Point of a home over 6,000 square feet at \$642,800. She feels the developer is not taking the negative factors into consideration. She stated their neighborhood value is almost 25 percent less in sales compared to Marina Bay and Harbor Point due to the negative impact of road noise and power lines. Ms. Burns stated if the zoning is changed and the developer is not able to follow-through and if his numbers are incorrect, they would be looking at an unfortunate, unfavorable and unintended consequence concerning this rezoning. She stated they are not a subdivision opposed to development, and are open to working with a seller or developer that brings a proposal that is reasonable and feasible that can be worked on together. Ms. Burns appreciates the comments to involve the community but just worried they will not follow through. She said if the zoning was approved, they are opposed to carports and the architectural designs.

**REBUTTAL: Mr. Fouse** stated he understands each of the comments made but disappointed that some were more directed at qualifications than the project. He said he has been a registered architect in 9 states for 30 years, and done about 700 projects. He said his client has done many projects in his career and feels he does not need to justify his qualifications. He said they are still committed trying to work with the neighborhood association, understand their concerns, understands their statements but the job of the developer is to make sure he is not going to lose money on a development and if so, he's not going to do it and will stop. Mr. Fouse said the project is very preliminary and is deliberate and told the neighborhood association last week that is deliberate. He said they

are about to spend a quarter of a million dollars on engineering and architectural work to confirm that this idea is going work but are not going to do that until there is clarification from the board if that is a path worth taking or not.

**There was a motion to recommend denial of the zoning amendment request to allow for 50 residential townhomes with Planned Unit Development (P-U-D) zoning.**

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

Passed: \_\_\_\_\_

**AN ORDINANCE**

**No. 2021-**

**AN ORDINANCE AMENDING THE EXISTING PLANNED UNIT DEVELOPMENT, WITH CONDITIONS (P-U-D-c) 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); TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.**

**BE IT HEREBY ORDAINED BY THE GOVERNING BODY OF THE CITY OF GAINESVILLE, GEORGIA, AS FOLLOWS:**

**SECTION I**

That from and after the passage of this Ordinance the following described lands shall be zoned and so designated on the Zoning Map of the City of Gainesville as **Planned United Development, with conditions (P-U-D-c)**.

**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**

## **ORDINANCE NO. 2021 -**

**associated with the proposed development shall be at the full expense of the developer/property owner.**

### **Legal Description**

All the tract or parcel of land, together with any improvements located thereon, lying and being in Land Lot 143, 9<sup>th</sup> Land District, City of Gainesville, Hall County, Georgia, containing 4.847 acres as shown on a plat of survey prepared by Moreland Altobelli Associates, Inc., dated January 28, 1987, last revised July 2, 2000, styled "Survey for Bradley Abernathy, Sr. and David Scroggs", recorded in Hall County, Georgia, Plat Slide 787, Page 250A together with a perpetual non-exclusive easement for ingress and egress, as shown on said plat, a portion of said easement being over High Vista Point, and a portion of said easement lying between High Vista Point and the property hereinabove conveyed, said easements being more particularly described as follows:

The first easement being over High Vista Point, beginning at the terminus of the public right of way, and bounded by lines C-14, C-15, C-16, L-20, C-11, C-9, and C-8 as shown on said plat. The easement between High Vista Point and the property herein conveyed is bounded by L-12, C-11, L-14, and L-6. Also conveyed is the right to remove landscaping, structures, or other improvements whatsoever necessary for the grading and development of the ingress and egress easement over the portion of both easements lying outside the paving of High Vista Point, but including the curbing of High Vista Point. TOGETHER with the right to construct, in connection with its ingress and egress easements, a retaining wall or skirt wall in the common area, and to abut the stone column on the South/Southeasterly side of the ingress/egress easement area. This conveyance is subject to all matters shown on the survey referenced in the description.

### **SECTION II**

All Ordinances and parts of Ordinances in conflict herewith are hereby repealed.

### **SECTION III**

If any portion of this Ordinance shall be held to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect or impair the remaining portions unless it clearly appears that such other parts are wholly and necessarily dependent upon the part held to be invalid or unconstitutional.

### **SECTION IV**

This Ordinance is enacted as an amendment to the Code of the City of Gainesville, Georgia, and is to be codified as a part of Section 9-1-1-5.

### **SECTION V**

The effective date of this Ordinance shall be upon approval by the governing body of the City of Gainesville, Georgia.



**ORDINANCE NO. 2021 -**

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**C. Danny Dunagan, Jr., Mayor**

This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this Ordinance was adopted as stated and will be recorded in the official minutes.

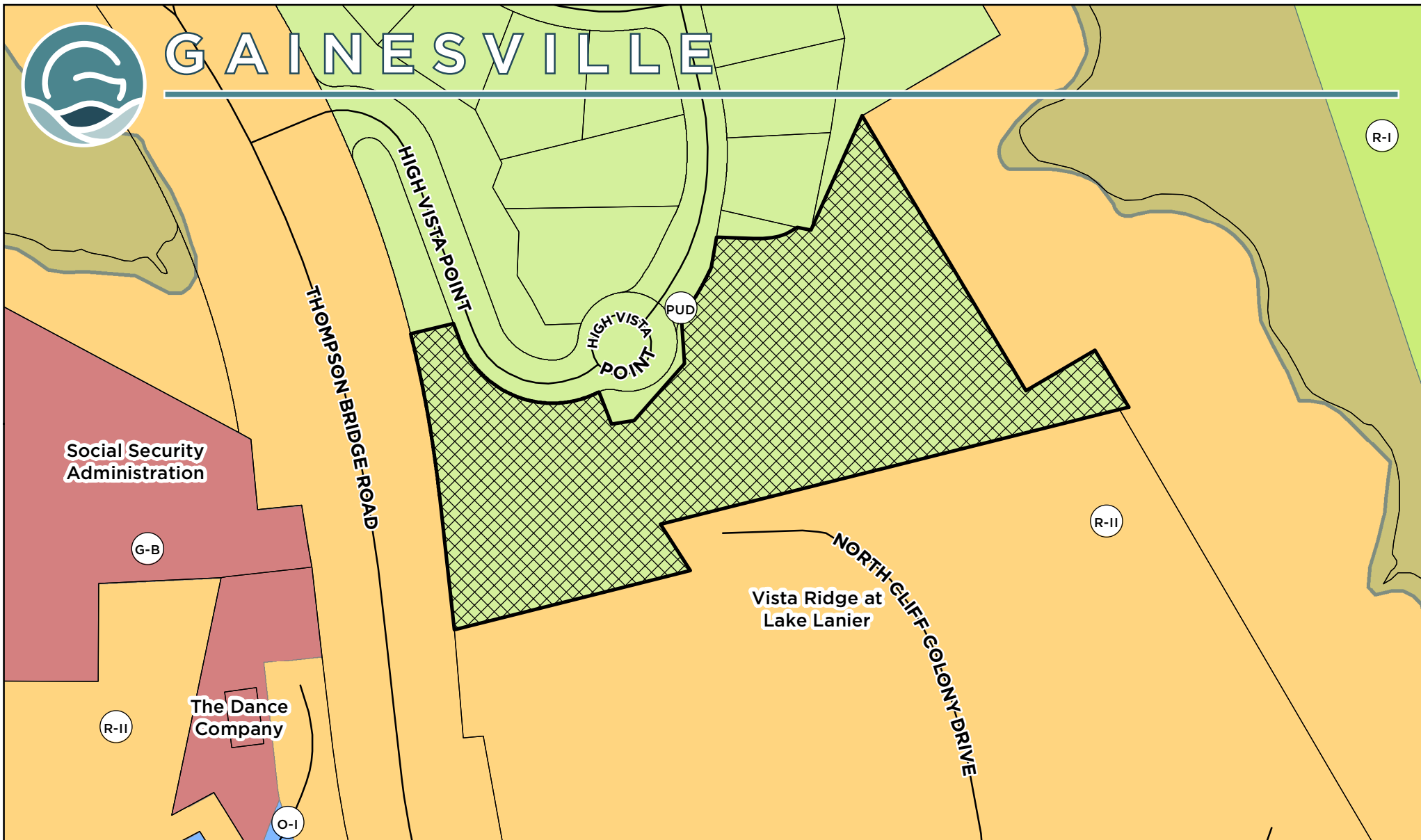
**ATTEST:**

---

**Denise O. Jordan, City Clerk**



# 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 415 of 551

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

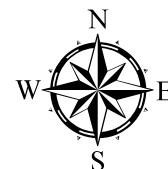
Subject Property Address:  
2702 High Vista Point, NE

Tax Parcel:  
01-100-002-032



Subject Property

Aerial from 2018



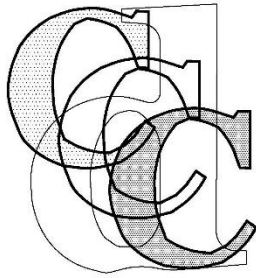
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Page 416 of 551

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,

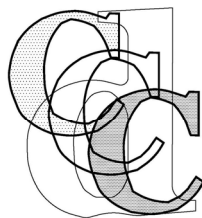
Robert L. Fouse  
President



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:            | <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Resident Units:     | <p>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.</p> <p>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.</p> <p>The project assumes two amenity buildings housing various common services and HOA benefits. The project also assumes exterior amenities including a pool.</p> |
| Building Heights:   | <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Ongoing Operations: | <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                 |



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

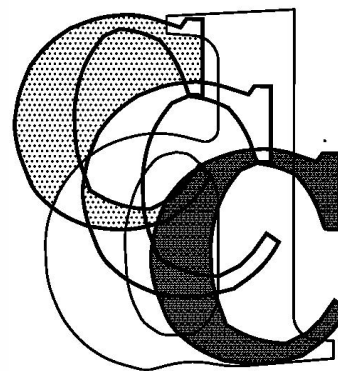
- Only one gated entrance instead of multiple entrances to not negatively impact traffic.
- The one entrance is off Thompson Bridge Road and there is already a turning lane in place near entrance for the existing subdivision.
- Price point is projected \$750,000 – \$1 million plus.
- Gated entrance provides 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

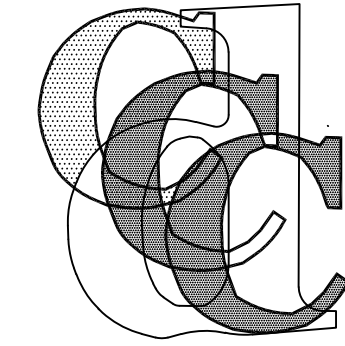
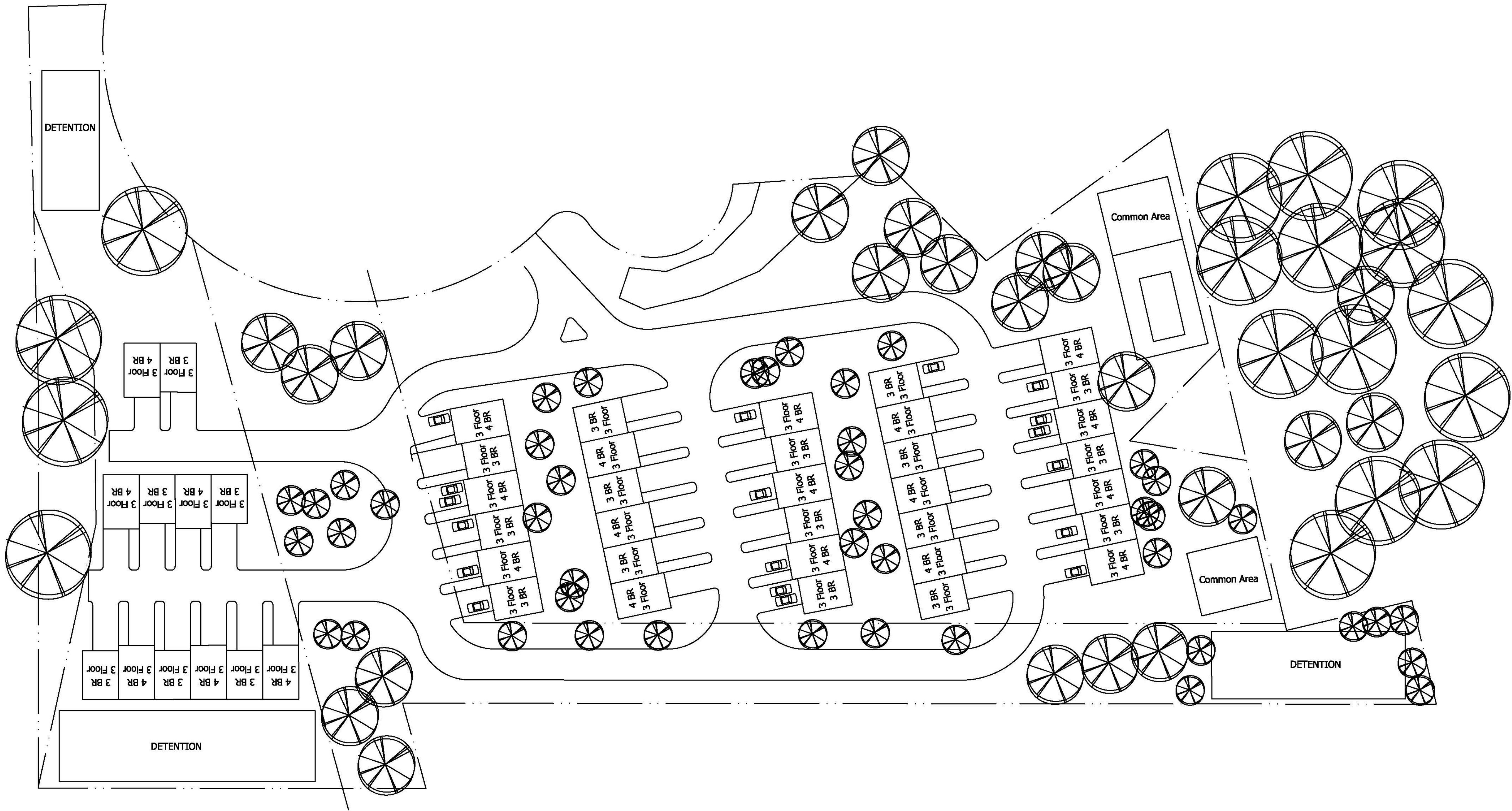


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| CODE SUMMARY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                             |                        |          |                                                                             | INDEX TO DRAWINGS | DRAWING ISSUE:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |     |       |      |  |                |          |  |                        |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| <div><div>VICINITY MAP:</div><div>PROJECT SITE</div><div>PROJECT ADDRESS:</div><div>TYPE OF PACKAGE: ...CONSTRUCTION OF TOWNHOMES</div><div>SEISMIC DESIGN CATEGORY: ..... "C"</div><div>WIND SPEED: ..... 90 MPH</div><div>EXPOSURE CATEGORY: C</div><div>APPLICABLE CODES:</div><div>Building:2012 edition International Building Code</div><div>Mechanical:2012 edition International Mechanical Code</div><div>Plumbing:2012 edition International Plumbing Code</div><div>Gas:2012 edition International Fuel Gas Code</div><div>Electrical:2014 edition National Electrical Code</div><div>Energy:2009 edition International Energy Conservation Code</div><div>Fire:2012 edition International Fire Code</div><div>Life Safety:2012 Life Safety Code - NFPA 101</div><div>Accessibility: 2015 Georgia Accessibility Code/Rules and Regulations of the Georgia Safety Fire Commissioner Ch. 120-3-20</div><div>NOTE:SHALL COMPLY WITH ALL APPLICABLE GEORGIA AMENDMENTS</div><div>NOTE:THE SUPPRESSION SYSTEM IN THE PLANS IS FOR REFERENCE ONLY AND THE SUPPRESSION SYSTEM MUST BE SUBMITTED AND APPROVED SEPARATELY.</div></div> | C. OCCUPANCY CLASSIFICATION | IBC                    | NFPA 101 | Occupancy Calculations per Table 7.3.1.2<br>Chapter 7 Life Safety Code 2012 |                   | <div>Issue Dates:</div> <table><tr><th>No.</th><th>ISSUE</th><th>DATE</th></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><tr><td></td><td></td><td></td></tr></table> | No. | ISSUE | DATE |  | PUD Submission | 07/29/21 |  | Revised PUD Submission | 08/23/21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| D. TYPE OF CONSTRUCTION<br>A - Protected / B - Unprotected                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                             |                        |          |                                                                             |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |     |       |      |  |                |          |  |                        |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| E. AUTOMATIC SPRINKLER SYSTEM<br>SPRINKLERED / UNSPRINKLERED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                             |                        |          |                                                                             |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |     |       |      |  |                |          |  |                        |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| F. ALLOWABLE HEIGHT<br>HEIGHT SHOWN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                             |                        |          |                                                                             |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |     |       |      |  |                |          |  |                        |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| G. ALLOWABLE AREA<br>1. Area Allowed Per Unit<br><br>2. Actual Area Per Unit                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                             |                        |          |                                                                             |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |     |       |      |  |                |          |  |                        |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| H. FIRE RESISTANCE RATINGS -<br>BUILDING ELEMENTS<br>1. Structural Frame<br>2. Bearing Walls<br>3. Non-Bearing Walls<br>4. Floor Construction<br>5. Roof Construction                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                             |                        |          | Unit Summary                                                                |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |     |       |      |  |                |          |  |                        |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| I. FIRE RESISTANCE RATINGS -<br>EXTERIOR WALLS<br>1. Separation Distance<br>2. Bearing Walls<br>3. Non-Bearing Walls<br>4. Opening Protection<br>5. Vertical Fire Spread Protection<br>6. Parapets                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                             |                        |          |                                                                             |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |     |       |      |  |                |          |  |                        |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| J. FIRE RESISTANCE RATINGS -<br>FIRE & SMOKE BARRIERS<br>1. Shaft Enclosures<br>2. Exit Enclosures & Corridors<br>3. Horizontal Exits<br>4. Incidental Use Areas<br>5. Fire Area/ Occupancy Separation<br>6. Smoke Barriers                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                             |                        |          |                                                                             |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |     |       |      |  |                |          |  |                        |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| K. COMMON PATH OF TRAVEL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                             |                        |          |                                                                             |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |     |       |      |  |                |          |  |                        |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| L. EGRESS/CORRIDOR WIDTH<br><div>REQUIRED<br/>PROVIDED</div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                             |                        |          |                                                                             |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |     |       |      |  |                |          |  |                        |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| M. DEAD END CORRIDORS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                             |                        |          |                                                                             |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |     |       |      |  |                |          |  |                        |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| N. TRAVEL DISTANCE<br>AUTOMATIC FIRE SPRINKLER SYSTEM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                             |                        |          |                                                                             |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |     |       |      |  |                |          |  |                        |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |





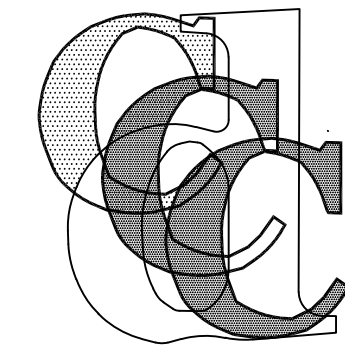
| No. | ISSUE           | DATE     |
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|     | PUD APPLICATION | 07/29/21 |
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CHEROKEE  
DESIGN &  
CONSTRUCTION  
CONSULTING, P. C.

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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Sheet Title:

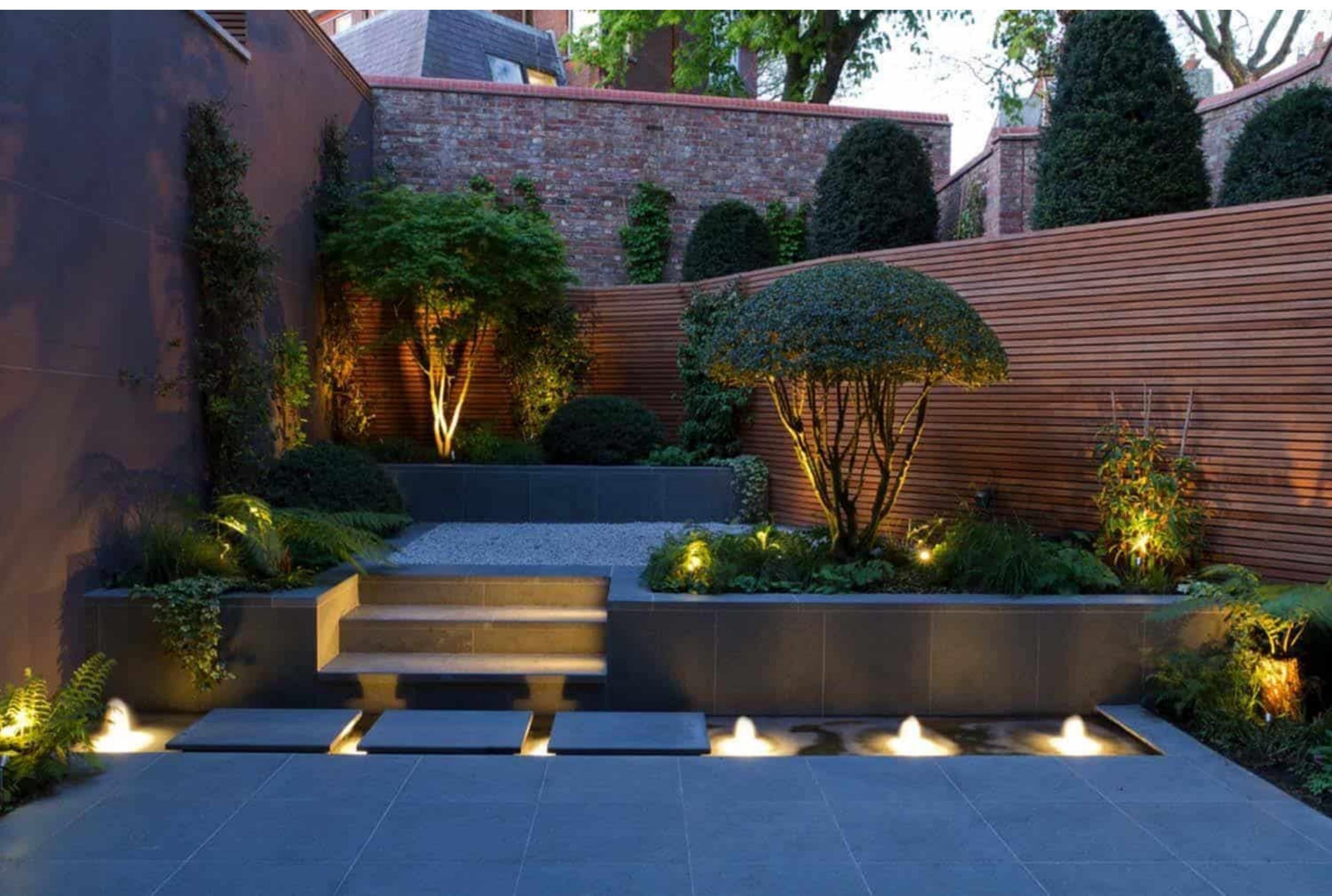
CONCEPT  
ARCHITECTURAL  
IMAGE

Sheet:

A102

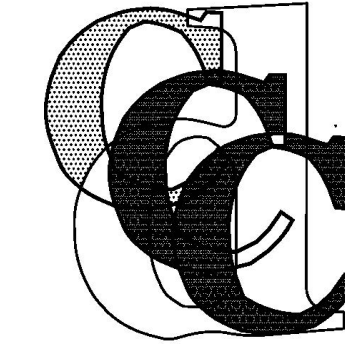
FOR CONSTRUCTION





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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 |
|     |                 |          |
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Sheet Title:

**REAR SIDE  
IMAGES**

Sheet:

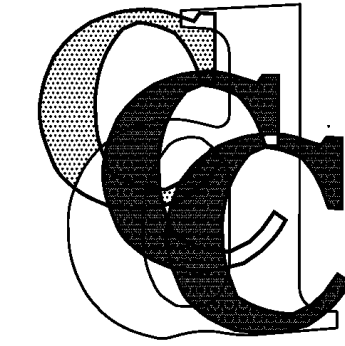
**A103**  
FOR CONSTRUCTION





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CONSTRUCTION  
CONSULTING, P. C.**

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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

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Sheet Information:

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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:

113 PLAT OF SURVEY FOR CLARK & CHEEK L.L.C., PREPARED BY MORELAND ALTOBELLI ASSOCIATES, INC., DATED 11-02-95.

103 PLAT FOR HIGH POINT SUBDIVISION, BY MORELAND ALTOBELLI ASSOCIATES, PLAT BOOK SLIDE 102, PAGE 104.

## COURSE BEARING DISTANCE

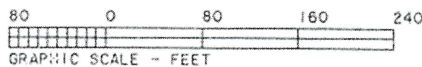
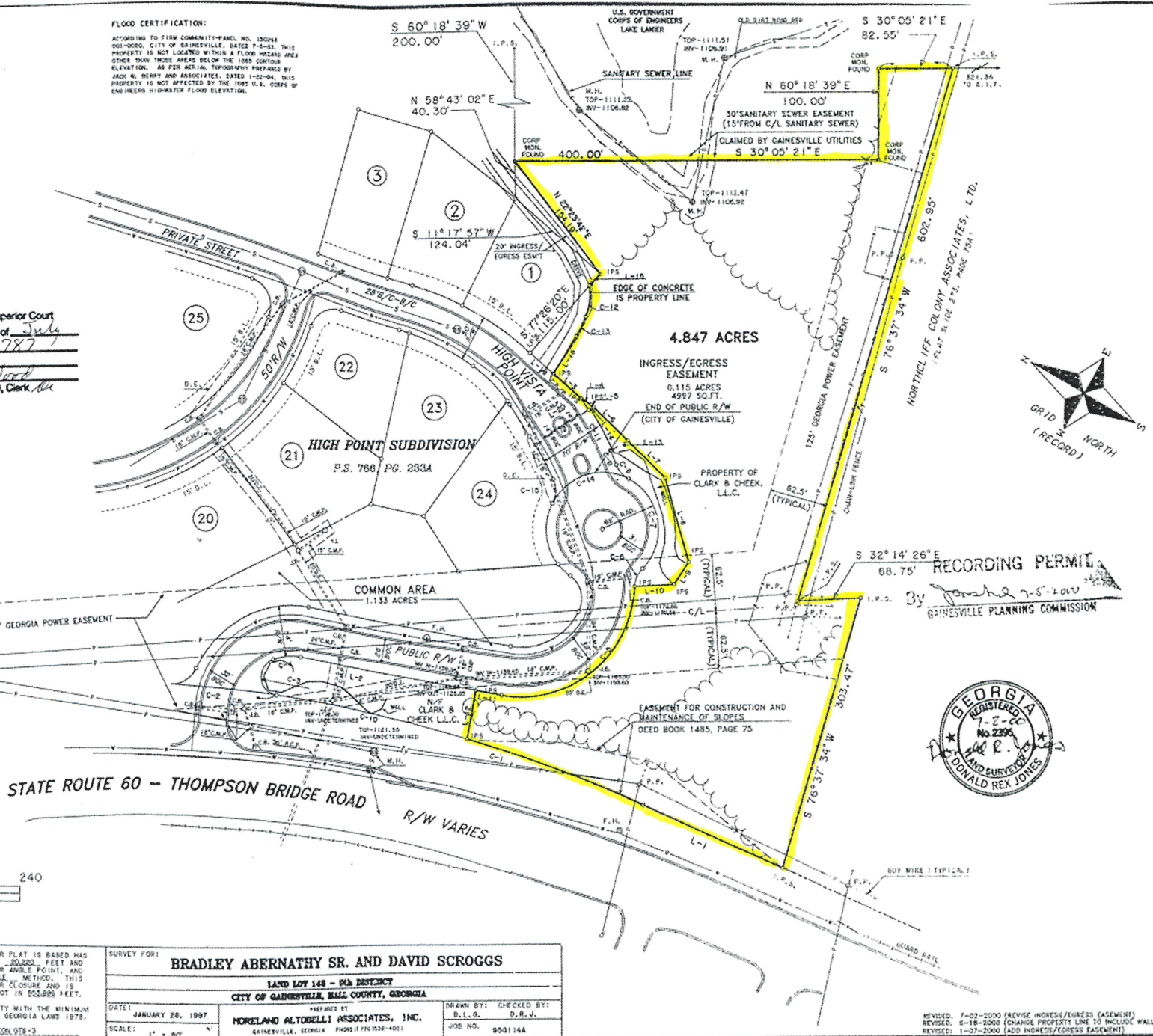
|      |              |         |
|------|--------------|---------|
| L-1  | N 05°30'26"E | 167.70' |
| L-2  | S 19°30'00"E | 204.36' |
| L-3  | N 11°06'16"E | 40.76'  |
| L-4  | N 00°24'36"E | 12.36'  |
| L-5  | N 14°10'31"E | 3.48'   |
| L-6  | N 14°10'31"E | 52.37'  |
| L-7  | N 14°10'31"E | 57.54'  |
| 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°29'56"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' | 206.88' | N 09°26'13"W |
| C-2   | 1522.39' | 118.45' | 118.42' | N 24°00'20"W |
| C-3   | 23.00'   | 55.28'  | 58.87'  | N 54°50'52"E |
| C-4   | 43.01'   | 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' | 96.33'  | 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:

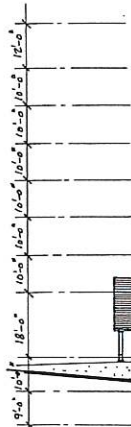
ACCORDING TO FIRM COMMUNITY PANEL NO. 13094 001-000, CITY OF GAINESVILLE, DATED 7-8-85, THIS PROPERTY IS NOT LOCATED WITHIN A FLOOD HAZARD AREA OTHER THAN THOSE AREAS BELOW THE 1000 CONTOUR ELEVATION. AS PER AERIAL TOPOGRAPHY PREPARED BY JACK M. HENRY AND ASSOCIATES, DATED 1-02-84, THIS PROPERTY IS NOT AFFECTED BY THE 1000 U.S. CORPS OF ENGINEERS HIGHWATER FLOOD ELEVATION.



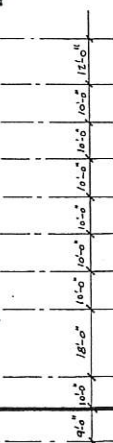
| LEGEND     | THE FIELD DATA ON WHICH THIS MAP OR PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 20,000 FEET AND AN ANGULAR ERROR OF ONE SECOND PER ANGLE POINT, AND WAS ADJUSTED USING THE LEAST SQUARES METHOD. THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 500,000 FEET. |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| - I. F.    | ANGLE IRON FOUND                                                                                                                                                                                                                                                                                                        |
| - M. F.    | CONCRETE MONUMENT FOUND                                                                                                                                                                                                                                                                                                 |
| - C. L.    | CENTERLINE                                                                                                                                                                                                                                                                                                              |
| - I. F. F. | IRON PIN FOUND                                                                                                                                                                                                                                                                                                          |
| - P. F. S. | IRON PIN SET (1/2" REBAR)                                                                                                                                                                                                                                                                                               |
| - L. L.    | LAND LOT                                                                                                                                                                                                                                                                                                                |
| - P. L.    | PROPERTY LINE                                                                                                                                                                                                                                                                                                           |
| - O. H. L. | OVERHEAD POWER LINE                                                                                                                                                                                                                                                                                                     |
| - P. F. C. | POWER POLE                                                                                                                                                                                                                                                                                                              |
| - R. W.    | RIGHT-OF-WAY                                                                                                                                                                                                                                                                                                            |

|                                           |                                     |
|-------------------------------------------|-------------------------------------|
| 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



FRONT ELEVATION

SCALE =  $1/4" = 1'-0"$

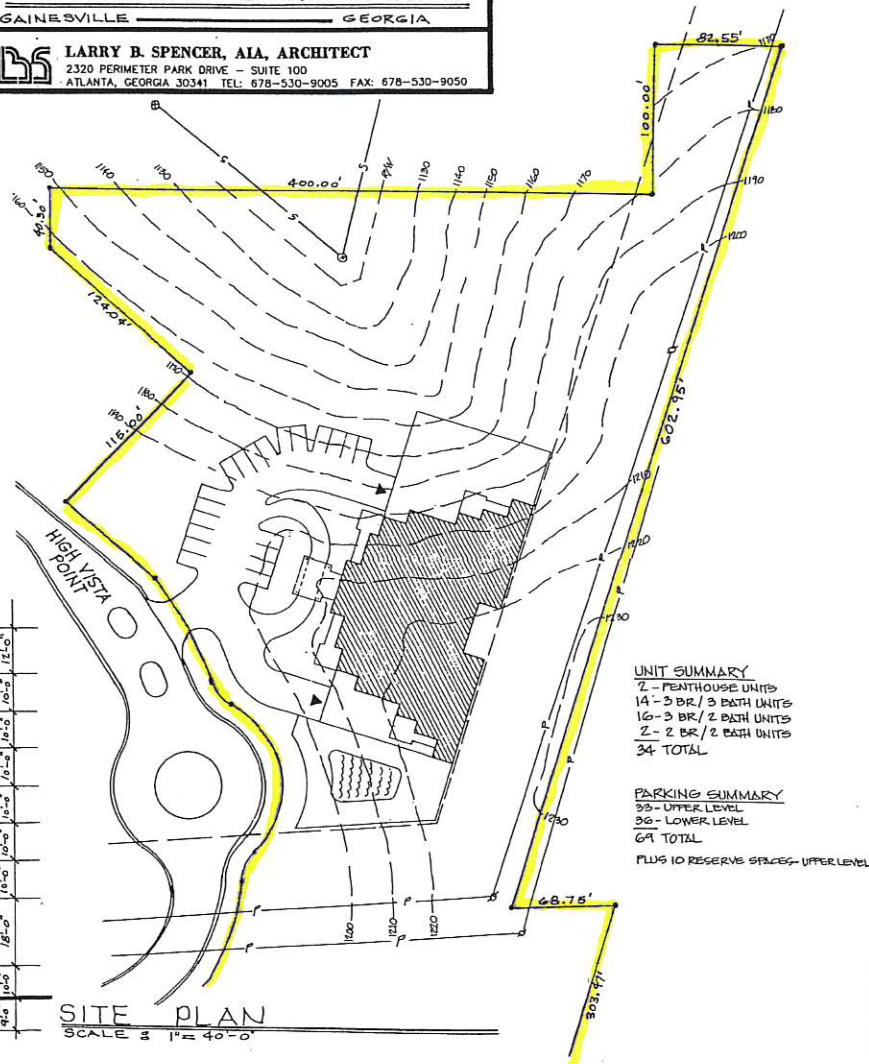
# HIGHPOINT CONDOMINIUMS

GAINESVILLE \_\_\_\_\_ GEORGIA



**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  
16 - 3 BR / 2 BATH UNITS  
2 - 2 BR / 2 BATH UNITS  
34 TOTAL

PARKING SUMMARY  
33 - UPPER LEVEL  
36 - LOWER LEVEL  
69 TOTAL

PLUS 10 RESERVE SPACES- UPPER LEVEL

## HIGH

**SHEET TITLE**

PRELIMINARY



**Date Submitted:** 9/20/2021

**Presenter:** Abb Hayes

**Item of Business:** **Public Hearing Item: October 5, 2021 Council Meeting  
(Tabled at the September 14, 2021 PAB Meeting)**  
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:** 9/30/2021

---

**Purpose of Request:**

Item tabled during the September 14, 2021 Planning and Appeals Board Meeting:

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:**

**No action needed as this item was tabled at the September 14, 2021 PAB meeting and will be on the October 12, 2021 PAB meeting agenda.**

**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            |
|-----------------------------------------------------------------------------------|------------------------------|-----------------|
|  | Legal Ad Newspaper Article   | Legal Ad        |
|  | PAB 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 |



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3,15,22,29

Hearings

FLOWERY

OF PUBLIC

ING

IS HEREBY

ursuant to

36-36-1)

ublic hearing

held before

of Flowery

the City of Flowery Branch City Council to consider a request from South Hall, LLC. for the rezoning of three (3) parcels of land totaling 1.10 +/- acres of land from TND (Traditional Neighborhood District) to CBD (Central Business District). The parcels for consideration are located on Church Street and are identified as follows:

08112A 002007  
08112A 002008  
08112A 002009  
NOTICE IS HEREBY GIVEN that the Mayor & Council have the power to impose a different zoning designation from the requested and impose or delete zoning conditions that may change the application considerably. The public is invited to attend this meeting at City Hall, 5410 Pine Street, Flowery Branch, Georgia.  
WHEN: October 7, 2021 - 6:00 p.m.  
WHERE: City Hall Council Chambers  
MAIL: PO Box 757

TELEPHONE: (770) 967-6371  
PERSONS INTERESTED IN THIS MATTER are invited to review the application for annexation and rezoning which is on file with the City Clerk of the City of Flowery Branch and to attend the public hearing at the date, time and place provided in this notice, to express their opinion on this matter. Written comments may also be received in lieu of testimony during the public hearing. For more information, contact Rich Atkinson, Community Development Director at: Rich@flowerybranchga.org

In compliance with the Americans with Disabilities Act of 1990, the City of Flowery Branch is committed to providing reasonable accommodations for a person with a disability. Please contact the Flowery Branch City Clerk Vickie Short at: Vickie.s@flowerybranchga.org if special program

from Residential-I and Agricultural Residential-III (AR-III) to Highway Business (H-B) on a 9.862± acre tract located on the north side of Browns Bridge Road at its intersection with Cherokee Trail; a.k.a. 4152 Browns Bridge Road; Zoned R-I & AR-III; Tax Parcel 08050 003002. Proposed Use: self-storage warehouse. Commission District 2.  
5. Application of McKinley Homes US, LLC to rezone from Agricultural Residential-III (AR-III) and Planned Commercial Farm District (PCFD) to Planned Residential Development (PRD) on a 162.36± acre tract located on the west side of Spout Springs Road at its intersection with Lancaster Crossing; a.k.a. 6863 and 6803 Spout Springs Road; Zoned AR-IV & PCFD; Tax Parcel 15042 000009(pt.) and 000010. Proposed Use: 393 lot single family attached and detached development. Commission District 6.  
6. Application of McKinley Homes US, LLC to rezone from Planned Commercial Farm District (PCFD) to Planned Commercial Development (PCD) on a 4.19± acre tract located on the west side of Spout Springs Road at its intersection with Lancaster Crossing; a.k.a. 6803 Spout Springs Road; Zoned PCFD; Tax Parcel 15042 000009(pt.). Proposed Use: retail development. Commission District 1.  
7. Application of Mark Skelton to rezone from Agricultural Residential-III to Residential-I (R-I) on a 6.41± acre tract located on the north side of L J Martin Road approximately 1,235 feet from its intersection with Strickland Road; a.k.a. 5301 Strickland Road; Zoned AR-III; Tax Parcel 15037 000031. Proposed Use: 3-lot subdivision. Commission District 1.  
8. Appeal of the Planning Commission's approval of Mark Skelton for a right side yard setback variance from 15 feet to 7 feet on a 6.41± acre tract located on the north

opposition to the proposed rezoning and (b) has made, within two years immediately preceding the filing of the proposed rezoning, campaign contributions aggregating \$250 or more to a member of the County Commission shall file a disclosure of contributions with the Planning Department at least five (5) days prior to the first hearing of the proposed rezoning by the County Commission. (OCGA § 36-67A-3[C]).  
\*The Planning Commission's decision will be the final action taken unless appealed to the Board of Commissioners. To do so, file an application with the Planning Department within five working days of the Planning Commission's decision. The Hall County Board of Commissioners will hear appeals at a public hearing Thursday, November 11, 2021 at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.  
\*\*The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on Thursday, November 11, 2021. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.  
\*\*The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on Thursday, October 28, 2021. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.  
100529 9/15

NOTICE OF PUBLIC HEARING ON PROPOSED AMENDMENTS TO THE GAINESVILLE ZONING MAP

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  
Additional information is available from the Community and Economic Development Department, Planning Division, by calling 770-531-6570.  
NOTE: In accordance with Georgia law, anyone who wishes to express opposition to the proposed zoning action, and has made, within two years immediately preceding the filing of the proposed zoning action, campaign contributions aggregating \$250 or more to a local government official who will consider the application, shall file a disclosure of contribution(s) with the Planning Division at least five (5) days prior to the first reading of the proposed zoning action by the City Council. (OCGA § 36-67A-3-3 {c})  
100521 9/15

NOTICE OF PUBLIC HEARING UPON APPLICATION FOR ANNEXATION AND REZONING  
Pursuant to O.C.G.A. § 36-36-1 et seq. and O.C.G.A. § 36-36-20 et seq., notice is hereby given that the City of Buford, a Georgia Municipal Corporation, will hold a public hearing to evaluate the applications of certain landowners, more fully set forth on Exhibit "A", to annex and zone property to the corporate limits of the City of Buford as provided in O.C.G.A. § 36-36-20 which is contiguous to the existing limits. The property proposed for annexation and rezoning is contiguous to the present corporate limits of the City of Buford and is more particularly described

455.47 feet and an arc length of 100.47 feet being subtended by a chord bearing of North 53 Degrees 17 Minutes 29 Seconds East and a chord distance of 100.26 feet to a point at the intersection of the Land Lot Line common to Land Lots 151 and 158 and said right of way, said point marked by a 5/8 inch rebar pin found; THENCE leaving said right of way and traveling on said Land Lot Line South 30 Degrees 28 Minutes 00 Seconds East for a distance of 277.72 feet to a point, said point marked by a 1/2 inch rebar pin set; THENCE leaving said Land Lot Line South 52 Degrees 57 Minutes 34 Seconds West for a distance of 99.81 feet to a point, said point marked by an Axle found; THENCE traveling North 30 Degrees 34 Minutes 21 Seconds West for a distance of 278.24 feet to a point on the southeast right of way of Carter Road (60' right of way), said point marked by a 1/2 inch rebar pin set, said point being THE TRUE POINT OF BEGINNING.

Said property contains 0.639 Acres.  
100095  
8/25,9/1,8,15,22,29

The City of Buford Planning and Zoning Board will meet on Tuesday, September 14, 2021 at 7:00 p.m. at Buford City Hall, 2300 Buford Highway, Buford, Georgia 30518 and the Buford City Commission will meet on Monday, October 4, 2021 at 7:00 p.m. at Buford City Arena, 2795 Sawnee Avenue, Buford, Georgia 30518 to consider a special use permit at 4925 Lexie Lane for John Cunningham and Krist Biba. The special use permit requested is to allow climate-controlled storage.  
100093  
8/25,9/1,8,15,22,29

The City of Buford Zoning Board of Appeals will meet on Monday, September 20, 2021 at 7:00 p.m. at Buford City Hall, 2300 Buford Highway,



and identified as Mulberry Street, parcel number 3 001009, from (Traditional hborhood District) HB (Highway CE IS HEREBY N that the Mayor & cil have the power npose a different g designation the requested and se or delete zoning litions that may ge the application iderably. The ic is invited to d this meeting ty Hall, 5410 Pine t, Flowery Branch, ia. N: October 7, -6:00 p.m. RE: City Hall cil Chambers : PO Box 757 PHONE: (770) 967- IONS INTERESTED THIS MATTER are ed to review application for axation and ning which is on with the City Clerk he City of Flowery ch and to attend public hearing he date, time and e provided in this ce, to express their ion on this matter. ten comments may e received in lieu testimony during public hearing. ore information, act Rich nson, Community elopment Director @flowerybranchga. compliance with Americans with abilities Act of 1990, City of Flowery ch is committed to iding reasonable omodations a person with disability. Please act the Flowery ch City Clerk Vickie rt at: Vickies@ erybranchga.org 489 9/15 OF FLOWERY ICE OF PUBLIC RING ONING ICE IS HEREBY N (pursuant to G.A.S 36-36-1) a public hearing be held before

of special program accommodations are necessary and/or if program information is needed in an alternative format. Special requests must be made in a reasonable amount of time in order that accommodations can be arranged. 100488 9/15 NOTICE is hereby given that the Hall County Board of Commissioners shall conduct a public hearing at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia, at 6:00 p.m. on Thursday, September 23, 2021 to consider the following: 1. Application of James and Stacey Thompson for a Use Subject to County Commission approval on a 0.28± acre tract located on the south side of Samoa Way approximately 226 feet from its intersection with Paradise Point Road; a.k.a. 6416 Samoa Way; Zoned R-I; Tax Parcel 08141 001010. Proposed Use: accessory structures with no primary residence. Commission District 1. 2. Application of James G. Major for a Use Subject to County Commission approval on a 31.15± acre tract located on the east side of Hog Mountain Road approximately 1,236 feet from its intersection with Blackjack Road; a.k.a. 5692 Hog Mountain Road; Zoned AR-III; Tax Parcel 08136 000002. Proposed Use: 3 lot subdivision. Commission District 1. 3. Application of Pulte Group to rezone from Agricultural Residential-IV (AR-IV) to Planned Residential Development (PRD) on a 54.03± acre tract located on the west side of Spout Springs Road at its intersection with Williams Road; a.k.a. 7095, 7099, & 7103 Spout Springs Road; Zoned AR-IV; Tax Parcels 15042 000015, 000015A & 15041 000010. Proposed Use: 144 lot single family subdivision. Commission District 1. 4. Application of Lanier Luxe Self Storage to rezone

located on the north side of L J Martin Road approximately 1,235 feet from its intersection with Strickland Road; a.k.a. 5301 L J Martin Drive; Zoned AR-III; Tax Parcel 15037 000031. Proposed Use: 3-lot subdivision. Commission District 1. 100530 9/15 NOTICE is hereby given that the Hall County Planning Commission shall conduct a public hearing at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia, at 5:15 p.m. on Monday, October 4, 2021 to consider the following: 1. Previously tabled application of Invest NH, LLC for a Use Subject to County Commission approval on a 6.75± acre tract located on the east side of Lula Road at its intersection with Glade Farm Road; a.k.a. 7404 Lula Road; Zoned AR-IV; Tax Parcel 12115 000005(pt.). Proposed Use: 5 lot subdivision. \*\*\* Commission District 3. 2. Application of Morteza Modaber for a Use Subject to County Commission approval on a 0.38± acre tract located on the north side of Browns Bridge Road at its intersection with Whiting Drive; a.k.a. 1790 Browns Bridge Road; Zoned H-B; Tax Parcels 00123 007017 & 007016. Proposed Use: auto repair and body shop. \*\* Commission District 4. 3. Application of Rabun Gap Holdings to rezone from Planned Commercial Farm District (PCFD) to Planned Residential Development (PRD) on a 20.67± acre tract located on the west side of Spout Springs Road approximately 100 feet from its intersection with Lancaster Crossing; a.k.a. 6804 Spout Springs Road; Zoned PCFD. Tax Parcel 15042 000018. Proposed Use: 101 unit mixed residential development. \*\* NOTE: In accordance with Georgia law, anyone who (a) wishes to express

Notice is hereby given that the Gainesville City Council will conduct a public hearing on Tuesday, October 5, 2021 at 5:30 p.m. in the Gainesville Justice Center (Municipal Courtroom at the Public Safety Complex), 701 Queen City Parkway in downtown Gainesville on the following 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 3) 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 4) Request from Easto Construction to amend a portion of an

in Exhibit "A" attached hereto. The City of Buford Planning Commission will hold a public hearing and make recommendations on such application for annexation and rezoning on Tuesday, September 14, 2021, at 7:00 pm, Buford City Hall, 2300 Buford Highway, Buford, Gwinnett County, Georgia 30518. Please note that this is a change in location from the regular monthly Planning Commission meeting. The Buford City Commission will hold a public hearing to discuss and pass upon the proposed applications for annexation and rezoning on Monday, October 4, 2021 at 7:00 p.m., Buford City Arena, 2795 Sawnee Avenue, Buford, Gwinnett County, Georgia 30518. Please note that this is a change in location from the regular monthly City Commission meeting. This 17th day of August, 2021. CHANDLER, BRITT & JAY, LLC City Attorneys EXHIBIT "A" OWNER/APPLICANT: Jason Jackson CURRENTLY ZONED: R3 PROPOSED ZONING: R-100 All that tract or parcel of land lying and being in Land Lot 158 of the 7th Land District, Hall County, Georgia and being more particularly described as follows; To find the true point of beginning, commence at the centerline intersection of Mabry Ridge Drive and Carter Road; THENCE traveling South 21 Degrees 13 Minutes 16 Seconds East for a distance of 31.94 feet to a point on the southeast right of way of Carter Road (60' right of way), said point having Georgia State Plane Coordinates (West Zone) of North 1511616.2140 and East 2359762.5650 and being marked by a ½ inch rebar pin set, said point being THE TRUE POINT OF BEGINNING. THENCE traveling on said right of way along a curve to the right, having a radius of

Buford, Georgia; 30518 to consider a variance request at 901 Gainesville Highway out of parcel 08-169 004002, being 7.6 acres, for Michael Ewing. The variance requested is to allow no painted stripe demarcation of the surplus parking area. All that Tract or parcel of land lying and being in Land Lots 169 & 170 of the 8th District of Hall County, Georgia, and being more particularly described as follows: COMMENCE at a point of intersection on the easterly right-of-way line of Buford Highway (right-of-way varies with the southwesterly right-of-way line of Logistics Boulevard (60' right-of-way easement); thence following the right-of-way line of Buford Highway the following calls: S39°03'12"W a distance of 249.4 feet to a point; thence S45°56'29"W a distance of 65.85 feet to a point; thence S50°53'47"W a distance of 17.0 feet to a point; thence S12°39'58"W a distance of 43.12 feet to a point; thence S23°39'40"W a distance of 53.8 feet to a point; thence S31°53'09"W a distance of 102.81 feet to a point; thence S39°06'42"W a distance of 59.00 feet to a point and the TRUE POINT OF BEGINNING thence leaving said right-of-way line and running S50°53'43"W a distance of 333.25 feet to a point in the centerline of a creek thence following said centerline meandering of creek a distance of 914' +/- to a point which has a chord of S59°56'25"W a distance of 728.59 feet; thence continuing along said centerline of meandering creek a distance of 1,785' +/- to a point, which has a chord of S36°44'30"W a distance of 1205.78 feet to a point; thence leaving the centerline of creek and running N30°21'15"W a distance of 141.06 feet to a point on the easterly right-of-way line of Buford Highway; thence following said right-of-way line the following



**GAINESVILLE PLANNING and APPEALS BOARD  
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**  
**Planning & Appeals Board Recommendation**..... **Tabled**  
**Date**..... September 14, 2021

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▪ **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<br>(Gainesville-Vision, LLC / Sussex Tract)    | Planned Unit Development (P-U-D)                           |
| South    | Single-family homes,<br>Triple B Laundry, Citco, Dollar General | Planned Unit Development (P-U-D)<br>General Business (G-B) |
| East     | Undeveloped land,<br>Mack Truck Center                          | Residential-I-A (R-I-A)<br>Light Industrial (L-I)          |
| West     | Lenox Park Subdivision                                          | Residential-II (R-II); General<br>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.

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▪ **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.
- 

#### **Excerpts from the September 14, 2021 PAB Meeting Minutes**

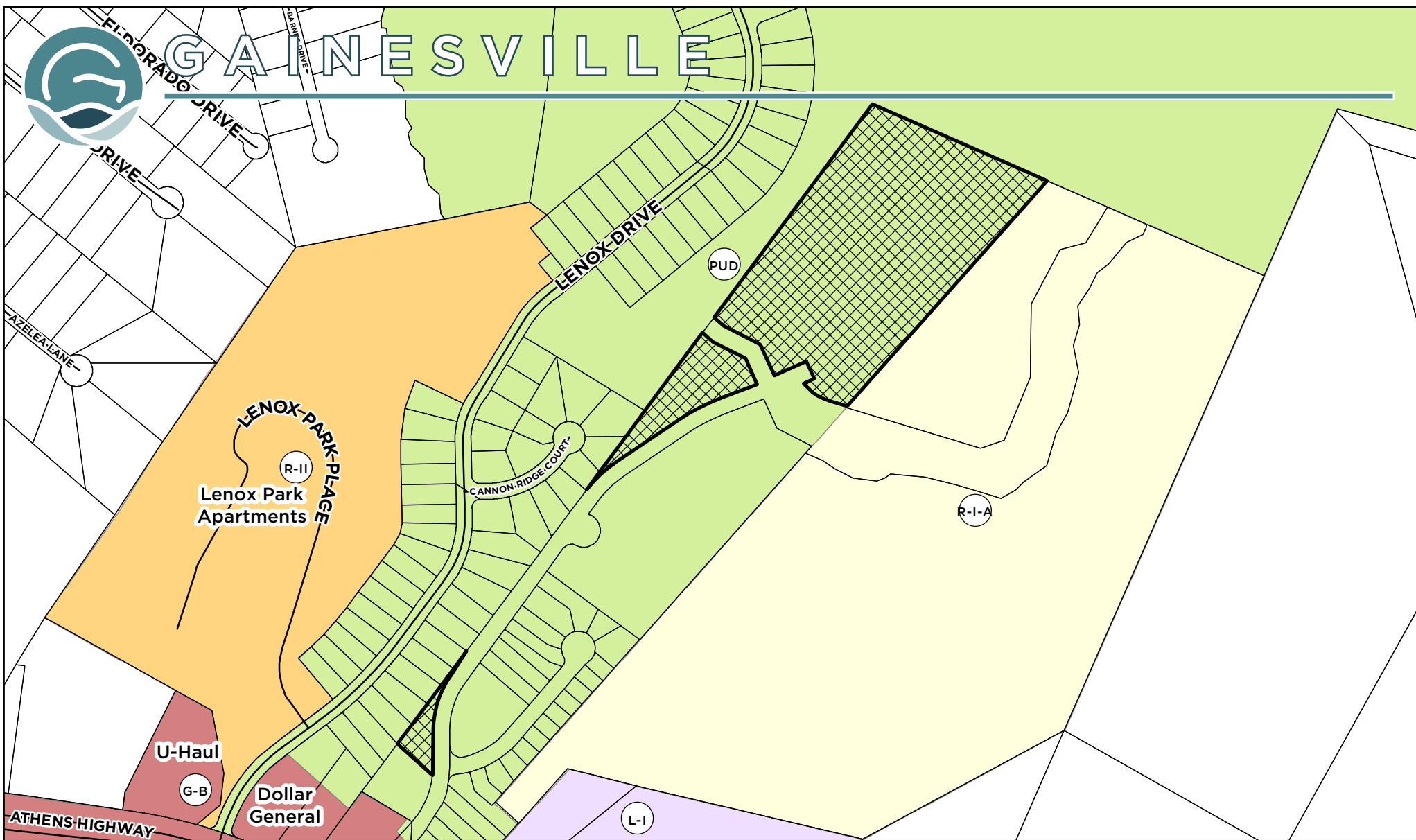
Chairman Carter stated Deputy Director Tate received notification the applicant would like to table their request to the October 12, 2021 Planning and Appeals Board meeting.

