

DEPARTMENT ISSUES

Police	Resolution: 2022 Law Enforcement Training Grant	Jay Parrish
Police	Resolution: Comprehensive Opioid, Stimulant, and Substance Abuse Program (COSSAP) Grant	Jay Parrish
Public Works	Resolution: Authorization To Accept Georgia Department of Transportation Contract for The American Rescue Act (ARPA) Funding	Lisa Poole
Community & Economic Development	Public Hearing Item: January 18, 2022 Council Meeting (Tabled at the October 5, 2021 and December 7, 2021 Council Meetings) 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: 44 residential townhomes.	Abb Hayes
Community & Economic Development	Public Hearing Item: January 18, 2022 Council Meeting Request from Caballero Holdings, LLC to annex a total of 140.77± acres to include a 44.91± acres tract located at the northeast side of the terminus of Floyd Road; a 80.8± acres tract located on the north side of Eberhart Cemetery Road; a 9.467± acres tract, 4.397± acres tract and a 1.996± acres tract located southwest of the intersection of Jesse Jewell Parkway and Old Cornelia Highway (a/k/a 0 Eberhart Cemetery Road; 2465 Floyd Road, SE; 2166, 2170 and 2210 Old Cornelia Highway) and to establish zoning as Planned Unit Development (P-U-D). Ward Number: Three. Tax Parcel Number(s): 15-022-000-001B, 003 (Part); 15-033B-000-022, 024 and 026A. Request: Master planned mixed-use development.	Abb Hayes
Community & Economic Development	Public Hearing Item: January 18, 2022 Council Meeting: Request from Caballero Holdings, LLC to amend an existing Planned Unit Development (P-U-D) zoning totaling 981.661± acres located east of Lanier Parkway (I-985), south of the intersection of Old Cornelia Highway and Dana Drive, south of Floyd Road and east of its terminus, having road frontage on the east side of Lenox Drive (a/k/a 0, 2490 and 2544 Floyd Road, SE; 0 Lenox Drive, SE; 0 Old Cornelia Highway, SE). Ward Number: Three. Tax Parcel Number(s): 15-021-000-164; 15-022-000-003M, 004, 034 and 086; 15-033-000-001. Request: Master planned mixed-use development.	Abb Hayes

**Community &
Economic
Development**

Public Hearing Item: January 18, 2022 Council Meeting

Request from **Moez Hasni** to annex a 5.503± acres tract located on the northeast corner of Jesse Jewell Parkway and Crescent Drive, having frontage on Exit 24/ I-985 (a/k/a **374 and 400 Crescent Drive**) and to establish zoning as General Business (G-B). **Ward Number: Two.** Tax Parcel Number(s): 15-033C-000-077. **Request: Retail shopping center.**

Abb Hayes

**Community &
Economic
Development**

Public Hearing Item: January 18, 2022 Council Meeting

Request from **Fred and Olivia Skey** to rezone a 0.65± acre tract located on the east side of Northside Drive, southeast of its intersection with Ivey Terrace (a/k/a **352 Northside Drive, NW**) from Office and Institutional (O-I) and General Business (G-B) to Office and Institutional (O-I) with a special use. **Ward Number: Four.** Tax Parcel Number(s): 01-025-005-010. **Request: Single-family residence.**

Abb Hayes

**Community &
Economic
Development**

Public Hearing Item: January 18, 2022 Council Meeting

Request from **Two Capital Partners** to rezone a 24.857± acres tract located on the southwest side of Shallowford Road and southeast side of the intersection of Skelton Road and Hudgins Street (a/k/a **600, 610 and 622 Shallowford Road, SW; 1515 Skelton Road, SW; 1448 and 1450 Hudgins Street, SW**) from Neighborhood Business (N-B) and General Business (G-B) to Planned Unit Development (P-U-D). **Ward Number: Five.** Tax Parcel Number(s): 01-119C-001-001, 001A, 029, 029A, 029D and 031. **Request: Master planned mixed-use rental community.**

Abb Hayes

**Community &
Economic
Development**

Public Hearing Item: January 18, 2022 Council Meeting

Request from **Mark D. Thebaut, D.D.S.** to amend an existing Planned Unit Development (P-U-D) zoning totaling 0.67± acre located on the southeast side of the intersection of Thompson Bridge Road and Lanier Avenue (a/k/a **1398 Thompson Bridge Road, NE**). **Ward Number: Two.** Tax Parcel Number(s): 01-087-003-001. **Request: Medical/Dental office / restaurant with drive-thru.**

Abb Hayes

CITY MANAGER ISSUES

Resolution: Tax Allocation District (TAD) Funding for Gainesville Midland

Angela Sheppard

Resolution: Tax Allocation District (TAD) Funding for Bourbon Brothers and Poultry Park

Angela Sheppard

MAYOR/COUNCIL ISSUES

Ex-Officio Report(s)

CITY ATTORNEY ISSUES

Resolution: Abandon and Convey Property on Sherwood Park Drive and South Enota Drive

Abb Hayes

CITY CLERK ISSUES

EXECUTIVE SESSION

ADJOURNMENT

Final: Tuesday, January 11, 2022, 9:55 AM

Date Submitted: 1/4/2022
Presenter: Jay Parrish
Item of Business: Resolution: 2022 Law Enforcement Training Grant
Meeting Date: 1/13/2022

Purpose of Request:

To accept the 2022 Law Enforcement Training Grant.

History/Background:

The Gainesville Police Department was selected for the 2022 Law Enforcement Training Grant.

Facts & Issues for Consideration:

To accept the 2022 Law Enforcement Training Grant in the amount of \$184,790 to purchase equipment, supplies, and travel directly related to training.

Department Recommendation:

Approve the resolution.

Department Director:

Jay Parrish

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

Yes

Amount Requested:

184,790

Source of Funds:

Grant

Finance Comments:

Administrative Comments:

ATTACHMENTS:

Description	Type
 2022 Law Enforcement Training Grant	Resolution

RESOLUTION GR-2022 - ____

2022 LAW ENFORCEMENT TRAINING GRANT

WHEREAS, the 2022 Law Enforcement Training Grant Committee has selected the Gainesville Police Department to receive grant funding; and

WHEREAS, the 2022 Law Enforcement Training Grant Committee has indicated that the Gainesville Police Department will receive \$184,790; and

WHEREAS, the Gainesville Police Department has needs which are related to the purchase of equipment, supplies, and travel directly related to training in Use of Force, De-escalation/Mental Health, and Officer Mental Health.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby authorizes the acceptance of said funds awarded by the 2022 Law Enforcement Training Grant Committee.

Adopted this ____ day of _____, 2022.

W. Samuel Couvillon, 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: 1/4/2022

Presenter: Jay Parrish

Item of Business: Resolution: Comprehensive Opioid, Stimulant, and Substance Abuse Program (COSSAP) Grant

Meeting Date: 1/13/2022

Purpose of Request:

To accept the grant money to purchase Naloxone (Narcan).

History/Background:

The Comprehensive Opioid, Stimulant, and Substance Abuse Program (COSSAP) has indicated that the Gainesville Police Department will receive \$5,625.

Facts & Issues for Consideration:

Accept the the Comprehensive Opioid, Stimulant, and Substance Abuse Program (COSSAP) Grant for \$5,625.

Department Recommendation:

Approve the resolution.

Department Director:

Jay Parrish

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

Yes

Amount Requested:

5,625

Source of Funds:

Grant

Finance Comments:

Administrative Comments:

ATTACHMENTS:

Description		Type
D	Comprehensive Opioid, Stimulant, and Substance Abuse Program (COSSAP) Grant	Resolution

RESOLUTION GR-2022 - ____

**2022 COMPREHENSIVE OPIOID, STIMULANT, AND SUBSTANCE ABUSE PROGRAM
(COSSAP) GRANT**

WHEREAS, the Comprehensive Opioid, Stimulant, and Substance Abuse Program (COSSAP) has selected the Gainesville Police Department to receive grant funding; and

WHEREAS, the Comprehensive Opioid, Stimulant, and Substance Abuse Program (COSSAP) has indicated that the Gainesville Police Department will receive \$5,625; and

WHEREAS, the Gainesville Police Department has needs which are related to the purchase of Naloxone (Narcan).

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby authorizes the acceptance of said funds awarded by the Comprehensive Opioid, Stimulant, and Substance Abuse Program (COSSAP).

Adopted this ____ day of _____, 2022.

W. Samuel Couvillon, 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: 12/26/2021

Presenter: Lisa Poole

Item of Business: Resolution: Authorization To Accept Georgia Department of Transportation Contract for The American Rescue Act (ARPA) Funding

Meeting Date: 1/13/2022

Purpose of Request:

To request authorization for acceptance of the Georgia Department of Transportation contract for The American Rescue Act (ARPA) funding.

History/Background:

The American Rescue Plan (ARPA) Act (Public Law 117-2), signed into law on March 11, 2021 includes nearly \$8 billion in funds to be awarded as economic relief to eligible U.S. airports and eligible concessions at those airports to prevent, prepare for, and respond to COVID-19 pandemic.

Facts & Issues for Consideration:

The City of Gainesville has applied through the Georgia Department of Transportation (GDOT) to receive its ARPA Act formula allocation of funding through the submission of an ARPA Act Application.

Department Recommendation:

To approve the resolution to accept contract for funding.

Department Director:

Chris Rotalsky

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
☐ Authorization to accept Georgia Department of Transportation Contract for The American Rescue Act (ARPA) Funding	Resolution
☐ Exhibit A	Attachments/Exhibits
☐ ARPA Draft Contract	Contract/Agreement/MOU

RESOLUTION BR-2022 - ____

**Authorization to Accept Georgia Department of Transportation Contract for
The American Rescue Plan Act (ARPA) Funding**

WHEREAS, the American Rescue Plan (ARPA) Act (Public Law 117-2) (PDF), signed into law on March 11, 2021 includes nearly \$8 billion in funds to be awarded as economic relief to eligible U.S. airports and eligible concessions at those airports to prevent, prepare for, and respond to the COVID-19 pandemic; and

WHEREAS, the City of Gainesville has applied through the Georgia Department of Transportation (GDOT) to receive its ARPA Act formula allocation of funding through the submission of an ARPA Act Application; and

WHEREAS, the City of Gainesville, through the submission of this application, has accepted the terms of the FAA's allocation offer to utilize its funding in a manner that fully complies with the ARPA Act, other federal laws and regulations, and applicable FAA program requirements; and

WHEREAS, the City of Gainesville desires to request reimbursement for costs and operating expenses at the Lee Gilmer Memorial Airport by submitting reasonable and customary documentation for payroll, operational, and debt service costs shown on Exhibit A; and

WHEREAS, the City of Gainesville will receive a contract from the GDOT, contract AP022-90AR-37(139) HALL, to provide reimbursement for the above noted costs and expenses up to a maximum amount of \$59,000.00 of which \$59,000.00 will be federal funds, \$0.00 will be State funds, requiring a local match of \$0.00.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby authorizes the Mayor, City Manager, and City Attorney to execute such documents that may be necessary to fulfill this request for federal assistance and accept a contract from the GDOT to include federal funds.

Adopted this ____ day of _____, 2022.

W. Samuel Couvillon, 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

Exhibit A

AIRPORT OPERATING EXPENSES - BUDGET WORKSHEET

ITEM	DESCRIPTION	ESTIMATED COST/EXPENSE
1	UTILITIES	\$0.00
2	INSURANCE	\$0.00
3	GROUNDS REPAIRS & MAINTENANCE	\$14,508.00
4	VEHICLE/EQUIPMENT REPAIRS & MAINTENANCE	\$22,091.75
5	BUILDING REPAIRS & MAINTENANCE	\$22,400.25
6	COMPUTER/SOFTWARE MAINTENANCE	\$0.00
7	SUPPLIES/INVENTORY/MATERIALS	\$0.00
8	VEHICLE/EQUIPMENT RENTAL	\$0.00
9	AUTO FUEL	\$0.00
10	EMPLOYEE SALARY - FT/PT/OT	\$0.00
11	EMPLOYEE BENEFITS	\$0.00
12	TRAINING/EDUCATION	\$0.00
13	COMMUNICATIONS	\$0.00
14	TRAVEL	\$0.00
15	ACCOUNTING	\$0.00
16	LEGAL SERVICES	\$0.00
17	AVIATION FUEL	\$0.00
18	DUES/FEES/SUBSCRIPTIONS	\$0.00
19	LICENSES/CERTIFICATIONS	\$0.00
20	OTHER ELIGIBLE EXPENSES	\$0.00
21	ELIGIBLE CONTRACT TOWER EXPENSES	\$0.00
	TOTAL ESTIMATED COSTS*	\$59,000.00

*Total estimated cost should equal the amount allocated to airport through CRRSAA

You may include costs/expenses incurred since January 20, 2020 plus future estimated costs/expenses

If your airport does not have a cost/expense for an item above, leave at \$0.00

AGREEMENT
FOR
THE AMERICAN RESCUE PLAN ACT
BETWEEN
GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center
600 W. Peachtree St., NW
Atlanta, GA

AND

CITY OF GAINESVILLE

PROJECT NUMBER: AP022-90AR-37(139) HALL
PID-T007828

THIS **AGREEMENT** entered into _____, (its "Effective Date"), by and between the **GEORGIA DEPARTMENT OF TRANSPORTATION**, an agency of the State of Georgia, hereinafter called the "**DEPARTMENT**," and the **CITY OF GAINESVILLE**, hereinafter called the "**SPONSOR**," which has been duly authorized to execute this AGREEMENT (collectively "**PARTIES**").

WHEREAS, on March 11, 2021, the American Rescue Plan Act of 2021 ("ARP Act") (Public L. 117-2) was enacted through which \$3,458,000 in funding was allocated to the DEPARTMENT for formulaic distribution to eligible general aviation airport sponsors in Georgia through the Federal Aviation Administration's ("FAA's") Airport Rescue Grant Program (also "ARGP"); and

WHEREAS, the SPONSOR has applied through the DEPARTMENT to receive funding under the ARP Act ("ALLOCATION") through the submission of an ARGP APPLICATION ("APPLICATION"); and

WHEREAS, through the submission of this APPLICATION, SPONSOR has accepted the terms of the FAA's ALLOCATION offer to utilize its funding in a manner that fully complies with the ARP Act, other federal laws and regulations, and applicable FAA program requirements; and

WHEREAS, the DEPARTMENT has relied upon SPONSOR'S representations in the APPLICATION to make the ALLOCATION available to the SPONSOR through a written AGREEMENT between the PARTIES; and

WHEREAS, pursuant to O.C.G.A. §§ 32-2-2 and 32-9-7, the DEPARTMENT is authorized to participate in such an undertaking; and,

NOW THEREFORE, for and in consideration of the mutual promises and covenants made, it is agreed by and between the DEPARTMENT and the SPONSOR that:

ARTICLE I ALLOCATION AND UTILIZATION

1. **Purpose of Allocation.** This ALLOCATION is made to SPONSOR through the ARGP for the purpose of preventing, preparing for, and responding to the COVID-19 pandemic in the manner set forth herein. This AGREEMENT covers the obligations of the DEPARTMENT and the SPONSOR in connection with the ARP Act funds to the DEPARTMENT for operating assistance for federally obligated airports and the terms and conditions of this ALLOCATION. The SPONSOR shall use the ALLOCATION provided by the DEPARTMENT exclusively for the operation of SPONSOR'S publicly-owned public-use airport service. The ALLOCATION made pursuant to this AGREEMENT is in addition to any FAA funds that previously have been provided to the SPONSOR by the DEPARTMENT for Fiscal Year 2021 AND 2022.
2. **Allocation.** SPONSOR shall receive an ALLOCATION through the ARGP in an amount up to Fifty-Nine Thousand and 00/100 dollars (\$59,000.00) to be utilized in the manner set forth in the EXHIBIT A, SPONSOR'S Airport Operating Expenses - Budget, which is made a part of this AGREEMENT as if fully set out herein. This ALLOCATION is being provided at a 100% federal share for which no local match is required. No repayment of any or all of the ALLOCATION shall be required by the SPONSOR if the ALLOCATION is used in conformity with the ARP Act, other federal laws and regulations, applicable FAA program requirements, and the terms of this AGREEMENT.
3. **Utilization.** All funds provided pursuant to this AGREEMENT shall be used exclusively by SPONSOR for maintaining safe and efficient airport operations as follows:
 - a. Such utilization shall include reimbursement of SPONSOR'S eligible operational and maintenance expenses incurred on or after January 20, 2020, which include costs related to airport operations, personnel, cleaning, sanitization, janitorial services, and combating the spread of pathogens at the airport.
 - b. ALLOCATION funding may be utilized for debt service payments due from the SPONSOR on or after March 11, 2021.
 - c. As may be applicable under this AGREEMENT, the following special conditions shall apply to use of the SPONSOR'S ARGP ALLOCATION :
 - i. Conditions for Equipment:

- 1) Equipment of Vehicle Replacement. The SPONSOR agrees that when funds provided by this ARGP ALLOCATION, the proceeds from the trade-in or sale of such replaced equipment shall be classified and used as airport revenue.
- 2) Equipment Acquisition. The SPONSOR agrees that for any equipment acquired with funds provided by this ARGP ALLOCATION, such equipment shall be used solely for purposes directly related to combating the spread of pathogens at the airport.
- 3) Low Emission Systems. The SPONSOR agrees that vehicles and equipment acquired through with funds under this ARGP ALLOCATION:
 - a) Will be maintained and used at the airport for which they were purchased; and,
 - b) Will not be transferred , relocated, or used at another airport without the advance written consent of the FAA.

The SPONSOR further agrees that it will maintain annual records on individual vehicles and equipment, project expenditures, cost effectiveness, and emission reductions.

ii. Conditions for Utilities:

- 1) Utilities Proration. For purposes of computing the United States' share of the allowable airport operations and maintenance costs, the allowable costs of utilities incurred by the SPONSOR to operate and maintain the airport(s) included in the ARGP ALLOCATION must not exceed the percent attributable to the capital or operating costs of the airport.
 - 2) Utility Relocation in ALLOCATION. The SPONSOR understands and agrees that:
 - a) The United States will not participate in the cost of any utility relocation unless and until the SPONSOR has submitted evidence satisfactory to the FAA that the SPONSOR is legally responsible for payment of such costs;
 - b) FAA participation is limited to those utilities located on-airport or off-airport only where the SPONSOR has an easement for the utility; and,
 - c) The utilities must serve a purpose directly related to the airport.
- d. As a special condition in receiving an ALLOCATION under this AGREEMENT, the SPONSOR agrees to implement a face-covering (mask) policy to combat the spread of pathogens. This policy must include a requirement that all persons wear a mask, in accordance with Centers for Disease Control (CDC) and Transportation Security Administration (TSA) requirements, as applicable, at all times while in all public areas of the airport property, except to the extent exempted under those requirements. This special condition requires the airport sponsor to continue to require masks until Executive Order

13998, Promoting COVID-19 Safety in Domestic and International Travel, is no longer effective. Failure to comply with this condition may result in suspension of payments or termination of the ALLOCATION under this AGREEMENT consistent with 2 CFR §§ 200.339 and 200.340.

- e. The SPONSOR shall not seek reimbursement for any costs that the FAA has determined to be unallowable under the ARP Act.

4. Parameters Governing Use. By entering into this AGREEMENT, SPONSOR expressly agrees to the following:

- a. The maximum amount the DEPARTMENT shall be obligated to pay for eligible operational maintenance expenses for the period beginning **January 20, 2020 and ending December 31, 2022, and** for debt service expenses from the period beginning **March 11, 2021, and ending December 31, 2022**, is the total amount of ALLOCATION, which is Fifty-Nine Thousand and 00/100 dollars (\$59,000.00). If the total eligible estimated operational maintenance expenses and debt service payments for this period is less than this amount, then the DEPARTMENT shall only be required to pay one hundred percent (100%) of the total incurred eligible costs.
- b. Unless as otherwise provided in this AGREEMENT, any line item in EXHIBIT A may be increased or decreased without the execution of a Supplemental Agreement; provided, however, that the DEPARTMENT'S total maximum obligation under this AGREEMENT will not be changed.
- c. SPONSOR will comply with all applicable federal, state and local law and regulations in the execution of this AGREEMENT, as well as the terms and conditions required by FAA under the ARGP, the ARP Act and as those regulations and requirements included in the Federal Office of Management and Budget Uniform GRANT Guidance, 2 CFR Part 200, and any applicable provisions of the Hatch Act.
- d. Funding provided for under this AGREEMENT shall be governed by the same principles applicable to "airport revenue" as set forth in the FAA's Policy and Procedures Concerning the Use of Airport Revenues ("Revenue Use Policy"), 64 Federal Register 7696 (64 FR 7696), as amended by 78 Federal Register 55330 (78 FR 55330).
- e. In the event that other sources of COVID-19 relief funds become available to the SPONSOR, nothing in this AGREEMENT shall be construed to prohibit SPONSOR from availing itself to any such funds; provided, however, SPONSOR shall not seek funding reimbursement through the DEPARTMENT for expenses that have been or will be reimbursed to SPONSOR under any other source, including, but not limited to other federal, state or local programs and insurance.

5. Obligation by the DEPARTMENT. No entity of the State of Georgia other than the DEPARTMENT has any obligation to the SPONSOR related to this AGREEMENT. This AGREEMENT does not obligate the DEPARTMENT to make any payment to the SPONSOR from any funds other than those made available to the DEPARTMENT from the FAA for the ARGP under the ARP Act.

ARTICLE II**PAYMENTS**

- 1. Reimbursements.** The SPONSOR shall submit to the DEPARTMENT monthly invoices for reimbursement for payments subject to this AGREEMENT, providing in reasonable detail, the actual eligible operational and maintenance expenses and debt service payments incurred by the SPONSOR for the invoice period. After review and approval as appropriate of such invoices, the DEPARTMENT will make payment to the SPONSOR pursuant to this ARTICLE but not more than once a month. Payments will be made by the DEPARTMENT for eligible expenses incurred by the SPONSOR, less any previous partial payments. SPONSOR understands and agrees that under no circumstances will the DEPARTMENT be responsible or obligated to pay SPONSOR more than the ALLOCATION amount provided by the ARGP through the ARP Act and as set forth in this AGREEMENT.
- 2. Final Payment and Project Closeout.** If a final monthly invoice is not received by the DEPARTMENT within ninety (90) days after the **December 31, 2022** expiration date of this AGREEMENT, the DEPARTMENT may, at its discretion, consider the last invoice submitted by the SPONSOR as the final invoice and may proceed with final close out proceedings for the ALLOCATION. If any costs covered under the terms of this AGREEMENT are disallowed by the DEPARTMENT, the SPONSOR, and not the DEPARTMENT shall be responsible for such disallowed costs. Upon approval of the final invoice by the DEPARTMENT, the DEPARTMENT will pay any remaining balance of funds owed the SPONSOR, not to exceed the DEPARTMENT'S maximum obligation as set out in Article I of this AGREEMENT. The SPONSOR agrees that the acceptance of this final payment shall be in full settlement of all terms stated under this AGREEMENT and, to the extent allowed by law, shall release the DEPARTMENT from any and all other claims of whatever nature whether known or unknown, for and on account of said AGREEMENT.
- 3. Auditing.** As may be requested by the DEPARTMENT, SPONSOR shall submit for a Single Audit or program-specific audit in accordance with 2 CFR Part 200. The SPONSOR must submit the audit reporting package to the Federal Audit Clearinghouse on the Federal Audit Clearinghouse's Internet Data Entry System at <http://harvester.census.gov/facweb/> . Upon request, the SPONSOR also shall provide one copy of the completed audit directly to the DEPARTMENT.
- 4. Improper Use of Federal Funds.** The SPONSOR must take all steps, including litigation, if necessary, to recover Federal funds spent fraudulently, wastefully, or in violation of Federal antitrust statutes, or misused in any other manner, including uses that violate this AGREEMENT, the ARGP, the ARP Act, or any other provision of applicable law. For the purposes of this AGREEMENT, the term "Federal funds" means funds however used or dispersed by the SPONSOR, that were originally paid pursuant to this or any other Federal

agreement(s). The SPONSOR must return the recovered Federal share, including funds recovered by settlement, order, or judgment, to the FAA Secretary. The SPONSOR must furnish to the Secretary, upon request, all documents and records pertaining to the determination of the amount of the Federal share or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the SPONSOR, in court or otherwise, involving the recovery of such Federal share require advance approval by the Secretary.

ARTICLE III

EMPLOYMENT OF DEPARTMENT'S PERSONNEL

The SPONSOR shall not employ any person or persons in the employ of the DEPARTMENT for any work resulting in expenditures that are reimbursable under this AGREEMENT, without the prior written permission of the DEPARTMENT except as may otherwise be provided for herein.

ARTICLE IV

CODE OF ETHICS

No member, officer, or employee of the SPONSOR during his or her tenure or one year thereafter shall have any interest, direct or indirect in this AGREEMENT or the proceeds thereof. The SPONSOR agrees to maintain a written code or standards of conduct that shall govern the actions of its officers, employees, board members, or agents engaged in the award or administration of third-party contracts, sub-agreements, or leases financed with Federal/State assistance.

ARTICLE V

RECORDKEEPING AND REVIEW OF RECORDS

The SPONSOR shall maintain all books, documents, papers, accounting records and other evidence pertaining to the eligible expenses reimbursed in operating the SPONSOR'S publicly-owned public-use airport. The SPONSOR agrees to make such material available at all reasonable times during this period of AGREEMENT and for three years from the date of the final payment, for the inspection by the DEPARTMENT and any reviewing agencies, and copies of any such materials shall be provided upon request.

ARTICLE VI

RESPONSIBILITY FOR CLAIMS AND LIABILITY

To the extent allowed by law, SPONSOR shall be responsible for any and all damages to property or persons and shall save harmless the DEPARTMENT, its officers, agents, and employees, from all suits, claims, actions, or damages of any nature whatsoever resulting from the negligence of the SPONSOR under this AGREEMENT.

To the extent allowed by law, the SPONSOR hereby indemnifies and agrees to hold harmless the DEPARTMENT from suits, claims, actions, or damages of any nature whatsoever by any person, firm, corporation, or governmental body resulting from any defective equipment or material purchased by the SPONSOR and reimbursed under this AGREEMENT or from the installation and operation thereof or from operation of equipment and materials already owned by the SPONSOR.

ARTICLE VII

CONTRACT DISPUTES

This AGREEMENT shall be deemed to have been executed in Fulton County, Georgia, and all questions of interpretation and construction shall be governed by the Laws of the State of Georgia.

ARTICLE VIII

TERMINATION FOR CAUSE AND FOR CONVENIENCE

The DEPARTMENT reserves the right to terminate this AGREEMENT at any time for just cause or for any cause upon thirty (30) days written notice to the SPONSOR, notwithstanding any just claims by the SPONSOR for payment of services rendered prior to the date of termination.

ARTICLE IX

COMPLIANCE WITH APPLICABLE LAWS

- A. IT IS FURTHER AGREED that SPONSOR'S compliance with the terms of this AGREEMENT shall include full adherence with the "Airport Rescue Grant Program Assurances" set forth in EXHIBIT B of this AGREEMENT.
- B. The undersigned certify that the provisions of O.C.G.A. §§ 45-10-20 through 45-10-29 relating to Conflict of Interest and State Employees and Official Trading with the State have been complied with in full.
- C. IT IS FURTHER AGREED that the SPONSOR shall comply and shall require its subcontractors to comply with the regulations for compliance with TITLE VI of the CIVIL RIGHTS ACT OF 1964, as amended, and 23 CFR 200 as stated in EXHIBIT C of this AGREEMENT.
- D. IT IS FURTHER CERTIFIED that the provisions of O.C.G.A. §§ 50-24-1 through 50-24-6 relating to the "DRUG-FREE WORKPLACE ACT" have been complied with in full, as stated in EXHIBIT D of this Agreement.
- E. IT IS FURTHER AGREED that the SPONSOR shall comply and shall require any subcontractors and third-party operators to comply with requirements in GEORGIA DEPARTMENT OF TRANSPORTATION, EXHIBIT E, CERTIFICATION OF SPONSOR, attached hereto and made a part of this AGREEMENT.

- F. IT IS FURTHER AGREED that the SPONSOR shall comply with requirements in PRIMARY CONTRACTOR CERTIFICATION REGARDING DISBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS, attached hereto as EXHIBIT G.
- G. IT IS FURTHER AGREED that the SPONSOR shall comply with requirements in CERTIFICATION OF COMPLIANCE WITH STATE AUDIT REQUIREMENT, attached hereto as EXHIBIT H.
- H. IT IS FURTHER AGREED that the SPONSOR shall comply with and require its consultants to comply with the requirements in GEORGIA DEPARTMENT OF TRANSPORTATION, EXHIBIT I, GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT.
- I. IT IS FURTHER AGREED that SPONSOR shall comply with the Certification of Compliance with the State of Georgia's Sexual Harassment Prevention Policy, as stated in EXHIBIT J of this Agreement.
- J. IT IS FURTHER AGREED that the SPONSOR shall comply and require its subcontractors to comply with the requirements of Executive Order No. 13513, Federal Leadership on Reducing Text Messaging while Driving October 1, 2009, <https://www.federalregister.gov/documents/2009/10/06/E9-24203/federal-leadership-on-reducing-text-messaging-while-driving>, incorporated by reference and made a part of this Agreement.
- K. The SPONSOR shall comply with the provisions of O.C.G.A. § 16-10-6 relating to the sale of real or personal property to an employing local authority or employing political subdivision (or agencies thereof) by an officer or employee.
- L. Pursuant to O.C.G.A. § 50-5-85, SPONSOR hereby certifies that it is not currently engaged in, and agrees that for the duration of this contract, it will not engage in a boycott of Israel.
- M. EXHIBITS A through J are attached hereto and incorporated herein by reference.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the Parties hereto. In the event that there is a conflict between the language of this AGREEMENT and the ARP Act, the language of the ARP Act shall be controlling.

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IN WITNESS WHEREOF, said parties have hereunto set their hands and affixed their seals the day and year above first written.

GEORGIA DEPARTMENT OF
TRANSPORTATION BY:

CITY OF GAINESVILLE:

DATE: _____

DATE: _____

COMMISSIONER

Mayor

ATTEST: _____
(SEAL)

PRINTED NAME

THIS CONTRACT APPROVED BY:

CITY OF GAINESVILLE

AT A MEETING HELD AT:

DATE: _____

CLERK (SEAL)

FEDERAL ID/IRS#

**LEE GILMER MEMORIAL AIRPORT
GAINESVILLE, GEORGIA**

EXHIBIT A

AIRPORT OPERATING EXPENSES - BUDGET

T007828 AP022-90AR-37(139) HALL

ITEM	EXPENSE	UNIT COST	ESTIMATED TOTAL COST/EXPENSE	FEDERAL PARTICIPATION %	FEDERAL FUNDS
Federal Funds FY21 - SBGP-042-2021					
1	UTILITIES	\$1.00	\$0.00	100%	\$0.00
2	INSURANCE	\$1.00	\$0.00	100%	\$0.00
3	GROUND REPAIRS & MAINTENANCE	\$1.00	\$14,508.00	100%	\$14,508.00
4	VEHICLE/EQUIPMENT REPAIRS & MAINTENANCE	\$1.00	\$22,091.75	100%	\$22,091.75
5	BUILDING REPAIRS & MAINTENANCE	\$1.00	\$22,400.25	100%	\$22,400.25
6	COMPUTER/SOFTWARE MAINTENANCE	\$1.00	\$0.00	100%	\$0.00
7	SUPPLIES/INVENTORY/MATERIALS	\$1.00	\$0.00	100%	\$0.00
8	VEHICLE/EQUIPMENT RENTAL	\$1.00	\$0.00	100%	\$0.00
9	AUTO FUEL	\$1.00	\$0.00	100%	\$0.00
10	EMPLOYEE SALARY - FT/PT/OT	\$1.00	\$0.00	100%	\$0.00
11	EMPLOYEE BENEFITS	\$1.00	\$0.00	100%	\$0.00
12	TRAINING/EDUCATION	\$1.00	\$0.00	100%	\$0.00
13	COMMUNICATIONS	\$1.00	\$0.00	100%	\$0.00
14	TRAVEL	\$1.00	\$0.00	100%	\$0.00
15	ACCOUNTING	\$1.00	\$0.00	100%	\$0.00
16	LEGAL SERVICES	\$1.00	\$0.00	100%	\$0.00
17	AVIATION FUEL	\$1.00	\$0.00	100%	\$0.00
18	DUES/FEES/SUBSCRIPTIONS	\$1.00	\$0.00	100%	\$0.00
19	LICENSES/CERTIFICATIONS	\$1.00	\$0.00	100%	\$0.00
20	OTHER ELIGIBLE EXPENSES	\$1.00	\$0.00	100%	\$0.00
TOTAL PROJECT					\$59,000.00

<u>FAA Federal Grant and FAIN #</u>	<u>Award Date</u>	<u>Amount</u>	<u>Fund Source</u>
3-13-SBGP-042-2021	8/17/2021	<u>\$59,000.00</u>	22162
Total Maximum Obligation of Federal Funds this Contract:		<u>\$59,000.00</u>	

EXHIBIT B**ACRGP ASSURANCES
AIRPORT SPONSORS**

A. General.

1. These Airport Coronavirus Relief Grant Program (ACRGP) Assurances are required to be submitted as part of the application by sponsors requesting funds under the provisions of the Coronavirus Response and Relief Supplemental Appropriations Act of 2020 (CRRSA Act or "the Act"), Public Law 116-260. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
2. Upon acceptance of this ACRGP Grant offer by the sponsor, these assurances are incorporated into and become part of this ACRGP Grant Agreement.

B. Sponsor Certification.

The sponsor hereby assures and certifies, with respect to this ACRGP Grant that:

It will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds for this ACRGP Grant including but not limited to the following:

FEDERAL LEGISLATION

- a. 49 U.S.C. Chapter 471, as applicable
- b. Davis-Bacon Act — 40 U.S.C. 276(a), et. seq.
- c. Federal Fair Labor Standards Act — 29 U.S.C. 201, et. seq.
- d. Hatch Act — 5 U.S.C. 1501, et. seq.²
- e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 Title 42 U.S.C. 4601, et. seq.
- f. National Historic Preservation Act of 1966 — Section 106 — 16 U.S.C. 470(f).
- g. Archeological and Historic Preservation Act of 1974 — 16 U.S.C. 469 through 469c.
- h. Native Americans Grave Repatriation Act — 25 U.S.C. Section 3001, et. seq.
- i. Clean Air Act, P.L. 90-148, as amended.
- j. Coastal Zone Management Act, P.L. 93-205, as amended.
- k. Flood Disaster Protection Act of 1973 — Section 102(a) — 42 U.S.C. 4012a.
- l. Title 49, U.S.C., Section 303, (formerly known as Section 4(f)).
- m. Rehabilitation Act of 1973 — 29 U.S.C. 794.
- n. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin).
- o. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.), prohibits discrimination on the basis of disability).
- p. Age Discrimination Act of 1975 — 42 U.S.C. 6101, et. seq.

- q. American Indian Religious Freedom Act, P.L. 95-341, as amended.
- r. Architectural Barriers Act of 1968 — 42 U.S.C. 4151, et. seq.
- s. Power plant and Industrial Fuel Use Act of 1978 — Section 403- 2 U.S.C. 8373.
- t. Contract Work Hours and Safety Standards Act — 40 U.S.C. 327, et. seq.
- u. Copeland Anti-kickback Act — 18 U.S.C. 874.1.
- v. National Environmental Policy Act of 1969 — 42 U.S.C. 4321, et. seq.
- w. Wild and Scenic Rivers Act, P.L. 90-542, as amended.
- x. Single Audit Act of 1984 — 31 U.S.C. 7501, et. seq. ²
- y. Drug-Free Workplace Act of 1988 — 41 U.S.C. 702 through 706.
- z. The Federal Funding Accountability and Transparency Act of 2006, as amended (Pub. L. 109-282, as amended by section 6202 of Pub. L. 110-252).

EXECUTIVE ORDERS

- a. Executive Order 11246 – Equal Employment Opportunity
- b. Executive Order 11990 – Protection of Wetlands
- c. Executive Order 11998 – Flood Plain Management
- d. Executive Order 12372 – Intergovernmental Review of Federal Programs
- e. Executive Order 12699 – Seismic Safety of Federal and Federally Assisted New Building Construction
- f. Executive Order 12898 – Environmental Justice
- g. Executive Order 14005 – Ensuring the Future is Made in All of America by All of America’s Workers

FEDERAL REGULATIONS

- a. 2 CFR Part 180 – OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).
- b. 2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. ^{3,4}
- c. 2 CFR Part 1200 – Nonprocurement Suspension and Debarment.
- d. 28 CFR Part 35 – Discrimination on the Basis of Disability in State and Local Government Services.
- e. 28 CFR § 50.3 – U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964.
- f. 29 CFR Part 1 – Procedures for predetermination of wage rates. ¹
- g. 29 CFR Part 3 – Contractors and subcontractors on public building or public work financed in whole or part by loans or grants from the United States. ¹
- h. 29 CFR Part 5 – Labor standards provisions applicable to contracts covering Federally financed and assisted construction (also labor standards provisions applicable to non-construction contracts subject to the Contract Work Hours and Safety Standards Act). ¹
- i. 41 CFR Part 60 – Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and Federally assisted contracting requirements). ¹
- j. 49 CFR Part 20 – New restrictions on lobbying.

- k. 49 CFR Part 21 – Nondiscrimination in Federally-assisted programs of the Department of Transportation - effectuation of Title VI of the Civil Rights Act of 1964.
- l. 49 CFR Part 23 – Participation by Disadvantage Business Enterprise in Airport Concessions.
- m. 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Program.
- n. 49 CFR Part 27 – Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance. ¹
- o. 49 CFR Part 28 – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities conducted by the Department of Transportation.
- p. 49 CFR Part 30 – Denial of public works contracts to suppliers of goods and services of countries that deny procurement market access to U.S. contractors.
- q. 49 CFR Part 32 – Government-wide Requirements for Drug-Free Workplace (Financial Assistance).
- r. 49 CFR Part 37 – Transportation Services for Individuals with Disabilities (ADA).
- s. 49 CFR Part 41 – Seismic safety of Federal and Federally assisted or regulated new building construction.

FOOTNOTES TO ASSURANCE ACRGP ASSURANCE B.1.

- ¹ These laws do not apply to airport planning sponsors.
- ² These laws do not apply to private sponsors.
- ³ Cost principles established in 2 CFR Part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses
- ⁴ Audit requirements established in 2 CFR Part 200 subpart F are the guidelines for audits.

SPECIFIC ASSURANCES

Specific assurances required to be included in grant agreements by any of the above laws, regulations, or circulars are incorporated by reference in this Grant Agreement.

1. Purpose Directly Related to the Airport

It certifies that the reimbursement sought is for a purpose directly related to the airport.

2. Responsibility and Authority of the Sponsor.

a. Public Agency Sponsor:

It has legal authority to apply for this Grant, and to finance and carry out the proposed grant; that an official decision has been made by the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

b. Private Sponsor:

It has legal authority to apply for this Grant and to finance and carry out the proposed Grant and comply with all terms, conditions, and assurances of this Grant Agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

3. Good Title.

It, a public agency or the Federal government, holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.

4. Preserving Rights and Powers.

- a. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this Grant Agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish, or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.
- b. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with this Grant Agreement.
- c. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to insure that the airport will be operated and maintained in accordance Title 49, United States Code, the regulations, and the terms and conditions of this Grant Agreement.

5. Consistency with Local Plans.

Any project undertaken by this Grant Agreement is reasonably consistent with plans (existing at the time of submission of the ACRGP application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

6. Consideration of Local Interest.

It has given fair consideration to the interest of communities in or near where any project undertaken by this Grant Agreement may be located.

7. Consultation with Users.

In making a decision to undertake any airport development project undertaken by this Grant Agreement, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.

8. Pavement Preventative Maintenance.

With respect to a project undertaken by this Grant Agreement for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed, or repaired with Federal financial assistance at the airport, including ACRGP funds provided under this Grant Agreement. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

9. Accounting System, Audit, and Record Keeping Requirements.

- a. It shall keep all Grant accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this Grant, the total cost of the Grant in connection with which this Grant is given or used, and the amount or nature of that portion of the cost of the Grant supplied by other sources, and such other financial records pertinent to the Grant. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.

- b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this Grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a Grant or relating to the Grant in connection with which this Grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

10. Minimum Wage Rates.

It shall include, in all contracts in excess of \$2,000 for work on any projects funded under this grant agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor, in accordance with the Davis-Bacon Act, as amended (40 U.S.C. 276a-276a-5), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

11. Veteran's Preference.

It shall include in all contracts for work on any project funded under this grant agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in Section 47112 of Title 49, United States Code. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

12. Operation and Maintenance.

- a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for-
 - 1. Operating the airport's aeronautical facilities whenever required;
 - 2. Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
 - 3. Promptly notifying airmen of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.
- b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.

13. Hazard Removal and Mitigation.

It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

14. Compatible Land Use.

It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft.

15. Exclusive Rights.

The sponsor shall not grant an exclusive right to use an air navigation facility on which this Grant has been expended. However, providing services at an airport by only one fixed-based operator is not an exclusive right if—

- a. it is unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide the services; and
- b. allowing more than one fixed-based operator to provide the services requires a reduction in space leased under an agreement existing on September 3, 1982, between the operator and the airport.

16. Airport Revenues.

- a. This Grant shall be available for any purpose for which airport revenues may lawfully be used to prevent, prepare for, and respond to coronavirus. Funds provided under this ACRGP Grant Agreement will only be expended for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport(s) subject to this agreement and all applicable addendums for costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments as prescribed in the Act
- b. For airport development, 49 U.S.C. § 47133 applies.

17. Reports and Inspections.

It will:

- a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports available to the public; make available to the public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;
- b. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:
 1. all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and
 2. all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

18. Land for Federal Facilities.

It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein, or rights in buildings of the sponsor as the Secretary considers

necessary or desirable for construction, operation, and maintenance at Federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

19. Airport Layout Plan.

- a. Subject to the FAA Reauthorization Act of 2018, Public Law 115-254, Section 163, it will keep up to date at all times an airport layout plan of the airport showing:
 1. boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;
 2. the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities;
 3. the location of all existing and proposed non-aviation areas and of all existing improvements thereon; and
 4. all proposed and existing access points used to taxi aircraft across the airport's property boundary. Such airport layout plans and each amendment, revision, or modification thereof, shall be subject to the approval of the Secretary which approval shall be evidenced by the signature of a duly authorized representative of the Secretary on the face of the airport layout plan. The sponsor will not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity with the airport layout plan as approved by the Secretary and which might, in the opinion of the Secretary, adversely affect the safety, utility or efficiency of the airport.
- b. Subject to the FAA Reauthorization Act of 2018, Public Law 115-254, Section 163, if a change or alteration in the airport or the facilities is made which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary (1) eliminate such adverse effect in a manner approved by the Secretary; or (2) bear all costs of relocating such property (or replacement thereof) to a site acceptable to the Secretary and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of operation existing before the unapproved change in the airport or its facilities except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

20. Civil Rights.

It will promptly take any measures necessary to ensure that no person in the United States shall, on the grounds of race, creed, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any activity conducted with, or benefiting from, funds received from this Grant.

- a. Using the definitions of activity, facility, and program as found and defined in §§ 21.23 (b) and 21.23 (e) of 49 CFR Part 21, the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non-discrimination requirements imposed by or pursuant to these assurances.
- b. Applicability
 1. Programs and Activities. If the sponsor has received a grant (or other Federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities

2. Facilities. Where it receives a grant or other Federal financial assistance to construct, expand, renovate, remodel, alter, or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.
3. Real Property. Where the sponsor receives a grant or other Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the assurance will extend to rights to space on, over, or under such property.

c. Duration

The sponsor agrees that it is obligated to this assurance for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the sponsor, or any transferee for the longer of the following periods:

1. So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or
2. So long as the sponsor retains ownership or possession of the property.

d. Required Solicitation Language

It will include the following notification in all solicitations for bids, Requests for Proposals for work, or material under this Grant and in all proposals for agreements, including airport concessions, regardless of funding source:

"In accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, SPONSOR hereby notifies all bidders that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, disadvantaged business enterprises and airport concession disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

e. Required Contract Provisions.

1. It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in Federally-assisted programs of the DOT, and incorporating the acts and regulations into the contracts by reference in every contract or agreement subject to the non-discrimination in Federally-assisted programs of the DOT Acts and regulations.
2. It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts and regulations.
3. It will insert non-discrimination contract clauses as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.
4. It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, color, national origin, creed, sex, age, or handicap as a covenant running with the land, in any future deeds, leases, license, permits, or similar instruments entered into by the sponsor with other parties:
 - A. For the subsequent transfer of real property acquired or improved under the applicable activity, grant, or program; and

- B. For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, grant, or program.
- C. It will provide for such methods of administration for the program as are found by the Secretary to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the acts, the regulations, and this assurance.
- D. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

21. Foreign Market Restrictions.

It will not allow funds provided under this Grant to be used to fund any activity that uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

22. Policies, Standards and Specifications.

It will carry out any project funded under an Airport Coronavirus Relief Program Grant in accordance with policies, standards, and specifications approved by the Secretary including, but not limited to, the advisory circulars listed in the Current FAA Advisory Circulars for AIP projects, dated February 17, 2021, and included in this grant, and in accordance with applicable state policies, standards, and specifications approved by the Secretary.

23. Access By Intercity Buses.

The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to have access to the airport; however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

24. Disadvantaged Business Enterprises.

The sponsor shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any DOT-assisted contract covered by 49 CFR Part 26, or in the award and performance of any concession activity contract covered by 49 CFR Part 23. In addition, the sponsor shall not discriminate on the basis of race, color, national origin or sex in the administration of its Disadvantaged Business Enterprise (DBE) and Airport Concessions Disadvantaged Business Enterprise (ACDBE) programs or the requirements of 49 CFR Parts 23 and 26. The sponsor shall take all necessary and reasonable steps under 49 CFR Parts 23 and 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts, and/or concession contracts. The sponsor's DBE and ACDBE programs, as required by 49 CFR Parts 26 and 23, and as approved by DOT, are incorporated by reference in this agreement. Implementation of these programs is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the sponsor of its failure to carry out its approved program, the Department may impose sanctions as provided for under Parts 26 and 23 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1936 (31 U.S.C. 3801).

25. Acquisition Thresholds.

The FAA deems equipment to mean tangible personal property having a useful life greater than one year and a per-unit acquisition cost equal to or greater than \$5,000. Procurements by micro-purchase means the acquisition of goods or services for which the aggregate dollar amount does not exceed \$10,000, unless authorized in accordance with 2 CFR § 200.320. Procurement by small purchase procedures means those

relatively simple and informal procurement methods for securing goods or services that do not exceed the \$250,000 threshold for simplified acquisitions.

EXHIBIT C

**NOTICE TO CONTRACTORS
COMPLIANCE WITH TITLE VI OF THE CIVIL RIGHTS ACT OF 1964**

During the performance of this Agreement, the Contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor"), agrees as follows:

(1) **Compliance with Regulations:** The Contractor will comply with the Regulations of the Department of Transportation relative to nondiscrimination in Federally assisted programs of the Department of Transportation (Title 49, Code of Federal Regulations, Part 21, hereinafter referred to as the Regulations [also 49 CFR Part 27]), which are herein incorporated by reference and made a part of this contract.

(2) **Nondiscrimination:** The Contractor, with regard to the work performed by it after award and prior to completion of the contract work, will not discriminate on the grounds of race, color, national origin, or sex in the selection and retention of subcontractors including procurement of materials and leases of equipment. The Contractor will 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. In addition, the Contractor will not participate either directly or indirectly in the discrimination prohibited by 23 CFR 200.

(3) **Solicitations for Subcontracts, Including Procurement of Materials and Equipment:** In all solicitations, either by competitive bidding or negotiations made by the Contractor for work to be performed under a subcontract, including procurement of materials or equipment, each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, national origin or sex.

(4) **Information and Reports:** The Contractor will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Department of Transportation or the Federal Aviation 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 in writing to the State Department of Transportation, or the Federal Aviation Administration as appropriate, and shall set forth in detail what efforts it has made to obtain this information.

(5) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the State Department of Transportation shall impose such contract sanctions as it or the Federal Aviation Administration may determine to be 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 this contract, in whole or in part.

(6) **Incorporation of Provisions**: The Contractor will include the provisions of paragraphs (1) through (6) in this Exhibit C in every subcontract entered, including procurement of materials and leases of equipment, unless exempt by the Regulations, order, or instructions issued pursuant thereto. The Contractor will take such action with respect to any subcontract or procurement as the State Department of Transportation or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; provided, however, that in the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Contractor may request the State to enter into such litigation to protect the interests of the State, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

EXHIBIT C-2

EXHIBIT D**CERTIFICATION OF SPONSOR
DRUG-FREE WORKPLACE**

I hereby certify that I am the duly authorized representative of the CITY OF GAINESVILLE ("Sponsor" or "contractor") whose address is P.O. BOX 2496, GAINESVILLE, GA 30503, and it is also certified that:

- (1) The provisions of Section 50-24-1 through 50-24-6 of the Official Code of Georgia Annotated, relating to the "Drug-Free Workplace Act" have been complied with in full; and
- (2) A drug-free workplace will be provided for the contractor's employees during the performance of the contract; and
- (3) Each subcontractor hired by the contractor shall be required to ensure that the subcontractor's employees are provided a drug-free workplace. The contractor shall secure from that subcontractor the following written certification: "As part of the subcontracting agreement with (contractor's name), (subcontractor's name) certifies to the contractor that a drug-free workplace will be provided for the subcontractor's employees during the performance of this contract pursuant to paragraph (7) of subsection (b) of the Official Code of Georgia Annotated Section 50-24-3"; and
- (4) It is certified that the undersigned will not engage in unlawful manufacture, sale, distribution, dispensation, possession, or use of a controlled substance or marijuana during the performance of the contract.

 Date

 Signature

EXHIBIT E**CERTIFICATION OF SPONSOR**

I hereby certify that I am the Mayor and duly authorized representative of the firm of the CITY OF GAINESVILLE whose address is P.O. BOX 2496, GAINESVILLE, GA 30503. I hereby certify to the best of my knowledge and belief that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or any employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal GRANT, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, GRANT, loan or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, GRANT, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, 'Disclosure Form to Report Lobbying', in accordance with its instructions.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000.00 and not more than \$100,000.00 for each such failure.

The prospective participant also agrees by submitting its bid that it shall require that the language of this certification will be included in all lower tier subcontracts which exceed \$10,000.00 and that all such sub-recipients shall certify and disclose accordingly.

I also certify that neither I nor the above firm I here represent has:

- (a) employed or retained for a commission, percentage, brokerage contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this agreement.
- (b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the Agreement, or
- (c) paid or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the agreement;

except as here expressly stated (if any):

EXHIBIT E-1

I acknowledge that this certificate is to be furnished to the Department of Transportation and the Federal Aviation Administration, U.S. Department of Transportation, in connection with this Agreement involving participation of Federal-aid aviation funds, and is subject to applicable State and Federal laws, both criminal and civil.

Date

Signature

EXHIBIT F**CERTIFICATION OF DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

I hereby certify that I am the Commissioner of the Department of Transportation of the State of Georgia, and that the above airport sponsor, consulting firm, or its representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this Agreement to:

- (a) employ or retain, or agree to employ or retain, any firm or person, or
- (b) pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind; except as here expressly stated, (if any):

I acknowledge that this certificate is to be furnished to the Federal Aviation Administration, U.S. Department of Transportation, in connection with this Agreement involving participation of Federal-aid Aviation Funds, and is subject to applicable State and Federal Laws, both criminal and civil.

Date

Commissioner, Georgia Department of Transportation

EXHIBIT F

EXHIBIT G

**PRIMARY CONTRACTOR
CERTIFICATION REGARDING DISBARMENT, SUSPENSION,
AND OTHER RESPONSIBILITY MATTERS**

I hereby certify that I am the Mayor and duly authorized representative of the CITY OF GAINESVILLE, whose address is P.O. BOX 2496, GAINESVILLE, GA 30503, and I certify that I have read and understand the attached instructions and that to the best of my knowledge and belief the firm and its representatives:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by the Georgia Department of Transportation and by any Federal department or agency;
- (b) Have not within a three year period preceding this Agreement been convicted of or had a civil judgement rendered against the firm or its representatives for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, State, or Local) transaction or contract under a public transaction in violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offense enumerated in paragraph (b) of this certification;
- (d) Have not within a three year period preceding this Agreement had one or more public transaction (Federal, State or Local) terminated for cause or default; and
- (e) That the firm will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction" as attached hereto and without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

I acknowledge that this certification is provided pursuant to Executive Order 12549 and 49 CFR Part 29 and that this firm agrees to abide by the rules and conditions set forth therein for any misrepresentation that would render this certification erroneous, including termination of this Agreement and other remedies available to the Georgia Department of Transportation and Federal Government.

I further acknowledge that this certificate is to be furnished to the Georgia Department of Transportation, in connection with this Agreement involving participation of Federal-Aid Aviation Funds, and is subject to applicable State and Federal laws, both criminal and civil.

Date

Signature

Clerk (SEAL)

EXHIBIT G-1

INSTRUCTIONS FOR EXHIBIT G CERTIFICATION

Certification Regarding Debarment, Suspension, and Other Responsibility Matters - Primary Covered Transactions (Consultants)

1. By signing and submitting this contract the Consultant is providing the certification set out in Exhibit G.
2. The inability of the Consultant to provide the certification required may not necessarily result in denial of participation in this covered transaction. The Consultant shall then submit an explanation of why it cannot provide the certification. The certification or explanation will be considered in connection with the Department's determination whether to enter into this transaction. However, failure of the Consultant to furnish a certification or an explanation shall disqualify such person or firm from participation in this transaction.
3. The certification, Exhibit G, is a material representation of fact upon which reliance is placed by the Department before entering into this transaction. If it is later determined that the Consultant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the Department may terminate this transaction for cause of default.
4. The Consultant shall provide immediate written notice to the Department if at any time the Consultant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms "covered transaction", "debarred", "suspended", "ineligible", "lower tier covered transaction", "participant", "person", "primary covered transaction", "principal", "proposal", and "voluntarily excluded", as used in these instructions and the certification, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the Department for assistance in obtaining a copy of those regulations.
6. The Consultant agrees by submitting this proposal/contract that should the proposed covered transaction be entered into, it shall not knowingly enter into a lower tier covered transaction with a person/firm who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction unless authorized by the Department.
7. The Consultant further agrees by submitting this proposal/contract that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction", as provided by the Department without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A Consultant in a covered transaction may rely upon a certification of a prospective participant in lower tier covered transaction that it is not debarred, suspended, ineligible or voluntarily excluded from the covered transaction; unless it knows that the certification is erroneous. The Consultant may decide the method and frequency by which it determines the eligibility of its principals.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by these instructions. The knowledge and information of Consultant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if the Consultant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction in addition to other remedies available to the Federal Government, the Georgia Department of Transportation may terminate this transaction for cause or default.

EXHIBIT G-2

EXHIBIT H
CERTIFICATION OF
COMPLIANCE WITH STATE AUDIT REQUIREMENT

I hereby certify that I am the duly authorized representative of the CITY OF GAINESVILLE whose address is P.O. BOX 2496, GAINESVILLE, GA 30503, and it is also certified that:

The provisions of Section 36-81-7 of the Official Code of Georgia Annotated, relating to the "Requirement of Audits" have been complied with in full such that:

- (a) Each unit of local government having a population in excess of 1,500 persons or expenditures of \$550,000.00 or more shall provide for and cause to be made an annual audit of the financial affairs and transactions of all funds and activities of the local government for each fiscal year of the local government.
- (b) The governing authority of each local unit of government not included above shall provide for and cause to be made the audit required not less often than once every two fiscal years.
- (c) The governing authority of each local unit of government having expenditures of less than \$550,000.00 in that government's most recently ended fiscal year may elect to provide for and cause to be made, in lieu of the biennial audit, an annual report of agreed upon procedures for that fiscal year.
- (d) A copy of the report and any comments made by the state auditor shall be maintained as a public record for public inspection during the regular working hours at the principal office of the local government. Those units of local government not having a principal office shall provide a notification to the public as to the location of and times during which the public may inspect the report.

Date _____

Signature _____



EXHIBIT I

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Contractor's Name:	CITY OF GAINESVILLE
Solicitation/Contract No./ Call No. or Project Description:	T007828/AP022-90AR-37(139), ARP Act

CONTRACTOR AFFIDAVIT

By executing this affidavit, the undersigned contractor verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, entity or corporation which is engaged in the physical performance of services on behalf of the Georgia Department of Transportation has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

Furthermore, the undersigned contractor will continue to use the federal work authorization program throughout the contract period and the undersigned contractor will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the contractor with the information required by O.C.G.A. § 13-10-91(b). Contractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

46267
Federal Work Authorization User Identification Number
(EEV/E-Verify Company Identification Number)

06/25/2007
Date of Authorization

CITY OF GAINESVILLE
Name of Contractor

I hereby declare under penalty of perjury that the foregoing is true and correct

Printed Name (of Authorized Officer or Agent of Contractor)

Title (of Authorized Officer or Agent of Contractor)

Signature (of Authorized Officer or Agent)

Date Signed

SUBSCRIBED AND SWORN BEFORE ME ON THIS THE

DATE: _____

Notary Public

[NOTARY SEAL]

My Commission Expires: _____

EXHIBIT I

EXHIBIT J

**CERTIFICATION OF COMPLIANCE WITH THE STATE OF GEORGIA'S
SEXUAL HARASSMENT PREVENTION POLICY**

The State of Georgia promotes respect and dignity and does not tolerate sexual harassment in the workplace. The State is committed to providing a workplace and environment free from sexual harassment for its employees and for all persons who interact with state government. All State of Georgia employees are expected and required to interact with all persons including other employees, SPONSOR, contractors, and customers in a professional manner that contributes to a respectful work environment free from sexual harassment. Furthermore, the State of Georgia maintains an expectation that SPONSOR, its contractors and their employees and subcontractors will interact with entities of the State of Georgia, their customers, and other contractors of the State in a professional manner that contributes to a respectful work environment free from sexual harassment.

Pursuant to the State of Georgia's Statewide Sexual Harassment Prevention Policy (the "Policy"), SPONSOR and all contractors who are regularly on State premises or who regularly interact with State personnel must complete sexual harassment prevention training on an annual basis.

SPONSOR, including its employees and subcontractors, who have violated the Policy, including but not limited to engaging in sexual harassment and/or retaliation may be subject to appropriate corrective action. Such action may include, but is not limited to, notification to the employer, removal from State premises, restricted access to State premises and/or personnel, termination of contract, and/or other corrective action(s) deemed necessary by the State.

- (i) If SPONSOR is an individual who is regularly on State premises or who will regularly interact with State personnel, SPONSOR certifies that:
 - (a) SPONSOR has received, reviewed, and agreed to comply with the State of Georgia's Statewide Sexual Harassment Prevention Policy located at <http://doas.ga.gov/human-resources-administration/board-rules-policy-and-compliance/jointly-issued-statewide-policies/sexual-harassment-prevention-policy>;
 - (b) SPONSOR has completed sexual harassment prevention training in the last year; or will complete the Georgia Department of Administrative Services' sexual harassment prevention training located at <http://doas.ga.gov/human-resources-administration/sexual-harassment-prevention/hr-professionals/employee-training> (scroll down to section for entities without a LMS section) or this direct link <https://www.youtube.com/embed/NjVt0DDnc2s?rel=0> prior to accessing State premises and prior to interacting with State employees; and on an annual basis thereafter; and,
 - (c) Upon request by the State, SPONSOR will provide documentation substantiating the completion of sexual harassment training.

- (ii) If SPONSOR has employees and subcontractors that are regularly on State premises or who will regularly interact with State personnel, SPONSOR certifies that:
- (a) SPONSOR will ensure that such employees and subcontractors have received, reviewed, and agreed to comply with the State of Georgia's Statewide Sexual Harassment Prevention Policy located at <http://doas.ga.gov/human-resources-administration/board-rules-policy-and-compliance/jointly-issued-statewide-policies/sexual-harassment-prevention-policy>;
 - (b) SPONSOR has provided sexual harassment prevention training in the last year to such employees and subcontractors and will continue to do so on an annual basis; or SPONSOR will ensure that such employees and subcontractors complete the Georgia Department of Administrative Services' sexual harassment prevention training located at <http://doas.ga.gov/human-resources-administration/sexual-harassment-prevention/hr-professionals/employee-training> (scroll down to section for entities without a LMS section) or this direct link <https://www.youtube.com/embed/NjVt0DDnc2s?rel=0> prior to accessing State premises and prior to interacting with State employees; and on an annual basis thereafter; and
 - (c) Upon request of the State of the Georgia Department of Transportation, SPONSOR will provide documentation substantiating such employees and subcontractors' acknowledgment of the State of Georgia's Statewide Sexual Harassment Prevention Policy and annual completion of sexual harassment prevention training.

Signature: _____

Name: _____

Position: _____

Company: CITY OF GAINESVILLE

Date Submitted: 11/24/2021

Presenter: Abb Hayes

Item of Business: **Public Hearing Item: January 18, 2022 Council Meeting
(Tabled at the October 5, 2021 and December 7, 2021 Council Meetings)**
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: 44 residential townhomes.**

Meeting Date: 1/13/2022

Purpose of Request:

To provide an overview of the following zoning amendment request as presented at the September 14, 2021 Planning and Appeals Board Meeting and tabled at the October 5, 2021 and December 7, 2021 Council Meetings:

The applicants original proposal was to amend the P-U-D for 50 residential townhomes. In response to neighborhood opposition raised at the Planning and Appeals Board meeting, the applicant has lowered the number of residential townhomes to a maximum of 44 units as reflected on the revised narrative, concept plan and architectural renderings. The townhomes consist of three to five bedroom units ranging from 2,750 to 3,200 square feet of heated floor space. Each unit will include a two-car garage, terraces, balconies, and outdoor kitchen space with high end finishes. Amenities are to include common area, club house, pool and active space. Access is proposed from High Vista Pointe prior to the privacy gate which serves the adjacent High Pointe single-family neighborhood. 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 single, 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:

This request was originally presented at the September 14, 2021 Planning Appeals Board Meeting and tabled at the October 5, 2021 and December 7, 2021 Council Meetings.

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 2021-27:

I move to approve the ordinance to amend the existing Planned Unit Development (P-U-D) for the subject property for 44 residential townhomes with six conditions as presented.

Denial of the Request:

I move to deny this request.

Department Director:

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 - Dec. 29-30	Legal Ad
☐ Legal Ad Newspaper Article - Sept. 15-16	Legal Ad
☐ PAB Recommendation Report	Report
☐ Proposed Zoning Amendment Ordinance 2021-27	Ordinance
☐ Location Maps	Backup Material
☐ Developer Letter	Backup Material
☐ Narrative	Backup Material
☐ Narrative - Revised	Backup Material
☐ Community Benefit Statement	Backup Material
☐ Plat	Backup Material
☐ Yr 2000 Approved Zoning Plan	Backup Material
☐ Concept Plan and Architectural Renderings	Backup Material
☐ Concept Plan and Architectural Renderings - Revised	Backup Material

Center, 830 Green Street, NE, Gainesville, Georgia, at 5:15 p.m. on Tuesday, January 4, 2022 to consider the following:

1. Previously tabled application of Cook Communities to rezone from Agricultural Residential-III (AR-III) to Planned Residential Development (PRD) on a 34.03± acre tract located on the west side of Pine Valley Road at its intersection with White Sulphur Road; a.k.a. 1560, 1582, & 1586 Pine Valley Road; Zoned AR-III; Tax Parcels 09124 000039, 000039B, & 000203. Proposed Use: 249 unit townhome development. **

(I) Commission District 4. NOTE: In accordance with Georgia law, anyone who

(a) wishes to express 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 recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on Thursday, January 27, 2022. The Board will meet at 6:00 p.m. at the Gainesville Civic Center, 830 Green Street, NE, Gainesville, Georgia.

102991 12/29

NOTICE OF PUBLIC HEARING ON PROPOSED AMENDMENTS TO THE

located east of Lanier Parkway (I-985), south of the intersection of Old Cornelia Highway and Dana Drive, south of Floyd Road and east of its terminus, having road frontage on the east side of Lenox Drive (a/k/a 0, 2490 and 2544 Floyd Road, SE; 0 Lenox Drive, SE; 0 Old Cornelia Highway, SE).

Ward Number: Three
Tax Parcel Number(s): 15-021-000-164; 15-022-000-003M, 004, 034 and 086; 15-033-000-001
Request: Master planned mixed-use community

4) Request from Moez Hasni to annex a 5.503± acres tract located on the northeast corner of Jesse Jewell Parkway and Crescent Drive, having frontage on Exit 24/ I-985 (a/k/a 374 and 400 Crescent Drive) and to establish zoning as General Business (G-B).

Ward Number: Two
Tax Parcel Number(s): 15-033C-000-077
Request: Retail shopping center

5) Request from Fred and Olivia Skey to rezone a 0.65± acre tract located on the east side of Northside Drive, southeast of its intersection with Ivey Terrace (a/k/a 352 Northside Drive, NW) from Office and Institutional (O-I) and General Business (G-B) to Office and Institutional (O-I) with a special use.

Ward Number: Four
Tax Parcel Number(s): 01-025-005-010
Request: Single-family residence

6) Request from Two Capital Partners to rezone a 24.857± acres tract located on the southwest side of Shallowford Road and southeast side of the intersection of Skelton Road and Hudgins Street (a/k/a 600, 610 and 622 Shallowford Road, SW; 1515 Skelton Road, SW; 1448 and 1450

21-11 VAR Application for a variance from Alan Couch on property owned by him identified as 2850 Muskogee Lane. The property is approximately .285 acres. The property is zoned PUD (Planned Unit Development). The applicable Development Code section for which the applicant and owner is seeking relief is 8.3.1 (Minimum Yard Requirements). The applicant requests a minimum rear yard reduction from 10' to 6'. The intent of the applicant is to construct a garage addition.

COPIES OF THE APPLICATION MAY BE VIEWED OR DOWNLOADED AT: https://www.braselton.net/government/town-officials/zoning-board_of_appeals.php

FOR MORE INFORMATION CONTACT KEVIN KELLER AT: kdkeller@braselton.net

ALL BRASELTON ZONING BOARD OF APPEALS PUBLIC HEARINGS ARE HELD AT THE FOLLOWING LOCATION: BRASELTON POLICE AND MUNICIPAL COURT BUILDING 5040 S.R. 53 BRASELTON, GA 30517 103133 12/29

Public Sales/Auctions

Byrds Mini Storage Online Auction with Lockerfox.com for January 11 to January 18, 2022.

Alto - Tribble Gap Road
201. Jamie Wesley
507. Adam Ortiz
Baldwin- Charlie Davis Road
A32. Tiffany Grace
A37. Randal Smith
A60. Tiffany Grace
C11. JOE BYRD
C19. JOE BYRD
C28 RICHARD MORRIS

locks. To claim tax-exempt status, original RESALE certificates for each space purchased is required. By PS Orangeco, Inc., 701 Western Avenue, Glendale, CA 91201. (818) 244-8080. 102683 12/29,1/5

NOTICE OF PUBLIC SALE The undersigned, wishing to avail themselves of the provisions under the Georgia Self-service Storage Facility Act of 2013, hereby gives notice of the sale under said act to wit; Monday the 17th day of January, 2022 at 10:00 AM, on that day will conduct a public sale to the highest bidder, with bidding to take place on lockerfox.com, FOR CASH ONLY, the contents of spaces at Storage

Depot of Gainesville, 635 Industrial Blvd, Gainesville, GA, 30501
Miranda, Luis 144 Tires, toolboxes, misc items. Grizzle, Misty 200 Couch, Chair, and Baby swing. Diorio, Ronald L. 404 Kitchen items, office chairs, boxes. Pierce, Anna 416 Strollers, chairs, misc household items. Hagerty, Micah 421 Furniture, boxes, misc household items. Smith, Wallace 446 Boxes, furniture, misc household items. Lima, Alfredo 447 Appliances, bags, misc household items. Miller, Tony 448 Misc Tools, metal items, lumber. Waller, Shuntae 40 a grill, boxes, and misc metal items. McGehee, Joy B12 dining table, end table, chairs. Abernathy, Shannon B26 furniture, stroller, and bags. McGehee, Joy B40 boxes, bags, and misc household items. Lopez, Mario 178 Toddler bed, stroller, and a dolly. Poole, Damorie M. 227 furniture,

COUNTY OF HALL
STATE OF GEORGIA
IN RE: ESTATE OF
KERRIGAN JOYCE
BLACKWELL,
DECEASED
ESTATE NO.. E-21-484
PETITION FOR LETTERS
OF ADMINISTRATION
NOTICE

[Note: Strike the sentence in parenthesis below if not applicable.]
TO: whom it may concern:

David Blackwell, has petitioned for (Letters of Administration) to be appointed administrator of the estate of KERRIGAN JOYCE BLACKWELL, deceased, of said county. (The

petitioner has also applied for waiver of bond, waiver of reports, waiver of statements, and/or grant of certain powers contained in O.C.G.A. ss 53-12-261.) All interested persons are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed with the Court on or before January 10th, 2022.

BE NOTIFIED FURTHER: All objections to the petition must be in writing, setting forth the grounds of any such objections. All objections should be sworn to before a notary public or before a probate court clerk, and filing fees must be tendered with your objections, unless you qualify to file as an indigent party. Contact probate court personnel for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing. Patty Walters Laine

IV (A-R IV), Uses subject to that of county (ssion) so as to subdivisions use permitted to approval of commission listed zoning; and by Section 1010 in its and inserting thereof a new 17.330.010 provides that not permitted or subject to either the commission planning sion in a given are prohibited district. in accordance Georgia law, who es to express on to the d rezoning

made, within s immediately g the filing the proposed e, campaign ibutions ting \$250 or a member ie County ion shall disclosure contributions ne Planning ent at least days prior to hearing of the l rezoning e County ion. (OCGA § (C)).

Planning ission's endation forwarded Board of oners for eading and hearing on January and for a eading and n at a public n Thursday, 7, 2022. The ll meet for tings at 6:00 e Gainesville er, 830 Green Gainesville,

GAINESVILLE ZONING MAP

Notice is hereby given that the Gainesville City Council will conduct a public hearing on Tuesday, January 18, 2022 at 5:30 p.m. in the Gainesville Justice Center (Municipal Courtroom at the Public Safety Complex), 701 Queen City Parkway in midtown Gainesville on the following requests:

1) 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

2) Request from Caballero Holdings, LLC to annex a total of 140.77± acres to include a 44.91± acres tract located at the northeast side of the terminus of Floyd Road; a 80.8± acres tract located on the north side of Eberhart Cemetery Road; a 9.467± acres tract, 4.397± acres tract and a 1.996± acres tract located southwest of the intersection of Jesse Jewell Parkway and Old Cornelia Highway (a/k/a 0 Eberhart Cemetery Road; 2465 Floyd Road, SE; 2166, 2170 and 2210 Old Cornelia Highway) and to establish zoning as Planned Unit Development (P-U-D).
Ward Number: Three
Tax Parcel Number(s): 15-022-000-001B, 003 (Part); 15-033B-000-022, 024 and 026A
Request: Master planned mixed-use

Hudgins Street, SW) from Neighborhood Business (N-B) and General Business (G-B) to Planned Unit Development (P-U-D).
Ward Number: Five
Tax Parcel Number(s): 0 1 - 119C-001-001, 001A, 029, 029A, 029D and 031 Request: Master planned mixed-use rental community

7) Request from Mark D. Thebaut, D.D.S. to amend an existing Planned Unit Development (P-U-D) zoning totaling 0.67± acre located on the southeast side of the intersection of Thompson Bridge Road and Lanier Avenue (a/k/a 1398 Thompson Bridge Road, NE).

Ward Number: Two
Tax Parcel Number(s): 01-087-003-001
Request: Medical / Dental office / restaurant with drive-thru

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-33(c))
103125 12/29

D09. CYNTHIA WADE E15. JOSHUA ELLER F27. VESIL ROMERO F30. BILLY MOON G03. ADRIA JONES 103124 12/29,1/5

FLOWERY BRANCH MINI STORAGE 5110 Chattahoochee St. Flowery Branch, GA 30542. The contents of these units will be auctioned on 1/7/2022 at 2pm at storageauctions.com: Unit B26 - Cynthia Lynn Stanton - household items, Unit B36- Denton Vaughn - household items, F7 Ashley Durham- household items. 102859 12/22, 29

NOTICE OF PUBLIC SALE

To satisfy the owner's storage lien, PS Orange Co. Inc. will sell at public lien sale on January 18, 2022, the personal property in the below-listed units, which may include but are not limited to: household and personal items, office and other equipment. The public sale of these items will begin at 08:00 AM and continue until all units are sold. Lien sale to be held at the online auction website, www.storageauctions.com, where indicated. For online lien sales, bids will be accepted until 2 hours after the time of the sale specified.

PUBLIC STORAGE # 26961, 7366 Friendship Springs Rd, Flowery Branch, GA 30542, (678) 693-2587 Time: 10:30 AM

Sale to be held at www.storageauctions.com. 1057 - Gilmore, Linwood; 2045 - Saylor, Christina; 2066 - Adcox, Marcie; 2149 - Harper, Jeffrey; 2189 - Delong, Christy; 3183 - Harris, Robin; 3240 - Jones, Thomas Public sale terms, rules, and regulations will be made available prior to the sale. All

bags, and misc household items. Gilley, Jesse 431 Shelves, appliances, misc household items. Harrison,

Ahmad A60 Misc household items and goods. Farquharson, Oshane 250 Misc furniture and boxes THE PUBLIC IS INVITED TO ATTEND AT LOCKERFOX.COM, SALE IS SUBJECT TO ADJOURNMENT. 103193 12/29,1/5

Notice of Self Storage Sale

Please take notice Midgard Self Storage - Gainesville GA at 1405 NW McEver Rd Gainesville GA, 30504 intends to hold a public sale to sell the property stored in the following units stored at the Facility. The public sale to the highest bidder will occur at an online auction via www.storageauctions.com on 1/19/2022 at 1:00pm. Unless stated otherwise the description of the contents are household goods and furnishings. Steven D Howell unit #1013; Kelly A Smith unit #1026; Angela D Peoples unit #1084; Francita R Jackson unit #1102; Nancy S Sykes unit #2019; Rosalyn Jackson unit #2118; Andrea S Rucker unit #2134; Zackary D Tatum unit #A200; Francisco J Zambrano Alvarado unit #A242; Edgar M Yebra unit #B205; Darius DWilkins unit #B225; Rayshawn C Moore unit #C122; Latonya T Earl unit #D110; Tyiea S Segar unit #E141; Carlos Sanchez unit #F124; Michael A Perez unit #F134; Phyllis Birt unit #F141. All property is being stored at the above self-storage facility. This sale may be withdrawn at any

Certain terms and conditions apply. See manager for details. 103110 12/29,1/5

Probate Notices

IN THE PROBATE COURT OF HALL

development 3) Request from Caballero Holdings, LLC to amend an existing Planned Unit Development (P-U-D) zoning totaling 981.661± acres located east of Lanier

PUBLIC NOTICE The Braselton Zoning Board of Appeals will hold a Public Hearing on Thursday, January 13th 2022 at 7:00 pm on the following items:

sales are subject to cancellation. We reserve the right to refuse any bid. Payment must be in cash or credit card-no checks. Buyers must secure the units with their own personal

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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

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

The applicant proposes to amend the Planned Unit Development (P-U-D) zoning for a gated community consisting of 50 fee-simple townhomes. The townhome units will range from 2,750 and 3,100 square feet in size of heated floor space with three to four bedrooms. Each unit will include a two-car garage or a fully covered carport, parking for two additional cars on the driveway, terraces, balconies, and outdoor kitchen space. The townhomes will not exceed 40-feet in height. Amenities are to include a common area, pool, club house with kitchen and active space. Access is proposed from a new driveway located off of High Vista Pointe prior to the privacy gate serving the single-family neighborhood. City water, sewer and garbage pickup will be provided by the City of Gainesville.

The property is part of a larger Planned Unit Development (P-U-D) originally approved in 1995 for 31 single-family lots and 200 condominium units within two 15-story buildings. In 2000, the P-U-D was amended reducing the number of condominium units to 34 within a 12-story building. Presently there are 17 single-family homes and a community dock constructed on the adjacent neighboring High Pointe subdivision which is not included as part of the zoning amendment. The property is partially wooded with steep terrain and contains a powerline easement.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	High Pointe Single-family Neighborhood	Planned Unit Development (P-U-D)
South	Vista Ridge at Lake Lanier Apartments	Residential-II (R-II)
East	Lake Lanier; Georgia Power property	Residential-I (R-I)
West	Rubicon center; Social Security office, Alfa Insurance; The Dance Company; Phoenix at Lake Lanier Assisted Living	Residential-II (R-II); General Business (G-B)

▪ **Other Departmental Comments**

Coordination with the Georgia Department of Transportation will be required to address the proposed access. There were no other departmental comments for this request.

▪ **Zoning History**

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

2019 – A request by Fred Godbee to rezone a 0.5+ acre tract located at 1831 Thompson Bridge Road, NW from Residential-I (R-I) to Neighborhood Business (N-B) was conditionally approved for a security office.

2016 - A request by Jack Bailey to rezone a 0.61± acre tract located at 1665 Thompson Bridge Road, NW from Residential-I (R-I) to Office and Institutional (O-I) was approved with conditions for an insurance office.

2015 - A request by David P. Johnson to rezone a 1.458± acres tract located at 1537 and 1551 Thompson Bridge Road; and 135 Virginia Circle from Residential-I (R-I) to Neighborhood Business (N-B) with a special use for restaurant with drive-thru and retail was denied.

2014 - A request by Over the Hill Holdings, LLC to amend a 10.34± acres tract located at 2601 Thompson Bridge Road zoned Planned Unit Development (P-U-D) for an assisted living facility (Phoenix) was approved with conditions.

2014 – A request by Polestar Development, LLC to rezone a 1.741± acres tract located at 1435 Thompson Bridge Road from Residential-II (R-II) to Regional Business (R-B) for a grocery store and fuel service station was approved with conditions.

2012 - A request by WAG Properties, Inc. to annex a 0.68± acre tract located at 1868 Thompson Bridge Road for a transportation logistics brokerage was approved with General Business (G-B) zoning.

▪ **Staff Analysis**

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

The surrounding uses include a mixture of single-family, multi-family, institutional, office, and commercial uses. The zoning for the property is currently approved for 34 unit residential condominiums within a 12 story building. Given the existing approved use for the property, the proposal appears to be more in character with the adjacent development.

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

The proposed use should not adversely impact the surrounding and nearby properties given that only 50 fee-simple townhomes are being proposed; however, the residential use will change how the property currently functions given that it is undeveloped. Parking, access, stormwater and building orientation are important as to not detract from the adjacent residential uses. Again, the previously approved use for the property would have significantly more impact on the adjacent properties given its height and scale.

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

The Future Development Map for the City of Gainesville places the subject property within the *Low-Medium Residential* land use category which includes areas containing or planned for

single-family detached or semi-detached housing at densities ranging from two to four dwelling units per acre with only limited light office use allowed, such as a home office. The proposed residential density for the subject property is 10.32 dwelling units per acre which is above the 4.0 maximum density guidelines for this land use category. However, the P-U-D zoning including the single-family properties, has an overall density of 3.6± dwelling units per acre. Given the current approved use for the property and the adjacent apartment uses, the proposal appears to be reasonable.

According to the Character Area map for the City of Gainesville, the subject property is located within the *Lake District*. The main character area driver is the presence of Lake Lanier and its distinctive rolling landscape. While the vision for the north is single-family preservation, limited commercial intensification of the existing node, protection of the tree canopy and shoreline ecosystem, and continued enhancement of the golf club, opportunities for land use changes are more prevalent south of Thompson Bridge. Here, the focus should be taking advantage of the lake and forest to build a character more similar to the north. This includes repositioning Thompson Bridge Road as a multimodal “Great Street” and supporting new conservation-based single-family housing and open space preservation on undeveloped land. Land uses allowed in the Lake District are low-density residential, medium-density residential, multifamily residential, mixed-use, commercial, public / institutional, transportation / communications / utilities, and parks / recreation / conservation.

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

It is staff's opinion the proposed P-U-D amendment is more in character with the surrounding uses and landscape than the 12-story condominiums currently approved for the property. Since the original proposal for the property was approved over 20 years ago, the surrounding properties have remained residential in scale not exceeding 3 stories in height. The proposed zoning amendment appears more appropriate even though 16 additional residential units are proposed.

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

City water, sewer and public safety services are currently provided to the property. Water is present along High Vista Pointe and Thompson Bridge Road. Sewer is located within the property along the lake. Gainesville Fire Station #3 is located approximately 1.5± miles to the north off of Nancy Creek Road.

The proposal will slightly increase ingress and egress traffic movements off of Thompson Bridge Road where left turning movements can be difficult during rush hour traffic. There is currently a north bound dedicated right turn and a center median left turn lane onto High Vista Pointe. According to the Institute of Transportation Engineers (ITE) Trip Generation Handbook (9th Edition), the 50 residential townhomes on average could generate 290± new trips per weekday (50% entering, 50% exiting), 22± A.M. peak hour trips (19% entering, 81% exiting) and 26± P.M. peak hour trips (64% entering, 36% exiting).

The proposed use should have minimal impacts on the Gainesville City School System given there are only 50 residential units proposed. It is unknown how many school-aged may live within the development. The proposal is not age restricted but given its price point appears to be mostly families without school aged children.

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

In comparison to Jesse Jewell Parkway, Dawsonville Highway, Browns Bridge Road and Atlanta Highway, development along Thompson Bridge Road has been more methodical. This is in part due to the location of the lake, its topography, and the distance from I-985 and the railroad. The Comprehensive Plan identifies the need for quality housing within the downtown area. The location of the subject property is conducive for residential purposes but is challenged due to steep topography and a powerline easement.

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

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

▪ **Staff Recommendation**

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

Conditions

1. The proposal shall be generally consistent with the concept plan and architectural pictures provided with this zoning amendment application per the review and approval of the Community and Economic Development Director.
2. The proposed townhome development shall adhere to the development standards stated within Section 9-10-2-5 of the Unified Land Development Code entitled "Single-Family Attached Dwelling (Fee-Simple Townhouse)."
3. In addition to the parking provided for each townhome unit and the amenity, a minimum of 10 guest parking spaces shall be provided within the development.
4. The owner/developer shall screen all stormwater detention ponds with a mixture of evergreen trees. In addition, there shall be a minimum 20-foot wide landscape buffer planted area adjacent to High Vista Point and Thompson Bridge Road. The location, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.
5. Signage for the development shall be located at the entrance of the development located off of High Vista Point. Signage shall be limited to the residential zoning standards stated within Section 9-18-5-6 of the Unified Land Development Code entitled "Project Entrance Signs", not to exceed 8-feet in height and 32 square feet of sign face area with ground lighting.
6. All access point design for the subject property shall be submitted for review by the Gainesville Public Works Director. The approval of said design shall be required prior to issuance of a building permit. All required access/traffic/sidewalk improvements associated with the proposed development shall be at the full expense of the developer/property owner.

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. 2021-27

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. 2021-27

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, 9th 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. 2021-27

W. Samuel Couvillon, Mayor

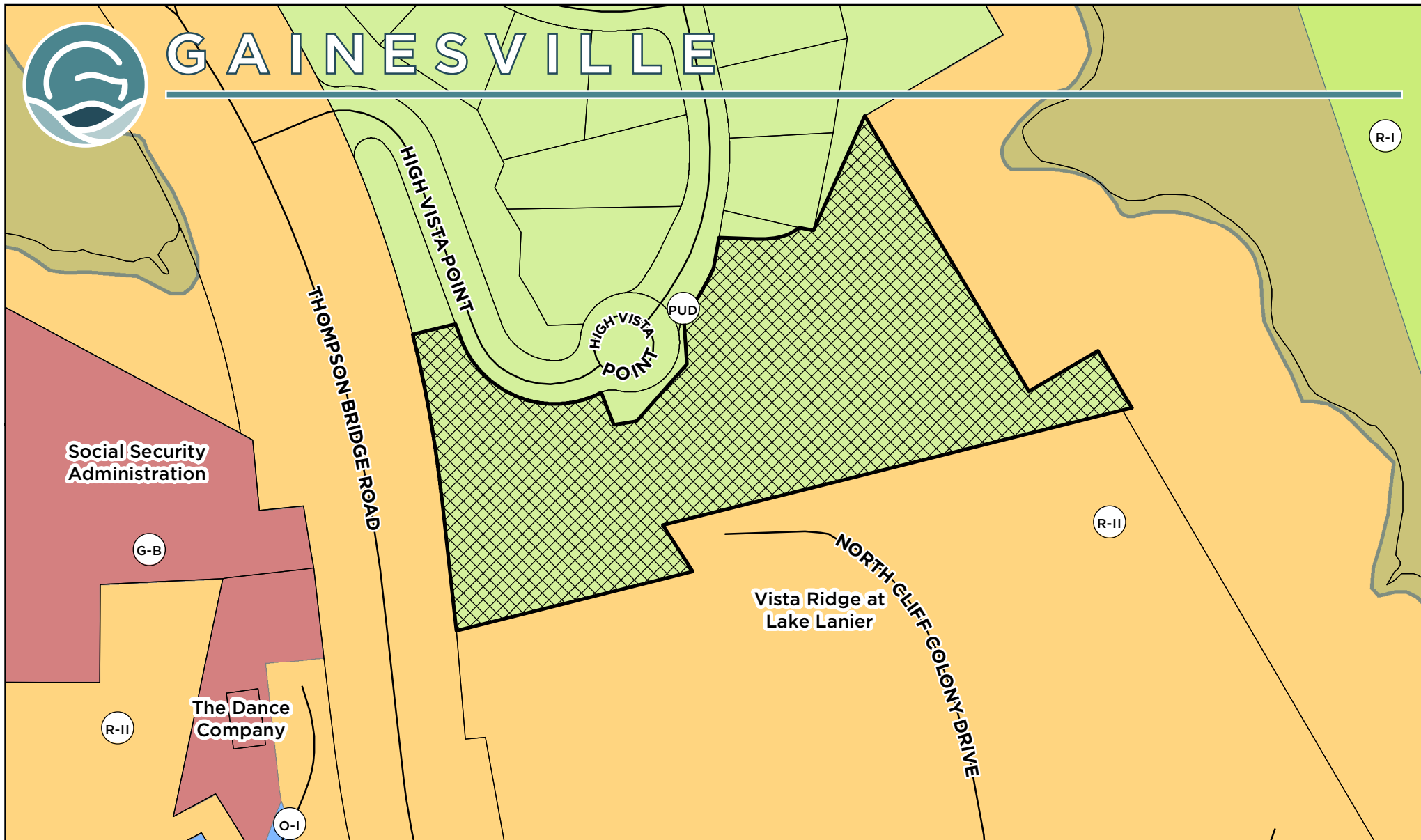
This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this Ordinance was adopted as stated and will be recorded in the official minutes.

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:

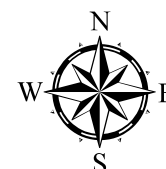
2702 High Vista Point, NE

Tax Parcel:

01-100-002-032



Subject Property



Meeting Date: 09/14/2021

Map Prepared: 08/17/2021

0 90 180 Feet
Page 58 of 1265

SCALE: 1" = 167'



GAINESVILLE



Hall County GIS

Applicant: **EASTO CONSTRUCTION**

Request:

ZONING AMENDMENT REQUEST

Amend a portion of the existing Planned Unit Development (P-U-D) zoning totaling 4.847+/- acres tract for 50 residential townhomes

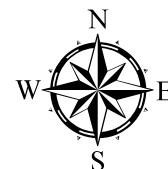
Subject Property Address:
2702 High Vista Point, NE

Tax Parcel:
01-100-002-032



Subject Property

Aerial from 2018

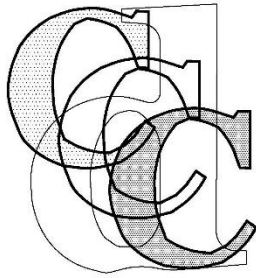


Meeting Date: 09/14/2021

Map Prepared: 08/17/2021

0 90 180 Feet
Page 59 of 1265

SCALE: 1" = 167'



**CHEROKEE
DESIGN &
CONSTRUCTION
CONSULTING, P. C.**

PMB 211
3600 Dallas Highway Suite 230
Marietta, Georgia 30064
Voice 770-722-9986
rjf.cherokeedesign@gmail.com

Mr. Richie Reitano
Eastco Construction, Inc.
2685 Buford Highway
Suite 500
Buford, Georgia 30518

RE: High Vista on Lanier

Thank you so much for the opportunity to work with you on our project, High Vista on Lanier.

As a summary, please allow this letter to serve as a narrative of the project's highlights.

The project will feature three and four bedroom townhomes, averaging near 2,850 square feet. The projected units will be very modern, featuring lake view balconies on both of the upper floors on both ends of the home. Roof top decks are also predicted. Grades, as well as trees, will obviously dictate final views, but our expectation is that more than 75% of the homes will have pure lake views of more than 180 degrees.

The homes will be between 2600 and 3000 SF, excluding the two car garage. We anticipate very high end finishes, with granite or quartz counters, level 5 finishes on drywall, Viking appliances, hardwood floors, Progressive Lighting and very modern aesthetics. Projected building heights are 35 feet.

Access to the site is off High Vista, following a turn-in from Thompson Bridge Road. We anticipate monument signage in two locations, visible from both Thompson Bridge and at the curb cut at High Vista. While the site will only have one access point, the property is designed to allow for all code required emergency vehicle access, with a full 360 degree drive path.

The development team does not anticipate any need for variance from setbacks or easements, though Civil Engineering has not been commenced.

We will definitely be able to accommodate outdoor kitchen space in back yards, and have terraces, as well as livable balconies on both sides of the building.

The attached site plan illustrates the utility easements and anticipated setbacks. Final PUD documents, including grades, will show all property dimensions, retaining walls, building footprints, driveways and auxiliary parking.

Additionally, all landscape areas will be defined.

The HOA will contract directly with utility companies, trash services, landscapers and other common amenity maintenance.

Lastly, it is a project intent to engage formal relationships with neighboring HOA to properly resolve shared services and traffic questions.

Please let me know if you have any questions or comments.

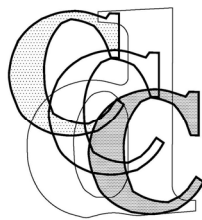
Sincerely,

Robert L. Fouse
President

A
DESIGN AND DEVELOPMENT
NARRATIVE FOR AN
EXISTING PUD MODIFICATION

2702 High Vista Point

Gainesville, Georgia



**CHEROKEE
DESIGN &
CONSTRUCTION
CONSULTING, P. C.**

PMB 211
3600 Dallas Highway Suite 230
Marietta, Georgia 30064
Voice 770-722-9986
rlf.cherokeedesign@gmail.com

EXECUTIVE SUMMARY

2702 High Vista Point is one of the few remaining properties (non-single family residential) on the shore of Lake Lanier that remains completely undeveloped. It currently has approved PUD zoning authorizing a condominium project consisting of 34 units in a multi-story high-rise, including multiple stories of garage parking. The anticipated project has languished for more than 20 years and has never had any meaningful positive progress, as the underlying economics are simply not feasible.

The land is virgin, but was investigated as a part of the single family development adjacent to the site. Surveys, geotechnical reports, and meets and bounds were completed more than 20 years ago, with the anticipation of development. Obviously, circumstances caused those development plans to be rendered incomplete.

The new development concept anticipates up to 50 townhomes (dependent upon final Civil Engineering solutions), completely eliminating the high-rise character of the project and replacing it with 3 story structures, consistent with the style rendered on the cover and within the submitted drawings, creating a more appropriate transitional site between the high end residential properties to our north, and the more moderately priced apartments to our south.

The property concept includes both an amenity building housing spaces accommodating pool activities and rentable party space (with a usable kitchen), and a second building that will be designed for more active space (pool, ping pong, arcades). The two buildings, along with the associated amenities (pool, deck, volley ball, walkway to lake, etc.) will be the ultimate maintenance responsibility of the HOA to be created. We are in active discussion with our neighboring HOA to explore shared benefits.

It is anticipated that the vast majority of the unit will have true lake views from multiple decks and rooftops, and will allow the development to attract higher price point buyers who seek the lifestyle and exclusivity of lakefront property. We believe the property will become a model for the continuously evolving greater community in Gainesville.

CONSISTENCY WITH CITY GOALS AND PRIORITIES

The development objectives are, based upon preliminary conversations, completely consistent with both the City of Gainesville's objectives, and those of the impacted neighbors. No parties have spoken in favor of the previous PUD approval, allowing a multi story high-rise. All parties, including our development team, recognize the currently approved project may not best fit the definition of "highest and best" use.

We feel very confident a 3 story townhouse project, featuring high end amenities and assets consistent with the desires of the current market, is a far superior solution for the property.

DEVELOPMENT PLAN

Property Address:	2702 High Vista Point, Gainesville, Georgia
Site Area:	4.85 Acres +/-
Existing Zoning:	Approved High-rise PUD
Existing Conditions:	Vacant, virgin land.
Proposed Use:	A new townhome community of no more than 50 units.
Proposed Density:	10.3 units per acre, maximum.
Site Development:	Developer anticipates no variance from comparable zoning restrictions.
Maximum Heights:	Developer anticipates 10-11' interior ceiling heights, 3 floors, with roof decks on some units. Maximum heights should not exceed 40'-0" above lowest adjacent grade levels. Any pitched roof requirements will raise the maximum height to ridge.
Open Space:	In addition to build exterior amenity spaces, the site will maintain significant undeveloped property, landscaped and available for resident use.
Parking:	All units are anticipated to have either a 2-car garage or a fully, structurally covered carport, as well as a drive way size to accommodate an additional 2 vehicles. Common areas and amenity buildings will also have small parking areas for events and activities.
Interface:	The developer is eager to engage neighbors and the City to find the most appropriate minor modifications that benefit the City of Gainesville, neighboring properties, and the Developer's interests.

GENERAL GUIDELINES

Parking:	The project anticipates 4 spaces per unit, 2 in either a garage or fully covered carport, with an additional two spaces available in the driveway for each unit. Additional parking will be provided at common amenity buildings and spaces.
Resident Units:	3 and 4 bedroom, 3 story townhomes are the proposed unit types for the project. 3 bedroom units are projects to be approximately 2750 SF, while the 4 bedroom units are projected at approximately 3100 SF. Each unit is projected to include both front side and rear side balconies with lake views, as well as roof top decks on those units where views can be maximized. Sales prices are assumed to be at the high end of the market, with some units commanding 7-figure sales price. Interior finishes and amenities are meant to meet or exceed the options available in the PMA and within comparable properties. The project assumes two amenity buildings housing various common services and HOA benefits. The project also assumes exterior amenities including a pool.
Building Heights:	Flat roof (accessible deck) solutions should not exceed a projected 40'-0". If pitched roofs are implemented at the request of the City, that height will likely be exceeded.
Ongoing Operations:	The project anticipates the creation of an HOA that will assume responsibility for common area maintenance, including landscaping and repairs. The site will feature significant accent lighting, safety features, mail and garbage services, and all other required functional amenities. The project does not anticipate seeking any variance from standard code for these items.

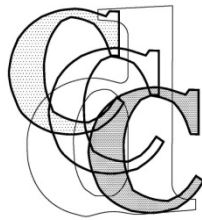
All proposed landscaping, including any “replacement” requirements for those tree eliminated as a result of the development will be subject to standard City review and requirements. The project will seek cooperation from the Corp of Engineers for removal of dead and diseased trees, as well as to allow Corp property to serve as a benefit to residents, though the team recognizes the difficulty of that process and the unlikely positive outcome.

Developers have established relationship with neighboring HOA leadership, and anticipate a strong partnership benefitting all parties affected by the proposed development.

REVISED DESIGN AND DEVELOPMENT
NARRATIVE FOR MODIFICATION OF AN
EXISTING PUD

2702 High Vista Point

Gainesville, Georgia



**CHEROKEE
DESIGN &
CONSTRUCTION
CONSULTING, P. C.**

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WILLIAMS & MILES**

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(770) 536-3381
tsmith@sgwmfirm.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.

This revised development concept calls for up to 44 three-story townhomes (dependent upon final Civil Engineering solutions) that will eliminate the high-rise condominium concept called for by current zoning. The character of the project will be consistent with the style shown on the revised site plan.

The property concept includes a clubhouse, swimming pool, tennis court, and green space. Maintenance of the amenities will be the ultimate responsibility of the HOA to be created.

A vast majority of the units will have true lake views which will allow the development to attract higher price point buyers seeking the lifestyle and exclusivity of lakefront 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 44 units.
Proposed Density:	9.07 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. Maximum heights should not exceed 52'-0" (including pitched roof) above lowest adjacent grade levels.
Open Space:	In addition to amenity areas, the site will maintain significant undeveloped property, landscaped and available for resident use.
Parking:	All units are anticipated to have a 2-car garage as well as a driveway sized to accommodate an additional 2 vehicles. Common areas and the clubhouse will also have small parking areas for events and activities.
Interface:	The developer is eager to engage neighbors and the City to find the most appropriate minor modifications that benefit the City of Gainesville, neighboring properties, and the Developer's interests.

GENERAL GUIDELINES

Parking:	The project anticipates 4 spaces per unit, 2 in a garage, with an additional 2 spaces available in the driveway for each unit. Additional parking will be provided at amenity areas and the clubhouse.
Resident Units:	3 to 5 bedroom, three-story townhomes are the proposed unit types for the project. 3 bedroom units are projected to be approximately 2750 SF, 4 bedroom units are projected to be approximately 3100 SF, and 5 bedroom units are projected to be approximately 3200 SF. Each unit is projected to include a roof deck. Units positioned where views can be maximized will also include balconies. Each unit will include an option for an elevator. Sales prices are projected to be at the high end of the market, with some units commanding 7-figure sales price. Interior finishes and amenities will meet or exceed the options available in the PMA and within comparable properties. The project assumes one clubhouse, along with a swimming pool and tennis court.
Building Heights:	All units will have a pitched roof. Building heights, including the pitched roof, are not expected to exceed 52'-0".
Ongoing Operations:	The project anticipates the creation of an HOA that will assume responsibility for common area maintenance, including landscaping and repairs. The site will feature significant accent lighting, safety features, mail and garbage services, and all other required functional amenities. The project does not anticipate seeking any variance from standard code for these items. All proposed landscaping, including any "replacement" requirements for those trees eliminated as a result of the development, will be subject to standard City review and requirements.

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

NOTES:

1. THIS PLAT HAS BEEN DONE FOR THE USE AND PURPOSE OF THE CLIENT ASSIGNED AND CONTRACTED WITH BELOW. ALL OTHER PARTIES ARE SUBSEQUENTLY PUT ON NOTICE AS TO THE LIMITED DEGREE OF RELIANCE UPON THIS PLAT BY THIRD PARTIES.
2. THE PUBLIC RECORDS REFERENCED ON THIS PLAT ARE ONLY THOSE USED AND/OR NECESSARY TO THE ESTABLISHMENT OF THE BOUNDARY OF THIS PROPERTY. THEY ARE NOT AND DO NOT CONSTITUTE A TITLE SEARCH.
3. THE NORTH MERIDIAN SHOWN HEREON IS BASED ON A RECORD GRID BEARING.
4. THE COMMON AREA SHALL NOT BE CONSIDERED FOR A RESIDENTIAL SITE.
5. THERE MAY OR MAY NOT BE ADDITIONAL UNDERGROUND UTILITIES NOT SHOWN HEREON. NO WARRANTY IS MADE AS TO THE LOCATION, SIZE OR DISTANCE OF UTILITIES WHICH COULD NOT BE VERIFIED BY SURFACE INVESTIGATION.

PLAT REFERENCES:

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

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

COURSE BEARING DISTANCE

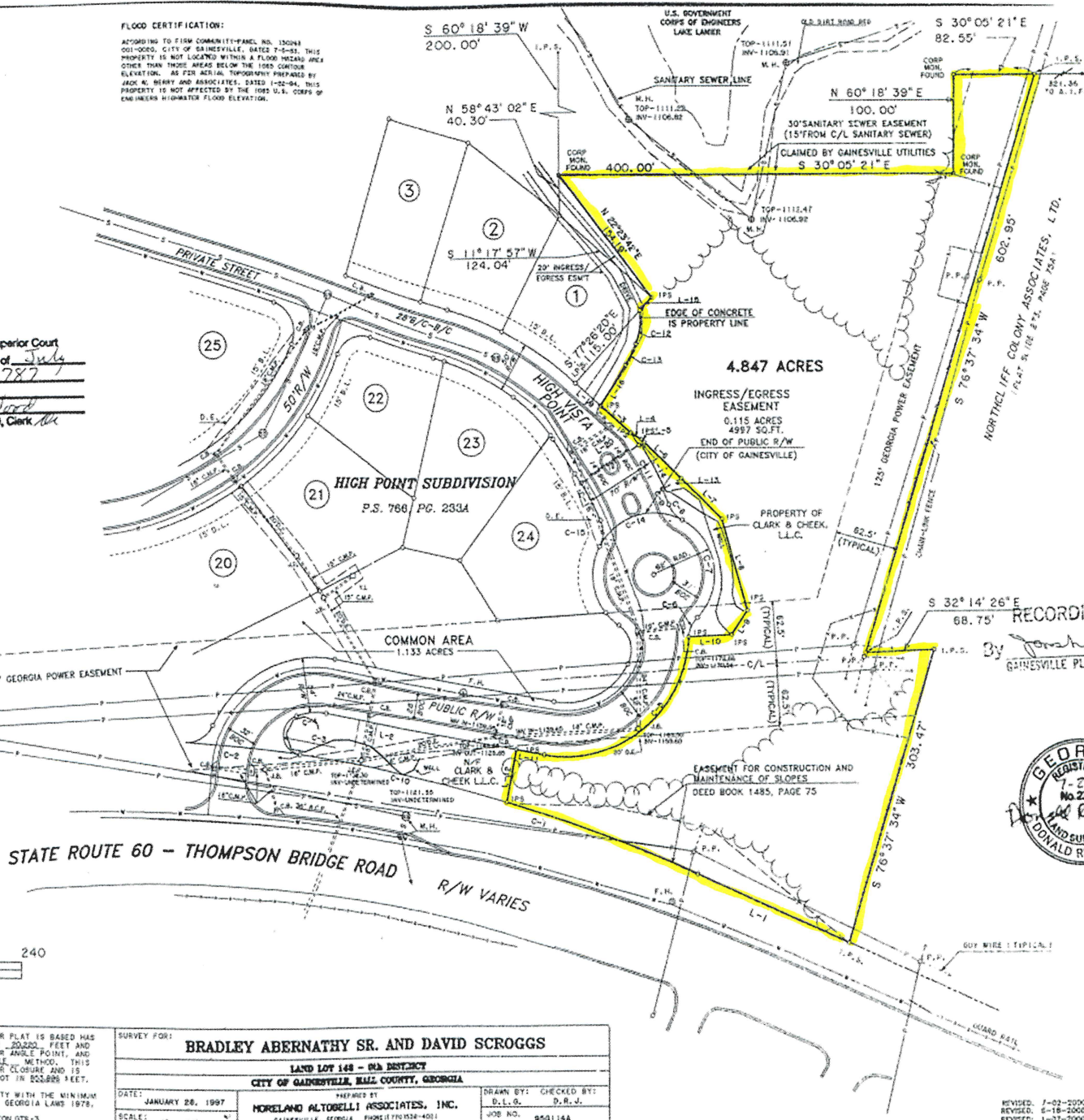
L-1	N 05°30'26"W	167.70'
L-2	S 19°30'00"E	204.36'
L-3	N 11°06'16"E	40.76'
L-4	N 00°24'36"E	12.36'
L-5	N 14°10'31"E	3.48'
L-6	N 14°10'31"E	52.37'
L-7	N 14°10'31"E	57.54'
L-8	N 64°16'10"E	95.30'
L-9	S 86°34'08"E	29.15'
L-10	S 32°43'26"E	43.51'
L-11	S 10°29'06"E	28.77'
L-12	N 70°30'00"E	53.18'
L-13	N 58°30'34"W	21.82'
L-14	S 58°30'34"E	6.23'
L-15	S 77°26'20"E	17.20'
L-16	S 67°26'05"E	33.49'
L-17	N 60°44'27"E	23.82'
L-18	S 87°47'55"E	47.12'
L-19	N 11°00'16"E	54.24'
L-20	S 62°37'45"E	70.00'

CURVE	RADIUS	LENGTH	CHORD	CH. BEARING
C-1	1522.39'	207.14'	206.98'	N 09°26'13"W
C-2	1522.39'	118.45'	118.42'	N 24°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'	N 31°09'23"E
C-12	65.00'	33.87'	33.49'	N 67°26'55"E
C-13	137.00'	57.87'	57.82'	N 95°46'40"E
C-14	62.00'	62.00'	88.02'	N 47°10'26"W
C-15	30.00'	27.04'	26.13'	N 61°46'40"E
C-16	278.00'	41.97'	41.64'	N 31°39'55"E

Georgia, Hall County, Clerk Superior Court
Filed in office this 6 day of July
2017 Recorded in slide 787
Page 230A
Dwight S. Wood
DWIGHT S. WOOD, Clerk

FLOOD CERTIFICATION:

ACCORDING TO FIRM COMMUNITY-PANEL NO. 13004 001-000, CITY OF GAINESVILLE, DATED 7-8-85, 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.



RECORDING PERMIT
By Donna R. Jones
GAINESVILLE PLANNING COMMISSION



- I. F.	LEGEND
- M. F.	ANGLE IRON FOUND
- C.	CONCRETE MONUMENT FOUND
- I. F.	CENTERLINE
- P. F.	IRON PIN FOUND
- L.	IRON PIN SET (1/2" REBAR)
- L.	LAND LOT
- P.	PROPERTY LINE
- P.	OVERHEAD POWER LINE
- P.	POWER PILE
- W.	RIGHT-OF-WAY

THE FIELD DATA ON WHICH THIS MAP OR PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 20,000 FEET AND AN ANGULAR ERROR OF ONE SECOND PER ANGLE POINT, AND WAS ADJUSTED USING THE LEAST SQUARES METHOD. THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 500,000 FEET.

THIS PLAT WAS PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REQUIREMENTS OF LAW, GEORGIA LAWS 1978, AND IS SUITABLE FOR RECORDING.

TYPE OF EQUIPMENT: TOPCON GTS-3

SURVEY FOR:

BRADLEY ABERNATHY SR. AND DAVID SCROGGS

DATE:	JANUARY 28, 1997	DRAWN BY:	D. L. G.	CHECKED BY:	D. R. J.
SCALE:	1" = 80'	PREPARED BY:	MORELAND ALTOBELLI ASSOCIATES, INC.	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

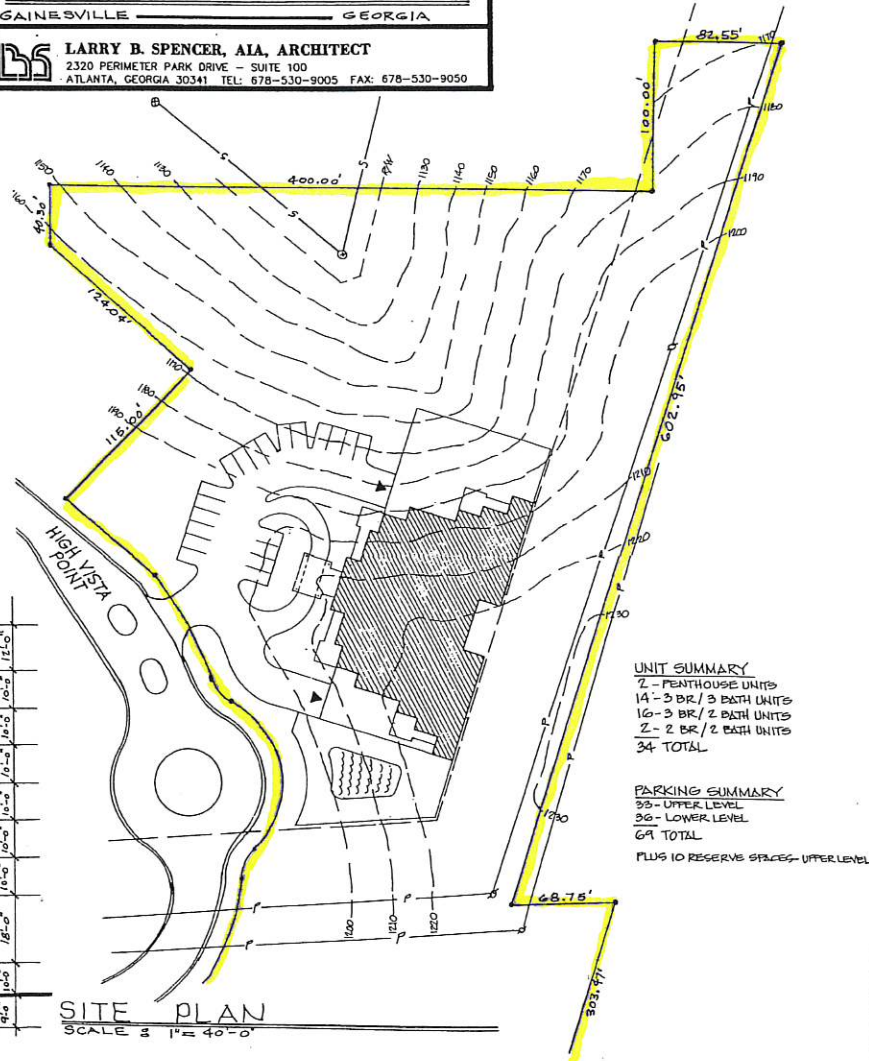


FRONT ELEVATION

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

HIGHPOINT CONDOMINIUMS
 GAINESVILLE GEORGIA

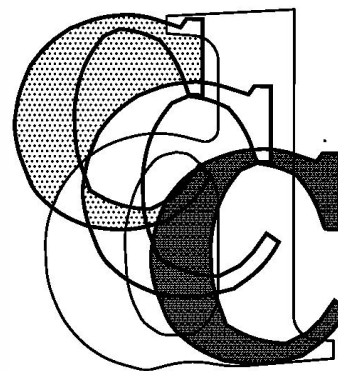
LB LARRY B. SPENCER, AIA, ARCHITECT
 2320 PERIMETER PARK DRIVE - SUITE 100
 ATLANTA, GEORGIA 30341 TEL: 678-530-9005 FAX: 678-530-9050



PRELIMINARY SHEET TITLE HIGH

A NEW LUXURY TOWNHOME
COMMUNITY
AT
HIGH VISTA ON LANIER

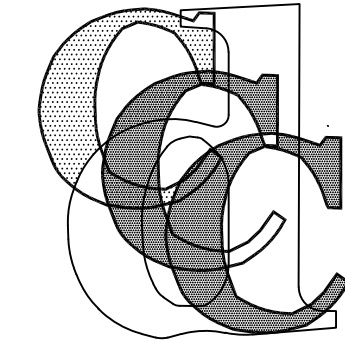
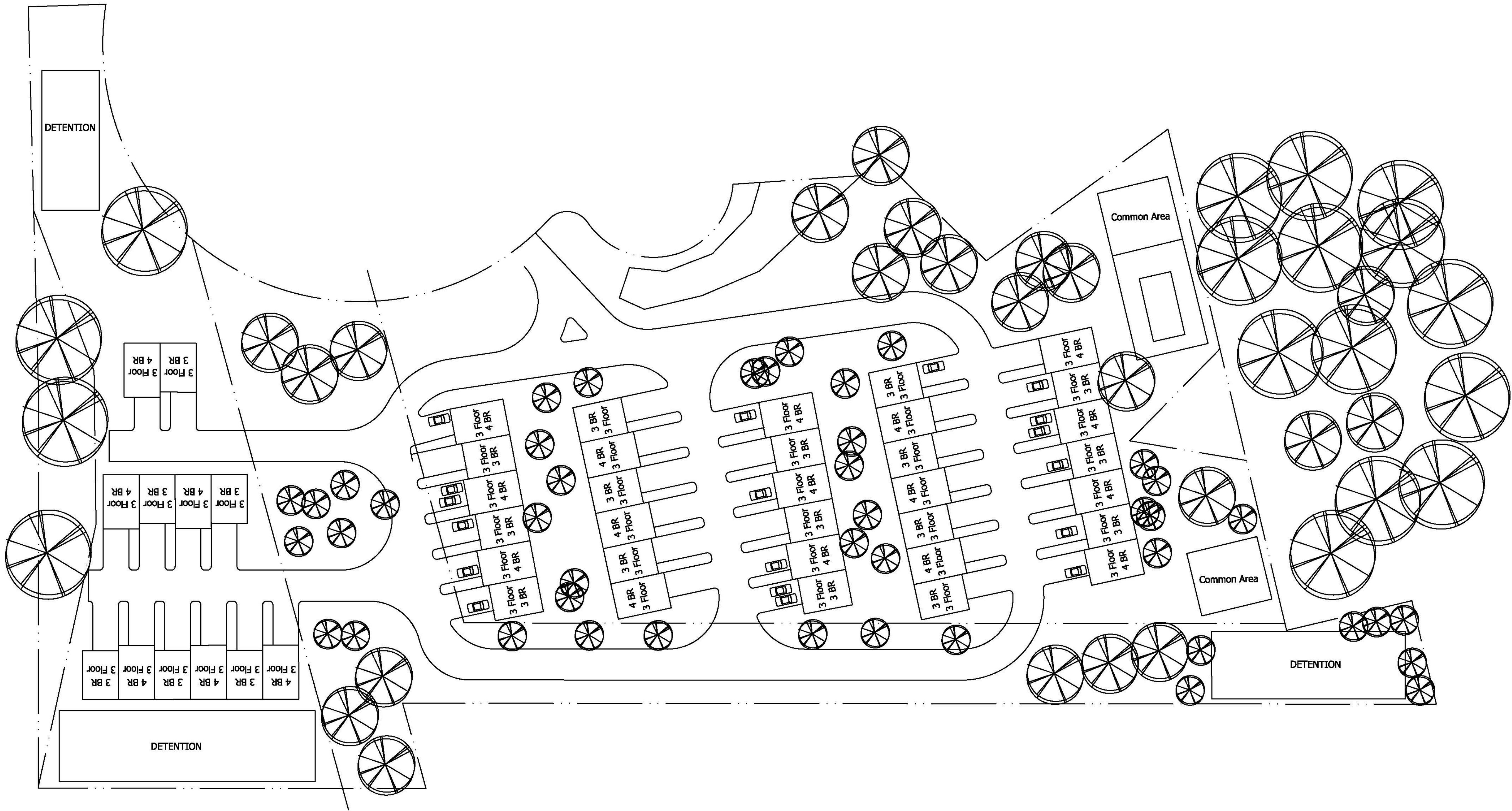
2702 High Vista Point, Gainesville, Georgia
ISSUED FOR PUD MODIFICATION APPLICATION



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3600 Dallas Hwy, Suite 220
Marietta, Georgia 30064
Voice 770-722-9986
rif.cherokeedesign@gmail.com

CODE SUMMARY					INDEX TO DRAWINGS	DRAWING ISSUE:																																										
VICINITY MAP: PROJECT SITE PROJECT ADDRESS: TYPE OF PACKAGE: ... CONSTRUCTION OF TOWNHOMES SEISMIC DESIGN CATEGORY: "C" WIND SPEED: 90 MPH EXPOSURE CATEGORY: C APPLICABLE CODES: Building: 2012 edition International Building Code Mechanical: 2012 edition International Mechanical Code Plumbing: 2012 edition International Plumbing Code Gas: 2012 edition International Fuel Gas Code Electrical: 2014 edition National Electrical Code Energy: 2009 edition International Energy Conservation Code Fire: 2012 edition International Fire Code Life Safety: 2012 Life Safety Code - NFPA 101 Accessibility: 2015 Georgia Accessibility Code/Rules and Regulations of the Georgia Safety Fire Commissioner Ch. 120-3-20 NOTE: SHALL COMPLY WITH ALL APPLICABLE GEORGIA AMENDMENTS NOTE: THE SUPPRESSION SYSTEM IN THE PLANS IS FOR REFERENCE ONLY AND THE SUPPRESSION SYSTEM MUST BE SUBMITTED AND APPROVED SEPARATELY.	C. OCCUPANCY CLASSIFICATION	IBC	NFPA 101	Occupancy Calculations per Table 7.3.1.2 Chapter 7 Life Safety Code 2012		Issue Dates: <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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N. TRAVEL DISTANCE AUTOMATIC FIRE SPRINKLER SYSTEM																																																

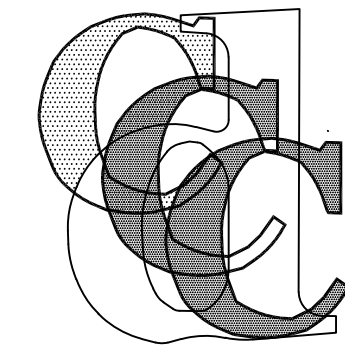


No.	ISSUE	DATE
	PUD APPLICATION	07/29/21



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Seal:

CIVIL ENGINEER:

STRUCTURAL ENGINEER:

MEP ENGINEER:

Job Title:

A NEW LUXURY TOWNHOME
COMMUNITY

HIGH VIST ON LANIER

2702 HIGH VISTA POINT

GAINESVILLE
GEORGIA

Sheet Information:

Job Number	2107003
Original Issue Date	

Issue Dates:

No.	ISSUE	DATE
	PUD APPLICATION	07/29/21

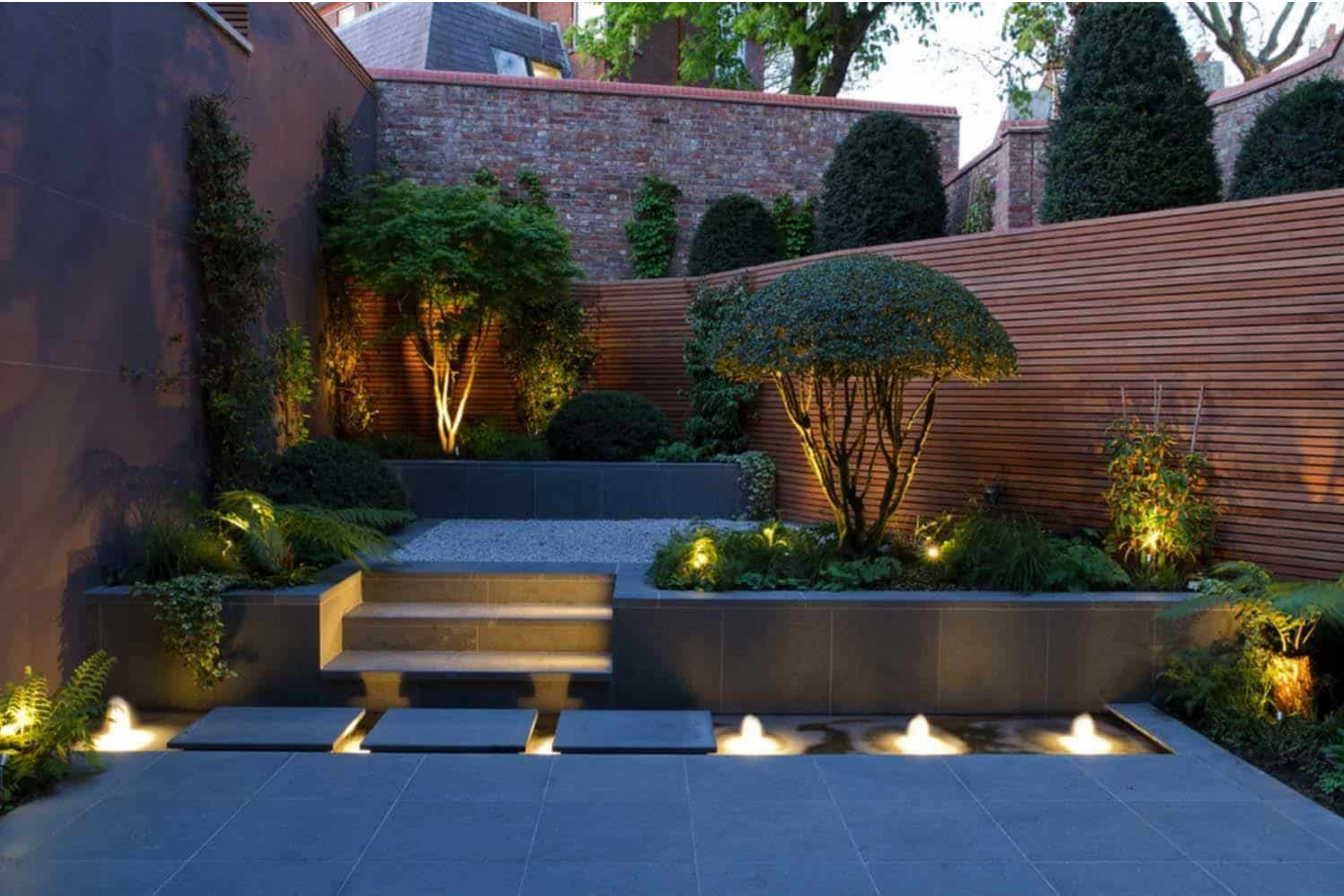
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CONCEPT
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IMAGE

Sheet:

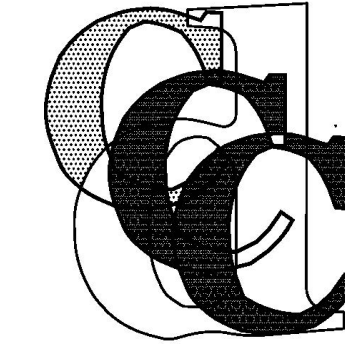
A102

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STRUCTURAL ENGINEER:

MEP ENGINEER:

Job Title:

A NEW LUXURY TOWNHOME

COMMUNITY

HIGH VIST ON LANIER

2702 HIGH VISTA POINT

GAINESVILLE
GEORGIA

Sheet 1 mation:

Job Number	2107003
Original Issue Date	

Issue Dates:

No.	ISSUE	DATE
	PUD APPLICATION	07/29/21

Sheet Title:

**REAR SIDE
IMAGES**

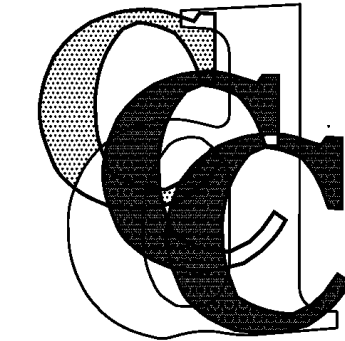
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A103

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MEP ENGINEER:

Job Title:

**A NEW LUXURY TOWNHOME
COMMUNITY
HIGH VIST ON LANIER**
2702 HIGH VISTA POINT
GAIN VILLE GE GIA

Sheet Information:

Job Number	2107003
Original Issue Date	

Issue Dates:

No.	ISSUE	DATE
	PUD APPLICATION	07/29/21

Sheet Title:

**RENDERED
SITE PLAN**

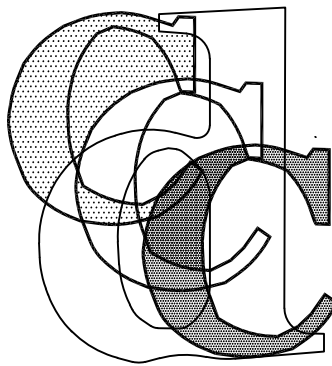
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A104

FOR CONSTRUCTION

A NEW LUXURY TOWNHOME
COMMUNITY
AT
HIGH VISTA ON LANIER

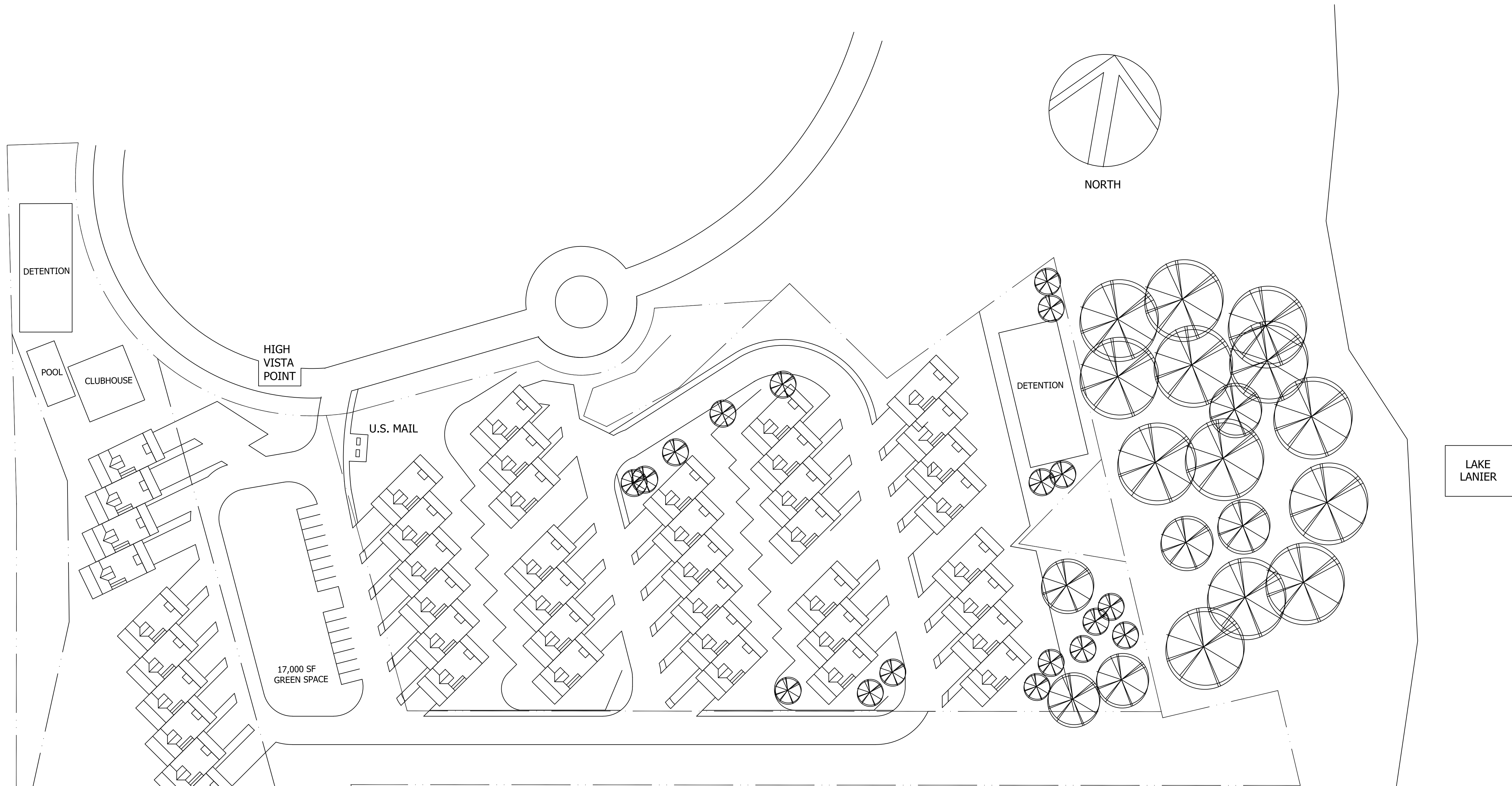
2702 High Vista Point, Gainesville, Georgia
ISSUED FOR PUD MODIFICATION APPLICATION



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CODE SUMMARY					INDEX TO DRAWINGS		DRAWING ISSUE:	
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	D. TYPE OF CONSTRUCTION A - Protected / B - Unprotected					No.	ISSUE	DATE
	E. AUTOMATIC SPRINKLER SYSTEM SPRINKLERED / UNSPRINKLERED						PUD Submission	07/29/21
	F. ALLOWABLE HEIGHT HEIGHT SHOWN						City Council Hearing	12/07/21
	G. ALLOWABLE AREA 1. Area Allowed Per Unit 2. Actual Area Per Unit							
	H. FIRE RESISTANCE RATINGS - BUILDING ELEMENTS 1. Structural Frame 2. Bearing Walls 3. Non-Bearing Walls 4. Floor Construction 5. Roof Construction			Unit Summary				
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	K. COMMON PATH OF TRAVEL							
	L. EGRESS/CORRIDOR WIDTH REQUIRED PROVIDED							
M. DEAD END CORRIDORS								
N. TRAVEL DISTANCE AUTOMATIC FIRE SPRINKLER SYSTEM								



DEVELOPMENT NOTES AND STANDARDS

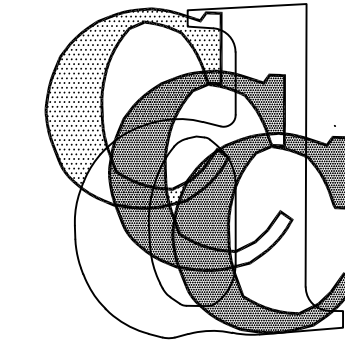
THE PROPOSED DEVELOPMENT INCLUDES 44 UNITS, MIXED BETWEEN 3 AND 4 BEDROOM TOWNHOMES. EACH UNIT INCLUDES A 20'-0" DRIVEWAY AND A TWO CAR GARAGE, RESULTING IN 4 VEHICLE SPACES PER UNIT. THE DEVELOPMENT ANTICIPATES 10'-0" PLATE HEIGHTS FOR EACH OF 3 FLOORS, RESULTING IN 35'-0" TO THE EAVE, WITH A 4:12 PITCHED ROOF, ADDING 6 VERTICAL FEET OF ROOF PITCH. EACH UNIT CONTAINS MULTIPLE BALCONIES, AND A LARGE ROOF DECK. ADDITIONALLY, EACH UNIT HAS A PRIVATE, GROUND-LEVEL COURTYARD. 5'-0" SIDEWALKS ARE PRESENT ON THE EAST SIDE OF EACH VEHICULAR STREET. 150'-0" UTILITY EASEMENT REMAINS UNBUILT. 15 ADDITIONAL VISITOR PARKING SPACES ARE PROVIDED ON SITE. DETENTION IS ACCOMMODATED IN TWO PONDS, AT THE TWO LOW POINTS OF THE SITE.

THE SITE SLOPES FROM A HIGH POINT AT THE WEST END TO A LOW POINT AT THE EAST. SIMILARLY, THE SITE SLOPES FROM A HIGH POINT AT THE SOUTHERN PROPERTY LINE TO A LOW POINT AT THE NORTHERN PROPERTY LINE. THE EASTERN MOST UNITS WILL STEP, VIA FOUNDATION WALLS APPROXIMATELY 18 INCHES WITH EACH NEW UNIT RESULTING IN ROUGHLY 10'-0" OF GRADE CHANGE FROM NORTH APPROXIMATELY 18 INCHES WITH EACH NEW UNIT RESULTING IN ROUGHLY 10'-0" OF GRADE CHANGE FROM NORTH TO SOUTH. MOVING EAST TO WEST, EACH BUILDING ROW WILL BE APPROXIAMTELY 8'-0" HIGHER THAN THE ROW IMMEDIATELY TO THE EAST. THIS WILL ALLOW FOR ALL UNITS TO HAVE UNENCUMBERED LAKE VIEWS (LOOKING OVER THE BUILDING BELOW). EACH BUILDING ROW WILL STEP UP THE SLOPE AS DESCRIBED ABOVE. (APPROXIMATELY 18 INCHES PER UNIT VERTICAL STEP.

1 CONCEPTUAL SITE PLAN WITH BUILDING AND PARKING LAYOUT
1" = 50'-0"

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MEP ENGINEER:

Job Title:

LUXURY TOWNHOMES
at
HIGH VISTA POINT
A 44 UNIT DEVELOPMENT

GAINESVILLE
GEORGIA

Sheet Information:

Job Number	2021-08
Original Issue Date	11/07/21

Issue Dates:

No.	ISSUE	DATE
	Council Meeting	12/07/21

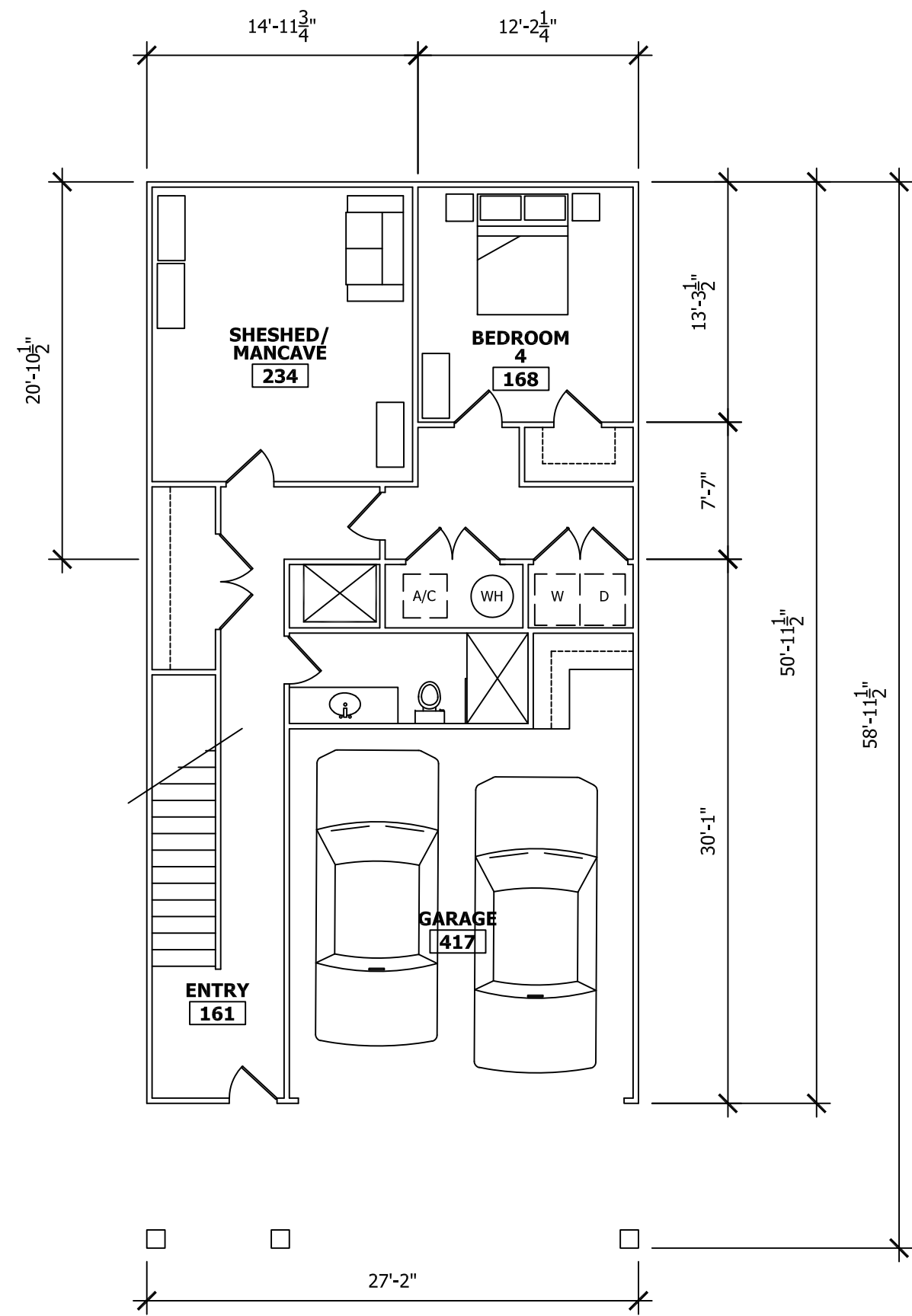
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CONCEPTUAL
SITE PLAN WITH
BUILDING AND
PARKING LAYOUT

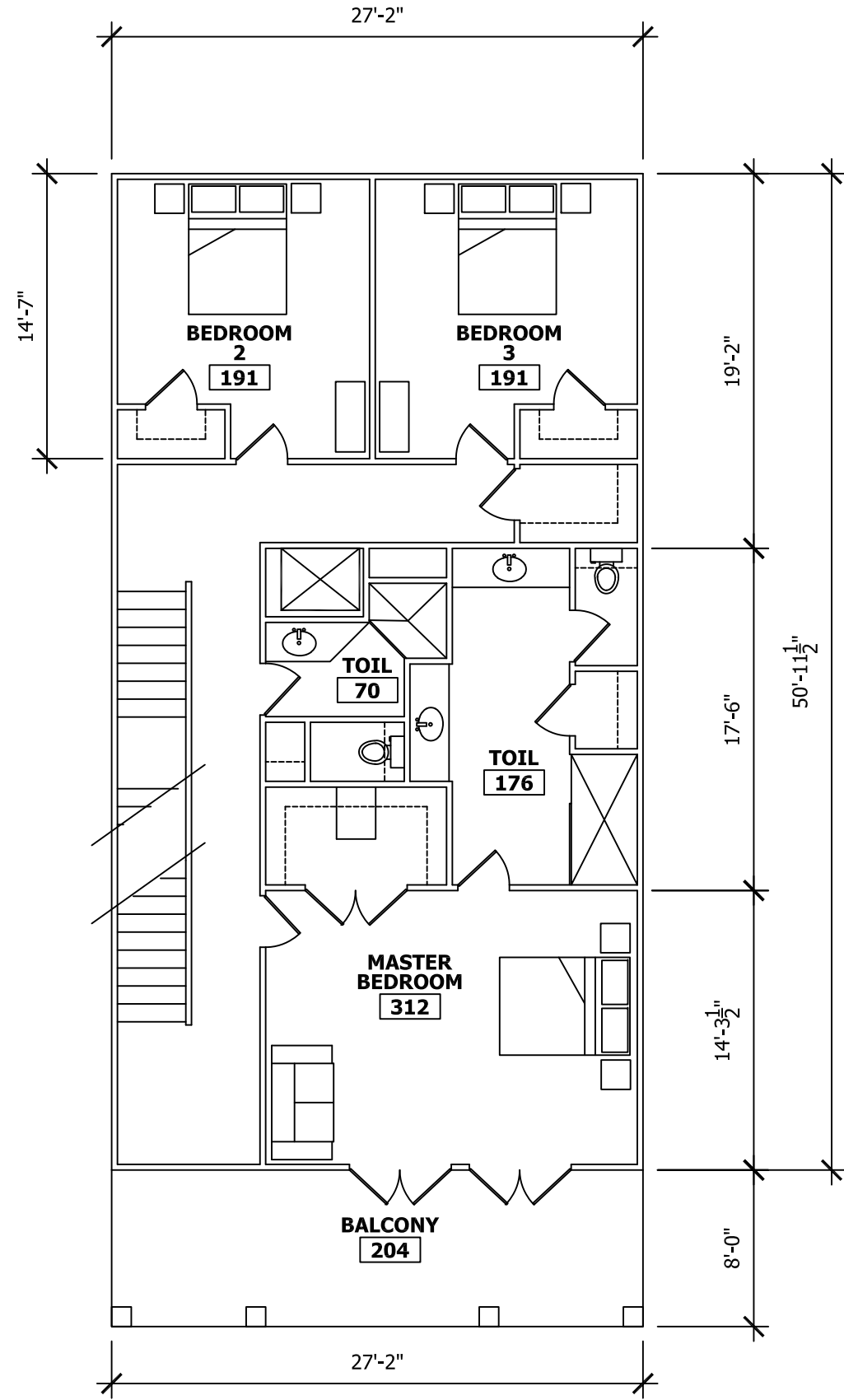
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A101

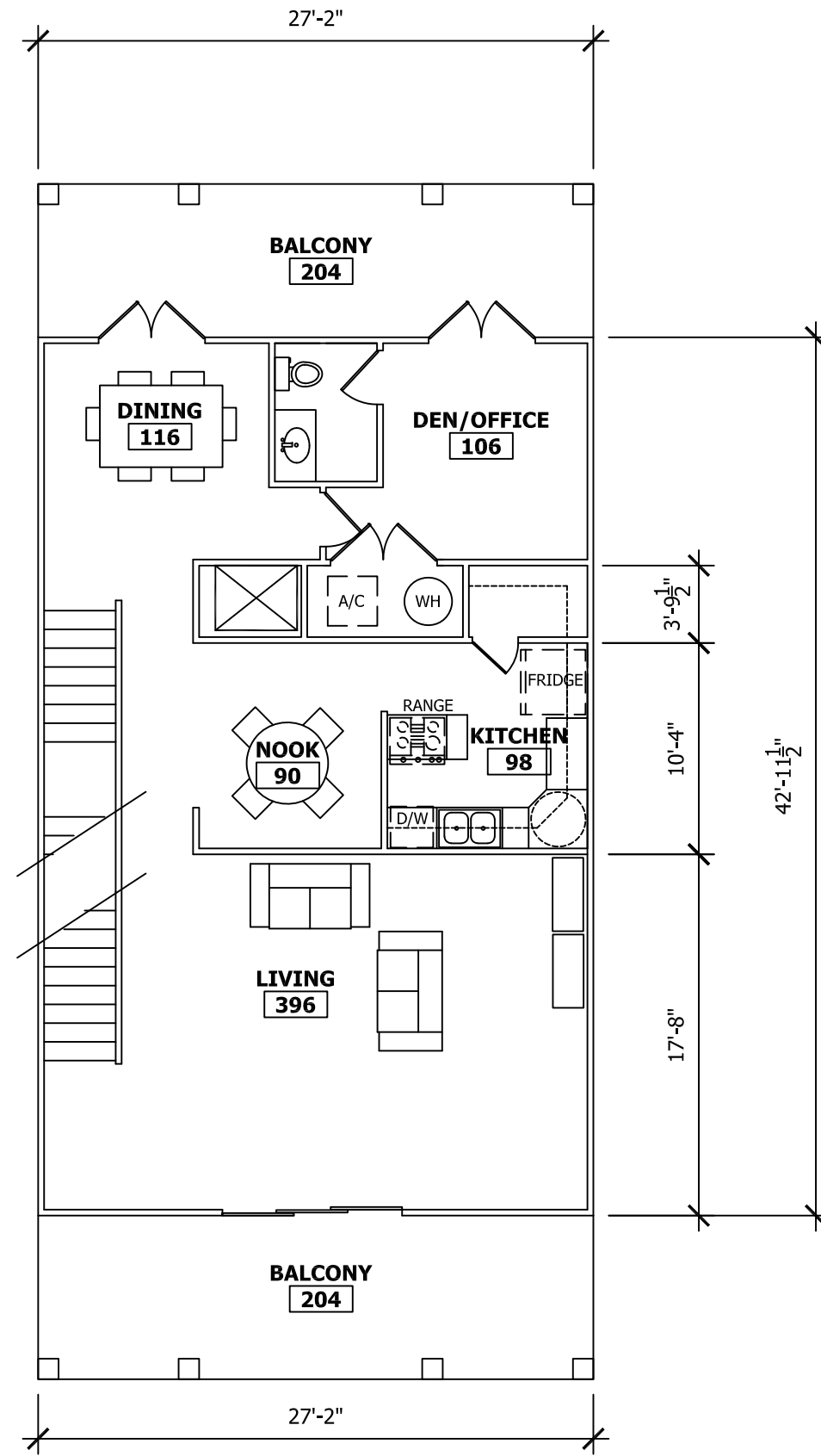
NOT FOR CONSTRUCTION



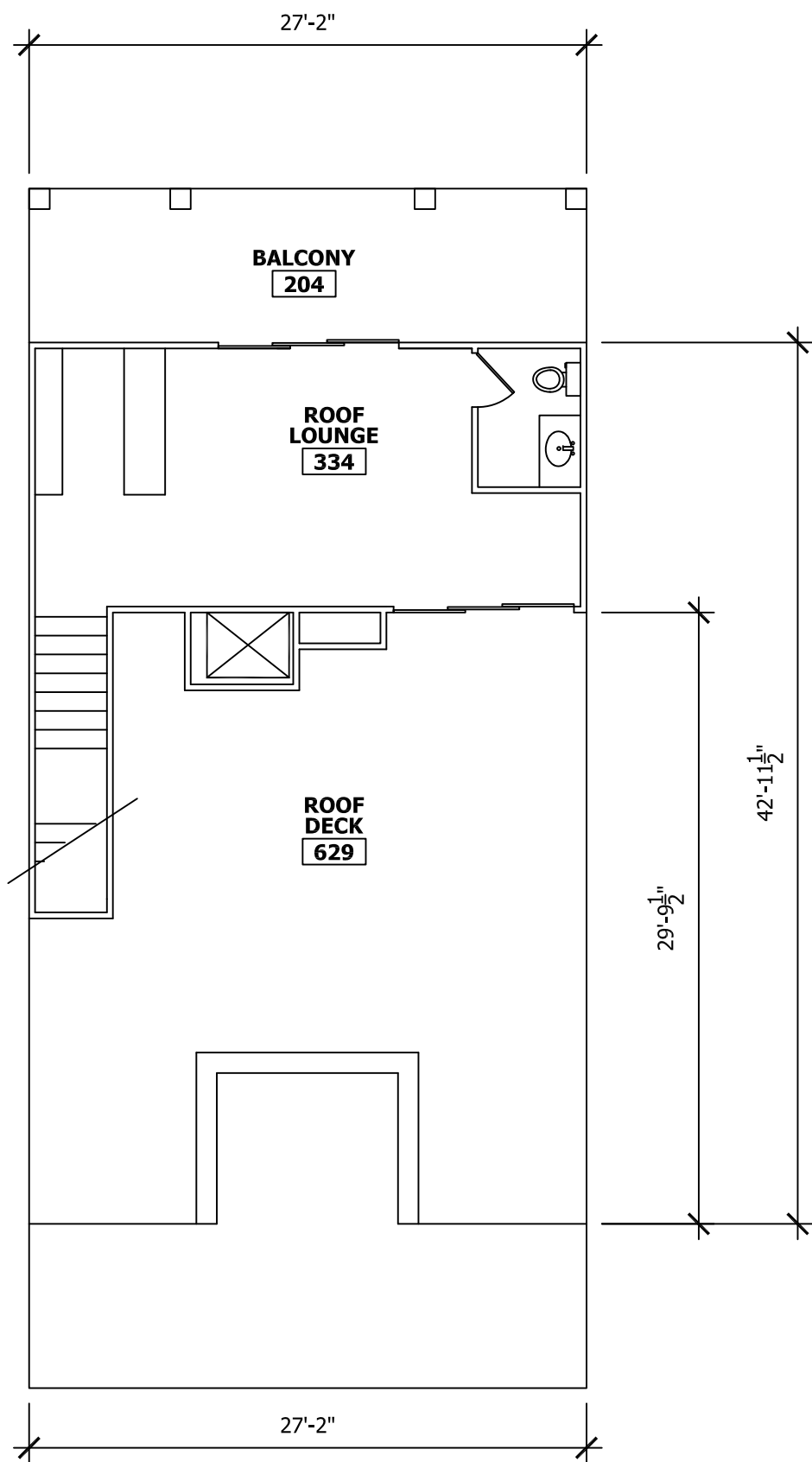
1 GARAGE/ENTRY LEVEL 1
1/8" = 1'-0"



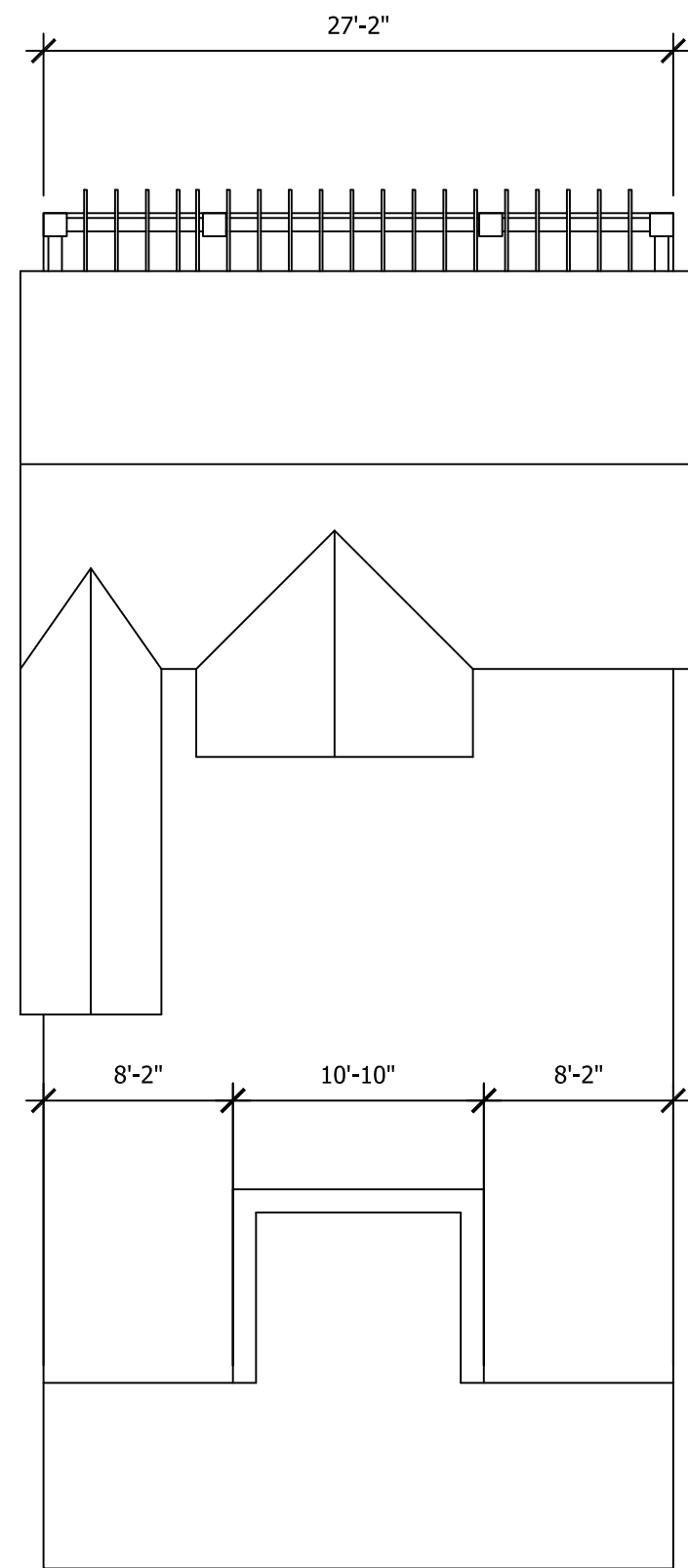
2 BEDROOM LEVEL 2
1/8" = 1'-0"



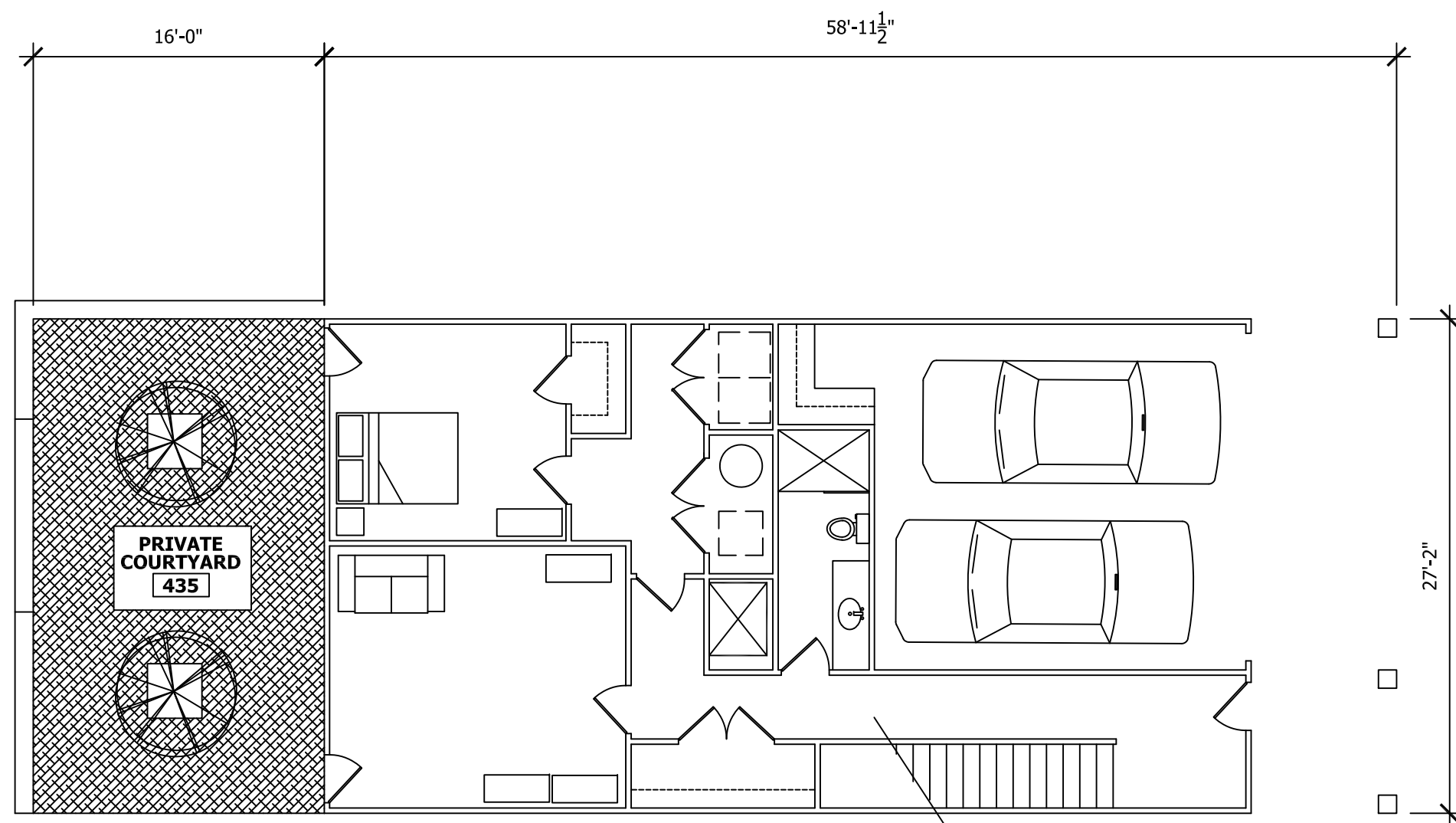
3 LIVING LEVEL 3
1/8" = 1'-0"



4 ROOF DECK LEVEL 4
1/8" = 1'-0"



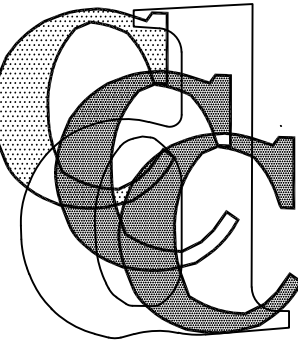
5 ROOF PLAN
1/8" = 1'-0"



6 COURTYARD PLAN
1/8" = 1'-0"

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Scale:

Consultants: CIVIL ENGINEER:

STRUCTURAL ENGINEER:

MEP ENGINEER:

Job Title:

**LUXURY TOWNHOMES
at
HIGH VISTA POINT
A 44 UNIT DEVELOPMENT**

GAINESVILLE
GEORGIA

Sheet Information:

Job Number	2021-08
Original Issue Date	

Issue Dates:

No.	ISSUE	DATE
	Council Meeting	12/07/21

Sheet Title:

**SCHEMATIC
FLOOR PLANS
AND ROOF PLAN**

Sheet:

A102

NOT FOR CONSTRUCTION



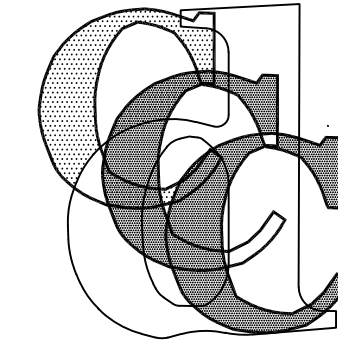
1

CONCEPTUAL ELEVATION _ GARAGE FRONT ENTRY

3/16" = 1'-0"

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STRUCTURAL ENGINEER:

MEP ENGINEER:

Job Title:

LUXURY TOWNHOMES
at
HIGH VISTA POINT
A 44 UNIT DEVELOPMENT

GAINESVILLE
GEORGIA

Sheet Information:

Job Number	2021-08
Original Issue Date	

Issue Dates:

No.	ISSUE	DATE
	Council Meeting	12/07/21

Sheet Title:

CONCEPTUAL
ELEVATION

Sheet:

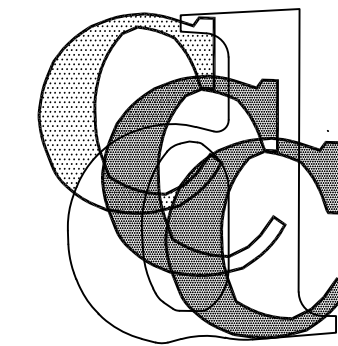
A103

NOT FOR CONSTRUCTION



**CHEROKEE
DESIGN &
CONSTRUCTION
CONSULTING, P. C.**

3600 Dallas Highway
Suite 230
PMB 211
Marietta, Georgia 30064
Voice 770-722-9986
rf.cherokeedesign@gmail.com



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Seal:

Consultants: CIVIL ENGINEER:

STRUCTURAL ENGINEER:

MEP ENGINEER:

Job Title:

LUXURY TOWNHOMES

at

HIGH VISTA POINT

A 44 UNIT DEVELOPMENT

**GAINESVILLE
GEORGIA**

Sheet Information:

Job Number	2021-08
Original Issue Date	

Issue Dates:

No.	ISSUE	DATE
	Council Meeting	12/07/21

Sheet Title:

**CONCEPT
RENDERING OF
GARAGE FRONT
ENTRY**

Sheet:

A104

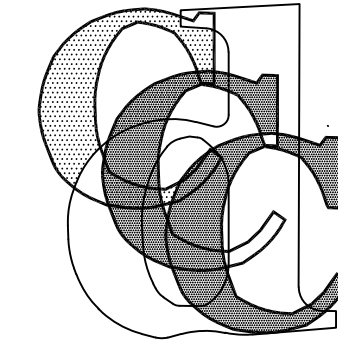
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ARTIST'S CONCEPT



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STRUCTURAL ENGINEER:

MEP ENGINEER:

Job Title:

**LUXURY TOWNHOMES
at
HIGH VISTA POINT
A 44 UNIT DEVELOPMENT**

GAINESVILLE
GEORGIA

Sheet Information:

Job Number	2021-08
Original Issue Date	

Issue Dates:

No.	ISSUE	DATE
	Council Meeting	12/07/21

Sheet Title:

**CONCEPTUAL
REAR SIDE
BALCONIES**

Sheet:

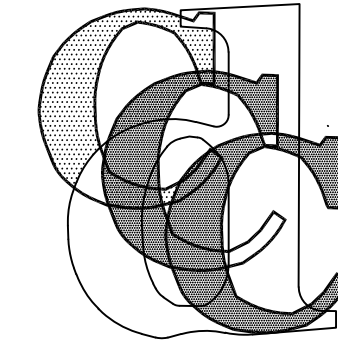
A105

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Seal:

Consultants: CIVIL ENGINEER:

STRUCTURAL ENGINEER:

MEP ENGINEER:

Job Title:

**LUXURY TOWNHOMES
at
HIGH VISTA POINT
A 44 UNIT DEVELOPMENT**

GAINESVILLE
GEORGIA

Sheet Information:

Job Number	2021-08
Original Issue Date	

Issue Dates:

No.	ISSUE	DATE
	Council Meeting	12/07/21

Sheet Title:

**CONCEPTUAL
GROUND LEVEL
GARDEN SPACE**

Sheet:

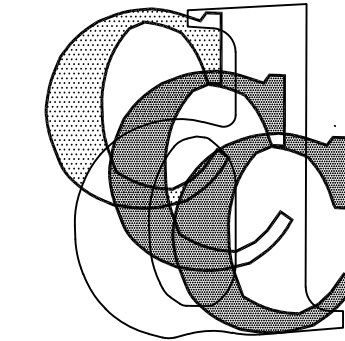
A106

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Seal:

Consultants: CIVIL ENGINEER:

STRUCTURAL ENGINEER:

MEP ENGINEER:

Job Title:

**LUXURY TOWNHOMES
at
HIGH VISTA POINT
A 44 UNIT DEVELOPMENT**

GAINESVILLE
GEORGIA

Sheet Information:

Job Number	2021-08
Original Issue Date	

Issue Dates:

No.	ISSUE	DATE
	Council Meeting	12/07/21

Sheet Title:

**CONCEPTUAL
ROOF DECK**

Sheet:

A107

NOT FOR CONSTRUCTION

Date Submitted: 1/3/2022

Presenter: Abb Hayes

Item of Business: **Public Hearing Item: January 18, 2022 Council Meeting**
Request from **Caballero Holdings, LLC** to annex a total of 140.77± acres to include a 44.91± acres tract located at the northeast side of the terminus of Floyd Road; a 80.8± acres tract located on the north side of Eberhart Cemetery Road; a 9.467± acres tract, 4.397± acres tract and a 1.996± acres tract located southwest of the intersection of Jesse Jewell Parkway and Old Cornelia Highway (a/k/a **0 Eberhart Cemetery Road; 2465 Floyd Road, SE; 2166, 2170 and 2210 Old Cornelia Highway**) and to establish zoning as Planned Unit Development (P-U-D). **Ward Number: Three.** Tax Parcel Number(s): 15-022-000-001B, 003 (Part); 15-033B-000-022, 024 and 026A. **Request: Master planned mixed-use development.**

Meeting Date: 1/13/2022

Purpose of Request:

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

The applicant is proposing to annex a 140.77± acres tract with a zoning of Planned Unit Development (P-U-D) for a mixed-use community. The property includes 5 parcels which are zoned Agricultural Residential-IV (AR-IV), Agricultural Residential-III (AR-III) and Residential-II (R-II) within the County.