**There was a motion to table the zoning amendment request to the October 12, 2021 PAB meeting.**

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



# GAINESVILLE



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:

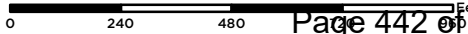
15-022D-000-001 (Part)

 Subject Property



Meeting Date: 09/14/2021

Map Prepared: 08/17/2021

 Page 442 of 551

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

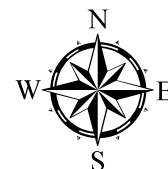
Subject Property Address:  
2125 Wilson Drive, SE

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 443 of 551

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

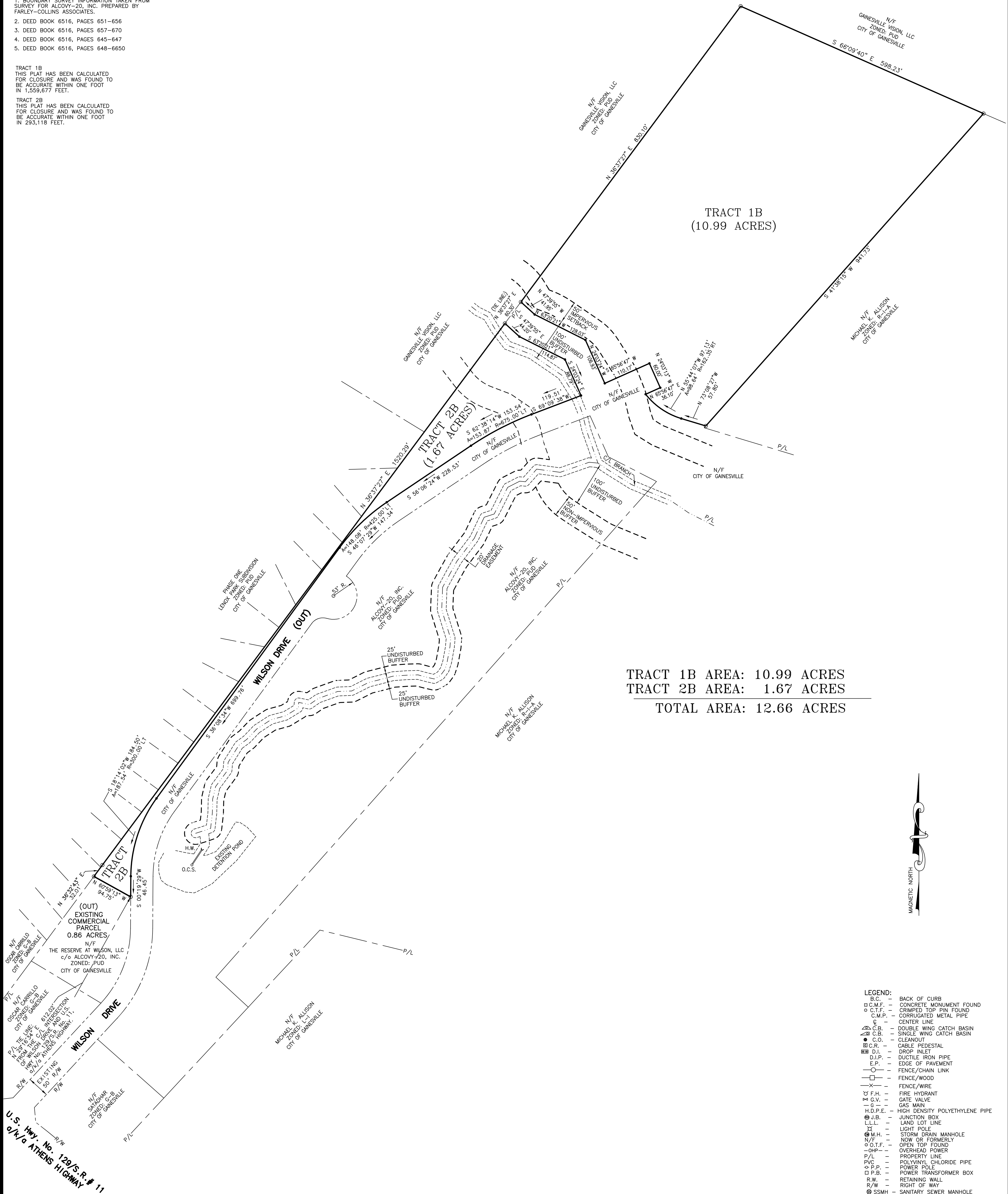
Michael Phelps

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

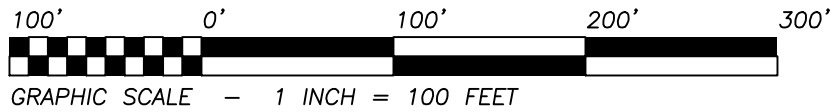
TRACT 1B  
THIS PLAT HAS BEEN CALCULATED  
FOR CLOSURE AND WAS FOUND TO  
BE ACCURATE WITHIN ONE FOOT  
IN 1,559,677 FEET.

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

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 |
|-----|------|-------------|
|     |      |             |
|     |      |             |
|     |      |             |
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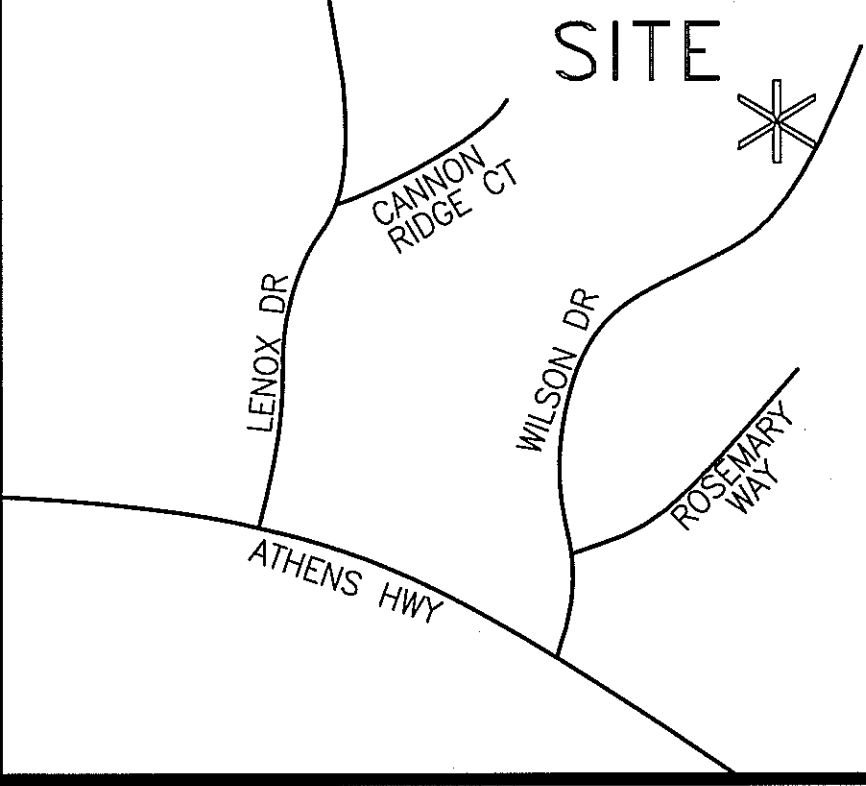
REVISIONS



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

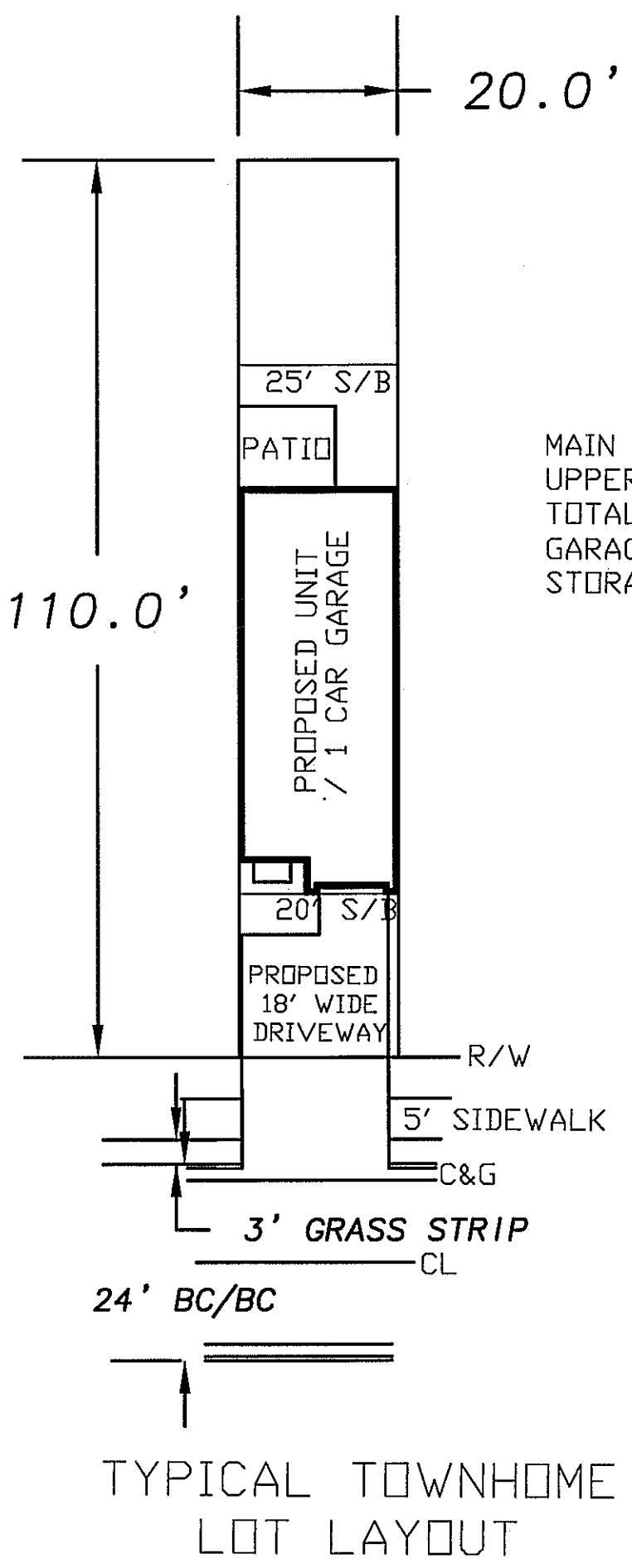
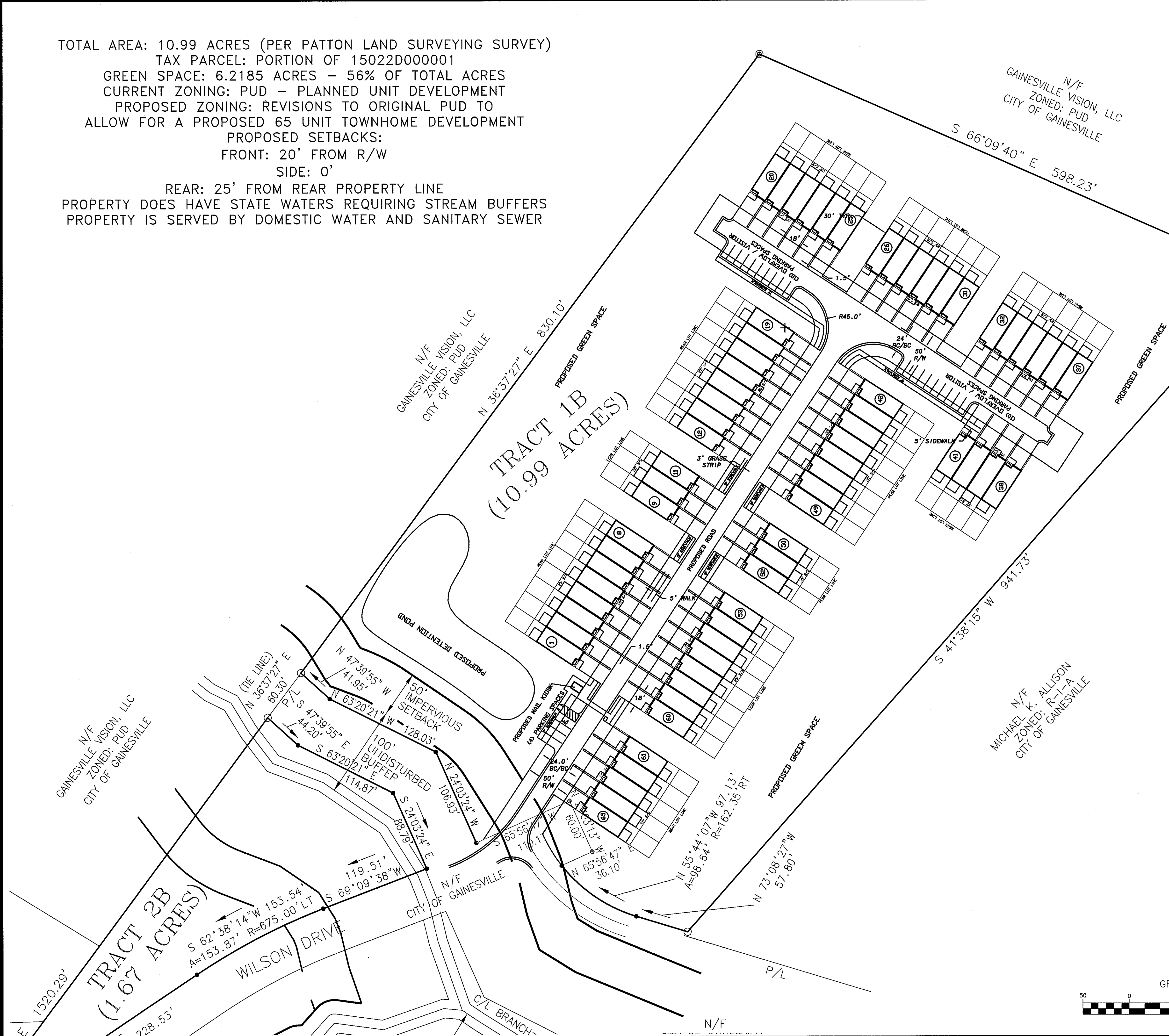


VICINITY MAP (NTS)

| REVISIONS |      | DATE | REMARKS |
|-----------|------|------|---------|
| NO.       | DATE |      |         |
|           |      |      |         |
|           |      |      |         |
|           |      |      |         |

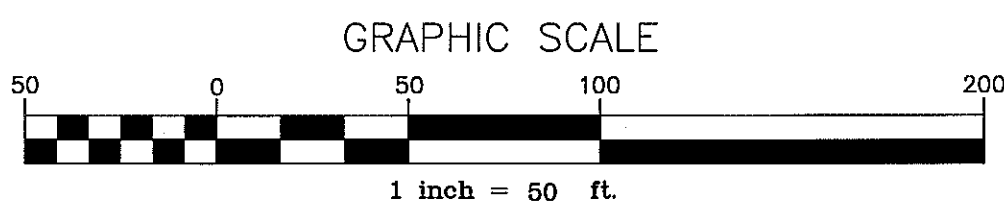
SEAL

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.



MAIN LEVEL: 727 SF  
UPPER LEVEL: 911 SF  
TOTAL HEATED: 1638 SF  
GARAGE: 226 SF  
STORAGE: N/A

TYPICAL TOWNHOME LOT LAYOUT



**Civilscapes, Inc.**  
CIVIL DESIGN & LANDSCAPE ARCHITECTURE  
7185 SHADY GROVE ROAD CUMMING, GEORGIA 30041  
OFFICE: 678-513-8836

PUD SITE PLAN FOR  
**HILLCROVE 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

## 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.

DESIGNER HEREBY EXPRESSLY RESERVES HIS COPYRIGHT AND OTHER PROPERTY RIGHT  
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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<br>DWNSTAIRS CLOSET DOOR TO 2/0<br>PWDR RM WALL TO 2X6 @SINK |
| 8-7-06  | REVISED REAR DOOR TO<br>'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

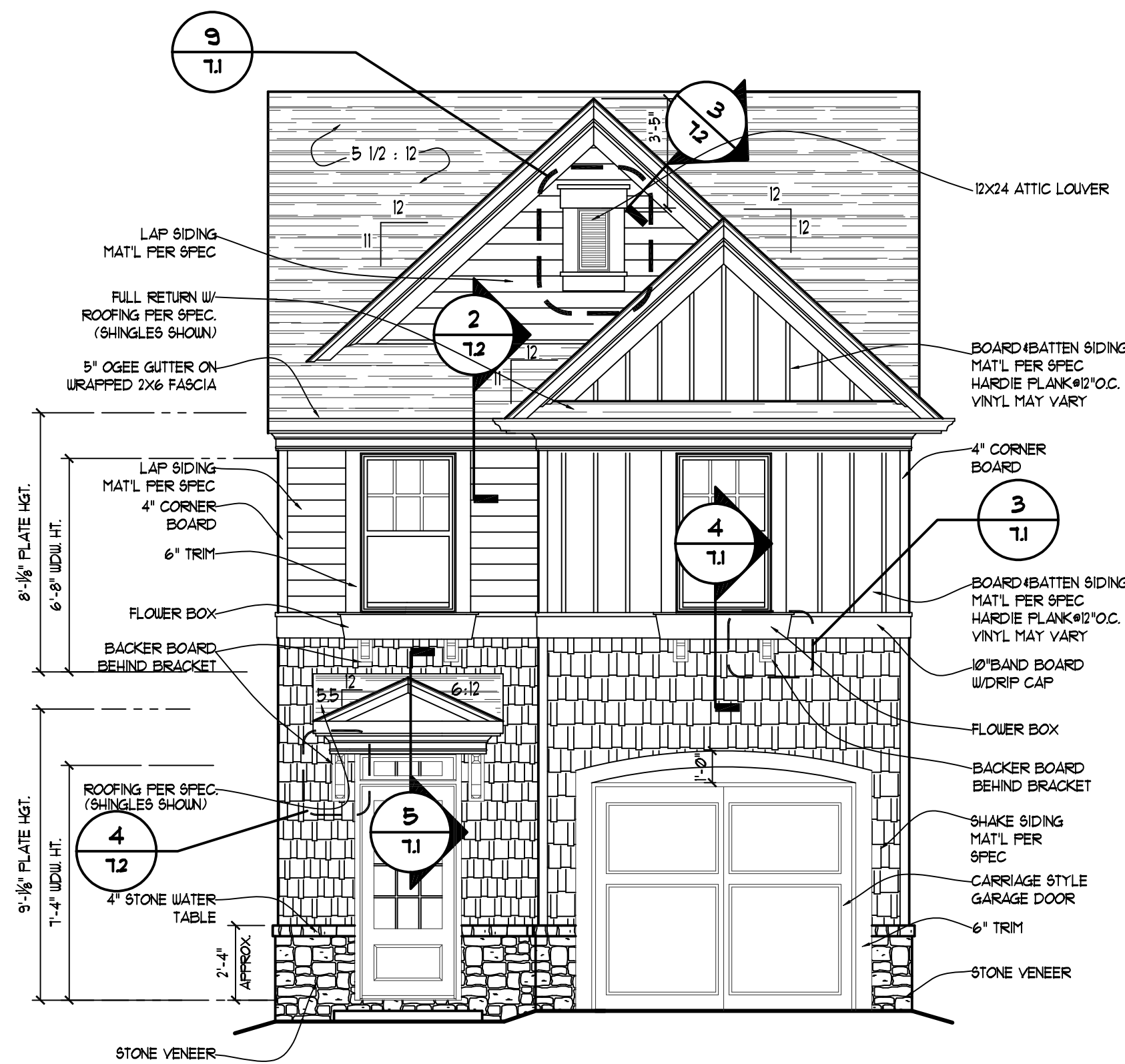
DATE: \_\_\_\_\_

SHEET NO.

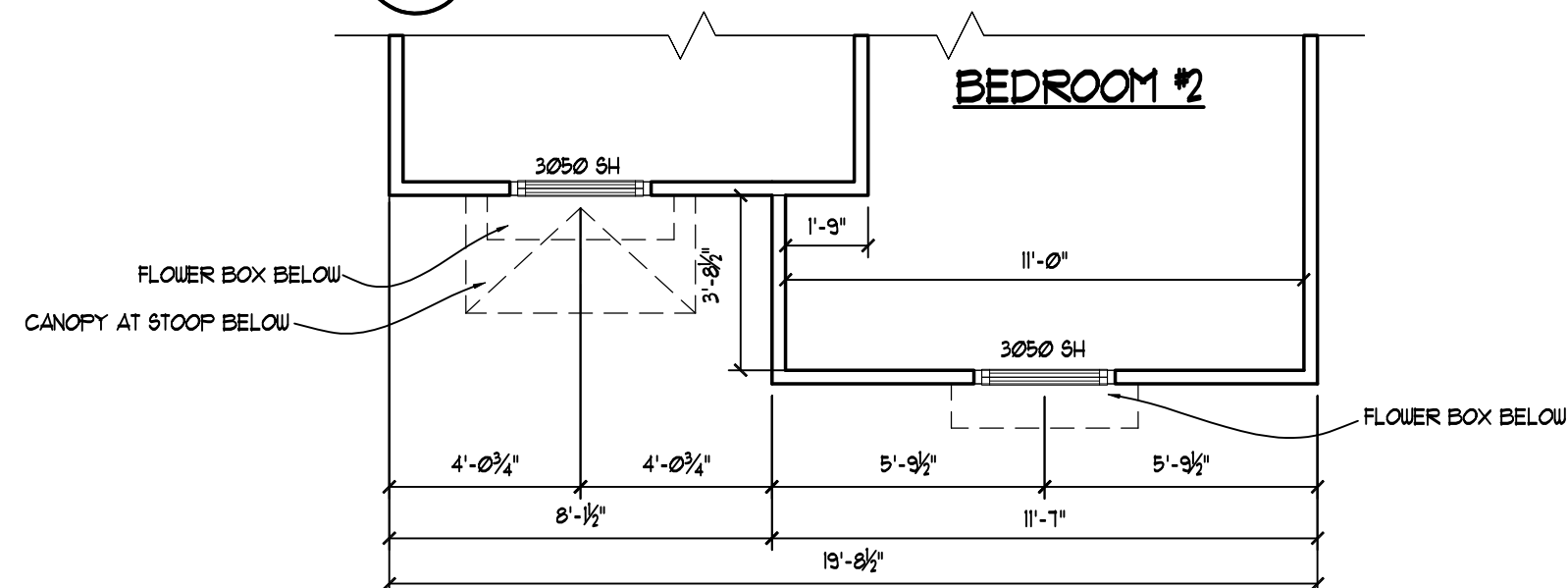
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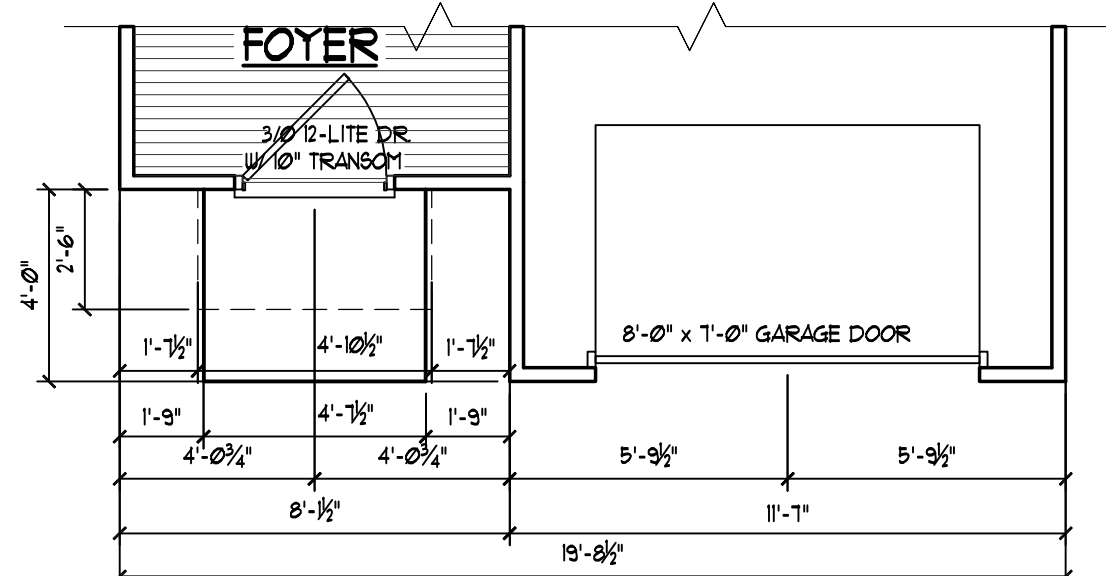




1 FRONT ELEVATION "F"  
1/4" = 1'-0"



2 Upper Level Fascade Plan Elev. "F"  
1/4" = 1'-0" 8'-0" C.L.G. HGT.



3 Main Level Fascade Plan Elev. "F"  
1/4" = 1'-0" 9'-0" C.L.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 # \_\_\_\_\_

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☐ REVIEW  
☐ BIDDING  
☐ PERMIT  
☐ PROTOTYPE  
☒ CONST. 6-27-03

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|---------|------------------------------|
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|         | '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

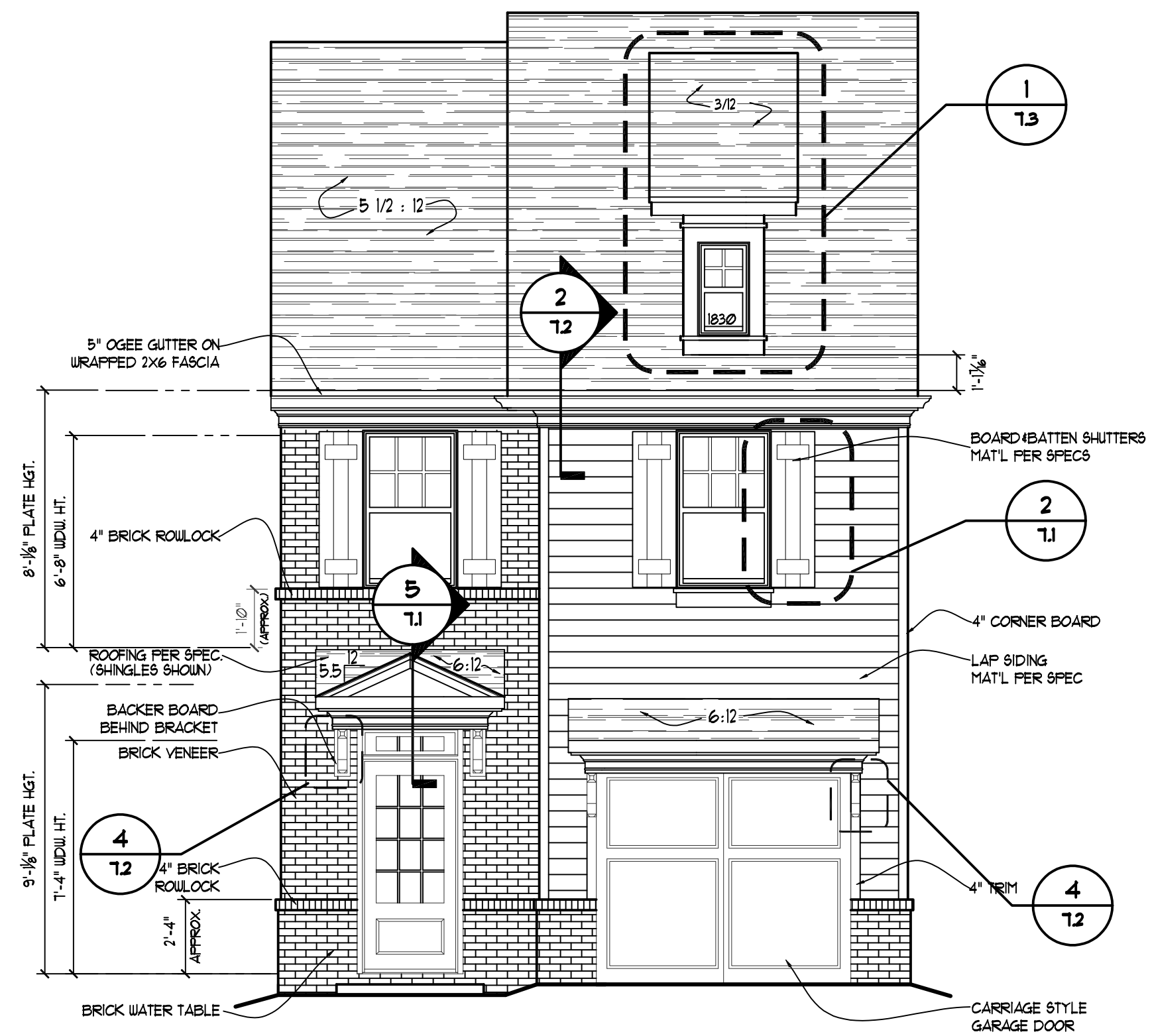
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SHEET NO.

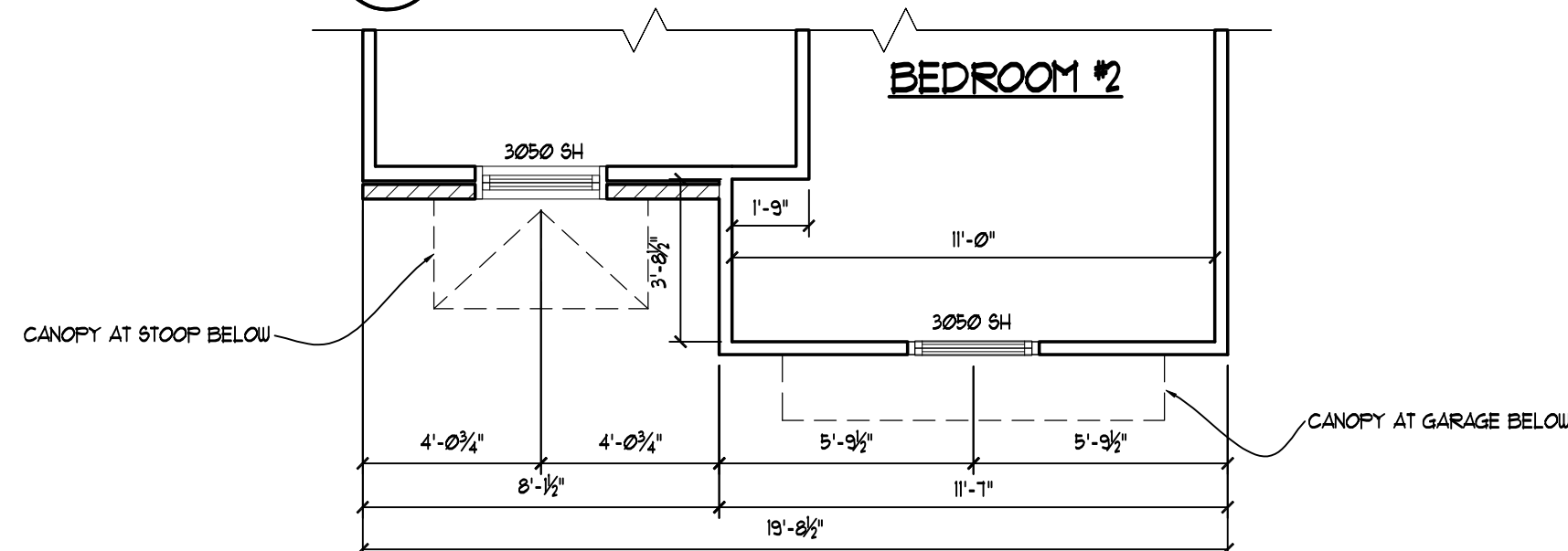
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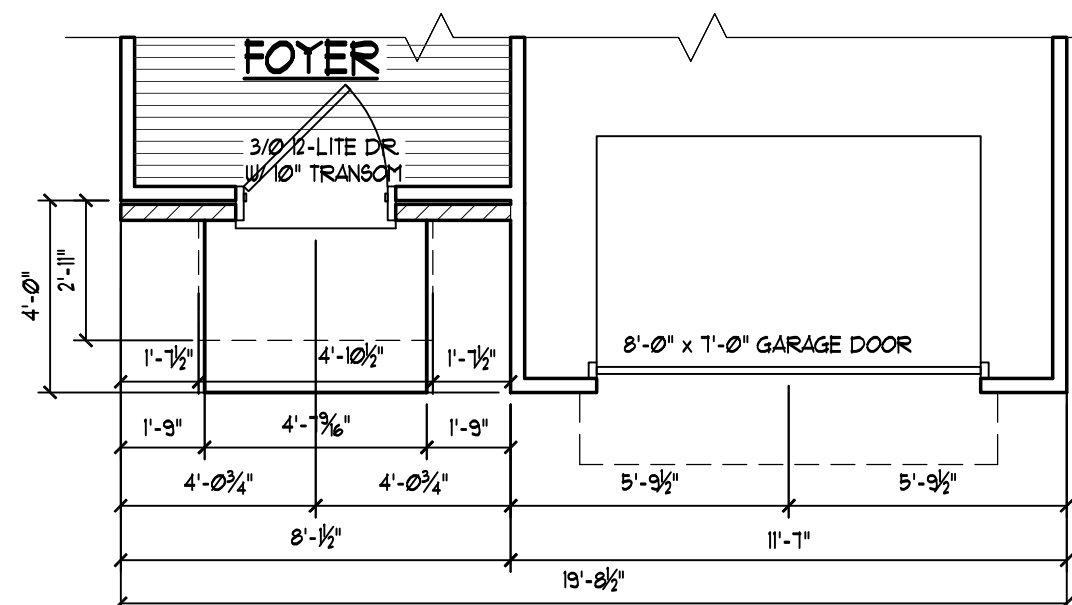




1 FRONT ELEVATION "G"  
1/4" = 1'-0"



2 Upper Level Fascade Plan Elev. "G"  
1/4" = 1'-0"



3 Main Level Fascade Plan Elev. "G"  
1/4" = 1'-0"



**BOWEN**  
*Team by Homes*

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DATE 4-10-03 CHECKED ATB  
SCALE: AS NOTED APPROV. \_\_\_\_\_

The Davidson

Front Elevation "G"

APPROVED BY : DAVID BOWEN

DATE: \_\_\_\_\_

SHEET NO.

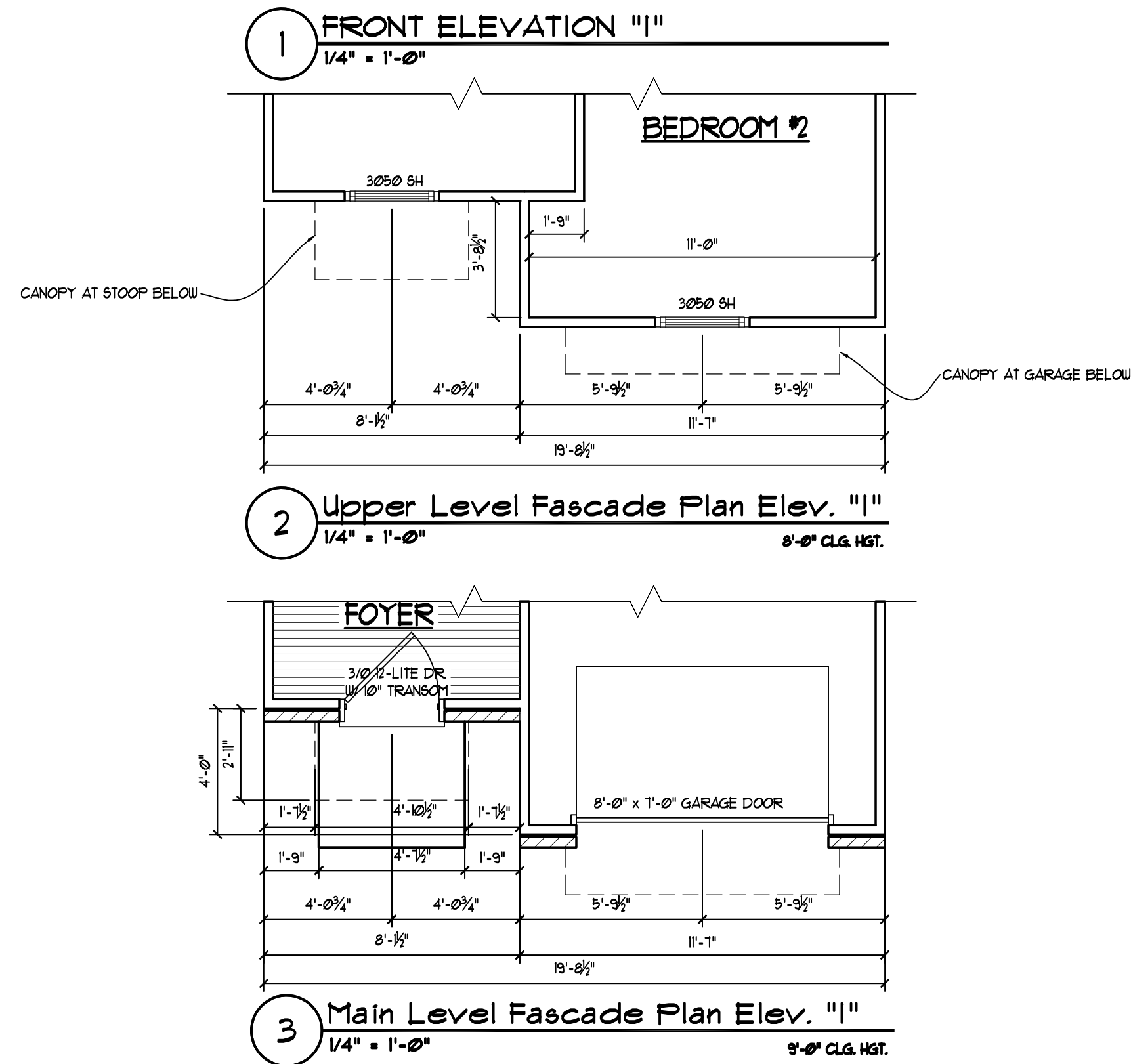
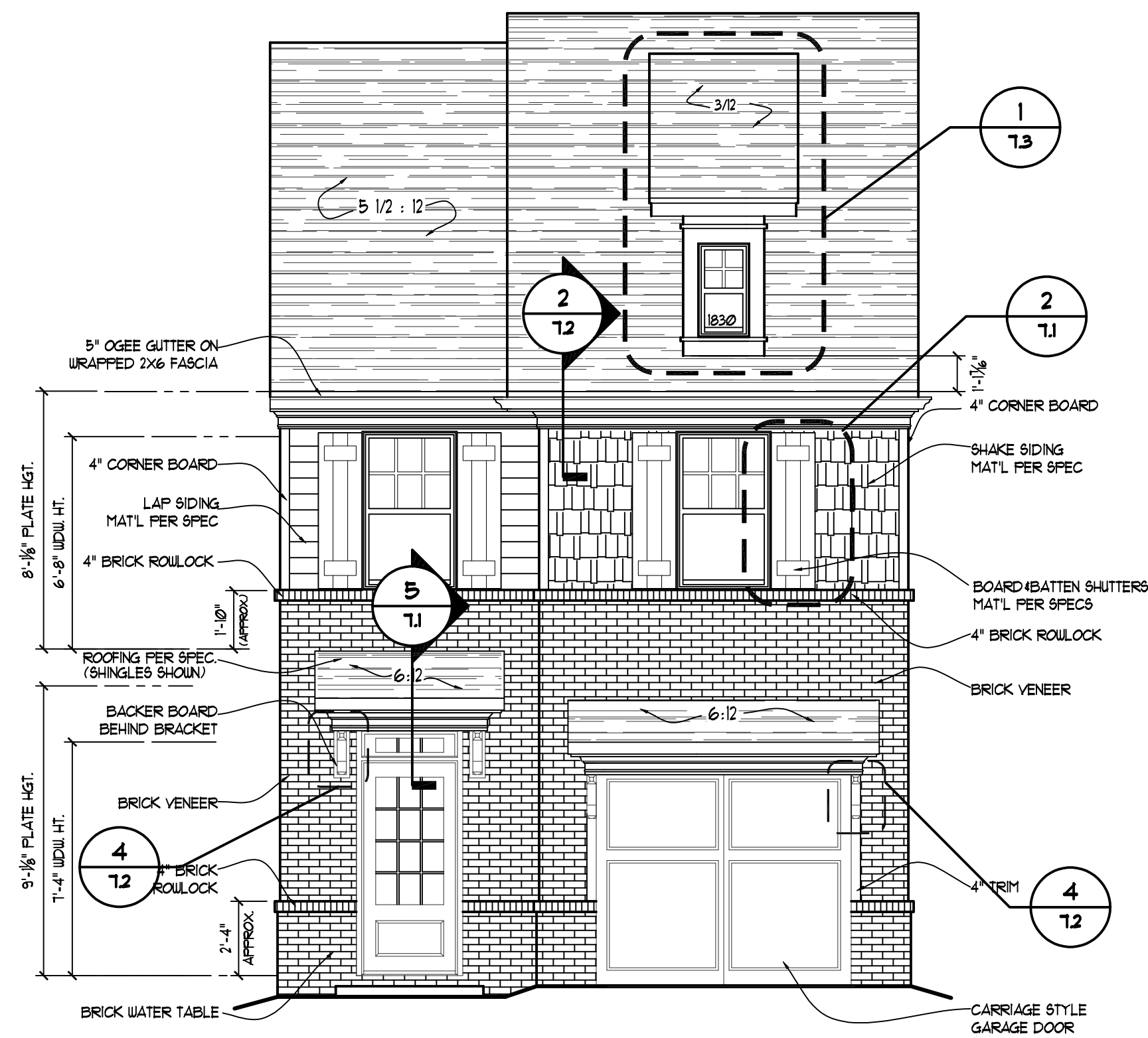
DA1.7

SHEET: \_\_\_ OF: \_\_\_









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SUB-DIVISION \_\_\_\_\_  
LOT # \_\_\_\_\_

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- ☐ ESTIMATING  
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☐ BIDDING  
☐ PERMIT  
☐ PROTOTYPE  
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|         |                              |
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JOB NO. N/A DRAWN DMZ  
DATE 4-10-03 CHECKED ATB  
SCALE: AS NOTED APPROV. \_\_\_\_\_

The Davidson

Front Elevation "I"

APPROVED BY : DAVID BOWEN

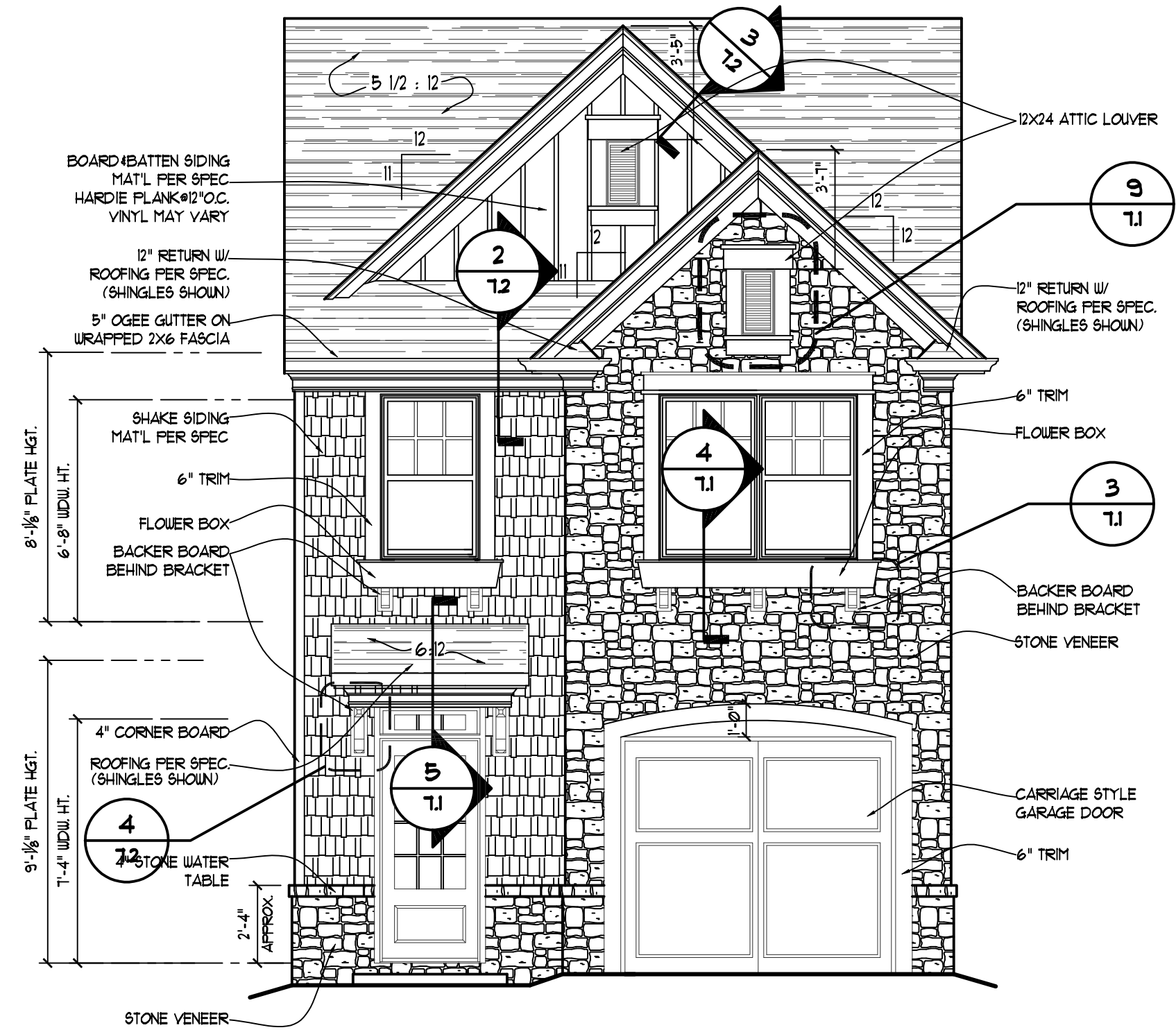
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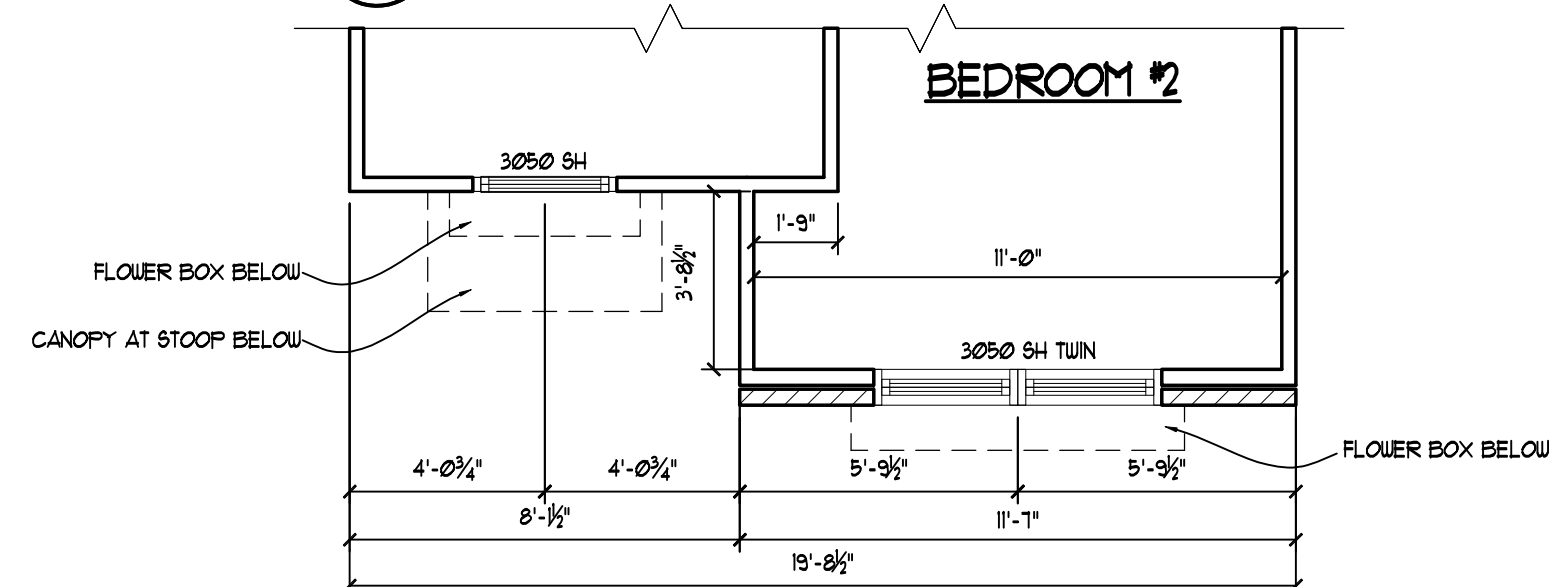
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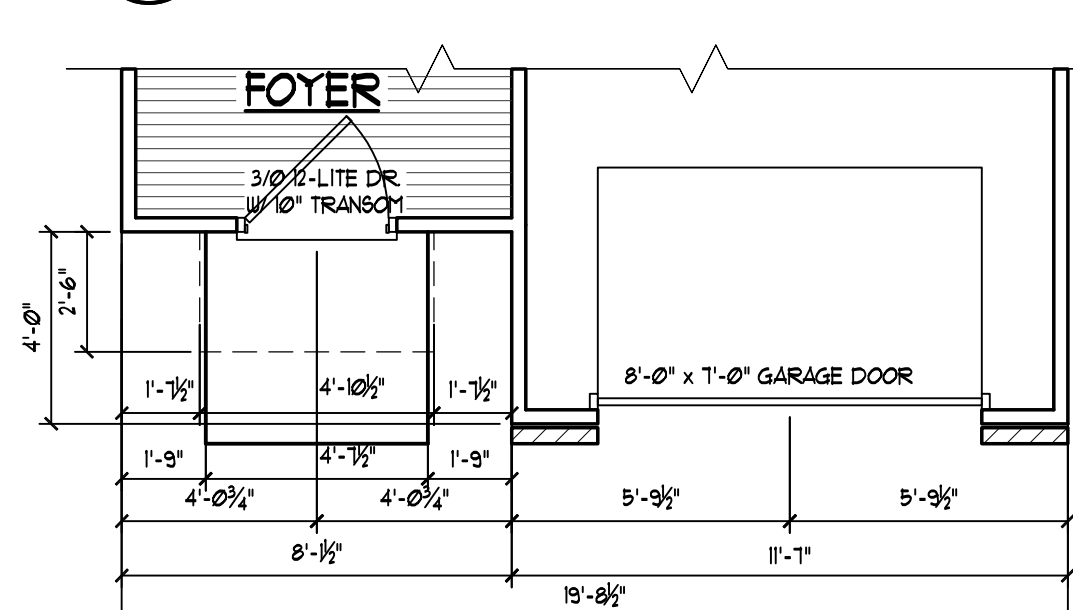




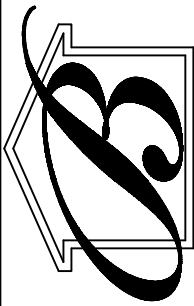
1 FRONT ELEVATION "J"  
1/4" = 1'-0"



2 Upper Level Fascade Plan Elev. "J"  
1/4" = 1'-0"



3 Main Level Fascade Plan Elev. "J"  
1/4" = 1'-0"



**BOWEN**  
*Homes*

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SUB-DIVISION \_\_\_\_\_  
LOT # \_\_\_\_\_

#### ISSUED FOR:

- ☐ ESTIMATING  
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☒ CONST. 6-27-03

#### REVISED

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JOB NO. N/A DRAWN DMZ  
DATE 4-10-03 CHECKED ATB  
SCALE: AS NOTED APPROV. \_\_\_\_\_

The Davidson

Front Elevation "J"

APPROVED BY : DAVID BOWEN

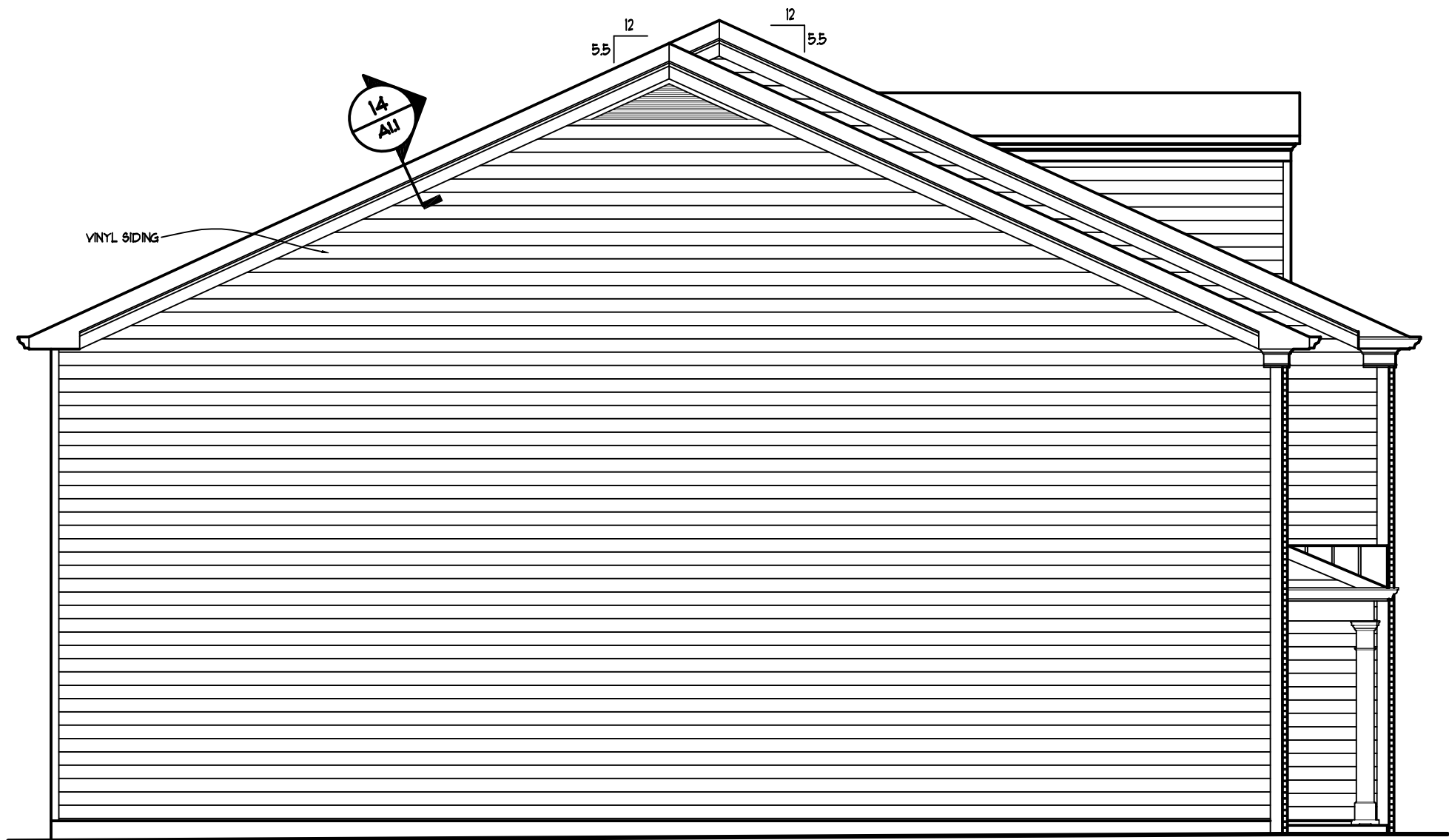
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SHEET NO.

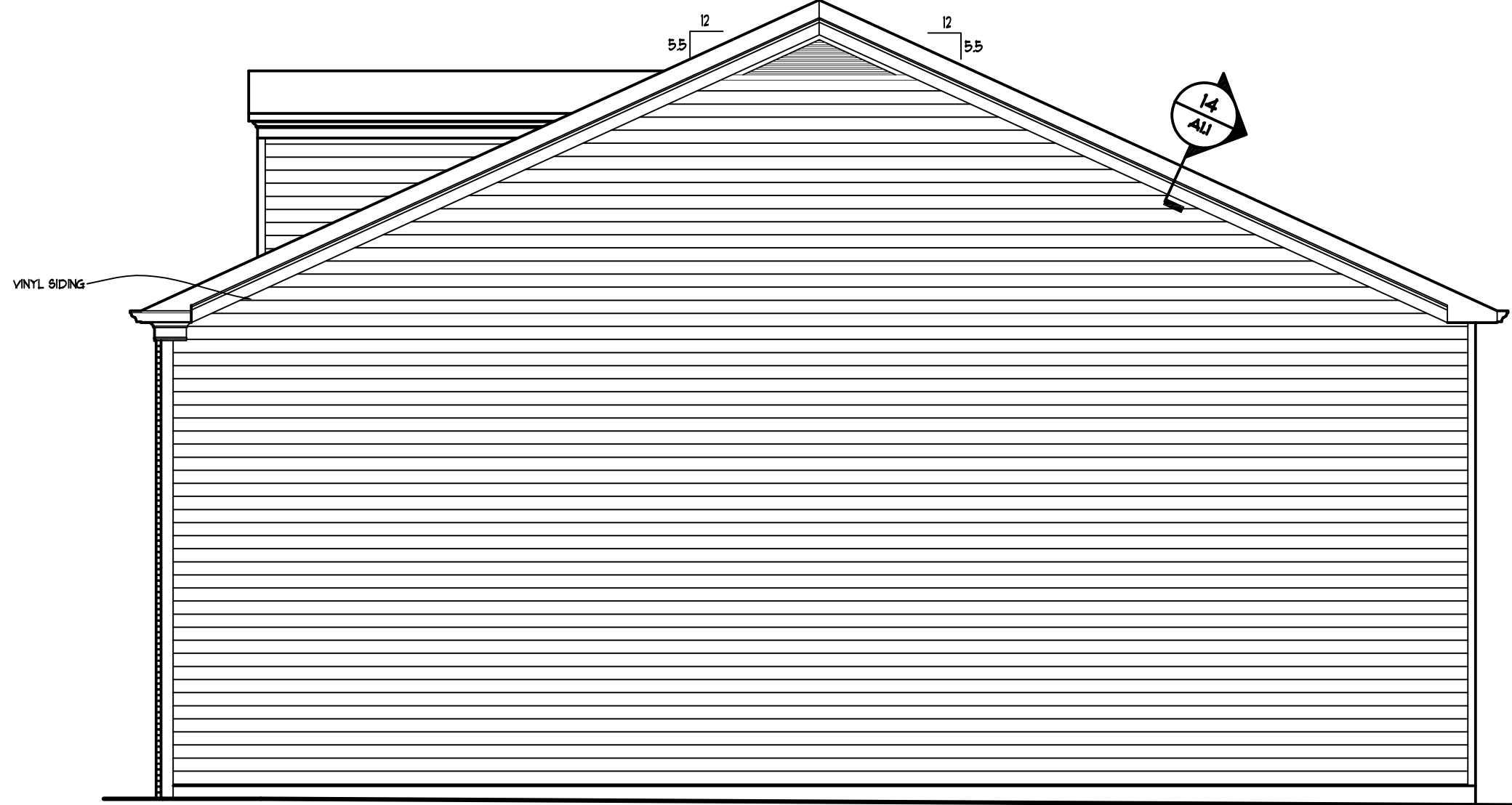
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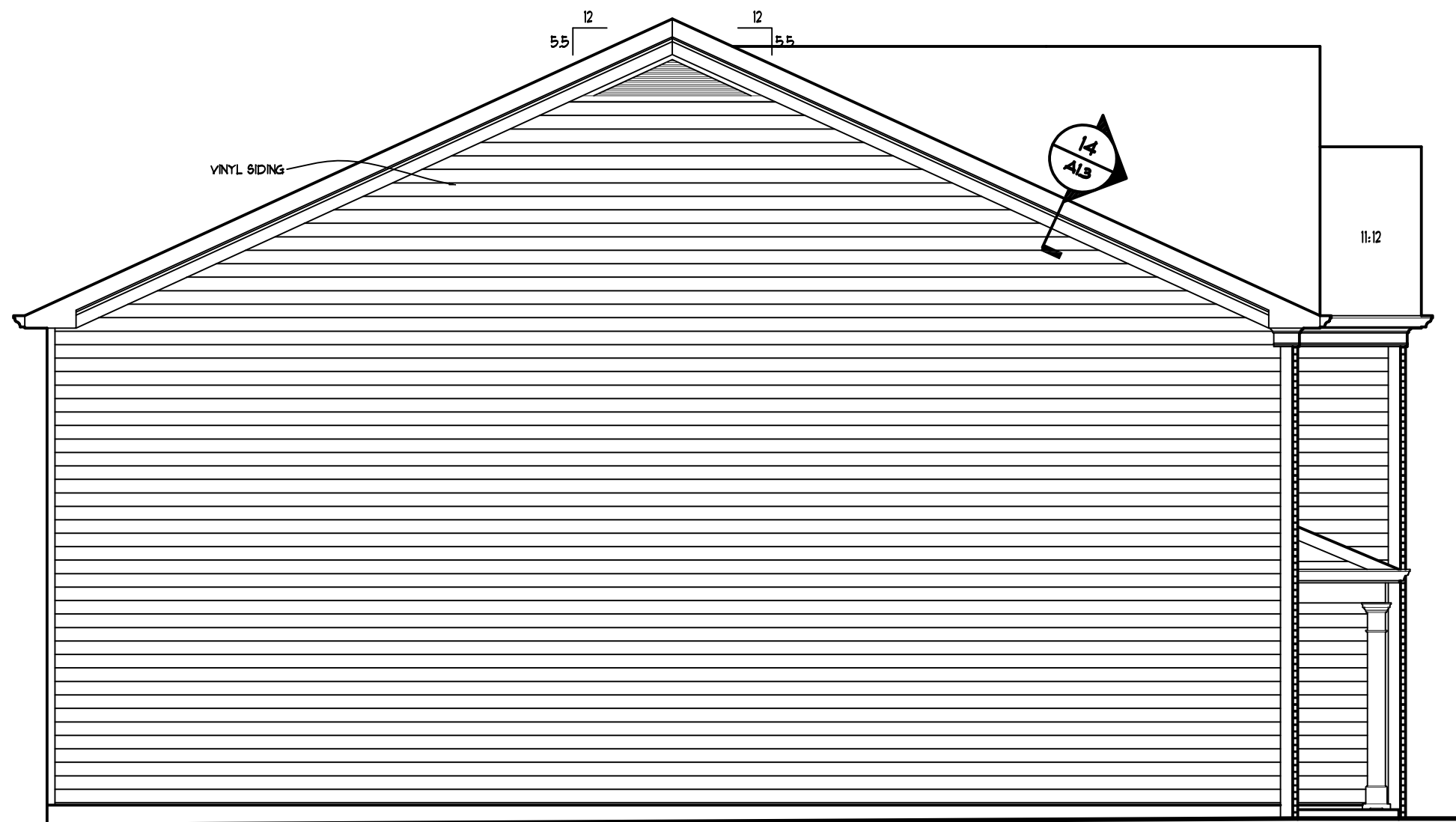




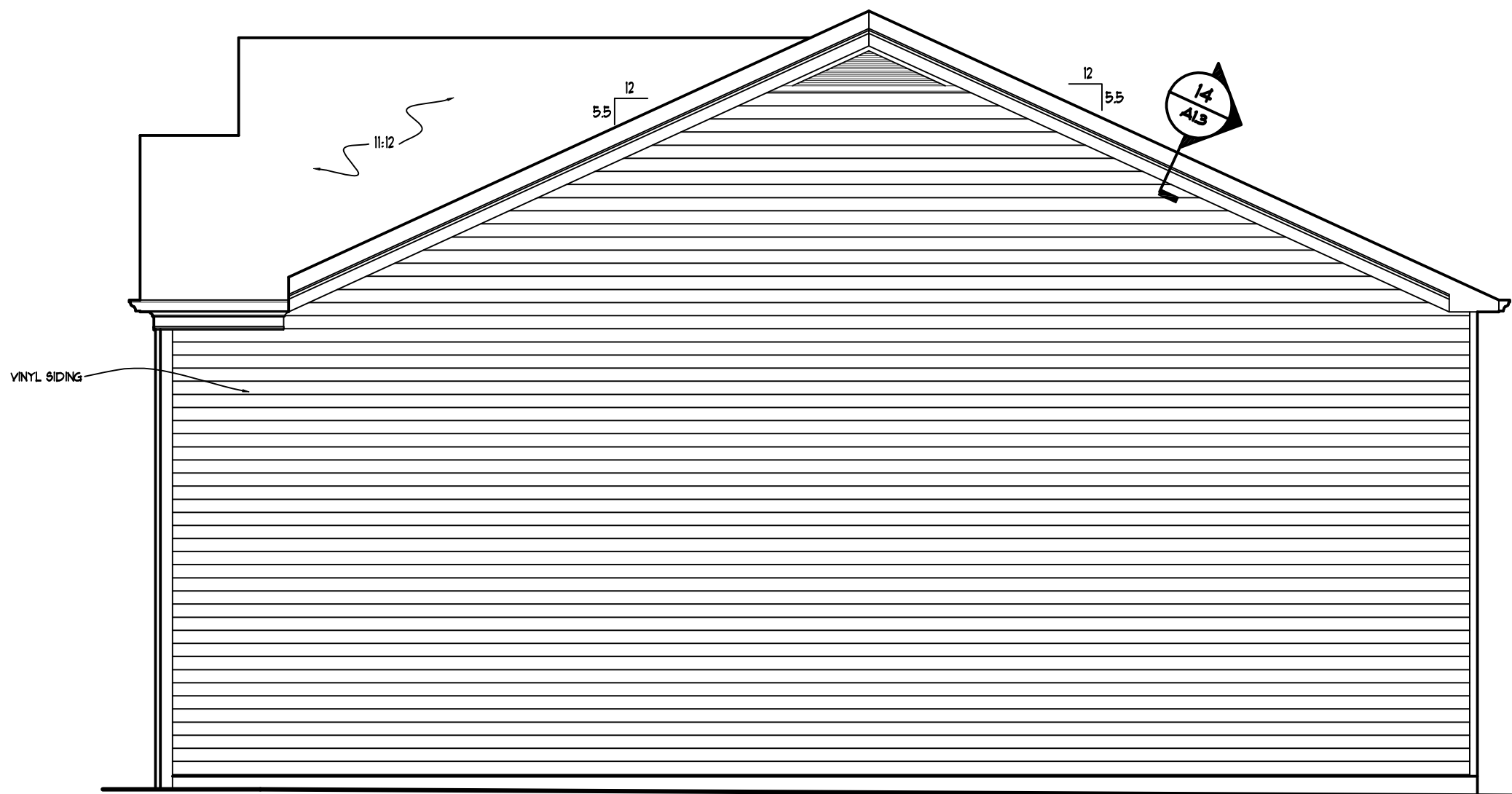
5 LEFT SIDE ELEVATION ELEV. "A" and "B"  
3/16" = 1'-0"



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"



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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<br>DWNSTAIRS CLOSET DOOR TO 2/0<br>PWDR RM WALL TO 2X6 @SINK |
| 8-7-06  | REVISED REAR DOOR TO<br>'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: \_\_\_\_





SUB-DIVISION \_\_\_\_\_  
LOT # \_\_\_\_\_

|                                     |            |         |
|-------------------------------------|------------|---------|
| <input type="checkbox"/>            | ESTIMATING |         |
| <input type="checkbox"/>            | REVIEW     |         |
| <input type="checkbox"/>            | BIDDING    |         |
| <input type="checkbox"/>            | PERMIT     |         |
| <input type="checkbox"/>            | PROTOTYPE  |         |
| <input checked="" type="checkbox"/> | CONST.     | 6-27-03 |

| REVISED |                              |
|---------|------------------------------|
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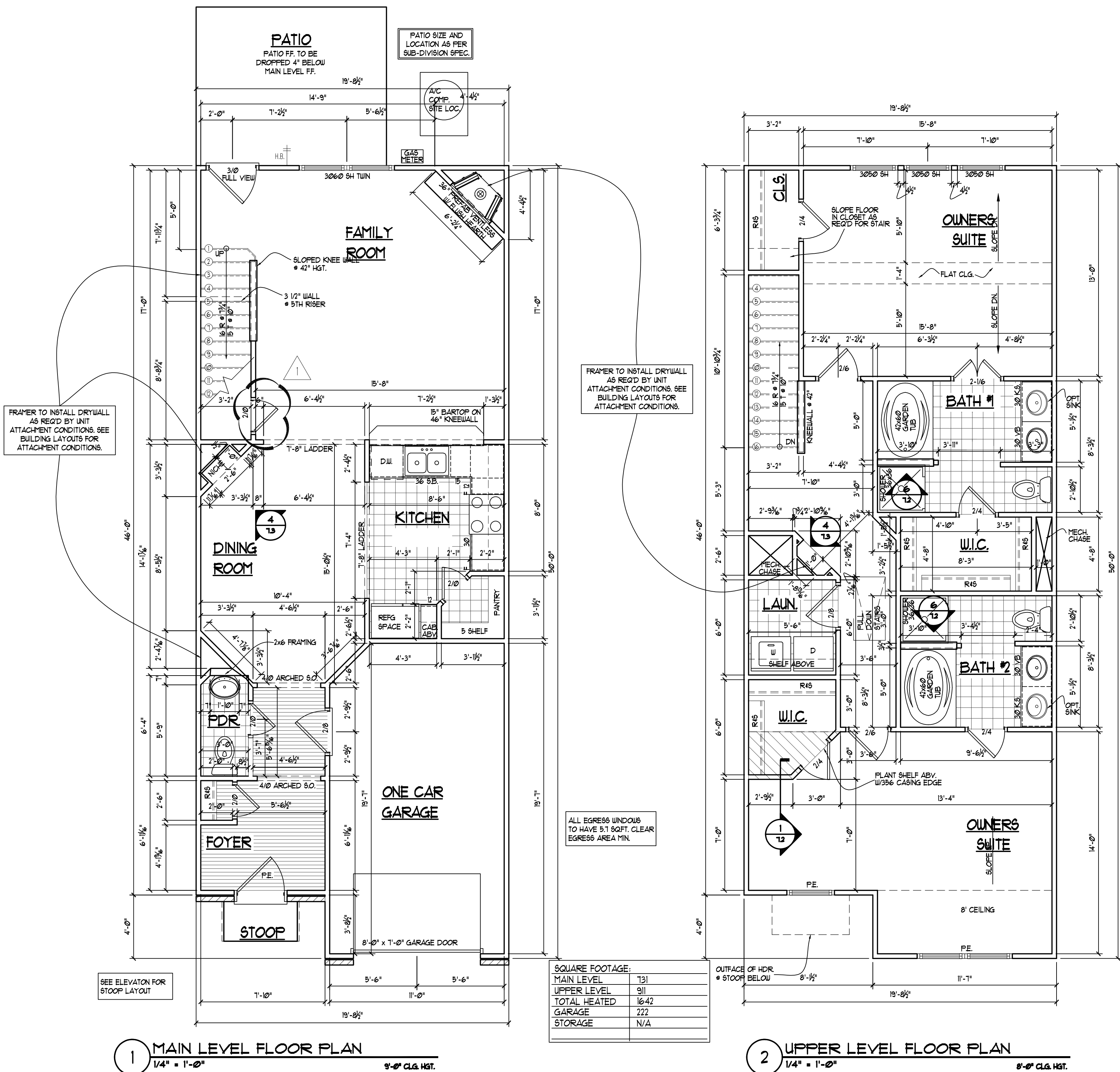
### Foundation Plan (Slab)

DATE \_\_\_\_\_

DA3.1

SHEET: \_\_\_\_ OF: \_\_\_\_





**BOWEN**  
*Team by Homes*

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<br>DWNSTAIRS CLOSET DOOR TO 2/0<br>PWDR RM WALL TO 2X6 @SINK |
| 8-7-06  | REVISED REAR DOOR TO<br>'FULL VIEW'                                                     |

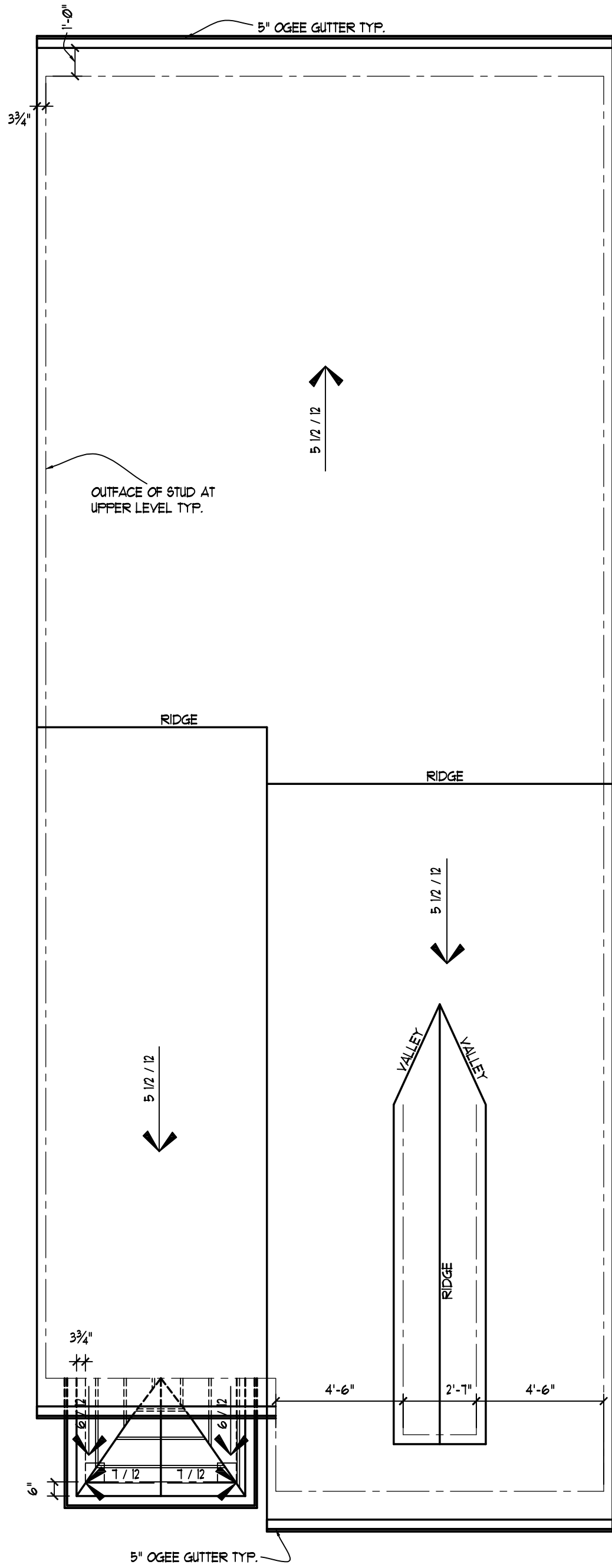
JOB NO. N/A DRAWN DMZ  
DATE 4-10-03 CHECKED ATB  
SCALE: AS NOTED APPROV. \_\_\_\_\_

The Davidson  
Main & Upper Level Plans

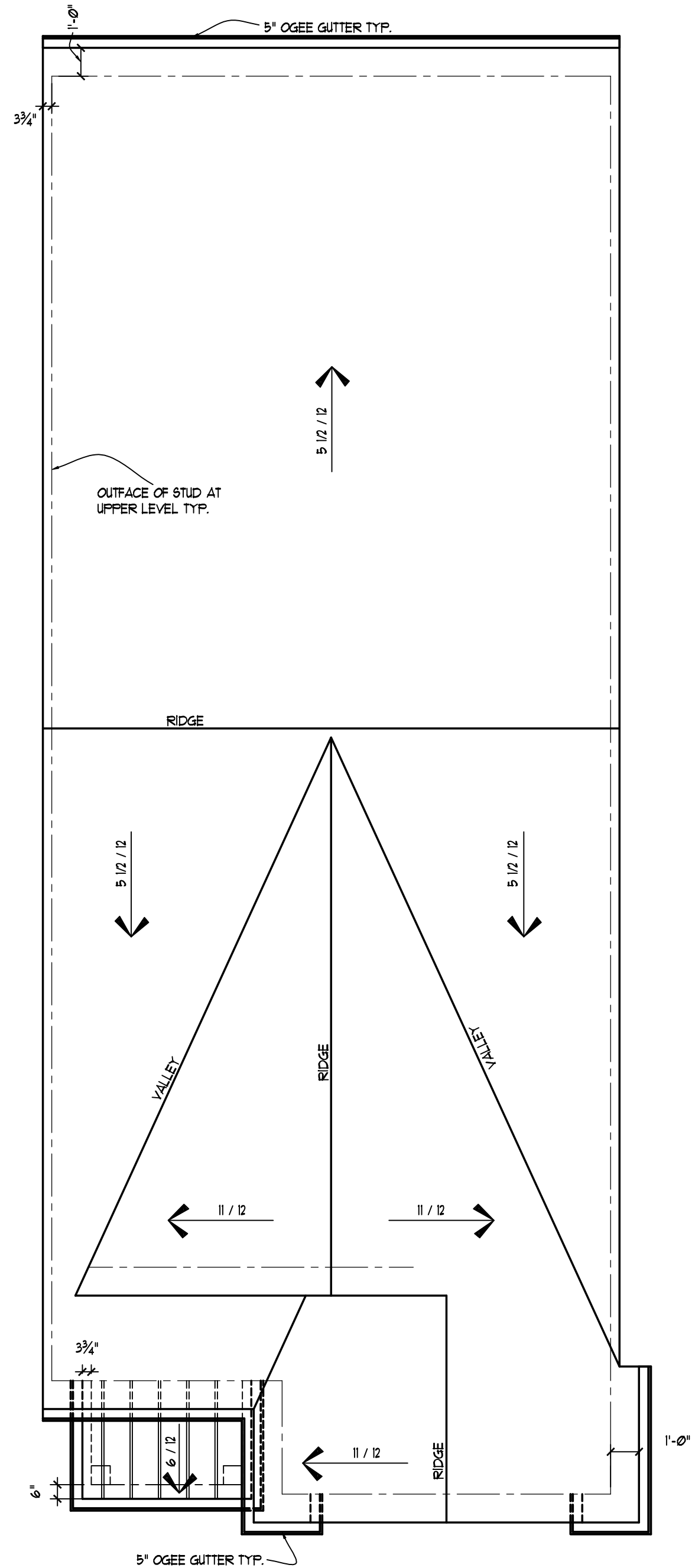
APPROVED BY: DAVID BOWEN  
DATE: \_\_\_\_\_

SHEET NO.  
DA4.1  
SHEET: \_\_\_\_ OF: \_\_\_\_

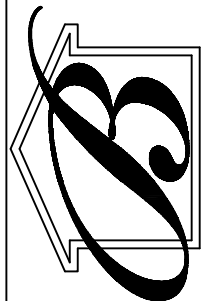




1 ROOF PLAN ELEVATION "A & B"  
3/16" = 1'-0"



2 ROOF PLAN ELEVATION "C", "D" and "E"  
3/16" = 1'-0"



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SUB-DIVISION \_\_\_\_\_  
LOT # \_\_\_\_\_

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- ☐ PROTOTYPE
- ☒ CONST. 6-27-03

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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.

METER

MAIN DISCON.

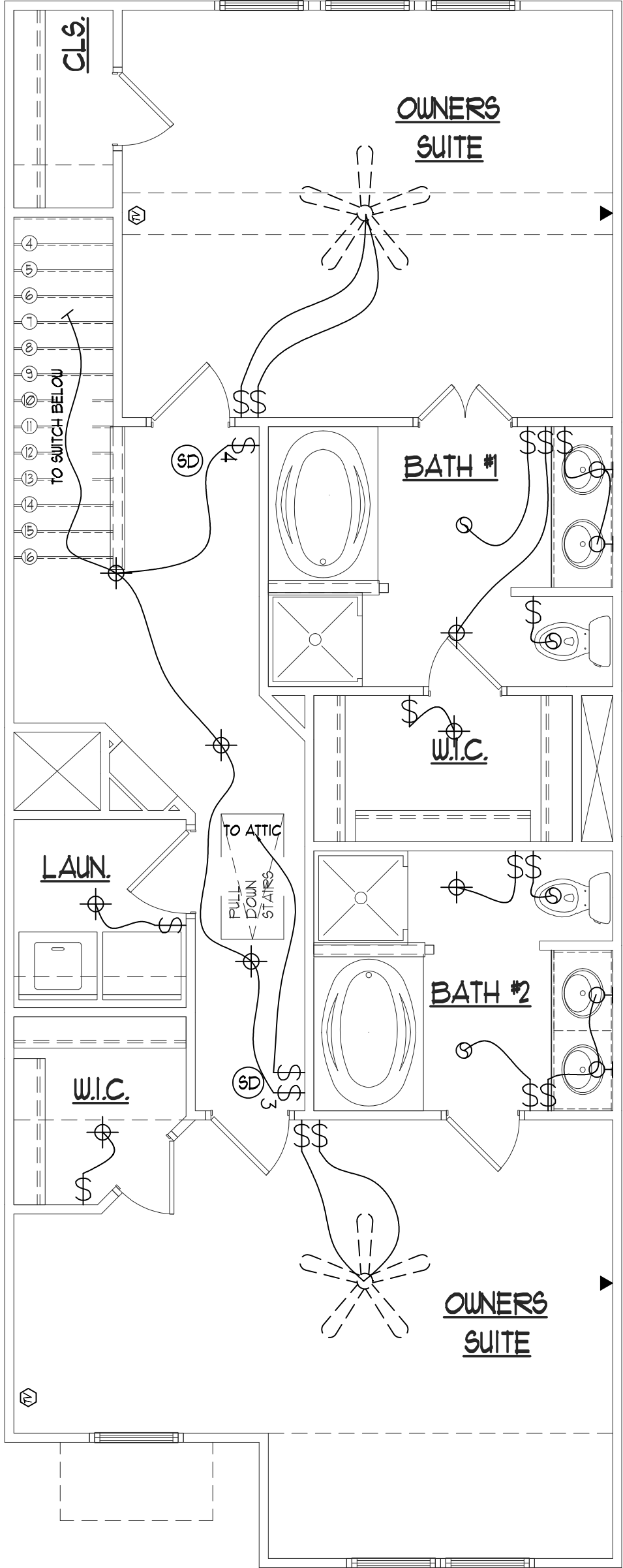
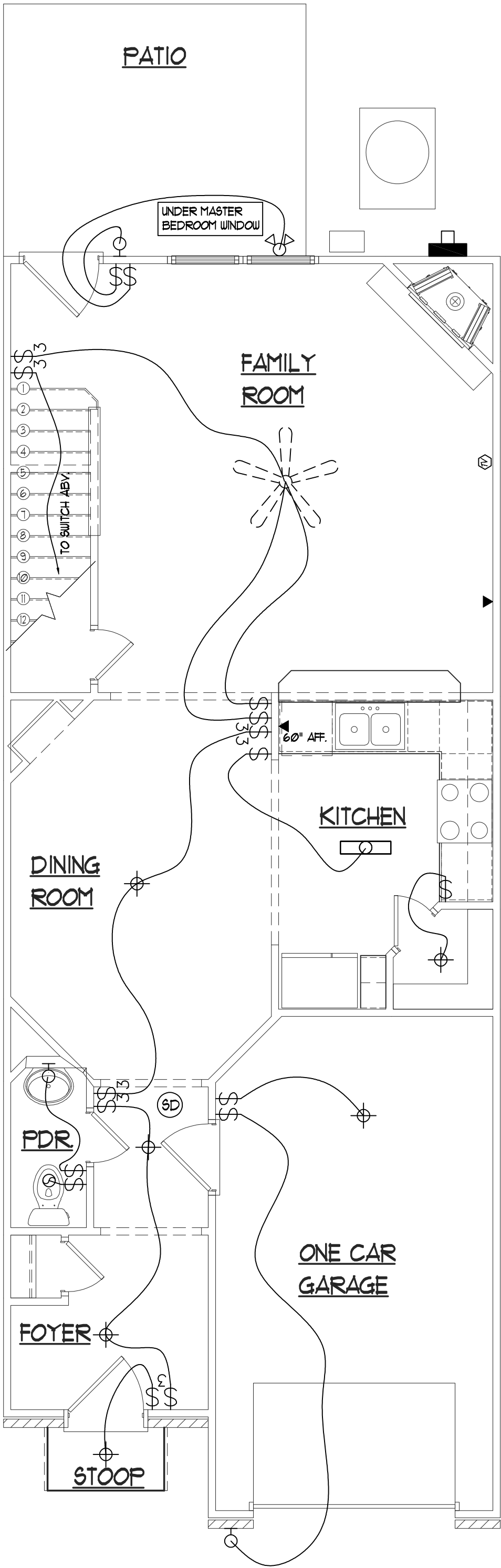
TO INTERIOR PANEL

#1/2 OR #1/4 ALUM. SER. CABLE PER N.E.C.

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.



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DATE 4-10-03    CHECKED ATB

SCALE: AS NOTED    APPROV. \_\_\_\_\_

The Davidson

Electrical Plans

APPROVED BY : DAVID BOWEN

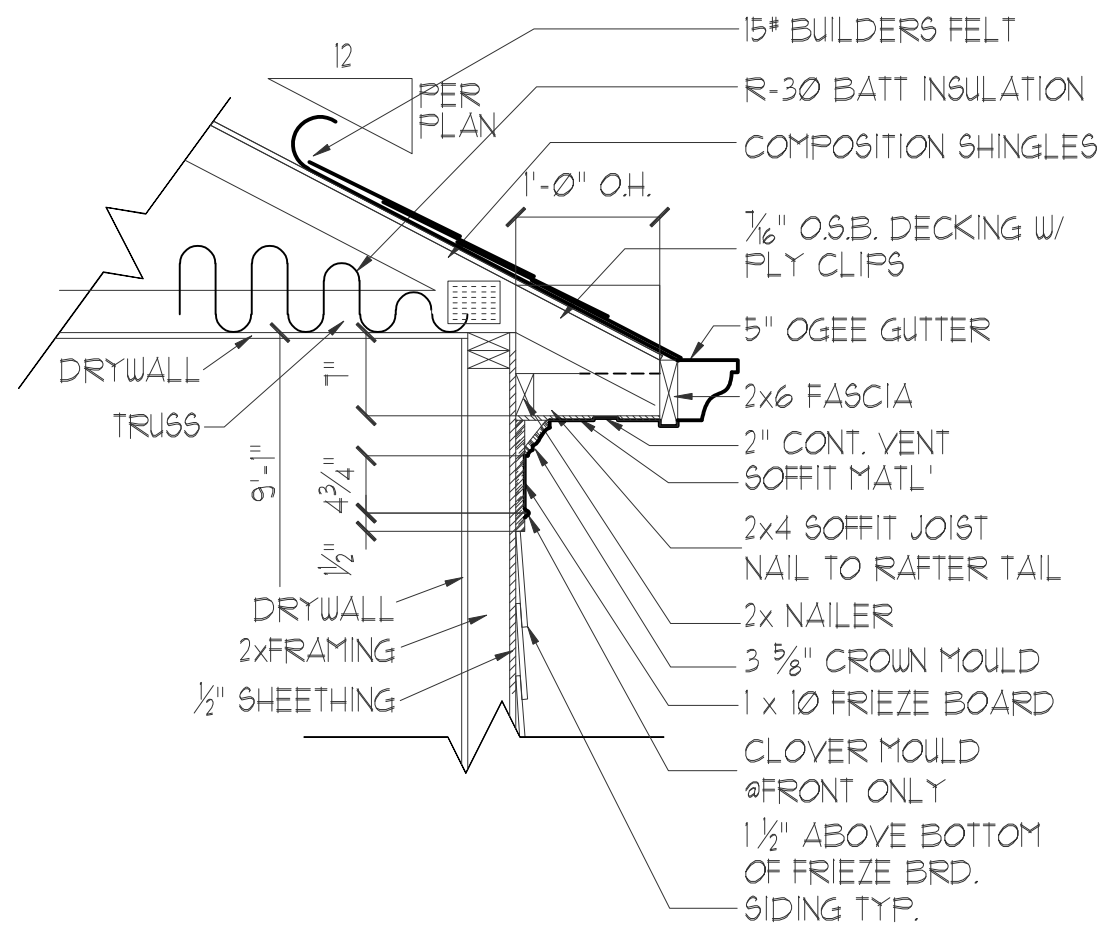
DATE:

SHEET NO.

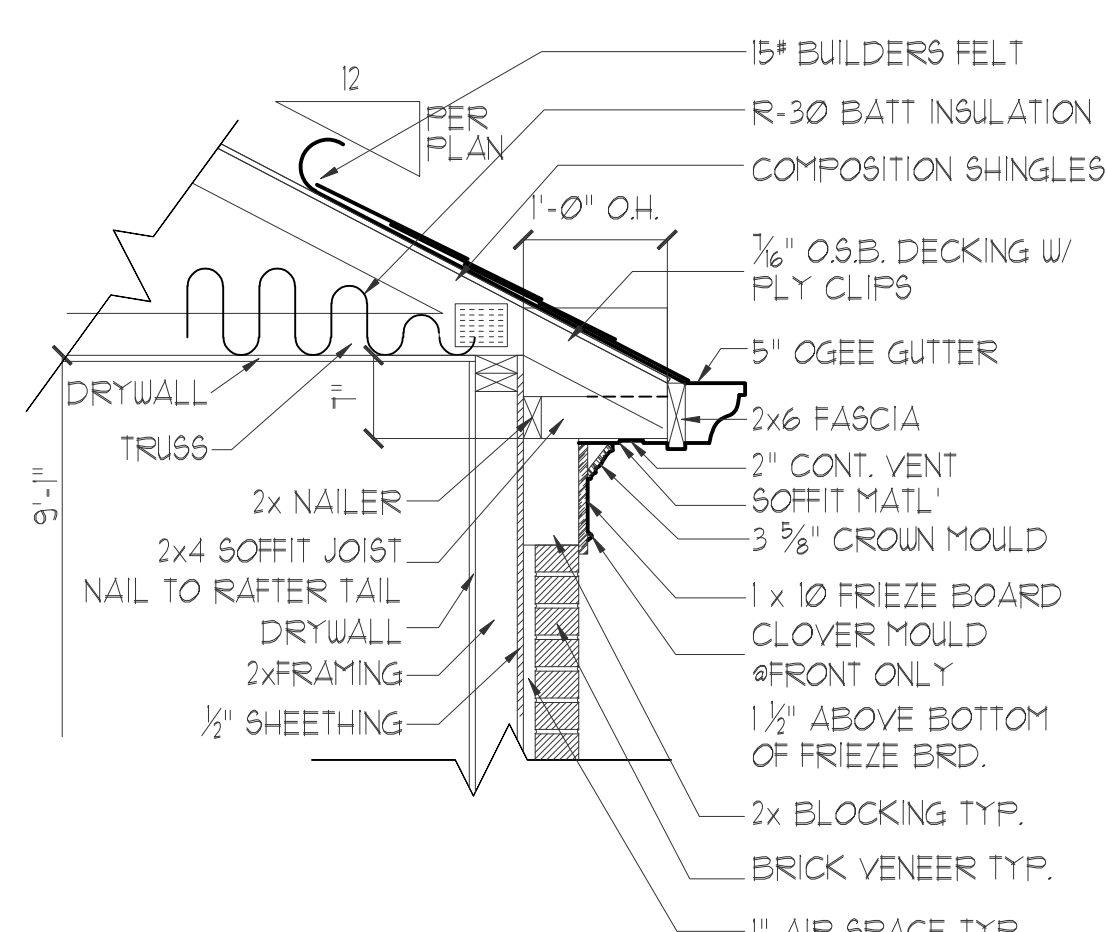
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SHEET:    OF:

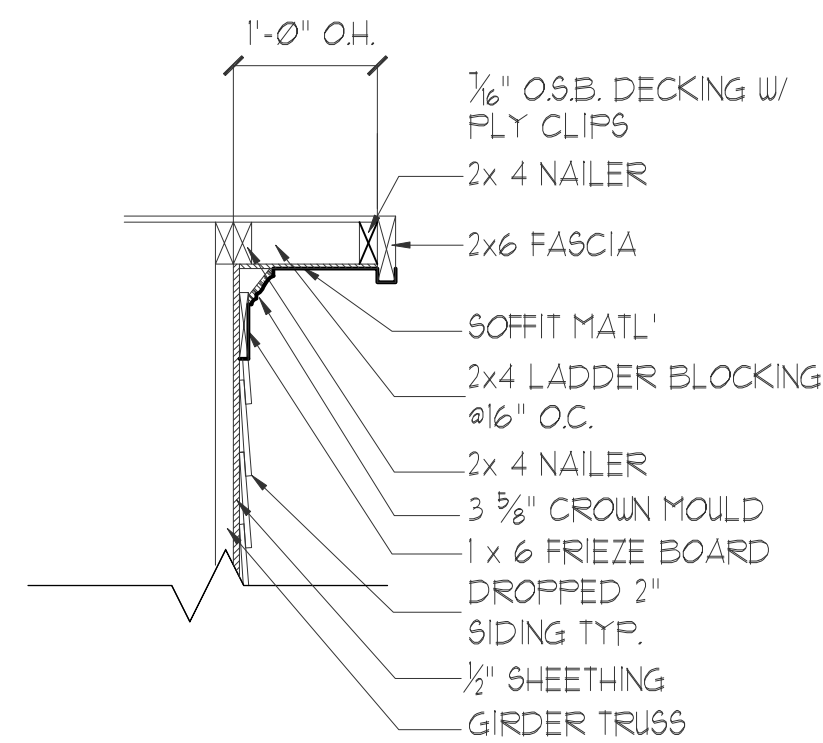




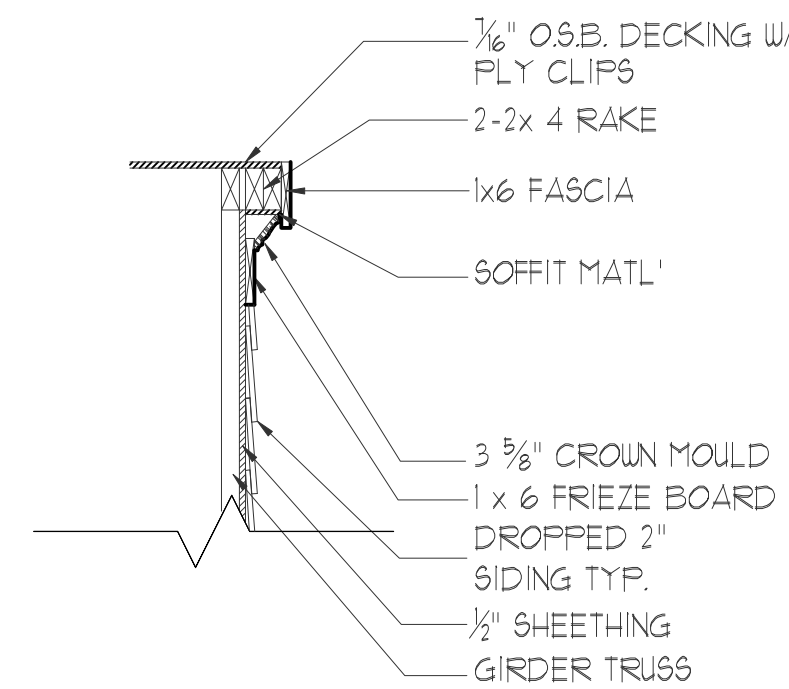
15 Cornice Section (Siding)  
3/4" = 1'-0"



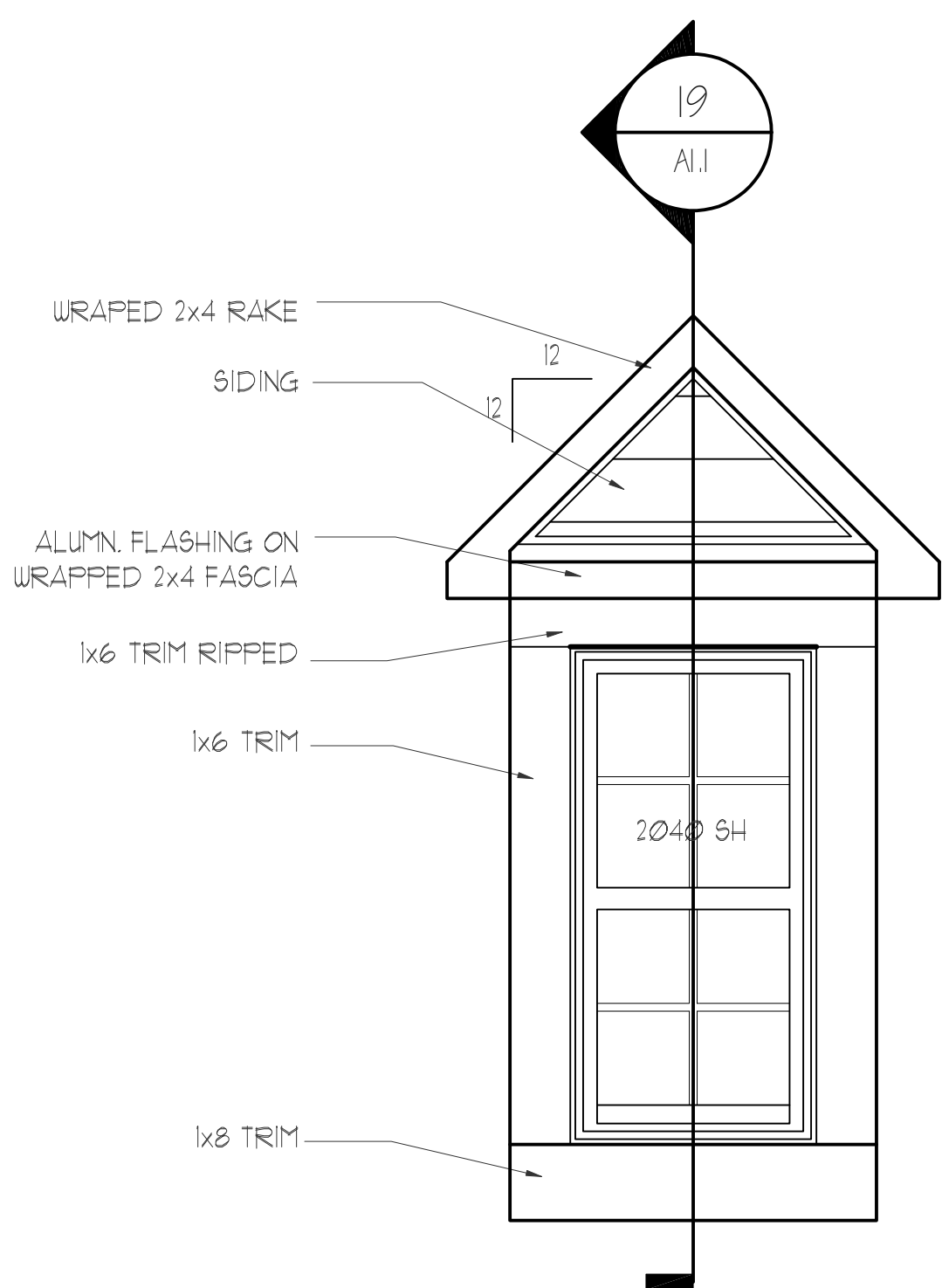
15 Cornice Section (Brick Veneer)  
3/4" = 1'-0"



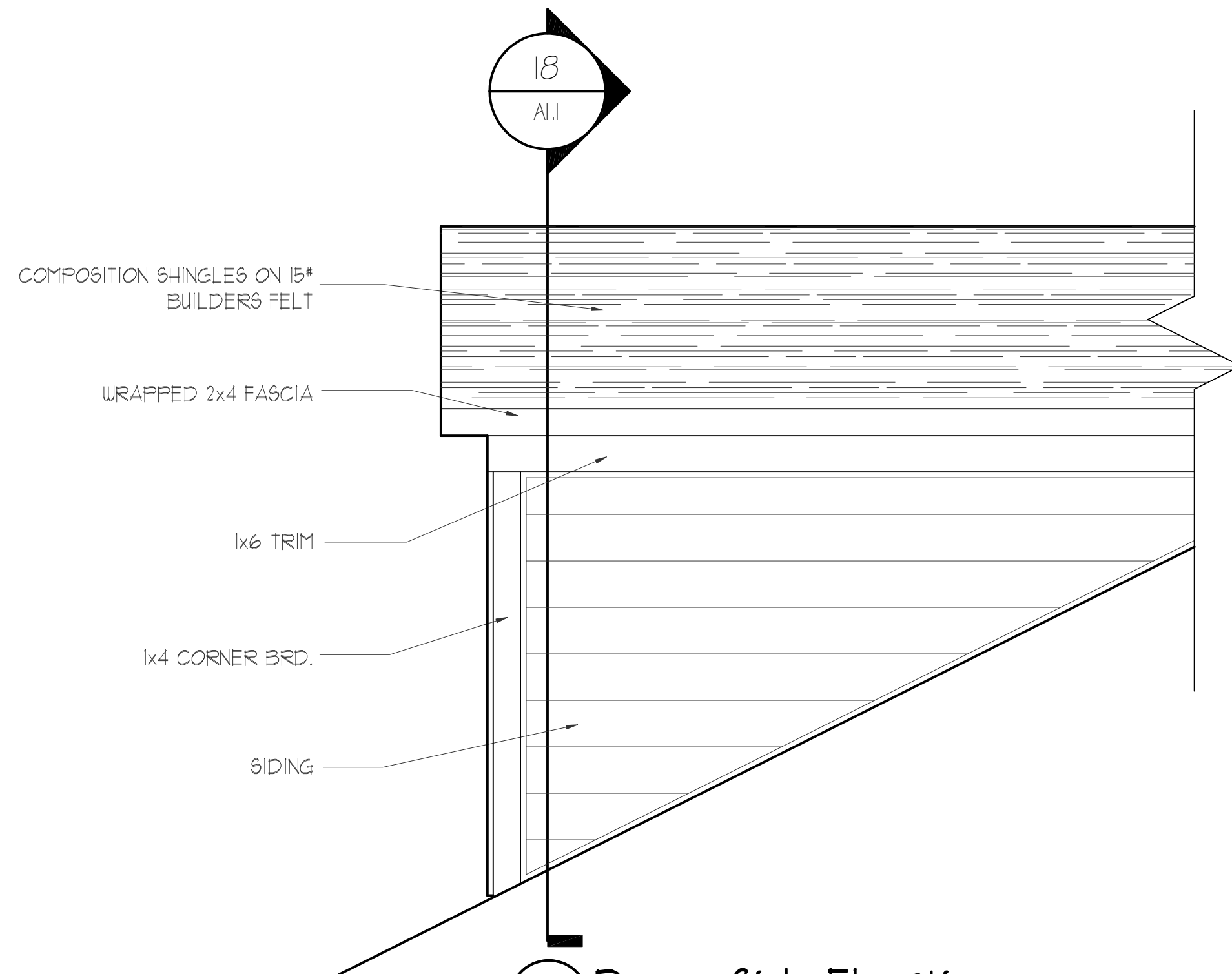
13 Rake Section  
3/4" = 1'-0"



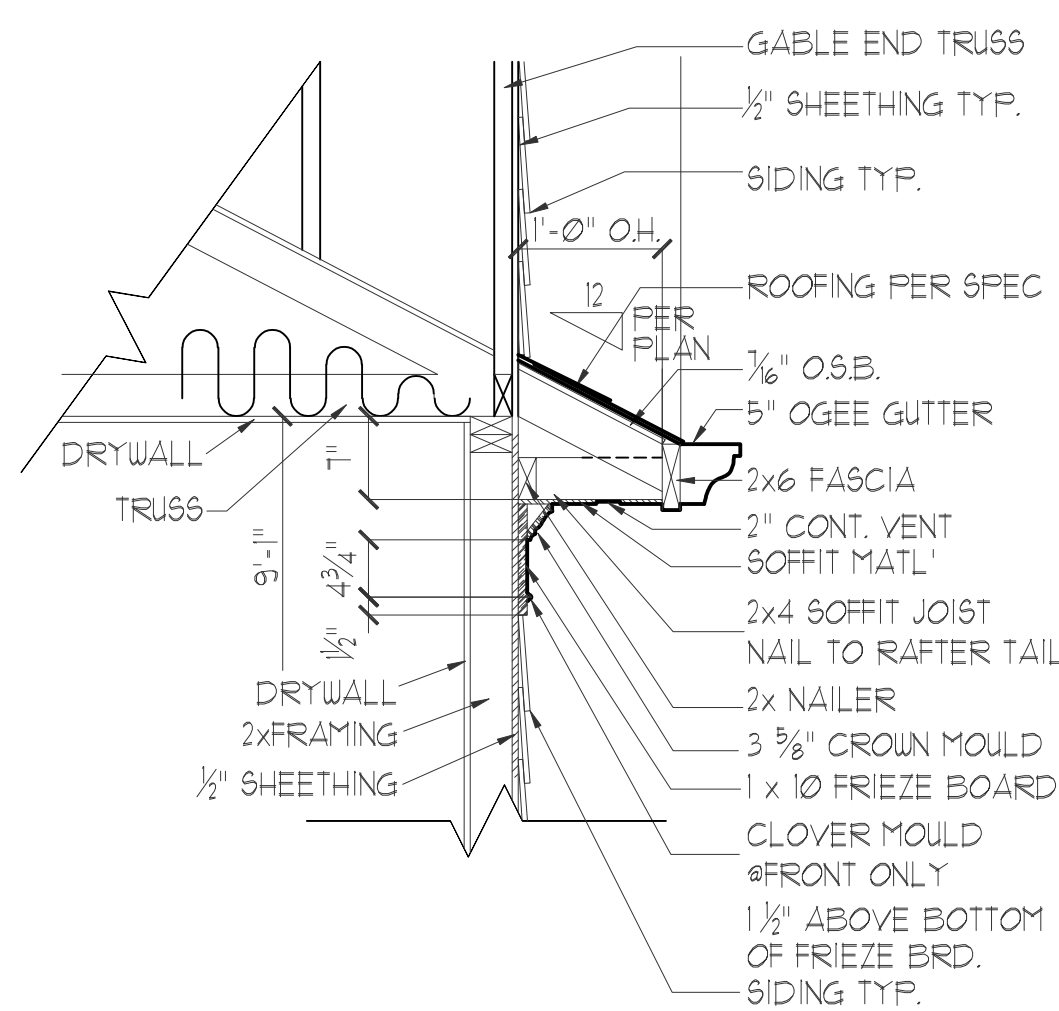
14 Flush Rake Section  
3/4" = 1'-0"



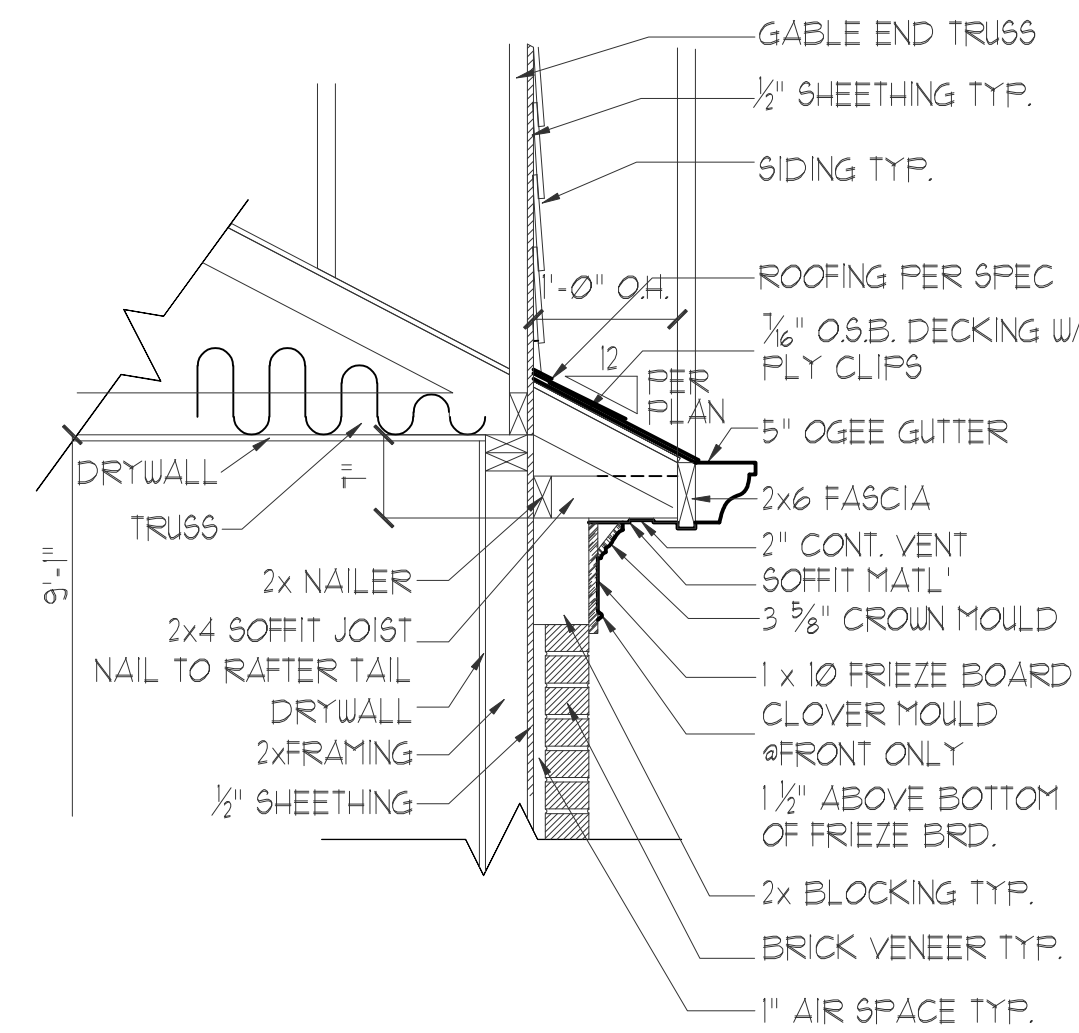
16 Dormer Front Elevation  
3/4" = 1'-0"