The proposed development known as "Gainesville Township" will include a total of 1,122 acres, 1,414 single-family detached homes, 311 townhomes, 640 multi-family units and up to 75,000 square feet of commercial space. Residential uses include single-family homes ranging from a minimum of 1,200 to 1,800 square feet; townhomes ranging from a minimum of 1,100 to 1,400 square feet; and multi-family. The development will contain a variety of different housing types and sizes and price points for all ages. A variety of community amenities are planned and 645± acres will remain as open space. Two points of access are proposed from Old Cornelia Highway with the primary access from the new road serving the future "The Coop" Athletic Complex. All streets that are not gated are intended to be maintained by the City. Solid waste pick-up will be provided by the City.

The property is located within the North Oconee Water Supply Watershed Protection Overlay Zone. Surrounding uses include undeveloped land, the future Melvin Cooper "The Coop" Athletic Complex, single-family homes, church, gas station, package store, Rabbit Town Café, Avita Behavioral Health Facility and White Sulphur Elementary School.

History/Background:

This request was tabled at the November 9, 2021 PAB meeting at the request of the applicant.

Facts & Issues for Consideration:

Department Recommendation:

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

SAMPLE MOTIONS

Approval of Ordinance 2022- :

I move to approve the ordinance to annex the subject property for a master planned mixed-use development as presented.

Approval of Ordinance 2022- :

I move to approve the ordinance to establish zoning as Planned Unit Development (P-U-D) with twenty-one conditions as presented.

Denial of the Request:
I move to deny the request.

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	Legal Ad
☐	PAB Recommendation Report	Report
☐	Proposed Annexation Ordinance	Ordinance
☐	Proposed Zoning Ordinance	Ordinance
☐	Location Maps	Backup Material
☐	Annexation parcels	Backup Material
☐	Narrative - Design Guidelines	Backup Material
☐	Site Plans	Backup Material
☐	50' Buffer Exhibit	Backup Material
☐	Traffic Study	Backup Material
☐	GCSS BOE letter	Backup Material

Center, 830 Green Street, NE, Gainesville, Georgia, at 5:15 p.m. on Tuesday, January 4, 2022 to consider the following:

1. Previously tabled application of Cook Communities to rezone from Agricultural Residential-III (AR-III) to Planned Residential Development (PRD) on a 34.03± acre tract located on the west side of Pine Valley Road at its intersection with White Sulphur Road; a.k.a. 1560, 1582, & 1586 Pine Valley Road; Zoned AR-III; Tax Parcels 09124 000039, 000039B, & 000203. Proposed Use: 249 unit townhome development. **

(I) Commission District 4. NOTE: In accordance with Georgia law, anyone who

(a) wishes to express 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 recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on Thursday, January 27, 2022. The Board will meet at 6:00 p.m. at the Gainesville Civic Center, 830 Green Street, NE, Gainesville, Georgia.

102991 12/29

NOTICE OF PUBLIC HEARING ON PROPOSED AMENDMENTS TO THE

located east of Lanier Parkway (I-985), south of the intersection of Old Cornelia Highway and Dana Drive, south of Floyd Road and east of its terminus, having road frontage on the east side of Lenox Drive (a/k/a 0, 2490 and 2544 Floyd Road, SE; 0 Lenox Drive, SE; 0 Old Cornelia Highway, SE).

Ward Number: Three
Tax Parcel Number(s): 15-021-000-164; 15-022-000-003M, 004, 034 and 086; 15-033-000-001
Request: Master planned mixed-use community

4) Request from Moez Hasni to annex a 5.503± acres tract located on the northeast corner of Jesse Jewell Parkway and Crescent Drive, having frontage on Exit 24/ I-985 (a/k/a 374 and 400 Crescent Drive) and to establish zoning as General Business (G-B).

Ward Number: Two
Tax Parcel Number(s): 15-033C-000-077
Request: Retail shopping center

5) Request from Fred and Olivia Skey to rezone a 0.65± acre tract located on the east side of Northside Drive, southeast of its intersection with Ivey Terrace (a/k/a 352 Northside Drive, NW) from Office and Institutional (O-I) and General Business (G-B) to Office and Institutional (O-I) with a special use.

Ward Number: Four
Tax Parcel Number(s): 01-025-005-010
Request: Single-family residence

6) Request from Two Capital Partners to rezone a 24.857± acres tract located on the southwest side of Shallowford Road and southeast side of the intersection of Skelton Road and Hudgins Street (a/k/a 600, 610 and 622 Shallowford Road, SW; 1515 Skelton Road, SW; 1448 and 1450

21-11-VAR

Application for a variance from Alan Couch on property owned by him identified as 2850 Muskogee Lane. The property is approximately .285 acres. The property is zoned PUD (Planned Unit Development). The applicable Development Code section for which the applicant and owner is seeking relief is 8.3.1 (Minimum Yard Requirements). The applicant requests a minimum rear yard reduction from 10' to 6'. The intent of the applicant is to construct a garage addition.

COPIES OF THE APPLICATION MAY BE VIEWED OR DOWNLOADED AT: https://www.braselton.net/government/town-officials/zoning-board_of_appeals.php

FOR MORE INFORMATION CONTACT KEVIN KELLER AT: kdkeller@braselton.net

ALL BRASELTON ZONING BOARD OF APPEALS PUBLIC HEARINGS ARE HELD AT THE FOLLOWING LOCATION: BRASELTON POLICE AND MUNICIPAL COURT BUILDING 5040 S.R. 53 BRASELTON, GA 30517 103133 12/29

Public Sales/Auctions

Byrds Mini Storage Online Auction with Lockerfox.com for January 11 to January 18, 2022.

Alto - Tribble Gap Road 201. Jamie Wesley 507. Adam Ortiz Baldwin- Charlie Davis Road A32. Tiffany Grace A37. Randal Smith A60. Tiffany Grace C11. JOE BYRD C19. JOE BYRD C28 RICHARD MORRIS

locks. To claim tax-exempt status, original RESALE certificates for each space purchased is required. By PS Orangeco, Inc., 701 Western Avenue, Glendale, CA 91201. (818) 244-8080. 102683 12/29,1/5

NOTICE OF PUBLIC SALEThe undersigned, wishing to avail themselves of the provisions under the Georgia Self-service Storage Facility Act of 2013, hereby gives notice of the sale under said act to wit; Monday the 17th day of January, 2022 at 10:00 AM, on that day will conduct a public sale to the highest bidder, with bidding to take place on lockerfox.com, FOR CASH ONLY, the contents of spaces at Storage

Depot of Gainsville, 635 Industrial Blvd, Gainesville, GA, 30501 Miranda, Luis 144 Tires, toolboxes, misc items. Grizzle, Misty 200 Couch, Chair, and Baby swing. Diorio, Ronald L. 404 Kitchen items, office chairs, boxes. Pierce, Anna 416 Strollers, chairs, misc household items. Hagerty, Micah 421 Furniture, boxes, misc household items. smith, wallace 446 Boxes, furniture, misc household items. Lima, Alfredo 447 Appliances, bags, misc household items. Miller, Tony 448 Misc Tools, metal items, lumber.

Waller, Shuntae 40 a grill, boxes, and misc metal items. McGehee, Joy B12 dining table, end table, chairs. Abernathy, Shannon B26 furniture, stroller, and bags. McGehee, Joy B40 boxes, bags, and misc household items. Lopez, Mario 178 Toddler bed, stroller, and a dolly. Poole, Damorie M. 227 furniture,

COUNTY OF HALL
STATE OF GEORGIA
IN RE: ESTATE OF
KERRIGAN JOYCE
BLACKWELL,
DECEASED
ESTATE NO.. E-21-484
PETITION FOR LETTERS
OF ADMINISTRATION
NOTICE

[Note: Strike the sentence in parenthesis below if not applicable.]

TO: whom it may concern:

David Blackwell, has petitioned for (Letters of Administration) to be appointed administrator of the estate of KERRIGAN JOYCE BLACKWELL, deceased, of said county. (The

petitioner has also applied for waiver of bond, waiver of reports, waiver of statements, and/or grant of certain powers contained in O.C.G.A. ss 53-12-261.) All interested persons are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed with the Court on or before January 10th, 2022.

BE NOTIFIED FURTHER: All objections to the petition must be in writing, setting forth the grounds of any such objections. All objections should be sworn to before a notary public or before a probate court clerk, and filing fees must be tendered with your objections, unless you qualify to file as an indigent party. Contact probate court personnel for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing. Patty Walters Laine

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Planning
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GAINESVILLE ZONING MAP

Notice is hereby given that the Gainesville City Council will conduct a public hearing on Tuesday, January 18, 2022 at 5:30 p.m. in the Gainesville Justice Center (Municipal Courtroom at the Public Safety Complex), 701 Queen City Parkway in midtown Gainesville on the following requests:

1) 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

2) Request from Caballero Holdings, LLC to annex a total of 140.77± acres to include a 44.91± acres tract located at the northeast side of the terminus of Floyd Road; a 80.8± acres tract located on the north side of Eberhart Cemetery Road; a 9.467± acres tract, 4.397± acres tract and a 1.996± acres tract located southwest of the intersection of Jesse Jewell Parkway and Old Cornelia Highway (a/k/a 0 Eberhart Cemetery Road; 2465 Floyd Road, SE; 2166, 2170 and 2210 Old Cornelia Highway) and to establish zoning as Planned Unit Development (P-U-D).
Ward Number: Three
Tax Parcel Number(s): 15-022-000-001B, 003 (Part); 15-033B-000-022, 024 and 026A
Request: Master planned mixed-use

Hudgins Street, SW) from Neighborhood Business (N-B) and General Business (G-B) to Planned Unit Development (P-U-D).

Ward Number: Five
Tax Parcel Number(s): 0 1 - 119C-001-001, 001A, 029, 029A, 029D and 031 Request: Master planned mixed-use rental community

7) Request from Mark D. Thebaut, D.D.S. to amend an existing Planned Unit Development (P-U-D) zoning totaling 0.67± acre located on the southeast side of the intersection of Thompson Bridge Road and Lanier Avenue (a/k/a 1398 Thompson Bridge Road, NE).

Ward Number: Two
Tax Parcel Number(s): 01-087-003-001
Request: Medical / Dental office / restaurant with drive-thru

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-33(c))
103125 12/29

D09. CYNTHIA WADE
E15. JOSHUA ELLER
F27. VESIL ROMERO
F30. BILLY MOON
G03. ADRIA JONES
103124 12/29, 1/5

FLOWERY BRANCH
MINI STORAGE 5110
Chattahoochee St.
Flowery Branch, GA
30542. The contents of these units will be auctioned on 1/7/2022 at 2pm at storageauctions.com: Unit B26 - Cynthia Lynn Stanton - household items, Unit B36- Denton Vaughn - household items, F7 Ashley Durham-household items.
102859 12/22, 29

NOTICE OF PUBLIC SALE

To satisfy the owner's storage lien, PS Orange Co. Inc. will sell at public lien sale on January 18, 2022, the personal property in the below-listed units, which may include but are not limited to: household and personal items, office and other equipment. The public sale of these items will begin at 08:00 AM and continue until all units are sold. Lien sale to be held at the online auction website, www.storageauctions.com, where indicated. For online lien sales, bids will be accepted until 2 hours after the time of the sale specified.

PUBLIC STORAGE
26961, 7366
Friendship Springs Rd,
Flowery Branch, GA
30542, (678) 693-2587
Time: 10:30 AM

Sale to be held at www.storageauctions.com.
1057 - Gilmore, Linwood; 2045 - Saylor, Christina; 2066 - Adcox, Marcie; 2149 - Harper, Jeffrey; 2189 - Delong, Christy; 3183 - Harris, Robin; 3240 - Jones, Thomas
Public sale terms, rules, and regulations will be made available prior to the sale. All

bags, and misc household items. Gilley, Jesse 431 Shelves, appliances, misc household items. Harrison, Ahmad A60 Misc household items and goods. Farquharson, Oshane 250 Misc furniture and boxes
THE PUBLIC IS INVITED TO ATTEND AT LOCKERFOX.COM, SALE IS SUBJECT TO ADJOURNMENT.
103193 12/29, 1/5

Notice of Self Storage Sale

Please take notice Midgard Self Storage - Gainesville GA at 1405 NW McEver Rd Gainesville GA, 30504 intends to hold a public sale to sell the property stored in the following units stored at the Facility. The public sale to the highest bidder will occur at an online auction via www.storageauctions.com on 1/19/2022 at 1:00pm. Unless stated otherwise the description of the contents are household goods and furnishings. Steven D Howell unit #1013; Kelly A Smith unit #1026; Angela D Peoples unit #1084; Francita R Jackson unit #1102; Nancy S Sykes unit #2019; Rosalyn Jackson unit #2118; Andrea S Rucker unit #2134; Zackary D Tatum unit #A200; Francisco J Zambrano Alvarado unit #A242; Edgar M Yebra unit #B205; Darius DWilkins unit #B225; Rayshawn C Moore unit #C122; Latonya T Earl unit #D110; Tyiea S Segar unit #E141; Carlos Sanchez unit #F124; Michael A Perez unit #F134; Phyllis Birt unit #F141. All property is being stored at the above self-storage facility. This sale may be withdrawn at any time without notice.

Certain terms and conditions apply. See manager for details.
103110 12/29, 1/5

Probate Notices

IN THE PROBATE COURT OF HALL

development
3) Request from Caballero Holdings, LLC to amend an existing Planned Unit Development (P-U-D) zoning totaling 981.661± acres located east of Lanier

PUBLIC NOTICE

The Braselton Zoning Board of Appeals will hold a Public Hearing on Thursday, January 13th 2022 at 7:00 pm on the following items:

sales are subject to cancellation. We reserve the right to refuse any bid. Payment must be in cash or credit card-no checks. Buyers must secure the units with their own personal

GAINESVILLE PLANNING and APPEALS BOARD RECOMMENDATION

Applicant Caballero Holdings, LLC

Property Owners Gainesville Vision, LLC

Location 0 Eberhart Cemetery Road; 2465 Floyd Road, SE; 2166, 2170 and 2210 Old Cornelia Highway; 0, 2490 and 2544 Floyd Road, SE; 0 Lenox Drive, SE; 0 Old Cornelia Highway, SE

Request Annex with P-U-D zoning
Amend existing P-U-D zoning

Total Acres Annexation: 140.77± acres
P-U-D Zoning Amendment: 981.661± acres

Ward Three

Proposed Use Master planned mixed-use community

Planning Division Staff Recommendation **Approval, with conditions**

Planning & Appeals Board Recommendation **Approval, with conditions**

Date December 14, 2021

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

The applicant is proposing a master planned mixed-use community consisting of 1,122.43± acres known as “Gainesville Township”. The proposal includes annexing 140.77± acres with a zoning of Planned Unit Development (P-U-D). These properties consist of five parcels which are zoned Agricultural Residential-IV (AR-IV), Agricultural Residential-III (AR-III) and Residential-II (R-II) within the County.

The proposal includes amending an existing 981.661± acres tract zoned Planned Unit Development (P-U-D) consisting of six parcels. This property was originally annexed in 1998 and was known as “Shawshank” which included a golf course community. In 2001 additional acreage was annexed for what is known as “Sussex” that removed the golf course and increased the overall number of residential units. Below is a snapshot comparison of the current and proposed plan.

	Current Plan	Proposed Plan	Difference	Proposed Rental
Acreage	981.6	1,122	+141	
Single-Family Homes	977	1,414	+437	300 (21% of Sf)
Townhomes	197	311	+114	233 (75% of Th)
Apartments	1,096	640	-456	640 (100% of Apts.)
Total Residential Units	2,270	2,365	+95	1,173 Total rental units
Overall Density	2.35 du/acre	2.11 du/acre	- 0.24	
Open Space	548.5 acres	645.3 acres	+96.8	

Commercial	24,000 sf	75,000 sf	+51,000 sf	
------------	-----------	-----------	------------	--

The development standard for each proposed use are listed below:

Single-family Detached Homes				
Number of Units	1,414			
Number of Rental Units	300 (21%)			
Lot Width	40'	50'	60'	95'
Minimum Lot Size	4,000 SF	5,000 SF	6,000 SF	9,000 SF
Minimum Front Yard Setback	20'	20'	20'	20'
Minimum Side Yard Setback	5'	5'	5'	5'
Minimum Rear Yard Setback	15'	15'	15'	15'
Exterior Buffer	25'	25'	25'	25'
Minimum Building Separation	10'	10'	10'	10'
Minimum SF Detached Home Width	<30'	<40'	<50'	<85'
Minimum Heated Square Feet per Home	1,200 SF	1,300 SF	1,500 SF	1,800 SF
Maximum % of SF Detached Lot Type	40%	60%	80%	No Max
The combined number of 40' and 50' wide lots shall not exceed 65% of the total.				

Single-family Attached Town Homes		
Number of Units	311	
Number of Rental Units	233 (75%)	
Lot Width	20'	24'
Minimum Lot Size	2,000 SF	2,000 SF
Minimum Front Yard Setback	15'	20'
Minimum Side Yard Setback	0'	0'
Minimum Rear Yard Setback	0'	15'
Exterior Buffer to Residential	25'	25'
Minimum Building Separation	20'	20'
Minimum Heated Square Feet per Home	1,100 SF	1,400 SF

Multi-family Apartments	Garden Style	Breezeway Style	Manor	Cottages
Minimum Front Yard Setback	30'	30'	10'	10'
Minimum Side Yard Setback	20'	20'	10'	5'
Minimum Rear Yard Setback	20'	20'	10'	10'
Building Separation	20'	20'	20'	10'
Maximum Stories	4	4	3	2'
Maximum Height	60'	60'	45'	35'

Commercial	
Gross Square footage	75,000 sf
Uses	Includes those uses allowed within the Neighborhood Business (N-B) zoning district, in addition to drive-thru restaurants, climate controlled storage facility, institutional residential living and care facilities serving more than 18 persons at no more than 22 units per acre.
Maximum Stories	3
Parking Ratio	Per the Unified Land Development Code

Access

A total of two points of access are proposed from Old Cornelia Highway. The primary access Driveway #1 will extend off the new road planned for the future "The Coop" Athletic Complex. A future Driveway #2 is proposed off of the older segment of Old Cornelia Highway next to the proposed commercial property. In addition, a driveway restricted for emergency purposes may be considered to the south off of Floyd Road. All streets are planned to be public and maintained by the City. Internal drives/streets that are gated for the townhomes or multi-family apartments will be private. Solid waste pick-up will be provided by the City as well except for the apartments and commercial uses.

Amenities & Signage

A Central Amenity Center is proposed off of the main entrance road to the community which will include a clubhouse, swim center with lap pool with children's play area, tennis center with lighted courts, pickle ball courts, great lawn with pavilion for outdoor functions, mail kiosk and dog park, various pocket parks, disc golf, extensive trail, sidewalk and multi-use path system. Other satellite amenities may include boat/RV storage, bicycle racks, small open space cabana's with neighborhood size pools.

The project gateway entrance will include landscape, hardscape feature, signage, monumentation and lighting establishing a sense of place and arrival point. Signage will contain additional identification of "The Coop" sports complex. Smaller scale signage and monumentation elements may be placed throughout the development similar in style to the major project identification. These may be placed at the secondary access points on Old Cornelia Highway or in interior streets within the development. A maximum of two billboards, which may include electronic billboards on the property, are proposed along I-985 frontage. These billboards shall not exceed 440 square feet and 45 feet in height. All billboards are limited to project related

content and must be removed within seven years of erection or 95% of project build-out, whichever occurs last.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Future “The Coop” Athletic Complex White Sulphur Elementary School; Single-family homes Abandoned Car Wash	Planned Unit Development (P-U-D) -City Agricultural Residential-III (AR-III) -County Agricultural Residential-IV (AR-IV) -County Highway Business (H-B)- County
South	Single-family homes Mobile home park Vacant Land	Residential-I (R-I) -County Residential-II (R-II) -County Agricultural Residential-IV (AR-IV) -County
	Single-family homes Vacant land	Planned Unit Development (PUD) -City Residential-I-A (R-I-A) -City
East	Masons Lodge Single-family homes Mobile Home Park	Highway Business (H-B) -County Agricultural Residential-III (AR-III) -County
West	Single-family Homes & I-985	Agricultural Residential-IV (AR-IV) -County Residential-II (R-II) - County
	Lenox Park	Planned Unit Development (P-U-D) -City

The property is located within the North Oconee Water Supply Watershed Protection Overlay Zone and other surrounding uses include Rabbit Town Salvage, Rabbit Town Café and the Avita Behavioral Health Facility.

▪ **Traffic Summary**

A Traffic Impact Study was conducted for the proposed development on April 13, 2021. A brief summary of the findings is provided below. The entire study is provided as part of the supporting documents.

Studied intersections:

1. Old Cornelia Highway and Dana Drive (unsignalized)
2. Old Cornelia Highway and White Sulphur Elementary (unsignalized)
3. Old Cornelia Highway and Oconee Circle (unsignalized)
4. Driveway #1 at Old Cornelia Highway
5. Driveway #2 at Old Cornelia Highway
6. Driveway #3 at Floyd Road

A background traffic growth rate of 1.5% was established for each year based on the population estimated growth rate. TIS anticipated three phases completed by the year 2035 which includes the proposed project and the adjacent planned “The Coop” Athletic Complex. The estimated trips through the year 2035 include 18,535 daily trips, 349 AM Peak Hour trips entering and 1,032 trips exiting, 1,138 PM Peak Hour trips entering and 683 trips exiting.

Based on the findings in this study, any improvements implemented at Driveway #1 on Old Cornelia Highway could not be implemented without adversely affecting the adjacent intersections. Therefore, three alternatives were evaluated that would also address the operation

of White Sulphur Elementary School and Dana Drive. It is recommended that the roadway of Old Cornelia Highway be widened to four lanes to accommodate for these Alternatives. A long range project is currently planned for widening, but the background growth of the roadway coupled with the development volume exacerbate the need for the project. The developer should work with GDOT for widening project, while the developer will be solely responsible for the selected Alternative. The intersection of Old Cornelia Road and Oconee Circle is currently experiencing unacceptable LOS before adding the project volumes, and improvements should be implemented by local officials. Alternative improvements were identified which accounted for the current Old Cornelia Highway conditions and a future proposed 4-lane widening.

- 1) The first alternative evaluated at the site driveway #1 (located between White Sulphur Elementary School and Dana Drive) is a minor street stop control with added dedicated left and right turn lanes into and out of the development. In both scenarios the northbound left exiting turn lane did not operate an acceptable capacity level.
- 2) The second alternative at site driveway #1 includes a traffic signal with the additional turn lanes. The existing two-lanes with a traffic signal did not perform at acceptable capacity levels during the PM peak hours for the west bound and north bound lanes. The multi-lane traffic signal showed the east, west and north bound turning movements operating at acceptable capacity levels.
- 3) The third alternative at site driveway #1 includes a single lane and a multi-lane roundabout. The multi-lane roundabout showed the east, west and north bound turning movements operating at acceptable capacity levels.
- 4) Other acceptable alternatives include allowing Dana Drive and White Sulphur Elementary School to access a signalized development Driveway #1 at a 4-lane Old Cornelia Highway. A dumbbell shaped roundabout consisting of two roundabouts close together at the development Driveway #1 and the White Sulphur Elementary School entrances with a consolidated driveway of Dana Drive and Driveway #1. An elliptical (elongated) roundabout expanding to each intersection with White Sulphur Elementary Driveway, Driveway #1 and Dana Drive.

▪ **Georgia Mountains Regional Commission Summary**

The Georgia Mountains Regional Commission (GMRC) provided a regional review of DRI Project #3471 and has determined the proposed action does **NOT** present any potential adverse inter-jurisdictional impacts. However, the GMRC advises that a 3rd access point be made mandatory, and that a 4th should be explored if possible due to the size of the development. In addition, best environmental practices are encouraged regarding stormwater management given the property is located within the North Oconee Watershed Protection Zone.

▪ **Other Departmental Comments**

The Georgia Department of Transportation states the I-985 (Exit 24) interchange has dual turn lanes for both the on and off ramps. Signal timing will need to be monitored on the SR 369 corridor as the area develops. No further coordination is required.

Coordination with the Gainesville Public Works Department will be required for the proposed development access plan. Solid waste will be provided for the single-family lots and possibly the townhomes depending on street access and the ability for trucks to turn around. Solid waste for the multi-family apartments, amenity areas and retail businesses will be handled privately.

The Gainesville City School System submitted an official letter in response to the request which is included with the documents. In summary, the School Board views the development as too massive, too dense and too populated for the school systems extended, planned growth plans. In addition, consideration should be given for the following:

- Confirming the location of a suitable 20+ acres school site;
- Developer-paid traffic signals at each proposed entrance for the safety of vehicles and/or buses transporting students;
- Bus pull-off aprons in each interior pod artery;
- Prohibited weekday parking in cul-de-sacs to ensure safe and smooth bus flow;
- Honoring, in a separate certified communiqué to the school system, the 20-acres site proposed for an elementary school; and
- Community information sessions in the Sherwood Heights, New Holland/Fair Street and Morningside Heights neighborhoods.

▪ **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 portion of a 220± acres tract located at 0 Gaines Mill Road zoned Planned Unit Development (P-U-D) for 100-single-family homes was approved with conditions.

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 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.

2016 – A request by Timothy Bullard to annex a 20.417± acres tract located at 1582 and 1586 Pine Valley Road was denied for a 240-unit apartment complex with Residential-II (R-II) zoning.

2014 - A request by Alcovy-20, Inc. to amend a 26.10± acre tract located at 0, 2108 and 2125 Wilson Drive 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.

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

Due to the size of the property, there are numerous adjacent uses and parcels that border the subject property. The surrounding land use is primarily agricultural and low density housing but has never taken on an established land use pattern. The adjacent properties consist of a mixture of agriculture, residential, and office/commercial both in the city and county. Limited commercial and office uses are located along Old Cornelia Highway which has experienced very slow growth over the years. These properties are zoned Planned Unit Development (P-U-D), Agricultural Residential-III (AR-III), Agricultural Residential-IV (AR-IV), Residential-I-A (R-I-A), Residential-I (R-I) and Highway Business (H-B).

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

The proposed use will change the living conditions of the surrounding residential uses with an increase of traffic and demand on public services. Currently, the property is approved for 2,270 residential units, 24,000 square feet of commercial space and 548.5± acres of green space. The revised proposal includes the annexation of an additional 141.0± acres for 2,365 residential units, 75,000 square feet of commercial space and 645.3± acres of green space. The proposal anticipates the development will be built-out over a period of 10 years which will help integrate the residential growth.

(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. The proposal has a density of 2.11 dwelling units per acre for the 1,122 acres. The currently approved mixed-use use for the property has a density of 2.35 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 which includes low-density residential, medium-density residential, multi-family residential, public / institutional, commercial, and parks / recreation / conservation and mixed-use. The goal of this character 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". Mixed-use neighborhood design is desired but not required. In areas where natural features or sensitive environments are important, cluster housing or conservation subdivision design may be appropriate.

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

The majority of the property is zoned Planned Unit Development (P-U-D). The applicant is proposing to amend the existing P-U-D and to annex an additional 141± acres with a zoning of P-U-D. The proposal includes a mixture of housing types and development standards which are currently not approved within the current P-U-D zoning or within the unincorporated county zoned portion of property. Therefore, the applicant is proposing to annex to utilize City water and sewer services.

The proposed zoning of Planned Unit Development (P-U-D) is considered a site-specific zoning intended to provide for some 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?

Since the land is undeveloped, the proposal will increase the amount of traffic and turning movements generated from the site at the two proposed driveway locations. The estimated trips through the year 2035 include 18,535 daily trips, 349 AM Peak Hour trips entering and 1,032 trips exiting, 1,138 PM Peak Hour trips entering and 683 trips exiting. According to the traffic impact study, the widening of Old Cornelia Highway with dedicated turn lanes and a traffic signal or roundabout is necessary to keep traffic flow at an acceptable level for the project build out.

The applicant will be required to coordinate with Gainesville, Hall County and GDOT regarding any access and driveway improvements. According to the "9th Edition Trip Generation Manual" as published by the Institute of Transportation Engineers, the estimated trips for a proposed retail center are 266± two-way trips per weekday and 41 A.M. / 30 P.M. two-way peak hour trips.

Water and sewer capacity are available to serve the development. Existing public safety services currently respond to the adjacent and nearby properties. Gainesville Fire Station #2 located off of Cleveland Highway is located approximately 3.5 miles from the property. As well, Hall County Fire Station #7 off of East Crescent Drive is located approximately 1.5 miles away. The current approved use and the amended proposal reserves two acres within the development for a future public safety facility.

The proposal includes a total of 2,365 residential units which will impact the enrollment of the City School system. It is undetermined how many new school aged children will live within the development given the mixture of housing types. According to the School System, the development is too massive, too dense and too populated for the school systems extended, planned growth plans. The development will be phased over a period of 10 years which should help give school system additional time to plan for additional enrollment. In addition, the applicant proposes to donate twenty acres anywhere within the development except for phase 1 for a future school site, or the School Board may elect to receive an amount equal to the Developer's per acre purchase price for 20 acres paid in two installments.

(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 supported by new and changing conditions in the surrounding area. While significant development has occurred west of Exit 24/ I-985 within the New Holland area, the growth patterns east of the interchange have changed slowly from rural to suburban which was anticipated by the Comprehensive Plan.

(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 annexation and P-U-D amendment request is an extension of the previously approved zoning plan which proposes a net increase of 141.0± acres of land, 96.8± acres of green space, 95 additional residential units and 51,000 square feet of commercial space. The proposal, 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 annexation and P-U-D amendment request based on the Comprehensive Plan, the existing approved use for the property and the adjacent mixture of uses.

Conditions

1. The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.
2. The maximum number of single-family detached homes/lots shall be 1,414. The maximum number of single-family attached homes shall be 311. The maximum number of multi-family units shall be 640. The total number of residential units shall not exceed 2,365 units.
3. No more than 300 single-family units (detached and/or attached) and 640 multi-family units shall be rental units for a total of 940 rental units. The multi-family units may be any combination of traditional garden-style apartments, townhomes, manor houses, cottages, and/or carriage houses built within the confines of the multi-family areas.
4. Prior to permits being issued for the residential uses, each contractor/developer shall provide architectural renderings of the proposed single-family detached homes, attached townhomes and multi-family apartments for the review and approval of the Community and Economic Development Department Director.
5. The minimum heated floor space for single-family detached homes shall be as presented in the below table associated with zoning condition number 8. The minimum heated floor space for the attached townhomes shall be 1,100 square feet and 640 square feet for the multi-family units. The single-family detached homes and attached townhomes shall not exceed 3 stories in height. The multi-family apartment buildings shall not exceed 3 stories, although 3 / 4 splits shall be allowed.
6. All exterior wall front, sides, and rear of the single-family detached homes, townhomes, and multi-family units shall consist of a variety of building materials consistent with architectural themes and styles determined by the applicant. Foundation water tables of matching brick or stone material, that also covers all exposed foundation walls, will be used where architecturally compatible. Vinyl siding shall only be permitted on soffit areas.

Other architectural requirements will include:

- Carriage style garage doors with decorative hardware or other embellishments shall be used on all single-family detached homes and townhomes;
- The roofing material used on all single-family detached homes and townhomes shall be 3-tab architectural/dimensional style asphalt shingles or metal as appropriate to the architectural style of each home as determined by the builder.
- All overhangs including gables and side gables will have a minimum of a 12-inch overhang on all sides;

- The developer shall use a variety of techniques to avoid the monotonous appearance of identical single-family detached homes. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, and other similar techniques so that no single-family detached house is the same as any house directly in front of a single-family detached home or on either adjacent side of a single-family detached home;
- All roofs and gables shall be of a pitch no less than 8/12. This condition shall not apply to dormers, porches, bay windows, and third floor retreats;
- The exterior materials for all homes shall consist of brick, stone, fiber cement siding, cedar shake or wood siding;
- All roof vents, pipes, and other roof equipment (except chimneys) shall be located on the rear elevations and shall be painted to match the color of the roof;
- No above-ground swimming pools shall be permitted;
- No window air conditioning unit may be installed;
- No exterior blank, windowless walls will be constructed;
- If dormers are included, they will not be taller than the main roof;
- All single-family detached house plans will have front or side loaded garages;
- All townhomes will have front or rear entry garages;
- Street lighting will be provided throughout the development;
- All front porches of single-family detached homes shall have a minimum depth of 5';
- Windows are restricted to single hung or double hung windows.

These requirements shall be included in the Covenants to be recorded against the property.

7. Each detached single-family home and townhome shall have, at a minimum, an attached two car garage.
8. Specific development standards for the single-family detached homes shall include the following:

Lot Width	*40'	50'	60'	75'	95'
Minimum Lot Size	4,000 SF	5,000 SF	6,000 SF	7,500 SF	9,000 SF
Minimum Front Yard Setback	25'	25'	25'	25'	25'
Minimum Side Yard Setback	5'	5'	5'	5'	5'
Minimum Rear Yard Setback	10'	10'	10'	10'	10'
Minimum Building Separation	10'	10'	10'	10'	10'
Maximum Height (Number of Stories)	3	3	3	3	3
Minimum Heated Square Feet per Home	1,400 SF	1,800 SF	1,800 SF	2,000 SF	2,200 SF
**Maximum % of SF Detached Lot Type	15%	35%	35%	No Max	No Max

*40' lots are restricted to age-restricted neighborhoods only.

**Any lot allocation from a smaller category may move to a larger category.

9. The front yard of each lot shall be sodded and planted with at least one 3" caliper in

size hardwood tree.

10. The proposed amenities shall be required as shown on the site plan and the pictures shown on pages 10, 14, 15, 16, 17 28, 29, 34, 75, 76, 77, 87, 88 and 89 of the applicant's revised narrative submitted with this application per the approval of the Community and Economic Development Department Director. The amenity area must be started in the first phase of construction. No more than 250 single-family detached homes shall receive a certificate of occupancy (CO) prior to the Central Amenity Center being substantially completed as described on page 37 of the applicant's revised narrative. This shall include at minimum the clubhouse, swim center with lap pool with children's play area, tennis center with lighted courts, pickle ball courts, great lawn with pavilion for outdoor functions, and mail kiosk. Certain elements, such as additional courts may be phased in as demand dictates. Additional CO's may be granted at the discretion of the Community and Economic Development Director, if sufficient progress is being made on the amenity.
11. Covenants shall be put in place by the developer restricting against the parking of boats, trailers, and campers within driveways or streets. In addition, no on street parking shall be permitted for vehicles.
12. No more than 10% of the units within the proposed community storage facility may be leased to non-residents of the proposed development. There are no restrictions for non-resident use of any commercially operated storage facility that is located within the Commercial District.
13. A Uniform Sign Plan as identified within Section 9-18-7-4 of the Unified Land Development Code shall be required from the developer and is subject to approval by the Gainesville Community and Economic Development Director. All signs associated with residential uses shall be limited to indirect lighting. All signs shall be located outside of utility areas and shall not block visibility of vehicular traffic.
14. All proposed detention ponds shall be fenced and landscaped in order to mitigate the view from all roads and adjacent properties. All fencing and landscaping materials shall be approved by the Community and Economic Development Department Director.
15. A site shall be made available within the boundaries of the proposed development to the City of Gainesville for a school consisting of twenty (20) acres of land which meets the criteria established by the Georgia State School Board for such a public school. This site shall be made available by the developer without charge for the land, at any time within seven (7) years after the developer has provided paved access to the site. Alternatively, the School Board may elect to receive an amount equal to the Developer's per acre purchase price for 20 acres paid in two installments within 7 years of a land development permit being issued. The School Board shall identify a potential site no later than 180 days from closing, excluding any portions of the property that have been presented as Phase 1 of the community.
16. The developer agrees to make available an additional twenty (20) acres, for a total of forty (40) acres, if the City of Gainesville has a need for a second school site. The Gainesville School Board would be required to pay fair market value for this last twenty (20) acres. The School Board shall identify a potential site no later than 180 days from closing, excluding any portions of the property that have been presented as Phase 1 of the community.

17. A site shall be made available within the boundaries of the proposed development to the City of Gainesville for a fire station and a precinct for the police department consisting of not more than two (2) acres of land which will be designated by the developer and reasonably approved by the Gainesville City Council for such public services. This site shall be made available by the developer without charge for the land, at any time within seven (7) years after the developer has provided paved access to the site. This site has been identified on the Concept Plan and the City of Gainesville shall have 180 days from closing to determine if the site meets their requirements or if another site is preferred, however any portions of the property that have been presented as Phase 1 of the community shall be excluded.
18. The plan shall include a fifty (50') foot perimeter buffer separating all portions of the development from the existing single-family communities to the south of the project site. The specific parcels are shown on the buffer exhibit attached. The composition of this buffer, including any fencing deemed necessary, shall be subject to final approval by the Community and Economic Development Department Director.
19. Minimum five foot (5') wide sidewalks with a two foot (2') grass beauty strip shall be required as shown on the Pedestrian Access Plan filed with this request. Applicant, at his sole discretion, shall substitute a five foot (5') sidewalk with a ten foot (10') multi-use trail (asphalt or concrete) where indicated on the Pedestrian Access Plan to be maintained by the Homeowners Association (HOA).
20. All new streets shall meet the standards within the current Gainesville Unified Land Development Code, unless varied herein. All proposed residential uses, commercial uses and amenities shall provide for pedestrian connectivity throughout the development. All costs associated with the improvements shall be at the full expense of the developer.
21. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director, Hall County and/or the Georgia Department of Transportation. The main access road, from Old Cornelia Highway to Applicant's property shall be constructed by the City of Gainesville at its expense. Applicant shall be responsible for access beyond this point and any other access points to the property.

Excerpts from the December 14, 2021 PAB Meeting Minutes

APPLICANT PRESENTATION: Brian Rochester, 425 Oak Street, stated Gee Harvey and Ryan Walker with Caballero Holdings were present. Mr. Rochester said the original project was originally annexed and zoned in 1998 and in 2001 the golf course was eliminated. He stated it is a great location but just trying to determine the timing for it and his company works on large master plan developments. Approximately two years ago or longer the owner of the property which is owned by a fire and police pension fund came to Rochester & Associates inquiring about developing the property. Mr. Rochester stated there were very few developers that could accomplish the project and even fewer that could create a master plan to be proud of in his hometown to serve residents for future years to come. He stated there was a long process of interviewing, Caballero had an extensive resume and are based in Northeast Georgia, and chose them because they are actively involved on the project. Mr. Rochester said that money has been spent on due diligence to bring a master plan that is well thought out with the knowledge of the locations of streams, rocks and restraints of the property. He complimented the city staff regarding working with them including the visions of the developer for the property. The proposal was tabled due to not being ready to move forward as changes

were needed. The developer is now in complete agreement with the 21 conditions presented by the city staff which will ensure the quality of the development. Mr. Rochester stated the development will cover an area on the east side of I-985 between Exit 22 and Exit 24, reviewed nearby locations along with the layout of the project and stated the main entrance way will be shared with the new sports complex. He also said it is just over three miles from downtown Gainesville. He stated the majority of the project is in the city of Gainesville, already rezoned and annexed. Mr. Rochester reviewed the presentation regarding units available for rent and per acre, adding most every lot in the development backs up to open space with 645 acres of open space total. He explained a rendering of the entrance way at Old Cornelia Highway and stated they have been working with the Hall County School Board and City of Gainesville way to include the name of the park and school. He said all single-family housing will be a minimum of 1,800 square feet unless age restricted which will go down to 1,400 square feet including 50 feet and 60 feet lots with age restricted units being 40 feet lots. He then stated the price point for the primary houses should start at \$350,000 with the larger homes going over a half million dollars. He said the attached units/townhomes will be a minimum of 1,100 square feet starting in the low 300,000's. He stated the 640 multifamily units may include apartments, cottages and manor homes with the commercial area being a standard neighborhood shopping area. Mr. Rochester explained the clubhouse area including grills and pool with a great lawn to be used for concerts, disc golf course, tennis courts and golf carts. He said there is a main loop road around the development with possibly four miles of multi-use path/trail with 90 linear feet of side-walks with over 50 percent of the site being maintained. He stated the development is similar to a conservation subdivision being an environmentally friendly project. He said in closing he said acreage is being added with more single-family owner occupied homes being capped at a maximum of 300 total. He said they are aware of some topo challenges with the property and will be less dense than currently zoned.

FAVOR: None

OPPOSE: **Phillip Price**, 3028 Pierce Road, stated he is not opposed to the development but had two concerns since his is an adjoining property. One was the green space with Floyd or Cain Creek with natural wildlife, a marsh located upstream and once was considered in a 100 year flood plain. His property is close to the water but high up and wants to be sure of no erosion problems. He said the area does have some flooding and a big concern for water management and erosion control.

REBUTTAL: Mr. Rochester pointed out on the map the streams are indicated by the dark lines which are staying way out of the buffers and leaving 645 acres undeveloped with opportunities for wildlife to live inside the city. He also stated for erosion control they are keeping natural buffers and the blue dots on the map is all storm-water management. They are staying out of the flood plains other than roadway crossing, sewer lines and trails. The trails will stay outside the state's 25 foot buffer and wanted to create an environmentally friendly project.

PLANNING AND APPEALS BOARD COMMENTS: Chairman Carter asked about the anticipated build-out date and Mr. Rochester replied 10 to 14 years depending on the market. Vice-Chair Fleming asked if the developer would consider donating land for a school and Mr. Rochester stated it is a part of the conditions and had to make available 20 acres to donate and then the school board could buy an additional 20 acres at fair market value. Mr. Rochester said they did add if the school board did not want to build a school inside the development, then the school would get paid the developers per acre purchase price for the amount of the 20 acres. He stated in the conditions there is also a donation of two acres for a public safety facility. Board Member Simmons asked which of the three phases would be first and asked for more information on the open space. Mr. Rochester stated the single-family phase would be first and pointed out on the slide presentation everything in green will be open space. Vice-

Chair Fleming asked if the HOA will cover the entire development and Mr. Rochester stated there will be a master HOA which will be responsible for the open space and amenity areas along with any gated community having a sub-association.

There was a motion to recommend conditional approval of the annexation request for a master planned mixed-use development and establish zoning as Planned Unit Development (P-U-D) with the following conditions:

Conditions

- 1. The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.**
- 2. The maximum number of single-family detached homes/lots shall be 1,414. The maximum number of single-family attached homes shall be 311. The maximum number of multi-family units shall be 640. The total number of residential units shall not exceed 2,365 units.**
- 3. No more than 300 single-family units (detached and/or attached) and 640 multi-family units shall be rental units for a total of 940 rental units. The multi-family units may be any combination of traditional garden-style apartments, townhomes, manor houses, cottages, and/or carriage houses built within the confines of the multi-family areas.**
- 4. Prior to permits being issued for the residential uses, each contractor/developer shall provide architectural renderings of the proposed single-family detached homes, attached townhomes and multi-family apartments for the review and approval of the Community and Economic Development Department Director.**
- 5. The minimum heated floor space for single-family detached homes shall be as presented in the below table associated with zoning condition number 8. The minimum heated floor space for the attached townhomes shall be 1,100 square feet and 640 square feet for the multi-family units. The single-family detached homes and attached townhomes shall not exceed 3 stories in height. The multi-family apartment buildings shall not exceed 3 stories, although 3 / 4 splits shall be allowed.**
- 6. All exterior wall front, sides, and rear of the single-family detached homes, townhomes, and multi-family units shall consist of a variety of building materials consistent with architectural themes and styles determined by the applicant. Foundation water tables of matching brick or stone material, that also covers all exposed foundation walls, will be used where architecturally compatible. Vinyl siding shall only be permitted on soffit areas.**

Other architectural requirements will include:

- Carriage style garage doors with decorative hardware or other embellishments shall be used on all single-family detached homes and townhomes;**
- The roofing material used on all single-family detached homes and townhomes shall be 3-tab architectural/dimensional style asphalt shingles or metal as appropriate to the architectural style of each home as determined by the builder.**
- All overhangs including gables and side gables will have a minimum of a 12-inch overhang on all sides;**

- The developer shall use a variety of techniques to avoid the monotonous appearance of identical single-family detached homes. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, and other similar techniques so that no single-family detached house is the same as any house directly in front of a single-family detached home or on either adjacent side of a single-family detached home;
- All roofs and gables shall be of a pitch no less than 8/12. This condition shall not apply to dormers, porches, bay windows, and third floor retreats;
- The exterior materials for all homes shall consist of brick, stone, fiber cement siding, cedar shake or wood siding;
- All roof vents, pipes, and other roof equipment (except chimneys) shall be located on the rear elevations and shall be painted to match the color of the roof;
- No above-ground swimming pools shall be permitted;
- No window air conditioning unit may be installed;
- No exterior blank, windowless walls will be constructed;
- If dormers are included, they will not be taller than the main roof;
- All single-family detached house plans will have front or side loaded garages;
- All townhomes will have front or rear entry garages;
- Street lighting will be provided throughout the development;
- All front porches of single-family detached homes shall have a minimum depth of 5';
- Windows are restricted to single hung or double hung windows.

These requirements shall be included in the Covenants to be recorded against the property.

7. Each detached single-family home and townhome shall have, at a minimum, an attached two car garage.
8. Specific development standards for the single-family detached homes shall include the following:

Lot Width	*40'	50'	60'	75'	95'
Minimum Lot Size	4,000 SF	5,000 SF	6,000 SF	7,500 SF	9,000 SF
Minimum Front Yard Setback	25'	25'	25'	25'	25'
Minimum Side Yard Setback	5'	5'	5'	5'	5'
Minimum Rear Yard Setback	10'	10'	10'	10'	10'
Minimum Building Separation	10'	10'	10'	10'	10'
Maximum Height (Number of Stories)	3	3	3	3	3
Minimum Heated Square Feet per Home	1,400 SF	1,800 SF	1,800 SF	2,000 SF	2,200 SF
**Maximum % of SF Detached Lot Type	15%	35%	35%	No Max	No Max

**40' lots are restricted to age-restricted neighborhoods only.*

***Any lot allocation from a smaller category may move to a larger category.*

9. The front yard of each lot shall be sodded and planted with at least one 3" caliper in size hardwood tree.
10. The proposed amenities shall be required as shown on the site plan and the pictures shown on pages 10, 14, 15, 16, 17 28, 29, 34, 75, 76, 77, 87, 88 and 89 of the applicant's revised narrative submitted with this application per the approval of the Community and Economic Development Department Director. The amenity area must be started in the first phase of construction. No more than 250 single-family detached homes shall receive a certificate of occupancy (CO) prior to the Central Amenity Center being substantially completed as described on page 37 of the applicant's revised narrative. This shall include at minimum the clubhouse, swim center with lap pool with children's play area, tennis center with lighted courts, pickle ball courts, great lawn with pavilion for outdoor functions, and mail kiosk. Certain elements, such as additional courts may be phased in as demand dictates. Additional CO's may be granted at the discretion of the Community and Economic Development Director, if sufficient progress is being made on the amenity.
11. Covenants shall be put in place by the developer restricting against the parking of boats, trailers, and campers within driveways or streets. In addition, no on street parking shall be permitted for vehicles.
12. No more than 10% of the units within the proposed community storage facility may be leased to non-residents of the proposed development. There are no restrictions for non-resident use of any commercially operated storage facility that is located within the Commercial District.
13. A Uniform Sign Plan as identified within Section 9-18-7-4 of the Unified Land Development Code shall be required from the developer and is subject to approval by the Gainesville Community and Economic Development Director. All signs associated with residential uses shall be limited to indirect lighting. All signs shall be located outside of utility areas and shall not block visibility of vehicular traffic.
14. All proposed detention ponds shall be fenced and landscaped in order to mitigate the view from all roads and adjacent properties. All fencing and landscaping materials shall be approved by the Community and Economic Development Department Director.
15. A site shall be made available within the boundaries of the proposed development to the City of Gainesville for a school consisting of twenty (20) acres of land which meets the criteria established by the Georgia State School Board for such a public school. This site shall be made available by the developer without charge for the land, at any time within seven (7) years after the developer has provided paved access to the site. Alternatively, the School Board may elect to receive an amount equal to the Developer's per acre purchase price for 20 acres paid in two installments within 7 years of a land development permit being issued. The School Board shall identify a potential site no later than 180 days from closing, excluding any portions of the property that have been presented as Phase 1 of the community.
16. The developer agrees to make available an additional twenty (20) acres, for a total of forty (40) acres, if the City of Gainesville has a need for a second school site. The Gainesville School Board would be required to pay fair market value for this last twenty (20) acres. The School Board shall identify a potential site no later than 180 days from closing, excluding any portions of the property that have been presented as Phase 1 of the community.

17. A site shall be made available within the boundaries of the proposed development to the City of Gainesville for a fire station and a precinct for the police department consisting of not more than two (2) acres of land which will be designated by the developer and reasonably approved by the Gainesville City Council for such public services. This site shall be made available by the developer without charge for the land, at any time within seven (7) years after the developer has provided paved access to the site. This site has been identified on the Concept Plan and the City of Gainesville shall have 180 days from closing to determine if the site meets their requirements or if another site is preferred, however any portions of the property that have been presented as Phase 1 of the community shall be excluded.
18. The plan shall include a fifty (50') foot perimeter buffer separating all portions of the development from the existing single-family communities to the south of the project site. The specific parcels are shown on the buffer exhibit attached. The composition of this buffer, including any fencing deemed necessary, shall be subject to final approval by the Community and Economic Development Department Director.
19. Minimum five foot (5') wide sidewalks with a two foot (2') grass beauty strip shall be required as shown on the Pedestrian Access Plan filed with this request. Applicant, at his sole discretion, shall substitute a five foot (5') sidewalk with a ten foot (10') multi-use trail (asphalt or concrete) where indicated on the Pedestrian Access Plan to be maintained by the Homeowners Association (HOA).
20. All new streets shall meet the standards within the current Gainesville Unified Land Development Code, unless varied herein. All proposed residential uses, commercial uses and amenities shall provide for pedestrian connectivity throughout the development. All costs associated with the improvements shall be at the full expense of the developer.
21. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director, Hall County and/or the Georgia Department of Transportation. The main access road, from Old Cornelia Highway to Applicant's property shall be constructed by the City of Gainesville at its expense. Applicant shall be responsible for access beyond this point and any other access points to the property.

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

There was a motion to recommend conditional approval of the zoning amendment request for a master planned mixed-use development with Planned Unit Development (P-U-D) zoning with twenty-one conditions.

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

Passed: _____

AN ORDINANCE

No. 2022-

AN ORDINANCE ANNEXING A TOTAL OF 140.77± ACRES TO INCLUDE A 44.91± ACRES TRACT LOCATED AT THE NORTHEAST SIDE OF THE TERMINUS OF FLOYD ROAD; A 80.8± ACRES TRACT LOCATED ON THE NORTH SIDE OF EBERHART CEMETERY ROAD; A 9.467± ACRES TRACT, 4.397± ACRES TRACT AND A 1.996± ACRES TRACT LOCATED SOUTHWEST OF THE INTERSECTION OF JESSE JEWELL PARKWAY AND OLD CORNELIA HIGHWAY (A/K/A 0 EBERHART CEMETERY ROAD; 2465 FLOYD ROAD, SE; 2166, 2170 AND 2210 OLD CORNELIA 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

All that tract or parcel of land lying and being in G.M.D. 411, Hall County, Georgia and being more particularly described as follows:

Beginning at the centerline intersection of Floyd Road and Barnes Drive; thence South 89°40'26" West, a distance of 692.21 feet to a point in the centerline of Bob Alley Road (A.K.A. John Brown Road) being a gravel drive and also the True Point of Beginning; thence continuing along said centerline and along the property now or formerly of Greenleaf Investment Partners L051, LLC North 34°16'23" East, a distance of 52.66 feet to a point; thence North 34°03'45" East, a distance of 131.35 feet to a point; thence North 44°04'18" East, a distance of 145.82 feet to a point; thence North 46°27'13" East, a distance of 43.99 feet to a point; thence North 42°55'53" East, a distance of 56.31 feet to a point; thence North 43°32'31" East, a distance of 58.21 feet to a point; thence North 53°12'56" East, a distance of 66.09 feet to a point; thence North 54°52'42" East, a distance of 94.34 feet to an iron pin found (1/2" rebar); thence North 77°20'51" West, a distance of 568.07 feet to an iron pin found (1/2" rebar) which is also a common point to the City of Gainesville-Hall County line; thence into the property now or formerly of Gainesville Vision, LLC and along said City-County line North 15°48'25" East, a distance of 1144.98 feet to an iron pin found (1/2" rod); thence North 87°08'41" East, a distance of 442.15 feet to white oak stump; thence North 88°22'45" East, a distance of 168.41 feet to a 14" white oak; thence South

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82°25'07" East, a distance of 175.76 feet to an iron pin found (1/2" rebar); thence South 26°43'34" East, a distance of 609.06 feet to an iron pin found (1/2" bolt); thence leaving said City-County line and along the property now or formerly of Glenn C. Hyziher North 89°42'00" West, a distance of 450.14 feet to an iron pin found (1/4" rebar); thence South 30°22'00" East, a distance of 1149.52 feet to a point nail found at base of 1/2" rebar found (disturbed) in the centerline of 40' easement along Floyd Road; thence along said centerline of easement South 83°23'19" West, a distance of 52.69 feet to a point; thence South 62°10'56" West, a distance of 90.84 feet to a point; thence South 60°12'23" West, a distance of 51.27 feet to a point; thence South 54°18'04" West, a distance of 102.14 feet to a point; thence South 43°54'26" West, a distance of 61.95 feet to a point; thence South 20°32'43" West, a distance of 46.79 feet to a point; thence South 03°47'55" West, a distance of 46.60 feet to a point; thence South 13°15'55" West, a distance of 62.94 feet to a point; thence South 45°09'34" West, a distance of 56.02 feet to a point; thence South 36°39'52" West, a distance of 129.63 feet to a point; thence South 49°51'07" West, a distance of 48.62 feet to a point; thence South 57°39'43" West, a distance of 55.99 feet to a point; thence South 80°19'38" West, a distance of 29.24 feet to a point on the northeastern Right-of-Way of said Floyd Road (40' R/W); thence along said Right-of-Way North 66°41'40" West, a distance of 134.36 feet to a point; thence 110.25 feet along an arc of a curve to the right having radius of 810.77 feet and a chord bearing and distance of North 62°47'57" West, 110.16 feet to a point; thence North 57°00'29" West, a distance of 110.43 feet to a point; thence 149.80 feet along an arc of a curve to the left having a radius of 1471.84 feet and a chord bearing and distance of North 60°40'02" West, 149.74 feet to a point; thence North 65°09'20" West, a distance of 85.33 feet to a point; thence 271.90 feet along an arc of a curve to the left having a radius of 1607.13 feet and chord bearing and distance of North 70°00'08" West, 271.58 feet to a point; thence North 74°50'57" West, a distance of 48.83 feet to the True Point of Beginning.

Said tract contains 44.910 Acres.

All that tract or parcel of land lying and being in G.M.D. 411, Hall County, Georgia and being more particularly described as follows:

Beginning at the intersection of the northwestern Right-of-Way of Miller Drive (30' R/W) and the southeastern Right-of-Way of Old Cornelia Highway (R/W varies) which is also a point common to the City of Gainesville and Hall County; thence along said City of Gainesville and Hall County line and along the Right-of-Way of said Old Cornelia Highway North 61°58'40" West, a distance of 27.55 feet to a point; thence North 74°33'00" West, a distance of 74.40 feet to a point; thence North 74°33'00" West, a distance of 26.70 feet to a point; thence North 43°33'58" West, a distance of 63.47 feet to a point; thence North 54°30'30" West, a distance of 136.88 feet to a point; thence North 57°55'32" West, a distance of 81.50 feet to a point; thence North 75°58'10" West, a distance of 89.90 feet to an iron pin found (3/4" crimp top pipe); thence leaving said Right-of-Way and continuing along said City-County line and along the property now or formerly of Creek Donkeys, LLC South 34°46'24" West, a distance of 374.98 feet to an iron pin found; thence South 46°22'20" West, a distance of 784.61 feet to an iron found (3/4" rebar); thence leaving said City-County line into the property now or formerly of Gainesville Vision, LLC North 76°23'42" West, a distance of 137.57 feet to an iron pin found (square road); thence along the property now or formerly of Eastview Baptist Church South 85°56'22" West, a distance of 99.01 feet to an iron pin found (3/4" rebar), being the True Point of Beginning; thence into the property now or formerly of Gainesville Vision, LLC South 09°30'20" East, a distance of 192.54 feet to an iron pin found (1/2" rebar); thence South 01°09'36" East, a distance of 134.02 feet to an iron pin found (1/2" rebar); thence South 09°26'50" West, a distance of 317.84 feet to an iron found (3/4" open top pipe) thence along said City-County line North 87°04'03" West, a distance of 44.57 feet to an iron pin found

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(1" open top pipe); thence North 06°48'29" West, a distance of 605.10 feet to an iron pi found (T bar); thence South 80°55'55" West, a distance of 6.48 feet to an iron pin set with a yellow plastic cap stamped "Rochester LSF000484"); thence along the property now or Formerly of Peggy Sue Gee North 10°31'34" West, a distance of 107.62 feet to an iron pi found (2" open top pipe); thence along the property now or formerly of Eastview Baptist Church North 76°00'49" East, a distance of 144.69 feet to an iron pin found (1/2" open top pipe); thence South 10°30'30" East, a distance of 107.25 feet to True Point of Beginning.

Said tract contains 1.996 Acres.

All that tract or parcel of land lying and being in G.M.D. 411, Hall County, Georgia and being more particularly described as follows:

Beginning at the intersection of the northwestern Right-of-Way of Miller Drive (30' R/W) and the southeastern Right-of-Way of Old Cornelia Highway (R/W varies) which is also a point common to the City of Gainesville and Hall County; thence along said City of Gainesville and Hall County line and along the Right-of-Way of said Old Cornelia Highway North 61°58'40" West, a distance of 27.55 feet to a point; thence North 74°33'00" West, a distance of 74.40 feet to a point; thence North 74°33'00" West, a distance of 26.70 feet to a point; thence North 43°33'58" West, a distance of 63.47 feet to a point; thence North 54°30'30" West, a distance of 136.88 feet to a point; thence North 57°55'32" West, a distance of 81.50 feet to a point; thence North 75°58'10" West, a distance of 89.90 feet to an iron pin found (3/4" crimp top pipe); thence leaving said Right-of-Way and continuing along said City-County line and along the property now or formerly of Creek Donkeys, LLC South 34°46'24" West, a distance of 374.98 feet to an iron pin found; thence South 46°22'20" West, a distance of 784.61 feet to an iron found (3/4" rebar), being the True Point of Beginning; thence South 75°42'49" East, a distance of 175.55 feet to an iron found (1/2" rebar); thence along the property now or formerly of Tow L. Bower, III d/b/a B & B Associates, South 22°15'18" West, a distance of 851.38 feet to an iron pin set (1/2"; rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence into the property now or formerly of Gainesville Vision, LLC North 24°26'50" West, a distance of 235.13 feet to an iron pin found (3/4" rebar); thence leaving said City-County line North 09°26'50" East, a distance of 317.84 feet to an iron pin found (1/2" rebar); thence North 01°09'36" West, a distance of 134.02 feet to an iron pin found (1/2" rebar); thence North 09°30'20" West, a distance of 192.54 feet to an iron pin found (3/4" rebar); thence along the property now or formerly of Eastview Baptist Church North 82°56'22" East, a distance of 99.01 feet to an iron pin found (square rod); thence into the property now or formerly of Gainesville Vision, LLC South 76°23'42" East, a distance of 137.57 feet to True Point of Beginning.

Said tract contains 4.397 Acres.

All that tract or parcel of land lying and being in G.M.D. 411, Hall County, Georgia and being more particularly described as follows:

Beginning at the centerline intersection of Gaines Mill Road & Eberhart Cemetery Road; thence North 53°05'13" West, a distance of 3104.42 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484") being the True Point of Beginning; having coordinate values of North 1561492.51 and East 2421283.51 Georgia coordinate system West zone; thence along the property now or formerly of Blake R. Scholpp South 75°51'19" West, a distance of 591.27 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484") in the centerline of Old Woods Road, A.K.A. Old Floyd Road, also a point common to the City of Gainesville and Hall County line; thence along said Old Woods Road and along said City-County line and along the property now or formerly of Elchahal

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Property Holding, LLC the following courses and distances: North 66°15'17" West, a distance of 111.35 feet to a point; thence North 59°24'16" West, a distance of 118.73 feet to a point; thence North 71°18'04" West, a distance of 58.33 feet to a point; thence North 84°12'14" West, a distance of 52.68 feet to a point; thence South 89°33'16" West, a distance of 167.20 feet to a point; thence North 75°56'22" West, a distance of 45.77 feet to a point; thence North 62°25'29" West, a distance of 39.32 feet to a point; thence North 54°51'16" West, a distance of 108.54 feet to a point; thence North 52°37'52" West, a distance of 54.21 feet to a point; thence North 46°43'53" West, a distance of 55.94 feet to a point; thence North 53°23'23" West, a distance of 51.18 feet to a point; thence North 62°03'07" West, a distance of 40.95 feet to a point; thence North 71°50'03" West, a distance of 30.98 feet to a point; thence North 84°36'18" West, a distance of 45.52 feet to a point; thence South 87°20'24" West, a distance of 64.86 feet to a point; thence South 84°07'25" West, a distance of 103.24 feet to a point; thence South 85°42'43" West, a distance of 71.42 feet to a point; thence South 80°17'47" West, a distance of 62.83 feet to a point; thence South 83°41'18" West, a distance of 62.04 feet to a point; thence South 77°43'16" West, a distance of 46.74 feet to a point; thence South 62°11'10" West, a distance of 53.96 feet to a point; thence South 51°48'47" West, a distance of 73.44 feet to a point; thence South 61°27'59" West, a distance of 53.51 feet to a point; thence South 65°28'17" West, a distance of 72.87 feet to a point; thence South 70°14'35" West, a distance of 64.28 feet to a point; thence South 80°43'49" West, a distance of 39.11 feet to a point; thence North 84°49'25" West, a distance of 40.01 feet to a point; thence North 79°31'18" West, a distance of 94.19 feet to a point; thence North 85°40'56" West, a distance of 58.58 feet to a point; thence North 89°01'13" West, a distance of 97.07 feet to a point; thence North 79°26'55" West, a distance of 74.65 feet to a point; thence North 75°50'18" West, a distance of 115.35 feet to a point; thence North 74°46'25" West, a distance of 149.10 feet to a point; thence North 57°00'50" West, a distance of 48.31 feet to a point; thence North 62°31'47" West, a distance of 49.54 feet to a point; thence North 76°20'49" West, a distance of 131.29 feet to a point; thence South 87°22'30" West, a distance of 53.50 feet to a point; thence South 78°08'55" West, a distance of 52.93 feet to a point; thence South 82°16'26" West, a distance of 111.13 feet to a point; thence South 77°41'12" West, a distance of 39.20 feet to a point; thence South 65°25'43" West, a distance of 48.72 feet to a point; thence South 76°19'10" West, a distance of 72.26 feet to a point; thence North 89°35'29" West, a distance of 44.88 feet to a point; thence North 79°22'30" West, a distance of 33.79 feet to a point; thence North 70°25'57" West, a distance of 56.64 feet to a point; thence North 53°45'48" West, a distance of 28.78 feet to a point; thence North 44°39'04" West, a distance of 63.87 feet to a point; thence North 46°28'37" West, a distance of 123.45 feet to a point; thence North 42°28'44" West, a distance of 110.27 feet to a point; thence North 46°52'50" West, a distance of 78.65 feet to a point; thence North 49°19'09" West, a distance of 61.52 feet to a point; thence leaving said centerline of Old Woods Road and continuing along City-County line North 25°03'19" West, a distance of 30.41 feet to a nail set at base of 2" open top pipe (disturbed); thence into the property now or formerly of Gainesville Vision, LLC North 21°41'07" East, a distance of 1524.32 feet to a point; thence South 59°20'25" East, a distance of 650.82 feet to an iron found (1 1/2" solid road); thence leaving said City-County line and along the property now or formerly of Christina Ann Robertson Ash South 24°01'31" East, a distance of 279.19 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence South 24°15'31" East, a distance of 498.49 feet to an iron pin found (1 1/2" solid rod); thence North 75°01'35" East, a distance of 619.95 feet to an iron pin found (5/8" rebar) at base of 12" Hickory; thence South 88°48'09" East, a distance of 227.79 feet to an iron pin found (1" open top pipe); thence along the property now or formerly of Alvin L. or Rita L. Clifton South 89°03'33" East, a distance of 272.23 feet to an iron pin found (1/2" open top pipe); thence South 54°14'35" East, a distance of 307.59 feet to an iron pin found (1/4" rebar); thence along the property now or formerly of Alvin L. Clifton & Rita L. Clifton South 53°22'06" East, a distance of 600.57 feet to an iron pin found

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(1/4" rebar); thence South 50°20'38" East, a distance of 763.42 feet to the True Point of Beginning.

Said tract contains 80 Acres +/-

All that tract or parcel of land lying and being in G.M.D. 411, Hall County, Georgia and being more particularly described as follows:

Beginning at the intersection of the northwestern Right-of-Way of Miller Drive (30' R/W) and the southeastern Right-of-Way of Old Cornelia Highway (R/W varies) which is also a point common to the City of Gainesville and Hall County; thence along said City of Gainesville and Hall County line and along the Right-of-Way of said Old Cornelia Highway North 61°58'40" West, a distance of 27.55 feet to a point; thence North 74°33'00" West, a distance of 74.40 feet to a point; thence North 74°33'00" West, a distance of 26.70 feet to a point; thence North 43°33'58" West, a distance of 63.47 feet to a point; thence North 54°30'30" West, a distance of 136.88 feet to a point; thence North 57°55'32" West, a distance of 81.50 feet to a point; thence North 75°58'10" West, a distance of 89.90 feet to an iron pin found (3/4" crimp top pipe), being the True Point of Beginning; thence leaving said Right-of-Way and continuing along said City- County line and along the property now or formerly of Creek Donkeys, LLC South 34°46'24" West, a distance of 374.98 feet to an iron pin found; thence South 46°22'20" West, a distance of 784.61 feet to an iron found (3/4" rebar); thence leaving said City-County line into the property now or formerly of Gainesville Vision, LLC North 76°23'42" West, a distance of 137.57 feet to an iron pin found (square road); thence along the property now or formerly of Eastview Baptist Church North 10°12'40" West, a distance of 426.05 feet to a point on the southeastern Right-of-Way of said Old Cornelia Highway; thence along said Right-of-Way North 49°48'46" East, a distance of 223.69 feet to a point; thence 849.72 feet along an arc of a curve to the right having a radius of 1093.45 feet and a chord bearing and distance of North 71°32'56" East, 828.50 feet to a concrete monument found; thence South 08°11'21" West, a distance of 9.41 feet to a concrete monument found; thence North 89°15'53" East, a distance of 35.57 feet to the True Point of Beginning.

Said tract contains 9.467 Acres.

The annexation is to include all that portion of the right-of-way known as Floyd Road and Eberhart Cemetery Road 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.

SECTION III

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

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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.

W. Samuel Couvillon, 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

Passed: _____

AN ORDINANCE

No. 2022-

AN ORDINANCE AMENDING THE ZONING MAP OF THE CITY OF GAINESVILLE, GEORGIA BY ESTABLISHING THE ZONING ON A TOTAL OF 140.77± ACRES TO INCLUDE A 44.91± ACRES TRACT LOCATED AT THE NORTHEAST SIDE OF THE TERMINUS OF FLOYD ROAD; A 80.8± ACRES TRACT LOCATED ON THE NORTH SIDE OF EBERHART CEMETERY ROAD; A 9.467± ACRES TRACT, 4.397± ACRES TRACT AND A 1.996± ACRES TRACT LOCATED SOUTHWEST OF THE INTERSECTION OF JESSE JEWELL PARKWAY AND OLD CORNELIA HIGHWAY (A/K/A 0 EBERHART CEMETERY ROAD; 2465 FLOYD ROAD, SE; 2166, 2170 AND 2210 OLD CORNELIA 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 development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.
2. The maximum number of single-family detached homes/lots shall be 1,414. The maximum number of single-family attached homes shall be 311. The maximum number of multi-family units shall be 640. The total number of residential units shall not exceed 2,365 units.
3. No more than 300 single-family units (detached and/or attached) and 640 multi-family units shall be rental units for a total of 940 rental units. The multi-family units may be any combination of traditional garden-style apartments, townhomes, manor houses, cottages, and/or carriage houses built within the confines of the multi-family areas.

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- 4. Prior to permits being issued for the residential uses, each contractor/developer shall provide architectural renderings of the proposed single-family detached homes, attached townhomes and multi-family apartments for the review and approval of the Community and Economic Development Department Director.**
- 5. The minimum heated floor space for single-family detached homes shall be as presented in the below table associated with zoning condition number 8. The minimum heated floor space for the attached townhomes shall be 1,100 square feet and 640 square feet for the multi-family units. The single-family detached homes and attached townhomes shall not exceed 3 stories in height. The multi-family apartment buildings shall not exceed 3 stories, although 3 / 4 splits shall be allowed.**
- 6. All exterior wall front, sides, and rear of the single-family detached homes, townhomes, and multi-family units shall consist of a variety of building materials consistent with architectural themes and styles determined by the applicant. Foundation water tables of matching brick or stone material, that also covers all exposed foundation walls, will be used where architecturally compatible. Vinyl siding shall only be permitted on soffit areas.**

Other architectural requirements will include:

- Carriage style garage doors with decorative hardware or other embellishments shall be used on all single-family detached homes and townhomes;**
- The roofing material used on all single-family detached homes and townhomes shall be 3-tab architectural/dimensional style asphalt shingles or metal as appropriate to the architectural style of each home as determined by the builder.**
- All overhangs including gables and side gables will have a minimum of a 12-inch overhang on all sides;**
- The developer shall use a variety of techniques to avoid the monotonous appearance of identical single-family detached homes. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, and other similar techniques so that no single-family detached house is the same as any house directly in front of a single-family detached home or on either adjacent side of a single-family detached home;**
- All roofs and gables shall be of a pitch no less than 8/12. This condition shall not apply to dormers, porches, bay windows, and third floor retreats;**
- The exterior materials for all homes shall consist of brick, stone, fiber cement siding, cedar shake or wood siding;**
- All roof vents, pipes, and other roof equipment (except chimneys) shall be located on the rear elevations and shall be painted to match the color of the roof;**
- No above-ground swimming pools shall be permitted;**
- No window air conditioning unit may be installed;**
- No exterior blank, windowless walls will be constructed;**
- If dormers are included, they will not be taller than the main roof;**
- All single-family detached house plans will have front or side loaded garages;**
- All townhomes will have front or rear entry garages;**
- Street lighting will be provided throughout the development;**

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- All front porches of single-family detached homes shall have a minimum depth of 5’;
- Windows are restricted to single hung or double hung windows.

These requirements shall be included in the Covenants to be recorded against the property.

7. Each detached single-family home and townhome shall have, at a minimum, an attached two car garage.
8. Specific development standards for the single-family detached homes shall include the following:

Lot Width	*40'	50'	60'	75'	95'
Minimum Lot Size	4,000 SF	5,000 SF	6,000 SF	7,500 SF	9,000 SF
Minimum Front Yard Setback	25'	25'	25'	25'	25'
Minimum Side Yard Setback	5'	5'	5'	5'	5'
Minimum Rear Yard Setback	10'	10'	10'	10'	10'
Minimum Building Separation	10'	10'	10'	10'	10'
Maximum Height (Number of Stories)	3	3	3	3	3
Minimum Heated Square Feet per Home	1,400 SF	1,800 SF	1,800 SF	2,000 SF	2,200 SF
**Maximum % of SF Detached Lot Type	15%	35%	35%	No Max	No Max

*40' lots are restricted to age-restricted neighborhoods only.

**Any lot allocation from a smaller category may move to a larger category.

9. The front yard of each lot shall be sodded and planted with at least one 3” caliper in size hardwood tree.
10. The proposed amenities shall be required as shown on the site plan and the pictures shown on pages 10, 14, 15, 16, 17 28, 29, 34, 75, 76, 77, 87, 88 and 89 of the applicant’s revised narrative submitted with this application per the approval of the Community and Economic Development Department Director. The amenity area must be started in the first phase of construction. No more than 250 single-family detached homes shall receive a certificate of occupancy (CO) prior to the Central Amenity Center being substantially completed as described on page 37 of the applicant’s revised narrative. This shall include at minimum the clubhouse, swim center with lap pool with children’s play area, tennis center with lighted courts, pickle ball courts, great lawn with pavilion for outdoor functions, and mail kiosk. Certain elements, such as additional courts may be phased in as demand dictates. Additional CO’s may be granted at the discretion of the Community and Economic Development Director, if sufficient progress is being made on the amenity.

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- 11. Covenants shall be put in place by the developer restricting against the parking of boats, trailers, and campers within driveways or streets. In addition, no on street parking shall be permitted for vehicles.**
- 12. No more than 10% of the units within the proposed community storage facility may be leased to non-residents of the proposed development. There are no restrictions for non-resident use of any commercially operated storage facility that is located within the Commercial District.**
- 13. A Uniform Sign Plan as identified within Section 9-18-7-4 of the Unified Land Development Code shall be required from the developer and is subject to approval by the Gainesville Community and Economic Development Director. All signs associated with residential uses shall be limited to indirect lighting. All signs shall be located outside of utility areas and shall not block visibility of vehicular traffic.**
- 14. All proposed detention ponds shall be fenced and landscaped in order to mitigate the view from all roads and adjacent properties. All fencing and landscaping materials shall be approved by the Community and Economic Development Department Director.**
- 15. A site shall be made available within the boundaries of the proposed development to the City of Gainesville for a school consisting of twenty (20) acres of land which meets the criteria established by the Georgia State School Board for such a public school. This site shall be made available by the developer without charge for the land, at any time within seven (7) years after the developer has provided paved access to the site. Alternatively, the School Board may elect to receive an amount equal to the Developer's per acre purchase price for 20 acres paid in two installments within 7 years of a land development permit being issued. The School Board shall identify a potential site no later than 180 days from closing, excluding any portions of the property that have been presented as Phase 1 of the community.**
- 16. The developer agrees to make available an additional twenty (20) acres, for a total of forty (40) acres, if the City of Gainesville has a need for a second school site. The Gainesville School Board would be required to pay fair market value for this last twenty (20) acres. The School Board shall identify a potential site no later than 180 days from closing, excluding any portions of the property that have been presented as Phase 1 of the community.**
- 17. A site shall be made available within the boundaries of the proposed development to the City of Gainesville for a fire station and a precinct for the police department consisting of not more than two (2) acres of land which will be designated by the developer and reasonably approved by the Gainesville City Council for such public services. This site shall be made available by the developer without charge for the land, at any time within seven (7) years after the developer has provided paved access to the site. This site has been identified on the Concept Plan and the City of Gainesville shall have 180 days from closing to determine if the site meets their requirements or if another site is preferred, however any portions of the property that have been presented as Phase 1 of the community shall be excluded.**

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18. The plan shall include a fifty (50') foot perimeter buffer separating all portions of the development from the existing single-family communities to the south of the project site. The specific parcels are shown on the buffer exhibit attached. The composition of this buffer, including any fencing deemed necessary, shall be subject to final approval by the Community and Economic Development Department Director.
19. Minimum five foot (5') wide sidewalks with a two foot (2') grass beauty strip shall be required as shown on the Pedestrian Access Plan filed with this request. Applicant, at his sole discretion, shall substitute a five foot (5') sidewalk with a ten foot (10') multi-use trail (asphalt or concrete) where indicated on the Pedestrian Access Plan to be maintained by the Homeowners Association (HOA).
20. All new streets shall meet the standards within the current Gainesville Unified Land Development Code, unless varied herein. All proposed residential uses, commercial uses and amenities shall provide for pedestrian connectivity throughout the development. All costs associated with the improvements shall be at the full expense of the developer.
21. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director, Hall County and/or the Georgia Department of Transportation. The main access road, from Old Cornelia Highway to Applicant's property shall be constructed by the City of Gainesville at its expense. Applicant shall be responsible for access beyond this point and any other access points to the property.

Legal Description

All that tract or parcel of land lying and being in G.M.D. 411, Hall County, Georgia and being more particularly described as follows:

Beginning at the centerline intersection of Floyd Road and Barnes Drive; thence South 89°40'26" West, a distance of 692.21 feet to a point in the centerline of Bob Alley Road (A.K.A. John Brown Road) being a gravel drive and also the True Point of Beginning; thence continuing along said centerline and along the property now or formerly of Greenleaf Investment Partners L051, LLC North 34°16'23" East, a distance of 52.66 feet to a point; thence North 34°03'45" East, a distance of 131.35 feet to a point; thence North 44°04'18" East, a distance of 145.82 feet to a point; thence North 46°27'13" East, a distance of 43.99 feet to a point; thence North 42°55'53" East, a distance of 56.31 feet to a point; thence North 43°32'31" East, a distance of 58.21 feet to a point; thence North 53°12'56" East, a distance of 66.09 feet to a point; thence North 54°52'42" East, a distance of 94.34 feet to an iron pin found (1/2" rebar); thence North 77°20'51" West, a distance of 568.07 feet to an iron pin found (1/2" rebar) which is also a common point to the City of Gainesville-Hall County line; thence into the property now or formerly of Gainesville Vision, LLC and along said City-County line North 15°48'25" East, a distance of 1144.98 feet to an iron pin found (1/2" rod); thence North 87°08'41" East, a distance of 442.15 feet to white oak stump; thence North 88°22'45" East, a distance of 168.41 feet to a 14" white oak; thence South 82°25'07" East, a distance of 175.76 feet to an iron pin found (1/2" rebar); thence South 26°43'34" East, a distance of 609.06 feet to an iron pin found (1/2" bolt); thence leaving said City-County line and along the property now or formerly of Glenn C. Hyziher North 89°42'00" West, a distance of 450.14 feet to an iron pin found (1/4" rebar); thence South 30°22'00" East, a distance of 1149.52 feet to a point nail found at base of 1/2" rebar found (disturbed) in the centerline of 40' easement along Floyd Road; thence along said centerline of

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easement South 83°23'19" West, a distance of 52.69 feet to a point; thence South 62°10'56" West, a distance of 90.84 feet to a point; thence South 60°12'23" West, a distance of 51.27 feet to a point; thence South 54°18'04" West, a distance of 102.14 feet to a point; thence South 43°54'26" West, a distance of 61.95 feet to a point; thence South 20°32'43" West, a distance of 46.79 feet to a point; thence South 03°47'55" West, a distance of 46.60 feet to a point; thence South 13°15'55" West, a distance of 62.94 feet to a point; thence South 45°09'34" West, a distance of 56.02 feet to a point; thence South 36°39'52" West, a distance of 129.63 feet to a point; thence South 49°51'07" West, a distance of 48.62 feet to a point; thence South 57°39'43" West, a distance of 55.99 feet to a point; thence South 80°19'38" West, a distance of 29.24 feet to a point on the northeastern Right-of-Way of said Floyd Road (40' R/W); thence along said Right-of-Way North 66°41'40" West, a distance of 134.36 feet to a point; thence 110.25 feet along an arc of a curve to the right having radius of 810.77 feet and a chord bearing and distance of North 62°47'57" West, 110.16 feet to a point; thence North 57°00'29" West, a distance of 110.43 feet to a point; thence 149.80 feet along an arc of a curve to the left having a radius of 1471.84 feet and a chord bearing and distance of North 60°40'02" West, 149.74 feet to a point; thence North 65°09'20" West, a distance of 85.33 feet to a point; thence 271.90 feet along an arc of a curve to the left having a radius of 1607.13 feet and chord bearing and distance of North 70°00'08" West, 271.58 feet to a point; thence North 74°50'57" West, a distance of 48.83 feet to the True Point of Beginning.

Said tract contains 44.910 Acres.

All that tract or parcel of land lying and being in G.M.D. 411, Hall County, Georgia and being more particularly described as follows:

Beginning at the intersection of the northwestern Right-of-Way of Miller Drive (30' R/W) and the southeastern Right-of-Way of Old Cornelia Highway (R/W varies) which is also a point common to the City of Gainesville and Hall County; thence along said City of Gainesville and Hall County line and along the Right-of-Way of said Old Cornelia Highway North 61°58'40" West, a distance of 27.55 feet to a point; thence North 74°33'00" West, a distance of 74.40 feet to a point; thence North 74°33'00" West, a distance of 26.70 feet to a point; thence North 43°33'58" West, a distance of 63.47 feet to a point; thence North 54°30'30" West, a distance of 136.88 feet to a point; thence North 57°55'32" West, a distance of 81.50 feet to a point; thence North 75°58'10" West, a distance of 89.90 feet to an iron pin found (3/4" crimp top pipe); thence leaving said Right-of-Way and continuing along said City-County line and along the property now or formerly of Creek Donkeys, LLC South 34°46'24" West, a distance of 374.98 feet to an iron pin found; thence South 46°22'20" West, a distance of 784.61 feet to an iron found (3/4" rebar); thence leaving said City-County line into the property now or formerly of Gainesville Vision, LLC North 76°23'42" West, a distance of 137.57 feet to an iron pin found (square road); thence along the property now or formerly of Eastview Baptist Church South 85°56'22" West, a distance of 99.01 feet to an iron pin found (3/4" rebar), being the True Point of Beginning; thence into the property now or formerly of Gainesville Vision, LLC South 09°30'20" East, a distance of 192.54 feet to an iron pin found (1/2" rebar); thence South 01°09'36" East, a distance of 134.02 feet to an iron pin found (1/2" rebar); thence South 09°26'50" West, a distance of 317.84 feet to an iron found (3/4" open top pipe) thence along said City-County line North 87°04'03" West, a distance of 44.57 feet to an iron pin found (1" open top pipe); thence North 06°48'29" West, a distance of 605.10 feet to an iron pi found (T bar); thence South 80°55'55" West, a distance of 6.48 feet to an iron pin set with a yellow plastic cap stamped "Rochester LSF000484"); thence along the property now or Formerly of Peggy Sue Gee North 10°31'34" West, a distance of 107.62 feet to an iron pi found (2" open top pipe); thence along the property now or formerly of Eastview Baptist Church North 76°00'49"

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East, a distance of 144.69 feet to an iron pin found (1/2" open top pipe); thence South 10°30'30" East, a distance of 107.25 feet to True Point of Beginning.

Said tract contains 1.996 Acres.

All that tract or parcel of land lying and being in G.M.D. 411, Hall County, Georgia and being more particularly described as follows:

Beginning at the intersection of the northwestern Right-of-Way of Miller Drive (30' R/W) and the southeastern Right-of-Way of Old Cornelia Highway (R/W varies) which is also a point common to the City of Gainesville and Hall County; thence along said City of Gainesville and Hall County line and along the Right-of-Way of said Old Cornelia Highway North 61°58'40" West, a distance of 27.55 feet to a point; thence North 74°33'00" West, a distance of 74.40 feet to a point; thence North 74°33'00" West, a distance of 26.70 feet to a point; thence North 43°33'58" West, a distance of 63.47 feet to a point; thence North 54°30'30" West, a distance of 136.88 feet to a point; thence North 57°55'32" West, a distance of 81.50 feet to a point; thence North 75°58'10" West, a distance of 89.90 feet to an iron pin found (3/4" crimp top pipe); thence leaving said Right-of-Way and continuing along said City-County line and along the property now or formerly of Creek Donkeys, LLC South 34°46'24" West, a distance of 374.98 feet to an iron pin found; thence South 46°22'20" West, a distance of 784.61 feet to an iron found (3/4" rebar), being the True Point of Beginning; thence South 75°42'49" East, a distance of 175.55 feet to an iron found (1/2" rebar); thence along the property now or formerly of Tow L. Bower, III d/b/a B & B Associates, South 22°15'18" West, a distance of 851.38 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence into the property now or formerly of Gainesville Vision, LLC North 24°26'50" West, a distance of 235.13 feet to an iron pin found (3/4" rebar); thence leaving said City-County line North 09°26'50" East, a distance of 317.84 feet to an iron pin found (1/2" rebar); thence North 01°09'36" West, a distance of 134.02 feet to an iron pin found (1/2" rebar); thence North 09°30'20" West, a distance of 192.54 feet to an iron pin found (3/4" rebar); thence along the property now or formerly of Eastview Baptist Church North 82°56'22" East, a distance of 99.01 feet to an iron pin found (square rod); thence into the property now or formerly of Gainesville Vision, LLC South 76°23'42" East, a distance of 137.57 feet to True Point of Beginning.

Said tract contains 4.397 Acres.

All that tract or parcel of land lying and being in G.M.D. 411, Hall County, Georgia and being more particularly described as follows:

Beginning at the centerline intersection of Gaines Mill Road & Eberhart Cemetery Road; thence North 53°05'13" West, a distance of 3104.42 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484") being the True Point of Beginning; having coordinate values of North 1561492.51 and East 2421283.51 Georgia coordinate system West zone; thence along the property now or formerly of Blake R. Scholpp South 75°51'19" West, a distance of 591.27 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484") in the centerline of Old Woods Road, A.K.A. Old Floyd Road, also a point common to the City of Gainesville and Hall County line; thence along said Old Woods Road and along said City-County line and along the property now or formerly of Elchahal Property Holding, LLC the following courses and distances: North 66°15'17" West, a distance of 111.35 feet to a point; thence North 59°24'16" West, a distance of 118.73 feet to a point; thence North 71°18'04" West, a distance of 58.33 feet to a point; thence North 84°12'14" West, a distance of 52.68 feet to a point; thence South 89°33'16" West, a distance of 167.20 feet to a point; thence North 75°56'22" West, a distance of 45.77 feet to a point; thence North 62°25'29"

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West, a distance of 39.32 feet to a point; thence North 54°51'16" West, a distance of 108.54 feet to a point; thence North 52°37'52" West, a distance of 54.21 feet to a point; thence North 46°43'53" West, a distance of 55.94 feet to a point; thence North 53°23'23" West, a distance of 51.18 feet to a point; thence North 62°03'07" West, a distance of 40.95 feet to a point; thence North 71°50'03" West, a distance of 30.98 feet to a point; thence North 84°36'18" West, a distance of 45.52 feet to a point; thence South 87°20'24" West, a distance of 64.86 feet to a point; thence South 84°07'25" West, a distance of 103.24 feet to a point; thence South 85°42'43" West, a distance of 71.42 feet to a point; thence South 80°17'47" West, a distance of 62.83 feet to a point; thence South 83°41'18" West, a distance of 62.04 feet to a point; thence South 77°43'16" West, a distance of 46.74 feet to a point; thence South 62°11'10" West, a distance of 53.96 feet to a point; thence South 51°48'47" West, a distance of 73.44 feet to a point; thence South 61°27'59" West, a distance of 53.51 feet to a point; thence South 65°28'17" West, a distance of 72.87 feet to a point; thence South 70°14'35" West, a distance of 64.28 feet to a point; thence South 80°43'49" West, a distance of 39.11 feet to a point; thence North 84°49'25" West, a distance of 40.01 feet to a point; thence North 79°31'18" West, a distance of 94.19 feet to a point; thence North 85°40'56" West, a distance of 58.58 feet to a point; thence North 89°01'13" West, a distance of 97.07 feet to a point; thence North 79°26'55" West, a distance of 74.65 feet to a point; thence North 75°50'18" West, a distance of 115.35 feet to a point; thence North 74°46'25" West, a distance of 149.10 feet to a point; thence North 57°00'50" West, a distance of 48.31 feet to a point; thence North 62°31'47" West, a distance of 49.54 feet to a point; thence North 76°20'49" West, a distance of 131.29 feet to a point; thence South 87°22'30" West, a distance of 53.50 feet to a point; thence South 78°08'55" West, a distance of 52.93 feet to a point; thence South 82°16'26" West, a distance of 111.13 feet to a point; thence South 77°41'12" West, a distance of 39.20 feet to a point; thence South 65°25'43" West, a distance of 48.72 feet to a point; thence South 76°19'10" West, a distance of 72.26 feet to a point; thence North 89°35'29" West, a distance of 44.88 feet to a point; thence North 79°22'30" West, a distance of 33.79 feet to a point; thence North 70°25'57" West, a distance of 56.64 feet to a point; thence North 53°45'48" West, a distance of 28.78 feet to a point; thence North 44°39'04" West, a distance of 63.87 feet to a point; thence North 46°28'37" West, a distance of 123.45 feet to a point; thence North 42°28'44" West, a distance of 110.27 feet to a point; thence North 46°52'50" West, a distance of 78.65 feet to a point; thence North 49°19'09" West, a distance of 61.52 feet to a point; thence leaving said centerline of Old Woods Road and continuing along City-County line North 25°03'19" West, a distance of 30.41 feet to a nail set at base of 2" open top pipe (disturbed); thence into the property now or formerly of Gainesville Vision, LLC North 21°41'07" East, a distance of 1524.32 feet to a point; thence South 59°20'25" East, a distance of 650.82 feet to an iron found (1 1/2" solid rod); thence leaving said City-County line and along the property now or formerly of Christina Ann Robertson Ash South 24°01'31" East, a distance of 279.19 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence South 24°15'31" East, a distance of 498.49 feet to an iron pin found (1 1/2" solid rod); thence North 75°01'35" East, a distance of 619.95 feet to an iron pin found (5/8" rebar) at base of 12" Hickory; thence South 88°48'09" East, a distance of 227.79 feet to an iron pin found (1" open top pipe); thence along the property now or formerly of Alvin L. or Rita L. Clifton South 89°03'33" East, a distance of 272.23 feet to an iron pin found (1/2" open top pipe); thence South 54°14'35" East, a distance of 307.59 feet to an iron pin found (1/4" rebar); thence along the property now or formerly of Alvin L. Clifton & Rita L. Clifton South 53°22'06" East, a distance of 600.57 feet to an iron pin found (1/4" rebar); thence South 50°20'38" East, a distance of 763.42 feet to the True Point of Beginning.

Said tract contains 80 Acres +/-

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All that tract or parcel of land lying and being in G.M.D. 411, Hall County, Georgia and being more particularly described as follows:

Beginning at the intersection of the northwestern Right-of-Way of Miller Drive (30' R/W) and the southeastern Right-of-Way of Old Cornelia Highway (R/W varies) which is also a point common to the City of Gainesville and Hall County; thence along said City of Gainesville and Hall County line and along the Right-of-Way of said Old Cornelia Highway North 61°58'40" West, a distance of 27.55 feet to a point; thence North 74°33'00" West, a distance of 74.40 feet to a point; thence North 74°33'00" West, a distance of 26.70 feet to a point; thence North 43°33'58" West, a distance of 63.47 feet to a point; thence North 54°30'30" West, a distance of 136.88 feet to a point; thence North 57°55'32" West, a distance of 81.50 feet to a point; thence North 75°58'10" West, a distance of 89.90 feet to an iron pin found (3/4" crimp top pipe), being the True Point of Beginning; thence leaving said Right-of-Way and continuing along said City- County line and along the property now or formerly of Creek Donkeys, LLC South 34°46'24" West, a distance of 374.98 feet to an iron pin found; thence South 46°22'20" West, a distance of 784.61 feet to an iron found (3/4" rebar); thence leaving said City-County line into the property now or formerly of Gainesville Vision, LLC North 76°23'42" West, a distance of 137.57 feet to an iron pin found (square road); thence along the property now or formerly of Eastview Baptist Church North 10°12'40" West, a distance of 426.05 feet to a point on the southeastern Right-of-Way of said Old Cornelia Highway; thence along said Right-of-Way North 49°48'46" East, a distance of 223.69 feet to a point; thence 849.72 feet along an arc of a curve to the right having a radius of 1093.45 feet and a chord bearing and distance of North 71°32'56" East, 828.50 feet to a concrete monument found; thence South 08°11'21" West, a distance of 9.41 feet to a concrete monument found; thence North 89°15'53" East, a distance of 35.57 feet to the True Point of Beginning.

Said tract contains 9.467 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

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.

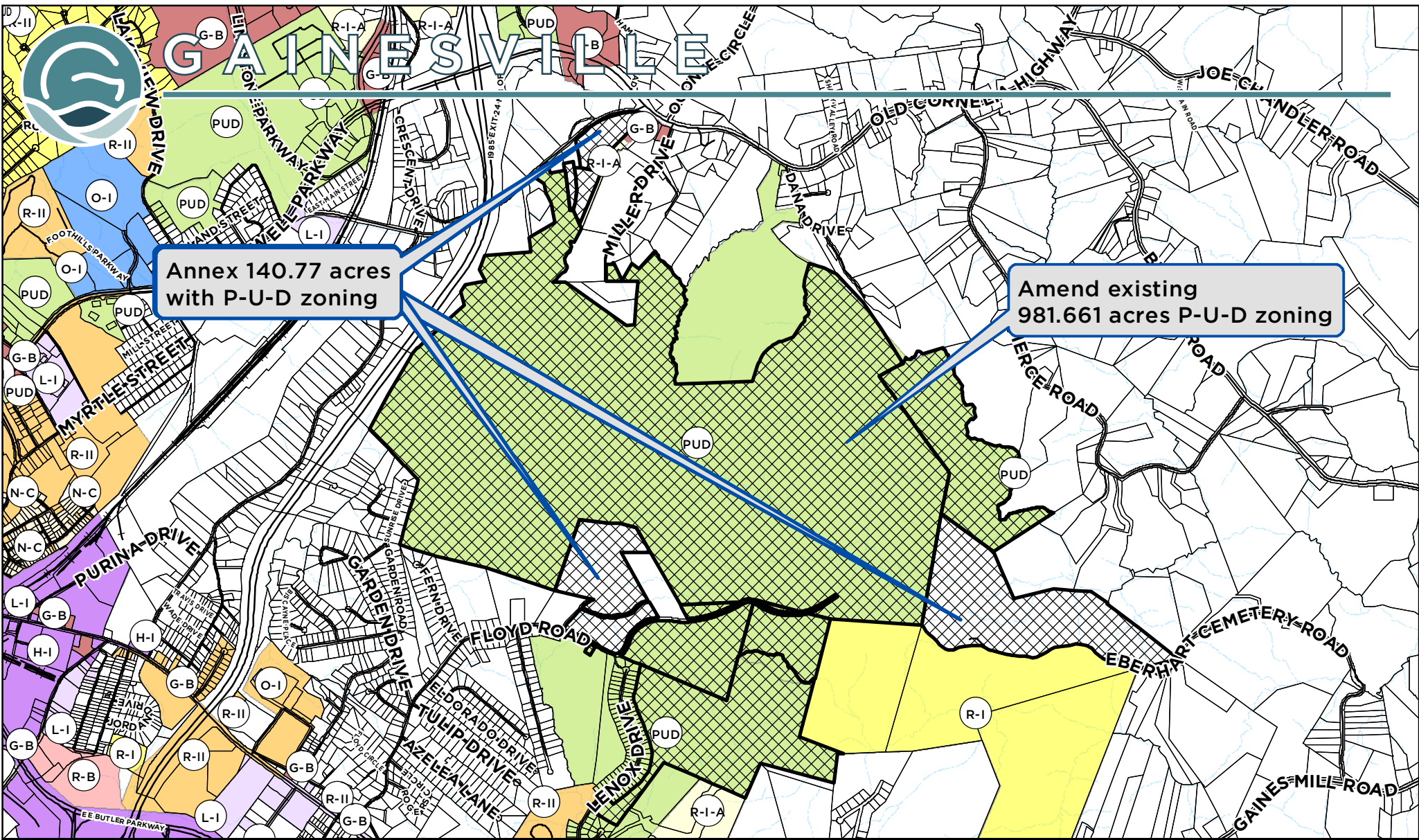
ORDINANCE NO. 2022 -

W. Samuel Couvillon, 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:

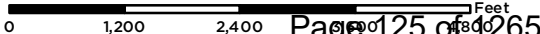
Denise O. Jordan, City Clerk



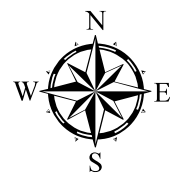
Applicant: CABALLERO HOLDINGS, LLC		Request: Annex 140.77+/- acres tract and establish zoning as Planned Unit Development (P-U-D); and Amend existing Planned Unit Development (P-U-D) zoning on a 981.661+/- acres tract for a master planned mixed-use development	
ANNEXATION & ZONING AMENDMENT REQUEST			
Subject Property Address: 0, 2166, 2170 & 2210 Old Cornelia Hwy, SE; 0, 2465, 2490 & 2544 Floyd Road, SE; 0 Lenox Drive, SE; & 0 Eberhart Cemetery Rd.		Tax Parcel: 15-021-000-164; 15-022-000-001B, 003 (Part), 003M, 004, 034 & 086; 15-033-000-001; 15-033B-000-022, 024 & 026A	
Meeting Date: 12/14/2021		Map Prepared: 11/10/2021	
		Page 125 of 1265	



Subject Property



SCALE: 1" = 2,000'

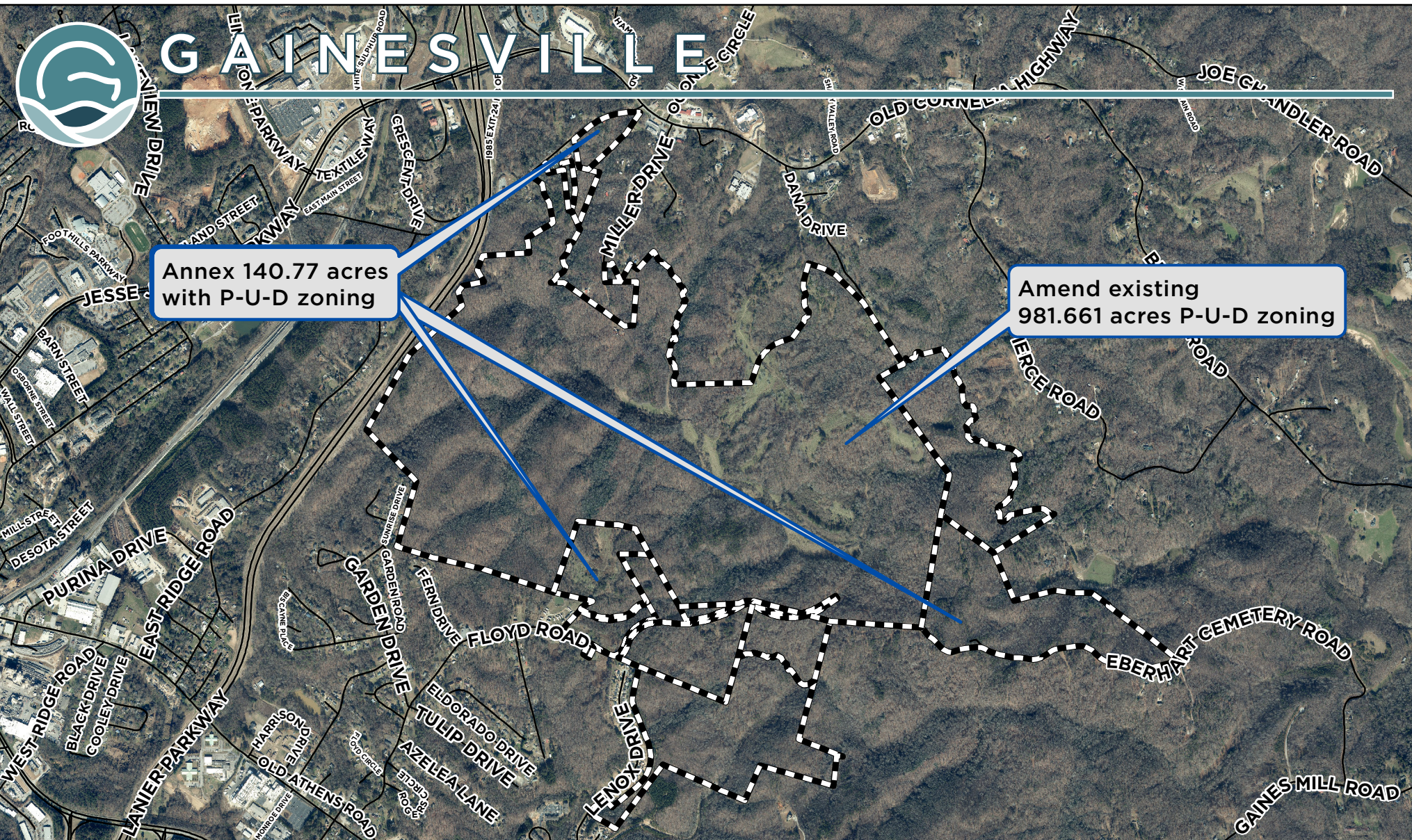




GAINESVILLE

Annex 140.77 acres
with P-U-D zoning

Amend existing
981.661 acres P-U-D zoning



Applicant: **CABALLERO HOLDINGS, LLC**

ANNEXATION & ZONING AMENDMENT REQUEST

Subject Property Address:
O, 2166, 2170 & 2210 Old Cornelia Hwy, SE;
O, 2465, 2490 & 2544 Floyd Road, SE;
O Lenox Drive, SE; & O Eberhart Cemetery Rd.

Tax Parcel:
15-021-000-164; 15-022-000-001B,
003 (Part), 003M, 004, 034 & 086;
15-033-000-001; 15-033B-000-022,
024 & 026A

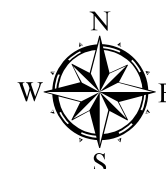
Request:

Annex 140.77+/- acres tract and establish zoning as Planned Unit Development (P-U-D); and Amend existing Planned Unit Development (P-U-D) zoning on a 981.661+/- acres tract for a master planned mixed-use development



Subject Property

Aerial from 2018



Meeting Date: 12/14/2021

Map Prepared: 11/10/2021

0 1,200 2,400 Feet

Page 126 of 1265

SCALE: 1" = 2,000'

15033B 000024

15033B 000022

15033B 000026A

Annexation Parcels

15022 000001B

15022 000003

UNIT SUMMARY	
ACREAGE	1122
SINGLE FAMILY DETACHED UNITS	1414
SINGLE FAMILY ATTACHED UNITS	311
MULTI-FAMILY UNITS	540
TOTAL RESIDENTIAL	2365
OVERALL DENSITY	2.10
OPEN SPACE	845.3 ACRES
COMMERCIAL	75000 SF

OWNER INFORMATION:
CABALLERO HOLDINGS, LLC
3840 WINDERMERE PARKWAY, SUITE 402
CUMMING, GA 30041

NOTE:
1. THE BOUNDARY AND EXISTING PARCELS LINES SHOWN WERE TAKEN FROM
HALL COUNTY GIS & SURVEY PROVIDED BY ROCHESTER & ASSOCIATES, INC.
2. EXISTING TOPOGRAPHY AND UTILITIES SHOWN FROM HALL COUNTY GIS &
SURVEY PROVIDED BY ROCHESTER & ASSOCIATES, INC.
3. THE EXISTING CREEKS AND BUFFERS TAKEN FROM HALL COUNTY GIS, NOT
FIELD VERIFIED.
4. FLOODING OF THE PROPERTY ARE LOCATED IN A FLOOD HAZARD ZONE "X"
AS PER FEMA FLOOD INSURANCE RATE MAP OF HALL COUNTY, GEORGIA
COMMUNITY FIRM NO. 13128C0100, DATED APRIL 4, 2018.

CABALLERO HOLDINGS, LLC

CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

ZONING PLAN - GAINESVILLE TOWNSHIP

A PLANNED UNIT DEVELOPMENT

*Gainesville, Georgia
September 24, 2021*



GAINESVILLE TOWNSHIP



Caballero Holdings, LLC
3840 Windermere Parkway
Cumming, Georgia 30041

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PROJECT OVERVIEW

OF GAINESVILLE TOWNSHIP



Gainesville Township is a master planned community consisting of approximately 2365 homes on approximately 1122 acres. Development is planned to be primarily confined to the ridgelines in order to promote a greater balance with nature. 645± acres will remain as open space. The project's overall density is approximately 2.11 units per acre. The project is less dense than most other developments served by public sewer and will contain a variety of different housing types and sizes, which will be separated into various sub-communities or pods. This variety of housing types is intended to encompass different price points and accommodate residents of varying ages, from young professionals to families to active seniors. The community's focal point will be the Gainesville Township Central Amenity, passive parks throughout and extensive trail system, which are all designed to create a unique identity and character for the development.

Large areas of open space containing mature trees are integrated into the master plan to preserve the property's natural beauty. A significant number of homes within each pod will adjoin these open spaces thereby allowing residents to use and enjoy the open space areas. Over 80,000 feet of jurisdictional streams bisect the property, creating natural buffers and preservation areas.

In essence, Gainesville Township connotes a sense of community at a special place in the foothills of the Northeast Georgia Mountains — a place many would like to call home.

GAINESVILLE TOWNSHIP
CONNOTES A SENSE OF COMMUNITY
AT A SPECIAL PLACE
IN THE FOOTHILLS OF THE
NORTHEAST GEORGIA MOUNTAINS

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DEVELOPER'S STORY

OF GAINESVILLE TOWNSHIP



Cotter Properties and Development, LLC ("CPD"), parent company of Caballero Holdings, LLC was established by Douglas W. Cotter, Jr. in 2004 and is one of the preeminent residential real estate development firms in the southeast.

Mr. Cotter and his partners have extensive development experience and participated in the development of over 8,000 residential lots prior to 2014. Since 2014 CPD has rezoned, entitled or developed in excess of 8,000 residential lots and is currently working to rezone, entitle and develop over 12,000 additional residential lots in four states.

CPD has served as the sole or primary developer on over 40 projects since 2014 and more than 60 projects prior to 2014.

Through its relationships with local real estate brokers and the nation's largest home builders, CPD is able to source projects others miss and close on projects others simply cannot disentangle and consummate.

CPD is well positioned for the future and to take advantage of current market opportunities, which include serving as a preferred development partner for multiple national builders and local development sponsors.

CPD's current principals are Douglas W. Cotter, Jr. and George E. Harvey III. Mr. Cotter is a past president of The Greater Atlanta Home Builders Association and has been active in the real estate development and home building arenas since 1991. Mr. Harvey is an attorney that left the full-time practice of law in 2006 in order to pursue a career as a real estate developer.

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COTTER PROPERTIES AND DEVELOPMENT, LLC
WAS ESTABLISHED IN 2004



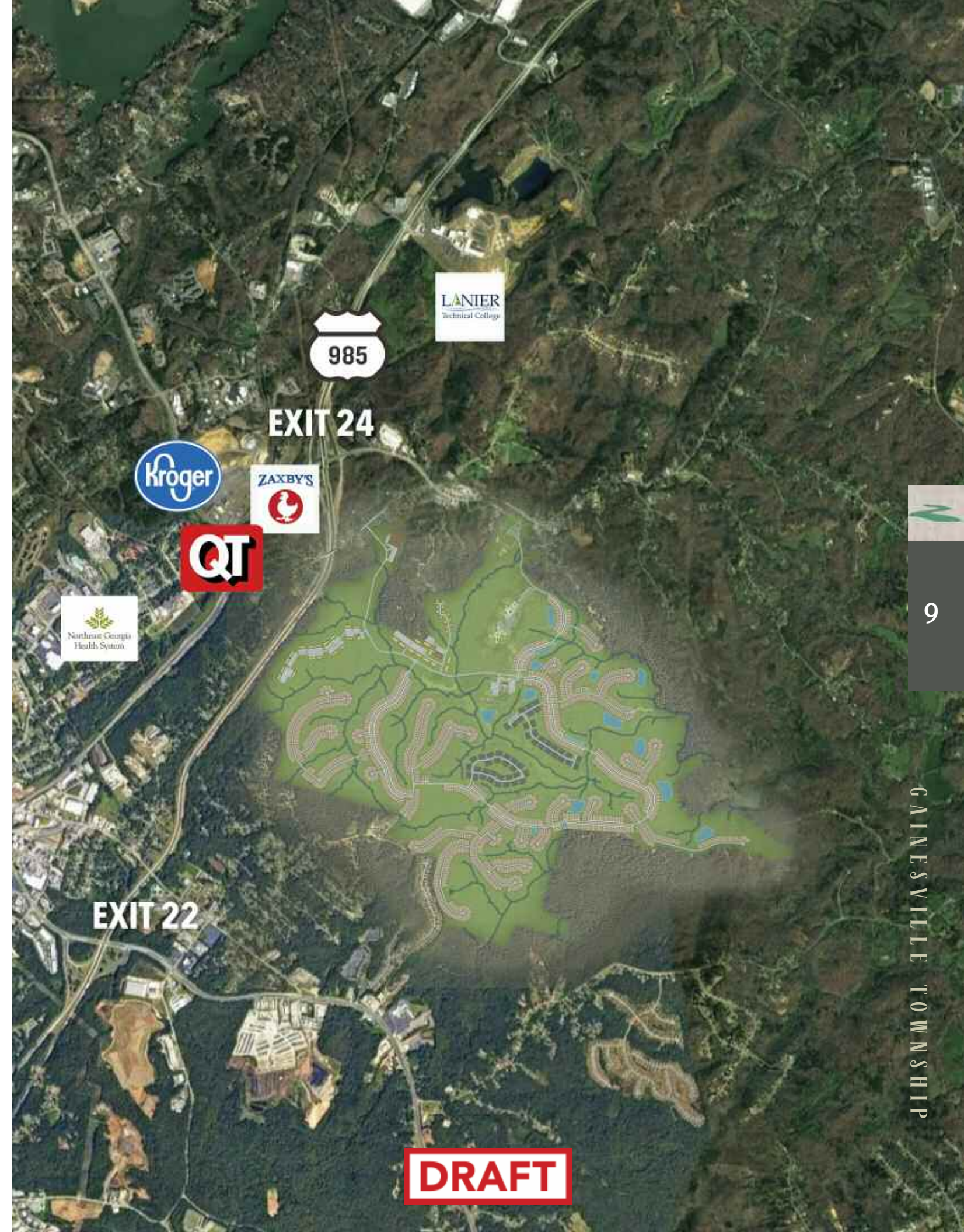
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LOCATION OF GAINESVILLE TOWNSHIP

The future Gainesville Township community is located less than 3 miles north-east of the City of Gainesville square and less than 1 mile east of I-985 at Exit 24. Primary access to the property will be from Old Cornelia Highway near the current location of White Sulphur Elementary School. The property is surrounded primarily by developed residential uses.

Gainesville Township will straddle and protect the floodplain of Pond Fork, a tributary to the Middle Oconee River. Several unnamed streams exist on the property and will be preserved along with the majority of their associated mature tree canopy. Limited areas of the property were previously timbered, creating pastures in the lower lying areas. The property is surrounded by a variety of residential uses which have been developed over the past 50 years. Approximately 1400 lf of the property fronts to I-985 just south of Exit 24. A major retail area, anchored by a Mega Kroger is developing on the west side of I-985 along with restaurants and other commercial uses. North Georgia Health System's main campus is located approximately 2.2 miles away on Jesse Jewell Parkway. The new campus of Lanier Technical Institute is located less than 2 miles north on I-985.

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CHARACTER

OF GAINESVILLE TOWNSHIP



The Gainesville Township community has been carefully planned to minimize environmental impacts and maximize internal connectivity based on streams, wetlands, steep slopes and other natural features. Development will be concentrated primarily along ridge lines with the majority of land adjacent to streams left untouched. The general theme is planned to promote a sense of community and interconnectivity while still providing smaller pods of development that may have their own individual identities.

Gainesville Township is planned to contain a variety of housing types, including age-targeted single-family houses and town houses for active adults and traditional single-family neighborhoods with a range of lot widths and home sizes as well as multi-family options.

A key feature of Gainesville Township will be its multi-use system of walking paths that will connect all areas of the community to the Central Amenity. The community design will foster connectivity for the residents to one another, nature and the amenities. Additional planned amenities include a spacious clubhouse for gatherings, lap pool with separate children's area, pickle ball courts, disc golf and lighted tennis courts suitable for ALTA/USTA competition. Small pocket parks, intimate landscaped spaces and winding sidewalks will further promote the cohesiveness of the community.

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GAINESVILLE TOWNSHIP
HAS BEEN PLANNED
TO PROMOTE A SENSE OF
COMMUNITY AND
INTERCONNECTIVITY.

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STREET SYSTEM

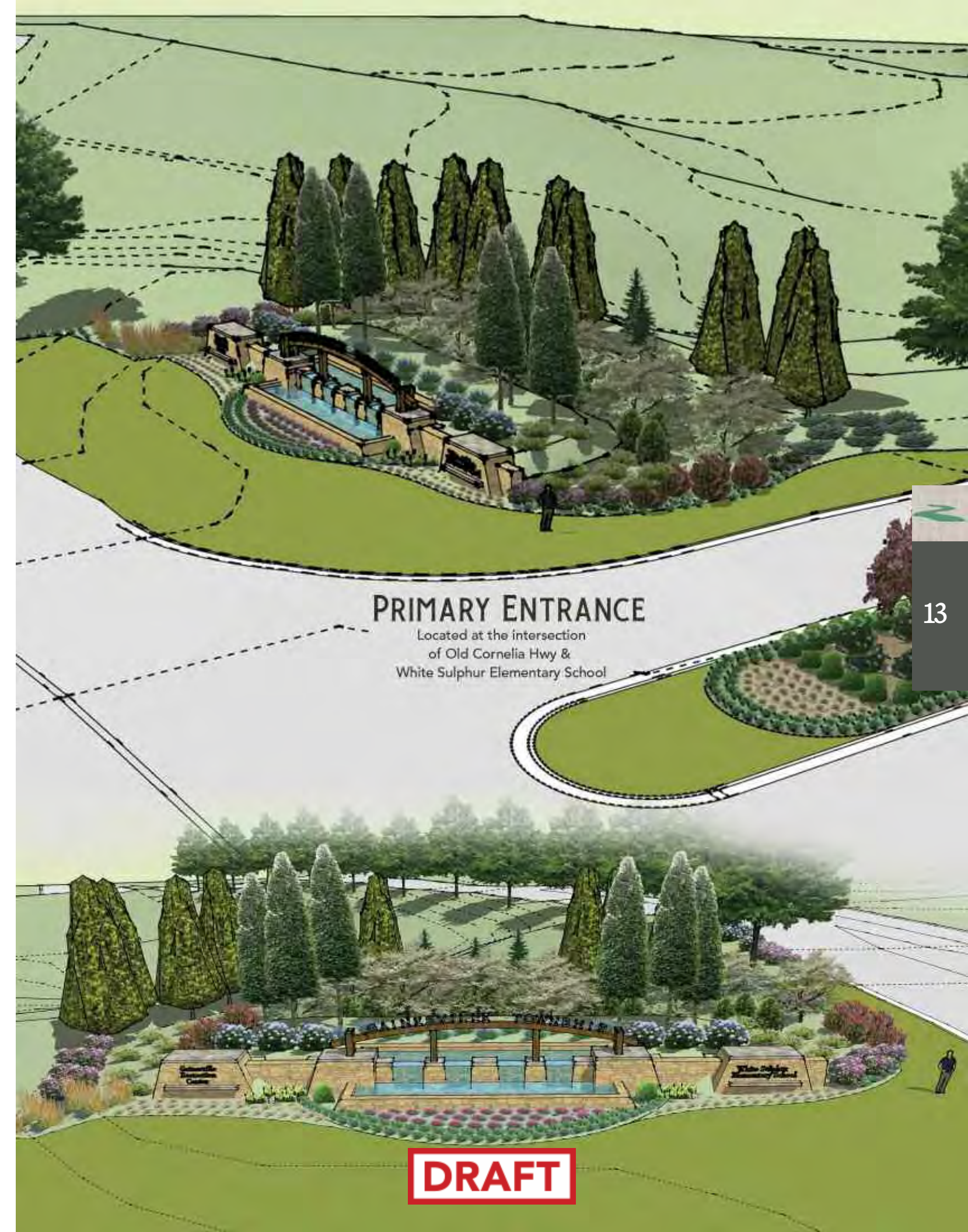
OF GAINESVILLE TOWNSHIP



The primary entrance to Gainesville Township will be at the current intersection of Old Cornelia Highway and White Sulphur Elementary School. Additionally, a second entrance is planned on Old Cornelia Highway to the west of the primary entrance. A future third entrance may be added to the south of the property with access to Athens Highway (US 129). All streets are planned to become publicly maintained at the expiration of the required maintenance periods. All streets will be constructed to City of Gainesville standards and will include sidewalks, multi-use paths, street lights and cross walks where indicated. Multi-Use paths may be constructed of concrete or asphalt.

Streets that are located internal to single family attached and multi-family portions of the project may be gated and remain private as determined by the Developer.

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PRIMARY ENTRANCE

Located at the intersection
of Old Cornelia Hwy &
White Sulphur Elementary School

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OPEN SPACE

OF GAINESVILLE TOWNSHIP



At 645± acres, the open space that meanders throughout the development will be directly accessible to each residential pod. The open space will include areas for amenities, walking paths and passive or active recreation. However, the majority of the open space will be left undisturbed to protect the natural beauty of the site as well as environmentally sensitive areas. The development team believes this element adds tremendous value to the overall development.

Gainesville Township is being developed with nature and outdoor experiences in mind, including numerous parks, open spaces and an extensive network of walking paths as well as natural water amenities. Pocket parks will be located throughout the community and will be connected through the network of walking paths. One pocket park may include benches and an arboretum while another may have a swing set and yet another may simply have a community lawn or nature observation deck. These areas will serve as the focal points for different areas of the community. This element of the community will become a social gathering place and will serve as host to diverse community activities.

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645± ACRES OF OPEN SPACE

Including numerous parks,
open spaces, walking paths
and natural water amenities.

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AMENITIES

OF GAINESVILLE TOWNSHIP



Primary amenities are planned in the central portion of the property with additional amenities planned throughout the project.

The Central Amenity Center will include:

Clubhouse

Swim Center with a lap pool with children's play area

Tennis Center with lighted courts suitable for ALTA/USTA competition

Pickle Ball courts

Great Lawn with pavilion for outdoor functions

Mail Kiosk

Disc Golf

Pocket Parks

Dog Park

Extensive Trail, Sidewalk and Multi-Use Path System

The Central Amenity building, parking and street elements are designed to be pedestrian-friendly with vehicular traffic programmed for slower speeds around the proposed roundabout. Bicycle racks are planned to promote non-vehicular trips to the Center. Satellite amenities of a smaller scale may be offered at other areas based on future needs and market demand. These amenities could range from small open space areas to cabanas with neighborhood sized pools. A boat/RV storage area may also be included for the neighborhood

The extensive trail and sidewalk and multi-use path system, along with the other amenity features, will promote social interaction between residents of the Gainesville Township community and promote a healthy lifestyle for its residents.

The individual elements of these amenities may be phased in relation to future needs and market demand.

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THE CENTRAL AMENITY CENTER

Featuring clubhouse, swim center, lighted tennis center, pickle ball courts, and great lawn with pavilion.



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RESIDENTIAL PRODUCTS

OF GAINESVILLE TOWNSHIP



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GAINESVILLE TOWNSHIP

SINGLE FAMILY DETACHED

The community's development plan has created a balance of residential product choices that will accommodate multiple lifestyle desires. Particular emphasis has been placed on preserving as many areas of natural beauty and tree cover as possible, thereby creating natural separation of neighborhoods and promoting access to parks and open spaces.

Traditional single-family lots are proposed for the majority of Gainesville Township. A variety of lot width sizes and product sizes will be located throughout the project. Similar sizes will be "clustered" together and may be completed by multiple builder groups. While the majority of these products will be owner occupied, nothing in this document shall prohibit their use as for rent products, at the requested limit.



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SF Detached	40'	50'	60'	75'	95'
Lot Width	40'	50'	60'	75'	95'
Minimum lot size	4,000	5,000	6,000	7,500	9,000
Minimum Front Setback	25'	25'	25'	25'	25'
Minimum Side Setback	5'	5'	5'	5'	5'
Minimum Rear Setback	10'	10'	10'	10'	10'
Exterior Buffer	25'	25'	25'	25'	25'
Minimum Building Separation	10'	10'	10'	10'	10'
Maximum % of SF Detached Lot Type	15%	35%	35%	No Max	No Max
Minimum Heated SF per Home	1,400	1,800	1,800	2,000	2,200

Lot standards and the allowable maximum percentages of each lot size is indicated below. The combined number of 40's & 50's shall not exceed 50% of the total.

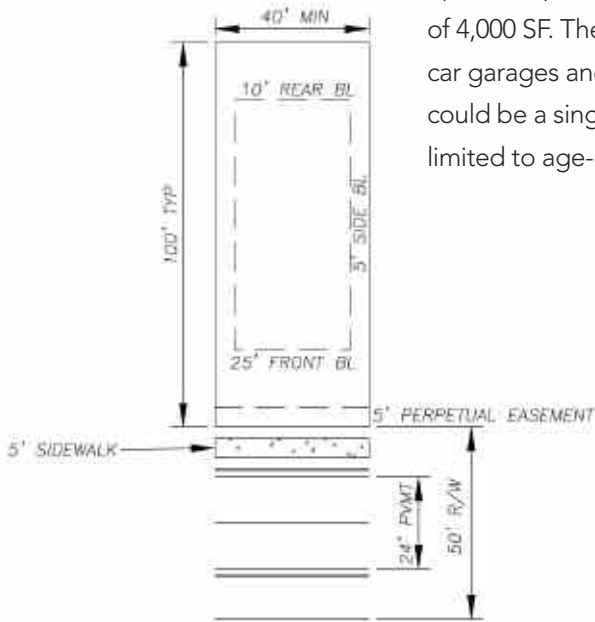


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40' SINGLE FAMILY DETACHED LOTS

The Community's development plan has been created to provide a balance of residential product choices that will accommodate multiple lifestyle options. Up to 15% of the lots could be 40' wide lots with a minimum lots size of 4,000 SF. These lots will support a product width up to 30' wide with two car garages and a minimum heated floor area of 1,400 SF. The product type could be a single story ranch or a 1 ½ to 2 story product. The 40' lots shall be limited to age-restricted neighborhoods only.



NOTES:
MINIMUM 4,000 SF LOT
MINIMUM 40' LOT WIDTH
MINIMUM BUILDING SEPARATION 10'
MAXIMUM PERCENTAGE OF LOT TYPE IN DEVELOPMENT: 40%
MINIMUM HOUSE SF: 1,200 SF

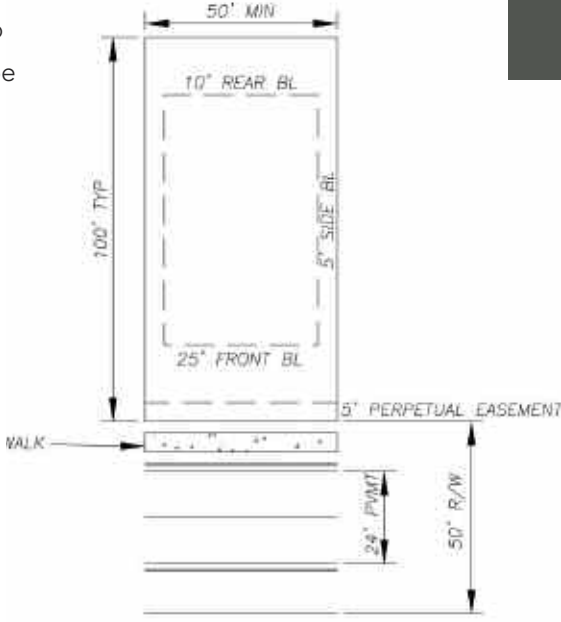


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50' SINGLE FAMILY DETACHED LOTS

The Community's development plan has been created to provide a balance of residential product choices that will accommodate multiple lifestyle options. Up to 35% of the lots could be 50' wide lots with a minimum lots size of 5,000 SF. These lots will support a product width up to 40' wide with two car garages and a minimum heated floor area of 1,800 SF. The product type could be a single story ranch or a 1 ½ to 2 story product. The combined number of 40' lots and 50' lots shall not exceed 50% of the total lot count.



NOTES:
MINIMUM 5,000 SF LOT
MINIMUM 50' LOT WIDTH
MINIMUM BUILDING SEPARATION 10'
MAXIMUM PERCENTAGE OF LOT TYPE IN DEVELOPMENT: 60%
MINIMUM HOUSE SF: 1,300 SF

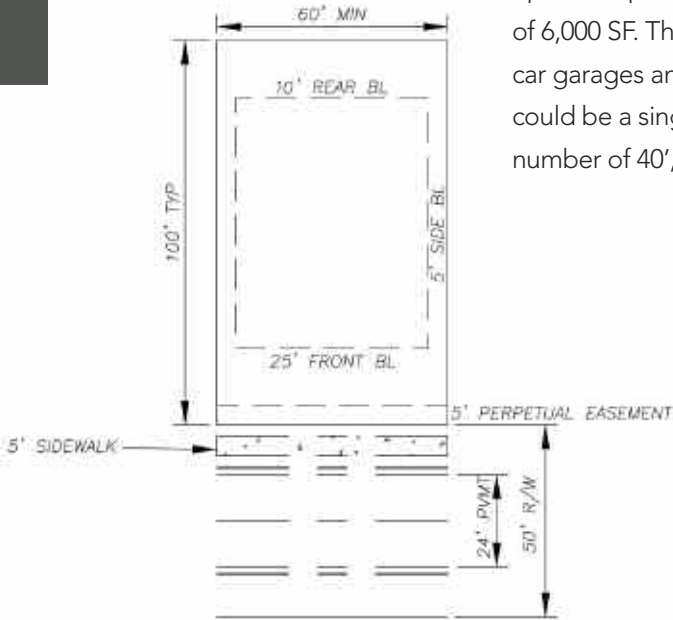


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60' SINGLE FAMILY DETACHED LOTS

The Community's development plan has been created to provide a balance of residential product choices that will accommodate multiple lifestyle options. Up to 35% of the lots could be 60' wide lots with a minimum lots size of 6,000 SF. These lots will support a product width up to 50' wide with two car garages and a minimum heated floor area of 1,800 SF. The product type could be a single story ranch or a 1 ½ to 2 story product. The combined number of 40', 50' & 60' lots shall not exceed 85% of the total lot count.



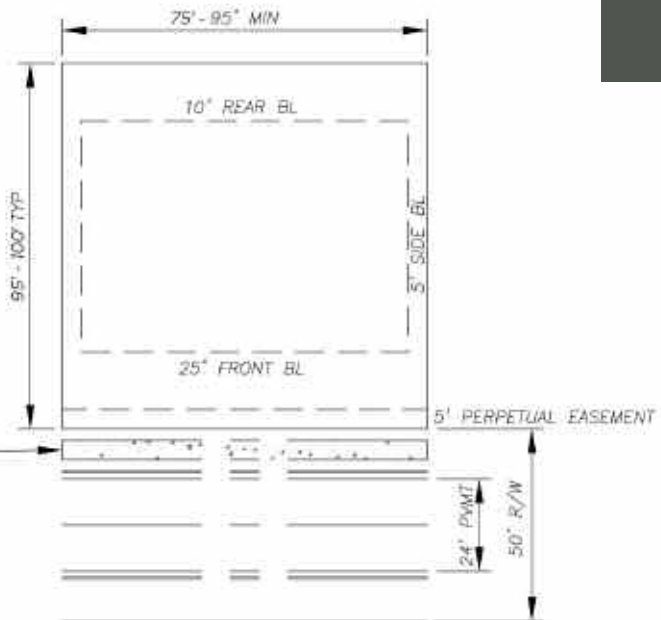
NOTES:
MINIMUM 6,000 SF LOT
MINIMUM 60' LOT WIDTH
MINIMUM BUILDING SEPARATION 10'
MAXIMUM PERCENTAGE OF LOT TYPE IN DEVELOPMENT: 80%
MINIMUM HOUSE SF: 1,500 SF



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75' & 95' SINGLE FAMILY DETACHED LOTS

The Community's development plan has been created to provide a balance of residential product choices that will accommodate multiple lifestyle options. There is no proposed maximum number of lots for 75' & 95' wide lots with a minimum lots size of 7,500 to 9,000 SF. These lots will support a product width 65' to 85' wide with front or side entry garages and a minimum heated floor area of 2,000 SF. The product type could be a single story ranch or a 1 ½ to 2 story product.



NOTES:
MINIMUM 7,500 - 9,000 SF LOT
MINIMUM 75' - 95' LOT WIDTH
MINIMUM BUILDING SEPARATION 10'
MAXIMUM PERCENTAGE OF LOT TYPE IN DEVELOPMENT: NO MAX
MINIMUM HOUSE SF: 2,000-2,200 SF



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GAINESVILLE TOWNSHIP

SINGLE FAMILY ATTACHED

Single Family Attached product will be located strategically within the project, providing an alternative lifestyle and pricing option. This product may consist of both multi-level townhome style homes and single-level quadraplex homes. While some of the products will be targeted toward families, others may be age-targeted to a 55+ buyer. All single family attached homes will be offered as low or no maintenance alternatives to detached home ownership. While the majority of these products will be owner occupied, nothing in this document shall prohibit their use as “for rent” products.

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Lot standards and the allowable maximum percentages of each lot size is indicated below:

SF Attached	Townhomes	Townhomes
Lot Width	20	24
Minimum lot size	2,000	2,000
Front Setback	15	20
Side Setback	0	0
Rear Setback	0	0
Exterior Buffer	25	25
Building Separation	20	20
Minimum Square Footage	1,100	1,400
Maximum %	No Max*	No Max*

**TOTAL NUMBER OF SF DETACHED UNITS SHALL NOT EXCEED 311.*



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GAINESVILLE TOWNSHIP

MULTI-FAMILY

Multi-Family product is planned for a minimum of two locations within the project. Product offerings may include both family oriented as well as adult focused options. The product will be low rise (two/three or three/four story) garden style or breezeway style buildings, attached manor homes or detached cottages.

The Multi-Family areas of the project will provide their own amenities, geared specifically to their target markets. Amenities typically include; clubhouse, pool, fitness equipment and outdoor amenities such as fire pits and park areas.

**THE TOTAL NUMBER OF MULTI-FAMILY UNITS
WILL BE CAPPED AT 640.**



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Multi-Family standards are indicated below:

Multi-Family	Garden Style	Breezeway Style	Manor	Cottages
Front SB	30'	30'	10'	10'
Side SB	10'	10'	10'	5'
Rear SB	20'	20'	10'	10'
Building Separation	20'	20'	20'	10'
Maximum Stories	4	4	3	2
Maximum Height	60'	60'	45'	35'



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COMMERCIAL DEVELOPMENT

OF GAINESVILLE TOWNSHIP



Commercial development may occur in areas with external road access, primarily along Old Cornelia Highway. Allowable uses shall be those specific to the Neighborhood Business District (N-B), drive thru restaurants and those specified under the "Institutionalized residential living and care facilities, serving more than eighteen (18) persons" use. Individual buildings shall not exceed three (3) stories in height with a gross square footage not to exceed 75,000 square feet. Parking ratios shall be in accordance with City of Gainesville ordinances based on the final use of the property.

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SITE DEVELOPMENT OF GAINESVILLE TOWNSHIP



Monumentation & Signage

The gateway to Gainesville Township is located at the intersection of Old Cornelia Highway and the City's new entrance to the Gainesville Youth Sports Complex. This intersection will serve the Youth Sports Complex, White Sulphur Elementary School and Gainesville Township. This entrance will act as the main visual link to the project and announces the development. As such, a critical part of Gainesville Township's initial impression, the project gateway will include landscape and hardscape features, signage, monumentation, and lighting establishing a sense of place and arrival point. The major gateway will define Gainesville Township, reflecting the architectural and landscape style of the development. Signage will contain additional identification of the Gainesville Youth Sports Complex and the White Sulphur Elementary School.

Billboard placement, including electronic billboards, on the property shall be allowed and limited to frontage along I-985. These billboards shall not exceed 440 square feet and 45 feet in height. All billboards are limited to project related content and must be removed within seven years of erection or 95% of project build-out, whichever occurs last. There shall be a limit of two such billboards.

Secondary Identification

Additional signage and monumentation elements may be placed throughout the development and should be similar in style to the major project identification but will be smaller in scale. These may be placed at the secondary access points on Old Cornelia Highway or on interior streets of Gainesville Township. Minor information signs may also be used to guide visitors to various neighborhoods, amenities, and points of interest within Gainesville Township. The information signs might include event listings and other pertinent information relevant to the community.



Landscaping

Together with the infrastructure design, the proper planning and design of outdoor spaces is critical in fostering the desired atmosphere of Gainesville Township. The overall landscape concept for this area plays a crucial role in unifying Gainesville Township and is intended to ensure that residences and related improvements are in concert with scenic beauty and natural conditions. The development will respect the area's natural setting and include new plantings that harmonize with the existing environment and the landscape character of the region. A consistent landscape that responds to aesthetic concerns and helps establish a positive image within the development for years to come must be established.



COMMUNITY STANDARDS

OF GAINESVILLE TOWNSHIP



Maintenance & Ownership of Streets and Open Spaces

All of the streets, including those within individual pods or phases, are intended to be built to the typical sections shown herein and otherwise to the standards of the City of Gainesville. Other than the Parkway, roads may be gated for limited access and privately maintained. Roads not gated or otherwise access-limited will be dedicated to the City of Gainesville for maintenance. All interior open spaces and common elements will be deeded to the Master Home Owner's Association for maintenance and operation.

Water & Sewer Utilities

The City of Gainesville will provide water and sewer service to Gainesville Township. The availability of services has been verified with the City of Gainesville.

Homeowners Association

A mandatory Home Owner's Association (HOA) will be formed for Gainesville Township. The HOA will maintain and manage all of the common areas of the development, including financial management, architectural controls, and enforcement of community standards. The Multi-Family areas will be separate from the overall HOA but they will contribute to certain common element maintenance. The Restrictive Covenants will limit the number of single family detached rentals to 300 units and limit the number of single family attached rentals to no more than 75% of the units constructed at any given time. Any modifications or new construction within the community must be approved by an Architectural Review Board. The Board will be established and operated by the Developer until such time as the powers are transferred to the HOA(s).

Model Homes & Prairie Homes

Prior to approval of any phased Final Plat, the City of Gainesville will issue a maximum of 50 model home permits and 50 prairie home permits. Once final platting has been approved for the outstanding prairie home permits, the City of Gainesville will issue additional prairie home permits, not to exceed 50 at any given time. This time period allows the Developer to accelerate their production schedule and reduce the time frame necessary to complete a house and close a sale. In a development of this magnitude, the City of Gainesville recognizes the carrying cost of land acquisition, infrastructure and overhead requires an expedited delivery schedule to meet project objectives and insure the ongoing success and vitality of the project.

Model home and prairie home permits will not be issued until access to the lot is provided in the form of a hard surface (crusher run) and fire protection is established within 500 feet of the lot in the form of a 1500-gallon tank fitted to City of Gainesville Fire Department specifications. The applicant/property owner agrees to indemnify the City of Gainesville against any claim of loss that may result from the early issuance of these type of permits.

Model Home and Prairie Home shall be defined as follows:

PRAIRIE HOME – *A concept used by Developers to allow for home construction starts (building permit issuance) prior to Final Plat recording. Prairie Home permits will not be granted temporary certificates of occupancy or permanent certificates of occupancy until approval of the final plat for the phase of development in which they are located.*

MODEL HOME – *A concept used by Developers to allow for home construction starts in order to model building types, floor plans, interior finishes, etc. to potential buyers. Model home permits will be granted a temporary certificate of occupancy (provided adequate restroom facilities have been completed) prior to final plat that will restrict the use of the structure to a sales center and furniture staging. Habitation will not be allowed in model homes until a permanent certificate of occupancy has been issued. Permanent certificate of occupancy will not be issued until approval of the final plat for the phase of development in which they are located.*



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Drainage & Stormwater Management

All of Gainesville Township lies within the Pond Fork drainage basin and flows to the Middle Oconee River. Highest elevations are on the north and east and sides of the property, with flows generally to the east side of the property. Master detention facilities, serving multiple phases of development, are planned at suitable locations to reduce the number of detention ponds otherwise required.

Uses

Land development for residential housing is dynamic because of the need to concurrently predict and respond to the local real estate market and national economic and demographic trends.

Approval of the Gainesville Township Master Plan is intended to approve approximately 2365 units as the maximum number of units for the development. Housing product types may be rearranged, combined or reconfigured without limit within the development, provided the total number of units nor the maximum number of lot sizes are not exceeded and that the overall change will not substantially increase impact to the public school system, roadways at peak hours or points of connection.

Uses of a traditional single family residential nature are primarily for owner occupancy but, up to 300 units Single Family Detached and Single Family Attached may be used for rental purposes. Multi-Family uses are intended to be 100% for rental purposes. If market conditions warrant, up to 5% of the acreage of Gainesville Township may be used instead for senior resident adult congregate living facilities of independent living, assisted living, personal care and/or memory care at a density not to exceed 22 units per acre, but shall not include a nursing home or any other facility that requires a Certificate of Need.

Uses and standards described in the plan anticipate and describe single-family detached, single-family attached and multi-family forms of construction. If the use and/or form of housing for a particular phase is not specifically described or detailed in the plan, such a use or form may be approved administratively by staff based on then existing approved standards of the City of Gainesville for such a form of construction on similar sites elsewhere in the incorporated areas of the City.

Rental Percentage Breakdown

Type	Number	% of Total	% of Max Rental	Max # Rental
SF Detached	1,414	60%	21%	300*
SF Attached	311	13%	96%	300*
Multi-Family	640	27%	100%	640
Total Residential	2,365	100%		940

*COMBINED TOTAL OF SF DETACHED/SF ATTACHED SHALL NOT EXCEED 300 UNITS.

Phasing

- Phase 1 – The Developer intends to construct a portion of Gainesville Township Parkway (beyond the point constructed by the City) to access and serve approximately 200 single family detached lots, 150 single family attached units and 320 multi-family units. In addition, the Central Amenity will be started during Phase 1, with a completion no later than the completion of Phase 2.
- Phase 2 – The Developer intends to develop additional portions of the property, to serve 200 single family attached lots.
- Phase 3 – The Developer intends to develop additional portions of the property, to serve 200 single family attached lots.
- Phase 4 – The Developer intends to develop additional portions of the property, to serve 200 single family attached lots and 150 additional single family detached homes.
- Phase 5 & Future Phases – The Developer intends to complete the Gainesville Township Parkway and develop additional lots as demand warrants

Phasing is generally sequential, but may overlap. Lots of various sizes and ownership types may be under development concurrently in multiple portions of the overall site.

ZONING REQUEST

OF GAINESVILLE TOWNSHIP



The current zoning was approved in February 2001 as “Sussex”. The chart below shows the primary differences in the two plans:

Comparison to Current Zoning Plan

Version	Current Plan	Proposed Plan
Name	Sussex	Gainesville Township
Acreage	965	1,122
Single Family Detached Units*	977	1,414
Single Family Attached Units	197	311
Multi-Family Units	1,096	640
Total Residential	2,270	2,365
Overall Density	2.35	2.11
Open Space	548.5 acres	645.3 acres
Commercial	24,000 sf	75,000 sf

This request includes:

- Annexation and Rezoning of five parcels that are contiguous with the currently zoned property. These parcels total approximately 144 acres.
- Amend the existing zoning approval as detailed in the application, zoning narrative and conceptual site plan.
- Adopt the conditions of zoning as outlined below.

STAFF PROPOSED CONDITIONS

1. The development standards within the applicant’s narrative, site plans, and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant’s narrative, concept plan and architectural renderings shall take precedence over the applicant’s development standards.
2. The maximum number of single-family detached homes/lots shall be 1,414. The maximum number of single-family attached homes shall be 311. The maximum number of multi-family units shall be 640. The total number of residential units shall not exceed 2,365 units.
3. No more than 300 single-family units (detached and/or attached) and 640 multi-family units shall be rental units for a total of 940 rental units. The multi-family units may be any combination of traditional garden-style apartments, townhomes, manor houses, cottages, and/or carriage houses built within the confines of the multi-family areas.
4. Prior to permits being issued for the residential uses, each contractor/developer shall provide architectural renderings of the proposed single-family detached homes, attached townhomes and multi-family apartments for the review and approval of the Community and Economic Development Department Director.
5. The minimum heated floor space for single-family detached homes shall be as presented in the below table associated with zoning condition number 8. The minimum heated floor space for the attached townhomes shall be 1,100 square feet and 640 square feet for the multi-family units. The single-family detached homes and attached townhomes shall not exceed 3 stories in height. The multi-family apartment buildings shall not exceed 3 stories, although 3 / 4 splits shall be allowed.
6. All exterior wall front, sides, and rear of the single-family detached homes, townhomes, and multi-family units shall consist of a variety of building materials consistent with architectural themes and styles determined by the applicant. Foundation water tables of matching brick or stone material, that also covers all exposed foundation walls, will be used where architecturally compatible. Vinyl siding shall only be permitted on soffit areas.

Other architectural requirements will include:

- Carriage style garage doors with decorative hardware or other embellishments shall be used on all single-family detached homes and townhomes;
- The roofing material used on all single-family detached homes and townhomes shall be 3-tab architectural/dimensional style asphalt shingles or metal as appropriate to the architectural style of each home as determined by the builder.
- All overhangs including gables and side gables will have a minimum of a 12-inch overhang on all sides;
- The developer shall use a variety of techniques to avoid the monotonous appearance of identical single-family detached homes. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, and other similar techniques so that no single-family detached house is the same as any house directly in front of a single-family detached home or on either adjacent side of a single-family detached home;
- All roofs and gables shall be of a pitch no less than 8/12. This condition shall not apply to dormers, porches, bay windows, and third floor retreats;
- The exterior materials for all homes shall consist of brick, stone, fiber cement siding, cedar shake or wood siding;
- All roof vents, pipes, and other roof equipment (except chimneys) shall be located on the rear elevations and shall be painted to match the color of the roof;
- No above-ground swimming pools shall be permitted;
- No window air conditioning unit may be installed;
- No exterior blank, windowless walls will be constructed;
- If dormers are included, they will not be taller than the main roof;

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STAFF PROPOSED CONDITIONS (continued)

- All single-family detached house plans will have front or side loaded garages;
- All townhomes will have front or rear entry garages;
- Street lighting will be provided throughout the development;
- All front porches of single-family detached homes shall have a minimum depth of 5’;
- Windows are restricted to single hung or double hung windows.

These requirements shall be included in the Covenants to be recorded against the property.

7. Each detached single-family home and townhome shall have, at a minimum, an attached two car garage.
8. Specific development standards for the single-family detached homes shall include the following:

Lot Width	*40'	50'	60'	75'	95'
Minimum lot size	4,000 SF	5,000 SF	6,000 SF	7,500 SF	9,000 SF
Minimum Front Yard Setback	25'	25'	25'	25'	25'
Minimum Side Yard Setback	5'	5'	5'	5'	5'
Minimum Rear Yard Setback	10'	10'	10'	10'	10'
Minimum Building Separation	10'	10'	10'	10'	10'
Maximum Height (# of stories)	3	3	3	3	3
Minimum Heated SF per Home	1,400 SF	1,800 SF	1,800 SF	2,000 SF	2,200 SF
**Maximum % of SF Detached Lot Type	15%	35%	35%	No Max	No Max

***40' LOTS ARE RESTRICTED TO AGE-RESTRICTED NEIGHBORHOODS ONLY.**

****ANY LOT ALLOCATION FROM A SMALLER CATEGORY MAY MOVE TO A LARGER CATEGORY.**

9. The front yard of each lot shall be sodded and planted with at least one 3” caliper in size hardwood tree.
10. The proposed amenities shall be required as shown on the site plan and the pictures shown on pages 10, 14, 15, 16, 17 28, 29, 57 and 66 of the applicant’s narrative submitted with this application per the approval of the Community and Economic Development Department Director. The amenity area must be started in the first phase of construction. No more than 250 single-family detached homes shall receive a certificate of occupancy (CO) prior to the Central Amenity Center being substantially completed as described on page 19 of the applicant’s narrative. This shall include at minimum the clubhouse, swim center with lap pool with children’s play area, tennis center with lighted courts, pickle ball courts, great lawn with pavilion for outdoor functions, and mail kiosk. Certain elements, such as additional courts may be phased in as demand dictates. Additional CO’s may be granted at the discretion of the Community and Economic Development Director, if sufficient progress is being made on the amenity.
11. Covenants shall be put in place by the developer restricting against the parking of boats, trailers, and campers within driveways or streets. In addition, no on street parking shall be permitted for vehicles.
12. No more than 10% of the units within the proposed community storage facility may be leased to non-residents of the proposed development. There are no restrictions for non-resident use of any commercially operated storage facility that is located within the Commercial District.
13. A Uniform Sign Plan as identified within Section 9-18-7-4 of the Unified Land Development Code shall be required from the developer and is subject to approval by the Gainesville Community Development Director. All signs associated with residential uses shall be limited to indirect lighting. All signs shall be located outside of utility areas and shall not block visibility of vehicular traffic.

14. All proposed detention ponds shall be fenced and landscaped in order to mitigate the view from all roads and adjacent properties. All fencing and landscaping materials shall be approved by the Community and Economic Development Department Director.
15. A site shall be made available within the boundaries of the proposed development to the City of Gainesville for a school consisting of twenty (20) acres of land which meets the criteria established by the Georgia State School Board for such a public school. This site shall be made available by the developer without charge for the land, at any time within seven (7) years after the developer has provided paved access to the site. Alternatively, the School Board may elect to receive an amount equal to the Developer’s per acre purchase price for 20 acres paid in two installments within 7 years of a land development permit being issued. The School Board shall identify a potential site no later than 180 days from closing, excluding any portions of the property that have been presented as Phase 1 of the community.
16. The developer agrees to make available an additional twenty (20) acres, for a total of forty (40) acres, if the City of Gainesville has a need for a second school site. The Gainesville School Board would be required to pay fair market value for this last twenty (20) acres. The School Board shall identify a potential site no later than 180 days from closing, excluding any portions of the property that have been presented as Phase 1 of the community.
17. A site shall be made available within the boundaries of the proposed development to the City of Gainesville for a fire station and a precinct for the police department consisting of not more than two (2) acres of land which will be designated by the developer and reasonably approved by the Gainesville City Council for such public services. This site shall be made available by the developer without charge for the land, at any time within seven (7) years after the developer has provided paved access to the site. This site has been identified on the Concept Plan and the City of Gainesville shall have 180 days from closing to determine if the site meets their requirements or if another site is preferred, however any portions of the property that have been presented as Phase 1 of the community shall be excluded.
18. The plan shall include a fifty (50’) foot perimeter buffer separating all portions of the development from the existing single-family communities to the south of the project site. The specific parcels are shown on the buffer exhibit attached. The composition of this buffer, including any fencing deemed necessary, shall be subject to final approval by the Community and Economic Development Department Director.
19. Minimum five foot (5’) wide sidewalks with a two foot (2’) grass beauty strip shall be required as shown on the Pedestrian Access Plan filed with this request. Applicant, at his sole discretion, shall substitute a five foot (5’) sidewalk with a ten foot (10’) multi-use trail (asphalt or concrete) where indicated on the Pedestrian Access Plan to be maintained by the Homeowners Association (HOA).
20. All new streets shall meet the standards within the current Gainesville Unified Land Development Code, unless varied herein. All proposed residential uses, commercial uses and amenities shall provide for pedestrian connectivity throughout the development. All costs associated with the improvements shall be at the full expense of the developer.
21. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director, Hall County and/or the Georgia Department of Transportation. The main access road, from Old Cornelia Highway to Applicant’s property shall be constructed by the City of Gainesville at its expense. Applicant shall be responsible for access beyond this point and any other access points to the property.

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MAPS & SURVEYS

OF GAINESVILLE TOWNSHIP

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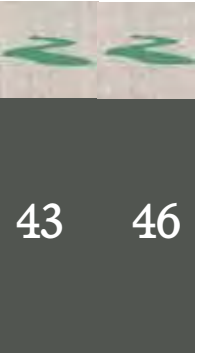
Regional Activity Map
ALTA Boundary Survey
Conceptual Master Plan
Land Use Plan
Pedestrian Access Plan
Proposed Open Space Plan
Proposed Entrance Rendering
Proposed Amenity Rendering

View
Map

MAPS & SURVEYS

Regional Activity Map

Fold open to view



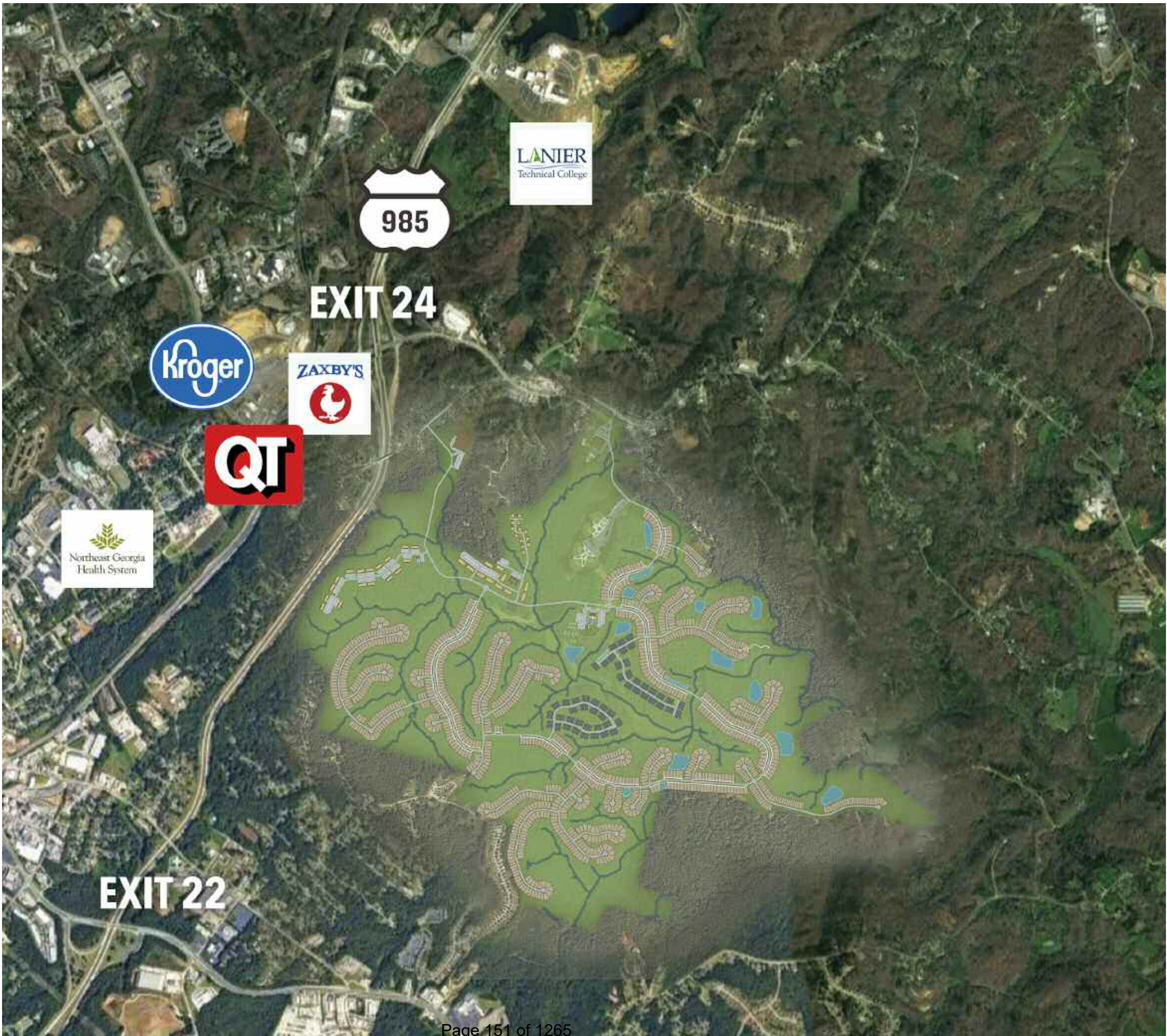
GAINESVILLE
TOWNSHIP



GAINESVILLE TOWNSHIP

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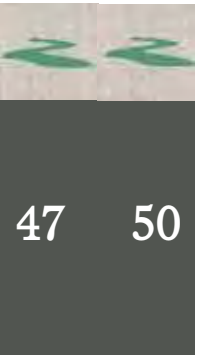


MAPS & SURVEYS

ALTA Boundary Survey

Sheet 1 of 5

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GAINESVILLE TOWNSHIP

GAINESVILLE
TOWNSHIP



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NOTES:

FOR REVIEW
PURPOSES ONLY

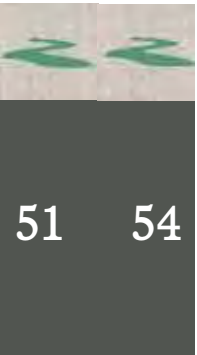
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MAPS & SURVEYS

ALTA Boundary Survey

Sheet 2 of 5

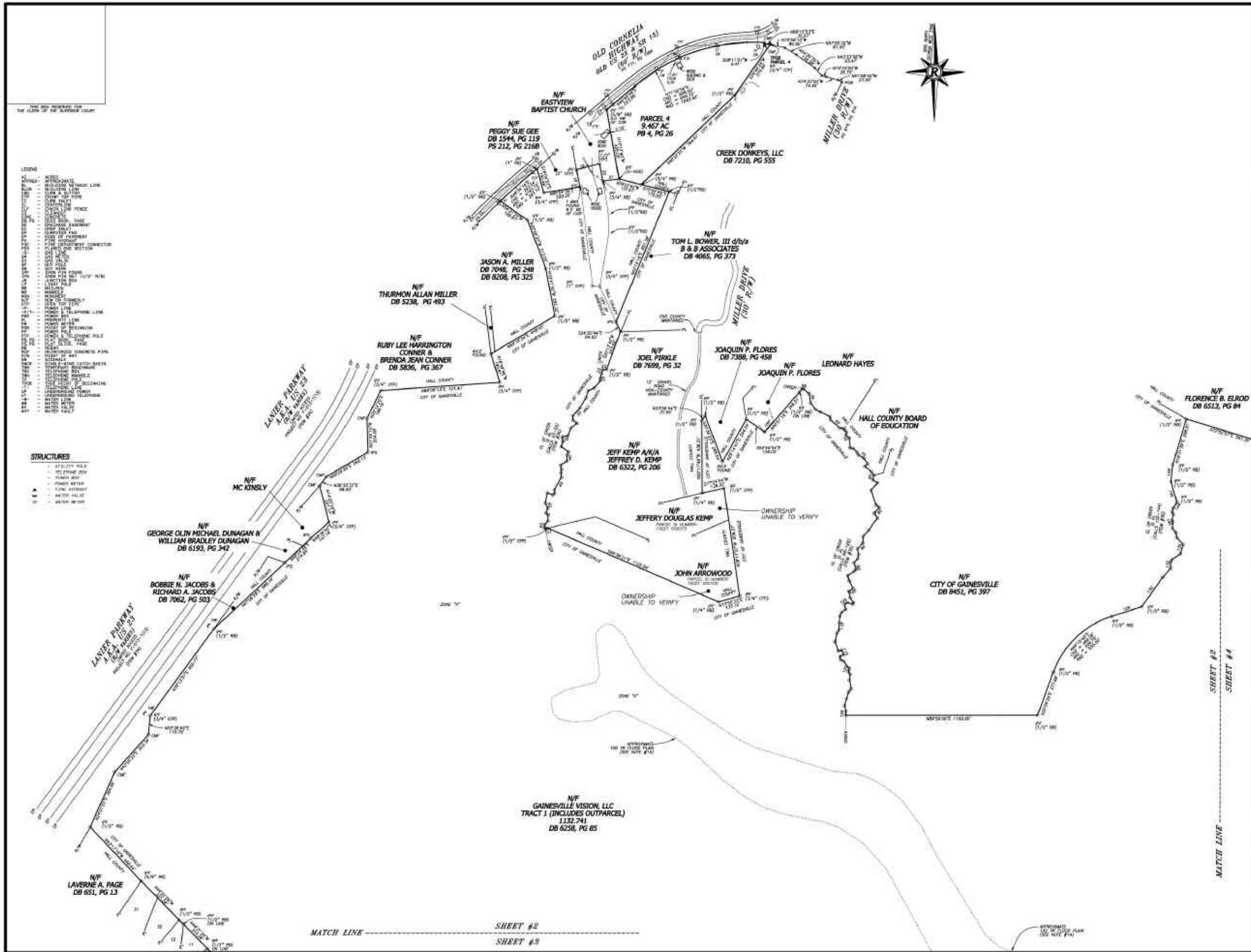
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GAINESVILLE
TOWNSHIP



GAINESVILLE TOWNSHIP



Rochester & Associates, Inc.
435 Oak Street, N.W., Gainesville, Georgia 30601
(770) 775-1400 (770) 775-9999 Fax: (770) 775-1400

ALWAYS USE THE SURVEY FOR
**CABALLERO HOLDING, LLC,
GAINESVILLE VISION, LLC, &
OLD REPUBLIC NATIONAL INSURANCE COMPANY**

NO.	DATE	DESCRIPTION

GRAPHIC SCALE
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GEORGIA
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SHEET	OF
2	5

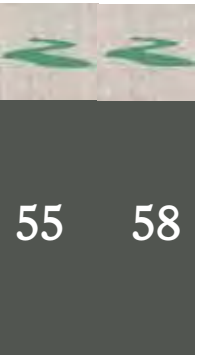
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BY: J. J. JONES
CHECKED: J. J. JONES
SCALE: AS SHOWN
DRAWN BY: J. J. JONES

MAPS & SURVEYS

ALTA Boundary Survey

Sheet 3 of 5

Fold open to view



GAINESVILLE
TOWNSHIP



GAINESVILLE TOWNSHIP

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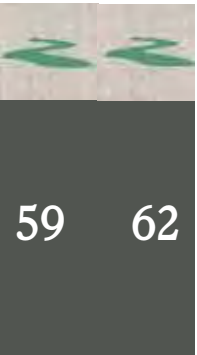
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MAPS & SURVEYS

ALTA Boundary Survey

Sheet 4 of 5

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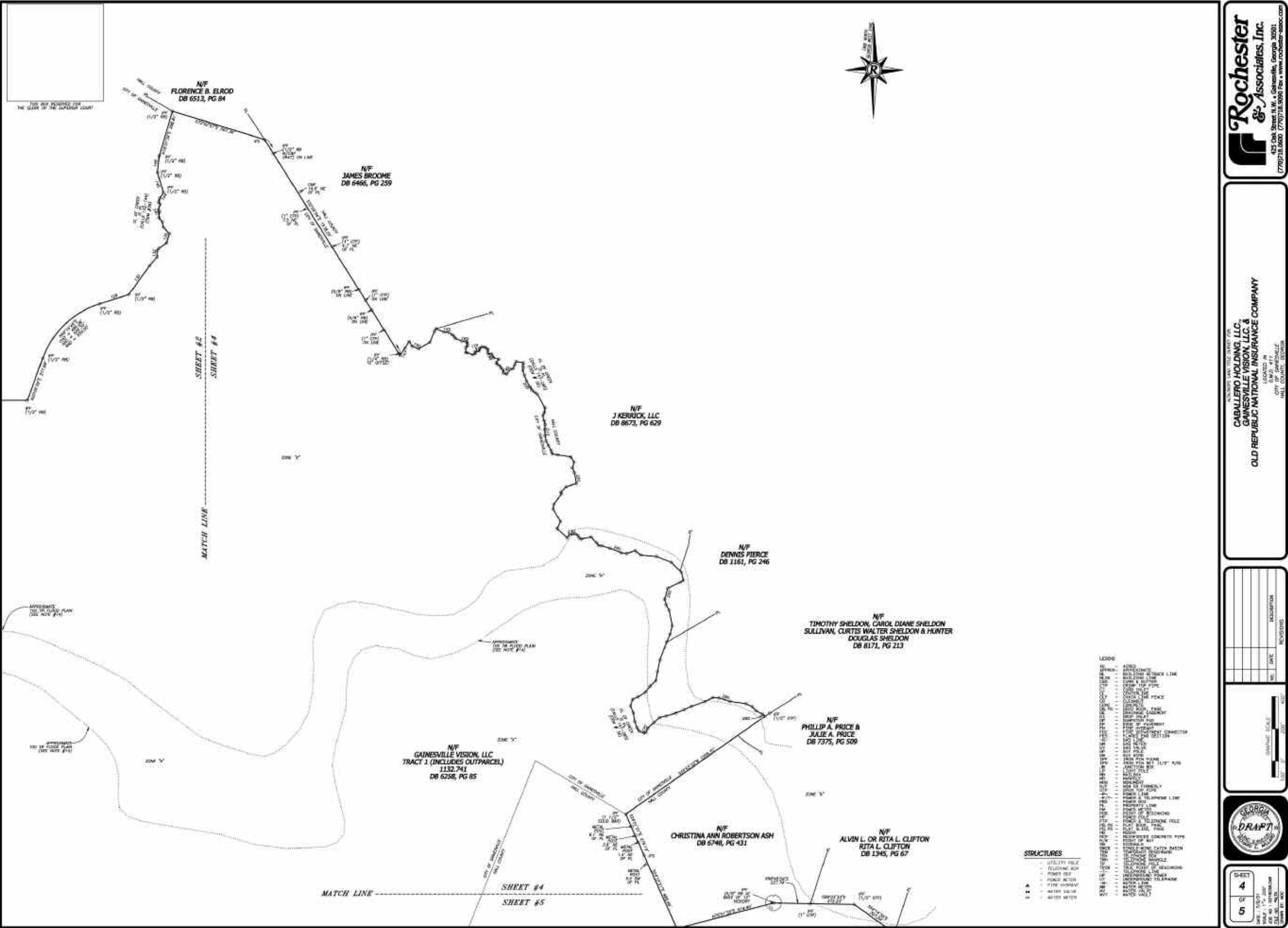
GAINESVILLE
TOWNSHIP



GAINESVILLE TOWNSHIP

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Rochester & Associates, Inc.
435 Oak Street N.W., Gainesville, Georgia 32601
(770) 731-6000 (770) 731-6001 Fax: (770) 731-6002

ALWAYS USE THE SURVEY FOR
**CABALLERO HOLDING, LLC,
GAINESVILLE VISION, LLC, &
OLD REPUBLIC NATIONAL INSURANCE COMPANY**
LOCATED IN
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

NO.	DATE	REVISIONS



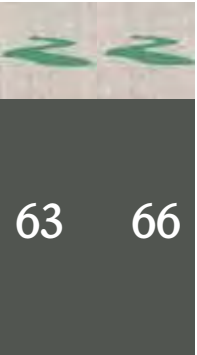
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OF
5
DATE: 12/1/2017
BY: J. ROBERTSON
FILE NO.: 17-00000000
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DRAWN BY: J. ROBERTSON

MAPS & SURVEYS

ALTA Boundary Survey

Sheet 5 of 5

Fold open to view



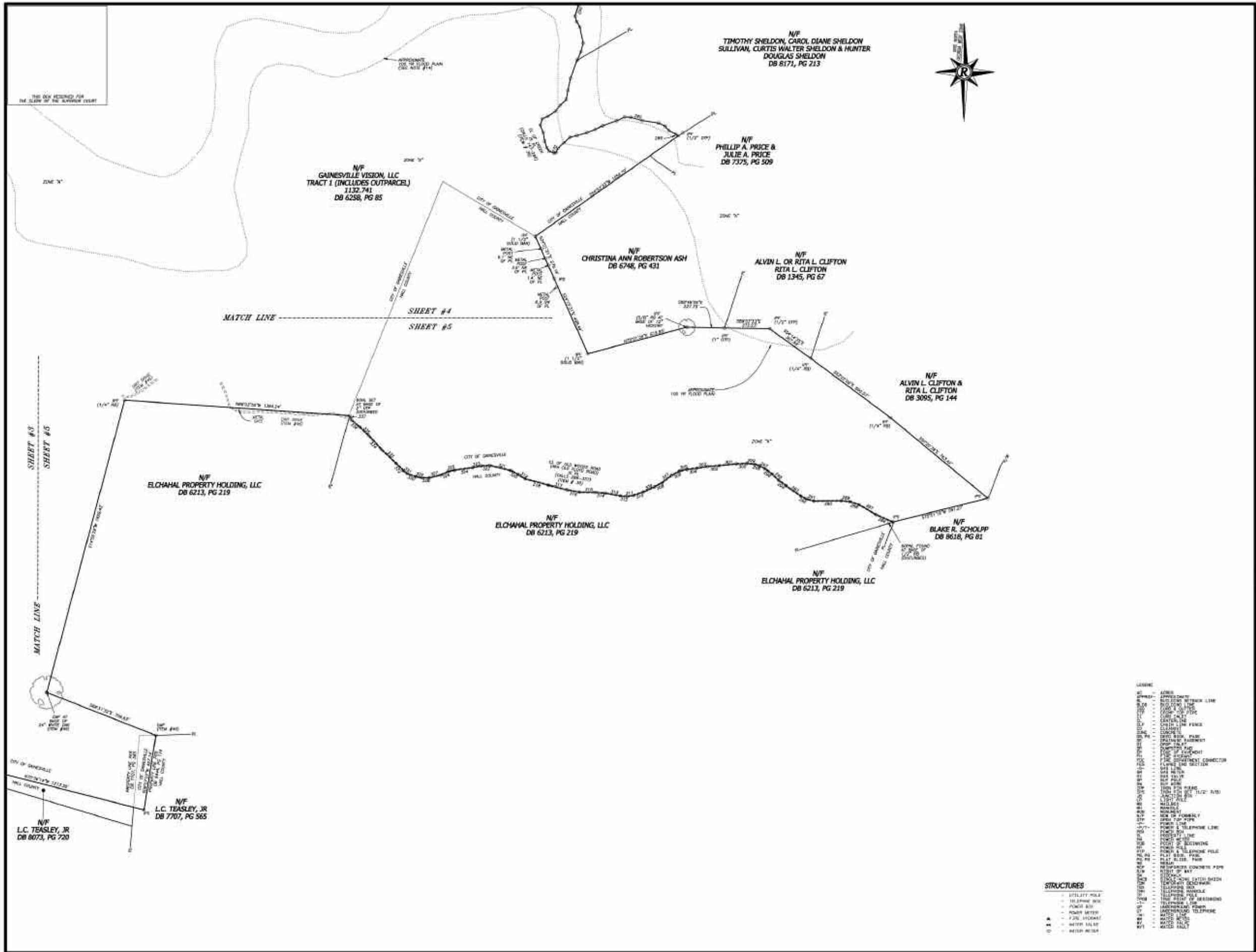
GAINESVILLE TOWNSHIP

GAINESVILLE
TOWNSHIP



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Rochester & Associates, Inc.
435 Oak Street N.W., Gainesville, Georgia 30601
(770) 731-6000 (770) 731-9999 Fax: (770) 731-9999

ALWAYS USE THE PLAT FOR
**CABALLERO HOLDING, LLC,
GAINESVILLE VISION, LLC, &
OLD REPUBLIC NATIONAL INSURANCE COMPANY**
LOCATED IN
S.W. 1/4, 11T
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

NO.	DATE	DESCRIPTION

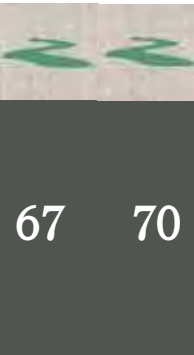
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BY: [Signature]
FILE NO.: 17-1000000000
FILE NO.: 17-1000000000
FILE NO.: 17-1000000000

MAPS & SURVEYS

Conceptual Master Plan

Fold open to view

The development of the Community shall be controlled by this Narrative, the Master Plan, attached hereto, Zoning Condition Modifications referenced above and other exhibits provided as modified in the final approval. The Plan is considered conceptual in nature, and certain modifications to that Plan are anticipated as reflected in the specific language herein. Beyond such specific language, modifications of the location and arrangement of lots, roads, amenities and other improvements that do not materially conflict with specific standards and requirements of these conditions may be made by the Developer, so long as such modification does not materially alter the location or nature of improvements within 100 feet of the Community Boundary, or impact previously recorded residential sections, or change the land use or increase density.



GAINESVILLE TOWNSHIP

GAINESVILLE
TOWNSHIP



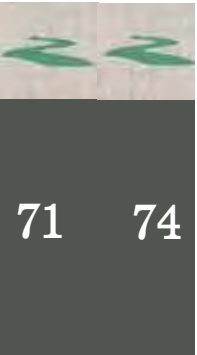


View
Map

MAPS & SURVEYS

Land Use Plan

Fold open to view



GAINESVILLE
TOWNSHIP

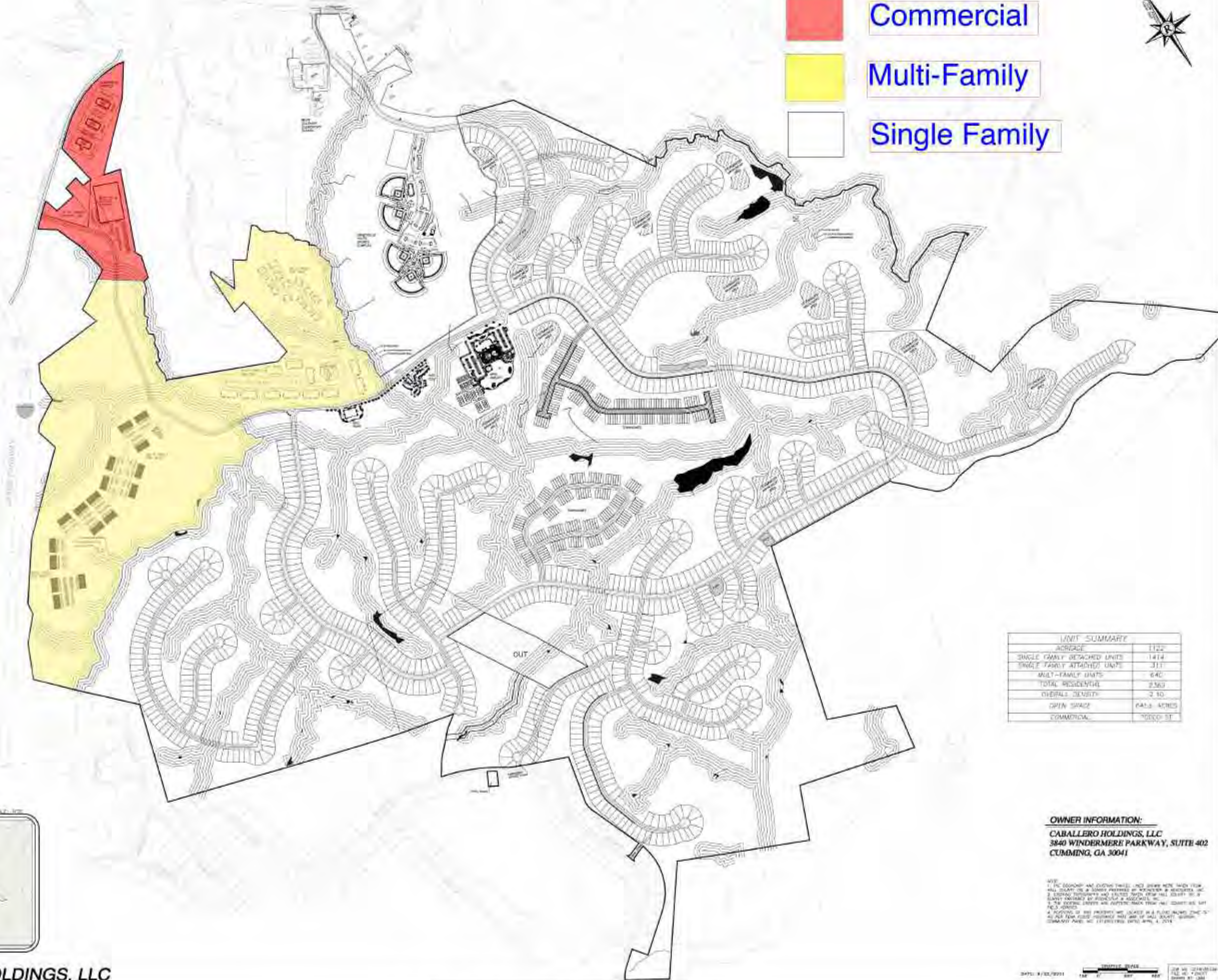


GAINESVILLE TOWNSHIP

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- Commercial
- Multi-Family
- Single Family



UNIT SUMMARY	
ACREAGE	1122
SINGLE FAMILY DETACHED UNITS	1414
SINGLE FAMILY ATTACHED UNITS	311
MULTI-FAMILY UNITS	640
TOTAL RESIDENTIAL	2565
OVERALL DENSITY	2.30
OPEN SPACE	PAVED AREAS
COMMERCIAL	100000 ST

OWNER INFORMATION:
CABALLERO HOLDINGS, LLC
 3840 WINDERMERE PARKWAY, SUITE 402
 CUMMING, GA 30041

NOTES:
 1. THE BOUNDARY AND LOT LINES SHOWN HEREIN WERE TAKEN FROM THE PLAT OF THE LAND AND ARE NOT TO BE CONSIDERED AS A GUARANTEE OF THE ACCURACY OF THE INFORMATION.
 2. EXISTING UTILITIES AND EASEMENTS WERE NOT FIELD VERIFIED.
 3. THE EXISTING UTILITIES AND EASEMENTS WERE NOT FIELD VERIFIED.
 4. THE PLAT OF THE LAND IS LOCATED IN A PUBLIC RECORDS OFFICE.
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CABALLERO HOLDINGS, LLC

CITY OF GAINESVILLE
 HALL COUNTY, GEORGIA

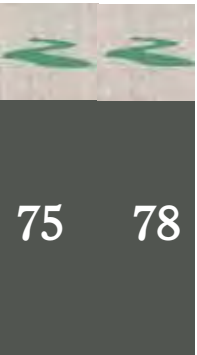


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Map

MAPS & SURVEYS

Pedestrian Access Plan

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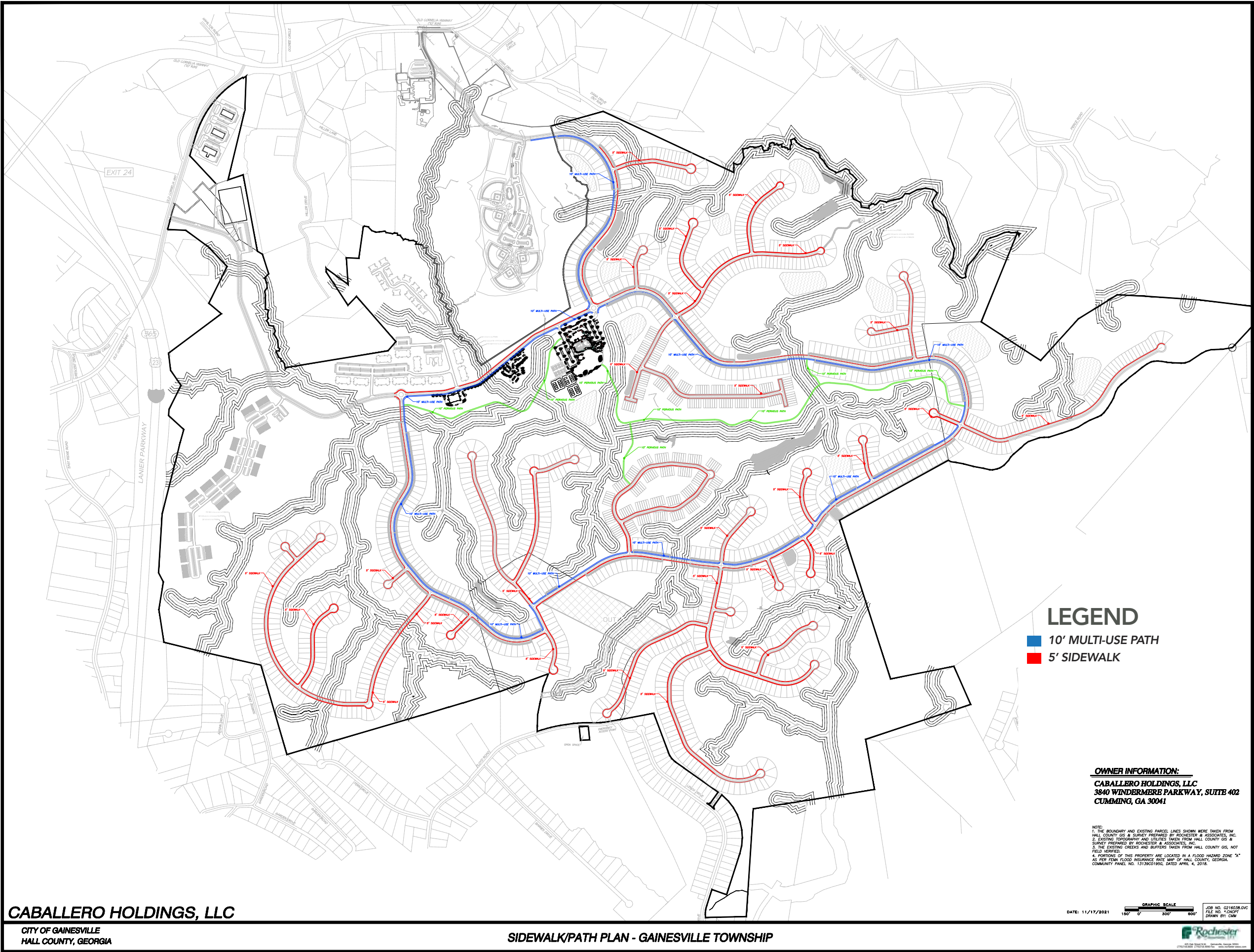
GAINESVILLE
TOWNSHIP



GAINESVILLE TOWNSHIP

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CABALLERO HOLDINGS, LLC
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

SIDEWALK/PATH PLAN - GAINESVILLE TOWNSHIP

LEGEND
10' MULTI-USE PATH
5' SIDEWALK

OWNER INFORMATION:
CABALLERO HOLDINGS, LLC
3840 WINDERMERE PARKWAY, SUITE 402
CUMMING, GA 30041

NOTE:
1. THE BOUNDARY AND EXISTING PARCEL LINES SHOWN WERE TAKEN FROM HALL COUNTY GIS & SURVEY PREPARED BY ROCHESTER & ASSOCIATES, INC.
2. EXISTING TOPOGRAPHY AND UTILITIES TAKEN FROM HALL COUNTY GIS & SURVEY PREPARED BY ROCHESTER & ASSOCIATES, INC.
3. THE EXISTING CREEKS AND BUFFERS TAKEN FROM HALL COUNTY GIS, NOT FIELD VERIFIED.
4. PORTIONS OF THIS PROPERTY ARE LOCATED IN A FLOOD HAZARD ZONE "X" AS PER FEMA FLOOD INSURANCE RATE MAP OF HALL COUNTY, GEORGIA, COMMUNITY PANEL NO. 13135C01950, DATED APRIL 4, 2018.

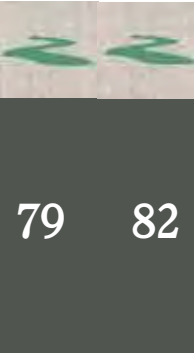
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JOB NO. G216038.DWG
FILE NO. 17-00001
DRAWN BY: CMW
Rochester
425 Oak Street N.E., Cumming, Georgia 30041
(770) 886-8888 / (770) 886-8889 / www.rochesterinc.com

MAPS & SURVEYS

Proposed
Open Space Plan

Fold open to view



GAINESVILLE TOWNSHIP

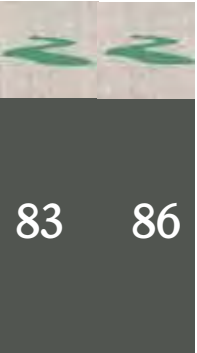
GAINESVILLE
TOWNSHIP



MAPS & SURVEYS

Proposed
Entrance Rendering

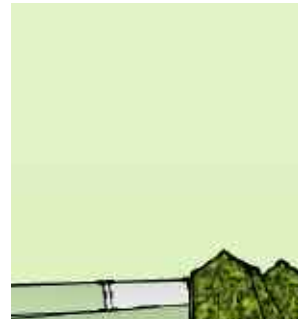
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GAINESVILLE
TOWNSHIP



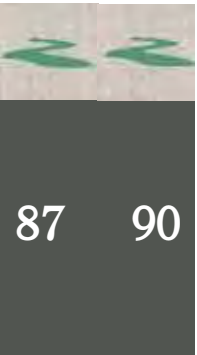
GAINESVILLE TOWNSHIP



MAPS & SURVEYS

Proposed
Amenity Rendering

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GAINESVILLE TOWNSHIP

GAINESVILLE
TOWNSHIP





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TOWNSHIP



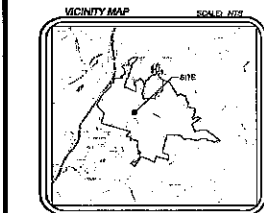
v.11.02.21



UNIT SUMMARY	
ACREAGE	7122
SINGLE FAMILY DETACHED UNITS	7414
SINGLE FAMILY ATTACHED UNITS	311
MULTI-FAMILY UNITS	640
TOTAL RESIDENTIAL	2365
OVERALL DENSITY	2.10
OPEN SPACE	845.8 ACRES
COMMERCIAL	76000 SF

OWNER INFORMATION:
 CABALLERO HOLDINGS, LLC
 3840 WINDERMERE PARKWAY, SUITE 402
 CUMMING, GA 30041

NOTES:
 1. THE COMPANY AND ENGINEER HAVE BEEN WORKING WITH THE CITY OF GAINESVILLE AND THE COUNTY OF HALL COUNTY TO OBTAIN NECESSARY PERMITS AND APPROVALS FOR THIS PROJECT. THE CITY OF GAINESVILLE AND THE COUNTY OF HALL COUNTY HAVE REVIEWED AND APPROVED THE PROJECT. THE CITY OF GAINESVILLE AND THE COUNTY OF HALL COUNTY HAVE REVIEWED AND APPROVED THE PROJECT. THE CITY OF GAINESVILLE AND THE COUNTY OF HALL COUNTY HAVE REVIEWED AND APPROVED THE PROJECT.



CABALLERO HOLDINGS, LLC

CITY OF GAINESVILLE
 HALL COUNTY, GEORGIA

ZONING PLAN - GAINESVILLE TOWNSHIP

DATE: 9/12/2001
 SCALE: 1" = 100' (SEE NOTE 1)
 PREPARED BY: J.W.





CABALLERO HOLDINGS, LLC

CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

OVERALL LAND PLAN - GAINESVILLE TOWNSHIP

OWNER INFORMATION:
CABALLERO HOLDINGS, LLC
3840 WINDERMERE PARKWAY, SUITE 402
CUMMING, GA 30041

NOTE:
1. THE BOUNDARY AND EXISTING PARCELS LINES SHOWN WERE TAKEN FROM
HALL COUNTY GIS & SURVEY PROVIDED BY ROCHESTER & ASSOCIATES, INC.
2. EXISTING OUTSTANDING AND UNDEVELOPED LOTS WERE TAKEN FROM HALL COUNTY GIS &
SURVEY PROVIDED BY ROCHESTER & ASSOCIATES, INC.
3. THE EXISTING OUTSTANDING AND UNDEVELOPED LOTS FROM HALL COUNTY GIS, NOT
FIELD VERIFIED.
4. PORTIONS OF THIS PROPERTY ARE LOCATED IN A FLOOD HAZARD ZONE "X"
AS PER FIRM FLOOD INSURANCE RATE MAP OF HALL COUNTY, GEORGIA
COMMUNITY FIRM NO. 121000750G, DATED APRIL 4, 2018.

DATE: 8/23/2021

GRAPHIC SCALE
100' 0" 200' 0" 400' 0"

JOB NO. 221813M.DWG
FILE NO. "CONCEPT"
DRAWN BY: JLF
Rochester
Associates, Inc.
11400 N. 22ND STREET, SUITE 100
DALLAS, TEXAS 75244-1140
TEL: 972.382.1000 FAX: 972.382.1001
WWW.ROC-ASSOCIATES.COM



OPEN SPACE NAME	AREA (AC.)	SPACE TYPE
OPEN SPACE #1	110.96	OPEN SPACE
OPEN SPACE #2	63.88	OPEN SPACE
OPEN SPACE #3	2.53	OPEN SPACE
OPEN SPACE #4	0.53	OPEN SPACE
OPEN SPACE #5	6.87	OPEN SPACE
OPEN SPACE #6	220.56	OPEN SPACE
OPEN SPACE #7	181.89	OPEN SPACE
OPEN SPACE #8	4.28	OPEN SPACE
OPEN SPACE #9	1.18	DOG PARK
OPEN SPACE #10	1.54	COMMUNITY GARDEN
OPEN SPACE #11	0.70	PARK
OPEN SPACE #12	0.50	PARK
OPEN SPACE #13	0.41	PARK
OPEN SPACE #14	0.76	PARK
AREA #16	1.78	STORMWATER AREA
AREA #17	1.28	STORMWATER AREA
AREA #18	1.08	STORMWATER AREA
AREA #19	0.81	STORMWATER AREA
AREA #20	0.90	STORMWATER AREA
AREA #21	1.80	STORMWATER AREA
AREA #22	2.30	STORMWATER AREA
AREA #23	1.83	STORMWATER AREA
AREA #24	2.49	STORMWATER AREA
AREA #25	2.29	STORMWATER AREA
AREA #26	1.32	STORMWATER AREA

OPEN SPACE AREA (#1-#14) = 845 ± ACRES

OWNER INFORMATION:

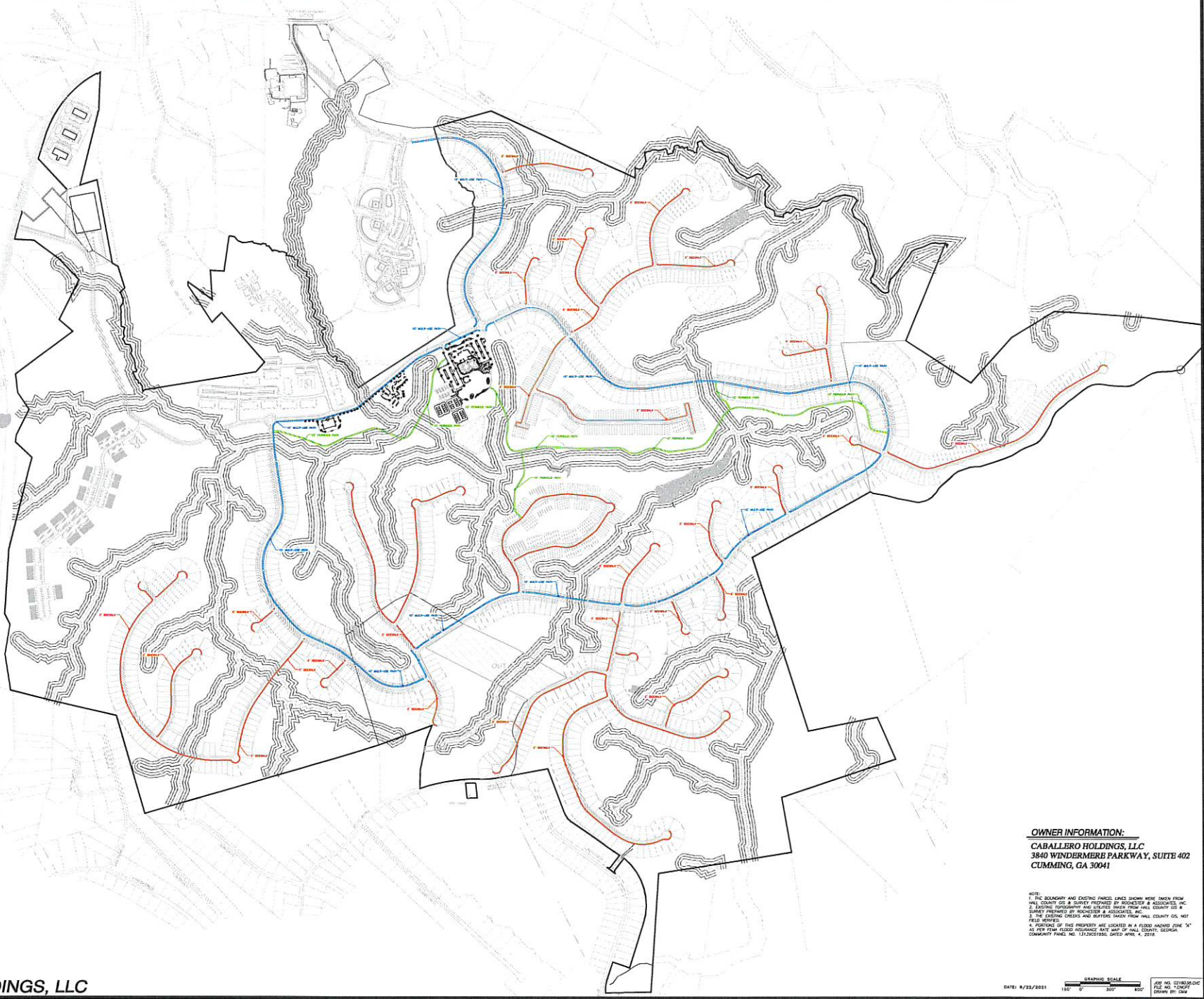
CABALLERO HOLDINGS, LLC
3840 WINDERMERE PARKWAY, SUITE 402
CUMMING, GA 30041

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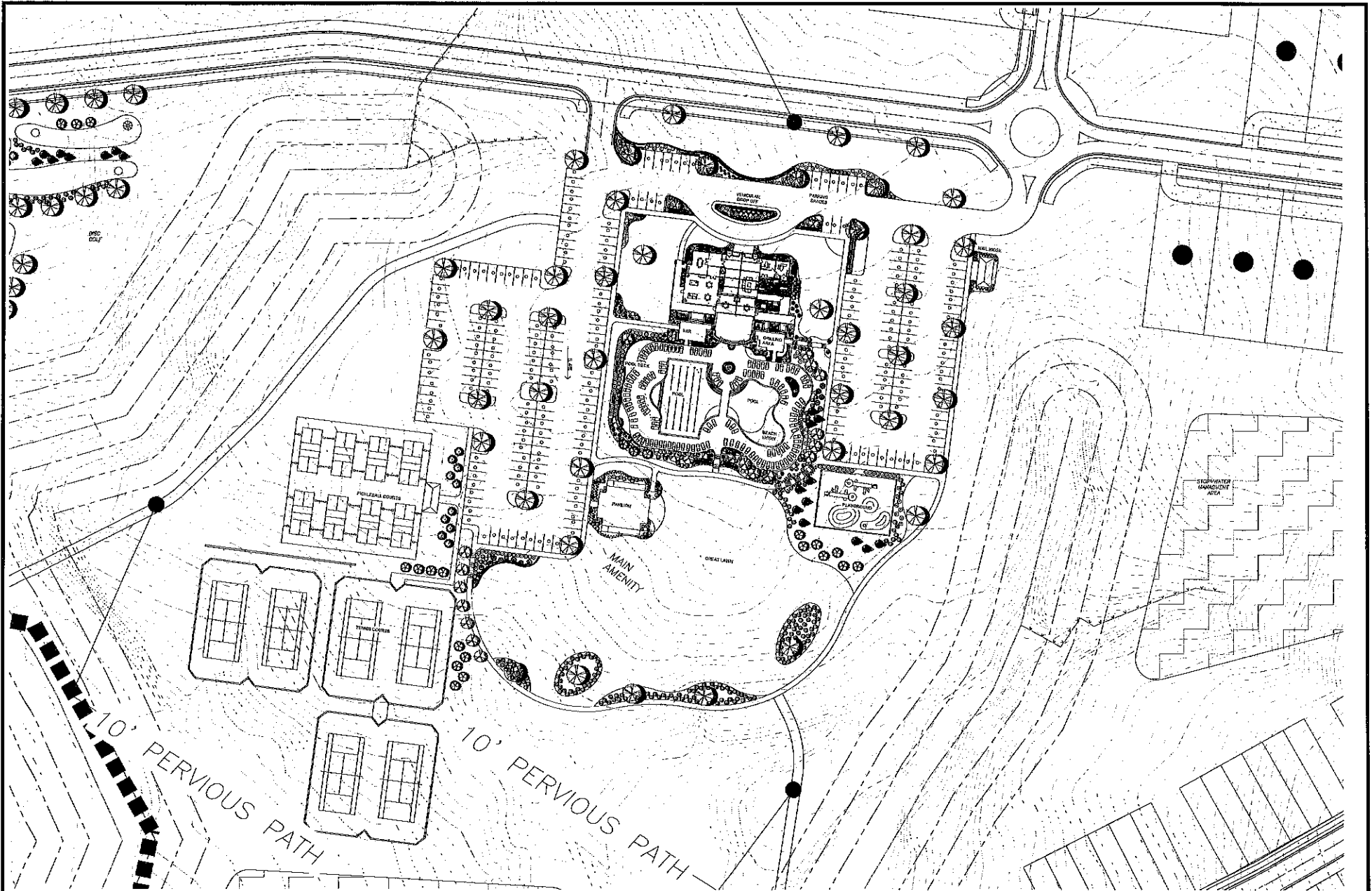
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

OPENSOURCE PLAN - GAINESVILLE TOWNSHIP



OWNER INFORMATION:
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AS PER FIRM FLOOD INSURANCE RATE MAP OF HALL COUNTY, GEORGIA,
COMMITTEE PANEL NO. 131200000, DATED APRIL 4, 2018.



OWNER INFORMATION:
 CABALLERO HOLDINGS, LLC
 3640 WINDERMERE PARKWAY, SUITE 402
 CUMMING, GA 30041

CABALLERO HOLDINGS, LLC

CITY OF GAINESVILLE
 HALL COUNTY, GEORGIA

MAIN AMENITY - GAINESVILLE TOWNSHIP

DATE: 9/27/2021

GRAPHIC SCALE: 1" = 10'

FOR INFO: 278-1000
 877-222-2222
 404-222-2222

EXHIBIT
Areas of 50' Perimeter Buffer



IS, LLC

ZONING PLAN - GAINESVILLE TOWNSHIP

TRAFFIC IMPACT STUDY

Prepared For
ROCHESTER & ASSOCIATES

SUSSEX RESIDENTIAL DEVELOPMENT TRAFFIC IMPACT STUDY GAINESVILLE, GA

April 13, 2021



Report Submitted: April 13, 2021

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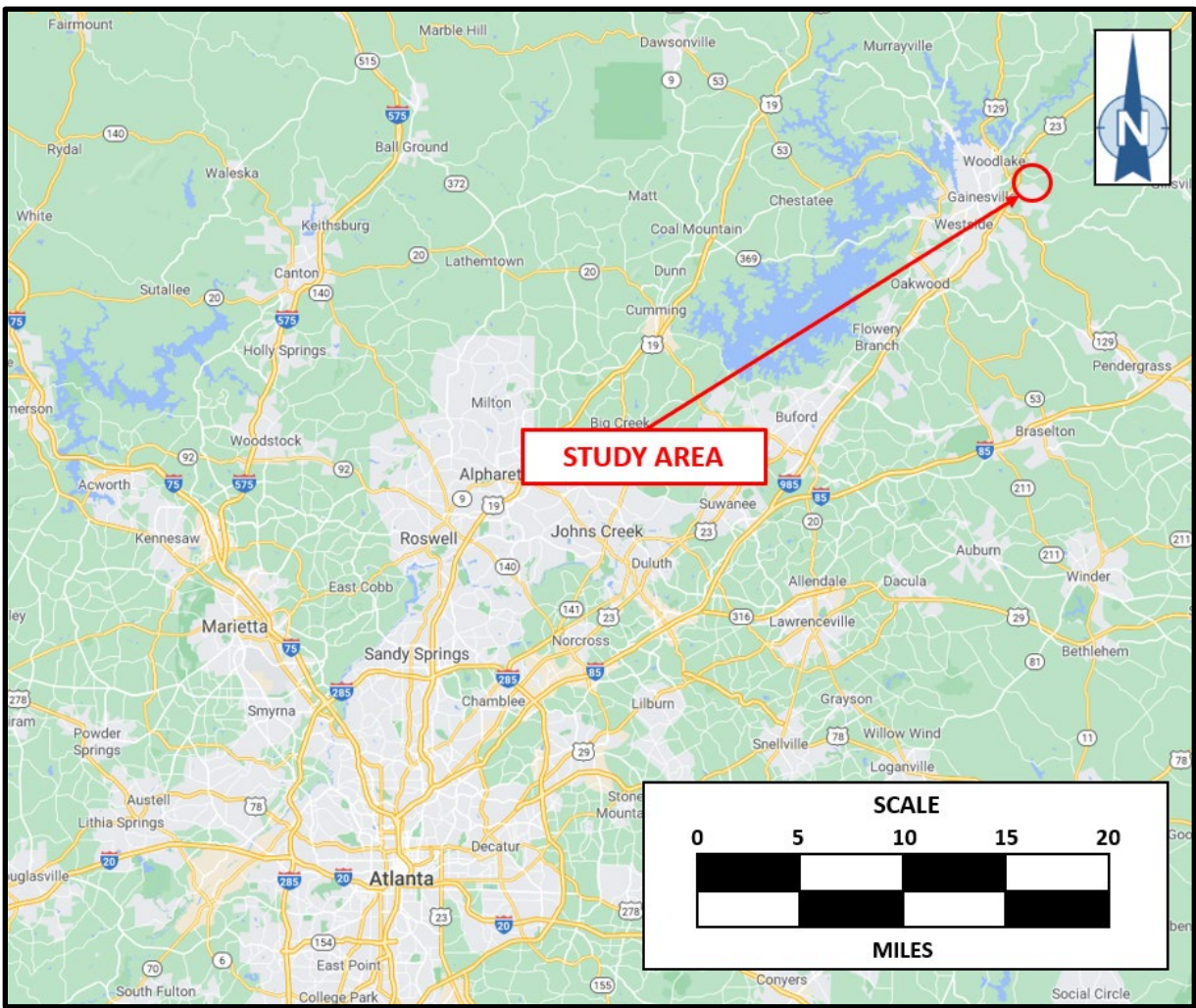
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INTRODUCTION

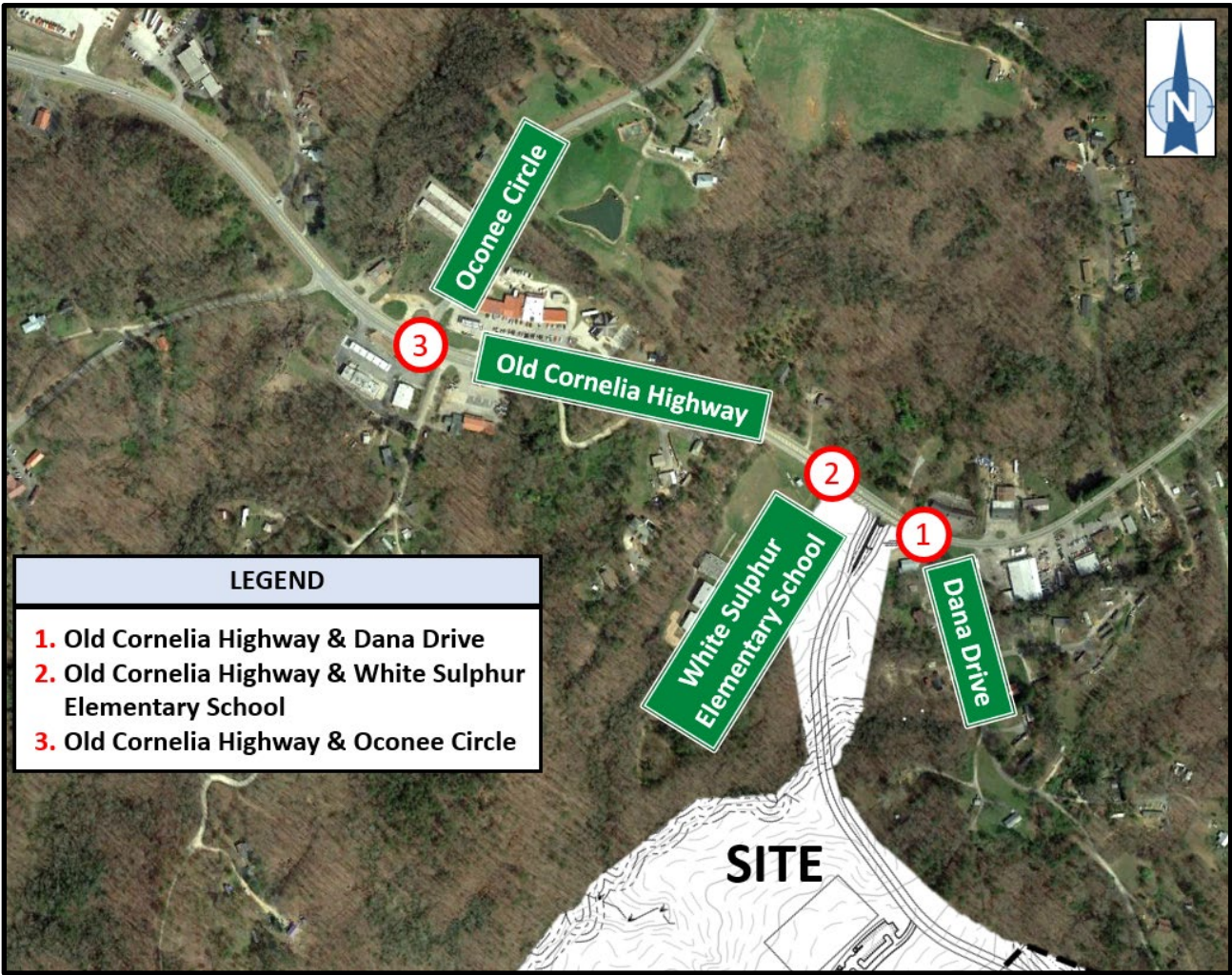
The purpose of this study is to conduct a Traffic Impact Study (TIS) for the proposed residential development and a intersection analysis for the proposed site driveway on Old Cornelia Highway between White Sulphur Elementary School and Dana Drive. The development is located in Hall County, Georgia. The project location is shown in Figure 1.

Figure 1: PROJECT LOCATION MAP



The study intersections are shown below in Figure 2.

Figure 2: STUDY INTERSECTION MAP



NEARBY PLANNED PROJECTS

The area surrounding the proposed study area was searched for potential information regarding other relevant projects. The following public entities were examined for projects that overlap in scope with this project:

- Federally funded transportation projects in the Statewide Transportation Improvement Program (STIP)
- MPO funded transportation projects in the Transportation Improvement Program (TIP)
- Transportation projects in the Regional Transportation Program (RTP), funded from local, state, and federal planning partners
- Georgia Department of Transportation projects identified in the GeoPI website

There is a single planned project that would impact this study. Information regarding this project is shown below in Table 1 below.

Table 1: OTHER PLANNED PROJECTS

PUBLIC DOMAIN	PROJECT NUMBER	PROJECT TITLE	PROJECT BOUNDARY/INTERSECTION	PRELIMINARY (PE) YEAR	CONSTRUCTION (CST) YEAR
GeoPI	132280-	Old Cornelia Highway Widening	Jesse Jewell Parkway/Old Cornelia Highway to Joe Chandler Road	2051	2051

There is a long range widening project on Old Cornelia Highway between Jesse Jewell Parkway and Joe Chandler Highway scheduled to begin construction in 2051.

PLANNED DEVELOPMENT

The proposed Sussex development is a residential development on approximately 472 acres. The site plan provides for 1,226 single-family homes, 924 multi-family homes, 190 townhomes, and a youth baseball park. The development is proposed to initially have one access on Old Cornelia Highway between White Sulphur Elementary School and Dana Drive, with two future entrances planned on Old Cornelia Highway south of Jesse Jewell Parkway and Floyd Road.

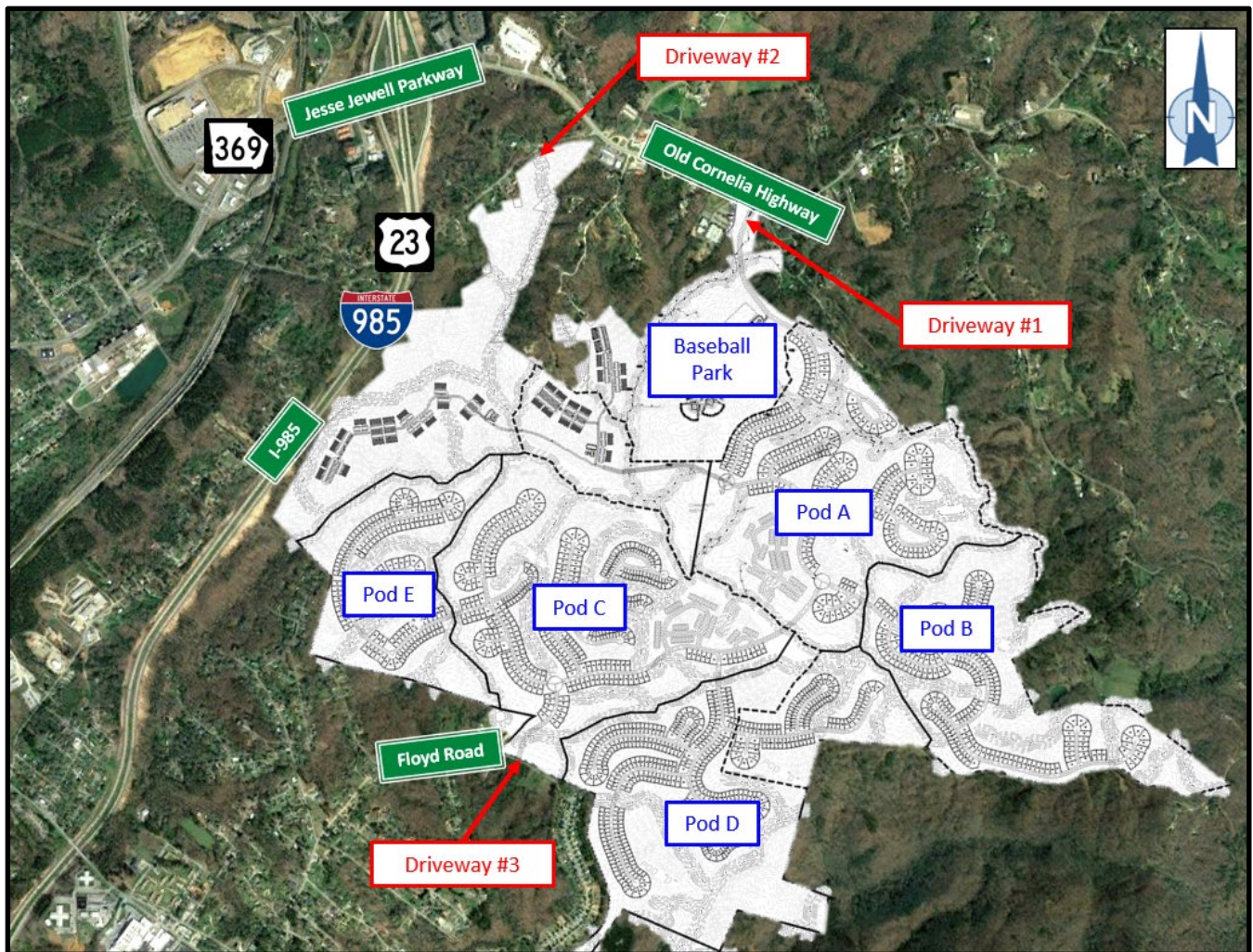
The development is projected to be constructed at a rate of 160 homes per year, and is anticipated to be built-out by 2035. For the purposes of the study, the development was evaluated in three phases:

- **Phase 1 (2025)** – A youth baseball park, 436 single family homes, 190 townhomes, and 174 multi-family homes.
- **Phase 2 (2030)** – 50 single family homes and 750 multi-family homes.
- **Phase 3 (2035)** – 740 single family homes

It was assumed that a second access point on Old Cornelia Highway would be open by 2030, and a third access point on Floyd Road would be open by 2035.

A site plan is shown in Figure 3. A larger scale site plan is included in Appendix A.

Figure 3: SITE PLAN

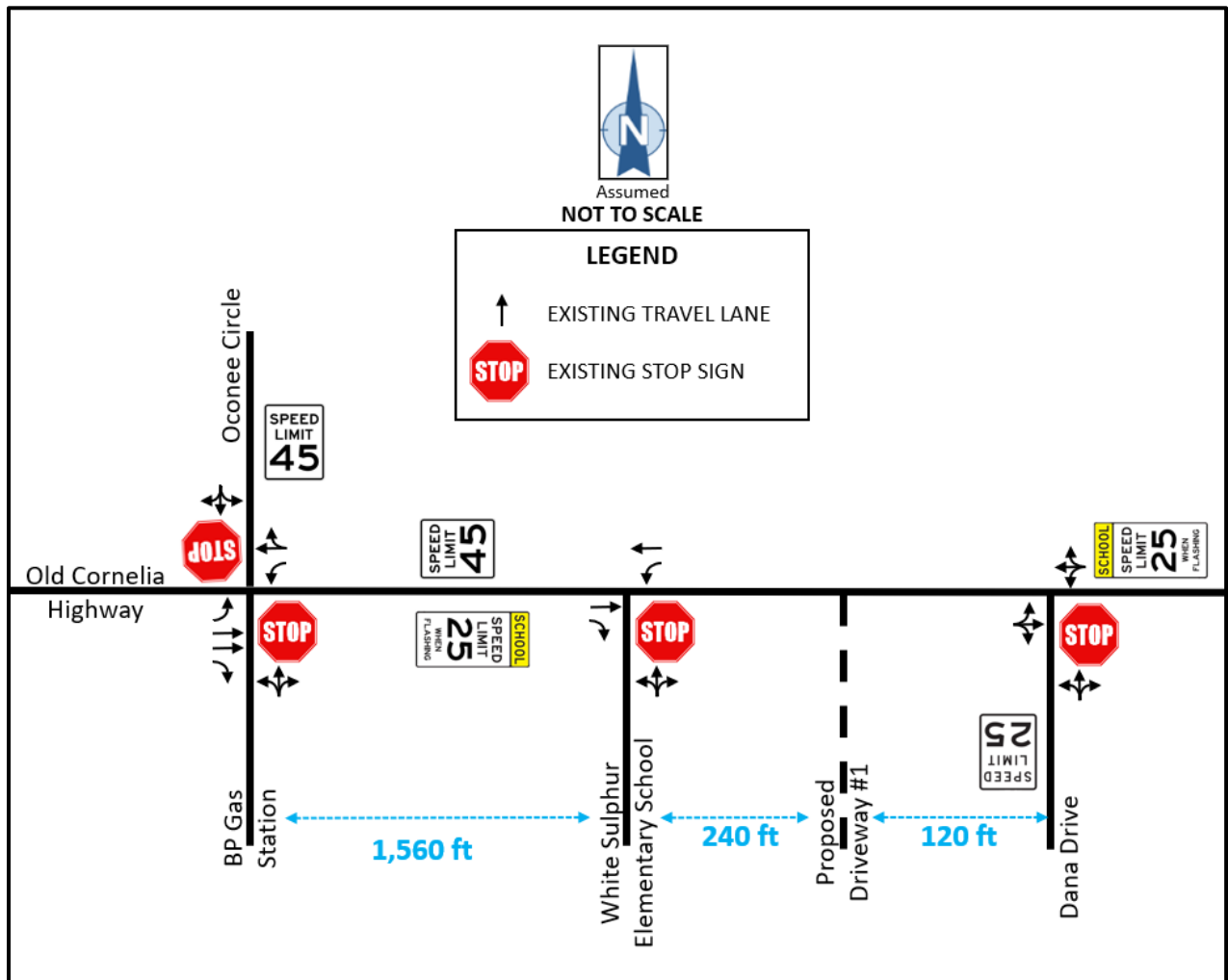


EXISTING CONDITIONS

An inventory was conducted of the current conditions at the study intersections, including roadway geometry, traffic control, and traffic volumes.

The existing roadway geometry and traffic control in the study area are shown in Figure 4 below.

Figure 4: EXISTING CONDITIONS

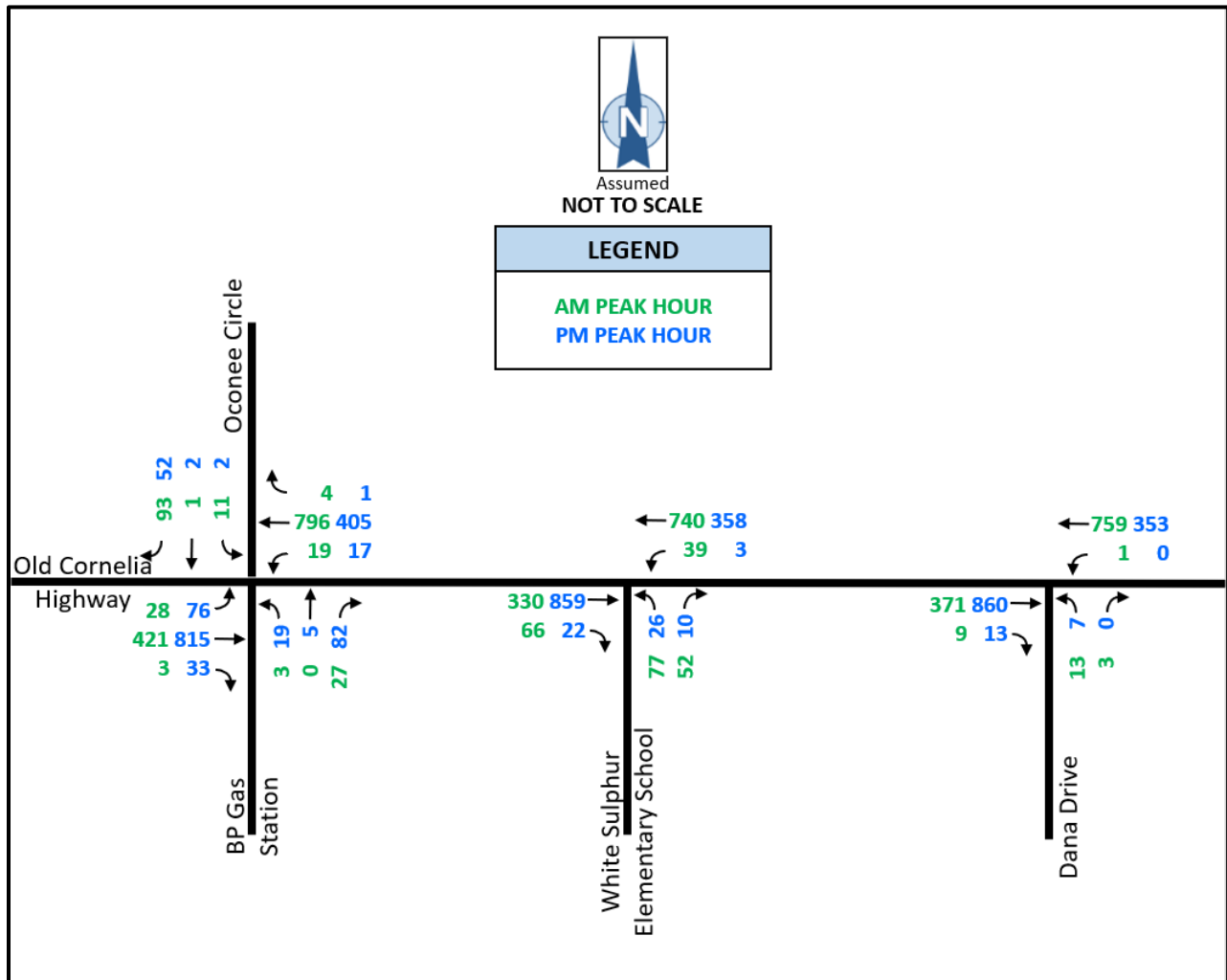


TURNING MOVEMENT VOLUMES

Turning Movement Counts (TMC's) were conducted at the study intersection on Wednesday, February 17, 2021 from 7:00 AM to 9:00 AM and from 4:30 PM to 6:30 PM. Turning movement data is provided in Appendix B.

Existing Peak Hour turning movement volumes are shown in Figure 5 below. The AM Peak Hour was found to be 7:15 to 8:15 AM, and the PM Peak Hour was found to be 4:45 to 5:45 PM.

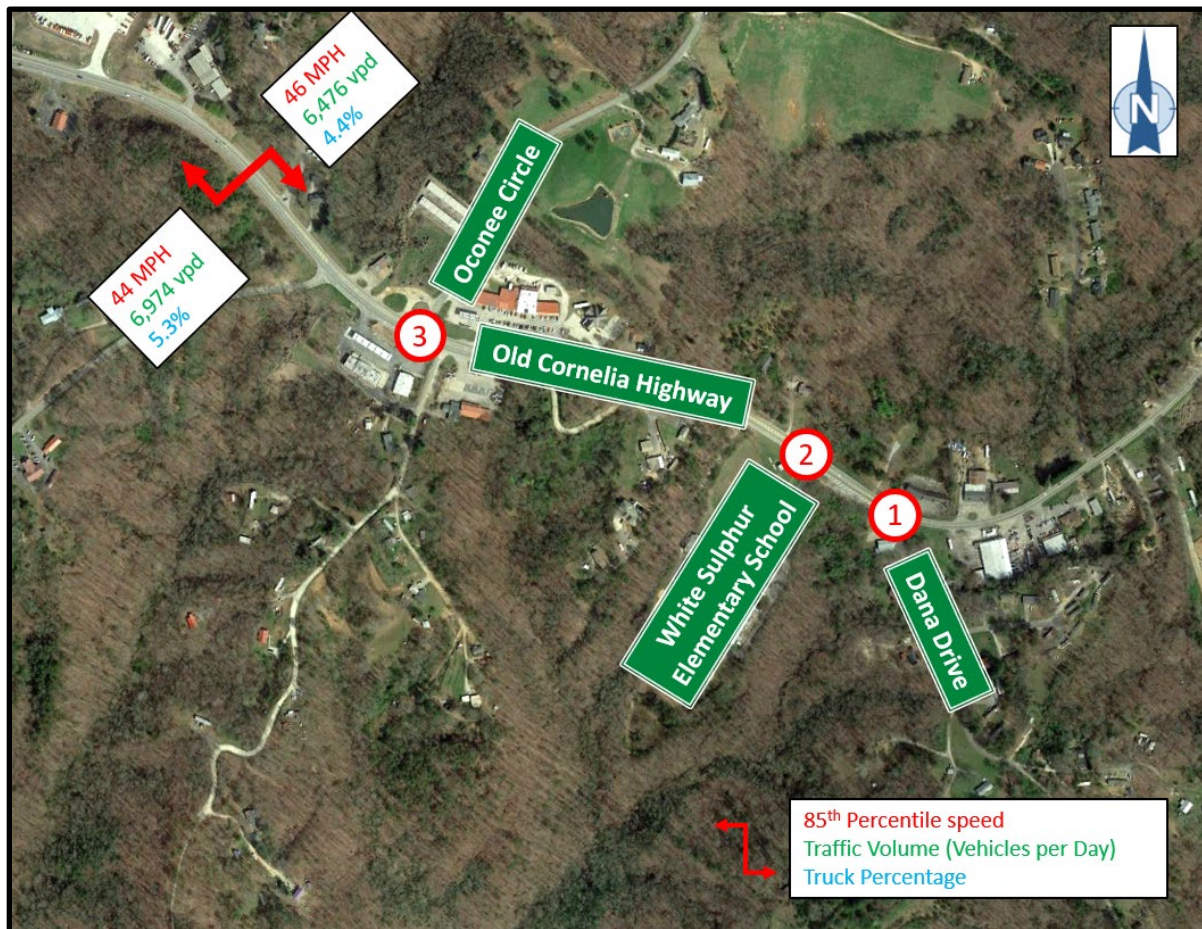
Figure 5: EXISTING 2021 TRAFFIC VOLUMES



AUTOMATIC TRAFFIC RECORDER

An Automatic Traffic Recorder (ATR) was placed on Old Cornelia Highway at GDOT Count Station #139-0210 to collect bi-directional 24-hour traffic data on Wednesday, February 17, 2021. The recorded daily volumes, truck percentages, and 85th percentile speed are shown in Figure 6 below. The ATR data can be found in Appendix C.

Figure 6: ATR DATA



COVID-19 TRAFFIC VOLUME COMPARISON & ADJUSTMENT

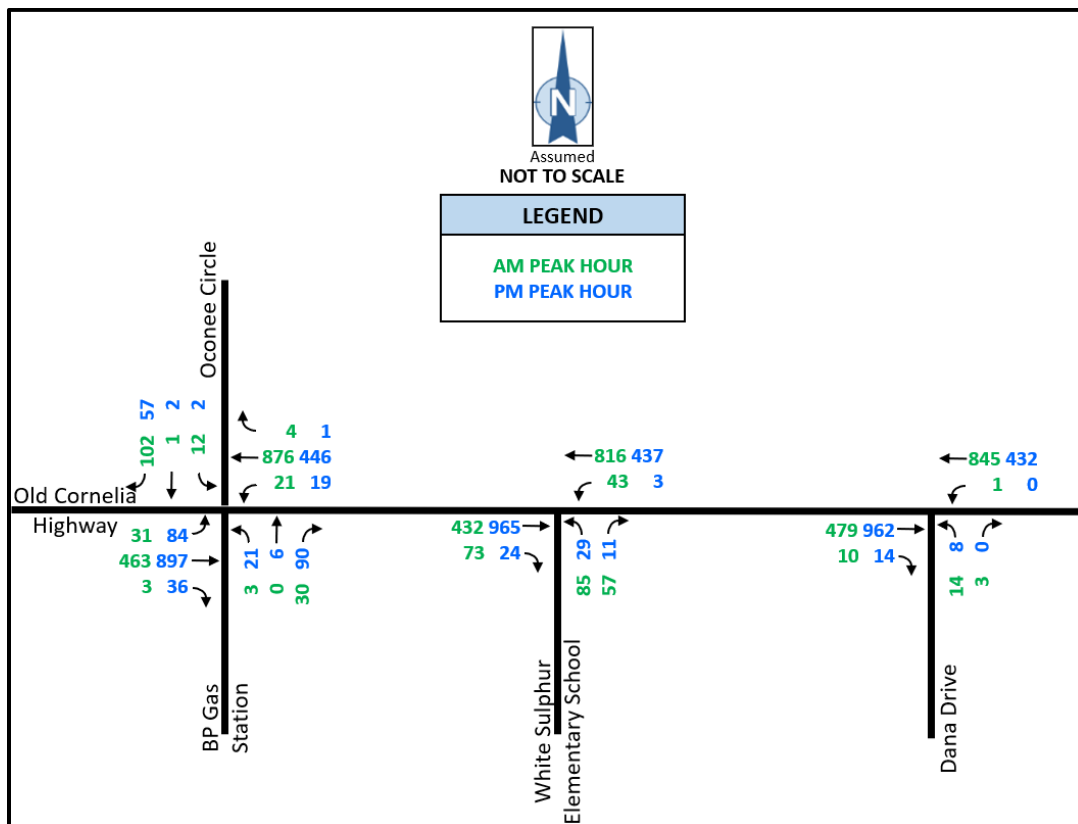
Due to the COVID-19 pandemic, GDOT issued guidance on the collection of Turning Movement Counts (TMC's). One example of guidance provided by the document issued in April 2020 states the following, "prior to collecting counts, the engineer should identify the nearest Continuous Count Station (CCS) or Short-Term count station from GDOT's Traffic Analysis and Data Application (TADA)...Turning movement counts should be factored based on the comparison of data available in TADA ..."

The ATR data was collected on GDOT count station (139-0210) near the proposed development. The raw count data from September 2018 showed a daily volume of 14,113 and a K-factor of 10.9%. After applying a growth rate of 1.5%, the daily volume at the GDOT count station was projected to grow to 14,758 vehicles per day in 2021. A comparison of the daily volume from the projected 2021 count station data and the collected volume from the 2021 ATR data revealed a reduction of 9%. The data found at this count station can be found in Appendix D.

Additionally, the volumes were balanced between intersections, using the high point for the most conservative estimate.

Figure 7 below shows the balanced 2021 TMC volume adjusted for pre-COVID traffic.

Figure 7: 2021 TRAFFIC VOLUMES (ADJUSTED)



SAFETY EVALUATION

CRASH HISTORY

Crash data was analyzed to identify collision-prone movements at the study intersection. Data was obtained from the Georgia Electronic Accident Reporting System (GEARS) for the five most recent years. Detailed crash data is provided in Appendix E.

Table 2 summarizes the crash frequency at the intersection of Old Cornelia Highway and Dana Drive.

Table 2: CRASH DATA SUMMARY, OLD CORNELIA HWY @ DANA DR

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT-ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2016	1	1/1	0	0	0	0	0	1
2017	0	0/0	0	0	0	0	0	0
2018	1	0/0	0	0	0	0	0	1
2019	1	0/0	0	0	0	1	0	0
2020	1	0/0	0	1	0	0	0	0
Total	4	1/1	0	1	0	1	0	2

According to the crash history, collisions with an animal or structure were the most prominent type of crash, accounting for 50% of the total collisions in the past five years. No fatalities were reported during this time period.

Table 3 summarizes the crash frequency at the intersection of Old Cornelia Highway and White Sulphur Elementary School.

Table 3: CRASH DATA SUMMARY, OLD CORNELIA HWY @ WHITE SULPHUR ELEMENTARY SCHOOL

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT-ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2016	0	0/0	0	0	0	0	0	0
2017	1	0/0	0	0	0	1	0	0
2018	0	0/0	0	0	0	0	0	0
2019	0	0/0	0	0	0	0	0	0
2020	0	0/0	0	0	0	0	0	0
Total	1	0/0	0	0	0	1	0	0

According to the crash history, there was a single rear end collision in the past five years. No fatalities were reported during this time period.

Table 4 summarizes the crash frequency at the intersection of Old Cornelia Highway and Oconee Circle.

Table 4: CRASH DATA SUMMARY, OLD CORNELIA HWY @ OCONEE CIR

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT- ANGLE	HEAD ON	REAR END	SIDE- SWIPE	
2016	4	1/1	0	1	0	1	0	2
2017	10	2/3	0	4	1	1	2	2
2018	5	0/0	0	1	0	2	2	0
2019	2	1/3	0	1	0	0	1	0
2020	3	1/1	0	1	0	0	1	1
Total	24	5/8	0	8	1	4	6	5

According to the crash history, right angle collisions were the most prominent type of crash, accounting for 33% of the total collisions in the past five years. No fatalities were reported during this time period.

TRAFFIC PROJECTION METHODOLOGY

The methodology used to estimate future traffic growth included the examination of Hall County census data and historic trends from the nearby GDOT count stations.

CENSUS DATA

The census data from the Hall County Strategic Plan developed in 2018 is shown in Table 5. The Strategic Plan is included in Appendix F.

Table 5: CENSUS DATA: HALL COUNTY STRATEGIC PLAN

HALL COUNTY			
YEAR	POPULATION	% CHANGE	% CHANGE PER YEAR
2010	189,684	-	-
2040	371,570	95.9%	2.27%

Source: Hall County Strategic Plan (2018 – 2028)

The data shows an increase of the population in Hall County of 95.9%, or a yearly rate of 2.27%, between 2010 and 2040.

The most recent Hall County population data from the Atlanta Regional Commission (ARC) was developed in 2015 and is shown in Table 6. The ARC population data is included in Appendix G.

Table 6: CENSUS DATA: ATLANTA REGIONAL COMMISSION

HALL COUNTY			
YEAR	POPULATION	% CHANGE	% CHANGE PER YEAR
2015	200,586	-	-
2050	289,128	44.1%	1.05%

Source: Atlanta Regional Commission, 2050 Population Forecast: Hall County

According to the ARC data, the population will see an increase of 44.1%, or a yearly rate of 1.05%, between 2015 and 2050.

HISTORIC TRAFFIC DATA

The GDOT maintains multiple annual traffic count stations in the vicinity of the study area. This data was used to establish historic growth rates in the area. Figure 8 below shows the count stations in the study area.

Figure 8: NEARBY GDOT COUNT STATIONS

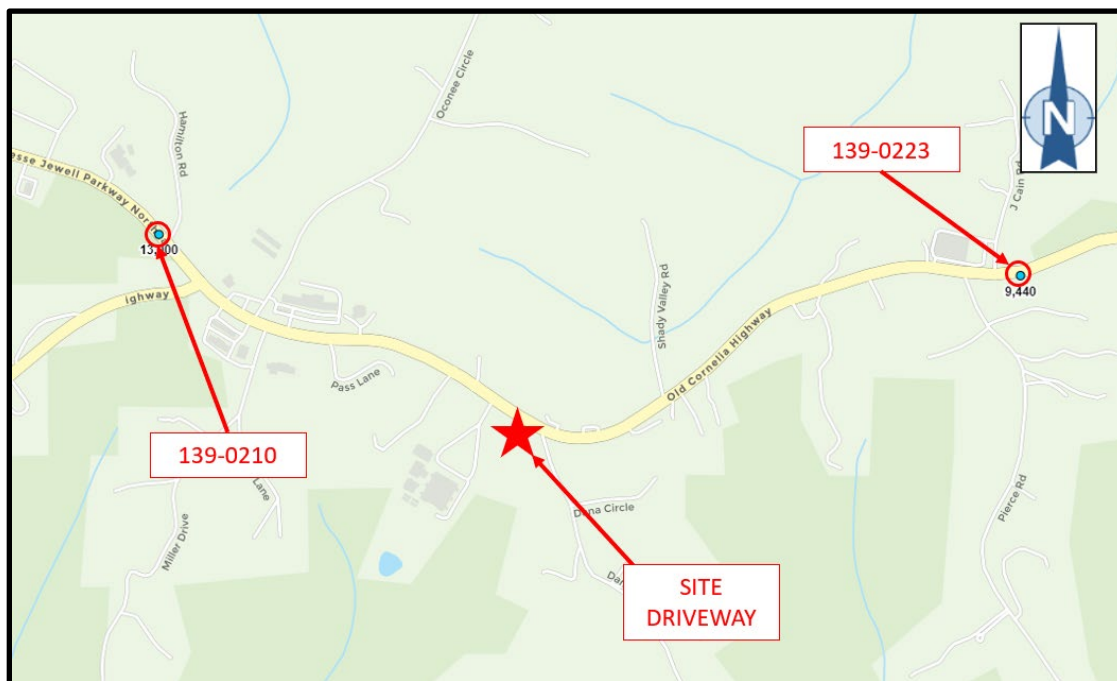


Table 7 summarizes the average annual daily traffic (AADT) reported by the GDOT for each of the years 2010 through 2020. Historic data reported by the GDOT for each of the count stations can be found in Appendix D.

Table 7: HISTORIC TRAFFIC DATA

Year	GDOT Count Station 139-0210	GDOT Count Station 139-0223
2010	*10,900	*7,890
2011	*10,600	9,170
2012	10,964	*8,260
2013	*9,620	*8,440
2014	*9,620	*8,440
2015	*9,940	9,300
2016	11,184	*8,790
2017	*10,800	*8,850
2018	14,113	*8,780
2019	*13,000	9,540
2020	12,442	-

Source: GDOT Traffic Analysis & Data Application

*Estimated counts not used in trend analysis.

TREND ANALYSIS

Figures 9 and 10, on the following pages, show graphs of the historic AADT as reported by the GDOT. A trend line is shown for each count station. Gaps in the graphs represent years for which data was estimated, which are not used in the analysis, per GDOT policy.

Figure 9: 5-YEAR TREND LINES FOR GDOT COUNT STATIONS

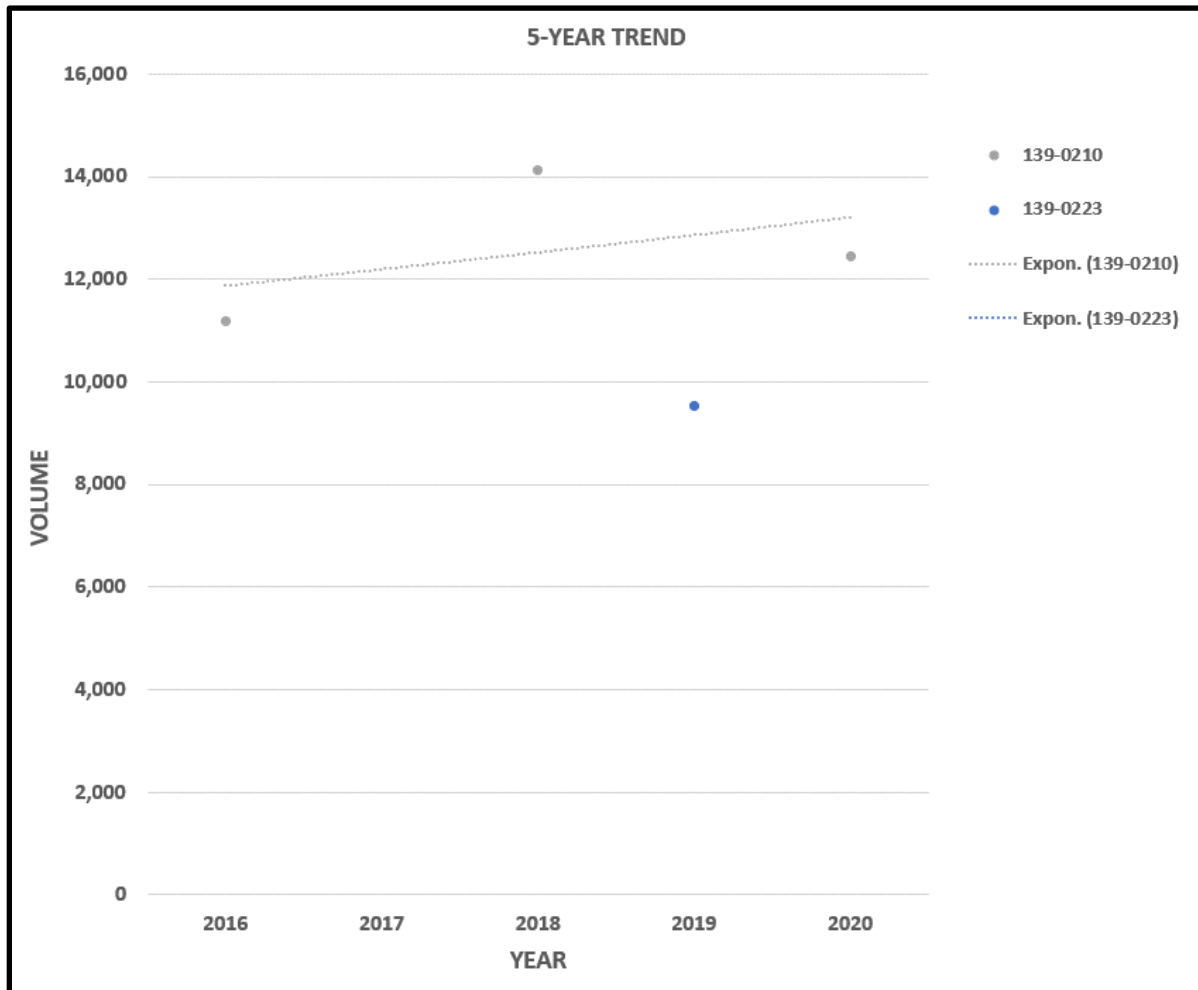
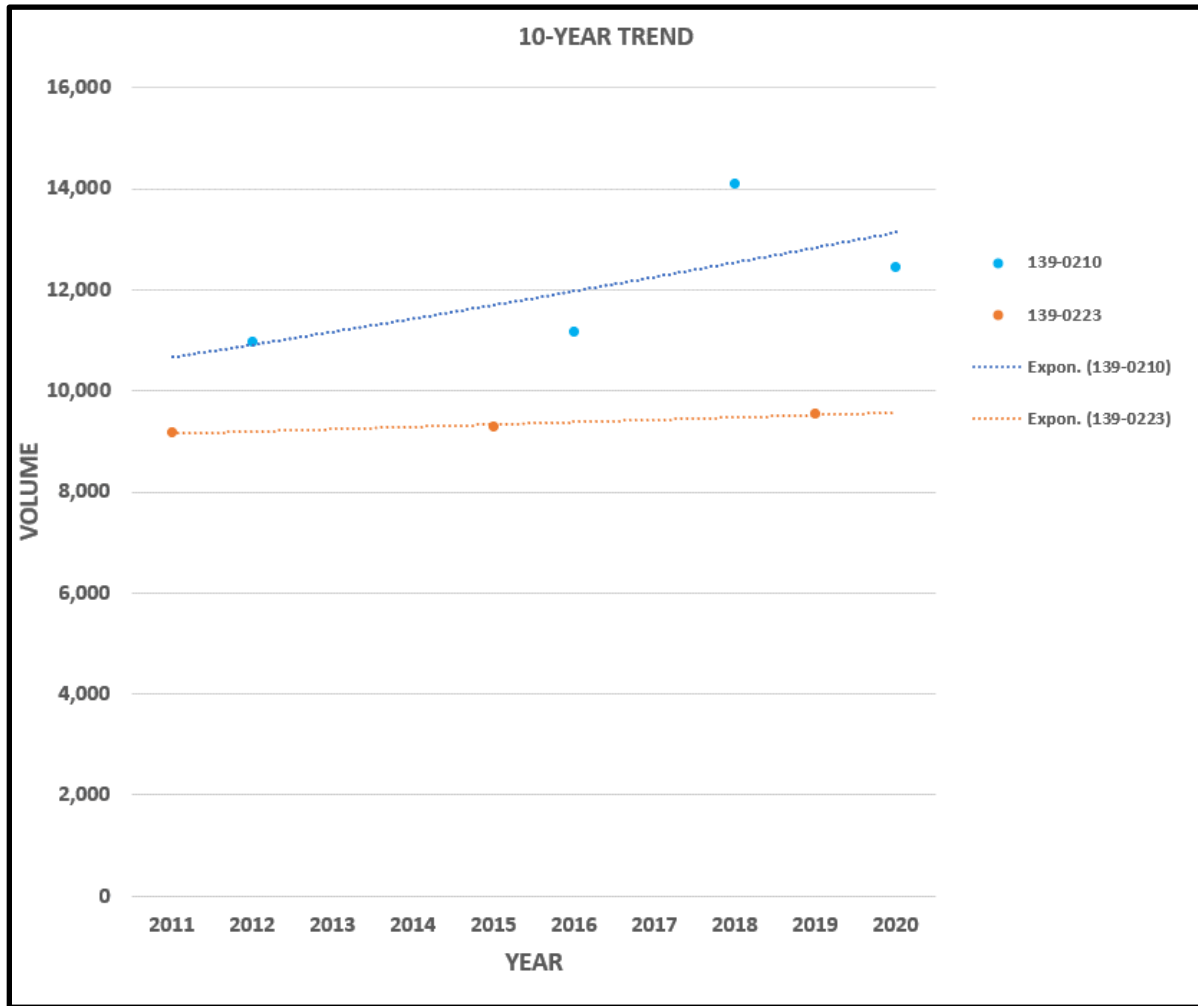


Figure 10: 10-YEAR TREND LINES FOR GDOT COUNT STATIONS



Growth rates were developed based on the 5-year and 10-year analyses of count station data shown above. Table 8 shows the resulting trend rates.

Table 8: TREND ANALYSIS FOR COUNT STATION DATA

GDOT Count Stations	5-year	10-year
139-0210	2.15%	1.27%
139-0223	0.00%	0.40%
Blended Trend Rates from Count Stations	1.37%	0.95%

Note: Rates are calculated based on annual compounding.

GROWTH RATE

The Hall County Strategic Plan projects an annual population growth rate of 2.27%. The ARC's population forecast for Hall County projects annual population growth rate to be 1.05% for the county. Based on the data available from the nearby GDOT count station, the growth trend was calculated to be 1.37% for the past five years, and 0.95% for the past ten years.

Based on these rates and the surrounding area, the background traffic growth rate was established to be **1.5%** from the Existing year (2021) to the Phase 3 Build year (2035), for the purposes of the study.

GROWTH FACTOR

A growth factor was established by applying the growth rates to the following equation, shown below:

$$\text{Growth Factor} = (1 + r)^n$$

Where:

r = growth rate

n = number of years

The volumes projections were calculated using the following values as 'n', taken as the time period between the 2021 Existing year and each corresponding phase.

- Existing Year (2021) to Phase 1 Build Year (2025) – n=4
- Existing Year (2021) to Phase 2 Build Year (2030) – n=9
- Existing Year (2021) to Phase 3 Build Year (2035) – n=14

Growth factors are provided in Table 9.

Table 9: GROWTH FACTORS

PROJECTED YEARS		
Phase 1 Build Year (2025)	Phase 2 Build Year (2030)	Phase 3 Build Year (2035)
1.06	1.14	1.23

Figures 11 through 13 on the following pages show the estimated No-Build traffic volumes at the study intersections for each Phase (2025, 2030, 2035).

Figure 11: NO-BUILD VOLUMES, 2025

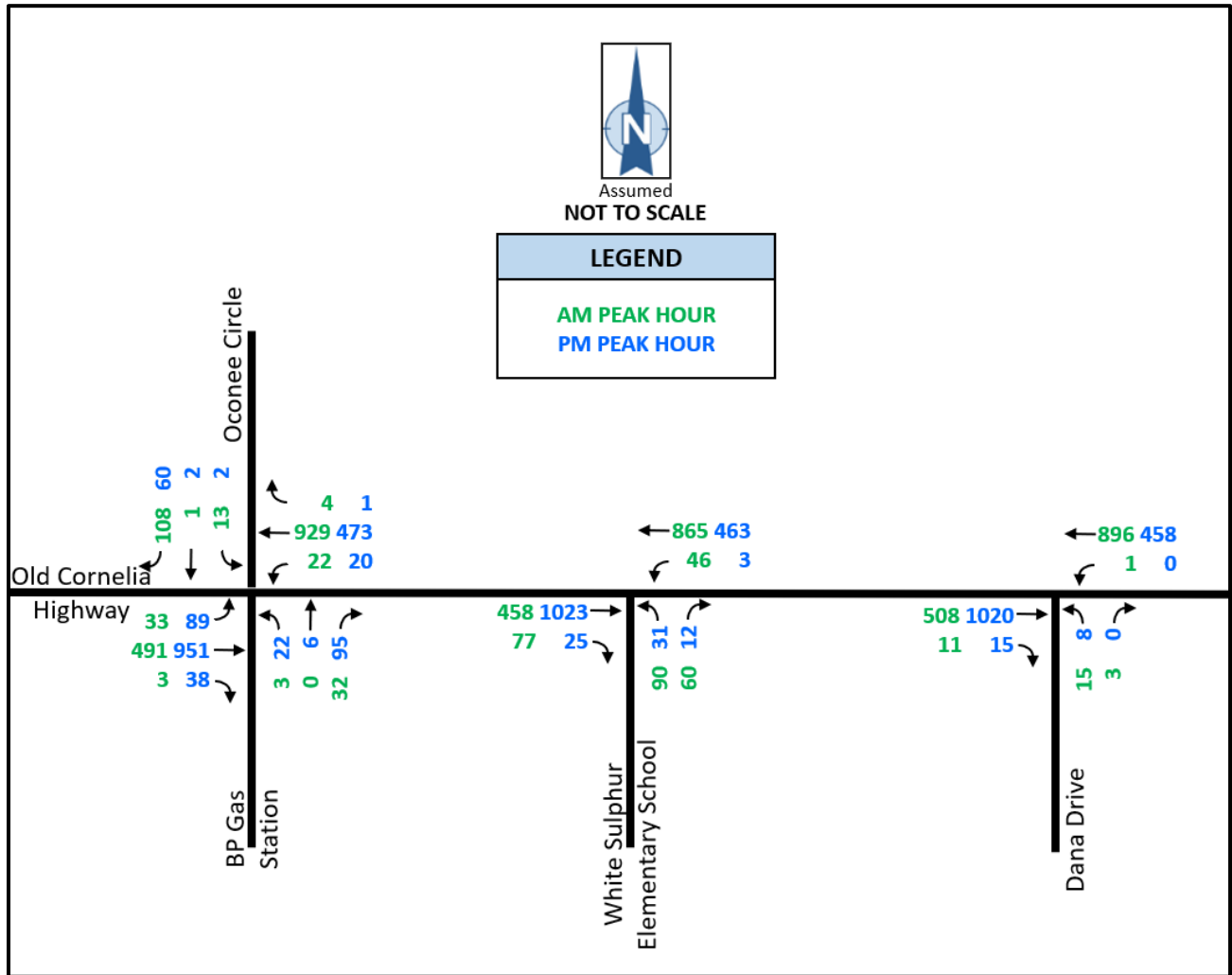


Figure 12: NO-BUILD VOLUMES, 2030

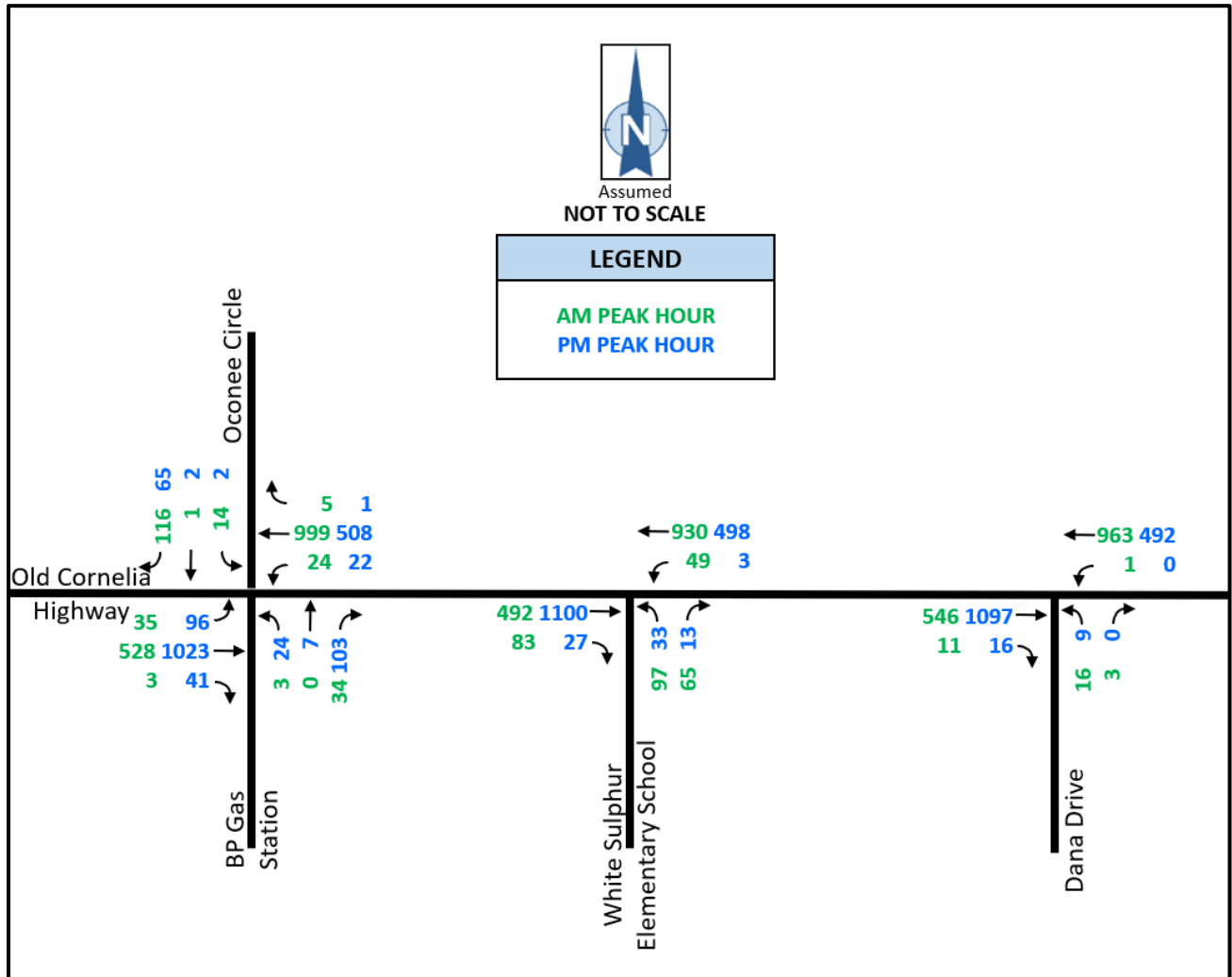
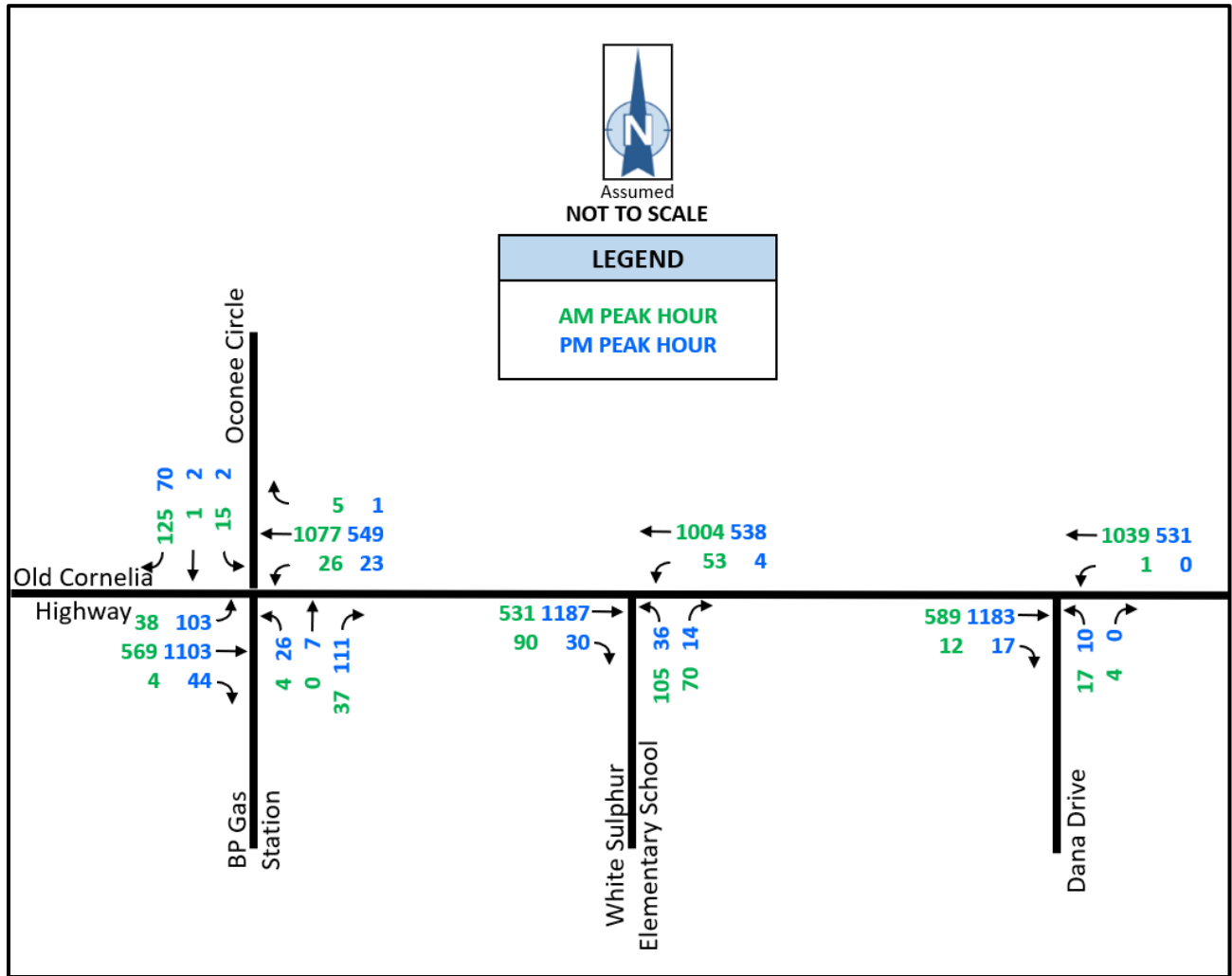


Figure 13: NO-BUILD VOLUMES, 2035



PROJECTED CONDITIONS

TRIP GENERATION

The trips generated by the development were estimated using trip generation rates found in ITE's publication *Trip Generation*, 10th Edition. *TripGen 10* software from Trafficware was used to facilitate the calculation. The trip generation publication contains multiple associated trip rates for the listed land uses. The rate that resulted in the larger trip generation was used for this study.

The development is scheduled to be constructed at a rate of 160 homes per year, and was evaluated in three phases: Phase 1 (2025), Phase 2 (2030), and Phase 3 (2035). Each phase of the trip generation is cumulative and includes the previous phase.

The weekday AM and PM Peak Hour trip generation estimates correspond to the peak hour of the adjacent street. It was assumed that 50% of the trips generated by the baseball park would be internal capture trips, generated by the residential land uses. Tables 10 through 12 summarizes the trip generation results. The trip generation data is provided in Appendix H.

Table 10: TRIP GENERATION, PHASE 1 (2025)

ITE CODE	LAND USE	SIZE	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single Family Detached Housing	190 DU	1,877	35	106	141	118	70	188
210	Single Family Detached Housing	436 DU	4,116	81	242	323	272	160	432
221	Multifamily Housing (Mid-Rise)	174 DU	947	16	47	63	47	30	77
411	Public Park	20 acres	101	0	0	0	13	11	24
UNADJUSTED VOLUME			7,041	132	395	527	450	271	721
INTERNAL CAPTURE TRIPS			-50	-0	-0	-0	-6	-6	-12
VOLUME ADDED TO ADJACENT STREETS			6,991	132	395	527	444	265	709

Table 11: TRIP GENERATION, PHASE 2 (2030)

ITE CODE	LAND USE	SIZE	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single Family Detached Housing	190 DU	1,877	35	106	141	118	70	188
210	Single Family Detached Housing	486 DU	4,588	90	270	360	303	178	481
221	Multifamily Housing (Mid-Rise)	924 DU	5,034	87	246	333	248	159	407
411	Public Park	20 acres	101	0	0	0	13	11	24
UNADJUSTED VOLUME			11,600	212	622	834	682	418	1,100
INTERNAL CAPTURE TRIPS			-50	-0	-0	-0	-6	-6	-12
VOLUME ADDED TO ADJACENT STREETS			11,550	212	622	834	676	412	1,088

Table 12: TRIP GENERATION, PHASE 3 (2035)

ITE CODE	LAND USE	SIZE	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single Family Detached Housing	190 DU	1,877	35	106	141	118	70	188
210	Single Family Detached Housing	1,226 DU	11,573	227	680	907	765	449	1,214
221	Multifamily Housing (Mid-Rise)	924 DU	5,034	87	246	333	248	159	407
411	Public Park	20 acres	101	0	0	0	13	11	24
UNADJUSTED VOLUME			18,585	349	1,032	1,381	1,144	689	1,833
INTERNAL CAPTURE TRIPS			-50	-0	-0	-0	-6	-6	-12
VOLUME ADDED TO ADJACENT STREETS			18,535	349	1,032	1,381	1,138	683	1,821

The development is proposed to have a main driveway on Old Cornelia Highway between White Sulphur Elementary School and Dana Drive, with additional driveways added to the development in 2030 and 2035, respectively. The following assumptions were made for each build phase:

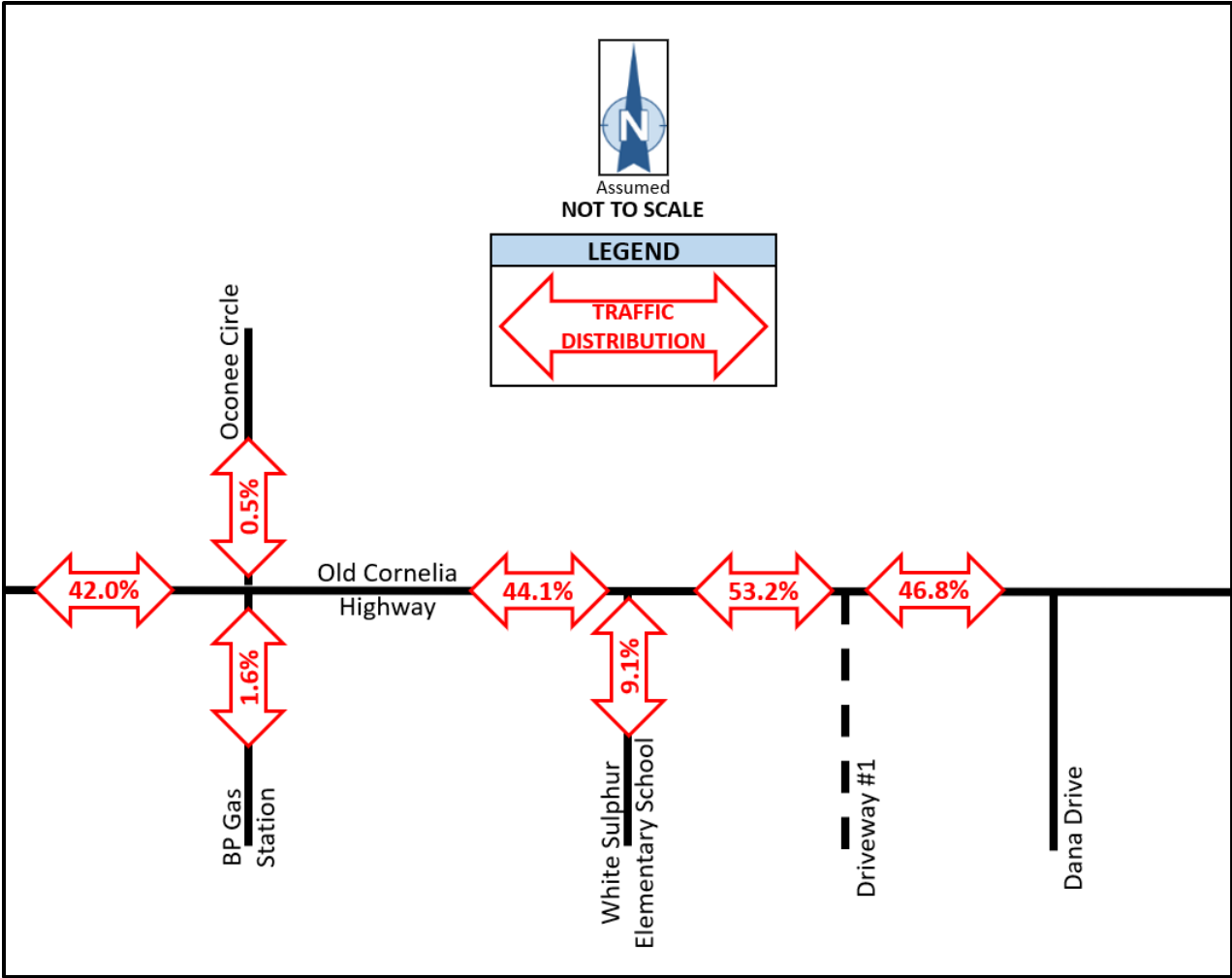
- **Phase 1 (2025)** - 100% of the trips would use the main driveway.
- **Phase 2 (2030)** – 80% of the trips would use the main driveway, and the remaining trips would use the secondary access point on Old Cornelia Highway.
- **Phase 3 (2035)** – 60% of the trips would use the main driveway, and the remaining trips would use the other access points on Old Cornelia Highway and Floyd Road.

TRIP DISTRIBUTION

In order to develop a distribution pattern for residential trips, the TMC data of the study area was analyzed and used to determine the percentage of traffic passing the proposed residential driveways for the new trips. The trip distribution percentages were based on the AM traffic pattern.

Figure 14 below shows the resulting trip distribution pattern that was used to assign the new generated traffic for the residential land uses.

Figure 14: TRIP DISTRIBUTION PATTERN



TRAFFIC ASSIGNMENT

Tables 13 through 15 shows how the distributed trips are expected to enter and exit the development for each phase, according to the direction traveled.

Table 13: NEW TRIPS ASSIGNMENT, PHASE 1 (2025)

To & From	%	AM		PM	
		IN	OUT	IN	OUT
Old Cornelia Highway West	42.0%	55	166	187	111
BP Gas Station	1.6%	2	6	7	4
Oconee Circle	0.5%	1	2	2	2
White Sulphur Elementary School	9.1%	12	36	40	24
Old Cornelia Highway East	46.8%	62	185	208	124
Total Trips	100%	132	395	444	265

Table 14: NEW TRIPS ASSIGNMENT, PHASE 2 (2030)

To & From	%	AM		PM	
		IN	OUT	IN	OUT
Old Cornelia Highway West	42.0%	71	209	227	139
BP Gas Station	1.6%	3	8	9	5
Oconee Circle	0.5%	1	3	3	2
White Sulphur Elementary School	9.1%	15	45	49	30
Old Cornelia Highway East	46.8%	80	233	253	154
Total Trips	100%	170	498	541	330

Table 15: NEW TRIPS ASSIGNMENT, PHASE 3 (2035)

To & From	%	AM		PM	
		IN	OUT	IN	OUT
Old Cornelia Highway West	42.0%	88	260	287	172
BP Gas Station	1.6%	3	10	11	7
Oconee Circle	0.5%	1	3	3	2
White Sulphur Elementary School	9.1%	19	56	62	37
Old Cornelia Highway East	46.8%	98	290	320	192
Total Trips	100%	209	619	683	410

New Trips

The new trips generated by the development for each phase are shown in Figures 15 through 17 on the following pages. These trips are based on the assumptions from the traffic assignment.

Figure 15: NEW TRIPS, PHASE 1 (2025)

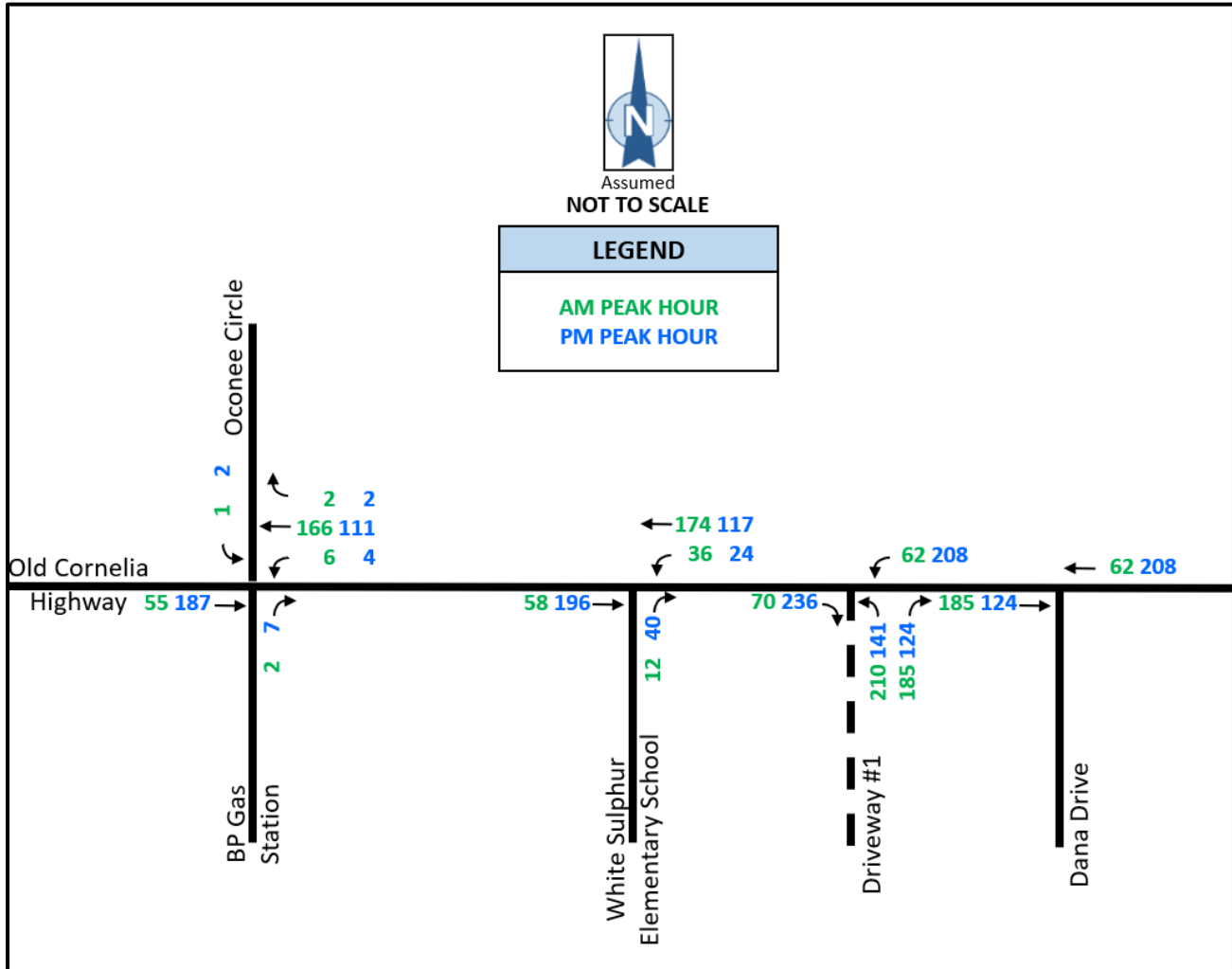


Figure 16: NEW TRIPS, PHASE 2 (2030)

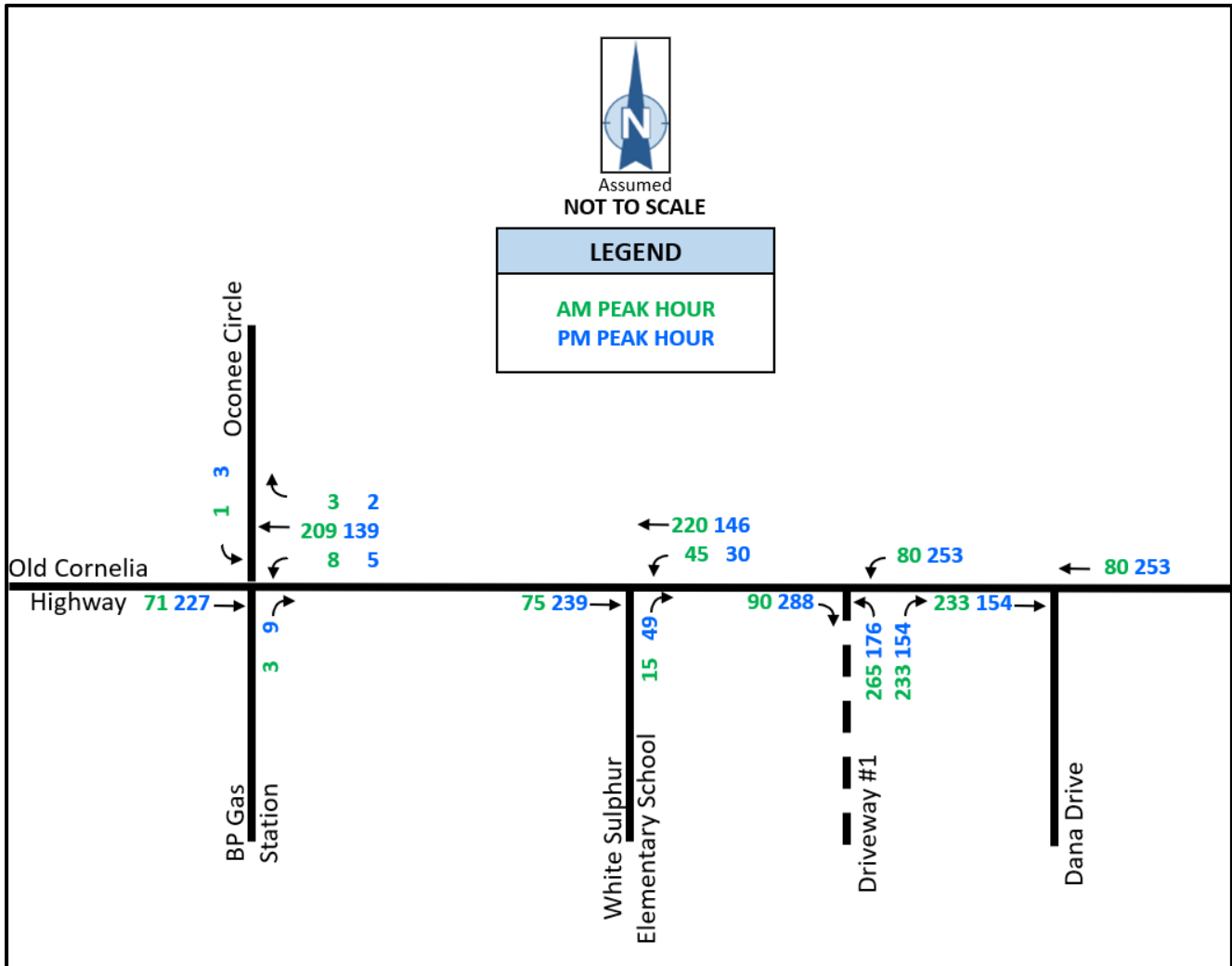
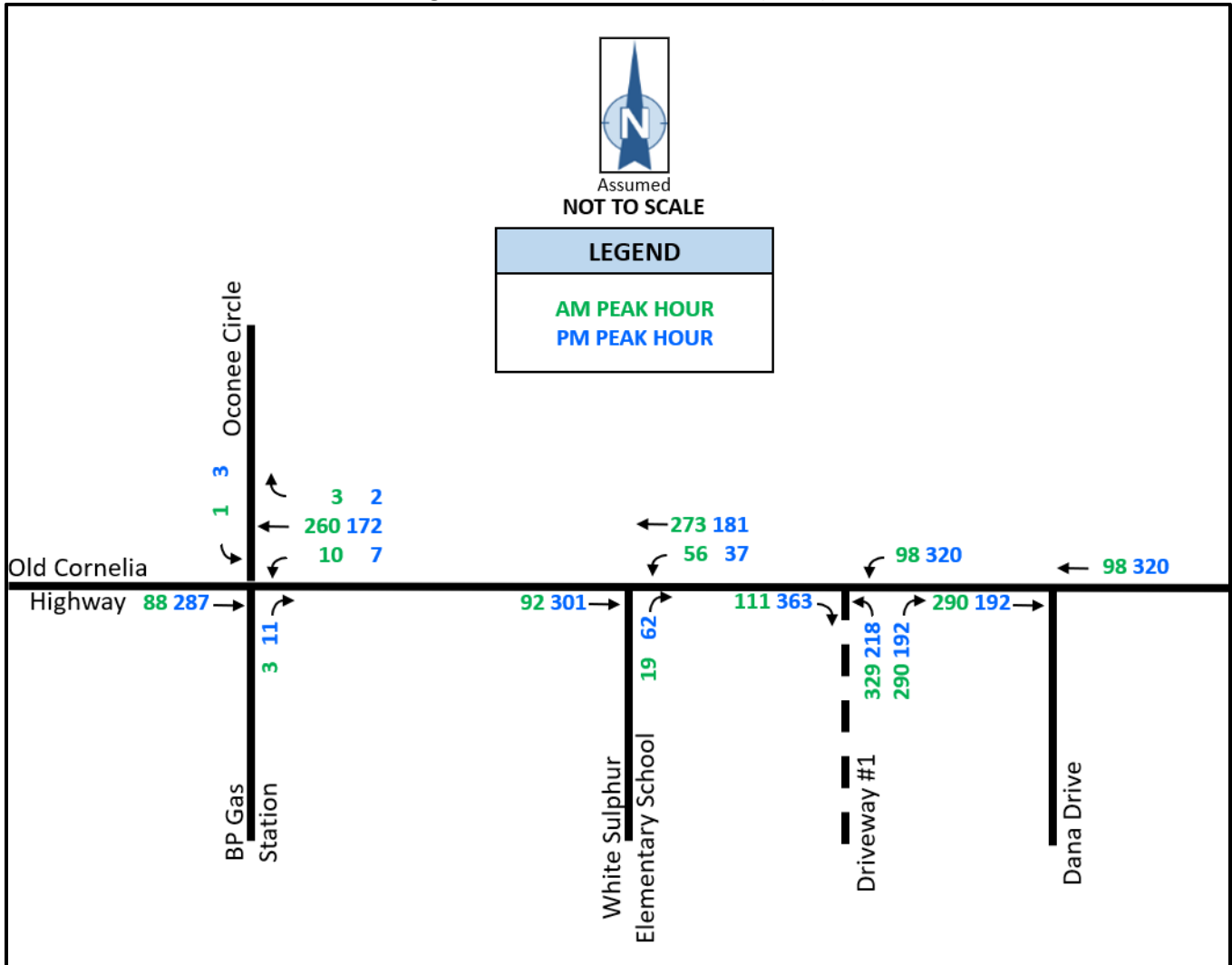


Figure 17: NEW TRIPS, PHASE 3 (2035)



Total Peak Hour Traffic Volumes

The Total Peak Hour Traffic Volumes for each phase are derived by combining the New Trips (Figures 15 through 17) with the No-Build Volumes (Figures 11 through 13). The Projected 2025 Peak Hour Traffic Volumes are shown below in Figure 18, and the Projected 2030 and 2035 Peak Hour Traffic Volumes are shown on the following pages in Figure 19 and 20.

Figure 18: TOTAL PEAK HOUR TRAFFIC VOLUMES, PHASE 1 (2025)

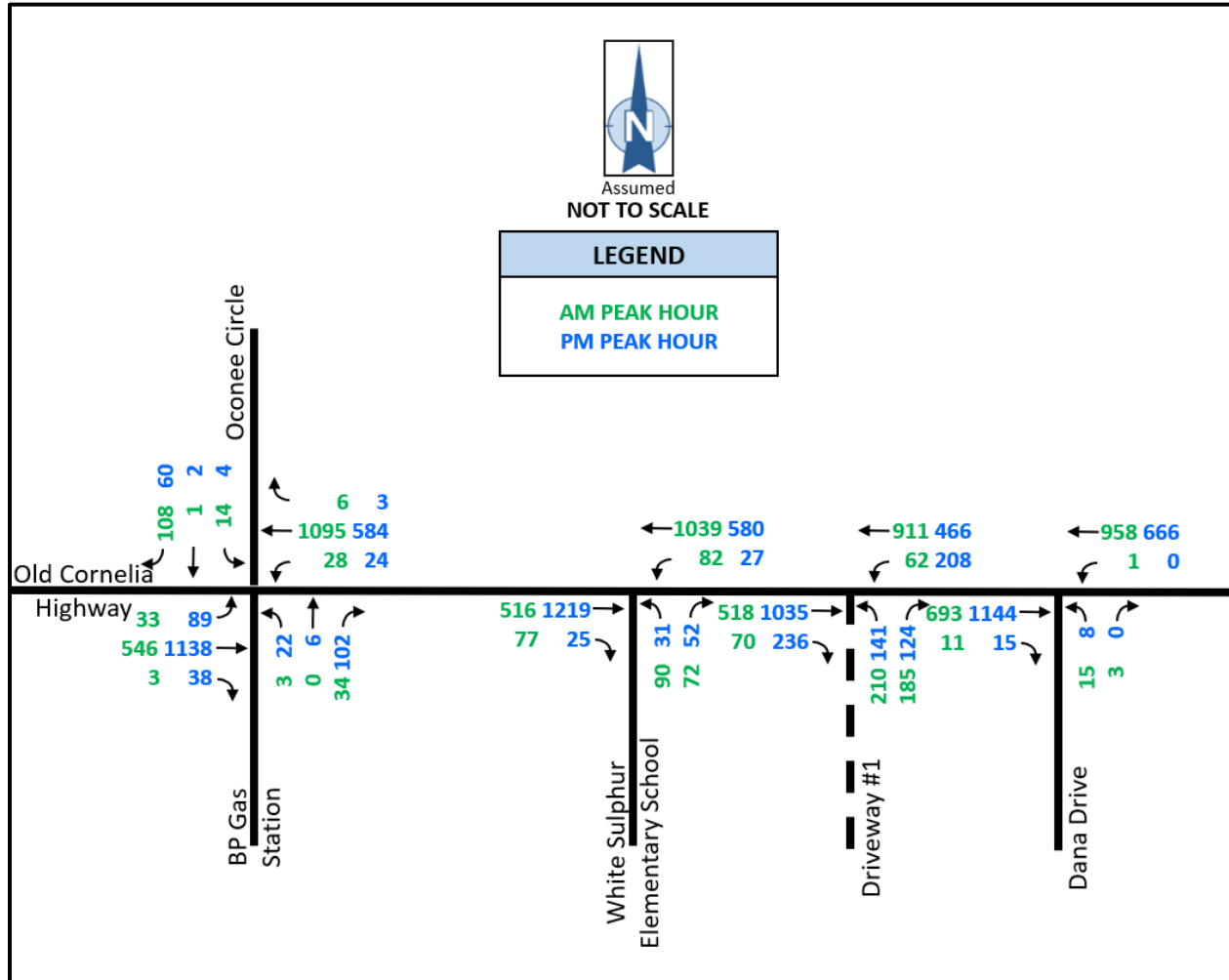


Figure 19: TOTAL PEAK HOUR TRAFFIC VOLUMES, PHASE 2 (2030)

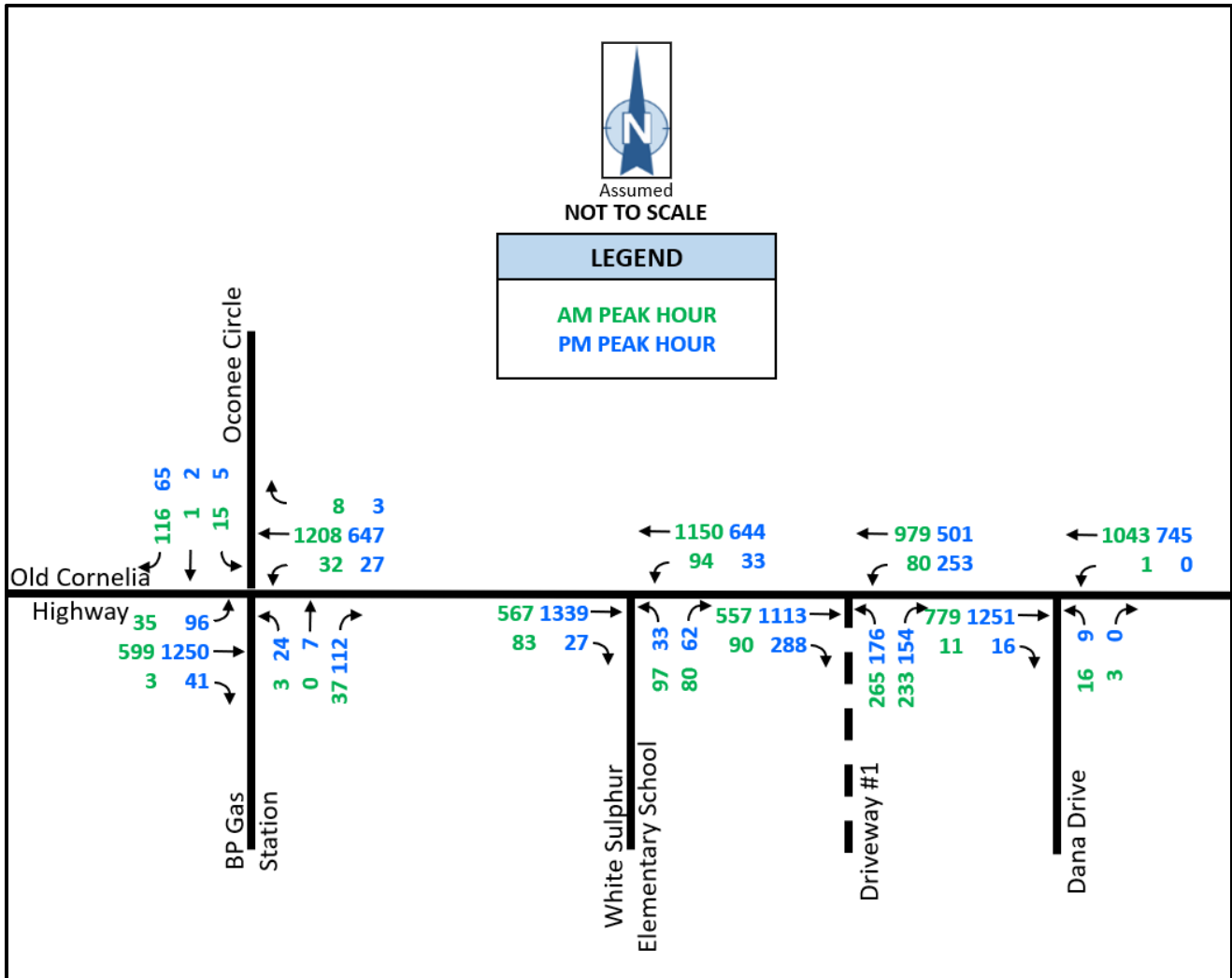
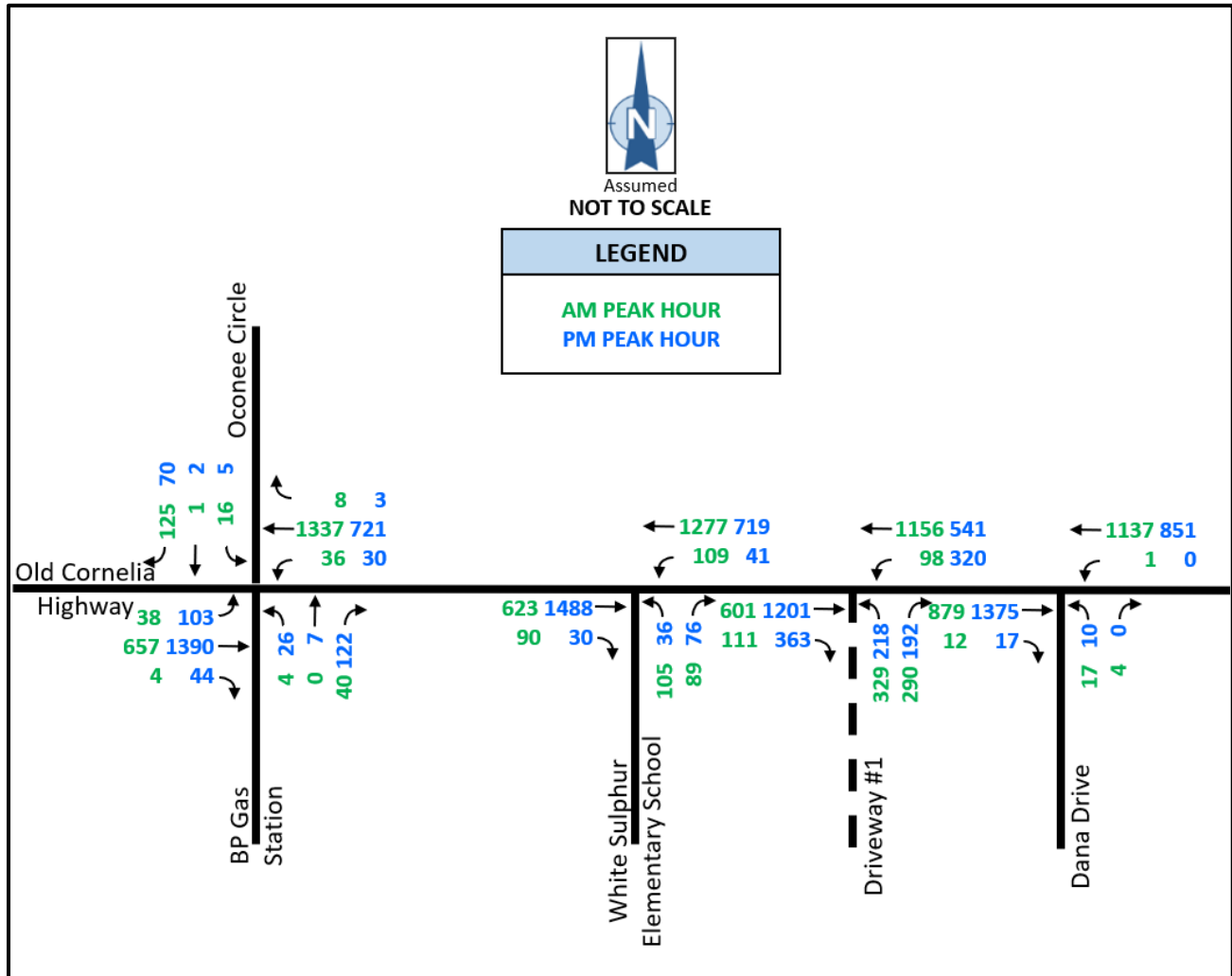


Figure 20: TOTAL PEAK HOUR TRAFFIC VOLUMES, PHASE 3 (2035)



CAPACITY ANALYSIS

Existing and projected conditions were evaluated using capacity analysis techniques described in the *Highway Capacity Manual, Special Report 209*, published by the Transportation Research Board, 2016. *Synchro 10* from Trafficware was used to facilitate the analysis. HCM level-of-service (LOS) definitions are shown in Table 16. The target LOS at the study intersection is 'D' or better.

Table 16: LEVEL OF SERVICE CRITERIA

LEVEL OF SERVICE	DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS
A	≤10.0	≤10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 79.9	35.1 to 49.9
F	>80.0	>50.0

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 2016

EXISTING CONDITIONS

The intersections included in the study were first evaluated using the existing geometry and volumes. The results of the capacity analysis for the intersections are summarized in Table 17. For each condition, the level of service is shown, followed parenthetically by the average delay per vehicle, in seconds. The capacity analysis reports for the intersections under existing conditions are provided in Appendix I.

Table 17: CAPACITY ANALYSIS RESULTS - EXISTING CONDITIONS

INTERSECTION	MOVEMENT	EXISTING YEAR (2021)	
		AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT/R	-	-
	WBL/T	A (8.4)	-
	NBL/R	D (29.2)	E (38.6)
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	-	-
	EBR	-	-
	WBL	A (8.9)	B (10.5)
	WBT	-	-
	NBL/R	F (161.5)	E (38.2)
Old Cornelia Hwy @ Oconee Cir	EBL	B (10.3)	A (8.8)
	EBT	-	-
	EBR	-	-
	WBL	A (8.6)	B (10.7)
	WBT/R	-	-
	NBL/T/R	C (18.7)	F (95.1)
	SBL/T/R	D (32.5)	C (15.9)

Capacity results indicate that the following intersections are experiencing unacceptable operation under existing conditions:

- Old Cornelia Highway and Dana Drive, which currently operates at LOS ‘E’ on the northbound approach in the PM Peak Hour.
- Old Cornelia Highway and White Sulphur Elementary School, which currently operates at LOS ‘E’ or worse on the northbound approach in both peak hours.
- Old Cornelia Highway and Oconee Circle, which currently operates at LOS ‘F’ on the northbound approach in the PM Peak Hour.

PROJECTED NO-BUILD CONDITIONS

The projected No-Build conditions include the existing geometry and the background growth volumes without the new trips generated from the development. The capacity analysis results for each of the study intersections under projected No-Build conditions for each Phase (2025, 2030, and 2035) are provided in Table 18 below. The capacity analysis reports for the intersections under projected No-Build conditions can be found in Appendix J.

Table 18: CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT/R	-	-	-	-	-	-
	WBL/T	A (8.5)	-	A (8.7)	-	A (8.8)	-
	NBL/R	D (33.2)	E (44.1)	E (39.4)	F (52.9)	E (47.1)	F (66.9)
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL	A (9.1)	B (10.8)	A (9.3)	B (11.3)	A (9.5)	B (11.9)
	WBT	-	-	-	-	-	-
	NBL/R	F (251.4)	E (45.2)	F (420.4)	F (58.5)	F (688.1)	F (86.1)
Old Cornelia Hwy @ Ocone Cir	EBL	B (10.6)	A (8.9)	B (11.1)	A (9.1)	B (11.6)	A (9.3)
	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL	A (8.7)	B (11.0)	A (8.8)	B (11.5)	A (9.0)	B (12.1)
	WBT/R	-	-	-	-	-	-
	NBL/T/R	C (21.7)	F (157.9)	D (27.5)	F (334.3)	F (56.9)	F (619.0)
	SBL/T/R	E (40.6)	C (17.0)	F (57.9)	C (18.8)	F (96.0)	C (21.6)

Capacity results indicate that the following intersections are projected to experience unacceptable operation under No-Build conditions:

- Phase 1 (2025):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' on the northbound approach in the PM Peak Hour.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'E' on the northbound approach in the PM Peak Hour and LOS 'F' in the AM Peak Hour.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'E' on the southbound approach in the AM Peak Hour and at LOS 'F' on the northbound approach in the PM Peak Hour.
- Phase 2 (2030):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' on the northbound approach in the AM Peak Hour and LOS 'F' in the PM Peak Hour.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'F' on the southbound approach in the AM Peak Hour and at LOS 'F' on the northbound approach in the PM Peak Hour.
- Phase 3 (2035):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' on the northbound approach in the AM Peak Hour and LOS 'F' in the PM Peak Hour.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'F' on the southbound approach in the AM Peak Hour and at LOS 'F' on the northbound approach in both peak hours.

PROJECTED BUILD CONDITIONS

The projected Build conditions include the existing geometry and the Total Peak Hour Traffic Volumes, which includes the background growth and new trips generated by the development. The capacity analysis results for each of the study intersections under projected Build conditions are provided in Table 19. The capacity analysis reports for the intersections under projected Build conditions can be found in Appendix K.

Table 19: CAPACITY ANALYSIS RESULTS – BUILD CONDITIONS

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT/R	-	-	-	-	-	-
	WBL/T	A (9.2)	-	A (9.6)	-	B (10.0)	-
	NBL/R	E (48.5)	F (76.6)	F (67.0)	F (109.4)	F (100.3)	F (183.5)
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL	A (9.6)	B (12.4)	B (10.0)	B (13.5)	B (10.6)	C (15.2)
	WBT	-	-	-	-	-	-
	NBL/R	F (711.0)	F (121.7)	F (*)	F (261.8)	F (*)	F (609.3)
Old Cornelia Hwy @ Ocone Cir	EBL	B (11.7)	A (9.4)	B (12.5)	A (9.8)	B (13.7)	B (10.2)
	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL	A (8.9)	B (12.4)	A (9.2)	B (13.4)	A (9.4)	B (14.9)
	WBT/R	-	-	-	-	-	-
	NBL/T/R	E (35.9)	F (532.3)	F (75.0)	F (*)	F (993.8)	F (*)
	SBL/T/R	F (82.5)	D (27.6)	F (163.8)	E (46.1)	F (335.5)	F (113.4)
Old Cornelia Hwy @ Driveway #1	EBT/R	-	-	-	-	-	-
	WBL/T	A (9.1)	C (18.2)	A (9.5)	D (26.1)	A (9.9)	F (64.3)
	NBL/R	F (*)	F (*)	F (*)	F (*)	F (*)	F (*)

Capacity results indicate that the following intersections are projected to experience unacceptable operation under Build conditions:

- Phase 1 (2025):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' on the northbound approach in the AM Peak Hour and LOS 'F' in the PM Peak Hour.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'F' on the southbound approach in the AM Peak Hour and at LOS 'E' or worse on the northbound approach in both peak hours.
 - Old Cornelia Highway and Driveway #1, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
- Phase 2 (2030):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'E' or worse on the southbound approach in both peak hours and at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Driveway #1, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
- Phase 3 (2035):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'F' on the southbound approach in both peak hours and at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Driveway #1, which is projected to operate at LOS 'F' on the northbound approach in both peak hours and at LOS 'F' on the westbound approach in the PM Peak Hour.

PROJECTED CONDITIONS WITH WIDENING

A long range widening project on Old Cornelia Highway is scheduled to begin construction after the completion of Phase 3 (2035) of the development. In order to evaluate potential improvements to the study area, the No-Build and Build condition volumes were evaluated for all three phases with Old Cornelia Highway widened to four lanes.

The capacity analysis results for each of the study intersections under projected No-Build conditions with widening on Old Cornelia Road are provided in Table 20. The capacity analysis reports for the intersections under projected No-Build and Build conditions with the widening project can be found in Appendix L.

Table 20: CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS WITH WIDENING

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT	-	-	-	-	-	-
	EBT/R	-	-	-	-	-	-
	WBL/T	A (8.5)	-	A (8.7)	-	A (8.8)	-
	WBT	-	-	-	-	-	-
	NBL/R	C (20.4)	E (38.0)	C (22.5)	E (45.0)	D (25.0)	F (55.0)
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL	A (9.1)	B (10.8)	A (9.3)	B (11.3)	A (9.6)	B (11.9)
	WBT	-	-	-	-	-	-
	NBL/R	F (58.4)	D (33.3)	F (99.2)	E (40.6)	F (181.3)	F (53.7)
Old Cornelia Hwy @ Oconee Cir	EBL	B (10.6)	A (8.9)	B (11.1)	A (9.1)	B (11.6)	A (9.3)
	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL	A (8.7)	B (11.0)	A (8.9)	B (11.5)	A (9.0)	B (12.1)
	WBT	-	-	-	-	-	-
	WBT/R	-	-	-	-	-	-
	NBL/T/R	B (13.1)	F (75.7)	B (13.9)	F (153.7)	C (16.4)	F (297.3)
	SBL/T/R	C (23.7)	B (14.8)	D (29.6)	C (16.2)	E (40.8)	C (18.3)

Capacity results indicate that the following intersections are projected to experience unacceptable operation under No-Build conditions with widening on Old Cornelia Highway:

- Phase 1 (2025):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' on the northbound approach in the PM Peak Hour.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach in the AM Peak Hour.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'F' on the northbound approach in the PM Peak Hour.
- Phase 2 (2030):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' in the PM Peak Hour.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'E' or worse on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'F' on the northbound approach in the PM Peak Hour.
- Phase 3 (2035):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'F' on the northbound approach in the PM Peak Hour.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'E' on the southbound approach in the AM Peak Hour and at LOS 'F' on the northbound approach in the PM Peak Hour.

The capacity analysis results for each of the study intersections under projected Build conditions with widening on Old Cornelia Road are provided in Table 21.

Table 21: CAPACITY ANALYSIS RESULTS – BUILD CONDITIONS WITH WIDENING

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT	-	-	-	-	-	-
	EBT/R	-	-	-	-	-	-
	WBL/T	A (9.2)	-	A (9.6)	-	B (10.0)	-
	WBT	-	-	-	-	-	-
	NBL/R	D (27.3)	F (56.3)	D (33.7)	F (75.3)	E (42.3)	F (112.5)
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL	A (9.6)	B (12.4)	B (10.1)	B (13.5)	B (10.6)	C (15.2)
	WBT	-	-	-	-	-	-
	NBL/R	F (189.3)	F (52.6)	F (385.7)	F (92.8)	F (746.5)	F (233.4)
Old Cornelia Hwy @ Oconee Cir	EBL	B (11.7)	A (9.4)	B (12.5)	A (9.8)	B (13.7)	B (10.3)
	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL	A (8.9)	B (12.4)	A (9.2)	B (13.4)	A (9.5)	B (14.9)
	WBT	-	-	-	-	-	-
	WBT/R	-	-	-	-	-	-
	NBL/T/R	B (14.6)	F (240.3)	C (16.4)	F (531.3)	C (22.6)	F (*)
	SBL/T/R	E (37.6)	C (24.2)	F (62.9)	E (40.3)	F (142.8)	F (100.8)
Old Cornelia Hwy @ Driveway #1	EBT	-	-	-	-	-	-
	EBT/R	-	-	-	-	-	-
	WBL/T	A (9.1)	C (18.4)	A (9.5)	D (26.6)	A (9.9)	F (66.2)
	WBT	-	-	-	-	-	C (15.2)
	NBL/R	F (453.2)	F (*)	F (997.0)	F (*)	F (*)	F (*)

Capacity results indicate that the following intersections are projected to experience unacceptable operation under Build conditions with widening on Old Cornelia Highway:

- Phase 1 (2025):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'F' on the northbound approach in the PM Peak Hour.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'E' on the southbound approach in the AM Peak Hour and at LOS 'F' on the northbound approach in the PM Peak Hour.
 - Old Cornelia Highway and Driveway #1, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
- Phase 2 (2030):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'F' on the northbound approach in the PM Peak Hour.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'E' or worse on the southbound approach in both peak hours and at LOS 'F' on the northbound approach in the PM Peak Hour.
 - Old Cornelia Highway and Driveway #1, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
- Phase 3 (2035):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' or worse on the northbound approach in both peak hours.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'F' on the southbound approach in both peak hours and at LOS 'F' on the northbound approach in the PM Peak Hour.
 - Old Cornelia Highway and Driveway #1, which is projected to operate at LOS 'F' on the northbound approach in both peak hours and at LOS 'F' on the westbound approach in the PM Peak Hour.

DRIVEWAY #1 IMPROVEMENTS

The intersection of Old Cornelia Highway and Driveway #1 was evaluated for alternative traffic control. Due to the close proximity to the intersections with White Sulphur Elementary School and Dana Drive, these improvements were evaluated with those intersections to observe how they operate. The following improvements were evaluated at Old Cornelia Highway and Driveway #1:

- Minor Street Stop Control, with added turn lanes
- Traffic Signal
- Multilane Roundabout

Additionally, each alternative was evaluated under two scenarios: with the existing geometry and with four lane widening on Old Cornelia Highway.