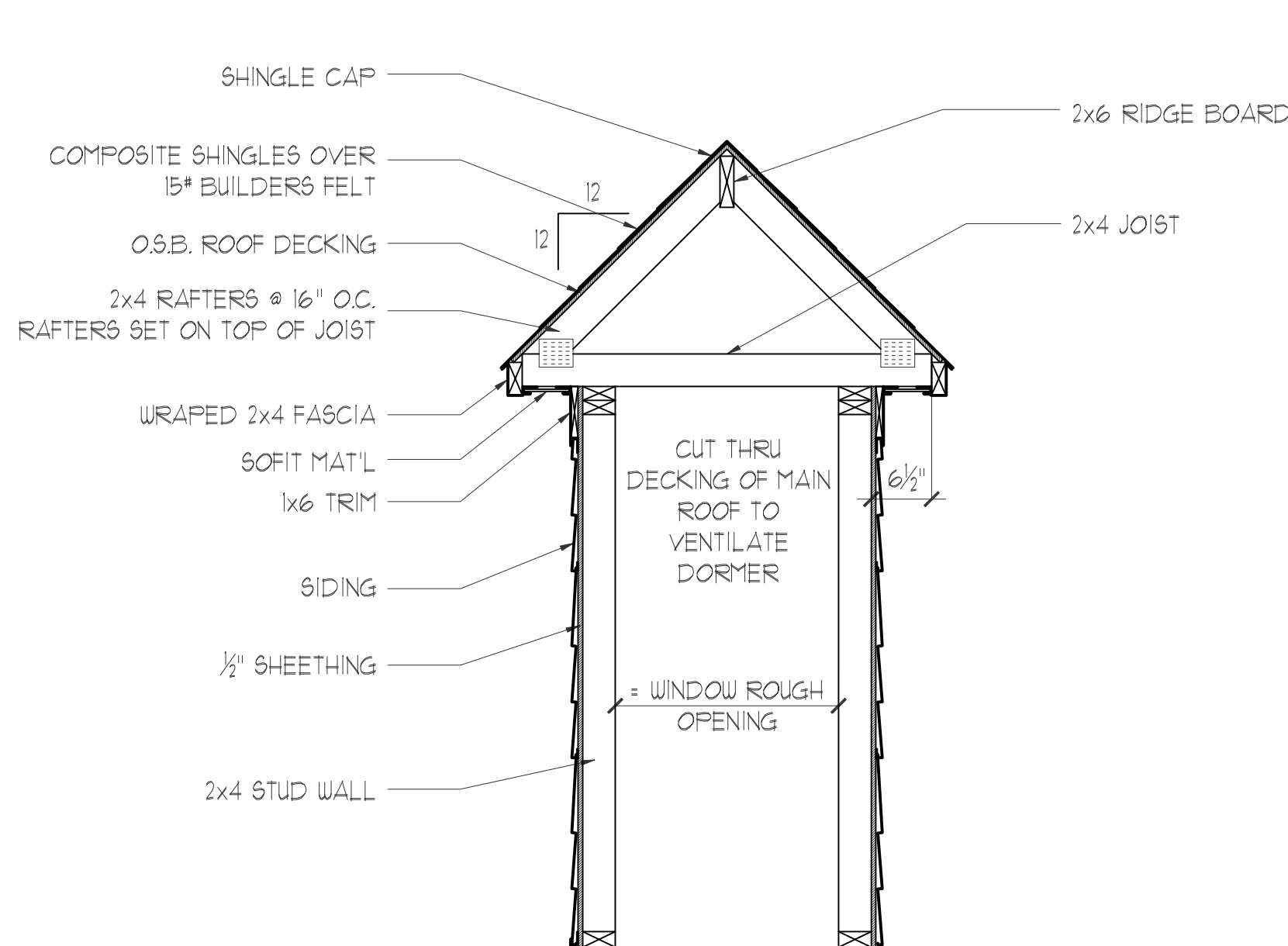
17 Dormer Side Elevation  
3/4" = 1'-0"



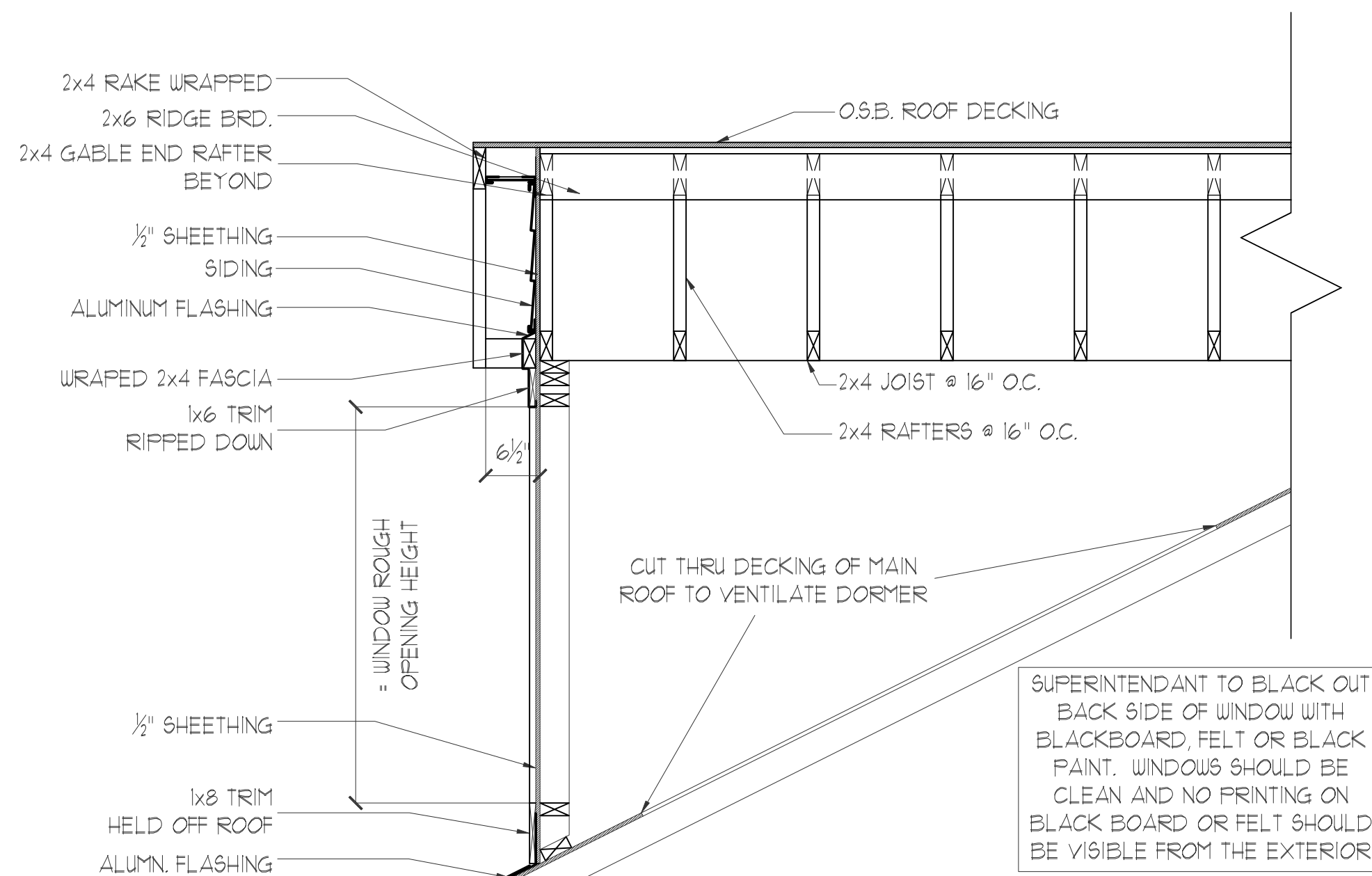
12 Cornice Return Section  
3/4" = 1'-0"



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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LOT #

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|         | '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

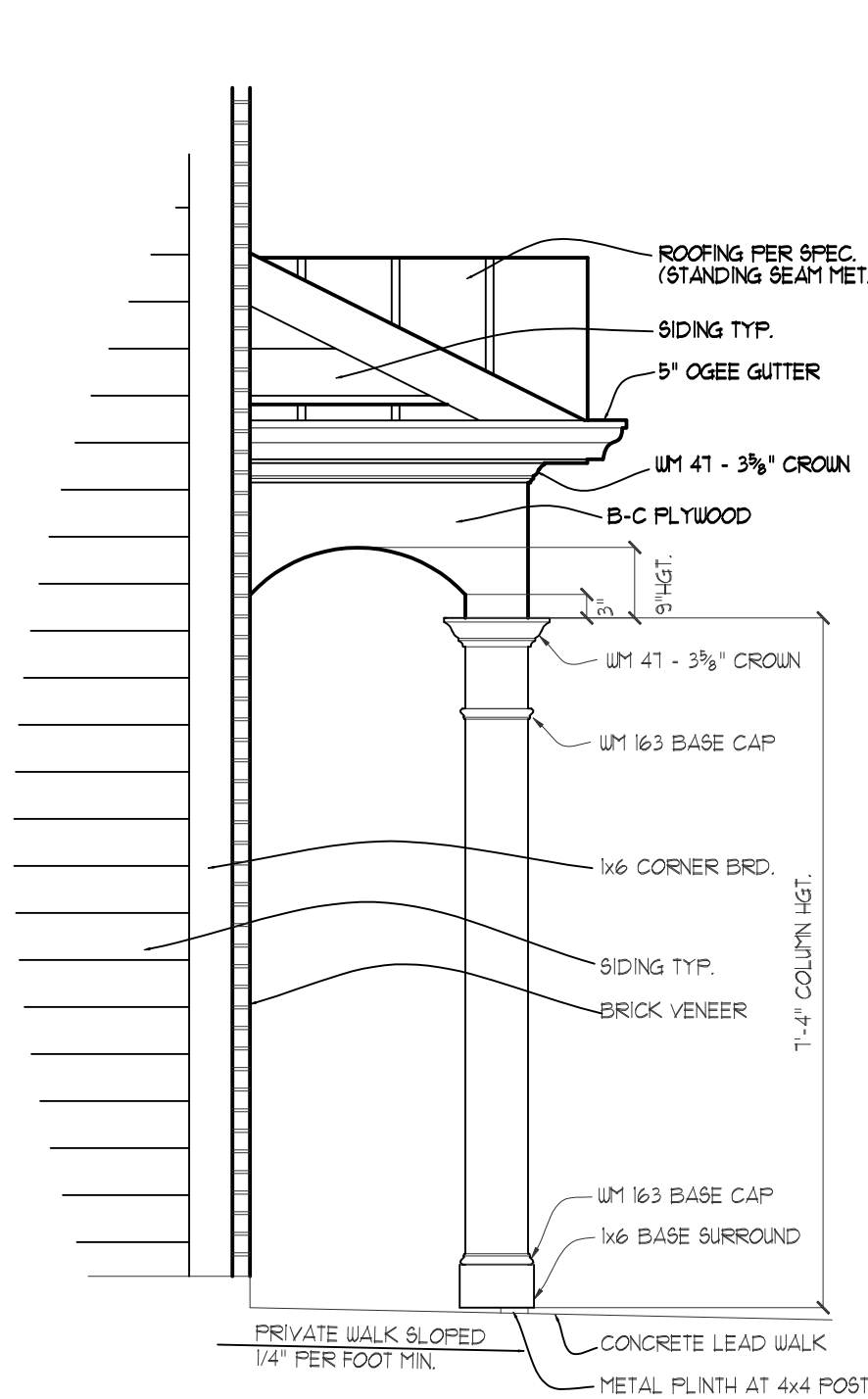
DATE:

SHEET NO.

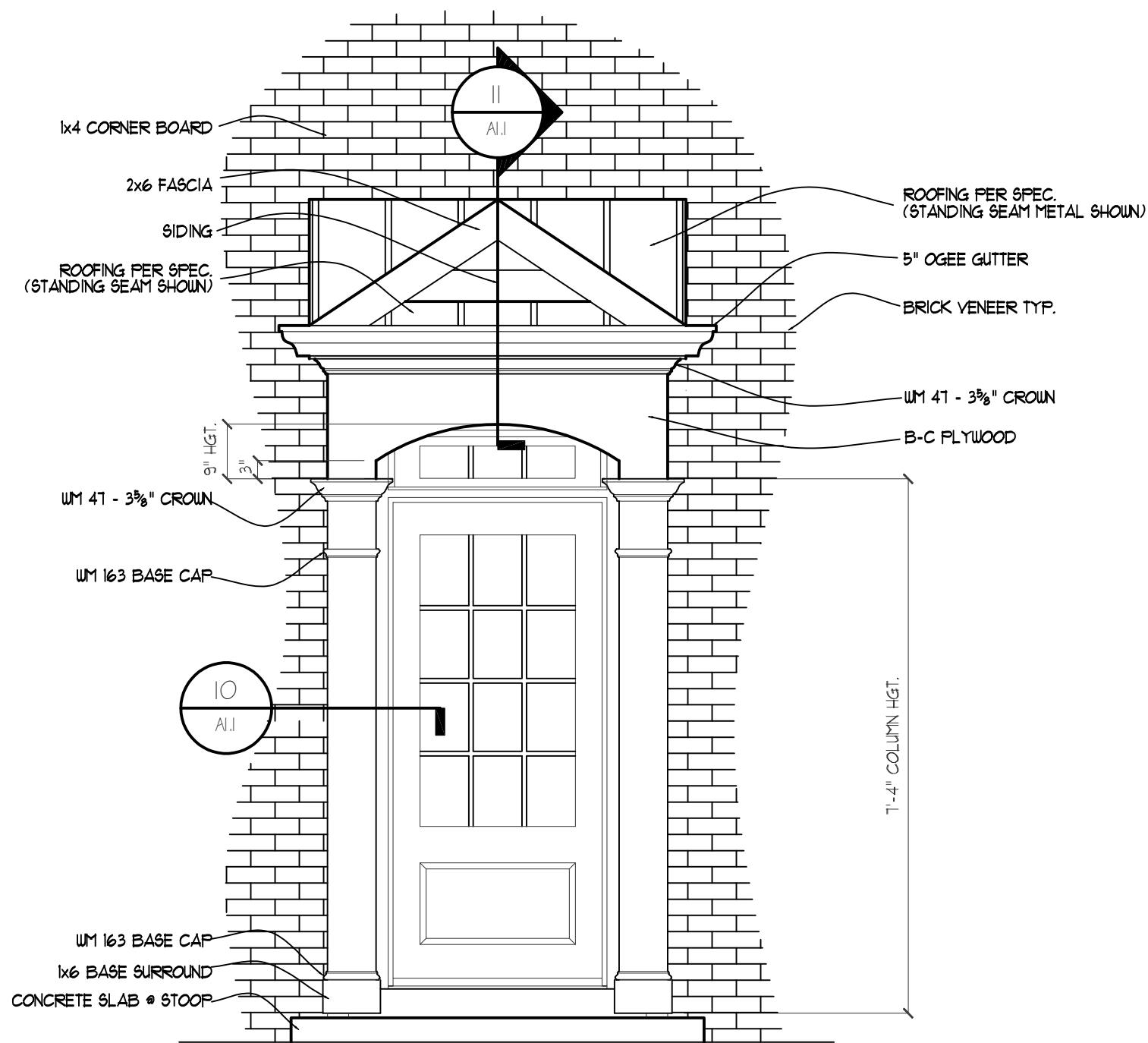
9.1

SHEET: OF:

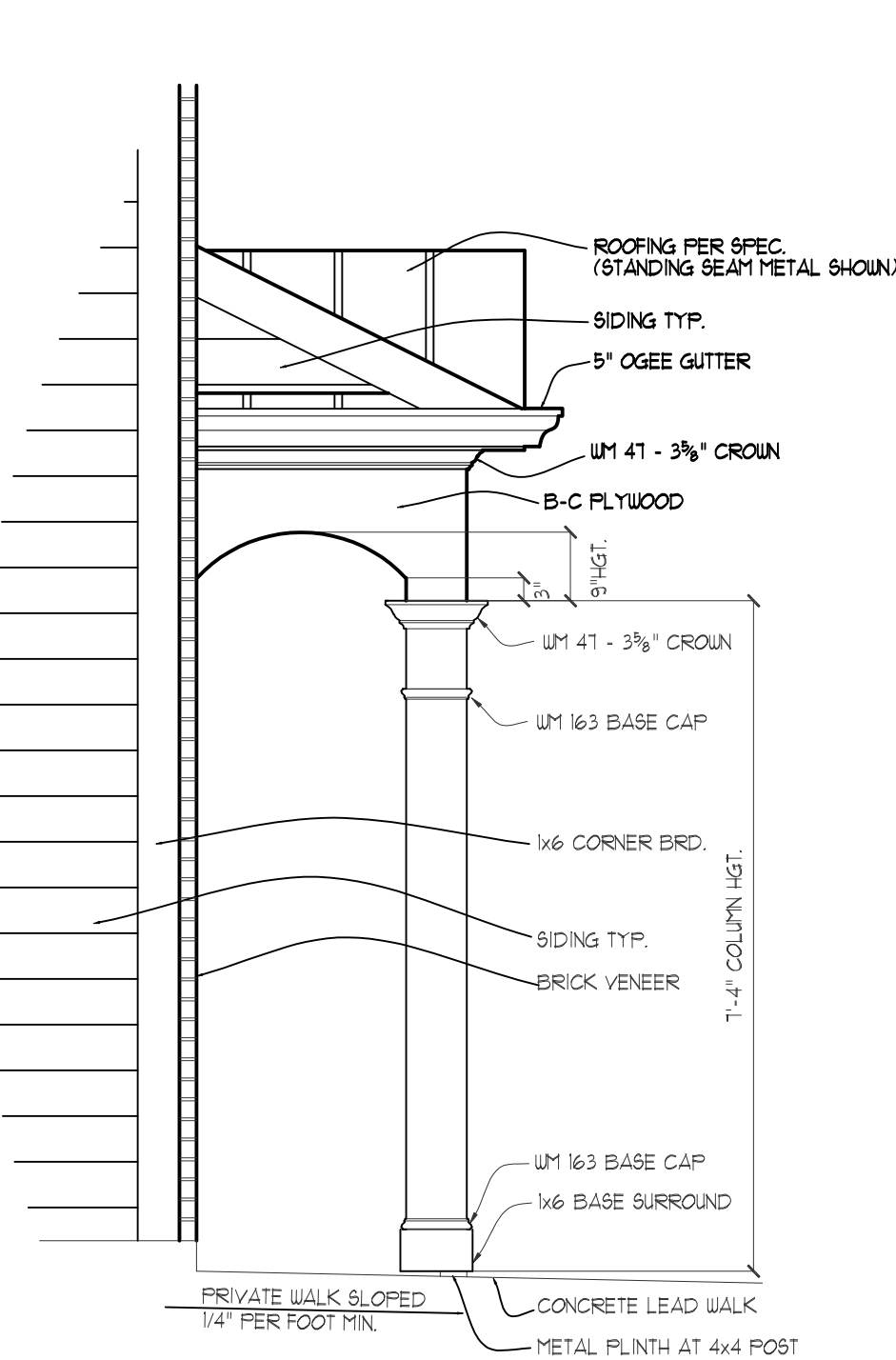




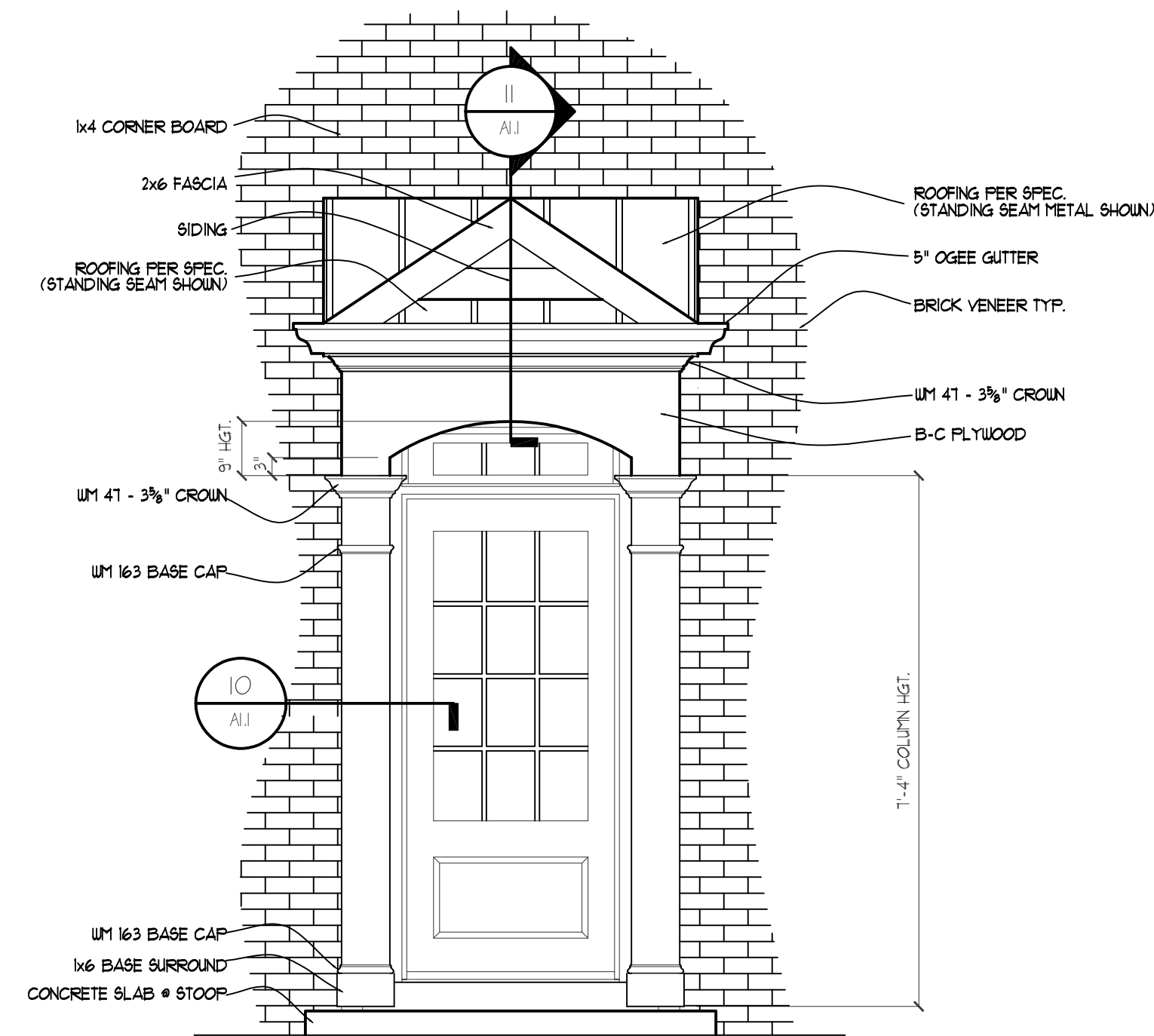
8 Stoop Side Elevation Detail  
3/4" = 1'-0"



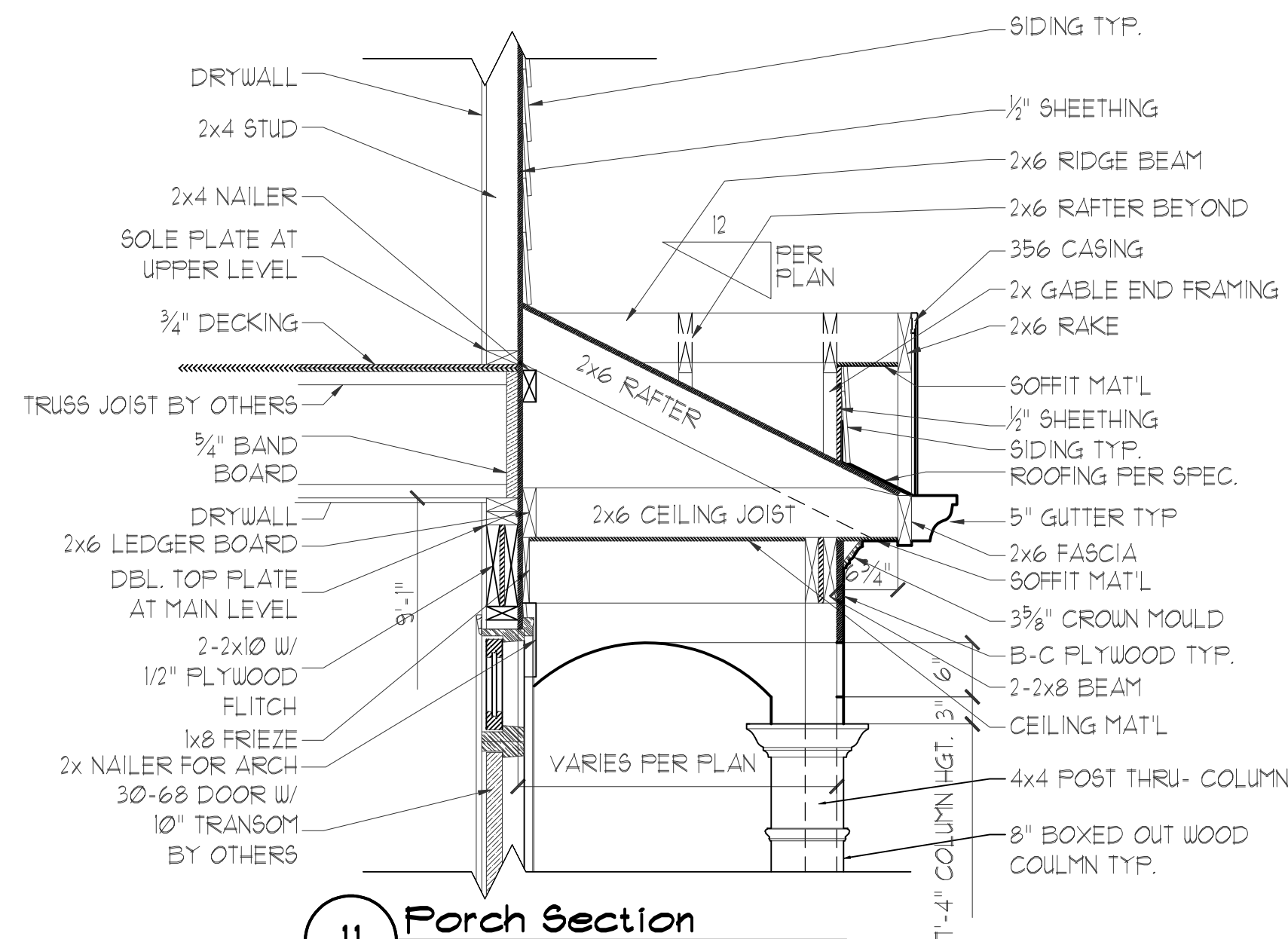
9 Stoop Front Elevation Detail  
3/4" = 1'-0"



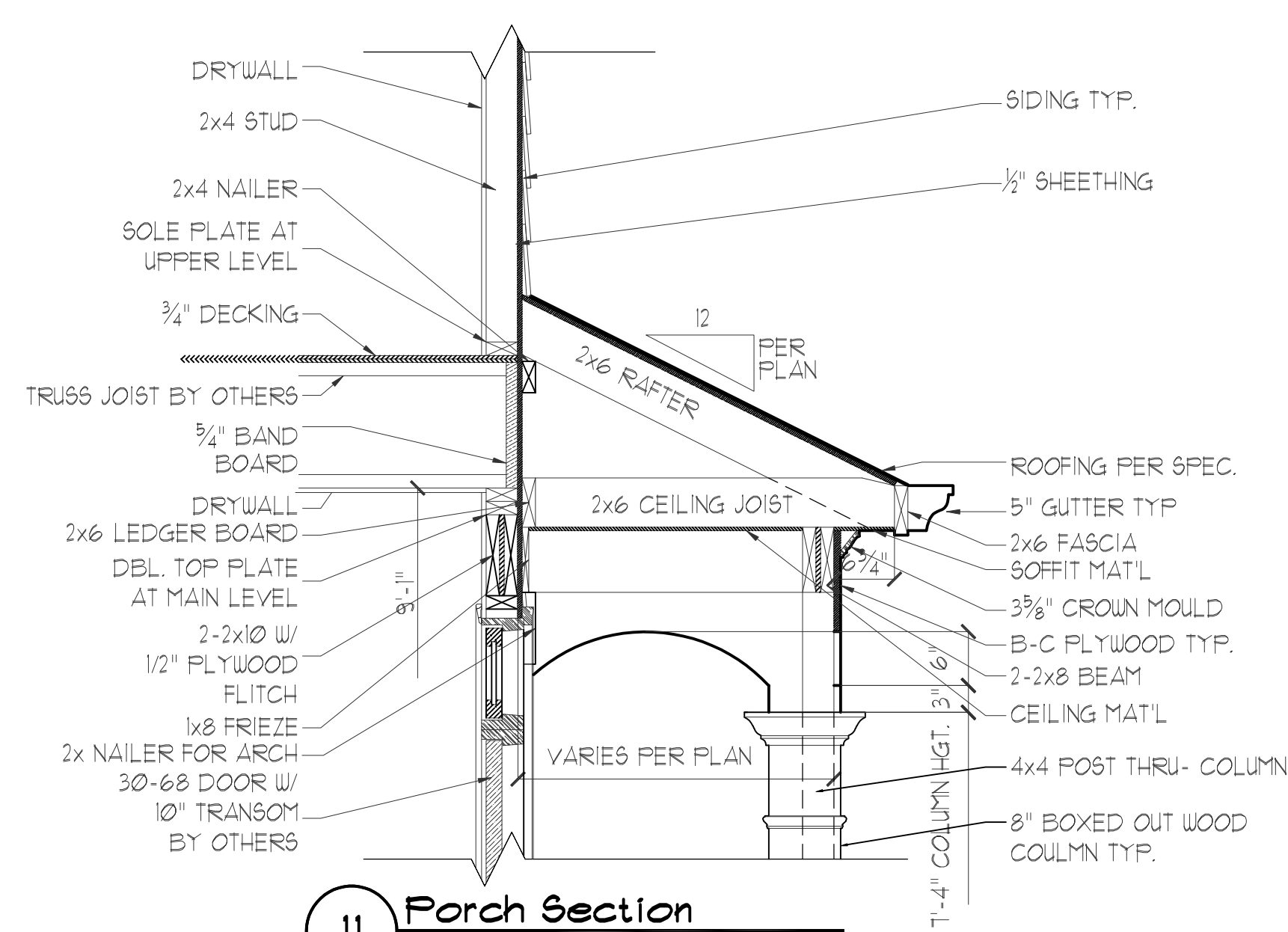
8 Stoop Side Elevation Detail  
3/4" = 1'-0"



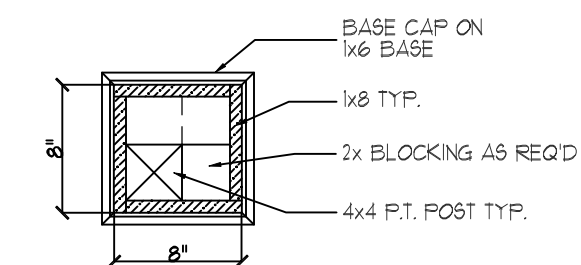
9 Stoop Front Elevation Detail  
3/4" = 1'-0"



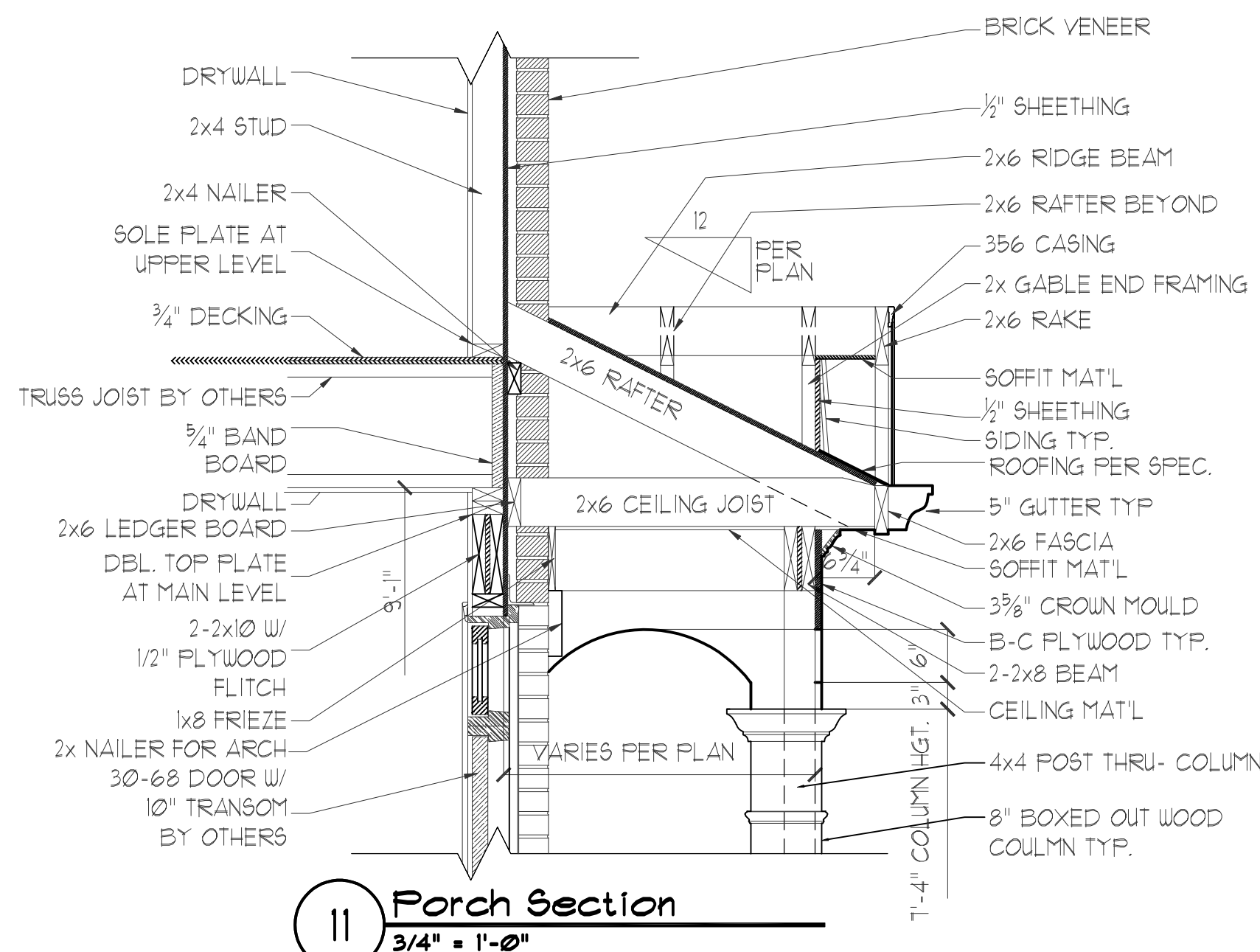
11 Porch Section  
3/4" = 1'-0"



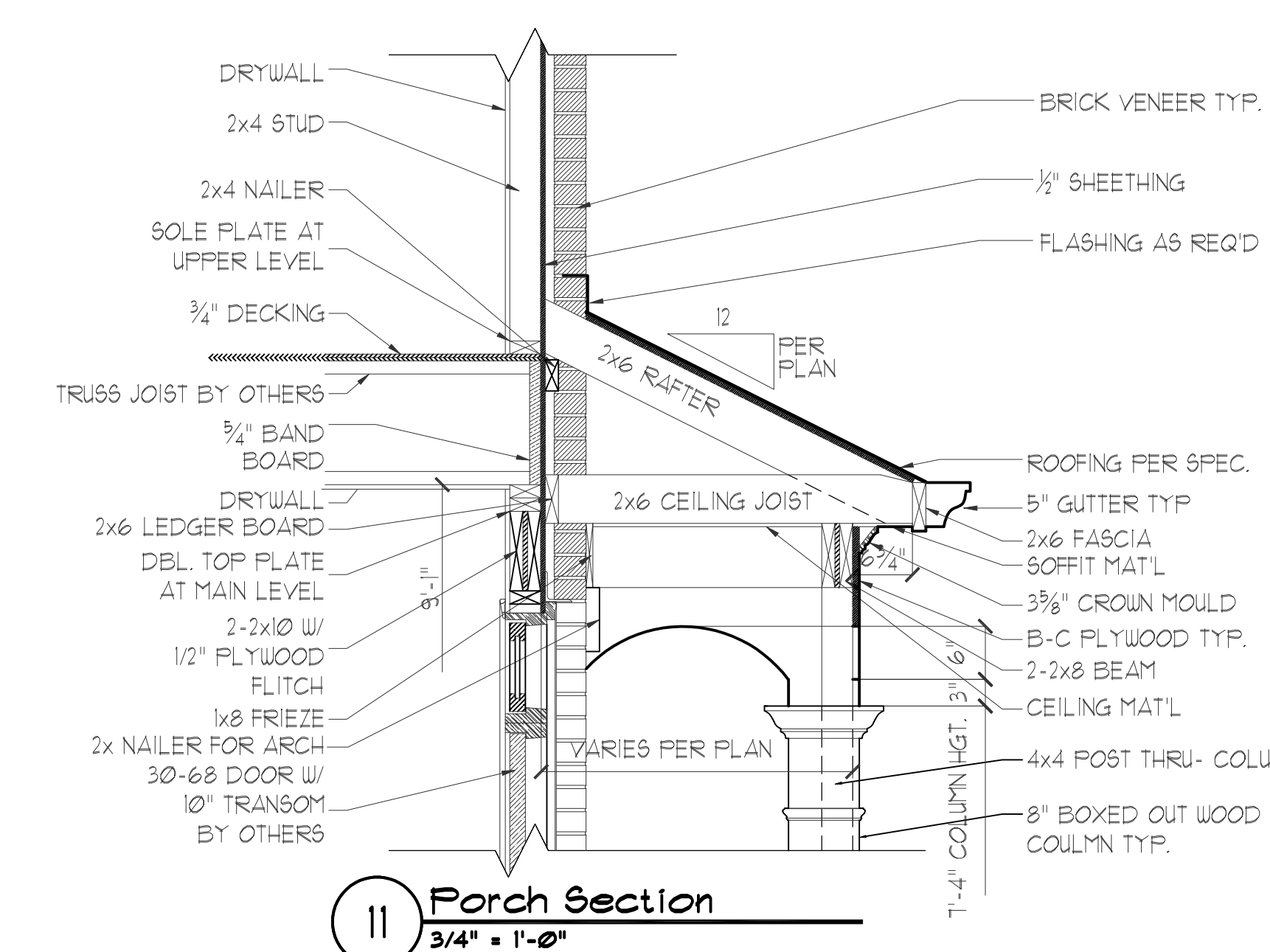
11 Porch Section  
3/4" = 1'-0"



10 WOOD COLUMN SECTION  
1" = 1'-0"



11 Porch Section  
3/4" = 1'-0"



11 Porch Section  
3/4" = 1'-0"



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SUB-DIVISION \_\_\_\_\_  
LOT # \_\_\_\_\_

#### ISSUED FOR:

|                                     |                |
|-------------------------------------|----------------|
| <input type="checkbox"/>            | ESTIMATING     |
| <input type="checkbox"/>            | REVIEW         |
| <input type="checkbox"/>            | BIDDING        |
| <input type="checkbox"/>            | PERMIT         |
| <input type="checkbox"/>            | PROTOTYPE      |
| <input checked="" type="checkbox"/> | CONST. 6-27-03 |

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|         |                                                                                         |
|---------|-----------------------------------------------------------------------------------------|
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| DATE    | 4-10-03  | CHECKED | ATB |
| SCALE:  | AS NOTED | APPROV. |     |

20' TOWNS

Details

APPROVED BY: DAVID BOWEN

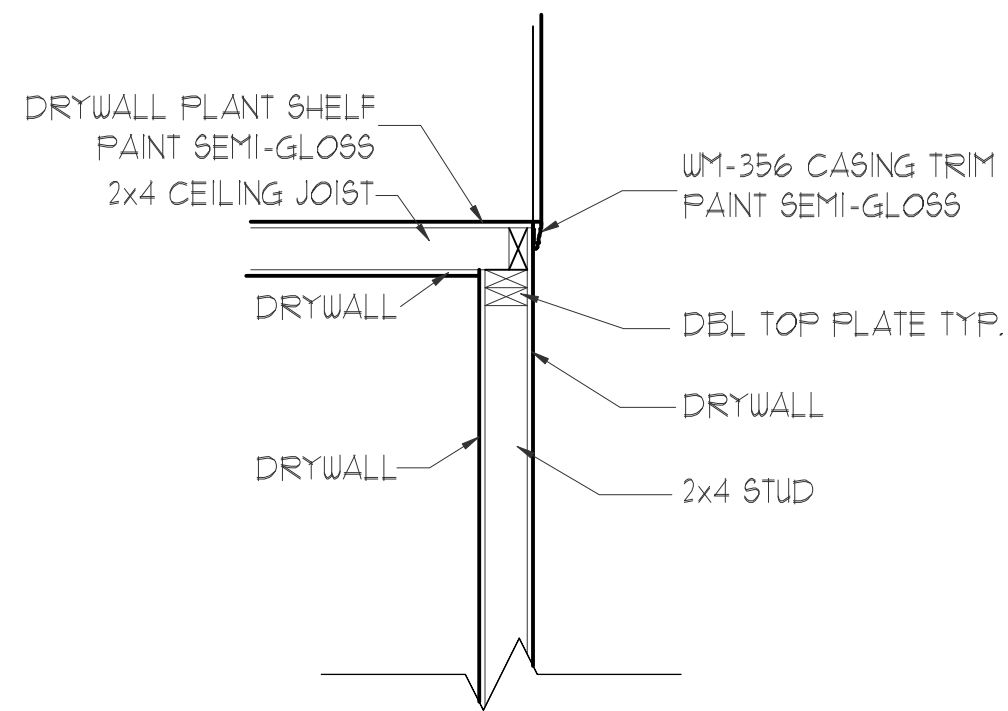
DATE:

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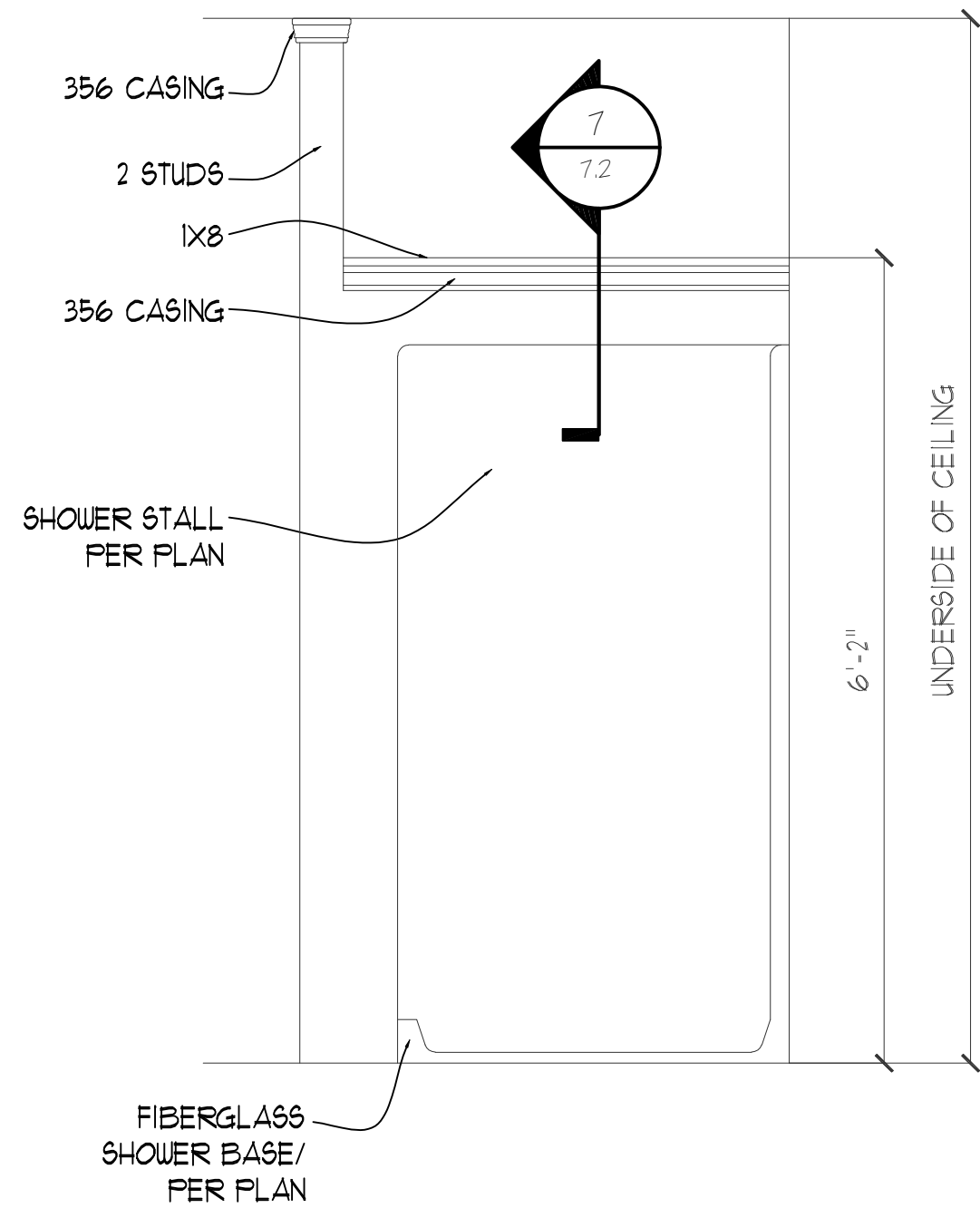
9.2

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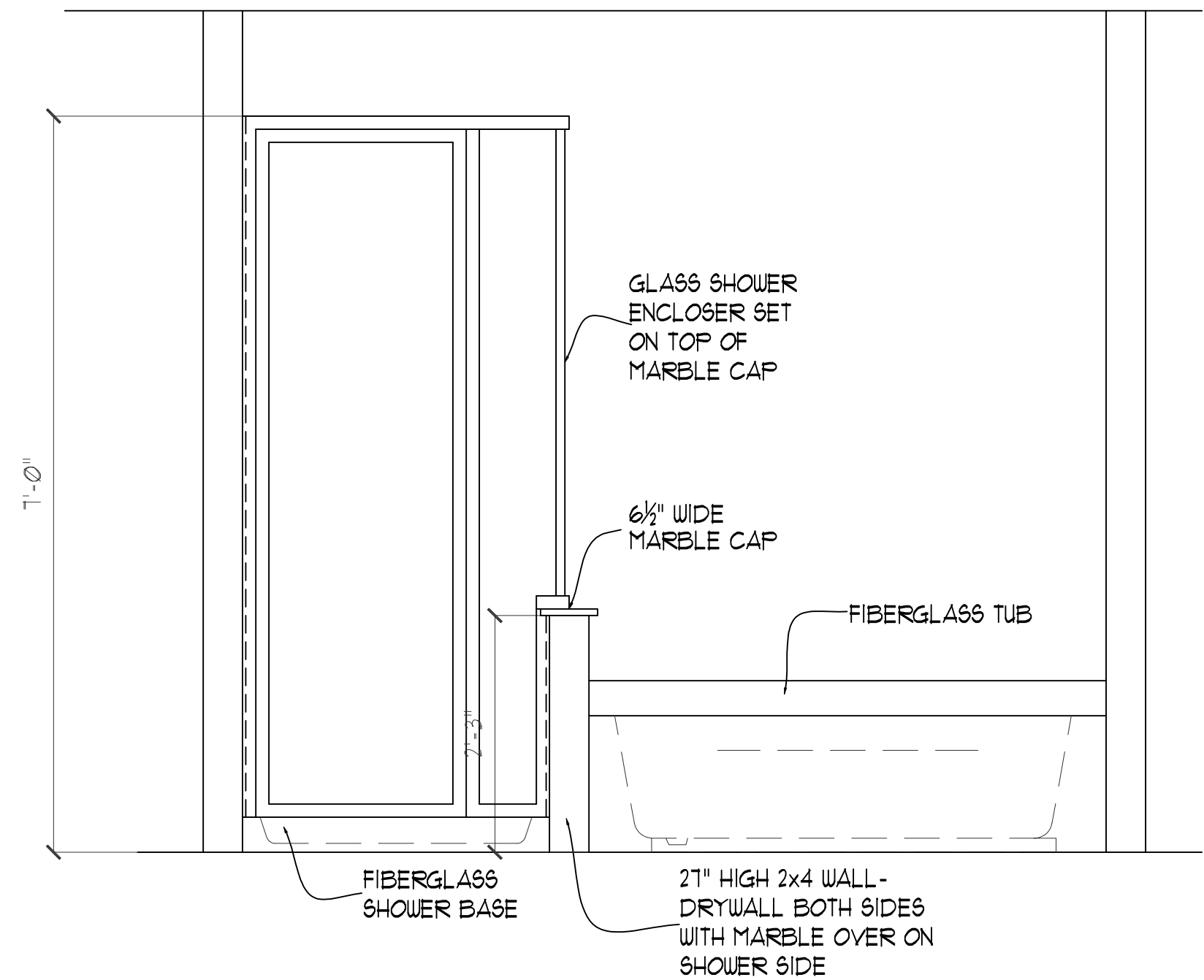




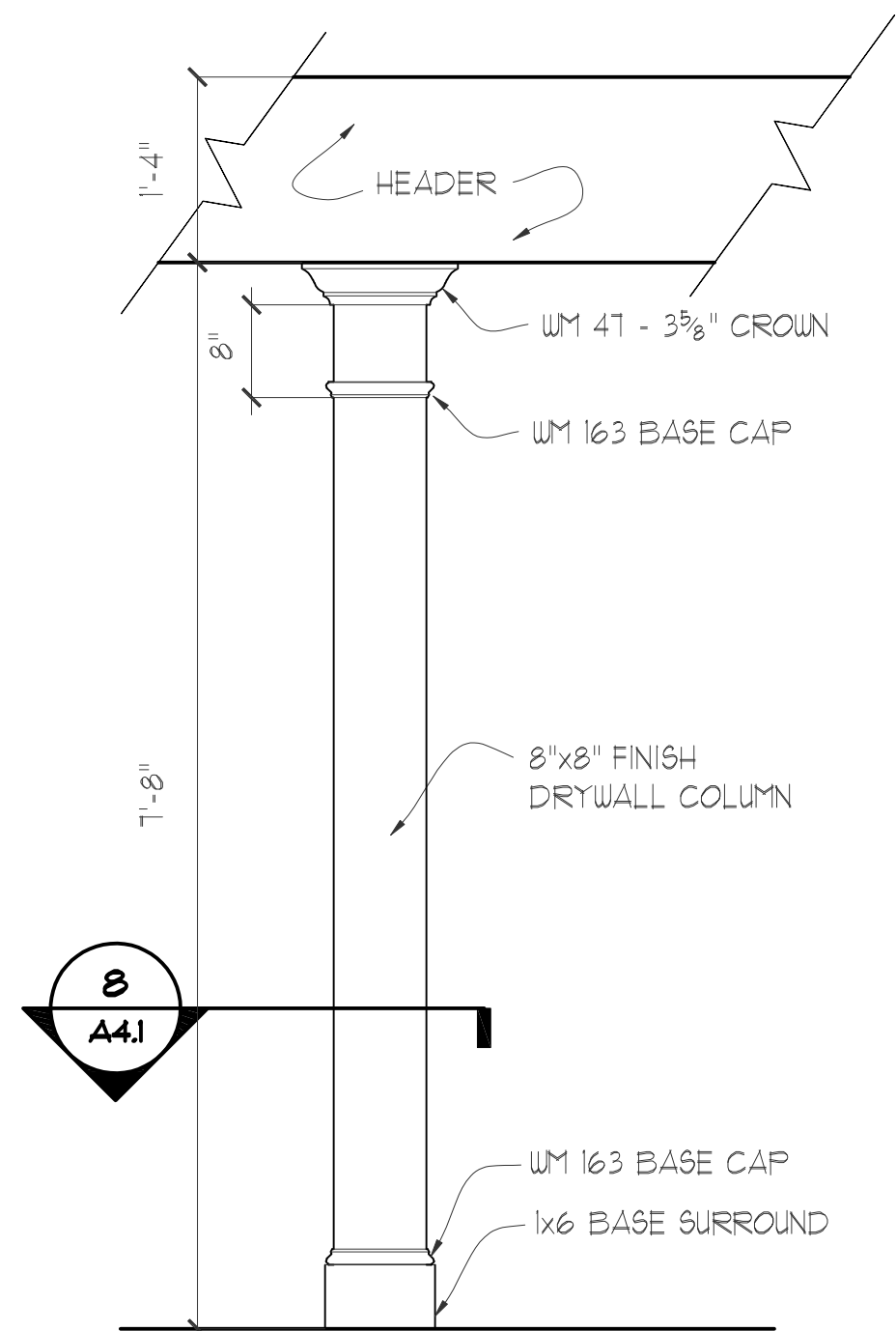
4 Plant Shelf Section  
3/4" = 1'-0"



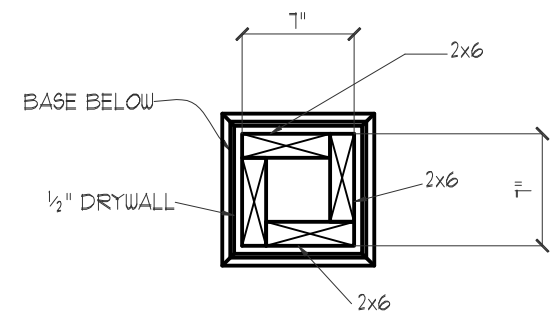
6 Shower Wall Elevation  
3/4" = 1'-0"



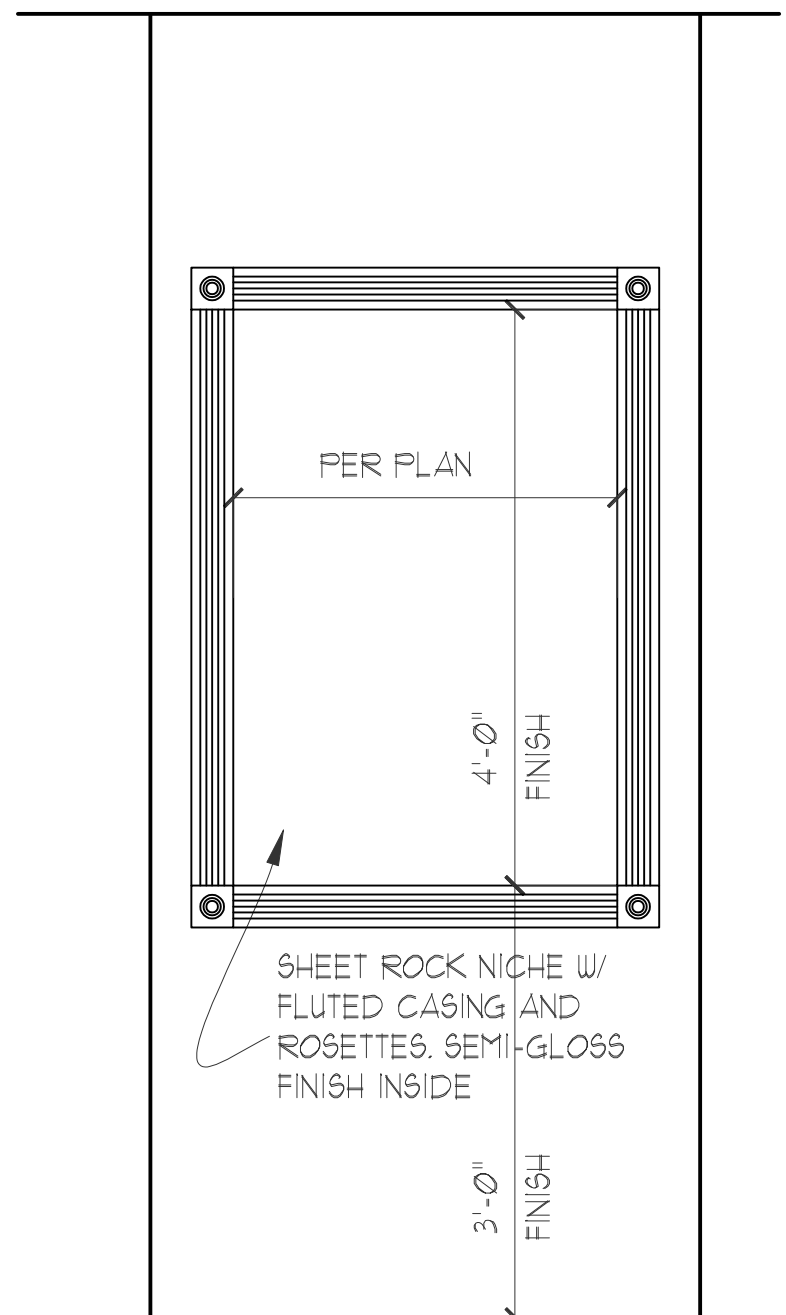
5 Shower Wall Elevation  
3/4" = 1'-0"



7 Drywall Column Detail  
3/4" = 1'-0"



8 Drywall Column Section  
1" = 1'-0"



6 Drywall Niche Detail  
3/4" = 1'-0"



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20' TOWNS

Details

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DATE: \_\_\_\_\_

SHEET NO.

9.3

SHEET: \_\_\_\_ OF: \_\_\_\_

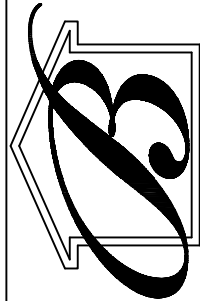


# The Erickson

(Townhomes Not on Individual Lots)

BOWEN BUILDERS GROUP BUFORD GA 30518

ATLANTA GA - DALLAS TX - ORLANDO FLA - CHARLOTTE NC



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| 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.

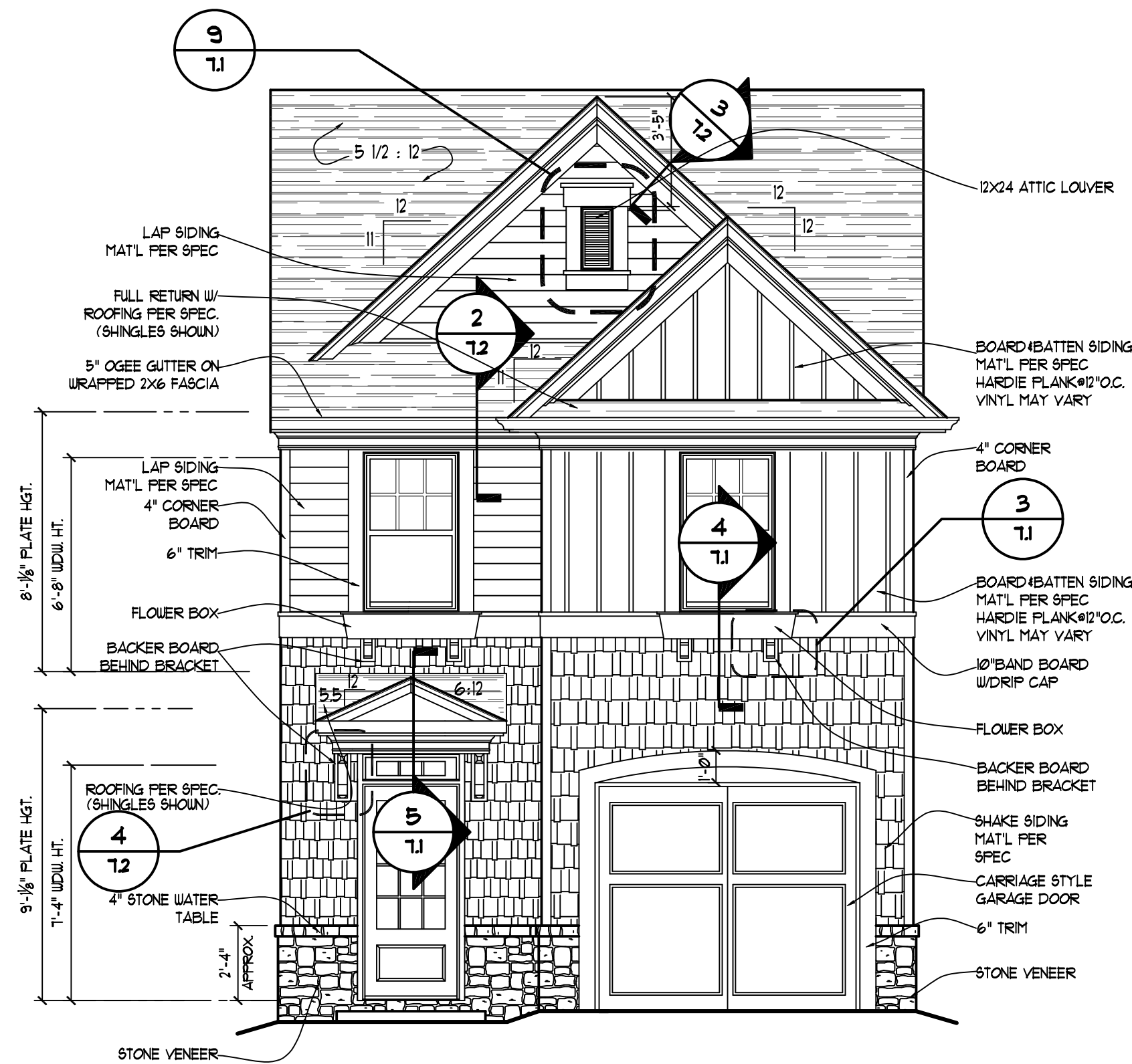
GARAGE/ HOUSE CEILING/ HOUSE ASSEMBLY: 1/2" GYPSUM BD. WALL & CEILING  
W/ 20 MINUTE GARAGE/ HOUSE DOOR

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)

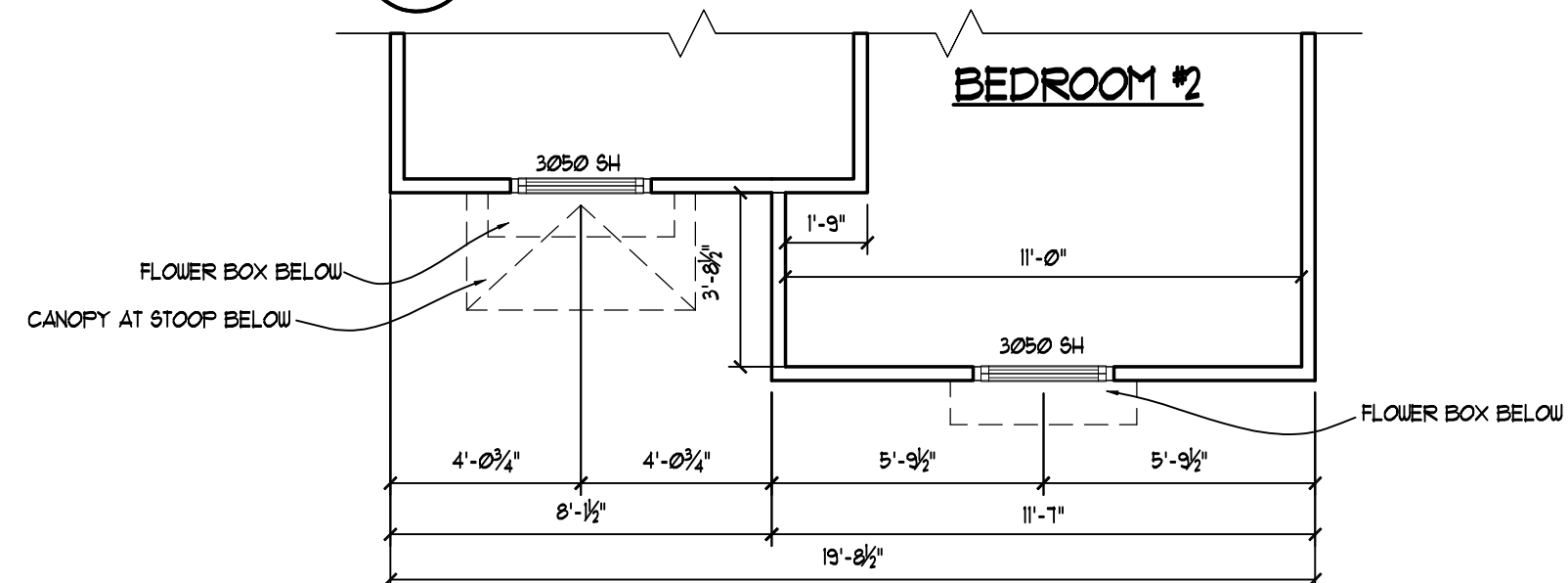
ATTIC VENTILATION: 2398 SF. / 300 = 7.99 SF. FREE AREA REQ'D  
RIDGE VENT = 39 LF. X .085 FREE AREA/LF = 3.31 SF. PROVIDED  
SOFFIT VENT = 54 LF. X .045 FREE AREA/LF = 2.43 SF. PROVIDE

NOTE:  
VERIFY ALL APPLICABLE BUILDING  
CODES WITH STATE AND LOCAL  
JURISDICTIONS PRIOR TO  
CONSTRUCTION.

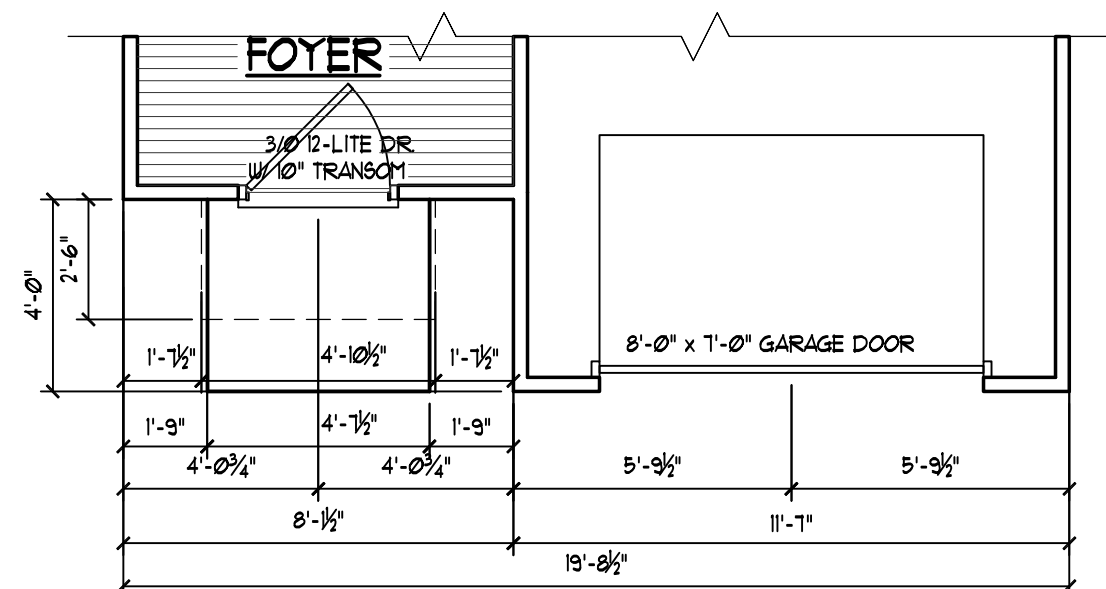




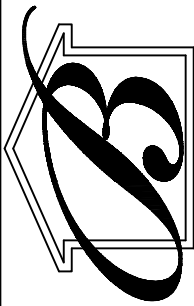
1 FRONT ELEVATION "F"  
1/4" = 1'-0"



2 Upper Level Fascade Plan Elev. "F"  
1/4" = 1'-0" 8'-0" CL&L HGT.



3 Main Level Fascade Plan Elev. "F"  
1/4" = 1'-0" 9'-0" CL&L HGT.



**BOWEN**  
*Home by Homes*

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    |
| 3-8-06  | 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 "F"

APPROVED BY : DAVID BOWEN

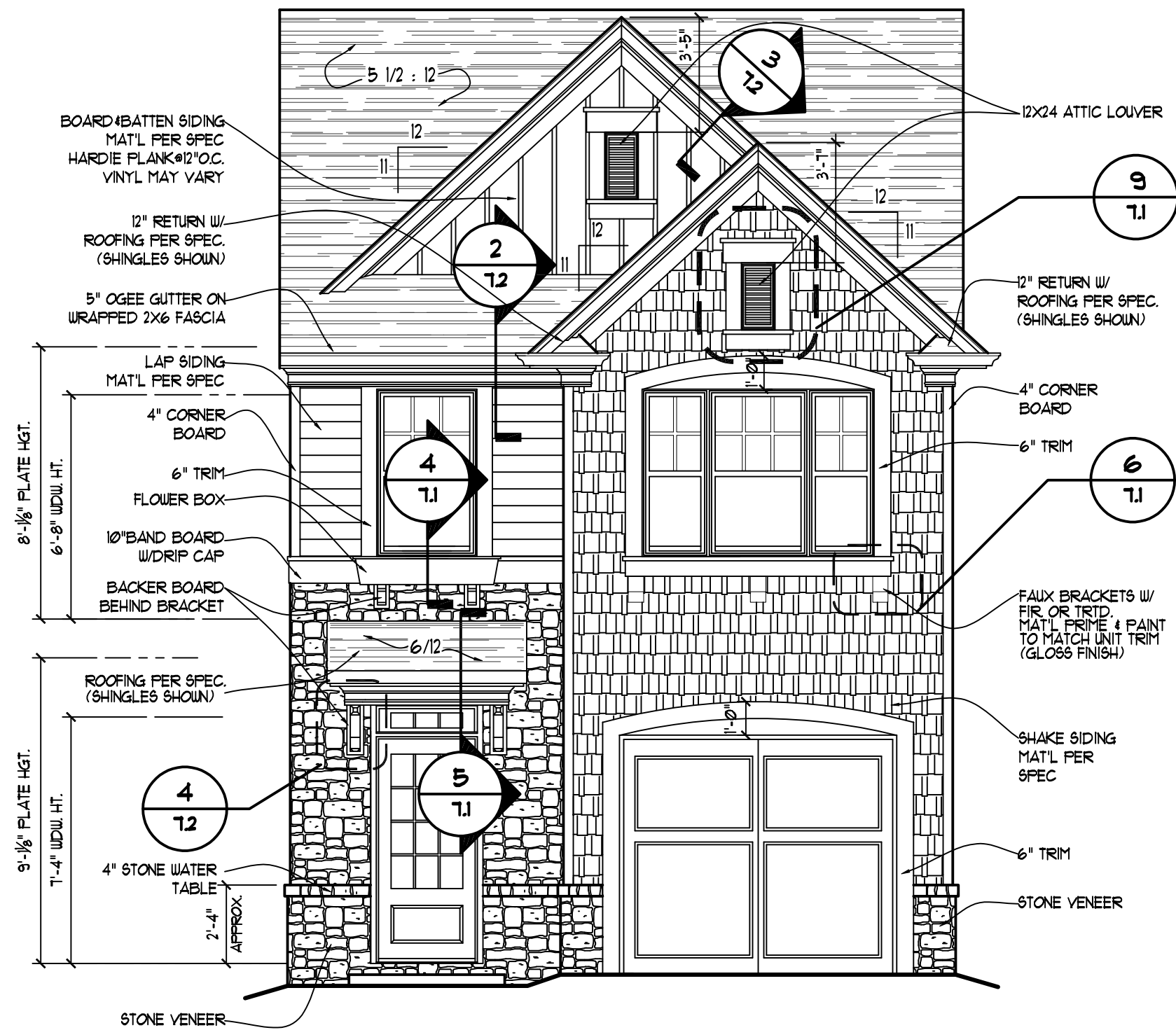
DATE: \_\_\_\_\_

SHEET NO.

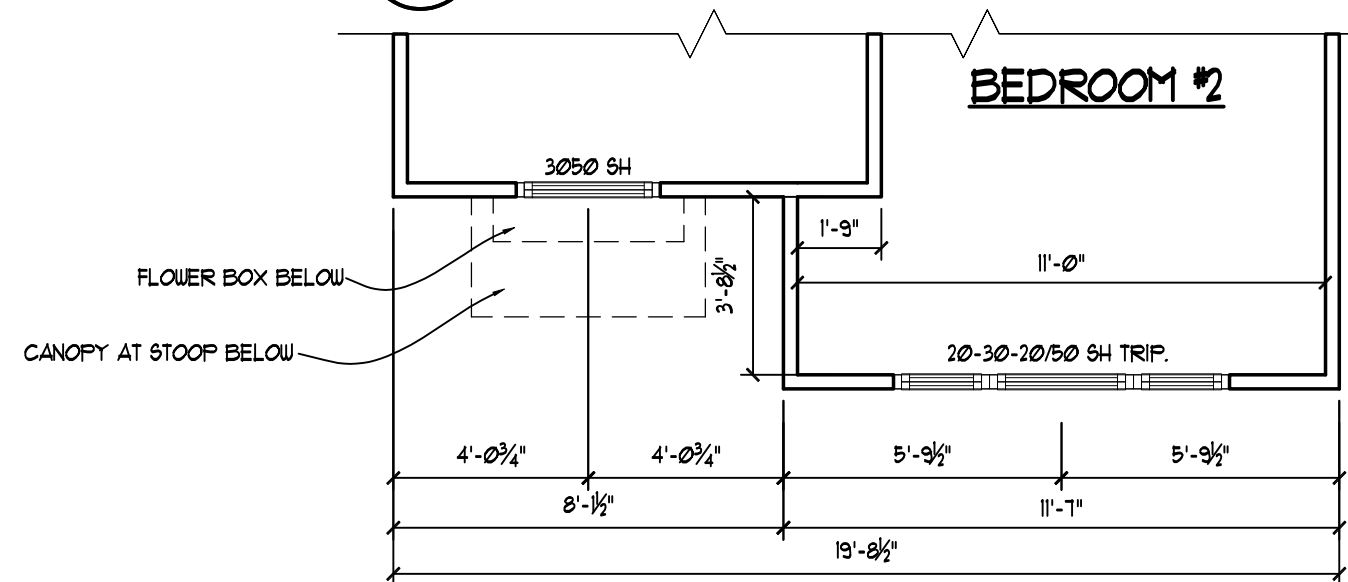
ER1.6

SHEET: \_\_\_\_ OF: \_\_\_\_

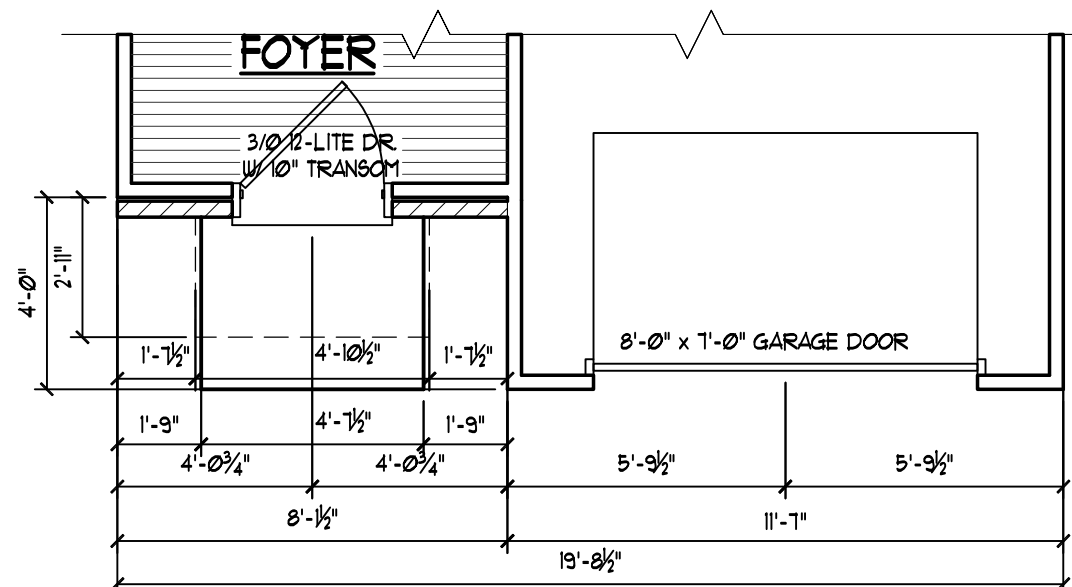




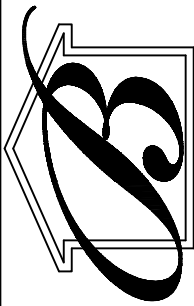
1 FRONT ELEVATION "H"  
1/4" = 1'-0"



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.



**BOWEN**  
*Team by Homes*

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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

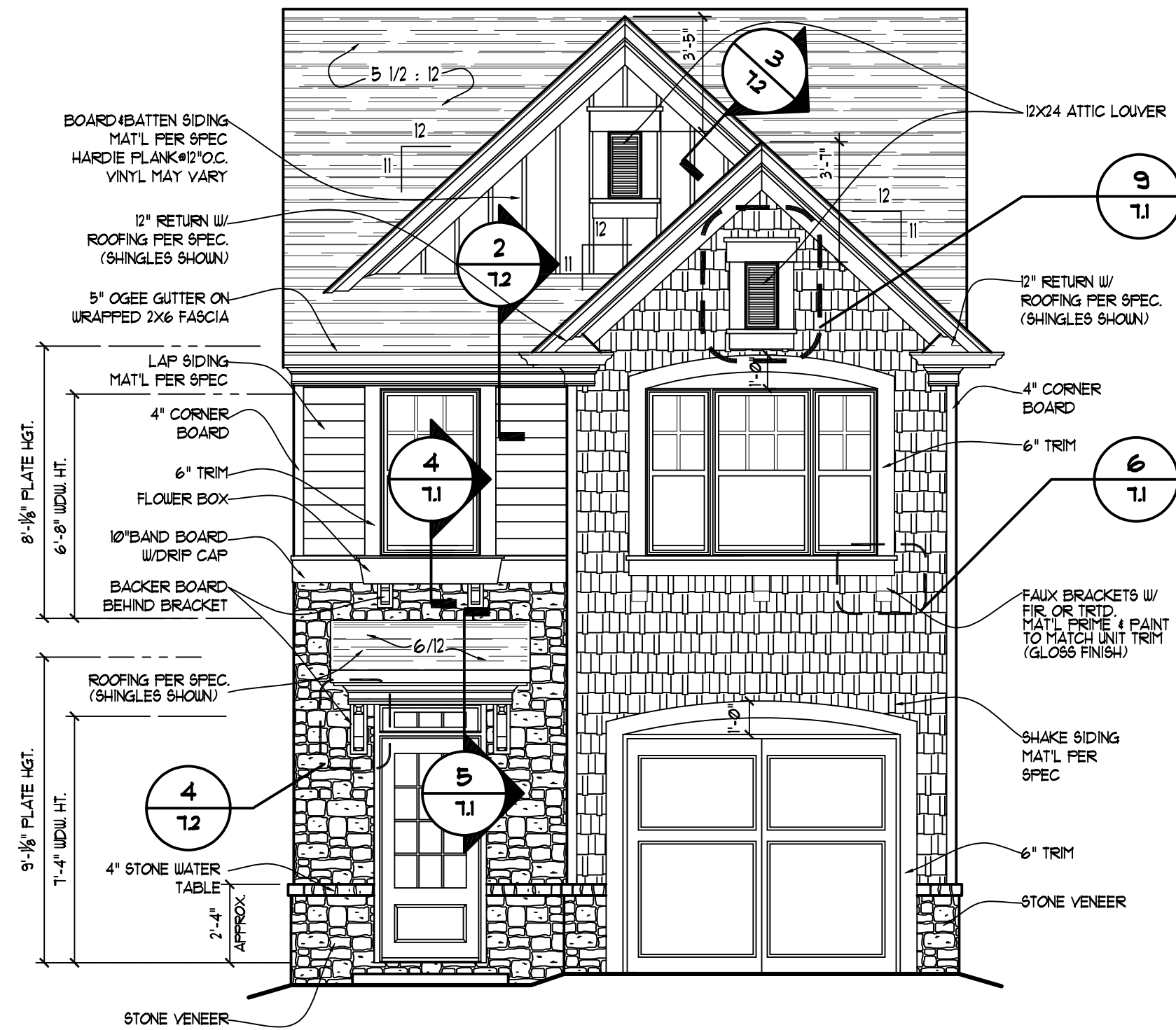
DATE: \_\_\_\_\_

SHEET NO.

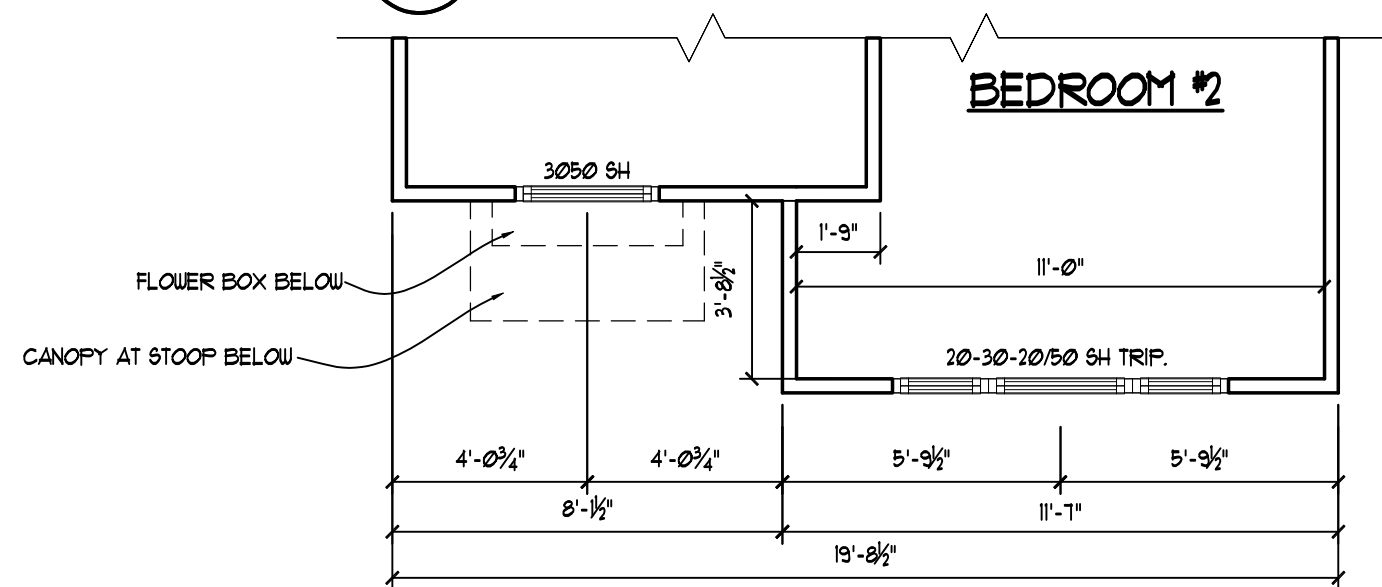
ER1.7

SHEET: \_\_\_\_ OF: \_\_\_\_

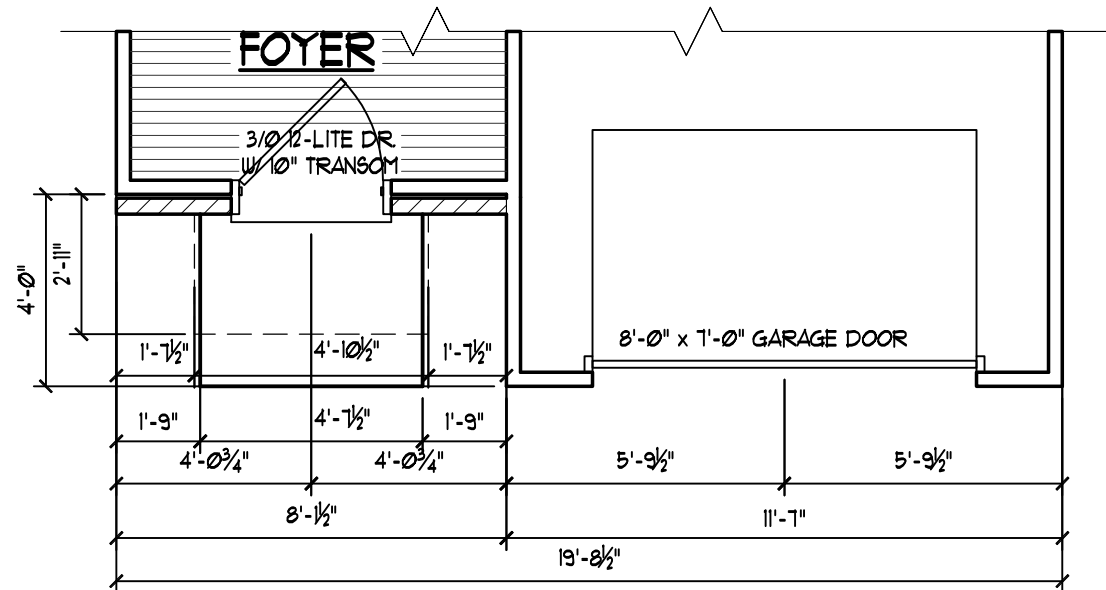




1 FRONT ELEVATION "H"  
1/4" = 1'-0"



2 Upper Level Facade Plan Elev. "H"  
1/4" = 1'-0" 8'-0" CL& HGT.



3 Main Level Facade Plan Elev. "H"  
1/4" = 1'-0" 9'-0" CL& HGT.



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SUB-DIVISION  
LOT #

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☐ PROTOTYPE  
☒ CONST. 6-27-03

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|         |                            |
|         |                            |
|         |                            |

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

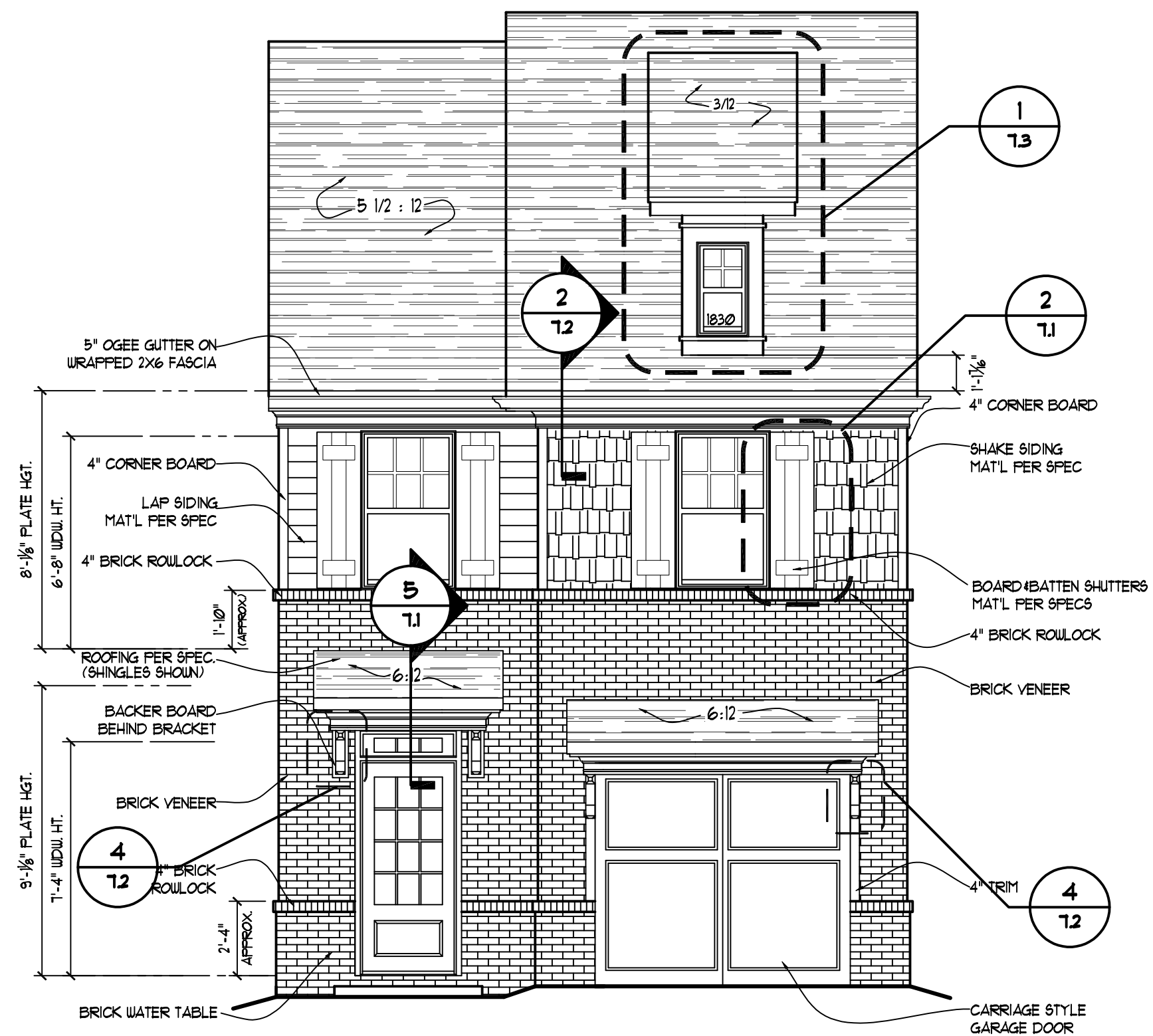
DATE:

SHEET NO.

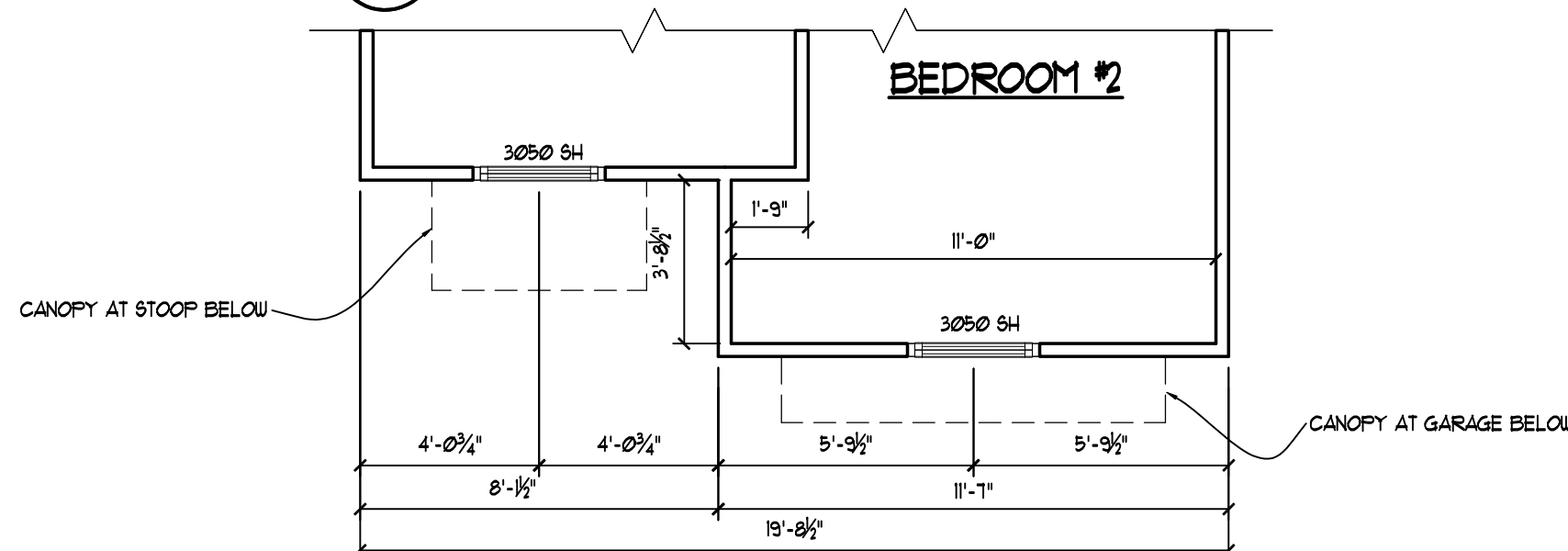
ER1.8

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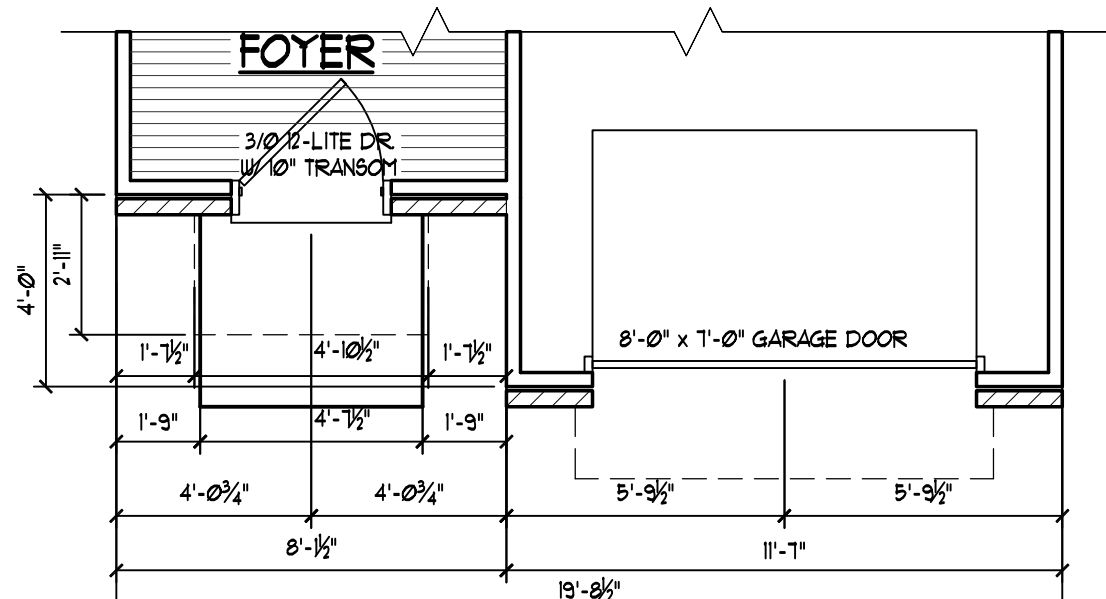




1 FRONT ELEVATION "I"  
1/4" = 1'-0"



2 Upper Level Facade Plan Elev. "I"  
1/4" = 1'-0"



3 Main Level Facade Plan Elev. "I"  
1/4" = 1'-0"

B

BOWEN

*Team by Homes*

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SUB-DIVISION \_\_\_\_\_  
LOT # \_\_\_\_\_

ISSUED FOR:

- ☐ ESTIMATING
- ☐ REVIEW
- ☐ BIDDING
- ☐ PERMIT
- ☐ PROTOTYPE
- ☒ CONST. 6-27-03

| REVISED |                            |
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|         |                            |
|         |                            |
|         |                            |

JOB NO. N/A DRAWN DMZ  
DATE 4-10-03 CHECKED ATB  
SCALE: AS NOTED APPROV. \_\_\_\_\_

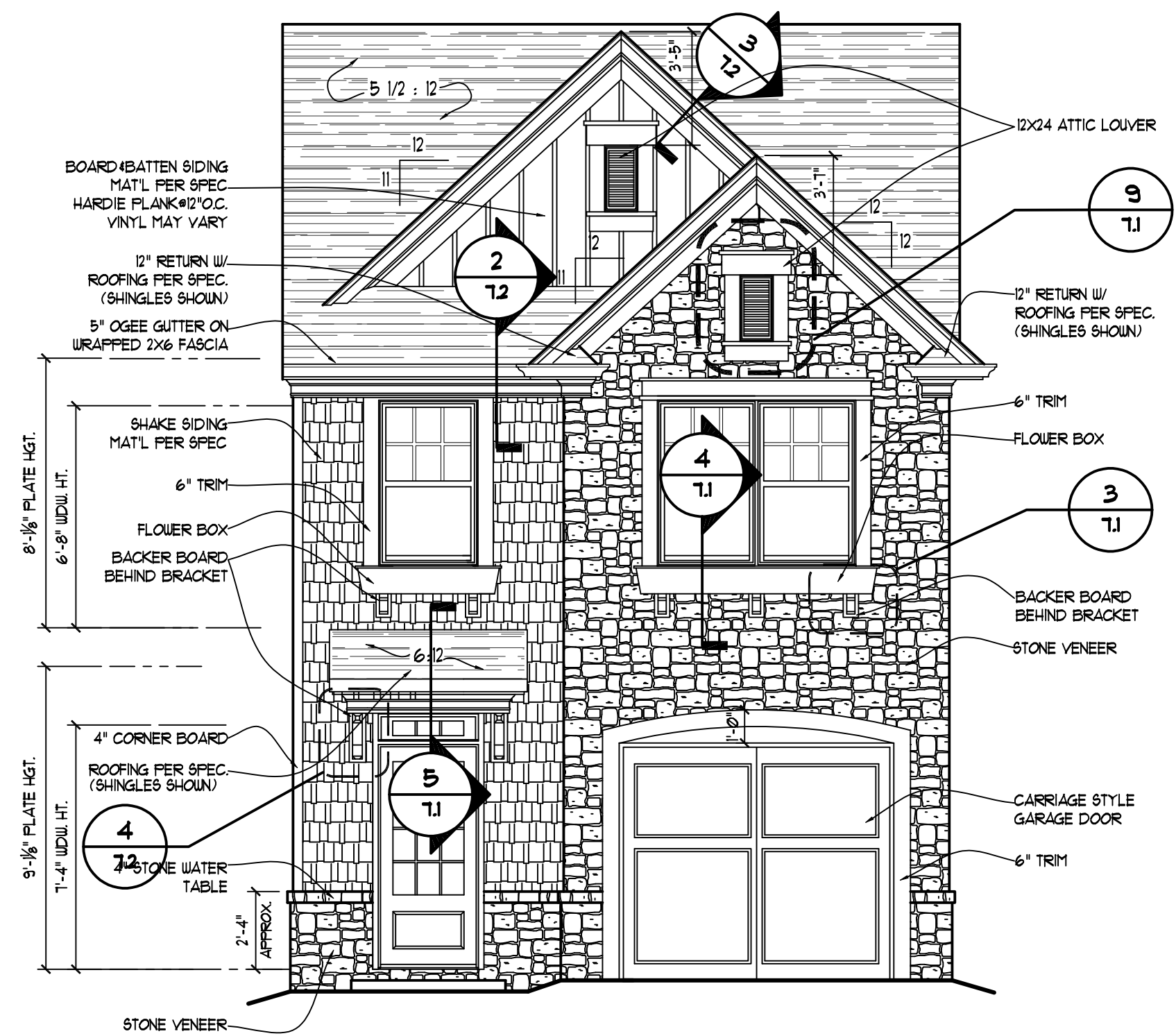
The Erickson  
Front Elevation "I"

APPROVED BY : DAVID BOWEN  
DATE: \_\_\_\_\_

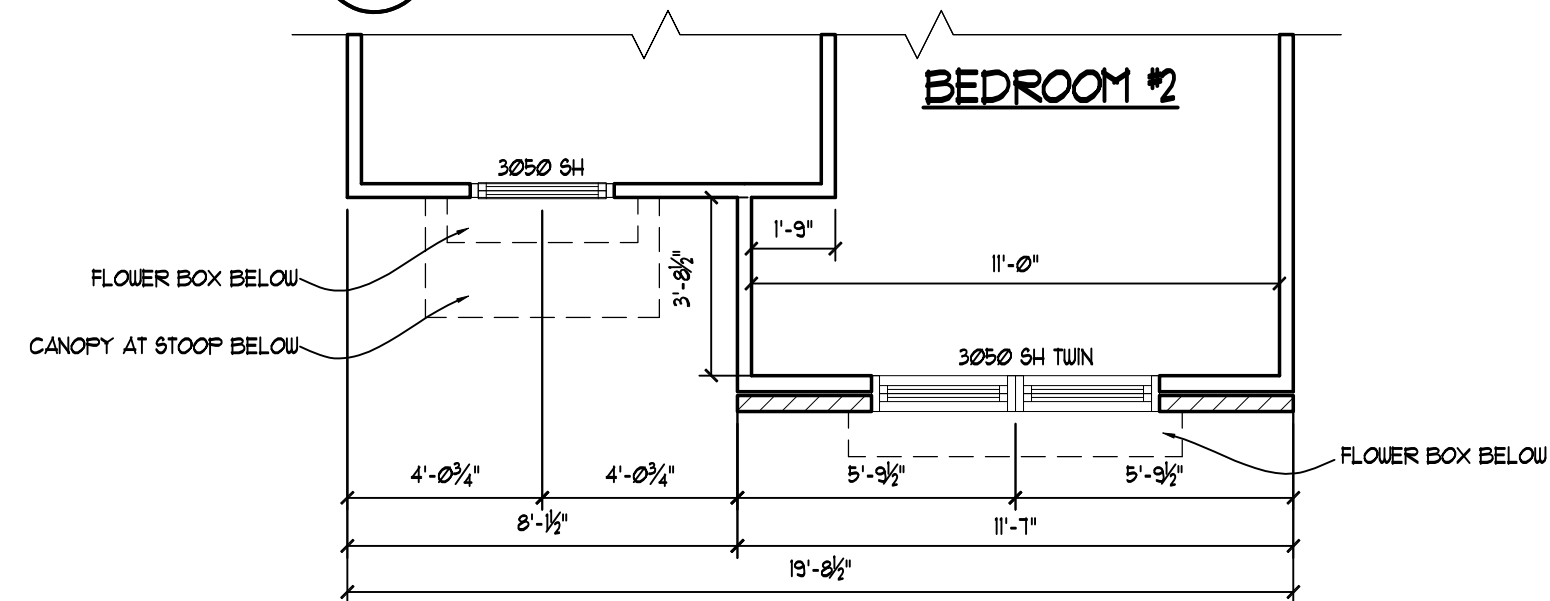
SHEET NO.  
ER1.9  
SHEET: \_\_\_\_ OF: \_\_\_\_

Page 467 of 551

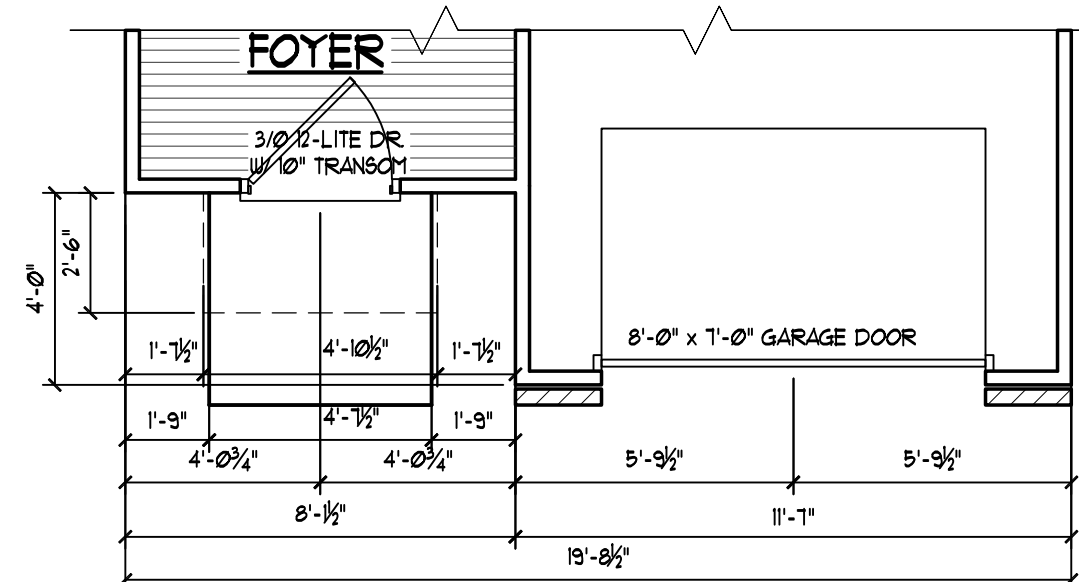




1 FRONT ELEVATION "J"  
1/4" = 1'-0"



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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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 APPROV. \_\_\_\_\_

The Erickson

Front Elevation "J"

APPROVED BY : DAVID BOWEN

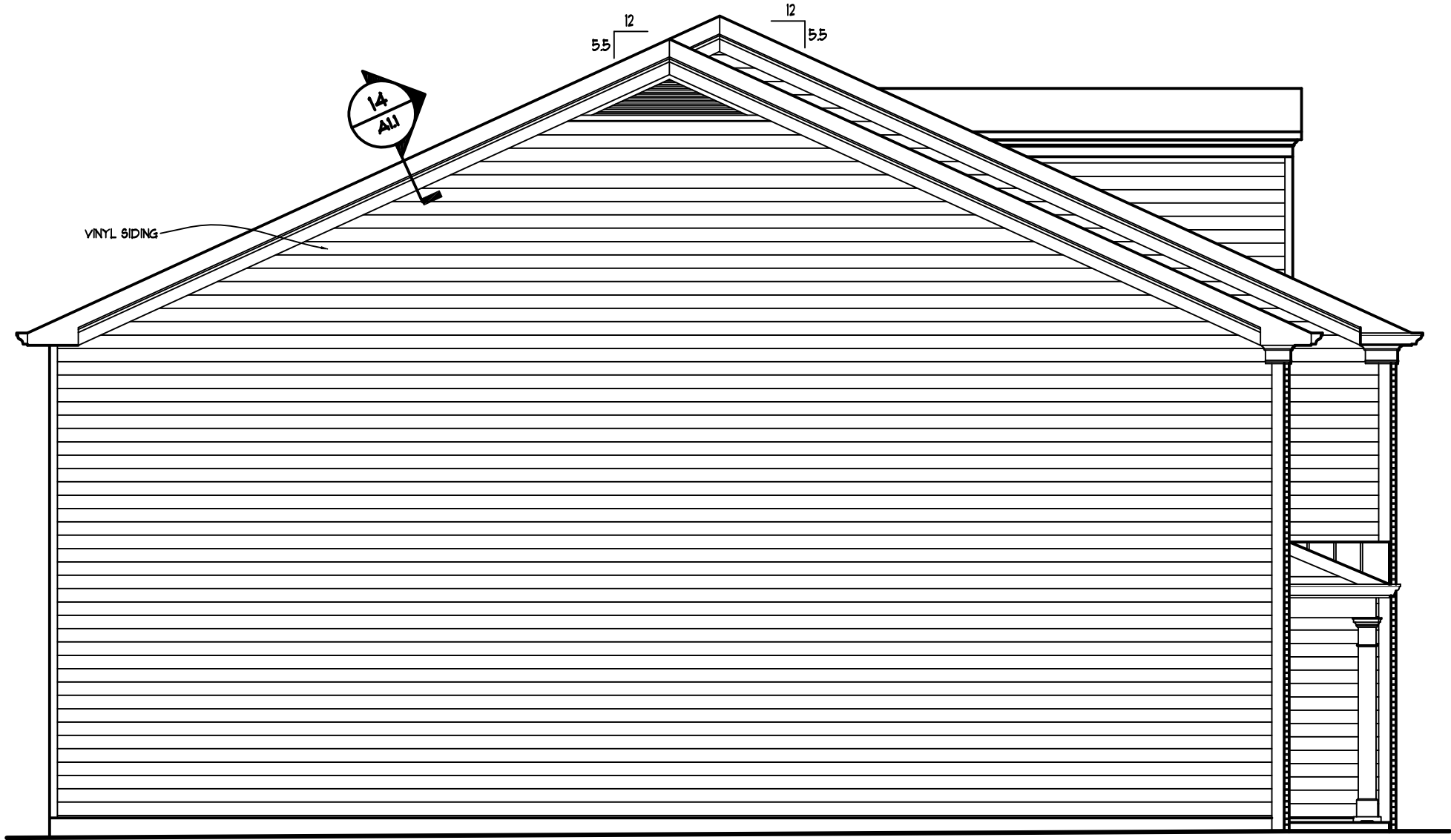
DATE: \_\_\_\_\_

SHEET NO.