In order to determine if a signal would be warranted at the intersection, the 8th highest hour volume was estimated and compared to the volume thresholds of Warrants #1 and #2, which are established in the *MUTCD* handbook. The daily volume was estimated from the highest peak hour volume and the K-factor, which was found from the ATR data to be 9.4% on SR 81. The 8th highest hour, which is estimated to be 5.6% of the daily traffic in accordance with the GDOT Design Manual, was then calculated from the daily volume through the intersection.

Further analysis was conducted to check each of the intersections against Warrant 2 – Four Hour Vehicular Volume. The 4th highest hour was calculated to be 7.8% from the K-factor and the 8th highest hour.

The warrant analysis was conducted in two ways: the conventional method, using the side street Volumes.

Table 22 and 23 on the following page summarizes the results of the signal warrants with the conventional method, using the 70% thresholds for the study intersection. Signal Warrants were evaluated using 2025, 2030, and 2035 Build volumes, the 8th highest hour method, and the 4th highest hour.

$$\text{Estimated Daily Volume} = \frac{\text{Highest Peak Hour Volume}}{K - \text{factor}}$$

2025: $\text{Estimated Daily Volume}_{\text{Major Street, 2025}} = \frac{1491}{.094} \approx 15862$
 $\text{Estimated Daily Volume}_{\text{Minor Street, 2025}} = \frac{210}{.094} \approx 2234$

2030: $\text{Estimated Daily Volume}_{\text{Major Street, 2030}} = \frac{1616}{.094} \approx 17191$
 $\text{Estimated Daily Volume}_{\text{Minor Street, 2030}} = \frac{265}{.094} \approx 2819$

2035: $\text{Estimated Daily Volume}_{\text{Major Street, 2035}} = \frac{1756}{.094} \approx 18680$
 $\text{Estimated Daily Volume}_{\text{Minor Street, 2035}} = \frac{329}{.094} \approx 3500$

$$8\text{th Highest Hour Volume} = \frac{\text{Highest Peak Hour Volume}}{K - \text{factor}} * .056$$

2025: $8\text{th Highest Hour Volume}_{\text{Major Street, 2025}} = \frac{1491}{.094} * .056 \approx 888$
 $8\text{th Highest Hour Volume}_{\text{Minor Street, 2025}} = \frac{210}{.094} * .056 \approx 125$

2030: $8\text{th Highest Hour Volume}_{\text{Major Street, 2030}} = \frac{1616}{.094} * .056 \approx 963$
 $8\text{th Highest Hour Volume}_{\text{Minor Street, 2030}} = \frac{265}{.094} * .056 \approx 158$

2035: $8\text{th Highest Hour Volume}_{\text{Major Street, 2035}} = \frac{1756}{.094} * .056 \approx 1046$
 $8\text{th Highest Hour Volume}_{\text{Minor Street, 2035}} = \frac{329}{.094} * .056 \approx 196$

$$\begin{aligned} &4\text{th Highest Hour Volume} \\ &= \frac{\text{Highest Peak Hour Volume}}{K - \text{factor}} * (.056 + (K \text{ factor} - .056) \left(\frac{4}{7}\right)) \end{aligned}$$

$$\begin{aligned} \text{2025: } 4\text{th Highest Hour Volume}_{\text{Major Street, 2025}} &= \frac{1491}{.094} * (.056 + (.038) \left(\frac{4}{7}\right)) \approx 1233 \\ &4\text{th Highest Hour Volume}_{\text{Minor Street, 2025}} = \frac{210}{.094} * (.056 + (.038) \left(\frac{4}{7}\right)) \approx 174 \\ \text{2030: } 4\text{th Highest Hour Volume}_{\text{Major Street, 2030}} &= \frac{1616}{.094} * (.056 + (.038) \left(\frac{4}{7}\right)) \approx 1336 \\ &4\text{th Highest Hour Volume}_{\text{Minor Street, 2030}} = \frac{265}{.094} * (.056 + (.038) \left(\frac{4}{7}\right)) \approx 219 \\ \text{2035: } 4\text{th Highest Hour Volume}_{\text{Major Street, 2035}} &= \frac{1756}{.094} * (.056 + (.038) \left(\frac{4}{7}\right)) \approx 1452 \\ &4\text{th Highest Hour Volume}_{\text{Minor Street, 2035}} = \frac{329}{.094} * (.056 + (.038) \left(\frac{4}{7}\right)) \approx 272 \end{aligned}$$

Table 22: TRAFFIC SIGNAL WARRANTS (CONVENTIONAL METHOD), EXISTING GEOMETRY

YEAR	HIGHEST PEAK HOUR VOLUMES (MAJOR/MINOR)	ESTIMATED DAILY VOLUME	8 th HIGHEST PEAK HOUR (Warrant 1)	Warrant 1A	Warrant 1B	4 th HIGHEST PEAK HOUR (Warrant 2)	Warrant 2
				(70%) 350/105	(70%) 525/53		(70%) 1000/60
2025	1491/210	15862/2234	888/125	Y/Y	Y/Y	1233/174	Y/Y
2030	1616/265	17191/2819	963/158	Y/Y	Y/Y	1336/219	Y/Y
2035	1756/329	18680/3500	1046/196	Y/Y	Y/Y	1452/272	Y/Y

Table 23: TRAFFIC SIGNAL WARRANTS (CONVENTIONAL METHOD), FOUR LANE GEOMETRY

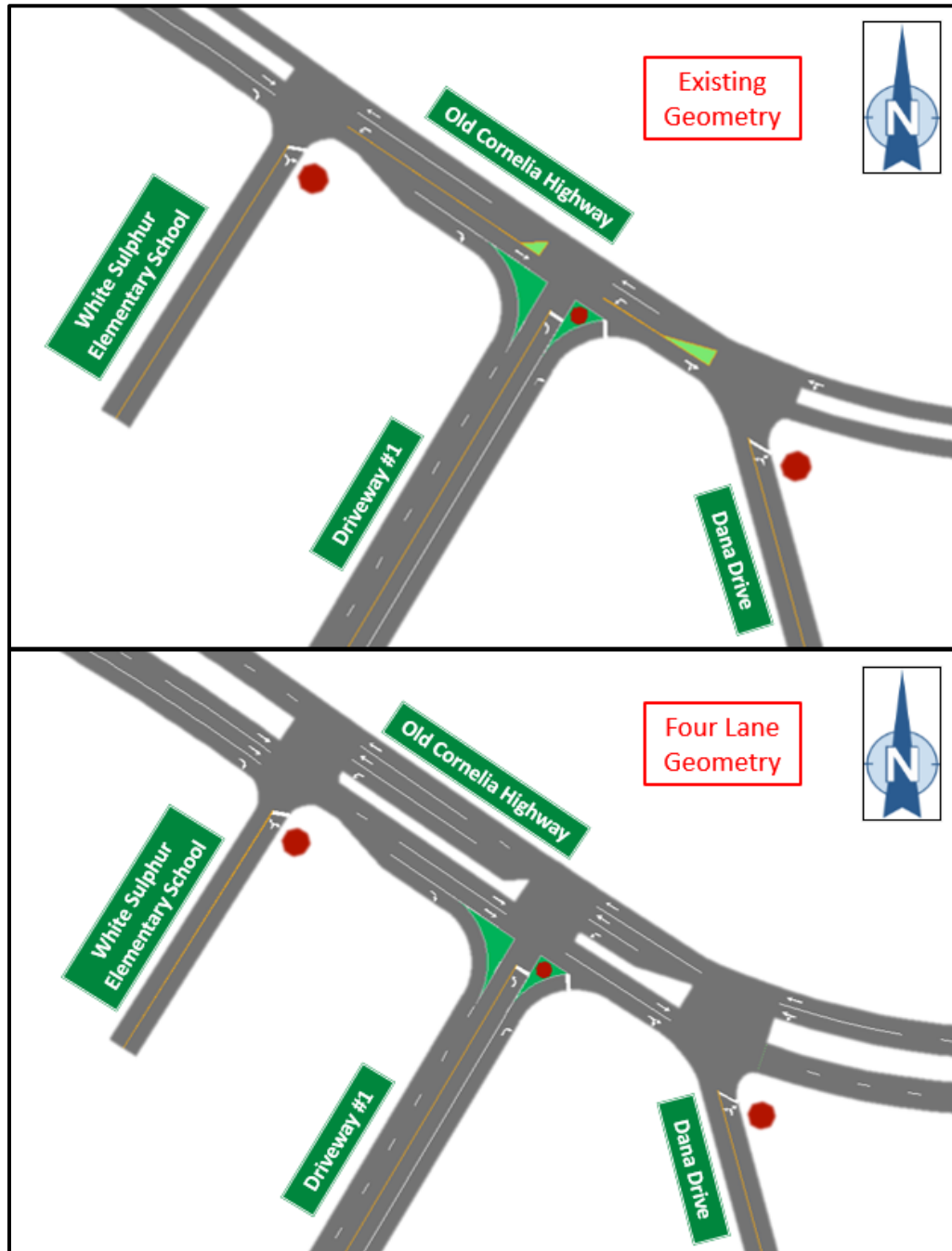
YEAR	HIGHEST PEAK HOUR VOLUMES (MAJOR/MINOR)	ESTIMATED DAILY VOLUME	8 th HIGHEST PEAK HOUR (Warrant 1)	Warrant 1A	Warrant 1B	4 th HIGHEST PEAK HOUR (Warrant 2)	Warrant 2
				(70%) 420/105	(70%) 630/70		(70%) 1000/80
2025	1491/210	15862/2234	888/125	Y/Y	Y/Y	1233/174	Y/Y
2030	1616/265	17191/2819	963/158	Y/Y	Y/Y	1336/219	Y/Y
2035	1756/329	18680/3500	1046/196	Y/Y	Y/Y	1452/272	Y/Y

Warrant analysis indicates that the intersection meets the 100% threshold for signal warrants 1 and 2 using the conventional method beginning in 2025 for both existing and proposed geometry.

MINOR STREET STOP CONTROL, WITH ADDED TURN LANES

The first alternative evaluated at the site driveway was minor street stop control with added turn lanes. Figure 21 below shows the intersection with turn lane improvements and with the existing and four lane geometry.

Figure 21: MINOR STREET STOP CONTROL, WITH ADDED TURN LANES



The capacity analysis results for the site driveway are provided in Tables 24 and 25. The delay for the intersections at White Sulphur Elementary School and Dana Drive maintain the same results listed in Tables 19 and 21. Capacity analysis results for each of the Driveway #1 improvements and the nearby intersections are included in Appendix M.

Table 24: CAPACITY ANALYSIS RESULTS – ADDED TURN LANES (TWO LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Driveway #1	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL	A (8.8)	B (14.1)	A (9.1)	C (16.8)	A (9.4)	C (23.8)
	WBT	-	-	-	-	-	-
	NBL	F (721.6)	F (*)	F (*)	F (*)	F (*)	F (*)
	NBR	C (16.0)	E (35.1)	C (19.5)	F (57.8)	D (27.3)	F (132.9)

Table 25: CAPACITY ANALYSIS RESULTS – ADDED TURN LANES (FOUR LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Driveway #1	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL	A (8.8)	B (14.2)	A (9.1)	C (17.0)	A (9.4)	C (24.2)
	WBT	-	-	-	-	-	-
	NBL	F (247.2)	F (*)	F (573.3)	F (*)	F (*)	F (*)
	NBR	B (12.0)	C (15.7)	B (13.2)	C (18.1)	C (15.1)	C (22.5)

Capacity results for the site driveway with added turn lanes indicate the following:

- Existing Geometry
 - Phase 1 (2025)
 - The northbound left turn movement is projected to operate at LOS 'F' for both peak hours.
 - The northbound right turn movement is projected to operate at LOS 'E' in the PM Peak Hour.
 - Phase 2 (2030)
 - The northbound left turn movement is projected to operate at LOS 'F' for both peak hours.
 - The northbound right turn movement is projected to operate at LOS 'F' in the PM Peak Hour.
 - Phase 3 (2035)
 - The northbound left turn movement is projected to operate at LOS 'F' for both peak hours.
 - The Northbound right turn movement is projected to operate at LOS 'F' in the PM Peak Hour.
- Four Lane Geometry
 - Phase 1 (2025)
 - The northbound left turn movement is projected to operate at LOS 'F' for both peak hours.
 - Phase 2 (2030)
 - The northbound left turn movement is projected to operate at LOS 'F' for both peak hours.
 - Phase 3 (2035)
 - The northbound left turn movement is projected to operate at LOS 'F' for both peak hours.

Tables 26 and 27 below shows the corresponding 95th percentile queue lengths (in feet) for each approach at the intersection of Old Cornelia Highway and Driveway #1, as well as the adjacent intersections.

Table 26: 95TH PERCENTILE QUEUE LENGTH (FT) – ADDED TURN LANES (TWO LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT/R	0	0	0	0	0	0
	WBL/T	0	0	0	0	0	0
	NBL/R	18	13	25	20	35	30
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	10	5	13	8	15	10
	WBT	0	0	0	0	0	0
Old Cornelia Hwy @ Driveway #1	NBL/R	450	123	568	188	683	288
	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	5	43	8	65	10	118
	WBT	0	0	0	0	0	0
	NBL	518	445	753	603	1045	780
Old Cornelia Hwy @ Driveway #1	NBR	45	73	70	130	123	243

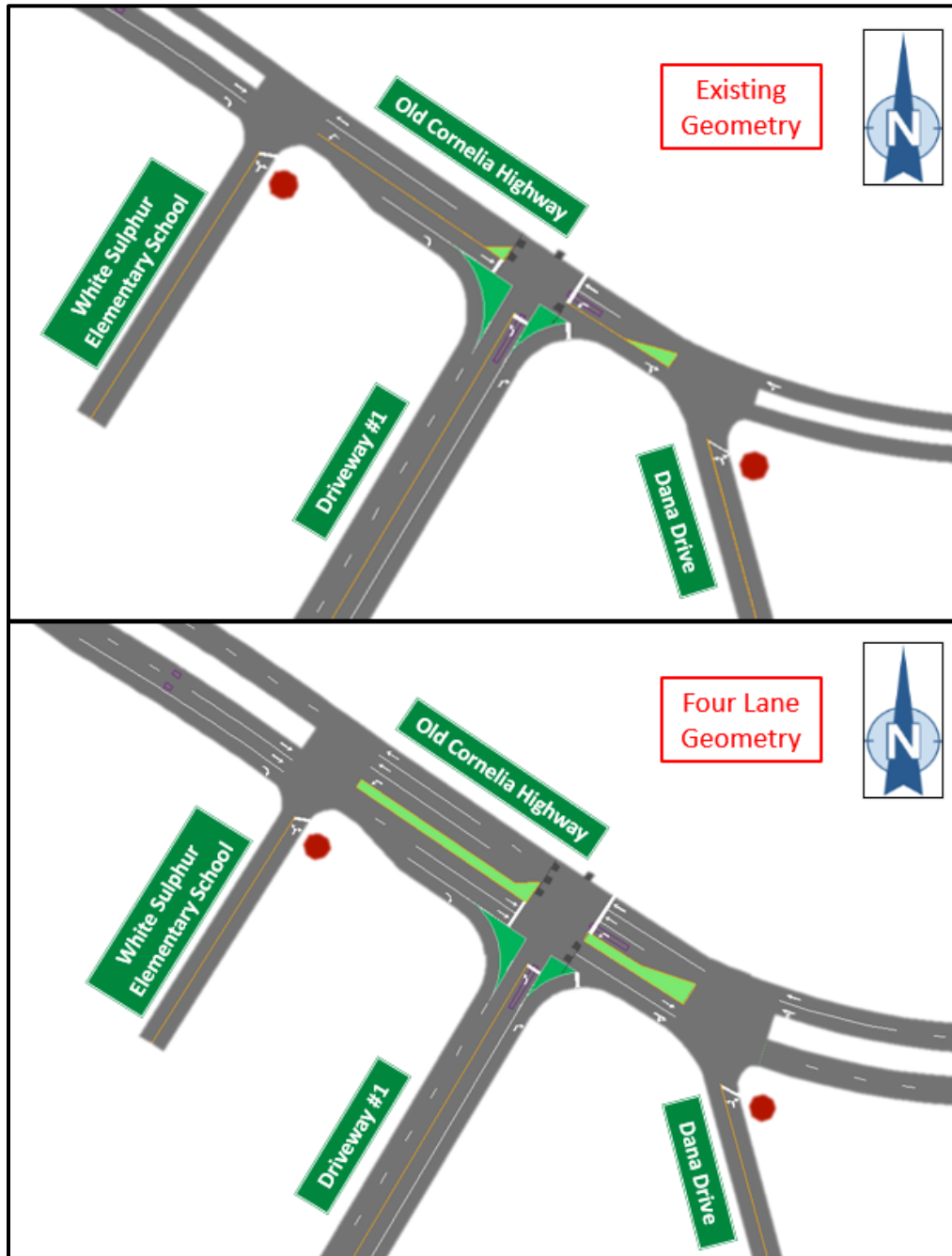
Table 27: 95TH PERCENTILE QUEUE LENGTH (FT)– ADDED TURN LANES (FOUR LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT	0	0	0	0	0	0
	EBT/R	0	0	0	0	0	0
	WBL/T	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	NBL/R	10	10	13	13	18	20
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	10	5	13	8	15	10
	WBT	0	0	0	0	0	0
	NBL/R	270	73	390	118	533	205
Old Cornelia Hwy @ Driveway #1	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	5	43	8	65	10	120
	WBT	0	0	0	0	0	0
	NBL	345	428	588	595	898	778
	NBR	30	30	43	43	63	70

TRAFFIC SIGNAL

The second alternative evaluated at the site driveway was a traffic signal, with additional turn lanes. Figure 22 below shows the intersection under signal control and with the existing and four lane geometry.

Figure 22: TRAFFIC SIGNAL, WITH ADDED TURN LANES



The capacity analysis results for the site driveway are provided in Tables 28 and 29.

Table 28: CAPACITY ANALYSIS RESULTS – TRAFFIC SIGNAL (TWO LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Driveway #1	Signal	B (11.3)	B (16.3)	B (15.6)	D (45.6)	C (30.6)	E (78.5)
	EBT	A (8.3)	B (14.1)	B (10.3)	D (47.5)	B (13.2)	E (78.8)
	EBR	-	-	-	-	-	-
	WBL	A (5.4)	C (25.0)	A (7.0)	F (85.1)	A (9.6)	F (155.5)
	WBT	A (7.3)	A (2.7)	B (11.3)	A (3.5)	C (32.3)	A (3.8)
	NBL	D (37.8)	E (63.9)	D (45.3)	F (96.8)	E (62.8)	F (149.0)
	NBR	-	-	-	-	-	-

Table 29: CAPACITY ANALYSIS RESULTS – TRAFFIC SIGNAL (FOUR LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Driveway #1	Signal	A (7.8)	A (8.5)	A (9.3)	B (10.4)	B (13.6)	B (13.7)
	EBT	A (7.8)	A (8.6)	A (9.1)	B (10.4)	B (17.3)	B (13.6)
	EBR	-	-	-	-	-	-
	WBL	A (4.9)	A (7.3)	A (5.8)	B (10.8)	B (14.9)	B (17.4)
	WBT	A (4.5)	A (2.6)	A (5.6)	A (3.0)	A (7.5)	A (3.6)
	NBL	C (22.5)	C (28.9)	C (24.4)	C (31.1)	C (28.1)	C (34.2)
	NBR	-	-	-	-	-	-

Capacity results for the site driveway under signal control indicate the following:

- Existing Geometry
 - Phase 1 (2025)
 - The traffic signal is projected to operate at LOS 'B' for both peak hours.
 - Phase 2 (2030)
 - The traffic signal is projected to operate at LOS 'D' or better for both peak hours.
 - Phase 3 (2035)
 - The traffic signal is projected to operate at LOS 'C' in the AM Peak Hour and LOS 'E' in the PM Peak Hour.
- Four Lane Geometry
 - Phase 1 (2025)
 - The traffic signal is projected to operate at LOS 'A' for both peak hours.
 - Phase 2 (2030)
 - The traffic signal is projected to operate at LOS 'B' or better for both peak hours.
 - Phase 3 (2035)
 - The traffic signal is projected to operate at LOS 'B' for both peak hours.

Tables 30 and 31 below shows the corresponding 95th percentile queue lengths (in feet) for each approach at the intersection of Old Cornelia Highway and Driveway #1, as well as the adjacent intersections.

Table 30: 95TH PERCENTILE QUEUE LENGTH (FT) – TRAFFIC SIGNAL (TWO LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT/R	0	0	0	0	0	0
	WBL/T	0	0	0	0	0	0
	NBL/R	18	13	25	20	35	30
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	10	5	13	8	15	10
	WBT	0	0	0	0	0	0
Old Cornelia Hwy @ Driveway #1	NBL/R	450	123	568	188	683	288
	EBT	175	568	238	1368	325	1820
	EBR	0	0	0	0	0	0
	WBL	10	200	20	455	33	703
	WBT	233	75	383	135	893	160
	NBL	200	218	283	350	425	505
Old Cornelia Hwy @ Driveway #1	NBR	0	0	0	0	0	0

Table 31: 95TH PERCENTILE QUEUE LENGTH (FT)– TRAFFIC SIGNAL (FOUR LANE GEOMETRY)

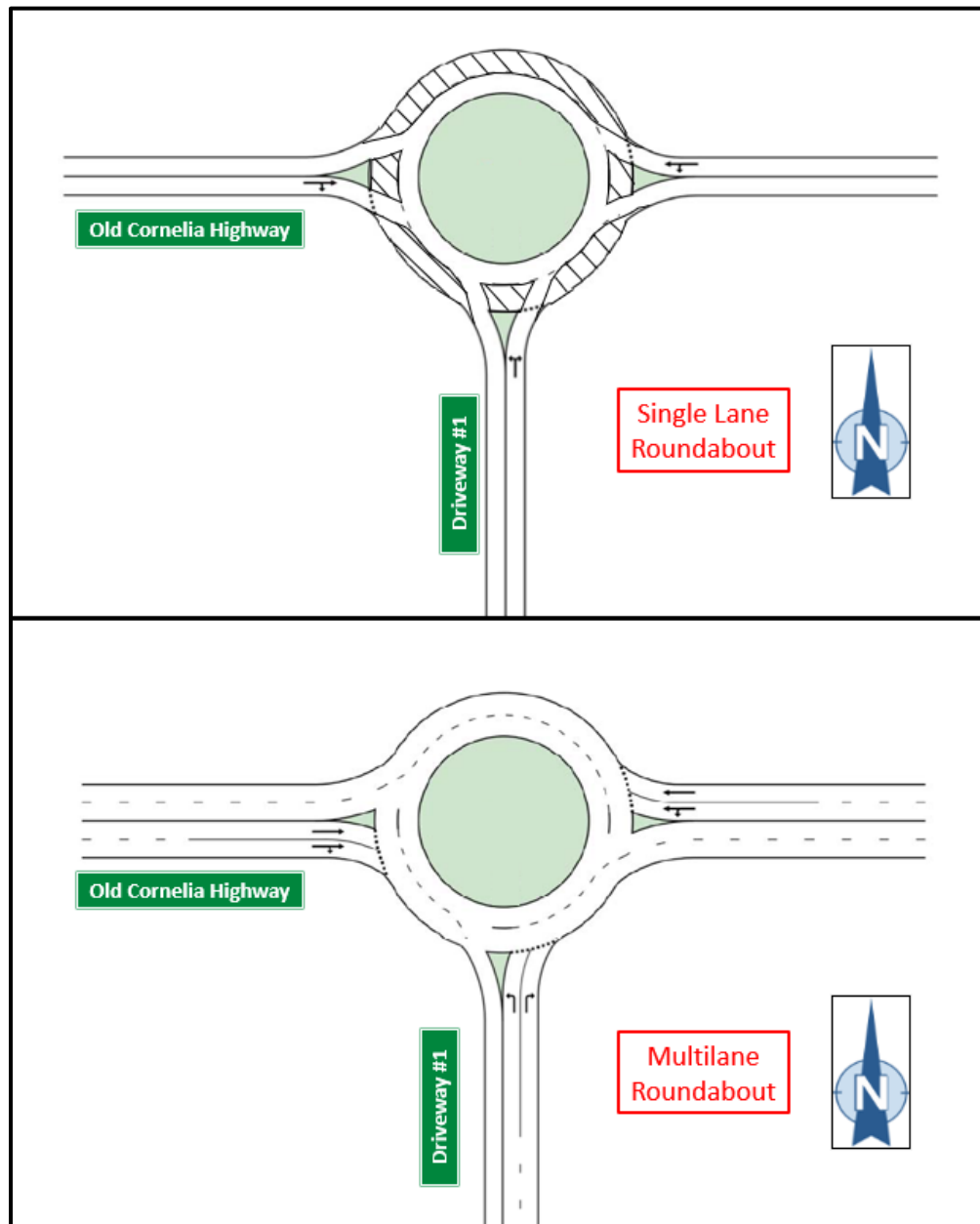
INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT	0	0	0	0	0	0
	EBT/R	0	0	0	0	0	0
	WBL/T	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	NBL/R	10	10	13	13	18	20
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	10	5	13	8	15	10
	WBT	0	0	0	0	0	0
	NBL/R	270	73	390	118	533	205
Old Cornelia Hwy @ Driveway #1	EBT	53	138	73	190	153	258
	EBR	0	0	0	0	0	0
	WBL	8	23	13	43	45	138
	WBT	45	13	75	23	148	35
	NBL	113	98	160	135	233	188
	NBR	0	0	0	0	0	0

Based on the queuing analysis, the traffic signal will experience queues that will extend into the adjacent intersections with both the existing and four lane geometry beginning in Phase 1 (2025).

ROUNDAABOUT

The third alternative evaluated at the site driveway was a roundabout. This alternative was evaluated as a single lane roundabout with the existing geometry, and as a multilane roundabout with widened four lane geometry. Figure 23 below shows the intersection under roundabout control improvements and with the existing and four lane geometry.

Figure 23: SINGLE/MULTILANE ROUNDAABOUT



The capacity analysis results for the site driveway are provided in Tables 32 and 33.

Table 32: CAPACITY ANALYSIS RESULTS – SINGLE LANE ROUNDABOUT (TWO LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Driveway #1	EBT/R	A (8.9)	F (171.7)	A (9.8)	F (257.7)	B (10.6)	F (373.0)
	WBL/T	F (57.3)	B (12.9)	F (107.1)	C (17.1)	F (170.6)	D (26.6)
	NBL/R	B (12.9)	C (24.0)	C (19.0)	D (25.4)	E (35.7)	D (26.3)

Table 33: CAPACITY ANALYSIS RESULTS – MULTILANE ROUNDABOUT (FOUR LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Driveway #1	EBT/R	A (4.9)	B (10.9)	A (5.2)	B (13.3)	A (5.5)	C (18.7)
	WBL/T	A (8.2)	A (5.9)	A (9.4)	A (6.5)	B (11.0)	A (7.4)
	NBL/R	A (5.9)	A (8.2)	A (6.6)	B (10.1)	A (7.5)	B (13.8)

Capacity results for the site driveway under roundabout control indicate the following:

- Existing Geometry
 - Phase 1 (2025)
 - The single lane roundabout is projected to operate at LOS 'F' on the westbound approach in the AM Peak Hour.
 - The single lane roundabout is projected to operate at LOS 'F' on the eastbound approach in the PM Peak Hour.
 - Phase 2 (2030)
 - The single lane roundabout is projected to operate at LOS 'F' on the westbound approach in the AM Peak Hour.
 - The single lane roundabout is projected to operate at LOS 'F' on the eastbound approach in the PM Peak Hour.
 - Phase 3 (2035)
 - The single lane roundabout is projected to operate at LOS 'F' on the westbound approach in the AM Peak Hour.
 - The single lane roundabout is projected to operate at LOS 'E' on the northbound approach in the AM Peak Hour.
 - The single lane roundabout is projected to operate at LOS 'F' on the eastbound approach in the PM Peak Hour.
- Four Lane Geometry
 - Phase 1 (2025)
 - The multilane roundabout is projected to operate at LOS 'B' or better for both peak hours on all approaches.
 - Phase 2 (2030)
 - The multilane roundabout is projected to operate at LOS 'B' or better for both peak hours on all approaches.
 - Phase 3 (2035)
 - The multilane roundabout is projected to operate at LOS 'C' or better for both peak hours on all approaches.

Tables 34 and 35 below shows the corresponding 95th percentile queue lengths (in feet) for each approach at the intersection of Old Cornelia Highway and Driveway #1, as well as the adjacent intersections.

Table 34: 95TH PERCENTILE QUEUE LENGTH (FT) – SINGLE LANE ROUNDABOUT (TWO LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT/R	0	0	0	0	0	0
	WBL/T	0	0	0	0	0	0
	NBL/R	18	13	25	20	35	30
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	10	5	13	8	15	10
	WBT	0	0	0	0	0	0
Old Cornelia Hwy @ Driveway #1	NBL/R	450	123	568	188	683	288
	EBT/R	137	3893	160	5178	185	6803
	WBL/T	1669	191	2431	403	3349	807
	NBL/R	135	177	256	226	554	289

Table 35: 95TH PERCENTILE QUEUE LENGTH (FT)– MULTILANE ROUNDABOUT (FOUR LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT	0	0	0	0	0	0
	EBT/R	0	0	0	0	0	0
	WBL/T	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	NBL/R	10	10	13	13	18	20
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	10	5	13	8	15	10
	WBT	0	0	0	0	0	0
	NBL/R	270	73	390	118	533	205
Old Cornelia Hwy @ Driveway #1	EBT/R	34	122	40	245	47	441
	WBL/T	79	47	95	57	153	71
	NBL/R	24	27	32	40	42	71

Based on the queuing analysis, both the single lane and multilane roundabouts will experience queues that will extend into the adjacent intersections beginning in Phase 1 (2025).

DRIVEWAY #1 CONSOLIDATED IMPROVEMENTS

The alternatives evaluated at the intersection of Old Cornelia Highway and Driveway #1 either do not sufficiently improve operation at the intersection or creates queues that block the nearby unsignalized intersections at White Sulphur Elementary School and Dana Drive. Therefore, additional alternatives were evaluated to implement access control and improve the operation of the existing minor street stop controlled intersections.

The following alternatives were evaluated at Old Cornelia Highway and Driveway #1:

- Traffic Signal, with Dana Drive and White Sulphur Elementary School consolidated at the proposed location of Driveway #1
- Dumbbell Roundabout, with Dana Drive consolidated with Driveway #1
- Elliptical Roundabout

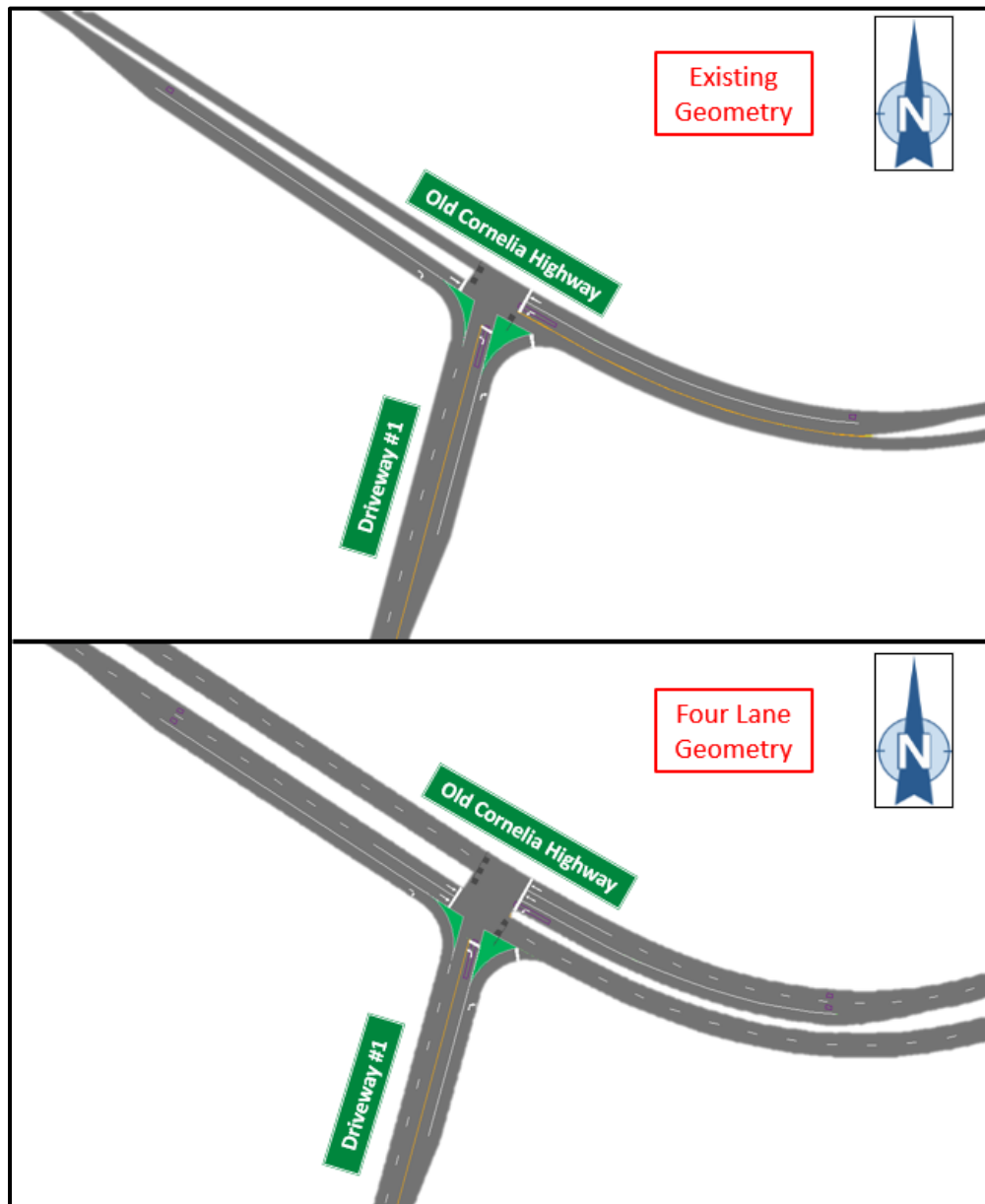
Additionally, each alternative was evaluated under two scenarios: with the existing geometry and with four lane widening on Old Cornelia Highway.

Capacity analysis results for each of the Driveway #1 consolidated improvements are included in Appendix N.

ALTERNATIVE A: TRAFFIC SIGNAL

The first consolidation alternative evaluated was a traffic signal. In this scenario, both White Sulphur Elementary School and Dana Drive would have access to the development road and have a single access point to Old Cornelia Highway from Driveway #1. Figure 24 below shows the consolidated intersection under signal control and with the existing and four lane geometry.

Figure 24: TRAFFIC SIGNAL, CONSOLIDATED DRIVEWAY



The capacity analysis results for the site driveway are provided in Tables 36 and 37.

Table 36: CAPACITY ANALYSIS RESULTS – ALTERNATIVE A (TWO LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Driveway #1	Signal	B (13.1)	B (17.7)	B (17.8)	D (50.2)	C (26.0)	F (83.3)
	EBT	B (10.6)	B (15.5)	B (12.5)	D (54.6)	B (15.7)	F (88.4)
	EBR	-	-	-	-	-	-
	WBL	A (6.9)	C (27.1)	A (8.6)	F (89.0)	B (11.1)	F (169.6)
	WBT	A (9.2)	A (3.1)	B (13.7)	A (3.9)	C (23.1)	A (4.7)
	NBL	C (31.4)	E (62.1)	D (40.4)	F (92.5)	D (52.5)	F (116.6)
	NBR	-	-	-	-	-	-

Table 37: CAPACITY ANALYSIS RESULTS – ALTERNATIVE A (FOUR LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Driveway #1	Signal	A (9.3)	A (9.1)	B (10.7)	B (11.0)	B (14.6)	B (14.7)
	EBT	A (9.8)	A (9.1)	B (11.1)	B (11.0)	B (18.2)	B (14.3)
	EBR	-	-	-	-	-	-
	WBL	A (6.2)	A (7.7)	A (7.3)	B (11.4)	B (17.6)	B (18.9)
	WBT	A (5.6)	A (2.8)	A (6.8)	A (3.3)	A (8.4)	A (3.8)
	NBL	C (20.6)	C (29.0)	C (22.2)	C (31.3)	C (24.0)	D (35.8)
	NBR	-	-	-	-	-	-

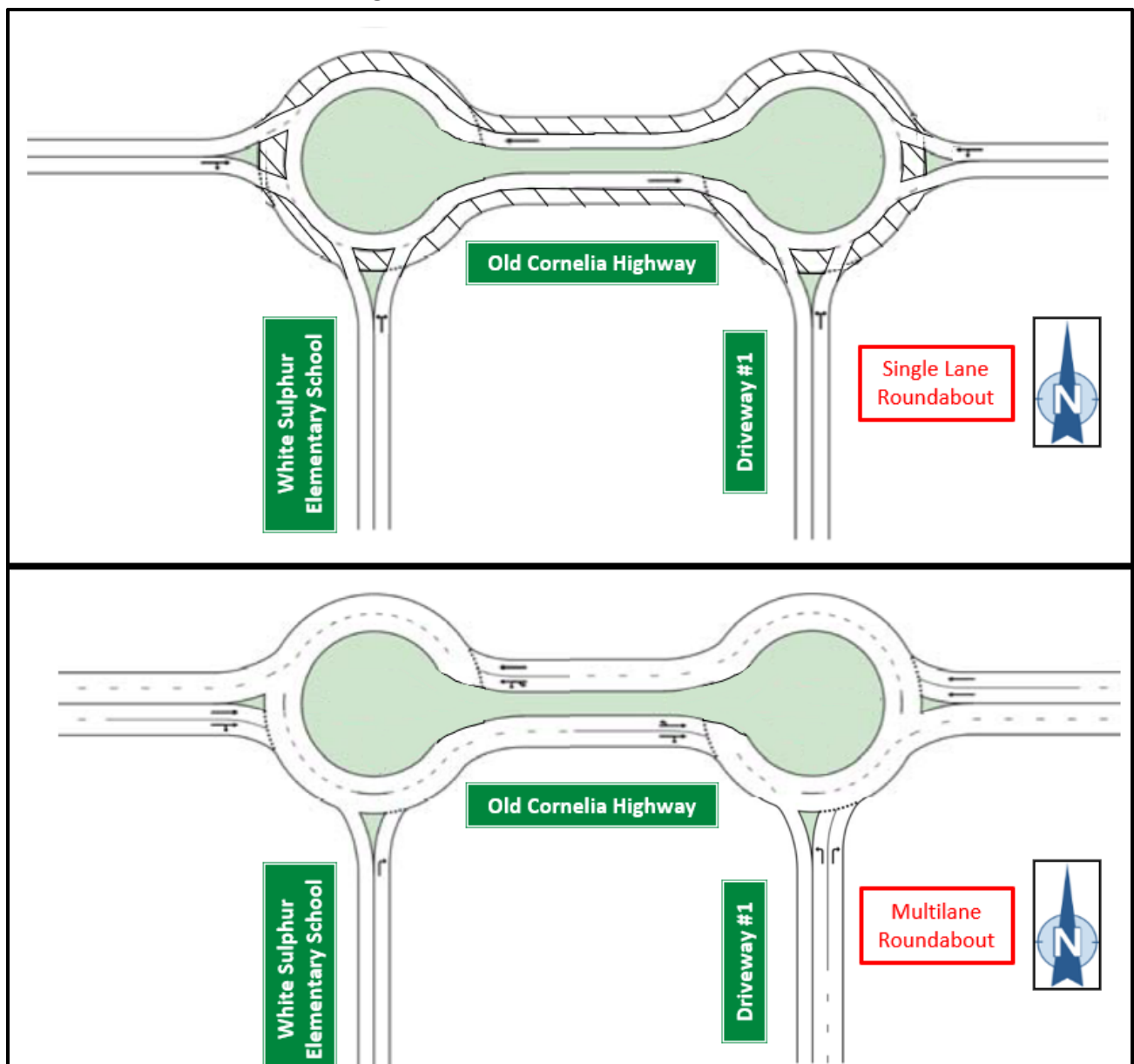
Capacity results for the consolidated site driveway under traffic control indicate the following:

- Existing Geometry
 - Phase 1 (2025)
 - The traffic signal is projected to operate at LOS 'B' for both peak hours.
 - Phase 2 (2030)
 - The traffic signal is projected to operate at LOS 'D' or better for both peak hours.
 - Phase 3 (2035)
 - The traffic signal is projected to operate at LOS 'C' in the AM Peak Hour and LOS 'F' in the PM Peak Hour.
- Four Lane Geometry
 - Phase 1 (2025)
 - The traffic signal is projected to operate at LOS 'A' for both peak hours.
 - Phase 2 (2030)
 - The traffic signal is projected to operate at LOS 'B' for both peak hours.
 - Phase 3 (2035)
 - The traffic signal is projected to operate at LOS 'B' for both peak hours.

ALTERNATIVE B: DUMBBELL ROUNDABOUT

The second consolidation alternative evaluated was a dumbbell roundabout. A dumbbell roundabout consists of two roundabouts connected together in a relatively short distance. The first roundabout is at the intersection of Old Cornelia Highway And White Sulphur elementary School, and the second roundabout is at the intersection of Old Cornelia Highway and the consolidated driveway of Dana Drive and Driveway #1. This alternative was evaluated as single lane roundabouts with the existing geometry, and multilane roundabouts with the widened four lane geometry. Figure 25 below shows the dumbbell roundabout configuration with the existing and four lane geometry.

Figure 25: DUMBBELL ROUNDABOUT



The capacity analysis results for the site driveway are provided in Tables 38 and 39.

Table 38: CAPACITY ANALYSIS RESULTS – ALTERNATIVE B (TWO LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ White Sulphur Elementary School	EBT/R	B (13.1)	F (198.6)	C (15.2)	F (272.5)	C (17.8)	F (367.9)
	WBL/T	F (99.6)	B (12.3)	F (145.6)	C (15.4)	F (193.3)	C (22.1)
	NBL/R	B (11.0)	C (22.8)	B (13.2)	C (24.8)	C (16.4)	D (28.7)
Old Cornelia Hwy @ Driveway #1	EBT/R	B (11.0)	F (140.2)	B (12.5)	F (192.9)	B (14.2)	F (257.6)
	WBL/T	F (87.2)	B (14.0)	F (153.1)	C (18.5)	F (150.7)	D (29.9)
	NBL/R	B (14.3)	D (33.2)	C (21.3)	E (47.2)	E (40.8)	F (69.2)

Table 39: CAPACITY ANALYSIS RESULTS – ALTERNATIVE B (FOUR LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ White Sulphur Elementary School	EBT/R	A (5.9)	B (12.3)	A (6.3)	C (15.2)	A (6.7)	C (21.4)
	WBL/T	A (7.1)	A (4.8)	A (7.8)	A (5.1)	A (8.5)	A (5.5)
	NBL/R	A (9.0)	B (11.7)	A (9.7)	B (14.7)	B (10.4)	C (21.5)
Old Cornelia Hwy @ Driveway #1	EBT/R	A (4.7)	A (7.6)	A (4.9)	A (8.5)	A (5.1)	A (9.8)
	WBL/T	A (9.2)	A (6.0)	B (10.9)	A (6.7)	B (13.3)	A (7.6)
	NBL/R	A (6.2)	A (6.9)	A (7.0)	A (7.8)	A (7.8)	A (9.1)

Capacity results of the dumbbell roundabout indicate the following:

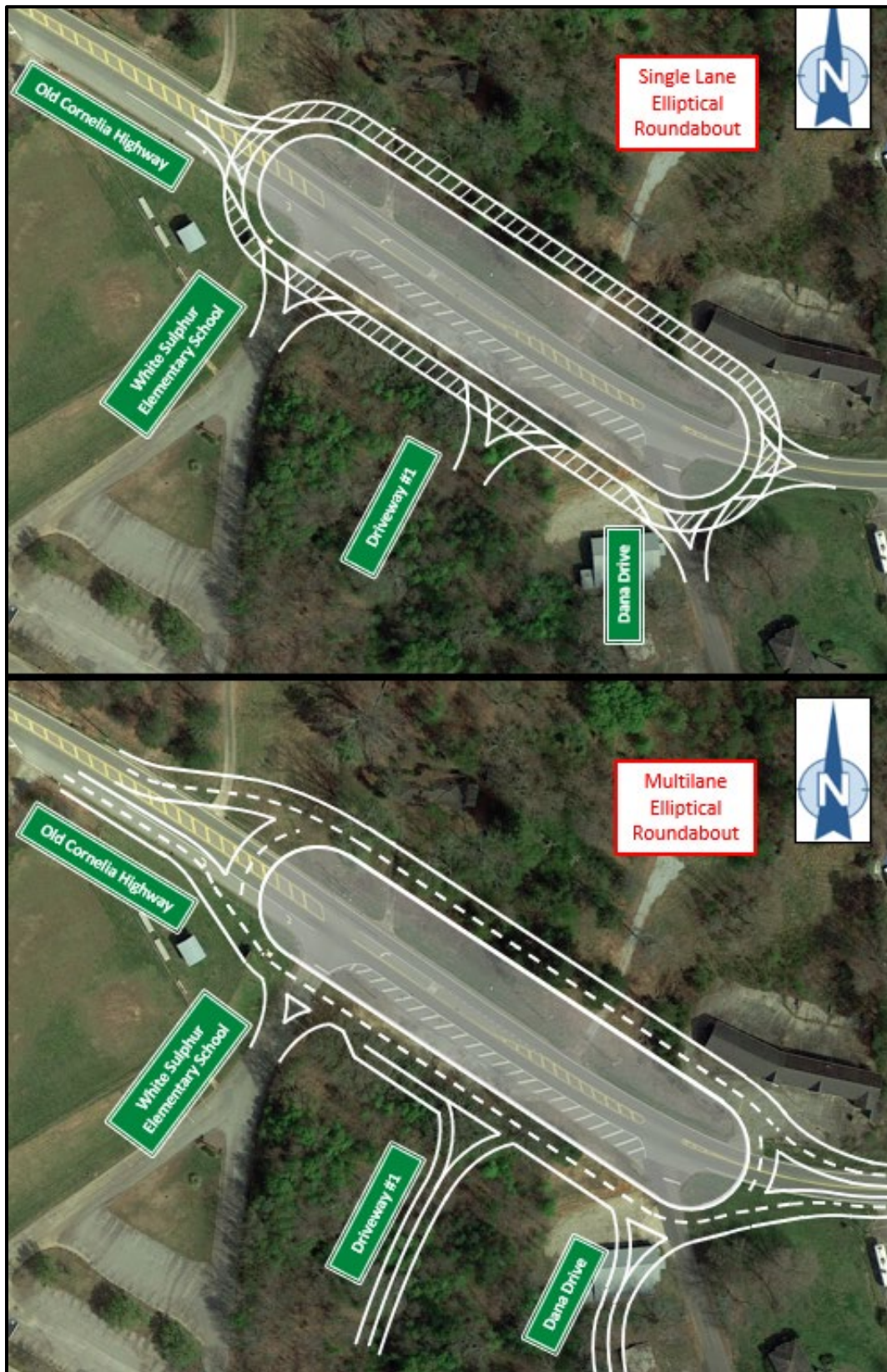
- Existing Geometry
 - Phase 1 (2025)
 - The single lane roundabout of White Sulphur Elementary School is projected to operate at LOS 'F' on the westbound approach in the AM Peak Hour, and at LOS 'F' on the eastbound approach in the PM Peak Hour.
 - The single lane roundabout of Driveway #1 is projected to operate at LOS 'F' on the westbound approach in the AM Peak Hour, and at LOS 'F' on the eastbound approach in the PM Peak Hour.
 - Phase 2 (2030)
 - The single lane roundabout of White Sulphur Elementary School is projected to operate at LOS 'F' on the westbound approach in the AM Peak Hour, and at LOS 'F' on the eastbound approach in the PM Peak Hour.
 - The single lane roundabout of Driveway #1 is projected to operate at LOS 'F' on the westbound approach in the AM Peak Hour, at LOS 'F' on the eastbound approach in the PM Peak Hour, and at LOS 'E' on the northbound approach in the PM Peak Hour.
 - Phase 3 (2035)
 - The single lane roundabout of White Sulphur Elementary School is projected to operate at LOS 'F' on the westbound approach in the AM Peak Hour, and at LOS 'F' on the eastbound approach in the PM Peak Hour.
 - The single lane roundabout of Driveway #1 is projected to operate at LOS 'F' on the westbound approach in the AM Peak Hour, at LOS 'F' on the eastbound approach in the PM Peak Hour, and at LOS 'E' or worse on the northbound approach for both peak hours.

- Four Lane Geometry
 - Phase 1 (2025)
 - The multilane roundabout of White Sulphur Elementary School is projected to operate at LOS 'B' or better for all approaches during both peak hours.
 - The multilane roundabout of Driveway #1 is projected to operate at LOS 'A' for all approaches during both peak hours.
 - Phase 2 (2030)
 - The multilane roundabout of White Sulphur Elementary School is projected to operate at LOS 'C' or better for all approaches during both peak hours.
 - The multilane roundabout of Driveway #1 is projected to operate at LOS 'B' for all approaches during both peak hours.
 - Phase 3 (2035)
 - The multilane roundabout of White Sulphur Elementary School is projected to operate at LOS 'C' or better for all approaches during both peak hours.
 - The multilane roundabout of Driveway #1 is projected to operate at LOS 'B' for all approaches during both peak hours.

ALTERNATIVE C: ELLIPTICAL ROUNDABOUT

The third consolidation alternative evaluated was an elliptical roundabout. With this alternative, the roundabout retains three northbound approaches that connect to a single large roundabout. In order to distinct the three northbound approaches, White Sulphur Elementary School is defined as the northeast approach, Driveway #1 is defined as the northbound approach, and Dana Drive is defined as the northwest approach. This alternative was evaluated as a single lane roundabout with the existing geometry, and multilane roundabout with the widened four lane geometry. Figure 26 on the following page shows the elliptical roundabout configuration with the existing and four lane geometry.

Figure 26: ELLIPTICAL ROUNDABOUT



The capacity analysis results for the site driveway are provided in Tables 40 and 41.

Table 40: CAPACITY ANALYSIS RESULTS – ALTERNATIVE C (TWO LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ White Sulphur Elementary School / Driveway #1 / Dana Dr	EBT/R	B (10.7)	F (154.0)	B (11.2)	F (230.6)	B (12.3)	F (343.0)
	WBL/T	F (55.4)	B (11.1)	F (183.0)	B (13.8)	F (238.6)	C (19.3)
	NEBL/R	A (7.0)	C (16.9)	A (7.6)	C (17.0)	A (8.6)	C (17.1)
	NBL/R	C (20.8)	E (36.8)	E (41.3)	E (43.8)	F (117.6)	E (48.4)
	NWBL/R	A (7.5)	A (9.5)	B (10.2)	A (9.4)	B (12.8)	A (9.1)

Table 41: CAPACITY ANALYSIS RESULTS – ALTERNATIVE C (FOUR LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ White Sulphur Elementary School / Driveway #1 / Dana Dr	EBT/R	A (6.0)	B (12.9)	A (6.5)	C (16.4)	A (7.1)	D (25.4)
	WBL/T	A (9.6)	A (6.1)	B (14.2)	A (6.7)	C (19.6)	A (7.7)
	NEBL/R	A (4.7)	A (6.2)	A (4.9)	A (7.3)	A (5.2)	A (9.7)
	NBL/R	A (6.8)	A (9.1)	A (7.8)	B (11.4)	A (9.1)	C (16.6)
	NWBL/R	A (4.3)	A (4.8)	A (4.4)	A (5.2)	A (4.6)	A (6.0)

Capacity results of the elliptical roundabout indicate the following:

- Existing Geometry
 - Phase 1 (2025)
 - The westbound approach is projected to operate at LOS 'F' in the AM Peak Hour.
 - The eastbound approach is projected to operate at LOS 'F' in the PM Peak Hour.
 - The northbound approach of Driveway #1 is projected to operate at LOS 'E' in the PM Peak Hour.
 - Phase 2 (2030)
 - The westbound approach is projected to operate at LOS 'F' in the AM Peak Hour.
 - The eastbound approach is projected to operate at LOS 'F' in the PM Peak Hour.
 - The northbound approach of Driveway #1 is projected to operate at LOS 'E' for both peak hours.
 - Phase 3 (2035)
 - The westbound approach is projected to operate at LOS 'F' in the AM Peak Hour.
 - The eastbound approach is projected to operate at LOS 'F' in the PM Peak Hour.
 - The northbound approach of Driveway #1 is projected to operate at LOS 'E' or worse for both peak hours.
- Four Lane Geometry
 - Phase 1 (2025)
 - The elliptical roundabout is projected to operate at LOS 'B' or better on all approaches for both peak hours.
 - Phase 2 (2030)
 - The elliptical roundabout is projected to operate at LOS 'C' or better on all approaches for both peak hours.
 - Phase 3 (2035)
 - The elliptical roundabout is projected to operate at LOS 'D' or better on all approaches for both peak hours.

SUMMARY OF FINDINGS

- The Sussex development is a residential development on approximately 472 acres. The site plan provides for 1,226 single-family homes, 924 multi-family homes, 190 townhomes, and a youth baseball park.
- A long range widening project on Old Cornelia Highway between Jesse Jewell Parkway and Joe Chandler Highway scheduled to begin construction in 2051.
- The development is proposed to initially have one access on Old Cornelia Highway between White Sulphur Elementary School and Dana Drive, with two future entrances planned on Old Cornelia Highway south of Jesse Jewell Parkway and Floyd Road. It was assumed that a second access point on Old Cornelia Highway would be open by 2030, and a third access point on Floyd Road would be open by 2035.
- The development is projected to be constructed at a rate of 160 homes per year, and is anticipated to be built-out by 2035. The three phases evaluated in the study were Phase 1 (2025), Phase 2 (2030), and Phase 3 (2035).
- Turning movement count data was collected at the study intersections on Wednesday, February 17, 2021. The AM Peak Hour was observed to be 7:15 to 8:15 AM, and the PM Peak Hour was observed to be 4:45 to 5:45 PM.
- Bi-directional 24-hour traffic data was collected on SR 14 on Wednesday, February 17, 2021.
 - Eastbound: 85th percentile speed of 46 mph, traffic volume of 6,476 vehicles per day, and truck percentage of 4.4%
 - Westbound: 85th percentile speed of 44 mph, traffic volume of 6,974 vehicles per day, and truck percentage of 5.3%
- Due to the COVID-19 pandemic, turning movement data was compared to a nearby GDOT count station (139-0210) in order to determine how the pandemic was affecting traffic patterns. It was determined that the collected data experienced a reduction of approximately 9%.
- Crash data at the study intersections indicates that of the 29 crashes that occurred between 2016-2020 right angle collisions were the most common crash, accounting for 31% of the total.
- Based on the Atlanta Regional Commission's population forecast for Hall County, the census data from the Hall County Strategic Plan, and the trend analysis for nearby GDOT Count Stations, an annual growth rate of 1.5% was established between the Existing Year (2021) to the Phase 3 Build Year.

- With the full build out in Phase 3 (2035), the residential development is projected to generate 18,535 net daily trips, with 1,381 trips (349 entering, 1,032 exiting) in the AM Peak Hour and 1,821 trips (1,138 entering, 683 exiting) in the PM Peak Hour. Trip distribution for the new trips were based on the existing AM Peak Hour distribution.
- It was assumed that 100% of the trips would use the east access on Old Cornelia Highway in Phase 1 (2025), 80% of the trips in Phase 2 (2030), and 60% of the trips in Phase 3 (2035).
- Under Existing 2021 conditions, capacity analysis results indicate that the following intersections are experiencing unacceptable operation:
 - Old Cornelia Highway and Dana Drive, which currently operates at LOS 'E' on the northbound approach in the PM Peak Hour.
 - Old Cornelia Highway and White Sulphur Elementary School, which currently operates at LOS 'E' or worse on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which currently operates at LOS 'F' on the northbound approach in the PM Peak Hour.
- Under No-Build conditions, capacity analysis results indicate that the following intersections are projected to experience unacceptable operation:
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' on the northbound approach beginning in 2025.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'E' or worse on the northbound approach beginning in 2025.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'E' or worse on the northbound and southbound approaches beginning in 2025.
- Under Build conditions, capacity analysis results indicate that the following intersections are projected to experience unacceptable operation:
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' on the northbound approach beginning in 2025.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach beginning in 2025.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'E' or worse on the northbound and southbound approaches beginning in 2025.
 - Old Cornelia Highway and Driveway #1, which is projected to operate at LOS 'F' on the northbound approach beginning in 2025 and the westbound approach beginning in 2035.

- The No-Build and Build Conditions were also evaluated with widening on Old Cornelia Highway from two lanes to four lanes. Under No-Build conditions and with widening on Old Cornelia Highway, capacity analysis results indicate that the following intersections are projected to experience unacceptable operation:
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' on the northbound approach beginning in 2025.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'E' or worse on the northbound approach beginning in 2025.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'E' or worse on the northbound approach beginning in 2025 and the southbound approach beginning in 2035.
- Under Build conditions and with widening on Old Cornelia Highway capacity analysis results indicate that the following intersections are projected to experience unacceptable operation:
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' on the northbound approach beginning in 2025.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach beginning in 2025.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'E' or worse on the northbound and southbound approaches beginning in 2025.
 - Old Cornelia Highway and Driveway #1, which is projected to operate at LOS 'F' on the northbound approach beginning in 2025 and the westbound approach beginning in 2035.
- The intersection of Old Cornelia Highway and Driveway #1 was evaluated for alternative traffic control, with both existing geometry and four lane geometry. The following improvements were evaluated:
 - Minor Street Stop Control, with added turn lanes
 - Traffic Signal
 - Multilane Roundabout
- Under Build conditions with turn lane improvements at the intersection of Old Cornelia Highway and Driveway #1:
 - With existing geometry, the northbound approach is projected to operate at LOS 'E' or worse beginning in 2025.
 - With the four lane widened geometry, the northbound left movement is projected to operate at LOS 'E' or worse beginning in 2025.

- Under Build conditions with signal control at the intersection of Old Cornelia Highway and Driveway #1:
 - With existing geometry, the signal is projected to operate at LOS 'C' in the AM Peak Hour and LOS 'E' in the PM Peak Hour in 2035.
 - With the four lane widened geometry, the signal is projected to operate at LOS 'B' for both peak hours in 2035.

- Under Build conditions with roundabout control at the intersection of Old Cornelia Highway and Driveway #1:
 - With a single lane roundabout, the intersection is projected to have several approaches that operate at LOS 'E' or worse for both peak hours in 2035.
 - With a multilane roundabout, the intersection is projected to operate at LOS 'C' or better on all approaches for both peak hours in 2035.

- All of the improvements evaluated at the intersection of Old Cornelia Highway and Driveway #1 operate poorly under projected conditions, or experience queuing that affects the adjacent intersections. Therefore, additional alternatives were evaluated to implement access control and improve the operation of the existing minor street stop controlled intersections.
 - Traffic Signal, with Dana Drive and White Sulphur Elementary School consolidated at the proposed location of Driveway #1
 - Dumbbell Roundabout, with Dana Drive consolidated with Driveway #1
 - Elliptical Roundabout

- Under Build conditions with signal control at the intersection of Old Cornelia Highway and the Consolidated Driveway:
 - With existing geometry, the signal is projected to operate at LOS 'C' in the AM Peak Hour and LOS 'F' in the PM Peak Hour in 2035.
 - With the four lane widened geometry, the signal is projected to operate at LOS 'B' for both peak hours in 2035.

- Under Build conditions with the dumbbell roundabout at the consolidated intersection of Old Cornelia Highway and White Sulphur Elementary School/Driveway #1/Dana Drive:
 - With a single lane dumbbell roundabout, the consolidated intersection is projected to have several approaches that operate at LOS 'E' or worse for both peak hours in 2035.
 - With a multilane dumbbell roundabout, the consolidated intersection is projected to operate at LOS 'C' or better on all approaches for both peak hours in 2035.

- Under Build conditions with the elliptical roundabout at the consolidated intersection of Old Cornelia Highway and White Sulphur Elementary School/Driveway #1/Dana Drive:
 - With a single lane elliptical roundabout, the consolidated intersection is projected to have several approaches that operate at LOS 'E' or worse for both peak hours in 2035.
 - With a multilane elliptical roundabout, the consolidated intersection is projected to operate at LOS 'D' or better on all approaches for both peak hours in 2035.

CONCLUSION

Based on the findings in this study, any improvements implemented at Driveway #1 on Old Cornelia Highway could not be implemented without adversely affecting the adjacent intersections. Therefore, three alternatives were evaluated that would also address the operation of White Sulphur Elementary School and Dana Drive.

Alternative A operates at LOS 'D' with the existing geometry through 2030. However this alternative requires all of the driveways to be consolidated and connect on the development roadway, which will be difficult to implement given the terrain of the site.

Alternatives B and C have movements that operate at LOS 'E' or worse on several movements in 2025, but are more feasible forms of traffic control for the site driveway and the existing adjacent intersections.

It is recommended that the roadway of Old Cornelia Highway be widened to four lanes to accommodate for these Alternatives. A long range project is currently planned for widening, but the background growth of the roadway coupled with the development volume exacerbate the need for the project. The developer should work with GDOT for widening project, while the developer will be solely responsible for the selected Alternative.

The intersection of Old Cornelia Road and Oconee Circle is currently experiencing unacceptable LOS before adding the project volumes, and improvements should be implemented by local officials.

Figure 27 through 29 on the following pages show each of the three recommended Alternatives.

Figure 27: ALTERNATIVE A

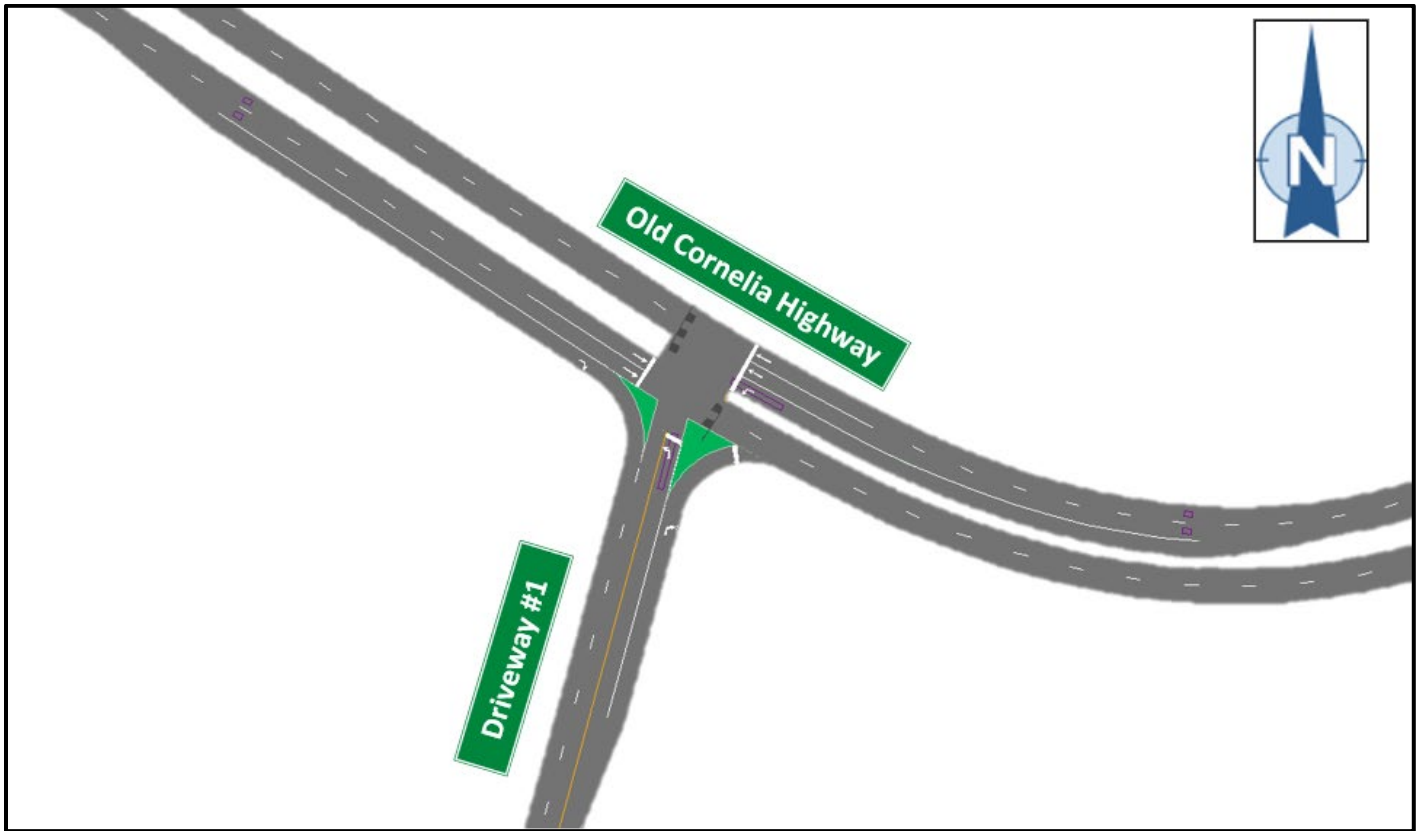


Figure 28: ALTERNATIVE B

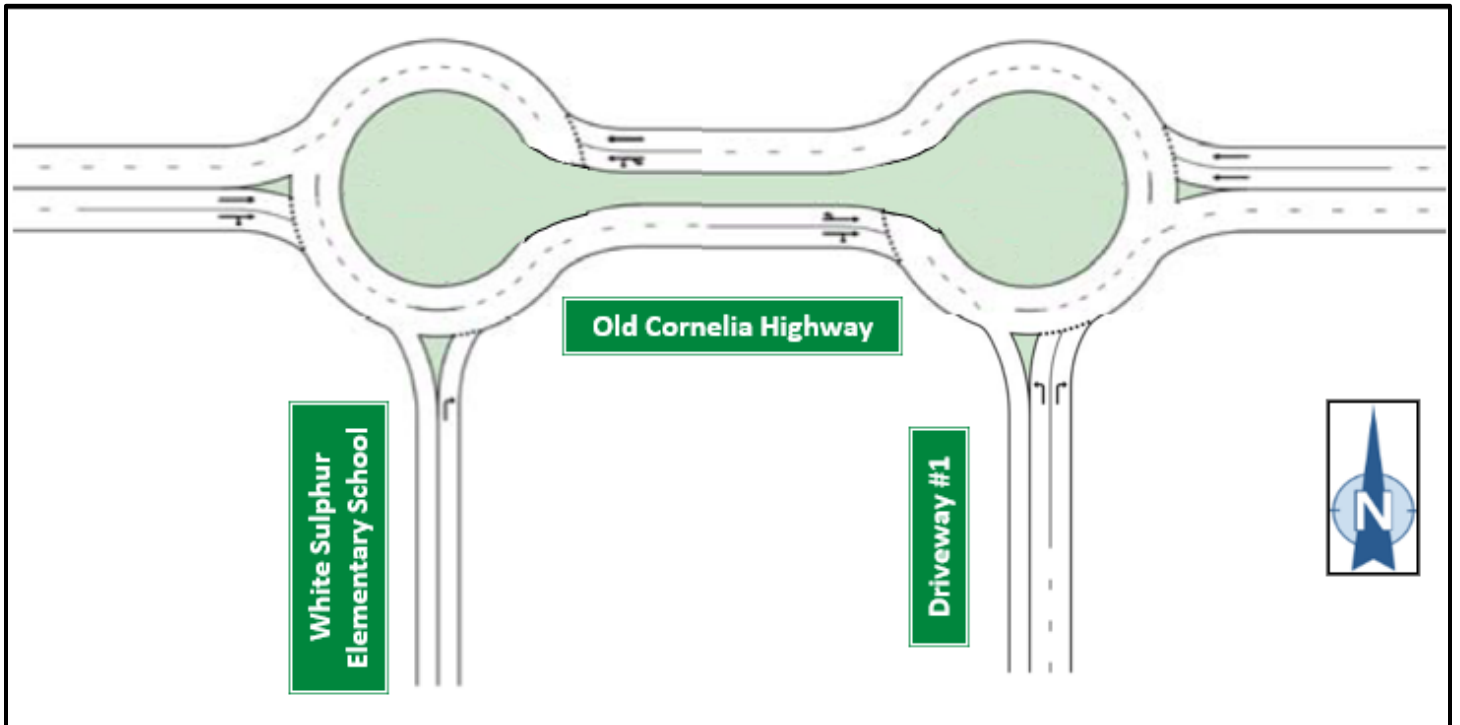
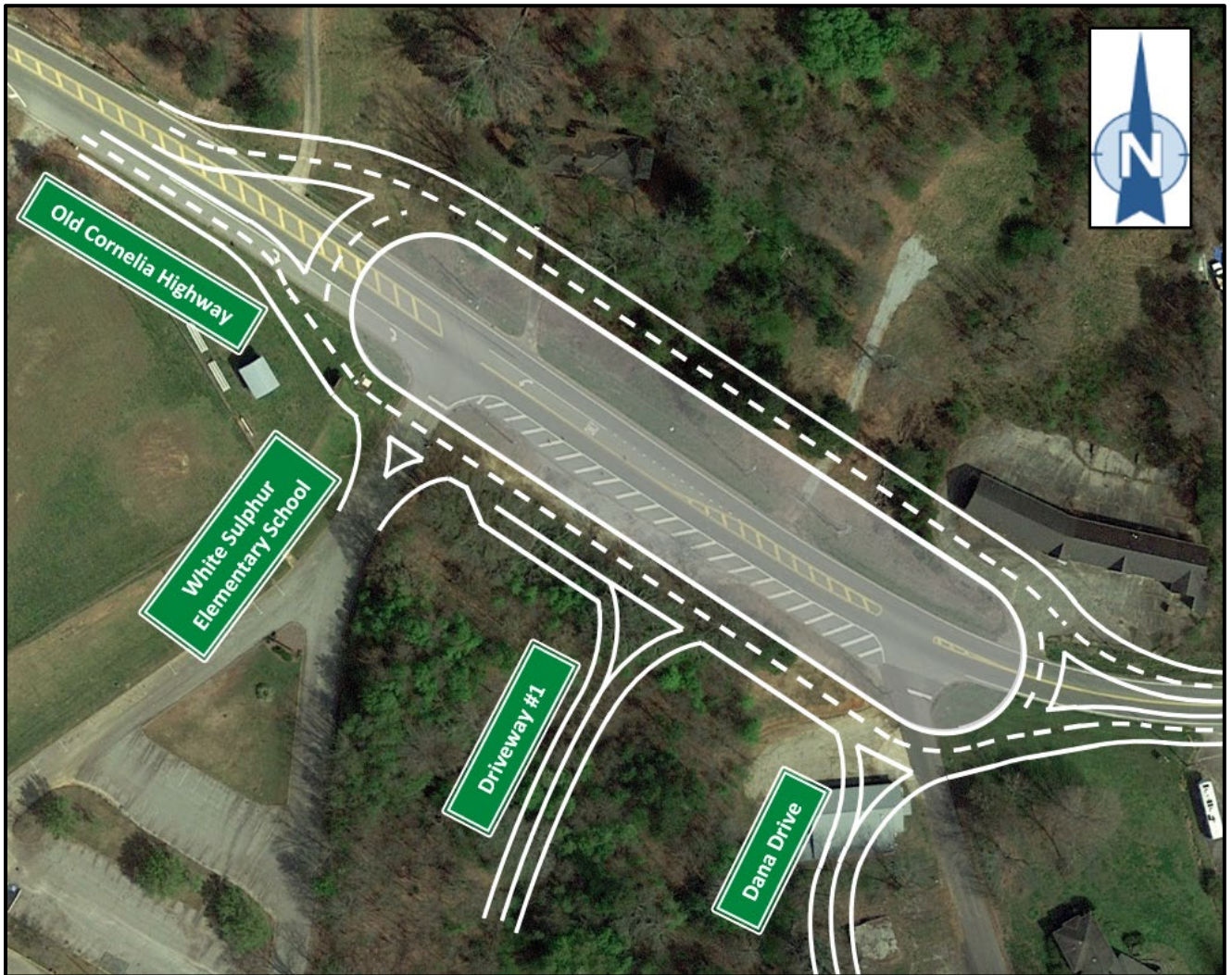


FIGURE 29 : ALTERNATIVE C



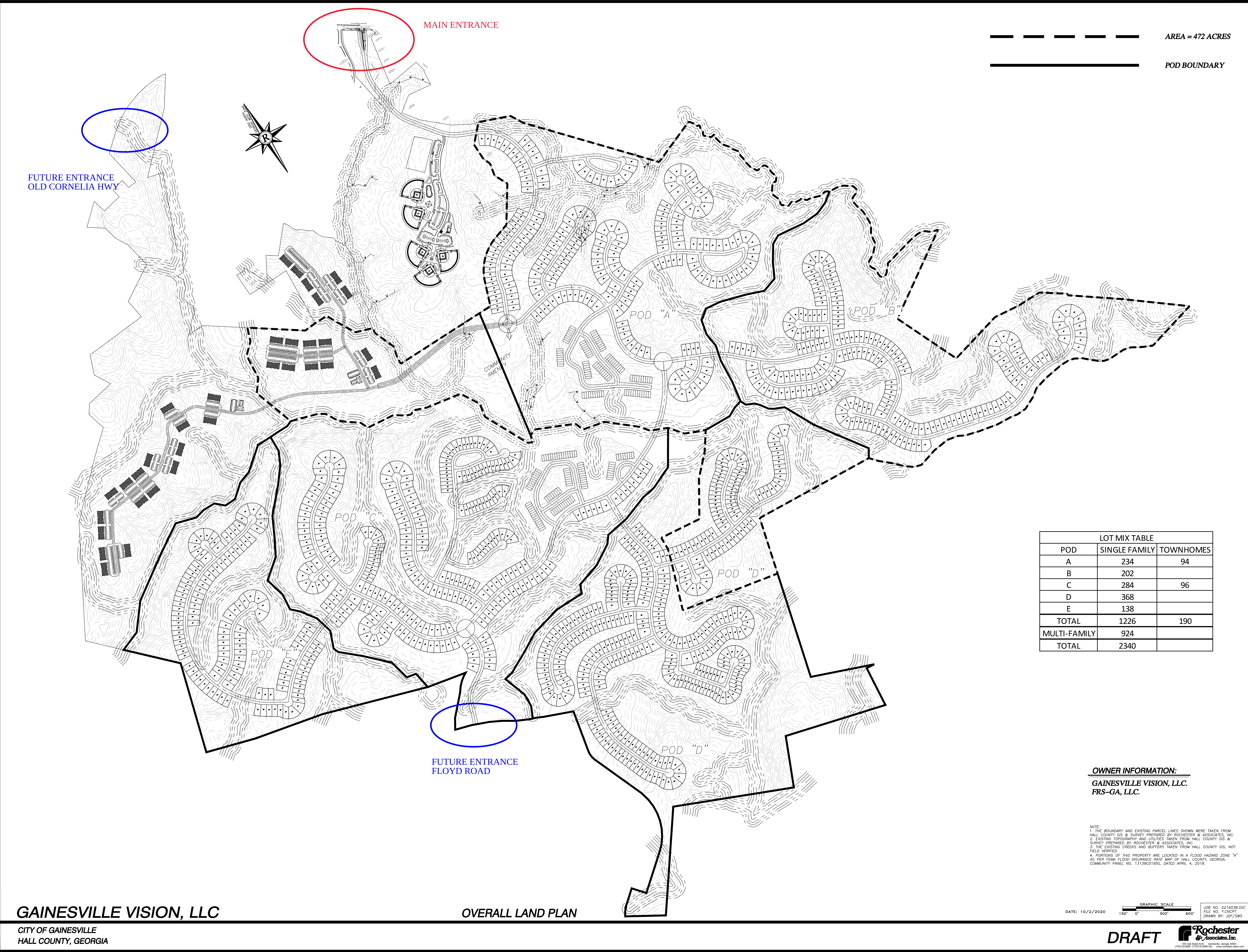
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APPENDIX A

SITE PLAN





APPENDIX B

TURNING MOVEMENT COUNT DATA





ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

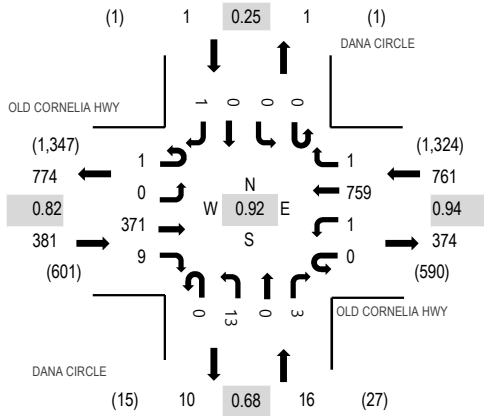
Location: #1 DANA CIRCLE & OLD CORNELIA HWY AM

Date: Wednesday, February 17, 2021

Peak Hour: 07:15 AM - 08:15 AM

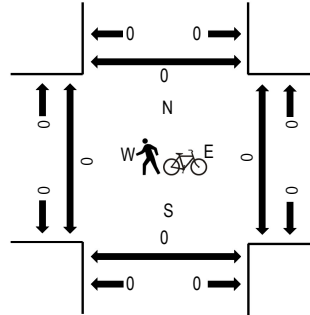
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	OLD CORNELIA HWY Eastbound				OLD CORNELIA HWY Westbound				DANA CIRCLE Northbound				DANA CIRCLE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	37	0	0	1	192	0	0	0	5	0	0	0	0	0	235	1,145	0	0	0	0
7:15 AM	0	0	95	3	0	0	184	0	0	7	0	0	0	0	0	0	289	1,159	0	0	0	0
7:30 AM	0	0	114	2	0	0	195	0	0	2	0	1	0	0	0	0	314	1,090	0	0	0	0
7:45 AM	0	0	93	4	0	1	204	1	0	2	0	2	0	0	0	0	307	956	0	0	0	0
8:00 AM	1	0	69	0	0	0	176	0	0	2	0	0	0	0	0	1	249	808	0	0	0	0
8:15 AM	0	0	62	1	0	0	155	0	0	2	0	0	0	0	0	0	220		0	0	0	0
8:30 AM	0	0	56	2	0	0	120	0	0	2	0	0	0	0	0	0	180		0	0	0	0
8:45 AM	0	0	61	1	0	0	95	0	0	2	0	0	0	0	0	0	159		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	1	0	345	8	0	1	743	1	0	13	0	2	0	0	0	1	1,115
Mediums	0	0	24	1	0	0	15	0	0	0	0	1	0	0	0	0	41
Total	1	0	371	9	0	1	759	1	0	13	0	3	0	0	0	1	1,159



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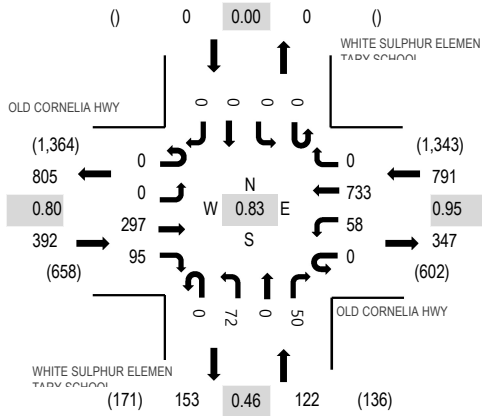
Location: #2 WHITE SULPHUR ELEMENTARY SCHOOL & OLD CORNELIA HWY AM

Date: Wednesday, February 17, 2021

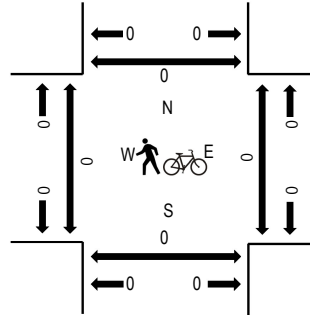
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	OLD CORNELIA HWY Eastbound				OLD CORNELIA HWY Westbound				WHITE SULPHUR ELEMENTARY SCHOOL Northbound				WHITE SULPHUR ELEMENTARY SCHOOL Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	37	35	0	21	172	0	0	0	0	0	0	0	0	0	265	1,305	0	0	0	0
7:15 AM	0	0	69	23	0	13	176	0	0	20	0	20	0	0	0	0	321	1,304	0	0	0	0
7:30 AM	0	0	92	31	0	22	179	0	0	46	0	24	0	0	0	0	394	1,204	0	0	0	0
7:45 AM	0	0	99	6	0	2	206	0	0	6	0	6	0	0	0	0	325	997	0	0	0	0
8:00 AM	0	0	70	6	0	2	179	0	0	5	0	2	0	0	0	0	264	832	0	1	0	0
8:15 AM	0	0	64	1	0	0	156	0	0	0	0	0	0	0	0	0	221		0	0	1	0
8:30 AM	0	0	58	3	0	0	122	0	0	4	0	0	0	0	0	0	187		0	0	0	0
8:45 AM	0	0	61	3	0	3	90	0	0	3	0	0	0	0	0	0	160		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	0	0	282	91	0	54	722	0	0	65	0	45	0	0	0	0	1,259
Mediums	0	0	13	4	0	4	10	0	0	7	0	5	0	0	0	0	43
Total	0	0	297	95	0	58	733	0	0	72	0	50	0	0	0	0	1,305



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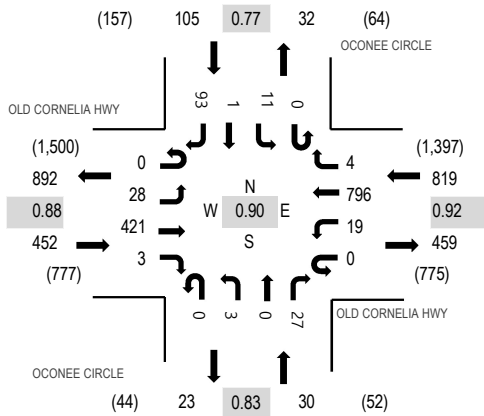
Location: #3 OCONEE CIRCLE & OLD CORNELIA HWY AM

Date: Wednesday, February 17, 2021

Peak Hour: 07:15 AM - 08:15 AM

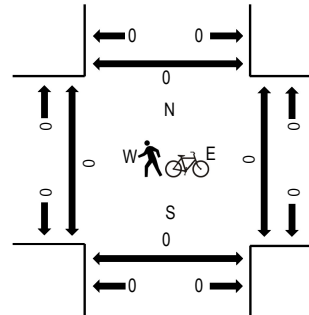
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	OLD CORNELIA HWY Eastbound				OLD CORNELIA HWY Westbound				OCONEE CIRCLE Northbound				OCONEE CIRCLE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	4	87	0	0	6	159	0	0	0	1	3	0	0	0	12	272	1,364	0	0	0	0
7:15 AM	0	5	106	0	0	6	182	0	0	1	0	5	0	6	0	28	339	1,406	0	0	0	0
7:30 AM	0	9	119	0	0	4	216	3	0	1	0	9	0	4	1	24	390	1,332	0	0	0	0
7:45 AM	0	4	102	2	0	1	219	1	0	1	0	8	0	1	0	24	363	1,172	0	0	0	0
8:00 AM	0	10	94	1	0	8	179	0	0	0	0	5	0	0	0	17	314	1,019	0	0	0	0
8:15 AM	0	11	67	2	0	2	163	2	0	1	1	7	0	2	0	7	265		0	0	0	0
8:30 AM	0	7	72	0	0	2	134	0	0	1	0	0	0	1	1	12	230		0	0	0	0
8:45 AM	0	5	69	1	0	5	105	0	0	1	1	6	0	2	2	13	210		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6
Lights	0	28	401	3	0	18	777	4	0	3	0	27	0	11	1	93	1,366
Mediums	0	0	16	0	0	1	17	0	0	0	0	0	0	0	0	0	34
Total	0	28	421	3	0	19	796	4	0	3	0	27	0	11	1	93	1,406



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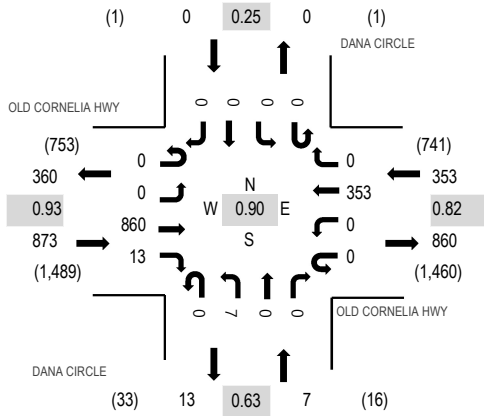
Location: #1 DANA CIRCLE & OLD CORNELIA HWY PM

Date: Wednesday, February 17, 2021

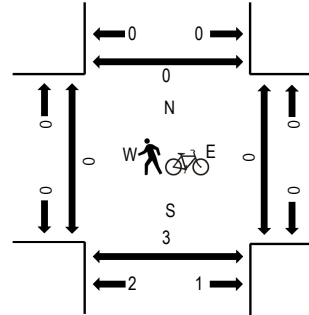
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	OLD CORNELIA HWY				OLD CORNELIA HWY				DANA CIRCLE				DANA CIRCLE				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:30 PM	0	0	174	5	0	1	87	1	0	3	0	1	0	0	0	1	273	1,227	0	0	0	0
4:45 PM	0	0	182	5	0	0	87	0	0	3	0	0	0	0	0	0	277	1,233	0	0	0	0
5:00 PM	0	0	232	3	0	0	98	0	0	1	0	0	0	0	0	0	334	1,232	0	0	0	0
5:15 PM	0	0	229	3	0	0	109	0	0	2	0	0	0	0	0	0	343	1,165	0	0	0	0
5:30 PM	0	0	217	2	0	0	59	0	0	1	0	0	0	0	0	0	279	1,020	0	0	3	0
5:45 PM	0	0	169	5	0	0	102	0	0	0	0	0	0	0	0	0	276		0	0	2	0
6:00 PM	0	0	140	5	0	0	119	0	0	3	0	0	0	0	0	0	267		0	0	0	0
6:15 PM	0	0	115	3	0	1	77	0	0	1	0	1	0	0	0	0	198		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	0	851	12	0	0	348	0	0	6	0	0	0	0	0	0	1,217
Mediums	0	0	8	1	0	0	5	0	0	1	0	0	0	0	0	0	15
Total	0	0	860	13	0	0	353	0	0	7	0	0	0	0	0	0	1,233



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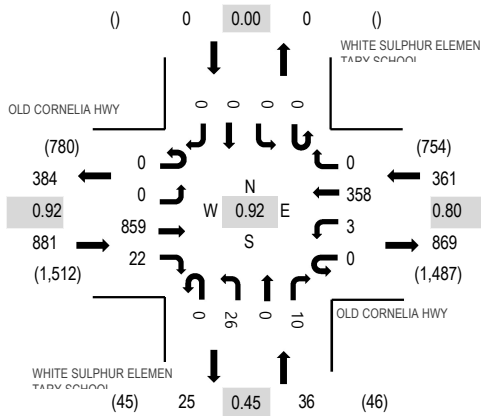
Location: #2 WHITE SULPHUR ELEMENTARY SCHOOL & OLD CORNELIA HWY PM

Date: Wednesday, February 17, 2021

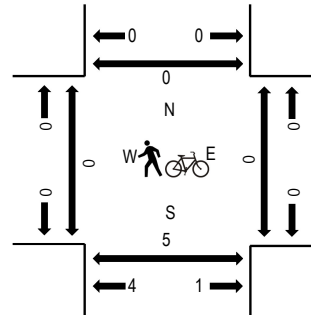
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD CORNELIA HWY Eastbound				OLD CORNELIA HWY Westbound				WHITE SULPHUR ELEMENTARY SCHOOL Northbound				WHITE SULPHUR ELEMENTARY SCHOOL Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:30 PM	0	0	181	8	0	5	85	0	0	0	2	0	0	0	0	0	281	1,272	0	0	0	0
4:45 PM	0	0	177	12	0	3	88	0	0	14	0	6	0	0	0	0	300	1,278	0	0	0	0
5:00 PM	0	0	235	4	0	0	98	0	0	5	0	1	0	0	0	0	343	1,260	0	0	0	0
5:15 PM	0	0	230	2	0	0	111	0	0	4	0	1	0	0	0	0	348	1,190	0	0	2	0
5:30 PM	0	0	217	4	0	0	61	0	0	3	0	2	0	0	0	0	287	1,040	0	0	3	0
5:45 PM	0	0	173	4	0	2	99	0	0	4	0	0	0	0	0	0	282		0	0	2	0
6:00 PM	0	0	147	1	0	0	124	0	0	1	0	0	0	0	0	0	273		0	0	0	0
6:15 PM	0	0	117	0	0	0	78	0	0	3	0	0	0	0	0	0	198		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	851	22	0	3	351	0	0	26	0	10	0	0	0	0	1,263
Mediums	0	0	8	0	0	0	7	0	0	0	0	0	0	0	0	0	15
Total	0	0	859	22	0	3	358	0	0	26	0	10	0	0	0	0	1,278



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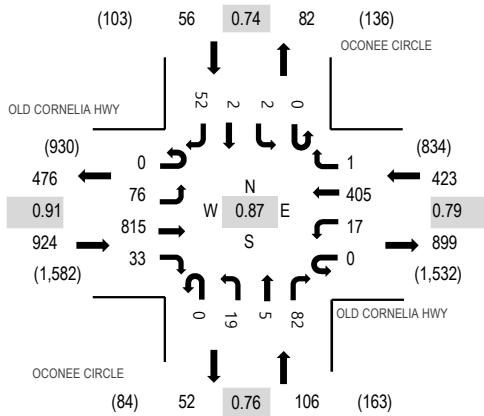
Location: #3 OCONEE CIRCLE & OLD CORNELIA HWY PM

Date: Wednesday, February 17, 2021

Peak Hour: 04:45 PM - 05:45 PM

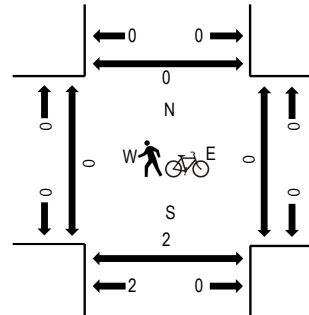
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	OLD CORNELIA HWY Eastbound				OLD CORNELIA HWY Westbound				OCONEE CIRCLE Northbound				OCONEE CIRCLE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:30 PM	0	11	185	7	1	4	90	0	0	7	1	10	0	2	0	10	328	1,490	0	0	0	0
4:45 PM	0	17	174	4	0	4	102	0	0	5	0	16	0	0	2	9	333	1,509	0	0	0	0
5:00 PM	0	23	222	8	0	1	99	1	0	4	3	19	0	0	0	15	395	1,484	0	0	0	0
5:15 PM	0	17	225	10	0	7	133	0	0	4	1	19	0	1	0	17	434	1,395	0	0	0	0
5:30 PM	0	19	194	11	0	5	71	0	0	6	1	28	0	1	0	11	347	1,192	0	0	2	0
5:45 PM	0	12	162	2	0	1	104	1	0	5	0	12	0	0	0	9	308		0	0	0	0
6:00 PM	0	12	136	5	0	7	111	0	0	4	1	10	0	3	0	17	306		0	0	0	0
6:15 PM	0	16	106	4	0	2	90	0	0	1	0	6	0	0	0	6	231		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	75	804	33	0	17	399	1	0	19	5	82	0	2	2	52	1,491
Mediums	0	1	10	0	0	0	6	0	0	0	0	0	0	0	0	0	17
Total	0	76	815	33	0	17	405	1	0	19	5	82	0	2	2	52	1,509

APPENDIX C

ATR DATA



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Page 1

Site Code: 1

Station ID: 1

OLD CORNEILIA HWY WEST OF OCONEE CIRCLE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

EB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	20	25	30	35	40	45	50	55	60	65	70	75	999		
02/17/21	0	0	0	0	1	1	5	2	0	0	0	0	0	0	9
00:15	0	0	0	0	0	0	3	1	2	0	0	0	0	0	6
00:30	0	0	0	1	0	0	3	3	0	0	0	0	0	0	7
00:45	0	0	0	0	0	3	2	1	0	0	0	0	0	0	6
	0	0	0	1	1	4	13	7	2	0	0	0	0	0	28
01:00	0	0	0	0	1	1	3	0	0	0	0	0	0	0	5
01:15	0	0	0	1	0	1	3	4	1	1	0	0	0	0	11
01:30	0	0	0	0	1	0	3	1	0	0	0	0	0	0	5
01:45	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
	0	0	0	1	2	2	13	5	1	1	0	0	0	0	25
02:00	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
02:15	0	0	0	0	1	1	3	1	0	0	0	0	0	0	6
02:30	0	0	0	1	0	0	3	1	1	0	0	0	0	0	6
02:45	0	0	0	0	1	2	2	1	1	0	0	0	0	0	7
	0	0	0	2	3	4	9	3	2	0	0	0	0	0	23
03:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
03:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	1	0	3	1	0	0	0	0	0	5
03:45	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
	0	0	0	0	1	6	3	3	1	0	0	0	0	0	14
04:00	0	0	0	0	0	4	0	1	0	0	0	0	0	0	5
04:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
04:30	1	1	0	0	1	1	1	1	2	0	0	0	0	0	8
04:45	0	0	0	1	0	2	4	0	1	0	0	0	0	0	8
	1	1	0	1	1	7	7	2	3	0	0	0	0	0	23
05:00	0	0	0	0	2	2	12	0	0	0	0	0	0	0	16
05:15	0	0	0	0	2	4	5	2	0	0	0	0	0	0	13
05:30	0	0	0	0	0	5	6	9	1	0	0	0	0	0	21
05:45	0	0	0	1	3	4	11	4	0	0	0	0	0	0	23
	0	0	0	1	7	15	34	15	1	0	0	0	0	0	73
06:00	1	0	0	0	1	8	15	5	3	0	0	0	0	0	33
06:15	0	0	0	0	2	10	16	9	2	0	0	0	0	0	39
06:30	1	0	0	0	2	5	18	20	3	0	0	0	0	0	49
06:45	2	0	0	0	3	24	35	17	2	0	0	0	0	0	83
	4	0	0	0	8	47	84	51	10	0	0	0	0	0	204
07:00	0	0	0	0	2	16	39	19	3	0	0	0	0	0	79
07:15	1	0	0	1	3	20	57	24	0	1	0	0	0	0	107
07:30	0	0	0	0	2	20	60	25	2	0	0	0	0	0	109
07:45	0	0	2	0	0	23	43	20	4	1	0	0	0	0	93
	1	0	2	1	7	79	199	88	9	2	0	0	0	0	388
08:00	1	0	0	0	3	17	34	23	5	0	0	0	0	0	83
08:15	0	0	0	0	2	12	47	13	1	0	0	0	0	0	75
08:30	0	0	0	1	2	16	36	13	0	1	0	0	0	0	69
08:45	1	0	1	0	4	17	28	13	2	1	0	0	0	0	67
	2	0	1	1	11	62	145	62	8	2	0	0	0	0	294
09:00	0	0	1	0	4	23	19	16	3	0	0	0	0	0	66
09:15	0	0	2	0	2	12	26	5	2	1	0	0	0	0	50
09:30	1	1	0	0	3	12	29	16	1	0	0	0	0	0	63
09:45	2	1	0	0	0	17	43	11	1	0	0	0	0	0	75
	3	2	3	0	9	64	117	48	7	1	0	0	0	0	254
10:00	0	0	0	0	2	22	31	24	2	0	0	0	0	0	81
10:15	0	0	0	1	1	18	21	19	0	0	0	0	0	0	60
10:30	1	1	1	0	3	19	36	18	4	0	0	0	0	0	83
10:45	0	1	0	0	2	17	39	15	0	0	0	0	0	0	74
	1	2	1	1	8	76	127	76	6	0	0	0	0	0	298
11:00	0	0	0	1	1	12	47	11	1	0	0	0	0	0	73
11:15	0	0	0	0	4	23	42	17	1	0	0	0	0	0	87
11:30	0	1	1	2	3	22	40	11	0	0	0	0	0	0	80
11:45	1	1	0	1	5	29	45	15	0	0	0	0	0	0	97
	1	2	1	4	13	86	174	54	2	0	0	0	0	0	337
Total	13	7	8	13	71	452	925	414	52	6	0	0	0	0	1961

All Traffic Data Services

www.alltrafficdata.net

Site Code: 1

Station ID: 1

OLD CORNEILIA HWY WEST OF OCONEE CIRCLE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

EB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
12 PM	1	0	2	1	10	25	45	23	3	0	0	0	0	0	110
12:15	0	0	0	2	7	32	56	12	2	0	0	0	0	0	111
12:30	1	0	0	0	6	22	45	17	1	0	0	0	0	0	92
12:45	0	0	0	1	4	30	39	15	0	0	0	0	0	0	89
13:00	2	0	2	4	27	109	185	67	6	0	0	0	0	0	402
13:15	0	0	0	2	12	26	49	16	0	0	0	0	0	0	105
13:30	0	0	2	0	4	25	42	20	1	0	0	0	0	0	94
13:45	0	0	1	1	0	23	47	18	4	0	0	0	0	0	94
14:00	0	0	0	0	5	19	45	18	5	0	0	0	0	0	92
14:15	0	0	3	3	21	93	183	72	10	0	0	0	0	0	385
14:30	0	2	2	0	6	23	41	26	1	0	0	0	0	0	101
14:45	0	0	1	1	2	31	45	20	1	0	0	0	0	0	101
15:00	1	0	0	0	0	19	45	24	3	0	0	0	0	0	92
15:15	0	0	0	2	4	24	59	27	5	0	0	0	0	0	121
15:30	1	2	3	3	12	97	190	97	10	0	0	0	0	0	415
15:45	13	0	2	4	14	15	55	17	1	0	0	0	0	0	121
16:00	4	2	0	10	10	30	51	14	1	0	0	0	0	0	122
16:15	2	1	0	3	13	20	61	22	2	0	0	0	0	0	124
16:30	0	0	0	2	13	44	50	21	2	0	0	0	0	0	132
16:45	19	3	2	19	50	109	217	74	6	0	0	0	0	0	499
17:00	1	0	1	0	6	30	78	20	6	1	0	0	0	0	143
17:15	4	0	0	0	8	57	69	29	3	0	0	0	0	0	170
17:30	3	0	0	2	8	52	77	31	3	0	0	0	0	0	176
17:45	1	0	1	1	9	51	75	42	3	0	0	0	0	0	183
18:00	9	0	2	3	31	190	299	122	15	1	0	0	0	0	672
18:15	3	0	0	1	7	58	89	39	8	0	0	0	0	0	205
18:30	3	0	0	1	0	56	114	36	1	0	0	0	0	0	211
18:45	0	0	0	1	9	49	87	31	4	0	0	0	0	0	181
19:00	1	0	0	1	8	37	70	29	7	0	0	0	0	0	153
19:15	7	0	0	4	24	200	360	135	20	0	0	0	0	0	750
19:30	1	0	0	0	7	25	84	21	0	0	0	0	0	0	138
19:45	1	0	0	2	6	35	52	10	0	0	0	0	0	0	106
20:00	1	1	3	1	12	39	50	21	1	0	0	0	0	0	129
20:15	1	1	0	1	2	31	42	18	2	1	0	0	0	0	99
20:30	4	2	3	4	27	130	228	70	3	1	0	0	0	0	472
20:45	1	0	1	0	3	34	43	14	2	0	0	0	0	0	98
21:00	0	0	1	0	3	29	46	20	0	0	0	0	0	0	99
21:15	1	0	0	1	3	16	38	12	0	0	0	0	0	0	71
21:30	0	0	0	0	6	20	42	11	2	1	0	0	0	0	82
21:45	2	0	2	1	15	99	169	57	4	1	0	0	0	0	350
22:00	0	0	0	1	6	16	34	10	2	0	0	0	0	0	69
22:15	0	0	0	0	3	17	40	12	2	0	0	0	0	0	74
22:30	2	0	1	1	3	23	21	10	1	0	0	0	0	0	62
22:45	1	0	1	0	1	10	31	7	1	0	1	0	0	0	53
23:00	3	0	2	2	13	66	126	39	6	0	1	0	0	0	258
23:15	0	0	0	0	4	10	24	5	2	0	0	0	0	0	45
23:30	0	0	0	0	2	13	13	6	0	0	0	0	0	0	34
23:45	0	0	0	0	2	18	15	6	0	0	0	0	0	0	41
24:00	0	0	0	0	1	11	13	5	1	0	0	0	0	0	31
24:15	0	0	0	0	9	52	65	22	3	0	0	0	0	0	151
24:30	0	0	1	0	1	6	11	2	0	0	0	0	0	0	21
24:45	0	0	0	1	2	10	7	5	1	0	0	0	0	0	26
25:00	0	0	0	0	1	8	9	3	0	0	0	0	0	0	21
25:15	0	0	0	1	1	4	9	2	0	0	0	0	0	0	17
25:30	0	0	1	2	5	28	36	12	1	0	0	0	0	0	85
25:45	0	0	0	0	1	6	15	2	0	0	0	0	0	0	24
26:00	1	0	0	0	2	9	7	1	0	0	0	0	0	0	20
26:15	0	0	0	0	0	4	9	4	0	0	0	0	0	0	17
26:30	0	0	0	1	0	5	7	1	1	0	0	0	0	0	15
26:45	1	0	0	1	3	24	38	8	1	0	0	0	0	0	76
Total	48	7	20	46	237	1197	2096	775	85	3	1	0	0	0	4515
Grand Total	61	14	28	59	308	1649	3021	1189	137	9	1	0	0	0	6476

15th Percentile : 36 MPH
 50th Percentile : 41 MPH
 85th Percentile : 46 MPH
 95th Percentile : 49 MPH

Stats Mean Speed(Average) : 42 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 4670

Percent in Pace :	72.1%
Number of Vehicles > 55 MPH :	10
Percent of Vehicles > 55 MPH :	0.2%

All Traffic Data Services

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Site Code: 1

Station ID: 1

OLD CORNEILIA HWY WEST OF OCONEE CIRCLE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

WB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
		15	20	25	30	35	40	45	50	55	60	65	70	75	999	
	02/17/21	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
	00:15	0	0	0	0	0	4	2	2	0	0	0	0	0	0	8
	00:30	0	0	0	1	0	0	2	1	1	0	0	0	0	0	5
	00:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	01:00	0	0	0	1	1	5	6	3	1	0	0	0	0	0	17
	01:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
	01:30	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4
	01:45	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
	02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	02:15	0	0	0	0	1	2	3	4	0	0	0	0	0	0	10
	02:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
	02:45	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4
	03:00	0	0	0	0	0	3	3	3	1	0	0	0	0	0	10
	03:15	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
	03:30	0	0	0	0	1	2	5	1	0	0	0	0	0	0	9
	03:45	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
	04:00	0	0	0	0	0	2	5	0	0	0	0	0	0	0	7
	04:15	0	0	0	0	1	7	14	2	0	0	0	0	0	0	24
	04:30	0	0	0	0	1	1	6	1	0	0	0	0	0	0	9
	04:45	0	0	0	0	0	3	3	4	2	0	0	0	0	0	12
	05:00	0	1	0	0	2	3	9	6	0	0	0	0	0	0	21
	05:15	0	0	0	0	1	5	10	6	2	0	0	0	0	0	24
	05:30	0	1	0	0	4	12	28	17	4	0	0	0	0	0	66
	05:45	1	0	0	0	0	3	10	7	3	1	0	0	0	0	25
	06:00	0	0	0	0	1	8	19	12	0	0	0	0	0	0	40
	06:15	0	0	0	0	0	10	22	22	4	0	0	0	0	0	58
	06:30	0	0	0	0	2	8	28	19	3	1	0	0	0	0	61
	06:45	1	0	0	0	3	29	79	60	10	2	0	0	0	0	184
	07:00	0	1	0	0	0	18	37	14	0	0	0	0	0	0	70
	07:15	0	0	0	0	6	43	64	12	3	0	0	0	0	0	128
	07:30	0	0	0	0	1	26	77	16	1	0	0	0	0	0	121
	07:45	0	0	0	0	3	41	83	16	1	0	0	0	0	0	144
	08:00	0	1	0	0	10	128	261	58	5	0	0	0	0	0	463
	08:15	0	0	0	0	7	56	77	20	1	0	0	0	0	0	161
	08:30	0	1	0	0	11	73	86	23	3	0	0	0	0	0	197
	08:45	0	2	0	0	7	78	115	18	1	0	0	0	0	0	221
	09:00	0	1	0	2	9	72	114	24	3	0	0	0	0	0	225
	09:15	0	4	0	2	34	279	392	85	8	0	0	0	0	0	804
	09:30	0	0	1	0	2	57	99	28	2	0	0	0	0	0	189
	09:45	0	0	0	0	4	53	92	11	0	0	0	0	0	0	160
	10:00	0	0	0	0	3	52	67	19	5	0	0	0	0	0	146
	10:15	0	0	0	0	8	33	50	17	2	0	0	0	0	0	110
	10:30	0	0	1	0	17	195	308	75	9	0	0	0	0	0	605
	10:45	1	1	0	5	1	32	35	16	0	0	0	0	0	0	91
	11:00	0	1	0	0	5	31	54	9	3	0	0	0	0	0	103
	11:15	1	2	0	0	6	50	40	9	0	0	0	0	0	0	108
	11:30	0	2	0	3	10	37	44	10	0	0	0	0	0	0	106
	11:45	2	6	0	8	22	150	173	44	3	0	0	0	0	0	408
	12:00	0	0	0	0	3	43	34	6	0	0	0	0	0	0	86
	12:15	0	0	0	1	12	54	36	2	0	0	0	0	0	0	105
	12:30	0	1	1	0	9	36	43	8	1	0	0	0	0	0	99
	12:45	0	1	1	2	7	37	39	6	1	0	0	0	0	0	94
	13:00	0	2	2	3	31	170	152	22	2	0	0	0	0	0	384
	13:15	0	0	0	0	9	29	39	8	1	0	0	0	0	0	86
	13:30	0	0	0	0	4	39	40	13	0	0	0	0	0	0	96
	13:45	1	0	0	4	18	52	28	2	0	0	0	0	0	0	105
	14:00	1	0	0	0	9	64	21	2	0	0	0	0	0	0	97
	14:15	2	0	0	4	40	184	128	25	1	0	0	0	0	0	384
Total		5	14	3	18	164	1164	1547	398	44	2	0	0	0	0	3359

All Traffic Data Services

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Site Code: 1

Station ID: 1

OLD CORNEILIA HWY WEST OF OCONEE CIRCLE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

WB	Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
	12 PM	1	3	0	0	12	65	11	0	0	0	0	0	0	0	92
	12:15	0	1	0	0	18	44	39	1	0	0	0	0	0	0	103
	12:30	0	0	0	1	9	44	41	3	0	0	0	0	0	0	98
	12:45	3	1	0	1	5	52	30	9	2	0	0	0	0	0	103
		4	5	0	2	44	205	121	13	2	0	0	0	0	0	396
	13:00	0	0	1	0	6	51	38	13	0	0	0	0	0	0	109
	13:15	0	1	0	1	13	24	24	4	2	0	0	0	0	0	69
	13:30	2	1	0	3	12	51	41	4	2	0	0	0	0	0	116
	13:45	1	2	0	0	3	40	28	10	4	0	0	0	0	0	88
		3	4	1	4	34	166	131	31	8	0	0	0	0	0	382
	14:00	0	0	0	0	6	42	27	7	1	0	0	0	0	0	83
	14:15	1	0	0	1	12	36	38	8	0	0	0	0	0	0	96
	14:30	3	0	0	1	1	27	41	16	0	0	0	0	0	0	89
	14:45	0	0	1	0	5	35	48	14	0	1	0	0	0	0	104
		4	0	1	2	24	140	154	45	1	1	0	0	0	0	372
	15:00	0	1	2	4	3	13	30	7	0	1	0	0	0	0	61
	15:15	2	1	0	8	18	62	38	9	6	0	0	0	0	0	144
	15:30	0	0	0	1	6	40	54	11	2	1	0	0	0	0	115
	15:45	1	1	0	0	2	56	69	23	0	0	0	0	0	0	152
		3	3	2	13	29	171	191	50	8	2	0	0	0	0	472
	16:00	0	0	2	5	4	84	53	10	2	0	0	0	0	0	160
	16:15	0	1	0	1	6	26	62	20	1	0	0	0	0	0	117
	16:30	1	0	0	0	7	25	53	19	1	1	0	0	0	0	107
	16:45	0	1	2	0	0	12	57	40	4	0	0	0	0	0	116
		1	2	4	6	17	147	225	89	8	1	0	0	0	0	500
	17:00	0	0	0	0	9	30	48	31	3	0	0	0	0	0	121
	17:15	0	0	0	0	4	43	68	24	2	0	0	0	0	0	141
	17:30	0	0	0	0	5	17	43	25	3	0	0	0	0	0	93
	17:45	0	0	0	1	4	28	61	18	1	0	0	0	0	0	113
		0	0	0	1	22	118	220	98	9	0	0	0	0	0	468
	18:00	1	0	0	0	2	25	67	30	1	1	0	0	0	0	127
	18:15	0	0	0	0	1	12	59	25	1	0	0	0	0	0	98
	18:30	0	0	0	0	0	42	45	10	1	0	0	0	0	0	98
	18:45	0	0	0	2	3	25	39	10	1	0	0	0	0	0	80
		1	0	0	2	6	104	210	75	4	1	0	0	0	0	403
	19:00	0	0	0	0	1	13	48	12	1	0	0	0	0	0	75
	19:15	0	0	0	1	4	19	38	9	0	0	0	0	0	0	71
	19:30	0	0	0	0	2	17	28	7	3	0	0	0	0	0	57
	19:45	0	0	0	0	2	16	15	5	0	0	0	0	0	0	38
		0	0	0	1	9	65	129	33	4	0	0	0	0	0	241
	20:00	0	0	0	0	1	15	23	2	3	0	0	0	0	0	44
	20:15	0	0	0	1	2	7	17	11	0	0	0	0	0	0	38
	20:30	0	0	0	0	3	13	20	7	0	0	0	0	0	0	43
	20:45	0	1	0	1	0	3	12	10	1	1	0	0	0	0	29
		0	1	0	2	6	38	72	30	4	1	0	0	0	0	154
	21:00	0	0	0	0	0	6	17	7	2	0	0	0	0	0	32
	21:15	0	0	0	1	1	15	15	5	1	0	0	0	0	0	38
	21:30	0	0	0	0	1	4	18	4	0	0	0	0	0	0	27
	21:45	0	1	0	0	3	7	11	6	1	0	0	0	0	0	29
		0	1	0	1	5	32	61	22	4	0	0	0	0	0	126
	22:00	0	0	0	0	0	3	9	4	1	0	1	0	0	0	18
	22:15	0	0	0	0	0	4	11	8	0	0	0	0	0	0	23
	22:30	0	0	0	0	3	3	8	2	0	0	0	0	0	0	16
	22:45	0	0	0	0	0	3	7	0	1	0	0	0	0	0	11
		0	0	0	0	3	13	35	14	2	0	1	0	0	0	68
	23:00	0	0	0	0	3	2	4	1	1	0	0	0	0	0	11
	23:15	0	0	0	1	2	3	3	0	0	0	0	0	0	0	9
	23:30	0	0	0	0	1	5	2	1	0	0	0	0	0	0	9
	23:45	0	0	0	0	0	1	0	3	0	0	0	0	0	0	4
		0	0	0	1	6	11	9	5	1	0	0	0	0	0	33
	Total	16	16	8	35	205	1210	1558	505	55	6	1	0	0	0	3615
	Grand Total	21	30	11	53	369	2374	3105	903	99	8	1	0	0	0	6974

15th Percentile : 36 MPH
 50th Percentile : 41 MPH
 85th Percentile : 44 MPH
 95th Percentile : 48 MPH

Stats Mean Speed(Average) : 41 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 5479

Percent in Pace :	78.6%
Number of Vehicles > 55 MPH :	9
Percent of Vehicles > 55 MPH :	0.1%

All Traffic Data Services

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Page 1

Site Code: 1

Station ID: 1

OLD CORNEILIA HWY WEST OF OCONEE CIRCLE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/17/21	0	7	2	0	0	0	0	0	0	0	0	0	0	9
00:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
00:30	0	6	0	0	1	0	0	0	0	0	0	0	0	7
00:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
01:00	0	22	5	0	1	0	0	0	0	0	0	0	0	28
01:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11
01:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
02:15	0	22	2	0	1	0	0	0	0	0	0	0	0	25
02:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	3	1	0	0	0	0	0	2	0	0	0	0	6
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:15	0	5	1	0	0	0	0	0	1	0	0	0	0	7
03:30	0	17	3	0	0	0	0	0	3	0	0	0	0	23
03:45	0	2	0	0	0	1	0	0	0	0	0	0	0	3
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	3	0	0	1	0	0	0	0	0	0	0	0	4
04:45	0	11	1	0	1	1	0	0	0	0	0	0	0	14
05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	6	1	0	0	1	0	0	0	0	0	0	0	8
05:45	0	7	0	0	0	0	0	0	1	0	0	0	0	8
06:00	0	18	3	0	0	1	0	0	1	0	0	0	0	23
06:15	0	12	2	0	1	0	0	0	1	0	0	0	0	16
06:30	0	11	0	0	1	0	0	0	1	0	0	0	0	13
06:45	0	15	5	0	0	0	0	0	1	0	0	0	0	21
07:00	0	16	7	0	0	0	0	0	0	0	0	0	0	23
07:15	0	54	14	0	2	0	0	0	3	0	0	0	0	73
07:30	1	24	5	1	1	0	0	1	0	0	0	0	0	33
07:45	0	26	13	0	0	0	0	0	0	0	0	0	0	39
08:00	0	34	13	0	2	0	0	0	0	0	0	0	0	49
08:15	0	62	16	1	1	2	0	0	1	0	0	0	0	83
08:30	1	146	47	2	4	2	0	1	1	0	0	0	0	204
08:45	1	65	11	0	2	0	0	0	0	0	0	0	0	79
09:00	0	81	21	0	4	1	0	0	0	0	0	0	0	107
09:15	0	88	17	0	2	2	0	0	0	0	0	0	0	109
09:30	2	68	14	1	3	1	0	2	2	0	0	0	0	93
09:45	3	302	63	1	11	4	0	2	2	0	0	0	0	388
10:00	0	58	16	0	8	0	0	0	1	0	0	0	0	83
10:15	0	54	18	0	1	0	0	1	1	0	0	0	0	75
10:30	0	46	17	0	3	1	1	1	0	0	0	0	0	69
10:45	0	52	10	1	2	0	1	0	1	0	0	0	0	67
11:00	0	210	61	1	14	1	2	2	3	0	0	0	0	294
11:15	0	47	14	0	5	0	0	0	0	0	0	0	0	66
11:30	1	36	9	1	1	1	0	0	1	0	0	0	0	50
11:45	0	43	19	0	0	0	0	0	1	0	0	0	0	63
12:00	0	54	17	0	3	1	0	0	0	0	0	0	0	75
12:15	1	180	59	1	9	2	0	0	2	0	0	0	0	254
12:30	0	55	18	1	3	2	0	1	0	0	0	1	0	81
12:45	0	46	13	0	1	0	0	0	0	0	0	0	0	60
13:00	0	65	17	1	0	0	0	0	0	0	0	0	0	83
13:15	0	58	14	0	1	1	0	0	0	0	0	0	0	74
13:30	0	224	62	2	5	3	0	1	0	0	0	1	0	298
13:45	0	60	10	0	2	0	0	1	0	0	0	0	0	73
14:00	0	65	17	0	4	1	0	0	0	0	0	0	0	87
14:15	0	63	13	0	3	0	0	1	0	0	0	0	0	80
14:30	0	81	13	0	3	0	0	0	0	0	0	0	0	97
14:45	0	269	53	0	12	1	0	2	0	0	0	0	0	337
Total	5	1475	373	7	60	15	2	8	15	0	0	1	0	1961
Percent	0.3%	75.2%	19.0%	0.4%	3.1%	0.8%	0.1%	0.4%	0.8%	0.0%	0.0%	0.1%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 1

Station ID: 1

OLD CORNEILIA HWY WEST OF OCONEE CIRCLE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	84	18	1	2	2	0	0	3	0	0	0	0	110
12:15	0	90	15	1	1	1	0	2	1	0	0	0	0	111
12:30	0	68	24	0	0	0	0	0	0	0	0	0	0	92
12:45	0	67	18	0	1	1	0	1	1	0	0	0	0	89
	0	309	75	2	4	4	0	3	5	0	0	0	0	402
13:00	0	82	17	1	2	0	0	1	1	0	1	0	0	105
13:15	0	72	18	0	3	0	0	0	1	0	0	0	0	94
13:30	0	74	13	0	5	1	0	1	0	0	0	0	0	94
13:45	0	66	20	0	3	2	0	1	0	0	0	0	0	92
	0	294	68	1	13	3	0	3	2	0	1	0	0	385
14:00	1	75	19	0	3	1	0	1	1	0	0	0	0	101
14:15	1	74	22	1	3	0	0	0	0	0	0	0	0	101
14:30	1	75	15	0	0	0	0	1	0	0	0	0	0	92
14:45	0	89	24	0	6	0	0	0	2	0	0	0	0	121
	3	313	80	1	12	1	0	2	3	0	0	0	0	415
15:00	1	94	22	0	2	2	0	0	0	0	0	0	0	121
15:15	1	99	13	0	5	1	0	0	2	0	0	1	0	122
15:30	1	99	21	0	2	0	0	1	0	0	0	0	0	124
15:45	0	105	22	0	3	2	0	0	0	0	0	0	0	132
	3	397	78	0	12	5	0	1	2	0	0	1	0	499
16:00	0	106	32	0	3	1	0	1	0	0	0	0	0	143
16:15	2	134	27	2	2	1	0	2	0	0	0	0	0	170
16:30	1	137	28	0	3	3	0	1	2	0	0	1	0	176
16:45	1	140	37	0	3	0	0	2	0	0	0	0	0	183
	4	517	124	2	11	5	0	6	2	0	0	1	0	672
17:00	0	167	33	0	2	2	0	1	0	0	0	0	0	205
17:15	0	163	45	0	1	0	0	0	0	1	0	1	0	211
17:30	0	138	36	0	4	0	1	2	0	0	0	0	0	181
17:45	0	131	18	0	1	1	0	1	1	0	0	0	0	153
	0	599	132	0	8	3	1	4	1	1	0	1	0	750
18:00	0	108	25	0	4	0	0	1	0	0	0	0	0	138
18:15	0	86	15	0	3	0	1	1	0	0	0	0	0	106
18:30	2	109	15	0	2	0	0	1	0	0	0	0	0	129
18:45	1	81	14	1	0	2	0	0	0	0	0	0	0	99
	3	384	69	1	9	2	1	3	0	0	0	0	0	472
19:00	0	76	18	0	1	0	0	2	1	0	0	0	0	98
19:15	0	79	19	0	1	0	0	0	0	0	0	0	0	99
19:30	0	57	10	0	3	0	0	1	0	0	0	0	0	71
19:45	0	67	12	0	2	0	1	0	0	0	0	0	0	82
	0	279	59	0	7	0	1	3	1	0	0	0	0	350
20:00	0	59	9	0	1	0	0	0	0	0	0	0	0	69
20:15	0	55	19	0	0	0	0	0	0	0	0	0	0	74
20:30	0	52	8	1	0	1	0	0	0	0	0	0	0	62
20:45	1	37	13	0	2	0	0	0	0	0	0	0	0	53
	1	203	49	1	3	1	0	0	0	0	0	0	0	258
21:00	0	32	13	0	0	0	0	0	0	0	0	0	0	45
21:15	1	25	7	0	1	0	0	0	0	0	0	0	0	34
21:30	0	33	6	0	1	1	0	0	0	0	0	0	0	41
21:45	0	25	3	0	1	0	0	0	2	0	0	0	0	31
	1	115	29	0	3	1	0	0	2	0	0	0	0	151
22:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
22:15	0	22	3	0	0	0	0	0	1	0	0	0	0	26
22:30	0	18	2	0	0	1	0	0	0	0	0	0	0	21
22:45	0	15	1	0	0	0	0	1	0	0	0	0	0	17
	0	74	8	0	0	1	0	1	1	0	0	0	0	85
23:00	0	22	0	0	2	0	0	0	0	0	0	0	0	24
23:15	0	18	2	0	0	0	0	0	0	0	0	0	0	20
23:30	0	16	1	0	0	0	0	0	0	0	0	0	0	17
23:45	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	0	69	5	0	2	0	0	0	0	0	0	0	0	76
Total	15	3553	776	8	84	26	3	26	19	1	1	3	0	4515
Percent	0.3%	78.7%	17.2%	0.2%	1.9%	0.6%	0.1%	0.6%	0.4%	0.0%	0.0%	0.1%	0.0%	
Grand Total	20	5028	1149	15	144	41	5	34	34	1	1	4	0	6476
Percent	0.3%	77.6%	17.7%	0.2%	2.2%	0.6%	0.1%	0.5%	0.5%	0.0%	0.0%	0.1%	0.0%	

All Traffic Data Services

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Site Code: 1

Station ID: 1

OLD CORNEILIA HWY WEST OF OCONEE CIRCLE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/17/21	0	2	0	0	0	0	0	0	1	0	0	0	0	3
00:15	0	7	0	0	1	0	0	0	0	0	0	0	0	8
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	15	0	0	1	0	0	0	1	0	0	0	0	17
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	7	3	0	0	0	0	0	0	0	0	0	0	10
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:15	0	3	0	0	1	0	0	0	0	0	0	0	0	4
02:30	0	1	0	0	1	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	2	0	0	0	0	2
	0	5	1	0	2	0	0	0	2	0	0	0	0	10
03:00	0	2	0	0	1	0	0	0	1	0	0	0	0	4
03:15	0	4	4	0	0	1	0	0	0	0	0	0	0	9
03:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	6	0	0	0	0	0	0	1	0	0	0	0	7
	0	16	4	0	1	1	0	0	2	0	0	0	0	24
04:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
04:15	0	9	2	0	1	0	0	0	0	0	0	0	0	12
04:30	0	12	7	0	1	0	0	0	1	0	0	0	0	21
04:45	0	19	2	0	2	1	0	0	0	0	0	0	0	24
	0	47	13	0	4	1	0	0	1	0	0	0	0	66
05:00	0	17	6	0	1	0	0	0	1	0	0	0	0	25
05:15	0	34	5	0	1	0	0	0	0	0	0	0	0	40
05:30	0	48	10	0	0	0	0	0	0	0	0	0	0	58
05:45	0	40	18	1	1	0	0	1	0	0	0	0	0	61
	0	139	39	1	3	0	0	1	1	0	0	0	0	184
06:00	0	55	13	0	2	0	0	0	0	0	0	0	0	70
06:15	0	88	25	0	14	0	0	0	1	0	0	0	0	128
06:30	0	92	23	0	4	0	0	2	0	0	0	0	0	121
06:45	0	113	24	0	4	1	0	2	0	0	0	0	0	144
	0	348	85	0	24	1	0	4	1	0	0	0	0	463
07:00	0	115	37	0	7	1	0	0	0	1	0	0	0	161
07:15	0	149	41	1	5	1	0	0	0	0	0	0	0	197
07:30	0	168	42	1	7	1	0	2	0	0	0	0	0	221
07:45	0	178	42	1	3	0	0	1	0	0	0	0	0	225
	0	610	162	3	22	3	0	3	0	1	0	0	0	804
08:00	0	137	36	2	10	0	0	3	1	0	0	0	0	189
08:15	0	117	32	2	8	0	0	1	0	0	0	0	0	160
08:30	0	102	30	2	9	1	0	1	1	0	0	0	0	146
08:45	0	86	17	0	4	2	0	0	1	0	0	0	0	110
	0	442	115	6	31	3	0	5	3	0	0	0	0	605
09:00	1	58	21	0	6	2	0	1	2	0	0	0	0	91
09:15	0	77	20	0	5	0	0	0	1	0	0	0	0	103
09:30	0	70	30	0	6	2	0	0	0	0	0	0	0	108
09:45	0	75	27	0	3	0	0	0	1	0	0	0	0	106
	1	280	98	0	20	4	0	1	4	0	0	0	0	408
10:00	0	58	20	0	8	0	0	0	0	0	0	0	0	86
10:15	0	70	28	2	3	1	0	1	0	0	0	0	0	105
10:30	0	72	22	0	4	0	0	1	0	0	0	0	0	99
10:45	0	78	12	0	2	0	0	1	1	0	0	0	0	94
	0	278	82	2	17	1	0	3	1	0	0	0	0	384
11:00	0	63	21	0	0	1	0	0	1	0	0	0	0	86
11:15	0	70	22	0	2	1	0	1	0	0	0	0	0	96
11:30	0	85	16	0	3	0	0	0	1	0	0	0	0	105
11:45	0	67	24	0	3	1	0	2	0	0	0	0	0	97
	0	285	83	0	8	3	0	3	2	0	0	0	0	384
Total	1	2472	685	12	133	17	0	20	18	1	0	0	0	3359
Percent	0.0%	73.6%	20.4%	0.4%	4.0%	0.5%	0.0%	0.6%	0.5%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: 1

Station ID: 1

OLD CORNEILIA HWY WEST OF OCONEE CIRCLE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	64	24	0	2	0	0	0	2	0	0	0	0	92
12:15	0	76	24	0	2	1	0	0	0	0	0	0	0	103
12:30	0	68	19	0	8	1	0	0	2	0	0	0	0	98
12:45	0	80	20	0	1	1	0	1	0	0	0	0	0	103
	0	288	87	0	13	3	0	1	4	0	0	0	0	396
13:00	1	78	25	1	4	0	0	0	0	0	0	0	0	109
13:15	0	46	19	1	1	2	0	0	0	0	0	0	0	69
13:30	0	85	25	0	5	0	0	1	0	0	0	0	0	116
13:45	0	73	13	0	2	0	0	0	0	0	0	0	0	88
	1	282	82	2	12	2	0	1	0	0	0	0	0	382
14:00	0	60	16	0	4	2	0	0	1	0	0	0	0	83
14:15	0	74	15	1	5	1	0	0	0	0	0	0	0	96
14:30	0	70	13	1	4	1	0	0	0	0	0	0	0	89
14:45	0	77	22	0	4	1	0	0	0	0	0	0	0	104
	0	281	66	2	17	5	0	0	1	0	0	0	0	372
15:00	0	39	12	0	8	1	0	1	0	0	0	0	0	61
15:15	0	117	20	0	4	1	0	2	0	0	0	0	0	144
15:30	0	86	23	0	6	0	0	0	0	0	0	0	0	115
15:45	0	120	29	0	2	1	0	0	0	0	0	0	0	152
	0	362	84	0	20	3	0	3	0	0	0	0	0	472
16:00	0	125	24	0	7	0	0	3	1	0	0	0	0	160
16:15	0	95	18	1	3	0	0	0	0	0	0	0	0	117
16:30	0	90	13	0	2	2	0	0	0	0	0	0	0	107
16:45	0	77	36	0	3	0	0	0	0	0	0	0	0	116
	0	387	91	1	15	2	0	3	1	0	0	0	0	500
17:00	0	96	21	0	4	0	0	0	0	0	0	0	0	121
17:15	0	106	29	0	4	2	0	0	0	0	0	0	0	141
17:30	1	74	16	0	2	0	0	0	0	0	0	0	0	93
17:45	0	81	24	0	5	1	0	2	0	0	0	0	0	113
	1	357	90	0	15	3	0	2	0	0	0	0	0	468
18:00	0	102	21	0	3	1	0	0	0	0	0	0	0	127
18:15	0	78	19	1	0	0	0	0	0	0	0	0	0	98
18:30	0	80	12	0	5	0	0	1	0	0	0	0	0	98
18:45	0	63	15	0	2	0	0	0	0	0	0	0	0	80
	0	323	67	1	10	1	0	1	0	0	0	0	0	403
19:00	0	55	15	1	3	0	0	1	0	0	0	0	0	75
19:15	0	58	11	0	2	0	0	0	0	0	0	0	0	71
19:30	0	38	15	0	2	0	0	0	2	0	0	0	0	57
19:45	1	28	9	0	0	0	0	0	0	0	0	0	0	38
	1	179	50	1	7	0	0	1	2	0	0	0	0	241
20:00	1	36	7	0	0	0	0	0	0	0	0	0	0	44
20:15	0	29	8	0	1	0	0	0	0	0	0	0	0	38
20:30	0	34	9	0	0	0	0	0	0	0	0	0	0	43
20:45	0	22	5	0	2	0	0	0	0	0	0	0	0	29
	1	121	29	0	3	0	0	0	0	0	0	0	0	154
21:00	0	28	2	0	2	0	0	0	0	0	0	0	0	32
21:15	0	31	3	1	3	0	0	0	0	0	0	0	0	38
21:30	0	22	4	0	1	0	0	0	0	0	0	0	0	27
21:45	0	27	2	0	0	0	0	0	0	0	0	0	0	29
	0	108	11	1	6	0	0	0	0	0	0	0	0	126
22:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
22:15	0	15	6	0	1	0	0	0	1	0	0	0	0	23
22:30	0	15	0	0	1	0	0	0	0	0	0	0	0	16
22:45	0	7	3	0	0	0	0	0	1	0	0	0	0	11
	0	50	14	0	2	0	0	0	2	0	0	0	0	68
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:15	0	7	1	0	0	0	0	0	1	0	0	0	0	9
23:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
23:45	0	2	1	0	0	0	0	0	1	0	0	0	0	4
	0	27	4	0	0	0	0	0	2	0	0	0	0	33
Total	4	2765	675	8	120	19	0	12	12	0	0	0	0	3615
Percent	0.1%	76.5%	18.7%	0.2%	3.3%	0.5%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	
Grand Total	5	5237	1360	20	253	36	0	32	30	1	0	0	0	6974
Percent	0.1%	75.1%	19.5%	0.3%	3.6%	0.5%	0.0%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	

APPENDIX D

GDOT COUNT STATION DATA



0000139_0210 - 139-0210

Description: SR 001100 BEG AT

County: Hall

Route number: 00145700

LRS section: 1392145700

Functional class: 4U - Minor Arterial (Urban)

Coordinates: 34.3155664, -83.78105939

Site Data



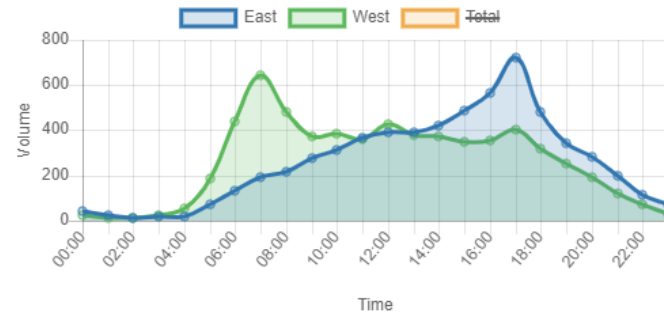
Count History

Year	Month	Count type	Duration	Count
2020	July	Class	48 hours	12442
2018	September	Class	48 hours	14113
2016	July	Class	48 hours	11184
2012	February	Class	48 hours	10964

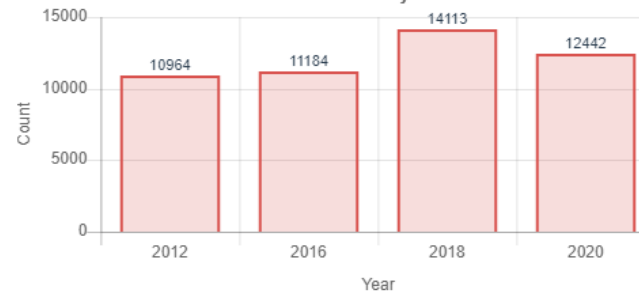
Annual Statistics

Data Item	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Statistics type	-	-	-	-	-	Estimated	Actual	Estimated	Actual	Estimated
AADT	10900	10600	9680	9620	9620	9940	10700	10800	12900	13000
K-Factor	-	-	-	-	-	-	0.099	-	0.109	0.109
D-Factor	-	-	-	-	-	-	0.700	-	0.720	0.720
Future AADT	-	-	-	-	-	-	11700	13800	16300	17300

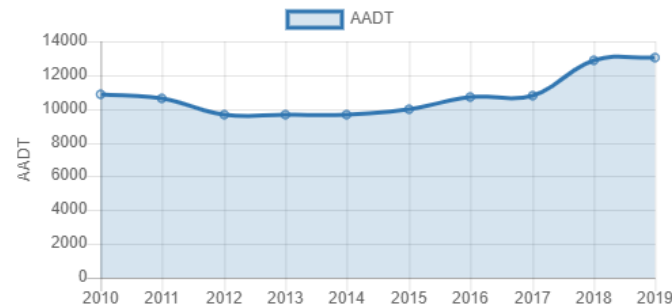
Average Hourly Volume



Count History



AADT Trend



FHWA Vehicle Classification

1. Motorcycles 2 axes, 2 or 3 wheels.		0.49%
2. Passenger cars 2 axes. Can have 1- or 2- axle trailers.		68.35%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		25.11%
4. Buses 2- or 3-axle, full length.		0.18%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		3.87%
6. Single-unit trucks 3-axle, single-unit trucks.		0.69%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.01%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.81%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.46%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.02%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.02%

0000139_0223 - 139-0223

County: Hall

Route number: 00145700

LRS section: 1392145700

Functional class: 4U - Minor Arterial (Urban)

Coordinates: 34.3148687108439, -83.7633518913534

Site Data



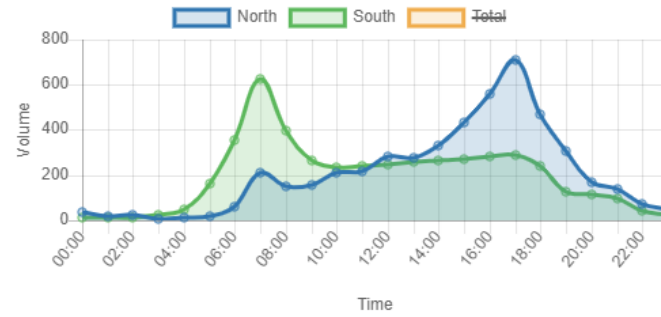
Count History

Year	Month	Count type	Duration	Count
2019	January	Class	48 hours	9540
2015	June	Volume	48 hours	9300
2011	September	Volume	48 hours	9170

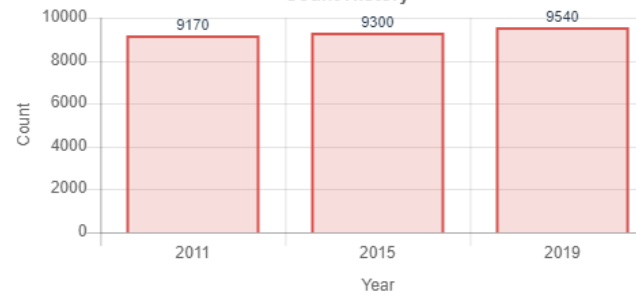
Annual Statistics

Data Item	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Statistics type	-	-	-	-	-	Actual	Estimated	Estimated	Estimated	Actual
AADT	7890	8380	8260	8440	8440	8540	8790	8850	8780	9440
K-Factor	-	-	-	-	-	0.107	0.107	-	-	0.122
D-Factor	-	-	-	-	-	0.500	0.500	-	-	0.710
Future AADT	-	-	-	-	-	-	9940	11300	11100	11900

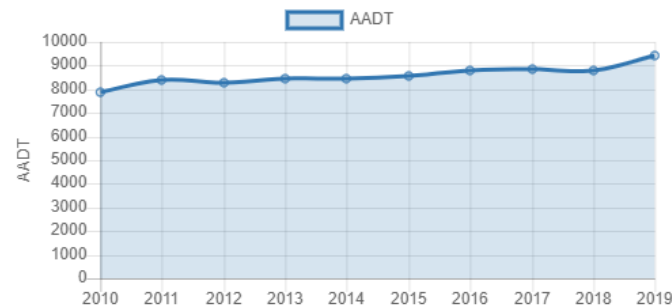
Average Hourly Volume



Count History



AADT Trend



FHWA Vehicle Classification

1. Motorcycles 2 axes, 2 or 3 wheels.		0.08%
2. Passenger cars 2 axes. Can have 1- or 2- axle trailers.		72.56%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		22.76%
4. Buses 2- or 3-axle, full length.		0.25%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		3.14%
6. Single-unit trucks 3-axle, single-unit trucks.		0.33%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.02%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.37%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.46%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.04%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.02%

APPENDIX E

CRASH DATA



AccidentNo	AgencyName	Date	Time	County	Route	IntersectingRoute	CrashSeverity	Injuries	Fatalities	MannerOfCollision	LocationOfImpact	DriverAge1	DriverAge2	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	U1FirstHarmfulEvent	U2FirstHarmfulEvent
5842103	Hall County Sheriff's Office	7/14/2016	3:49:00	HALL	OLD CORNELIA HWY	DANA DR	C		1	0 Not A Collision with Motor Vehicle	Off Roadway	59		-1 North	N/A	Negotiating A Curve	N/A	Curb	N/A
6735663	Hall County Sheriff's Office	6/5/2018	0:00:00	HALL	DANA DR	OLD CORNELIA HWY	O		0	0 Not A Collision with Motor Vehicle	Off Roadway	33		-1 North	N/A	Negotiating A Curve	N/A	Curb	N/A
7724878	Gsp Post 00	8/27/2019	7:47:00	HALL	OLD CORNELIA HIGHWAY	DANA DRIVE	O		0	0 Rear End	On Roadway - Non-Intersection	27		38 South	South	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion
7591584	Gsp Post 00	3/10/2020	14:30:00	HALL	OLD CORNELIA HIGHWAY	DANA ROAD	O		0	0 Angle	On Roadway - Non-Intersection	38		86 West	West	Making U-turn	Passing	Motor Vehicle In Motion	Motor Vehicle In Motion

6392342 Hall County Sheriff's Office 9/12/2017 7:00:00 HALL OLD CORNELIA HWY DANA CIR O 0 0 Rear End On Roadway - Roadway Intersection 60 71 East East Straight Stopped Motor Vehicle In Motion Motor Vehicle In Motion

AccidentNo	AgencyName	Date	Time	County	Route	IntersectingRoute	CrashSeverity	Injuries	Fatalities	MannerOfCollision	LocationOfImpact	DriverAge1	DriverAge2	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	U1FirstHarmfulEvent	U2FirstHarmfulEvent
5800638	Gsp Post 00	6/18/2016	8:36:00	HALL	RABBIT TOWN CAFE PARKING LOT		0	0	0	0 Not A Collision with Motor Vehicle	On Roadway - Non-Intersection	88		21 South	North	Backing	Parked	Parked Motor Vehicle	Parked Motor Vehicle
5987077	Gsp Post 00	11/3/2016	15:42:00	HALL	2415A OLD CORNELIA HWY		0	0	0	0 Rear End	On Roadway - Non-Intersection	38		21 None	None	Backing	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion
5998337	Gsp Post 00	11/13/2016	20:43:00	HALL	GA 369 EASTBOUND	WEST OF HAMILTON ROAD	0	0	0	0 Not A Collision with Motor Vehicle	On Roadway - Roadway Intersection	24		-1 East	N/A	Negotiating A Curve	N/A	Animal	N/A
6041249	Gsp Post 00	12/14/2016	13:42:00	HALL	OLD CORNELIA HWY SOUTH OF MG D		B	1	0	0 Angle	On Shoulder	41		-1 South	N/A	Straight	N/A	Tree	N/A
6087123	Gsp Post 00	1/18/2017	15:40:00	HALL	OLD CORNELIA HWY OCONEE CIR		0	0	0	0 Angle	On Roadway - Non-Intersection	74		28 East	West	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion
6160709	Hall County Sheriff's Office	1/25/2017	22:41:00	HALL	OLD COCNELIA HWY	OCONEE CIRCLE	B	1	0	0 Not A Collision with Motor Vehicle	On Shoulder	62		-1 East	N/A	Turning Left	N/A	Highway Traffic Sign Post	N/A
6137002	Gsp Post 00	3/1/2017	13:21:00	HALL	PARKING LOT RABBITOWN CAFE		0	0	0	0 Angle	On Roadway - Non-Intersection	77		59 South	North	Backing	Parked	Parked Motor Vehicle	Parked Motor Vehicle
6151425	Gsp Post 00	3/15/2017	7:47:00	HALL	OLDCORNELIA HIGHWAY	50 FEET EAST OF OCONEE CIRCLE	0	0	0	0 Angle	On Roadway - Non-Intersection	36		44 South	West	Changing Lanes	Negotiating A Curve	Motor Vehicle In Motion	Motor Vehicle In Motion
6176416	Gsp Post 00	4/2/2017	13:12:00	HALL	OLD CORNELIA HIGHWAY EAST OF		0	0	0	0 Sideswipe-Same Direction	On Roadway - Non-Intersection	22		70 East	East	Changing Lanes	Turning Left	Motor Vehicle In Motion	Motor Vehicle In Motion
6281836	Gsp Post 00	6/20/2017	16:45:00	HALL	SR369 OLD CORNELIA HWY OCONE		B	2	0	0 Head On	On Roadway - Non-Intersection	44		25 East	West	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion
6344422	Gsp Post 00	8/5/2017	19:46:00	HALL	OCONEE CIRCLE	NORTH OF OLD CORNELIA HIGHWAY	0	0	0	0 Rear End	On Roadway - Non-Intersection	41		51 South	South	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion
6359696	Gsp Post 00	8/18/2017	14:43:00	HALL	2310 OLD CORNELIA HIGHWAY		0	0	0	0 Angle	On Roadway - Non-Intersection	59		26 None	None	Backing	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion
6493354	Gsp Post 00	10/14/2017	17:29:00	HALL	2415 OLD CORNELIA HIGHWAY	RABBITTOWN CAFE PARKING LOT	0	0	0	0 Not A Collision with Motor Vehicle	On Roadway - Non-Intersection	38		-1 North	N/A	Parked	N/A	Motor Vehicle In Motion	N/A
6459451	Gsp Post 00	11/4/2017	13:02:00	HALL	2415 OLD CORNELIA HWY	PETROFAST PARKING LOT	0	0	0	0 Sideswipe-Same Direction	On Roadway - Non-Intersection	43		29 None	West	Backing	Parked	Parked Motor Vehicle	Parked Motor Vehicle
6569769	Gsp Post 00	1/28/2018	12:31:00	HALL	2415 OLD CORNELIA HIGHWAY	RABBITTOWN CAFE PARKING LOT	0	0	0	0 Angle	On Roadway - Non-Intersection	36		28 West	South	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion
6773607	Gsp Post 00	6/28/2018	12:55:00	HALL	OLD CORNELIA HWY	OCONEE CIR	0	0	0	0 Sideswipe-Same Direction	Private Property	79		73 West	North	Turning Right	Parked	Parked Motor Vehicle	Motor Vehicle In Motion
6801776	Gsp Post 00	7/23/2018	10:18:00	HALL	2415 OLD CORNELIA HIGHWAY	CHEVRON GAS STATION	0	0	0	0 Sideswipe-Same Direction	Private Property	0		50 North	South	Straight	Parked	Parked Motor Vehicle	Motor Vehicle In Motion
6836142	Gsp Post 00	8/15/2018	12:09:00	HALL	2415 OLD CORNELIA HIGHWAY	RABBITTOWN CAFE PARKING LOT	0	0	0	0 Rear End	Private Property	68		51 North	West	Turning Left	Parked	Parked Motor Vehicle	Motor Vehicle In Motion
6847772	Gsp Post 00	8/24/2018	19:05:00	HALL	OCONEE CIRCLE	OLD CORNELIA HIGHWAY	0	0	0	0 Rear End	On Roadway - Roadway Intersection	20		63 South	South	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion
7241304	Gsp Post 00	6/10/2019	8:21:00	HALL	2415 OLD CORNELIA HIGHWAY		0	0	0	0 Sideswipe-Same Direction	Private Property	26		20 East	East	Entering/Leaving Parking	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion
7470993	Gsp Post 00	12/8/2019	9:59:00	HALL	OLD CORNELIA HIGHWAY	OCONEE CIRCLE	B	3	0	0 Angle	On Roadway - Roadway Intersection	46		23 South	East	Straight	Negotiating A Curve	Motor Vehicle In Motion	Motor Vehicle In Motion
7586080	Gsp Post 00	1/17/2020	8:23:00	HALL	OLD CORNELIA HWY	OCONEE CIRCLE	C	1	0	0 Angle	On Roadway - Roadway Intersection	71		56 North	West	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion
7584540	Gsp Post 00	1/31/2020	7:26:00	HALL	OCONEE CIRCLE	OLD CORNELIA HIGHWAY	0	0	0	0 Not A Collision with Motor Vehicle	On Roadway - Non-Intersection	33		-1 West	N/A	Straight	N/A	Deer	N/A
7590193	Gsp Post 00	3/4/2020	15:39:00	HALL	OLD CORNELIA HIGHWAY	OCONEE CIRCLE	0	0	0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	77		51 East	East	Changing Lanes	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion

APPENDIX F

HALL COUNTY STRATEGIC PLAN

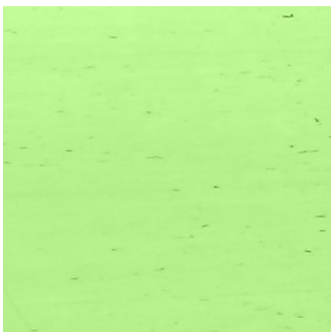




A STRATEGIC PLAN FOR

HALL COUNTY

2018-2028



Carl Vinson Institute of Government
UNIVERSITY OF GEORGIA

Existing Plan Review

Institute faculty, with input from the Steering Committee, conducted a plan review to highlight initiatives, projects, and programs underway in Hall County. The plan review identified the major focus of each plan, successes achieved under each plan, and the status of each.

The following seven plans were reviewed:

- 2017 Hall County Economic Development Report
- Gainesville–Hall County Economic Development Council FY 2018 Marketing Plan
- Hall County Forward: 2017 Hall County Comprehensive Plan
- Hall County Fire Services 2016 Annual Report
- Hall County Annual Budget Guide FY 2018
- 2017 Hall County Service Delivery Strategy
- North and South Hall Sewer Master Plans

These documents were presented to the stakeholders to further develop their knowledge base. The information from the plans was also used to inform the discussion of prioritizing action items in the coming years. These plans are the roadmap for achieving a community’s objectives. The strategic plan contains the turn-by-turn directions.

Common Themes

The following themes are found in the seven major guidance documents and plans Hall County has adopted and were used to guide discussions around developing strategic priorities for the next 10 years.

POPULATION GROWTH

Hall County is projected to more than double in population by 2040, from 179,684 in 2010 to 371,570, a 106.8% increase. Population growth in the unincorporated area alone is projected to slightly exceed the countywide increase at 110.3%. The greatest percentage population increase is expected to occur to the north and east of Gainesville, in particular along the Highway 365 corridor. Residential growth is being stimulated by available jobs in skilled manufacturing and health care, lower home prices, and a high quality of life.

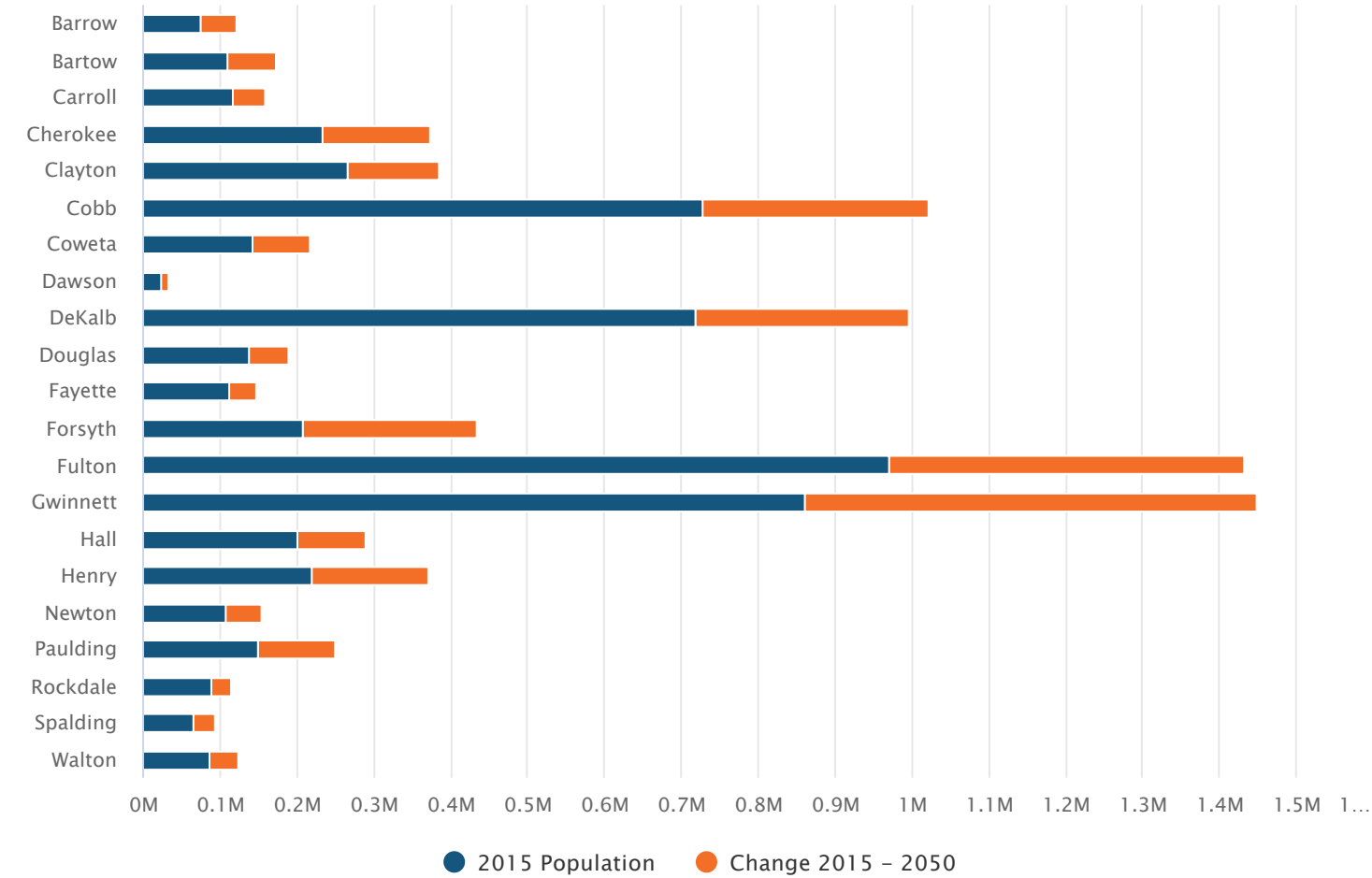
ECONOMIC INVESTMENT AND WORKFORCE DEVELOPMENT

Hall County has benefited tremendously from major local employers like Kubota and Northeast Georgia Medical Center. According to market research conducted by the Greater Hall Chamber of Commerce, desirable new businesses include skilled manufacturing, biotechnology, health care, food processing, and transportation and logistics. Guiding the growth of specific industries and businesses through careful planning is a next step for Hall County. With economic investment comes the need for a skilled workforce. Building new talent in these industries locally has been and continues to be a priority for Hall County and its partners.

APPENDIX G

ARC POPULATION FORECAST





*ARC's 2050 forecasts were developed using several growth scenarios for each county: a "higher regional growth" scenario, a "slower regional growth" scenario, and a "preferred" scenario that serves as the official forecast number.