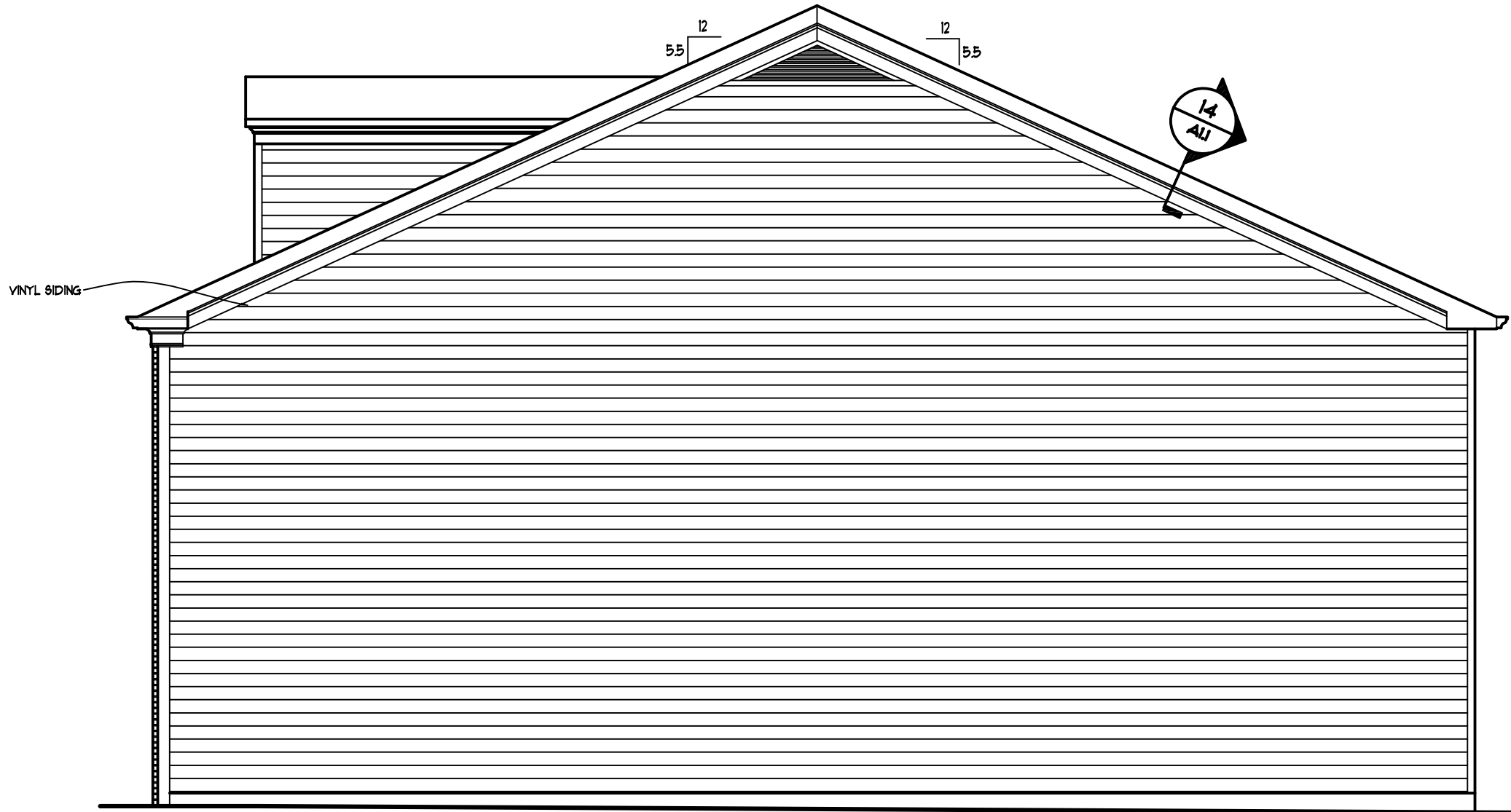
ER1.10

SHEET: \_\_\_\_ OF: \_\_\_\_





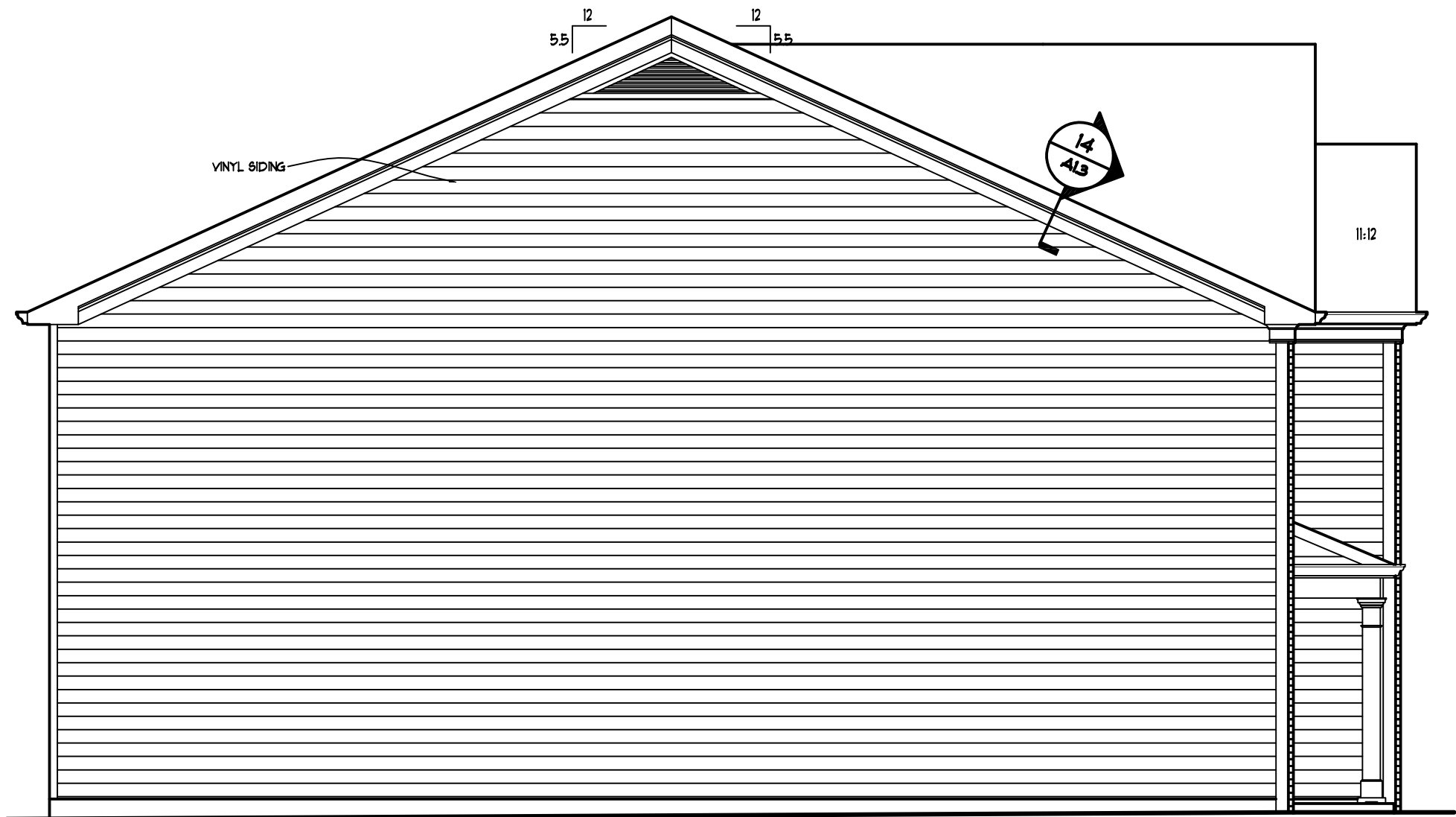
5 LEFT SIDE ELEVATION ELEV. "A" and "B"  
3/16" = 1'-0"



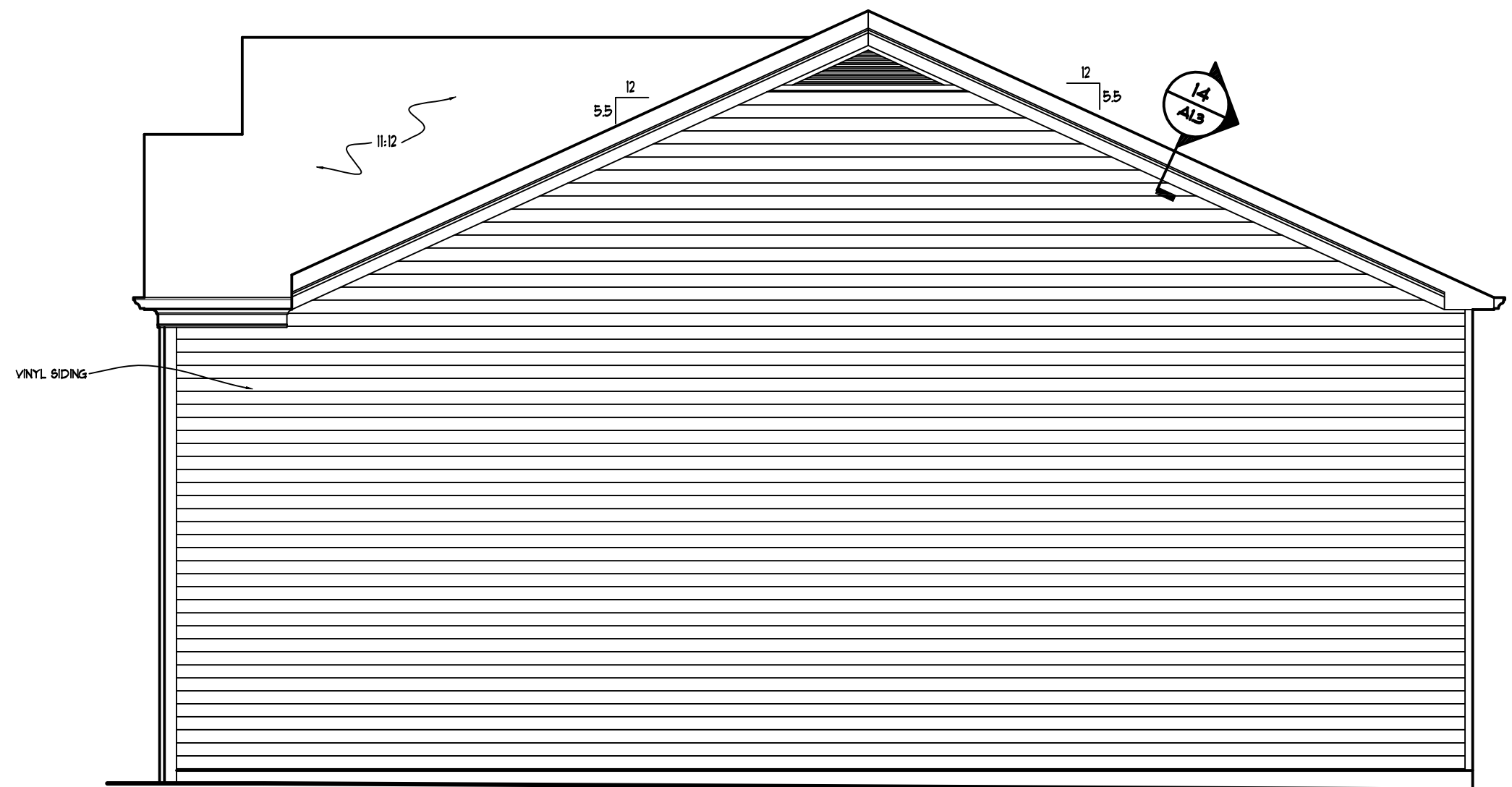
7 RIGHT SIDE ELEVATION ELEV. "A". AND "B"  
3/16" = 1'-0"



6 REAR ELEV. "A", AND "B"  
3/16" = 1'-0"



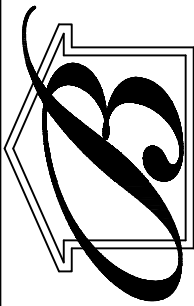
5 LEFT SIDE ELEVATION ELEV. "C", "D". AND "E"  
3/16" = 1'-0"



7 RIGHT SIDE ELEVATION ELEV. "C", "D". AND "E"  
3/16" = 1'-0"



6 REAR ELEV. "C", "D", AND "E"  
3/16" = 1'-0"



**BOWEN**  
*Team by Homes*

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    |
| 3-8-06  | 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

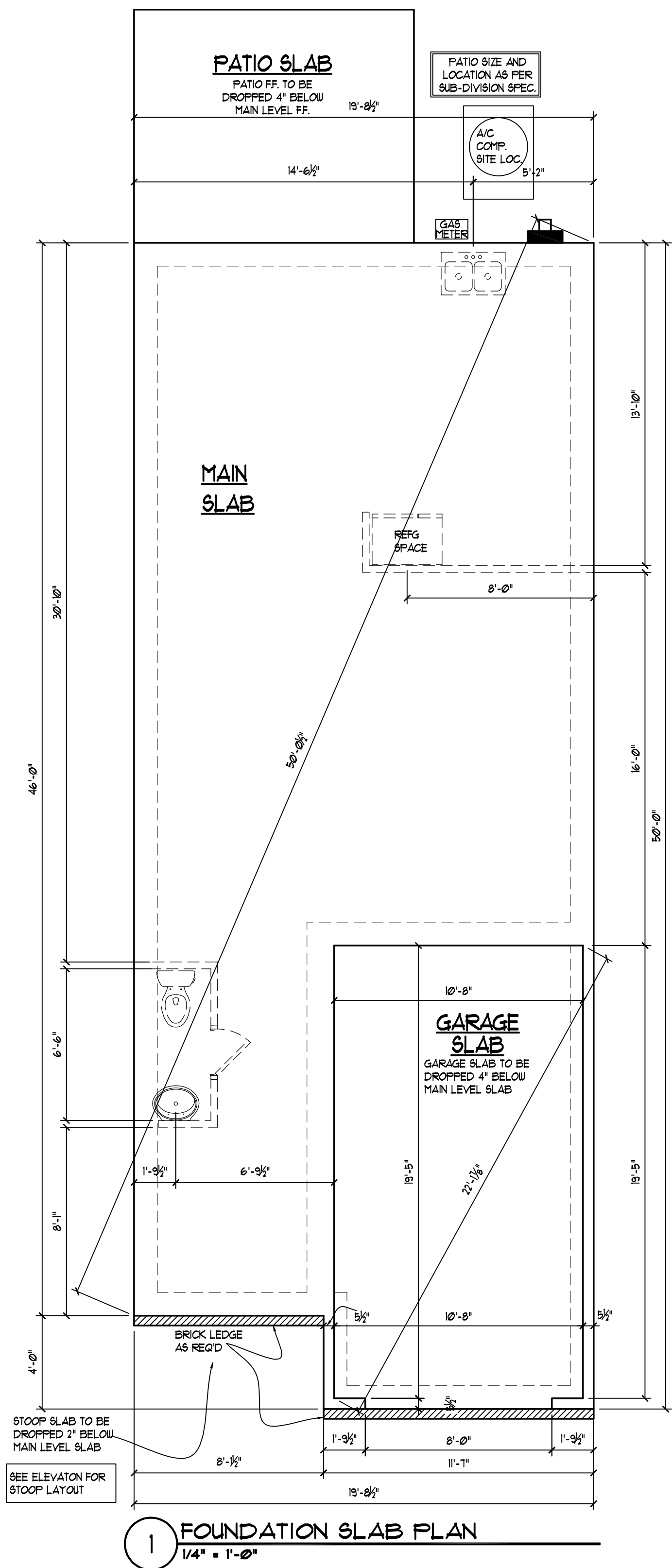
DATE: \_\_\_\_\_

SHEET NO.

ER2.1

SHEET: \_\_\_\_ OF: \_\_\_\_





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SUB-DIVISION \_\_\_\_\_  
LOT # \_\_\_\_\_

ISSUED FOR:

|                                     |                |
|-------------------------------------|----------------|
| <input type="checkbox"/>            | ESTIMATING     |
| <input type="checkbox"/>            | REVIEW         |
| <input type="checkbox"/>            | BIDDING        |
| <input type="checkbox"/>            | PERMIT         |
| <input type="checkbox"/>            | PROTOTYPE      |
| <input checked="" type="checkbox"/> | 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. |     |

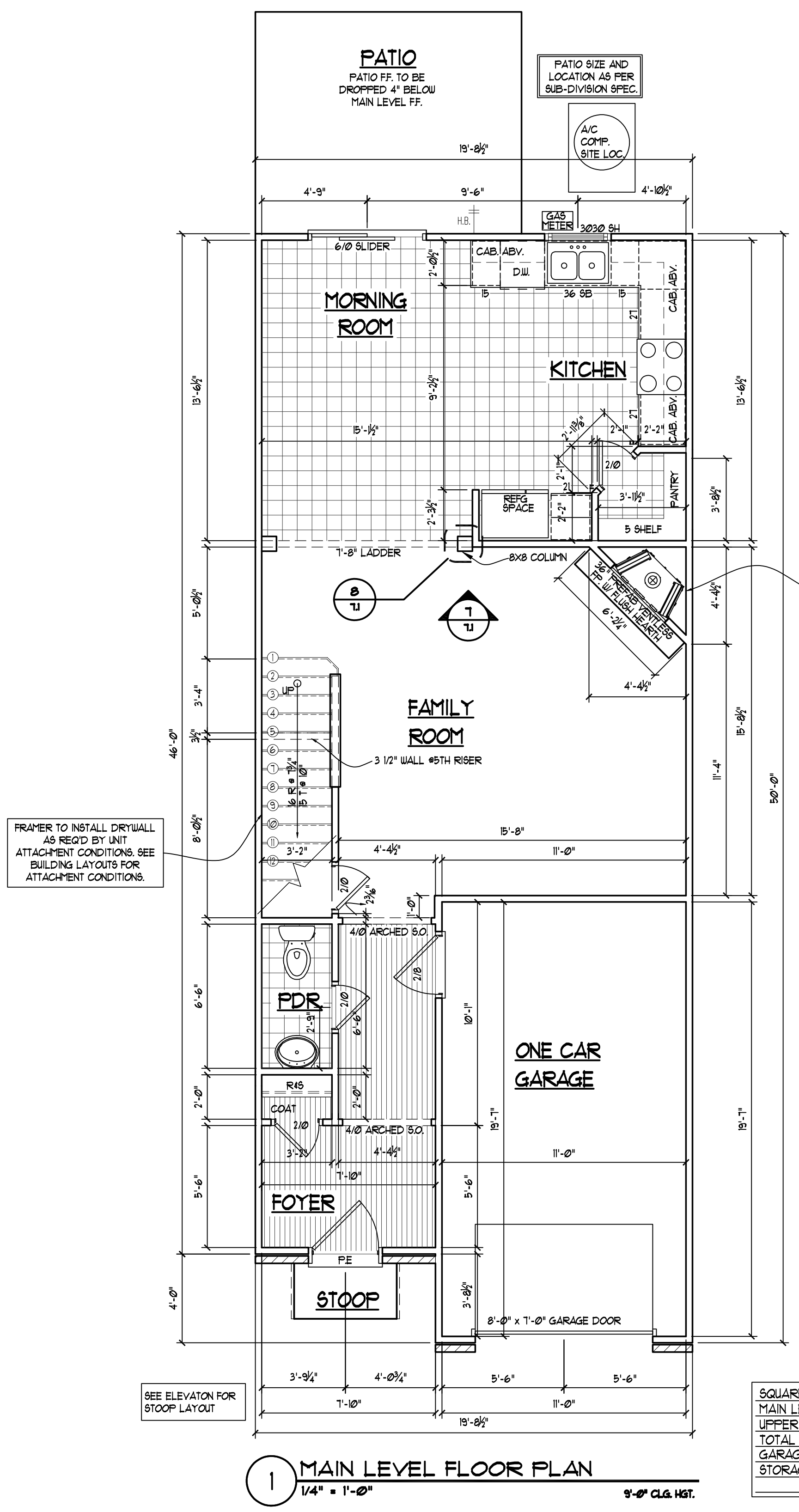
The Erickson  
Foundation Plan (Slab)

APPROVED BY : DAVID BOWEN  
DATE: \_\_\_\_\_

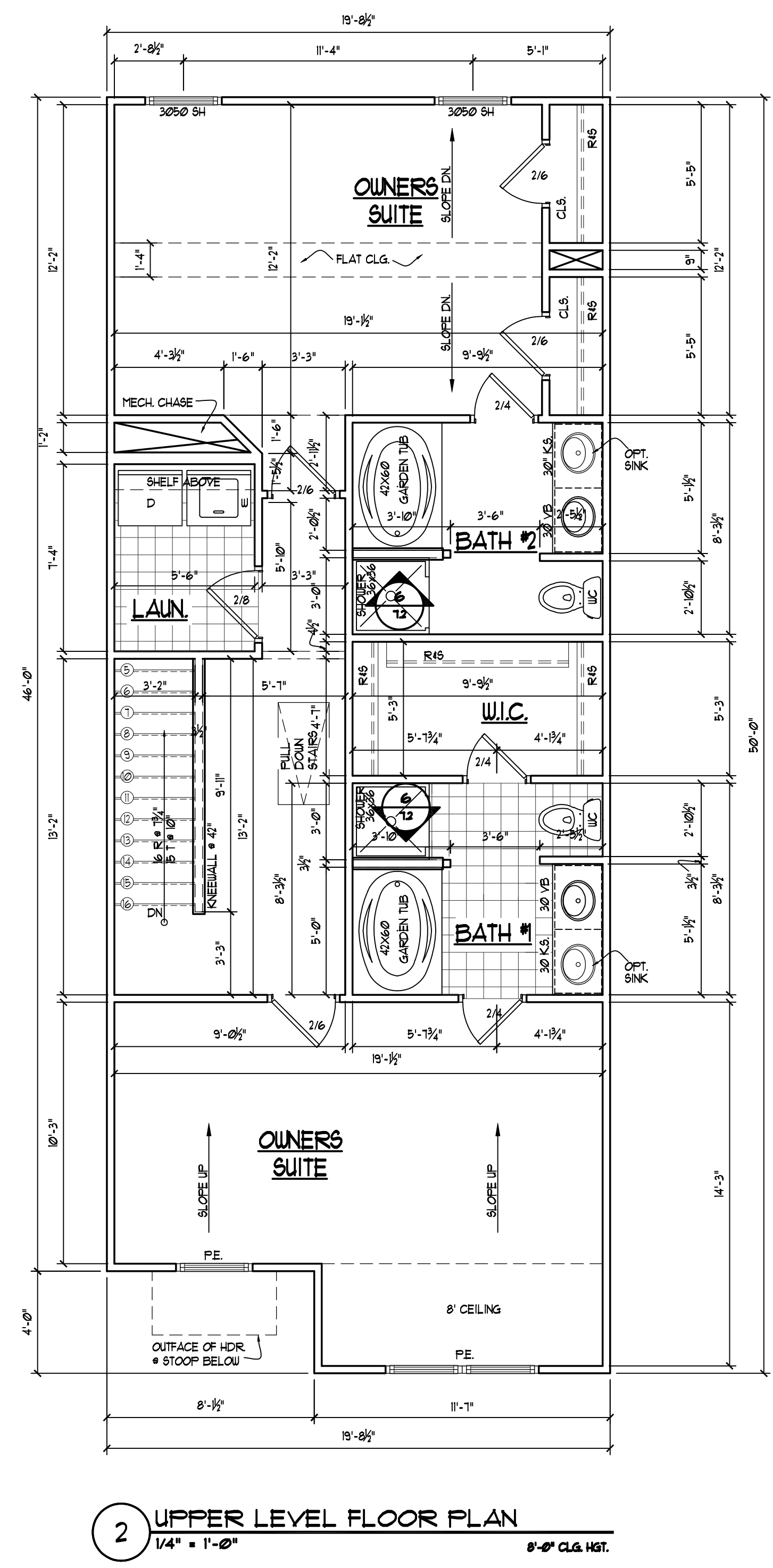


SHEET NO.  
ER3.1  
SHEET: \_\_\_\_ OF: \_\_\_\_





| SQUARE FOOTAGE: |      |
|-----------------|------|
| MAIN LEVEL      | 1271 |
| UPPER LEVEL     | 911  |
| TOTAL HEATED    | 1638 |
| GARAGE          | 226  |
| STORAGE         | N/A  |



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☐ REVIEW

☐ BIDDING

☐ PERMIT

☐ PROTOTYPE

☒ CONST. 6-27-03

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|         |                            |
|         |                            |
|         |                            |

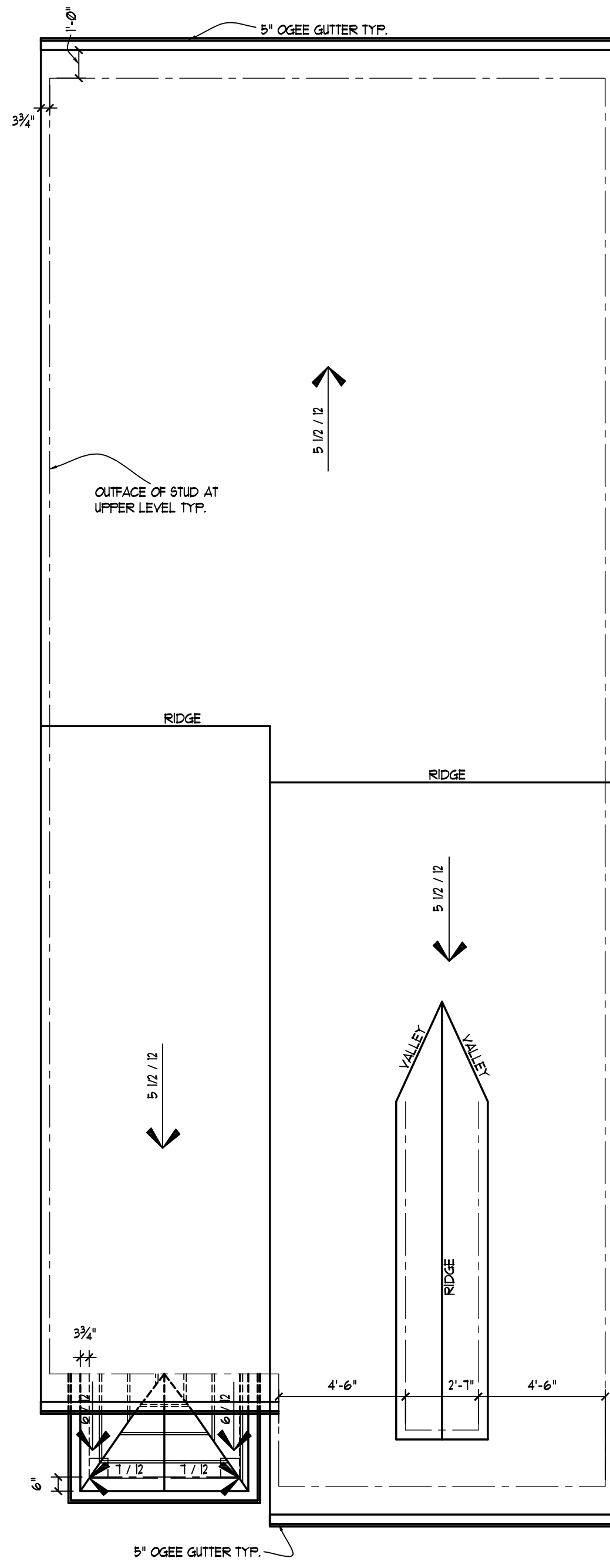
JOB NO. N/A DRAWN DMZ  
DATE 4-10-03 CHECKED ATB  
SCALE: AS NOTED APPROV. \_\_\_\_\_

The Erickson  
Main & Upper Level Plans

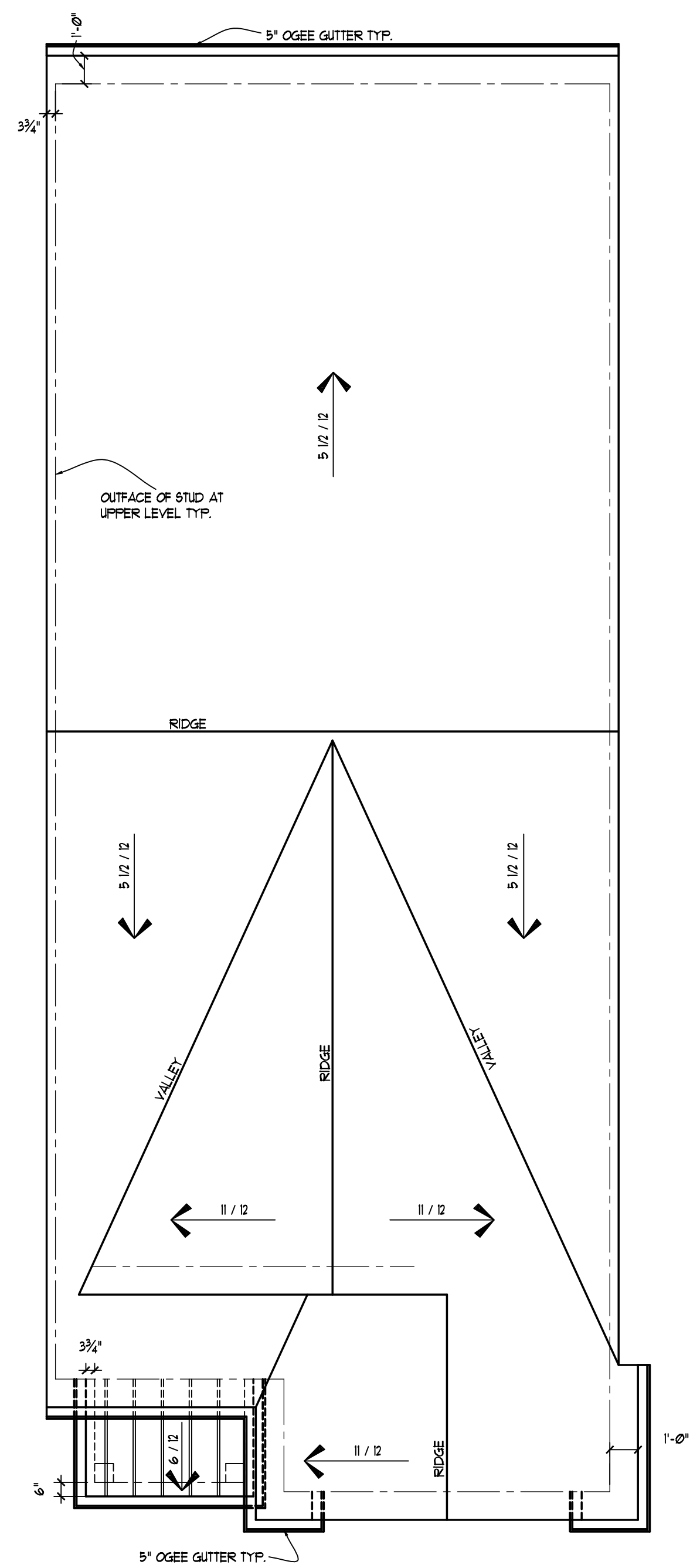
APPROVED BY: DAVID BOWEN  
DATE: \_\_\_\_\_

SHEET NO.  
ER4.1  
SHEET: \_\_\_\_ OF: \_\_\_\_

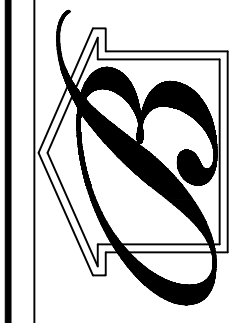




1 ROOF PLAN ELEVATION "A & B"  
3/16" = 1'-0"



2 ROOF PLAN ELEVATION "C", "D" and "E"  
3/16" = 1'-0"



**BOWEN**  
*Team by Homes*

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- ☐ PROTOTYPE
- ☒ CONST. 6-27-03

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|         |                            |
|         |                            |
|         |                            |

JOB NO. N/A DRAWN DMZ  
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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 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.

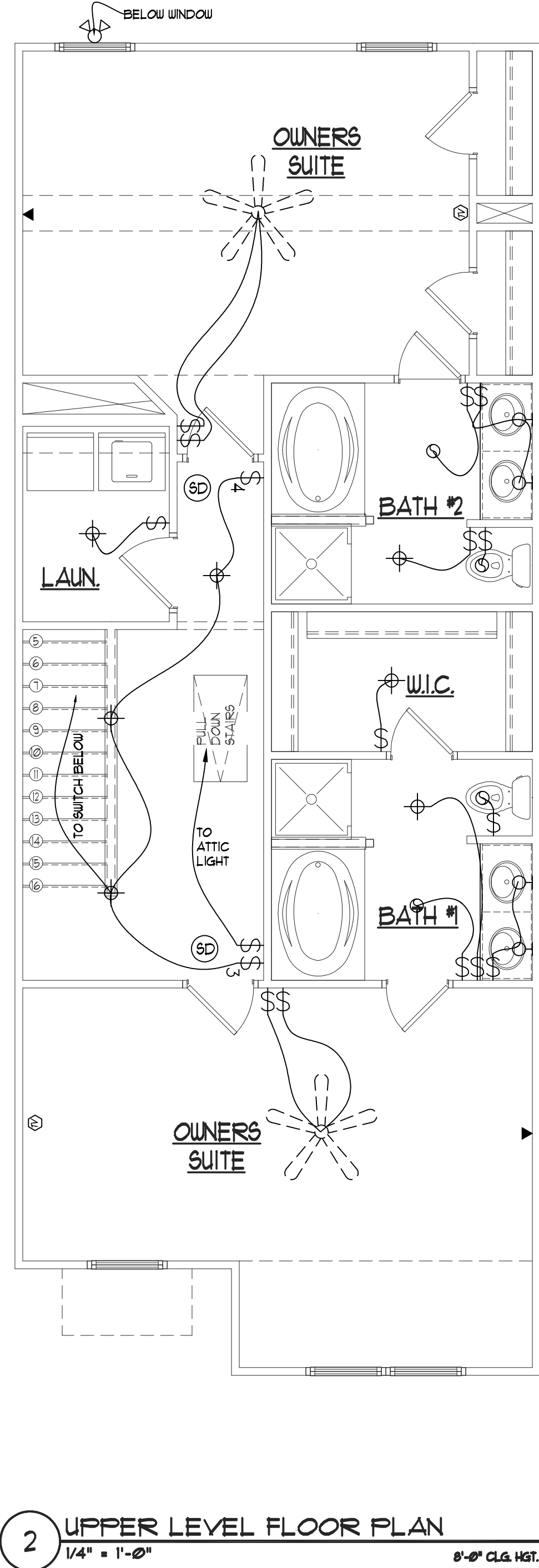
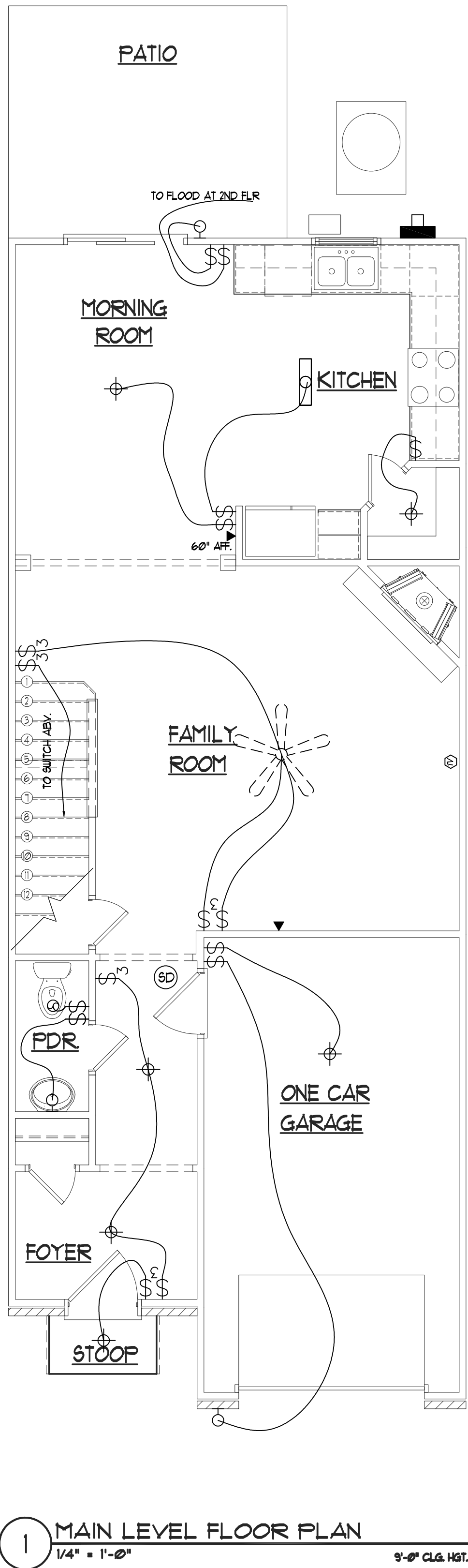
METER

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.



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

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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.

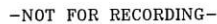
ER7.1

SHEET:      OF:





**BOUNDARY INFORMATION:**  
BOUNDARY SURVEY INFORMATION TAKEN FROM  
"SURVEY FOR ALCOVY-20, INC. PREPARED BY  
FARLEY-COLLINS ASSOCIATES.



|  <p><b>PATTON</b><br/>LAND SURVEYING</p> | <p>REGISTERED PROFESSIONAL<br/>LAND SURVEYORS</p> <p>P.O. BOX 259<br/>GAINESVILLE, GA 30603</p> <p>PHONE: (770) 532-8482<br/>FAX: (770) 532-8885<br/>www.pattonsurveying.com</p> | <p>CONCEPT SUBDIVISION PLAN FOR:</p> <p><b>ALCOVY-20, INC.</b></p> <p>- LOCATED IN -</p> <p><b>GAINESVILLE G.M.D. 411<br/>CITY OF GAINESVILLE<br/>HALL COUNTY, GEORGIA</b></p> | <p>REVISIONS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">No.</th> <th style="width: 15%;">DATE</th> <th style="width: 80%;">DESCRIPTION</th> </tr> </thead> <tbody> <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> </tbody> </table> | No. | DATE | DESCRIPTION |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | <p>SHEET NUMBER:</p> <p><b>1</b> of <b>1</b></p> <p>SCALE: 1" = 100'</p> <p>SURVEY DATE: N/A</p> <p>PLAN DATE: 04/17/2014</p> <p>14-048-049</p> <p>JUN. 14-049</p> |
|-----------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|------|-------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                             | No.                                                                                                                                                                              | DATE                                                                                                                                                                           | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |     |      |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                                                                                       |                                                                                                                                                                    |
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**Date Submitted:** 9/23/2021

**Presenter:** Abb Hayes

**Item of Business:** **Tabled at the September 21, 2021 Council Meeting:**  
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.** *Proposed Annexation Ordinance 2021-25 and Proposed Zoning Ordinance 2021-26.*

**Meeting Date:** 9/30/2021

---

**Purpose of Request:**

The applicant is proposing to annex the subject property with a zoning of Planned Unit Development (P-U-D) for sewer for 36 residential townhomes. 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 proposed townhomes will range from 2,241 to 2,549 square feet of heated floor space. The units include three stories of living space, two car garages and a roof top deck. Amenities include a pool, clubhouse and walking trails. Access is proposed from Limestone Parkway. The property is located within the Limestone Parkway Overlay Zone and borders a creek and Lake Lanier. The adjacent uses include single-family homes within the county and the Liberty Utilities facility.

**History/Background:**

Public Hearing was held at September 21, 2021 Council Meeting. Decision tabled to the October 5, 2021 Council Meeting to allow the developer to provide requested information.

**Facts & Issues for Consideration:**

**Department Recommendation:**

Staff recommended approval with eight (8) conditions and PAB recommended approval with eighteen (18) conditions. See the PAB Recommendation report for details and excerpts from the meeting minutes.

**SAMPLE MOTIONS**

**Approval of Ordinance 2021-25:**

I move to approve the ordinance to annex the subject property for 36 residential townhomes as presented.

**Approval of Ordinance 2021-26:**

I move to approve the ordinance to establish zoning as Planned Unit Development (P-U-D) with eighteen conditions as presented.

**Denial of the Request:**

I move to deny this request.

**Department Director:**

Rusty Ligon

---

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

**Amount Requested:**

**Source of Funds:**

## Finance Comments:

---

## Administrative Comments:

---

### ATTACHMENTS:

| Description                                                    | Type            |
|----------------------------------------------------------------|-----------------|
| <input type="checkbox"/> Legal Ad Newspaper Article            | Legal Ad        |
| <input type="checkbox"/> PAB Recommendation Report             | Report          |
| <input type="checkbox"/> Proposed Annexation Ordinance 2021-25 | Ordinance       |
| <input type="checkbox"/> Proposed Zoning Ordinance 2021-26     | Ordinance       |
| <input type="checkbox"/> Location Maps                         | Backup Material |
| <input type="checkbox"/> Narrative                             | Backup Material |
| <input type="checkbox"/> Community Benefit Statement           | Backup Material |
| <input type="checkbox"/> Site Plan                             | Backup Material |
| <input type="checkbox"/> Elevation Rendering                   | Backup Material |
| <input type="checkbox"/> Topographic Survey                    | Backup Material |
| <input type="checkbox"/> Color Renderings                      | Backup Material |
| <input type="checkbox"/> Architectural Renderings              | Backup Material |
| <input type="checkbox"/> Dean Davis Supplemental Information   | Presentation    |



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Attorneys for Petitioner  
100246 9/1,8,15,22  
SUPERIOR COURT OF  
HALL COUNTY  
STATE OF GEORGIA  
In re the Name Change  
of:  
Jade Alexis Lamoreaux  
Petitioner.  
Civil Action  
Case Number  
2021CV1357J  
NOTICE OF PETITION  
TO CHANGE NAME OF  
ADULT  
Jade Alexis Lamoreaux  
filed a petition in the  
Superior Court of Hall  
County on August 2  
2021, to change the  
name from: Jade Alexis  
Lamoreaux to Jade  
Alexis West  
Any interested party  
has the right to appear  
in this case and file  
objections within 30  
days after the Petition  
was filed.  
Dated August 2 2021  
/s/ Jade Alexis  
Lamoreaux  
Petitioner Pro se  
99969 8/18,25,9/1,8  
SUPERIOR COURT OF  
HALL COUNTY  
STATE OF GEORGIA  
In re the Name Change  
of Child(ren):  
Ali Reza Ali Mohammad  
Ali Safa Ali Mohammad  
Ali Wafa Ali  
Mohammad  
Ali Hamraz  
Petitioner,  
Civil Action File No  
2021 CV 1153W  
Respondent.  
NOTICE OF FILING  
PETITION TO CHANGE  
NAME(S) OF MINOR  
CHILD(REN)  
A petition was filed in  
the Superior Court of  
Hall County on July  
2 2021 to change the  
name of the following  
minor children):  
From Ali Reza Ali  
Mohammad Proposed  
New Name Ali Rez  
Hamraz  
From Ali Safa Ali  
Mohammad Proposed

of Rebecca Meers  
Petitioner  
Civil Action Case  
Number 2021  
CV1175KJ  
NOTICE OF PETITION  
TO CHANGE NAME OF  
ADULT  
Rebecca Lynn Meers  
filed a petition in the  
Superior Court of Hill  
County on July 7 2021  
to change the name  
from Rebecca Lynn  
Meers to Rebecca Lynn  
Platto. Any interested  
party has the right to  
appear in this case and  
file objections within  
30 days after the  
Petition was filed.  
Dated 7/7/2021  
/s/ Rebecca Meers  
100117 8/25,9/1,8,15

#### Public Hearings

Aviso Público de  
Audiencia Pública  
y Solicitud de  
Comentarios Públicos  
con Respecto al  
Borrador del Reporte  
de Evaluación del  
Desempeño del Plan  
Consolidado Anual  
2020-2021  
Del Estado de Georgia  
El Estado de Georgia,  
de conformidad con las  
regulaciones aplicables  
del Departamento de  
Vivienda y Desarrollo  
Urbano de EE.UU.  
(HUD, por sus siglas en  
inglés), ha preparado  
un borrador del Reporte  
de Evaluación del  
Desempeño del Plan  
Consolidado Anual  
(CAPER, por sus siglas en  
inglés) por el año fiscal  
federal 2020. El estado  
de Georgia organizará  
una audiencia pública y  
un seminario web para  
presentar El CAPER. El  
CAPER es la revista anual  
de los desempeños del  
Estado de lograr las  
metas y los objetivos  
identificados por el Plan  
Consolidado 2018-2022  
y el Plan de Acción 2020.  
Note que el CAPER  
también incluye el  
Reporte del Desempeño  
y Evaluación por el  
Paquete de Subvención

Zoned AR-III & AR-IV; Tax  
Parcel 15021B000050.  
Proposed Use: auto  
repair and used auto  
sales. \*\* Commission  
District 3.  
3. Application of Bilal  
Gillani to rezone from  
Agricultural Residential-  
III (AR-III) & Agricultural  
Residential-IV (AR-IV) to  
Highway Business (H-  
B) on a 5.08± acre tract  
located on the west  
side of Old Cornelia  
Highway approximately  
539 feet from its  
intersection with Shady  
Valley Road; a.k.a. 2633  
Old Cornelia Highway;  
Zoned AR-III & AR-IV; Tax  
Parcel 15021B000050.  
Proposed Use: auto  
repair and used auto  
sales. \*\* Commission  
District 3.  
4. Application of Casey  
Walker/CSC Properties,  
LLC to rezone from  
Agricultural Residential-  
III (AR-III) to Highway  
Business (H-B) on a  
3.63± acre tract located  
on the north side of  
McEver Road at its  
intersection with Lights  
Ferry Road; a.k.a. 5820  
McEver Road; Zoned  
AR-III; Tax Parcel 08119  
000003(pt.). Proposed  
Use: gas station &  
convenience store. \*\*  
Commission District 1.  
5. Application of Atlas  
Development to rezone  
from Agricultural  
Residential-III (AR-III)  
and Residential-I (R-I)  
to Planned Residential  
Development (PRD)  
on a 79.18± acre tract  
located on the west  
side of Union Church  
Road at its intersection  
with Union Circle;  
a.k.a. 5166 & 5154  
Union Church Road;  
Zoned AR-III & R-I; Tax  
Parcels 15043 000059 &  
000073. Proposed Use:  
148 lot subdivision. \*\*  
Commission District 1.  
6. Application of Friends  
to the Forlorn Pitbull  
Rescue, Inc. to rezone  
from Agricultural  
Residential-IV (AR-IV)  
to Planned Residential  
Development (PRD) on a  
38.39± acres on the

NOTICE OF PUBLIC  
HEARING ON  
PROPOSED  
AMENDMENTS TO THE  
GAINESVILLE ZONING  
MAP  
Notice is hereby given  
that the Gainesville City  
Council will conduct  
a public hearing on  
Tuesday, September  
21, 2021 at 5:30 p.m.  
in the Gainesville Civic  
Center (Ballroom),  
830 Green Street, N.E.  
in Gainesville on the  
following 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  
Additional information  
is available from the  
Community and  
Economic Development  
Department, Planning  
Division, by calling 770-  
531-6570.  
NOTE: In accordance  
with Georgia law,  
anyone who wishes to  
express opposition to  
the proposed zoning  
action, and has made,  
within two years  
immediately preceding  
the filing of the  
proposed zoning action,  
campaign contributions  
aggregating \$250  
or more to a local  
government official  
who will consider  
the application, shall  
file a disclosure of  
contribution(s) with the  
Planning Division at  
least five (5) days prior  
to the first reading of  
the proposed zoning  
action by the City  
Council. (OCGA § 36-  
67A-3 3 (c))  
100212 9/1

intersection of Mabry  
Ridge Drive and Carter  
Road; THENCE traveling  
South 21 Degrees 13  
Minutes 16 Seconds  
East for a distance of  
31.94 feet to a point  
on the southeast right  
of way of Carter Road  
(60' right of way), said  
point having Georgia  
State Plane Coordinates  
(West Zone) of North  
1511616.2140 and East  
2359762.5650 and  
being marked by a ½  
inch rebar pin set, said  
point being THE TRUE  
POINT OF BEGINNING.  
THENCE traveling on  
said right of way along  
a curve to the right  
having a radius of  
455.47 feet and an arc  
length of 100.47 feet  
being subtended by a  
chord bearing of North  
53 Degrees 17 Minutes  
29 Seconds East and  
a chord distance of  
100.26 feet to a point  
at the intersection of the  
Land Lot Line common  
to Land Lots 151 and  
158 and said right of  
way, said point marked  
by a 5/8 inch rebar pin  
found; THENCE leaving  
said right of way and  
traveling on said Land  
Lot Line South 30  
Degrees 28 Minutes  
00 Seconds East for a  
distance of 277.72 feet  
to a point, said point  
marked by a ½ inch  
rebar pin set; THENCE  
leaving said Land Lot  
Line South 52 Degrees  
57 Minutes 34 Seconds  
West for a distance of  
99.81 feet to a point,  
said point marked by  
an Axle found; THENCE  
traveling North 30  
Degrees 34 Minutes  
21 Seconds West for  
a distance of 278.24  
feet to a point on the  
southeast right of way  
of Carter Road (60' right  
of way), said point  
marked by a ½ inch  
rebar pin set, said point  
being THE TRUE POINT  
OF BEGINNING.  
Said property contains  
0.639 Acres.  
100095  
8/25



**GAINESVILLE PLANNING and APPEALS BOARD  
RECOMMENDATION**

**Applicant** ..... Optum Development  
**Property Owners** ..... Patricia O’Kelley & Betty Hulsey  
**Location** ..... 1744 Cleveland Highway  
**Request** ..... Annex with P-U-D zoning  
**Total Acres** ..... 7.77± acres  
**Ward** ..... Two  
**Proposed Use** ..... 36 residential townhomes  
**Planning Division Staff Recommendation** ..... **Approval, with conditions**  
**Planning & Appeals Board Recommendation** ..... **Approval, with conditions**  
**Date** ..... August 10, 2021

---

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

The applicant is proposing to annex the subject property with a zoning of Planned Unit Development (P-U-D) for sewer for a gated, 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 property is located within the Limestone Overlay Zone and borders a creek and Lake Lanier. The property has road frontage on Limestone Parkway and Tapawingo Drive. The adjacent uses include single-family homes within the county and the Liberty Utilities facility.

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. Units will vary but will contain 3 bedrooms and 3½ baths. Some units will have an option to install an elevator. The exterior of the buildings will consist of modern design to include a mixture of Hardie siding, stucco, stone or brick accents and metal canopies may be used over balconies and doors. The price point for each townhome unit is \$500,000 or higher. The anticipated development start date is late 2021.

Amenities include a pool, clubhouse and walking trails. One access driveway is proposed from Limestone Parkway which will contain a 24-foot wide private street (back of curb to back of curb), minimum 4-foot wide sidewalks 2-feet from the curb. No access is proposed from Tapawingo Drive. 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.

▪ **Adjacent Land Use and Zoning**

| Location | Use                                           | Zoning                                                                 |
|----------|-----------------------------------------------|------------------------------------------------------------------------|
| North    | Single-family homes                           | Residential-I (R-I) and Vacation Cottage (V-C) -County                 |
| South    | Single-family homes                           | Residential-I (R-I) -County                                            |
| East     | Single-family homes                           | Residential-I (R-I) and Vacation Cottage (V-C) -County                 |
| West     | Liberty Utilities facility;<br>Dentist office | General Business (G-B) -City<br>Office and Institutional (O-I) -County |

Other significant uses within the immediate area include The Atlanta Botanical Garden, Lakeview Academy, New Holland Market shopping center and Riverbend Elementary School which is planned to close before the 2023 school year.

▪ **Other Departmental Comments**

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

There were no other departmental comments for this request.

▪ **Zoning History**

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

**2021** – A request by Jim Chapman Communities to rezone 36.7± acres located at 0 Beverly Road from General Business (G-B) to Planned Unit Development (P-U-D) for a 220-unit rental cottage community was given a recommendation of denial by the Planning and Appeals Board and withdrawn prior to the City Council meeting.

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

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

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

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

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

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

▪ **Staff Analysis**

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

The surrounding properties include mostly single-family homes located in the County. Non-residential uses are located to the west across Limestone Parkway. The proposed 36 residential townhomes appear suitable given the development will transition between the

adjacent non-residential uses and single-family properties. In addition, the annexation of the property seems logical given that most of the nearby office, medical, institutional, commercial, entertainment and utility services are located within the city limits.

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

The proposed use is designed to have little to no impact on the adjacent single-family neighborhoods. Access is proposed from Limestone Parkway eliminating additional traffic on Tapawingo Drive. According to the concept plan, approximately 2.5± acres of the 7.77 acres property will be developed. Significant green space and undisturbed vegetation along the perimeter of the property will be provided due to stream buffer requirements and the need to buffer Limestone Parkway. In addition, there is 300 feet or more of separation between the nearest proposed townhome and closest single-family home according to the concept plan.

The property is located within the Limestone Parkway Overlay Zone which is intended to create an identity for the area that will enhance its vitality and protect the value of the properties within the zone. It is also the intent to retain an overall appearance similar to that of the natural terrain and to limit extreme alteration of the terrain and blend approved alterations into the natural shape of the land. Proper soil erosion measures will be required to protect the adjacent stream and Lake Lanier.

**(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 property within the *Low-Medium Density 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.

According to the Character Area map for the City of Gainesville, the subject property is located within the *Limestone Medical Corridor*. The area is envisioned as an employment corridor and not anticipated to expand Gainesville's traditional neighborhood fabric, but there is space for housing development. Limestone Creek is a sensitive environment and should be buffered and protected from new development. There should be a focus on preservation of existing character through an adaptive reuse where feasible. Land uses supported in the character area are public / institutional, low density residential, medium density residential, multi-family residential, mixed-use, commercial, and parks / recreation / conservation. The overall gross density of the proposed development is *4.63 dwelling units per acre* which is considered medium density residential. It appears the proposal is consistent with the Comprehensive Plan.

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

The property is zoned Residential-I (R-I) and Vacation Cottage (V-C) in the county which does not permit residential townhomes. The applicant desires to be located within the city limits in order to utilize water and sewer services. The property is suitable for the proposed use given its size and proximity to Limestone Parkway. Any potential environmental impacts will need to be mitigated based on the location of streams and Lake Lanier.

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

City water, sewer and public safety services are currently provided to the adjacent properties and are sufficient to provide service to the proposed development. Stormwater facilities will be located onsite and will be required to meet the current stormwater regulations. The new Gainesville Fire Station #2 is located off of Park Hill Drive/Cleveland Highway and is approximately 0.5± mile from the subject property.

The proposal will increase ingress and egress traffic movements along Limestone Parkway. According to the traffic study, the development on average could generate 209± new trips per weekday, 16± A.M. and 19± P.M. peak hour trips.

It is anticipated that some of the proposed townhomes will be occupied with families that could have school aged children that could attend the Gainesville City School System or possibly nearby Lakeview Academy. The number of school aged children is unknown at this time, but the impact would appear to be small given the scale of the project.

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

The recent development within the surrounding area has been significantly influenced by nearby I-985, Northeast Georgia Medical Center and available infrastructure which has driven the desire for additional residential housing and commercial uses including grocery, restaurant, medical office and such. The subject property is designated as low to medium residential Comprehensive Plan which appears appropriate given the adjacent residential uses and the topography and streams that limit the area to develop within the property.

**(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 residential and nonresidential uses, the proposed annexation 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.

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▪ **Staff Recommendation**

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.

**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.
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#### **Excerpts from the August 10, 2021 PAB Meeting Minutes**

**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.**



Passed: \_\_\_\_\_

**AN ORDINANCE**

**No. 2021-25**

**AN ORDINANCE ANNEXING 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); ADJACENT TO BUT NOT NOW WITHIN THE CORPORATE LIMITS OF THE CITY OF GAINESVILLE, GEORGIA; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.**

**BE IT HEREBY ORDAINED BY THE GOVERNING BODY OF THE CITY OF GAINESVILLE, GEORGIA, AS FOLLOWS:**

**SECTION I**

That from and after the passage of this Ordinance the following described lands are and shall be annexed into the existing corporate limits of the City of Gainesville, Georgia, so that said lands shall constitute a part of the land within the corporate limits of the City of Gainesville, Georgia, as fully and completely as if the limits had been so defined by the General Assembly of Georgia.