Powered by Highcharts Cloud

APPENDIX H

TRIP GENERATION DATA



Trip Generation Summary

Alternative: Alternative 1

Phase: Phase 1

Project: 21-1015 Sussex TIS

Open Date: 3/31/2021

Analysis Date: 3/31/2021

ITE	Land Use	Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
210	SFHOUSE 2		939	938	1877		35	106	141		118	70	188
	190 Dwelling Units												
210	SFHOUSE 1		2058	2058	4116		81	242	323		272	160	432
	436 Dwelling Units												
221	MID-RISE 1		474	473	947		16	47	63		47	30	77
	174 Dwelling Units												
411	PUBLICPARK 1		51	50	101		0	0	0		13	11	24
	20 Acres												
Unadjusted Volume			3522	3519	7041		132	395	527		450	271	721
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			3522	3519	7041		132	395	527		450	271	721

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

TRIP GENERATION 10, TRAFFICWARE, LLC

Trip Generation Summary

Alternative: Alternative 1

Phase: Phase 2

Project: 21-1015 Sussex TIS

Open Date: 3/31/2021

Analysis Date: 3/31/2021

		Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
ITE	Land Use	*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
210	SFHOUSE 2		939	938	1877		35	106	141		118	70	188
	190 Dwelling Units												
210	SFHOUSE 1		2294	2294	4588		90	270	360		303	178	481
	486 Dwelling Units												
221	MID-RISE 1		2517	2517	5034		87	246	333		248	159	407
	924 Dwelling Units												
411	PUBLICPARK 1		51	50	101		0	0	0		13	11	24
	20 Acres												
Unadjusted Volume			5801	5799	11600		212	622	834		682	418	1100
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			5801	5799	11600		212	622	834		682	418	1100

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

TRIP GENERATION 10, TRAFFICWARE, LLC

Trip Generation Summary

Alternative: Alternative 1

Phase: Phase 3

Project: 21-1015 Sussex TIS

Open Date: 3/31/2021

Analysis Date: 3/31/2021

ITE	Land Use	Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
210	SFHOUSE 2		939	938	1877		35	106	141		118	70	188
	190 Dwelling Units												
210	SFHOUSE 1		5787	5786	11573		227	680	907		765	449	1214
	1226 Dwelling Units												
221	MID-RISE 1		2517	2517	5034		87	246	333		248	159	407
	924 Dwelling Units												
411	PUBLICPARK 1		51	50	101		0	0	0		13	11	24
	20 Acres												
Unadjusted Volume			9294	9291	18585		349	1032	1381		1144	689	1833
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			9294	9291	18585		349	1032	1381		1144	689	1833

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

TRIP GENERATION 10, TRAFFICWARE, LLC

APPENDIX I

CAPACITY ANALYSIS REPORTS, EXISTING CONDITIONS



Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	479	10	1	845	14	3
Future Vol, veh/h	479	10	1	845	14	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	521	11	1	918	15	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	532	0	1447	527
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	920	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	1046	-	146	495
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	392	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1046	-	146	495
Mov Cap-2 Maneuver	-	-	-	-	146	-
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	391	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		29.2	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	167	-	-	1046	-	
HCM Lane V/C Ratio	0.111	-	-	0.001	-	
HCM Control Delay (s)	29.2	-	-	8.4	0	
HCM Lane LOS	D	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Intersection						
Int Delay, s/veh	15.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘↗	
Traffic Vol, veh/h	432	73	43	816	85	57
Future Vol, veh/h	432	73	43	816	85	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	520	88	52	983	102	69
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	608	0	1607	520
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	1087	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	966	-	111	541
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	313	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	966	-	105	541
Mov Cap-2 Maneuver	-	-	-	-	105	-
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	296	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.4		161.5	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	155	-	-	966	-	
HCM Lane V/C Ratio	1.104	-	-	0.054	-	
HCM Control Delay (s)	161.5	-	-	8.9	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	9.1	-	-	0.2	-	

HCM 6th TWSC
3: Shell Gas Station/Oconee Circle & Old Cornelia Highway

2021 - Existing Conditions
AM Peak Hour

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	463	3	21	876	4	3	0	30	12	1	102
Future Vol, veh/h	31	463	3	21	876	4	3	0	30	12	1	102
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	34	514	3	23	973	4	3	0	33	13	1	113

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	977	0	0	517	0	0	1660	1605	257	1346	1606	975
Stage 1	-	-	-	-	-	-	582	582	-	1021	1021	-
Stage 2	-	-	-	-	-	-	1078	1023	-	325	585	-
Critical Hdwy	4.1	-	-	4.175	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2475	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	714	-	-	1029	-	-	72	106	748	120	106	308
Stage 1	-	-	-	-	-	-	471	502	-	288	316	-
Stage 2	-	-	-	-	-	-	267	316	-	667	501	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	714	-	-	1029	-	-	43	99	748	109	99	308
Mov Cap-2 Maneuver	-	-	-	-	-	-	43	99	-	109	99	-
Stage 1	-	-	-	-	-	-	448	478	-	274	309	-
Stage 2	-	-	-	-	-	-	164	309	-	607	477	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.2			18.7			32.5		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	300	714	-	-	1029	-	-	255
HCM Lane V/C Ratio	0.122	0.048	-	-	0.023	-	-	0.501
HCM Control Delay (s)	18.7	10.3	-	-	8.6	-	-	32.5
HCM Lane LOS	C	B	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.1	-	-	2.6

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	962	14	0	432	8	0
Future Vol, veh/h	962	14	0	432	8	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1069	16	0	480	9	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1085
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	643
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	643
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	38.6
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	116	-	-	643	-
HCM Lane V/C Ratio	0.077	-	-	-	-
HCM Control Delay (s)	38.6	-	-	0	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘↗	
Traffic Vol, veh/h	965	24	3	437	29	11
Future Vol, veh/h	965	24	3	437	29	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1049	26	3	475	32	12
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1075	0	1530	1049
Stage 1	-	-	-	-	1049	-
Stage 2	-	-	-	-	481	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	656	-	130	279
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	626	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	656	-	129	279
Mov Cap-2 Maneuver	-	-	-	-	129	-
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	623	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		38.2	
HCM LOS					E	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	151	-	-	656	-	
HCM Lane V/C Ratio	0.288	-	-	0.005	-	
HCM Control Delay (s)	38.2	-	-	10.5	-	
HCM Lane LOS	E	-	-	B	-	
HCM 95th %tile Q(veh)	1.1	-	-	0	-	

HCM 6th TWSC
3: Shell Gas Station/Oconee Circle & Old Cornelia Highway

2021 - Existing Conditions
PM Peak Hour

Intersection												
Int Delay, s/veh	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	897	36	19	446	1	21	6	90	2	2	57
Future Vol, veh/h	84	897	36	19	446	1	21	6	90	2	2	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	97	1031	41	22	513	1	24	7	103	2	2	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	514	0	0	1072	0	0	1817	1783	516	1271	1824	514
Stage 1	-	-	-	-	-	-	1225	1225	-	558	558	-
Stage 2	-	-	-	-	-	-	592	558	-	713	1266	-
Critical Hdwy	4.115	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2095	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1056	-	-	658	-	-	55	83	509	136	78	564
Stage 1	-	-	-	-	-	-	193	254	-	518	515	-
Stage 2	-	-	-	-	-	-	496	515	-	394	242	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1056	-	-	658	-	-	43	73	509	91	68	564
Mov Cap-2 Maneuver	-	-	-	-	-	-	43	73	-	91	68	-
Stage 1	-	-	-	-	-	-	175	231	-	470	498	-
Stage 2	-	-	-	-	-	-	422	498	-	277	220	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.4	95.1	15.9
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	157	1056	-	-	658	-	-	400
HCM Lane V/C Ratio	0.857	0.091	-	-	0.033	-	-	0.175
HCM Control Delay (s)	95.1	8.8	-	-	10.7	-	-	15.9
HCM Lane LOS	F	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	5.8	0.3	-	-	0.1	-	-	0.6

APPENDIX J

CAPACITY ANALYSIS REPORTS - NO-BUILD CONDITIONS



Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	508	11	1	896	15	3
Future Vol, veh/h	508	11	1	896	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	552	12	1	974	16	3
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	564	0	1534	558
Stage 1	-	-	-	-	558	-
Stage 2	-	-	-	-	976	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	1018	-	129	475
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	368	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1018	-	129	475
Mov Cap-2 Maneuver	-	-	-	-	129	-
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	367	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		33.2	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	147	-	-	1018	-	
HCM Lane V/C Ratio	0.133	-	-	0.001	-	
HCM Control Delay (s)	33.2	-	-	8.5	0	
HCM Lane LOS	D	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Intersection

Int Delay, s/veh 23.9

Movement EBT EBR WBL WBT NBL NBRLane Configurations      

Traffic Vol, veh/h 458 77 46 865 90 60

Future Vol, veh/h 458 77 46 865 90 60

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - 200 150 - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 83 83 83 83 83 83

Heavy Vehicles, % 4 3 3 2 9 10

Mvmt Flow 552 93 55 1042 108 72

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 645 0 1704 552

Stage 1 - - - - 552 -

Stage 2 - - - - 1152 -

Critical Hdwy - - 4.13 - 6.49 6.3

Critical Hdwy Stg 1 - - - - 5.49 -

Critical Hdwy Stg 2 - - - - 5.49 -

Follow-up Hdwy - - 2.227 - 3.581 3.39

Pot Cap-1 Maneuver - - 935 - ~ 97 518

Stage 1 - - - - 563 -

Stage 2 - - - - 292 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 935 - ~ 91 518

Mov Cap-2 Maneuver - - - - ~ 91 -

Stage 1 - - - - 563 -

Stage 2 - - - - 275 -

Approach EB WB NB

HCM Control Delay, s 0 0.5 251.4

HCM LOS F

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 136 - - 935 -

HCM Lane V/C Ratio 1.329 - - 0.059 -

HCM Control Delay (s) 251.4 - - 9.1 -

HCM Lane LOS F - - A -

HCM 95th %tile Q(veh) 11.5 - - 0.2 -

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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	33	491	3	22	929	4	3	0	32	13	1	108
Future Vol, veh/h	33	491	3	22	929	4	3	0	32	13	1	108
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	37	546	3	24	1032	4	3	0	36	14	1	120
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1036	0	0	549	0	0	1763	1704	273	1429	1705	1034
Stage 1	-	-	-	-	-	-	620	620	-	1082	1082	-
Stage 2	-	-	-	-	-	-	1143	1084	-	347	623	-
Critical Hdwy	4.1	-	-	4.175	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2475	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	679	-	-	1001	-	-	60	93	731	105	92	285
Stage 1	-	-	-	-	-	-	447	483	-	266	296	-
Stage 2	-	-	-	-	-	-	246	296	-	648	481	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	679	-	-	1001	-	-	32	86	731	94	85	285
Mov Cap-2 Maneuver	-	-	-	-	-	-	32	86	-	94	85	-
Stage 1	-	-	-	-	-	-	423	457	-	252	289	-
Stage 2	-	-	-	-	-	-	138	289	-	583	455	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			21.7			40.6		
HCM LOS							C			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	254	679	-	-	1001	-	-	231				
HCM Lane V/C Ratio	0.153	0.054	-	-	0.024	-	-	0.587				
HCM Control Delay (s)	21.7	10.6	-	-	8.7	-	-	40.6				
HCM Lane LOS	C	B	-	-	A	-	-	E				
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0.1	-	-	3.3				

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1020	15	0	458	8	0
Future Vol, veh/h	1020	15	0	458	8	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1133	17	0	509	9	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1150	0	1651	1142
Stage 1	-	-	-	-	1142	-
Stage 2	-	-	-	-	509	-
Critical Hdwy	-	-	4.12	-	6.54	6.22
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	5.54	-
Follow-up Hdwy	-	-	2.218	-	3.626	3.318
Pot Cap-1 Maneuver	-	-	608	-	101	244
Stage 1	-	-	-	-	288	-
Stage 2	-	-	-	-	580	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	608	-	101	244
Mov Cap-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	288	-
Stage 2	-	-	-	-	580	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		44.1	
HCM LOS	E					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	101	-	-	608	-	
HCM Lane V/C Ratio	0.088	-	-	-	-	
HCM Control Delay (s)	44.1	-	-	0	-	
HCM Lane LOS	E	-	-	A	-	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	1023	25	3	463	31	12
Future Vol, veh/h	1023	25	3	463	31	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1112	27	3	503	34	13
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1139	0	1621	1112
Stage 1	-	-	-	-	1112	-
Stage 2	-	-	-	-	509	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	621	-	115	256
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	608	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	621	-	114	256
Mov Cap-2 Maneuver	-	-	-	-	114	-
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	605	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		45.2	
HCM LOS					E	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	135	-	-	621	-	
HCM Lane V/C Ratio	0.346	-	-	0.005	-	
HCM Control Delay (s)	45.2	-	-	10.8	-	
HCM Lane LOS	E	-	-	B	-	
HCM 95th %tile Q(veh)	1.4	-	-	0	-	

Intersection												
Int Delay, s/veh	12.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	89	951	38	20	473	1	22	6	95	2	2	60
Future Vol, veh/h	89	951	38	20	473	1	22	6	95	2	2	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	102	1093	44	23	544	1	25	7	109	2	2	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	545	0	0	1137	0	0	1923	1888	547	1345	1932	545
Stage 1	-	-	-	-	-	-	1297	1297	-	591	591	-
Stage 2	-	-	-	-	-	-	626	591	-	754	1341	-
Critical Hdwy	4.115	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2095	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1028	-	-	622	-	-	46	71	486	121	67	542
Stage 1	-	-	-	-	-	-	174	234	-	497	498	-
Stage 2	-	-	-	-	-	-	475	498	-	372	223	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1028	-	-	622	-	-	35	62	486	77	58	542
Mov Cap-2 Maneuver	-	-	-	-	-	-	35	62	-	77	58	-
Stage 1	-	-	-	-	-	-	157	211	-	448	480	-
Stage 2	-	-	-	-	-	-	397	480	-	251	201	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.4			157.9			17		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	134	1028	-	-	622	-	-	374
HCM Lane V/C Ratio	1.055	0.1	-	-	0.037	-	-	0.197
HCM Control Delay (s)	157.9	8.9	-	-	11	-	-	17
HCM Lane LOS	F	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	7.8	0.3	-	-	0.1	-	-	0.7

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	546	11	1	963	16	3
Future Vol, veh/h	546	11	1	963	16	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	593	12	1	1047	17	3

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	605	0	1648	599
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	1049	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	983	-	110	449
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	340	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	983	-	110	449
Mov Cap-2 Maneuver	-	-	-	-	110	-
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	339	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	39.4
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	125	-	-	983	-
HCM Lane V/C Ratio	0.165	-	-	0.001	-
HCM Control Delay (s)	39.4	-	-	8.7	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection						
Int Delay, s/veh	40					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘↗	
Traffic Vol, veh/h	492	83	49	930	97	65
Future Vol, veh/h	492	83	49	930	97	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	593	100	59	1120	117	78
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	693	0	1831	593
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	1238	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	898	-	~ 80	491
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	265	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	898	-	~ 75	491
Mov Cap-2 Maneuver	-	-	-	-	~ 75	-
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	248	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.5		\$ 420.4		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	114	-	-	898	-	
HCM Lane V/C Ratio	1.712	-	-	0.066	-	
HCM Control Delay (s)	\$ 420.4	-	-	9.3	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	15	-	-	0.2	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	528	3	24	999	5	3	0	34	14	1	116
Future Vol, veh/h	35	528	3	24	999	5	3	0	34	14	1	116
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	39	587	3	27	1110	6	3	0	38	16	1	129
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1116	0	0	590	0	0	1897	1835	294	1539	1835	1113
Stage 1	-	-	-	-	-	-	665	665	-	1167	1167	-
Stage 2	-	-	-	-	-	-	1232	1170	-	372	668	-
Critical Hdwy	4.1	-	-	4.175	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2475	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	633	-	-	966	-	-	48	77	708	88	77	256
Stage 1	-	-	-	-	-	-	420	461	-	238	270	-
Stage 2	-	-	-	-	-	-	219	269	-	626	459	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	633	-	-	966	-	-	22	70	708	78	70	256
Mov Cap-2 Maneuver	-	-	-	-	-	-	22	70	-	78	70	-
Stage 1	-	-	-	-	-	-	394	432	-	223	262	-
Stage 2	-	-	-	-	-	-	105	261	-	556	431	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			27.5			57.9		
HCM LOS							D			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	201	633	-	-	966	-	-	203				
HCM Lane V/C Ratio	0.205	0.061	-	-	0.028	-	-	0.717				
HCM Control Delay (s)	27.5	11.1	-	-	8.8	-	-	57.9				
HCM Lane LOS	D	B	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	0.7	0.2	-	-	0.1	-	-	4.6				

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1097	16	0	492	9	0
Future Vol, veh/h	1097	16	0	492	9	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1219	18	0	547	10	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1237	0	1775	1228
Stage 1	-	-	-	-	1228	-
Stage 2	-	-	-	-	547	-
Critical Hdwy	-	-	4.12	-	6.54	6.22
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	5.54	-
Follow-up Hdwy	-	-	2.218	-	3.626	3.318
Pot Cap-1 Maneuver	-	-	563	-	85	217
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	556	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	563	-	85	217
Mov Cap-2 Maneuver	-	-	-	-	85	-
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	556	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		52.9	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	85	-	-	563	-	
HCM Lane V/C Ratio	0.118	-	-	-	-	
HCM Control Delay (s)	52.9	-	-	0	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1100	27	3	498	33	13
Future Vol, veh/h	1100	27	3	498	33	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1196	29	3	541	36	14
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1225	0	1743	1196
Stage 1	-	-	-	-	1196	-
Stage 2	-	-	-	-	547	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	576	-	96	229
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	584	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	576	-	96	229
Mov Cap-2 Maneuver	-	-	-	-	96	-
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	581	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		58.5	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	115	-	-	576	-	
HCM Lane V/C Ratio	0.435	-	-	0.006	-	
HCM Control Delay (s)	58.5	-	-	11.3	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	1.9	-	-	0	-	

Intersection												
Int Delay, s/veh	25											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	1023	41	22	508	1	24	7	103	2	2	65
Future Vol, veh/h	96	1023	41	22	508	1	24	7	103	2	2	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	110	1176	47	25	584	1	28	8	118	2	2	75

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	585	0	0	1223	0	0	2069	2031	588	1447	2078	585
Stage 1	-	-	-	-	-	-	1396	1396	-	635	635	-
Stage 2	-	-	-	-	-	-	673	635	-	812	1443	-
Critical Hdwy	4.115	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2095	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	994	-	-	577	-	-	36	58	457	102	54	515
Stage 1	-	-	-	-	-	-	151	210	-	470	476	-
Stage 2	-	-	-	-	-	-	448	476	-	343	199	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	994	-	-	577	-	-	~ 26	49	457	59	46	515
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 26	49	-	59	46	-
Stage 1	-	-	-	-	-	-	134	187	-	418	456	-
Stage 2	-	-	-	-	-	-	365	456	-	216	177	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.5	\$ 334.3	18.8
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	104	994	-	-	577	-	-	339
HCM Lane V/C Ratio	1.481	0.111	-	-	0.044	-	-	0.234
HCM Control Delay (s)	\$ 334.3	9.1	-	-	11.5	-	-	18.8
HCM Lane LOS	F	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	11.3	0.4	-	-	0.1	-	-	0.9

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	589	12	1	1039	17	4
Future Vol, veh/h	589	12	1	1039	17	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	640	13	1	1129	18	4

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	653	0	1778	647
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	1131	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	943	-	92	420
Stage 1	-	-	-	-	525	-
Stage 2	-	-	-	-	311	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	943	-	92	420
Mov Cap-2 Maneuver	-	-	-	-	92	-
Stage 1	-	-	-	-	525	-
Stage 2	-	-	-	-	310	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	47.1
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	108	-	-	943	-
HCM Lane V/C Ratio	0.211	-	-	0.001	-
HCM Control Delay (s)	47.1	-	-	8.8	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection						
Int Delay, s/veh	65.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	531	90	53	1004	105	70
Future Vol, veh/h	531	90	53	1004	105	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	640	108	64	1210	127	84
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	748	0	1978	640
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	1338	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	856	-	~ 65	461
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	236	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	856	-	~ 60	461
Mov Cap-2 Maneuver	-	-	-	-	~ 60	-
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	218	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.5		\$ 688.1	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	92	-	-	856	-	
HCM Lane V/C Ratio	2.292	-	-	0.075	-	
HCM Control Delay (s)	\$ 688.1	-	-	9.5	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	19	-	-	0.2	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	8.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	569	4	26	1077	5	4	0	37	15	1	125
Future Vol, veh/h	38	569	4	26	1077	5	4	0	37	15	1	125
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	42	632	4	29	1197	6	4	0	41	17	1	139

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1203	0	0	636	0	0	2044	1977	316	1658	1978	1200
Stage 1	-	-	-	-	-	-	716	716	-	1258	1258	-
Stage 2	-	-	-	-	-	-	1328	1261	-	400	720	-
Critical Hdwy	4.1	-	-	4.175	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2475	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	587	-	-	928	-	-	38	63	686	72	63	228
Stage 1	-	-	-	-	-	-	392	437	-	212	245	-
Stage 2	-	-	-	-	-	-	193	244	-	603	435	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	587	-	-	928	-	-	13	57	686	62	57	228
Mov Cap-2 Maneuver	-	-	-	-	-	-	13	57	-	62	57	-
Stage 1	-	-	-	-	-	-	364	406	-	197	237	-
Stage 2	-	-	-	-	-	-	73	236	-	526	404	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	56.9	96
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	113	587	-	-	928	-	-	175
HCM Lane V/C Ratio	0.403	0.072	-	-	0.031	-	-	0.895
HCM Control Delay (s)	56.9	11.6	-	-	9	-	-	96
HCM Lane LOS	F	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	1.7	0.2	-	-	0.1	-	-	6.6

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1183	17	0	531	10	0
Future Vol, veh/h	1183	17	0	531	10	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1314	19	0	590	11	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	1333	0	1914	1324
Stage 1	-	-	-	-	1324	-
Stage 2	-	-	-	-	590	-
Critical Hdwy	-	-	4.12	-	6.54	6.22
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	5.54	-
Follow-up Hdwy	-	-	2.218	-	3.626	3.318
Pot Cap-1 Maneuver	-	-	518	-	69	191
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	531	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	518	-	69	191
Mov Cap-2 Maneuver	-	-	-	-	69	-
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	531	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		66.9		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	69	-	-	518	-	
HCM Lane V/C Ratio	0.161	-	-	-	-	
HCM Control Delay (s)	66.9	-	-	0	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1187	30	4	538	36	14
Future Vol, veh/h	1187	30	4	538	36	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1290	33	4	585	39	15
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1323	0	1883	1290
Stage 1	-	-	-	-	1290	-
Stage 2	-	-	-	-	593	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	529	-	79	202
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	556	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	529	-	78	202
Mov Cap-2 Maneuver	-	-	-	-	78	-
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	552	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		86.1	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	94	-	-	529	-	
HCM Lane V/C Ratio	0.578	-	-	0.008	-	
HCM Control Delay (s)	86.1	-	-	11.9	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	2.7	-	-	0	-	

Intersection												
Int Delay, s/veh	45.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	103	1103	44	23	549	1	26	7	111	2	2	70
Future Vol, veh/h	103	1103	44	23	549	1	26	7	111	2	2	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	118	1268	51	26	631	1	30	8	128	2	2	80
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	632	0	0	1319	0	0	2229	2188	634	1558	2239	632
Stage 1	-	-	-	-	-	-	1504	1504	-	684	684	-
Stage 2	-	-	-	-	-	-	725	684	-	874	1555	-
Critical Hdwy	4.115	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2095	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	955	-	-	531	-	-	~ 27	46	427	85	43	484
Stage 1	-	-	-	-	-	-	130	186	-	442	452	-
Stage 2	-	-	-	-	-	-	420	452	-	315	176	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	955	-	-	531	-	-	~ 19	38	427	44	36	484
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 19	38	-	44	36	-
Stage 1	-	-	-	-	-	-	114	163	-	387	430	-
Stage 2	-	-	-	-	-	-	331	430	-	184	154	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.5			\$ 619			21.6		
HCM LOS							F			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	79	955	-	-	531	-	-	301				
HCM Lane V/C Ratio	2.095	0.124	-	-	0.05	-	-	0.283				
HCM Control Delay (s)	\$ 619	9.3	-	-	12.1	-	-	21.6				
HCM Lane LOS	F	A	-	-	B	-	-	C				
HCM 95th %tile Q(veh)	15	0.4	-	-	0.2	-	-	1.1				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

APPENDIX K

CAPACITY ANALYSIS REPORTS - BUILD CONDITIONS



Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	693	11	1	958	15	3
Future Vol, veh/h	693	11	1	958	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	753	12	1	1041	16	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	765	0	1802	759
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	1043	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	857	-	89	360
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	342	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	857	-	89	360
Mov Cap-2 Maneuver	-	-	-	-	89	-
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	341	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		48.5	
HCM LOS					E	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	102	-	-	857	-	
HCM Lane V/C Ratio	0.192	-	-	0.001	-	
HCM Control Delay (s)	48.5	-	-	9.2	0	
HCM Lane LOS	E	-	-	A	A	
HCM 95th %tile Q(veh)	0.7	-	-	0	-	

Intersection						
Int Delay, s/veh	61.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	516	77	82	1039	90	72
Future Vol, veh/h	516	77	82	1039	90	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	622	93	99	1252	108	87
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	715	0	2072	622
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	1450	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	881	-	~ 57	472
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	208	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	881	-	~ 51	472
Mov Cap-2 Maneuver	-	-	-	-	~ 51	-
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	185	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		\$ 711	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	84	-	-	881	-	
HCM Lane V/C Ratio	2.324	-	-	0.112	-	
HCM Control Delay (s)	\$ 711	-	-	9.6	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	18	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	546	3	28	1095	6	3	0	34	14	1	108
Future Vol, veh/h	33	546	3	28	1095	6	3	0	34	14	1	108
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	37	607	3	31	1217	7	3	0	38	16	1	120
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1224	0	0	610	0	0	2024	1967	304	1661	1967	1221
Stage 1	-	-	-	-	-	-	681	681	-	1283	1283	-
Stage 2	-	-	-	-	-	-	1343	1286	-	378	684	-
Critical Hdwy	4.1	-	-	4.175	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2475	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	577	-	-	949	-	-	39	64	698	71	64	221
Stage 1	-	-	-	-	-	-	411	453	-	205	238	-
Stage 2	-	-	-	-	-	-	189	237	-	621	452	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	577	-	-	949	-	-	16	58	698	62	58	221
Mov Cap-2 Maneuver	-	-	-	-	-	-	16	58	-	62	58	-
Stage 1	-	-	-	-	-	-	385	424	-	192	230	-
Stage 2	-	-	-	-	-	-	83	229	-	550	423	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			35.9			82.5		
HCM LOS							E			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	157	577	-	-	949	-	-	168				
HCM Lane V/C Ratio	0.262	0.064	-	-	0.033	-	-	0.813				
HCM Control Delay (s)	35.9	11.7	-	-	8.9	-	-	82.5				
HCM Lane LOS	E	B	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	1	0.2	-	-	0.1	-	-	5.5				

HCM 6th TWSC
4: Driveway #1 & Old Cornelia Highway

2025 - Phase 1 Build Conditions
AM Peak Hour

Intersection						
Int Delay, s/veh	210.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	518	70	62	911	210	185
Future Vol, veh/h	518	70	62	911	210	185
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	563	76	67	990	228	201
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	639	0	1725	601
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	1124	-
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	-	-	945	-	~ 98	500
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	310	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	945	-	~ 83	500
Mov Cap-2 Maneuver	-	-	-	-	~ 83	-
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	261	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		\$ 1039.4	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	136	-	-	945	-	
HCM Lane V/C Ratio	3.157	-	-	0.071	-	
HCM Control Delay (s)	\$ 1039.4	-	-	9.1	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	40.6	-	-	0.2	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1144	15	0	666	8	0
Future Vol, veh/h	1144	15	0	666	8	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1271	17	0	740	9	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1288
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	538
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	538
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	76.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	59	-	-	538	-
HCM Lane V/C Ratio	0.151	-	-	-	-
HCM Control Delay (s)	76.6	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection						
Int Delay, s/veh	5.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1219	25	27	580	31	52
Future Vol, veh/h	1219	25	27	580	31	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1325	27	29	630	34	57
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1352	0	2013	1325
Stage 1	-	-	-	-	1325	-
Stage 2	-	-	-	-	688	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	516	-	65	192
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	503	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	516	-	61	192
Mov Cap-2 Maneuver	-	-	-	-	61	-
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	475	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		121.7	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	107	-	-	516	-	
HCM Lane V/C Ratio	0.843	-	-	0.057	-	
HCM Control Delay (s)	121.7	-	-	12.4	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	4.9	-	-	0.2	-	

Intersection												
Int Delay, s/veh	34.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	89	1138	38	24	584	3	22	6	102	4	2	60
Future Vol, veh/h	89	1138	38	24	584	3	22	6	102	4	2	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	102	1308	44	28	671	3	25	7	117	5	2	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	674	0	0	1352	0	0	2276	2242	654	1591	2285	673
Stage 1	-	-	-	-	-	-	1512	1512	-	729	729	-
Stage 2	-	-	-	-	-	-	764	730	-	862	1556	-
Critical Hdwy	4.115	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2095	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	921	-	-	516	-	-	~ 25	43	414	80	40	459
Stage 1	-	-	-	-	-	-	128	184	-	417	431	-
Stage 2	-	-	-	-	-	-	399	431	-	320	176	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	921	-	-	516	-	-	~ 18	36	414	43	34	459
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 18	36	-	43	34	-
Stage 1	-	-	-	-	-	-	114	164	-	371	408	-
Stage 2	-	-	-	-	-	-	319	408	-	195	156	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.5			\$ 532.3			27.6		
HCM LOS							F			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	79	921	-	-	516	-	-	234
HCM Lane V/C Ratio	1.891	0.111	-	-	0.053	-	-	0.324
HCM Control Delay (s)	\$ 532.3	9.4	-	-	12.4	-	-	27.6
HCM Lane LOS	F	A	-	-	B	-	-	D
HCM 95th %tile Q(veh)	13.1	0.4	-	-	0.2	-	-	1.3

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	478.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1035	236	208	466	141	124
Future Vol, veh/h	1035	236	208	466	141	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1125	257	226	507	153	135
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1382	0	2213	1254
Stage 1	-	-	-	-	1254	-
Stage 2	-	-	-	-	959	-
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	-	-	496	-	~ 48	210
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	372	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	496	-	~ 18	210
Mov Cap-2 Maneuver	-	-	-	-	~ 18	-
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	~ 136	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	5.6		\$ 3978.3		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	31	-	-	496	-	
HCM Lane V/C Ratio	9.292	-	-	0.456	-	
HCM Control Delay (s)	\$ 3978.3	-	-	18.2	0	
HCM Lane LOS	F	-	-	C	A	
HCM 95th %tile Q(veh)	35.2	-	-	2.3	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	779	11	1	1043	16	3
Future Vol, veh/h	779	11	1	1043	16	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	847	12	1	1134	17	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	1989	853
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	1136	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	791	-	68	317
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	309	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	791	-	68	317
Mov Cap-2 Maneuver	-	-	-	-	68	-
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	308	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		67	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	78	-	-	791	-	
HCM Lane V/C Ratio	0.265	-	-	0.001	-	
HCM Control Delay (s)	67	-	-	9.6	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	1	-	-	0	-	

Intersection						
Int Delay, s/veh	111					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	567	83	94	1150	97	80
Future Vol, veh/h	567	83	94	1150	97	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	683	100	113	1386	117	96
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	783	0	2295	683
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	1612	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	831	-	~ 41	436
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	173	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	831	-	~ 35	436
Mov Cap-2 Maneuver	-	-	-	-	~ 35	-
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	149	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 1292.6	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	60	-	-	831	-	
HCM Lane V/C Ratio	3.554	-	-	0.136	-	
HCM Control Delay (s)	\$ 1292.6	-	-	10	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	22.7	-	-	0.5	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	12.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	599	3	32	1208	8	3	0	37	15	1	116
Future Vol, veh/h	35	599	3	32	1208	8	3	0	37	15	1	116
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	39	666	3	36	1342	9	3	0	41	17	1	129
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1351	0	0	669	0	0	2228	2167	333	1830	2166	1347
Stage 1	-	-	-	-	-	-	744	744	-	1419	1419	-
Stage 2	-	-	-	-	-	-	1484	1423	-	411	747	-
Critical Hdwy	4.1	-	-	4.175	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2475	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	516	-	-	902	-	-	27	48	669	54	48	187
Stage 1	-	-	-	-	-	-	377	424	-	171	205	-
Stage 2	-	-	-	-	-	-	157	204	-	594	423	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	516	-	-	902	-	-	8	43	669	46	43	187
Mov Cap-2 Maneuver	-	-	-	-	-	-	8	43	-	46	43	-
Stage 1	-	-	-	-	-	-	348	392	-	158	197	-
Stage 2	-	-	-	-	-	-	47	196	-	515	391	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			75			163.8		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	93	516	-	-	902	-	-	136				
HCM Lane V/C Ratio	0.478	0.075	-	-	0.039	-	-	1.078				
HCM Control Delay (s)	75	12.5	-	-	9.2	-	-	163.8				
HCM Lane LOS	F	B	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	2.1	0.2	-	-	0.1	-	-	8.1				

HCM 6th TWSC
4: Driveway #1 & Old Cornelia Highway

2030 - Phase 2 Build Conditions
AM Peak Hour

Intersection						
Int Delay, s/veh	468.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	557	90	80	979	265	233
Future Vol, veh/h	557	90	80	979	265	233
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	605	98	87	1064	288	253
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	703	0	1892	654
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	1238	-
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	-	-	895	-	~ 77	467
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	~ 274	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	895	-	~ 59	467
Mov Cap-2 Maneuver	-	-	-	-	~ 59	-
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	~ 209	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		\$ 2070.1	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	100	-	-	895	-	
HCM Lane V/C Ratio	5.413	-	-	0.097	-	
HCM Control Delay (s)	\$ 2070.1	-	-	9.5	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	58.6	-	-	0.3	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1251	16	0	745	9	0
Future Vol, veh/h	1251	16	0	745	9	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1390	18	0	828	10	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1408
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	485
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	485
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	109.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	44	-	-	485	-
HCM Lane V/C Ratio	0.227	-	-	-	-
HCM Control Delay (s)	109.4	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection						
Int Delay, s/veh	11.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘↗	
Traffic Vol, veh/h	1339	27	33	644	33	62
Future Vol, veh/h	1339	27	33	644	33	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1455	29	36	700	36	67
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1484	0	2227	1455
Stage 1	-	-	-	-	1455	-
Stage 2	-	-	-	-	772	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	459	-	48	161
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	459	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	459	-	44	161
Mov Cap-2 Maneuver	-	-	-	-	44	-
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	423	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		261.8	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	84	-	-	459	-	
HCM Lane V/C Ratio	1.229	-	-	0.078	-	
HCM Control Delay (s)	261.8	-	-	13.5	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	7.5	-	-	0.3	-	

HCM 6th TWSC
3: Shell Gas Station/Oconee Circle & Old Cornelia Highway

2030 - Phase 2 Build Conditions
PM Peak Hour

Intersection												
Int Delay, s/veh	73.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	1250	41	27	647	3	24	7	112	5	2	65
Future Vol, veh/h	96	1250	41	27	647	3	24	7	112	5	2	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	110	1437	47	31	744	3	28	8	129	6	2	75

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	747	0	0	1484	0	0	2503	2466	719	1751	2512	746
Stage 1	-	-	-	-	-	-	1657	1657	-	808	808	-
Stage 2	-	-	-	-	-	-	846	809	-	943	1704	-
Critical Hdwy	4.115	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2095	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	865	-	-	459	-	-	~ 17	31	375	61	29	417
Stage 1	-	-	-	-	-	-	104	157	-	378	397	-
Stage 2	-	-	-	-	-	-	360	396	-	286	149	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	865	-	-	459	-	-	~ 11	25	375	26	24	417
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 11	25	-	26	24	-
Stage 1	-	-	-	-	-	-	91	137	-	330	370	-
Stage 2	-	-	-	-	-	-	274	369	-	154	130	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.5	\$ 1139.1	46.1
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	52	865	-	-	459	-	-	167
HCM Lane V/C Ratio	3.161	0.128	-	-	0.068	-	-	0.496
HCM Control Delay (s)	\$ 1139.1	9.8	-	-	13.4	-	-	46.1
HCM Lane LOS	F	A	-	-	B	-	-	E
HCM 95th %tile Q(veh)	17.6	0.4	-	-	0.2	-	-	2.4

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	3675					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1113	288	253	501	176	154
Future Vol, veh/h	1113	288	253	501	176	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1210	313	275	545	191	167
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1523	0	2462	1367
Stage 1	-	-	-	-	1367	-
Stage 2	-	-	-	-	1095	-
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	-	-	438	-	~ 34	180
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	321	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	438	-	~ 3	180
Mov Cap-2 Maneuver	-	-	-	-	~ 3	-
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	~ 32	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	8.8		\$ 27653.9		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	6	-	-	438	-	
HCM Lane V/C Ratio	59.783	-	-	0.628	-	
HCM Control Delay (s)	\$ 27653.9	-	-	26.1	0	
HCM Lane LOS	F	-	-	D	A	
HCM 95th %tile Q(veh)	47	-	-	4.2	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	879	12	1	1137	17	4
Future Vol, veh/h	879	12	1	1137	17	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	955	13	1	1236	18	4

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	968	0	2200	962
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	1238	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	720	-	50	272
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	276	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	720	-	50	272
Mov Cap-2 Maneuver	-	-	-	-	50	-
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	275	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	100.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	59	-	-	720	-
HCM Lane V/C Ratio	0.387	-	-	0.002	-
HCM Control Delay (s)	100.3	-	-	10	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	1.4	-	-	0	-

Intersection						
Int Delay, s/veh	195.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	623	90	109	1277	105	89
Future Vol, veh/h	623	90	109	1277	105	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	751	108	131	1539	127	107
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	2552	751
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	1801	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	778	-	~ 28	398
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	139	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	778	-	~ 23	398
Mov Cap-2 Maneuver	-	-	-	-	~ 23	-
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	~ 116	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 2309.8	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	41	-	-	778	-	
HCM Lane V/C Ratio	5.701	-	-	0.169	-	
HCM Control Delay (s)	\$ 2309.8	-	-	10.6	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	27.3	-	-	0.6	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	40.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	657	4	36	1337	8	4	0	40	16	1	125
Future Vol, veh/h	38	657	4	36	1337	8	4	0	40	16	1	125
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	42	730	4	40	1486	9	4	0	44	18	1	139
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1495	0	0	734	0	0	2455	2389	365	2020	2389	1491
Stage 1	-	-	-	-	-	-	814	814	-	1571	1571	-
Stage 2	-	-	-	-	-	-	1641	1575	-	449	818	-
Critical Hdwy	4.1	-	-	4.175	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2475	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	455	-	-	852	-	-	19	34	638	39	34	153
Stage 1	-	-	-	-	-	-	342	394	-	140	173	-
Stage 2	-	-	-	-	-	-	128	172	-	564	393	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	455	-	-	852	-	-	~ 2	29	638	33	29	153
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	29	-	33	29	-
Stage 1	-	-	-	-	-	-	311	358	-	127	165	-
Stage 2	-	-	-	-	-	-	11	164	-	476	357	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			\$ 993.8			\$ 335.5		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	21	455	-	-	852	-	-	106				
HCM Lane V/C Ratio	2.328	0.093	-	-	0.047	-	-	1.488				
HCM Control Delay (s)	\$ 993.8	13.7	-	-	9.4	-	-	\$ 335.5				
HCM Lane LOS	F	B	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	6.4	0.3	-	-	0.1	-	-	11.6				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

HCM 6th TWSC
4: Driveway #1 & Old Cornelia Highway

2035 - Phase 3 Build Conditions
AM Peak Hour

Intersection						
Int Delay, s/veh	1322.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	601	111	98	1156	329	290
Future Vol, veh/h	601	111	98	1156	329	290
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	653	121	107	1257	358	315
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	774	0	2185	714
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	1471	-
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	-	-	842	-	~ 50	431
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	~ 211	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	842	-	~ 29	431
Mov Cap-2 Maneuver	-	-	-	-	~ 29	-
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	~ 122	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 5520.8	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	52	-	-	842	-	
HCM Lane V/C Ratio	12.939	-	-	0.127	-	
HCM Control Delay (s)	\$ 5520.8	-	-	9.9	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	80.7	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1375	17	0	851	10	0
Future Vol, veh/h	1375	17	0	851	10	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1528	19	0	946	11	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1547
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	429
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	429
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	183.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	30	-	-	429	-
HCM Lane V/C Ratio	0.37	-	-	-	-
HCM Control Delay (s)	183.5	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	1.2	-	-	0	-

Intersection						
Int Delay, s/veh	28.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘↗	
Traffic Vol, veh/h	1488	30	41	719	36	76
Future Vol, veh/h	1488	30	41	719	36	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1617	33	45	782	39	83
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1650	0	2489	1617
Stage 1	-	-	-	-	1617	-
Stage 2	-	-	-	-	872	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	397	-	~ 33	129
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	412	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	397	-	~ 29	129
Mov Cap-2 Maneuver	-	-	-	-	~ 29	-
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	365	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 609.3	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	61	-	-	397	-	
HCM Lane V/C Ratio	1.996	-	-	0.112	-	
HCM Control Delay (s)	\$ 609.3	-	-	15.2	-	
HCM Lane LOS	F	-	-	C	-	
HCM 95th %tile Q(veh)	11.5	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	156.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	103	1390	44	30	721	3	26	7	122	5	2	70
Future Vol, veh/h	103	1390	44	30	721	3	26	7	122	5	2	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	118	1598	51	34	829	3	30	8	140	6	2	80
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	832	0	0	1649	0	0	2774	2734	799	1938	2784	831
Stage 1	-	-	-	-	-	-	1834	1834	-	899	899	-
Stage 2	-	-	-	-	-	-	940	900	-	1039	1885	-
Critical Hdwy	4.115	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2095	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	804	-	-	397	-	-	~ 11	21	333	45	19	373
Stage 1	-	-	-	-	-	-	80	128	-	336	360	-
Stage 2	-	-	-	-	-	-	319	360	-	250	121	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	804	-	-	397	-	-	~ 6	16	333	13	15	373
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 6	16	-	13	15	-
Stage 1	-	-	-	-	-	-	68	109	-	287	329	-
Stage 2	-	-	-	-	-	-	227	329	-	114	103	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.6			\$ 2483.4			113.4		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	30	804	-	-	397	-	-	109				
HCM Lane V/C Ratio	5.939	0.147	-	-	0.087	-	-	0.812				
HCM Control Delay (s)	\$ 2483.4	10.2	-	-	14.9	-	-	113.4				
HCM Lane LOS	F	B	-	-	B	-	-	F				
HCM 95th %tile Q(veh)	21.6	0.5	-	-	0.3	-	-	4.6				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection						
Int Delay, s/veh	146.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1201	363	320	541	218	192
Future Vol, veh/h	1201	363	320	541	218	192
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1305	395	348	588	237	209
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	1700	0	2787	1503
Stage 1	-	-	-	-	1503	-
Stage 2	-	-	-	-	1284	-
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	-	-	374	-	~ 21	~ 149
Stage 1	-	-	-	-	~ 203	-
Stage 2	-	-	-	-	260	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	374	-	0	~ 149
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	~ 203	-
Stage 2	-	-	-	-	0	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	23.9		\$ 960		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	149	-	-	374	-	
HCM Lane V/C Ratio	2.991	-	-	0.93	-	
HCM Control Delay (s)	\$ 960	-	-	64.3	0	
HCM Lane LOS	F	-	-	F	A	
HCM 95th %tile Q(veh)	41.1	-	-	9.9	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

APPENDIX L

CAPACITY ANALYSIS REPORTS - WIDENING CONDITIONS



NO-BUILD

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	508	11	1	896	15	3
Future Vol, veh/h	508	11	1	896	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	552	12	1	974	16	3
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	564	0	1047	282
Stage 1	-	-	-	-	558	-
Stage 2	-	-	-	-	489	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	1018	-	227	630
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	588	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1018	-	227	630
Mov Cap-2 Maneuver	-	-	-	-	227	-
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	587	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		20.4		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	254	-	-	1018	-	
HCM Lane V/C Ratio	0.077	-	-	0.001	-	
HCM Control Delay (s)	20.4	-	-	8.5	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection						
Int Delay, s/veh	5.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	
Traffic Vol, veh/h	458	77	46	865	90	60
Future Vol, veh/h	458	77	46	865	90	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	552	93	55	1042	108	72
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	645	0	1183	276
Stage 1	-	-	-	-	552	-
Stage 2	-	-	-	-	631	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	929	-	172	698
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	474	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	929	-	162	698
Mov Cap-2 Maneuver	-	-	-	-	162	-
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	446	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.5		58.4	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	234	-	-	929	-	
HCM Lane V/C Ratio	0.772	-	-	0.06	-	
HCM Control Delay (s)	58.4	-	-	9.1	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	5.5	-	-	0.2	-	

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	491	3	22	929	4	3	0	32	13	1	108
Future Vol, veh/h	33	491	3	22	929	4	3	0	32	13	1	108
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	37	546	3	24	1032	4	3	0	36	14	1	120

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1036	0	0	549	0	0	1185	1704	273	1429	1705	518
Stage 1	-	-	-	-	-	-	620	620	-	1082	1082	-
Stage 2	-	-	-	-	-	-	565	1084	-	347	623	-
Critical Hdwy	4.1	-	-	4.2	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.25	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	679	-	-	996	-	-	147	93	731	97	92	508
Stage 1	-	-	-	-	-	-	447	483	-	236	296	-
Stage 2	-	-	-	-	-	-	482	296	-	648	481	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	679	-	-	996	-	-	105	86	731	87	85	508
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	86	-	87	85	-
Stage 1	-	-	-	-	-	-	423	457	-	223	289	-
Stage 2	-	-	-	-	-	-	358	289	-	583	455	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			13.1			23.7		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	484	679	-	-	996	-	-	326
HCM Lane V/C Ratio	0.08	0.054	-	-	0.025	-	-	0.416
HCM Control Delay (s)	13.1	10.6	-	-	8.7	-	-	23.7
HCM Lane LOS	B	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-	-	2

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1020	15	0	458	8	0
Future Vol, veh/h	1020	15	0	458	8	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1133	17	0	509	9	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1150	0	1397	575
Stage 1	-	-	-	-	1142	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	-	-	4.14	-	7.08	6.94
Critical Hdwy Stg 1	-	-	-	-	6.08	-
Critical Hdwy Stg 2	-	-	-	-	6.08	-
Follow-up Hdwy	-	-	2.22	-	3.64	3.32
Pot Cap-1 Maneuver	-	-	603	-	118	461
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	729	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	603	-	118	461
Mov Cap-2 Maneuver	-	-	-	-	118	-
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	729	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	38
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	118	-	-	603	-
HCM Lane V/C Ratio	0.075	-	-	-	-
HCM Control Delay (s)	38	-	-	0	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↘	
Traffic Vol, veh/h	1023	25	3	463	31	12
Future Vol, veh/h	1023	25	3	463	31	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1112	27	3	503	34	13
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1139	0	1370	556
Stage 1	-	-	-	-	1112	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	621	-	140	480
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	767	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	621	-	139	480
Mov Cap-2 Maneuver	-	-	-	-	139	-
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	763	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		33.3	
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	173	-	-	621	-	
HCM Lane V/C Ratio	0.27	-	-	0.005	-	
HCM Control Delay (s)	33.3	-	-	10.8	-	
HCM Lane LOS	D	-	-	B	-	
HCM 95th %tile Q(veh)	1	-	-	0	-	

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	89	951	38	20	473	1	22	6	95	2	2	60
Future Vol, veh/h	89	951	38	20	473	1	22	6	95	2	2	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	102	1093	44	23	544	1	25	7	109	2	2	69
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	545	0	0	1137	0	0	1616	1888	547	1345	1932	273
Stage 1	-	-	-	-	-	-	1297	1297	-	591	591	-
Stage 2	-	-	-	-	-	-	319	591	-	754	1341	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.21	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1027	-	-	622	-	-	70	71	486	112	67	731
Stage 1	-	-	-	-	-	-	174	234	-	465	498	-
Stage 2	-	-	-	-	-	-	673	498	-	372	223	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1027	-	-	622	-	-	55	62	486	71	58	731
Mov Cap-2 Maneuver	-	-	-	-	-	-	55	62	-	71	58	-
Stage 1	-	-	-	-	-	-	157	211	-	419	480	-
Stage 2	-	-	-	-	-	-	584	480	-	251	201	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.4			75.7			14.8		
HCM LOS							F			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	178	1027	-	-	622	-	-	442				
HCM Lane V/C Ratio	0.794	0.1	-	-	0.037	-	-	0.166				
HCM Control Delay (s)	75.7	8.9	-	-	11	-	-	14.8				
HCM Lane LOS	F	A	-	-	B	-	-	B				
HCM 95th %tile Q(veh)	5.3	0.3	-	-	0.1	-	-	0.6				

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	546	11	1	963	16	3
Future Vol, veh/h	546	11	1	963	16	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	593	12	1	1047	17	3

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	605	0	1125	303
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	526	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	983	-	202	609
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	563	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	983	-	202	609
Mov Cap-2 Maneuver	-	-	-	-	202	-
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	562	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	22.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	226	-	-	983	-
HCM Lane V/C Ratio	0.091	-	-	0.001	-
HCM Control Delay (s)	22.5	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection						
Int Delay, s/veh	9.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑	↘↗	
Traffic Vol, veh/h	492	83	49	930	97	65
Future Vol, veh/h	492	83	49	930	97	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	593	100	59	1120	117	78
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	693	0	1271	297
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	678	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	891	-	150	676
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	447	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	891	-	140	676
Mov Cap-2 Maneuver	-	-	-	-	140	-
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	417	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.5		99.2	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1		EBT	EBR	WBL	WBT
Capacity (veh/h)	205		-	-	891	-
HCM Lane V/C Ratio	0.952		-	-	0.066	-
HCM Control Delay (s)	99.2		-	-	9.3	-
HCM Lane LOS	F		-	-	A	-
HCM 95th %tile Q(veh)	8		-	-	0.2	-

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	528	3	24	999	5	3	0	34	14	1	116
Future Vol, veh/h	35	528	3	24	999	5	3	0	34	14	1	116
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	39	587	3	27	1110	6	3	0	38	16	1	129

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1116	0	0	590	0	0	1275	1835	294	1539	1835	558
Stage 1	-	-	-	-	-	-	665	665	-	1167	1167	-
Stage 2	-	-	-	-	-	-	610	1170	-	372	668	-
Critical Hdwy	4.1	-	-	4.2	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.25	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	633	-	-	961	-	-	126	77	708	80	77	478
Stage 1	-	-	-	-	-	-	420	461	-	209	270	-
Stage 2	-	-	-	-	-	-	453	269	-	626	459	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	633	-	-	961	-	-	85	70	708	71	70	478
Mov Cap-2 Maneuver	-	-	-	-	-	-	85	70	-	71	70	-
Stage 1	-	-	-	-	-	-	394	432	-	196	262	-
Stage 2	-	-	-	-	-	-	320	261	-	556	431	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			13.9			29.6		
HCM LOS							B			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	444	633	-	-	961	-	-	288
HCM Lane V/C Ratio	0.093	0.061	-	-	0.028	-	-	0.505
HCM Control Delay (s)	13.9	11.1	-	-	8.9	-	-	29.6
HCM Lane LOS	B	B	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-	-	2.7

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1097	16	0	492	9	0
Future Vol, veh/h	1097	16	0	492	9	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1219	18	0	547	10	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1237	0	1502	619
Stage 1	-	-	-	-	1228	-
Stage 2	-	-	-	-	274	-
Critical Hdwy	-	-	4.14	-	7.08	6.94
Critical Hdwy Stg 1	-	-	-	-	6.08	-
Critical Hdwy Stg 2	-	-	-	-	6.08	-
Follow-up Hdwy	-	-	2.22	-	3.64	3.32
Pot Cap-1 Maneuver	-	-	559	-	100	432
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	559	-	100	432
Mov Cap-2 Maneuver	-	-	-	-	100	-
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	713	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	45
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	100	-	-	559	-
HCM Lane V/C Ratio	0.1	-	-	-	-
HCM Control Delay (s)	45	-	-	0	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑	↘	
Traffic Vol, veh/h	1100	27	3	498	33	13
Future Vol, veh/h	1100	27	3	498	33	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1196	29	3	541	36	14
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1225	0	1473	598
Stage 1	-	-	-	-	1196	-
Stage 2	-	-	-	-	277	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	576	-	120	450
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	751	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	576	-	119	450
Mov Cap-2 Maneuver	-	-	-	-	119	-
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	747	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		40.6	
HCM LOS					E	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	150	-	-	576	-	
HCM Lane V/C Ratio	0.333	-	-	0.006	-	
HCM Control Delay (s)	40.6	-	-	11.3	-	
HCM Lane LOS	E	-	-	B	-	
HCM 95th %tile Q(veh)	1.4	-	-	0	-	

Intersection												
Int Delay, s/veh	12.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	1023	41	22	508	1	24	7	103	2	2	65
Future Vol, veh/h	96	1023	41	22	508	1	24	7	103	2	2	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	110	1176	47	25	584	1	28	8	118	2	2	75

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	585	0	0	1223	0	0	1739	2031	588	1447	2078	293
Stage 1	-	-	-	-	-	-	1396	1396	-	635	635	-
Stage 2	-	-	-	-	-	-	343	635	-	812	1443	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.21	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	993	-	-	577	-	-	57	58	457	94	54	709
Stage 1	-	-	-	-	-	-	151	210	-	438	476	-
Stage 2	-	-	-	-	-	-	651	476	-	343	199	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	993	-	-	577	-	-	43	49	457	54	46	709
Mov Cap-2 Maneuver	-	-	-	-	-	-	43	49	-	54	46	-
Stage 1	-	-	-	-	-	-	134	187	-	389	456	-
Stage 2	-	-	-	-	-	-	554	456	-	216	177	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.5			153.7			16.2		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	145	993	-	-	577	-	-	401
HCM Lane V/C Ratio	1.062	0.111	-	-	0.044	-	-	0.198
HCM Control Delay (s)	153.7	9.1	-	-	11.5	-	-	16.2
HCM Lane LOS	F	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	8.2	0.4	-	-	0.1	-	-	0.7

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	589	12	1	1039	17	4
Future Vol, veh/h	589	12	1	1039	17	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	640	13	1	1129	18	4

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	653	0	1214	327
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	567	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	943	-	177	586
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	537	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	943	-	176	586
Mov Cap-2 Maneuver	-	-	-	-	176	-
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	535	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	25
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	203	-	-	943	-
HCM Lane V/C Ratio	0.112	-	-	0.001	-
HCM Control Delay (s)	25	-	-	8.8	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	17.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑	↘↗	
Traffic Vol, veh/h	531	90	53	1004	105	70
Future Vol, veh/h	531	90	53	1004	105	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	640	108	64	1210	127	84
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	748	0	1373	320
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	733	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	850	-	129	653
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	418	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	850	- ~	119	653
Mov Cap-2 Maneuver	-	-	-	- ~	119	-
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	387	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.5		181.3	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	177	-	-	850	-	
HCM Lane V/C Ratio	1.191	-	-	0.075	-	
HCM Control Delay (s)	181.3	-	-	9.6	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	11.3	-	-	0.2	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	569	4	26	1077	5	4	0	37	15	1	125
Future Vol, veh/h	38	569	4	26	1077	5	4	0	37	15	1	125
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	42	632	4	29	1197	6	4	0	41	17	1	139
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1203	0	0	636	0	0	1373	1977	316	1658	1978	602
Stage 1	-	-	-	-	-	-	716	716	-	1258	1258	-
Stage 2	-	-	-	-	-	-	657	1261	-	400	720	-
Critical Hdwy	4.1	-	-	4.2	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.25	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	587	-	-	923	-	-	107	63	686	65	63	448
Stage 1	-	-	-	-	-	-	392	437	-	184	245	-
Stage 2	-	-	-	-	-	-	425	244	-	603	435	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	587	-	-	923	-	-	67	57	686	56	57	448
Mov Cap-2 Maneuver	-	-	-	-	-	-	67	57	-	56	57	-
Stage 1	-	-	-	-	-	-	364	406	-	171	237	-
Stage 2	-	-	-	-	-	-	283	236	-	526	404	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			16.4			40.8		
HCM LOS							C			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	361	587	-	-	923	-	-	250				
HCM Lane V/C Ratio	0.126	0.072	-	-	0.031	-	-	0.627				
HCM Control Delay (s)	16.4	11.6	-	-	9	-	-	40.8				
HCM Lane LOS	C	B	-	-	A	-	-	E				
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.1	-	-	3.8				

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	1183	17	0	531	10	0
Future Vol, veh/h	1183	17	0	531	10	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1314	19	0	590	11	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1333
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	513
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	513
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	55
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	83	-	-	513	-
HCM Lane V/C Ratio	0.134	-	-	-	-
HCM Control Delay (s)	55	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↘	
Traffic Vol, veh/h	1187	30	4	538	36	14
Future Vol, veh/h	1187	30	4	538	36	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1290	33	4	585	39	15
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1323	0	1591	645
Stage 1	-	-	-	-	1290	-
Stage 2	-	-	-	-	301	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	529	-	100	420
Stage 1	-	-	-	-	226	-
Stage 2	-	-	-	-	731	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	529	-	99	420
Mov Cap-2 Maneuver	-	-	-	-	99	-
Stage 1	-	-	-	-	226	-
Stage 2	-	-	-	-	725	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		53.7	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	126	-	-	529	-	
HCM Lane V/C Ratio	0.431	-	-	0.008	-	
HCM Control Delay (s)	53.7	-	-	11.9	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	1.9	-	-	0	-	

Intersection												
Int Delay, s/veh	22.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	103	1103	44	23	549	1	26	7	111	2	2	70
Future Vol, veh/h	103	1103	44	23	549	1	26	7	111	2	2	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	118	1268	51	26	631	1	30	8	128	2	2	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	632	0	0	1319	0	0	1873	2188	634	1558	2239	316
Stage 1	-	-	-	-	-	-	1504	1504	-	684	684	-
Stage 2	-	-	-	-	-	-	369	684	-	874	1555	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.21	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	953	-	-	531	-	-	45	46	427	78	43	686
Stage 1	-	-	-	-	-	-	130	186	-	410	452	-
Stage 2	-	-	-	-	-	-	629	452	-	315	176	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	953	-	-	531	-	-	33	38	427	40	36	686
Mov Cap-2 Maneuver	-	-	-	-	-	-	33	38	-	40	36	-
Stage 1	-	-	-	-	-	-	114	163	-	359	430	-
Stage 2	-	-	-	-	-	-	525	430	-	184	154	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.5			297.3			18.3		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	117	953	-	-	531	-	-	356
HCM Lane V/C Ratio	1.415	0.124	-	-	0.05	-	-	0.239
HCM Control Delay (s)	297.3	9.3	-	-	12.1	-	-	18.3
HCM Lane LOS	F	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	11.5	0.4	-	-	0.2	-	-	0.9

BUILD

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	693	11	1	958	15	3
Future Vol, veh/h	693	11	1	958	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	753	12	1	1041	16	3

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	765	0	1282	383
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	857	-	160	535
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	857	-	160	535
Mov Cap-2 Maneuver	-	-	-	-	160	-
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	563	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	27.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	181	-	-	857	-
HCM Lane V/C Ratio	0.108	-	-	0.001	-
HCM Control Delay (s)	27.3	-	-	9.2	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	16.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↘	
Traffic Vol, veh/h	516	77	82	1039	90	72
Future Vol, veh/h	516	77	82	1039	90	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	622	93	99	1252	108	87
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	715	0	1446	311
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	824	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	875	-	115	662
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	374	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	875	- ~ 102	662	
Mov Cap-2 Maneuver	-	-	-	- ~ 102	-	
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	332	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		189.3	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	163	-	-	875	-	
HCM Lane V/C Ratio	1.197	-	-	0.113	-	
HCM Control Delay (s)	189.3	-	-	9.6	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	10.8	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	546	3	28	1095	6	3	0	34	14	1	108
Future Vol, veh/h	33	546	3	28	1095	6	3	0	34	14	1	108
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	37	607	3	31	1217	7	3	0	38	16	1	120
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1224	0	0	610	0	0	1352	1967	304	1661	1967	612
Stage 1	-	-	-	-	-	-	681	681	-	1283	1283	-
Stage 2	-	-	-	-	-	-	671	1286	-	378	684	-
Critical Hdwy	4.1	-	-	4.2	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.25	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	577	-	-	945	-	-	111	64	698	65	64	441
Stage 1	-	-	-	-	-	-	411	453	-	178	238	-
Stage 2	-	-	-	-	-	-	417	237	-	621	452	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	577	-	-	945	-	-	74	58	698	57	58	441
Mov Cap-2 Maneuver	-	-	-	-	-	-	74	58	-	57	58	-
Stage 1	-	-	-	-	-	-	385	424	-	167	230	-
Stage 2	-	-	-	-	-	-	292	229	-	550	423	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			14.6			37.6		
HCM LOS							B			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	415	577	-	-	945	-	-	242				
HCM Lane V/C Ratio	0.099	0.064	-	-	0.033	-	-	0.565				
HCM Control Delay (s)	14.6	11.7	-	-	8.9	-	-	37.6				
HCM Lane LOS	B	B	-	-	A	-	-	E				
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-	-	3.1				

Intersection						
Int Delay, s/veh	92.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	518	70	62	911	210	185
Future Vol, veh/h	518	70	62	911	210	185
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	563	76	67	990	228	201
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	639	0	1230	320
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	629	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	941	-	~ 170	676
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	494	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	941	-	~ 143	676
Mov Cap-2 Maneuver	-	-	-	-	~ 143	-
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	416	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.1		\$ 453.2	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	227	-	-	941	-	
HCM Lane V/C Ratio	1.891	-	-	0.072	-	
HCM Control Delay (s)	\$ 453.2	-	-	9.1	0.6	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	30.6	-	-	0.2	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1144	15	0	666	8	0
Future Vol, veh/h	1144	15	0	666	8	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1271	17	0	740	9	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1288	0	1650	644
Stage 1	-	-	-	-	1280	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	-	-	4.14	-	7.08	6.94
Critical Hdwy Stg 1	-	-	-	-	6.08	-
Critical Hdwy Stg 2	-	-	-	-	6.08	-
Follow-up Hdwy	-	-	2.22	-	3.64	3.32
Pot Cap-1 Maneuver	-	-	534	-	79	416
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	635	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	534	-	79	416
Mov Cap-2 Maneuver	-	-	-	-	79	-
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	635	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	56.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	79	-	-	534	-
HCM Lane V/C Ratio	0.113	-	-	-	-
HCM Control Delay (s)	56.3	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	
Traffic Vol, veh/h	1219	25	27	580	31	52
Future Vol, veh/h	1219	25	27	580	31	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1325	27	29	630	34	57
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1352	0	1698	663
Stage 1	-	-	-	-	1325	-
Stage 2	-	-	-	-	373	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	516	-	85	409
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	672	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	516	-	80	409
Mov Cap-2 Maneuver	-	-	-	-	80	-
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	634	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		52.6	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	161	-	-	516	-	
HCM Lane V/C Ratio	0.56	-	-	0.057	-	
HCM Control Delay (s)	52.6	-	-	12.4	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	2.9	-	-	0.2	-	

Intersection												
Int Delay, s/veh	16.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	89	1138	38	24	584	3	22	6	102	4	2	60
Future Vol, veh/h	89	1138	38	24	584	3	22	6	102	4	2	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	102	1308	44	28	671	3	25	7	117	5	2	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	674	0	0	1352	0	0	1905	2242	654	1591	2285	337
Stage 1	-	-	-	-	-	-	1512	1512	-	729	729	-
Stage 2	-	-	-	-	-	-	393	730	-	862	1556	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.21	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	920	-	-	516	-	-	43	43	414	73	40	665
Stage 1	-	-	-	-	-	-	128	184	-	385	431	-
Stage 2	-	-	-	-	-	-	609	431	-	320	176	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	920	-	-	516	-	-	32	36	414	39	34	665
Mov Cap-2 Maneuver	-	-	-	-	-	-	32	36	-	39	34	-
Stage 1	-	-	-	-	-	-	114	164	-	342	408	-
Stage 2	-	-	-	-	-	-	513	408	-	195	156	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.5	240.3	24.2
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	118	920	-	-	516	-	-	262
HCM Lane V/C Ratio	1.266	0.111	-	-	0.053	-	-	0.29
HCM Control Delay (s)	240.3	9.4	-	-	12.4	-	-	24.2
HCM Lane LOS	F	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	9.7	0.4	-	-	0.2	-	-	1.2

Intersection						
Int Delay, s/veh	406					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	1035	236	208	466	141	124
Future Vol, veh/h	1035	236	208	466	141	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1125	257	226	507	153	135
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1382	0	1960	691
Stage 1	-	-	-	-	1254	-
Stage 2	-	-	-	-	706	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	492	-	~ 55	387
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	450	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	492	-	~ 20	387
Mov Cap-2 Maneuver	-	-	-	-	~ 20	-
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	162	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		7.8		\$ 3366	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	36	-	-	492	-	
HCM Lane V/C Ratio	8.001	-	-	0.46	-	
HCM Control Delay (s)	\$ 3366	-	-	18.4	3.1	
HCM Lane LOS	F	-	-	C	A	
HCM 95th %tile Q(veh)	34.6	-	-	2.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	779	11	1	1043	16	3
Future Vol, veh/h	779	11	1	1043	16	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	847	12	1	1134	17	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	1422	430
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	569	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	791	-	129	495
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	535	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	791	-	129	495
Mov Cap-2 Maneuver	-	-	-	-	129	-
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	533	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		33.7	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	146	-	-	791	-	
HCM Lane V/C Ratio	0.141	-	-	0.001	-	
HCM Control Delay (s)	33.7	-	-	9.6	0	
HCM Lane LOS	D	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

Intersection						
Int Delay, s/veh	33.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑	↘↗	
Traffic Vol, veh/h	567	83	94	1150	97	80
Future Vol, veh/h	567	83	94	1150	97	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	683	100	113	1386	117	96
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	783	0	1602	342
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	919	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	824	-	~ 90	631
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	333	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	824	-	~ 78	631
Mov Cap-2 Maneuver	-	-	-	-	~ 78	-
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	287	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.8		\$ 385.7		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	129	-	-	824	-	
HCM Lane V/C Ratio	1.653	-	-	0.137	-	
HCM Control Delay (s)	\$ 385.7	-	-	10.1	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	15.6	-	-	0.5	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	599	3	32	1208	8	3	0	37	15	1	116
Future Vol, veh/h	35	599	3	32	1208	8	3	0	37	15	1	116
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	39	666	3	36	1342	9	3	0	41	17	1	129
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	1351	0	0	669	0	0	1488	2167	333	1830	2166	676
Stage 1	-	-	-	-	-	-	744	744	-	1419	1419	-
Stage 2	-	-	-	-	-	-	744	1423	-	411	747	-
Critical Hdwy	4.1	-	-	4.2	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.25	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	516	-	-	897	-	-	88	48	669	49	48	401
Stage 1	-	-	-	-	-	-	377	424	-	146	205	-
Stage 2	-	-	-	-	-	-	377	204	-	594	423	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	516	-	-	897	-	-	54	43	669	42	43	401
Mov Cap-2 Maneuver	-	-	-	-	-	-	54	43	-	42	43	-
Stage 1	-	-	-	-	-	-	348	392	-	135	197	-
Stage 2	-	-	-	-	-	-	244	196	-	515	391	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0.7		0.2			16.4			62.9			
HCM LOS						C			F			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	361	516	-	-	897	-	-	197				
HCM Lane V/C Ratio	0.123	0.075	-	-	0.04	-	-	0.745				
HCM Control Delay (s)	16.4	12.5	-	-	9.2	-	-	62.9				
HCM Lane LOS	C	B	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.1	-	-	4.9				

Intersection						
Int Delay, s/veh	226					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	557	90	80	979	265	233
Future Vol, veh/h	557	90	80	979	265	233
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	605	98	87	1064	288	253
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	703	0	1360	352
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	706	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	890	-	~ 140	644
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	450	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	890	-	~ 107	644
Mov Cap-2 Maneuver	-	-	-	-	~ 107	-
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	342	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.6		\$ 997	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	175	-	-	890	-	
HCM Lane V/C Ratio	3.093	-	-	0.098	-	
HCM Control Delay (s)	\$ 997	-	-	9.5	1	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	49.9	-	-	0.3	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1251	16	0	745	9	0
Future Vol, veh/h	1251	16	0	745	9	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1390	18	0	828	10	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1408
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	481
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	481
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	75.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	61	-	-	481	-
HCM Lane V/C Ratio	0.164	-	-	-	-
HCM Control Delay (s)	75.3	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↘	
Traffic Vol, veh/h	1339	27	33	644	33	62
Future Vol, veh/h	1339	27	33	644	33	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1455	29	36	700	36	67
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1484	0	1877	728
Stage 1	-	-	-	-	1455	-
Stage 2	-	-	-	-	422	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	459	-	65	370
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	635	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	459	-	60	370
Mov Cap-2 Maneuver	-	-	-	-	60	-
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	585	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		92.8	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	132	-	-	459	-	
HCM Lane V/C Ratio	0.782	-	-	0.078	-	
HCM Control Delay (s)	92.8	-	-	13.5	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	4.7	-	-	0.3	-	

Intersection												
Int Delay, s/veh	35.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	1250	41	27	647	3	24	7	112	5	2	65
Future Vol, veh/h	96	1250	41	27	647	3	24	7	112	5	2	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	110	1437	47	31	744	3	28	8	129	6	2	75
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	747	0	0	1484	0	0	2092	2466	719	1751	2512	374
Stage 1	-	-	-	-	-	-	1657	1657	-	808	808	-
Stage 2	-	-	-	-	-	-	435	809	-	943	1704	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.21	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	864	-	-	459	-	-	31	31	375	56	29	629
Stage 1	-	-	-	-	-	-	104	157	-	345	397	-
Stage 2	-	-	-	-	-	-	575	396	-	286	149	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	864	-	-	459	-	-	~ 22	25	375	24	24	629
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 22	25	-	24	24	-
Stage 1	-	-	-	-	-	-	91	137	-	301	370	-
Stage 2	-	-	-	-	-	-	470	369	-	154	130	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.5			\$ 531.3			40.3		
HCM LOS							F			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	86	864	-	-	459	-	-	182				
HCM Lane V/C Ratio	1.911	0.128	-	-	0.068	-	-	0.455				
HCM Control Delay (s)	\$ 531.3	9.8	-	-	13.4	-	-	40.3				
HCM Lane LOS	F	A	-	-	B	-	-	E				
HCM 95th %tile Q(veh)	14.2	0.4	-	-	0.2	-	-	2.1				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection						
Int Delay, s/veh	3143.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1113	288	253	501	176	154
Future Vol, veh/h	1113	288	253	501	176	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1210	313	275	545	191	167
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1523	0	2190	762
Stage 1	-	-	-	-	1367	-
Stage 2	-	-	-	-	823	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	434	-	~ 39	347
Stage 1	-	-	-	-	202	-
Stage 2	-	-	-	-	392	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	434	-	~ 4	347
Mov Cap-2 Maneuver	-	-	-	-	~ 4	-
Stage 1	-	-	-	-	202	-
Stage 2	-	-	-	-	~ 36	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		12.9		\$ 23641.2	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	7	-	-	434	-	
HCM Lane V/C Ratio	51.242	-	-	0.634	-	
HCM Control Delay (s)	\$ 23641.2	-	-	26.6	6	
HCM Lane LOS	F	-	-	D	A	
HCM 95th %tile Q(veh)	46.8	-	-	4.3	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	879	12	1	1137	17	4
Future Vol, veh/h	879	12	1	1137	17	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	955	13	1	1236	18	4

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	968	0	1582	484
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	620	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	720	-	101	454
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	504	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	720	-	101	454
Mov Cap-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	502	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	42.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	119	-	-	720	-
HCM Lane V/C Ratio	0.192	-	-	0.002	-
HCM Control Delay (s)	42.3	-	-	10	0
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection						
Int Delay, s/veh	63.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑	↘↗	
Traffic Vol, veh/h	623	90	109	1277	105	89
Future Vol, veh/h	623	90	109	1277	105	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	751	108	131	1539	127	107
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	1783	376
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	1032	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	772	-	~ 68	599
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	289	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	772	-	~ 56	599
Mov Cap-2 Maneuver	-	-	-	-	~ 56	-
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	240	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 746.5	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	96	-	-	772	-	
HCM Lane V/C Ratio	2.435	-	-	0.17	-	
HCM Control Delay (s)	\$ 746.5	-	-	10.6	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	21.3	-	-	0.6	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	9.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	657	4	36	1337	8	4	0	40	16	1	125
Future Vol, veh/h	38	657	4	36	1337	8	4	0	40	16	1	125
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	42	730	4	40	1486	9	4	0	44	18	1	139
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	1495	0	0	734	0	0	1638	2389	365	2020	2389	748
Stage 1	-	-	-	-	-	-	814	814	-	1571	1571	-
Stage 2	-	-	-	-	-	-	824	1575	-	449	818	-
Critical Hdwy	4.1	-	-	4.2	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.25	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	455	-	-	847	-	-	68	34	638	35	34	359
Stage 1	-	-	-	-	-	-	342	394	-	118	173	-
Stage 2	-	-	-	-	-	-	338	172	-	564	393	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	455	-	-	847	-	-	36	29	638	29	29	359
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	29	-	29	29	-
Stage 1	-	-	-	-	-	-	311	358	-	107	165	-
Stage 2	-	-	-	-	-	-	196	164	-	476	357	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0.7		0.2			22.6			142.8			
HCM LOS						C			F			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	253	455	-	-	847	-	-	152				
HCM Lane V/C Ratio	0.193	0.093	-	-	0.047	-	-	1.038				
HCM Control Delay (s)	22.6	13.7	-	-	9.5	-	-	142.8				
HCM Lane LOS	C	B	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	0.7	0.3	-	-	0.1	-	-	8.1				

Intersection						
Int Delay, s/veh	623.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	601	111	98	1156	329	290
Future Vol, veh/h	601	111	98	1156	329	290
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	653	121	107	1257	358	315
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	774	0	1557	387
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	843	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	837	- ~ 103	611	
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	382	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	837	- ~ 59	611	
Mov Cap-2 Maneuver	-	-	-	- ~ 59	-	
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	- ~ 220	-	
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.4		\$ 2599.6	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	102	-	-	837	-	
HCM Lane V/C Ratio	6.596	-	-	0.127	-	
HCM Control Delay (s)	\$ 2599.6	-	-	9.9	1.8	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	74.7	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	1375	17	0	851	10	0
Future Vol, veh/h	1375	17	0	851	10	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1528	19	0	946	11	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1547
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	425
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	425
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	112.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	44	-	-	425	-
HCM Lane V/C Ratio	0.253	-	-	-	-
HCM Control Delay (s)	112.5	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection						
Int Delay, s/veh	11.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑	↘↗	
Traffic Vol, veh/h	1488	30	41	719	36	76
Future Vol, veh/h	1488	30	41	719	36	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1617	33	45	782	39	83
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1650	0	2098	809
Stage 1	-	-	-	-	1617	-
Stage 2	-	-	-	-	481	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	397	-	46	328
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	397	-	41	328
Mov Cap-2 Maneuver	-	-	-	-	41	-
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	526	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		233.4	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	101	-	-	397	-	
HCM Lane V/C Ratio	1.205	-	-	0.112	-	
HCM Control Delay (s)	233.4	-	-	15.2	-	
HCM Lane LOS	F	-	-	C	-	
HCM 95th %tile Q(veh)	8.2	-	-	0.4	-	

Intersection

Int Delay, s/veh 75.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	103	1390	44	30	721	3	26	7	122	5	2	70
Future Vol, veh/h	103	1390	44	30	721	3	26	7	122	5	2	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	118	1598	51	34	829	3	30	8	140	6	2	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	832	0	0	1649	0	0	2318	2734	799	1938	2784	416
Stage 1	-	-	-	-	-	-	1834	1834	-	899	899	-
Stage 2	-	-	-	-	-	-	484	900	-	1039	1885	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.21	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	803	-	-	397	-	-	~ 21	21	333	40	19	591
Stage 1	-	-	-	-	-	-	80	128	-	304	360	-
Stage 2	-	-	-	-	-	-	538	360	-	250	121	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	803	-	-	397	-	-	~ 13	16	333	12	15	591
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 13	16	-	12	15	-
Stage 1	-	-	-	-	-	-	68	109	-	259	329	-
Stage 2	-	-	-	-	-	-	422	329	-	114	103	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.6	\$ 1165.3	100.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	55	803	-	-	397	-	-	115
HCM Lane V/C Ratio	3.239	0.147	-	-	0.087	-	-	0.77
HCM Control Delay (s)	\$ 1165.3	10.3	-	-	14.9	-	-	100.8
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	18.9	0.5	-	-	0.3	-	-	4.3

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	47.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	1201	363	320	541	218	192
Future Vol, veh/h	1201	363	320	541	218	192
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1305	395	348	588	237	209
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1700	0	2493	850
Stage 1	-	-	-	-	1503	-
Stage 2	-	-	-	-	990	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	371	-	~ 24	304
Stage 1	-	-	-	-	~ 170	-
Stage 2	-	-	-	-	320	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	371	-	0	304
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	~ 170	-
Stage 2	-	-	-	-	0	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		34.1		258.8	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	304	-	-	371	-	
HCM Lane V/C Ratio	1.466	-	-	0.938	-	
HCM Control Delay (s)	258.8	-	-	66.2	15.2	
HCM Lane LOS	F	-	-	F	C	
HCM 95th %tile Q(veh)	24.5	-	-	10.1	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

APPENDIX M

CAPACITY ANALYSIS REPORTS, DRIVEWAY #1 IMPROVEMENTS



1. TURN LANE IMPROVEMENTS

WITHOUT WIDENING

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	693	11	1	958	15	3
Future Vol, veh/h	693	11	1	958	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	753	12	1	1041	16	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	765	0	1802	759
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	1043	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	857	-	89	360
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	342	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	857	-	89	360
Mov Cap-2 Maneuver	-	-	-	-	89	-
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	341	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		48.5	
HCM LOS					E	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	102	-	-	857	-	
HCM Lane V/C Ratio	0.192	-	-	0.001	-	
HCM Control Delay (s)	48.5	-	-	9.2	0	
HCM Lane LOS	E	-	-	A	A	
HCM 95th %tile Q(veh)	0.7	-	-	0	-	

Intersection						
Int Delay, s/veh	61.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	516	77	82	1039	90	72
Future Vol, veh/h	516	77	82	1039	90	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	622	93	99	1252	108	87
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	715	0	2072	622
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	1450	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	881	-	~ 57	472
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	208	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	881	-	~ 51	472
Mov Cap-2 Maneuver	-	-	-	-	~ 51	-
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	185	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		\$ 711	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	84	-	-	881	-	
HCM Lane V/C Ratio	2.324	-	-	0.112	-	
HCM Control Delay (s)	\$ 711	-	-	9.6	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	18	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th TWSC
4: Driveway #1 & Old Cornelia Highway

2025 - Turn lane improvements
AM Peak Hour

Intersection							
Int Delay, s/veh	82.2						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑	↗	↖	↑	↖	↗	
Traffic Vol, veh/h	518	70	62	911	210	185	
Future Vol, veh/h	518	70	62	911	210	185	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	Free	-	None	-	Yield	
Storage Length	-	100	50	-	0	300	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	563	76	67	990	228	201	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	-	563	0	1687	563	
Stage 1	-	-	-	-	563	-	
Stage 2	-	-	-	-	1124	-	
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	-	0	1008	-	~ 103	526	
Stage 1	-	0	-	-	570	-	
Stage 2	-	0	-	-	310	-	
Platoon blocked, %	-			-			
Mov Cap-1 Maneuver	-	-	1008	-	~ 96	526	
Mov Cap-2 Maneuver	-	-	-	-	~ 96	-	
Stage 1	-	-	-	-	570	-	
Stage 2	-	-	-	-	290	-	
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.6		\$ 391.1		
HCM LOS					F		
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	WBL	WBT
Capacity (veh/h)	96		526		-	1008	-
HCM Lane V/C Ratio	2.378		0.382		-	0.067	-
HCM Control Delay (s)	\$ 721.6		16		-	8.8	-
HCM Lane LOS	F		C		-	A	-
HCM 95th %tile Q(veh)	20.7		1.8		-	0.2	-
Notes							
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1144	15	0	666	8	0
Future Vol, veh/h	1144	15	0	666	8	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1271	17	0	740	9	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1288
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	538
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	538
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	76.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	59	-	-	538	-
HCM Lane V/C Ratio	0.151	-	-	-	-
HCM Control Delay (s)	76.6	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection						
Int Delay, s/veh	5.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘↗	
Traffic Vol, veh/h	1219	25	27	580	31	52
Future Vol, veh/h	1219	25	27	580	31	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1325	27	29	630	34	57
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1352	0	2013	1325
Stage 1	-	-	-	-	1325	-
Stage 2	-	-	-	-	688	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	516	-	65	192
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	503	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	516	-	61	192
Mov Cap-2 Maneuver	-	-	-	-	61	-
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	475	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		121.7	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	107	-	-	516	-	
HCM Lane V/C Ratio	0.843	-	-	0.057	-	
HCM Control Delay (s)	121.7	-	-	12.4	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	4.9	-	-	0.2	-	

HCM 6th TWSC
4: Driveway #1 & Old Cornelia Highway

2025 - Turn Lane Improvements
PM Peak Hour

Intersection						
Int Delay, s/veh	120.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	1035	236	208	466	141	124
Future Vol, veh/h	1035	236	208	466	141	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	100	50	-	0	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1125	257	226	507	153	135
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	-	1125	0	2084	1125
Stage 1	-	-	-	-	1125	-
Stage 2	-	-	-	-	959	-
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	-	0	621	-	~ 58	250
Stage 1	-	0	-	-	310	-
Stage 2	-	0	-	-	372	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	621	-	~ 37	250
Mov Cap-2 Maneuver	-	-	-	-	~ 37	-
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	237	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	4.3		\$ 886.2		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT	
Capacity (veh/h)	37	250	-	621	-	
HCM Lane V/C Ratio	4.142	0.539	-	0.364	-	
HCM Control Delay (s)	\$ 1634.6	35.1	-	14.1	-	
HCM Lane LOS	F	E	-	B	-	
HCM 95th %tile Q(veh)	17.8	2.9	-	1.7	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	779	11	1	1043	16	3
Future Vol, veh/h	779	11	1	1043	16	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	847	12	1	1134	17	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	1989	853
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	1136	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	791	-	68	317
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	309	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	791	-	68	317
Mov Cap-2 Maneuver	-	-	-	-	68	-
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	308	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		67	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	78	-	-	791	-	
HCM Lane V/C Ratio	0.265	-	-	0.001	-	
HCM Control Delay (s)	67	-	-	9.6	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	1	-	-	0	-	

Intersection						
Int Delay, s/veh	111					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘↗	
Traffic Vol, veh/h	567	83	94	1150	97	80
Future Vol, veh/h	567	83	94	1150	97	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	683	100	113	1386	117	96
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	783	0	2295	683
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	1612	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	831	-	~ 41	436
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	173	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	831	-	~ 35	436
Mov Cap-2 Maneuver	-	-	-	-	~ 35	-
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	149	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 1292.6	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	60	-	-	831	-	
HCM Lane V/C Ratio	3.554	-	-	0.136	-	
HCM Control Delay (s)	\$ 1292.6	-	-	10	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	22.7	-	-	0.5	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th TWSC
4: Driveway #1 & Old Cornelia Highway

2030 - Turn Lane Improvements
AM Peak Hour

Intersection						
Int Delay, s/veh	174.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Vol, veh/h	557	90	80	979	265	233
Future Vol, veh/h	557	90	80	979	265	233
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	100	50	-	0	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	605	98	87	1064	288	253
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	605	0	1843	605
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	1238	-
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	-	0	973	-	~ 83	498
Stage 1	-	0	-	-	545	-
Stage 2	-	0	-	-	~ 274	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	973	-	~ 76	498
Mov Cap-2 Maneuver	-	-	-	-	~ 76	-
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	~ 250	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		\$ 737.7	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	WBL	WBT
Capacity (veh/h)	76		498	-	973	-
HCM Lane V/C Ratio	3.79		0.509	-	0.089	-
HCM Control Delay (s)	\$ 1369.2		19.5	-	9.1	-
HCM Lane LOS	F		C	-	A	-
HCM 95th %tile Q(veh)	30.1		2.8	-	0.3	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th TWSC
4: Driveway #1 & Old Cornelia Highway

2030 - Turn Lane Improvements
PM Peak Hour

Intersection							
Int Delay, s/veh	311						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑	↗	↖	↑	↖	↗	
Traffic Vol, veh/h	1113	288	253	501	176	154	
Future Vol, veh/h	1113	288	253	501	176	154	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	Free	-	None	-	Yield	
Storage Length	-	100	50	-	0	300	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	1210	313	275	545	191	167	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	-	1210	0	2305	1210	
Stage 1	-	-	-	-	1210	-	
Stage 2	-	-	-	-	1095	-	
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	-	0	577	-	~ 42	223	
Stage 1	-	0	-	-	282	-	
Stage 2	-	0	-	-	321	-	
Platoon blocked, %	-			-			
Mov Cap-1 Maneuver	-	-	577	-	~ 22	223	
Mov Cap-2 Maneuver	-	-	-	-	~ 22	-	
Stage 1	-	-	-	-	282	-	
Stage 2	-	-	-	-	~ 168	-	
Approach	EB		WB		NB		
HCM Control Delay, s	0		5.6		\$ 2057.7		
HCM LOS					F		
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	WBL	WBT
Capacity (veh/h)	22		223		-	577	-
HCM Lane V/C Ratio	8.696		0.751		-	0.477	-
HCM Control Delay (s)	\$ 3807.6		57.8		-	16.8	-
HCM Lane LOS	F		F		-	C	-
HCM 95th %tile Q(veh)	24.1		5.2		-	2.6	-
Notes							
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1251	16	0	745	9	0
Future Vol, veh/h	1251	16	0	745	9	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1390	18	0	828	10	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1408
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	485
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	485
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	109.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	44	-	-	485	-
HCM Lane V/C Ratio	0.227	-	-	-	-
HCM Control Delay (s)	109.4	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection						
Int Delay, s/veh	11.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘↗	
Traffic Vol, veh/h	1339	27	33	644	33	62
Future Vol, veh/h	1339	27	33	644	33	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1455	29	36	700	36	67
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1484	0	2227	1455
Stage 1	-	-	-	-	1455	-
Stage 2	-	-	-	-	772	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	459	-	48	161
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	459	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	459	-	44	161
Mov Cap-2 Maneuver	-	-	-	-	44	-
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	423	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		261.8	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	84	-	-	459	-	
HCM Lane V/C Ratio	1.229	-	-	0.078	-	
HCM Control Delay (s)	261.8	-	-	13.5	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	7.5	-	-	0.3	-	

HCM 6th TWSC
4: Driveway #1 & Old Cornelia Highway

2030 - Turn Lane Improvements
PM Peak Hour

Intersection							
Int Delay, s/veh	311						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑	↗	↖	↑	↖	↗	
Traffic Vol, veh/h	1113	288	253	501	176	154	
Future Vol, veh/h	1113	288	253	501	176	154	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	Free	-	None	-	Yield	
Storage Length	-	100	50	-	0	300	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	1210	313	275	545	191	167	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	-	1210	0	2305	1210	
Stage 1	-	-	-	-	1210	-	
Stage 2	-	-	-	-	1095	-	
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	-	0	577	-	~ 42	223	
Stage 1	-	0	-	-	282	-	
Stage 2	-	0	-	-	321	-	
Platoon blocked, %	-			-			
Mov Cap-1 Maneuver	-	-	577	-	~ 22	223	
Mov Cap-2 Maneuver	-	-	-	-	~ 22	-	
Stage 1	-	-	-	-	282	-	
Stage 2	-	-	-	-	~ 168	-	
Approach	EB		WB		NB		
HCM Control Delay, s	0		5.6		\$ 2057.7		
HCM LOS					F		
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	WBL	WBT
Capacity (veh/h)	22		223		-	577	-
HCM Lane V/C Ratio	8.696		0.751		-	0.477	-
HCM Control Delay (s)	\$ 3807.6		57.8		-	16.8	-
HCM Lane LOS	F		F		-	C	-
HCM 95th %tile Q(veh)	24.1		5.2		-	2.6	-
Notes							
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon	

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	879	12	1	1137	17	4
Future Vol, veh/h	879	12	1	1137	17	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	955	13	1	1236	18	4
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	968	0	2200	962
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	1238	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	720	-	50	272
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	276	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	720	-	50	272
Mov Cap-2 Maneuver	-	-	-	-	50	-
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	275	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		100.3	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	59	-	-	720	-	
HCM Lane V/C Ratio	0.387	-	-	0.002	-	
HCM Control Delay (s)	100.3	-	-	10	0	
HCM Lane LOS	F	-	-	B	A	
HCM 95th %tile Q(veh)	1.4	-	-	0	-	

Intersection						
Int Delay, s/veh	195.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	623	90	109	1277	105	89
Future Vol, veh/h	623	90	109	1277	105	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	751	108	131	1539	127	107
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	2552	751
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	1801	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	778	-	~ 28	398
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	139	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	778	-	~ 23	398
Mov Cap-2 Maneuver	-	-	-	-	~ 23	-
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	~ 116	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 2309.8	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	41	-	-	778	-	
HCM Lane V/C Ratio	5.701	-	-	0.169	-	
HCM Control Delay (s)	\$ 2309.8	-	-	10.6	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	27.3	-	-	0.6	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	401.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Vol, veh/h	601	111	98	1156	329	290
Future Vol, veh/h	601	111	98	1156	329	290
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	100	50	-	0	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	653	121	107	1257	358	315
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	653	0	2124	653
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	1471	-
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	-	0	934	-	~ 55	467
Stage 1	-	0	-	-	518	-
Stage 2	-	0	-	-	~ 211	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	934	-	~ 49	467
Mov Cap-2 Maneuver	-	-	-	-	~ 49	-
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	~ 187	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		\$ 1604.9	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	WBL WBT
Capacity (veh/h)	49		467		-	934 -
HCM Lane V/C Ratio	7.298		0.675		-	0.114 -
HCM Control Delay (s)	\$ 2995.4		27.3		-	9.3 -
HCM Lane LOS	F		D		-	A -
HCM 95th %tile Q(veh)	41.8		4.9		-	0.4 -
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1375	17	0	851	10	0
Future Vol, veh/h	1375	17	0	851	10	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1528	19	0	946	11	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1547
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	429
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	429
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	183.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	30	-	-	429	-
HCM Lane V/C Ratio	0.37	-	-	-	-
HCM Control Delay (s)	183.5	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	1.2	-	-	0	-

Intersection						
Int Delay, s/veh	28.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘↗	
Traffic Vol, veh/h	1488	30	41	719	36	76
Future Vol, veh/h	1488	30	41	719	36	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1617	33	45	782	39	83
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1650	0	2489	1617
Stage 1	-	-	-	-	1617	-
Stage 2	-	-	-	-	872	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	397	-	~ 33	129
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	412	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	397	-	~ 29	129
Mov Cap-2 Maneuver	-	-	-	-	~ 29	-
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	365	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 609.3	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	61	-	-	397	-	
HCM Lane V/C Ratio	1.996	-	-	0.112	-	
HCM Control Delay (s)	\$ 609.3	-	-	15.2	-	
HCM Lane LOS	F	-	-	C	-	
HCM 95th %tile Q(veh)	11.5	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th TWSC
4: Driveway #1 & Old Cornelia Highway

2035 - Turn Lane Improvements
PM Peak Hour

Intersection							
Int Delay, s/veh	978.3						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑	↗	↖	↑	↖	↗	
Traffic Vol, veh/h	1201	363	320	541	218	192	
Future Vol, veh/h	1201	363	320	541	218	192	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	Free	-	None	-	Yield	
Storage Length	-	100	50	-	0	300	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	1305	395	348	588	237	209	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	-	1305	0	2589	1305	
Stage 1	-	-	-	-	1305	-	
Stage 2	-	-	-	-	1284	-	
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	-	0	530	-	~ 28	~ 196	
Stage 1	-	0	-	-	254	-	
Stage 2	-	0	-	-	260	-	
Platoon blocked, %	-			-			
Mov Cap-1 Maneuver	-	-	530	-	~ 10	~ 196	
Mov Cap-2 Maneuver	-	-	-	-	~ 10	-	
Stage 1	-	-	-	-	254	-	
Stage 2	-	-	-	-	~ 89	-	
Approach	EB		WB		NB		
HCM Control Delay, s	0		8.9		\$ 5879.6		
HCM LOS					F		
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	WBL	WBT
Capacity (veh/h)	10		196		-	530	-
HCM Lane V/C Ratio	23.696		1.065		-	0.656	-
HCM Control Delay (s)	\$ 10941		132.9		-	23.8	-
HCM Lane LOS	F		F		-	C	-
HCM 95th %tile Q(veh)	31.2		9.7		-	4.7	-
Notes							
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined		*: All major volume in platoon

WITH WIDENING

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	693	11	1	958	15	3
Future Vol, veh/h	693	11	1	958	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	753	12	1	1041	16	3

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	765	0	1282	383
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	857	-	160	535
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	857	-	160	535
Mov Cap-2 Maneuver	-	-	-	-	160	-
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	563	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	27.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	181	-	-	857	-
HCM Lane V/C Ratio	0.108	-	-	0.001	-
HCM Control Delay (s)	27.3	-	-	9.2	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

HCM 6th TWSC
2: White Sulphur Elementary School & Old Cornelia Highway

2025 - Turn Lane Improvements w Widening

AM Peak Hour

Intersection						
Int Delay, s/veh	16.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↘	
Traffic Vol, veh/h	516	77	82	1039	90	72
Future Vol, veh/h	516	77	82	1039	90	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	622	93	99	1252	108	87
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	715	0	1446	311
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	824	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	875	-	115	662
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	374	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	875	- ~ 102	662	
Mov Cap-2 Maneuver	-	-	-	- ~ 102	-	
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	332	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		189.3	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	163	-	-	875	-	
HCM Lane V/C Ratio	1.197	-	-	0.113	-	
HCM Control Delay (s)	189.3	-	-	9.6	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	10.8	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection							
Int Delay, s/veh	29						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑	
Traffic Vol, veh/h	518	70	62	911	210	185	
Future Vol, veh/h	518	70	62	911	210	185	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	Free	-	None	-	Yield	
Storage Length	-	100	50	-	0	300	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	563	76	67	990	228	201	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	-	563	0	1192	282	
Stage 1	-	-	-	-	563	-	
Stage 2	-	-	-	-	629	-	
Critical Hdwy	-	-	4.14	-	6.84	6.94	
Critical Hdwy Stg 1	-	-	-	-	5.84	-	
Critical Hdwy Stg 2	-	-	-	-	5.84	-	
Follow-up Hdwy	-	-	2.22	-	3.52	3.32	
Pot Cap-1 Maneuver	-	0	1005	-	~ 180	715	
Stage 1	-	0	-	-	534	-	
Stage 2	-	0	-	-	494	-	
Platoon blocked, %	-			-			
Mov Cap-1 Maneuver	-	-	1005	-	~ 168	715	
Mov Cap-2 Maneuver	-	-	-	-	~ 168	-	
Stage 1	-	-	-	-	534	-	
Stage 2	-	-	-	-	461	-	
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.6		137		
HCM LOS					F		
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	WBL	WBT
Capacity (veh/h)	168		715		-	1005	-
HCM Lane V/C Ratio	1.359		0.281		-	0.067	-
HCM Control Delay (s)	247.2		12		-	8.8	-
HCM Lane LOS	F		B		-	A	-
HCM 95th %tile Q(veh)	13.8		1.2		-	0.2	-
Notes							
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1144	15	0	666	8	0
Future Vol, veh/h	1144	15	0	666	8	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1271	17	0	740	9	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1288
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	534
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	534
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	56.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	79	-	-	534	-
HCM Lane V/C Ratio	0.113	-	-	-	-
HCM Control Delay (s)	56.3	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑	↘↗	
Traffic Vol, veh/h	1219	25	27	580	31	52
Future Vol, veh/h	1219	25	27	580	31	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1325	27	29	630	34	57
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1352	0	1698	663
Stage 1	-	-	-	-	1325	-
Stage 2	-	-	-	-	373	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	516	-	85	409
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	672	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	516	-	80	409
Mov Cap-2 Maneuver	-	-	-	-	80	-
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	634	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		52.6	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	161	-	-	516	-	
HCM Lane V/C Ratio	0.56	-	-	0.057	-	
HCM Control Delay (s)	52.6	-	-	12.4	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	2.9	-	-	0.2	-	

Intersection						
Int Delay, s/veh	98.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	1035	236	208	466	141	124
Future Vol, veh/h	1035	236	208	466	141	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	100	50	-	0	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1125	257	226	507	153	135
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1125	0	1831	563
Stage 1	-	-	-	-	1125	-
Stage 2	-	-	-	-	706	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	0	617	-	~ 68	470
Stage 1	-	0	-	-	272	-
Stage 2	-	0	-	-	450	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	617	-	~ 43	470
Mov Cap-2 Maneuver	-	-	-	-	~ 43	-
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	285	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		4.4		\$ 725.2	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	WBL	WBT
Capacity (veh/h)	43		470	-	617	-
HCM Lane V/C Ratio	3.564		0.287	-	0.366	-
HCM Control Delay (s)	\$ 1349.1		15.7	-	14.2	-
HCM Lane LOS	F		C	-	B	-
HCM 95th %tile Q(veh)	17.1		1.2	-	1.7	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	779	11	1	1043	16	3
Future Vol, veh/h	779	11	1	1043	16	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	847	12	1	1134	17	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	1422	430
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	569	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	791	-	129	495
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	535	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	791	-	129	495
Mov Cap-2 Maneuver	-	-	-	-	129	-
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	533	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		33.7	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	146	-	-	791	-	
HCM Lane V/C Ratio	0.141	-	-	0.001	-	
HCM Control Delay (s)	33.7	-	-	9.6	0	
HCM Lane LOS	D	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

HCM 6th TWSC
2: White Sulphur Elementary School & Old Cornelia Highway

2030 - Turn Lane Improvements w Widening

AM Peak Hour

Intersection						
Int Delay, s/veh	33.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	567	83	94	1150	97	80
Future Vol, veh/h	567	83	94	1150	97	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	683	100	113	1386	117	96
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	783	0	1602	342
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	919	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	824	-	~ 90	631
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	333	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	824	-	~ 78	631
Mov Cap-2 Maneuver	-	-	-	-	~ 78	-
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	287	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.8		\$ 385.7		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	129	-	-	824	-	
HCM Lane V/C Ratio	1.653	-	-	0.137	-	
HCM Control Delay (s)	\$ 385.7	-	-	10.1	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	15.6	-	-	0.5	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection							
Int Delay, s/veh	73.7						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑	
Traffic Vol, veh/h	557	90	80	979	265	233	
Future Vol, veh/h	557	90	80	979	265	233	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	Free	-	None	-	Yield	
Storage Length	-	100	50	-	0	300	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	605	98	87	1064	288	253	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	-	605	0	1311	303	
Stage 1	-	-	-	-	605	-	
Stage 2	-	-	-	-	706	-	
Critical Hdwy	-	-	4.14	-	6.84	6.94	
Critical Hdwy Stg 1	-	-	-	-	5.84	-	
Critical Hdwy Stg 2	-	-	-	-	5.84	-	
Follow-up Hdwy	-	-	2.22	-	3.52	3.32	
Pot Cap-1 Maneuver	-	0	969	-	~ 150	693	
Stage 1	-	0	-	-	508	-	
Stage 2	-	0	-	-	450	-	
Platoon blocked, %	-			-			
Mov Cap-1 Maneuver	-	-	969	-	~ 137	693	
Mov Cap-2 Maneuver	-	-	-	-	~ 137	-	
Stage 1	-	-	-	-	508	-	
Stage 2	-	-	-	-	410	-	
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.7		\$ 311.2		
HCM LOS					F		
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	WBL	WBT
Capacity (veh/h)	137		693		-	969	-
HCM Lane V/C Ratio	2.103		0.365		-	0.09	-
HCM Control Delay (s)	\$ 573.3		13.2		-	9.1	-
HCM Lane LOS	F		B		-	A	-
HCM 95th %tile Q(veh)	23.5		1.7		-	0.3	-
Notes							
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1251	16	0	745	9	0
Future Vol, veh/h	1251	16	0	745	9	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1390	18	0	828	10	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1408	0	1813	704
Stage 1	-	-	-	-	1399	-
Stage 2	-	-	-	-	414	-
Critical Hdwy	-	-	4.14	-	7.08	6.94
Critical Hdwy Stg 1	-	-	-	-	6.08	-
Critical Hdwy Stg 2	-	-	-	-	6.08	-
Follow-up Hdwy	-	-	2.22	-	3.64	3.32
Pot Cap-1 Maneuver	-	-	481	-	61	379
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	602	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	481	-	61	379
Mov Cap-2 Maneuver	-	-	-	-	61	-
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	602	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		75.3	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	61	-	-	481	-	
HCM Lane V/C Ratio	0.164	-	-	-	-	
HCM Control Delay (s)	75.3	-	-	0	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑	↘	
Traffic Vol, veh/h	1339	27	33	644	33	62
Future Vol, veh/h	1339	27	33	644	33	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1455	29	36	700	36	67
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1484	0	1877	728
Stage 1	-	-	-	-	1455	-
Stage 2	-	-	-	-	422	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	459	-	65	370
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	635	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	459	-	60	370
Mov Cap-2 Maneuver	-	-	-	-	60	-
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	585	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		92.8	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	132	-	-	459	-	
HCM Lane V/C Ratio	0.782	-	-	0.078	-	
HCM Control Delay (s)	92.8	-	-	13.5	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	4.7	-	-	0.3	-	

HCM 6th TWSC
4: Driveway #1 & Old Cornelia Highway

2030 - Turn Lane Improvements w Widening
PM Peak Hour

Intersection						
Int Delay, s/veh	267.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	1113	288	253	501	176	154
Future Vol, veh/h	1113	288	253	501	176	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	100	50	-	0	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1210	313	275	545	191	167
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	-	1210	0	2033	605
Stage 1	-	-	-	-	1210	-
Stage 2	-	-	-	-	823	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	0	572	-	~ 49	441
Stage 1	-	0	-	-	245	-
Stage 2	-	0	-	-	392	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	572	-	~ 25	441
Mov Cap-2 Maneuver	-	-	-	-	~ 25	-
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	203	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	5.7		\$ 1768.4		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT	
Capacity (veh/h)	25	441	-	572	-	
HCM Lane V/C Ratio	7.652	0.38	-	0.481	-	
HCM Control Delay (s)	\$ 3299.9	18.1	-	17	-	
HCM Lane LOS	F	C	-	C	-	
HCM 95th %tile Q(veh)	23.8	1.7	-	2.6	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	879	12	1	1137	17	4
Future Vol, veh/h	879	12	1	1137	17	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	955	13	1	1236	18	4

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	968	0	1582	484
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	620	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	720	-	101	454
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	504	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	720	-	101	454
Mov Cap-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	502	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	42.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	119	-	-	720	-
HCM Lane V/C Ratio	0.192	-	-	0.002	-
HCM Control Delay (s)	42.3	-	-	10	0
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

HCM 6th TWSC
2: White Sulphur Elementary School & Old Cornelia Highway

2035 - Turn Lane Improvements w Widening

AM Peak Hour

Intersection						
Int Delay, s/veh	63.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	623	90	109	1277	105	89
Future Vol, veh/h	623	90	109	1277	105	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	751	108	131	1539	127	107
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	1783	376
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	1032	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	772	-	~ 68	599
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	289	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	772	-	~ 56	599
Mov Cap-2 Maneuver	-	-	-	-	~ 56	-
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	240	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 746.5	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	96	-	-	772	-	
HCM Lane V/C Ratio	2.435	-	-	0.17	-	
HCM Control Delay (s)	\$ 746.5	-	-	10.6	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	21.3	-	-	0.6	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	168.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	601	111	98	1156	329	290
Future Vol, veh/h	601	111	98	1156	329	290
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	100	50	-	0	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	653	121	107	1257	358	315
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	653	0	1496	327
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	843	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	0	930	-	~ 113	669
Stage 1	-	0	-	-	480	-
Stage 2	-	0	-	-	382	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	930	-	~ 100	669
Mov Cap-2 Maneuver	-	-	-	-	~ 100	-
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	~ 338	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		\$ 670.5	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT	
Capacity (veh/h)	100	669	-	930	-	
HCM Lane V/C Ratio	3.576	0.471	-	0.115	-	
HCM Control Delay (s)	\$ 1248.2	15.1	-	9.4	-	
HCM Lane LOS	F	C	-	A	-	
HCM 95th %tile Q(veh)	35.9	2.5	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	1375	17	0	851	10	0
Future Vol, veh/h	1375	17	0	851	10	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1528	19	0	946	11	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1547	0	2011	774
Stage 1	-	-	-	-	1538	-
Stage 2	-	-	-	-	473	-
Critical Hdwy	-	-	4.14	-	7.08	6.94
Critical Hdwy Stg 1	-	-	-	-	6.08	-
Critical Hdwy Stg 2	-	-	-	-	6.08	-
Follow-up Hdwy	-	-	2.22	-	3.64	3.32
Pot Cap-1 Maneuver	-	-	425	-	44	341
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	560	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	425	-	44	341
Mov Cap-2 Maneuver	-	-	-	-	44	-
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	560	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		112.5	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	44	-	-	425	-	
HCM Lane V/C Ratio	0.253	-	-	-	-	
HCM Control Delay (s)	112.5	-	-	0	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	0.8	-	-	0	-	

HCM 6th TWSC
2: White Sulphur Elementary School & Old Cornelia Highway

2035 - Turn Lane Improvements w Widening

PM Peak Hour

Intersection						
Int Delay, s/veh	11.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑	↘	
Traffic Vol, veh/h	1488	30	41	719	36	76
Future Vol, veh/h	1488	30	41	719	36	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1617	33	45	782	39	83
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1650	0	2098	809
Stage 1	-	-	-	-	1617	-
Stage 2	-	-	-	-	481	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	397	-	46	328
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	397	-	41	328
Mov Cap-2 Maneuver	-	-	-	-	41	-
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	526	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		233.4	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	101	-	-	397	-	
HCM Lane V/C Ratio	1.205	-	-	0.112	-	
HCM Control Delay (s)	233.4	-	-	15.2	-	
HCM Lane LOS	F	-	-	C	-	
HCM 95th %tile Q(veh)	8.2	-	-	0.4	-	

Intersection							
Int Delay, s/veh	878.6						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑	
Traffic Vol, veh/h	1201	363	320	541	218	192	
Future Vol, veh/h	1201	363	320	541	218	192	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	Free	-	None	-	Yield	
Storage Length	-	100	50	-	0	300	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	1305	395	348	588	237	209	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	-	1305	0	2295	653	
Stage 1	-	-	-	-	1305	-	
Stage 2	-	-	-	-	990	-	
Critical Hdwy	-	-	4.14	-	6.84	6.94	
Critical Hdwy Stg 1	-	-	-	-	5.84	-	
Critical Hdwy Stg 2	-	-	-	-	5.84	-	
Follow-up Hdwy	-	-	2.22	-	3.52	3.32	
Pot Cap-1 Maneuver	-	0	526	-	~ 33	410	
Stage 1	-	0	-	-	~ 218	-	
Stage 2	-	0	-	-	320	-	
Platoon blocked, %	-			-			
Mov Cap-1 Maneuver	-	-	526	-	~ 11	410	
Mov Cap-2 Maneuver	-	-	-	-	~ 11	-	
Stage 1	-	-	-	-	~ 218	-	
Stage 2	-	-	-	-	~ 108	-	
Approach	EB		WB		NB		
HCM Control Delay, s	0		9		\$ 5278.3		
HCM LOS					F		
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	WBL	WBT
Capacity (veh/h)	11		410		-	526	-
HCM Lane V/C Ratio	21.542		0.509		-	0.661	-
HCM Control Delay (s)	\$ 9907.3		22.5		-	24.2	-
HCM Lane LOS	F		C		-	C	-
HCM 95th %tile Q(veh)	31.1		2.8		-	4.8	-
Notes							
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon	

2. TRAFFIC SIGNAL

WITHOUT WIDENING

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	693	11	1	958	15	3
Future Vol, veh/h	693	11	1	958	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	753	12	1	1041	16	3
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	765	0	1802	759
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	1043	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	857	-	89	360
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	342	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	857	-	89	360
Mov Cap-2 Maneuver	-	-	-	-	89	-
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	341	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		48.5		
HCM LOS	E					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	102	-	-	857	-	
HCM Lane V/C Ratio	0.192	-	-	0.001	-	
HCM Control Delay (s)	48.5	-	-	9.2	0	
HCM Lane LOS	E	-	-	A	A	
HCM 95th %tile Q(veh)	0.7	-	-	0	-	

Intersection						
Int Delay, s/veh	61.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	516	77	82	1039	90	72
Future Vol, veh/h	516	77	82	1039	90	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	622	93	99	1252	108	87
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	715	0	2072	622
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	1450	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	881	-	~ 57	472
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	208	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	881	-	~ 51	472
Mov Cap-2 Maneuver	-	-	-	-	~ 51	-
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	185	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		\$ 711	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	84	-	-	881	-	
HCM Lane V/C Ratio	2.324	-	-	0.112	-	
HCM Control Delay (s)	\$ 711	-	-	9.6	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	18	-	-	0.4	-	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2025 - Traffic Signal
AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (veh/h)	518	70	62	911	210	185
Future Volume (veh/h)	518	70	62	911	210	185
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	1870
Adj Flow Rate, veh/h	563	0	67	990	228	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1165		568	1363	280	
Arrive On Green	0.62	0.00	0.05	0.73	0.16	0.00
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	563	0	67	990	228	0
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	12.8	0.0	0.9	24.1	9.8	0.0
Cycle Q Clear(g_c), s	12.8	0.0	0.9	24.1	9.8	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1165		568	1363	280	
V/C Ratio(X)	0.48		0.12	0.73	0.81	
Avail Cap(c_a), veh/h	1513		619	1764	598	
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	0.00
Uniform Delay (d), s/veh	8.0	0.0	5.3	6.2	32.2	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.1	1.1	5.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	0.0	0.4	9.3	8.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.3	0.0	5.4	7.3	37.8	0.0
LnGrp LOS	A		A	A	D	
Approach Vol, veh/h	563	A		1057	228	A
Approach Delay, s/veh	8.3			7.1	37.8	
Approach LOS	A			A	D	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	62.1		8.4		53.7	16.9
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	74.5		6.1		63.9	26.5
Max Q Clear Time (g_c+I1), s	26.1		2.9		14.8	11.8
Green Ext Time (p_c), s	31.5		0.0		13.7	0.7
Intersection Summary						
HCM 6th Ctrl Delay			11.3			
HCM 6th LOS			B			

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1144	15	0	666	8	0
Future Vol, veh/h	1144	15	0	666	8	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1271	17	0	740	9	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1288
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	538
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	538
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	76.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	59	-	-	538	-
HCM Lane V/C Ratio	0.151	-	-	-	-
HCM Control Delay (s)	76.6	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection						
Int Delay, s/veh	5.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1219	25	27	580	31	52
Future Vol, veh/h	1219	25	27	580	31	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1325	27	29	630	34	57
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1352	0	2013	1325
Stage 1	-	-	-	-	1325	-
Stage 2	-	-	-	-	688	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	516	-	65	192
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	503	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	516	-	61	192
Mov Cap-2 Maneuver	-	-	-	-	61	-
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	475	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		121.7	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	107	-	-	516	-	
HCM Lane V/C Ratio	0.843	-	-	0.057	-	
HCM Control Delay (s)	121.7	-	-	12.4	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	4.9	-	-	0.2	-	

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2025 - Traffic Signal
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (veh/h)	1035	236	208	466	141	124
Future Volume (veh/h)	1035	236	208	466	141	124
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	1870
Adj Flow Rate, veh/h	1125	0	226	507	153	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1367		315	1534	184	
Arrive On Green	0.73	0.00	0.05	0.82	0.10	0.00
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	1125	0	226	507	153	0
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	47.9	0.0	3.4	7.9	9.9	0.0
Cycle Q Clear(g_c), s	47.9	0.0	3.4	7.9	9.9	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1367		315	1534	184	
V/C Ratio(X)	0.82		0.72	0.33	0.83	
Avail Cap(c_a), veh/h	1533		549	1946	280	
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	0.00
Uniform Delay (d), s/veh	10.7	0.0	21.9	2.6	51.8	0.0
Incr Delay (d2), s/veh	3.4	0.0	3.1	0.1	12.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	22.7	0.0	8.0	3.0	8.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.1	0.0	25.0	2.7	63.9	0.0
LnGrp LOS	B		C	A	E	
Approach Vol, veh/h	1125	A		733	153	A
Approach Delay, s/veh	14.1			9.6	63.9	
Approach LOS	B			A	E	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	101.1		10.6		90.5	16.7
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	122.5		21.5		96.5	18.5
Max Q Clear Time (g_c+I1), s	9.9		5.4		49.9	11.9
Green Ext Time (p_c), s	13.1		0.6		36.2	0.2
Intersection Summary						
HCM 6th Ctrl Delay	16.3					
HCM 6th LOS	B					

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	779	11	1	1043	16	3
Future Vol, veh/h	779	11	1	1043	16	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	847	12	1	1134	17	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	1989	853
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	1136	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	791	-	68	317
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	309	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	791	-	68	317
Mov Cap-2 Maneuver	-	-	-	-	68	-
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	308	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		67	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	78	-	-	791	-	
HCM Lane V/C Ratio	0.265	-	-	0.001	-	
HCM Control Delay (s)	67	-	-	9.6	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	1	-	-	0	-	

Intersection						
Int Delay, s/veh	111					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	567	83	94	1150	97	80
Future Vol, veh/h	567	83	94	1150	97	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	683	100	113	1386	117	96
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	783	0	2295	683
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	1612	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	831	-	~ 41	436
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	173	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	831	-	~ 35	436
Mov Cap-2 Maneuver	-	-	-	-	~ 35	-
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	149	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 1292.6	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	60	-	-	831	-	
HCM Lane V/C Ratio	3.554	-	-	0.136	-	
HCM Control Delay (s)	\$ 1292.6	-	-	10	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	22.7	-	-	0.5	-	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2030 - Traffic Signal
AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	557	90	80	979	265	233
Future Volume (veh/h)	557	90	80	979	265	233
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	1870
Adj Flow Rate, veh/h	605	0	87	1064	288	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1153		519	1337	333	
Arrive On Green	0.62	0.00	0.05	0.71	0.19	0.00
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	605	0	87	1064	288	0
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	16.7	0.0	1.5	34.4	14.3	0.0
Cycle Q Clear(g_c), s	16.7	0.0	1.5	34.4	14.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1153		519	1337	333	
V/C Ratio(X)	0.52		0.17	0.80	0.87	
Avail Cap(c_a), veh/h	1308		551	1525	517	
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	0.00
Uniform Delay (d), s/veh	9.9	0.0	6.8	8.6	36.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.2	2.7	9.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.5	0.0	0.8	15.3	11.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.3	0.0	7.0	11.3	45.3	0.0
LnGrp LOS	B		A	B	D	
Approach Vol, veh/h	605	A		1151	288	A
Approach Delay, s/veh	10.3			11.0	45.3	
Approach LOS	B			B	D	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	69.8		9.0		60.8	21.6
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	74.5		6.1		63.9	26.5
Max Q Clear Time (g_c+I1), s	36.4		3.5		18.7	16.3
Green Ext Time (p_c), s	28.9		0.0		14.8	0.7

Intersection Summary

HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

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

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1251	16	0	745	9	0
Future Vol, veh/h	1251	16	0	745	9	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1390	18	0	828	10	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1408
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	485
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	485
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	109.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	44	-	-	485	-
HCM Lane V/C Ratio	0.227	-	-	-	-
HCM Control Delay (s)	109.4	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection						
Int Delay, s/veh	11.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	1339	27	33	644	33	62
Future Vol, veh/h	1339	27	33	644	33	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1455	29	36	700	36	67
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1484	0	2227	1455
Stage 1	-	-	-	-	1455	-
Stage 2	-	-	-	-	772	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	459	-	48	161
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	459	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	459	-	44	161
Mov Cap-2 Maneuver	-	-	-	-	44	-
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	423	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		261.8	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	84	-	-	459	-	
HCM Lane V/C Ratio	1.229	-	-	0.078	-	
HCM Control Delay (s)	261.8	-	-	13.5	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	7.5	-	-	0.3	-	

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2030 - Traffic Signal
PM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1113	288	253	501	176	154
Future Volume (veh/h)	1113	288	253	501	176	154
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	1870
Adj Flow Rate, veh/h	1210	0	275	545	191	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1225		297	1532	213	
Arrive On Green	0.66	0.00	0.13	0.82	0.12	0.00
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	1210	0	275	545	191	0
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	93.1	0.0	17.5	10.9	15.6	0.0
Cycle Q Clear(g_c), s	93.1	0.0	17.5	10.9	15.6	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1225		297	1532	213	
V/C Ratio(X)	0.99		0.92	0.36	0.90	
Avail Cap(c_a), veh/h	1226		320	1556	224	
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	0.00
Uniform Delay (d), s/veh	24.8	0.0	54.6	3.4	63.9	0.0
Incr Delay (d2), s/veh	22.6	0.0	30.5	0.1	32.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	54.7	0.0	18.2	5.4	14.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.5	0.0	85.1	3.5	96.8	0.0
LnGrp LOS	D		F	A	F	
Approach Vol, veh/h	1210	A		820	191	A
Approach Delay, s/veh	47.5			30.9	96.8	
Approach LOS	D			C	F	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		125.1			24.2	101.0
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		122.5			21.5	96.5
Max Q Clear Time (g_c+I1), s		12.9			19.5	95.1
Green Ext Time (p_c), s		14.7			0.2	1.4
						0.1
Intersection Summary						
HCM 6th Ctrl Delay			45.6			
HCM 6th LOS			D			
Notes						
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.						

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	879	12	1	1137	17	4
Future Vol, veh/h	879	12	1	1137	17	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	955	13	1	1236	18	4
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	968	0	2200	962
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	1238	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	720	-	50	272
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	276	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	720	-	50	272
Mov Cap-2 Maneuver	-	-	-	-	50	-
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	275	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		100.3	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	59	-	-	720	-	
HCM Lane V/C Ratio	0.387	-	-	0.002	-	
HCM Control Delay (s)	100.3	-	-	10	0	
HCM Lane LOS	F	-	-	B	A	
HCM 95th %tile Q(veh)	1.4	-	-	0	-	

Intersection						
Int Delay, s/veh	195.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	623	90	109	1277	105	89
Future Vol, veh/h	623	90	109	1277	105	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	751	108	131	1539	127	107
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	2552	751
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	1801	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	778	-	~ 28	398
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	139	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	778	-	~ 23	398
Mov Cap-2 Maneuver	-	-	-	-	~ 23	-
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	~ 116	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 2309.8	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	41	-	-	778	-	
HCM Lane V/C Ratio	5.701	-	-	0.169	-	
HCM Control Delay (s)	\$ 2309.8	-	-	10.6	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	27.3	-	-	0.6	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2035 - Traffic Signal
AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	601	111	98	1156	329	290
Future Volume (veh/h)	601	111	98	1156	329	290
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	1870
Adj Flow Rate, veh/h	653	0	107	1257	358	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1139		459	1302	391	
Arrive On Green	0.61	0.00	0.04	0.70	0.22	0.00
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	653	0	107	1257	358	0
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	22.4	0.0	2.2	66.5	20.9	0.0
Cycle Q Clear(g_c), s	22.4	0.0	2.2	66.5	20.9	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1139		459	1302	391	
V/C Ratio(X)	0.57		0.23	0.97	0.92	
Avail Cap(c_a), veh/h	1139		481	1306	442	
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	0.00
Uniform Delay (d), s/veh	12.5	0.0	9.3	15.0	40.7	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.3	17.2	22.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.0	0.0	1.3	35.7	17.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.2	0.0	9.6	32.3	62.8	0.0
LnGrp LOS	B		A	C	E	
Approach Vol, veh/h	653	A		1364	358	A
Approach Delay, s/veh	13.2			30.5	62.8	
Approach LOS	B			C	E	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		78.8			9.3	69.5
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		74.5			6.1	63.9
Max Q Clear Time (g_c+I1), s		68.5			4.2	24.4
Green Ext Time (p_c), s		5.8			0.0	15.6
						0.5
Intersection Summary						
HCM 6th Ctrl Delay			30.6			
HCM 6th LOS			C			
Notes						
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.						

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1375	17	0	851	10	0
Future Vol, veh/h	1375	17	0	851	10	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1528	19	0	946	11	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1547	0	2484	1538
Stage 1	-	-	-	-	1538	-
Stage 2	-	-	-	-	946	-
Critical Hdwy	-	-	4.12	-	6.54	6.22
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	5.54	-
Follow-up Hdwy	-	-	2.218	-	3.626	3.318
Pot Cap-1 Maneuver	-	-	429	-	30	142
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	359	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	429	-	30	142
Mov Cap-2 Maneuver	-	-	-	-	30	-
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	359	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		183.5	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	30	-	-	429	-	
HCM Lane V/C Ratio	0.37	-	-	-	-	
HCM Control Delay (s)	183.5	-	-	0	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	1.2	-	-	0	-	

Intersection						
Int Delay, s/veh	28.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	1488	30	41	719	36	76
Future Vol, veh/h	1488	30	41	719	36	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1617	33	45	782	39	83
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1650	0	2489	1617
Stage 1	-	-	-	-	1617	-
Stage 2	-	-	-	-	872	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	397	-	~ 33	129
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	412	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	397	-	~ 29	129
Mov Cap-2 Maneuver	-	-	-	-	~ 29	-
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	365	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 609.3	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	61	-	-	397	-	
HCM Lane V/C Ratio	1.996	-	-	0.112	-	
HCM Control Delay (s)	\$ 609.3	-	-	15.2	-	
HCM Lane LOS	F	-	-	C	-	
HCM 95th %tile Q(veh)	11.5	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2035 - Traffic Signal
PM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1201	363	320	541	218	192
Future Volume (veh/h)	1201	363	320	541	218	192
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	1870
Adj Flow Rate, veh/h	1305	0	348	588	237	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1203		303	1527	220	
Arrive On Green	0.64	0.00	0.14	0.82	0.12	0.00
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	1305	0	348	588	237	0
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	96.5	0.0	21.5	12.6	18.5	0.0
Cycle Q Clear(g_c), s	96.5	0.0	21.5	12.6	18.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1203		303	1527	220	
V/C Ratio(X)	1.08		1.15	0.38	1.08	
Avail Cap(c_a), veh/h	1203		303	1527	220	
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	0.00
Uniform Delay (d), s/veh	26.8	0.0	57.8	3.7	65.8	0.0
Incr Delay (d2), s/veh	52.1	0.0	97.7	0.2	83.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	72.8	0.0	28.1	6.4	20.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	78.8	0.0	155.5	3.8	149.0	0.0
LnGrp LOS	F		F	A	F	
Approach Vol, veh/h	1305	A		936	237	A
Approach Delay, s/veh	78.8			60.2	149.0	
Approach LOS	E			E	F	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		127.0			26.0	101.0
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		122.5			21.5	96.5
Max Q Clear Time (g_c+I1), s		14.6			23.5	98.5
Green Ext Time (p_c), s		16.7			0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			78.5			
HCM 6th LOS			E			
Notes						
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.						

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1375	17	0	851	10	0
Future Vol, veh/h	1375	17	0	851	10	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1528	19	0	946	11	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1547
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	429
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	429
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	183.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	30	-	-	429	-
HCM Lane V/C Ratio	0.37	-	-	-	-
HCM Control Delay (s)	183.5	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	1.2	-	-	0	-

HCM 6th TWSC
2: White Sulphur Elementary School & Old Cornelia Highway

2035 - Traffic Signal
PM Peak Hour

Intersection						
Int Delay, s/veh	28.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	1488	30	41	719	36	76
Future Vol, veh/h	1488	30	41	719	36	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1617	33	45	782	39	83
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1650	0	2489	1617
Stage 1	-	-	-	-	1617	-
Stage 2	-	-	-	-	872	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	397	-	~ 33	129
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	412	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	397	-	~ 29	129
Mov Cap-2 Maneuver	-	-	-	-	~ 29	-
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	365	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 609.3	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	61	-	-	397	-	
HCM Lane V/C Ratio	1.996	-	-	0.112	-	
HCM Control Delay (s)	\$ 609.3	-	-	15.2	-	
HCM Lane LOS	F	-	-	C	-	
HCM 95th %tile Q(veh)	11.5	-	-	0.4	-	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2035 - Traffic Signal
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	1201	363	320	541	218	192
Future Volume (veh/h)	1201	363	320	541	218	192
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	1870
Adj Flow Rate, veh/h	1305	0	348	588	237	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1203		303	1527	220	
Arrive On Green	0.64	0.00	0.14	0.82	0.12	0.00
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	1305	0	348	588	237	0
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	96.5	0.0	21.5	12.6	18.5	0.0
Cycle Q Clear(g_c), s	96.5	0.0	21.5	12.6	18.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1203		303	1527	220	
V/C Ratio(X)	1.08		1.15	0.38	1.08	
Avail Cap(c_a), veh/h	1203		303	1527	220	
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	0.00
Uniform Delay (d), s/veh	26.8	0.0	57.8	3.7	65.8	0.0
Incr Delay (d2), s/veh	52.1	0.0	97.7	0.2	83.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	72.8	0.0	28.1	6.4	20.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	78.8	0.0	155.5	3.8	149.0	0.0
LnGrp LOS	F		F	A	F	
Approach Vol, veh/h	1305	A		936	237	A
Approach Delay, s/veh	78.8			60.2	149.0	
Approach LOS	E			E	F	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		127.0			26.0	101.0
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		122.5			21.5	96.5
Max Q Clear Time (g_c+I1), s		14.6			23.5	98.5
Green Ext Time (p_c), s		16.7			0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			78.5			
HCM 6th LOS			E			
Notes						
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.						

WITH WIDENING

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	693	11	1	958	15	3
Future Vol, veh/h	693	11	1	958	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	753	12	1	1041	16	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	765	0	1282	383
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	857	-	160	535
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	857	-	160	535
Mov Cap-2 Maneuver	-	-	-	-	160	-
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	563	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		27.3	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	181	-	-	857	-	
HCM Lane V/C Ratio	0.108	-	-	0.001	-	
HCM Control Delay (s)	27.3	-	-	9.2	0	
HCM Lane LOS	D	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Intersection						
Int Delay, s/veh	16.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↘	
Traffic Vol, veh/h	516	77	82	1039	90	72
Future Vol, veh/h	516	77	82	1039	90	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	622	93	99	1252	108	87
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	715	0	1446	311
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	824	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	875	-	115	662
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	374	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	875	- ~ 102	662	
Mov Cap-2 Maneuver	-	-	-	- ~ 102	-	
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	332	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		189.3	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	163	-	-	875	-	
HCM Lane V/C Ratio	1.197	-	-	0.113	-	
HCM Control Delay (s)	189.3	-	-	9.6	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	10.8	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th Signalized Intersection Summary 4: Driveway #1 & Old Cornelia Highway

2025 - Traffic Signal w Widening
AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (veh/h)	518	70	62	911	210	185
Future Volume (veh/h)	518	70	62	911	210	185
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	1870
Adj Flow Rate, veh/h	563	0	67	990	228	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1748		588	2284	315	
Arrive On Green	0.49	0.00	0.06	0.64	0.18	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	563	0	67	990	228	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	4.8	0.0	0.8	6.9	6.0	0.0
Cycle Q Clear(g_c), s	4.8	0.0	0.8	6.9	6.0	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1748		588	2284	315	
V/C Ratio(X)	0.32		0.11	0.43	0.72	
Avail Cap(c_a), veh/h	2603		748	3458	1162	
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	0.00
Uniform Delay (d), s/veh	7.6	0.0	4.8	4.4	19.4	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.1	3.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.0	0.3	1.8	4.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.8	0.0	4.9	4.5	22.5	0.0
LnGrp LOS	A		A	A	C	
Approach Vol, veh/h	563	A		1057	228	A
Approach Delay, s/veh	7.8			4.6	22.5	
Approach LOS	A			A	C	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		36.5			7.5	29.0
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		48.5			7.5	36.5
Max Q Clear Time (g_c+I1), s		8.9			2.8	6.8
Green Ext Time (p_c), s		23.2			0.0	10.7
						0.8
Intersection Summary						
HCM 6th Ctrl Delay			7.8			
HCM 6th LOS			A			

Notes

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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1144	15	0	666	8	0
Future Vol, veh/h	1144	15	0	666	8	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1271	17	0	740	9	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1288	0	1650	644
Stage 1	-	-	-	-	1280	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	-	-	4.14	-	7.08	6.94
Critical Hdwy Stg 1	-	-	-	-	6.08	-
Critical Hdwy Stg 2	-	-	-	-	6.08	-
Follow-up Hdwy	-	-	2.22	-	3.64	3.32
Pot Cap-1 Maneuver	-	-	534	-	79	416
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	635	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	534	-	79	416
Mov Cap-2 Maneuver	-	-	-	-	79	-
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	635	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	56.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	79	-	-	534	-
HCM Lane V/C Ratio	0.113	-	-	-	-
HCM Control Delay (s)	56.3	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	
Traffic Vol, veh/h	1219	25	27	580	31	52
Future Vol, veh/h	1219	25	27	580	31	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1325	27	29	630	34	57
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1352	0	1698	663
Stage 1	-	-	-	-	1325	-
Stage 2	-	-	-	-	373	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	516	-	85	409
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	672	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	516	-	80	409
Mov Cap-2 Maneuver	-	-	-	-	80	-
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	634	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		52.6	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	161	-	-	516	-	
HCM Lane V/C Ratio	0.56	-	-	0.057	-	
HCM Control Delay (s)	52.6	-	-	12.4	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	2.9	-	-	0.2	-	

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2025 - Traffic Signal w Widening
PM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (veh/h)	1035	236	208	466	141	124
Future Volume (veh/h)	1035	236	208	466	141	124
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	1870
Adj Flow Rate, veh/h	1125	0	226	507	153	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1992		457	2575	218	
Arrive On Green	0.56	0.00	0.09	0.72	0.12	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1125	0	226	507	153	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	12.0	0.0	2.7	2.7	4.9	0.0
Cycle Q Clear(g_c), s	12.0	0.0	2.7	2.7	4.9	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1992		457	2575	218	
V/C Ratio(X)	0.56		0.49	0.20	0.70	
Avail Cap(c_a), veh/h	2385		861	3774	560	
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	0.00
Uniform Delay (d), s/veh	8.3	0.0	6.4	2.6	24.8	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.8	0.0	4.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	0.0	0.9	0.5	3.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.6	0.0	7.3	2.6	28.9	0.0
LnGrp LOS	A		A	A	C	
Approach Vol, veh/h	1125	A		733	153	A
Approach Delay, s/veh	8.6			4.1	28.9	
Approach LOS	A			A	C	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		47.1			9.7	37.5
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		62.5			18.5	39.5
Max Q Clear Time (g_c+I1), s		4.7			4.7	14.0
Green Ext Time (p_c), s		11.8			0.6	19.0
Intersection Summary						
HCM 6th Ctrl Delay			8.5			
HCM 6th LOS			A			
Notes						
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.						

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	779	11	1	1043	16	3
Future Vol, veh/h	779	11	1	1043	16	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	847	12	1	1134	17	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	1422	430
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	569	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	791	-	129	495
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	535	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	791	-	129	495
Mov Cap-2 Maneuver	-	-	-	-	129	-
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	533	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		33.7	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	146	-	-	791	-	
HCM Lane V/C Ratio	0.141	-	-	0.001	-	
HCM Control Delay (s)	33.7	-	-	9.6	0	
HCM Lane LOS	D	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

Intersection						
Int Delay, s/veh	33.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	
Traffic Vol, veh/h	567	83	94	1150	97	80
Future Vol, veh/h	567	83	94	1150	97	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	683	100	113	1386	117	96
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	783	0	1602	342
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	919	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	824	-	~ 90	631
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	333	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	824	-	~ 78	631
Mov Cap-2 Maneuver	-	-	-	-	~ 78	-
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	287	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 385.7	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	129	-	-	824	-	
HCM Lane V/C Ratio	1.653	-	-	0.137	-	
HCM Control Delay (s)	\$ 385.7	-	-	10.1	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	15.6	-	-	0.5	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th Signalized Intersection Summary 4: Driveway #1 & Old Cornelia Highway

2030 - Traffic Signal w Widening
AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	557	90	80	979	265	233
Future Volume (veh/h)	557	90	80	979	265	233
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	1870
Adj Flow Rate, veh/h	605	0	87	1064	288	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1715		555	2240	369	
Arrive On Green	0.48	0.00	0.07	0.63	0.21	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	605	0	87	1064	288	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	5.9	0.0	1.2	8.8	8.5	0.0
Cycle Q Clear(g_c), s	5.9	0.0	1.2	8.8	8.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1715		555	2240	369	
V/C Ratio(X)	0.35		0.16	0.47	0.78	
Avail Cap(c_a), veh/h	2341		678	3110	1045	
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	0.00
Uniform Delay (d), s/veh	8.9	0.0	5.6	5.4	20.8	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.2	3.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	0.0	0.5	3.0	6.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.1	0.0	5.8	5.6	24.4	0.0
LnGrp LOS	A		A	A	C	
Approach Vol, veh/h	605	A		1151	288	A
Approach Delay, s/veh	9.1			5.6	24.4	
Approach LOS	A			A	C	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	39.4		8.2		31.2	16.0
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	48.5		7.5		36.5	32.5
Max Q Clear Time (g_c+I1), s	10.8		3.2		7.9	10.5
Green Ext Time (p_c), s	24.2		0.1		11.4	1.0
Intersection Summary						
HCM 6th Ctrl Delay			9.3			
HCM 6th LOS			A			
Notes						

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1251	16	0	745	9	0
Future Vol, veh/h	1251	16	0	745	9	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1390	18	0	828	10	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1408	0	1813	704
Stage 1	-	-	-	-	1399	-
Stage 2	-	-	-	-	414	-
Critical Hdwy	-	-	4.14	-	7.08	6.94
Critical Hdwy Stg 1	-	-	-	-	6.08	-
Critical Hdwy Stg 2	-	-	-	-	6.08	-
Follow-up Hdwy	-	-	2.22	-	3.64	3.32
Pot Cap-1 Maneuver	-	-	481	-	61	379
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	602	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	481	-	61	379
Mov Cap-2 Maneuver	-	-	-	-	61	-
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	602	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	75.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	61	-	-	481	-
HCM Lane V/C Ratio	0.164	-	-	-	-
HCM Control Delay (s)	75.3	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↘	
Traffic Vol, veh/h	1339	27	33	644	33	62
Future Vol, veh/h	1339	27	33	644	33	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1455	29	36	700	36	67
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1484	0	1877	728
Stage 1	-	-	-	-	1455	-
Stage 2	-	-	-	-	422	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	459	-	65	370
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	635	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	459	-	60	370
Mov Cap-2 Maneuver	-	-	-	-	60	-
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	585	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		92.8	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	132	-	-	459	-	
HCM Lane V/C Ratio	0.782	-	-	0.078	-	
HCM Control Delay (s)	92.8	-	-	13.5	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	4.7	-	-	0.3	-	

HCM 6th Signalized Intersection Summary 4: Driveway #1 & Old Cornelia Highway

2030 - Traffic Signal w Widening
PM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↖	↗
Traffic Volume (veh/h)	1113	288	253	501	176	154
Future Volume (veh/h)	1113	288	253	501	176	154
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	1870
Adj Flow Rate, veh/h	1210	0	275	545	191	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1945		436	2552	251	
Arrive On Green	0.55	0.00	0.10	0.72	0.14	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1210	0	275	545	191	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	14.9	0.0	3.7	3.3	6.6	0.0
Cycle Q Clear(g_c), s	14.9	0.0	3.7	3.3	6.6	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1945		436	2552	251	
V/C Ratio(X)	0.62		0.63	0.21	0.76	
Avail Cap(c_a), veh/h	2196		773	3474	515	
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	0.00
Uniform Delay (d), s/veh	9.9	0.0	9.3	3.0	26.4	0.0
Incr Delay (d2), s/veh	0.4	0.0	1.5	0.0	4.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	0.0	1.7	0.9	5.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.4	0.0	10.8	3.0	31.1	0.0
LnGrp LOS	B		B	A	C	
Approach Vol, veh/h	1210	A		820	191	A
Approach Delay, s/veh	10.4			5.7	31.1	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	50.4		10.9		39.5	13.5
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	62.5		18.5		39.5	18.5
Max Q Clear Time (g_c+I1), s	5.3		5.7		16.9	8.6
Green Ext Time (p_c), s	12.9		0.7		18.1	0.4
Intersection Summary						
HCM 6th Ctrl Delay			10.4			
HCM 6th LOS			B			
Notes						

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	879	12	1	1137	17	4
Future Vol, veh/h	879	12	1	1137	17	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	955	13	1	1236	18	4

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	968	0	1582	484
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	620	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	720	-	101	454
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	504	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	720	-	101	454
Mov Cap-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	502	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	42.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	119	-	-	720	-
HCM Lane V/C Ratio	0.192	-	-	0.002	-
HCM Control Delay (s)	42.3	-	-	10	0
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection						
Int Delay, s/veh	63.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↘	
Traffic Vol, veh/h	623	90	109	1277	105	89
Future Vol, veh/h	623	90	109	1277	105	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	751	108	131	1539	127	107
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	1783	376
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	1032	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	772	-	~ 68	599
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	289	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	772	-	~ 56	599
Mov Cap-2 Maneuver	-	-	-	-	~ 56	-
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	240	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 746.5	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	96	-	-	772	-	
HCM Lane V/C Ratio	2.435	-	-	0.17	-	
HCM Control Delay (s)	\$ 746.5	-	-	10.6	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	21.3	-	-	0.6	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th Signalized Intersection Summary 4: Driveway #1 & Old Cornelia Highway

2035 - Traffic Signal w Widening
AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	601	111	98	1156	329	290
Future Volume (veh/h)	601	111	98	1156	329	290
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	1870
Adj Flow Rate, veh/h	653	0	107	1257	358	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1244		608	2213	428	
Arrive On Green	0.35	0.00	0.20	0.62	0.24	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	653	0	107	1257	358	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	9.6	0.0	0.0	13.6	12.5	0.0
Cycle Q Clear(g_c), s	9.6	0.0	0.0	13.6	12.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1244		608	2213	428	
V/C Ratio(X)	0.52		0.18	0.57	0.84	
Avail Cap(c_a), veh/h	1975		608	2624	881	
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	0.00
Uniform Delay (d), s/veh	17.0	0.0	14.8	7.2	23.7	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.2	4.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.1	0.0	1.8	5.9	9.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.3	0.0	14.9	7.5	28.1	0.0
LnGrp LOS	B		B	A	C	
Approach Vol, veh/h	653	A		1364	358	A
Approach Delay, s/veh	17.3			8.1	28.1	
Approach LOS	B			A	C	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		45.4			17.9	27.5
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		48.5			7.5	36.5
Max Q Clear Time (g_c+I1), s		15.6			2.0	11.6
Green Ext Time (p_c), s		25.3			0.1	11.4
						1.2
Intersection Summary						
HCM 6th Ctrl Delay			13.6			
HCM 6th LOS			B			
Notes						
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.						

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	1375	17	0	851	10	0
Future Vol, veh/h	1375	17	0	851	10	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1528	19	0	946	11	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1547	0	2011	774
Stage 1	-	-	-	-	1538	-
Stage 2	-	-	-	-	473	-
Critical Hdwy	-	-	4.14	-	7.08	6.94
Critical Hdwy Stg 1	-	-	-	-	6.08	-
Critical Hdwy Stg 2	-	-	-	-	6.08	-
Follow-up Hdwy	-	-	2.22	-	3.64	3.32
Pot Cap-1 Maneuver	-	-	425	-	44	341
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	560	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	425	-	44	341
Mov Cap-2 Maneuver	-	-	-	-	44	-
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	560	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		112.5	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	44	-	-	425	-	
HCM Lane V/C Ratio	0.253	-	-	-	-	
HCM Control Delay (s)	112.5	-	-	0	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	0.8	-	-	0	-	

Intersection						
Int Delay, s/veh	11.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑	↘	
Traffic Vol, veh/h	1488	30	41	719	36	76
Future Vol, veh/h	1488	30	41	719	36	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1617	33	45	782	39	83
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1650	0	2098	809
Stage 1	-	-	-	-	1617	-
Stage 2	-	-	-	-	481	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	397	-	46	328
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	397	-	41	328
Mov Cap-2 Maneuver	-	-	-	-	41	-
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	526	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		233.4	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	101	-	-	397	-	
HCM Lane V/C Ratio	1.205	-	-	0.112	-	
HCM Control Delay (s)	233.4	-	-	15.2	-	
HCM Lane LOS	F	-	-	C	-	
HCM 95th %tile Q(veh)	8.2	-	-	0.4	-	

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2035 - Traffic Signal w Widening
PM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↖	↗
Traffic Volume (veh/h)	1201	363	320	541	218	192
Future Volume (veh/h)	1201	363	320	541	218	192
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	1870
Adj Flow Rate, veh/h	1305	0	348	588	237	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1864		422	2519	291	
Arrive On Green	0.52	0.00	0.12	0.71	0.16	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1305	0	348	588	237	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	19.4	0.0	5.6	4.1	9.0	0.0
Cycle Q Clear(g_c), s	19.4	0.0	5.6	4.1	9.0	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1864		422	2519	291	
V/C Ratio(X)	0.70		0.83	0.23	0.81	
Avail Cap(c_a), veh/h	1992		675	3152	468	
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	0.00
Uniform Delay (d), s/veh	12.6	0.0	12.8	3.6	28.4	0.0
Incr Delay (d2), s/veh	1.0	0.0	4.6	0.0	5.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.3	0.0	5.5	1.4	7.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.6	0.0	17.4	3.6	34.2	0.0
LnGrp LOS	B		B	A	C	
Approach Vol, veh/h	1305	A		936	237	A
Approach Delay, s/veh	13.6			8.7	34.2	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	54.4		13.0		41.5	16.0
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	62.5		18.5		39.5	18.5
Max Q Clear Time (g_c+I1), s	6.1		7.6		21.4	11.0
Green Ext Time (p_c), s	14.2		0.9		15.5	0.5
Intersection Summary						
HCM 6th Ctrl Delay	13.7					
HCM 6th LOS	B					

3. ROUNDABOUT

SIGNLE LANE ROUNDABOUT

MOVEMENT SUMMARY

 **Site: 101 [2025 AM (Site Folder: General)]**

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: Driveway #1														
3	L2	210	2.0	228	2.0	0.551	12.9	LOS B	5.3	134.8	0.84	0.89	1.10	30.5
18	R2	185	2.0	201	2.0	0.551	12.9	LOS B	5.3	134.8	0.84	0.89	1.10	29.5
Approach		395	2.0	429	2.0	0.551	12.9	LOS B	5.3	134.8	0.84	0.89	1.10	30.0
East: Old Cornelia Highway														
1	L2	62	2.0	67	2.0	1.034	57.3	LOS F	65.7	1668.5	1.00	1.88	3.10	19.7
6	T1	911	2.0	990	2.0	1.034	57.3	LOS F	65.7	1668.5	1.00	1.88	3.10	19.7
Approach		973	2.0	1058	2.0	1.034	57.3	LOS F	65.7	1668.5	1.00	1.88	3.10	19.7
West: Old Cornelia Highway														
2	T1	518	2.0	563	2.0	0.529	8.9	LOS A	5.4	137.4	0.42	0.20	0.42	33.8
12	R2	70	2.0	76	2.0	0.529	8.9	LOS A	5.4	137.4	0.42	0.20	0.42	32.7
Approach		588	2.0	639	2.0	0.529	8.9	LOS A	5.4	137.4	0.42	0.20	0.42	33.7
All Vehicles		1956	2.0	2126	2.0	1.034	33.8	LOS D	65.7	1668.5	0.79	1.18	1.89	24.4

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Multilane (3 drives)\Existing.sip9

MOVEMENT SUMMARY

 **Site: 101 [2025 PM (Site Folder: General)]**

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 %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3	L2	141	2.0	153	2.0	0.634	24.0	LOS C	7.0	177.1	1.00	1.19	1.52	26.6
18	R2	124	2.0	135	2.0	0.634	24.0	LOS C	7.0	177.1	1.00	1.19	1.52	25.8
Approach		265	2.0	288	2.0	0.634	24.0	LOS C	7.0	177.1	1.00	1.19	1.52	26.2
East: Old Cornelia Highway														
1	L2	208	2.0	226	2.0	0.667	12.9	LOS B	7.5	191.0	0.72	0.47	0.72	31.2
6	T1	466	2.0	507	2.0	0.667	12.9	LOS B	7.5	191.0	0.72	0.47	0.72	31.1
Approach		674	2.0	733	2.0	0.667	12.9	LOS B	7.5	191.0	0.72	0.47	0.72	31.2
West: Old Cornelia Highway														
2	T1	1035	2.0	1125	2.0	1.334	171.5	LOS F	153.3	3893.3	1.00	3.41	5.97	9.9
12	R2	236	2.0	257	2.0	1.334	171.5	LOS F	153.3	3893.3	1.00	3.41	5.97	9.8
Approach		1271	2.0	1382	2.0	1.334	171.5	LOS F	153.3	3893.3	1.00	3.41	5.97	9.9
All Vehicles		2210	2.0	2402	2.0	1.334	105.4	LOS F	153.3	3893.3	0.91	2.25	3.83	13.8

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Multilane (3 drives)\Existing.sip9

MOVEMENT SUMMARY

 **Site: 101 [2030 AM (Site Folder: General)]**

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: Driveway #1														
3	L2	265	2.0	288	2.0	0.710	19.0	LOS C	10.1	255.6	0.95	1.18	1.59	28.2
18	R2	233	2.0	253	2.0	0.710	19.0	LOS C	10.1	255.6	0.95	1.18	1.59	27.4
Approach		498	2.0	541	2.0	0.710	19.0	LOS C	10.1	255.6	0.95	1.18	1.59	27.8
East: Old Cornelia Highway														
1	L2	80	2.0	87	2.0	1.175	107.1	LOS F	95.7	2430.8	1.00	2.76	4.90	13.8
6	T1	979	2.0	1064	2.0	1.175	107.1	LOS F	95.7	2430.8	1.00	2.76	4.90	13.8
Approach		1059	2.0	1151	2.0	1.175	107.1	LOS F	95.7	2430.8	1.00	2.76	4.90	13.8
West: Old Cornelia Highway														
2	T1	557	2.0	605	2.0	0.577	9.8	LOS A	6.3	160.2	0.48	0.24	0.48	33.4
12	R2	90	2.0	98	2.0	0.577	9.8	LOS A	6.3	160.2	0.48	0.24	0.48	32.3
Approach		647	2.0	703	2.0	0.577	9.8	LOS A	6.3	160.2	0.48	0.24	0.48	33.2
All Vehicles		2204	2.0	2396	2.0	1.175	58.6	LOS F	95.7	2430.8	0.84	1.66	2.85	19.3

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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MOVEMENT SUMMARY

 **Site: 101 [2030 PM (Site Folder: General)]**

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: Driveway #1														
3	L2	176	2.0	191	2.0	0.702	25.4	LOS D	8.9	225.7	1.00	1.25	1.67	26.2
18	R2	154	2.0	167	2.0	0.702	25.4	LOS D	8.9	225.7	1.00	1.25	1.67	25.4
Approach		330	2.0	359	2.0	0.702	25.4	LOS D	8.9	225.7	1.00	1.25	1.67	25.8
East: Old Cornelia Highway														
1	L2	253	2.0	275	2.0	0.764	17.1	LOS C	15.9	402.9	0.88	0.79	1.17	29.5
6	T1	501	2.0	545	2.0	0.764	17.1	LOS C	15.9	402.9	0.88	0.79	1.17	29.4
Approach		754	2.0	820	2.0	0.764	17.1	LOS C	15.9	402.9	0.88	0.79	1.17	29.4
West: Old Cornelia Highway														
2	T1	1113	2.0	1210	2.0	1.531	257.7	LOS F	203.8	5177.6	1.00	4.39	8.10	7.2
12	R2	288	2.0	313	2.0	1.531	257.7	LOS F	203.8	5177.6	1.00	4.39	8.10	7.1
Approach		1401	2.0	1523	2.0	1.531	257.7	LOS F	203.8	5177.6	1.00	4.39	8.10	7.2
All Vehicles		2485	2.0	2701	2.0	1.531	153.8	LOS F	203.8	5177.6	0.96	2.88	5.15	10.7

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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MOVEMENT SUMMARY

 **Site: 101 [2035 AM (Site Folder: General)]**

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: Driveway #1														
3	L2	329	2.0	358	2.0	0.896	35.7	LOS E	21.8	553.9	1.00	1.61	2.53	23.4
18	R2	290	2.0	315	2.0	0.896	35.7	LOS E	21.8	553.9	1.00	1.61	2.53	22.8
Approach		619	2.0	673	2.0	0.896	35.7	LOS E	21.8	553.9	1.00	1.61	2.53	23.1
East: Old Cornelia Highway														
1	L2	98	2.0	107	2.0	1.328	170.6	LOS F	131.8	3348.7	1.00	3.68	6.97	10.0
6	T1	1057	2.0	1149	2.0	1.328	170.6	LOS F	131.8	3348.7	1.00	3.68	6.97	10.0
Approach		1155	2.0	1255	2.0	1.328	170.6	LOS F	131.8	3348.7	1.00	3.68	6.97	10.0
West: Old Cornelia Highway														
2	T1	601	2.0	653	2.0	0.621	10.6	LOS B	7.3	184.7	0.52	0.27	0.52	33.0
12	R2	111	2.0	121	2.0	0.621	10.6	LOS B	7.3	184.7	0.52	0.27	0.52	31.9
Approach		712	2.0	774	2.0	0.621	10.6	LOS B	7.3	184.7	0.52	0.27	0.52	32.8
All Vehicles		2486	2.0	2702	2.0	1.328	91.2	LOS F	131.8	3348.7	0.86	2.19	4.02	15.1

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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MOVEMENT SUMMARY

 **Site: 101 [2035 PM (Site Folder: General)]**

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: Driveway #1														
3	L2	218	2.0	237	2.0	0.756	26.3	LOS D	11.4	288.6	1.00	1.32	1.82	25.9
18	R2	192	2.0	209	2.0	0.756	26.3	LOS D	11.4	288.6	1.00	1.32	1.82	25.2
Approach		410	2.0	446	2.0	0.756	26.3	LOS D	11.4	288.6	1.00	1.32	1.82	25.5
East: Old Cornelia Highway														
1	L2	320	2.0	348	2.0	0.882	26.6	LOS D	31.8	806.7	1.00	1.25	1.92	26.3
6	T1	541	2.0	588	2.0	0.882	26.6	LOS D	31.8	806.7	1.00	1.25	1.92	26.2
Approach		861	2.0	936	2.0	0.882	26.6	LOS D	31.8	806.7	1.00	1.25	1.92	26.2
West: Old Cornelia Highway														
2	T1	1201	2.0	1305	2.0	1.791	373.0	LOS F	267.8	6802.9	1.00	5.44	10.63	5.3
12	R2	363	2.0	395	2.0	1.791	373.0	LOS F	267.8	6802.9	1.00	5.44	10.63	5.2
Approach		1564	2.0	1700	2.0	1.791	373.0	LOS F	267.8	6802.9	1.00	5.44	10.63	5.3
All Vehicles		2835	2.0	3082	2.0	1.791	217.7	LOS F	267.8	6802.9	1.00	3.57	6.71	8.2

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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MULTILANE ROUNDABOUT

MOVEMENT SUMMARY

 **Site: 101 [2025 AM (Site Folder: General)]**

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: Driveway #1														
3	L2	210	2.0	228	2.0	0.224	5.7	LOS A	1.0	24.2	0.50	0.44	0.50	32.7
18	R2	185	2.0	201	2.0	0.219	6.1	LOS A	0.9	23.2	0.51	0.46	0.51	33.8
Approach		395	2.0	429	2.0	0.224	5.9	LOS A	1.0	24.2	0.51	0.45	0.51	33.2
East: Old Cornelia Highway														
1	L2	62	2.0	67	2.0	0.463	8.3	LOS A	3.1	78.3	0.51	0.37	0.51	33.9
6	T1	911	2.0	990	2.0	0.463	8.2	LOS A	3.1	78.9	0.51	0.36	0.51	34.0
Approach		973	2.0	1058	2.0	0.463	8.2	LOS A	3.1	78.9	0.51	0.36	0.51	34.0
West: Old Cornelia Highway														
2	T1	518	2.0	563	2.0	0.247	4.9	LOS A	1.3	34.3	0.22	0.10	0.22	35.9
12	R2	70	2.0	76	2.0	0.247	4.9	LOS A	1.3	34.3	0.22	0.10	0.22	34.6
Approach		588	2.0	639	2.0	0.247	4.9	LOS A	1.3	34.3	0.22	0.10	0.22	35.7
All Vehicles		1956	2.0	2126	2.0	0.463	6.7	LOS A	3.1	78.9	0.42	0.30	0.42	34.3

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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MOVEMENT SUMMARY

 **Site: 101 [2025 PM (Site Folder: General)]**

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: Driveway #1														
3	L2	141	2.0	153	2.0	0.214	7.5	LOS A	1.0	26.5	0.71	0.71	0.71	31.9
18	R2	124	2.0	135	2.0	0.226	9.0	LOS A	1.0	26.5	0.71	0.71	0.71	32.4
Approach		265	2.0	288	2.0	0.226	8.2	LOS A	1.0	26.5	0.71	0.71	0.71	32.1
East: Old Cornelia Highway														
1	L2	208	2.0	226	2.0	0.307	6.0	LOS A	1.8	46.5	0.38	0.23	0.38	33.6
6	T1	466	2.0	507	2.0	0.307	5.9	LOS A	1.8	46.8	0.38	0.23	0.38	34.8
Approach		674	2.0	733	2.0	0.307	5.9	LOS A	1.8	46.8	0.38	0.23	0.38	34.4
West: Old Cornelia Highway														
2	T1	1035	2.0	1125	2.0	0.605	10.9	LOS B	4.8	122.1	0.59	0.43	0.59	32.8
12	R2	236	2.0	257	2.0	0.605	10.7	LOS B	4.7	118.7	0.58	0.42	0.58	31.8
Approach		1271	2.0	1382	2.0	0.605	10.9	LOS B	4.8	122.1	0.59	0.43	0.59	32.6
All Vehicles		2210	2.0	2402	2.0	0.605	9.0	LOS A	4.8	122.1	0.54	0.40	0.54	33.1

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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MOVEMENT SUMMARY

 **Site: 101 [2030 AM (Site Folder: General)]**

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: Driveway #1														
3	L2	265	2.0	288	2.0	0.283	6.4	LOS A	1.3	32.3	0.54	0.49	0.54	32.4
18	R2	233	2.0	253	2.0	0.281	7.0	LOS A	1.2	31.3	0.55	0.52	0.55	33.4
Approach		498	2.0	541	2.0	0.283	6.6	LOS A	1.3	32.3	0.54	0.50	0.54	32.8
East: Old Cornelia Highway														
1	L2	80	2.0	87	2.0	0.523	9.6	LOS A	3.7	93.7	0.60	0.47	0.60	33.2
6	T1	979	2.0	1064	2.0	0.523	9.4	LOS A	3.7	95.2	0.60	0.46	0.60	33.3
Approach		1059	2.0	1151	2.0	0.523	9.4	LOS A	3.7	95.2	0.60	0.46	0.60	33.3
West: Old Cornelia Highway														
2	T1	557	2.0	605	2.0	0.273	5.2	LOS A	1.6	40.0	0.27	0.13	0.27	35.7
12	R2	90	2.0	98	2.0	0.273	5.1	LOS A	1.6	40.0	0.27	0.13	0.27	34.4
Approach		647	2.0	703	2.0	0.273	5.2	LOS A	1.6	40.0	0.27	0.13	0.27	35.5
All Vehicles		2204	2.0	2396	2.0	0.523	7.6	LOS A	3.7	95.2	0.49	0.37	0.49	33.8

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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MOVEMENT SUMMARY

 **Site: 101 [2030 PM (Site Folder: General)]**

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] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3	L2	176	2.0	191	2.0	0.287	9.0	LOS A	1.5	38.4	0.77	0.77	0.77	31.3
18	R2	154	2.0	167	2.0	0.311	11.3	LOS B	1.6	39.6	0.77	0.78	0.80	31.3
Approach		330	2.0	359	2.0	0.311	10.1	LOS B	1.6	39.6	0.77	0.78	0.79	31.3
East: Old Cornelia Highway														
1	L2	253	2.0	275	2.0	0.351	6.6	LOS A	2.2	55.9	0.45	0.29	0.45	33.1
6	T1	501	2.0	545	2.0	0.351	6.4	LOS A	2.2	56.6	0.44	0.29	0.44	34.6
Approach		754	2.0	820	2.0	0.351	6.5	LOS A	2.2	56.6	0.44	0.29	0.44	34.1
West: Old Cornelia Highway														
2	T1	1113	2.0	1210	2.0	0.684	13.4	LOS B	9.6	244.6	0.71	0.69	0.98	31.7
12	R2	288	2.0	313	2.0	0.684	13.0	LOS B	9.5	241.0	0.70	0.67	0.95	30.7
Approach		1401	2.0	1523	2.0	0.684	13.3	LOS B	9.6	244.6	0.70	0.69	0.97	31.5
All Vehicles		2485	2.0	2701	2.0	0.684	10.8	LOS B	9.6	244.6	0.63	0.58	0.79	32.2

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Multilane (3 drives)\Four lane.sip9

MOVEMENT SUMMARY

 **Site: 101 [2035 AM (Site Folder: General)]**

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: Driveway #1														
3	L2	329	2.0	358	2.0	0.345	7.0	LOS A	1.7	42.0	0.58	0.54	0.58	32.1
18	R2	290	2.0	315	2.0	0.352	8.0	LOS A	1.6	41.7	0.60	0.58	0.60	32.9
Approach		619	2.0	673	2.0	0.352	7.5	LOS A	1.7	42.0	0.59	0.56	0.59	32.4
East: Old Cornelia Highway														
1	L2	98	2.0	107	2.0	0.588	11.4	LOS B	6.0	152.8	0.71	0.67	0.89	32.3
6	T1	1057	2.0	1149	2.0	0.588	11.0	LOS B	6.0	152.8	0.70	0.65	0.86	32.6
Approach		1155	2.0	1255	2.0	0.588	11.0	LOS B	6.0	152.8	0.70	0.65	0.86	32.6
West: Old Cornelia Highway														
2	T1	601	2.0	653	2.0	0.300	5.5	LOS A	1.8	46.5	0.31	0.16	0.31	35.5
12	R2	111	2.0	121	2.0	0.300	5.4	LOS A	1.8	46.5	0.31	0.16	0.31	34.3
Approach		712	2.0	774	2.0	0.300	5.5	LOS A	1.8	46.5	0.31	0.16	0.31	35.3
All Vehicles		2486	2.0	2702	2.0	0.588	8.6	LOS A	6.0	152.8	0.56	0.49	0.64	33.3

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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MOVEMENT SUMMARY

 **Site: 101 [2035 PM (Site Folder: General)]**

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: Driveway #1														
3	L2	218	2.0	237	2.0	0.394	11.9	LOS B	2.5	64.2	0.86	0.91	1.00	30.1
18	R2	192	2.0	209	2.0	0.446	16.0	LOS C	2.8	70.9	0.86	0.94	1.12	29.4
Approach		410	2.0	446	2.0	0.446	13.8	LOS B	2.8	70.9	0.86	0.92	1.06	29.8
East: Old Cornelia Highway														
1	L2	320	2.0	348	2.0	0.409	7.6	LOS A	2.7	69.8	0.53	0.38	0.53	32.5
6	T1	541	2.0	588	2.0	0.409	7.2	LOS A	2.8	71.4	0.52	0.36	0.52	34.2
Approach		861	2.0	936	2.0	0.409	7.4	LOS A	2.8	71.4	0.52	0.37	0.52	33.5
West: Old Cornelia Highway														
2	T1	1201	2.0	1305	2.0	0.792	18.9	LOS C	17.3	440.6	0.88	1.07	1.59	29.4
12	R2	363	2.0	395	2.0	0.792	18.1	LOS C	17.3	440.6	0.87	1.05	1.54	28.8
Approach		1564	2.0	1700	2.0	0.792	18.7	LOS C	17.3	440.6	0.88	1.07	1.58	29.3
All Vehicles		2835	2.0	3082	2.0	0.792	14.6	LOS B	17.3	440.6	0.77	0.83	1.18	30.5

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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APPENDIX N

CAPACITY ANALYSIS REPORTS, DRIVEWAY #1 CONSOLIDATED IMPROVEMENTS



A. TRAFFIC SIGNAL

WITHOUT WIDENING

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2025 - Consolidated Traffic Signal
AM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↖	↗	↑	↖	↗
Traffic Volume (veh/h)	448	146	109	850	279	248
Future Volume (veh/h)	448	146	109	850	279	248
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	1796	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	487	0	118	924	303	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	2	2	2	2	2
Cap, veh/h	963		550	1245	364	
Arrive On Green	0.54	0.00	0.06	0.67	0.20	0.00
Sat Flow, veh/h	1796	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	487	0	118	924	303	0
Grp Sat Flow(s),veh/h/ln	1796	1585	1781	1870	1781	1585
Q Serve(g_s), s	12.0	0.0	1.8	22.6	11.3	0.0
Cycle Q Clear(g_c), s	12.0	0.0	1.8	22.6	11.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	963		550	1245	364	
V/C Ratio(X)	0.51		0.21	0.74	0.83	
Avail Cap(c_a), veh/h	1170		612	1526	630	
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	0.00
Uniform Delay (d), s/veh	10.2	0.0	6.7	7.6	26.4	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.2	1.6	5.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	0.0	0.9	9.7	8.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.6	0.0	6.9	9.2	31.4	0.0
LnGrp LOS	B		A	A	C	
Approach Vol, veh/h	487	A		1042	303	A
Approach Delay, s/veh	10.6			9.0	31.4	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	50.6		9.0		41.6	18.7
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	56.5		6.9		45.1	24.5
Max Q Clear Time (g_c+I1), s	24.6		3.8		14.0	13.3
Green Ext Time (p_c), s	21.5		0.1		9.6	0.9
Intersection Summary						
HCM 6th Ctrl Delay	13.1					
HCM 6th LOS	B					

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2025 - Consolidated Traffic Signal
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	1008	236	211	455	156	136
Future Volume (veh/h)	1008	236	211	455	156	136
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	1885	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	1120	0	234	506	173	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	2	2	1	2	2
Cap, veh/h	1350		309	1524	205	
Arrive On Green	0.72	0.00	0.05	0.81	0.12	0.00
Sat Flow, veh/h	1885	1585	1781	1885	1781	1585
Grp Volume(v), veh/h	1120	0	234	506	173	0
Grp Sat Flow(s),veh/h/ln	1885	1585	1781	1885	1781	1585
Q Serve(g_s), s	49.0	0.0	3.8	8.3	11.2	0.0
Cycle Q Clear(g_c), s	49.0	0.0	3.8	8.3	11.2	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1350		309	1524	205	
V/C Ratio(X)	0.83		0.76	0.33	0.84	
Avail Cap(c_a), veh/h	1495		537	1911	325	
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	0.00
Uniform Delay (d), s/veh	11.7	0.0	23.3	3.0	51.1	0.0
Incr Delay (d2), s/veh	3.8	0.0	3.8	0.1	11.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	24.0	0.0	8.6	3.5	9.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.5	0.0	27.1	3.1	62.1	0.0
LnGrp LOS	B		C	A	E	
Approach Vol, veh/h	1120	A		740	173	A
Approach Delay, s/veh	15.5			10.7	62.1	
Approach LOS	B			B	E	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		99.8			10.9	88.9
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		119.5			21.5	93.5
Max Q Clear Time (g_c+I1), s		10.3			5.8	51.0
Green Ext Time (p_c), s		13.1			0.6	33.4
						0.3
Intersection Summary						
HCM 6th Ctrl Delay			17.7			
HCM 6th LOS			B			

Notes

Unsignalized Delay for [NBR, EBR, WBT] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2030 - Consolidated Traffic Signal
AM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	481	169	130	914	333	301
Future Volume (veh/h)	481	169	130	914	333	301
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	1796	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	523	0	141	993	362	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	2	2	2	2	2
Cap, veh/h	960		502	1221	413	
Arrive On Green	0.53	0.00	0.06	0.65	0.23	0.00
Sat Flow, veh/h	1796	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	523	0	141	993	362	0
Grp Sat Flow(s),veh/h/ln	1796	1585	1781	1870	1781	1585
Q Serve(g_s), s	15.0	0.0	2.6	30.8	15.3	0.0
Cycle Q Clear(g_c), s	15.0	0.0	2.6	30.8	15.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	960		502	1221	413	
V/C Ratio(X)	0.54		0.28	0.81	0.88	
Avail Cap(c_a), veh/h	1035		551	1350	557	
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	0.00
Uniform Delay (d), s/veh	12.0	0.0	8.3	10.0	29.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.3	3.6	11.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.6	0.0	1.4	14.8	12.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.5	0.0	8.6	13.7	40.4	0.0
LnGrp LOS	B		A	B	D	
Approach Vol, veh/h	523	A		1134	362	A
Approach Delay, s/veh	12.5			13.0	40.4	
Approach LOS	B			B	D	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	55.6		9.3		46.4	22.7
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	56.5		6.9		45.1	24.5
Max Q Clear Time (g_c+I1), s	32.8		4.6		17.0	17.3
Green Ext Time (p_c), s	18.4		0.1		10.0	0.8
Intersection Summary						
HCM 6th Ctrl Delay	17.8					
HCM 6th LOS	B					

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2030 - Consolidated Traffic Signal
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	1084	282	256	489	188	167
Future Volume (veh/h)	1084	282	256	489	188	167
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	1885	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	1204	0	284	543	209	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	2	2	1	2	2
Cap, veh/h	1196		305	1524	232	
Arrive On Green	0.63	0.00	0.14	0.81	0.13	0.00
Sat Flow, veh/h	1885	1585	1781	1885	1781	1585
Grp Volume(v), veh/h	1204	0	284	543	209	0
Grp Sat Flow(s),veh/h/ln	1885	1585	1781	1885	1781	1585
Q Serve(g_s), s	93.5	0.0	19.1	11.4	17.0	0.0
Cycle Q Clear(g_c), s	93.5	0.0	19.1	11.4	17.0	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1196		305	1524	232	
V/C Ratio(X)	1.01		0.93	0.36	0.90	
Avail Cap(c_a), veh/h	1196		309	1529	260	
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	0.00
Uniform Delay (d), s/veh	26.9	0.0	55.3	3.8	63.1	0.0
Incr Delay (d2), s/veh	27.7	0.0	33.7	0.1	29.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	58.1	0.0	18.6	6.0	14.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	54.6	0.0	89.0	3.9	92.5	0.0
LnGrp LOS	F		F	A	F	
Approach Vol, veh/h	1204	A		827	209	A
Approach Delay, s/veh	54.6			33.1	92.5	
Approach LOS	D			C	F	
Timer - Assigned Phs		2		5	6	8
Phs Duration (G+Y+Rc), s		123.7		25.7	98.0	23.7
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		119.5		21.5	93.5	21.5
Max Q Clear Time (g_c+I1), s		13.4		21.1	95.5	19.0
Green Ext Time (p_c), s		14.6		0.0	0.0	0.2
Intersection Summary						
HCM 6th Ctrl Delay			50.2			
HCM 6th LOS			D			
Notes						
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.						

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2035 - Consolidated Traffic Signal
AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	519	194	152	986	395	364
Future Volume (veh/h)	519	194	152	986	395	364
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	1796	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	564	0	165	1072	429	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	2	2	2	2	2
Cap, veh/h	934		449	1187	467	
Arrive On Green	0.52	0.00	0.06	0.63	0.26	0.00
Sat Flow, veh/h	1796	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	564	0	165	1072	429	0
Grp Sat Flow(s),veh/h/ln	1796	1585	1781	1870	1781	1585
Q Serve(g_s), s	19.1	0.0	3.5	42.6	20.3	0.0
Cycle Q Clear(g_c), s	19.1	0.0	3.5	42.6	20.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	934		449	1187	467	
V/C Ratio(X)	0.60		0.37	0.90	0.92	
Avail Cap(c_a), veh/h	934		478	1217	502	
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	0.00
Uniform Delay (d), s/veh	14.6	0.0	10.6	13.6	31.2	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.5	9.5	21.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.2	0.0	2.0	23.0	16.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.7	0.0	11.1	23.1	52.5	0.0
LnGrp LOS	B		B	C	D	
Approach Vol, veh/h	564	A		1237	429	A
Approach Delay, s/veh	15.7			21.5	52.5	
Approach LOS	B			C	D	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		59.6			10.0	49.6
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		56.5			6.9	45.1
Max Q Clear Time (g_c+I1), s		44.6			5.5	21.1
Green Ext Time (p_c), s		10.5			0.1	10.0
						0.4
Intersection Summary						
HCM 6th Ctrl Delay			26.0			
HCM 6th LOS			C			
Notes						
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.						

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2035 - Consolidated Traffic Signal
PM Peak Hour

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations							
Traffic Volume (veh/h)	1169	348	324	527	227	206	
Future Volume (veh/h)	1169	348	324	527	227	206	
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	1885	1870	1870	1885	1870	1870	
Adj Flow Rate, veh/h	1299	0	360	586	252	0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Percent Heavy Veh, %	1	2	2	1	2	2	
Cap, veh/h	1175		303	1502	255		
Arrive On Green	0.62	0.00	0.14	0.80	0.14	0.00	
Sat Flow, veh/h	1885	1585	1781	1885	1781	1585	
Grp Volume(v), veh/h	1299	0	360	586	252	0	
Grp Sat Flow(s),veh/h/ln	1885	1585	1781	1885	1781	1585	
Q Serve(g_s), s	93.5	0.0	21.5	13.8	21.2	0.0	
Cycle Q Clear(g_c), s	93.5	0.0	21.5	13.8	21.2	0.0	
Prop In Lane		1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1175		303	1502	255		
V/C Ratio(X)	1.11		1.19	0.39	0.99		
Avail Cap(c_a), veh/h	1175		303	1502	255		
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	0.00	
Uniform Delay (d), s/veh	28.3	0.0	57.3	4.5	64.1	0.0	
Incr Delay (d2), s/veh	60.1	0.0	112.3	0.2	52.5	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	76.2	0.0	30.1	7.6	19.4	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	88.4	0.0	169.6	4.7	116.6	0.0	
LnGrp LOS	F		F	A	F		
Approach Vol, veh/h	1299	A		946	252	A	
Approach Delay, s/veh	88.4			67.4	116.6		
Approach LOS	F			E	F		
Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		124.0			26.0	98.0	26.0
Change Period (Y+Rc), s		4.5			4.5	4.5	4.5
Max Green Setting (Gmax), s		119.5			21.5	93.5	21.5
Max Q Clear Time (g_c+I1), s		15.8			23.5	95.5	23.2
Green Ext Time (p_c), s		16.5			0.0	0.0	0.0
Intersection Summary							
HCM 6th Ctrl Delay			83.3				
HCM 6th LOS			F				

Notes

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

WITH WIDENING

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2025 - Consolidated Traffic Signal w Widening

AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	448	146	109	850	279	248
Future Volume (veh/h)	448	146	109	850	279	248
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	1796	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	487	0	118	924	303	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	2	2	2	2	2
Cap, veh/h	1422		584	2100	399	
Arrive On Green	0.42	0.00	0.08	0.59	0.22	0.00
Sat Flow, veh/h	3503	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	487	0	118	924	303	0
Grp Sat Flow(s),veh/h/ln	1706	1585	1781	1777	1781	1585
Q Serve(g_s), s	4.7	0.0	1.6	7.0	7.7	0.0
Cycle Q Clear(g_c), s	4.7	0.0	1.6	7.0	7.7	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1422		584	2100	399	
V/C Ratio(X)	0.34		0.20	0.44	0.76	
Avail Cap(c_a), veh/h	1929		859	3177	1373	
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	0.00
Uniform Delay (d), s/veh	9.7	0.0	6.1	5.5	17.7	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.1	3.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	0.0	0.6	2.2	5.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.8	0.0	6.2	5.6	20.6	0.0
LnGrp LOS	A		A	A	C	
Approach Vol, veh/h	487	A		1042	303	A
Approach Delay, s/veh	9.8			5.7	20.6	
Approach LOS	A			A	C	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	33.3		8.5		24.8	15.4
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	43.5		11.5		27.5	37.5
Max Q Clear Time (g_c+I1), s	9.0		3.6		6.7	9.7
Green Ext Time (p_c), s	19.8		0.2		7.6	1.2

Intersection Summary

HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2025 - Consolidated Traffic Signal w Widening
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	1008	236	211	455	156	136
Future Volume (veh/h)	1008	236	211	455	156	136
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	1885	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	1120	0	234	506	173	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	2	2	1	2	2
Cap, veh/h	1967		456	2564	238	
Arrive On Green	0.55	0.00	0.09	0.72	0.13	0.00
Sat Flow, veh/h	3676	1585	1781	3676	1781	1585
Grp Volume(v), veh/h	1120	0	234	506	173	0
Grp Sat Flow(s),veh/h/ln	1791	1585	1781	1791	1781	1585
Q Serve(g_s), s	12.2	0.0	2.9	2.8	5.6	0.0
Cycle Q Clear(g_c), s	12.2	0.0	2.9	2.8	5.6	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1967		456	2564	238	
V/C Ratio(X)	0.57		0.51	0.20	0.73	
Avail Cap(c_a), veh/h	2346		858	3750	552	
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	0.00
Uniform Delay (d), s/veh	8.8	0.0	6.8	2.8	24.8	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.9	0.0	4.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.9	0.0	1.1	0.6	4.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.1	0.0	7.7	2.8	29.0	0.0
LnGrp LOS	A		A	A	C	
Approach Vol, veh/h	1120	A		740	173	A
Approach Delay, s/veh	9.1			4.4	29.0	
Approach LOS	A			A	C	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		47.2			9.9	37.3
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		62.5			18.9	39.1
Max Q Clear Time (g_c+I1), s		4.8			4.9	14.2
Green Ext Time (p_c), s		12.7			0.6	18.5

Intersection Summary

HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2030 - Consolidated Traffic Signal w Widening

AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	481	169	130	914	333	301
Future Volume (veh/h)	481	169	130	914	333	301
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	1796	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	523	0	141	993	362	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	2	2	2	2	2
Cap, veh/h	1417		550	2061	452	
Arrive On Green	0.42	0.00	0.08	0.58	0.25	0.00
Sat Flow, veh/h	3503	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	523	0	141	993	362	0
Grp Sat Flow(s),veh/h/ln	1706	1585	1781	1777	1781	1585
Q Serve(g_s), s	5.7	0.0	2.2	8.8	10.3	0.0
Cycle Q Clear(g_c), s	5.7	0.0	2.2	8.8	10.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1417		550	2061	452	
V/C Ratio(X)	0.37		0.26	0.48	0.80	
Avail Cap(c_a), veh/h	1738		785	2863	1237	
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	0.00
Uniform Delay (d), s/veh	10.9	0.0	7.0	6.6	18.9	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.2	3.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	0.0	1.0	3.5	7.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.1	0.0	7.3	6.8	22.2	0.0
LnGrp LOS	B		A	A	C	
Approach Vol, veh/h	523	A		1134	362	A
Approach Delay, s/veh	11.1			6.9	22.2	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	35.8		8.9		26.9	18.2
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	43.5		11.5		27.5	37.5
Max Q Clear Time (g_c+I1), s	10.8		4.2		7.7	12.3
Green Ext Time (p_c), s	20.5		0.2		8.0	1.4

Intersection Summary

HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2030 - Consolidated Traffic Signal w Widening
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	1084	282	256	489	188	167
Future Volume (veh/h)	1084	282	256	489	188	167
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	1885	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	1204	0	284	543	209	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	2	2	1	2	2
Cap, veh/h	1921		437	2543	269	
Arrive On Green	0.54	0.00	0.10	0.71	0.15	0.00
Sat Flow, veh/h	3676	1585	1781	3676	1781	1585
Grp Volume(v), veh/h	1204	0	284	543	209	0
Grp Sat Flow(s),veh/h/ln	1791	1585	1781	1791	1781	1585
Q Serve(g_s), s	15.2	0.0	4.0	3.4	7.3	0.0
Cycle Q Clear(g_c), s	15.2	0.0	4.0	3.4	7.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1921		437	2543	269	
V/C Ratio(X)	0.63		0.65	0.21	0.78	
Avail Cap(c_a), veh/h	2162		771	3456	509	
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	0.00
Uniform Delay (d), s/veh	10.5	0.0	9.8	3.2	26.5	0.0
Incr Delay (d2), s/veh	0.5	0.0	1.6	0.0	4.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.9	0.0	2.0	1.0	6.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.0	0.0	11.4	3.3	31.3	0.0
LnGrp LOS	B		B	A	C	
Approach Vol, veh/h	1204	A		827	209	A
Approach Delay, s/veh	11.0			6.0	31.3	
Approach LOS	B			A	C	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		50.5			11.3	39.2
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		62.5			18.9	39.1
Max Q Clear Time (g_c+I1), s		5.4			6.0	17.2
Green Ext Time (p_c), s		12.8			0.8	17.5

Intersection Summary

HCM 6th Ctrl Delay	11.0
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2035 - Consolidated Traffic Signal w Widening

AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	519	194	152	986	395	364
Future Volume (veh/h)	519	194	152	986	395	364
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	1796	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	564	0	165	1072	429	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	2	2	2	2	2
Cap, veh/h	1026		565	2005	511	
Arrive On Green	0.30	0.00	0.19	0.56	0.29	0.00
Sat Flow, veh/h	3503	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	564	0	165	1072	429	0
Grp Sat Flow(s),veh/h/ln	1706	1585	1781	1777	1781	1585
Q Serve(g_s), s	8.4	0.0	0.0	11.4	13.7	0.0
Cycle Q Clear(g_c), s	8.4	0.0	0.0	11.4	13.7	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1026		565	2005	511	
V/C Ratio(X)	0.55		0.29	0.53	0.84	
Avail Cap(c_a), veh/h	1551		567	2555	1104	
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	0.00
Uniform Delay (d), s/veh	17.7	0.0	17.3	8.2	20.3	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.3	0.2	3.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	0.0	3.0	5.3	9.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.2	0.0	17.6	8.4	24.0	0.0
LnGrp LOS	B		B	A	C	
Approach Vol, veh/h	564	A		1237	429	A
Approach Delay, s/veh	18.2			9.7	24.0	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	38.6		15.9		22.7	21.9
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	43.5		11.5		27.5	37.5
Max Q Clear Time (g_c+I1), s	13.4		2.0		10.4	15.7
Green Ext Time (p_c), s	20.7		0.3		7.8	1.7
Intersection Summary						
HCM 6th Ctrl Delay	14.6					
HCM 6th LOS	B					

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2035 - Consolidated Traffic Signal w Widening

PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	1169	348	324	527	227	206
Future Volume (veh/h)	1169	348	324	527	227	206
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	1885	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	1299	0	360	586	252	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	2	2	1	2	2
Cap, veh/h	1841		425	2516	305	
Arrive On Green	0.51	0.00	0.13	0.70	0.17	0.00
Sat Flow, veh/h	3676	1585	1781	3676	1781	1585
Grp Volume(v), veh/h	1299	0	360	586	252	0
Grp Sat Flow(s),veh/h/ln	1791	1585	1781	1791	1781	1585
Q Serve(g_s), s	19.7	0.0	6.0	4.2	9.7	0.0
Cycle Q Clear(g_c), s	19.7	0.0	6.0	4.2	9.7	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1841		425	2516	305	
V/C Ratio(X)	0.71		0.85	0.23	0.82	
Avail Cap(c_a), veh/h	1963		673	3137	462	
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	0.00
Uniform Delay (d), s/veh	13.2	0.0	13.1	3.8	28.5	0.0
Incr Delay (d2), s/veh	1.1	0.0	5.8	0.0	7.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.6	0.0	5.9	1.5	8.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.3	0.0	18.9	3.8	35.8	0.0
LnGrp LOS	B		B	A	D	
Approach Vol, veh/h	1299	A		946	252	A
Approach Delay, s/veh	14.3			9.6	35.8	
Approach LOS	B			A	D	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	54.6		13.5		41.2	16.7
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	62.5		18.9		39.1	18.5
Max Q Clear Time (g_c+I1), s	6.2		8.0		21.7	11.7
Green Ext Time (p_c), s	14.1		0.9		14.9	0.5

Intersection Summary

HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Notes

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

B. DUMBBELL ROUNDABOUT

SINGLE LANE ROUNDABOUT

MOVEMENT SUMMARY

 **Site: 101 [2025 AM, School (Site Folder: General)]**

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 %	v/c	sec		[Veh. veh	Dist] ft				mph
South: White Sulphur Elementary School														
18	R2	162	9.0	195	9.0	0.335	11.0	LOS B	2.2	59.1	0.83	0.79	0.83	26.3
Approach		162	9.0	195	9.0	0.335	11.0	LOS B	2.2	59.1	0.83	0.79	0.83	26.3
East: Olod Cornelia Highway														
1u	U	63	2.0	76	2.0	1.169	99.6	LOS F	5798.8	147365.2	1.00	0.07	1.05	2.1
1	L2	82	3.0	99	3.0	1.169	99.6	LOS F	5798.8	147365.2	1.00	0.07	1.05	9.6
6	T1	1129	2.0	1360	2.0	1.169	99.6	LOS F	5798.8	147365.2	1.00	0.07	1.05	9.6
Approach		1274	2.1	1535	2.1	1.169	99.6	LOS F	5798.8	147365.2	1.00	0.07	1.05	9.3
West: Old Cornelia Highway														
2	T1	516	4.0	622	4.0	0.665	13.1	LOS B	7.4	190.6	0.72	0.47	0.72	22.7
12	R2	77	3.0	93	3.0	0.665	13.0	LOS B	7.4	190.6	0.72	0.47	0.72	30.9
Approach		593	3.9	714	3.9	0.665	13.1	LOS B	7.4	190.6	0.72	0.47	0.72	24.0
All Vehicles		2029	3.1	2445	3.1	1.169	67.2	LOS F	5798.8	147365.2	0.90	0.25	0.93	12.3

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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MOVEMENT SUMMARY

 **Site: 101 [2025 AM, DW 1 (Site Folder: General)]**

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: Driveway #1														
3	L2	225	2.0	245	2.0	0.590	14.3	LOS B	5.8	148.3	0.85	0.98	1.23	20.6
18	R2	188	2.0	204	2.0	0.590	14.3	LOS B	5.8	148.3	0.85	0.98	1.23	29.0
Approach		413	2.0	449	2.0	0.590	14.3	LOS B	5.8	148.3	0.85	0.98	1.23	25.0
East: Old Cornelia Highway														
6	T1	959	2.0	1042	2.0	1.119	87.2	LOS F	73.8	1874.6	1.00	2.55	4.60	10.3
Approach		959	2.0	1042	2.0	1.119	87.2	LOS F	73.8	1874.6	1.00	2.55	4.60	10.3
West: Old Cornelia Highway														
5u	U	90	9.0	98	9.0	0.640	11.0	LOS B	0.0	0.0	0.00	0.00	0.00	12.4
2	T1	508	7.0	552	7.0	0.640	11.0	LOS B	0.0	0.0	0.00	0.00	0.00	38.8
12	R2	144	2.0	157	2.0	0.640	10.9	LOS B	0.0	0.0	0.00	0.00	0.00	36.4
Approach		742	6.3	807	6.3	0.640	11.0	LOS B	0.0	0.0	0.00	0.00	0.00	36.4
All Vehicles		2114	3.5	2298	3.5	1.119	46.2	LOS E	73.8	1874.6	0.62	1.35	2.33	16.3

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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MOVEMENT SUMMARY

 **Site: 101 [2025 PM, School (Site Folder: General)]**

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 %	v/c	sec		[Veh. veh	Dist] ft				mph
South: White Sulphur Elementary School														
18	R2	83	0.0	90	0.0	0.349	22.8	LOS C	2.6	66.0	1.00	1.01	1.02	20.9
Approach		83	0.0	90	0.0	0.349	22.8	LOS C	2.6	66.0	1.00	1.01	1.02	20.9
East: Olod Cornelia Highway														
1u	U	208	2.0	226	2.0	0.700	12.3	LOS B	0.0	0.0	0.00	0.00	0.00	8.9
1	L2	27	0.0	29	0.0	0.700	12.3	LOS B	0.0	0.0	0.00	0.00	0.00	38.0
6	T1	611	2.0	664	2.0	0.700	12.3	LOS B	0.0	0.0	0.00	0.00	0.00	37.5
Approach		846	1.9	920	1.9	0.700	12.3	LOS B	0.0	0.0	0.00	0.00	0.00	31.3
West: Old Cornelia Highway														
2	T1	1219	9.0	1325	9.0	1.395	198.6	LOS F	159.2	4261.4	1.00	3.88	7.00	4.9
12	R2	25	0.0	27	0.0	1.395	198.2	LOS F	159.2	4261.4	1.00	3.88	7.00	8.8
Approach		1244	8.8	1352	8.8	1.395	198.6	LOS F	159.2	4261.4	1.00	3.88	7.00	5.0
All Vehicles		2173	5.8	2362	5.8	1.395	119.4	LOS F	159.2	4261.4	0.61	2.26	4.05	7.3

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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MOVEMENT SUMMARY

 **Site: 101 [2025 PM, DW 1 (Site Folder: General)]**

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] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3	L2	149	2.0	166	2.0	0.736	33.2	LOS D	9.5	240.1	1.00	1.29	1.79	15.8
18	R2	124	2.0	138	2.0	0.736	33.2	LOS D	9.5	240.1	1.00	1.29	1.79	23.4
Approach		273	2.0	303	2.0	0.736	33.2	LOS D	9.5	240.1	1.00	1.29	1.79	19.6
East: Old Cornelia Highway														
6	T1	666	1.0	740	1.0	0.691	14.0	LOS B	9.6	240.7	0.77	0.61	0.88	25.6
Approach		666	1.0	740	1.0	0.691	14.0	LOS B	9.6	240.7	0.77	0.61	0.88	25.6
West: Old Cornelia Highway														
5u	U	31	0.0	34	0.0	1.268	140.1	LOS F	6479.8	163659.3	1.00	0.07	1.05	1.3
2	T1	1020	1.0	1133	1.0	1.268	140.2	LOS F	6479.8	163659.3	1.00	0.07	1.05	7.2
12	R2	459	2.0	510	2.0	1.268	140.2	LOS F	6479.8	163659.3	1.00	0.07	1.05	7.1
Approach		1510	1.3	1678	1.3	1.268	140.2	LOS F	6479.8	163659.3	1.00	0.07	1.05	7.1
All Vehicles		2449	1.3	2721	1.3	1.268	93.9	LOS F	6479.8	163659.3	0.94	0.35	1.08	10.0

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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MOVEMENT SUMMARY

 **Site: 101 [2030 AM, School (Site Folder: General)]**

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 %	v/c	sec		[Veh. veh	Dist] ft				mph
South: White Sulphur Elementary School														
18	R2	177	9.0	213	9.0	0.398	13.2	LOS B	2.9	78.3	0.89	0.90	0.96	25.1
Approach		177	9.0	213	9.0	0.398	13.2	LOS B	2.9	78.3	0.89	0.90	0.96	25.1
East: Olod Cornelia Highway														
1u	U	81	2.0	98	2.0	1.281	145.6	LOS F	6475.0	164550.1	1.00	0.07	1.05	1.5
1	L2	94	3.0	113	3.0	1.281	145.6	LOS F	6475.0	164550.1	1.00	0.07	1.05	7.1
6	T1	1247	2.0	1502	2.0	1.281	145.6	LOS F	6475.0	164550.1	1.00	0.07	1.05	7.1
Approach		1422	2.1	1713	2.1	1.281	145.6	LOS F	6475.0	164550.1	1.00	0.07	1.05	6.8
West: Old Cornelia Highway														
2	T1	567	4.0	683	4.0	0.726	15.2	LOS C	10.9	279.9	0.80	0.60	0.89	21.8
12	R2	83	3.0	100	3.0	0.726	15.2	LOS C	10.9	279.9	0.80	0.60	0.89	30.0
Approach		650	3.9	783	3.9	0.726	15.2	LOS C	10.9	279.9	0.80	0.60	0.89	23.1
All Vehicles		2249	3.1	2710	3.1	1.281	97.5	LOS F	6475.0	164550.1	0.93	0.29	0.99	9.5

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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MOVEMENT SUMMARY

 **Site: 101 [2030 AM, DW 1 (Site Folder: General)]**

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: Driveway #1														
3	L2	281	2.0	305	2.0	0.748	21.3	LOS C	10.7	271.0	0.95	1.26	1.75	18.5
18	R2	236	2.0	257	2.0	0.748	21.3	LOS C	10.7	271.0	0.95	1.26	1.75	26.6
Approach		517	2.0	562	2.0	0.748	21.3	LOS C	10.7	271.0	0.95	1.26	1.75	22.7
East: Old Cornelia Highway														
6	T1	1044	2.0	1135	2.0	1.284	153.1	LOS F	110.0	2793.0	1.00	3.53	6.86	6.7
Approach		1044	2.0	1135	2.0	1.284	153.1	LOS F	110.0	2793.0	1.00	3.53	6.86	6.7
West: Old Cornelia Highway														
5u	U	97	9.0	105	9.0	0.697	12.5	LOS B	0.0	0.0	0.00	0.00	0.00	12.4
2	T1	546	7.0	593	7.0	0.697	12.5	LOS B	0.0	0.0	0.00	0.00	0.00	38.8
12	R2	182	2.0	198	2.0	0.697	12.4	LOS B	0.0	0.0	0.00	0.00	0.00	36.4
Approach		825	6.1	897	6.1	0.697	12.5	LOS B	0.0	0.0	0.00	0.00	0.00	36.4
All Vehicles		2386	3.4	2593	3.4	1.284	75.9	LOS F	110.0	2793.0	0.64	1.82	3.38	12.0

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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MOVEMENT SUMMARY

 **Site: 101 [2030 PM, School (Site Folder: General)]**

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: White Sulphur Elementary School														
18	R2	95	0.0	103	0.0	0.399	24.8	LOS C	3.2	79.9	1.00	1.04	1.11	20.2
Approach		95	0.0	103	0.0	0.399	24.8	LOS C	3.2	79.9	1.00	1.04	1.11	20.2
East: Olod Cornelia Highway														
1u	U	253	2.0	275	2.0	0.782	15.4	LOS C	0.0	0.0	0.00	0.00	0.00	9.0
1	L2	33	0.0	36	0.0	0.782	15.4	LOS C	0.0	0.0	0.00	0.00	0.00	37.8
6	T1	677	2.0	736	2.0	0.782	15.4	LOS C	0.0	0.0	0.00	0.00	0.00	37.3
Approach		963	1.9	1047	1.9	0.782	15.4	LOS C	0.0	0.0	0.00	0.00	0.00	30.8
West: Old Cornelia Highway														
2	T1	1339	9.0	1455	9.0	1.563	272.5	LOS F	201.5	5392.7	1.00	4.79	9.12	3.8
12	R2	27	0.0	29	0.0	1.563	272.1	LOS F	201.5	5392.7	1.00	4.79	9.12	6.8
Approach		1366	8.8	1485	8.8	1.563	272.5	LOS F	201.5	5392.7	1.00	4.79	9.12	3.9
All Vehicles		2424	5.7	2635	5.7	1.563	160.6	LOS F	201.5	5392.7	0.60	2.74	5.18	5.8

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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MOVEMENT SUMMARY

 **Site: 101 [2030 PM, DW 1 (Site Folder: General)]**

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] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3	L2	185	2.0	206	2.0	0.868	47.2	LOS E	15.1	383.0	1.00	1.49	2.33	13.4
18	R2	154	2.0	171	2.0	0.868	47.2	LOS E	15.1	383.0	1.00	1.49	2.33	20.5
Approach		339	2.0	377	2.0	0.868	47.2	LOS E	15.1	383.0	1.00	1.49	2.33	16.9
East: Old Cornelia Highway														
6	T1	745	1.0	828	1.0	0.785	18.5	LOS C	18.6	467.5	0.93	0.96	1.41	23.4
Approach		745	1.0	828	1.0	0.785	18.5	LOS C	18.6	467.5	0.93	0.96	1.41	23.4
West: Old Cornelia Highway														
5u	U	33	0.0	37	0.0	1.392	192.9	LOS F	5720.2	144505.1	1.00	0.06	1.04	1.0
2	T1	1097	1.0	1219	1.0	1.392	192.9	LOS F	5720.2	144505.1	1.00	0.06	1.04	5.5
12	R2	557	2.0	619	2.0	1.392	192.9	LOS F	5720.2	144505.1	1.00	0.06	1.04	5.5
Approach		1687	1.3	1874	1.3	1.392	192.9	LOS F	5720.2	144505.1	1.00	0.06	1.04	5.4
All Vehicles		2771	1.3	3079	1.3	1.392	128.2	LOS F	5720.2	144505.1	0.98	0.48	1.29	7.9

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Peanut (2 drives)\Existing.sip9

MOVEMENT SUMMARY

 **Site: 101 [2035 AM, School (Site Folder: General)]**

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 %	v/c	sec		[Veh. veh	Dist] ft				mph
South: White Sulphur Elementary School														
18	R2	194	9.0	234	9.0	0.478	16.4	LOS C	4.1	110.3	0.96	1.05	1.18	23.5
Approach		194	9.0	234	9.0	0.478	16.4	LOS C	4.1	110.3	0.96	1.05	1.18	23.5
East: Olod Cornelia Highway														
1u	U	99	2.0	119	2.0	1.393	193.3	LOS F	4994.7	126934.5	1.00	0.06	1.03	1.2
1	L2	109	3.0	131	3.0	1.393	193.3	LOS F	4994.7	126934.5	1.00	0.06	1.03	5.6
6	T1	1382	2.0	1665	2.0	1.393	193.3	LOS F	4994.7	126934.5	1.00	0.06	1.03	5.6
Approach		1590	2.1	1916	2.1	1.393	193.3	LOS F	4994.7	126934.5	1.00	0.06	1.03	5.4
West: Old Cornelia Highway														
2	T1	623	4.0	751	4.0	0.783	17.8	LOS C	17.5	450.1	0.89	0.80	1.19	20.9
12	R2	90	3.0	108	3.0	0.783	17.8	LOS C	17.5	450.1	0.89	0.80	1.19	29.0
Approach		713	3.9	859	3.9	0.783	17.8	LOS C	17.5	450.1	0.89	0.80	1.19	22.2
All Vehicles		2497	3.1	3008	3.1	1.393	129.5	LOS F	4994.7	126934.5	0.97	0.35	1.09	7.6

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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MOVEMENT SUMMARY

 **Site: 101 [2035 AM, DW 1 (Site Folder: General)]**

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: Driveway #1														
3	L2	346	2.0	376	2.0	0.928	40.8	LOS E	23.2	588.9	1.00	1.72	2.88	14.4
18	R2	294	2.0	320	2.0	0.928	40.8	LOS E	23.2	588.9	1.00	1.72	2.88	21.7
Approach		640	2.0	696	2.0	0.928	40.8	LOS E	23.2	588.9	1.00	1.72	2.88	18.1
East: Old Cornelia Highway														
6	T1	1138	2.0	1237	2.0	1.465	231.2	LOS F	150.7	3828.6	1.00	4.42	9.06	4.7
Approach		1138	2.0	1237	2.0	1.465	231.2	LOS F	150.7	3828.6	1.00	4.42	9.06	4.7
West: Old Cornelia Highway														
5u	U	105	9.0	114	9.0	0.752	14.3	LOS B	0.0	0.0	0.00	0.00	0.00	12.3
2	T1	589	7.0	640	7.0	0.752	14.2	LOS B	0.0	0.0	0.00	0.00	0.00	38.8
12	R2	222	2.0	241	2.0	0.752	14.1	LOS B	0.0	0.0	0.00	0.00	0.00	36.5
Approach		916	6.0	996	6.0	0.752	14.2	LOS B	0.0	0.0	0.00	0.00	0.00	36.4
All Vehicles		2694	3.4	2928	3.4	1.465	112.2	LOS F	150.7	3828.6	0.66	2.28	4.51	9.1

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Peanut (2 drives)\Existing.sip9

MOVEMENT SUMMARY

 **Site: 101 [2035 PM, School (Site Folder: General)]**

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: White Sulphur Elementary School														
18	R2	112	0.0	122	0.0	0.478	28.7	LOS D	4.2	104.8	1.00	1.09	1.24	18.9
Approach		112	0.0	122	0.0	0.478	28.7	LOS D	4.2	104.8	1.00	1.09	1.24	18.9
East: Olod Cornelia Highway														
1u	U	320	2.0	348	2.0	0.881	22.1	LOS C	0.0	0.0	0.00	0.00	0.00	9.0
1	L2	41	0.0	45	0.0	0.881	22.1	LOS C	0.0	0.0	0.00	0.00	0.00	37.6
6	T1	755	2.0	821	2.0	0.881	22.1	LOS C	0.0	0.0	0.00	0.00	0.00	37.1
Approach		1116	1.9	1213	1.9	0.881	22.1	LOS C	0.0	0.0	0.00	0.00	0.00	30.0
West: Old Cornelia Highway														
2	T1	1488	9.0	1617	9.0	1.779	367.9	LOS F	255.2	6830.0	1.00	5.83	11.72	2.9
12	R2	30	0.0	33	0.0	1.779	367.5	LOS F	255.2	6830.0	1.00	5.83	11.72	5.3
Approach		1518	8.8	1650	8.8	1.779	367.9	LOS F	255.2	6830.0	1.00	5.83	11.72	3.0
All Vehicles		2746	5.7	2985	5.7	1.779	213.5	LOS F	255.2	6830.0	0.59	3.27	6.53	4.6

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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MOVEMENT SUMMARY

 **Site: 101 [2035 PM, DW 1 (Site Folder: General)]**

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] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3	L2	228	2.0	253	2.0	0.992	69.2	LOS F	25.4	646.3	1.00	1.82	3.18	10.9
18	R2	192	2.0	213	2.0	0.992	69.2	LOS F	25.4	646.3	1.00	1.82	3.18	17.1
Approach		420	2.0	467	2.0	0.992	69.2	LOS F	25.4	646.3	1.00	1.82	3.18	14.0
East: Old Cornelia Highway														
6	T1	851	1.0	946	1.0	0.906	29.9	LOS D	34.5	868.7	1.00	1.39	2.17	19.3
Approach		851	1.0	946	1.0	0.906	29.9	LOS D	34.5	868.7	1.00	1.39	2.17	19.3
West: Old Cornelia Highway														
5u	U	36	0.0	40	0.0	1.540	257.5	LOS F	4456.5	112612.5	1.00	0.06	1.03	0.7
2	T1	1183	1.0	1314	1.0	1.540	257.6	LOS F	4456.5	112612.5	1.00	0.06	1.03	4.3
12	R2	700	2.0	778	2.0	1.540	257.6	LOS F	4456.5	112612.5	1.00	0.06	1.03	4.2
Approach		1919	1.3	2132	1.3	1.540	257.6	LOS F	4456.5	112612.5	1.00	0.06	1.03	4.2
All Vehicles		3190	1.3	3544	1.3	1.540	172.1	LOS F	4456.5	112612.5	1.00	0.65	1.61	6.2

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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MULTILANE ROUNDABOUT

MOVEMENT SUMMARY

 **Site: 101 [2025 AM, School (Site Folder: General)]**

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: White Sulphur Elementary School														
18	R2	162	9.0	195	9.0	0.289	9.0	LOS A	1.2	33.2	0.61	0.61	0.61	27.6
Approach		162	9.0	195	9.0	0.289	9.0	LOS A	1.2	33.2	0.61	0.61	0.61	27.6
East: Olod Cornelia Highway														
1u	U	63	2.0	76	2.0	0.496	7.3	LOS A	0.0	0.0	0.00	0.00	0.00	19.4
1	L2	82	3.0	99	3.0	0.496	7.4	LOS A	0.0	0.0	0.00	0.00	0.00	38.6
6	T1	1129	2.0	1360	2.0	0.496	7.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.2
Approach		1274	2.1	1535	2.1	0.496	7.1	LOS A	0.0	0.0	0.00	0.00	0.00	38.7
West: Old Cornelia Highway														
2	T1	516	4.0	622	4.0	0.302	5.9	LOS A	1.5	38.1	0.34	0.21	0.34	26.1
12	R2	77	3.0	93	3.0	0.302	5.7	LOS A	1.5	38.1	0.34	0.21	0.34	34.1
Approach		593	3.9	714	3.9	0.302	5.9	LOS A	1.5	38.1	0.34	0.21	0.34	27.4
All Vehicles		2029	3.1	2445	3.1	0.496	6.9	LOS A	1.5	38.1	0.15	0.11	0.15	33.3

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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MOVEMENT SUMMARY

 **Site: 101 [2025 AM, DW 1 (Site Folder: General)]**

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: Driveway #1														
3	L2	225	2.0	245	2.0	0.246	6.0	LOS A	1.0	25.2	0.51	0.48	0.51	26.3
18	R2	188	2.0	204	2.0	0.234	6.5	LOS A	0.9	23.3	0.53	0.50	0.53	33.6
Approach		413	2.0	449	2.0	0.246	6.2	LOS A	1.0	25.2	0.52	0.49	0.52	30.1
East: Old Cornelia Highway														
6	T1	959	2.0	1042	2.0	0.495	9.2	LOS A	3.3	83.9	0.61	0.50	0.61	28.1
Approach		959	2.0	1042	2.0	0.495	9.2	LOS A	3.3	83.9	0.61	0.50	0.61	28.1
West: Old Cornelia Highway														
5u	U	90	9.0	98	9.0	0.271	5.0	LOS A	0.0	0.0	0.00	0.00	0.00	14.1
2	T1	508	7.0	552	7.0	0.271	4.7	LOS A	0.0	0.0	0.00	0.00	0.00	38.6
12	R2	144	2.0	157	2.0	0.271	4.4	LOS A	0.0	0.0	0.00	0.00	0.00	37.3
Approach		742	6.3	807	6.3	0.271	4.7	LOS A	0.0	0.0	0.00	0.00	0.00	36.5
All Vehicles		2114	3.5	2298	3.5	0.495	7.1	LOS A	3.3	83.9	0.38	0.32	0.38	30.8

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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MOVEMENT SUMMARY

 **Site: 101 [2025 PM, School (Site Folder: General)]**

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: White Sulphur Elementary School														
18	R2	83	0.0	90	0.0	0.210	11.7	LOS B	1.0	24.0	0.78	0.78	0.78	26.0
Approach		83	0.0	90	0.0	0.210	11.7	LOS B	1.0	24.0	0.78	0.78	0.78	26.0
East: Olod Cornelia Highway														
1u	U	208	2.0	226	2.0	0.297	5.0	LOS A	0.0	0.0	0.00	0.00	0.00	9.8
1	L2	27	0.0	29	0.0	0.297	4.9	LOS A	0.0	0.0	0.00	0.00	0.00	35.8
6	T1	611	2.0	664	2.0	0.297	4.7	LOS A	0.0	0.0	0.00	0.00	0.00	38.5
Approach		846	1.9	920	1.9	0.297	4.8	LOS A	0.0	0.0	0.00	0.00	0.00	31.4
West: Old Cornelia Highway														
2	T1	1219	9.0	1325	9.0	0.637	12.4	LOS B	6.9	184.5	0.61	0.56	0.78	18.2
12	R2	25	0.0	27	0.0	0.637	11.8	LOS B	6.7	179.0	0.60	0.55	0.76	31.3
Approach		1244	8.8	1352	8.8	0.637	12.3	LOS B	6.9	184.5	0.60	0.56	0.78	18.5
All Vehicles		2173	5.8	2362	5.8	0.637	9.4	LOS A	6.9	184.5	0.38	0.35	0.48	21.8

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Peanut (2 drives)\Four lane.sip9

MOVEMENT SUMMARY

 **Site: 101 [2025 PM, DW 1 (Site Folder: General)]**

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: Driveway #1														
3	L2	149	2.0	166	2.0	0.199	6.4	LOS A	0.9	21.7	0.63	0.62	0.63	26.2
18	R2	124	2.0	138	2.0	0.201	7.6	LOS A	0.8	20.9	0.64	0.64	0.64	33.1
Approach		273	2.0	303	2.0	0.201	6.9	LOS A	0.9	21.7	0.63	0.63	0.63	29.8
East: Old Cornelia Highway														
6	T1	666	1.0	740	1.0	0.314	6.0	LOS A	1.8	45.8	0.41	0.27	0.41	30.2
Approach		666	1.0	740	1.0	0.314	6.0	LOS A	1.8	45.8	0.41	0.27	0.41	30.2
West: Old Cornelia Highway														
5u	U	31	0.0	34	0.0	0.538	7.9	LOS A	0.0	0.0	0.00	0.00	0.00	14.4
2	T1	1020	1.0	1133	1.0	0.538	7.7	LOS A	0.0	0.0	0.00	0.00	0.00	39.8
12	R2	459	2.0	510	2.0	0.538	7.4	LOS A	0.0	0.0	0.00	0.00	0.00	37.3
Approach		1510	1.3	1678	1.3	0.538	7.6	LOS A	0.0	0.0	0.00	0.00	0.00	38.7
All Vehicles		2449	1.3	2721	1.3	0.538	7.1	LOS A	1.8	45.8	0.18	0.14	0.18	34.6

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Peanut (2 drives)\Four lane.sip9

MOVEMENT SUMMARY

 **Site: 101 [2030 AM, School (Site Folder: General)]**

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: White Sulphur Elementary School														
18	R2	177	9.0	213	9.0	0.323	9.7	LOS A	1.4	38.5	0.65	0.65	0.66	27.2
Approach		177	9.0	213	9.0	0.323	9.7	LOS A	1.4	38.5	0.65	0.65	0.66	27.2
East: Olod Cornelia Highway														
1u	U	81	2.0	98	2.0	0.546	8.1	LOS A	0.0	0.0	0.00	0.00	0.00	19.2
1	L2	94	3.0	113	3.0	0.546	8.1	LOS A	0.0	0.0	0.00	0.00	0.00	38.4
6	T1	1247	2.0	1502	2.0	0.546	7.7	LOS A	0.0	0.0	0.00	0.00	0.00	39.1
Approach		1422	2.1	1713	2.1	0.546	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	38.6
West: Old Cornelia Highway														
2	T1	567	4.0	683	4.0	0.334	6.3	LOS A	1.7	43.8	0.38	0.26	0.38	25.8
12	R2	83	3.0	100	3.0	0.334	6.1	LOS A	1.7	43.8	0.38	0.25	0.38	33.9
Approach		650	3.9	783	3.9	0.334	6.3	LOS A	1.7	43.8	0.38	0.26	0.38	27.2
All Vehicles		2249	3.1	2710	3.1	0.546	7.5	LOS A	1.7	43.8	0.16	0.13	0.16	33.1

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Peanut (2 drives)\Four lane.sip9

MOVEMENT SUMMARY

 **Site: 101 [2030 AM, DW 1 (Site Folder: General)]**

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: Driveway #1														
3	L2	281	2.0	305	2.0	0.304	6.6	LOS A	1.3	32.7	0.55	0.52	0.55	26.0
18	R2	236	2.0	257	2.0	0.295	7.3	LOS A	1.2	30.9	0.56	0.55	0.56	33.2
Approach		517	2.0	562	2.0	0.304	7.0	LOS A	1.3	32.7	0.55	0.53	0.55	29.8
East: Old Cornelia Highway														
6	T1	1044	2.0	1135	2.0	0.563	10.9	LOS B	5.3	134.2	0.70	0.68	0.88	27.1
Approach		1044	2.0	1135	2.0	0.563	10.9	LOS B	5.3	134.2	0.70	0.68	0.88	27.1
West: Old Cornelia Highway														
5u	U	97	9.0	105	9.0	0.298	5.2	LOS A	0.0	0.0	0.00	0.00	0.00	14.1
2	T1	546	7.0	593	7.0	0.298	4.9	LOS A	0.0	0.0	0.00	0.00	0.00	38.6
12	R2	182	2.0	198	2.0	0.298	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	37.3
Approach		825	6.1	897	6.1	0.298	4.9	LOS A	0.0	0.0	0.00	0.00	0.00	36.5
All Vehicles		2386	3.4	2593	3.4	0.563	8.0	LOS A	5.3	134.2	0.43	0.42	0.51	30.2

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Peanut (2 drives)\Four lane.sip9

MOVEMENT SUMMARY

 **Site: 101 [2030 PM, School (Site Folder: General)]**

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: White Sulphur Elementary School														
18	R2	95	0.0	103	0.0	0.276	14.7	LOS B	1.3	33.6	0.84	0.84	0.85	24.4
Approach		95	0.0	103	0.0	0.276	14.7	LOS B	1.3	33.6	0.84	0.84	0.85	24.4
East: Olod Cornelia Highway														
1u	U	253	2.0	275	2.0	0.333	5.3	LOS A	0.0	0.0	0.00	0.00	0.00	9.8
1	L2	33	0.0	36	0.0	0.333	5.3	LOS A	0.0	0.0	0.00	0.00	0.00	35.5
6	T1	677	2.0	736	2.0	0.333	5.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.5
Approach		963	1.9	1047	1.9	0.333	5.1	LOS A	0.0	0.0	0.00	0.00	0.00	30.9
West: Old Cornelia Highway														
2	T1	1339	9.0	1455	9.0	0.715	15.3	LOS C	11.1	297.1	0.72	0.81	1.16	17.5
12	R2	27	0.0	29	0.0	0.715	14.5	LOS B	11.1	297.1	0.71	0.79	1.14	30.1
Approach		1366	8.8	1485	8.8	0.715	15.2	LOS C	11.1	297.1	0.72	0.81	1.16	17.8
All Vehicles		2424	5.7	2635	5.7	0.715	11.2	LOS B	11.1	297.1	0.44	0.49	0.69	21.1

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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MOVEMENT SUMMARY

 **Site: 101 [2030 PM, DW 1 (Site Folder: General)]**

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: Driveway #1														
3	L2	185	2.0	206	2.0	0.250	7.1	LOS A	1.1	29.1	0.67	0.67	0.67	25.8
18	R2	154	2.0	171	2.0	0.260	8.7	LOS A	1.1	28.5	0.68	0.68	0.68	32.5
Approach		339	2.0	377	2.0	0.260	7.8	LOS A	1.1	29.1	0.67	0.67	0.67	29.3
East: Old Cornelia Highway														
6	T1	745	1.0	828	1.0	0.359	6.7	LOS A	2.2	55.5	0.47	0.33	0.47	29.8
Approach		745	1.0	828	1.0	0.359	6.7	LOS A	2.2	55.5	0.47	0.33	0.47	29.8
West: Old Cornelia Highway														
5u	U	33	0.0	37	0.0	0.593	8.8	LOS A	0.0	0.0	0.00	0.00	0.00	14.4
2	T1	1097	1.0	1219	1.0	0.593	8.6	LOS A	0.0	0.0	0.00	0.00	0.00	39.8
12	R2	557	2.0	619	2.0	0.593	8.2	LOS A	0.0	0.0	0.00	0.00	0.00	37.3
Approach		1687	1.3	1874	1.3	0.593	8.5	LOS A	0.0	0.0	0.00	0.00	0.00	38.7
All Vehicles		2771	1.3	3079	1.3	0.593	7.9	LOS A	2.2	55.5	0.21	0.17	0.21	34.2

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Peanut (2 drives)\Four lane.sip9

MOVEMENT SUMMARY

 **Site: 101 [2035 AM, School (Site Folder: General)]**

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: White Sulphur Elementary School														
18	R2	194	9.0	234	9.0	0.358	10.4	LOS B	1.8	46.9	0.68	0.71	0.77	26.8
Approach		194	9.0	234	9.0	0.358	10.4	LOS B	1.8	46.9	0.68	0.71	0.77	26.8
East: Olod Cornelia Highway														
1u	U	99	2.0	119	2.0	0.598	8.9	LOS A	0.0	0.0	0.00	0.00	0.00	19.2
1	L2	109	3.0	131	3.0	0.598	8.9	LOS A	0.0	0.0	0.00	0.00	0.00	38.3
6	T1	1382	2.0	1665	2.0	0.598	8.5	LOS A	0.0	0.0	0.00	0.00	0.00	39.1
Approach		1590	2.1	1916	2.1	0.598	8.5	LOS A	0.0	0.0	0.00	0.00	0.00	38.4
West: Old Cornelia Highway														
2	T1	623	4.0	751	4.0	0.367	6.7	LOS A	2.0	50.2	0.42	0.30	0.42	25.6
12	R2	90	3.0	108	3.0	0.367	6.5	LOS A	2.0	50.2	0.42	0.29	0.42	33.7
Approach		713	3.9	859	3.9	0.367	6.7	LOS A	2.0	50.2	0.42	0.30	0.42	27.0
All Vehicles		2497	3.1	3008	3.1	0.598	8.1	LOS A	2.0	50.2	0.17	0.14	0.18	33.0

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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MOVEMENT SUMMARY

 **Site: 101 [2035 AM, DW 1 (Site Folder: General)]**

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: Driveway #1														
3	L2	346	2.0	376	2.0	0.365	7.3	LOS A	1.6	41.7	0.58	0.57	0.58	25.7
18	R2	294	2.0	320	2.0	0.368	8.4	LOS A	1.7	43.2	0.60	0.62	0.65	32.7
Approach		640	2.0	696	2.0	0.368	7.8	LOS A	1.7	43.2	0.59	0.59	0.62	29.4
East: Old Cornelia Highway														
6	T1	1138	2.0	1237	2.0	0.639	13.3	LOS B	7.8	198.1	0.80	0.89	1.18	25.8
Approach		1138	2.0	1237	2.0	0.639	13.3	LOS B	7.8	198.1	0.80	0.89	1.18	25.8
West: Old Cornelia Highway														
5u	U	105	9.0	114	9.0	0.323	5.4	LOS A	0.0	0.0	0.00	0.00	0.00	14.1
2	T1	589	7.0	640	7.0	0.323	5.1	LOS A	0.0	0.0	0.00	0.00	0.00	38.6
12	R2	222	2.0	241	2.0	0.323	4.8	LOS A	0.0	0.0	0.00	0.00	0.00	37.3
Approach		916	6.0	996	6.0	0.323	5.1	LOS A	0.0	0.0	0.00	0.00	0.00	36.5
All Vehicles		2694	3.4	2928	3.4	0.639	9.2	LOS A	7.8	198.1	0.48	0.52	0.65	29.4

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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MOVEMENT SUMMARY

 **Site: 101 [2035 PM, School (Site Folder: General)]**

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: White Sulphur Elementary School														
18	R2	112	0.0	122	0.0	0.399	21.5	LOS C	2.3	57.2	0.90	0.97	1.13	21.5
Approach		112	0.0	122	0.0	0.399	21.5	LOS C	2.3	57.2	0.90	0.97	1.13	21.5
East: Olod Cornelia Highway														
1u	U	320	2.0	348	2.0	0.378	5.8	LOS A	0.0	0.0	0.00	0.00	0.00	9.9
1	L2	41	0.0	45	0.0	0.378	5.7	LOS A	0.0	0.0	0.00	0.00	0.00	35.1
6	T1	755	2.0	821	2.0	0.378	5.4	LOS A	0.0	0.0	0.00	0.00	0.00	38.6
Approach		1116	1.9	1213	1.9	0.378	5.5	LOS A	0.0	0.0	0.00	0.00	0.00	30.1
West: Old Cornelia Highway														
2	T1	1488	9.0	1617	9.0	0.818	21.4	LOS C	18.2	487.3	0.87	1.19	1.77	16.1
12	R2	30	0.0	33	0.0	0.818	20.2	LOS C	18.2	487.3	0.86	1.16	1.74	28.0
Approach		1518	8.8	1650	8.8	0.818	21.4	LOS C	18.2	487.3	0.87	1.19	1.77	16.4
All Vehicles		2746	5.7	2985	5.7	0.818	14.9	LOS B	18.2	487.3	0.52	0.70	1.03	19.8

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Peanut (2 drives)\Four lane.sip9

MOVEMENT SUMMARY

 **Site: 101 [2035 PM, DW 1 (Site Folder: General)]**

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: Driveway #1														
3	L2	228	2.0	253	2.0	0.313	8.0	LOS A	1.6	39.8	0.73	0.73	0.73	25.4
18	R2	192	2.0	213	2.0	0.341	10.4	LOS B	1.7	42.6	0.73	0.76	0.82	31.7
Approach		420	2.0	467	2.0	0.341	9.1	LOS A	1.7	42.6	0.73	0.74	0.77	28.7
East: Old Cornelia Highway														
6	T1	851	1.0	946	1.0	0.418	7.6	LOS A	2.8	69.9	0.55	0.41	0.55	29.2
Approach		851	1.0	946	1.0	0.418	7.6	LOS A	2.8	69.9	0.55	0.41	0.55	29.2
West: Old Cornelia Highway														
5u	U	36	0.0	40	0.0	0.661	10.2	LOS B	0.0	0.0	0.00	0.00	0.00	14.4
2	T1	1183	1.0	1314	1.0	0.661	10.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.8
12	R2	700	2.0	778	2.0	0.661	9.4	LOS A	0.0	0.0	0.00	0.00	0.00	37.4
Approach		1919	1.3	2132	1.3	0.661	9.8	LOS A	0.0	0.0	0.00	0.00	0.00	38.6
All Vehicles		3190	1.3	3544	1.3	0.661	9.1	LOS A	2.8	69.9	0.24	0.21	0.25	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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Peanut (2 drives)\Four lane.sip9

C. ELLIPTICAL ROUNDABOUT

SINGLE LANE ROUNDABOUT

MOVEMENT SUMMARY

 Site: 101 [2025 AM (Site Folder: General)]

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] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3b	L3	1	0.0	1	0.0	0.686	20.6	LOS C	8.5	214.7	0.98	1.22	1.60	33.7
3	L2	210	2.0	228	2.0	0.686	20.8	LOS C	8.5	214.7	0.98	1.22	1.60	31.6
18	R2	185	2.0	201	2.0	0.686	20.8	LOS C	8.5	214.7	0.98	1.22	1.60	28.2
18b	R3	1	0.0	1	0.0	0.686	20.6	LOS C	8.5	214.7	0.98	1.22	1.60	27.4
Approach		397	2.0	432	2.0	0.686	20.8	LOS C	8.5	214.7	0.98	1.22	1.60	29.9
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.042	7.0	LOS A	0.3	8.2	0.94	0.72	0.94	41.8
3x	L2	1	0.0	1	0.0	0.042	7.0	LOS A	0.3	8.2	0.94	0.72	0.94	40.5
3ax	L1	15	0.0	16	0.0	0.042	7.0	LOS A	0.3	8.2	0.94	0.72	0.94	38.2
18bx	R3	3	33.0	3	33.0	0.042	10.4	LOS B	0.3	8.2	0.94	0.72	0.94	32.7
Approach		20	5.0	22	5.0	0.042	7.5	LOS A	0.3	8.2	0.94	0.72	0.94	37.5
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	1.027	55.3	LOS F	55.4	1408.7	1.00	2.05	3.51	23.0
1	L2	62	2.0	67	2.0	1.027	55.4	LOS F	55.4	1408.7	1.00	2.05	3.51	23.1
1a	L1	82	3.0	99	3.0	1.027	55.4	LOS F	55.4	1408.7	1.00	2.05	3.51	22.7
6	T1	814	2.0	885	2.0	1.027	55.4	LOS F	55.4	1408.7	1.00	2.05	3.51	20.5
Approach		959	2.1	1052	2.1	1.027	55.4	LOS F	55.4	1408.7	1.00	2.05	3.51	20.9
West: Old Cornelia Highway														
2	T1	435	4.0	524	4.0	0.603	10.7	LOS B	6.1	157.8	0.66	0.43	0.66	34.2
12a	R1	11	11.0	12	11.0	0.603	10.9	LOS B	6.1	157.8	0.66	0.43	0.66	33.7
12	R2	70	2.0	76	2.0	0.603	10.6	LOS B	6.1	157.8	0.66	0.43	0.66	33.8
12b	R3	77	3.0	93	3.0	0.603	10.6	LOS B	6.1	157.8	0.66	0.43	0.66	33.1
Approach		593	3.8	705	3.8	0.603	10.7	LOS B	6.1	157.8	0.66	0.43	0.66	34.0
SouthWest: White Sulphur Elementary School														
5bx	L3	90	9.0	108	9.0	0.240	7.0	LOS A	1.7	45.6	0.79	0.67	0.79	38.0
12ax	R1	72	10.0	87	10.0	0.240	7.0	LOS A	1.7	45.6	0.79	0.67	0.79	33.7
12x	R2	1	0.0	1	0.0	0.240	6.5	LOS A	1.7	45.6	0.79	0.67	0.79	33.0
12bx	R3	1	0.0	1	0.0	0.240	6.5	LOS A	1.7	45.6	0.79	0.67	0.79	32.8
Approach		164	9.3	198	9.3	0.240	7.0	LOS A	1.7	45.6	0.79	0.67	0.79	35.9
All Vehicles		2133	3.1	2408	3.2	1.027	31.7	LOS D	55.4	1408.7	0.88	1.30	2.09	26.3

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).

MOVEMENT SUMMARY

 Site: 101 [2025 PM (Site Folder: General)]

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: Driveway #1														
3b	L3	1	0.0	1	0.0	0.755	36.6	LOS E	9.6	244.3	1.00	1.31	1.86	27.7
3	L2	141	2.0	153	2.0	0.755	36.8	LOS E	9.6	244.3	1.00	1.31	1.86	26.2
18	R2	124	2.0	135	2.0	0.755	36.8	LOS E	9.6	244.3	1.00	1.31	1.86	23.8
18b	R3	1	0.0	1	0.0	0.755	36.6	LOS E	9.6	244.3	1.00	1.31	1.86	23.2
Approach		267	2.0	290	2.0	0.755	36.8	LOS E	9.6	244.3	1.00	1.31	1.86	25.0
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.031	9.5	LOS A	0.3	6.5	1.00	0.74	1.00	40.3
3x	L2	1	0.0	1	0.0	0.031	9.5	LOS A	0.3	6.5	1.00	0.74	1.00	39.2
3ax	L1	8	0.0	9	0.0	0.031	9.5	LOS A	0.3	6.5	1.00	0.74	1.00	37.0
18bx	R3	1	0.0	1	0.0	0.031	9.5	LOS A	0.3	6.5	1.00	0.74	1.00	32.0
Approach		11	0.0	12	0.0	0.031	9.5	LOS A	0.3	6.5	1.00	0.74	1.00	37.0
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	0.623	11.0	LOS B	6.2	155.6	0.68	0.47	0.68	39.4
1	L2	208	2.0	226	2.0	0.623	11.1	LOS B	6.2	155.6	0.68	0.47	0.68	39.4
1a	L1	27	0.0	29	0.0	0.623	11.0	LOS B	6.2	155.6	0.68	0.47	0.68	38.7
6	T1	431	1.0	479	1.0	0.623	11.1	LOS B	6.2	155.6	0.68	0.47	0.68	32.8
Approach		667	1.3	735	1.3	0.623	11.1	LOS B	6.2	155.6	0.68	0.47	0.68	34.8
West: Old Cornelia Highway														
2	T1	968	9.0	1052	9.0	1.293	154.0	LOS F	138.0	3657.6	1.00	3.41	5.99	11.0
12a	R1	15	8.0	17	8.0	1.293	154.0	LOS F	138.0	3657.6	1.00	3.41	5.99	11.0
12	R2	236	2.0	257	2.0	1.293	153.8	LOS F	138.0	3657.6	1.00	3.41	5.99	11.0
12b	R3	25	0.0	27	0.0	1.293	153.7	LOS F	138.0	3657.6	1.00	3.41	5.99	10.9
Approach		1244	7.5	1353	7.5	1.293	154.0	LOS F	138.0	3657.6	1.00	3.41	5.99	11.0
SouthWest: White Sulphur Elementary School														
5bx	L3	31	0.0	34	0.0	0.286	16.9	LOS C	2.6	65.3	1.00	0.92	1.00	34.8
12ax	R1	52	0.0	57	0.0	0.286	16.9	LOS C	2.6	65.3	1.00	0.92	1.00	30.2
12x	R2	1	0.0	1	0.0	0.286	16.9	LOS C	2.6	65.3	1.00	0.92	1.00	29.6
12bx	R3	1	0.0	1	0.0	0.286	16.9	LOS C	2.6	65.3	1.00	0.92	1.00	29.4
Approach		85	0.0	92	0.0	0.286	16.9	LOS C	2.6	65.3	1.00	0.92	1.00	31.7
All Vehicles		2274	4.7	2483	4.7	1.293	92.1	LOS F	138.0	3657.6	0.91	2.19	3.72	15.9

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).

MOVEMENT SUMMARY

 Site: 101 [2030 AM (Site Folder: General)]

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] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3b	L3	1	0.0	1	0.0	0.896	41.2	LOS E	18.8	476.9	1.00	1.60	2.58	26.3
3	L2	265	2.0	288	2.0	0.896	41.3	LOS E	18.8	476.9	1.00	1.60	2.58	25.0
18	R2	233	2.0	253	2.0	0.896	41.3	LOS E	18.8	476.9	1.00	1.60	2.58	22.9
18b	R3	1	0.0	1	0.0	0.896	41.2	LOS E	18.8	476.9	1.00	1.60	2.58	22.3
Approach		500	2.0	543	2.0	0.896	41.3	LOS E	18.8	476.9	1.00	1.60	2.58	24.0
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.059	9.6	LOS A	0.5	12.6	1.00	0.79	1.00	40.1
3x	L2	1	0.0	1	0.0	0.059	9.6	LOS A	0.5	12.6	1.00	0.79	1.00	38.9
3ax	L1	16	0.0	17	0.0	0.059	9.6	LOS A	0.5	12.6	1.00	0.79	1.00	36.8
18bx	R3	3	33.0	3	33.0	0.059	14.1	LOS B	0.5	12.6	1.00	0.79	1.00	31.6
Approach		21	4.7	23	4.7	0.059	10.2	LOS B	0.5	12.6	1.00	0.79	1.00	36.2
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	1.359	182.9	LOS F	141.6	3598.8	1.00	4.08	7.97	10.3
1	L2	80	2.0	87	2.0	1.359	183.0	LOS F	141.6	3598.8	1.00	4.08	7.97	10.3
1a	L1	94	3.0	113	3.0	1.359	183.1	LOS F	141.6	3598.8	1.00	4.08	7.97	10.2
6	T1	1043	2.0	1134	2.0	1.359	183.0	LOS F	141.6	3598.8	1.00	4.08	7.97	9.8
Approach		1218	2.1	1335	2.1	1.359	183.0	LOS F	141.6	3598.8	1.00	4.08	7.97	9.8
West: Old Cornelia Highway														
2	T1	466	4.0	561	4.0	0.637	11.2	LOS B	6.9	178.4	0.66	0.42	0.66	33.9
12a	R1	11	11.0	12	11.0	0.637	11.5	LOS B	6.9	178.4	0.66	0.42	0.66	33.4
12	R2	90	2.0	98	2.0	0.637	11.2	LOS B	6.9	178.4	0.66	0.42	0.66	33.5
12b	R3	83	3.0	100	3.0	0.637	11.2	LOS B	6.9	178.4	0.66	0.42	0.66	32.9
Approach		650	3.7	771	3.7	0.637	11.2	LOS B	6.9	178.4	0.66	0.42	0.66	33.7
SouthWest: White Sulphur Elementary School														
5bx	L3	97	9.0	117	9.0	0.273	7.6	LOS A	2.0	54.2	0.84	0.73	0.84	37.7
12ax	R1	80	10.0	96	10.0	0.273	7.7	LOS A	2.0	54.2	0.84	0.73	0.84	33.4
12x	R2	1	0.0	1	0.0	0.273	7.1	LOS A	2.0	54.2	0.84	0.73	0.84	32.7
12bx	R3	1	0.0	1	0.0	0.273	7.1	LOS A	2.0	54.2	0.84	0.73	0.84	32.5
Approach		179	9.3	216	9.3	0.273	7.6	LOS A	2.0	54.2	0.84	0.73	0.84	35.6
All Vehicles		2568	3.0	2888	3.1	1.359	96.0	LOS F	141.6	3598.8	0.90	2.36	4.42	15.4

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).

MOVEMENT SUMMARY

 Site: 101 [2030 PM (Site Folder: General)]

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: Driveway #1														
3b	L3	1	0.0	1	0.0	0.843	43.6	LOS E	13.5	342.1	1.00	1.45	2.21	25.7
3	L2	176	2.0	191	2.0	0.843	43.8	LOS E	13.5	342.1	1.00	1.45	2.21	24.4
18	R2	154	2.0	167	2.0	0.843	43.8	LOS E	13.5	342.1	1.00	1.45	2.21	22.3
18b	R3	1	0.0	1	0.0	0.843	43.6	LOS E	13.5	342.1	1.00	1.45	2.21	21.8
Approach		332	2.0	361	2.0	0.843	43.8	LOS E	13.5	342.1	1.00	1.45	2.21	23.4
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.033	9.4	LOS A	0.3	7.1	1.00	0.74	1.00	40.4
3x	L2	1	0.0	1	0.0	0.033	9.4	LOS A	0.3	7.1	1.00	0.74	1.00	39.2
3ax	L1	9	0.0	10	0.0	0.033	9.4	LOS A	0.3	7.1	1.00	0.74	1.00	37.1
18bx	R3	1	0.0	1	0.0	0.033	9.4	LOS A	0.3	7.1	1.00	0.74	1.00	32.1
Approach		12	0.0	13	0.0	0.033	9.4	LOS A	0.3	7.1	1.00	0.74	1.00	37.0
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	0.708	13.7	LOS B	11.3	286.6	0.81	0.70	1.01	37.6
1	L2	253	2.0	275	2.0	0.708	13.8	LOS B	11.3	286.6	0.81	0.70	1.01	37.7
1a	L1	33	0.0	36	0.0	0.708	13.7	LOS B	11.3	286.6	0.81	0.70	1.01	37.1
6	T1	459	1.0	510	1.0	0.708	13.8	LOS B	11.3	286.6	0.81	0.70	1.01	31.6
Approach		746	1.3	822	1.3	0.708	13.8	LOS B	11.3	286.6	0.81	0.70	1.01	33.7
West: Old Cornelia Highway														
2	T1	1035	9.0	1125	9.0	1.470	230.7	LOS F	184.5	4884.1	1.00	4.40	8.14	8.1
12a	R1	16	8.0	18	8.0	1.470	230.7	LOS F	184.5	4884.1	1.00	4.40	8.14	8.1
12	R2	288	2.0	313	2.0	1.470	230.4	LOS F	184.5	4884.1	1.00	4.40	8.14	8.1
12b	R3	27	0.0	29	0.0	1.470	230.3	LOS F	184.5	4884.1	1.00	4.40	8.14	8.0
Approach		1366	7.3	1485	7.3	1.470	230.6	LOS F	184.5	4884.1	1.00	4.40	8.14	8.1
SouthWest: White Sulphur Elementary School														
5bx	L3	33	0.0	36	0.0	0.313	17.0	LOS C	2.9	73.1	1.00	0.92	1.00	34.9
12ax	R1	62	0.0	67	0.0	0.313	17.0	LOS C	2.9	73.1	1.00	0.92	1.00	30.2
12x	R2	1	0.0	1	0.0	0.313	17.0	LOS C	2.9	73.1	1.00	0.92	1.00	29.6
12bx	R3	1	0.0	1	0.0	0.313	17.0	LOS C	2.9	73.1	1.00	0.92	1.00	29.4
Approach		97	0.0	105	0.0	0.313	17.0	LOS C	2.9	73.1	1.00	0.92	1.00	31.7
All Vehicles		2553	4.6	2787	4.5	1.470	133.3	LOS F	184.5	4884.1	0.94	2.78	4.96	12.5

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).

MOVEMENT SUMMARY

 Site: 101 [2035 AM (Site Folder: General)]

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] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3b	L3	1	0.0	1	0.0	1.168	117.4	LOS F	52.8	1340.6	1.00	2.66	5.39	14.6
3	L2	329	2.0	358	2.0	1.168	117.6	LOS F	52.8	1340.6	1.00	2.66	5.39	14.2
18	R2	290	2.0	315	2.0	1.168	117.6	LOS F	52.8	1340.6	1.00	2.66	5.39	13.4
18b	R3	1	0.0	1	0.0	1.168	117.4	LOS F	52.8	1340.6	1.00	2.66	5.39	13.2
Approach		621	2.0	675	2.0	1.168	117.6	LOS F	52.8	1340.6	1.00	2.66	5.39	13.8
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.080	11.9	LOS B	0.6	16.9	1.00	0.83	1.00	38.6
3x	L2	1	0.0	1	0.0	0.080	11.9	LOS B	0.6	16.9	1.00	0.83	1.00	37.6
3ax	L1	17	0.0	18	0.0	0.080	11.9	LOS B	0.6	16.9	1.00	0.83	1.00	35.6
18bx	R3	4	33.0	4	33.0	0.080	17.4	LOS C	0.6	16.9	1.00	0.83	1.00	30.7
Approach		23	5.7	25	5.7	0.080	12.8	LOS B	0.6	16.9	1.00	0.83	1.00	34.8
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	1.488	238.6	LOS F	180.7	4593.9	1.00	4.78	9.55	8.3
1	L2	98	2.0	107	2.0	1.488	238.6	LOS F	180.7	4593.9	1.00	4.78	9.55	8.3
1a	L1	109	3.0	131	3.0	1.488	238.7	LOS F	180.7	4593.9	1.00	4.78	9.55	8.3
6	T1	1137	2.0	1236	2.0	1.488	238.6	LOS F	180.7	4593.9	1.00	4.78	9.55	8.0
Approach		1345	2.1	1475	2.1	1.488	238.6	LOS F	180.7	4593.9	1.00	4.78	9.55	8.0
West: Old Cornelia Highway														
2	T1	500	4.0	602	4.0	0.681	12.3	LOS B	7.9	203.8	0.72	0.46	0.72	33.4
12a	R1	12	11.0	13	11.0	0.681	12.5	LOS B	7.9	203.8	0.72	0.46	0.72	32.9
12	R2	111	2.0	121	2.0	0.681	12.2	LOS B	7.9	203.8	0.72	0.46	0.72	33.0
12b	R3	90	3.0	108	3.0	0.681	12.3	LOS B	7.9	203.8	0.72	0.46	0.72	32.4
Approach		713	3.7	845	3.7	0.681	12.3	LOS B	7.9	203.8	0.72	0.46	0.72	33.2
SouthWest: White Sulphur Elementary School														
5bx	L3	105	9.0	127	9.0	0.317	8.6	LOS A	2.5	67.2	0.90	0.80	0.90	37.2
12ax	R1	89	10.0	107	10.0	0.317	8.7	LOS A	2.5	67.2	0.90	0.80	0.90	33.0
12x	R2	1	0.0	1	0.0	0.317	8.1	LOS A	2.5	67.2	0.90	0.80	0.90	32.3
12bx	R3	1	0.0	1	0.0	0.317	8.1	LOS A	2.5	67.2	0.90	0.80	0.90	32.1
Approach		196	9.4	236	9.4	0.317	8.6	LOS A	2.5	67.2	0.90	0.80	0.90	35.1
All Vehicles		2898	3.0	3255	3.0	1.488	136.4	LOS F	180.7	4593.9	0.92	2.90	5.70	12.3

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).

MOVEMENT SUMMARY

 Site: 101 [2035 PM (Site Folder: General)]

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] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3b	L3	1	0.0	1	0.0	0.903	48.2	LOS E	18.1	460.4	1.00	1.59	2.56	24.5
3	L2	218	2.0	237	2.0	0.903	48.4	LOS E	18.1	460.4	1.00	1.59	2.56	23.4
18	R2	192	2.0	209	2.0	0.903	48.4	LOS E	18.1	460.4	1.00	1.59	2.56	21.5
18b	R3	1	0.0	1	0.0	0.903	48.2	LOS E	18.1	460.4	1.00	1.59	2.56	21.0
Approach		412	2.0	448	2.0	0.903	48.4	LOS E	18.1	460.4	1.00	1.59	2.56	22.4
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.035	9.1	LOS A	0.3	7.7	1.00	0.73	1.00	40.5
3x	L2	1	0.0	1	0.0	0.035	9.1	LOS A	0.3	7.7	1.00	0.73	1.00	39.4
3ax	L1	10	0.0	11	0.0	0.035	9.1	LOS A	0.3	7.7	1.00	0.73	1.00	37.2
18bx	R3	1	0.0	1	0.0	0.035	9.1	LOS A	0.3	7.7	1.00	0.73	1.00	32.2
Approach		13	0.0	14	0.0	0.035	9.1	LOS A	0.3	7.7	1.00	0.73	1.00	37.2
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	0.816	19.3	LOS C	21.5	542.1	0.97	1.08	1.61	34.6
1	L2	320	2.0	348	2.0	0.816	19.4	LOS C	21.5	542.1	0.97	1.08	1.61	34.7
1a	L1	41	0.0	45	0.0	0.816	19.3	LOS C	21.5	542.1	0.97	1.08	1.61	34.2
6	T1	490	1.0	544	1.0	0.816	19.3	LOS C	21.5	542.1	0.97	1.08	1.61	29.5
Approach		852	1.3	938	1.3	0.816	19.3	LOS C	21.5	542.1	0.97	1.08	1.61	31.5
West: Old Cornelia Highway														
2	T1	1108	9.0	1204	9.0	1.723	343.1	LOS F	247.9	6552.1	1.00	5.49	10.74	5.8
12a	R1	17	8.0	19	8.0	1.723	343.1	LOS F	247.9	6552.1	1.00	5.49	10.74	5.8
12	R2	363	2.0	395	2.0	1.723	342.8	LOS F	247.9	6552.1	1.00	5.49	10.74	5.8
12b	R3	30	0.0	33	0.0	1.723	342.7	LOS F	247.9	6552.1	1.00	5.49	10.74	5.8
Approach		1518	7.1	1650	7.1	1.723	343.0	LOS F	247.9	6552.1	1.00	5.49	10.74	5.8
SouthWest: White Sulphur Elementary School														
5bx	L3	36	0.0	39	0.0	0.348	17.1	LOS C	3.4	83.8	1.00	0.92	1.00	34.9
12ax	R1	76	0.0	83	0.0	0.348	17.1	LOS C	3.4	83.8	1.00	0.92	1.00	30.3
12x	R2	1	0.0	1	0.0	0.348	17.1	LOS C	3.4	83.8	1.00	0.92	1.00	29.6
12bx	R3	1	0.0	1	0.0	0.348	17.1	LOS C	3.4	83.8	1.00	0.92	1.00	29.5
Approach		114	0.0	124	0.0	0.348	17.1	LOS C	3.4	83.8	1.00	0.92	1.00	31.6
All Vehicles		2909	4.4	3175	4.4	1.723	191.6	LOS F	247.9	6552.1	0.99	3.44	6.47	9.6

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).

MULTILANE ROUNDABOUT

MOVEMENT SUMMARY

 Site: 101 [2025 AM (Site Folder: General)]

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: Driveway #1														
3b	L3	1	0.0	1	0.0	0.248	6.3	LOS A	1.1	28.1	0.58	0.55	0.58	39.6
3	L2	210	2.0	228	2.0	0.248	6.4	LOS A	1.1	28.1	0.58	0.55	0.58	36.9
18	R2	185	2.0	201	2.0	0.248	7.2	LOS A	1.1	27.4	0.59	0.58	0.59	35.1
18b	R3	1	0.0	1	0.0	0.248	7.0	LOS A	1.1	27.4	0.59	0.58	0.59	33.6
Approach		397	2.0	432	2.0	0.248	6.8	LOS A	1.1	28.1	0.59	0.56	0.59	36.1
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.018	3.6	LOS A	0.1	1.9	0.59	0.44	0.59	43.8
3x	L2	1	0.0	1	0.0	0.018	3.6	LOS A	0.1	1.9	0.59	0.44	0.59	42.5
3ax	L1	15	0.0	16	0.0	0.018	3.6	LOS A	0.1	1.9	0.59	0.44	0.59	39.9
18bx	R3	3	33.0	3	33.0	0.007	8.2	LOS A	0.0	0.8	0.63	0.51	0.63	34.1
Approach		20	5.0	22	5.0	0.018	4.3	LOS A	0.1	1.9	0.60	0.45	0.60	39.4
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	0.508	9.7	LOS A	3.7	93.3	0.63	0.55	0.68	40.8
1	L2	62	2.0	67	2.0	0.508	9.8	LOS A	3.7	93.3	0.63	0.55	0.68	40.8
1a	L1	82	3.0	99	3.0	0.508	9.8	LOS A	3.7	93.3	0.63	0.55	0.68	39.6
6	T1	814	2.0	885	2.0	0.508	9.5	LOS A	3.7	93.3	0.63	0.53	0.66	34.0
Approach		959	2.1	1052	2.1	0.508	9.6	LOS A	3.7	93.3	0.63	0.53	0.66	34.9
West: Old Cornelia Highway														
2	T1	435	4.0	524	4.0	0.304	6.0	LOS A	1.8	45.5	0.39	0.25	0.39	36.7
12a	R1	11	11.0	12	11.0	0.304	6.1	LOS A	1.8	45.5	0.39	0.24	0.39	36.2
12	R2	70	2.0	76	2.0	0.304	5.8	LOS A	1.8	45.5	0.39	0.24	0.39	36.4
12b	R3	77	3.0	93	3.0	0.304	5.9	LOS A	1.8	45.5	0.39	0.24	0.39	35.7
Approach		593	3.8	705	3.8	0.304	6.0	LOS A	1.8	45.5	0.39	0.25	0.39	36.5
SouthWest: White Sulphur Elementary School														
5bx	L3	90	9.0	108	9.0	0.099	4.2	LOS A	0.4	11.4	0.51	0.42	0.51	37.7
12ax	R1	72	10.0	87	10.0	0.105	5.3	LOS A	0.4	11.5	0.54	0.47	0.54	36.7
12x	R2	1	0.0	1	0.0	0.105	4.8	LOS A	0.4	11.5	0.54	0.47	0.54	35.9
12bx	R3	1	0.0	1	0.0	0.105	4.8	LOS A	0.4	11.5	0.54	0.47	0.54	35.6
Approach		164	9.3	198	9.3	0.105	4.7	LOS A	0.4	11.5	0.52	0.44	0.52	37.3
All Vehicles		2133	3.1	2408	3.2	0.508	7.6	LOS A	3.7	93.3	0.54	0.45	0.56	35.8

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).

MOVEMENT SUMMARY

 Site: 101 [2025 PM (Site Folder: General)]

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 %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3b	L3	1	0.0	1	0.0	0.232	8.1	LOS A	1.1	29.2	0.74	0.74	0.74	38.6
3	L2	141	2.0	153	2.0	0.232	8.2	LOS A	1.1	29.2	0.74	0.74	0.74	36.0
18	R2	124	2.0	135	2.0	0.250	10.1	LOS B	1.2	29.5	0.74	0.74	0.74	33.6
18b	R3	1	0.0	1	0.0	0.250	9.9	LOS A	1.2	29.5	0.74	0.74	0.74	32.2
Approach		267	2.0	290	2.0	0.250	9.1	LOS A	1.2	29.5	0.74	0.74	0.74	34.9
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.014	4.6	LOS A	0.1	1.8	0.74	0.55	0.74	43.0
3x	L2	1	0.0	1	0.0	0.014	4.6	LOS A	0.1	1.8	0.74	0.55	0.74	41.7
3ax	L1	8	0.0	9	0.0	0.014	4.6	LOS A	0.1	1.8	0.74	0.55	0.74	39.2
18bx	R3	1	0.0	1	0.0	0.002	6.2	LOS A	0.0	0.2	0.72	0.48	0.72	35.5
Approach		11	0.0	12	0.0	0.014	4.8	LOS A	0.1	1.8	0.73	0.55	0.73	39.5
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	0.316	6.1	LOS A	1.8	46.1	0.42	0.28	0.42	41.1
1	L2	208	2.0	226	2.0	0.316	6.2	LOS A	1.8	46.1	0.42	0.28	0.42	41.1
1a	L1	27	0.0	29	0.0	0.316	6.1	LOS A	1.8	46.1	0.42	0.28	0.42	40.3
6	T1	431	1.0	479	1.0	0.316	6.0	LOS A	1.8	46.4	0.42	0.27	0.42	35.7
Approach		667	1.3	735	1.3	0.316	6.1	LOS A	1.8	46.4	0.42	0.27	0.42	37.5
West: Old Cornelia Highway														
2	T1	968	9.0	1052	9.0	0.649	13.0	LOS B	7.8	210.1	0.67	0.63	0.88	33.0
12a	R1	15	8.0	17	8.0	0.649	12.5	LOS B	7.6	199.3	0.66	0.60	0.84	32.9
12	R2	236	2.0	257	2.0	0.649	12.3	LOS B	7.6	199.3	0.66	0.60	0.84	33.0
12b	R3	25	0.0	27	0.0	0.649	12.2	LOS B	7.6	199.3	0.66	0.60	0.84	32.4
Approach		1244	7.5	1353	7.5	0.649	12.9	LOS B	7.8	210.1	0.67	0.62	0.87	33.0
SouthWest: White Sulphur Elementary School														
5bx	L3	31	0.0	34	0.0	0.064	7.6	LOS A	0.3	7.6	0.77	0.73	0.77	37.1
12ax	R1	52	0.0	57	0.0	0.075	5.4	LOS A	0.4	10.5	0.79	0.70	0.79	36.6
12x	R2	1	0.0	1	0.0	0.075	5.4	LOS A	0.4	10.5	0.79	0.70	0.79	35.7
12bx	R3	1	0.0	1	0.0	0.075	5.4	LOS A	0.4	10.5	0.79	0.70	0.79	35.4
Approach		85	0.0	92	0.0	0.075	6.2	LOS A	0.4	10.5	0.78	0.71	0.78	36.8
All Vehicles		2274	4.7	2483	4.7	0.649	10.1	LOS B	7.8	210.1	0.61	0.54	0.72	34.7

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).

MOVEMENT SUMMARY

 Site: 101 [2030 AM (Site Folder: General)]

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: Driveway #1														
3b	L3	1	0.0	1	0.0	0.315	7.2	LOS A	1.5	37.8	0.62	0.61	0.62	39.1
3	L2	265	2.0	288	2.0	0.315	7.3	LOS A	1.5	37.8	0.62	0.61	0.62	36.5
18	R2	233	2.0	253	2.0	0.322	8.3	LOS A	1.5	37.4	0.64	0.64	0.64	34.5
18b	R3	1	0.0	1	0.0	0.322	8.2	LOS A	1.5	37.4	0.64	0.64	0.64	33.1
Approach		500	2.0	543	2.0	0.322	7.8	LOS A	1.5	37.8	0.63	0.62	0.63	35.6
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.020	3.8	LOS A	0.1	2.3	0.64	0.49	0.64	43.6
3x	L2	1	0.0	1	0.0	0.020	3.8	LOS A	0.1	2.3	0.64	0.49	0.64	42.2
3ax	L1	16	0.0	17	0.0	0.020	3.8	LOS A	0.1	2.3	0.64	0.49	0.64	39.7
18bx	R3	3	33.0	3	33.0	0.007	8.0	LOS A	0.0	0.8	0.66	0.53	0.66	34.2
Approach		21	4.7	23	4.7	0.020	4.4	LOS A	0.1	2.3	0.64	0.49	0.64	39.3
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	0.673	14.5	LOS B	9.0	228.3	0.80	0.91	1.24	37.8
1	L2	80	2.0	87	2.0	0.673	14.6	LOS B	9.0	228.3	0.80	0.91	1.24	37.8
1a	L1	94	3.0	113	3.0	0.673	14.7	LOS B	9.0	228.3	0.80	0.91	1.24	36.7
6	T1	1043	2.0	1134	2.0	0.673	14.1	LOS B	9.1	232.3	0.79	0.89	1.22	32.0
Approach		1218	2.1	1335	2.1	0.673	14.2	LOS B	9.1	232.3	0.79	0.89	1.22	32.7
West: Old Cornelia Highway														
2	T1	466	4.0	561	4.0	0.340	6.6	LOS A	2.1	54.8	0.46	0.31	0.46	36.3
12a	R1	11	11.0	12	11.0	0.340	6.6	LOS A	2.1	54.8	0.45	0.30	0.45	36.0
12	R2	90	2.0	98	2.0	0.340	6.3	LOS A	2.1	54.8	0.45	0.30	0.45	36.2
12b	R3	83	3.0	100	3.0	0.340	6.4	LOS A	2.1	54.8	0.45	0.30	0.45	35.4
Approach		650	3.7	771	3.7	0.340	6.5	LOS A	2.1	54.8	0.46	0.31	0.46	36.2
SouthWest: White Sulphur Elementary School														
5bx	L3	97	9.0	117	9.0	0.109	4.3	LOS A	0.5	13.0	0.55	0.46	0.55	37.6
12ax	R1	80	10.0	96	10.0	0.121	5.7	LOS A	0.5	13.7	0.57	0.52	0.57	36.5
12x	R2	1	0.0	1	0.0	0.121	5.1	LOS A	0.5	13.7	0.57	0.52	0.57	35.7
12bx	R3	1	0.0	1	0.0	0.121	5.1	LOS A	0.5	13.7	0.57	0.52	0.57	35.4
Approach		179	9.3	216	9.3	0.121	4.9	LOS A	0.5	13.7	0.56	0.49	0.56	37.1
All Vehicles		2568	3.0	2888	3.1	0.673	10.2	LOS B	9.1	232.3	0.65	0.65	0.85	34.5

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).

MOVEMENT SUMMARY

 Site: 101 [2030 PM (Site Folder: General)]

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 %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3b	L3	1	0.0	1	0.0	0.313	9.9	LOS A	1.7	42.8	0.81	0.81	0.81	37.6
3	L2	176	2.0	191	2.0	0.313	10.1	LOS B	1.7	42.8	0.81	0.81	0.81	35.1
18	R2	154	2.0	167	2.0	0.345	13.0	LOS B	1.8	46.4	0.80	0.84	0.91	32.2
18b	R3	1	0.0	1	0.0	0.345	12.8	LOS B	1.8	46.4	0.80	0.84	0.91	31.0
Approach		332	2.0	361	2.0	0.345	11.4	LOS B	1.8	46.4	0.81	0.82	0.86	33.8
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.017	5.1	LOS A	0.1	2.3	0.80	0.61	0.80	42.7
3x	L2	1	0.0	1	0.0	0.017	5.1	LOS A	0.1	2.3	0.80	0.61	0.80	41.4
3ax	L1	9	0.0	10	0.0	0.017	5.1	LOS A	0.1	2.3	0.80	0.61	0.80	39.0
18bx	R3	1	0.0	1	0.0	0.002	6.3	LOS A	0.0	0.2	0.78	0.51	0.78	35.4
Approach		12	0.0	13	0.0	0.017	5.2	LOS A	0.1	2.3	0.80	0.60	0.80	39.2
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	0.361	6.8	LOS A	2.2	55.8	0.49	0.34	0.49	40.3
1	L2	253	2.0	275	2.0	0.361	6.9	LOS A	2.2	55.8	0.49	0.34	0.49	40.3
1a	L1	33	0.0	36	0.0	0.361	6.8	LOS A	2.2	55.8	0.49	0.34	0.49	39.6
6	T1	459	1.0	510	1.0	0.361	6.6	LOS A	2.2	56.5	0.48	0.33	0.48	35.5
Approach		746	1.3	822	1.3	0.361	6.7	LOS A	2.2	56.5	0.48	0.34	0.48	37.3
West: Old Cornelia Highway														
2	T1	1035	9.0	1125	9.0	0.735	16.7	LOS C	12.9	336.6	0.80	0.92	1.31	31.4
12a	R1	16	8.0	18	8.0	0.735	15.8	LOS C	12.9	336.6	0.79	0.88	1.27	31.4
12	R2	288	2.0	313	2.0	0.735	15.6	LOS C	12.9	336.6	0.79	0.88	1.27	31.5
12b	R3	27	0.0	29	0.0	0.735	15.5	LOS C	12.9	336.6	0.79	0.88	1.27	31.0
Approach		1366	7.3	1485	7.3	0.735	16.4	LOS C	12.9	338.5	0.80	0.91	1.30	31.4
SouthWest: White Sulphur Elementary School														
5bx	L3	33	0.0	36	0.0	0.077	8.9	LOS A	0.4	10.0	0.83	0.80	0.83	36.5
12ax	R1	62	0.0	67	0.0	0.103	6.5	LOS A	0.6	16.0	0.87	0.80	0.87	36.1
12x	R2	1	0.0	1	0.0	0.103	6.5	LOS A	0.6	16.0	0.87	0.80	0.87	35.2
12bx	R3	1	0.0	1	0.0	0.103	6.5	LOS A	0.6	16.0	0.87	0.80	0.87	35.0
Approach		97	0.0	105	0.0	0.103	7.3	LOS A	0.6	16.0	0.86	0.80	0.86	36.2
All Vehicles		2553	4.6	2787	4.5	0.735	12.5	LOS B	12.9	338.5	0.71	0.72	0.98	33.6

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).

MOVEMENT SUMMARY

 Site: 101 [2035 AM (Site Folder: General)]

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: Driveway #1														
3b	L3	1	0.0	1	0.0	0.387	8.2	LOS A	2.1	53.7	0.67	0.70	0.74	38.6
3	L2	329	2.0	358	2.0	0.387	8.3	LOS A	2.1	53.7	0.67	0.70	0.74	36.0
18	R2	290	2.0	315	2.0	0.409	9.9	LOS A	2.3	58.1	0.69	0.74	0.84	33.7
18b	R3	1	0.0	1	0.0	0.409	9.8	LOS A	2.3	58.1	0.69	0.74	0.84	32.3
Approach		621	2.0	675	2.0	0.409	9.1	LOS A	2.3	58.1	0.68	0.72	0.79	35.0
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.021	3.9	LOS A	0.1	2.7	0.70	0.54	0.70	43.3
3x	L2	1	0.0	1	0.0	0.021	3.9	LOS A	0.1	2.7	0.70	0.54	0.70	42.0
3ax	L1	17	0.0	18	0.0	0.021	3.9	LOS A	0.1	2.7	0.70	0.54	0.70	39.5
18bx	R3	4	33.0	4	33.0	0.009	7.6	LOS A	0.0	1.1	0.69	0.57	0.69	34.5
Approach		23	5.7	25	5.7	0.021	4.6	LOS A	0.1	2.7	0.70	0.55	0.70	38.9
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	0.778	20.4	LOS C	13.9	352.4	0.93	1.22	1.75	34.6
1	L2	98	2.0	107	2.0	0.778	20.5	LOS C	13.9	352.4	0.93	1.22	1.75	34.6
1a	L1	109	3.0	131	3.0	0.778	20.6	LOS C	13.9	352.4	0.93	1.22	1.75	33.7
6	T1	1137	2.0	1236	2.0	0.778	19.4	LOS C	14.6	369.6	0.92	1.19	1.72	29.8
Approach		1345	2.1	1475	2.1	0.778	19.6	LOS C	14.6	369.6	0.93	1.20	1.72	30.4
West: Old Cornelia Highway														
2	T1	500	4.0	602	4.0	0.378	7.2	LOS A	2.5	65.5	0.52	0.37	0.52	36.0
12a	R1	12	11.0	13	11.0	0.378	7.1	LOS A	2.5	65.5	0.52	0.36	0.52	35.7
12	R2	111	2.0	121	2.0	0.378	6.8	LOS A	2.5	65.5	0.52	0.36	0.52	35.9
12b	R3	90	3.0	108	3.0	0.378	6.8	LOS A	2.5	65.5	0.52	0.36	0.52	35.1
Approach		713	3.7	845	3.7	0.378	7.1	LOS A	2.5	65.5	0.52	0.37	0.52	35.9
SouthWest: White Sulphur Elementary School														
5bx	L3	105	9.0	127	9.0	0.117	4.4	LOS A	0.6	14.8	0.58	0.50	0.58	37.6
12ax	R1	89	10.0	107	10.0	0.139	6.1	LOS A	0.6	16.4	0.61	0.57	0.61	36.3
12x	R2	1	0.0	1	0.0	0.139	5.5	LOS A	0.6	16.4	0.61	0.57	0.61	35.5
12bx	R3	1	0.0	1	0.0	0.139	5.5	LOS A	0.6	16.4	0.61	0.57	0.61	35.2
Approach		196	9.4	236	9.4	0.139	5.2	LOS A	0.6	16.4	0.59	0.53	0.59	37.0
All Vehicles		2898	3.0	3255	3.0	0.778	13.0	LOS B	14.6	369.6	0.74	0.83	1.13	33.1

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).

MOVEMENT SUMMARY

 Site: 101 [2035 PM (Site Folder: General)]

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] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3b	L3	1	0.0	1	0.0	0.436	13.6	LOS B	2.9	74.6	0.89	0.97	1.11	35.7
3	L2	218	2.0	237	2.0	0.436	13.8	LOS B	2.9	74.6	0.89	0.97	1.11	33.5
18	R2	192	2.0	209	2.0	0.505	19.7	LOS C	3.3	84.0	0.88	1.00	1.26	29.4
18b	R3	1	0.0	1	0.0	0.505	19.5	LOS C	3.3	84.0	0.88	1.00	1.26	28.3
Approach		412	2.0	448	2.0	0.505	16.6	LOS C	3.3	84.0	0.89	0.98	1.18	31.6
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.021	5.9	LOS A	0.1	3.3	0.88	0.69	0.88	42.3
3x	L2	1	0.0	1	0.0	0.021	5.9	LOS A	0.1	3.3	0.88	0.69	0.88	41.1
3ax	L1	10	0.0	11	0.0	0.021	5.9	LOS A	0.1	3.3	0.88	0.69	0.88	38.7
18bx	R3	1	0.0	1	0.0	0.002	6.5	LOS A	0.0	0.3	0.86	0.54	0.86	35.3
Approach		13	0.0	14	0.0	0.021	6.0	LOS A	0.1	3.3	0.88	0.68	0.88	38.9
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	0.421	7.9	LOS A	2.8	70.1	0.57	0.43	0.57	39.3
1	L2	320	2.0	348	2.0	0.421	8.0	LOS A	2.8	70.1	0.57	0.43	0.57	39.3
1a	L1	41	0.0	45	0.0	0.421	7.9	LOS A	2.8	70.1	0.57	0.43	0.57	38.7
6	T1	490	1.0	544	1.0	0.421	7.5	LOS A	2.8	71.8	0.56	0.41	0.56	35.1
Approach		852	1.3	938	1.3	0.421	7.7	LOS A	2.8	71.8	0.56	0.42	0.56	36.9
West: Old Cornelia Highway														
2	T1	1108	9.0	1204	9.0	0.855	25.9	LOS D	22.8	594.7	0.99	1.39	2.10	27.9
12a	R1	17	8.0	19	8.0	0.855	24.2	LOS C	22.8	594.7	0.98	1.35	2.04	28.2
12	R2	363	2.0	395	2.0	0.855	24.0	LOS C	22.8	594.7	0.98	1.35	2.04	28.3
12b	R3	30	0.0	33	0.0	0.855	23.9	LOS C	22.8	594.7	0.98	1.35	2.04	27.9
Approach		1518	7.1	1650	7.1	0.855	25.4	LOS D	22.8	594.7	0.99	1.38	2.08	28.0
SouthWest: White Sulphur Elementary School														
5bx	L3	36	0.0	39	0.0	0.102	11.0	LOS B	0.6	14.6	0.90	0.89	0.90	35.5
12ax	R1	76	0.0	83	0.0	0.162	9.1	LOS A	1.2	29.0	0.99	0.93	0.99	34.7
12x	R2	1	0.0	1	0.0	0.162	9.1	LOS A	1.2	29.0	0.99	0.93	0.99	33.9
12bx	R3	1	0.0	1	0.0	0.162	9.1	LOS A	1.2	29.0	0.99	0.93	0.99	33.7
Approach		114	0.0	124	0.0	0.162	9.7	LOS A	1.2	29.0	0.96	0.92	0.96	35.0
All Vehicles		2909	4.4	3175	4.4	0.855	18.2	LOS C	22.8	594.7	0.85	1.02	1.46	31.1

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).



GAINESVILLE CITY SCHOOL SYSTEM

ONE GAINESVILLE: We will inspire, nurture, challenge, and prepare our students.

Dear Doug and members of the Planning & Appeals Board:

Thank you for the opportunity to submit comments relative to the applications of Caballero Holdings, LLC in its quest to rezone and annex properties in east Gainesville. Our comments are in two parts, general and specific.

For the record, these properties lie within our New Holland Elementary attendance zone. Several references are made to White Sulphur Elementary, owned by the Hall County School System and slated to close in two years.

In general, we view the proposed as too massive, too dense and projects to be too populated for the extended, planned growth plans in our school system. Further, with studies confirming more than 9000 apartments in our city of about 40,000, we are astonished that no market study accompanies the application verifying the need for more multi-family/apartment units. Also, there is no traffic-generation data in the application to add to the busiest corridor in the entire county, Old Cornelia Highway/Jesse Jewell Parkway/Browns Bridge Road. Clearly, the project reflects profit over pride and unestimated population over strategic planning.

With precedence in the Mundy Mill community whereby the second development company honored the commitment of the original development company to donate a suitable site for a school, nowhere in the submitted application confirms a suitable school site of twenty acres.

We maintain interest in such donation, if a preferred site is determined by our school system. It should be noted, again referencing the Mundy Mill community, the developer donated additional acreage to the original 20 acres with no obligation to the school system. Mundy Mill Learning Academy has frontage on the property's main thoroughfare as a community (+) amenity, exceptional learning, convenience and safety. We are unable to support a passing reference to a school site without much further study.

Specifically in our study, we also recommend conditions be added to the Planning Commission's consideration:

- Developer-paid traffic signals at each proposed entrance for the safety of vehicles and/or buses transporting students;
- Bus pull-off aprons in each interior pod artery;
- Prohibited weekday parking in cul-de-sacs to ensure safe and smooth bus flow;
- Honoring, in a separate certified communique to the school system, the 20-acre site proposed for an elementary school; and
- Community information sessions in Sherwood Heights, New Holland/Fair Street and Morningside Heights neighborhoods.

Thank you.

Board of Education
Andy Stewart, Chair
Willie Mitchell, Vice Chair
Sammy Smith, Treasurer
Dr. Heather Ramsey, Board Member
Kris Nordholz, Board Member



Jeremy H. Williams, Ed.D.
Superintendent

GAINESVILLE CITY SCHOOL SYSTEM

ONE GAINESVILLE: *We will inspire, nurture, challenge, and prepare our students.*

SIGNATURE PAGE FOR

GAINESVILLE CITY SCHOOL DISTRICT & BOARD OF EDUCATION

Mr. Andy Stewart, Board Chair

11-1-21

Date

Mr. Willie Mitchell, Board Vice Chair

11-1-21

Date

Mr. Sammy Smith, Board Treasurer

11.1.21

Date

Dr. Heather Ramsey, Board Member

11/1/21

Date

Mr. Kris Nordholz, Board Member

11/1/21

Date

Dr. Jeremy H. Williams, Superintendent

11/1/21

Date

Date Submitted: 1/3/2022

Presenter: Abb Hayes

Item of Business: **Public Hearing Item: January 18, 2022 Council Meeting:**
Request from **Caballero Holdings, LLC** to amend an existing Planned Unit Development (P-U-D) zoning totaling 981.661± acres located east of Lanier Parkway (I-985), south of the intersection of Old Cornelia Highway and Dana Drive, south of Floyd Road and east of its terminus, having road frontage on the east side of Lenox Drive (a/k/a **0, 2490 and 2544 Floyd Road, SE; 0 Lenox Drive, SE; 0 Old Cornelia Highway, SE**) . **Ward Number: Three.** Tax Parcel Number(s):15-021-000-164; 15-022-000-003M, 004, 034 and 086; 15-033-000-001. **Request: Master planned mixed-use development.**

Meeting Date: 1/13/2022

Purpose of Request:

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

The applicant is proposing to amend an existing 981.661± acres property zoned Planned Unit Development (P-U-D) for a mixed-use community.

The proposed development known as "Gainesville Township" will include a total of 1,122 acres, 1,414 single-family detached homes, 311 townhomes, 640 multi-family units and up to 75,000 square feet of commercial space. Residential uses include single-family homes ranging from a minimum of 1,200 to 1,800 square feet; townhomes ranging from a minimum of 1,100 to 1,400 square feet; and multi-family. The development will contain a variety of different housing types and sizes and price points for all ages. A variety of community amenities are planned and 645± acres will remain as open space. Two points of access are proposed from Old Cornelia Highway with primary access from the new road serving the future "The Coop" Athletic Complex. All streets that are not gated are intended to be maintained by the City. Solid waste pick-up will be provided by the City.

The property is located within the North Oconee Water Supply Watershed Protection Overlay Zone. The surrounding uses include undeveloped land, the future Melvin Cooper "The Coop" Athletic Complex, single-family homes, church, gas station, package store, Rabbit Town Café, Avita Behavioral Health Facility and White Sulphur Elementary School.

History/Background:

This request was tabled at the November 9, 2021 PAB meeting at the request of the applicant.

Facts & Issues for Consideration:

Department Recommendation:

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

SAMPLE MOTIONS

Approval of Ordinance 2022- :

I move to approve the ordinance to amend the existing Planned Unit Development (P-U-D) for the subject property for a master planned mixed-use development with twenty-one conditions as presented.

Denial of the Request:
I move to deny the request.

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	Legal Ad
☐	PAB Recommendation Report	Report
☐	Proposed Zoning Amendment Ordinance	Ordinance
☐	Location Maps	Backup Material
☐	Annexation Parcels	Backup Material
☐	Narrative - Design Guidelines	Backup Material
☐	Site Plans	Backup Material
☐	Traffic Study	Backup Material
☐	GCSS BOE letter	Backup Material

Center, 830 Green Street, NE, Gainesville, Georgia, at 5:15 p.m. on Tuesday, January 4, 2022 to consider the following:

1. Previously tabled application of Cook Communities to rezone from Agricultural Residential-III (AR-III) to Planned Residential Development (PRD) on a 34.03± acre tract located on the west side of Pine Valley Road at its intersection with White Sulphur Road; a.k.a. 1560, 1582, & 1586 Pine Valley Road; Zoned AR-III; Tax Parcels 09124 000039, 000039B, & 000203. Proposed Use: 249 unit townhome development. **

(I) Commission District 4. NOTE: In accordance with Georgia law, anyone who

(a) wishes to express 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 recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on Thursday, January 27, 2022. The Board will meet at 6:00 p.m. at the Gainesville Civic Center, 830 Green Street, NE, Gainesville, Georgia.

102991 12/29

NOTICE OF PUBLIC HEARING ON PROPOSED AMENDMENTS TO THE

located east of Lanier Parkway (I-985), south of the intersection of Old Cornelia Highway and Dana Drive, south of Floyd Road and east of its terminus, having road frontage on the east side of Lenox Drive (a/k/a 0, 2490 and 2544 Floyd Road, SE; 0 Lenox Drive, SE; 0 Old Cornelia Highway, SE).

Ward Number: Three
Tax Parcel Number(s): 15-021-000-164; 15-022-000-003M, 004, 034 and 086; 15-033-000-001
Request: Master planned mixed-use community

4) Request from Moez Hasni to annex a 5.503± acres tract located on the northeast corner of Jesse Jewell Parkway and Crescent Drive, having frontage on Exit 24/ I-985 (a/k/a 374 and 400 Crescent Drive) and to establish zoning as General Business (G-B).

Ward Number: Two
Tax Parcel Number(s): 15-033C-000-077
Request: Retail shopping center

5) Request from Fred and Olivia Skey to rezone a 0.65± acre tract located on the east side of Northside Drive, southeast of its intersection with Ivey Terrace (a/k/a 352 Northside Drive, NW) from Office and Institutional (O-I) and General Business (G-B) to Office and Institutional (O-I) with a special use.

Ward Number: Four
Tax Parcel Number(s): 01-025-005-010
Request: Single-family residence

6) Request from Two Capital Partners to rezone a 24.857± acres tract located on the southwest side of Shallowford Road and southeast side of the intersection of Skelton Road and Hudgins Street (a/k/a 600, 610 and 622 Shallowford Road, SW; 1515 Skelton Road, SW; 1448 and 1450

21-11-VAR Application for a variance from Alan Couch on property owned by him identified as 2850 Muskogee Lane. The property is approximately .285 acres. The property is zoned PUD (Planned Unit Development). The applicable Development Code section for which the applicant and owner is seeking relief is 8.3.1 (Minimum Yard Requirements). The applicant requests a minimum rear yard reduction from 10' to 6'. The intent of the applicant is to construct a garage addition.

COPIES OF THE APPLICATION MAY BE VIEWED OR DOWNLOADED AT: https://www.braselton.net/government/town-officials/zoning-board_of_appeals.php

FOR MORE INFORMATION CONTACT KEVIN KELLER AT: kdkeller@braselton.net

ALL BRASELTON ZONING BOARD OF APPEALS PUBLIC HEARINGS ARE HELD AT THE FOLLOWING LOCATION: BRASELTON POLICE AND MUNICIPAL COURT BUILDING 5040 S.R. 53 BRASELTON, GA 30517 103133 12/29

Public Sales/Auctions

Byrds Mini Storage Online Auction with Lockerfox.com for January 11 to January 18, 2022.

Alto - Tribble Gap Road 201. Jamie Wesley 507. Adam Ortiz Baldwin- Charlie Davis Road A32. Tiffany Grace A37. Randal Smith A60. Tiffany Grace C11. JOE BYRD C19. JOE BYRD C28 RICHARD MORRIS

locks. To claim tax-exempt status, original RESALE certificates for each space purchased is required. By PS Orangeco, Inc., 701 Western Avenue, Glendale, CA 91201. (818) 244-8080. 102683 12/29,1/5

NOTICE OF PUBLIC SALE The undersigned, wishing to avail themselves of the provisions under the Georgia Self-service Storage Facility Act of 2013, hereby gives notice of the sale under said act to wit; Monday the 17th day of January, 2022 at 10:00 AM, on that day will conduct a public sale to the highest bidder, with bidding to take place on lockerfox.com, FOR CASH ONLY, the contents of spaces at Storage

Depot of Gainsville, 635 Industrial Blvd, Gainesville, GA, 30501 Miranda, Luis 144 Tires, toolboxes, misc items. Grizzle, Misty 200 Couch, Chair, and Baby swing. Diorio, Ronald L. 404 Kitchen items, office chairs, boxes. Pierce, Anna 416 Strollers, chairs, misc household items. Hagerty, Micah 421 Furniture, boxes, misc household items. smith, wallace 446 Boxes, furniture, misc household items. Lima, Alfredo 447 Appliances, bags, misc household items. Miller, Tony 448 Misc Tools, metal items, lumber.

Waller, Shuntae 40 a grill, boxes, and misc metal items. McGehee, Joy B12 dining table, end table, chairs. Abernathy, Shannon B26 furniture, stroller, and bags. McGehee, Joy B40 boxes, bags, and misc household items. Lopez, Mario 178 Toddler bed, stroller, and a dolly. Poole, Damorie M. 227 furniture,

COUNTY OF HALL STATE OF GEORGIA IN RE: ESTATE OF KERRIGAN JOYCE BLACKWELL, DECEASED ESTATE NO.. E-21-484 PETITION FOR LETTERS OF ADMINISTRATION NOTICE

[Note: Strike the sentence in parenthesis below if not applicable.] TO: whom it may concern:

David Blackwell, has petitioned for (Letters of Administration) to be appointed administrator of the estate of KERRIGAN JOYCE BLACKWELL, deceased, of said county. (The

petitioner has also applied for waiver of bond, waiver of reports, waiver of statements, and/or grant of certain powers contained in O.C.G.A. ss 53-12-261.) All interested persons are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed with the Court on or before January 10th, 2022.

BE NOTIFIED FURTHER: All objections to the petition must be in writing, setting forth the grounds of any such objections. All objections should be sworn to before a notary public or before a probate court clerk, and filing fees must be tendered with your objections, unless you qualify to file as an indigent party. Contact probate court personnel for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing. Patty Walters Laine

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GAINESVILLE ZONING MAP

Notice is hereby given that the Gainesville City Council will conduct a public hearing on Tuesday, January 18, 2022 at 5:30 p.m. in the Gainesville Justice Center (Municipal Courtroom at the Public Safety Complex), 701 Queen City Parkway in midtown Gainesville on the following requests:

1) 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

2) Request from Caballero Holdings, LLC to annex a total of 140.77± acres to include a 44.91± acres tract located at the northeast side of the terminus of Floyd Road; a 80.8± acres tract located on the north side of Eberhart Cemetery Road; a 9.467± acres tract, 4.397± acres tract and a 1.996± acres tract located southwest of the intersection of Jesse Jewell Parkway and Old Cornelia Highway (a/k/a 0 Eberhart Cemetery Road; 2465 Floyd Road, SE; 2166, 2170 and 2210 Old Cornelia Highway) and to establish zoning as Planned Unit Development (P-U-D).
Ward Number: Three
Tax Parcel Number(s): 15-022-000-001B, 003 (Part); 15-033B-000-022, 024 and 026A
Request: Master planned mixed-use

Hudgins Street, SW) from Neighborhood Business (N-B) and General Business (G-B) to Planned Unit Development (P-U-D).
Ward Number: Five
Tax Parcel Number(s): 0 1 - 119C-001-001, 001A, 029, 029A, 029D and 031 Request: Master planned mixed-use rental community

7) Request from Mark D. Thebaut, D.D.S. to amend an existing Planned Unit Development (P-U-D) zoning totaling 0.67± acre located on the southeast side of the intersection of Thompson Bridge Road and Lanier Avenue (a/k/a 1398 Thompson Bridge Road, NE).
Ward Number: Two
Tax Parcel Number(s): 01-087-003-001
Request: Medical / Dental office / restaurant with drive-thru
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-33(c))
103125 12/29

D09. CYNTHIA WADE
E15. JOSHUA ELLER
F27. VESIL ROMERO
F30. BILLY MOON
G03. ADRIA JONES
103124 12/29, 1/5

FLOWERY BRANCH
MINI STORAGE 5110
Chattahoochee St.
Flowery Branch, GA
30542. The contents of these units will be auctioned on 1/7/2022 at 2pm at storageauctions.com: Unit B26 - Cynthia Lynn Stanton - household items, Unit B36- Denton Vaughn - household items, F7 Ashley Durham-household items.
102859 12/22, 29

NOTICE OF PUBLIC SALE

To satisfy the owner's storage lien, PS Orange Co. Inc. will sell at public lien sale on January 18, 2022, the personal property in the below-listed units, which may include but are not limited to: household and personal items, office and other equipment. The public sale of these items will begin at 08:00 AM and continue until all units are sold. Lien sale to be held at the online auction website, www.storageauctions.com, where indicated. For online lien sales, bids will be accepted until 2 hours after the time of the sale specified.

PUBLIC STORAGE
26961, 7366
Friendship Springs Rd,
Flowery Branch, GA
30542, (678) 693-2587
Time: 10:30 AM

Sale to be held at www.storageauctions.com.
1057 - Gilmore, Linwood; 2045 - Saylor, Christina; 2066 - Adcox, Marcie; 2149 - Harper, Jeffrey; 2189 - Delong, Christy; 3183 - Harris, Robin; 3240 - Jones, Thomas
Public sale terms, rules, and regulations will be made available prior to the sale. All

bags, and misc household items. Gilley, Jesse 431 Shelves, appliances, misc household items. Harrison, Ahmad A60 Misc household items and goods. Farquharson, Oshane 250 Misc furniture and boxes
THE PUBLIC IS INVITED TO ATTEND AT LOCKERFOX.COM, SALE IS SUBJECT TO ADJOURNMENT.
103193 12/29, 1/5

Notice of Self Storage Sale

Please take notice Midgard Self Storage - Gainesville GA at 1405 NW McEver Rd Gainesville GA, 30504 intends to hold a public sale to sell the property stored in the following units stored at the Facility. The public sale to the highest bidder will occur at an online auction via www.storageauctions.com on 1/19/2022 at 1:00pm. Unless stated otherwise the description of the contents are household goods and furnishings. Steven D Howell unit #1013; Kelly A Smith unit #1026; Angela D Peoples unit #1084; Francita R Jackson unit #1102; Nancy S Sykes unit #2019; Rosalyn Jackson unit #2118; Andrea S Rucker unit #2134; Zackary D Tatum unit #A200; Francisco J Zambrano Alvarado unit #A242; Edgar M Yebra unit #B205; Darius DWilkins unit #B225; Rayshawn C Moore unit #C122; Latonya T Earl unit #D110; Tyiea S Segar unit #E141; Carlos Sanchez unit #F124; Michael A Perez unit #F134; Phyllis Birt unit #F141. All property is being stored at the above self-storage facility. This sale may be withdrawn at any time without notice.

Certain terms and conditions apply. See manager for details.
103110 12/29, 1/5

Probate Notices

IN THE PROBATE COURT OF HALL

development
3) Request from Caballero Holdings, LLC to amend an existing Planned Unit Development (P-U-D) zoning totaling 981.661± acres located east of Lanier

PUBLIC NOTICE

The Braselton Zoning Board of Appeals will hold a Public Hearing on Thursday, January 13th 2022 at 7:00 pm on the following items:

sales are subject to cancellation. We reserve the right to refuse any bid. Payment must be in cash or credit card-no checks. Buyers must secure the units with their own personal

**GAINESVILLE PLANNING and APPEALS BOARD
RECOMMENDATION**

Applicant Caballero Holdings, LLC
Property Owners Gainesville Vision, LLC
Location 0 Eberhart Cemetery Road; 2465 Floyd Road, SE; 2166, 2170 and 2210 Old Cornelia Highway; 0, 2490 and 2544 Floyd Road, SE; 0 Lenox Drive, SE; 0 Old Cornelia Highway, SE
Request Annex with P-U-D zoning
 Amend existing P-U-D zoning
Total Acres Annexation: 140.77± acres
 P-U-D Zoning Amendment: 981.661± acres
Ward Three
Proposed Use Master planned mixed-use community
Planning Division Staff Recommendation **Approval, with conditions**
Planning & Appeals Board Recommendation **Approval, with conditions**
Date December 14, 2021

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

The applicant is proposing a master planned mixed-use community consisting of 1,122.43± acres known as “Gainesville Township”. The proposal includes annexing 140.77± acres with a zoning of Planned Unit Development (P-U-D). These properties consist of five parcels which are zoned Agricultural Residential-IV (AR-IV), Agricultural Residential-III (AR-III) and Residential-II (R-II) within the County.

The proposal includes amending an existing 981.661± acres tract zoned Planned Unit Development (P-U-D) consisting of six parcels. This property was originally annexed in 1998 and was known as “Shawshank” which included a golf course community. In 2001 additional acreage was annexed for what is known as “Sussex” that removed the golf course and increased the overall number of residential units. Below is a snapshot comparison of the current and proposed plan.

	Current Plan	Proposed Plan	Difference	Proposed Rental
Acreage	981.6	1,122	+141	
Single-Family Homes	977	1,414	+437	300 (21% of Sf)
Townhomes	197	311	+114	233 (75% of Th)
Apartments	1,096	640	-456	640 (100% of Apts.)
Total Residential Units	2,270	2,365	+95	1,173 Total rental units
Overall Density	2.35 du/acre	2.11 du/acre	- 0.24	
Open Space	548.5 acres	645.3 acres	+96.8	

Commercial	24,000 sf	75,000 sf	+51,000 sf	
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The development standard for each proposed use are listed below:

Single-family Detached Homes				
Number of Units	1,414			
Number of Rental Units	300 (21%)			
Lot Width	40'	50'	60'	95'
Minimum Lot Size	4,000 SF	5,000 SF	6,000 SF	9,000 SF
Minimum Front Yard Setback	20'	20'	20'	20'
Minimum Side Yard Setback	5'	5'	5'	5'
Minimum Rear Yard Setback	15'	15'	15'	15'
Exterior Buffer	25'	25'	25'	25'
Minimum Building Separation	10'	10'	10'	10'
Minimum SF Detached Home Width	<30'	<40'	<50'	<85'
Minimum Heated Square Feet per Home	1,200 SF	1,300 SF	1,500 SF	1,800 SF
Maximum % of SF Detached Lot Type	40%	60%	80%	No Max
The combined number of 40' and 50' wide lots shall not exceed 65% of the total.				

Single-family Attached Town Homes		
Number of Units	311	
Number of Rental Units	233 (75%)	
Lot Width	20'	24'
Minimum Lot Size	2,000 SF	2,000 SF
Minimum Front Yard Setback	15'	20'
Minimum Side Yard Setback	0'	0'
Minimum Rear Yard Setback	0'	15'
Exterior Buffer to Residential	25'	25'
Minimum Building Separation	20'	20'
Minimum Heated Square Feet per Home	1,100 SF	1,400 SF

Multi-family Apartments	Garden Style	Breezeway Style	Manor	Cottages
Minimum Front Yard Setback	30'	30'	10'	10'
Minimum Side Yard Setback	20'	20'	10'	5'
Minimum Rear Yard Setback	20'	20'	10'	10'
Building Separation	20'	20'	20'	10'
Maximum Stories	4	4	3	2'
Maximum Height	60'	60'	45'	35'

Commercial	
Gross Square footage	75,000 sf
Uses	Includes those uses allowed within the Neighborhood Business (N-B) zoning district, in addition to drive-thru restaurants, climate controlled storage facility, institutional residential living and care facilities serving more than 18 persons at no more than 22 units per acre.
Maximum Stories	3
Parking Ratio	Per the Unified Land Development Code

Access

A total of two points of access are proposed from Old Cornelia Highway. The primary access Driveway #1 will extend off the new road planned for the future "The Coop" Athletic Complex. A future Driveway #2 is proposed off of the older segment of Old Cornelia Highway next to the proposed commercial property. In addition, a driveway restricted for emergency purposes may be considered to the south off of Floyd Road. All streets are planned to be public and maintained by the City. Internal drives/streets that are gated for the townhomes or multi-family apartments will be private. Solid waste pick-up will be provided by the City as well except for the apartments and commercial uses.

Amenities & Signage

A Central Amenity Center is proposed off of the main entrance road to the community which will include a clubhouse, swim center with lap pool with children's play area, tennis center with lighted courts, pickle ball courts, great lawn with pavilion for outdoor functions, mail kiosk and dog park, various pocket parks, disc golf, extensive trail, sidewalk and multi-use path system. Other satellite amenities may include boat/RV storage, bicycle racks, small open space cabana's with neighborhood size pools.

The project gateway entrance will include landscape, hardscape feature, signage, monumentation and lighting establishing a sense of place and arrival point. Signage will contain additional identification of "The Coop" sports complex. Smaller scale signage and monumentation elements may be placed throughout the development similar in style to the major project identification. These may be placed at the secondary access points on Old Cornelia Highway or in interior streets within the development. A maximum of two billboards, which may include electronic billboards on the property, are proposed along I-985 frontage. These billboards shall not exceed 440 square feet and 45 feet in height. All billboards are limited to project related

content and must be removed within seven years of erection or 95% of project build-out, whichever occurs last.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Future “The Coop” Athletic Complex White Sulphur Elementary School; Single-family homes Abandoned Car Wash	Planned Unit Development (P-U-D) -City Agricultural Residential-III (AR-III) -County Agricultural Residential-IV (AR-IV) -County Highway Business (H-B)- County
South	Single-family homes Mobile home park Vacant Land Single-family homes Vacant land	Residential-I (R-I) -County Residential-II (R-II) -County Agricultural Residential-IV (AR-IV) -County Planned Unit Development (PUD) -City Residential-I-A (R-I-A) -City
East	Masons Lodge Single-family homes Mobile Home Park	Highway Business (H-B) -County Agricultural Residential-III (AR-III) -County
West	Single-family Homes & I-985 Lenox Park	Agricultural Residential-IV (AR-IV) -County Residential-II (R-II) - County Planned Unit Development (P-U-D) -City

The property is located within the North Oconee Water Supply Watershed Protection Overlay Zone and other surrounding uses include Rabbit Town Salvage, Rabbit Town Café and the Avita Behavioral Health Facility.

▪ **Traffic Summary**

A Traffic Impact Study was conducted for the proposed development on April 13, 2021. A brief summary of the findings is provided below. The entire study is provided as part of the supporting documents.

Studied intersections:

1. Old Cornelia Highway and Dana Drive (unsignalized)
2. Old Cornelia Highway and White Sulphur Elementary (unsignalized)
3. Old Cornelia Highway and Oconee Circle (unsignalized)
4. Driveway #1 at Old Cornelia Highway
5. Driveway #2 at Old Cornelia Highway
6. Driveway #3 at Floyd Road

A background traffic growth rate of 1.5% was established for each year based on the population estimated growth rate. TIS anticipated three phases completed by the year 2035 which includes the proposed project and the adjacent planned “The Coop” Athletic Complex. The estimated trips through the year 2035 include 18,535 daily trips, 349 AM Peak Hour trips entering and 1,032 trips exiting, 1,138 PM Peak Hour trips entering and 683 trips exiting.

Based on the findings in this study, any improvements implemented at Driveway #1 on Old Cornelia Highway could not be implemented without adversely affecting the adjacent intersections. Therefore, three alternatives were evaluated that would also address the operation

of White Sulphur Elementary School and Dana Drive. It is recommended that the roadway of Old Cornelia Highway be widened to four lanes to accommodate for these Alternatives. A long range project is currently planned for widening, but the background growth of the roadway coupled with the development volume exacerbate the need for the project. The developer should work with GDOT for widening project, while the developer will be solely responsible for the selected Alternative. The intersection of Old Cornelia Road and Oconee Circle is currently experiencing unacceptable LOS before adding the project volumes, and improvements should be implemented by local officials. Alternative improvements were identified which accounted for the current Old Cornelia Highway conditions and a future proposed 4-lane widening.

- 1) The first alternative evaluated at the site driveway #1 (located between White Sulphur Elementary School and Dana Drive) is a minor street stop control with added dedicated left and right turn lanes into and out of the development. In both scenarios the northbound left exiting turn lane did not operate an acceptable capacity level.
- 2) The second alternative at site driveway #1 includes a traffic signal with the additional turn lanes. The existing two-lanes with a traffic signal did not perform at acceptable capacity levels during the PM peak hours for the west bound and north bound lanes. The multi-lane traffic signal showed the east, west and north bound turning movements operating at acceptable capacity levels.
- 3) The third alternative at site driveway #1 includes a single lane and a multi-lane roundabout. The multi-lane roundabout showed the east, west and north bound turning movements operating at acceptable capacity levels.
- 4) Other acceptable alternatives include allowing Dana Drive and White Sulphur Elementary School to access a signalized development Driveway #1 at a 4-lane Old Cornelia Highway. A dumbbell shaped roundabout consisting of two roundabouts close together at the development Driveway #1 and the White Sulphur Elementary School entrances with a consolidated driveway of Dana Drive and Driveway #1. An elliptical (elongated) roundabout expanding to each intersection with White Sulphur Elementary Driveway, Driveway #1 and Dana Drive.

▪ **Georgia Mountains Regional Commission Summary**

The Georgia Mountains Regional Commission (GMRC) provided a regional review of DRI Project #3471 and has determined the proposed action does **NOT** present any potential adverse inter-jurisdictional impacts. However, the GMRC advises that a 3rd access point be made mandatory, and that a 4th should be explored if possible due to the size of the development. In addition, best environmental practices are encouraged regarding stormwater management given the property is located within the North Oconee Watershed Protection Zone.

▪ **Other Departmental Comments**

The Georgia Department of Transportation states the I-985 (Exit 24) interchange has dual turn lanes for both the on and off ramps. Signal timing will need to be monitored on the SR 369 corridor as the area develops. No further coordination is required.

Coordination with the Gainesville Public Works Department will be required for the proposed development access plan. Solid waste will be provided for the single-family lots and possibly the townhomes depending on street access and the ability for trucks to turn around. Solid waste for the multi-family apartments, amenity areas and retail businesses will be handled privately.

The Gainesville City School System submitted an official letter in response to the request which is included with the documents. In summary, the School Board views the development as too massive, too dense and too populated for the school systems extended, planned growth plans. In addition, consideration should be given for the following:

- Confirming the location of a suitable 20+ acres school site;
- Developer-paid traffic signals at each proposed entrance for the safety of vehicles and/or buses transporting students;
- Bus pull-off aprons in each interior pod artery;
- Prohibited weekday parking in cul-de-sacs to ensure safe and smooth bus flow;
- Honoring, in a separate certified communiqué to the school system, the 20-acres site proposed for an elementary school; and
- Community information sessions in the Sherwood Heights, New Holland/Fair Street and Morningside Heights neighborhoods.

▪ **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 portion of a 220± acres tract located at 0 Gaines Mill Road zoned Planned Unit Development (P-U-D) for 100-single-family homes was approved with conditions.

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 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.

2016 – A request by Timothy Bullard to annex a 20.417± acres tract located at 1582 and 1586 Pine Valley Road was denied for a 240-unit apartment complex with Residential-II (R-II) zoning.

2014 - A request by Alcovy-20, Inc. to amend a 26.10± acre tract located at 0, 2108 and 2125 Wilson Drive 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.

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

Due to the size of the property, there are numerous adjacent uses and parcels that border the subject property. The surrounding land use is primarily agricultural and low density housing but has never taken on an established land use pattern. The adjacent properties consist of a mixture of agriculture, residential, and office/commercial both in the city and county. Limited commercial and office uses are located along Old Cornelia Highway which has experienced very slow growth over the years. These properties are zoned Planned Unit Development (P-U-D), Agricultural Residential-III (AR-III), Agricultural Residential-IV (AR-IV), Residential-I-A (R-I-A), Residential-I (R-I) and Highway Business (H-B).

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

The proposed use will change the living conditions of the surrounding residential uses with an increase of traffic and demand on public services. Currently, the property is approved for 2,270 residential units, 24,000 square feet of commercial space and 548.5± acres of green space. The revised proposal includes the annexation of an additional 141.0± acres for 2,365 residential units, 75,000 square feet of commercial space and 645.3± acres of green space. The proposal anticipates the development will be built-out over a period of 10 years which will help integrate the residential growth.

(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. The proposal has a density of 2.11 dwelling units per acre for the 1,122 acres. The currently approved mixed-use use for the property has a density of 2.35 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 which includes low-density residential, medium-density residential, multi-family residential, public / institutional, commercial, and parks / recreation / conservation and mixed-use. The goal of this character 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". Mixed-use neighborhood design is desired but not required. In areas where natural features or sensitive environments are important, cluster housing or conservation subdivision design may be appropriate.

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

The majority of the property is zoned Planned Unit Development (P-U-D). The applicant is proposing to amend the existing P-U-D and to annex an additional 141± acres with a zoning of P-U-D. The proposal includes a mixture of housing types and development standards which are currently not approved within the current P-U-D zoning or within the unincorporated county zoned portion of property. Therefore, the applicant is proposing to annex to utilize City water and sewer services.

The proposed zoning of Planned Unit Development (P-U-D) is considered a site-specific zoning intended to provide for some 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?

Since the land is undeveloped, the proposal will increase the amount of traffic and turning movements generated from the site at the two proposed driveway locations. The estimated trips through the year 2035 include 18,535 daily trips, 349 AM Peak Hour trips entering and 1,032 trips exiting, 1,138 PM Peak Hour trips entering and 683 trips exiting. According to the traffic impact study, the widening of Old Cornelia Highway with dedicated turn lanes and a traffic signal or roundabout is necessary to keep traffic flow at an acceptable level for the project build out.

The applicant will be required to coordinate with Gainesville, Hall County and GDOT regarding any access and driveway improvements. According to the "9th Edition Trip Generation Manual" as published by the Institute of Transportation Engineers, the estimated trips for a proposed retail center are 266± two-way trips per weekday and 41 A.M. / 30 P.M. two-way peak hour trips.

Water and sewer capacity are available to serve the development. Existing public safety services currently respond to the adjacent and nearby properties. Gainesville Fire Station #2 located off of Cleveland Highway is located approximately 3.5 miles from the property. As well, Hall County Fire Station #7 off of East Crescent Drive is located approximately 1.5 miles away. The current approved use and the amended proposal reserves two acres within the development for a future public safety facility.

The proposal includes a total of 2,365 residential units which will impact the enrollment of the City School system. It is undetermined how many new school aged children will live within the development given the mixture of housing types. According to the School System, the development is too massive, too dense and too populated for the school systems extended, planned growth plans. The development will be phased over a period of 10 years which should help give school system additional time to plan for additional enrollment. In addition, the applicant proposes to donate twenty acres anywhere within the development except for phase 1 for a future school site, or the School Board may elect to receive an amount equal to the Developer's per acre purchase price for 20 acres paid in two installments.

(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 supported by new and changing conditions in the surrounding area. While significant development has occurred west of Exit 24/ I-985 within the New Holland area, the growth patterns east of the interchange have changed slowly from rural to suburban which was anticipated by the Comprehensive Plan.

(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 annexation and P-U-D amendment request is an extension of the previously approved zoning plan which proposes a net increase of 141.0± acres of land, 96.8± acres of green space, 95 additional residential units and 51,000 square feet of commercial space. The proposal, 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 annexation and P-U-D amendment request based on the Comprehensive Plan, the existing approved use for the property and the adjacent mixture of uses.

Conditions

1. The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.
2. The maximum number of single-family detached homes/lots shall be 1,414. The maximum number of single-family attached homes shall be 311. The maximum number of multi-family units shall be 640. The total number of residential units shall not exceed 2,365 units.
3. No more than 300 single-family units (detached and/or attached) and 640 multi-family units shall be rental units for a total of 940 rental units. The multi-family units may be any combination of traditional garden-style apartments, townhomes, manor houses, cottages, and/or carriage houses built within the confines of the multi-family areas.
4. Prior to permits being issued for the residential uses, each contractor/developer shall provide architectural renderings of the proposed single-family detached homes, attached townhomes and multi-family apartments for the review and approval of the Community and Economic Development Department Director.
5. The minimum heated floor space for single-family detached homes shall be as presented in the below table associated with zoning condition number 8. The minimum heated floor space for the attached townhomes shall be 1,100 square feet and 640 square feet for the multi-family units. The single-family detached homes and attached townhomes shall not exceed 3 stories in height. The multi-family apartment buildings shall not exceed 3 stories, although 3 / 4 splits shall be allowed.
6. All exterior wall front, sides, and rear of the single-family detached homes, townhomes, and multi-family units shall consist of a variety of building materials consistent with architectural themes and styles determined by the applicant. Foundation water tables of matching brick or stone material, that also covers all exposed foundation walls, will be used where architecturally compatible. Vinyl siding shall only be permitted on soffit areas.

Other architectural requirements will include:

- Carriage style garage doors with decorative hardware or other embellishments shall be used on all single-family detached homes and townhomes;
- The roofing material used on all single-family detached homes and townhomes shall be 3-tab architectural/dimensional style asphalt shingles or metal as appropriate to the architectural style of each home as determined by the builder.
- All overhangs including gables and side gables will have a minimum of a 12-inch overhang on all sides;

- The developer shall use a variety of techniques to avoid the monotonous appearance of identical single-family detached homes. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, and other similar techniques so that no single-family detached house is the same as any house directly in front of a single-family detached home or on either adjacent side of a single-family detached home;
- All roofs and gables shall be of a pitch no less than 8/12. This condition shall not apply to dormers, porches, bay windows, and third floor retreats;
- The exterior materials for all homes shall consist of brick, stone, fiber cement siding, cedar shake or wood siding;
- All roof vents, pipes, and other roof equipment (except chimneys) shall be located on the rear elevations and shall be painted to match the color of the roof;
- No above-ground swimming pools shall be permitted;
- No window air conditioning unit may be installed;
- No exterior blank, windowless walls will be constructed;
- If dormers are included, they will not be taller than the main roof;
- All single-family detached house plans will have front or side loaded garages;
- All townhomes will have front or rear entry garages;
- Street lighting will be provided throughout the development;
- All front porches of single-family detached homes shall have a minimum depth of 5';
- Windows are restricted to single hung or double hung windows.

These requirements shall be included in the Covenants to be recorded against the property.

7. Each detached single-family home and townhome shall have, at a minimum, an attached two car garage.
8. Specific development standards for the single-family detached homes shall include the following:

Lot Width	*40'	50'	60'	75'	95'
Minimum Lot Size	4,000 SF	5,000 SF	6,000 SF	7,500 SF	9,000 SF
Minimum Front Yard Setback	25'	25'	25'	25'	25'
Minimum Side Yard Setback	5'	5'	5'	5'	5'
Minimum Rear Yard Setback	10'	10'	10'	10'	10'
Minimum Building Separation	10'	10'	10'	10'	10'
Maximum Height (Number of Stories)	3	3	3	3	3
Minimum Heated Square Feet per Home	1,400 SF	1,800 SF	1,800 SF	2,000 SF	2,200 SF
**Maximum % of SF Detached Lot Type	15%	35%	35%	No Max	No Max

*40' lots are restricted to age-restricted neighborhoods only.

**Any lot allocation from a smaller category may move to a larger category.

9. The front yard of each lot shall be sodded and planted with at least one 3" caliper in

size hardwood tree.

10. The proposed amenities shall be required as shown on the site plan and the pictures shown on pages 10, 14, 15, 16, 17, 28, 29, 34, 75, 76, 77, 87, 88 and 89 of the applicant's revised narrative submitted with this application per the approval of the Community and Economic Development Department Director. The amenity area must be started in the first phase of construction. No more than 250 single-family detached homes shall receive a certificate of occupancy (CO) prior to the Central Amenity Center being substantially completed as described on page 37 of the applicant's revised narrative. This shall include at minimum the clubhouse, swim center with lap pool with children's play area, tennis center with lighted courts, pickle ball courts, great lawn with pavilion for outdoor functions, and mail kiosk. Certain elements, such as additional courts may be phased in as demand dictates. Additional CO's may be granted at the discretion of the Community and Economic Development Director, if sufficient progress is being made on the amenity.
11. Covenants shall be put in place by the developer restricting against the parking of boats, trailers, and campers within driveways or streets. In addition, no on street parking shall be permitted for vehicles.
12. No more than 10% of the units within the proposed community storage facility may be leased to non-residents of the proposed development. There are no restrictions for non-resident use of any commercially operated storage facility that is located within the Commercial District.
13. A Uniform Sign Plan as identified within Section 9-18-7-4 of the Unified Land Development Code shall be required from the developer and is subject to approval by the Gainesville Community and Economic Development Director. All signs associated with residential uses shall be limited to indirect lighting. All signs shall be located outside of utility areas and shall not block visibility of vehicular traffic.
14. All proposed detention ponds shall be fenced and landscaped in order to mitigate the view from all roads and adjacent properties. All fencing and landscaping materials shall be approved by the Community and Economic Development Department Director.
15. A site shall be made available within the boundaries of the proposed development to the City of Gainesville for a school consisting of twenty (20) acres of land which meets the criteria established by the Georgia State School Board for such a public school. This site shall be made available by the developer without charge for the land, at any time within seven (7) years after the developer has provided paved access to the site. Alternatively, the School Board may elect to receive an amount equal to the Developer's per acre purchase price for 20 acres paid in two installments within 7 years of a land development permit being issued. The School Board shall identify a potential site no later than 180 days from closing, excluding any portions of the property that have been presented as Phase 1 of the community.
16. The developer agrees to make available an additional twenty (20) acres, for a total of forty (40) acres, if the City of Gainesville has a need for a second school site. The Gainesville School Board would be required to pay fair market value for this last twenty (20) acres. The School Board shall identify a potential site no later than 180 days from closing, excluding any portions of the property that have been presented as Phase 1 of the community.

17. A site shall be made available within the boundaries of the proposed development to the City of Gainesville for a fire station and a precinct for the police department consisting of not more than two (2) acres of land which will be designated by the developer and reasonably approved by the Gainesville City Council for such public services. This site shall be made available by the developer without charge for the land, at any time within seven (7) years after the developer has provided paved access to the site. This site has been identified on the Concept Plan and the City of Gainesville shall have 180 days from closing to determine if the site meets their requirements or if another site is preferred, however any portions of the property that have been presented as Phase 1 of the community shall be excluded.
18. The plan shall include a fifty (50') foot perimeter buffer separating all portions of the development from the existing single-family communities to the south of the project site. The specific parcels are shown on the buffer exhibit attached. The composition of this buffer, including any fencing deemed necessary, shall be subject to final approval by the Community and Economic Development Department Director.
19. Minimum five foot (5') wide sidewalks with a two foot (2') grass beauty strip shall be required as shown on the Pedestrian Access Plan filed with this request. Applicant, at his sole discretion, shall substitute a five foot (5') sidewalk with a ten foot (10') multi-use trail (asphalt or concrete) where indicated on the Pedestrian Access Plan to be maintained by the Homeowners Association (HOA).
20. All new streets shall meet the standards within the current Gainesville Unified Land Development Code, unless varied herein. All proposed residential uses, commercial uses and amenities shall provide for pedestrian connectivity throughout the development. All costs associated with the improvements shall be at the full expense of the developer.
21. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director, Hall County and/or the Georgia Department of Transportation. The main access road, from Old Cornelia Highway to Applicant's property shall be constructed by the City of Gainesville at its expense. Applicant shall be responsible for access beyond this point and any other access points to the property.

Excerpts from the December 14, 2021 PAB Meeting Minutes

APPLICANT PRESENTATION: Brian Rochester, 425 Oak Street, stated Gee Harvey and Ryan Walker with Caballero Holdings were present. Mr. Rochester said the original project was originally annexed and zoned in 1998 and in 2001 the golf course was eliminated. He stated it is a great location but just trying to determine the timing for it and his company works on large master plan developments. Approximately two years ago or longer the owner of the property which is owned by a fire and police pension fund came to Rochester & Associates inquiring about developing the property. Mr. Rochester stated there were very few developers that could accomplish the project and even fewer that could create a master plan to be proud of in his hometown to serve residents for future years to come. He stated there was a long process of interviewing, Caballero had an extensive resume and are based in Northeast Georgia, and chose them because they are actively involved on the project. Mr. Rochester said that money has been spent on due diligence to bring a master plan that is well thought out with the knowledge of the locations of streams, rocks and restraints of the property. He complimented the city staff regarding working with them including the visions of the developer for the property. The proposal was tabled due to not being ready to move forward as changes

were needed. The developer is now in complete agreement with the 21 conditions presented by the city staff which will ensure the quality of the development. Mr. Rochester stated the development will cover an area on the east side of I-985 between Exit 22 and Exit 24, reviewed nearby locations along with the layout of the project and stated the main entrance way will be shared with the new sports complex. He also said it is just over three miles from downtown Gainesville. He stated the majority of the project is in the city of Gainesville, already rezoned and annexed. Mr. Rochester reviewed the presentation regarding units available for rent and per acre, adding most every lot in the development backs up to open space with 645 acres of open space total. He explained a rendering of the entrance way at Old Cornelia Highway and stated they have been working with the Hall County School Board and City of Gainesville way to include the name of the park and school. He said all single-family housing will be a minimum of 1,800 square feet unless age restricted which will go down to 1,400 square feet including 50 feet and 60 feet lots with age restricted units being 40 feet lots. He then stated the price point for the primary houses should start at \$350,000 with the larger homes going over a half million dollars. He said the attached units/townhomes will be a minimum of 1,100 square feet starting in the low 300,000's. He stated the 640 multifamily units may include apartments, cottages and manor homes with the commercial area being a standard neighborhood shopping area. Mr. Rochester explained the clubhouse area including grills and pool with a great lawn to be used for concerts, disc golf course, tennis courts and golf carts. He said there is a main loop road around the development with possibly four miles of multi-use path/trail with 90 linear feet of side-walks with over 50 percent of the site being maintained. He stated the development is similar to a conservation subdivision being an environmentally friendly project. He said in closing he said acreage is being added with more single-family owner occupied homes being capped at a maximum of 300 total. He said they are aware of some topo challenges with the property and will be less dense than currently zoned.

FAVOR: None

OPPOSE: **Phillip Price**, 3028 Pierce Road, stated he is not opposed to the development but had two concerns since his is an adjoining property. One was the green space with Floyd or Cain Creek with natural wildlife, a marsh located upstream and once was considered in a 100 year flood plain. His property is close to the water but high up and wants to be sure of no erosion problems. He said the area does have some flooding and a big concern for water management and erosion control.

REBUTTAL: Mr. Rochester pointed out on the map the streams are indicated by the dark lines which are staying way out of the buffers and leaving 645 acres undeveloped with opportunities for wildlife to live inside the city. He also stated for erosion control they are keeping natural buffers and the blue dots on the map is all storm-water management. They are staying out of the flood plains other than roadway crossing, sewer lines and trails. The trails will stay outside the state's 25 foot buffer and wanted to create an environmentally friendly project.

PLANNING AND APPEALS BOARD COMMENTS: Chairman Carter asked about the anticipated build-out date and Mr. Rochester replied 10 to 14 years depending on the market. Vice-Chair Fleming asked if the developer would consider donating land for a school and Mr. Rochester stated it is a part of the conditions and had to make available 20 acres to donate and then the school board could buy an additional 20 acres at fair market value. Mr. Rochester said they did add if the school board did not want to build a school inside the development, then the school would get paid the developers per acre purchase price for the amount of the 20 acres. He stated in the conditions there is also a donation of two acres for a public safety facility. Board Member Simmons asked which of the three phases would be first and asked for more information on the open space. Mr. Rochester stated the single-family phase would be first and pointed out on the slide presentation everything in green will be open space. Vice-

Chair Fleming asked if the HOA will cover the entire development and Mr. Rochester stated there will be a master HOA which will be responsible for the open space and amenity areas along with any gated community having a sub-association.