**Legal Description**

**Tract 1**

All that tract or parcel of land lying and being in land lot 126, 9th district of Hall County, Georgia and being more particularly described as follows:

Commencing at a point at the centerline intersection of Limestone Parkway and Clarks Bridge Road, thence N 12°25'22" W for a distance of 914.53' to a found concrete monument on the easterly right-of-way of said Limestone Parkway, said point being the point of beginning for the parcel herein described;

Thence continuing along said right-of-way N 17°38'35" W a distance of 268.26' to a found concrete monument; thence N 20°43'27" W a distance of 437.08' to a found concrete monument; thence N 45°09'19" W a distance of 115.06' to a found concrete monument; thence N 51°58'26" W a distance of 224.62' to a point; thence N 17°01'59" W a distance of 157.78' to a found concrete monument; thence N 78°24'17" W a distance of 151.72' to a point at the intersection of said right-of-way of Limestone Parkway and the southerly right-of-way of Tapawingo Drive (40' r/w); thence along said southerly right-of-way with a curve turning to the left with an arc length of 147.30', with a radius of 438.43', with a chord bearing of N 83°02'38" E, with a chord length of 146.61' to a point; thence N 71°39'05" E a distance of 105.54' to a point; thence with a curve turning to the right with an arc length of 118.98', with a radius of 218.82', with a chord bearing of N 88°13'06" E, with a chord length of 117.52' to a point; thence S 78°31'33" E a distance of 128.20' to a point; thence with a curve turning to the left with an

## ORDINANCE NO. 2021-25

arc length of 155.05', with a radius of 307.75', with a chord bearing of N 87°02'26" E, with a chord length of 153.42' to a found 3/8" rebar; thence leaving said southerly right-of-way of Tapawingo Drive S 20°27'17" W a distance of 89.67' found Corps of Engineers monument; thence S 38°50'11" W a distance of 52.81' to a found angle iron; thence S 31°49'05" E a distance of 530.34' to a found angle iron; thence N 59°14'44" E a distance of 117.57' to a found 3/4" solid at angle iron; thence S 36°32'19" W a distance of 13.87' to a found 5/8" rebar; thence S 41°42'51" W a distance of 90.03' to a 3/4" open top pipe; thence S 42°04'07" W a distance of 89.95' to a found 2" open top pipe; thence S 16°15'51" W a distance of 90.38' to a found 2" open top pipe; thence S 10°04'35" W a distance of 88.11' to a found 1/2" open top pipe; thence S 14°12'30" W a distance of 89.51' to a found 1/2" open top pipe; thence S 14°53'14" W a distance of 90.44' to a found 1/2" open top pipe; thence S 36°10'19" E a distance of 54.51' to a found angle iron; thence S 67°54'26" W a distance of 80.02' to a found 1/2" open top pipe; thence S 32°21'18" W a distance of 23.41' to the point of beginning.

Said parcel contains 7.61 acres.

### Tract 2

All that tract or parcel of land lying and being in land lot 126, 9th district of Hall County, Georgia and being more particularly described as follows:

Commencing at a point at the centerline intersection of Limestone Parkway and Clarks Bridge Road, thence N 12°25'22" W for a distance of 914.53' to a found concrete monument on the easterly right-of-way of said Limestone Parkway, thence continuing along said right-of-way N 17°38'35" W a distance of 268.26' to a found concrete monument; thence N 20°43'27" W a distance of 437.08' to a found concrete monument; thence N 45°09'19" W a distance of 115.06' to a found concrete monument; thence N 51°58'26" W a distance of 224.62' to a point; thence N 17°01'59" W a distance of 157.78' to a found concrete monument; thence N 78°24'17" W a distance of 246.07' to a point; thence N 73°05'09" W a distance of 41.99' to point at the intersection of said right-of-way of Limestone Parkway and the southerly right-of-way of Tapawingo Drive (40' r/w), said point being the point of beginning for the parcel herein described; thence continuing along said right-of-way of Limestone Parkway N 73°05'09" W a distance of 58.13' to a point; thence N 82°53'32" W a distance of 125.49' to a found concrete monument; thence leaving said right-of-way of Limestone Parkway N 10°52'22" E a distance of 65.44' to a point on the aforementioned southerly right-of-way of Tapawingo Drive; thence along said right-of-way S 59°34'00" E a distance of 153.94' to a point; thence with a curve turning to the left with an arc length of 39.77', with a radius of 351.64', with a chord bearing of S 61°53'20" E, with a chord length of 39.75' to the point of beginning.

Said parcel contains 0.12 acres.

The annexation is to include all that portion of the right-of-way known as Limestone Parkway located between the subject property and the existing city limits as shown on the location map.

## SECTION II

The Community and Economic Development Department of the City of Gainesville is directed to make and file with the Department of Community Affairs of the State of Georgia a certified copy of this Ordinance together with a plat describing lands annexed to the City of Gainesville by this Ordinance.

## **ORDINANCE NO. 2021-25**

### **SECTION III**

All Ordinances and parts of Ordinances in conflict herewith are hereby repealed.

### **SECTION IV**

If any portion of this Ordinance shall be held to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect or impair the remaining portions unless it clearly appears that such other parts are wholly and necessarily dependent upon the part held to be invalid or unconstitutional.

### **SECTION V**

The effective date of this Ordinance shall be the first day of the month following approval by the governing body of the City of Gainesville, Georgia.

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**C. Danny Dunagan, Jr., Mayor**

This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this Ordinance was adopted as stated and will be recorded in the official minutes.

**ATTEST:**

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**Denise O. Jordan, City Clerk**

Passed: \_\_\_\_\_

**AN ORDINANCE**

**No. 2021-26**

**AN ORDINANCE AMENDING THE ZONING MAP OF THE CITY OF GAINESVILLE, GEORGIA BY ESTABLISHING THE ZONING ON 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) AT THE TIME OF ANNEXATION AS PLANNED UNIT DEVELOPMENT, WITH CONDITIONS (P-U-D-c); TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.**

**BE IT HEREBY ORDAINED BY THE GOVERNING BODY OF THE CITY OF GAINESVILLE, GEORGIA, AS FOLLOWS:**

**SECTION I**

That from and after the passage of this Ordinance the following described lands shall be zoned and so designated on the Zoning Map of the City of Gainesville as **Planned Unit Development, with conditions (P-U-D-c)**.

**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.**

## ORDINANCE NO. 2021-26

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.

### Legal Description

#### Tract 1

All that tract or parcel of land lying and being in land lot 126, 9th district of Hall County, Georgia and being more particularly described as follows:

Commencing at a point at the centerline intersection of Limestone Parkway and Clarks Bridge Road, thence N 12°25'22" W for a distance of 914.53' to a found concrete monument on the



## ORDINANCE NO. 2021-26

easterly right-of-way of said Limestone Parkway, said point being the point of beginning for the parcel herein described;

Thence continuing along said right-of-way N 17°38'35" W a distance of 268.26' to a found concrete monument; thence N 20°43'27" W a distance of 437.08' to a found concrete monument; thence N 45°09'19" W a distance of 115.06' to a found concrete monument; thence N 51°58'26" W a distance of 224.62' to a point; thence N 17°01'59" W a distance of 157.78' to a found concrete monument; thence N 78°24'17" W a distance of 151.72' to a point at the intersection of said right-of-way of Limestone Parkway and the southerly right-of-way of Tapawingo Drive (40' r/w); thence along said southerly right-of-way with a curve turning to the left with an arc length of 147.30', with a radius of 438.43', with a chord bearing of N 83°02'38" E, with a chord length of 146.61' to a point; thence N 71°39'05" E a distance of 105.54' to a point; thence with a curve turning to the right with an arc length of 118.98', with a radius of 218.82', with a chord bearing of N 88°13'06" E, with a chord length of 117.52' to a point; thence S 78°31'33" E a distance of 128.20' to a point; thence with a curve turning to the left with an arc length of 155.05', with a radius of 307.75', with a chord bearing of N 87°02'26" E, with a chord length of 153.42' to a found 3/8" rebar; thence leaving said southerly right-of-way of Tapawingo Drive S 20°27'17" W a distance of 89.67' found Corps of Engineers monument; thence S 38°50'11" W a distance of 52.81' to a found angle iron; thence S 31°49'05" E a distance of 530.34' to a found angle iron; thence N 59°14'44" E a distance of 117.57' to a found 3/4" solid at angle iron; thence S 36°32'19" W a distance of 13.87' to a found 5/8" rebar; thence S 41°42'51" W a distance of 90.03' to a 3/4" open top pipe; thence S 42°04'07" W a distance of 89.95' to a found 2" open top pipe; thence S 16°15'51" W a distance of 90.38' to a found 2" open top pipe; thence S 10°04'35" W a distance of 88.11' to a found 1/2" open top pipe; thence S 14°12'30" W a distance of 89.51' to a found 1/2" open top pipe; thence S 14°53'14" W a distance of 90.44' to a found 1/2" open top pipe; thence S 36°10'19" E a distance of 54.51' to a found angle iron; thence S 67°54'26" W a distance of 80.02' to a found 1/2" open top pipe; thence S 32°21'18" W a distance of 23.41' to the point of beginning.

Said parcel contains 7.61 acres.

### Tract 2

All that tract or parcel of land lying and being in land lot 126, 9th district of Hall County, Georgia and being more particularly described as follows:

Commencing at a point at the centerline intersection of Limestone Parkway and Clarks Bridge Road, thence N 12°25'22" W for a distance of 914.53' to a found concrete monument on the easterly right-of-way of said Limestone Parkway, thence continuing along said right-of-way N 17°38'35" W a distance of 268.26' to a found concrete monument; thence N 20°43'27" W a distance of 437.08' to a found concrete monument; thence N 45°09'19" W a distance of 115.06' to a found concrete monument; thence N 51°58'26" W a distance of 224.62' to a point; thence N 17°01'59" W a distance of 157.78' to a found concrete monument; thence N 78°24'17" W a distance of 246.07' to a point; thence N 73°05'09" W a distance of 41.99' to point at the intersection of said right-of-way of Limestone Parkway and the southerly right-of-way of Tapawingo Drive (40' r/w), said point being the point of beginning for the parcel herein described; thence continuing along said right-of-way of Limestone Parkway N 73°05'09" W a distance of 58.13' to a point; thence N 82°53'32" W a distance of 125.49' to a found concrete monument; thence leaving said right-of-way of Limestone Parkway N 10°52'22" E a distance of 65.44' to a point on the aforementioned southerly right-of-way of Tapawingo Drive; thence along said right-of-way S 59°34'00" E a distance of 153.94' to a point; thence with a curve

## **ORDINANCE NO. 2021-26**

turning to the left with an arc length of 39.77', with a radius of 351.64', with a chord bearing of S 61°53'20" E, with a chord length of 39.75' to the point of beginning.

Said parcel contains 0.12 acres.

The annexation is to include all that portion of the right-of-way known as Limestone Parkway located between the subject property and the existing city limits as shown on the location map.

### **SECTION II**

All Ordinances and parts of Ordinances in conflict herewith are hereby repealed.

### **SECTION III**

If any portion of this Ordinance shall be held to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect or impair the remaining portions unless it clearly appears that such other parts are wholly and necessarily dependent upon the part held to be invalid or unconstitutional.

### **SECTION IV**

The effective date of this Ordinance shall be the first day of the month following approval by the governing body of the City of Gainesville, Georgia.

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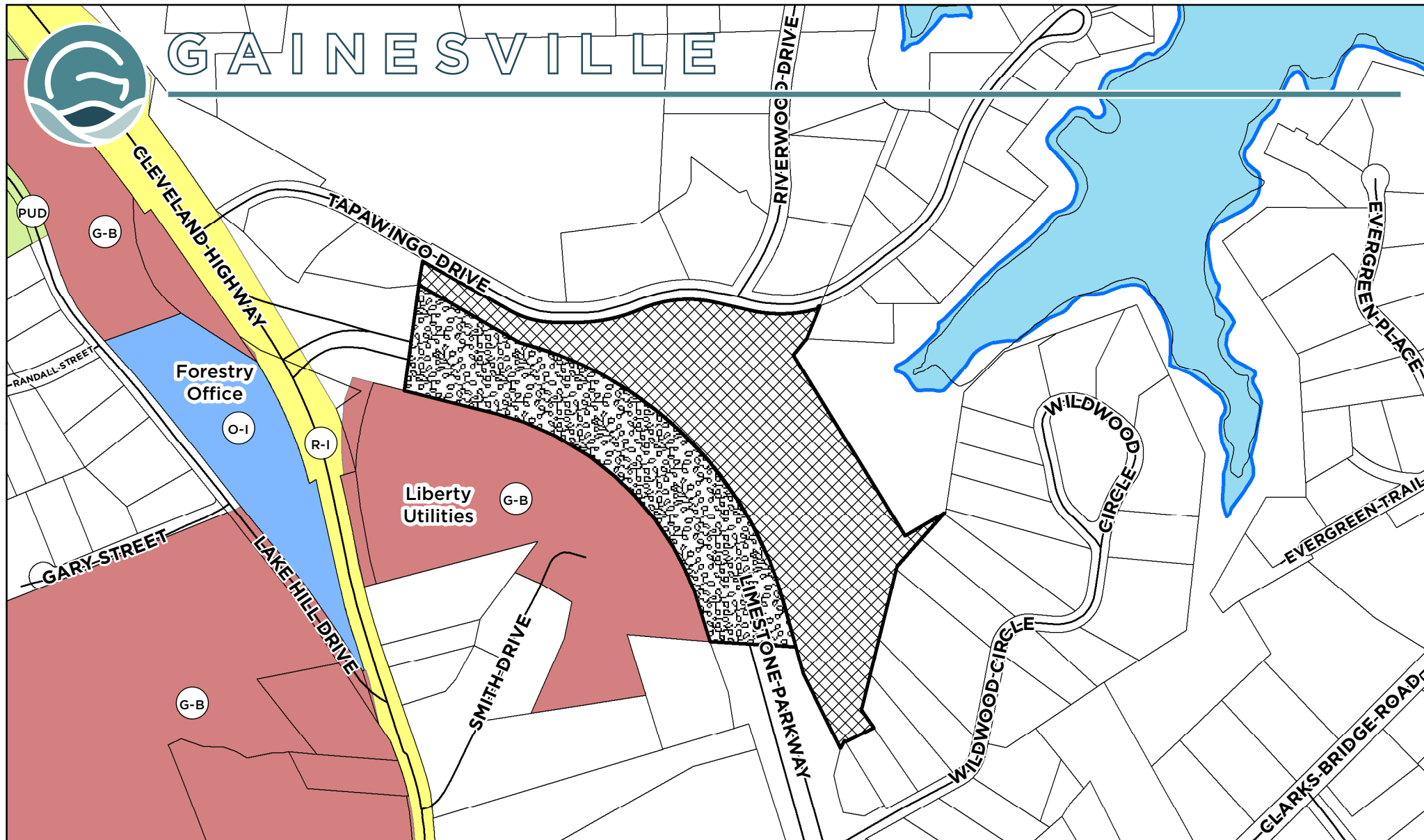
**C. Danny Dunagan, Jr., Mayor**

This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this Ordinance was adopted as stated and will be recorded in the official minutes.

**ATTEST:**

---

**Denise O. Jordan, City Clerk**



Applicant: **OPTUM DEVELOPMENT**

## ANNEXATION REQUEST

Subject Property Address:  
1744 Cleveland Highway

Tax Parcel:  
09-126-000-024 (Part)

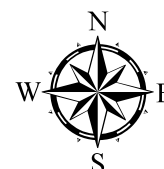
Request:

Annex 7.77+/- acres tract and establish zoning as Planned Unit Development (P-U-D) for 36 residential townhomes



Subject Property

Right-of-way to be annexed



Meeting Date: 08/10/2021

Map Prepared: 07/20/2021

Page 494 of 551

SCALE: 1" = 333'





# GAINESVILLE



Applicant: **OPTUM DEVELOPMENT**

## ANNEXATION REQUEST

Subject Property Address:  
1744 Cleveland Highway

Tax Parcel:  
09-126-000-024 (Part)

Meeting Date: 08/10/2021

Map Prepared: 07/20/2021

Request:

Annex 7.77+/- acres tract and establish zoning as Planned Unit Development (P-U-D) for 36 residential townhomes



Subject Property and  
Right-of-way to be annexed  
Aerial from 2018

0 190 380 Feet

Page 495 of 551

SCALE: 1" = 333'







LETTER OF INTENT  
REQUEST FOR ANNEXATION AND REZONING  
CITY OF GAINESVILLE, GEORGIA

RE: ±7.77 acres located at Limestone Parkway, Parcel ID 09126 000024

Through its engineer and as authorized by the Applicant, Optum Development, LLC (the “Applicant”) respectfully submits this Letter of Intent to the Gainesville City Council in support of an application for annexation and rezoning for townhomes with a PUD zoning. The property is currently zoned R-1 and V-C in Hall County. Currently the property is in the Hall County Gateway Corridor Overlay District. If annexed, the property would be in the City’s Limestone Overlay District.

The site plan has 36 proposed townhome units with a density of 4.63 units per acre. Due to the regulatory and topographical constraints of the property, this is most likely the maximum number of units using the preferred unit dimensions shown on the site plan. However, the applicant requests an approval of a density range of five (5) to ten (10) dwelling units per acre which is stated in the City of Gainesville ordinance as ‘urban residential medium’.

This will be a gated community with a 24’ wide private street (back of curb to back of curb), minimum 4’ wide sidewalks 2’ from the curb. An amenity area with a pool and walking trails are proposed.

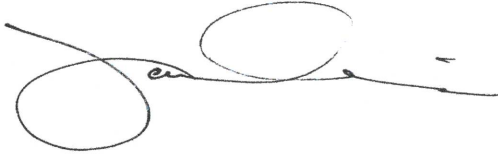
A 25’ front setback is proposed so that the units can be closer to Limestone Parkway. The R/W is unusually wide in this area. This allows for less disturbed area and less impervious surface. The townhome exterior could be comprised of Hardie siding or stucco, accented by stone and/or brick. Some units will have an option to install an elevator. There will be access to the rooftops with decking. Metal canopies with a copper coloring may be used over balconies and doors.

This proposed development provides an appropriate transition from the commercial and office use on Limestone Parkway with the residential properties around Tapawingo Drive. There are also state waters buffers on both the north and south side of the property, adjacent to residences.



A Site plan and the appropriate authorization forms have been included in the application to allow for comprehensive review and approval of the proposed annexation and rezoning.

Sincerely,

A handwritten signature in black ink, consisting of a large loop followed by a horizontal line and a small flourish.

James Irvin, PE  
Engineer for Applicant  
Foothills Land Design, LLC

## Limestone 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 the peace of mind of security and limited access.

### Community Benefits

- Only one gated entrance instead of multiple entrances to not negatively impact traffic.
- The one entrance is off Limestone Parkway and there is already a turning lane in place near entrance.
- Only 36 townhomes proposed on 7.7 acres which allows for approximately 4 acres of green space.
- Price point is projected \$550,000 – \$650,000
- Gated entrance provides security against any concerns of crime increase
- Owner occupied and owned fee simple residences – not rentals
- Natural features such as creek and vegetation protected
- Tree line buffer from neighboring properties and Limestone Parkway
- Visually appealing high-quality townhomes
- The townhomes will be 2'-14' lower than Limestone Parkway and the average will be 8' below the road.
- Privacy Retaining walls 5' in height and visually obstructed from neighboring properties by the buffer and US Army Corp property.
- Approximately 300 feet from the closest surrounding residence.
- Providing a high-quality home in a gated community with a smaller footprint for residents to downsize and still be close to town for conveniences such a shopping, medical and access to 985.
- If not a residential development this could be a more intense commercial development site.
- 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
- Six minutes from town Square and amphitheater
- Professionally maintained grounds
- Outdoor led lighting for safety
- Energy efficient designs
- Townhome design to minimize impact on the lake side land development to ensure larger Greenbelt
- Easy access to shopping
- Less than five minutes to a major hospital
- Single entry point with security gate
- High-end finishes both inside and out
- Professionally landscaped with sidewalks on both sides of the road
- Half mile loop walking trail for residence to maintain it active lifestyle yet still being inside a private security



- GENERAL NOTES:**
1. APPLICANT: OPTUM CONSTRUCTION  
1974 DELTA DRIVE  
GAINESVILLE, GA 30601
  2. 24 HOUR CONTACT: EDWIN MAXWELL @ 770-335-2624
  3. ENGINEERING CONTACT: JAMES IRVIN @ 770-779-0087
  4. SITE AREA 7.77 ACRES
  5. EXISTING ZONING: RH  
PROPOSED ZONING: PUD
  6. PROPERTY IS LOCATED WITHIN THE LIMESTONE OVERLAY DISTRICT



| NO. | DESCRIPTION | DATE |
|-----|-------------|------|
|     |             |      |
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DATE: JULY 9, 2021

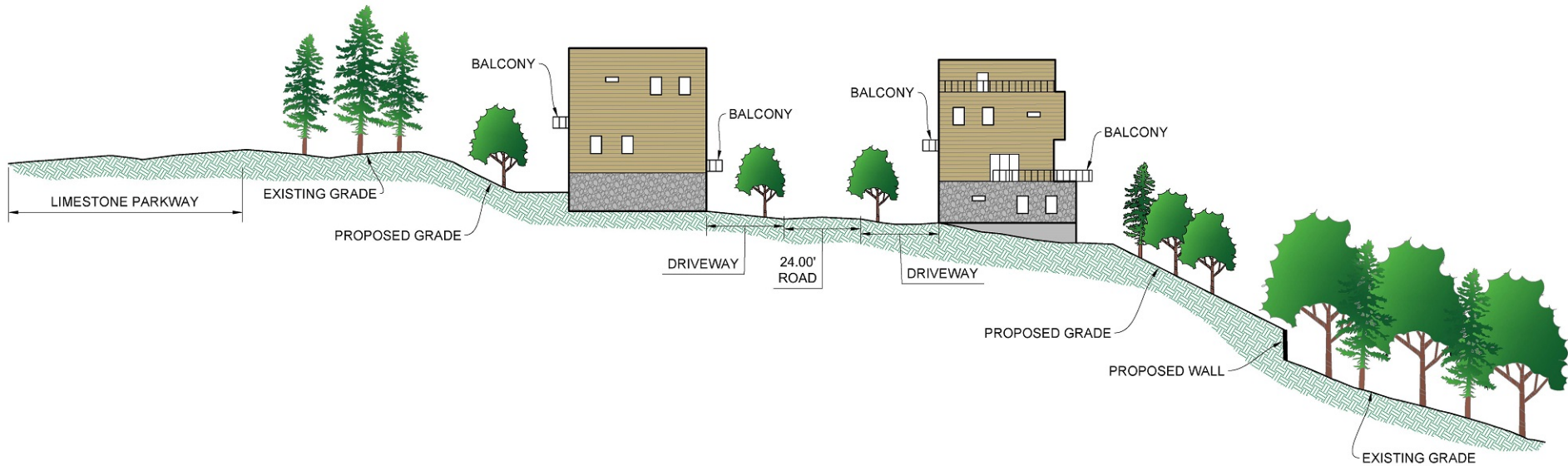
SCALE: 1" = 50'

SHEET:  
1  
JOB #21058

ANIMATION AND REDLINING BY AN  
**LIMESTONE TOWNHOMES**  
CITY OF GAINESVILLE  
LAND LOT 128, 9th DISTRICT  
HALL COUNTY, GA

DEVELOPER  
**OPTUM CONSTRUCTION**  
1974 DELTA DRIVE  
GAINESVILLE, GA 30601

164 PROFESSIONAL DRIVE  
BALDWIN, GA 30111  
P: 770-335-2624  
F: 770-779-0087  
WWW.FOOTHILLSDESIGN.COM  
**fhd** foothills land design





|                                                                                                                                                                                                                                                    |                                                                              |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| TOPOGRAPHIC SURVEY FOR:                                                                                                                                                                                                                            |                                                                              |
| OPTUM CONSTRUCTION GROUP                                                                                                                                                                                                                           |                                                                              |
| LAND LOT 126 - 9TH DISTRICT<br>HALL COUNTY, GEORGIA                                                                                                                                                                                                |                                                                              |
|  <b>CLARK CANADAY</b><br>LAND SURVEYING • PLANNING • CONSULTING<br>4066 HOLLY SPRINGS ROAD<br>GILLSVILLE, GA 30553<br>678.630.2039<br>clarkcanaday2@gmail.com |                                                                              |
| <br>Grid North - GA WEST<br>Scale: 1" = 60'<br>                          | Plat Date: 4/1/21<br>Project #: 210C6001<br>Drawn by: PDC<br>Checked by: PDC |
|                                                                                                                                                                                                                                                    | Sheet<br>1 of 1                                                              |



Limestone Parkway is on the left.



Looking at Limestone Parkway side.

Development





Rear View





## Unit A - Ground Floor



**BERKSHIRE  
HATHAWAY**  
HomeServices  
Georgia Properties

**CORE**  
PROPERTIES

CHRISTINA BROOKS & JOEY ABERGROMBIE  
(470) 228-0846  
coreproperties@bhhsgeorgia.com

## Unit A - First Floor



**BERKSHIRE  
HATHAWAY**  
HomeServices  
Georgia Properties

**CORE**  
PROPERTIES

CHRISTINA BROOKS & JOEY ABERGROMBIE  
(470) 228-0846  
coreproperties@bhhsgeorgia.com



Unit A - First Floor



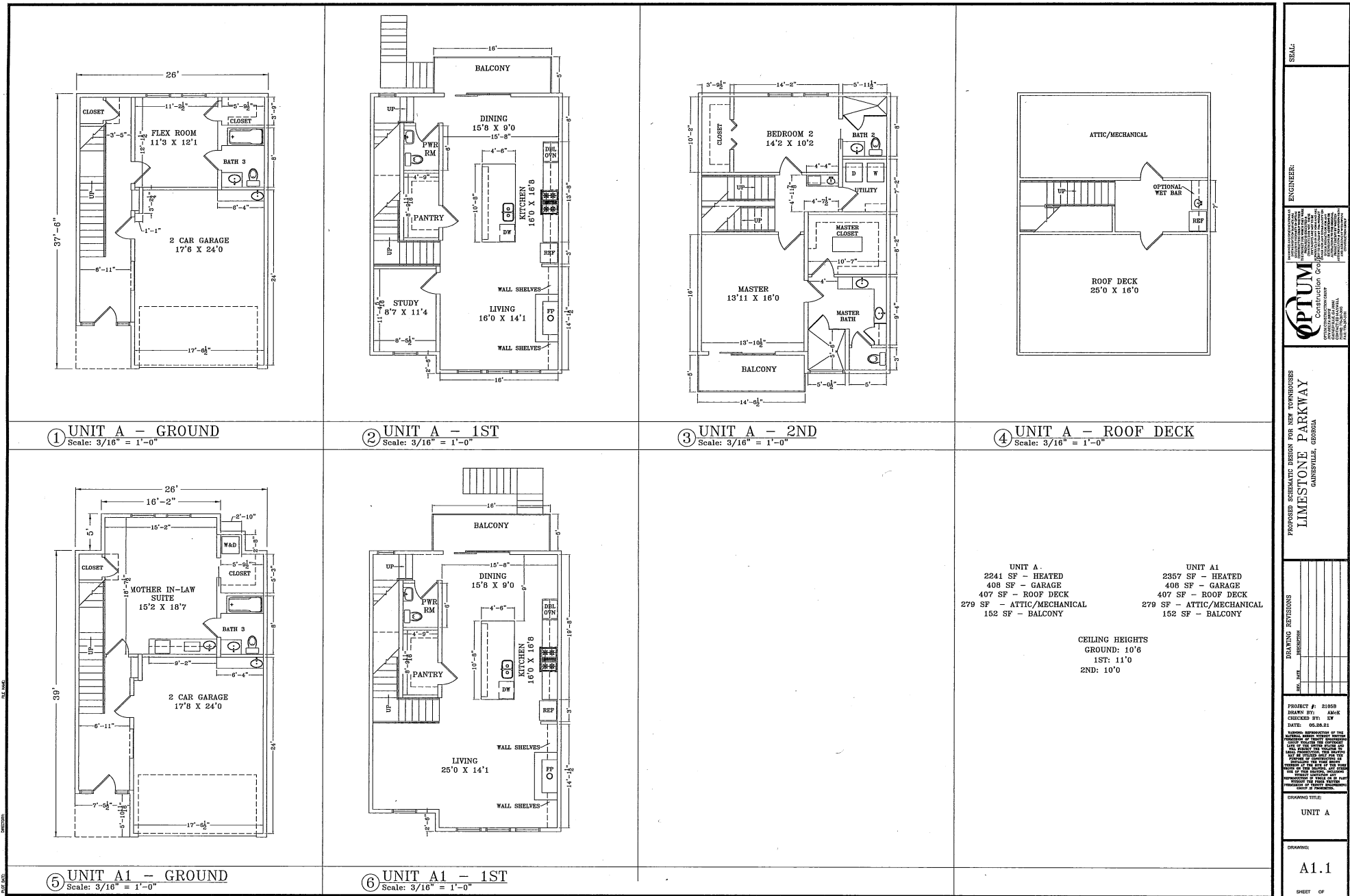
Unit A - First Floor



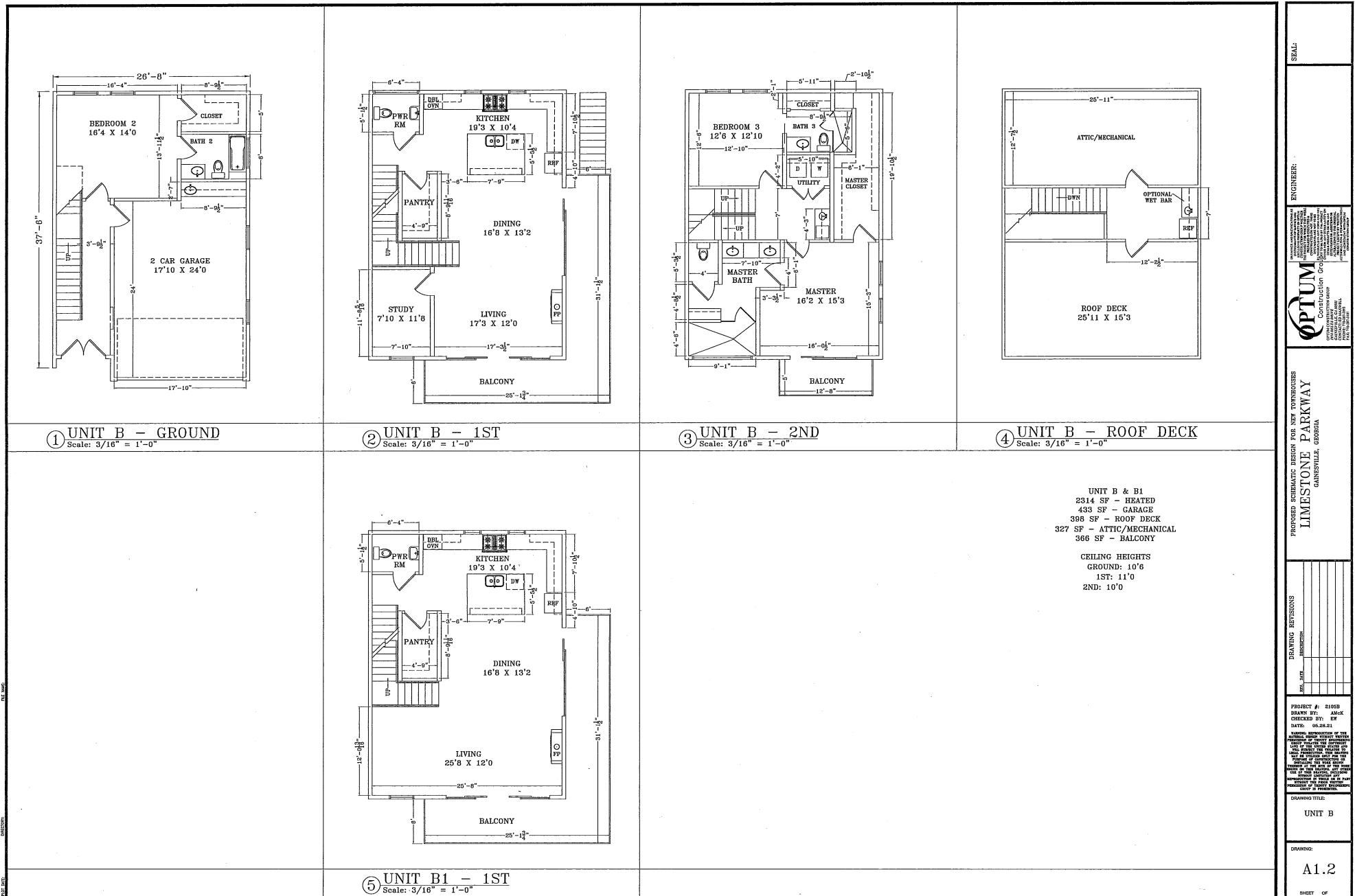
## Unit A - Second Floor

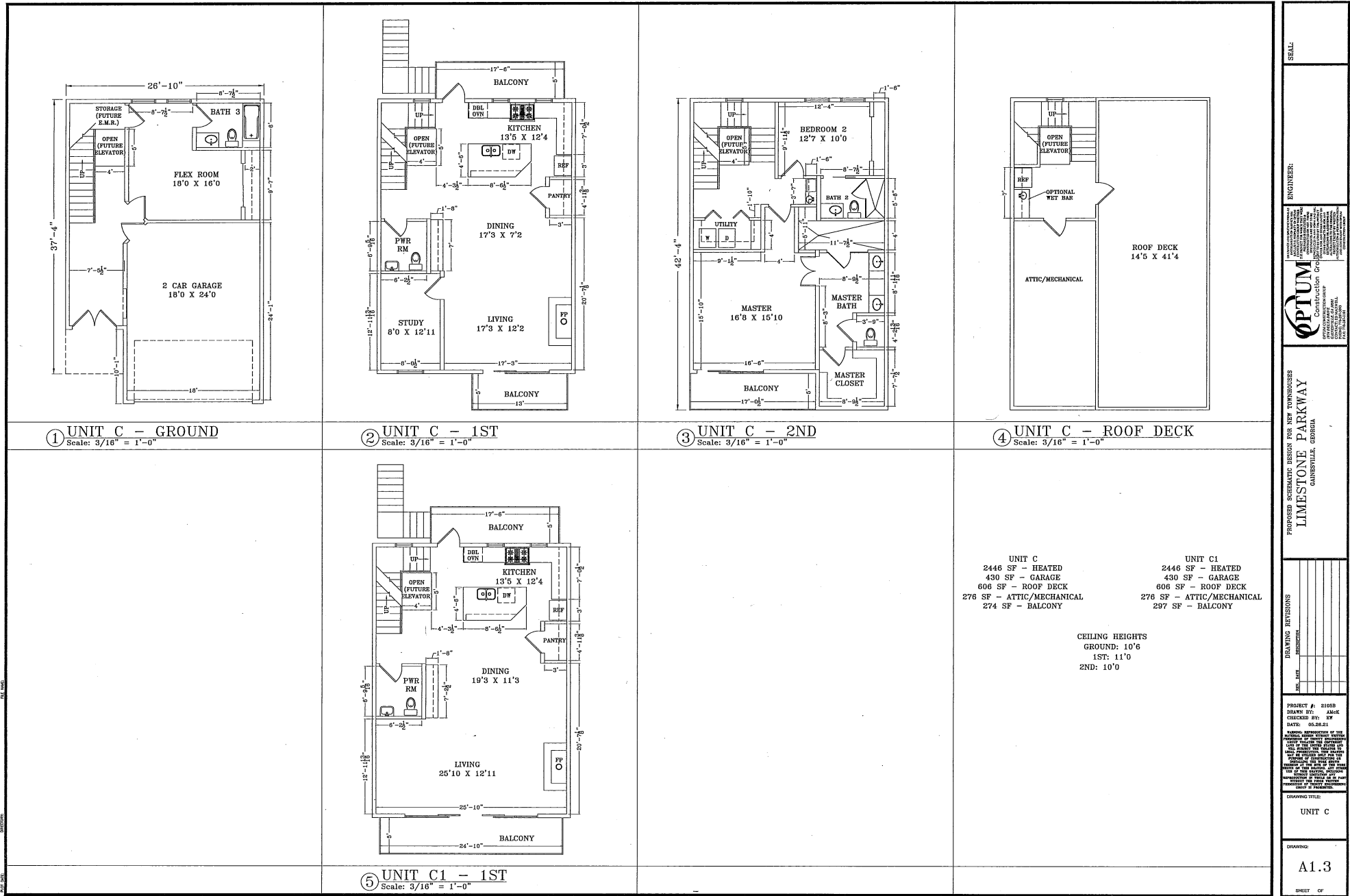






| SEAL                                                                                                                                                                                                                                                                                                                                                                                                       |      |             |             |  |  |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|-------------|-------------|--|--|--|--|--|--|--|--|--|
| ENGINEER                                                                                                                                                                                                                                                                                                                                                                                                   |      |             |             |  |  |  |  |  |  |  |  |  |
| <br><small>             OPTUM CONSTRUCTION, INC.<br/>             1000 W. LAMAR BLVD., SUITE 200<br/>             ATLANTA, GA 30338<br/>             (404) 525-1000<br/>             www.optumconstruction.com           </small>                                                                                                                                                                          |      |             |             |  |  |  |  |  |  |  |  |  |
| PROPOSED SCHEMATIC DESIGN FOR NEW TOWNHOUSES<br><b>LIMESTONE PARKWAY</b><br>GAINESVILLE, GEORGIA                                                                                                                                                                                                                                                                                                           |      |             |             |  |  |  |  |  |  |  |  |  |
| DRAWING REVISIONS<br><table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </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>                                                                                                                                                            | NO.  | DATE        | DESCRIPTION |  |  |  |  |  |  |  |  |  |
| NO.                                                                                                                                                                                                                                                                                                                                                                                                        | DATE | DESCRIPTION |             |  |  |  |  |  |  |  |  |  |
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|                                                                                                                                                                                                                                                                                                                                                                                                            |      |             |             |  |  |  |  |  |  |  |  |  |
| PROJECT # 21008<br>DRAWING BY: JACOB<br>CHECKED BY: EF<br>DATE: 06.04.21<br><small>         I, THE UNDERSIGNED, BEING A duly Licensed Professional Engineer in the State of Georgia, do hereby certify that I am the author of the above design, and that it was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer in the State of Georgia.       </small> |      |             |             |  |  |  |  |  |  |  |  |  |
| DRAWING TITLE:                                                                                                                                                                                                                                                                                                                                                                                             |      |             |             |  |  |  |  |  |  |  |  |  |
| UNIT A                                                                                                                                                                                                                                                                                                                                                                                                     |      |             |             |  |  |  |  |  |  |  |  |  |
| DRAWING:                                                                                                                                                                                                                                                                                                                                                                                                   |      |             |             |  |  |  |  |  |  |  |  |  |
| A1.1                                                                                                                                                                                                                                                                                                                                                                                                       |      |             |             |  |  |  |  |  |  |  |  |  |
| SHEET OF                                                                                                                                                                                                                                                                                                                                                                                                   |      |             |             |  |  |  |  |  |  |  |  |  |





SEAL

ENGINEER

PROPOSED SCHEMATIC DESIGN FOR NEW TOWNHOUSES  
**LIMESTONE PARKWAY**  
 GAINESVILLE, GEORGIA

| DATE | REVISIONS |
|------|-----------|
|      |           |
|      |           |
|      |           |
|      |           |
|      |           |

PROJECT # 21055  
 DRAWN BY: JASGE  
 CHECKED BY: SW  
 DATE: 05.26.21

I HEREBY CERTIFY THAT THE DESIGN AND CONSTRUCTION OF THIS PROJECT HAVE BEEN PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF GEORGIA.

DRAWING TITLE

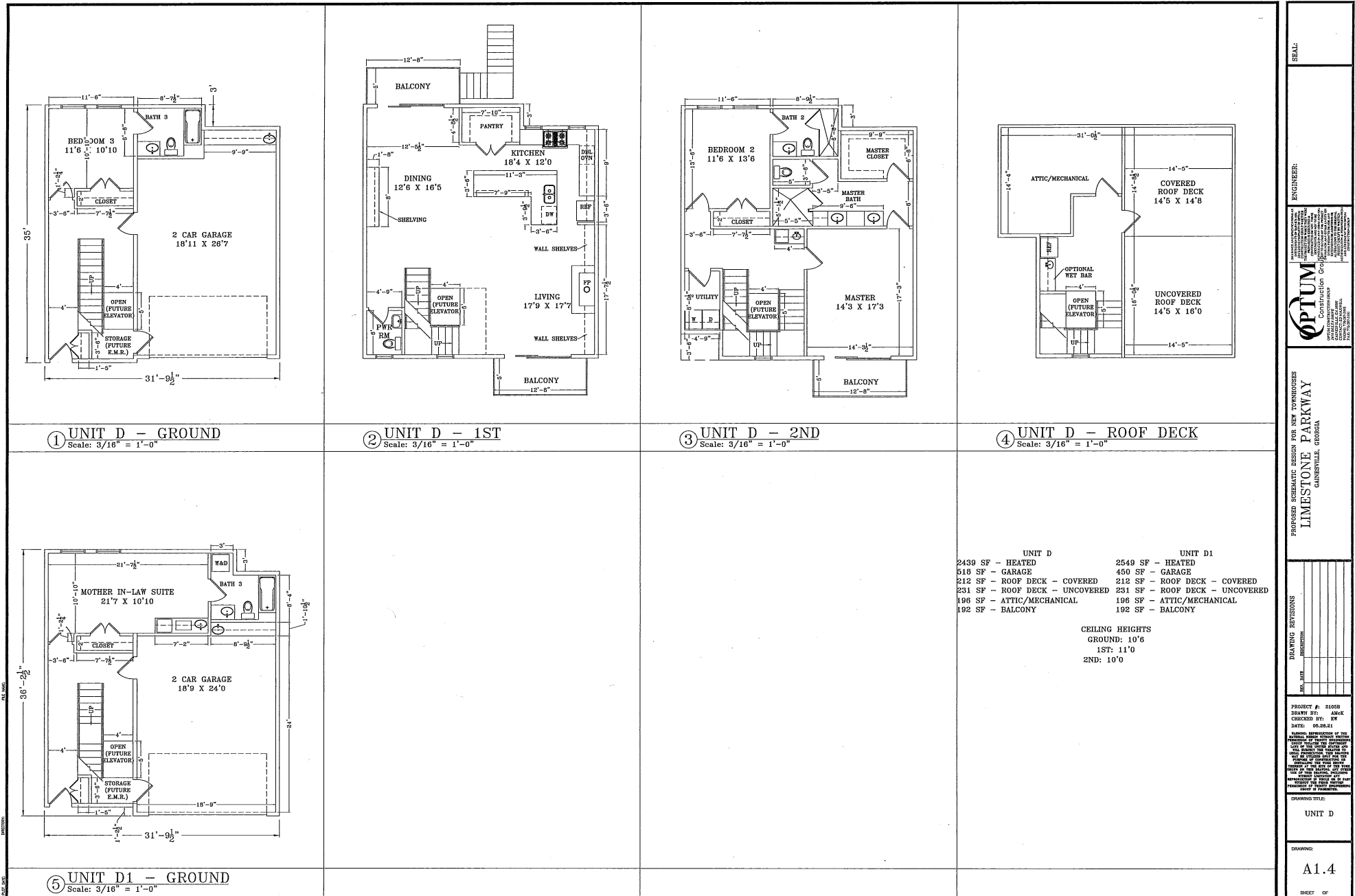
UNIT C

DRAWING

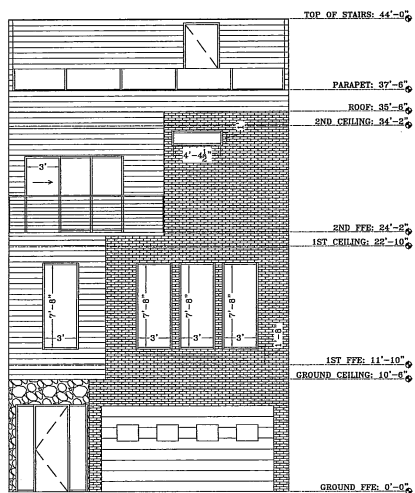
A1.3

SHEET

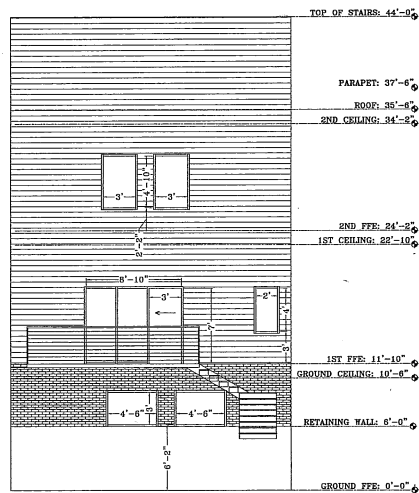
OF



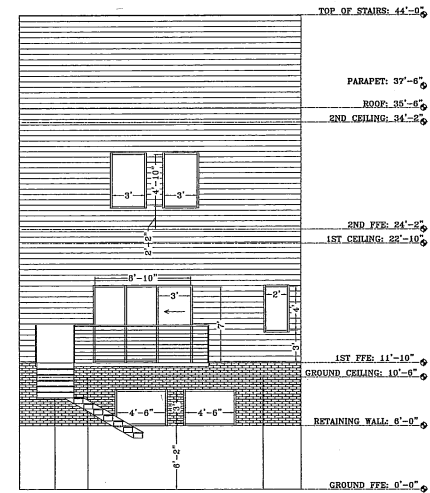




① UNIT A - FRONT ELEVATION  
Scale: 1/4" = 1'-0"



② UNIT A - REAR ELEVATION  
Scale: 1/4" = 1'-0"



③ UNIT A1 - REAR ELEVATION  
Scale: 1/4" = 1'-0"

SEAL:

ENGINEER:



PROPOSED SCHEMATIC DESIGN FOR NEW TOWNHOUSES  
LIMESTONE PARKWAY  
GAINESVILLE, GEORGIA

DRAWING REVISIONS

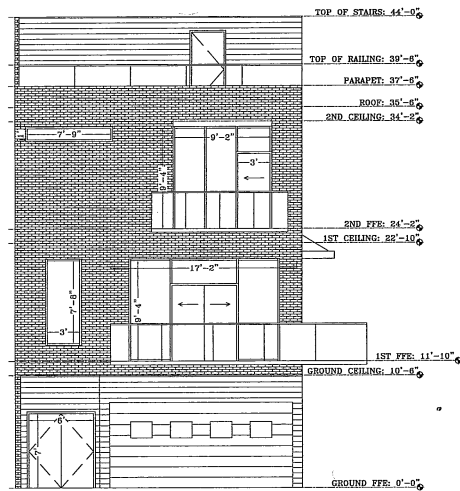
PROJECT #: 2100  
DRAWN BY: JAC  
CHECKED BY: EF  
DATE: 03.25.21

REVISIONS OF THE  
DRAWING SHALL BE  
MADE BY THE  
DESIGNER AND  
APPROVED BY THE  
ENGINEER. NO  
CHANGES SHALL  
BE MADE WITHOUT  
THE WRITTEN  
CONSENT OF THE  
ENGINEER.

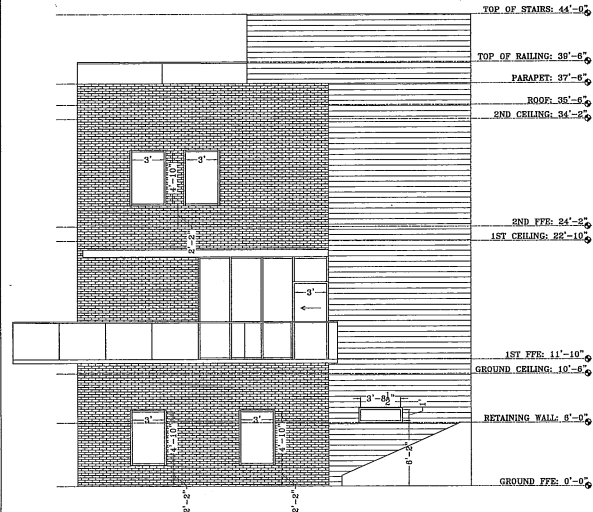
DRAWING TITLE:  
UNIT A -  
EXTERIOR  
ELEVATIONS

DRAWING:  
A2.1

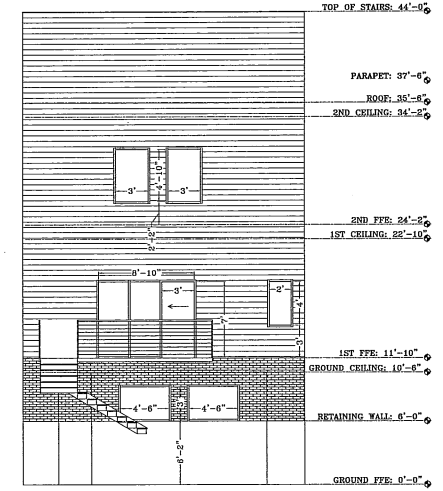
SHEET OF



① UNIT B - FRONT ELEVATION  
Scale: 3/16" = 1'-0"



② UNIT B - SIDE ELEVATION  
Scale: 3/16" = 1'-0"



③ UNIT B - REAR ELEVATION  
Scale: 3/16" = 1'-0"

SEAL:

ENGINEER:



PROPOSED SCHEMATIC DESIGN FOR NEW TOWNHOUSES  
LIMESTONE PARKWAY  
GAINESVILLE, GEORGIA

DRAWING REVISIONS

PROJECT # 21008  
DRAWN BY: AMK  
CHECKED BY: EW  
DATE: 06.28.21  
REVISIONS: 1. 06.28.21  
2. 06.28.21  
3. 06.28.21  
4. 06.28.21  
5. 06.28.21  
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10. 06.28.21

DRAWING TITLE:  
UNIT B -  
EXTERIOR  
ELEVATIONS

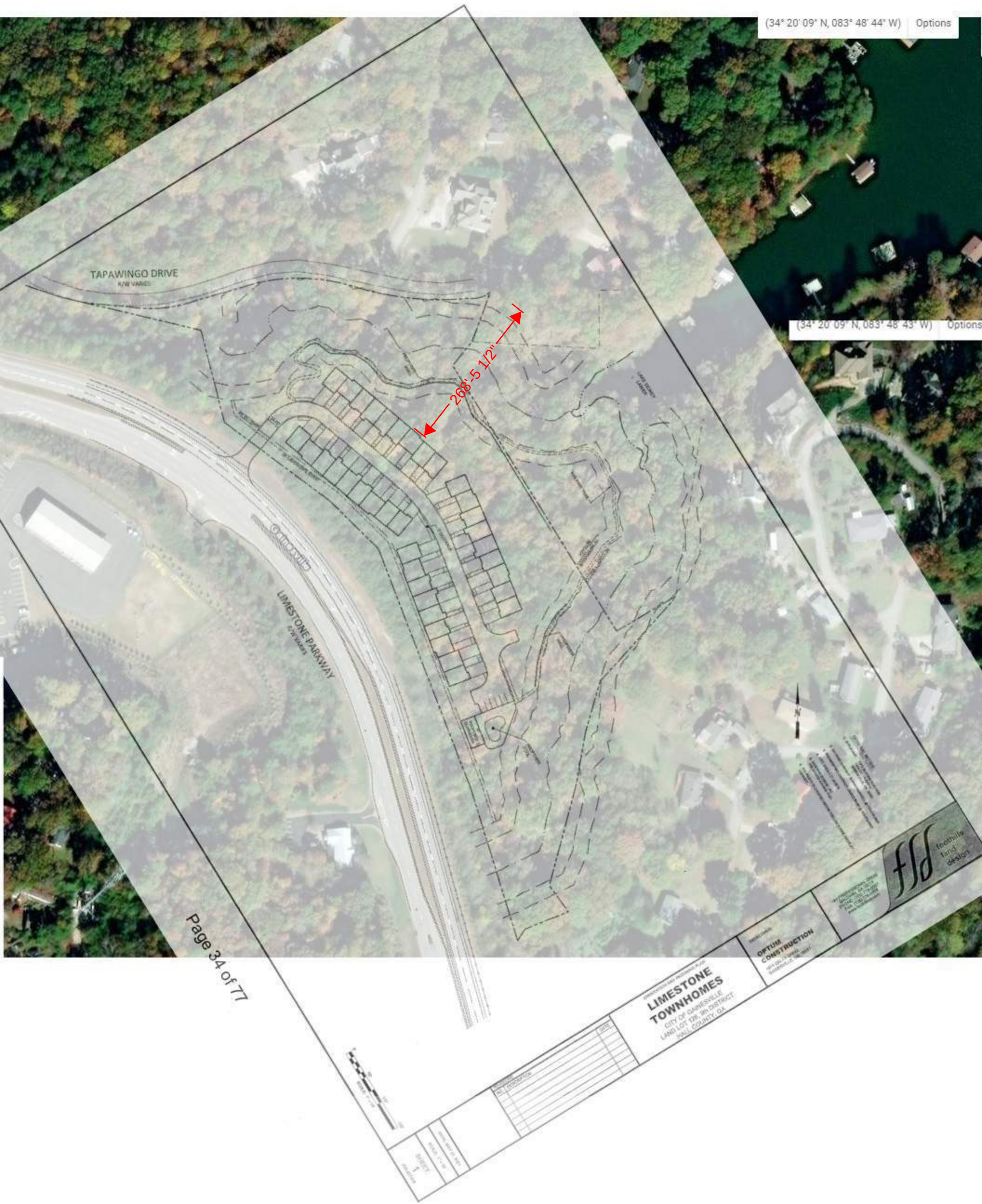
DRAWN BY:  
A2.2

SHEET OF



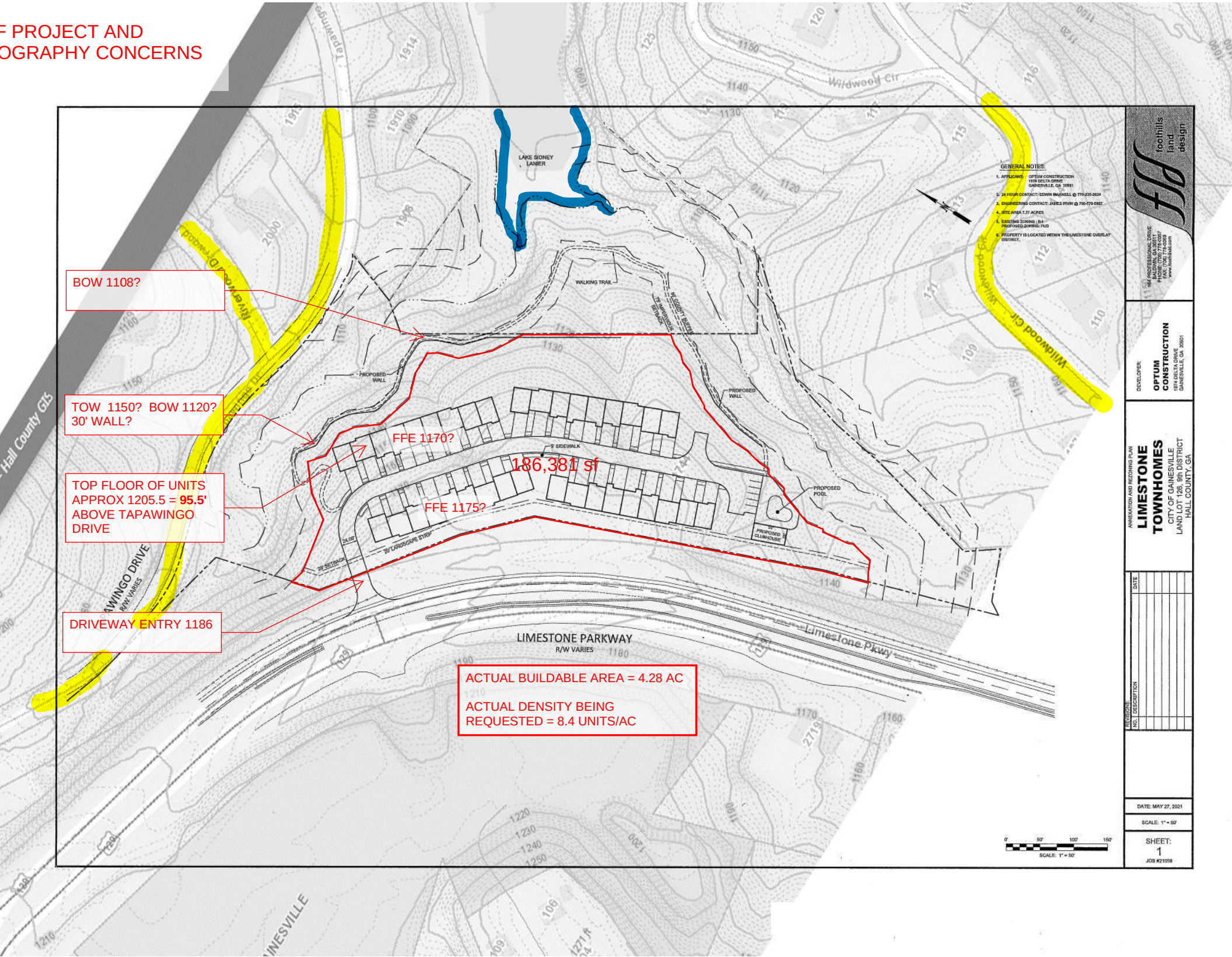








STUDY OF PROJECT AND  
SITE/TOPOGRAPHY CONCERNS



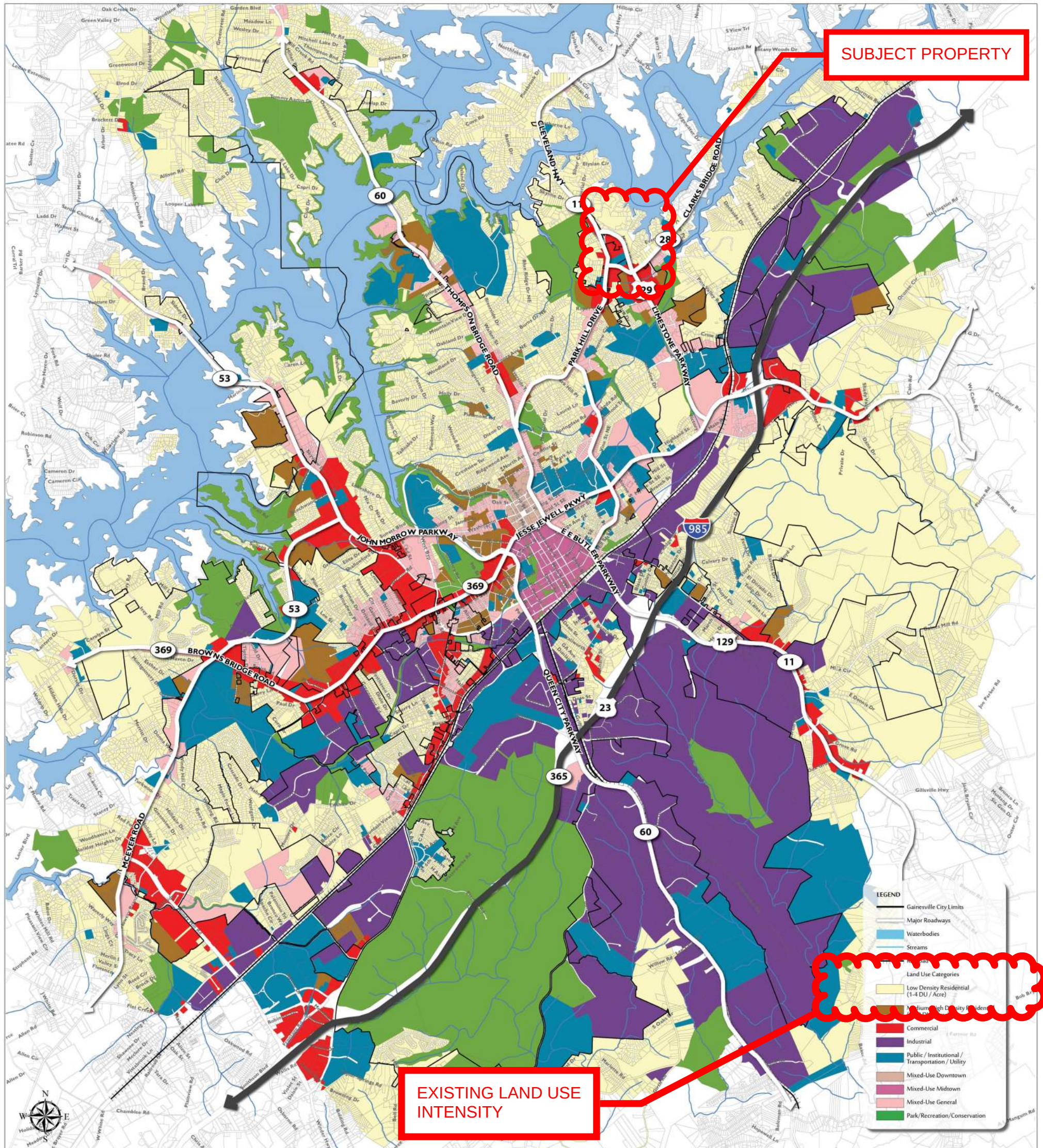
FFE - FINISH FLOOR ELEVATION  
TOW - TOP OF WALL  
BOW - BOTTOM OF WALL





# GAINESVILLE

## FUTURE LAND USE MAP





EXCERPT FROM GAINESVILLE UDC  
CONCERNING LIMESTONE  
OVERLAY ZONE

CHAPTER 9-8-3. - LIMESTONE PARKWAY OVERLAY ZONE

Sec. 9-8-3-1. - Purpose and intent.