There was a motion to recommend conditional approval of the annexation request for a master planned mixed-use development and establish zoning as Planned Unit Development (P-U-D) with the following conditions:

Conditions

- 1. The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.**
- 2. The maximum number of single-family detached homes/lots shall be 1,414. The maximum number of single-family attached homes shall be 311. The maximum number of multi-family units shall be 640. The total number of residential units shall not exceed 2,365 units.**
- 3. No more than 300 single-family units (detached and/or attached) and 640 multi-family units shall be rental units for a total of 940 rental units. The multi-family units may be any combination of traditional garden-style apartments, townhomes, manor houses, cottages, and/or carriage houses built within the confines of the multi-family areas.**
- 4. Prior to permits being issued for the residential uses, each contractor/developer shall provide architectural renderings of the proposed single-family detached homes, attached townhomes and multi-family apartments for the review and approval of the Community and Economic Development Department Director.**
- 5. The minimum heated floor space for single-family detached homes shall be as presented in the below table associated with zoning condition number 8. The minimum heated floor space for the attached townhomes shall be 1,100 square feet and 640 square feet for the multi-family units. The single-family detached homes and attached townhomes shall not exceed 3 stories in height. The multi-family apartment buildings shall not exceed 3 stories, although 3 / 4 splits shall be allowed.**
- 6. All exterior wall front, sides, and rear of the single-family detached homes, townhomes, and multi-family units shall consist of a variety of building materials consistent with architectural themes and styles determined by the applicant. Foundation water tables of matching brick or stone material, that also covers all exposed foundation walls, will be used where architecturally compatible. Vinyl siding shall only be permitted on soffit areas.**

Other architectural requirements will include:

- Carriage style garage doors with decorative hardware or other embellishments shall be used on all single-family detached homes and townhomes;**
- The roofing material used on all single-family detached homes and townhomes shall be 3-tab architectural/dimensional style asphalt shingles or metal as appropriate to the architectural style of each home as determined by the builder.**
- All overhangs including gables and side gables will have a minimum of a 12-inch overhang on all sides;**

- The developer shall use a variety of techniques to avoid the monotonous appearance of identical single-family detached homes. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, and other similar techniques so that no single-family detached house is the same as any house directly in front of a single-family detached home or on either adjacent side of a single-family detached home;
- All roofs and gables shall be of a pitch no less than 8/12. This condition shall not apply to dormers, porches, bay windows, and third floor retreats;
- The exterior materials for all homes shall consist of brick, stone, fiber cement siding, cedar shake or wood siding;
- All roof vents, pipes, and other roof equipment (except chimneys) shall be located on the rear elevations and shall be painted to match the color of the roof;
- No above-ground swimming pools shall be permitted;
- No window air conditioning unit may be installed;
- No exterior blank, windowless walls will be constructed;
- If dormers are included, they will not be taller than the main roof;
- All single-family detached house plans will have front or side loaded garages;
- All townhomes will have front or rear entry garages;
- Street lighting will be provided throughout the development;
- All front porches of single-family detached homes shall have a minimum depth of 5';
- Windows are restricted to single hung or double hung windows.

These requirements shall be included in the Covenants to be recorded against the property.

7. Each detached single-family home and townhome shall have, at a minimum, an attached two car garage.
8. Specific development standards for the single-family detached homes shall include the following:

Lot Width	*40'	50'	60'	75'	95'
Minimum Lot Size	4,000 SF	5,000 SF	6,000 SF	7,500 SF	9,000 SF
Minimum Front Yard Setback	25'	25'	25'	25'	25'
Minimum Side Yard Setback	5'	5'	5'	5'	5'
Minimum Rear Yard Setback	10'	10'	10'	10'	10'
Minimum Building Separation	10'	10'	10'	10'	10'
Maximum Height (Number of Stories)	3	3	3	3	3
Minimum Heated Square Feet per Home	1,400 SF	1,800 SF	1,800 SF	2,000 SF	2,200 SF
**Maximum % of SF Detached Lot Type	15%	35%	35%	No Max	No Max

**40' lots are restricted to age-restricted neighborhoods only.*

***Any lot allocation from a smaller category may move to a larger category.*

9. The front yard of each lot shall be sodded and planted with at least one 3" caliper in size hardwood tree.
10. The proposed amenities shall be required as shown on the site plan and the pictures shown on pages 10, 14, 15, 16, 17 28, 29, 34, 75, 76, 77, 87, 88 and 89 of the applicant's revised narrative submitted with this application per the approval of the Community and Economic Development Department Director. The amenity area must be started in the first phase of construction. No more than 250 single-family detached homes shall receive a certificate of occupancy (CO) prior to the Central Amenity Center being substantially completed as described on page 37 of the applicant's revised narrative. This shall include at minimum the clubhouse, swim center with lap pool with children's play area, tennis center with lighted courts, pickle ball courts, great lawn with pavilion for outdoor functions, and mail kiosk. Certain elements, such as additional courts may be phased in as demand dictates. Additional CO's may be granted at the discretion of the Community and Economic Development Director, if sufficient progress is being made on the amenity.
11. Covenants shall be put in place by the developer restricting against the parking of boats, trailers, and campers within driveways or streets. In addition, no on street parking shall be permitted for vehicles.
12. No more than 10% of the units within the proposed community storage facility may be leased to non-residents of the proposed development. There are no restrictions for non-resident use of any commercially operated storage facility that is located within the Commercial District.
13. A Uniform Sign Plan as identified within Section 9-18-7-4 of the Unified Land Development Code shall be required from the developer and is subject to approval by the Gainesville Community and Economic Development Director. All signs associated with residential uses shall be limited to indirect lighting. All signs shall be located outside of utility areas and shall not block visibility of vehicular traffic.
14. All proposed detention ponds shall be fenced and landscaped in order to mitigate the view from all roads and adjacent properties. All fencing and landscaping materials shall be approved by the Community and Economic Development Department Director.
15. A site shall be made available within the boundaries of the proposed development to the City of Gainesville for a school consisting of twenty (20) acres of land which meets the criteria established by the Georgia State School Board for such a public school. This site shall be made available by the developer without charge for the land, at any time within seven (7) years after the developer has provided paved access to the site. Alternatively, the School Board may elect to receive an amount equal to the Developer's per acre purchase price for 20 acres paid in two installments within 7 years of a land development permit being issued. The School Board shall identify a potential site no later than 180 days from closing, excluding any portions of the property that have been presented as Phase 1 of the community.
16. The developer agrees to make available an additional twenty (20) acres, for a total of forty (40) acres, if the City of Gainesville has a need for a second school site. The Gainesville School Board would be required to pay fair market value for this last twenty (20) acres. The School Board shall identify a potential site no later than 180 days from closing, excluding any portions of the property that have been presented as Phase 1 of the community.

17. A site shall be made available within the boundaries of the proposed development to the City of Gainesville for a fire station and a precinct for the police department consisting of not more than two (2) acres of land which will be designated by the developer and reasonably approved by the Gainesville City Council for such public services. This site shall be made available by the developer without charge for the land, at any time within seven (7) years after the developer has provided paved access to the site. This site has been identified on the Concept Plan and the City of Gainesville shall have 180 days from closing to determine if the site meets their requirements or if another site is preferred, however any portions of the property that have been presented as Phase 1 of the community shall be excluded.
18. The plan shall include a fifty (50') foot perimeter buffer separating all portions of the development from the existing single-family communities to the south of the project site. The specific parcels are shown on the buffer exhibit attached. The composition of this buffer, including any fencing deemed necessary, shall be subject to final approval by the Community and Economic Development Department Director.
19. Minimum five foot (5') wide sidewalks with a two foot (2') grass beauty strip shall be required as shown on the Pedestrian Access Plan filed with this request. Applicant, at his sole discretion, shall substitute a five foot (5') sidewalk with a ten foot (10') multi-use trail (asphalt or concrete) where indicated on the Pedestrian Access Plan to be maintained by the Homeowners Association (HOA).
20. All new streets shall meet the standards within the current Gainesville Unified Land Development Code, unless varied herein. All proposed residential uses, commercial uses and amenities shall provide for pedestrian connectivity throughout the development. All costs associated with the improvements shall be at the full expense of the developer.
21. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director, Hall County and/or the Georgia Department of Transportation. The main access road, from Old Cornelia Highway to Applicant's property shall be constructed by the City of Gainesville at its expense. Applicant shall be responsible for access beyond this point and any other access points to the property.

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

There was a motion to recommend conditional approval of the zoning amendment request for a master planned mixed-use development with Planned Unit Development (P-U-D) zoning with twenty-one conditions.

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

Passed: _____

AN ORDINANCE

No. 2022-

AN ORDINANCE AMENDING THE EXISTING PLANNED UNIT DEVELOPMENT, WITH CONDITIONS (P-U-D-c) ZONING TOTALING 981.661± ACRES LOCATED EAST OF LANIER PARKWAY (I-985), SOUTH OF THE INTERSECTION OF OLD CORNELIA HIGHWAY AND DANA DRIVE, SOUTH OF FLOYD ROAD AND EAST OF ITS TERMINUS, HAVING ROAD FRONTAGE ON THE EAST SIDE OF LENOX DRIVE (A/K/A 0, 2490 AND 2544 FLOYD ROAD, SE; 0 LENOX DRIVE, SE; 0 OLD CORNELIA HIGHWAY, SE); 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 development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.**
- 2. The maximum number of single-family detached homes/lots shall be 1,414. The maximum number of single-family attached homes shall be 311. The maximum number of multi-family units shall be 640. The total number of residential units shall not exceed 2,365 units.**
- 3. No more than 300 single-family units (detached and/or attached) and 640 multi-family units shall be rental units for a total of 940 rental units. The multi-family units may be any combination of traditional garden-style apartments, townhomes, manor houses, cottages, and/or carriage houses built within the confines of the multi-family areas.**
- 4. Prior to permits being issued for the residential uses, each contractor/developer shall provide architectural renderings of the proposed single-family detached homes, attached townhomes and multi-family apartments for the review and approval of the Community and Economic Development Department Director.**

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5. The minimum heated floor space for single-family detached homes shall be as presented in the below table associated with zoning condition number 8. The minimum heated floor space for the attached townhomes shall be 1,100 square feet and 640 square feet for the multi-family units. The single-family detached homes and attached townhomes shall not exceed 3 stories in height. The multi-family apartment buildings shall not exceed 3 stories, although 3 / 4 splits shall be allowed.
6. All exterior wall front, sides, and rear of the single-family detached homes, townhomes, and multi-family units shall consist of a variety of building materials consistent with architectural themes and styles determined by the applicant. Foundation water tables of matching brick or stone material, that also covers all exposed foundation walls, will be used where architecturally compatible. Vinyl siding shall only be permitted on soffit areas.

Other architectural requirements will include:

- Carriage style garage doors with decorative hardware or other embellishments shall be used on all single-family detached homes and townhomes;
- The roofing material used on all single-family detached homes and townhomes shall be 3-tab architectural/dimensional style asphalt shingles or metal as appropriate to the architectural style of each home as determined by the builder.
- All overhangs including gables and side gables will have a minimum of a 12-inch overhang on all sides;
- The developer shall use a variety of techniques to avoid the monotonous appearance of identical single-family detached homes. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, and other similar techniques so that no single-family detached house is the same as any house directly in front of a single-family detached home or on either adjacent side of a single-family detached home;
- All roofs and gables shall be of a pitch no less than 8/12. This condition shall not apply to dormers, porches, bay windows, and third floor retreats;
- The exterior materials for all homes shall consist of brick, stone, fiber cement siding, cedar shake or wood siding;
- All roof vents, pipes, and other roof equipment (except chimneys) shall be located on the rear elevations and shall be painted to match the color of the roof;
- No above-ground swimming pools shall be permitted;
- No window air conditioning unit may be installed;
- No exterior blank, windowless walls will be constructed;
- If dormers are included, they will not be taller than the main roof;
- All single-family detached house plans will have front or side loaded garages;
- All townhomes will have front or rear entry garages;
- Street lighting will be provided throughout the development;
- All front porches of single-family detached homes shall have a minimum depth of 5';
- Windows are restricted to single hung or double hung windows.

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These requirements shall be included in the Covenants to be recorded against the property.

7. Each detached single-family home and townhome shall have, at a minimum, an attached two car garage.
8. Specific development standards for the single-family detached homes shall include the following:

Lot Width	*40'	50'	60'	75'	95'
Minimum Lot Size	4,000 SF	5,000 SF	6,000 SF	7,500 SF	9,000 SF
Minimum Front Yard Setback	25'	25'	25'	25'	25'
Minimum Side Yard Setback	5'	5'	5'	5'	5'
Minimum Rear Yard Setback	10'	10'	10'	10'	10'
Minimum Building Separation	10'	10'	10'	10'	10'
Maximum Height (Number of Stories)	3	3	3	3	3
Minimum Heated Square Feet per Home	1,400 SF	1,800 SF	1,800 SF	2,000 SF	2,200 SF
**Maximum % of SF Detached Lot Type	15%	35%	35%	No Max	No Max

***40' lots are restricted to age-restricted neighborhoods only.**

****Any lot allocation from a smaller category may move to a larger category.**

9. The front yard of each lot shall be sodded and planted with at least one 3" caliper in size hardwood tree.
10. The proposed amenities shall be required as shown on the site plan and the pictures shown on pages 10, 14, 15, 16, 17 28, 29, 34, 75, 76, 77, 87, 88 and 89 of the applicant's revised narrative submitted with this application per the approval of the Community and Economic Development Department Director. The amenity area must be started in the first phase of construction. No more than 250 single-family detached homes shall receive a certificate of occupancy (CO) prior to the Central Amenity Center being substantially completed as described on page 37 of the applicant's revised narrative. This shall include at minimum the clubhouse, swim center with lap pool with children's play area, tennis center with lighted courts, pickle ball courts, great lawn with pavilion for outdoor functions, and mail kiosk. Certain elements, such as additional courts may be phased in as demand dictates. Additional CO's may be granted at the discretion of the Community and Economic Development Director, if sufficient progress is being made on the amenity.
11. Covenants shall be put in place by the developer restricting against the parking of boats, trailers, and campers within driveways or streets. In addition, no on street parking shall be permitted for vehicles.
12. No more than 10% of the units within the proposed community storage facility may be leased to non-residents of the proposed development. There are no restrictions

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for non-resident use of any commercially operated storage facility that is located within the Commercial District.

13. A Uniform Sign Plan as identified within Section 9-18-7-4 of the Unified Land Development Code shall be required from the developer and is subject to approval by the Gainesville Community and Economic Development Director. All signs associated with residential uses shall be limited to indirect lighting. All signs shall be located outside of utility areas and shall not block visibility of vehicular traffic.
14. All proposed detention ponds shall be fenced and landscaped in order to mitigate the view from all roads and adjacent properties. All fencing and landscaping materials shall be approved by the Community and Economic Development Department Director.
15. A site shall be made available within the boundaries of the proposed development to the City of Gainesville for a school consisting of twenty (20) acres of land which meets the criteria established by the Georgia State School Board for such a public school. This site shall be made available by the developer without charge for the land, at any time within seven (7) years after the developer has provided paved access to the site. Alternatively, the School Board may elect to receive an amount equal to the Developer's per acre purchase price for 20 acres paid in two installments within 7 years of a land development permit being issued. The School Board shall identify a potential site no later than 180 days from closing, excluding any portions of the property that have been presented as Phase 1 of the community.
16. The developer agrees to make available an additional twenty (20) acres, for a total of forty (40) acres, if the City of Gainesville has a need for a second school site. The Gainesville School Board would be required to pay fair market value for this last twenty (20) acres. The School Board shall identify a potential site no later than 180 days from closing, excluding any portions of the property that have been presented as Phase 1 of the community.
17. A site shall be made available within the boundaries of the proposed development to the City of Gainesville for a fire station and a precinct for the police department consisting of not more than two (2) acres of land which will be designated by the developer and reasonably approved by the Gainesville City Council for such public services. This site shall be made available by the developer without charge for the land, at any time within seven (7) years after the developer has provided paved access to the site. This site has been identified on the Concept Plan and the City of Gainesville shall have 180 days from closing to determine if the site meets their requirements or if another site is preferred, however any portions of the property that have been presented as Phase 1 of the community shall be excluded.
18. The plan shall include a fifty (50') foot perimeter buffer separating all portions of the development from the existing single-family communities to the south of the project site. The specific parcels are shown on the buffer exhibit attached. The composition of this buffer, including any fencing deemed necessary, shall be subject to final approval by the Community and Economic Development Department Director.

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- 19. Minimum five foot (5') wide sidewalks with a two foot (2') grass beauty strip shall be required as shown on the Pedestrian Access Plan filed with this request. Applicant, at his sole discretion, shall substitute a five foot (5') sidewalk with a ten foot (10') multi-use trail (asphalt or concrete) where indicated on the Pedestrian Access Plan to be maintained by the Homeowners Association (HOA).**
- 20. All new streets shall meet the standards within the current Gainesville Unified Land Development Code, unless varied herein. All proposed residential uses, commercial uses and amenities shall provide for pedestrian connectivity throughout the development. All costs associated with the improvements shall be at the full expense of the developer.**
- 21. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director, Hall County and/or the Georgia Department of Transportation. The main access road, from Old Cornelia Highway to Applicant's property shall be constructed by the City of Gainesville at its expense. Applicant shall be responsible for access beyond this point and any other access points to the property.**

Legal Description

All that tract or parcel of land lying and being in G.M.D. 411, City of Gainesville, Hall County, Georgia and being more particularly described as follows:

Beginning at the intersection of the northwestern Right-of-Way of Miller Drive (30' R/W) and the southeastern Right-of-Way of Old Cornelia Highway (R/W varies); thence along the Right-of-Way of said Old Cornelia Highway North 61°58'40" West, a distance of 27.55 feet to a point; thence North 74°33'00" West, a distance of 74.40 feet to a point; thence North 74°33'00" West, a distance of 26.70 feet to a point; thence North 43°33'58" West, a distance of 63.47 feet to a point; thence North 54°30'30" West, a distance of 136.88 feet to a point; thence North 57°55'32" West, a distance of 81.50 feet to a point; thence North 75°58'10" West, a distance of 89.90 feet to an iron pin found (3/4" crimp top pipe), being the True Point of Beginning; thence leaving said Right-of-Way and along the property now or formerly of Creek Donkeys, LLC South 34°46'24" West, a distance of 374.98 feet to an iron pin found (1/2" rebar); thence South 46°22'20" West, a distance of 784.61 feet to an iron pin found (3/4" rebar); thence South 75°42'49" East, a distance of 175.55 feet to an iron pin found (1/2" rebar); thence along the property now or formerly of Tom L. Bower, III d/b/a B & B Associates South 22°15'18" West, a distance of 851.38 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence South 24°30'44" East, a distance of 64.82 feet to an iron pin found (1/2" rebar); thence along the property now or formerly of Jeff Kemp A/K/A Jeffrey D. Kemp South 20°13'42" West, a distance of 243.92 feet to an iron pin found (1/2" rebar); thence South 84°45'23" West, a distance of 24.33 feet to a point in the centerline of creek; thence along said centerline of creek the following courses and distances: South 12°48'52" West, a distance of 23.33 feet to a point; thence South 16°37'44" West, a distance of 31.21 feet to a point; thence South 07°10'22" East, a distance of 13.37 feet to a point; thence South 41°02'10" West, a distance of 57.59 feet to a point; thence South 65°16'37" West, a distance of 39.09 feet to a point; thence South 17°01'02" West, a distance of 45.38 feet to a point; thence South 32°13'19" West, a distance of 73.18 feet to a point; thence South 40°53'16" West, a distance of 63.11 feet to a point; thence South 02°03'05" East, a distance of 24.31 feet to a point; thence South 49°59'44" East, a distance of 31.34 feet to a point; thence South 51°22'18" West, a distance of 48.30 feet to a point; thence South 20°39'21" West, a distance of 48.39 feet to a point; thence South 79°57'56" West, a distance of 35.07 feet to a point; thence South 09°33'25"

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East, a distance of 29.87 feet to a point; thence South 19°31'28" West, a distance of 31.60 feet to a point; thence South 53°40'19" East, a distance of 54.35 feet to a point; thence South 21°59'52" West, a distance of 22.75 feet to a point; thence South 03°43'03" West, a distance of 35.47 feet to a point; thence South 57°32'56" West, a distance of 43.61 feet to a point; thence South 12°17'03" East, a distance of 26.18 feet to a point; thence South 08°23'28" West, a distance of 21.11 feet to a point; thence South 06°30'18" East, a distance of 27.28 feet to a point; thence South 29°56'47" West, a distance of 86.36 feet to a point; thence South 02°07'19" East, a distance of 22.96 feet to a point; thence South 49°53'57" West, a distance of 15.40 feet to a point; thence North 67°08'21" West, a distance of 33.64 feet to a point; thence South 12°36'44" West, a distance of 62.56 feet to a point; thence South 26°29'34" East, a distance of 35.42 feet to a point; thence South 20°05'55" West, a distance of 30.93 feet to a point; thence South 54°19'44" East, a distance of 15.97 feet to a point; thence South 02°19'24" West, a distance of 39.96 feet to a point; thence South 44°12'59" West, a distance of 27.40 feet to a point; thence South 08°08'17" West, a distance of 20.27 feet to a point; thence leaving said centerline of creek South 64°30'34" East, a distance of 11.09 feet to a point; thence North 77°12'56" East, a distance of 11.13 feet to an iron pin found (1/2" open top pipe); thence along the property now or formerly of William Lee Littlefield South 66°38'21" East, a distance of 1125.54 feet to an iron pin found (1/4" rebar); thence North 73°55'33" East, a distance of 133.12 feet to an iron pin found (3/4" crimp top pipe); thence North 08°17'27" West, a distance of 658.27 feet to an iron pin found (1/2" open top pipe); thence South 77°04'04" West, a distance of 136.33 feet to an iron pin found (1/4" rebar); thence along the property now or formerly of Jeff Kemp A/K/A Jeffery D. Kemp North 00°17'48" West, a distance of 438.51 feet to an iron pin found (1/2" rebar); thence along the property now or formerly of Joaquin P. Flores North 33°56'44" East, a distance of 37.95 feet to an iron pin found (1/2" rebar); thence South 20°36'23" East, a distance of 298.54 feet to an axle found; thence North 29°14'47" East, a distance of 294.54 feet to an iron pin found (1/2" rebar); thence South 54°46'54" East, a distance of 136.02 feet to an iron pin found (1/2" rebar); thence North 40°51'16" East, a distance of 348.01 feet to a point in the centerline of creek; thence along said centerline of creek and along the properties now or formerly of Leonard Hayes, Hall County Board of Education & City of Gainesville the following courses and distances: South 84°28'35" East, a distance of 8.94 feet to a point; thence South 47°43'37" East, a distance of 42.11 feet to a point; thence South 09°48'46" East, a distance of 57.92 feet to a point; thence South 37°48'57" East, a distance of 48.68 feet to a point; thence South 60°22'41" East, a distance of 34.47 feet to a point; thence South 65°05'56" East, a distance of 65.51 feet to a point; thence South 05°57'45" East, a distance of 18.64 feet to a point; thence South 46°58'04" East, a distance of 74.27 feet to a point; thence South 81°40'43" East, a distance of 19.89 feet to a point; thence South 51°19'01" East, a distance of 14.87 feet to a point; thence South 45°00'03" East, a distance of 17.18 feet to a point; thence South 13°04'13" West, a distance of 19.40 feet to a point; thence South 49°46'11" East, a distance of 25.51 feet to a point; thence South 04°18'34" East, a distance of 61.00 feet to a point; thence South 84°03'40" East, a distance of 19.51 feet to a point; thence South 44°49'47" East, a distance of 32.24 feet to a point; thence South 26°05'58" East, a distance of 19.54 feet to a point; thence South 59°33'24" East, a distance of 39.26 feet to a point; thence South 33°53'12" East, a distance of 40.64 feet to a point; thence South 50°47'07" West, a distance of 23.78 feet to a point; thence South 51°33'04" East, a distance of 53.81 feet to a point; thence South 34°41'05" East, a distance of 24.16 feet to a point; thence leaving said City of Gainesville – Hall County line South 12°05'23" West, a distance of 29.57 feet to a point; thence South 58°18'18" East, a distance of 33.43 feet to a point; thence South 41°29'36" West, a distance of 59.05 feet to a point; thence South 18°38'53" East, a distance of 95.66 feet to a point; thence South 53°41'21" East, a distance of 23.11 feet to a point; thence South 41°05'00" West, a distance of 45.83 feet to a point; thence South 33°36'03" East, a distance of 35.29 feet to a point; thence South 35°43'23" West, a distance of 91.12 feet to a point; thence South 42°19'38" West, a distance of 51.65 feet to a point; thence

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South 00°50'18" West, a distance of 38.75 feet to a point; thence South 41°30'26" West, a distance of 48.37 feet to a point; thence South 11°13'22" East, a distance of 35.53 feet to a point; thence South 12°53'51" West, a distance of 25.40 feet to a point; thence South 44°19'23" West, a distance of 34.08 feet to a point; thence South 24°38'10" East, a distance of 27.66 feet to a point; thence South 02°56'38" East, a distance of 16.63 feet to a point; thence South 50°55'50" West, a distance of 16.08 feet to a point; thence South 55°58'09" West, a distance of 44.92 feet to a point; thence South 16°00'27" East, a distance of 34.27 feet to a point; thence South 26°57'22" East, a distance of 51.30 feet to a point; thence South 58°41'27" West, a distance of 31.36 feet to a point; thence South 13°00'18" East, a distance of 39.86 feet to a point; thence South 33°10'32" East, a distance of 36.46 feet to a point; thence South 26°45'16" West, a distance of 10.82 feet to a point; thence North 72°28'43" West, a distance of 34.45 feet to a point; thence South 56°44'50" West, a distance of 19.75 feet to a point; thence South 13°58'39" East, a distance of 31.09 feet to a point; thence South 55°22'06" West, a distance of 30.43 feet to a point; thence South 25°27'40" West, a distance of 25.65 feet to a point; thence South 03°33'21" West, a distance of 42.91 feet to a point; thence South 03°49'11" West, a distance of 42.80 feet to a point; thence South 32°41'03" West, a distance of 22.46 feet to a point; thence South 11°47'18" West, a distance of 51.65 feet to a point; thence South 18°17'19" East, a distance of 59.23 feet to a point; thence North 76°41'11" East, a distance of 22.50 feet to a point; thence South 24°51'29" East, a distance of 28.97 feet to a point; thence South 65°18'42" West, a distance of 25.81 feet to a point; thence South 08°35'42" East, a distance of 20.74 feet to a point; thence South 63°35'50" East, a distance of 22.00 feet to a point; thence South 38°51'09" East, a distance of 54.35 feet to a point; thence South 18°13'52" West, a distance of 19.56 feet to a point; thence South 30°22'51" East, a distance of 21.57 feet to a point; thence South 07°05'16" West, a distance of 33.86 feet to a point; thence South 11°26'20" East, a distance of 54.44 feet to a point; thence South 40°35'35" West, a distance of 23.01 feet to a point; thence South 16°33'18" West, a distance of 45.31 feet to a point; thence South 15°20'32" West, a distance of 42.75 feet to a point; thence South 13°02'17" East, a distance of 34.89 feet to a point; thence South 03°29'26" West, a distance of 24.70 feet to a point; thence leaving said centerline of creek and along the property now of formerly of City of Gainesville North 89°59'00" East, a distance of 1160.66 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence North 20°06'29" East, a distance of 277.68 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence 506.70 feet along an arc of a curve to the right having a radius of 550.00 feet and a chord bearing and distance of North 46°15'45" East, 89.28 feet an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence North 72°25'02" East, a distance of 189.53 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence North 35°40'02" East, a distance of 219.82 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence North 41°11'18" East, a distance of 72.50 feet to a point in the centerline of creek; thence along the centerline of said creek the following courses and distances: North 00°36'08" West, a distance of 39.00 feet to a point; thence North 36°13'38" East, a distance of 17.29 feet to a point; thence North 54°09'51" East, a distance of 60.74 feet to a point; thence North 16°20'31" East, a distance of 58.53 feet to a point; thence North 43°54'02" West, a distance of 55.65 feet to a point; thence North 10°16'48" West, a distance of 33.06 feet to a point; thence North 38°57'54" West, a distance of 31.68 feet to a point; thence North 03°17'57" East, a distance of 38.57 feet to a point; thence North 31°15'44" West, a distance of 11.85 feet to a point; thence North 15°27'17" East, a distance of 37.53 feet to a point; thence North 30°14'15" West, a distance of 15.15 feet to a point; thence North 13°41'18" East, a distance of 24.76 feet to a point; thence North 33°16'28" East, a distance of 41.68 feet to a point; thence leaving said centerline of creek North 16°16'05" West, a distance of 128.55 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence North 05°37'56" East, a distance of 104.85 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester

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LSF000484"); thence North 16°31'39" East, a distance of 288.81 feet to an iron pin found (1/2" rebar); thence along the property now or formerly of Florence B. Elrod and along the City of Gainesville – Hall County line South 72°52'57" East, a distance of 597.36 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence along the property now or formerly of James Broome South 32°09'04" East, a distance of 1578.25 feet to a point in the centerline of creek; thence along said centerline of creek and along the properties now or formerly of J Kerrick, LLC, Dennis Pierce, Timothy Sheldon, Carol Diane Sheldon Sullivan, Curtis Walter Sheldon & Hunter Douglas Sheldon North 36°32'24" East, a distance of 52.58 feet to a point; thence North 30°56'38" East, a distance of 50.89 feet to a point; thence South 30°29'58" East, a distance of 37.43 feet to a point; thence South 68°42'12" East, a distance of 41.92 feet to a point; thence North 59°32'03" East, a distance of 80.36 feet to a point; thence North 23°50'04" East, a distance of 72.53 feet to a point; thence North 25°37'13" East, a distance of 20.23 feet to a point; thence South 67°08'34" East, a distance of 54.99 feet to a point; thence South 87°53'07" East, a distance of 27.09 feet to a point; thence South 56°58'01" East, a distance of 28.55 feet to a point; thence South 44°30'04" East, a distance of 16.17 feet to a point; thence South 38°27'35" East, a distance of 13.90 feet to a point; thence South 68°27'55" East, a distance of 43.21 feet to a point; thence South 81°48'45" East, a distance of 25.09 feet to a point; thence South 62°28'02" East, a distance of 8.11 feet to a point; thence South 01°25'02" East, a distance of 14.87 feet to a point; thence South 08°13'25" East, a distance of 8.82 feet to a point; thence South 43°59'11" West, a distance of 14.84 feet to a point; thence South 00°05'42" East, a distance of 30.33 feet to a point; thence South 86°24'12" East, a distance of 10.64 feet to a point; thence South 69°05'44" East, a distance of 33.43 feet to a point; thence North 73°03'20" East, a distance of 19.33 feet to a point; thence North 22°18'36" West, a distance of 10.85 feet to a point; thence North 73°42'08" East, a distance of 28.59 feet to a point; thence North 05°54'02" East, a distance of 12.40 feet to a point; thence North 41°44'05" East, a distance of 6.92 feet to a point; thence North 57°38'50" East, a distance of 14.41 feet to a point; thence South 75°43'49" East, a distance of 13.38 feet to a point; thence South 76°22'26" East, a distance of 10.69 feet to a point; thence South 50°19'36" East, a distance of 14.29 feet to a point; thence South 05°39'27" East, a distance of 8.03 feet to a point; thence South 01°51'26" West, a distance of 16.85 feet to a point; thence South 79°52'42" East, a distance of 23.26 feet to a point; thence South 25°45'20" East, a distance of 16.48 feet to a point; thence South 27°11'16" East, a distance of 10.26 feet to a point; thence South 74°05'21" East, a distance of 35.48 feet to a point; thence South 37°05'42" West, a distance of 27.33 feet to a point; thence South 35°05'49" East, a distance of 10.57 feet to a point; thence South 60°44'51" East, a distance of 20.82 feet to a point; thence South 23°10'31" East, a distance of 13.65 feet to a point; thence South 49°35'55" East, a distance of 16.49 feet to a point; thence South 03°36'07" East, a distance of 21.87 feet to a point; thence South 69°02'11" East, a distance of 21.94 feet to a point; thence North 35°51'13" East, a distance of 38.34 feet to a point; thence North 78°28'23" East, a distance of 18.70 feet to a point; thence North 24°19'21" East, a distance of 25.91 feet to a point; thence North 22°28'47" East, a distance of 22.18 feet to a point; thence South 80°10'03" East, a distance of 46.03 feet to a point; thence South 12°29'53" West, a distance of 16.42 feet to a point; thence South 09°15'20" East, a distance of 13.89 feet to a point; thence South 11°12'13" West, a distance of 17.62 feet to a point; thence South 18°30'11" East, a distance of 32.89 feet to a point; thence South 21°51'09" East, a distance of 34.60 feet to a point; thence South 30°25'26" East, a distance of 43.79 feet to a point; thence South 27°04'09" East, a distance of 21.63 feet to a point; thence South 51°16'34" East, a distance of 23.59 feet to a point; thence South 56°29'17" East, a distance of 19.94 feet to a point; thence South 29°06'24" East, a distance of 97.05 feet to a point; thence South 05°36'32" West, a distance of 30.01 feet to a point; thence South 26°02'48" West, a distance of 21.17 feet to a point; thence South 14°22'55" East, a distance of 32.64 feet to a point; thence South 11°36'00" East, a distance of 25.29 feet to a point; thence South 02°42'51" West, a distance of 30.50 feet to a point; thence South 01°58'51" East, a

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distance of 38.36 feet to a point; thence South 10°25'47" East, a distance of 34.22 feet to a point; thence South 28°24'55" East, a distance of 31.23 feet to a point; thence South 29°56'59" East, a distance of 36.60 feet to a point; thence South 11°23'29" East, a distance of 19.41 feet to a point; thence South 78°40'57" East, a distance of 35.83 feet to a point; thence South 81°27'55" East, a distance of 81.22 feet to a point; thence South 34°03'50" East, a distance of 38.06 feet to a point; thence South 16°27'07" West, a distance of 38.80 feet to a point; thence South 24°24'40" East, a distance of 31.19 feet to a point; thence South 10°47'59" East, a distance of 68.98 feet to a point; thence South 72°18'33" West, a distance of 66.42 feet to a point; thence South 45°26'43" West, a distance of 48.80 feet to a point; thence South 29°07'47" East, a distance of 10.99 feet to a point; thence South 36°25'33" West, a distance of 80.20 feet to a point; thence South 08°00'50" West, a distance of 30.09 feet to a point; thence South 30°21'53" East, a distance of 88.77 feet to a point; thence South 24°36'56" West, a distance of 49.42 feet to a point; thence South 47°47'36" East, a distance of 85.35 feet to a point; thence North 35°20'02" East, a distance of 25.92 feet to a point; thence North 82°40'45" East, a distance of 18.04 feet to a point; thence North 84°57'43" East, a distance of 18.10 feet to a point; thence South 58°00'56" East, a distance of 17.82 feet to a point; thence South 25°34'11" East, a distance of 18.37 feet to a point; thence South 66°35'11" East, a distance of 15.12 feet to a point; thence North 78°59'01" East, a distance of 61.02 feet to a point; thence South 45°03'42" East, a distance of 48.21 feet to a point; thence South 37°20'24" East, a distance of 23.63 feet to a point; thence South 86°38'25" East, a distance of 19.61 feet to a point; thence South 72°14'53" East, a distance of 50.49 feet to a point; thence South 68°56'12" East, a distance of 78.68 feet to a point; thence South 83°14'07" East, a distance of 31.86 feet to a point; thence North 71°54'30" East, a distance of 56.88 feet to a point; thence South 49°49'08" East, a distance of 42.04 feet to a point; thence South 84°47'52" East, a distance of 99.51 feet to a point; thence South 68°14'09" East, a distance of 98.08 feet to a point; thence South 45°16'38" East, a distance of 88.00 feet to a point; thence South 14°22'25" East, a distance of 50.44 feet to a point; thence South 59°25'18" West, a distance of 23.20 feet to a point; thence South 63°42'58" West, a distance of 86.54 feet to a point; thence South 15°42'51" West, a distance of 70.08 feet to a point; thence South 14°49'14" East, a distance of 35.61 feet to a point; thence South 29°24'26" East, a distance of 37.88 feet to a point; thence South 11°53'59" East, a distance of 98.11 feet to a point; thence South 14°24'31" West, a distance of 54.86 feet to a point; thence South 23°50'53" West, a distance of 54.34 feet to a point; thence South 20°14'59" West, a distance of 116.64 feet to a point; thence South 12°18'32" West, a distance of 74.91 feet to a point; thence South 10°32'45" West, a distance of 56.33 feet to a point; thence South 45°14'00" West, a distance of 50.38 feet to a point; thence South 38°49'29" West, a distance of 47.72 feet to a point; thence South 57°06'05" West, a distance of 54.61 feet to a point; thence South 65°09'35" West, a distance of 36.25 feet to a point; thence South 18°05'46" West, a distance of 41.72 feet to a point; thence South 23°03'01" East, a distance of 46.69 feet to a point; thence South 09°55'39" East, a distance of 54.06 feet to a point; thence South 18°26'21" East, a distance of 42.30 feet to a point; thence South 34°24'30" East, a distance of 25.01 feet to a point; thence South 68°03'58" East, a distance of 31.30 feet to a point; thence North 71°45'25" East, a distance of 13.22 feet to a point; thence North 21°52'37" East, a distance of 26.76 feet to a point; thence North 46°34'20" East, a distance of 51.03 feet to a point; thence North 49°00'06" East, a distance of 49.45 feet to a point; thence North 75°45'49" East, a distance of 41.68 feet to a point; thence North 73°53'18" East, a distance of 63.89 feet to a point; thence North 68°13'19" East, a distance of 54.50 feet to a point; thence North 64°51'44" East, a distance of 49.55 feet to a point; thence North 70°14'40" East, a distance of 89.47 feet to a point; thence North 64°10'06" East, a distance of 54.16 feet to a point; thence South 86°48'42" East, a distance of 37.58 feet to a point; thence South 73°37'23" East, a distance of 71.50 feet to a point; thence South 81°12'33" East, a distance of 99.20 feet to a point; thence South 64°41'55" East, a distance of 44.41 feet to a point; thence South 42°11'56" East, a distance of 34.00 feet to a point; thence South 61°46'26" East, a distance of 46.28 feet

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to a point; thence South 53°35'58" East, a distance of 19.34 feet to a point; thence along the properties now or formerly of Phillip A. Price, Julie A. Price & Christina Ann Robertson Ash South 54°53'33" West, a distance of 1056.70 feet to an iron pin found (1 1/2" solid bar); thence leaving said City of Gainesville – Hall County line South 24°01'31" East, a distance of 279.19 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence South 24°15'31" East, a distance of 498.49 feet to an iron pin found (1 1/2" solid rod); thence North 75°01'35" East, a distance of 619.95 feet to an iron pin found (5/8" rebar at the base of 12" Hickory; thence South 88°48'09" East, a distance of 227.79 feet to an iron pin found (1" open top pipe); thence along the property now or formerly of Alvin L. or Rita L. Clifton South 89°03'33" East, a distance of 272.23 feet to an iron pin found (1/2" open top pipe); thence South 54°14'35" East, a distance of 307.59 feet to an iron pin found (1/4" rebar); thence along the property now or formerly of Alvin L. Clifton & Rita L. Clifton South 53°22'06" East, a distance of 600.57 feet to an iron pin found (1/4" rebar); thence South 50°20'38" East, a distance of 763.42 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence along the property now or formerly of Blake R. Scholpp South 75°51'19" West, a distance of 591.27 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484") in the centerline of Old Wood Road (A.K.A. Old Floyd Road); thence along the centerline of said Old Road (A.K.A. Old Floyd Road) and along the property now or formerly of Elchahal Property Holding, LLC and the City of Gainesville – Hall County line the following courses and distances: North 66°15'17" West, a distance of 111.35 feet to a point; thence North 59°24'16" West, a distance of 118.73 feet to a point; thence North 71°18'04" West, a distance of 58.33 feet to a point; thence North 84°12'14" West, a distance of 52.68 feet to a point; thence South 89°33'16" West, a distance of 167.20 feet to a point; thence North 75°56'22" West, a distance of 45.77 feet to a point; thence North 62°25'29" West, a distance of 39.32 feet to a point; thence North 54°51'16" West, a distance of 108.54 feet to a point; thence North 52°37'52" West, a distance of 54.21 feet to a point; thence North 46°43'53" West, a distance of 55.94 feet to a point; thence North 53°23'23" West, a distance of 51.18 feet to a point; thence North 62°03'07" West, a distance of 40.95 feet to a point; thence North 71°50'03" West, a distance of 30.98 feet to a point; thence North 84°36'18" West, a distance of 45.52 feet to a point; thence South 87°20'24" West, a distance of 64.86 feet to a point; thence South 84°07'25" West, a distance of 103.24 feet to a point; thence South 85°42'43" West, a distance of 71.42 feet to a point; thence South 80°17'47" West, a distance of 62.83 feet to a point; thence South 83°41'18" West, a distance of 62.04 feet to a point; thence South 77°43'16" West, a distance of 46.74 feet to a point; thence South 62°11'10" West, a distance of 53.96 feet to a point; thence South 51°48'47" West, a distance of 73.44 feet to a point; thence South 61°27'59" West, a distance of 53.51 feet to a point; thence South 65°28'17" West, a distance of 72.87 feet to a point; thence South 70°14'35" West, a distance of 64.28 feet to a point; thence South 80°43'49" West, a distance of 39.11 feet to a point; thence North 84°49'25" West, a distance of 40.01 feet to a point; thence North 79°31'18" West, a distance of 94.19 feet to a point; thence North 85°40'56" West, a distance of 58.58 feet to a point; thence North 89°01'13" West, a distance of 97.07 feet to a point; thence North 79°26'55" West, a distance of 74.65 feet to a point; thence North 75°50'18" West, a distance of 115.35 feet to a point; thence North 74°46'25" West, a distance of 149.10 feet to a point; thence North 57°00'50" West, a distance of 48.31 feet to a point; thence North 62°31'47" West, a distance of 49.54 feet to a point; thence North 76°20'49" West, a distance of 131.29 feet to a point; thence South 87°22'30" West, a distance of 53.50 feet to a point; thence South 78°08'55" West, a distance of 52.93 feet to a point; thence South 82°16'26" West, a distance of 111.13 feet to a point; thence South 77°41'12" West, a distance of 39.20 feet to a point; thence South 65°25'43" West, a distance of 48.72 feet to a point; thence South 76°19'10" West, a distance of 72.26 feet to a point; thence North 89°35'29" West, a distance of 44.88 feet to a point; thence North 79°22'30" West, a distance of 33.79 feet to a point; thence North 70°25'57" West, a distance of 56.64 feet to a point; thence North 53°45'48" West, a distance of 28.78 feet to a point; thence North 44°39'04"

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West, a distance of 63.87 feet to a point; thence North 46°28'37" West, a distance of 123.45 feet to a point; thence North 42°28'44" West, a distance of 110.27 feet to a point; thence North 46°52'50" West, a distance of 78.65 feet to a point; thence North 49°19'09" West, a distance of 61.52 feet to a point; thence leaving said centerline of Old Woods Road (A.K.A. Old Floyd Road) North 25°03'19" West, a distance of 30.41 feet to an iron pin found (1 1/2" open top pipe); thence leaving said City of Gainesville – Hall County line North 86°03'50" West, a distance of 1364.24 feet to an iron pin found (1/4" rebar); thence South 14°55'29" West, a distance of 1829.42 feet to a concrete monument found at base of 24" White Oak; thence South 68°31'21" East, a distance of 709.63 feet to a concrete monument found; thence along the property now or formerly of L.C. Teasley, Jr. and the City of Gainesville – Hall County line South 09°07'07" West, a distance of 457.14 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence North 75°36'14" West, a distance of 1213.59 feet to a concrete monument found; thence along the property now or formerly of Zaidh A/Cuellar & Ricardo Pietri Rodriguez South 22°43'06" West, a distance of 559.35 feet to an iron pin found (3/4" crimp top pipe); thence along the property now or formerly of The City of Gainesville Georgia North 66°26'06" West, a distance of 747.65 feet to an axle found; thence along the property now or formerly of Alcovy-20, Inc. North 66°09'22" West, a distance of 598.37 feet to an iron pin found (1" crimp top pipe); thence South 36°35'48" West, a distance of 1191.25 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence along the property now or formerly of Lenox Park Subdivision, Phase 1, North 58°27'38" West, a distance of 446.46 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484") on the southeasterly Right-of-Way of Lenox Drive (50' R/W); thence along said Right-of-Way North 31°32'22" East, a distance of 33.95 feet to a point; thence 91.84 feet along an arc of a curve to the right having a radius of 275.00 feet and a chord bearing and distance of North 41°06'25" East, 91.41 feet to a point; thence North 50°40'28" East, a distance of 192.34 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence leaving said Right-of-Way and continuing along said Lenox Park Subdivision, Phase 1 the following courses and distances: South 39°19'32" East, a distance of 170.00 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence North 50°40'28" East, a distance of 469.45 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence North 46°16'21" East, a distance of 88.20 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence North 37°46'20" East, a distance of 88.20 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence North 29°16'18" East, a distance of 88.20 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence North 20°46'16" East, a distance of 88.20 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence North 12°16'10" East, a distance of 88.20 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence North 03°46'06" East, a distance of 88.20 feet to an iron pin found (1/2" rebar); thence North 04°43'57" West, a distance of 88.20 feet to an iron pin found (1/2" rebar); thence North 13°14'01" West, a distance of 102.79 feet to an iron pin found (1/2" crimp top pipe); thence South 68°42'53" West, a distance of 144.07 feet to a point; thence 43.49 feet along an arc of a curve to the left having a radius of 30.00 feet and a chord bearing and distance of South 27°11'10" West, 39.78 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484") on the northeastern Right-of-Way of said Lenox Drive; thence along said Right-of-Way 56.05 feet along an arc of a curve to the right having a radius of 425.00 feet and a chord bearing and distance of North 18°07'12" West, 56.01 feet to a point; thence North 21°53'57" West, a distance of 50.13 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence leaving said Right-of-Way and continuing along said Lenox Park Subdivision, Phase 1 46.80 feet along an arc of a curve to the left having a radius of 30.00 feet and a chord bearing and distance of South 66°35'32" East, 42.20 feet to a point; thence North 68°42'53" East, a distance of 140.33

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feet to an iron pin found (1" rebar); thence North 21°53'57" West, a distance of 460.03 feet to a point; thence North 21°53'57" West, a distance of 116.20 feet to a point; thence North 20°40'56" West, a distance of 8.71 feet to a point; thence North 13°43'34" West, a distance of 41.00 feet to a point; thence North 02°14'52" West, a distance of 41.00 feet to a point; thence North 07°53'38" East, a distance of 31.47 feet to a point; thence North 12°17'47" East, a distance of 466.11 feet to an iron pin found (1/2' rebar); thence North 67°53'09" West, a distance of 387.83 feet to a point on the northern Right-of-Way of Floyd Road (40' R/W); thence along said Right-of-Way North 66°41'40" West, a distance of 134.36 feet to a point; thence 110.25 feet along an arc of a curve to the right having a radius of 810.77 feet and a chord bearing and distance of North 62°47'57" West, 110.16 feet to a point; thence North 57°00'29" West, a distance of 110.43 feet to a point; thence 149.80 feet along an arc of a curve to the left having a radius of 1471.84 feet and a chord bearing and distance of North 60°40'02" West, 149.74 feet to a point; thence North 65°09'20" West, a distance of 85.33 feet to a point; thence 271.90 feet along an arc of a curve to the left having a radius of 1607.13 feet and a chord bearing and distance of North 70°00'08" West, 271.58 feet to a point; thence North 74°50'57" West, a distance of 48.83 feet to a point in the centerline of Bob Alley Road (gravel drive); thence along said centerline of Bob Alley Road and along the property now or formerly of Greenleaf Investment Partners L151, LLC North 34°16'23" East, a distance of 52.66 feet to a point; thence North 34°03'45" East, a distance of 131.35 feet to a point; thence North 44°04'18" East, a distance of 145.82 feet to a point; thence North 46°27'13" East, a distance of 43.99 feet to a point; thence North 42°55'53" East, a distance of 56.31 feet to a point; thence North 43°32'31" East, a distance of 58.21 feet to a point; thence North 53°12'56" East, a distance of 66.09 feet to a point; thence North 54°52'42" East, a distance of 94.34 feet to an iron pin found (1/2" rebar); thence North 77°20'51" West, a distance of 568.07 feet to an iron pin found (1/2" rebar); thence along the property now or formerly of Shannon Renea Howard & Ashley Tyrone Howard and the City of Gainesville – Hall County line North 74°26'11" West, a distance of 427.37 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence North 73°35'55" West, a distance of 159.78 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence North 73°56'58" West, a distance of 297.76 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence along the property now or formerly of Rucker Memorial Baptist Church North 73°32'23" West, a distance of 984.00 feet to an iron pin found (5/8" rebar); thence along the property now or formerly of Wild Fern Subdivision North 73°25'37" West, a distance of 567.21 feet to an concrete monument found; thence North 16°35'54" East, a distance of 1019.80 feet to an concrete monument found; thence North 44°31'20" West, a distance of 315.38 feet to an iron pin found (1/2" rebar); thence North 44°22'29" West, a distance of 331.08 feet to an iron pin found (5/8' rebar); thence along the property now or formerly of Laverne A. Page North 43°17'19" West, a distance of 448.44 feet to an iron pin found (1/2" rebar) on the southeasterly Right-of-Way of Lanier Parkway (A.K.A. US 23) R/W varies; thence along said Right-of-Way North 24°01'01" East, a distance of 364.96 feet to an concrete monument found; thence North 42°05'23" East, a distance of 303.34 feet to a point; thence North 05°38'49" East, a distance of 115.75 feet to a point; thence North 36°13'57" East, a distance of 650.77 feet to a point; thence North 47°06'28" East, a distance of 588.16 feet to a point; thence North 46°24'38" East, a distance of 214.95 feet to a point; thence North 48°39'40" East, a distance of 147.19 feet to a point; thence North 14°33'18" West, a distance of 227.17 feet to a point; thence North 36°35'37" East, a distance of 68.83 feet to a point; thence North 59°29'20" East, a distance of 292.13 feet to a point; thence North 01°35'10" West, a distance of 204.08 feet to a point; thence North 26°12'20" East, a distance of 188.16 feet to a point; thence North 86°06'13" East, a distance of 721.41 feet to a point; thence North 16°49'46" West, a distance of 180.81 feet to a point; thence North 59°18'34" East, a distance of 448.45 feet to a point; thence North 10°41'42" West, a distance of 292.22 feet to a point; thence North 20°49'33" West, a distance of 313.05 feet to a point; thence North 54°31'20" West, a distance

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of 199.87 feet to a point; thence along a curve to the Right for an arc distance of 293.10 feet, said curve having a chord bearing of North 48°34'19" East and a chord distance of 293.04 feet and a radius of 4183.73 feet to a point; thence South 16°04'57" East, a distance of 150.46 feet to a point; thence North 80°54'35" East, a distance of 220.20 feet to a point; thence leaving said City of Gainesville – Hall County line North 10°31'34" West, a distance of 107.62 feet to a point; thence North 76°00'49" East, a distance of 144.69 feet to a point; thence South 10°30'30" East, a distance of 107.25 feet to a point; thence North 82°56'22" East, a distance of 99.01 feet to a point; thence North 10°12'40" West, a distance of 426.05 feet to a point; thence North 49°48'46" East, a distance of 223.69 feet to a point; thence along a curve to the Right for an arc distance of 849.72 feet, said curve having a chord bearing of North 71°32'56" East and a chord distance of 828.50 feet and a radius of 1093.45 feet to an concrete monument found; thence South 08°11'21" West, a distance of 9.41 feet to an concrete monument found; thence North 89°15'53" East, a distance of 35.57 feet to the True Point of Beginning.

Less and except:

All that tract or parcel of land lying and being in G.M.D. 411, Hall County, Georgia being more particularly described as follows:

Beginning at the intersection of the northern Right-of-Way of Floyd Road (40' R/W) and the centerline of the 40 foot easement along Floyd Road; thence North 46°27'01" East, a distance of 782.94 feet to a nail found at the base of 1/2" rebar (disturbed) in the centerline of said 40 foot easement, being the True Point of Beginning; thence leaving said centerline of 40 foot easement and along the property now or formerly of Glenn C. Hyziher North 30°22'00" West, a distance of 1149.52 feet to an iron pin found (1/4" rebar); thence South 89°42'00" East, a distance of 450.14 feet to an iron pin found (1/2" bolt) on the City of Gainesville – Hall County line; thence along said City of Gainesville – Hall County line and along the property now or formerly of Gainesville Vision, LLC South 31°56'02" East, a distance of 581.15 feet to an iron pin found (2" open top pipe); thence South 27°20'05" East, a distance of 584.11 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484") in the centerline of said 40 foot easement; thence along said 40' easement North 81°22'03" West, a distance of 181.00 feet to a point; thence North 86°32'41" West, a distance of 148.39 feet to a point; thence South 83°27'37" West, a distance of 118.33 feet to the True Point of Beginning.

Said tract contains 10.310 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.

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SECTION V

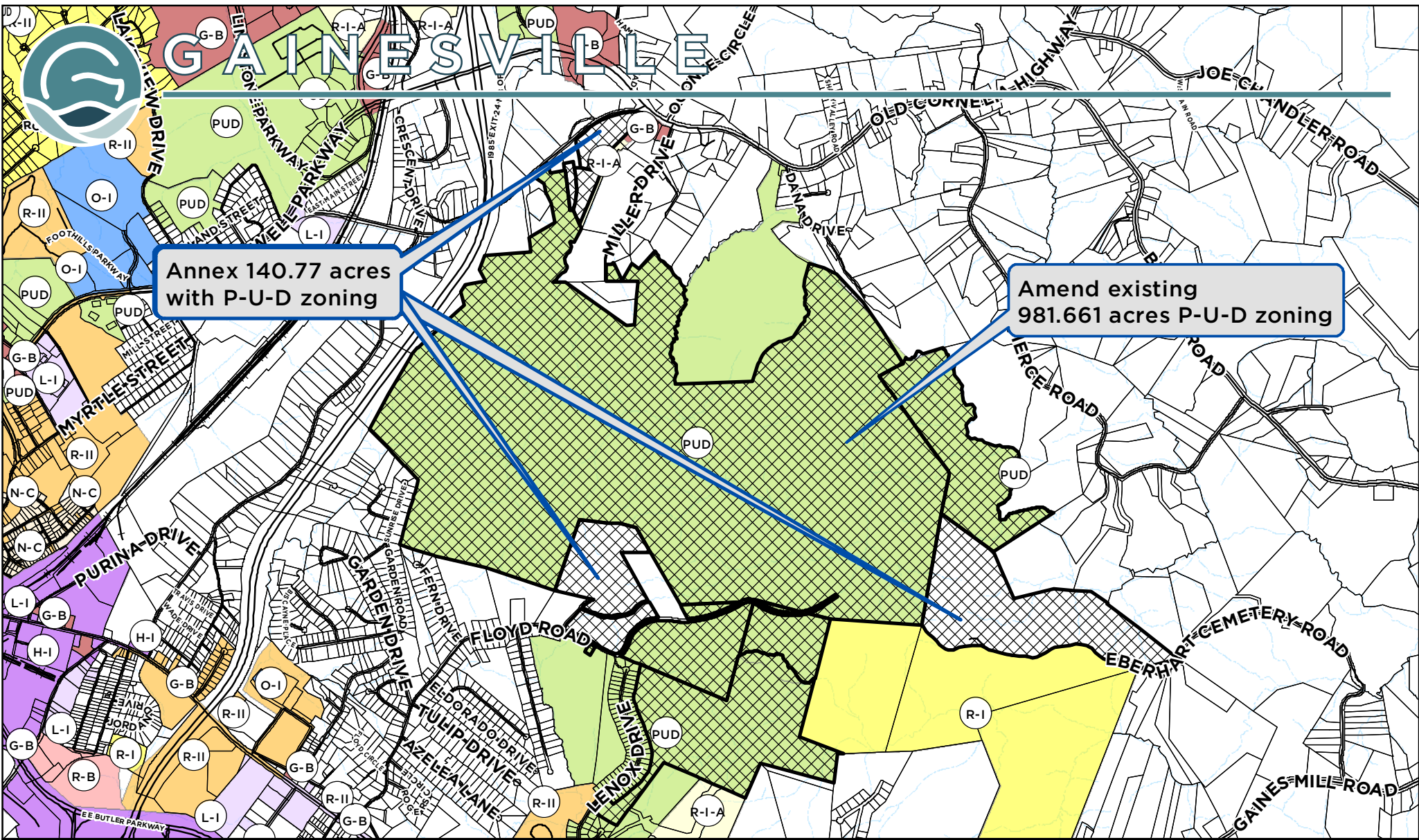
The effective date of this Ordinance shall be upon approval by the governing body of the City of Gainesville, Georgia.

W. Samuel Couvillon, 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: CABALLERO HOLDINGS, LLC		Request: Annex 140.77+/- acres tract and establish zoning as Planned Unit Development (P-U-D); and Amend existing Planned Unit Development (P-U-D) zoning on a 981.661+/- acres tract for a master planned mixed-use development	
ANNEXATION & ZONING AMENDMENT REQUEST			
Subject Property Address: 0, 2166, 2170 & 2210 Old Cornelia Hwy, SE; 0, 2465, 2490 & 2544 Floyd Road, SE; 0 Lenox Drive, SE; & 0 Eberhart Cemetery Rd.		Tax Parcel: 15-021-000-164; 15-022-000-001B, 003 (Part), 003M, 004, 034 & 086; 15-033-000-001; 15-033B-000-022, 024 & 026A	
Meeting Date: 12/14/2021		Map Prepared: 11/10/2021	
		0 1,200 2,400 Feet SCALE: 1" = 2,000'	
		Page 589 of 1265	



GAINESVILLE

Annex 140.77 acres
with P-U-D zoning

Amend existing
981.661 acres P-U-D zoning

Applicant: **CABALLERO HOLDINGS, LLC**

ANNEXATION & ZONING AMENDMENT REQUEST

Subject Property Address:
O, 2166, 2170 & 2210 Old Cornelia Hwy, SE;
O, 2465, 2490 & 2544 Floyd Road, SE;
O Lenox Drive, SE; & O Eberhart Cemetery Rd.

Tax Parcel:
15-021-000-164; 15-022-000-001B,
003 (Part), 003M, 004, 034 & 086;
15-033-000-001; 15-033B-000-022,
024 & 026A

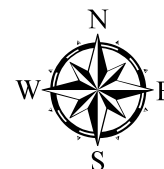
Request:

Annex 140.77+/- acres tract and establish zoning as Planned Unit Development (P-U-D); and Amend existing Planned Unit Development (P-U-D) zoning on a 981.661+/- acres tract for a master planned mixed-use development



Subject Property

Aerial from 2018

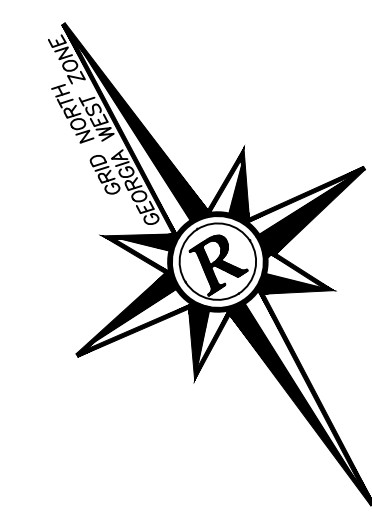


Meeting Date: 12/14/2021

Map Prepared: 11/10/2021

0 1,200 2,400 Feet

Page 590 of 1265 SCALE: 1" = 2,000'



Annexation Parcels

15033B 000024

15033B 000022

15033B 000026A

15022 00001B

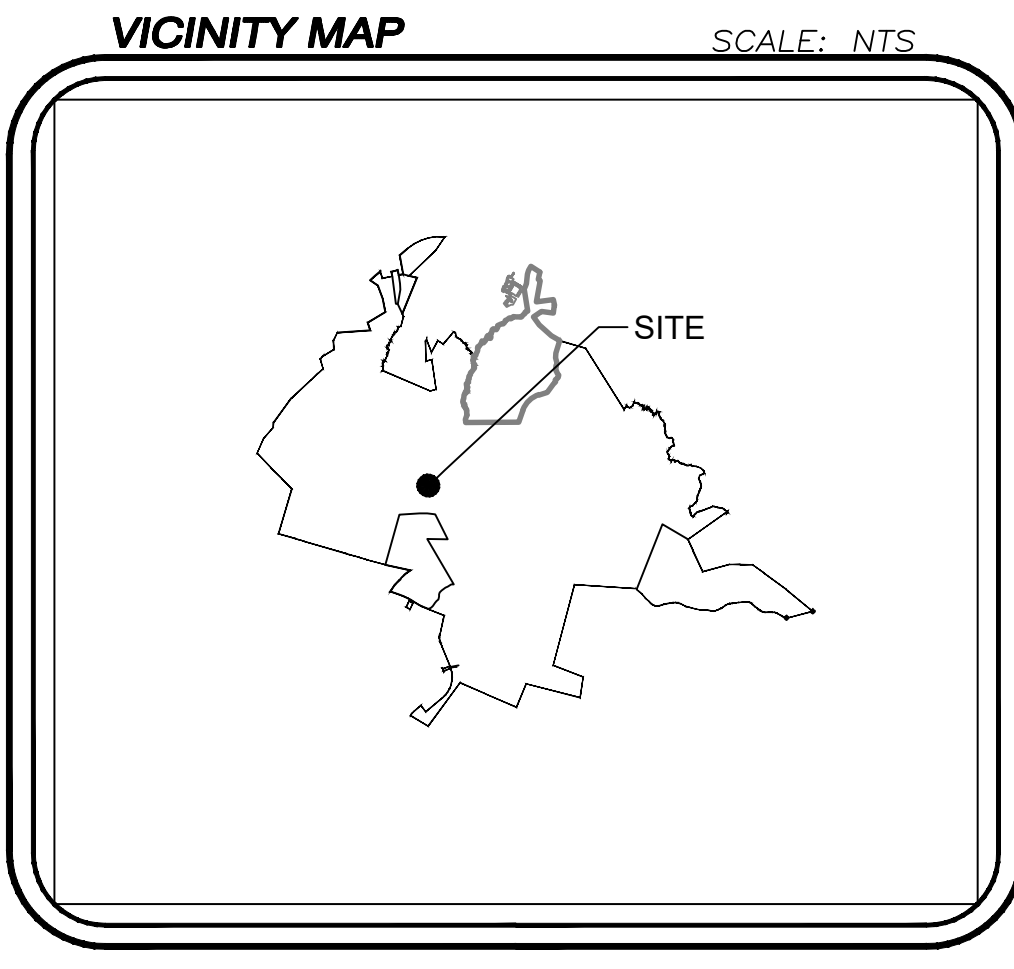
15022 000003

UNIT SUMMARY	
ACREAGE	1122
SINGLE FAMILY DETACHED UNITS	1414
SINGLE FAMILY ATTACHED UNITS	311
MULTI-FAMILY UNITS	640
TOTAL RESIDENTIAL	2365
OVERALL DENSITY	2.10
OPEN SPACE	645± ACRES
COMMERCIAL	75000 SF

OWNER INFORMATION:

CABALLERO HOLDINGS, LLC
3840 WINDERMERE PARKWAY, SUITE 402
CUMMING, GA 30041

NOTE:
1. THE BOUNDARY AND EXISTING PARCEL LINES SHOWN WERE TAKEN FROM HALL COUNTY GIS & SURVEY PREPARED BY ROCHESTER & ASSOCIATES, INC.
2. EXISTING TOPOGRAPHY AND UTILITIES TAKEN FROM HALL COUNTY GIS & SURVEY PREPARED BY ROCHESTER & ASSOCIATES, INC.
3. THE EXISTING CREEKS AND BUFFERS TAKEN FROM HALL COUNTY GIS, NOT FIELD VERIFIED.
4. PORTIONS OF THIS PROPERTY ARE LOCATED IN A FLOOD HAZARD ZONE "A" AS PER FEMA FLOOD INSURANCE RATE MAP OF HALL COUNTY, GEORGIA, COMMUNITY PANEL NO. 13139C0195G, DATED APRIL 4, 2016.



CABALLERO HOLDINGS, LLC

CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

ZONING PLAN - GAINESVILLE TOWNSHIP

DATE: 9/22/2021
JOB NO. G216038 CAB
FILE NO. 4 CONCEPT
DRAWN BY: CMM



A PLANNED UNIT DEVELOPMENT

*Gainesville, Georgia
September 24, 2021*



GAINESVILLE TOWNSHIP



Caballero Holdings, LLC
3840 Windermere Parkway
Cumming, Georgia 30041

DRAFT



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26	SINGLE FAMILY ATTACHED
28	MULTI-FAMILY
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PROJECT OVERVIEW

OF GAINESVILLE TOWNSHIP



Gainesville Township is a master planned community consisting of approximately 2365 homes on approximately 1122 acres. Development is planned to be primarily confined to the ridgelines in order to promote a greater balance with nature. 645± acres will remain as open space. The project's overall density is approximately 2.11 units per acre. The project is less dense than most other developments served by public sewer and will contain a variety of different housing types and sizes, which will be separated into various sub-communities or pods. This variety of housing types is intended to encompass different price points and accommodate residents of varying ages, from young professionals to families to active seniors. The community's focal point will be the Gainesville Township Central Amenity, passive parks throughout and extensive trail system, which are all designed to create a unique identity and character for the development.

Large areas of open space containing mature trees are integrated into the master plan to preserve the property's natural beauty. A significant number of homes within each pod will adjoin these open spaces thereby allowing residents to use and enjoy the open space areas. Over 80,000 feet of jurisdictional streams bisect the property, creating natural buffers and preservation areas.

In essence, Gainesville Township connotes a sense of community at a special place in the foothills of the Northeast Georgia Mountains — a place many would like to call home.

GAINESVILLE TOWNSHIP
CONNOTES A SENSE OF COMMUNITY
AT A SPECIAL PLACE
IN THE FOOTHILLS OF THE
NORTHEAST GEORGIA MOUNTAINS

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DEVELOPER'S STORY

OF GAINESVILLE TOWNSHIP



Cotter Properties and Development, LLC ("CPD"), parent company of Caballero Holdings, LLC was established by Douglas W. Cotter, Jr. in 2004 and is one of the preeminent residential real estate development firms in the southeast.

Mr. Cotter and his partners have extensive development experience and participated in the development of over 8,000 residential lots prior to 2014. Since 2014 CPD has rezoned, entitled or developed in excess of 8,000 residential lots and is currently working to rezone, entitle and develop over 12,000 additional residential lots in four states.

CPD has served as the sole or primary developer on over 40 projects since 2014 and more than 60 projects prior to 2014.

Through its relationships with local real estate brokers and the nation's largest home builders, CPD is able to source projects others miss and close on projects others simply cannot disentangle and consummate.

CPD is well positioned for the future and to take advantage of current market opportunities, which include serving as a preferred development partner for multiple national builders and local development sponsors.

CPD's current principals are Douglas W. Cotter, Jr. and George E. Harvey III. Mr. Cotter is a past president of The Greater Atlanta Home Builders Association and has been active in the real estate development and home building arenas since 1991. Mr. Harvey is an attorney that left the full-time practice of law in 2006 in order to pursue a career as a real estate developer.

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COTTER PROPERTIES AND DEVELOPMENT, LLC
WAS ESTABLISHED IN 2004



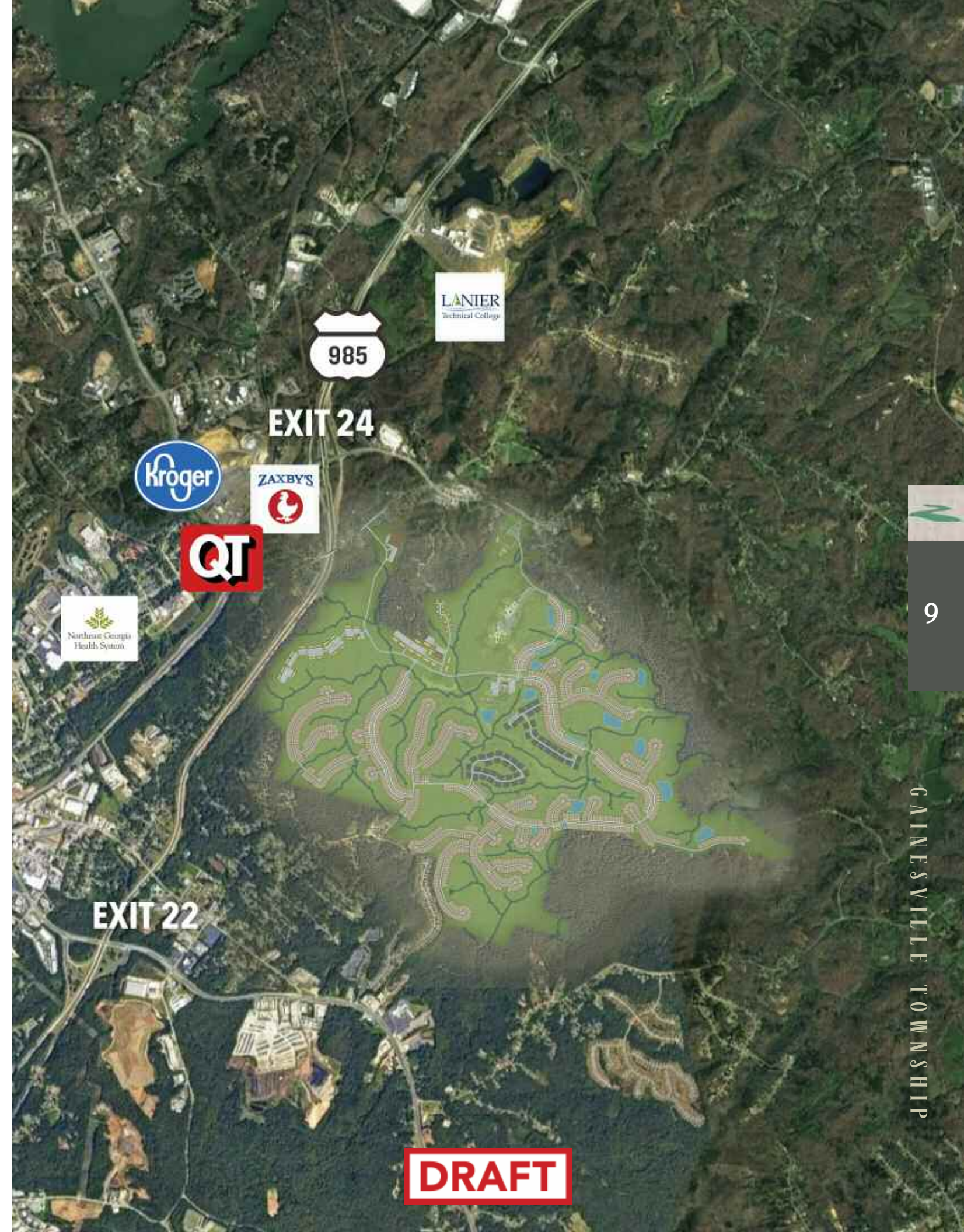
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LOCATION OF GAINESVILLE TOWNSHIP

The future Gainesville Township community is located less than 3 miles north-east of the City of Gainesville square and less than 1 mile east of I-985 at Exit 24. Primary access to the property will be from Old Cornelia Highway near the current location of White Sulphur Elementary School. The property is surrounded primarily by developed residential uses.

Gainesville Township will straddle and protect the floodplain of Pond Fork, a tributary to the Middle Oconee River. Several unnamed streams exist on the property and will be preserved along with the majority of their associated mature tree canopy. Limited areas of the property were previously timbered, creating pastures in the lower lying areas. The property is surrounded by a variety of residential uses which have been developed over the past 50 years. Approximately 1400 lf of the property fronts to I-985 just south of Exit 24. A major retail area, anchored by a Mega Kroger is developing on the west side of I-985 along with restaurants and other commercial uses. North Georgia Health System's main campus is located approximately 2.2 miles away on Jesse Jewell Parkway. The new campus of Lanier Technical Institute is located less than 2 miles north on I-985.

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CHARACTER

OF GAINESVILLE TOWNSHIP



The Gainesville Township community has been carefully planned to minimize environmental impacts and maximize internal connectivity based on streams, wetlands, steep slopes and other natural features. Development will be concentrated primarily along ridge lines with the majority of land adjacent to streams left untouched. The general theme is planned to promote a sense of community and interconnectivity while still providing smaller pods of development that may have their own individual identities.

Gainesville Township is planned to contain a variety of housing types, including age-targeted single-family houses and town houses for active adults and traditional single-family neighborhoods with a range of lot widths and home sizes as well as multi-family options.

A key feature of Gainesville Township will be its multi-use system of walking paths that will connect all areas of the community to the Central Amenity. The community design will foster connectivity for the residents to one another, nature and the amenities. Additional planned amenities include a spacious clubhouse for gatherings, lap pool with separate children's area, pickle ball courts, disc golf and lighted tennis courts suitable for ALTA/USTA competition. Small pocket parks, intimate landscaped spaces and winding sidewalks will further promote the cohesiveness of the community.

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GAINESVILLE TOWNSHIP
HAS BEEN PLANNED
TO PROMOTE A SENSE OF
COMMUNITY AND
INTERCONNECTIVITY.

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STREET SYSTEM

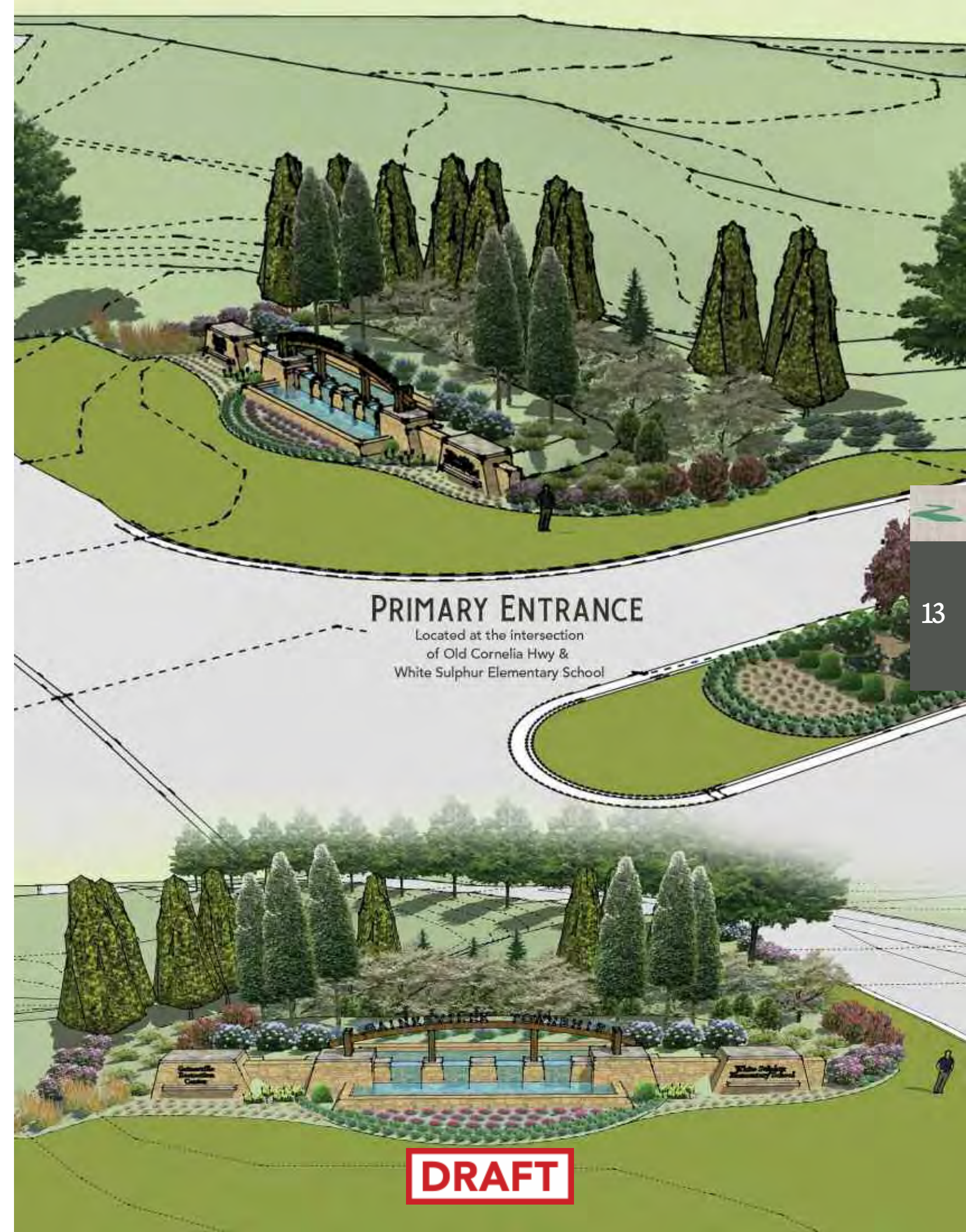
OF GAINESVILLE TOWNSHIP



The primary entrance to Gainesville Township will be at the current intersection of Old Cornelia Highway and White Sulphur Elementary School. Additionally, a second entrance is planned on Old Cornelia Highway to the west of the primary entrance. A future third entrance may be added to the south of the property with access to Athens Highway (US 129). All streets are planned to become publicly maintained at the expiration of the required maintenance periods. All streets will be constructed to City of Gainesville standards and will include sidewalks, multi-use paths, street lights and cross walks where indicated. Multi-Use paths may be constructed of concrete or asphalt.

Streets that are located internal to single family attached and multi-family portions of the project may be gated and remain private as determined by the Developer.

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PRIMARY ENTRANCE

Located at the intersection
of Old Cornelia Hwy &
White Sulphur Elementary School

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OPEN SPACE

OF GAINESVILLE TOWNSHIP



At 645± acres, the open space that meanders throughout the development will be directly accessible to each residential pod. The open space will include areas for amenities, walking paths and passive or active recreation. However, the majority of the open space will be left undisturbed to protect the natural beauty of the site as well as environmentally sensitive areas. The development team believes this element adds tremendous value to the overall development.

Gainesville Township is being developed with nature and outdoor experiences in mind, including numerous parks, open spaces and an extensive network of walking paths as well as natural water amenities. Pocket parks will be located throughout the community and will be connected through the network of walking paths. One pocket park may include benches and an arboretum while another may have a swing set and yet another may simply have a community lawn or nature observation deck. These areas will serve as the focal points for different areas of the community. This element of the community will become a social gathering place and will serve as host to diverse community activities.

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645± ACRES OF OPEN SPACE

Including numerous parks, open spaces, walking paths and natural water amenities.

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AMENITIES

OF GAINESVILLE TOWNSHIP



Primary amenities are planned in the central portion of the property with additional amenities planned throughout the project.

The Central Amenity Center will include:

Clubhouse

Swim Center with a lap pool with children's play area

Tennis Center with lighted courts suitable for ALTA/USTA competition

Pickle Ball courts

Great Lawn with pavilion for outdoor functions

Mail Kiosk

Disc Golf

Pocket Parks

Dog Park

Extensive Trail, Sidewalk and Multi-Use Path System

The Central Amenity building, parking and street elements are designed to be pedestrian-friendly with vehicular traffic programmed for slower speeds around the proposed roundabout. Bicycle racks are planned to promote non-vehicular trips to the Center. Satellite amenities of a smaller scale may be offered at other areas based on future needs and market demand. These amenities could range from small open space areas to cabanas with neighborhood sized pools. A boat/RV storage area may also be included for the neighborhood

The extensive trail and sidewalk and multi-use path system, along with the other amenity features, will promote social interaction between residents of the Gainesville Township community and promote a healthy lifestyle for its residents.

The individual elements of these amenities may be phased in relation to future needs and market demand.

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THE CENTRAL AMENITY CENTER

Featuring clubhouse, swim center, lighted tennis center, pickle ball courts, and great lawn with pavilion.



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RESIDENTIAL PRODUCTS

OF GAINESVILLE TOWNSHIP



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GAINESVILLE TOWNSHIP

SINGLE
FAMILY
DETACHED

The community's development plan has created a balance of residential product choices that will accommodate multiple lifestyle desires. Particular emphasis has been placed on preserving as many areas of natural beauty and tree cover as possible, thereby creating natural separation of neighborhoods and promoting access to parks and open spaces.

Traditional single-family lots are proposed for the majority of Gainesville Township. A variety of lot width sizes and product sizes will be located throughout the project. Similar sizes will be "clustered" together and may be completed by multiple builder groups. While the majority of these products will be owner occupied, nothing in this document shall prohibit their use as for rent products, at the requested limit.



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SF Detached	40'	50'	60'	75'	95'
Lot Width	40'	50'	60'	75'	95'
Minimum lot size	4,000	5,000	6,000	7,500	9,000
Minimum Front Setback	25'	25'	25'	25'	25'
Minimum Side Setback	5'	5'	5'	5'	5'
Minimum Rear Setback	10'	10'	10'	10'	10'
Exterior Buffer	25'	25'	25'	25'	25'
Minimum Building Separation	10'	10'	10'	10'	10'
Maximum % of SF Detached Lot Type	15%	35%	35%	No Max	No Max
Minimum Heated SF per Home	1,400	1,800	1,800	2,000	2,200

Lot standards and the allowable maximum percentages of each lot size is indicated below. The combined number of 40's & 50's shall not exceed 50% of the total.

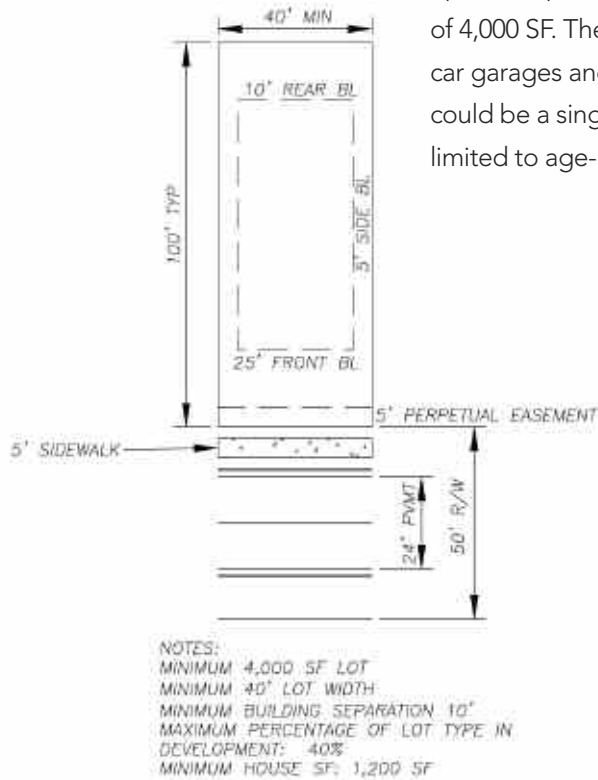


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40' SINGLE FAMILY DETACHED LOTS

The Community's development plan has been created to provide a balance of residential product choices that will accommodate multiple lifestyle options. Up to 15% of the lots could be 40' wide lots with a minimum lots size of 4,000 SF. These lots will support a product width up to 30' wide with two car garages and a minimum heated floor area of 1,400 SF. The product type could be a single story ranch or a 1 ½ to 2 story product. The 40' lots shall be limited to age-restricted neighborhoods only.

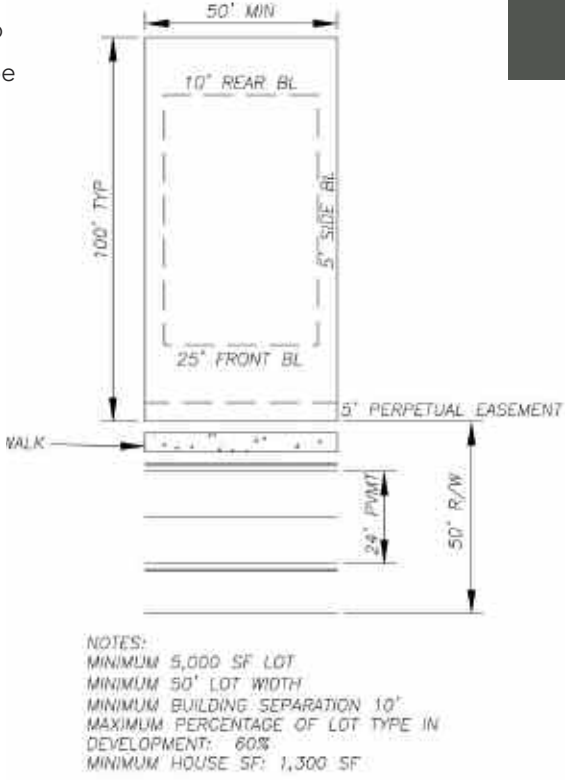


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50' SINGLE FAMILY DETACHED LOTS

The Community's development plan has been created to provide a balance of residential product choices that will accommodate multiple lifestyle options. Up to 35% of the lots could be 50' wide lots with a minimum lots size of 5,000 SF. These lots will support a product width up to 40' wide with two car garages and a minimum heated floor area of 1,800 SF. The product type could be a single story ranch or a 1 ½ to 2 story product. The combined number of 40' lots and 50' lots shall not exceed 50% of the total lot count.

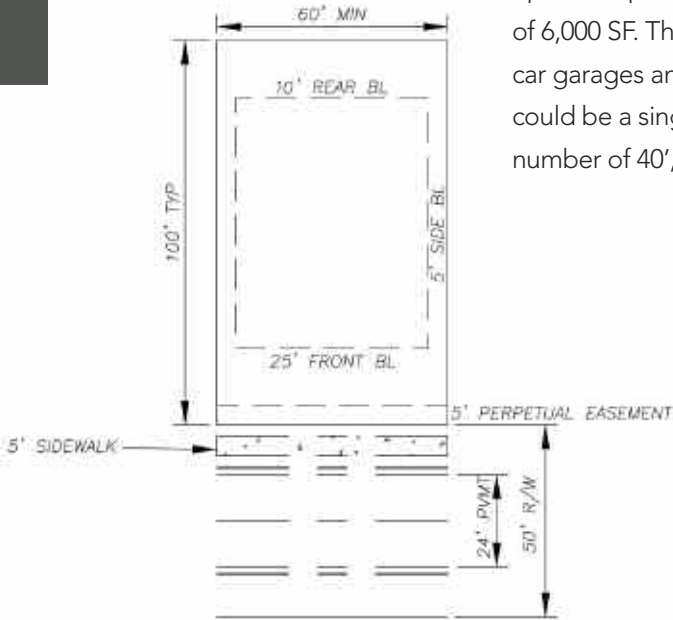


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60' SINGLE FAMILY DETACHED LOTS

The Community's development plan has been created to provide a balance of residential product choices that will accommodate multiple lifestyle options. Up to 35% of the lots could be 60' wide lots with a minimum lots size of 6,000 SF. These lots will support a product width up to 50' wide with two car garages and a minimum heated floor area of 1,800 SF. The product type could be a single story ranch or a 1 ½ to 2 story product. The combined number of 40', 50' & 60' lots shall not exceed 85% of the total lot count.



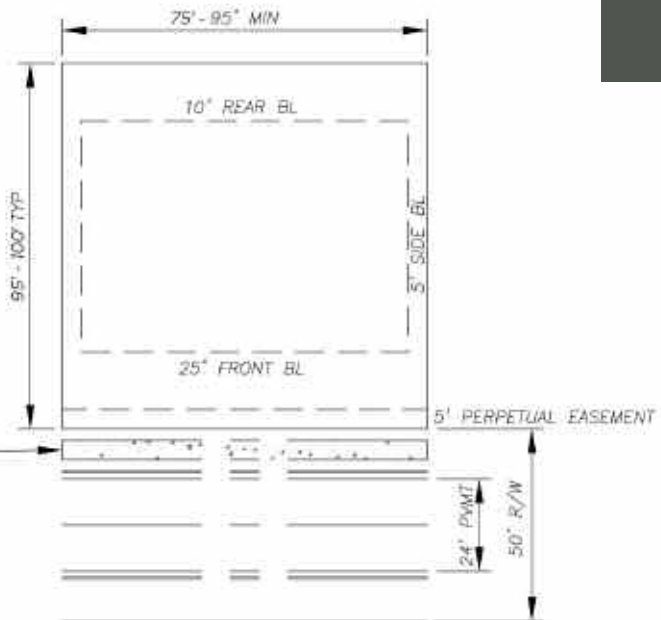
NOTES:
MINIMUM 6,000 SF LOT
MINIMUM 60' LOT WIDTH
MINIMUM BUILDING SEPARATION 10'
MAXIMUM PERCENTAGE OF LOT TYPE IN DEVELOPMENT: 80%
MINIMUM HOUSE SF: 1,500 SF



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75' & 95' SINGLE FAMILY DETACHED LOTS

The Community's development plan has been created to provide a balance of residential product choices that will accommodate multiple lifestyle options. There is no proposed maximum number of lots for 75' & 95' wide lots with a minimum lots size of 7,500 to 9,000 SF. These lots will support a product width 65' to 85' wide with front or side entry garages and a minimum heated floor area of 2,000 SF. The product type could be a single story ranch or a 1 ½ to 2 story product.



NOTES:
MINIMUM 7,500 - 9,000 SF LOT
MINIMUM 75' - 95' LOT WIDTH
MINIMUM BUILDING SEPARATION 10'
MAXIMUM PERCENTAGE OF LOT TYPE IN DEVELOPMENT: NO MAX
MINIMUM HOUSE SF: 2,000-2,200 SF



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GAINESVILLE TOWNSHIP

SINGLE FAMILY ATTACHED

Single Family Attached product will be located strategically within the project, providing an alternative lifestyle and pricing option. This product may consist of both multi-level townhome style homes and single-level quadraplex homes. While some of the products will be targeted toward families, others may be age-targeted to a 55+ buyer. All single family attached homes will be offered as low or no maintenance alternatives to detached home ownership. While the majority of these products will be owner occupied, nothing in this document shall prohibit their use as “for rent” products.

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Lot standards and the allowable maximum percentages of each lot size is indicated below:

SF Attached	Townhomes	Townhomes
Lot Width	20	24
Minimum lot size	2,000	2,000
Front Setback	15	20
Side Setback	0	0
Rear Setback	0	0
Exterior Buffer	25	25
Building Separation	20	20
Minimum Square Footage	1,100	1,400
Maximum %	No Max*	No Max*

**TOTAL NUMBER OF SF DETACHED UNITS SHALL NOT EXCEED 311.*



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GAINESVILLE TOWNSHIP MULTI-FAMILY

Multi-Family product is planned for a minimum of two locations within the project. Product offerings may include both family oriented as well as adult focused options. The product will be low rise (two/three or three/four story) garden style or breezeway style buildings, attached manor homes or detached cottages.

The Multi-Family areas of the project will provide their own amenities, geared specifically to their target markets. Amenities typically include; clubhouse, pool, fitness equipment and outdoor amenities such as fire pits and park areas.

**THE TOTAL NUMBER OF MULTI-FAMILY UNITS
WILL BE CAPPED AT 640.**



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Multi-Family standards are indicated below:

Multi-Family	Garden Style	Breezeway Style	Manor	Cottages
Front SB	30'	30'	10'	10'
Side SB	10'	10'	10'	5'
Rear SB	20'	20'	10'	10'
Building Separation	20'	20'	20'	10'
Maximum Stories	4	4	3	2
Maximum Height	60'	60'	45'	35'



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COMMERCIAL DEVELOPMENT

OF GAINESVILLE TOWNSHIP



Commercial development may occur in areas with external road access, primarily along Old Cornelia Highway. Allowable uses shall be those specific to the Neighborhood Business District (N-B), drive thru restaurants and those specified under the "Institutionalized residential living and care facilities, serving more than eighteen (18) persons" use. Individual buildings shall not exceed three (3) stories in height with a gross square footage not to exceed 75,000 square feet. Parking ratios shall be in accordance with City of Gainesville ordinances based on the final use of the property.



SITE DEVELOPMENT

OF GAINESVILLE TOWNSHIP



Monumentation & Signage

The gateway to Gainesville Township is located at the intersection of Old Cornelia Highway and the City's new entrance to the Gainesville Youth Sports Complex. This intersection will serve the Youth Sports Complex, White Sulphur Elementary School and Gainesville Township. This entrance will act as the main visual link to the project and announces the development. As such, a critical part of Gainesville Township's initial impression, the project gateway will include landscape and hardscape features, signage, monumentation, and lighting establishing a sense of place and arrival point. The major gateway will define Gainesville Township, reflecting the architectural and landscape style of the development. Signage will contain additional identification of the Gainesville Youth Sports Complex and the White Sulphur Elementary School.

Billboard placement, including electronic billboards, on the property shall be allowed and limited to frontage along I-985. These billboards shall not exceed 440 square feet and 45 feet in height. All billboards are limited to project related content and must be removed within seven years of erection or 95% of project build-out, whichever occurs last. There shall be a limit of two such billboards.

Secondary Identification

Additional signage and monumentation elements may be placed throughout the development and should be similar in style to the major project identification but will be smaller in scale. These may be placed at the secondary access points on Old Cornelia Highway or on interior streets of Gainesville Township. Minor information signs may also be used to guide visitors to various neighborhoods, amenities, and points of interest within Gainesville Township. The information signs might include event listings and other pertinent information relevant to the community.



Landscaping

Together with the infrastructure design, the proper planning and design of outdoor spaces is critical in fostering the desired atmosphere of Gainesville Township. The overall landscape concept for this area plays a crucial role in unifying Gainesville Township and is intended to ensure that residences and related improvements are in concert with scenic beauty and natural conditions. The development will respect the area's natural setting and include new plantings that harmonize with the existing environment and the landscape character of the region. A consistent landscape that responds to aesthetic concerns and helps establish a positive image within the development for years to come must be established.



COMMUNITY STANDARDS

OF GAINESVILLE TOWNSHIP



Maintenance & Ownership of Streets and Open Spaces

All of the streets, including those within individual pods or phases, are intended to be built to the typical sections shown herein and otherwise to the standards of the City of Gainesville. Other than the Parkway, roads may be gated for limited access and privately maintained. Roads not gated or otherwise access-limited will be dedicated to the City of Gainesville for maintenance. All interior open spaces and common elements will be deeded to the Master Home Owner's Association for maintenance and operation.

Water & Sewer Utilities

The City of Gainesville will provide water and sewer service to Gainesville Township. The availability of services has been verified with the City of Gainesville.

Homeowners Association

A mandatory Home Owner's Association (HOA) will be formed for Gainesville Township. The HOA will maintain and manage all of the common areas of the development, including financial management, architectural controls, and enforcement of community standards. The Multi-Family areas will be separate from the overall HOA but they will contribute to certain common element maintenance. The Restrictive Covenants will limit the number of single family detached rentals to 300 units and limit the number of single family attached rentals to no more than 75% of the units constructed at any given time. Any modifications or new construction within the community must be approved by an Architectural Review Board. The Board will be established and operated by the Developer until such time as the powers are transferred to the HOA(s).

Model Homes & Prairie Homes

Prior to approval of any phased Final Plat, the City of Gainesville will issue a maximum of 50 model home permits and 50 prairie home permits. Once final platting has been approved for the outstanding prairie home permits, the City of Gainesville will issue additional prairie home permits, not to exceed 50 at any given time. This time period allows the Developer to accelerate their production schedule and reduce the time frame necessary to complete a house and close a sale. In a development of this magnitude, the City of Gainesville recognizes the carrying cost of land acquisition, infrastructure and overhead requires an expedited delivery schedule to meet project objectives and insure the ongoing success and vitality of the project.

Model home and prairie home permits will not be issued until access to the lot is provided in the form of a hard surface (crusher run) and fire protection is established within 500 feet of the lot in the form of a 1500-gallon tank fitted to City of Gainesville Fire Department specifications. The applicant/property owner agrees to indemnify the City of Gainesville against any claim of loss that may result from the early issuance of these type of permits.

Model Home and Prairie Home shall be defined as follows:

PRAIRIE HOME – *A concept used by Developers to allow for home construction starts (building permit issuance) prior to Final Plat recording. Prairie Home permits will not be granted temporary certificates of occupancy or permanent certificates of occupancy until approval of the final plat for the phase of development in which they are located.*

MODEL HOME – *A concept used by Developers to allow for home construction starts in order to model building types, floor plans, interior finishes, etc. to potential buyers. Model home permits will be granted a temporary certificate of occupancy (provided adequate restroom facilities have been completed) prior to final plat that will restrict the use of the structure to a sales center and furniture staging. Habitation will not be allowed in model homes until a permanent certificate of occupancy has been issued. Permanent certificate of occupancy will not be issued until approval of the final plat for the phase of development in which they are located.*



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Drainage & Stormwater Management

All of Gainesville Township lies within the Pond Fork drainage basin and flows to the Middle Oconee River. Highest elevations are on the north and east and sides of the property, with flows generally to the east side of the property. Master detention facilities, serving multiple phases of development, are planned at suitable locations to reduce the number of detention ponds otherwise required.

Uses

Land development for residential housing is dynamic because of the need to concurrently predict and respond to the local real estate market and national economic and demographic trends.

Approval of the Gainesville Township Master Plan is intended to approve approximately 2365 units as the maximum number of units for the development. Housing product types may be rearranged, combined or reconfigured without limit within the development, provided the total number of units nor the maximum number of lot sizes are not exceeded and that the overall change will not substantially increase impact to the public school system, roadways at peak hours or points of connection.

Uses of a traditional single family residential nature are primarily for owner occupancy but, up to 300 units Single Family Detached and Single Family Attached may be used for rental purposes. Multi-Family uses are intended to be 100% for rental purposes. If market conditions warrant, up to 5% of the acreage of Gainesville Township may be used instead for senior resident adult congregate living facilities of independent living, assisted living, personal care and/or memory care at a density not to exceed 22 units per acre, but shall not include a nursing home or any other facility that requires a Certificate of Need.

Uses and standards described in the plan anticipate and describe single-family detached, single-family attached and multi-family forms of construction. If the use and/or form of housing for a particular phase is not specifically described or detailed in the plan, such a use or form may be approved administratively by staff based on then existing approved standards of the City of Gainesville for such a form of construction on similar sites elsewhere in the incorporated areas of the City.

Rental Percentage Breakdown

Type	Number	% of Total	% of Max Rental	Max # Rental
SF Detached	1,414	60%	21%	300*
SF Attached	311	13%	96%	300*
Multi-Family	640	27%	100%	640
Total Residential	2,365	100%		940

*COMBINED TOTAL OF SF DETACHED/SF ATTACHED SHALL NOT EXCEED 300 UNITS.

Phasing

Phase 1 – The Developer intends to construct a portion of Gainesville Township Parkway (beyond the point constructed by the City) to access and serve approximately 200 single family detached lots, 150 single family attached units and 320 multi-family units. In addition, the Central Amenity will be started during Phase 1, with a completion no later than the completion of Phase 2.

Phase 2 – The Developer intends to develop additional portions of the property, to serve 200 single family attached lots.

Phase 3 – The Developer intends to develop additional portions of the property, to serve 200 single family attached lots.

Phase 4 – The Developer intends to develop additional portions of the property, to serve 200 single family attached lots and 150 additional single family detached homes.

Phase 5 & Future Phases – The Developer intends to complete the Gainesville Township Parkway and develop additional lots as demand warrants

Phasing is generally sequential, but may overlap. Lots of various sizes and ownership types may be under development concurrently in multiple portions of the overall site.

ZONING REQUEST

OF GAINESVILLE TOWNSHIP



The current zoning was approved in February 2001 as “Sussex”. The chart below shows the primary differences in the two plans:

Comparison to Current Zoning Plan

Version	Current Plan	Proposed Plan
Name	Sussex	Gainesville Township
Acreage	965	1,122
Single Family Detached Units*	977	1,414
Single Family Attached Units	197	311
Multi-Family Units	1,096	640
Total Residential	2,270	2,365
Overall Density	2.35	2.11
Open Space	548.5 acres	645.3 acres
Commercial	24,000 sf	75,000 sf

This request includes:

- Annexation and Rezoning of five parcels that are contiguous with the currently zoned property. These parcels total approximately 144 acres.
- Amend the existing zoning approval as detailed in the application, zoning narrative and conceptual site plan.
- Adopt the conditions of zoning as outlined below.

STAFF PROPOSED CONDITIONS

1. The development standards within the applicant’s narrative, site plans, and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant’s narrative, concept plan and architectural renderings shall take precedence over the applicant’s development standards.
2. The maximum number of single-family detached homes/lots shall be 1,414. The maximum number of single-family attached homes shall be 311. The maximum number of multi-family units shall be 640. The total number of residential units shall not exceed 2,365 units.
3. No more than 300 single-family units (detached and/or attached) and 640 multi-family units shall be rental units for a total of 940 rental units. The multi-family units may be any combination of traditional garden-style apartments, townhomes, manor houses, cottages, and/or carriage houses built within the confines of the multi-family areas.
4. Prior to permits being issued for the residential uses, each contractor/developer shall provide architectural renderings of the proposed single-family detached homes, attached townhomes and multi-family apartments for the review and approval of the Community and Economic Development Department Director.
5. The minimum heated floor space for single-family detached homes shall be as presented in the below table associated with zoning condition number 8. The minimum heated floor space for the attached townhomes shall be 1,100 square feet and 640 square feet for the multi-family units. The single-family detached homes and attached townhomes shall not exceed 3 stories in height. The multi-family apartment buildings shall not exceed 3 stories, although 3 / 4 splits shall be allowed.
6. All exterior wall front, sides, and rear of the single-family detached homes, townhomes, and multi-family units shall consist of a variety of building materials consistent with architectural themes and styles determined by the applicant. Foundation water tables of matching brick or stone material, that also covers all exposed foundation walls, will be used where architecturally compatible. Vinyl siding shall only be permitted on soffit areas.

Other architectural requirements will include:

- Carriage style garage doors with decorative hardware or other embellishments shall be used on all single-family detached homes and townhomes;
- The roofing material used on all single-family detached homes and townhomes shall be 3-tab architectural/dimensional style asphalt shingles or metal as appropriate to the architectural style of each home as determined by the builder.
- All overhangs including gables and side gables will have a minimum of a 12-inch overhang on all sides;
- The developer shall use a variety of techniques to avoid the monotonous appearance of identical single-family detached homes. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, and other similar techniques so that no single-family detached house is the same as any house directly in front of a single-family detached home or on either adjacent side of a single-family detached home;
- All roofs and gables shall be of a pitch no less than 8/12. This condition shall not apply to dormers, porches, bay windows, and third floor retreats;
- The exterior materials for all homes shall consist of brick, stone, fiber cement siding, cedar shake or wood siding;
- All roof vents, pipes, and other roof equipment (except chimneys) shall be located on the rear elevations and shall be painted to match the color of the roof;
- No above-ground swimming pools shall be permitted;
- No window air conditioning unit may be installed;
- No exterior blank, windowless walls will be constructed;
- If dormers are included, they will not be taller than the main roof;

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STAFF PROPOSED CONDITIONS (continued)

- All single-family detached house plans will have front or side loaded garages;
 - All townhomes will have front or rear entry garages;
 - Street lighting will be provided throughout the development;
 - All front porches of single-family detached homes shall have a minimum depth of 5’;
 - Windows are restricted to single hung or double hung windows.
- These requirements shall be included in the Covenants to be recorded against the property.*
7. Each detached single-family home and townhome shall have, at a minimum, an attached two car garage.
8. Specific development standards for the single-family detached homes shall include the following:

Lot Width	*40’	50’	60’	75’	95’
Minimum lot size	4,000 SF	5,000 SF	6,000 SF	7,500 SF	9,000 SF
Minimum Front Yard Setback	25’	25’	25’	25’	25’
Minimum Side Yard Setback	5’	5’	5’	5’	5’
Minimum Rear Yard Setback	10’	10’	10’	10’	10’
Minimum Building Separation	10’	10’	10’	10’	10’
Maximum Height (# of stories)	3	3	3	3	3
Minimum Heated SF per Home	1,400 SF	1,800 SF	1,800 SF	2,000 SF	2,200 SF
**Maximum % of SF Detached Lot Type	15%	35%	35%	No Max	No Max

- *40’ LOTS ARE RESTRICTED TO AGE-RESTRICTED NEIGHBORHOODS ONLY.**
- **ANY LOT ALLOCATION FROM A SMALLER CATEGORY MAY MOVE TO A LARGER CATEGORY.**
9. The front yard of each lot shall be sodded and planted with at least one 3” caliper in size hardwood tree.
10. The proposed amenities shall be required as shown on the site plan and the pictures shown on pages 10, 14, 15, 16, 17 28, 29, 57 and 66 of the applicant’s narrative submitted with this application per the approval of the Community and Economic Development Department Director. The amenity area must be started in the first phase of construction. No more than 250 single-family detached homes shall receive a certificate of occupancy (CO) prior to the Central Amenity Center being substantially completed as described on page 19 of the applicant’s narrative. This shall include at minimum the clubhouse, swim center with lap pool with children’s play area, tennis center with lighted courts, pickle ball courts, great lawn with pavilion for outdoor functions, and mail kiosk. Certain elements, such as additional courts may be phased in as demand dictates. Additional CO’s may be granted at the discretion of the Community and Economic Development Director, if sufficient progress is being made on the amenity.
11. Covenants shall be put in place by the developer restricting against the parking of boats, trailers, and campers within driveways or streets. In addition, no on street parking shall be permitted for vehicles.
12. No more than 10% of the units within the proposed community storage facility may be leased to non-residents of the proposed development. There are no restrictions for non-resident use of any commercially operated storage facility that is located within the Commercial District.
13. A Uniform Sign Plan as identified within Section 9-18-7-4 of the Unified Land Development Code shall be required from the developer and is subject to approval by the Gainesville Community Development Director. All signs associated with residential uses shall be limited to indirect lighting. All signs shall be located outside of utility areas and shall not block visibility of vehicular traffic.

14. All proposed detention ponds shall be fenced and landscaped in order to mitigate the view from all roads and adjacent properties. All fencing and landscaping materials shall be approved by the Community and Economic Development Department Director.
15. A site shall be made available within the boundaries of the proposed development to the City of Gainesville for a school consisting of twenty (20) acres of land which meets the criteria established by the Georgia State School Board for such a public school. This site shall be made available by the developer without charge for the land, at any time within seven (7) years after the developer has provided paved access to the site. Alternatively, the School Board may elect to receive an amount equal to the Developer’s per acre purchase price for 20 acres paid in two installments within 7 years of a land development permit being issued. The School Board shall identify a potential site no later than 180 days from closing, excluding any portions of the property that have been presented as Phase 1 of the community.
16. The developer agrees to make available an additional twenty (20) acres, for a total of forty (40) acres, if the City of Gainesville has a need for a second school site. The Gainesville School Board would be required to pay fair market value for this last twenty (20) acres. The School Board shall identify a potential site no later than 180 days from closing, excluding any portions of the property that have been presented as Phase 1 of the community.
17. A site shall be made available within the boundaries of the proposed development to the City of Gainesville for a fire station and a precinct for the police department consisting of not more than two (2) acres of land which will be designated by the developer and reasonably approved by the Gainesville City Council for such public services. This site shall be made available by the developer without charge for the land, at any time within seven (7) years after the developer has provided paved access to the site. This site has been identified on the Concept Plan and the City of Gainesville shall have 180 days from closing to determine if the site meets their requirements or if another site is preferred, however any portions of the property that have been presented as Phase 1 of the community shall be excluded.
18. The plan shall include a fifty (50’) foot perimeter buffer separating all portions of the development from the existing single-family communities to the south of the project site. The specific parcels are shown on the buffer exhibit attached. The composition of this buffer, including any fencing deemed necessary, shall be subject to final approval by the Community and Economic Development Department Director.
19. Minimum five foot (5’) wide sidewalks with a two foot (2’) grass beauty strip shall be required as shown on the Pedestrian Access Plan filed with this request. Applicant, at his sole discretion, shall substitute a five foot (5’) sidewalk with a ten foot (10’) multi-use trail (asphalt or concrete) where indicated on the Pedestrian Access Plan to be maintained by the Homeowners Association (HOA).
20. All new streets shall meet the standards within the current Gainesville Unified Land Development Code, unless varied herein. All proposed residential uses, commercial uses and amenities shall provide for pedestrian connectivity throughout the development. All costs associated with the improvements shall be at the full expense of the developer.
21. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director, Hall County and/or the Georgia Department of Transportation. The main access road, from Old Cornelia Highway to Applicant’s property shall be constructed by the City of Gainesville at its expense. Applicant shall be responsible for access beyond this point and any other access points to the property.

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MAPS & SURVEYS

OF GAINESVILLE TOWNSHIP

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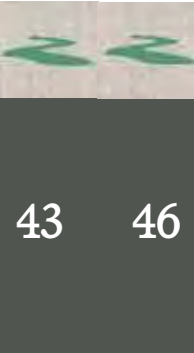
Regional Activity Map
ALTA Boundary Survey
Conceptual Master Plan
Land Use Plan
Pedestrian Access Plan
Proposed Open Space Plan
Proposed Entrance Rendering
Proposed Amenity Rendering

View
Map

MAPS & SURVEYS

Regional Activity Map

Fold open to view



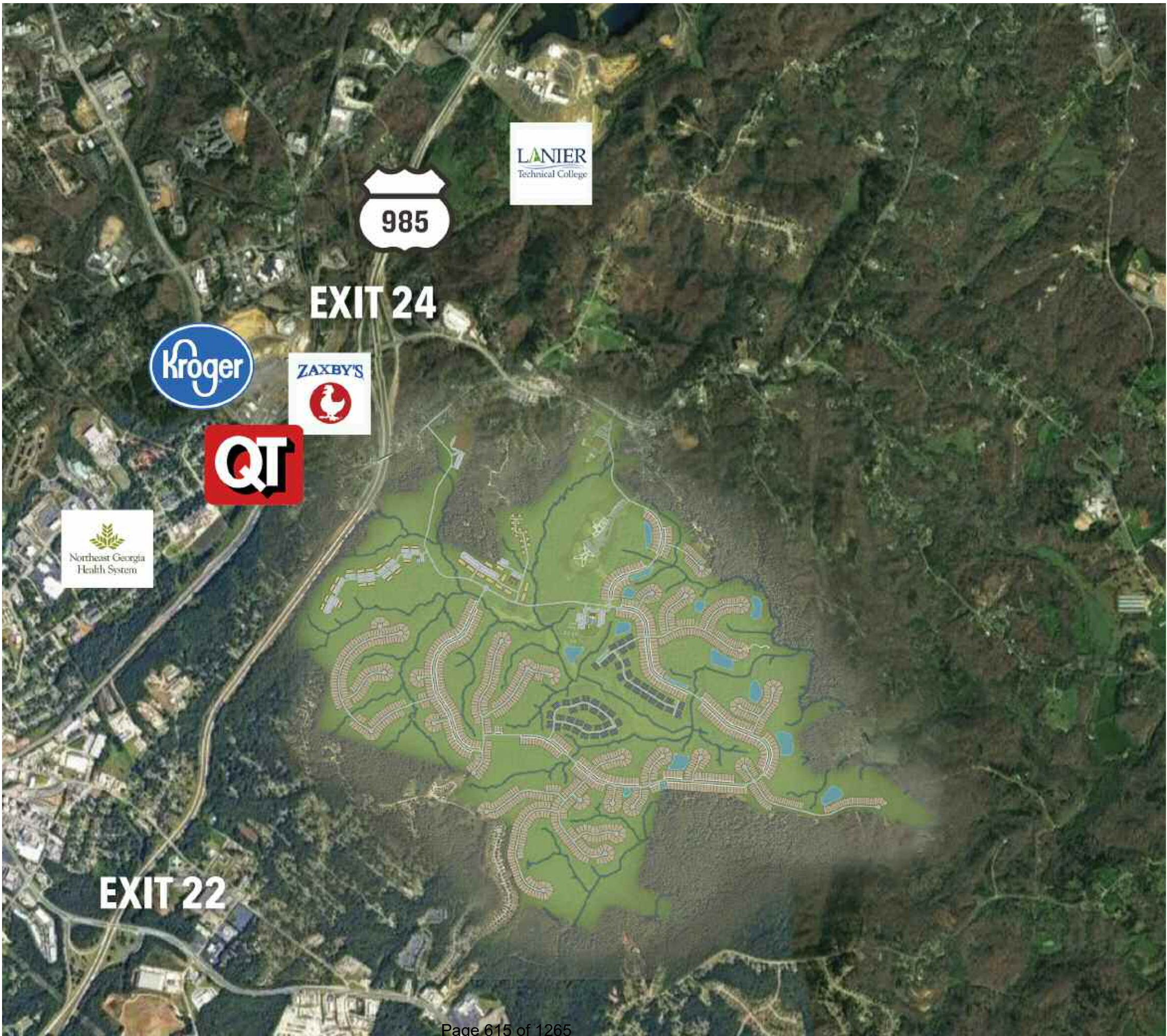
GAINESVILLE
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GAINESVILLE TOWNSHIP

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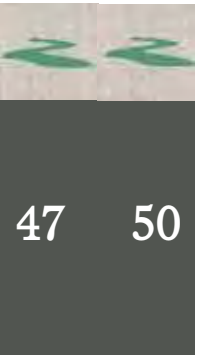


MAPS & SURVEYS

ALTA Boundary Survey

Sheet 1 of 5

Fold open to view



GAINESVILLE TOWNSHIP

GAINESVILLE
TOWNSHIP



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THE CITY OF GAINESVILLE

SECTION 1.00 - GENERAL NOTES

- 1.01. GENERAL NOTES
- 1.02. GENERAL NOTES
- 1.03. GENERAL NOTES
- 1.04. GENERAL NOTES
- 1.05. GENERAL NOTES
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SECTION 2.00 - GENERAL NOTES

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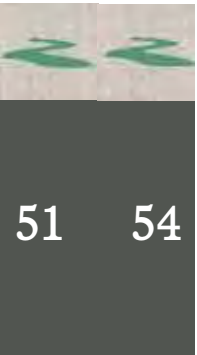
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MAPS & SURVEYS

ALTA Boundary Survey

Sheet 2 of 5

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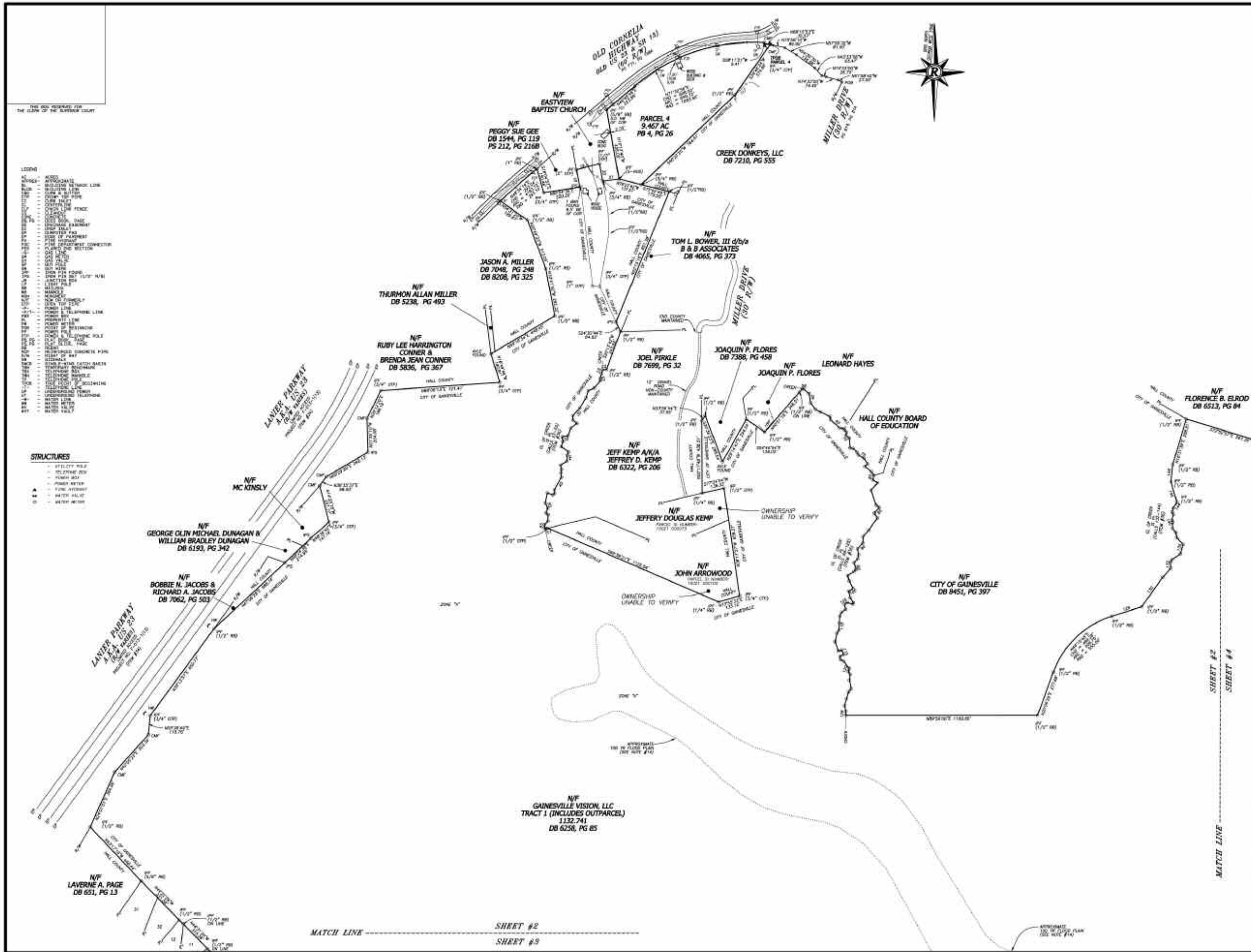
GAINESVILLE
TOWNSHIP



GAINESVILLE TOWNSHIP

DRAFT

DRAFT



Rochester & Associates, Inc.
435 Oak Street N.W., Gainesville, Georgia 30601
(770) 775-6600 (770) 775-6601 Fax: (770) 775-6602

ALWAYS USE THE PLAT FOR
**CABALLERO HOLDING, LLC,
GAINESVILLE VISION, LLC, &
OLD REPUBLIC NATIONAL INSURANCE COMPANY**

NO.	DATE	DESCRIPTION

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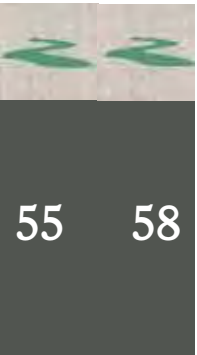
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BY: J. L. BOWEN
FOR NO. 1132.741
FILE NO. 1132.741
DRAWN BY: JLB

MAPS & SURVEYS

ALTA Boundary Survey

Sheet 3 of 5

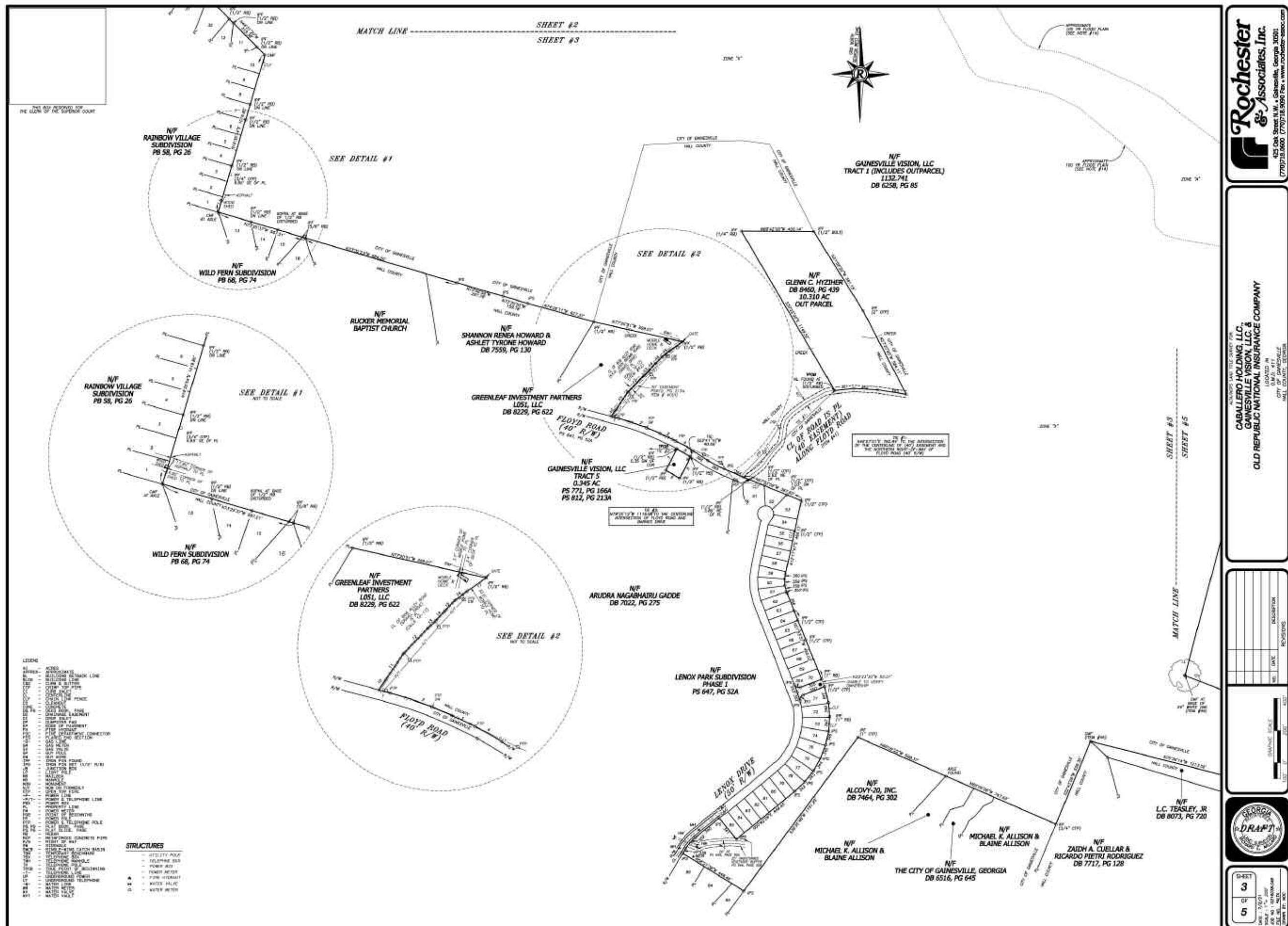
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GAINESVILLE TOWNSHIP

GAINESVILLE
TOWNSHIP



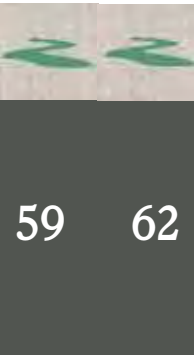


MAPS & SURVEYS

ALTA Boundary Survey

Sheet 4 of 5

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GAINESVILLE
TOWNSHIP



GAINESVILLE TOWNSHIP

DRAFT

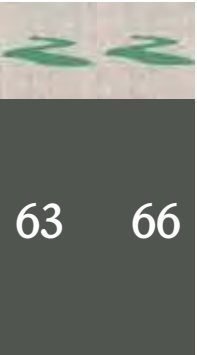
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MAPS & SURVEYS

ALTA Boundary Survey

Sheet 5 of 5

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GAINESVILLE
TOWNSHIP



GAINESVILLE TOWNSHIP

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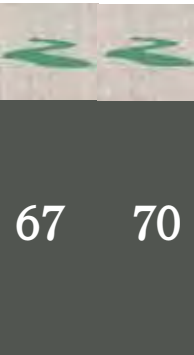
DRAFT

MAPS & SURVEYS

Conceptual Master Plan

Fold open to view

The development of the Community shall be controlled by this Narrative, the Master Plan, attached hereto, Zoning Condition Modifications referenced above and other exhibits provided as modified in the final approval. The Plan is considered conceptual in nature, and certain modifications to that Plan are anticipated as reflected in the specific language herein. Beyond such specific language, modifications of the location and arrangement of lots, roads, amenities and other improvements that do not materially conflict with specific standards and requirements of these conditions may be made by the Developer, so long as such modification does not materially alter the location or nature of improvements within 100 feet of the Community Boundary, or impact previously recorded residential sections, or change the land use or increase density.



GAINESVILLE TOWNSHIP

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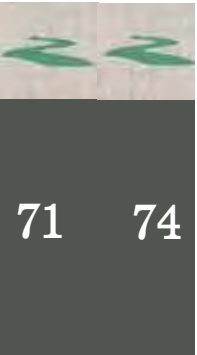


View
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MAPS & SURVEYS

Land Use Plan

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GAINESVILLE
TOWNSHIP

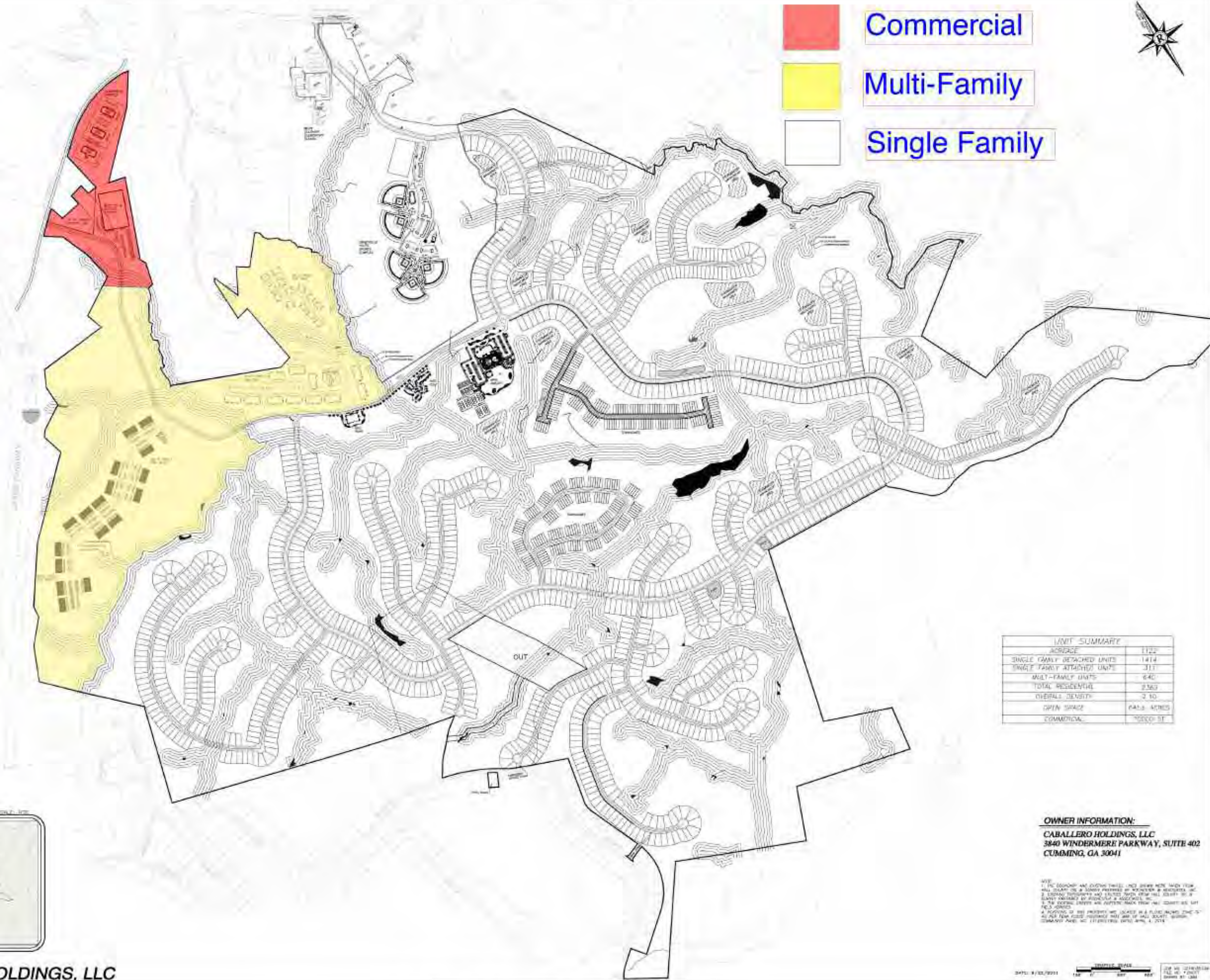


GAINESVILLE TOWNSHIP

DRAFT

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- Commercial
- Multi-Family
- Single Family



UNIT SUMMARY	
ACREAGE	1122
SINGLE FAMILY DETACHED UNITS	1414
SINGLE FAMILY ATTACHED UNITS	311
MULTI-FAMILY UNITS	640
TOTAL RESIDENTIAL	2365
OVERALL DENSITY	2.10
OPEN SPACE	PAULS ACRES
COMMERCIAL	10000 ST

OWNER INFORMATION:
CABALLERO HOLDINGS, LLC
 3840 WINDERMERE PARKWAY, SUITE 402
 CUMMING, GA 30041

NOTES:
 1. THE BOUNDARY AND LOT LINES SHOWN HEREIN WERE TAKEN FROM THE PLAT OF THE LAND AND ARE NOT TO BE CONSIDERED AS A GUARANTEE OF THE ACCURACY OF THE INFORMATION.
 2. EXISTING UTILITIES AND LOT LINES WERE TAKEN FROM THE PLAT OF THE LAND AND ARE NOT TO BE CONSIDERED AS A GUARANTEE OF THE ACCURACY OF THE INFORMATION.
 3. THE EXISTING UTILITIES AND LOT LINES WERE TAKEN FROM THE PLAT OF THE LAND AND ARE NOT TO BE CONSIDERED AS A GUARANTEE OF THE ACCURACY OF THE INFORMATION.
 4. THE PLAT OF THE LAND IS LOCATED IN A PUBLIC RECORDS OFFICE IN THE CITY OF GAINESVILLE, FLORIDA.
 5. THE PLAT OF THE LAND IS LOCATED IN A PUBLIC RECORDS OFFICE IN THE CITY OF GAINESVILLE, FLORIDA.
 6. THE PLAT OF THE LAND IS LOCATED IN A PUBLIC RECORDS OFFICE IN THE CITY OF GAINESVILLE, FLORIDA.



CABALLERO HOLDINGS, LLC

CITY OF GAINESVILLE
 HALL COUNTY, GEORGIA

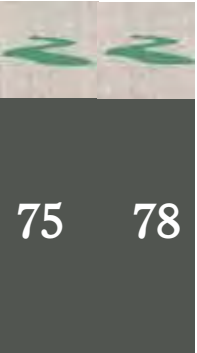


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MAPS & SURVEYS

Pedestrian Access Plan

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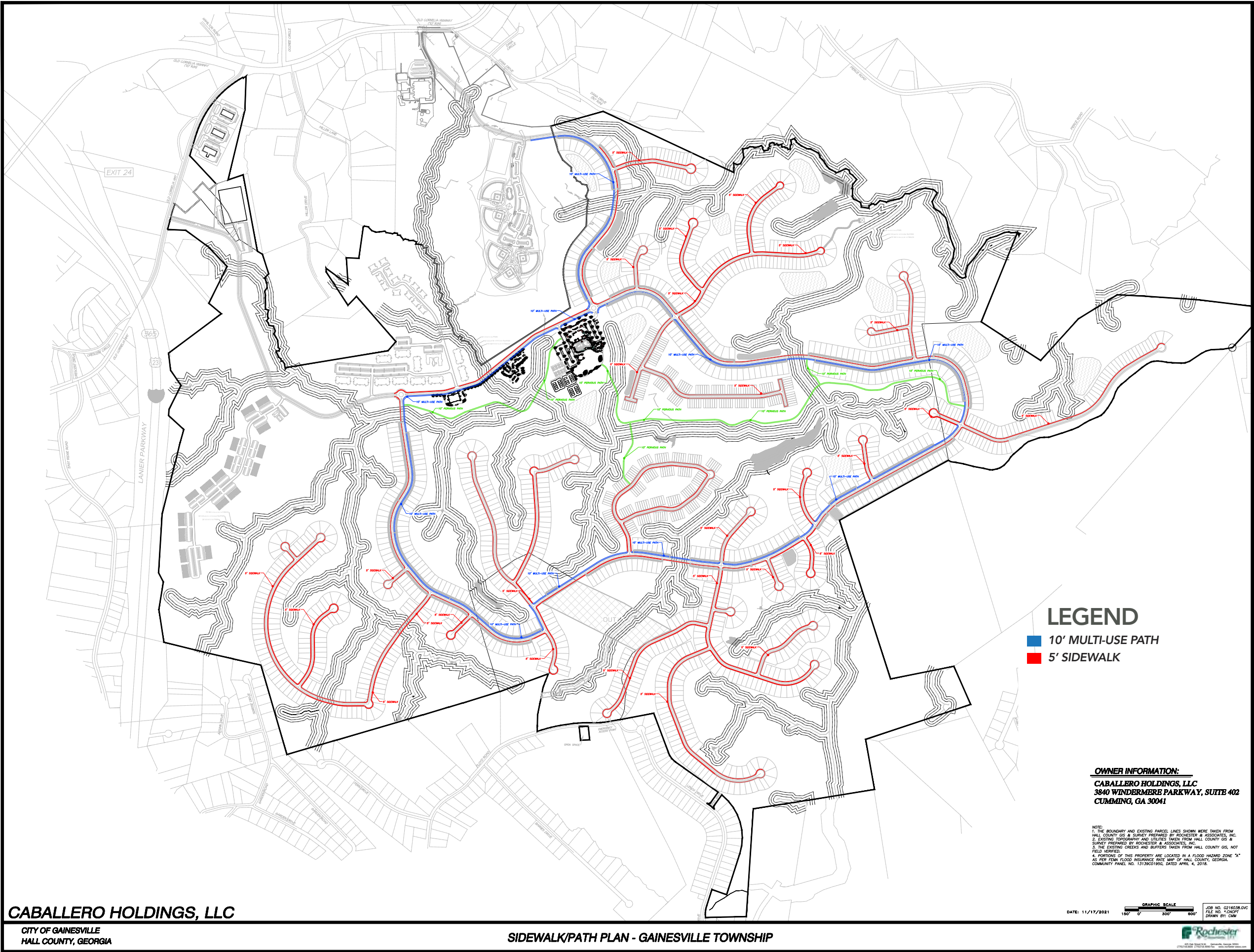
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GAINESVILLE TOWNSHIP

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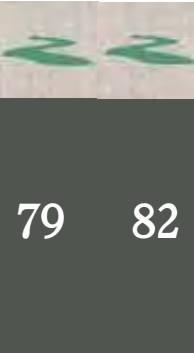
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MAPS & SURVEYS

Proposed
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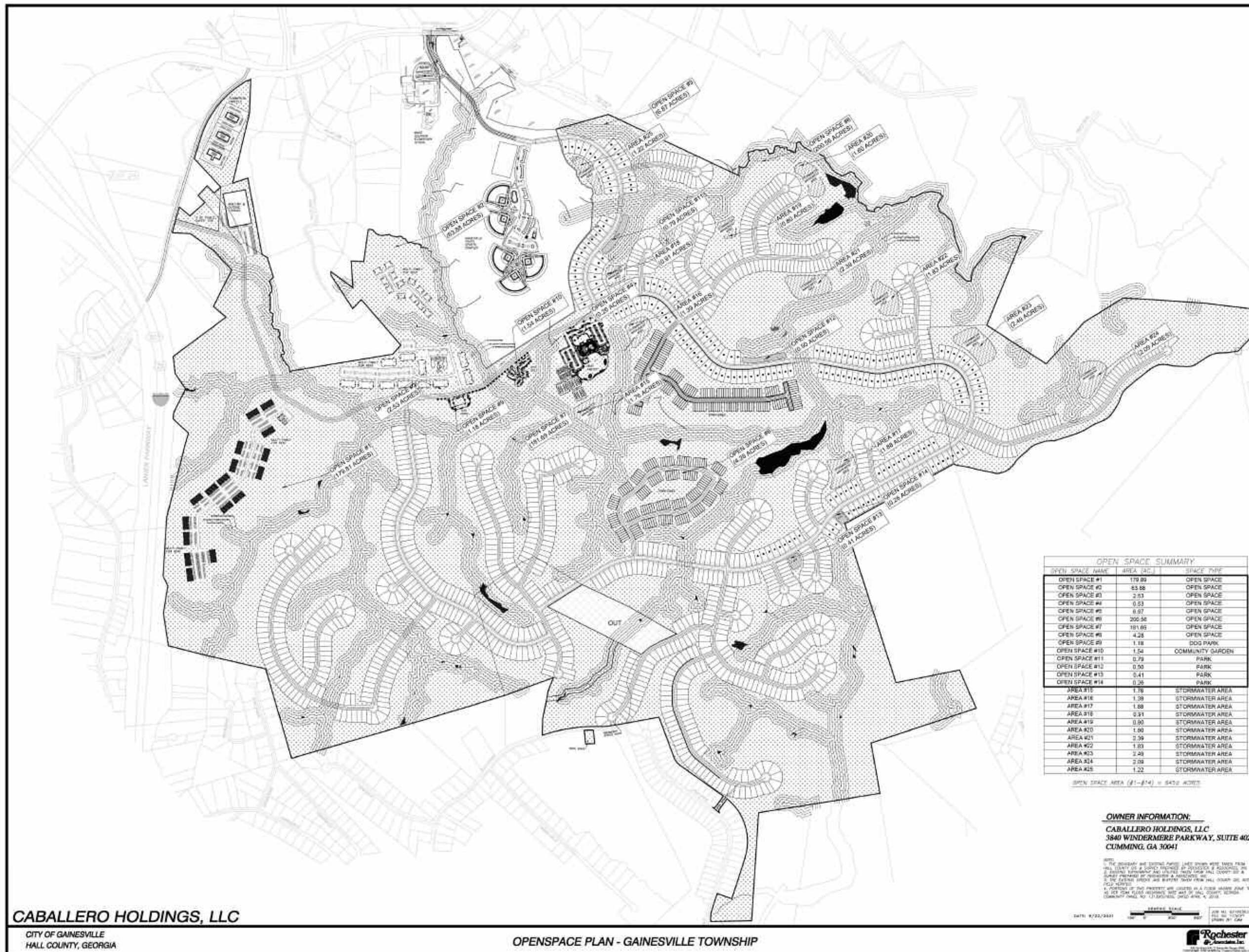
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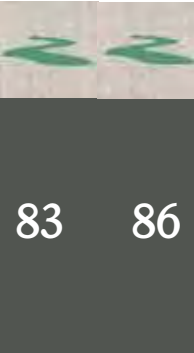
GAINESVILLE TOWNSHIP



MAPS & SURVEYS

Proposed
Entrance Rendering

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GAINESVILLE TOWNSHIP

GAINESVILLE
TOWNSHIP



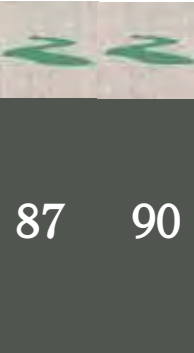


View
Map

MAPS & SURVEYS

Proposed
Amenity Rendering

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GAINESVILLE TOWNSHIP

GAINESVILLE
TOWNSHIP



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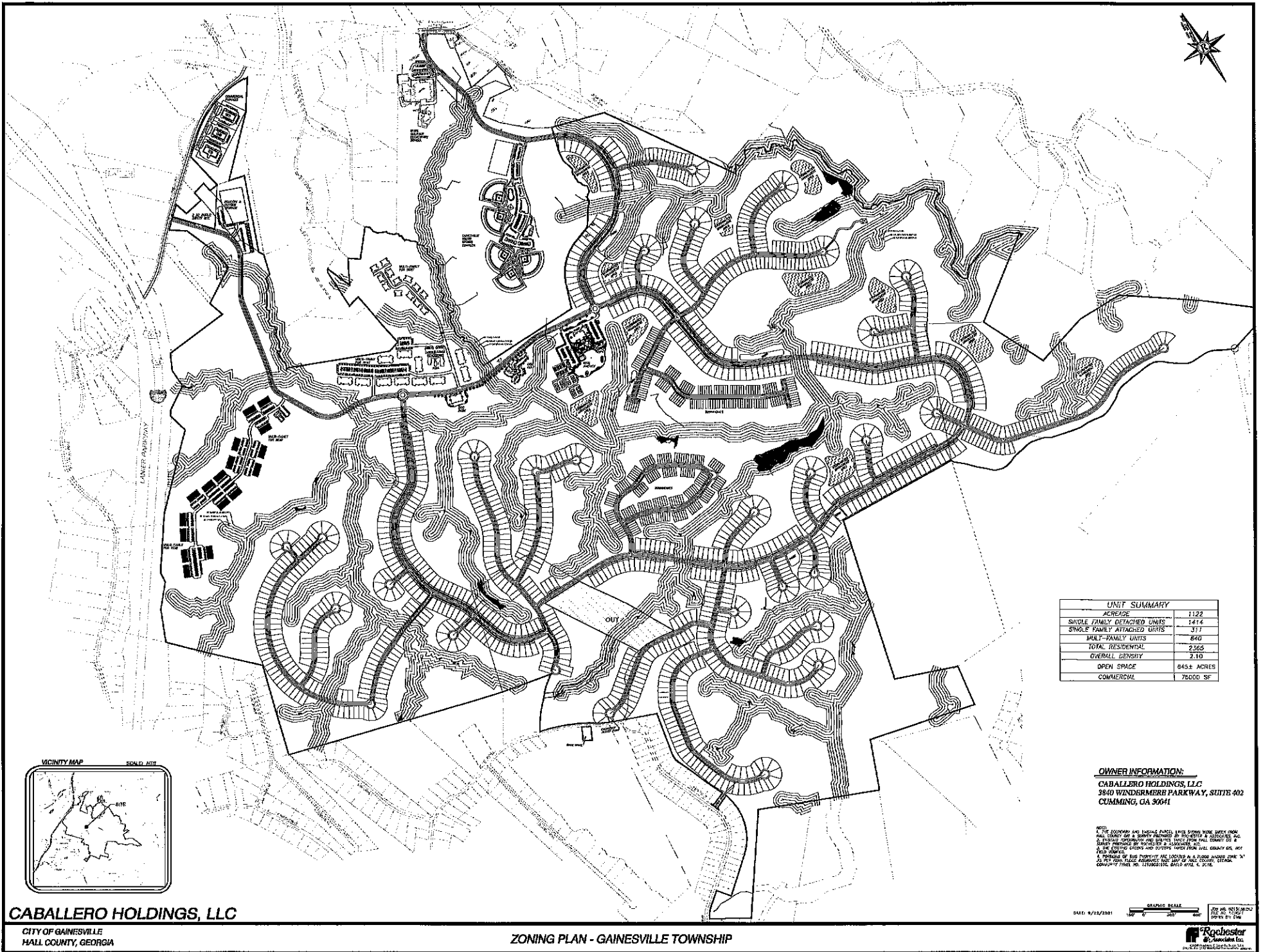
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GAINESVILLE
TOWNSHIP



v.11.02.21





CABALLERO HOLDINGS, LLC

CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

OVERALL LAND PLAN - GAINESVILLE TOWNSHIP

OWNER INFORMATION:

CABALLERO HOLDINGS, LLC
3840 WINDERMERE PARKWAY, SUITE 402
CUMMING, GA 30041

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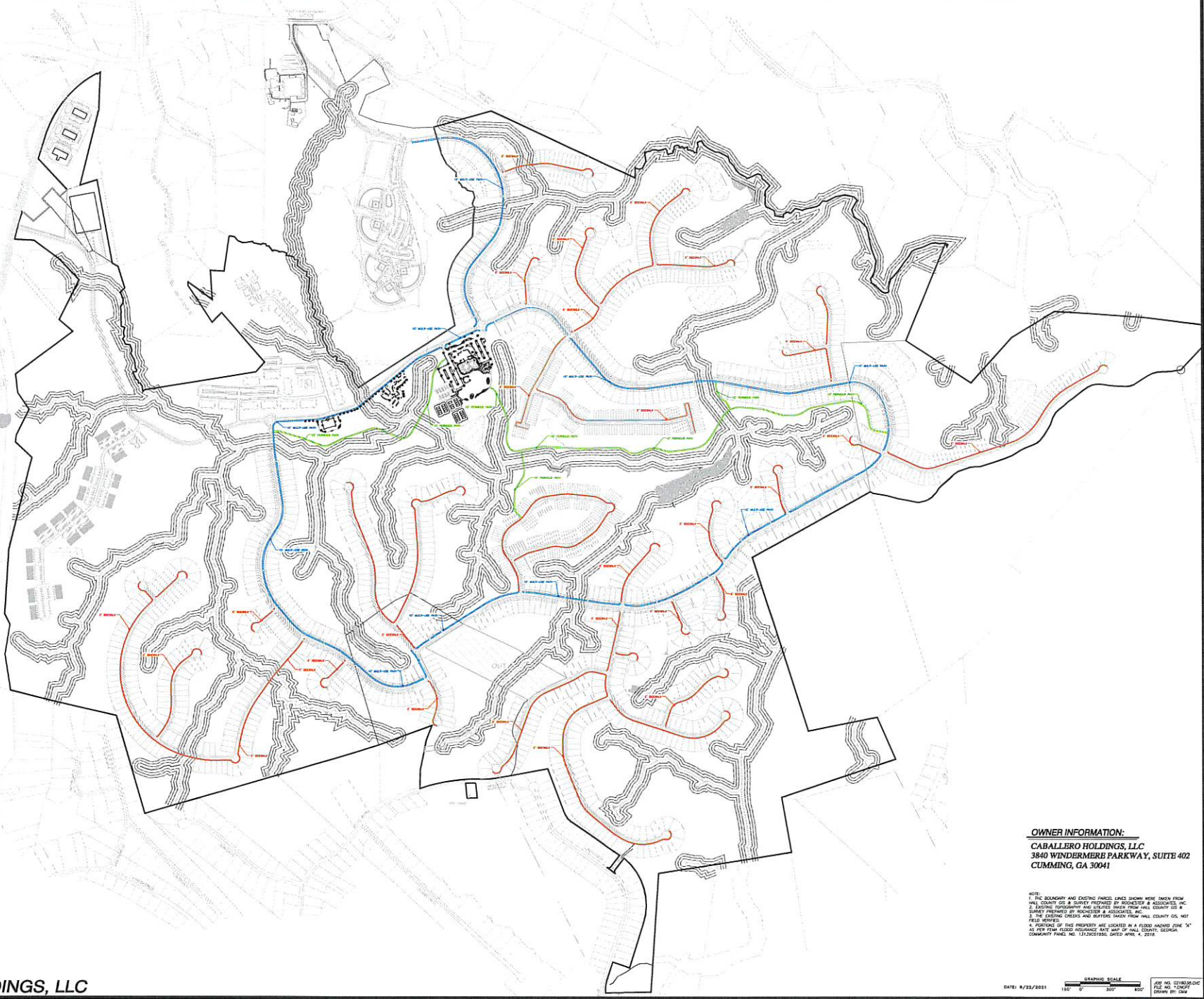
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FILE NO. "CONCEPT"
DRAWN BY: JLF

GRAPHIC SCALE
100' 0" 200' 0" 400' 0"

Rochester
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10000 N. W. 10th Ave., Suite 100
Miami, FL 33150
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WWW.ROCHESTER-ASSOCIATES.COM

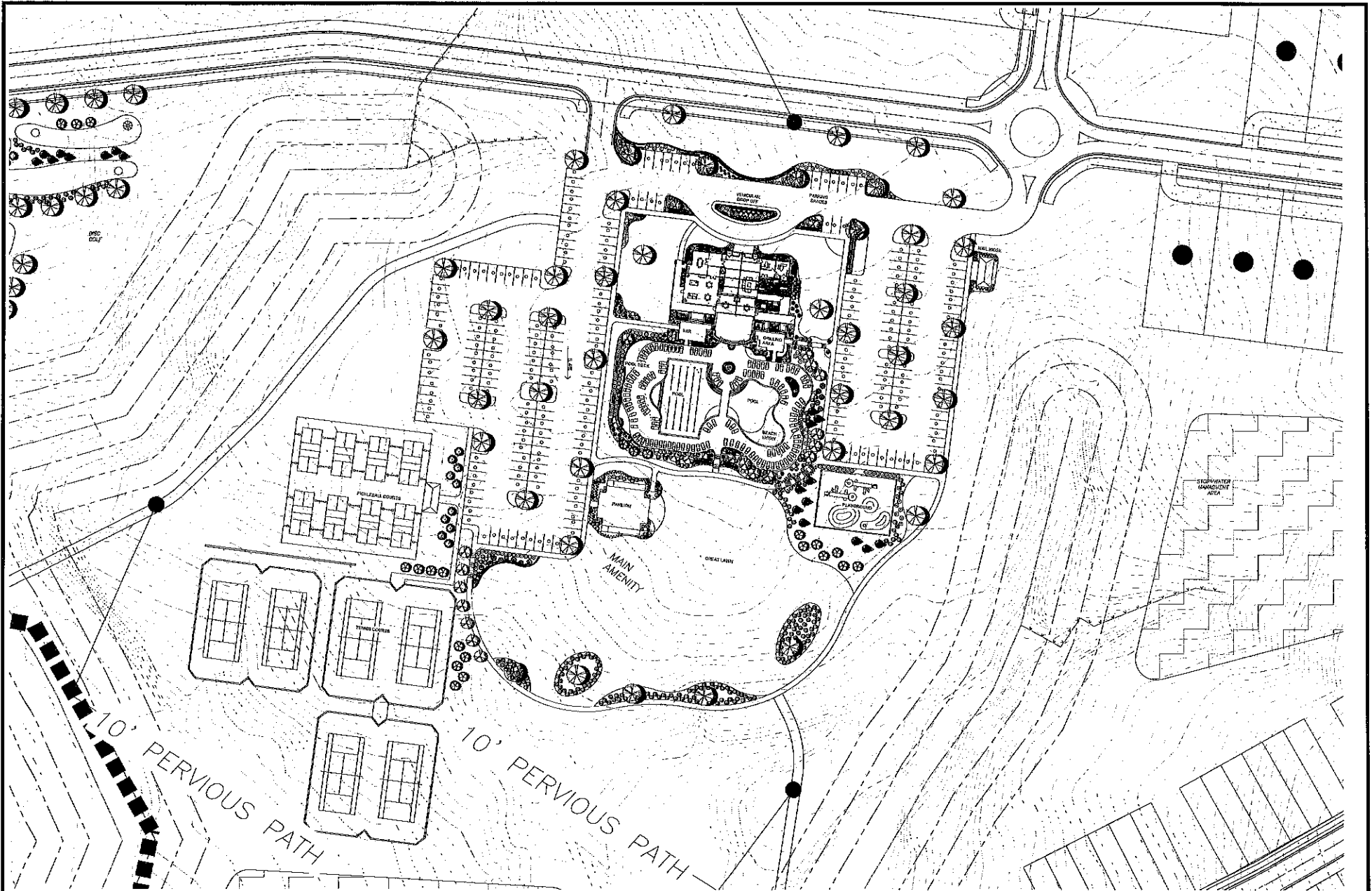


OPEN SPACE SUMMARY		
OPEN SPACE NAME	AREA (AC)	SPACE TYPE
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OPEN SPACE #2	63.68	OPEN SPACE
OPEN SPACE #3	2.53	OPEN SPACE
OPEN SPACE #4	0.53	OPEN SPACE
OPEN SPACE #5	0.87	OPEN SPACE
OPEN SPACE #6	0.56	OPEN SPACE
OPEN SPACE #7	131.09	OPEN SPACE
OPEN SPACE #8	4.26	OPEN SPACE
OPEN SPACE #9	1.18	DOD PARK
OPEN SPACE #10	0.72	COMMON USE GARDEN
OPEN SPACE #11	0.72	PARK
OPEN SPACE #12	0.50	PARK
OPEN SPACE #13	0.41	PARK
OPEN SPACE #14	0.36	PARK
AREA#16	1.76	STORMWATER AREA
AREA#18	1.38	STORMWATER AREA
AREA#17	1.38	STORMWATER AREA
AREA#16	0.81	STORMWATER AREA
AREA#16	0.90	STORMWATER AREA
AREA#20	1.50	STORMWATER AREA
AREA#21	1.38	STORMWATER AREA
AREA#22	1.93	STORMWATER AREA
AREA#23	2.49	STORMWATER AREA
AREA#24	2.49	STORMWATER AREA
AREA#25	1.23	STORMWATER AREA



OWNER INFORMATION:
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CABALLERO HOLDINGS, LLC

CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

MAIN AMENITY - GAINESVILLE TOWNSHIP

OWNER INFORMATION:
CABALLERO HOLDINGS, LLC
3640 WINDERMERE PARKWAY, SUITE 402
CUMMING, GA 30041

DATE: 9/27/2021

GRAPHIC SCALE
1" = 10'

FOR THE TOWN OF
GAINESVILLE, FL
BY: **Rochester**
INCORPORATED
AUGUST 2021

TRAFFIC IMPACT STUDY

Prepared For
ROCHESTER & ASSOCIATES

SUSSEX RESIDENTIAL DEVELOPMENT TRAFFIC IMPACT STUDY GAINESVILLE, GA

April 13, 2021



Report Submitted: April 13, 2021

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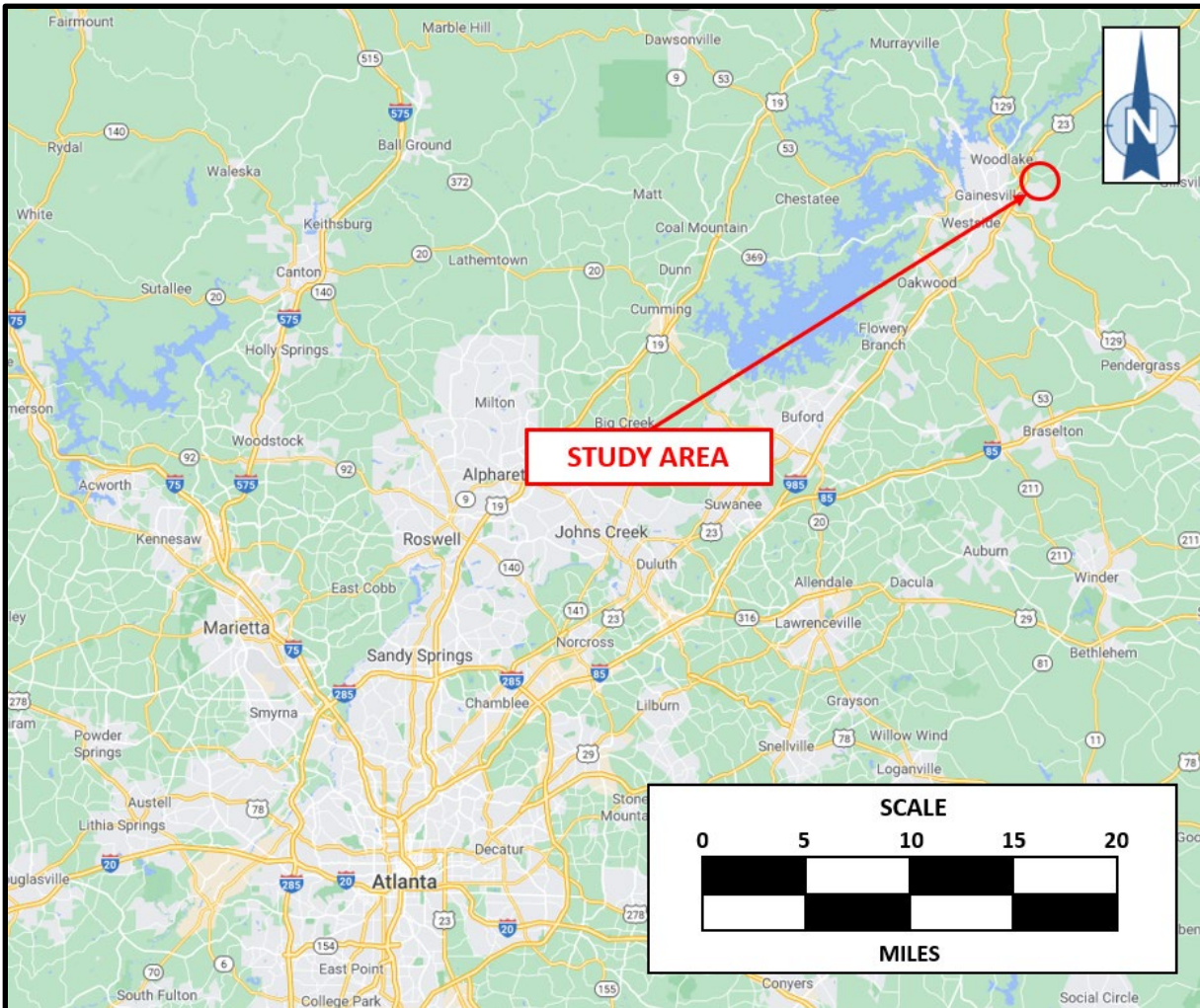
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INTRODUCTION

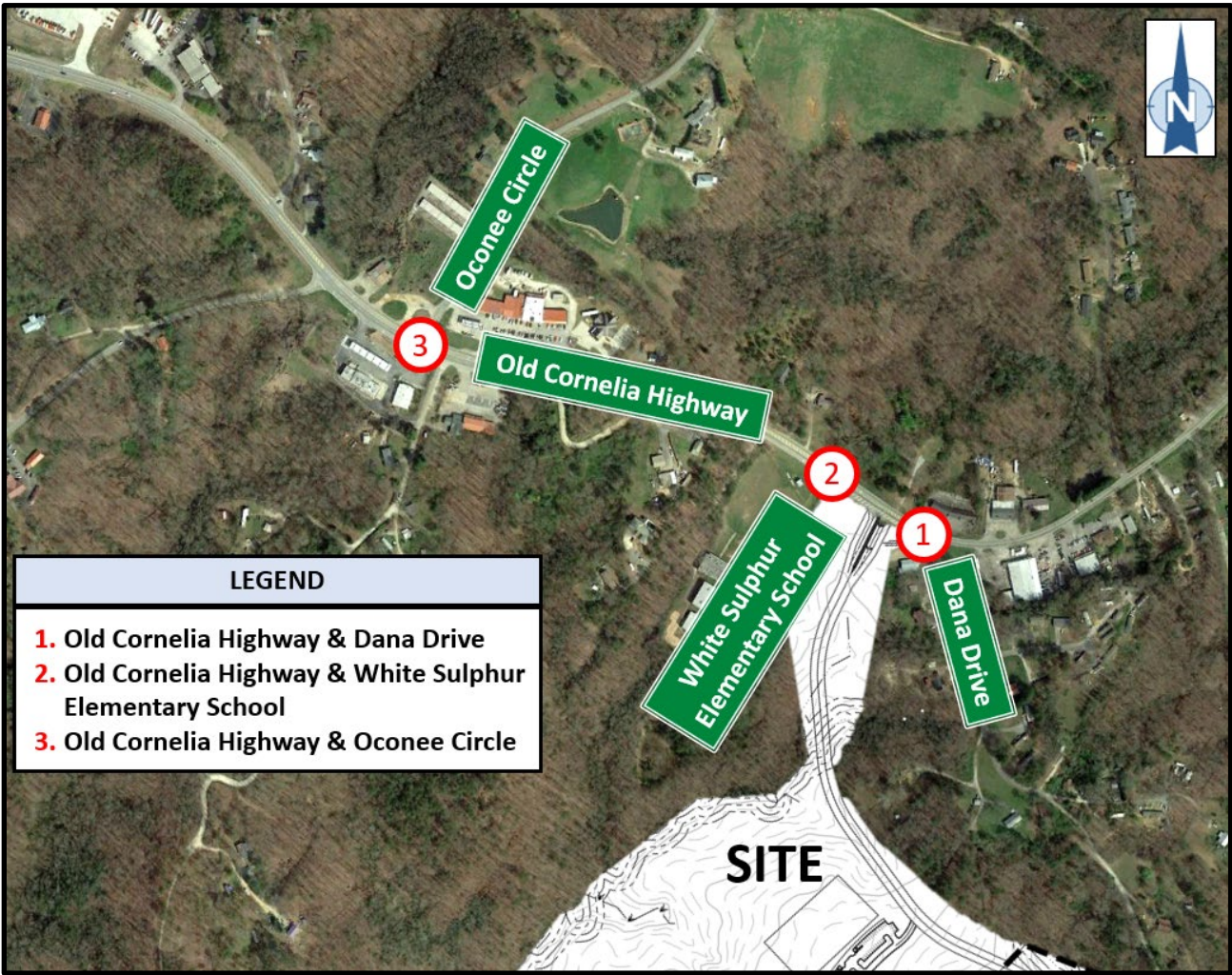
The purpose of this study is to conduct a Traffic Impact Study (TIS) for the proposed residential development and a intersection analysis for the proposed site driveway on Old Cornelia Highway between White Sulphur Elementary School and Dana Drive. The development is located in Hall County, Georgia. The project location is shown in Figure 1.