The purpose of the Limestone Parkway overlay zone is to provide special design requirements for those properties located within the zone, regardless of their zoning classification, in order to maintain a consistent appearance along the parkway and throughout the zone, as applied via the site and architectural design review processes established in article 9-9 of this Code. The intent of this zone is to create an identity for the area that will enhance its economic vitality and protect the value of properties within the zone.

It is also the intent of this chapter, relative to hillside developments, to retain an overall appearance similar to that of the natural terrain, i.e., to limit extreme alteration of the terrain and blend approved alterations into the natural shape of the land; specifically:

- (a) To preserve the most visually significant slope banks and ridge lines in their natural state by clustering developments;
- (b) To encourage only minimal grading which relates to the natural contour of the land;
- (c) To preserve visually significant rock outcropping, native plant materials, natural hydrology, and areas of visual significance;
- (d) To encourage variety in building types, padding techniques, grading techniques, lot sizes, site design, density, arrangement, and spacing of buildings in developments;
- (e) To encourage innovative architectural, landscaping, circulation, and site design;
- (f) To discourage mass grading of large pads and excessive terracing; and,
- (g) To provide safe circulation of vehicular and pedestrian traffic to and within the hillside areas and to provide access for emergency vehicles necessary to serve the hillside areas.

(Ord. No. 2016-09, § VII, 6-21-16)

Sec. 9-8-3-2. - Boundaries and map.

The boundaries of the Limestone Parkway overlay zone shall be as shown on a map titled Limestone Parkway overlay zone which is hereby adopted and made a part of this Code, and which may be amended from time to time in accordance with the procedures established in this Code.

Sec. 9-8-3-3. - Permitted uses.

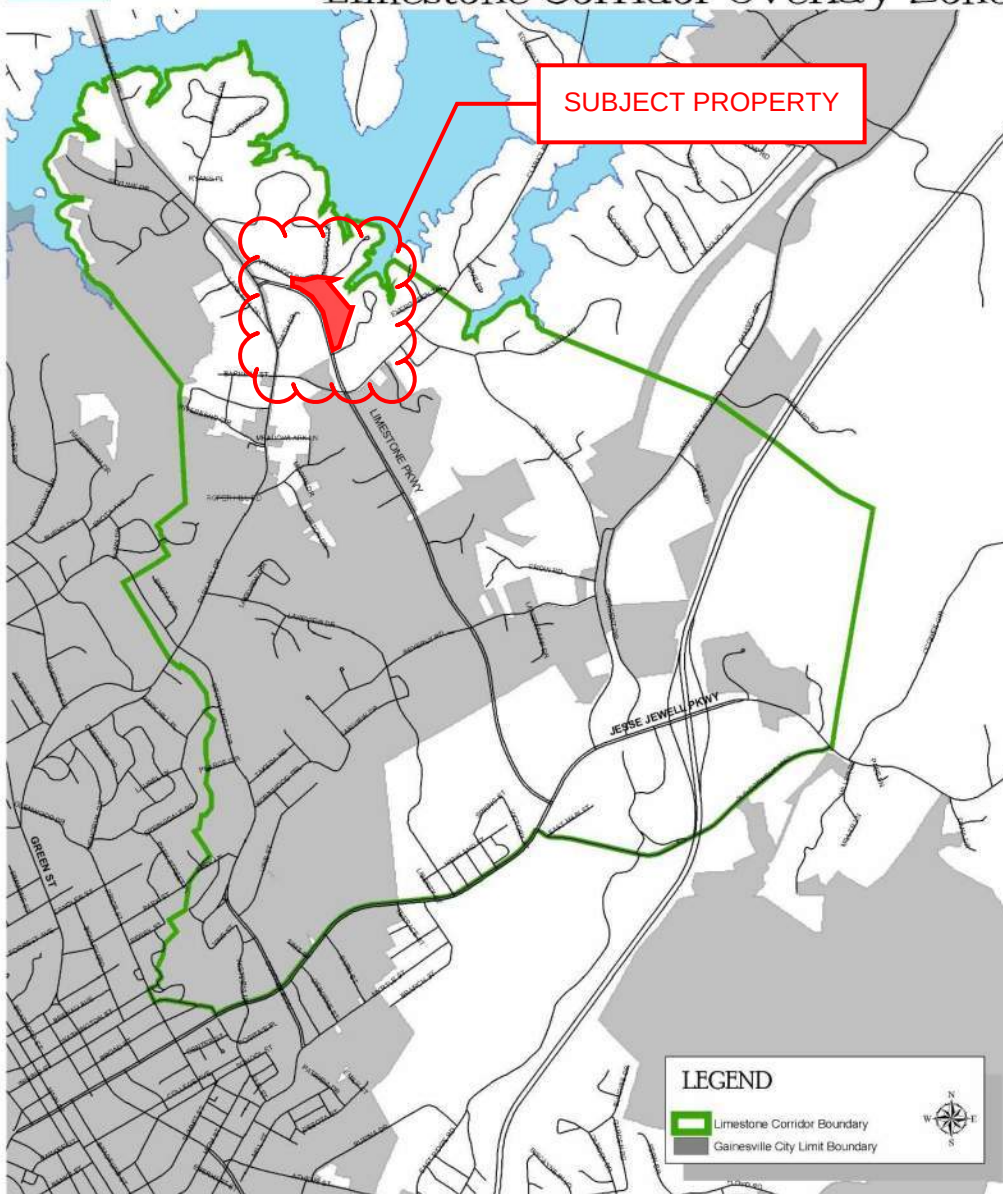
All uses permitted by right or as special uses by the underlying zoning district shall be similarly permitted in the Limestone Parkway overlay zone.





# City of Gainesville

## Limestone Corridor Overlay Zone



(Ord. No. 2016-09, § VII, 6-21-16)

Sec. 9-8-3-4. - Dimensional requirements.

All properties located within the Limestone Parkway overlay zone shall conform to the dimensional requirements of table 9-8-3-1, where such requirements are more restrictive than the requirements of the underlying zoning district:

**TABLE 9-8-3-1**  
LIMESTONE PARKWAY OVERLAY ZONE DIMENSIONAL REQUIREMENTS

| HEIGHT REQUIREMENTS                                                      | Limestone Parkway Overlay Zone                                                                                                                     |
|--------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| Maximum height (number of stories), nonresidential buildings only        | 1 (also see section 9-8-3-5)                                                                                                                       |
| <b>PRINCIPAL BUILDING SETBACKS</b>                                       |                                                                                                                                                    |
| Front, arterial street, minimum (feet)                                   | 50                                                                                                                                                 |
| Front, all other streets, minimum (feet)                                 | 30                                                                                                                                                 |
| Side and Rear                                                            | An administrative variance may be granted to rear and side setback requirements through site plan review to achieve the objectives of this Chapter |
| <b>MAXIMUM FLOOR AREA REQUIREMENTS</b>                                   |                                                                                                                                                    |
| Maximum floor area, building used primarily for residential uses         | 0.2                                                                                                                                                |
| Maximum floor area, building used primarily for offices                  | 0.25 for one story or 0.35 for two or more stories                                                                                                 |
| Maximum floor area, building used primarily for retail sales or services | 0.35                                                                                                                                               |
| Maximum impervious surface (percent of lot)                              | 60%                                                                                                                                                |

site area = 7.77 AC  
 maximum floor area allowed = 67,692 SF  
 floor area proposed = 86,400 SF

THE PROPOSED APPROXIMATE FLOOR AREA OF THE PROJECT (2,400 SF/AVG x 36 UNITS) EXCEEDS THE ALLOWABLE FLOOR AREA BY 18,708 SF (27% OVERAGE). REDUCING DEVELOPMENT TO 28 TOTAL UNITS OR A MAXIMUM OF 3.6 UNITS PER ACRE WOULD BRING THE DEVELOPMENT INTO COMPLIANCE.

to a total height of two (2) stories for an building which is constructed on a hillside so that only additional setback from arterial roads and from shall be permitted for each additional fifteen (15)

EXCERPT FROM GAINESVILLE UDC  
CONCERNING PUD ZONING

- (g) Zoning district classification of the subject property and all adjacent properties, and zoning district boundaries as appropriate.
- (h) Natural features within the property, including drainage channels, bodies of water, wooded areas and other significant natural features such as rock outcroppings. On all water courses entering or leaving the property, the direction of flow shall be indicated. The 100-year flood plain, if any, shall be outlined.
- (i) Man-made features within and adjacent to the property, including existing streets and names, city and county political boundary lines, and other significant information such as location of bridges, utility lines, existing buildings to remain, and other features as appropriate to the nature of the request.
- (j) The proposed project layout including:
  - (1) For subdivisions, approximate lot lines and street right-of-way lines, along with the front building setback line on each lot.
  - (2) For multi-family and nonresidential development projects, the approximate outline and location of all buildings, and the location of all minimum building setback lines, outdoor storage areas, buffers, parking areas and driveways.
- (k) The proposed phasing of the development if it is proposed to be built in sections.
- (l) A statement as to the source of domestic water supply.
- (m) A statement as to the provision for sanitary sewage disposal.
- (n) The approximate location of proposed stormwater detention facilities.
- (o) Such additional information as may be useful to permit an understanding of the proposed use and development of the property.

**Sec. 9-22-2-5. - Special application requirements for planned unit developments.**

Applications for rezoning to the PUD, planned unit development district, or applications for a zoning amendment of an existing PUD; shall in addition to the other requirements specified in this chapter, include the following:

- (a) *Binding concept plan.* Unless specifically approved otherwise, the concept plan shall become a condition of zoning approval and must be followed.
- (b) *Architectural elevations.* Applications shall include perspective front, side, and rear elevation drawings of representative building types. These drawings shall indicate general architectural characteristics. If the PUD is approved, architectural elevations submitted as part of the application shall be considered binding unless specifically noted otherwise in the approval.
- (c) *Land uses and development summary.* The application shall include a list of all land uses proposed to be included in the PUD, the total land area devoted to each of the land uses proposed, the percentage of the total land area within the PUD devoted to each proposed land use, the number of residential units by type, floor area for each type of dwelling unit (typical, or a range as appropriate), density, and the total square footage of buildings devoted to non-residential uses. In addition, the application shall contain a development schedule indicating the approximate dates for beginning and completing the project, or each phase if the development is to be phased, and the extent of development and types of land uses in each phase.
- (d) *Dimensional requirements.* The application shall contain all dimensional requirements that are proposed to apply within the PUD, including minimum lot sizes, minimum lot widths, maximum building coverage, front, side and rear building setbacks, and maximum heights. Such proposed dimensional requirements shall be presented in a table on the development plan or in the written text accompanying the application. The application should indicate dimensional provisions for those items specified in tables 9-5-2 and 9-6-2, to the extent they apply to the uses proposed.

- (e) *Improvement requirements comparison.* The application shall contain descriptions of improvements to be constructed within the PUD, such as but not limited to street types, right-of-way widths, pavement widths, sidewalk locations and dimensions, and other improvements. Such proposed improvements shall be presented in a table on the development plan or in the written text accompanying the application that shows the proposed improvements in comparison with improvements that would be required otherwise without approval of a PUD. To the extent they can be shown at the time of development plan approval, environmental quality standards should be incorporated in the development application, particularly as they relate to storm water runoff, stream protection, and tree protection.
- (f) *Private restrictions.* PUDs that have commonly owned facilities and space shall have private restrictions and covenants established which shall be subject to the approval of the city attorney and the director. The developer of a PUD involving commonly owned facilities and space shall submit, along with the development plan application, a declaration of covenants, conditions, and restrictions and articles of incorporation and by-laws for the property owners or home owners association. The declaration shall confer membership to the owner of property subject to assessment by the association, provide for voting rights in the association with suggestions for the division of power between the developer and the property owners, and provide for maintenance assessments, among other things. The director may waive the requirements of this paragraph when, in his or her opinion, an applicant submits a letter that demonstrates his or her intent to comply with these requirements and addresses any particular issues associated with maintenance of common grounds.
- (g) *Community benefit statement.* The applicant shall submit a written statement identifying the relative benefits that will accrue to the community as a result of the property being developed under PUD provisions. Benefits to the community include mixed land uses that reduce vehicle trips, open spaces provided and linked to larger open space networks, natural features retained, and quality architectural designs provided. This statement is a developer's opportunity to define why the PUD proposal merits approval and how it will serve the community better than a conventional development.

Sec. 9-22-2-6. - Notice of public hearing in newspaper.

Before the governing body may take final action on a proposed rezoning or special use application, the planning and appeals board shall hold a public hearing on the proposal. At least fifteen (15) days but not more than forty-five (45) days prior to the public hearing before the planning and appeals board, notice shall be published in a newspaper of general circulation within the city. The published notice shall be prepared by the planning department and shall include the location of the property, the present zoning classification of the property, the proposed rezoning or special use requested, and the date, time, and place of the public hearing before the planning and appeals board. Notice of the date, time, and place of the public hearing before the governing body shall also be provided.

Sec. 9-22-2-7. - Notice of public hearing by sign on property.

At least fifteen (15) days but not more than forty-five (45) days prior to the public hearing, the city shall post a sign or signs stating the date, time and place of the public hearing before the planning and appeals board, the present zoning classification and the proposed zoning change or the proposed special use. One such sign shall be placed in a conspicuous location along each street frontage of the property for which the rezoning or special use has been requested. If the property has no street frontage, the sign shall be placed on each street from which access will be gained to the property. Notice of the date, time, and place of the public hearing before the governing body shall also be provided.

Sec. 9-22-2-8. - Notice to adjacent property owners.

At least ten (10) days prior to the planning and appeals board public hearing, the applicant shall cause a notice to be mailed to all persons owning property located abutting or across any street from the property that is the subject matter of the rezoning or special use application. The written notice shall be mailed to the property owners as such names and addresses appear on the county's ad valorem tax records. The



notice shall state the date, time, place and purpose of the hearing by the planning and appeals board. Notice of the date, time, and place of the public hearing before the governing body shall also be provided.

**Sec. 9-22-2-9. - Special notice requirements.**

Pursuant to the specific requirements of the Zoning Procedures Law (O.C.G.A. 36-66-6), when a proposed rezoning or special use application relates to or will allow the location or relocation of a halfway house, drug rehabilitation center, or other facility for treatment of drug dependency, the director shall ensure that the additional public notice requirements of O.C.G.A. 36-66-6 are met.

**Sec. 9-22-2-10. - Investigations and staff recommendation.**

Within a reasonable period of time after acceptance of a complete application, the director may but shall not be required to send the application or notice thereof out for review by internal municipal departments and external agencies as may be appropriate. Any written comments received in a timely submitted for consideration to the planning and appeals board memorandum. Any such comments shall become public records.

THESE ITEMS WERE CONSIDERED IN THE ORIGINAL REZONING SUBMITTAL AND WERE ENUMERATED AS ITEMS 1-7 IN THE STAFF RECOMMENDATION DATED AUGUST 10, 2021

required to investigate and make a recommendation regarding a such investigation and recommendation shall if in writing be made appeals board prior to its public hearing and shall become public and recommendations, if provided, shall be available no later than the time of the planning and appeals board's public hearing on the matter.

**Sec. 9-22-2-11. - Planning and appeals board hearing and recommendation.**

The planning and appeals board shall convene a public hearing on the rezoning or special use application as provided in the public notice. The public hearing shall follow policies and procedures which govern calling and conducting public hearings established in chapter 9-22-9. The planning and appeals board shall have sixty-five (65) calendar days from the date of its public hearing within which to submit its recommendation on the rezoning or special use application. The planning and appeals board may submit any additional report it deems appropriate. The recommendations of the planning and appeals board shall have an advisory effect only and shall not be binding on the governing body.

**Sec. 9-22-2-12. - Criteria to consider for applications.**

The planning and appeals board and the governing body shall consider the following standards in considering any rezoning, zoning amendment, or special Use application, giving due weight or priority to those factors that are appropriate to the circumstances of each proposal:

- (a) Is the proposed use suitable in view of the zoning and development of adjacent and nearby property?
- (b) Will the proposed use adversely affect the existing use or usability of adjacent or nearby property?
- (c) Is the proposed use compatible with the purpose and intent of the comprehensive plan?
- (d) Are their substantial reasons why the property cannot or should not be used as currently zoned?
- (e) 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?
- (f) 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?
- (g) 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?

**Sec. 9-22-2-13. - Additional procedures and criteria for planned unit developments.**

In addition to the requirements for a rezoning or special use specified in section 9-22-2-3, approval proceedings for PUD rezoning/zoning amendment and development approval shall include the following:

(a) *Preapplication conference.* At least fifteen (15) calendar days prior to filing a formal application for a PUD, the applicant is required to confer with the director or representative of the planning and development department in order to review the general character of the plan and to obtain information on the nature and extent of the proposed development.

(b) *Criteria for approval.* In considering and acting upon applications for PUDs, the planning and appeals board and the governing body shall consider and base their recommendation and decision, respectively, on the following criteria (not all inclusive), and any other factors it may consider appropriate in reaching such a decision:

(1) *Consistency with the comprehensive plan of the city.*

Low Density Residential  
1-4 Units Per Acre

(2) The extent to which the proposed mix of land uses is appropriate in terms of location and character.

(3) The extent to which the development is compatible with surrounding properties. Compatibility can be achieved by ensuring that the overall scale and design of development does not overwhelm or otherwise detract from the established character of the neighborhood or surroundings. The PUD zoning district is not intended to allow for the intrusion of incompatible land uses into single-family neighborhoods that create negative land use impacts.

(4) The extent to which the proposed architectural features of buildings within the development are harmonious.

(5) The adequacy of open spaces, play areas and recreation facilities that are provided for the needs of the development occupants.

(c) *Revisions.* Amendments to approved planned unit development rezoning and development applications, including those approved prior to the adoption of this chapter, shall be permitted but governed by this chapter.

(d) *Land development plans.* Upon approval of a PUD rezoning and development application by the governing body, the developer may apply for land development permit approval.

(e) *Permits and certificates.* No building permit or certificate of occupancy shall be issued for a building, structure, or use, nor shall any excavation, grading, or land disturbance applications be

THESE ITEMS WERE NOT REFERRED TO IN THE REZONING SUBMITTAL DATED AUGUST 10, 2021 BUT THEY ARE REQUIRED TO BE CONSIDERED FOR PUD REZONINGS. IT IS OUR FEELING THAT ITEMS (b) (1) AND (3) ARE OF SIGNIFICANT CONCERN.

development that has not been approved in accordance with the director shall authorize the issuance of building permits for area covered by the approved development if they are in approved development, after improvements are installed in accordance with the requirements, and if found to be in conformance with all applicable regulations. The director shall authorize the issuance of a certificate of occupancy for a building, structure, or use located in the area covered by the approved development if it conforms to the requirements of the approved development regulations. After completion of a planned unit development,

the use of land and construction, modification, or alteration of any buildings, structures, or uses within the area covered by the planned unit development shall continue to be regulated by the approved development plan.

Sec. 9-22-2-14. - Additional criteria to consider for special use applications.

The planning and appeals board and the governing body shall consider the following standards in considering any special use application, giving due weight or priority to those factors that are appropriate to the circumstances of each proposal:

(a) The type of street providing access to the subject property is adequate to serve the proposed special use.

CONDITIONS OFFERED FOR CONSIDERATION  
TO APPLICANT AND SHARED WITH PLANNING  
AND APPEALS BOARD

Requested Supplemental Conditions to Zoning:

1. Modify the zoning request from PUD to R-II Zoning. It is not necessary to rezone this property PUD for the proposed development due to their being only a single dwelling type, not a variety of dwelling types as stipulated by the PUD zoning.
2. Zoning density shall be limited to 4 units per gross acre as stipulated by the current City of Gainesville Future Land Use Map.
3. The development shall comply with all relevant sections of the Unified Land Development Code of the City of Gainesville, including all amendments passed on 11/03/20.
4. Relocate retaining wall outside of the 25' impervious buffer and no greater than 30' horizontal from the rear of the residential units to prevent the excessive removal of both understory, canopy and significant trees and the destruction of natural vegetation on the subject property. This will also serve to protect the critical root zone of those canopy and significant trees to remain that are within the stream buffer zone. This also supports the Limestone Medical Corridor character as stated in the 2040 Comprehensive plan: "The diversity of land uses is balanced by the remarkable natural landscape with forest, streams and wetlands, and rock outcrops, all providing a unique rural environment close to the city center."
5. The development shall comply with all relevant sections of City of Gainesville Unified Land Development Code CHAPTER 9-16-5. - TREE PROTECTION.
6. Exposed face of the downward slope side of the retaining wall shall be natural stone veneer traditionally available in this geographic region, such as granite or field stone in order to blend into the environment. Artificial cultured stone, concrete form liners, or concrete block gravity walls constructed with geotextile fabric shall not be deemed an appropriate substitution.
7. The total percentage of residential units allowed to be rental units shall be limited to 10% of the total unit number.
8. Any trail system installed for residents shall stay within the subject property and not extend into Corps property.
9. Any trail system installed for residents shall not be accessible to the general public.
10. Residential units on the north and east side of the subject property shall not have roof top decks of any size or elevated decks greater than 125 square feet in size on the north and east sides of the residences that are overlooking Tapawingo Drive and Riverwood Drive.
11. There shall be no above ground, open air detention or retention for control of stormwater. All stormwater detention and retention shall be subterranean.
12. There shall be no vehicular access from the subject property onto Tapawingo Drive.
13. The development shall not seek a dock permit of any kind from the Corps of Engineers for access to Lake Lanier.
14. All measurable silt runoff into the cove will be dredged out at developer's expense to preserve the existing nature of the Lake Lanier environment.
15. Developer to install rip rap around the Lake Lanier Corps shoreline to help reduce erosion and soil runoff into the lake. (Developer to add Rick and Melinda Waters property as a show of good will since their property is the most affected by the new development)
16. Minimum listing price for each residence shall be no less than \$550,000.00 as is already stated in the marketing collateral for the new development.

 CONDITIONS APPLICANT AND NEIGHBORS AGREED TO DELETE

 CONDITIONS ACCEPTED AND APPLIED TO REZONING

 CONDITIONS NOT AGREED TO BY APPLICANT

17. Exterior materials of the new construction shall consist of 60% brick or stone veneer, 40% wood, fiber cement, or composite materials, in keeping with the anticipated quality of the overall development.
18. All exterior lighting within the community and installed on the exterior of the buildings shall by Dark Sky Compliant light fixtures to preserve the existing natural nighttime environment and reduce unwanted glare towards the existing residences.
19. There shall be no perimeter fence installed at the subject property boundary so as to allow the continued movement of existing wildlife throughout the region. Any necessary fencing and fall protection as required by code shall be decorative and designed to blend into the environment. No chain link fencing shall be allowed.
20. The development shall be constructed in a single phase not to exceed a 24-month construction schedule.







VIEW LOOKING INTO SITE FROM CREEK





VIEW LOOKING INTO SITE FROM CREEK











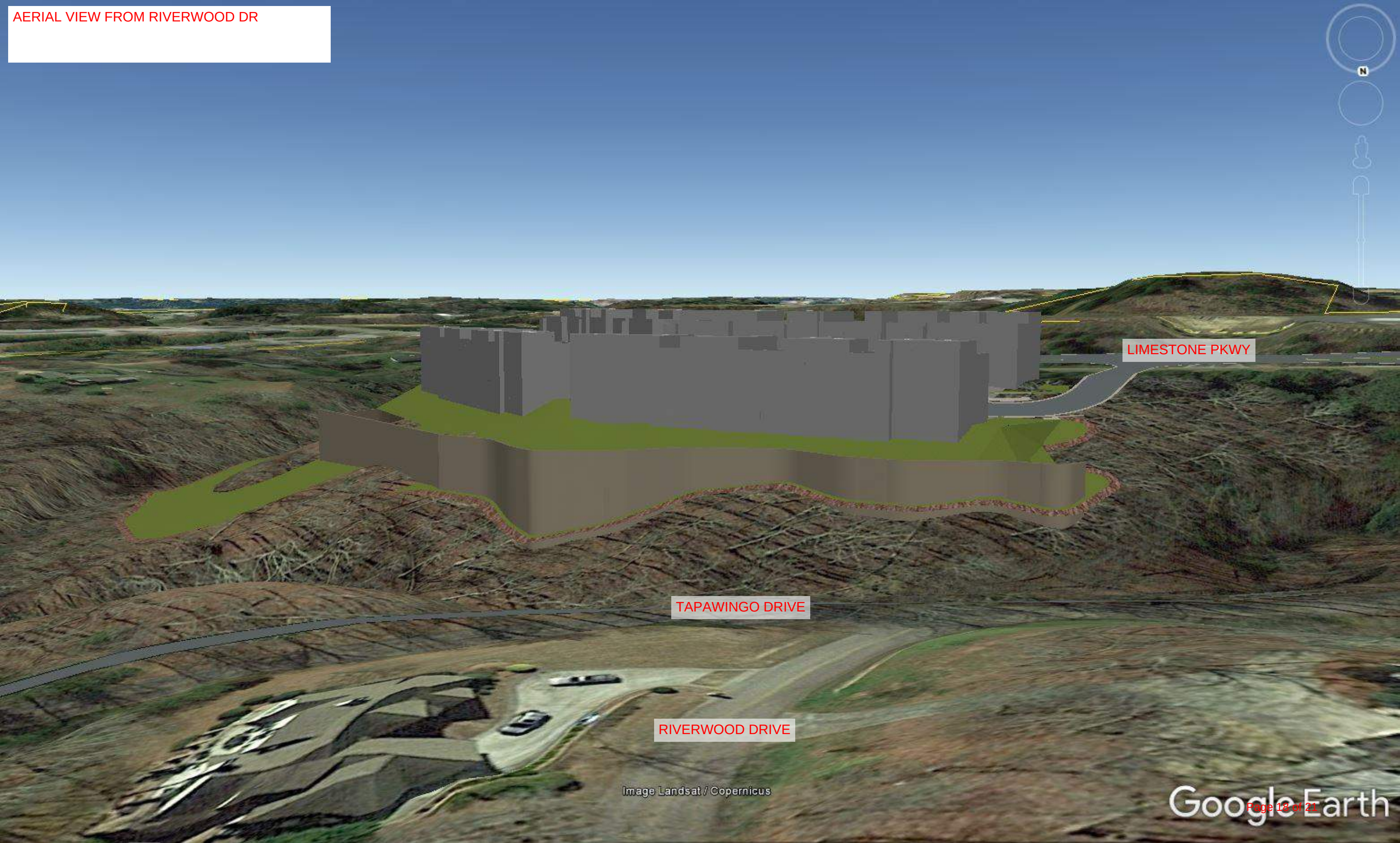
WILDWOOD CIRCLE

RIVERWOOD DRIVE

TAPAWINGO DRIVE

LIMESTONE PARKWAY





LIMESTONE PKWY

TAPAWINGO DRIVE

RIVERWOOD DRIVE



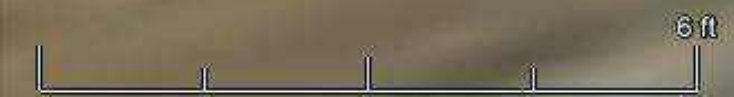










Image Landsat / Copernicus



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**Date Submitted:** 9/28/2021  
**Presenter:** Danny Dunagan  
**Item of Business:** Appointment(s): Building Board of Appeals  
**Meeting Date:** 9/30/2021

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**Purpose of Request:**

The purpose of this request is to address the upcoming expiring terms.

**History/Background:**

The Board follows the guidelines of the International Building Code in addition to the City Charter and Code of Ordinances. Members serve a five-year term.

**Facts & Issues for Consideration:**

The qualifications for BBA members are defined in the International Building Code.

Dick Bachman, James Tipton and Daniel Caldwell confirmed a willingness to serve another term. Jeff Crocker's name was submitted to replace position previously held by Tracy Tesmer. The outstanding debt verification process was completed with no concerns.

**Department Recommendation:**

To consider the nomination as submitted by the Mayor.

**Department Director:**

Danny Dunagan

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

N/A

**Amount Requested:**

**Source of Funds:**

**Finance Comments:**

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**Administrative Comments:**

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**ATTACHMENTS:**

| Description                                                                                     | Type            |
|-------------------------------------------------------------------------------------------------|-----------------|
|  BBA Members | Backup Material |

| POST                  | LAST NAME | FIRST NAME | APPOINTED    | REAPPOINTED                        | EXPIRES    |
|-----------------------|-----------|------------|--------------|------------------------------------|------------|
| Structural Engineer   | Bowman    | Larry      | 3/5/2019     |                                    | 3/4/2024   |
| Architect - Alternate | Bachman   | Dick       | 10/5/2004    | 9/6/2011<br>10/18/2016             | 10/18/2021 |
| Architect - Alternate | Tipton    | James      | 10/18/2016   |                                    | 10/18/2021 |
| Plumbing/Fire Safety  | Merritt   | Larry      | 10/5/2004    | 5/20/2008<br>3/4/2014<br>2/19/2019 | 3/4/2024   |
| Architect             | Tesmer    | Tracy      | 10/18/2016   |                                    | 10/18/2021 |
| Mechanical            | Davis     | Vincent    | 11/6/2018 UE |                                    | 10/3/2022  |
| Electrical            | Caldwell  | Daniel     | 9/6/2011     | 10/18/2016                         | 10/18/2021 |
| Ex-Officio            | Davidson  | Joe        |              |                                    |            |

TERM: Five year terms

CONTACT: Joe Davidson, Inspection Services Manager

Appointments to be made by profession in accordance with the International Building Code  
 NOTES: This Board replaces the Housing Board of Adjustment and Appeals.  
 This Board eliminates the Electrical, Heating & Air and Plumbing Boards.

UPDATED: Wednesday, March 6, 2019

de.



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**Date Submitted:** 9/28/2021  
**Presenter:** Danny Dunagan  
**Item of Business:** Appointment(s): Gainesville Non-Profit Development Foundation  
**Meeting Date:** 9/30/2021

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**Purpose of Request:**

The purpose of this request is to address the upcoming expiring terms.

**History/Background:**

The GNPFD follows the guidelines as set forth by the Charter, Code of Ordinances, Resolution BR-2014-16, BR-1997-48 and the By-Laws of the foundation. Members serve two-year terms.

**Facts & Issues for Consideration:**

Maria Calkins, Audrey Simmons and Joy Griffin have confirmed their willingness to serve another term.

**Department Recommendation:**

To consider the nominations as submitted by the Mayor. The outstanding debt verification process was completed with no concerns.

**Department Director:**

Danny Dunagan

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

N/A

**Amount Requested:**

**Source of Funds:**

**Finance Comments:**

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**Administrative Comments:**

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**ATTACHMENTS:**

| Description                                | Type            |
|--------------------------------------------|-----------------|
| <input type="checkbox"/> GNPFD Members     | Backup Material |
| <input type="checkbox"/> Attendance Report | Backup Material |

## GAINESVILLE NON-PROFIT DEVELOPMENT FOUNDATION

| POST         | LAST NAME | FIRST NAME | APPOINTED   | REAPPOINTED                                      | EXPIRES   |
|--------------|-----------|------------|-------------|--------------------------------------------------|-----------|
| Ward 1       | Calkins   | Maria      | 3/3/2015 UE | 6/7/2016<br>12/5/2017<br>11/5/2019               | 10/7/2021 |
| Ward 2       | Young     | Dick       | 12/10/2002  | 10/7/2014<br>12/6/2016<br>10/2/2018<br>10/6/2020 | 10/7/2022 |
| Ward 3       | Warthen   | Rebina     | 05/15/18 UE | 10/2/2018<br>10/6/2020                           | 10/7/2022 |
| Ward 4       | Simmons   | Audrey     | 4/6/1993    | 10/7/2014<br>6/7/2016<br>12/5/2017<br>10/15/2019 | 10/7/2021 |
| Ward 5       | Cochran   | Broughton  | 5/18/2004   | 10/7/2014<br>12/6/2016<br>10/2/2018<br>10/6/2020 | 10/7/2022 |
| 6 (At-Large) | Cox       | Carlyle    | 5/6/2003    | 10/7/2014<br>12/6/2016<br>10/2/2018<br>10/6/2020 | 10/7/2022 |
| 7 (At-Large) | Griffin   | Joy        | 6/7/2016    | 12/5/2017<br>10/15/2019                          | 10/7/2021 |
| Ex-Officio   | Brooks    | Barbara    | 1/10/2017   | 1/9/2018<br>1/8/2019<br>1/7/2020<br>1/19/2021    | 1/4/2022  |

TERM: Two year terms

NOTE: The Foundation was reestablished with the adoption of Resolution BR-2014-16 on May 6, 2014. Initial terms were staggered.

CONTACT: Jessica Tullar, Program Manager & Gwen Fleming

UPDATED: 1/20/2021 ag

**GAINESVILLE NON-PROFIT DEVELOPMENT FOUNDATION  
ATTENDANCE REPORT**

| MEETING      |           |      | BOARD MEMBER      |             |            |             |               |                |                |                |
|--------------|-----------|------|-------------------|-------------|------------|-------------|---------------|----------------|----------------|----------------|
|              | DATE      | TYPE | Broughton Cochran | Carlyle Cox | Dick Young | Joy Griffin | Maria Calkins | Audrey Simmons | Rebina Warthen | Barbara Brooks |
| 1            | 10/9/2019 | R    | 0                 | 1           | 1          | 1           | 1             | 1              | 0              | 1              |
| 2            | 1/15/2020 | C    | 1                 | 1           | 1          | 1           | 1             | 0              | 1              | 0              |
| 3            | 2/19/2020 | R    | 1                 | 1           | 0          | 1           | 1             | 1              | 0              | 1              |
| 4            | 8/19/2020 | R    | 1                 | 0           | 0          | 1           | 1             | 1              | 1              | 1              |
| 5            | 12/2/2020 | C    | 0                 | 1           | 1          | 1           | 1             | 1              | 1              | 1              |
| 6            | 2/17/2021 | R    | 1                 | 1           | 0          | 1           | 1             | 1              | 0              | 1              |
| 7            | 5/19/2021 | R    | 0                 | 1           | 0          | 1           | 0             | 1              | 1              | 1              |
| 8            | 8/18/2021 | R    | 0                 | 1           | 1          | 1           | 1             | 0              | 0              | 1              |
| 9            |           |      |                   |             |            |             |               |                |                |                |
| 10           |           |      |                   |             |            |             |               |                |                |                |
| 11           |           |      |                   |             |            |             |               |                |                |                |
| 12           |           |      |                   |             |            |             |               |                |                |                |
| 13           |           |      |                   |             |            |             |               |                |                |                |
| 14           |           |      |                   |             |            |             |               |                |                |                |
| 15           |           |      |                   |             |            |             |               |                |                |                |
| 16           |           |      |                   |             |            |             |               |                |                |                |
| 17           |           |      |                   |             |            |             |               |                |                |                |
| 18           |           |      |                   |             |            |             |               |                |                |                |
| 19           |           |      |                   |             |            |             |               |                |                |                |
| 20           |           |      |                   |             |            |             |               |                |                |                |
| 21           |           |      |                   |             |            |             |               |                |                |                |
| 22           |           |      |                   |             |            |             |               |                |                |                |
| 23           |           |      |                   |             |            |             |               |                |                |                |
| 24           |           |      |                   |             |            |             |               |                |                |                |
| TOTAL        |           | 8    | 4                 | 7           | 4          | 8           | 7             | 6              | 4              | 7              |
| ATTENDANCE % |           |      | 50%               | 88%         | 50%        | 100%        | 88%           | 75%            | 50%            | 88%            |

TYPE MEETING: R = Regular Scheduled Meeting  
ATTENDANCE: 0 = Absent

C = Called Meeting  
1 = Attended

NOTES:

Submitted By: Gwen Fleming  
Recording Secretary

Date: 9/27/2021

**Date Submitted:** 9/28/2021

**Presenter:** Abb Hayes

**Item of Business:** Resolution: Airport Industrial Park Assignment of Lease from Foundation Food Group, LLC to Gold Creek Acquisitions II, LLC

**Meeting Date:** 9/30/2021

**Purpose of Request:**

Foundation Food Group, Inc. is selling all of its business assets to Gold Creek Acquisitions II, LLC and proposes to assign its interest in the referenced lease to the buyer.

**History/Background:**

**Facts & Issues for Consideration:**

A purchase and sale agreement has been executed for the sale of Foundation Food Group, Inc.'s business assets.

**Department Recommendation:**

Adopt the resolution as presented.

**Department Director:**

Bryan Lackey

**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                 |
|---------------------------------------------------------------------------------------------------------------------------------|----------------------|
| <input type="checkbox"/> Request for Consent to Assignment                                                                      | Cover Memo           |
| <input type="checkbox"/> Resolution: AIP Assignment of Lease from Foundation Food Group, LLC to Gold Creek Acquisitions II, LLC | Resolution           |
| <input type="checkbox"/> AIP Certificate from Foundation Food Group to Gold Creek Acquisitions                                  | Attachments/Exhibits |
| <input type="checkbox"/> AIP Assignment of Lease from Foundation Food Group to Gold Creek Acquisitions                          | Attachments/Exhibits |





STEWART MELVIN & FROST  
ATTORNEYS AT LAW  
AN UNCOMMON PRACTICE

September 21, 2021

Mayor and Council  
City of Gainesville  
Gainesville, Georgia

RE: Lease between City of Gainesville and Foundation Food Group, Inc. (the "Ground Lease")  
regarding Parcel 7-B of Tract A-7, Gainesville Airport Industrial Park

Dear Ladies and Gentlemen:

On behalf of Foundation Food Group, Inc. (the "Company"), I request that the City consent to the assignment of the above referenced lease by the Company to Gold Creek Acquisitions II, LLC. The Company has executed a purchase and sale agreement with Gold Creek Foods, LLC and its affiliates for the sale of the Company's business assets, including the Ground Lease and improvements to the leased real estate. The consent will become effective upon consummation of the sale of the assets and the execution of the assignment, the proposed form of which is attached hereto.

Please put consideration of the consent to the assignment on the agenda for the September 30 Council work session and the October 5 Council meeting. I am happy to attend the meetings to present this request and answer any questions.

Sincerely yours,



Treadwell Syfan

Cc: Abb Hayes  
Tom Calkins  
Bo Weber

1080188-1

**RESOLUTION BR-2021 - \_\_\_\_**

**AIRPORT INDUSTRIAL PARK ASSIGNMENT OF LEASE FROM FOUNDATION FOOD GROUP, LLC TO GOLD CREEK ACQUISITIONS II, LLC**

**WHEREAS**, the City of Gainesville entered into a Lease Agreement on February 21, 1984, for Parcel 7-B of Tract A-7 of the Airport Industrial Park (said Lease Agreement hereinafter referred to as “the Lease”) with B&B Egg Company, Inc. as the original lessee; and

**WHEREAS**, the current lessee under the Lease is Foundation Food Group, Inc.; and

**WHEREAS**, the City hereby approves the assignment of the Lease from Foundation Food Group, Inc. (“Foundation”) to Gold Creek Acquisitions II, LLC (“Gold Creek”); and

**WHEREAS**, upon execution and delivery of the assignment of the Lease from Foundation to Gold Creek, Foundation shall be relieved of any further liabilities under the Lease, and Gold Creek shall be the lessee under the Lease with all obligations of lessee to the City under the Lease; and

**WHEREAS**, Gold Creek is seeking a loan from South State Bank, N.A. (“Bank”), with said loan to be secured by an assignment of Gold Creek’s interest in the Lease; and

**WHEREAS**, the City consents to Gold Creek’s collateral assignment of the Lease by Gold Creek to Bank or the conveyance by Gold Creek of security title of Gold Creek’s interest in the Lease pursuant to a leasehold deed to secure debt to Bank to obtain financing; and

**WHEREAS**, the City agrees that it shall give Bank notice of any default by Gold Creek under the Lease and that it shall give Bank the right and opportunity to cure any such default within 30 days from receipt of such notice.

**NOW, THEREFORE, BE IT RESOLVED THAT** the governing body for the City of Gainesville hereby approves the assignment of the Lease as set forth above; and

**BE IT FURTHER RESOLVED THAT** the governing body for the City of Gainesville hereby authorizes the Mayor, City Manager, and City Attorney to sign such documents as necessary to effectuate the approvals set forth in the preceding paragraph of this resolution, including but not limited to the execution of the Consent to Assignment, Certificate Regarding Lease, and Assignment of Lease in substantially the same form as those documents attached hereto.

**Adopted this \_\_\_\_ day of \_\_\_\_\_, 2021.**

\_\_\_\_\_  
**C. Danny Dunagan, Jr., Mayor**

This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this resolution was adopted as stated and will be recorded in the official minutes.

**ATTEST:**

\_\_\_\_\_  
**Denise O. Jordan, City Clerk**

**RESOLUTION BR-2021 - \_\_\_\_**

**AIRPORT INDUSTRIAL PARK ASSIGNMENT OF LEASE FROM FOUNDATION FOOD  
GROUP, LLC TO GOLD CREEK ACQUISITIONS II, LLC**

Certificate Regarding Lease

\_\_\_\_\_, 2021

Re: Lease Agreement by and between City of Gainesville (the “Lessor”), and FOUNDATION FOOD GROUP, INC., (the “Lessee”) (as amended, the “Lease”) for that certain real property known as Parcel 7-B of Tract A-7, Gainesville Airport Industrial Park

To Whom It May Concern:

The undersigned City of Gainesville, Georgia is the Lessor under the Lease. Lessor understands that Lessee intends to assign the Lease to Gold Creek Acquisitions II, LLC (the “Purchaser”), and that Purchaser’s lender (the “Lender”), if any, may become the holder of a first mortgage on the leasehold estate, and that Purchaser and Lender require this certification.

Accordingly, Lessor hereby certifies to Purchaser, Lender, and their respective successors and assigns as follows:

1. The Lease is in full force and effect.
2. All rents, additional rents and other sums due and payable under the Lease have been paid in full as of the date of this Certificate.
3. The undersigned knows of no claims, counterclaims, credits, defenses or set-offs that it currently has against Lessee in connection with the Lease, nor is the undersigned owed any charges which the undersigned claims as a lien against the leasehold estate.
4. Lessee is not in default under any of the requirements, provisions, terms, conditions or covenants of the Lease to be performed or complied with by Lessee under the Lease, and no event has occurred or situation exists which would, with the passage of time and/or the giving of notice, constitute a default or an event of default by Lessee under the Lease.
5. The use of the premises and the improvements thereon for a non-kill poultry processing operation do not violate any restrictions under the Lease, and such use is permitted under the terms of the Lease.

Very truly yours,

City of Gainesville

By: \_\_\_\_\_  
Danny Dunagan, Mayor

Approved as to Form:

\_\_\_\_\_  
City Attorney, City of Gainesville



After recording return to:  
Treadwell Syfan  
P. O. Box 3280  
Gainesville, GA 30503

## ASSIGNMENT OF LEASE

**THIS ASSIGNMENT OF LEASE** (hereinafter referred to as this “Assignment”) is made as of the \_\_\_\_\_ day of \_\_\_\_\_, 2021, by and between **Foundation Food Group, Inc.** (hereinafter referred to as “Assignor”) and **Gold Creek Acquisitions II, LLC** (hereinafter referred to as “Assignee”).

## WITNESSETH

**WHEREAS**, Assignor is the Lessee (hereinafter Assignor is sometimes referred to as the “Lessee”) under the terms of that certain Lease between B & B Egg Company and the City of Gainesville (the “Lessor”) dated February 21, 1984 which relates to certain premises located at Airport Industrial Park, Gainesville, Georgia, said Lease being recorded in Deed Book 828, page 569, Hall County Deed Records, and re-recorded in Deed Book 829, page 412, Hall County Deed Records, to correct the property description, as assigned to Todd Robson and Johnny Young under Assignment of Lease, dated November 9, 2004, from B & B Egg Company, and as assigned to Tojo Properties, LLC under Assignment of Lease, dated February 21, 2008, from Todd Robson and Johnny Young, and as assigned to Victory Processing, LLC under Assignment of Lease, dated March 29, 2018, from Tojo Properties, LLC, and as assigned to Victory Processing Co. by Victory Processing, LLC through operation of law by virtue of the merger of Victory Processing, LLC into Victory Merger Corp., which changed its name to Victory Processing Co., the merger and name change being effective as of July 31, 2018 (hereinafter collectively referred to as the “Lease”); and

**WHEREAS**, Victory Processing Co. assigned all of its right, obligations and interest in and to the Lease to Assignor by operation of law by virtue of the merger (the “Merger”) of Victory Processing Co. into Assignor effective as of September 18, 2020, and by Assignment of Lease, dated as of September 18, 2020, recorded in Deed Book 8623, pages 753-755, Hall County, Georgia Deed Records, which assignment was consented to by the City of Gainesville, lessor under the Lease, by Consent to Assignment, dated October 20, 2020.

**NOW THEREFORE**, for and in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, Assignor hereby assigns and transfers to Assignee all of its right, title and interest in and to the Lease.

Assignee, by its acceptance hereof, hereby covenants to the Lessor that Assignee shall perform all of Lessee's duties under the terms of the Lease from and after the date hereof.

Assignee specifically acknowledges and agrees to comply with paragraph 5(A) of the Lease prohibiting the excessive emission of odors on the premises and agrees to implement odor controls necessary to ensure that no noxious odors are emitted from the premises.

**IN WITNESS WHEREOF**, Assignor and Assignee have executed this Assignment under seal as of the day and year first above written.

**ASSIGNOR:**

**FOUNDATION FOOD GROUP, INC.**

Signed, sealed and delivered in  
the presence of:

By: \_\_\_\_\_  
Title: \_\_\_\_\_

\_\_\_\_\_  
Unofficial Witness

\_\_\_\_\_  
Notary Public

My Commission Expires: \_\_\_\_\_

(NOTARY SEAL)

**ASSIGNEE:**

**GOLD CREEK ACQUISITIONS II, LLC**

Signed, sealed and delivered in  
the presence of:

By: \_\_\_\_\_  
Mark Sosebee, Manager

\_\_\_\_\_  
Unofficial Witness

\_\_\_\_\_  
Notary Public

My Commission Expires: \_\_\_\_\_

(NOTARY SEAL)

## CONSENT TO ASSIGNMENT

The undersigned, City of Gainesville, Georgia, the Lessor under the Lease, dated February 21, 1984 (the "Lease") with Foundation Food Group, Inc., as Lessee by assignment, for property known as Parcel 7-B of Tract A-7 of Gainesville Airport Industrial Park, City of Gainesville, Hall County, Georgia, (the "Leased Property"), hereby consents to and authorizes the Assignment of Lease from Foundation Food Group, Inc. to Gold Creek Acquisitions II, LLC on \_\_\_\_\_, 2021. Upon execution and delivery of the Assignment of Lease from Foundation Food Group, Inc. to Gold Creek Acquisitions II, LLC, Foundation Food Group, Inc. shall be relieved of any further liabilities under the Lease and Gold Creek Acquisitions II, LLC shall be the Lessee under the Lease with all obligations of Lessee to the City of Gainesville under the Lease.

The City of Gainesville acknowledges that it has been informed that the Lessee will operate a non-kill poultry processing business at the Leased Property. Any use limitations in the Lease notwithstanding, the City of Gainesville hereby consents to the use of the Leased Property for a non-kill poultry processing operation.

The City of Gainesville also consents to the collateral assignment of the Lease by Gold Creek Acquisitions II, LLC to South State Bank, N.A. or the conveyance to South State Bank, N.A. by Gold Creek Acquisitions II, LLC of security title to the Lessee's interest under the Lease pursuant to the leasehold deed to secure debt to secure the financing of Gold Creek Acquisitions II, LLC with South State Bank, N.A. The City of Gainesville agrees it shall give South State Bank, N.A. notice of any default by Gold Creek Acquisitions II, LLC under the Lease and shall give South State Bank, N.A. the right and opportunity to cure any such default within 30 days from receipt of such notice. The terms of this paragraph confirm the terms of Section 7 of the Lease.

The City of Gainesville agrees it shall give BMO Harris Bank N.A., as administrative agent for various financial institutions extending credit or other financial accommodations to Gold Creek Processing, LLC, and any successor thereto, notice of any default by Gold Creek Processing, LLC under the Lease and shall give BMO Harris Bank N.A., as administrative agent and any successor thereto, the right and opportunity to cure any such default within 30 days from receipt of such notice.

The City of Gainesville further acknowledges that Gold Creek Acquisitions II, LLC intends to sub-let the Premises to its affiliate, Gold Creek Processing, LLC, to perform non-kill poultry processing operations on the Premises, and by its execution below consents to such sub-leasing of the Premises in accordance with Section 7 of the Lease. By its execution of and in consideration of this Consent, Gold Creek Processing, LLC agrees to become directly liable to the City of Gainesville without relieving Gold Creek Acquisitions II, LLC of its liability under the Lease.

[SIGNATURES ON NEXT SUCCEEDING PAGE]

This \_\_\_\_ day of \_\_\_\_\_, 2021.

**LESSOR:**

Signed, sealed and delivered in  
the presence of:

**CITY OF GAINESVILLE, GEORGIA**

\_\_\_\_\_  
Unofficial Witness

By: \_\_\_\_\_  
Mayor

\_\_\_\_\_  
Notary Public

Attest: \_\_\_\_\_  
City Clerk

My Commission Expires: \_\_\_\_\_  
(NOTARY SEAL)

Approved as to Form:

\_\_\_\_\_  
City Attorney, City of Gainesville



Signed, sealed and delivered in  
the presence of:

\_\_\_\_\_  
Unofficial Witness

\_\_\_\_\_  
Notary Public

My Commission Expires: \_\_\_\_\_

(NOTARY SEAL)

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**SUB-LESSOR:**

**GOLD CREEK PROCESSING, LLC**

By: \_\_\_\_\_  
Mark Sosebee, Manager