Figure 1: PROJECT LOCATION MAP



The study intersections are shown below in Figure 2.

Figure 2: STUDY INTERSECTION MAP



NEARBY PLANNED PROJECTS

The area surrounding the proposed study area was searched for potential information regarding other relevant projects. The following public entities were examined for projects that overlap in scope with this project:

- Federally funded transportation projects in the Statewide Transportation Improvement Program (STIP)
- MPO funded transportation projects in the Transportation Improvement Program (TIP)
- Transportation projects in the Regional Transportation Program (RTP), funded from local, state, and federal planning partners
- Georgia Department of Transportation projects identified in the GeoPI website

There is a single planned project that would impact this study. Information regarding this project is shown below in Table 1 below.

Table 1: OTHER PLANNED PROJECTS

PUBLIC DOMAIN	PROJECT NUMBER	PROJECT TITLE	PROJECT BOUNDARY/INTERSECTION	PRELIMINARY (PE) YEAR	CONSTRUCTION (CST) YEAR
GeoPI	132280-	Old Cornelia Highway Widening	Jesse Jewell Parkway/Old Cornelia Highway to Joe Chandler Road	2051	2051

There is a long range widening project on Old Cornelia Highway between Jesse Jewell Parkway and Joe Chandler Highway scheduled to begin construction in 2051.

PLANNED DEVELOPMENT

The proposed Sussex development is a residential development on approximately 472 acres. The site plan provides for 1,226 single-family homes, 924 multi-family homes, 190 townhomes, and a youth baseball park. The development is proposed to initially have one access on Old Cornelia Highway between White Sulphur Elementary School and Dana Drive, with two future entrances planned on Old Cornelia Highway south of Jesse Jewell Parkway and Floyd Road.

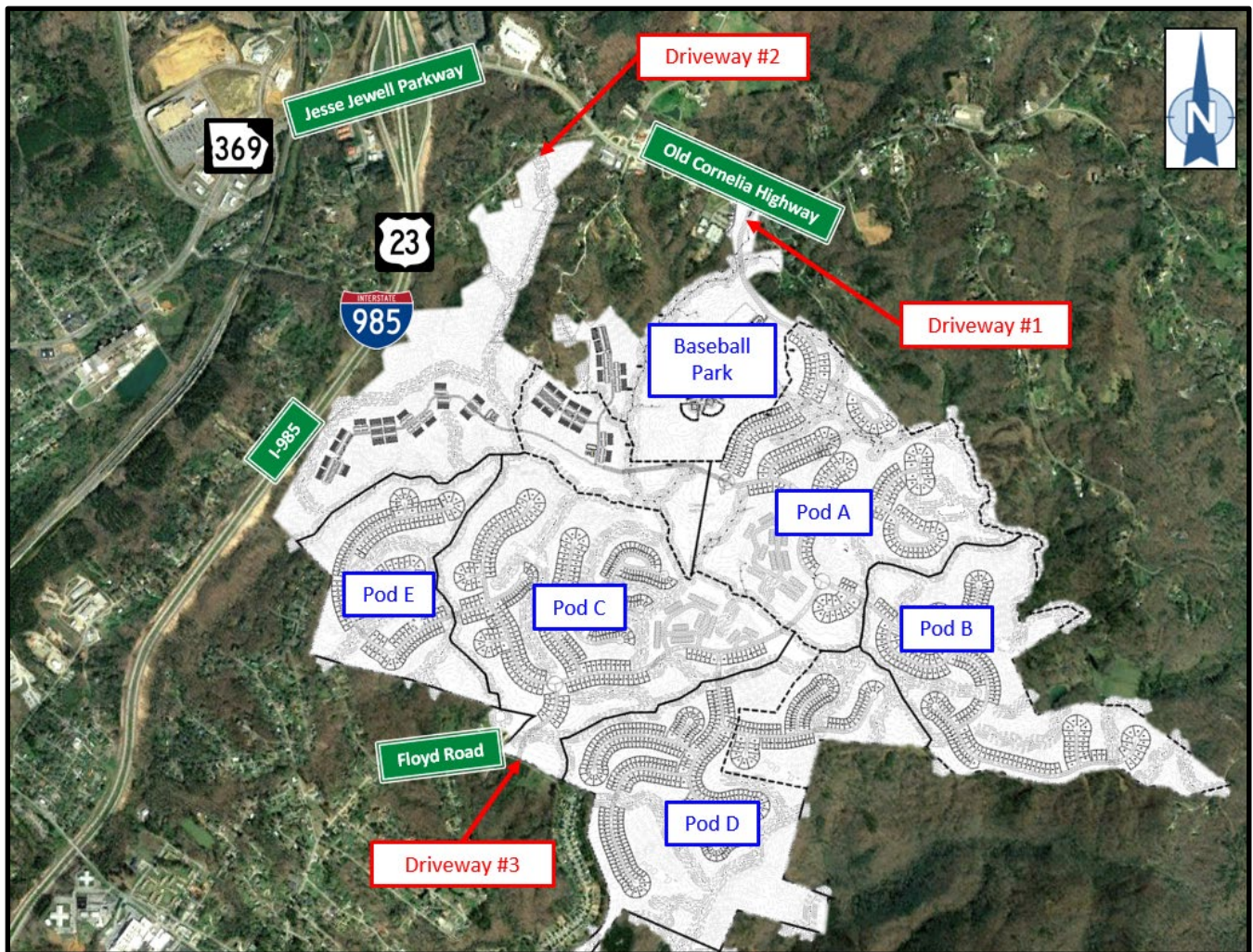
The development is projected to be constructed at a rate of 160 homes per year, and is anticipated to be built-out by 2035. For the purposes of the study, the development was evaluated in three phases:

- **Phase 1 (2025)** – A youth baseball park, 436 single family homes, 190 townhomes, and 174 multi-family homes.
- **Phase 2 (2030)** – 50 single family homes and 750 multi-family homes.
- **Phase 3 (2035)** – 740 single family homes

It was assumed that a second access point on Old Cornelia Highway would be open by 2030, and a third access point on Floyd Road would be open by 2035.

A site plan is shown in Figure 3. A larger scale site plan is included in Appendix A.

Figure 3: SITE PLAN

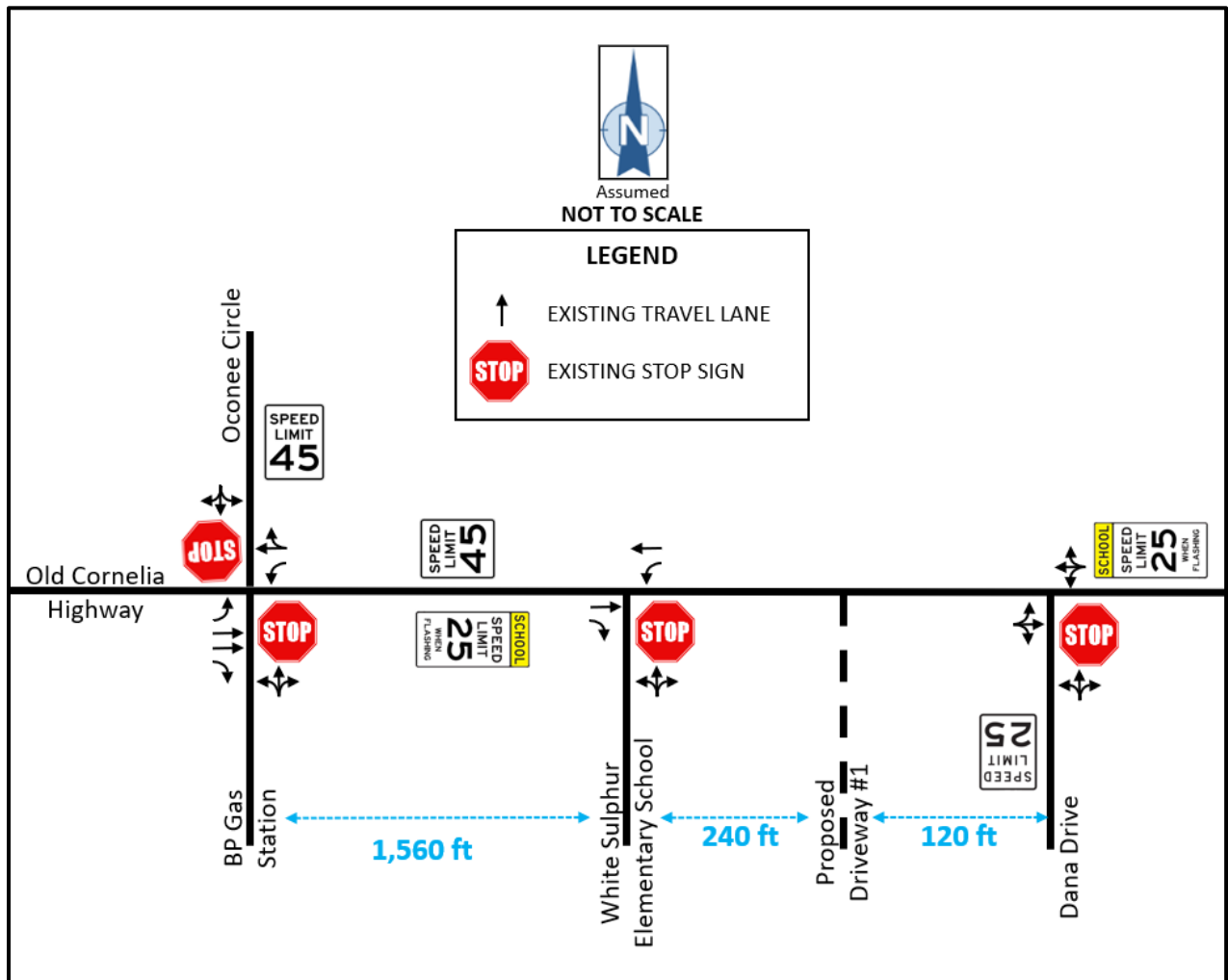


EXISTING CONDITIONS

An inventory was conducted of the current conditions at the study intersections, including roadway geometry, traffic control, and traffic volumes.

The existing roadway geometry and traffic control in the study area are shown in Figure 4 below.

Figure 4: EXISTING CONDITIONS

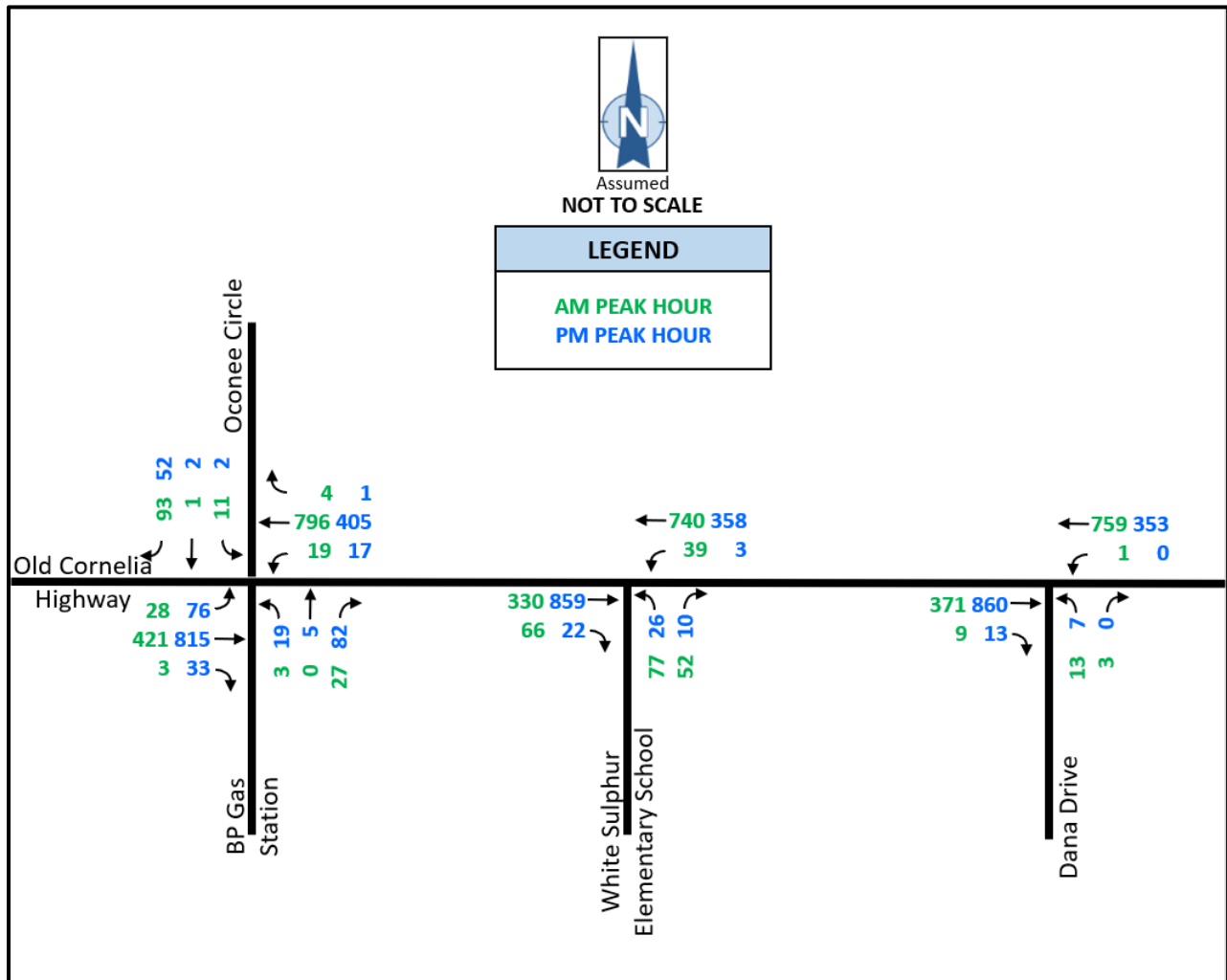


TURNING MOVEMENT VOLUMES

Turning Movement Counts (TMC's) were conducted at the study intersection on Wednesday, February 17, 2021 from 7:00 AM to 9:00 AM and from 4:30 PM to 6:30 PM. Turning movement data is provided in Appendix B.

Existing Peak Hour turning movement volumes are shown in Figure 5 below. The AM Peak Hour was found to be 7:15 to 8:15 AM, and the PM Peak Hour was found to be 4:45 to 5:45 PM.

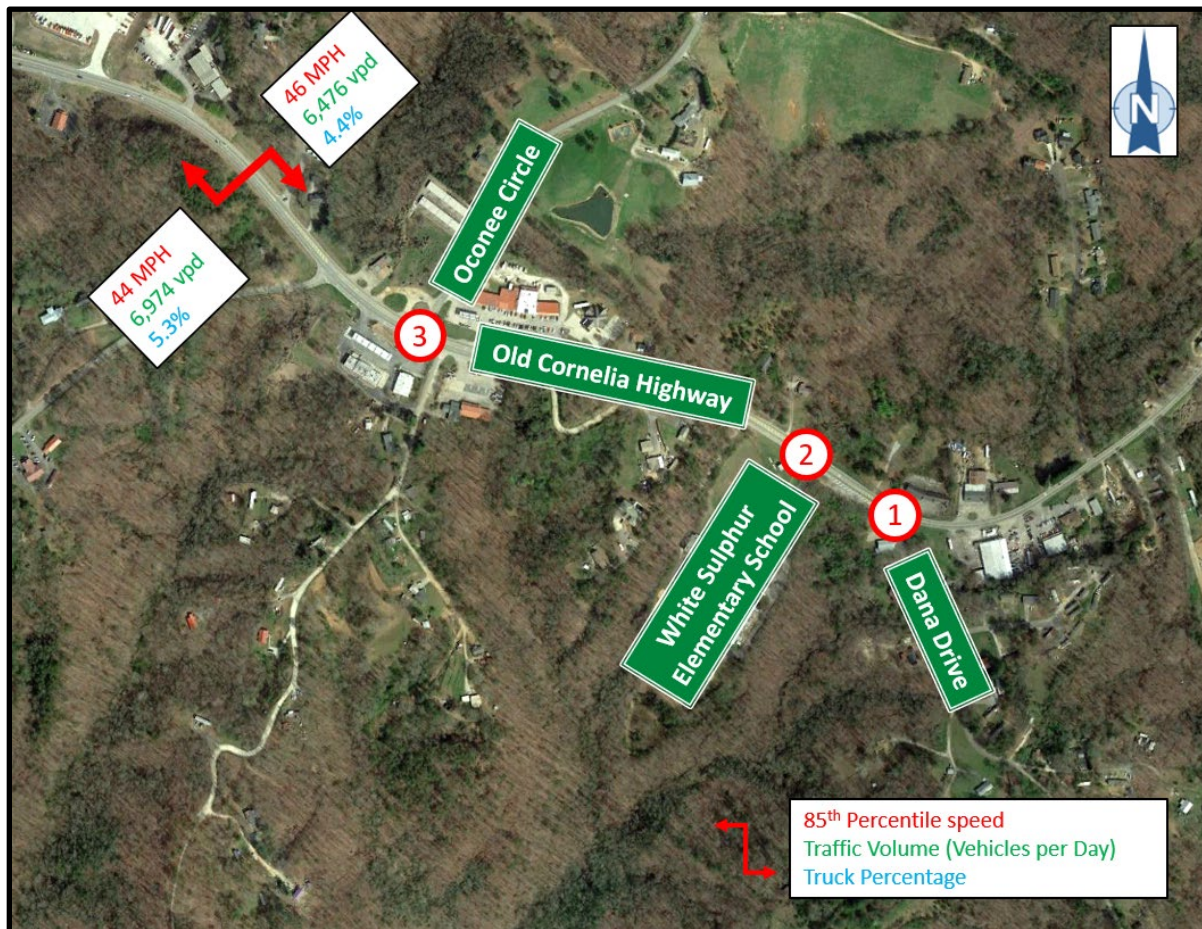
Figure 5: EXISTING 2021 TRAFFIC VOLUMES



AUTOMATIC TRAFFIC RECORDER

An Automatic Traffic Recorder (ATR) was placed on Old Cornelia Highway at GDOT Count Station #139-0210 to collect bi-directional 24-hour traffic data on Wednesday, February 17, 2021. The recorded daily volumes, truck percentages, and 85th percentile speed are shown in Figure 6 below. The ATR data can be found in Appendix C.

Figure 6: ATR DATA



COVID-19 TRAFFIC VOLUME COMPARISON & ADJUSTMENT

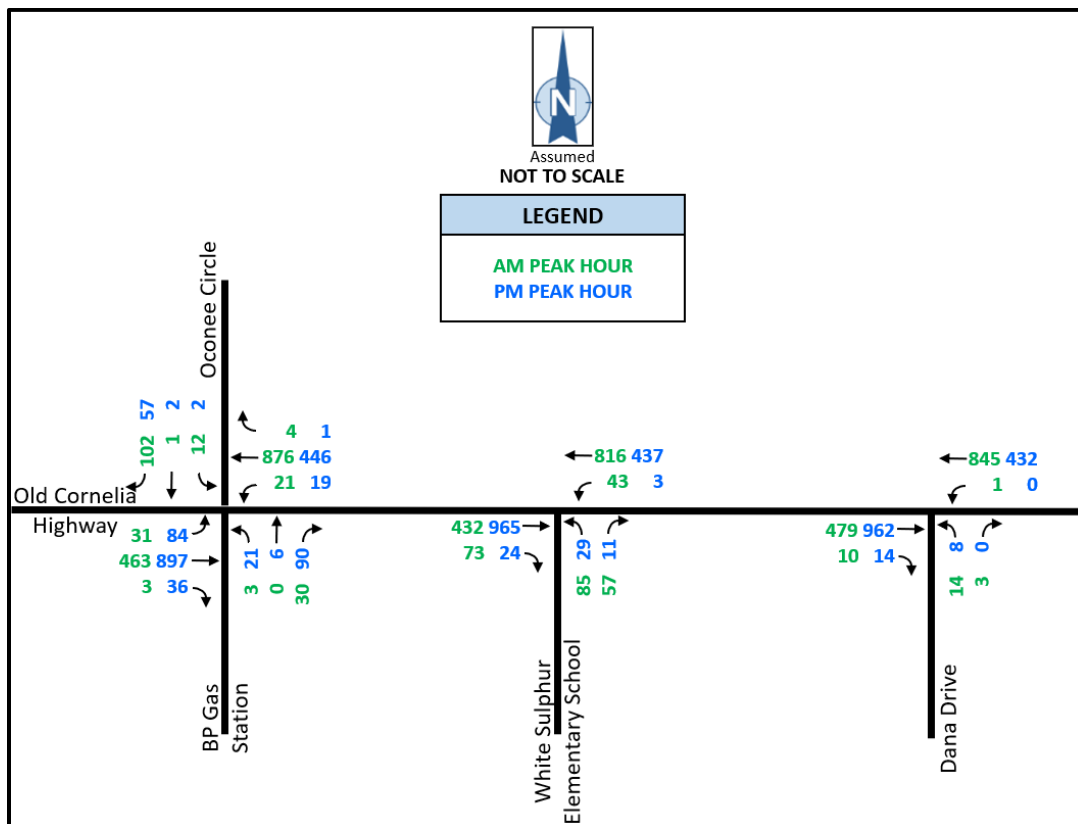
Due to the COVID-19 pandemic, GDOT issued guidance on the collection of Turning Movement Counts (TMC's). One example of guidance provided by the document issued in April 2020 states the following, "prior to collecting counts, the engineer should identify the nearest Continuous Count Station (CCS) or Short-Term count station from GDOT's Traffic Analysis and Data Application (TADA)...Turning movement counts should be factored based on the comparison of data available in TADA ..."

The ATR data was collected on GDOT count station (139-0210) near the proposed development. The raw count data from September 2018 showed a daily volume of 14,113 and a K-factor of 10.9%. After applying a growth rate of 1.5%, the daily volume at the GDOT count station was projected to grow to 14,758 vehicles per day in 2021. A comparison of the daily volume from the projected 2021 count station data and the collected volume from the 2021 ATR data revealed a reduction of 9%. The data found at this count station can be found in Appendix D.

Additionally, the volumes were balanced between intersections, using the high point for the most conservative estimate.

Figure 7 below shows the balanced 2021 TMC volume adjusted for pre-COVID traffic.

Figure 7: 2021 TRAFFIC VOLUMES (ADJUSTED)



SAFETY EVALUATION

CRASH HISTORY

Crash data was analyzed to identify collision-prone movements at the study intersection. Data was obtained from the Georgia Electronic Accident Reporting System (GEARS) for the five most recent years. Detailed crash data is provided in Appendix E.

Table 2 summarizes the crash frequency at the intersection of Old Cornelia Highway and Dana Drive.

Table 2: CRASH DATA SUMMARY, OLD CORNELIA HWY @ DANA DR

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT-ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2016	1	1/1	0	0	0	0	0	1
2017	0	0/0	0	0	0	0	0	0
2018	1	0/0	0	0	0	0	0	1
2019	1	0/0	0	0	0	1	0	0
2020	1	0/0	0	1	0	0	0	0
Total	4	1/1	0	1	0	1	0	2

According to the crash history, collisions with an animal or structure were the most prominent type of crash, accounting for 50% of the total collisions in the past five years. No fatalities were reported during this time period.

Table 3 summarizes the crash frequency at the intersection of Old Cornelia Highway and White Sulphur Elementary School.

Table 3: CRASH DATA SUMMARY, OLD CORNELIA HWY @ WHITE SULPHUR ELEMENTARY SCHOOL

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT-ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2016	0	0/0	0	0	0	0	0	0
2017	1	0/0	0	0	0	1	0	0
2018	0	0/0	0	0	0	0	0	0
2019	0	0/0	0	0	0	0	0	0
2020	0	0/0	0	0	0	0	0	0
Total	1	0/0	0	0	0	1	0	0

According to the crash history, there was a single rear end collision in the past five years. No fatalities were reported during this time period.

Table 4 summarizes the crash frequency at the intersection of Old Cornelia Highway and Oconee Circle.

Table 4: CRASH DATA SUMMARY, OLD CORNELIA HWY @ OCONEE CIR

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT- ANGLE	HEAD ON	REAR END	SIDE- SWIPE	
2016	4	1/1	0	1	0	1	0	2
2017	10	2/3	0	4	1	1	2	2
2018	5	0/0	0	1	0	2	2	0
2019	2	1/3	0	1	0	0	1	0
2020	3	1/1	0	1	0	0	1	1
Total	24	5/8	0	8	1	4	6	5

According to the crash history, right angle collisions were the most prominent type of crash, accounting for 33% of the total collisions in the past five years. No fatalities were reported during this time period.

TRAFFIC PROJECTION METHODOLOGY

The methodology used to estimate future traffic growth included the examination of Hall County census data and historic trends from the nearby GDOT count stations.

CENSUS DATA

The census data from the Hall County Strategic Plan developed in 2018 is shown in Table 5. The Strategic Plan is included in Appendix F.

Table 5: CENSUS DATA: HALL COUNTY STRATEGIC PLAN

HALL COUNTY			
YEAR	POPULATION	% CHANGE	% CHANGE PER YEAR
2010	189,684	-	-
2040	371,570	95.9%	2.27%

Source: Hall County Strategic Plan (2018 – 2028)

The data shows an increase of the population in Hall County of 95.9%, or a yearly rate of 2.27%, between 2010 and 2040.

The most recent Hall County population data from the Atlanta Regional Commission (ARC) was developed in 2015 and is shown in Table 6. The ARC population data is included in Appendix G.

Table 6: CENSUS DATA: ATLANTA REGIONAL COMMISSION

HALL COUNTY			
YEAR	POPULATION	% CHANGE	% CHANGE PER YEAR
2015	200,586	-	-
2050	289,128	44.1%	1.05%

Source: Atlanta Regional Commission, 2050 Population Forecast: Hall County

According to the ARC data, the population will see an increase of 44.1%, or a yearly rate of 1.05%, between 2015 and 2050.

HISTORIC TRAFFIC DATA

The GDOT maintains multiple annual traffic count stations in the vicinity of the study area. This data was used to establish historic growth rates in the area. Figure 8 below shows the count stations in the study area.

Figure 8: NEARBY GDOT COUNT STATIONS

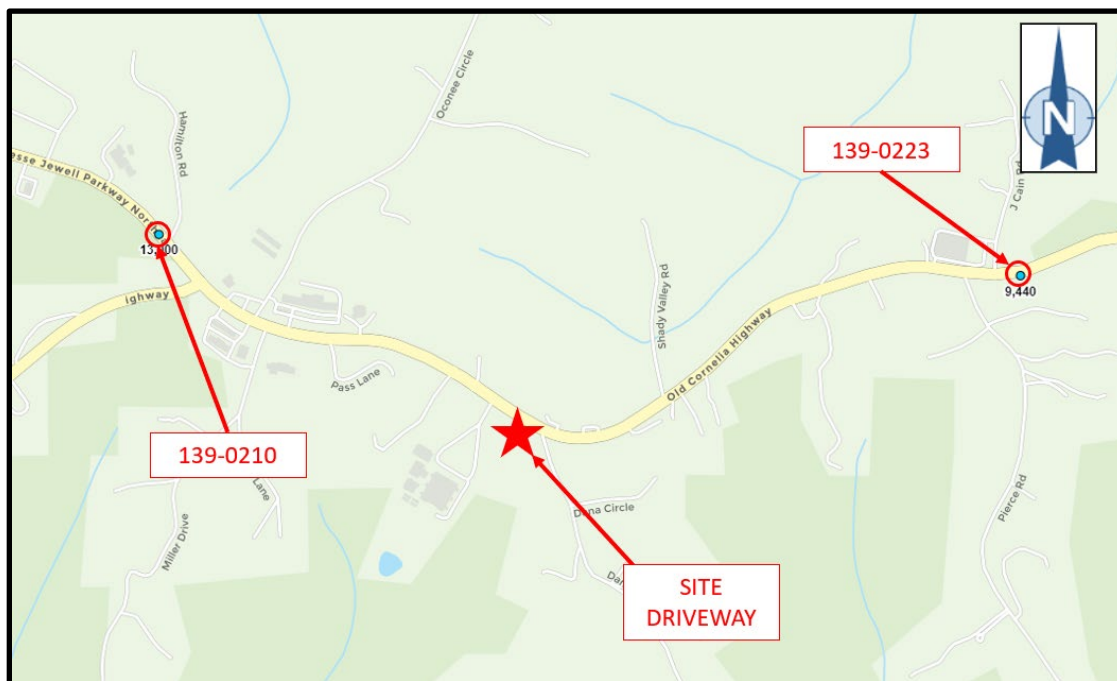


Table 7 summarizes the average annual daily traffic (AADT) reported by the GDOT for each of the years 2010 through 2020. Historic data reported by the GDOT for each of the count stations can be found in Appendix D.

Table 7: HISTORIC TRAFFIC DATA

Year	GDOT Count Station 139-0210	GDOT Count Station 139-0223
2010	*10,900	*7,890
2011	*10,600	9,170
2012	10,964	*8,260
2013	*9,620	*8,440
2014	*9,620	*8,440
2015	*9,940	9,300
2016	11,184	*8,790
2017	*10,800	*8,850
2018	14,113	*8,780
2019	*13,000	9,540
2020	12,442	-

Source: GDOT Traffic Analysis & Data Application

*Estimated counts not used in trend analysis.

TREND ANALYSIS

Figures 9 and 10, on the following pages, show graphs of the historic AADT as reported by the GDOT. A trend line is shown for each count station. Gaps in the graphs represent years for which data was estimated, which are not used in the analysis, per GDOT policy.

Figure 9: 5-YEAR TREND LINES FOR GDOT COUNT STATIONS

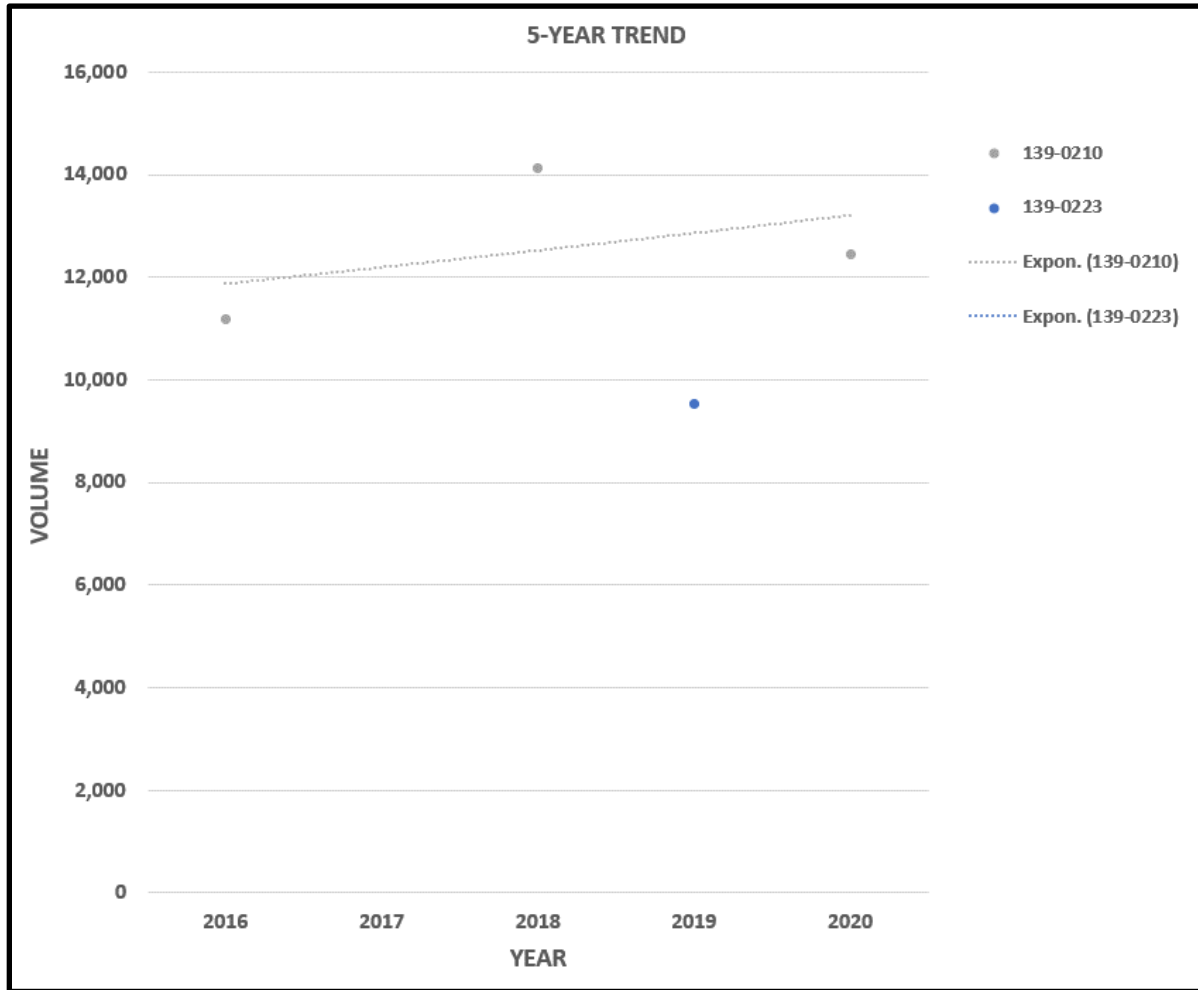
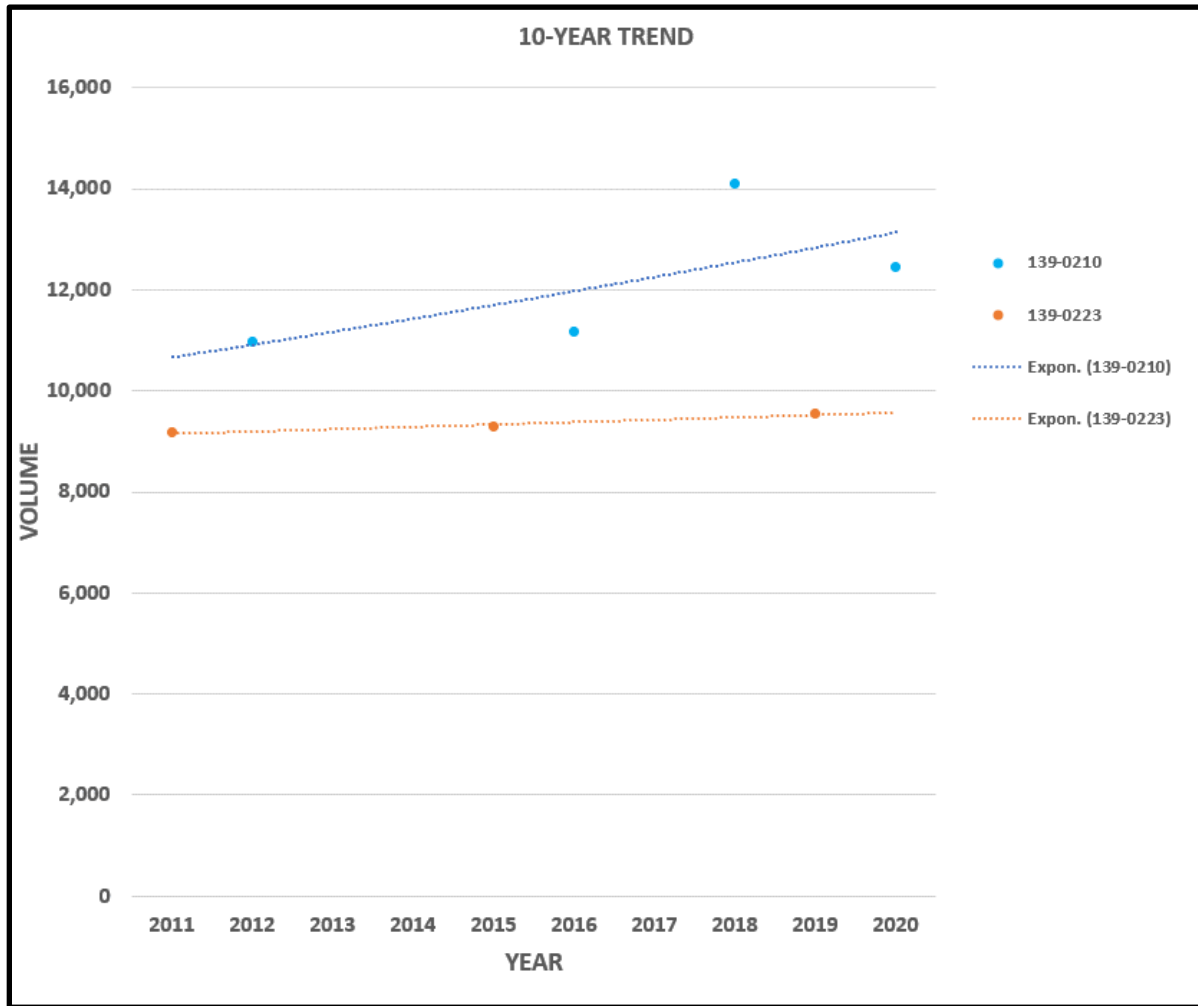


Figure 10: 10-YEAR TREND LINES FOR GDOT COUNT STATIONS



Growth rates were developed based on the 5-year and 10-year analyses of count station data shown above. Table 8 shows the resulting trend rates.

Table 8: TREND ANALYSIS FOR COUNT STATION DATA

GDOT Count Stations	5-year	10-year
139-0210	2.15%	1.27%
139-0223	0.00%	0.40%
Blended Trend Rates from Count Stations	1.37%	0.95%

Note: Rates are calculated based on annual compounding.

GROWTH RATE

The Hall County Strategic Plan projects an annual population growth rate of 2.27%. The ARC's population forecast for Hall County projects annual population growth rate to be 1.05% for the county. Based on the data available from the nearby GDOT count station, the growth trend was calculated to be 1.37% for the past five years, and 0.95% for the past ten years.

Based on these rates and the surrounding area, the background traffic growth rate was established to be **1.5%** from the Existing year (2021) to the Phase 3 Build year (2035), for the purposes of the study.

GROWTH FACTOR

A growth factor was established by applying the growth rates to the following equation, shown below:

$$\text{Growth Factor} = (1 + r)^n$$

Where:

r = growth rate

n = number of years

The volumes projections were calculated using the following values as 'n', taken as the time period between the 2021 Existing year and each corresponding phase.

- Existing Year (2021) to Phase 1 Build Year (2025) – n=4
- Existing Year (2021) to Phase 2 Build Year (2030) – n=9
- Existing Year (2021) to Phase 3 Build Year (2035) – n=14

Growth factors are provided in Table 9.

Table 9: GROWTH FACTORS

PROJECTED YEARS		
Phase 1 Build Year (2025)	Phase 2 Build Year (2030)	Phase 3 Build Year (2035)
1.06	1.14	1.23

Figures 11 through 13 on the following pages show the estimated No-Build traffic volumes at the study intersections for each Phase (2025, 2030, 2035).

Figure 11: NO-BUILD VOLUMES, 2025

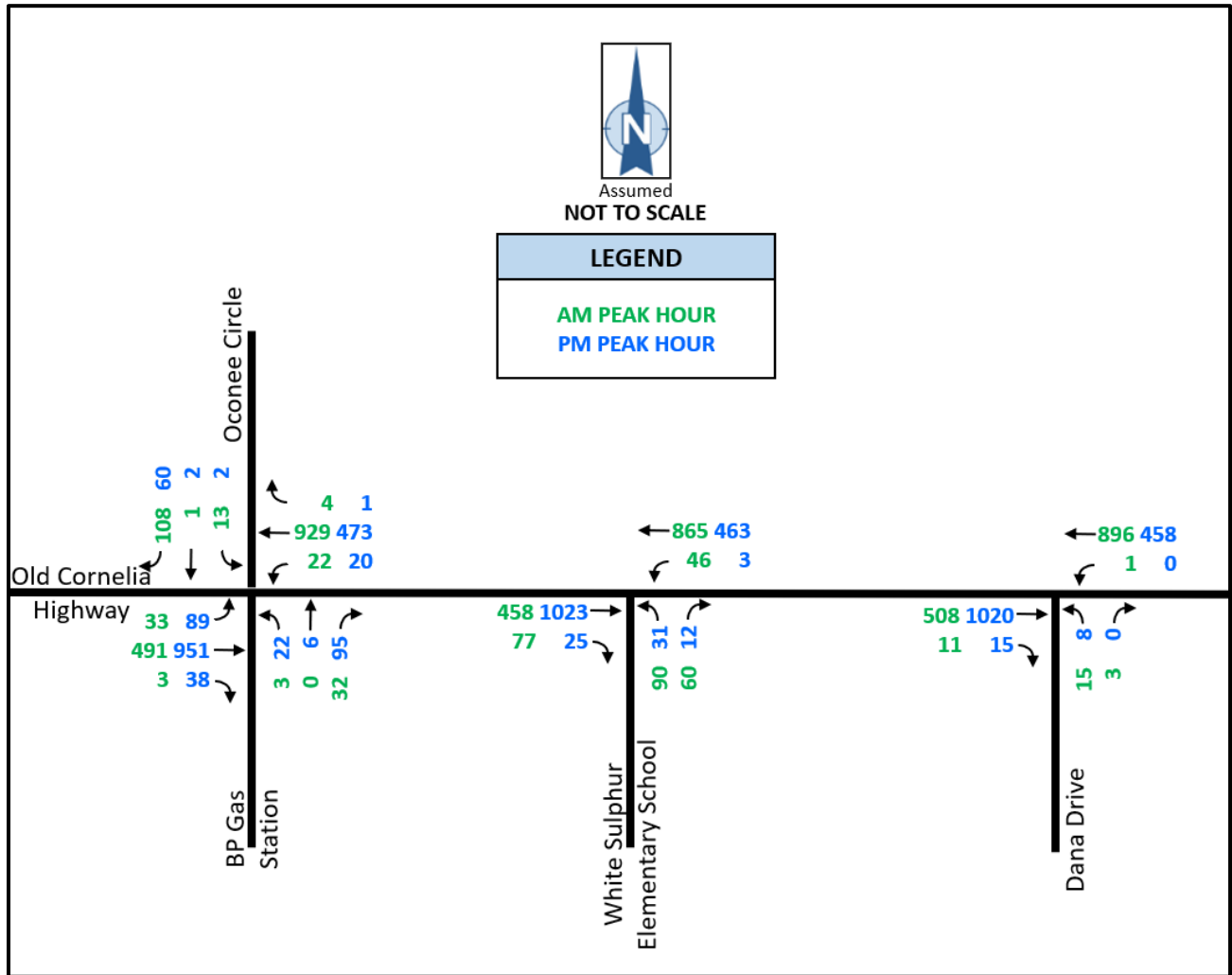


Figure 12: NO-BUILD VOLUMES, 2030

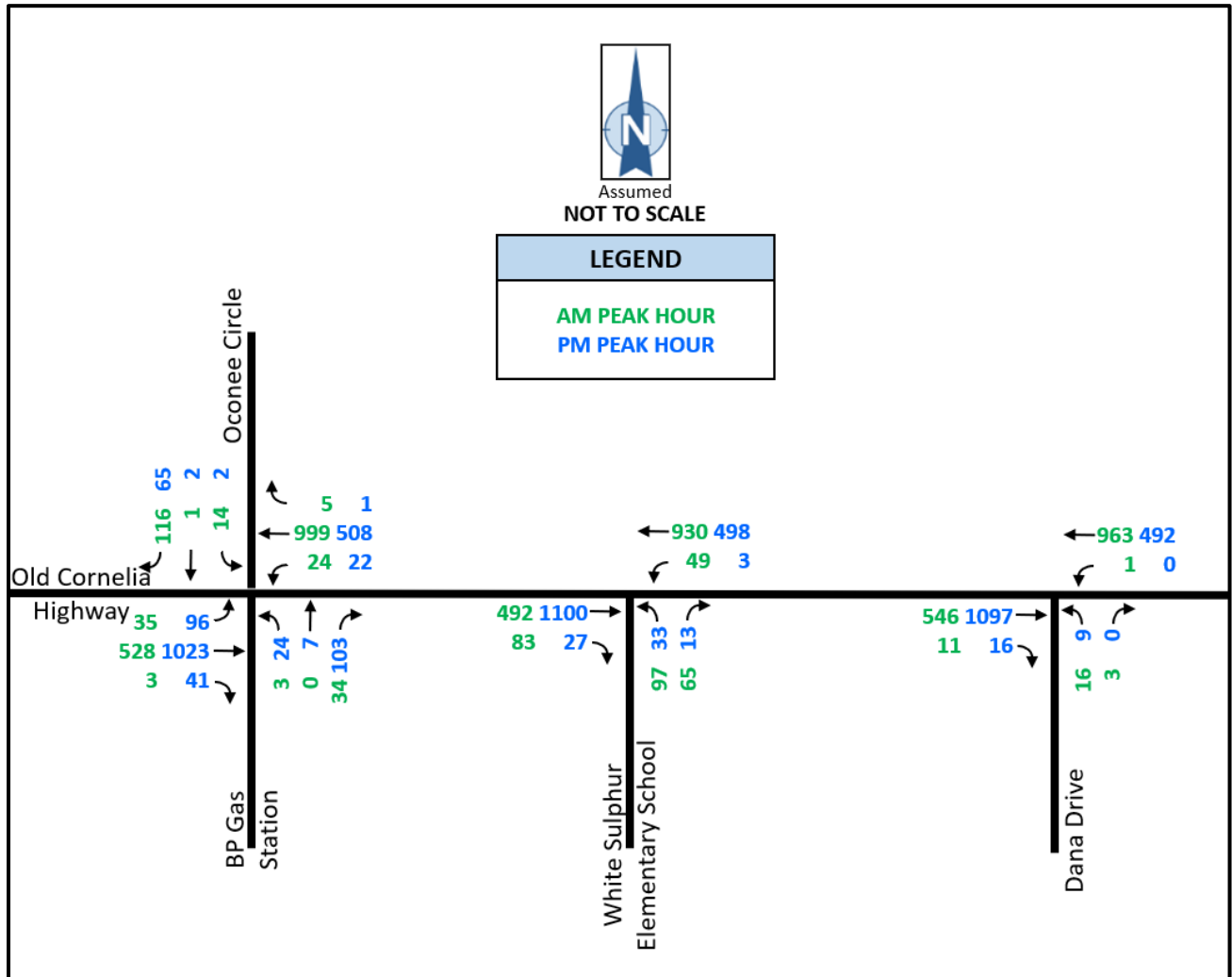
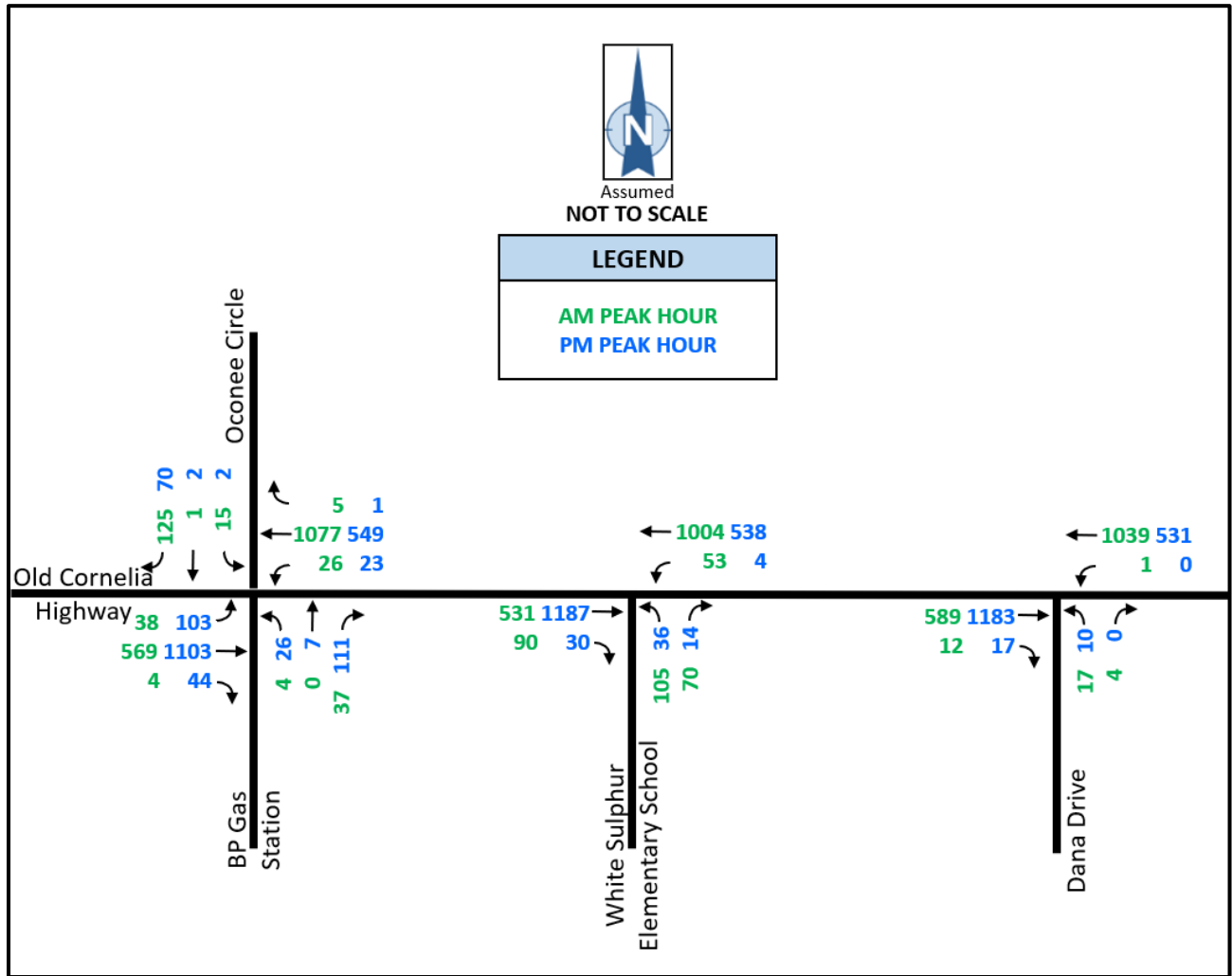


Figure 13: NO-BUILD VOLUMES, 2035



PROJECTED CONDITIONS

TRIP GENERATION

The trips generated by the development were estimated using trip generation rates found in ITE's publication *Trip Generation*, 10th Edition. *TripGen 10* software from Trafficware was used to facilitate the calculation. The trip generation publication contains multiple associated trip rates for the listed land uses. The rate that resulted in the larger trip generation was used for this study.

The development is scheduled to be constructed at a rate of 160 homes per year, and was evaluated in three phases: Phase 1 (2025), Phase 2 (2030), and Phase 3 (2035). Each phase of the trip generation is cumulative and includes the previous phase.

The weekday AM and PM Peak Hour trip generation estimates correspond to the peak hour of the adjacent street. It was assumed that 50% of the trips generated by the baseball park would be internal capture trips, generated by the residential land uses. Tables 10 through 12 summarizes the trip generation results. The trip generation data is provided in Appendix H.

Table 10: TRIP GENERATION, PHASE 1 (2025)

ITE CODE	LAND USE	SIZE	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single Family Detached Housing	190 DU	1,877	35	106	141	118	70	188
210	Single Family Detached Housing	436 DU	4,116	81	242	323	272	160	432
221	Multifamily Housing (Mid-Rise)	174 DU	947	16	47	63	47	30	77
411	Public Park	20 acres	101	0	0	0	13	11	24
UNADJUSTED VOLUME			7,041	132	395	527	450	271	721
INTERNAL CAPTURE TRIPS			-50	-0	-0	-0	-6	-6	-12
VOLUME ADDED TO ADJACENT STREETS			6,991	132	395	527	444	265	709

Table 11: TRIP GENERATION, PHASE 2 (2030)

ITE CODE	LAND USE	SIZE	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single Family Detached Housing	190 DU	1,877	35	106	141	118	70	188
210	Single Family Detached Housing	486 DU	4,588	90	270	360	303	178	481
221	Multifamily Housing (Mid-Rise)	924 DU	5,034	87	246	333	248	159	407
411	Public Park	20 acres	101	0	0	0	13	11	24
UNADJUSTED VOLUME			11,600	212	622	834	682	418	1,100
INTERNAL CAPTURE TRIPS			-50	-0	-0	-0	-6	-6	-12
VOLUME ADDED TO ADJACENT STREETS			11,550	212	622	834	676	412	1,088

Table 12: TRIP GENERATION, PHASE 3 (2035)

ITE CODE	LAND USE	SIZE	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single Family Detached Housing	190 DU	1,877	35	106	141	118	70	188
210	Single Family Detached Housing	1,226 DU	11,573	227	680	907	765	449	1,214
221	Multifamily Housing (Mid-Rise)	924 DU	5,034	87	246	333	248	159	407
411	Public Park	20 acres	101	0	0	0	13	11	24
UNADJUSTED VOLUME			18,585	349	1,032	1,381	1,144	689	1,833
INTERNAL CAPTURE TRIPS			-50	-0	-0	-0	-6	-6	-12
VOLUME ADDED TO ADJACENT STREETS			18,535	349	1,032	1,381	1,138	683	1,821

The development is proposed to have a main driveway on Old Cornelia Highway between White Sulphur Elementary School and Dana Drive, with additional driveways added to the development in 2030 and 2035, respectively. The following assumptions were made for each build phase:

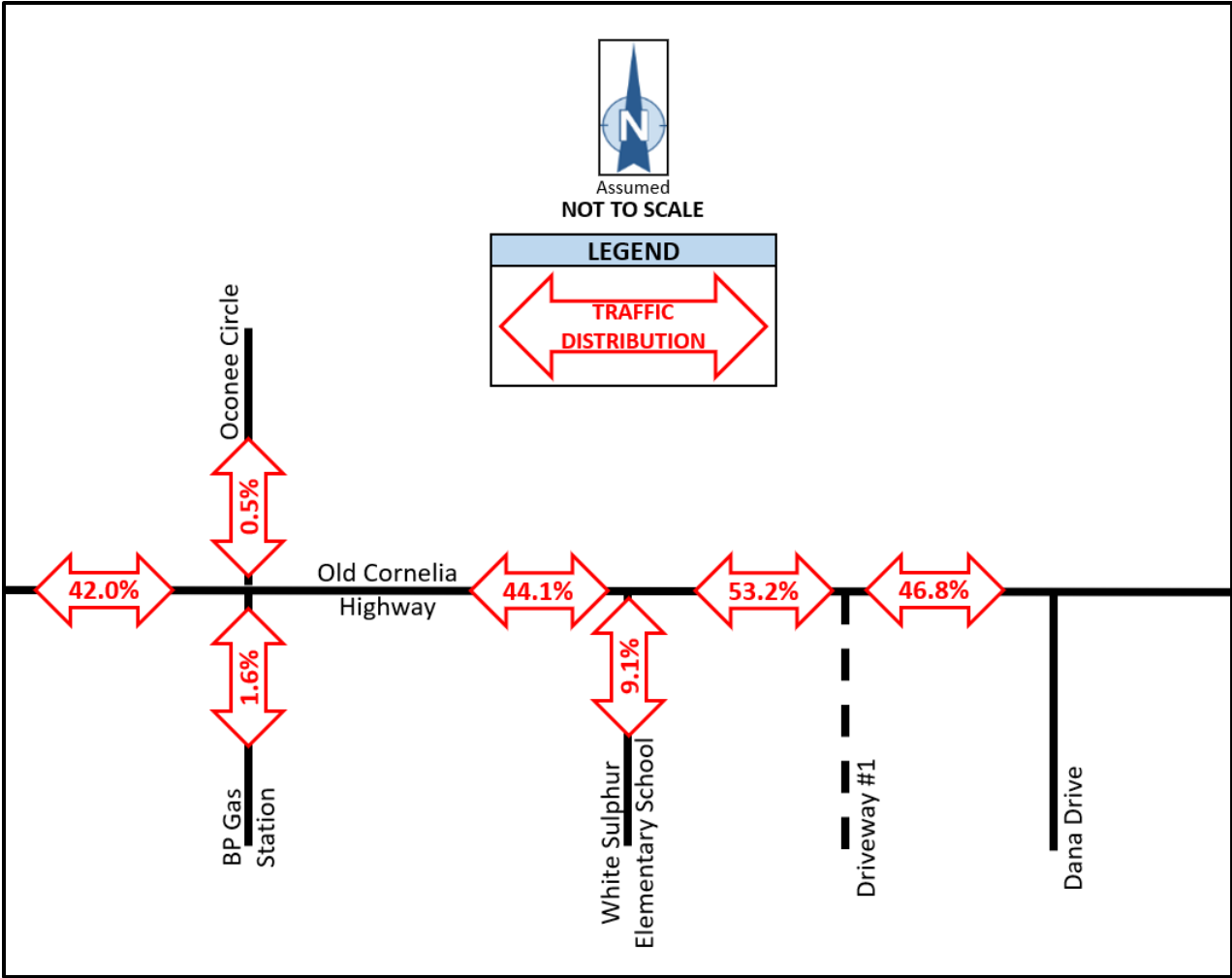
- **Phase 1 (2025)** - 100% of the trips would use the main driveway.
- **Phase 2 (2030)** – 80% of the trips would use the main driveway, and the remaining trips would use the secondary access point on Old Cornelia Highway.
- **Phase 3 (2035)** – 60% of the trips would use the main driveway, and the remaining trips would use the other access points on Old Cornelia Highway and Floyd Road.

TRIP DISTRIBUTION

In order to develop a distribution pattern for residential trips, the TMC data of the study area was analyzed and used to determine the percentage of traffic passing the proposed residential driveways for the new trips. The trip distribution percentages were based on the AM traffic pattern.

Figure 14 below shows the resulting trip distribution pattern that was used to assign the new generated traffic for the residential land uses.

Figure 14: TRIP DISTRIBUTION PATTERN



TRAFFIC ASSIGNMENT

Tables 13 through 15 shows how the distributed trips are expected to enter and exit the development for each phase, according to the direction traveled.

Table 13: NEW TRIPS ASSIGNMENT, PHASE 1 (2025)

To & From	%	AM		PM	
		IN	OUT	IN	OUT
Old Cornelia Highway West	42.0%	55	166	187	111
BP Gas Station	1.6%	2	6	7	4
Oconee Circle	0.5%	1	2	2	2
White Sulphur Elementary School	9.1%	12	36	40	24
Old Cornelia Highway East	46.8%	62	185	208	124
Total Trips	100%	132	395	444	265

Table 14: NEW TRIPS ASSIGNMENT, PHASE 2 (2030)

To & From	%	AM		PM	
		IN	OUT	IN	OUT
Old Cornelia Highway West	42.0%	71	209	227	139
BP Gas Station	1.6%	3	8	9	5
Oconee Circle	0.5%	1	3	3	2
White Sulphur Elementary School	9.1%	15	45	49	30
Old Cornelia Highway East	46.8%	80	233	253	154
Total Trips	100%	170	498	541	330

Table 15: NEW TRIPS ASSIGNMENT, PHASE 3 (2035)

To & From	%	AM		PM	
		IN	OUT	IN	OUT
Old Cornelia Highway West	42.0%	88	260	287	172
BP Gas Station	1.6%	3	10	11	7
Oconee Circle	0.5%	1	3	3	2
White Sulphur Elementary School	9.1%	19	56	62	37
Old Cornelia Highway East	46.8%	98	290	320	192
Total Trips	100%	209	619	683	410

New Trips

The new trips generated by the development for each phase are shown in Figures 15 through 17 on the following pages. These trips are based on the assumptions from the traffic assignment.

Figure 15: NEW TRIPS, PHASE 1 (2025)

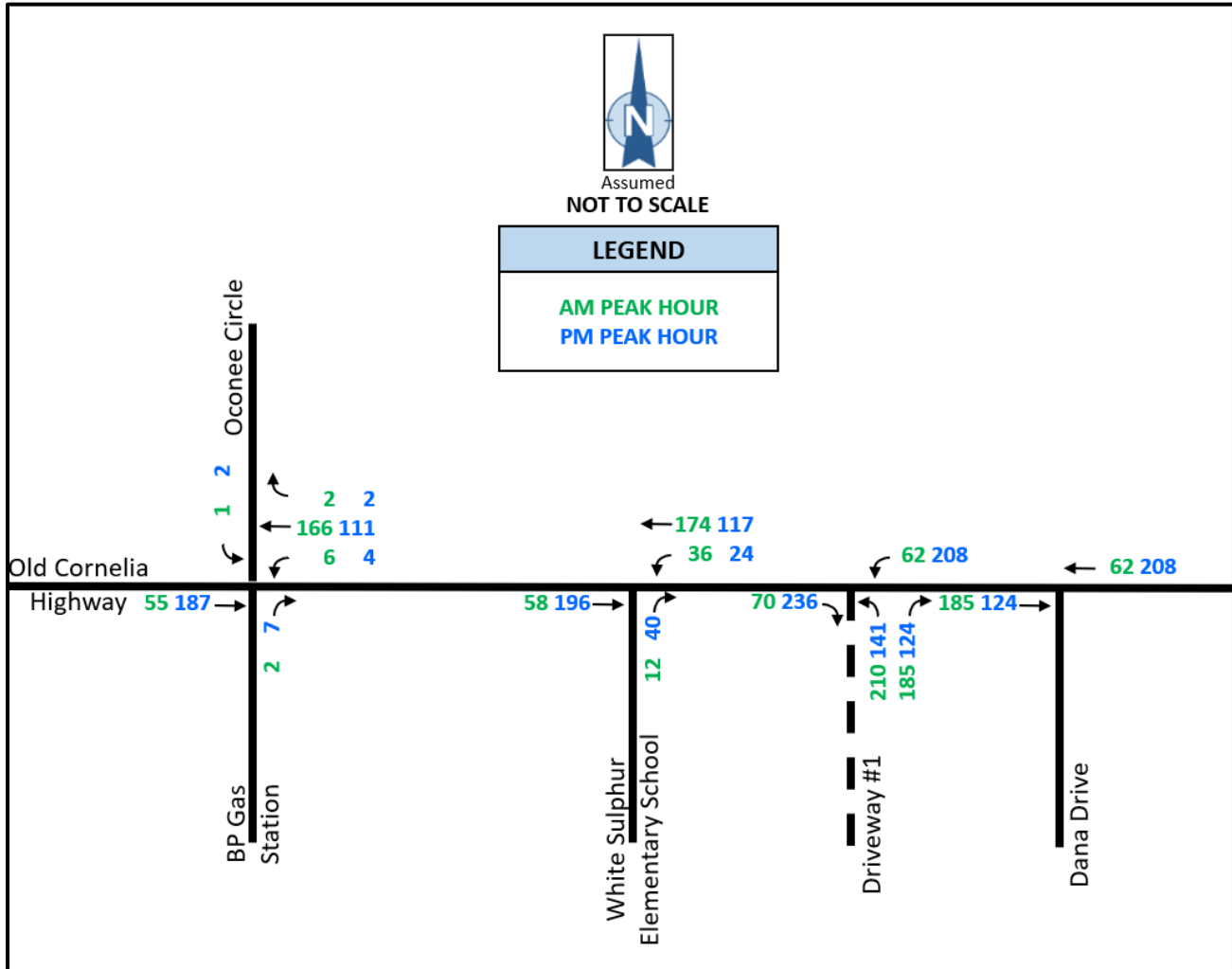


Figure 16: NEW TRIPS, PHASE 2 (2030)

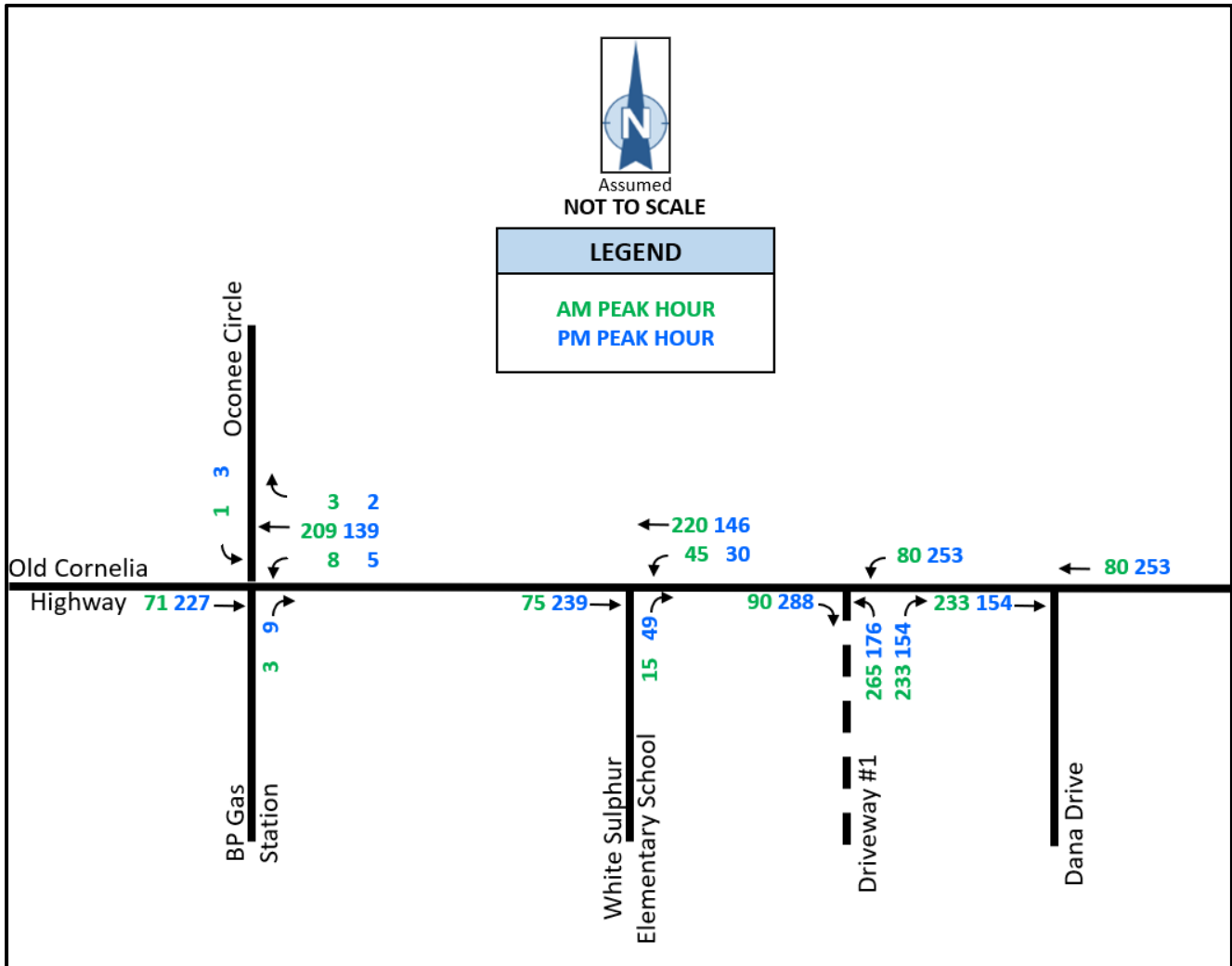
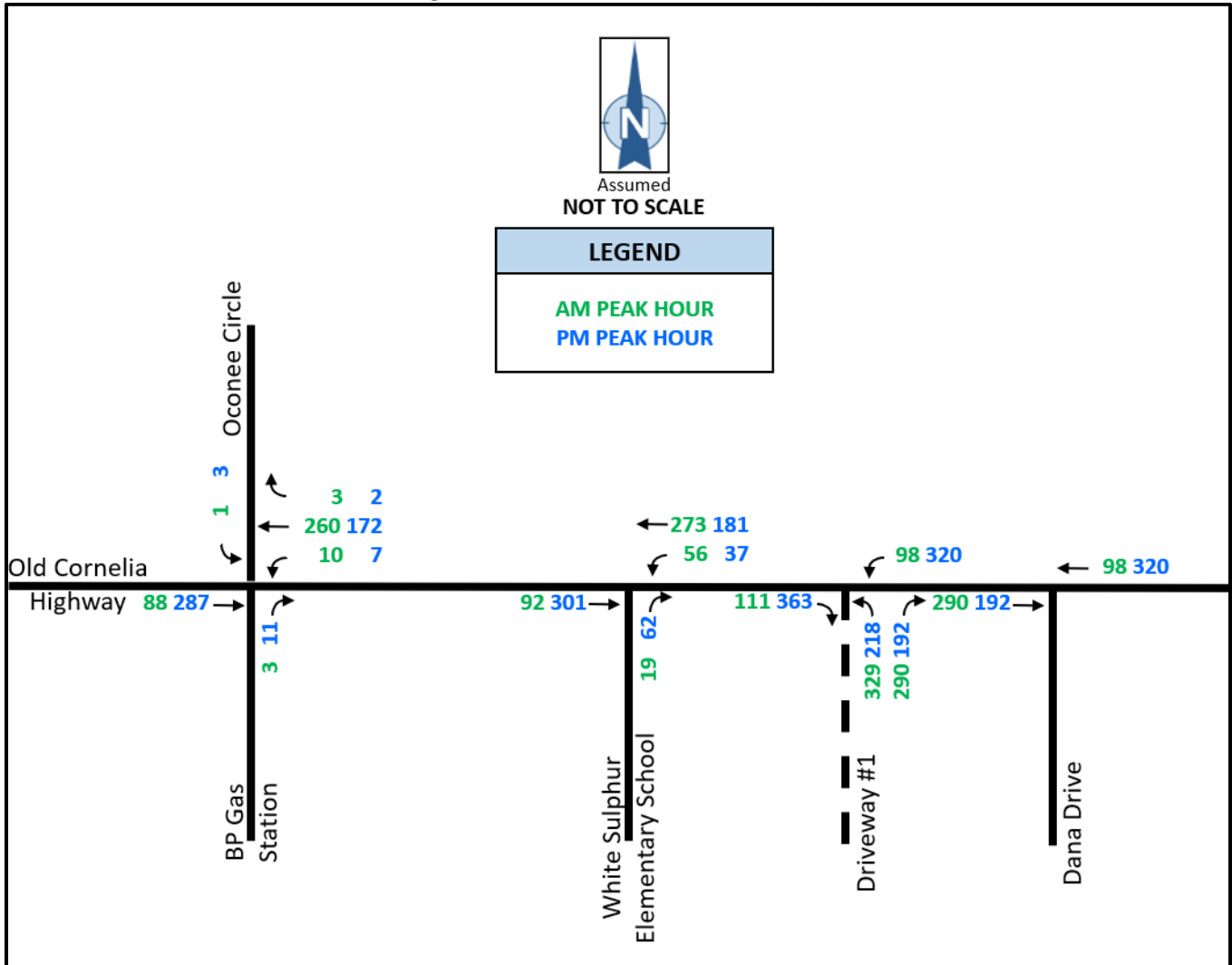


Figure 17: NEW TRIPS, PHASE 3 (2035)



Total Peak Hour Traffic Volumes

The Total Peak Hour Traffic Volumes for each phase are derived by combining the New Trips (Figures 15 through 17) with the No-Build Volumes (Figures 11 through 13). The Projected 2025 Peak Hour Traffic Volumes are shown below in Figure 18, and the Projected 2030 and 2035 Peak Hour Traffic Volumes are shown on the following pages in Figure 19 and 20.

Figure 18: TOTAL PEAK HOUR TRAFFIC VOLUMES, PHASE 1 (2025)

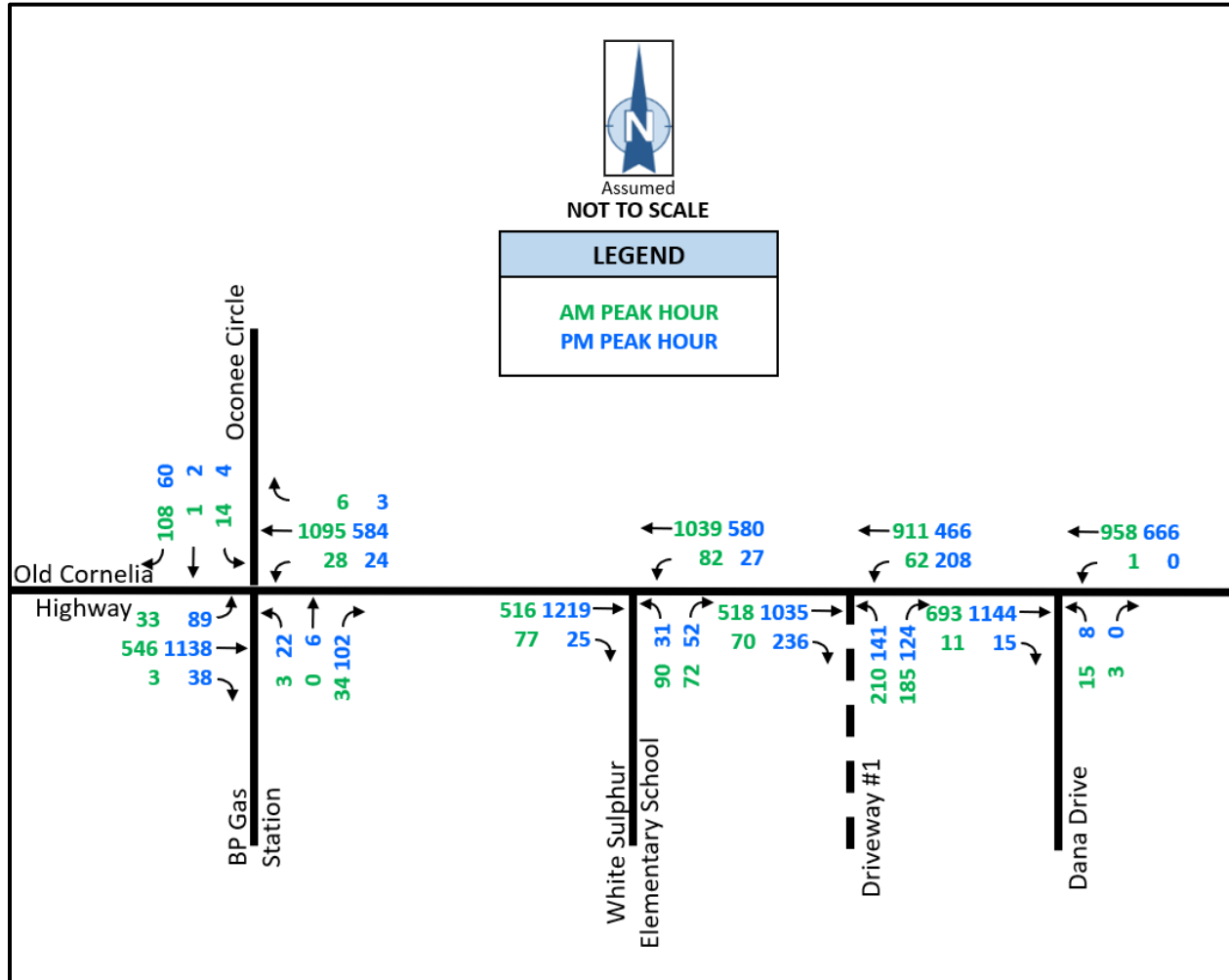


Figure 19: TOTAL PEAK HOUR TRAFFIC VOLUMES, PHASE 2 (2030)

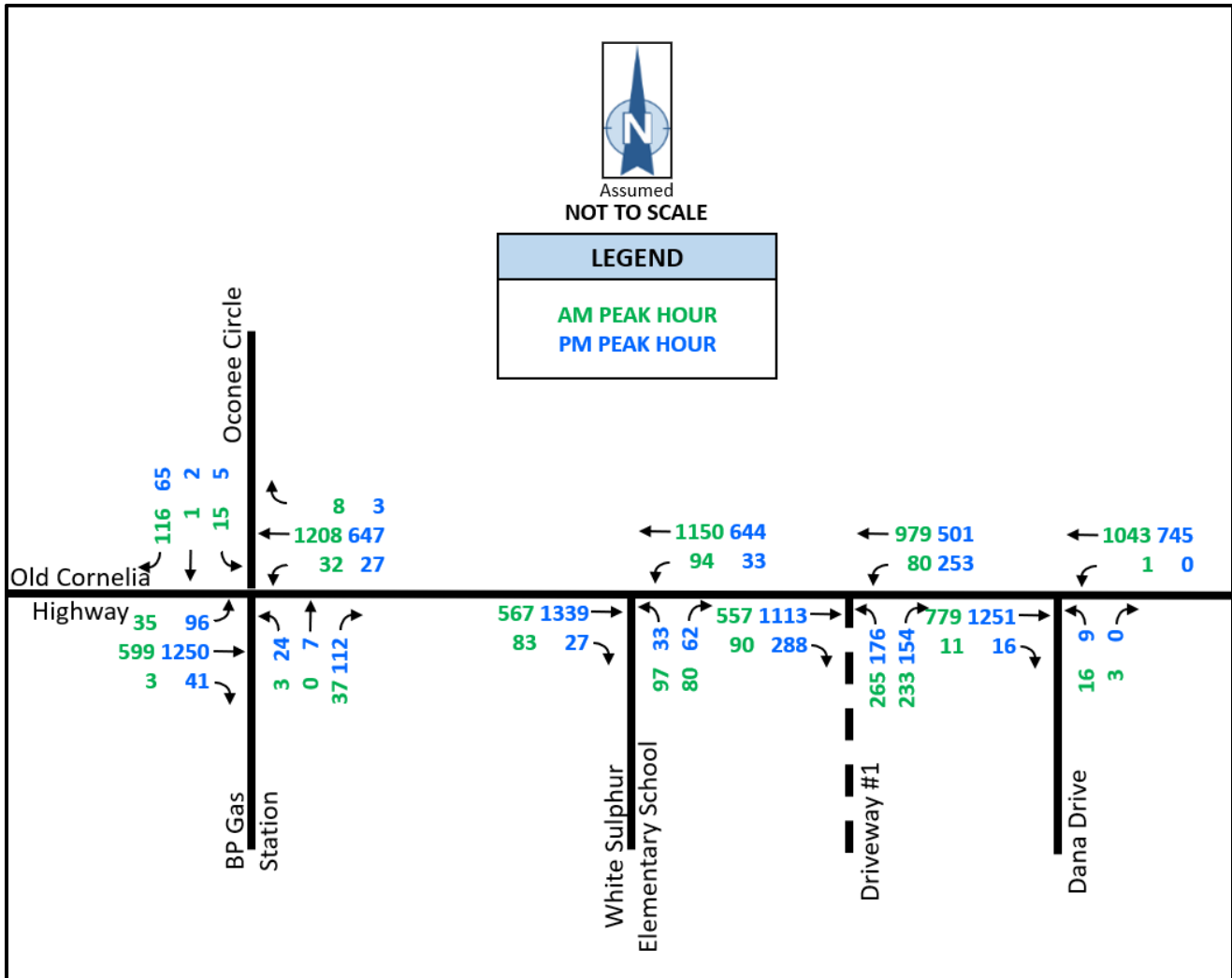
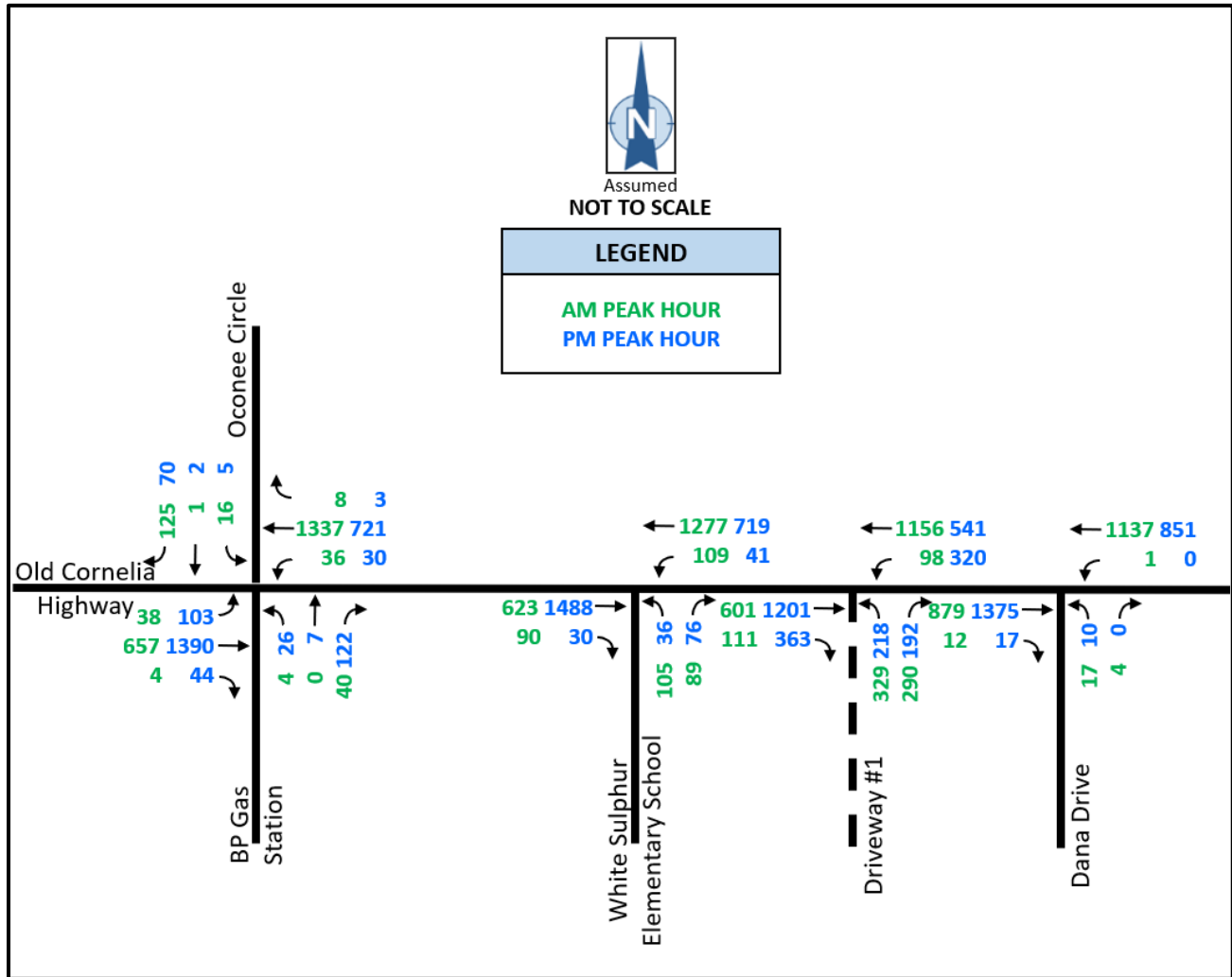


Figure 20: TOTAL PEAK HOUR TRAFFIC VOLUMES, PHASE 3 (2035)



CAPACITY ANALYSIS

Existing and projected conditions were evaluated using capacity analysis techniques described in the *Highway Capacity Manual, Special Report 209*, published by the Transportation Research Board, 2016. *Synchro 10* from Trafficware was used to facilitate the analysis. HCM level-of-service (LOS) definitions are shown in Table 16. The target LOS at the study intersection is ‘D’ or better.

Table 16: LEVEL OF SERVICE CRITERIA

LEVEL OF SERVICE	DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS
A	≤10.0	≤10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 79.9	35.1 to 49.9
F	>80.0	>50.0

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 2016

EXISTING CONDITIONS

The intersections included in the study were first evaluated using the existing geometry and volumes. The results of the capacity analysis for the intersections are summarized in Table 17. For each condition, the level of service is shown, followed parenthetically by the average delay per vehicle, in seconds. The capacity analysis reports for the intersections under existing conditions are provided in Appendix I.

Table 17: CAPACITY ANALYSIS RESULTS - EXISTING CONDITIONS

INTERSECTION	MOVEMENT	EXISTING YEAR (2021)	
		AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT/R	-	-
	WBL/T	A (8.4)	-
	NBL/R	D (29.2)	E (38.6)
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	-	-
	EBR	-	-
	WBL	A (8.9)	B (10.5)
	WBT	-	-
	NBL/R	F (161.5)	E (38.2)
Old Cornelia Hwy @ Oconee Cir	EBL	B (10.3)	A (8.8)
	EBT	-	-
	EBR	-	-
	WBL	A (8.6)	B (10.7)
	WBT/R	-	-
	NBL/T/R	C (18.7)	F (95.1)
	SBL/T/R	D (32.5)	C (15.9)

Capacity results indicate that the following intersections are experiencing unacceptable operation under existing conditions:

- Old Cornelia Highway and Dana Drive, which currently operates at LOS ‘E’ on the northbound approach in the PM Peak Hour.
- Old Cornelia Highway and White Sulphur Elementary School, which currently operates at LOS ‘E’ or worse on the northbound approach in both peak hours.
- Old Cornelia Highway and Oconee Circle, which currently operates at LOS ‘F’ on the northbound approach in the PM Peak Hour.

PROJECTED NO-BUILD CONDITIONS

The projected No-Build conditions include the existing geometry and the background growth volumes without the new trips generated from the development. The capacity analysis results for each of the study intersections under projected No-Build conditions for each Phase (2025, 2030, and 2035) are provided in Table 18 below. The capacity analysis reports for the intersections under projected No-Build conditions can be found in Appendix J.

Table 18: CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT/R	-	-	-	-	-	-
	WBL/T	A (8.5)	-	A (8.7)	-	A (8.8)	-
	NBL/R	D (33.2)	E (44.1)	E (39.4)	F (52.9)	E (47.1)	F (66.9)
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL	A (9.1)	B (10.8)	A (9.3)	B (11.3)	A (9.5)	B (11.9)
	WBT	-	-	-	-	-	-
	NBL/R	F (251.4)	E (45.2)	F (420.4)	F (58.5)	F (688.1)	F (86.1)
Old Cornelia Hwy @ Ocone Cir	EBL	B (10.6)	A (8.9)	B (11.1)	A (9.1)	B (11.6)	A (9.3)
	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL	A (8.7)	B (11.0)	A (8.8)	B (11.5)	A (9.0)	B (12.1)
	WBT/R	-	-	-	-	-	-
	NBL/T/R	C (21.7)	F (157.9)	D (27.5)	F (334.3)	F (56.9)	F (619.0)
	SBL/T/R	E (40.6)	C (17.0)	F (57.9)	C (18.8)	F (96.0)	C (21.6)

Capacity results indicate that the following intersections are projected to experience unacceptable operation under No-Build conditions:

- Phase 1 (2025):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' on the northbound approach in the PM Peak Hour.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'E' on the northbound approach in the PM Peak Hour and LOS 'F' in the AM Peak Hour.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'E' on the southbound approach in the AM Peak Hour and at LOS 'F' on the northbound approach in the PM Peak Hour.
- Phase 2 (2030):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' on the northbound approach in the AM Peak Hour and LOS 'F' in the PM Peak Hour.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'F' on the southbound approach in the AM Peak Hour and at LOS 'F' on the northbound approach in the PM Peak Hour.
- Phase 3 (2035):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' on the northbound approach in the AM Peak Hour and LOS 'F' in the PM Peak Hour.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'F' on the southbound approach in the AM Peak Hour and at LOS 'F' on the northbound approach in both peak hours.

PROJECTED BUILD CONDITIONS

The projected Build conditions include the existing geometry and the Total Peak Hour Traffic Volumes, which includes the background growth and new trips generated by the development. The capacity analysis results for each of the study intersections under projected Build conditions are provided in Table 19. The capacity analysis reports for the intersections under projected Build conditions can be found in Appendix K.

Table 19: CAPACITY ANALYSIS RESULTS – BUILD CONDITIONS

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT/R	-	-	-	-	-	-
	WBL/T	A (9.2)	-	A (9.6)	-	B (10.0)	-
	NBL/R	E (48.5)	F (76.6)	F (67.0)	F (109.4)	F (100.3)	F (183.5)
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL	A (9.6)	B (12.4)	B (10.0)	B (13.5)	B (10.6)	C (15.2)
	WBT	-	-	-	-	-	-
	NBL/R	F (711.0)	F (121.7)	F (*)	F (261.8)	F (*)	F (609.3)
Old Cornelia Hwy @ Ocone Cir	EBL	B (11.7)	A (9.4)	B (12.5)	A (9.8)	B (13.7)	B (10.2)
	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL	A (8.9)	B (12.4)	A (9.2)	B (13.4)	A (9.4)	B (14.9)
	WBT/R	-	-	-	-	-	-
	NBL/T/R	E (35.9)	F (532.3)	F (75.0)	F (*)	F (993.8)	F (*)
	SBL/T/R	F (82.5)	D (27.6)	F (163.8)	E (46.1)	F (335.5)	F (113.4)
Old Cornelia Hwy @ Driveway #1	EBT/R	-	-	-	-	-	-
	WBL/T	A (9.1)	C (18.2)	A (9.5)	D (26.1)	A (9.9)	F (64.3)
	NBL/R	F (*)	F (*)	F (*)	F (*)	F (*)	F (*)

Capacity results indicate that the following intersections are projected to experience unacceptable operation under Build conditions:

- Phase 1 (2025):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' on the northbound approach in the AM Peak Hour and LOS 'F' in the PM Peak Hour.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'F' on the southbound approach in the AM Peak Hour and at LOS 'E' or worse on the northbound approach in both peak hours.
 - Old Cornelia Highway and Driveway #1, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
- Phase 2 (2030):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'E' or worse on the southbound approach in both peak hours and at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Driveway #1, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
- Phase 3 (2035):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'F' on the southbound approach in both peak hours and at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Driveway #1, which is projected to operate at LOS 'F' on the northbound approach in both peak hours and at LOS 'F' on the westbound approach in the PM Peak Hour.

PROJECTED CONDITIONS WITH WIDENING

A long range widening project on Old Cornelia Highway is scheduled to begin construction after the completion of Phase 3 (2035) of the development. In order to evaluate potential improvements to the study area, the No-Build and Build condition volumes were evaluated for all three phases with Old Cornelia Highway widened to four lanes.

The capacity analysis results for each of the study intersections under projected No-Build conditions with widening on Old Cornelia Road are provided in Table 20. The capacity analysis reports for the intersections under projected No-Build and Build conditions with the widening project can be found in Appendix L.

Table 20: CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS WITH WIDENING

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT	-	-	-	-	-	-
	EBT/R	-	-	-	-	-	-
	WBL/T	A (8.5)	-	A (8.7)	-	A (8.8)	-
	WBT	-	-	-	-	-	-
	NBL/R	C (20.4)	E (38.0)	C (22.5)	E (45.0)	D (25.0)	F (55.0)
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL	A (9.1)	B (10.8)	A (9.3)	B (11.3)	A (9.6)	B (11.9)
	WBT	-	-	-	-	-	-
	NBL/R	F (58.4)	D (33.3)	F (99.2)	E (40.6)	F (181.3)	F (53.7)
Old Cornelia Hwy @ Oconee Cir	EBL	B (10.6)	A (8.9)	B (11.1)	A (9.1)	B (11.6)	A (9.3)
	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL	A (8.7)	B (11.0)	A (8.9)	B (11.5)	A (9.0)	B (12.1)
	WBT	-	-	-	-	-	-
	WBT/R	-	-	-	-	-	-
	NBL/T/R	B (13.1)	F (75.7)	B (13.9)	F (153.7)	C (16.4)	F (297.3)
	SBL/T/R	C (23.7)	B (14.8)	D (29.6)	C (16.2)	E (40.8)	C (18.3)

Capacity results indicate that the following intersections are projected to experience unacceptable operation under No-Build conditions with widening on Old Cornelia Highway:

- Phase 1 (2025):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' on the northbound approach in the PM Peak Hour.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach in the AM Peak Hour.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'F' on the northbound approach in the PM Peak Hour.
- Phase 2 (2030):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' in the PM Peak Hour.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'E' or worse on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'F' on the northbound approach in the PM Peak Hour.
- Phase 3 (2035):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'F' on the northbound approach in the PM Peak Hour.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'E' on the southbound approach in the AM Peak Hour and at LOS 'F' on the northbound approach in the PM Peak Hour.

The capacity analysis results for each of the study intersections under projected Build conditions with widening on Old Cornelia Road are provided in Table 21.

Table 21: CAPACITY ANALYSIS RESULTS – BUILD CONDITIONS WITH WIDENING

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT	-	-	-	-	-	-
	EBT/R	-	-	-	-	-	-
	WBL/T	A (9.2)	-	A (9.6)	-	B (10.0)	-
	WBT	-	-	-	-	-	-
	NBL/R	D (27.3)	F (56.3)	D (33.7)	F (75.3)	E (42.3)	F (112.5)
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL	A (9.6)	B (12.4)	B (10.1)	B (13.5)	B (10.6)	C (15.2)
	WBT	-	-	-	-	-	-
	NBL/R	F (189.3)	F (52.6)	F (385.7)	F (92.8)	F (746.5)	F (233.4)
Old Cornelia Hwy @ Oconee Cir	EBL	B (11.7)	A (9.4)	B (12.5)	A (9.8)	B (13.7)	B (10.3)
	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL	A (8.9)	B (12.4)	A (9.2)	B (13.4)	A (9.5)	B (14.9)
	WBT	-	-	-	-	-	-
	WBT/R	-	-	-	-	-	-
	NBL/T/R	B (14.6)	F (240.3)	C (16.4)	F (531.3)	C (22.6)	F (*)
	SBL/T/R	E (37.6)	C (24.2)	F (62.9)	E (40.3)	F (142.8)	F (100.8)
Old Cornelia Hwy @ Driveway #1	EBT	-	-	-	-	-	-
	EBT/R	-	-	-	-	-	-
	WBL/T	A (9.1)	C (18.4)	A (9.5)	D (26.6)	A (9.9)	F (66.2)
	WBT	-	-	-	-	-	C (15.2)
	NBL/R	F (453.2)	F (*)	F (997.0)	F (*)	F (*)	F (*)

Capacity results indicate that the following intersections are projected to experience unacceptable operation under Build conditions with widening on Old Cornelia Highway:

- Phase 1 (2025):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'F' on the northbound approach in the PM Peak Hour.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'E' on the southbound approach in the AM Peak Hour and at LOS 'F' on the northbound approach in the PM Peak Hour.
 - Old Cornelia Highway and Driveway #1, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
- Phase 2 (2030):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'F' on the northbound approach in the PM Peak Hour.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'E' or worse on the southbound approach in both peak hours and at LOS 'F' on the northbound approach in the PM Peak Hour.
 - Old Cornelia Highway and Driveway #1, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
- Phase 3 (2035):
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' or worse on the northbound approach in both peak hours.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'F' on the southbound approach in both peak hours and at LOS 'F' on the northbound approach in the PM Peak Hour.
 - Old Cornelia Highway and Driveway #1, which is projected to operate at LOS 'F' on the northbound approach in both peak hours and at LOS 'F' on the westbound approach in the PM Peak Hour.

DRIVEWAY #1 IMPROVEMENTS

The intersection of Old Cornelia Highway and Driveway #1 was evaluated for alternative traffic control. Due to the close proximity to the intersections with White Sulphur Elementary School and Dana Drive, these improvements were evaluated with those intersections to observe how they operate. The following improvements were evaluated at Old Cornelia Highway and Driveway #1:

- Minor Street Stop Control, with added turn lanes
- Traffic Signal
- Multilane Roundabout

Additionally, each alternative was evaluated under two scenarios: with the existing geometry and with four lane widening on Old Cornelia Highway.

In order to determine if a signal would be warranted at the intersection, the 8th highest hour volume was estimated and compared to the volume thresholds of Warrants #1 and #2, which are established in the *MUTCD* handbook. The daily volume was estimated from the highest peak hour volume and the K-factor, which was found from the ATR data to be 9.4% on SR 81. The 8th highest hour, which is estimated to be 5.6% of the daily traffic in accordance with the GDOT Design Manual, was then calculated from the daily volume through the intersection.

Further analysis was conducted to check each of the intersections against Warrant 2 – Four Hour Vehicular Volume. The 4th highest hour was calculated to be 7.8% from the K-factor and the 8th highest hour.

The warrant analysis was conducted in two ways: the conventional method, using the side street Volumes.

Table 22 and 23 on the following page summarizes the results of the signal warrants with the conventional method, using the 70% thresholds for the study intersection. Signal Warrants were evaluated using 2025, 2030, and 2035 Build volumes, the 8th highest hour method, and the 4th highest hour.

$$\text{Estimated Daily Volume} = \frac{\text{Highest Peak Hour Volume}}{K - \text{factor}}$$

2025: $\text{Estimated Daily Volume}_{\text{Major Street, 2025}} = \frac{1491}{.094} \approx 15862$
 $\text{Estimated Daily Volume}_{\text{Minor Street, 2025}} = \frac{210}{.094} \approx 2234$

2030: $\text{Estimated Daily Volume}_{\text{Major Street, 2030}} = \frac{1616}{.094} \approx 17191$
 $\text{Estimated Daily Volume}_{\text{Minor Street, 2030}} = \frac{265}{.094} \approx 2819$

2035: $\text{Estimated Daily Volume}_{\text{Major Street, 2035}} = \frac{1756}{.094} \approx 18680$
 $\text{Estimated Daily Volume}_{\text{Minor Street, 2035}} = \frac{329}{.094} \approx 3500$

$$8\text{th Highest Hour Volume} = \frac{\text{Highest Peak Hour Volume}}{K - \text{factor}} * .056$$

2025: $8\text{th Highest Hour Volume}_{\text{Major Street, 2025}} = \frac{1491}{.094} * .056 \approx 888$
 $8\text{th Highest Hour Volume}_{\text{Minor Street, 2025}} = \frac{210}{.094} * .056 \approx 125$

2030: $8\text{th Highest Hour Volume}_{\text{Major Street, 2030}} = \frac{1616}{.094} * .056 \approx 963$
 $8\text{th Highest Hour Volume}_{\text{Minor Street, 2030}} = \frac{265}{.094} * .056 \approx 158$

2035: $8\text{th Highest Hour Volume}_{\text{Major Street, 2035}} = \frac{1756}{.094} * .056 \approx 1046$
 $8\text{th Highest Hour Volume}_{\text{Minor Street, 2035}} = \frac{329}{.094} * .056 \approx 196$

$$\frac{4\text{th Highest Hour Volume}}{K - \text{factor}} = \frac{\text{Highest Peak Hour Volume}}{K - \text{factor}} * (.056 + (K \text{ factor} - .056) \left(\frac{4}{7}\right))$$

2025: $4\text{th Highest Hour Volume}_{\text{Major Street, 2025}} = \frac{1491}{.094} * (.056 + (.038) \left(\frac{4}{7}\right)) \approx 1233$
 $4\text{th Highest Hour Volume}_{\text{Minor Street, 2025}} = \frac{210}{.094} * (.056 + (.038) \left(\frac{4}{7}\right)) \approx 174$
2030: $4\text{th Highest Hour Volume}_{\text{Major Street, 2030}} = \frac{1616}{.094} * (.056 + (.038) \left(\frac{4}{7}\right)) \approx 1336$
 $4\text{th Highest Hour Volume}_{\text{Minor Street, 2030}} = \frac{265}{.094} * (.056 + (.038) \left(\frac{4}{7}\right)) \approx 219$
2035: $4\text{th Highest Hour Volume}_{\text{Major Street, 2035}} = \frac{1756}{.094} * (.056 + (.038) \left(\frac{4}{7}\right)) \approx 1452$
 $4\text{th Highest Hour Volume}_{\text{Minor Street, 2035}} = \frac{329}{.094} * (.056 + (.038) \left(\frac{4}{7}\right)) \approx 272$

Table 22: TRAFFIC SIGNAL WARRANTS (CONVENTIONAL METHOD), EXISTING GEOMETRY

YEAR	HIGHEST PEAK HOUR VOLUMES (MAJOR/MINOR)	ESTIMATED DAILY VOLUME	8 th HIGHEST PEAK HOUR (Warrant 1)	Warrant 1A	Warrant 1B	4 th HIGHEST PEAK HOUR (Warrant 2)	Warrant 2
				(70%) 350/105	(70%) 525/53		(70%) 1000/60
2025	1491/210	15862/2234	888/125	Y/Y	Y/Y	1233/174	Y/Y
2030	1616/265	17191/2819	963/158	Y/Y	Y/Y	1336/219	Y/Y
2035	1756/329	18680/3500	1046/196	Y/Y	Y/Y	1452/272	Y/Y

Table 23: TRAFFIC SIGNAL WARRANTS (CONVENTIONAL METHOD), FOUR LANE GEOMETRY

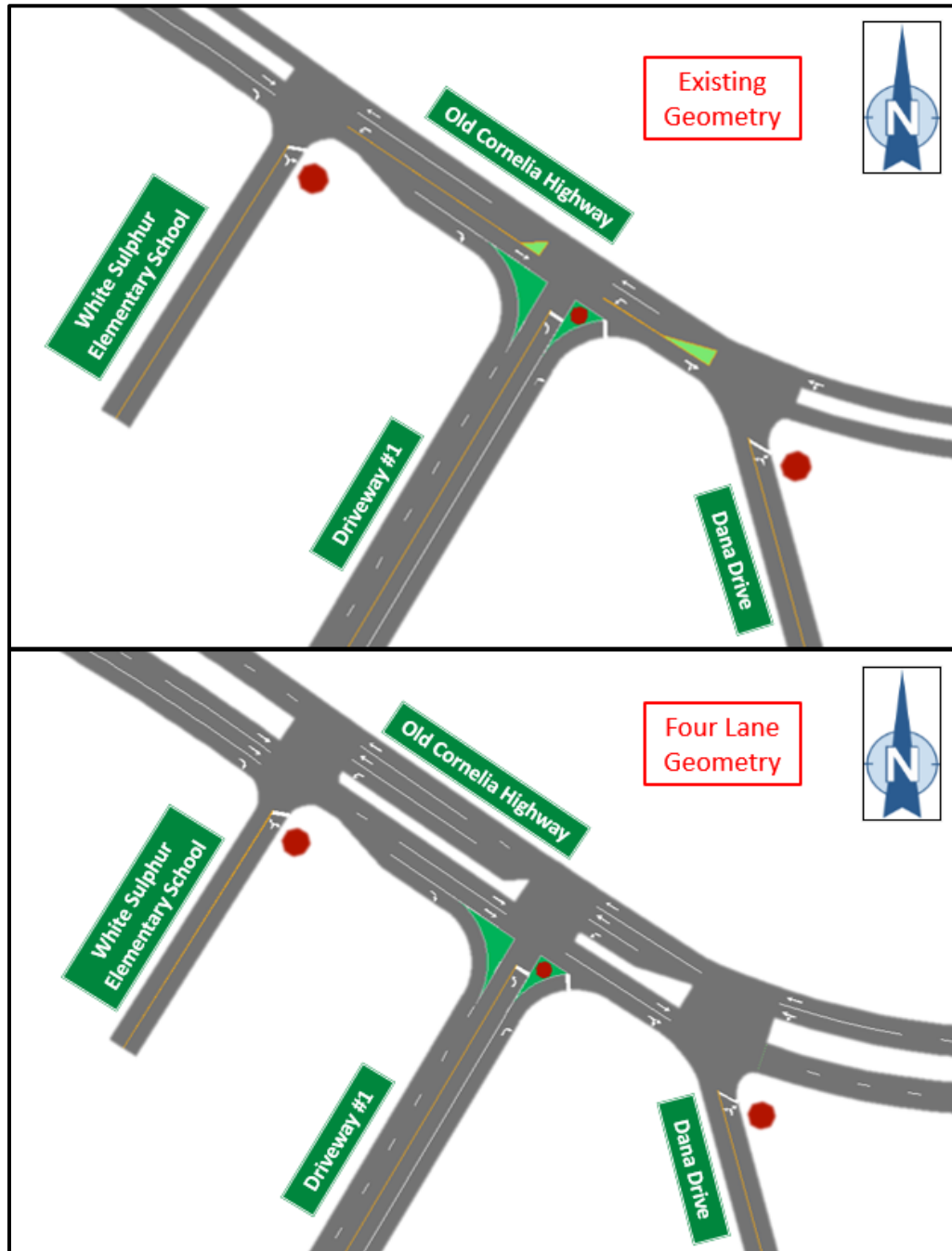
YEAR	HIGHEST PEAK HOUR VOLUMES (MAJOR/MINOR)	ESTIMATED DAILY VOLUME	8 th HIGHEST PEAK HOUR (Warrant 1)	Warrant 1A	Warrant 1B	4 th HIGHEST PEAK HOUR (Warrant 2)	Warrant 2
				(70%) 420/105	(70%) 630/70		(70%) 1000/80
2025	1491/210	15862/2234	888/125	Y/Y	Y/Y	1233/174	Y/Y
2030	1616/265	17191/2819	963/158	Y/Y	Y/Y	1336/219	Y/Y
2035	1756/329	18680/3500	1046/196	Y/Y	Y/Y	1452/272	Y/Y

Warrant analysis indicates that the intersection meets the 100% threshold for signal warrants 1 and 2 using the conventional method beginning in 2025 for both existing and proposed geometry.

MINOR STREET STOP CONTROL, WITH ADDED TURN LANES

The first alternative evaluated at the site driveway was minor street stop control with added turn lanes. Figure 21 below shows the intersection with turn lane improvements and with the existing and four lane geometry.

Figure 21: MINOR STREET STOP CONTROL, WITH ADDED TURN LANES



The capacity analysis results for the site driveway are provided in Tables 24 and 25. The delay for the intersections at White Sulphur Elementary School and Dana Drive maintain the same results listed in Tables 19 and 21. Capacity analysis results for each of the Driveway #1 improvements and the nearby intersections are included in Appendix M.

Table 24: CAPACITY ANALYSIS RESULTS – ADDED TURN LANES (TWO LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Driveway #1	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL	A (8.8)	B (14.1)	A (9.1)	C (16.8)	A (9.4)	C (23.8)
	WBT	-	-	-	-	-	-
	NBL	F (721.6)	F (*)	F (*)	F (*)	F (*)	F (*)
	NBR	C (16.0)	E (35.1)	C (19.5)	F (57.8)	D (27.3)	F (132.9)

Table 25: CAPACITY ANALYSIS RESULTS – ADDED TURN LANES (FOUR LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Driveway #1	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL	A (8.8)	B (14.2)	A (9.1)	C (17.0)	A (9.4)	C (24.2)
	WBT	-	-	-	-	-	-
	NBL	F (247.2)	F (*)	F (573.3)	F (*)	F (*)	F (*)
	NBR	B (12.0)	C (15.7)	B (13.2)	C (18.1)	C (15.1)	C (22.5)

Capacity results for the site driveway with added turn lanes indicate the following:

- Existing Geometry
 - Phase 1 (2025)
 - The northbound left turn movement is projected to operate at LOS 'F' for both peak hours.
 - The northbound right turn movement is projected to operate at LOS 'E' in the PM Peak Hour.
 - Phase 2 (2030)
 - The northbound left turn movement is projected to operate at LOS 'F' for both peak hours.
 - The northbound right turn movement is projected to operate at LOS 'F' in the PM Peak Hour.
 - Phase 3 (2035)
 - The northbound left turn movement is projected to operate at LOS 'F' for both peak hours.
 - The Northbound right turn movement is projected to operate at LOS 'F' in the PM Peak Hour.
- Four Lane Geometry
 - Phase 1 (2025)
 - The northbound left turn movement is projected to operate at LOS 'F' for both peak hours.
 - Phase 2 (2030)
 - The northbound left turn movement is projected to operate at LOS 'F' for both peak hours.
 - Phase 3 (2035)
 - The northbound left turn movement is projected to operate at LOS 'F' for both peak hours.

Tables 26 and 27 below shows the corresponding 95th percentile queue lengths (in feet) for each approach at the intersection of Old Cornelia Highway and Driveway #1, as well as the adjacent intersections.

Table 26: 95TH PERCENTILE QUEUE LENGTH (FT) – ADDED TURN LANES (TWO LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT/R	0	0	0	0	0	0
	WBL/T	0	0	0	0	0	0
	NBL/R	18	13	25	20	35	30
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	10	5	13	8	15	10
	WBT	0	0	0	0	0	0
Old Cornelia Hwy @ Driveway #1	NBL/R	450	123	568	188	683	288
	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	5	43	8	65	10	118
	WBT	0	0	0	0	0	0
	NBL	518	445	753	603	1045	780
Old Cornelia Hwy @ Driveway #1	NBR	45	73	70	130	123	243

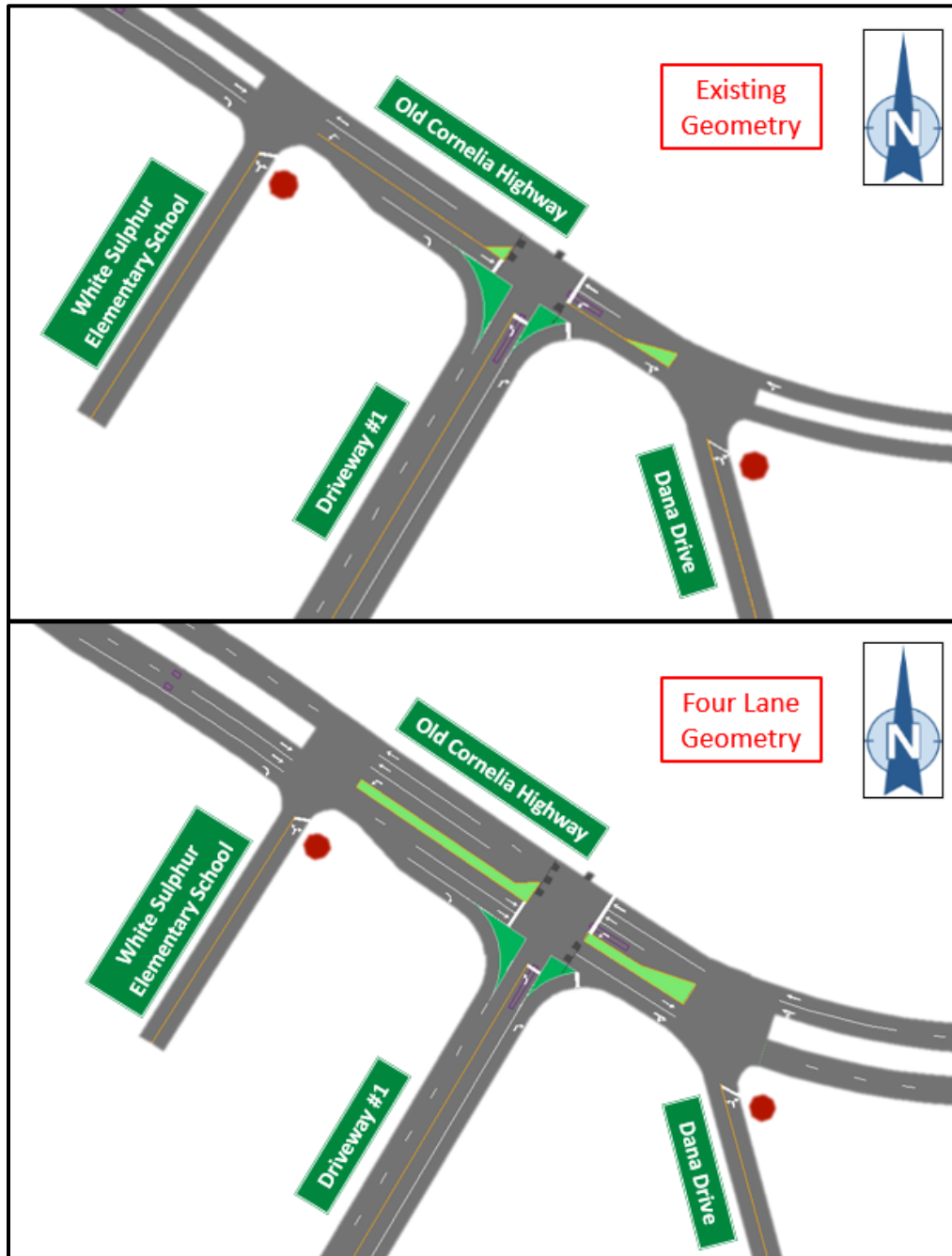
Table 27: 95TH PERCENTILE QUEUE LENGTH (FT)– ADDED TURN LANES (FOUR LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT	0	0	0	0	0	0
	EBT/R	0	0	0	0	0	0
	WBL/T	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	NBL/R	10	10	13	13	18	20
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	10	5	13	8	15	10
	WBT	0	0	0	0	0	0
	NBL/R	270	73	390	118	533	205
Old Cornelia Hwy @ Driveway #1	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	5	43	8	65	10	120
	WBT	0	0	0	0	0	0
	NBL	345	428	588	595	898	778
	NBR	30	30	43	43	63	70

TRAFFIC SIGNAL

The second alternative evaluated at the site driveway was a traffic signal, with additional turn lanes. Figure 22 below shows the intersection under signal control and with the existing and four lane geometry.

Figure 22: TRAFFIC SIGNAL, WITH ADDED TURN LANES



The capacity analysis results for the site driveway are provided in Tables 28 and 29.

Table 28: CAPACITY ANALYSIS RESULTS – TRAFFIC SIGNAL (TWO LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Driveway #1	Signal	B (11.3)	B (16.3)	B (15.6)	D (45.6)	C (30.6)	E (78.5)
	EBT	A (8.3)	B (14.1)	B (10.3)	D (47.5)	B (13.2)	E (78.8)
	EBR	-	-	-	-	-	-
	WBL	A (5.4)	C (25.0)	A (7.0)	F (85.1)	A (9.6)	F (155.5)
	WBT	A (7.3)	A (2.7)	B (11.3)	A (3.5)	C (32.3)	A (3.8)
	NBL	D (37.8)	E (63.9)	D (45.3)	F (96.8)	E (62.8)	F (149.0)
	NBR	-	-	-	-	-	-

Table 29: CAPACITY ANALYSIS RESULTS – TRAFFIC SIGNAL (FOUR LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Driveway #1	Signal	A (7.8)	A (8.5)	A (9.3)	B (10.4)	B (13.6)	B (13.7)
	EBT	A (7.8)	A (8.6)	A (9.1)	B (10.4)	B (17.3)	B (13.6)
	EBR	-	-	-	-	-	-
	WBL	A (4.9)	A (7.3)	A (5.8)	B (10.8)	B (14.9)	B (17.4)
	WBT	A (4.5)	A (2.6)	A (5.6)	A (3.0)	A (7.5)	A (3.6)
	NBL	C (22.5)	C (28.9)	C (24.4)	C (31.1)	C (28.1)	C (34.2)
	NBR	-	-	-	-	-	-

Capacity results for the site driveway under signal control indicate the following:

- Existing Geometry
 - Phase 1 (2025)
 - The traffic signal is projected to operate at LOS 'B' for both peak hours.
 - Phase 2 (2030)
 - The traffic signal is projected to operate at LOS 'D' or better for both peak hours.
 - Phase 3 (2035)
 - The traffic signal is projected to operate at LOS 'C' in the AM Peak Hour and LOS 'E' in the PM Peak Hour.
- Four Lane Geometry
 - Phase 1 (2025)
 - The traffic signal is projected to operate at LOS 'A' for both peak hours.
 - Phase 2 (2030)
 - The traffic signal is projected to operate at LOS 'B' or better for both peak hours.
 - Phase 3 (2035)
 - The traffic signal is projected to operate at LOS 'B' for both peak hours.

Tables 30 and 31 below shows the corresponding 95th percentile queue lengths (in feet) for each approach at the intersection of Old Cornelia Highway and Driveway #1, as well as the adjacent intersections.

Table 30: 95TH PERCENTILE QUEUE LENGTH (FT) – TRAFFIC SIGNAL (TWO LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT/R	0	0	0	0	0	0
	WBL/T	0	0	0	0	0	0
	NBL/R	18	13	25	20	35	30
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	10	5	13	8	15	10
	WBT	0	0	0	0	0	0
Old Cornelia Hwy @ Driveway #1	NBL/R	450	123	568	188	683	288
	EBT	175	568	238	1368	325	1820
	EBR	0	0	0	0	0	0
	WBL	10	200	20	455	33	703
	WBT	233	75	383	135	893	160
	NBL	200	218	283	350	425	505
Old Cornelia Hwy @ Driveway #1	NBR	0	0	0	0	0	0

Table 31: 95TH PERCENTILE QUEUE LENGTH (FT)– TRAFFIC SIGNAL (FOUR LANE GEOMETRY)

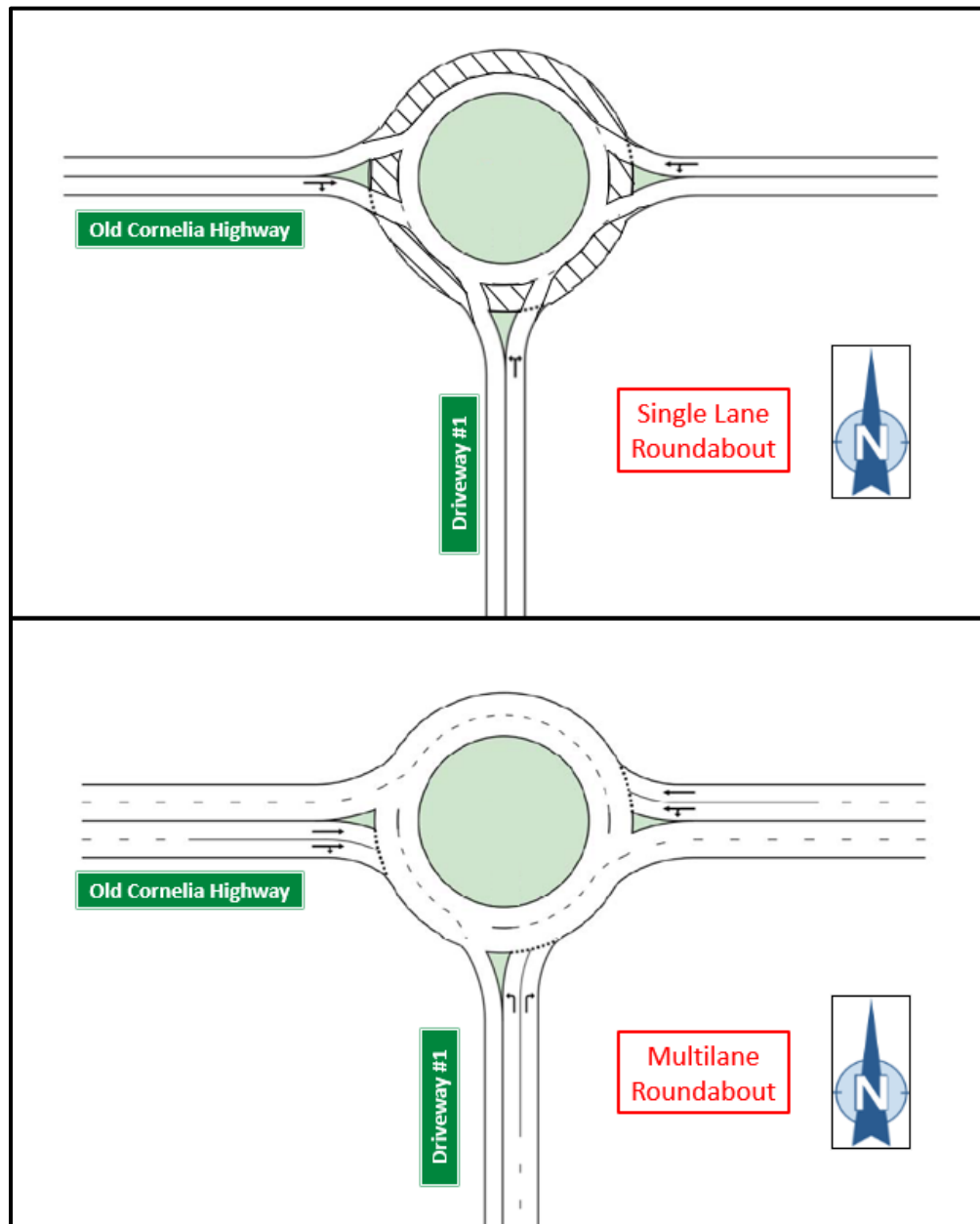
INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT	0	0	0	0	0	0
	EBT/R	0	0	0	0	0	0
	WBL/T	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	NBL/R	10	10	13	13	18	20
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	10	5	13	8	15	10
	WBT	0	0	0	0	0	0
	NBL/R	270	73	390	118	533	205
Old Cornelia Hwy @ Driveway #1	EBT	53	138	73	190	153	258
	EBR	0	0	0	0	0	0
	WBL	8	23	13	43	45	138
	WBT	45	13	75	23	148	35
	NBL	113	98	160	135	233	188
	NBR	0	0	0	0	0	0

Based on the queuing analysis, the traffic signal will experience queues that will extend into the adjacent intersections with both the existing and four lane geometry beginning in Phase 1 (2025).

ROUNDAABOUT

The third alternative evaluated at the site driveway was a roundabout. This alternative was evaluated as a single lane roundabout with the existing geometry, and as a multilane roundabout with widened four lane geometry. Figure 23 below shows the intersection under roundabout control improvements and with the existing and four lane geometry.

Figure 23: SINGLE/MULTILANE ROUNDAABOUT



The capacity analysis results for the site driveway are provided in Tables 32 and 33.

Table 32: CAPACITY ANALYSIS RESULTS – SINGLE LANE ROUNDABOUT (TWO LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Driveway #1	EBT/R	A (8.9)	F (171.7)	A (9.8)	F (257.7)	B (10.6)	F (373.0)
	WBL/T	F (57.3)	B (12.9)	F (107.1)	C (17.1)	F (170.6)	D (26.6)
	NBL/R	B (12.9)	C (24.0)	C (19.0)	D (25.4)	E (35.7)	D (26.3)

Table 33: CAPACITY ANALYSIS RESULTS – MULTILANE ROUNDABOUT (FOUR LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Driveway #1	EBT/R	A (4.9)	B (10.9)	A (5.2)	B (13.3)	A (5.5)	C (18.7)
	WBL/T	A (8.2)	A (5.9)	A (9.4)	A (6.5)	B (11.0)	A (7.4)
	NBL/R	A (5.9)	A (8.2)	A (6.6)	B (10.1)	A (7.5)	B (13.8)

Capacity results for the site driveway under roundabout control indicate the following:

- Existing Geometry
 - Phase 1 (2025)
 - The single lane roundabout is projected to operate at LOS 'F' on the westbound approach in the AM Peak Hour.
 - The single lane roundabout is projected to operate at LOS 'F' on the eastbound approach in the PM Peak Hour.
 - Phase 2 (2030)
 - The single lane roundabout is projected to operate at LOS 'F' on the westbound approach in the AM Peak Hour.
 - The single lane roundabout is projected to operate at LOS 'F' on the eastbound approach in the PM Peak Hour.
 - Phase 3 (2035)
 - The single lane roundabout is projected to operate at LOS 'F' on the westbound approach in the AM Peak Hour.
 - The single lane roundabout is projected to operate at LOS 'E' on the northbound approach in the AM Peak Hour.
 - The single lane roundabout is projected to operate at LOS 'F' on the eastbound approach in the PM Peak Hour.
- Four Lane Geometry
 - Phase 1 (2025)
 - The multilane roundabout is projected to operate at LOS 'B' or better for both peak hours on all approaches.
 - Phase 2 (2030)
 - The multilane roundabout is projected to operate at LOS 'B' or better for both peak hours on all approaches.
 - Phase 3 (2035)
 - The multilane roundabout is projected to operate at LOS 'C' or better for both peak hours on all approaches.

Tables 34 and 35 below shows the corresponding 95th percentile queue lengths (in feet) for each approach at the intersection of Old Cornelia Highway and Driveway #1, as well as the adjacent intersections.

Table 34: 95TH PERCENTILE QUEUE LENGTH (FT) – SINGLE LANE ROUNDABOUT (TWO LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT/R	0	0	0	0	0	0
	WBL/T	0	0	0	0	0	0
	NBL/R	18	13	25	20	35	30
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	10	5	13	8	15	10
	WBT	0	0	0	0	0	0
Old Cornelia Hwy @ Driveway #1	NBL/R	450	123	568	188	683	288
	EBT/R	137	3893	160	5178	185	6803
	WBL/T	1669	191	2431	403	3349	807
	NBL/R	135	177	256	226	554	289

Table 35: 95TH PERCENTILE QUEUE LENGTH (FT)– MULTILANE ROUNDABOUT (FOUR LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Dana Dr	EBT	0	0	0	0	0	0
	EBT/R	0	0	0	0	0	0
	WBL/T	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	NBL/R	10	10	13	13	18	20
Old Cornelia Hwy @ White Sulphur Elementary School	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	10	5	13	8	15	10
	WBT	0	0	0	0	0	0
	NBL/R	270	73	390	118	533	205
Old Cornelia Hwy @ Driveway #1	EBT/R	34	122	40	245	47	441
	WBL/T	79	47	95	57	153	71
	NBL/R	24	27	32	40	42	71

Based on the queuing analysis, both the single lane and multilane roundabouts will experience queues that will extend into the adjacent intersections beginning in Phase 1 (2025).

DRIVEWAY #1 CONSOLIDATED IMPROVEMENTS

The alternatives evaluated at the intersection of Old Cornelia Highway and Driveway #1 either do not sufficiently improve operation at the intersection or creates queues that block the nearby unsignalized intersections at White Sulphur Elementary School and Dana Drive. Therefore, additional alternatives were evaluated to implement access control and improve the operation of the existing minor street stop controlled intersections.

The following alternatives were evaluated at Old Cornelia Highway and Driveway #1:

- Traffic Signal, with Dana Drive and White Sulphur Elementary School consolidated at the proposed location of Driveway #1
- Dumbbell Roundabout, with Dana Drive consolidated with Driveway #1
- Elliptical Roundabout

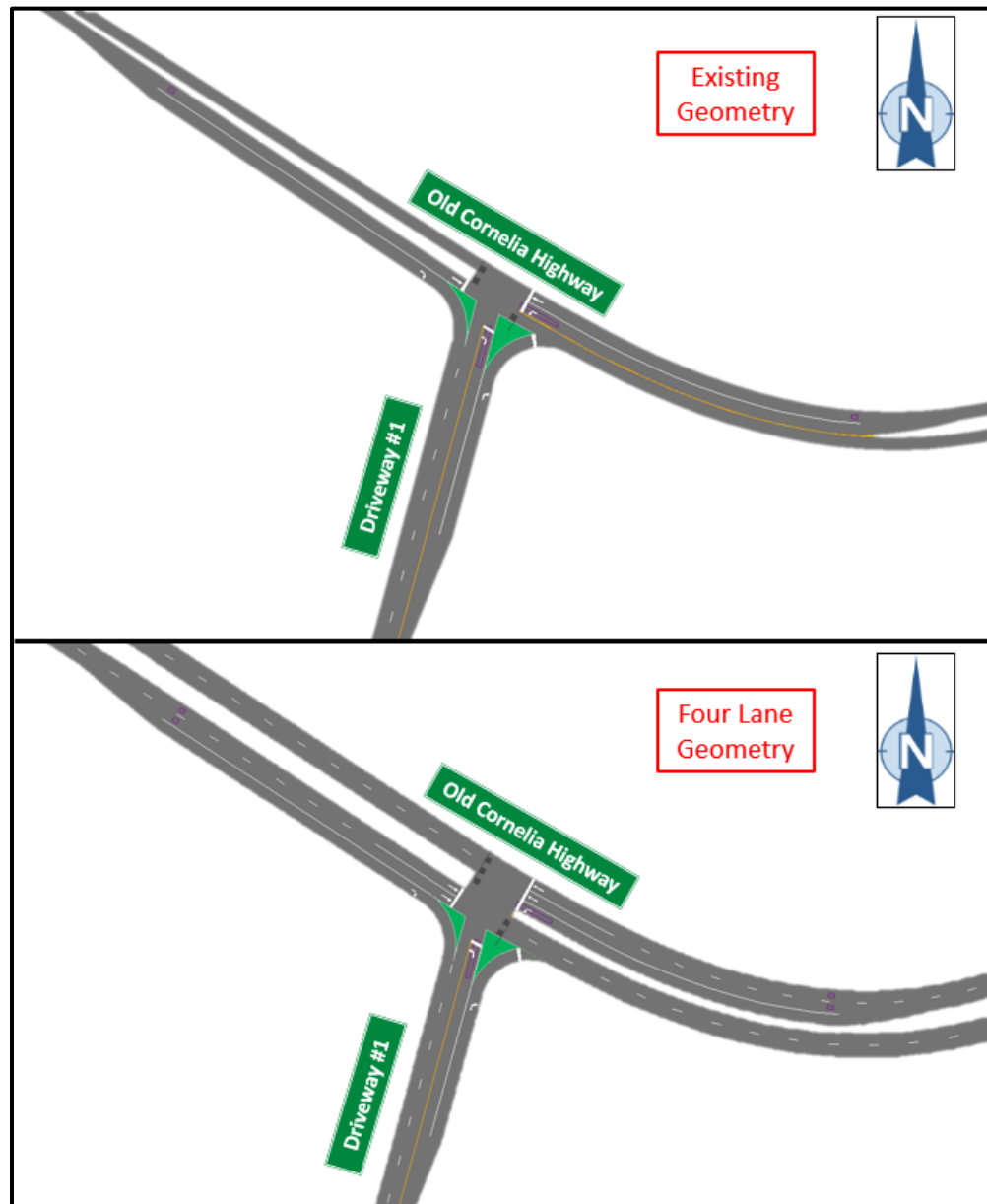
Additionally, each alternative was evaluated under two scenarios: with the existing geometry and with four lane widening on Old Cornelia Highway.

Capacity analysis results for each of the Driveway #1 consolidated improvements are included in Appendix N.

ALTERNATIVE A: TRAFFIC SIGNAL

The first consolidation alternative evaluated was a traffic signal. In this scenario, both White Sulphur Elementary School and Dana Drive would have access to the development road and have a single access point to Old Cornelia Highway from Driveway #1. Figure 24 below shows the consolidated intersection under signal control and with the existing and four lane geometry.

Figure 24: TRAFFIC SIGNAL, CONSOLIDATED DRIVEWAY



The capacity analysis results for the site driveway are provided in Tables 36 and 37.

Table 36: CAPACITY ANALYSIS RESULTS – ALTERNATIVE A (TWO LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Driveway #1	Signal	B (13.1)	B (17.7)	B (17.8)	D (50.2)	C (26.0)	F (83.3)
	EBT	B (10.6)	B (15.5)	B (12.5)	D (54.6)	B (15.7)	F (88.4)
	EBR	-	-	-	-	-	-
	WBL	A (6.9)	C (27.1)	A (8.6)	F (89.0)	B (11.1)	F (169.6)
	WBT	A (9.2)	A (3.1)	B (13.7)	A (3.9)	C (23.1)	A (4.7)
	NBL	C (31.4)	E (62.1)	D (40.4)	F (92.5)	D (52.5)	F (116.6)
	NBR	-	-	-	-	-	-

Table 37: CAPACITY ANALYSIS RESULTS – ALTERNATIVE A (FOUR LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ Driveway #1	Signal	A (9.3)	A (9.1)	B (10.7)	B (11.0)	B (14.6)	B (14.7)
	EBT	A (9.8)	A (9.1)	B (11.1)	B (11.0)	B (18.2)	B (14.3)
	EBR	-	-	-	-	-	-
	WBL	A (6.2)	A (7.7)	A (7.3)	B (11.4)	B (17.6)	B (18.9)
	WBT	A (5.6)	A (2.8)	A (6.8)	A (3.3)	A (8.4)	A (3.8)
	NBL	C (20.6)	C (29.0)	C (22.2)	C (31.3)	C (24.0)	D (35.8)
	NBR	-	-	-	-	-	-

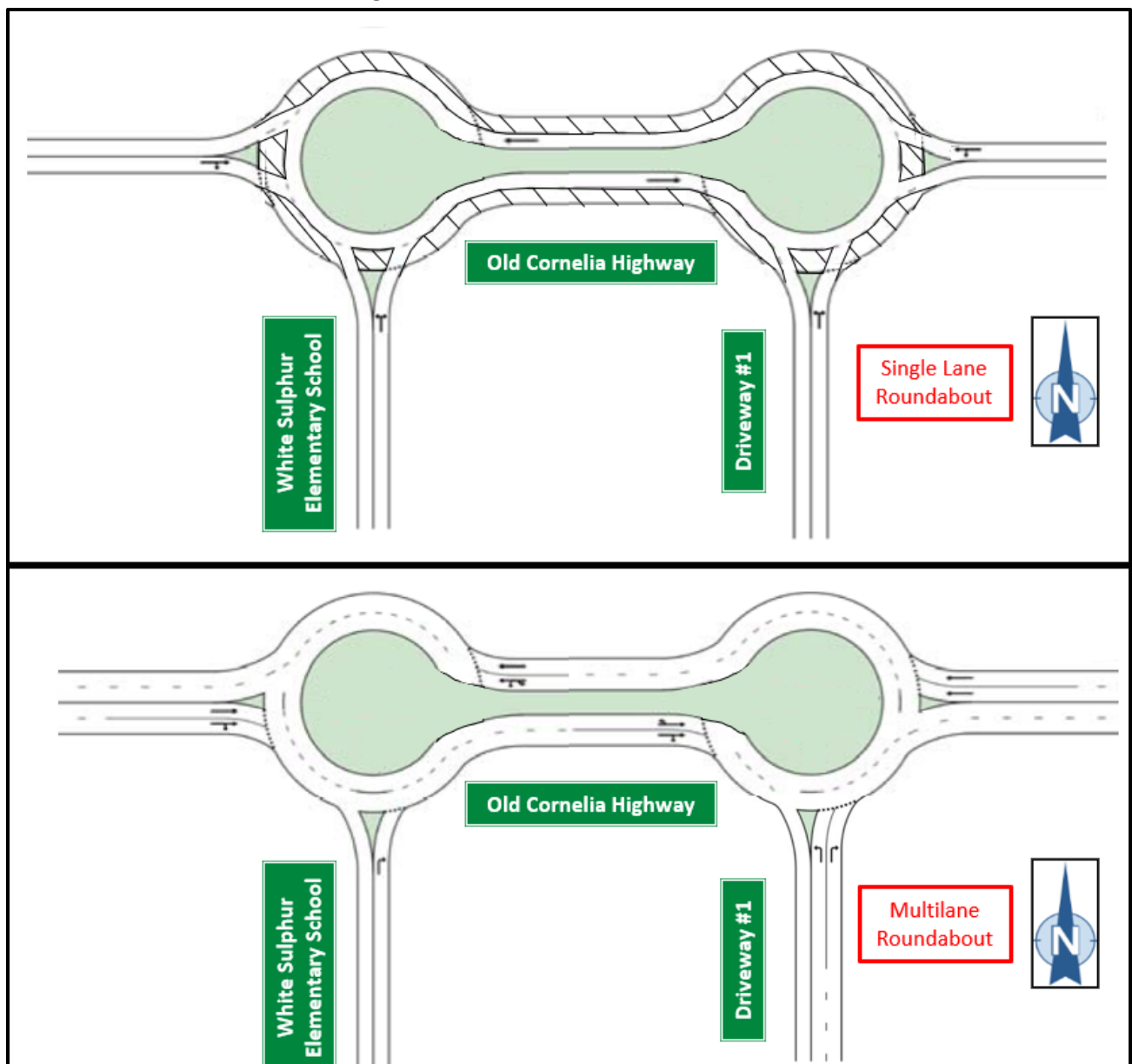
Capacity results for the consolidated site driveway under traffic control indicate the following:

- Existing Geometry
 - Phase 1 (2025)
 - The traffic signal is projected to operate at LOS 'B' for both peak hours.
 - Phase 2 (2030)
 - The traffic signal is projected to operate at LOS 'D' or better for both peak hours.
 - Phase 3 (2035)
 - The traffic signal is projected to operate at LOS 'C' in the AM Peak Hour and LOS 'F' in the PM Peak Hour.
- Four Lane Geometry
 - Phase 1 (2025)
 - The traffic signal is projected to operate at LOS 'A' for both peak hours.
 - Phase 2 (2030)
 - The traffic signal is projected to operate at LOS 'B' for both peak hours.
 - Phase 3 (2035)
 - The traffic signal is projected to operate at LOS 'B' for both peak hours.

ALTERNATIVE B: DUMBBELL ROUNDABOUT

The second consolidation alternative evaluated was a dumbbell roundabout. A dumbbell roundabout consists of two roundabouts connected together in a relatively short distance. The first roundabout is at the intersection of Old Cornelia Highway And White Sulphur elementary School, and the second roundabout is at the intersection of Old Cornelia Highway and the consolidated driveway of Dana Drive and Driveway #1. This alternative was evaluated as single lane roundabouts with the existing geometry, and multilane roundabouts with the widened four lane geometry. Figure 25 below shows the dumbbell roundabout configuration with the existing and four lane geometry.

Figure 25: DUMBBELL ROUNDABOUT



The capacity analysis results for the site driveway are provided in Tables 38 and 39.

Table 38: CAPACITY ANALYSIS RESULTS – ALTERNATIVE B (TWO LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ White Sulphur Elementary School	EBT/R	B (13.1)	F (198.6)	C (15.2)	F (272.5)	C (17.8)	F (367.9)
	WBL/T	F (99.6)	B (12.3)	F (145.6)	C (15.4)	F (193.3)	C (22.1)
	NBL/R	B (11.0)	C (22.8)	B (13.2)	C (24.8)	C (16.4)	D (28.7)
Old Cornelia Hwy @ Driveway #1	EBT/R	B (11.0)	F (140.2)	B (12.5)	F (192.9)	B (14.2)	F (257.6)
	WBL/T	F (87.2)	B (14.0)	F (153.1)	C (18.5)	F (150.7)	D (29.9)
	NBL/R	B (14.3)	D (33.2)	C (21.3)	E (47.2)	E (40.8)	F (69.2)

Table 39: CAPACITY ANALYSIS RESULTS – ALTERNATIVE B (FOUR LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ White Sulphur Elementary School	EBT/R	A (5.9)	B (12.3)	A (6.3)	C (15.2)	A (6.7)	C (21.4)
	WBL/T	A (7.1)	A (4.8)	A (7.8)	A (5.1)	A (8.5)	A (5.5)
	NBL/R	A (9.0)	B (11.7)	A (9.7)	B (14.7)	B (10.4)	C (21.5)
Old Cornelia Hwy @ Driveway #1	EBT/R	A (4.7)	A (7.6)	A (4.9)	A (8.5)	A (5.1)	A (9.8)
	WBL/T	A (9.2)	A (6.0)	B (10.9)	A (6.7)	B (13.3)	A (7.6)
	NBL/R	A (6.2)	A (6.9)	A (7.0)	A (7.8)	A (7.8)	A (9.1)

Capacity results of the dumbbell roundabout indicate the following:

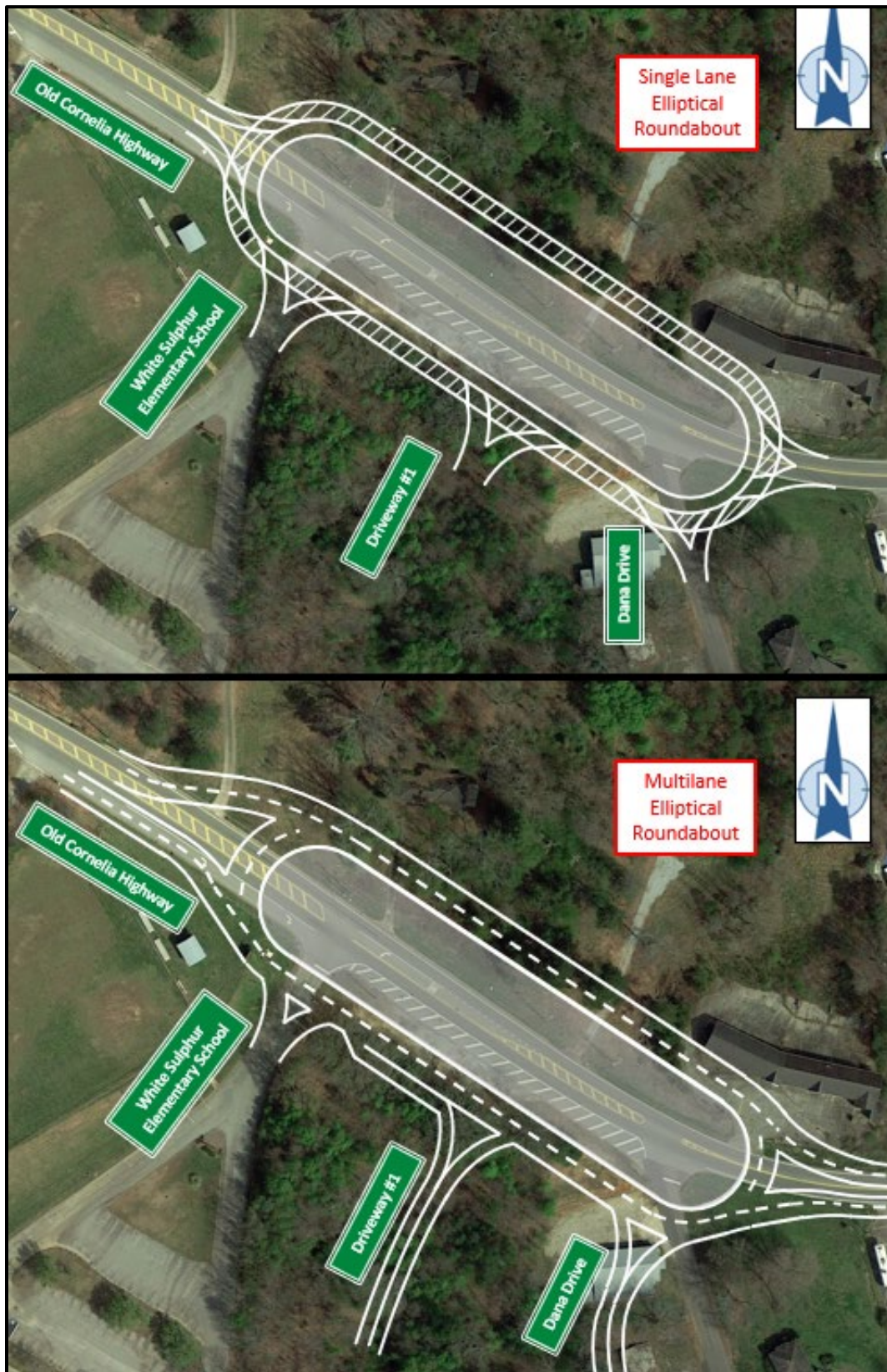
- Existing Geometry
 - Phase 1 (2025)
 - The single lane roundabout of White Sulphur Elementary School is projected to operate at LOS 'F' on the westbound approach in the AM Peak Hour, and at LOS 'F' on the eastbound approach in the PM Peak Hour.
 - The single lane roundabout of Driveway #1 is projected to operate at LOS 'F' on the westbound approach in the AM Peak Hour, and at LOS 'F' on the eastbound approach in the PM Peak Hour.
 - Phase 2 (2030)
 - The single lane roundabout of White Sulphur Elementary School is projected to operate at LOS 'F' on the westbound approach in the AM Peak Hour, and at LOS 'F' on the eastbound approach in the PM Peak Hour.
 - The single lane roundabout of Driveway #1 is projected to operate at LOS 'F' on the westbound approach in the AM Peak Hour, at LOS 'F' on the eastbound approach in the PM Peak Hour, and at LOS 'E' on the northbound approach in the PM Peak Hour.
 - Phase 3 (2035)
 - The single lane roundabout of White Sulphur Elementary School is projected to operate at LOS 'F' on the westbound approach in the AM Peak Hour, and at LOS 'F' on the eastbound approach in the PM Peak Hour.
 - The single lane roundabout of Driveway #1 is projected to operate at LOS 'F' on the westbound approach in the AM Peak Hour, at LOS 'F' on the eastbound approach in the PM Peak Hour, and at LOS 'E' or worse on the northbound approach for both peak hours.

- Four Lane Geometry
 - Phase 1 (2025)
 - The multilane roundabout of White Sulphur Elementary School is projected to operate at LOS 'B' or better for all approaches during both peak hours.
 - The multilane roundabout of Driveway #1 is projected to operate at LOS 'A' for all approaches during both peak hours.
 - Phase 2 (2030)
 - The multilane roundabout of White Sulphur Elementary School is projected to operate at LOS 'C' or better for all approaches during both peak hours.
 - The multilane roundabout of Driveway #1 is projected to operate at LOS 'B' for all approaches during both peak hours.
 - Phase 3 (2035)
 - The multilane roundabout of White Sulphur Elementary School is projected to operate at LOS 'C' or better for all approaches during both peak hours.
 - The multilane roundabout of Driveway #1 is projected to operate at LOS 'B' for all approaches during both peak hours.

ALTERNATIVE C: ELLIPTICAL ROUNDABOUT

The third consolidation alternative evaluated was an elliptical roundabout. With this alternative, the roundabout retains three northbound approaches that connect to a single large roundabout. In order to distinct the three northbound approaches, White Sulphur Elementary School is defined as the northeast approach, Driveway #1 is defined as the northbound approach, and Dana Drive is defined as the northwest approach. This alternative was evaluated as a single lane roundabout with the existing geometry, and multilane roundabout with the widened four lane geometry. Figure 26 on the following page shows the elliptical roundabout configuration with the existing and four lane geometry.

Figure 26: ELLIPTICAL ROUNDABOUT



The capacity analysis results for the site driveway are provided in Tables 40 and 41.

Table 40: CAPACITY ANALYSIS RESULTS – ALTERNATIVE C (TWO LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ White Sulphur Elementary School / Driveway #1 / Dana Dr	EBT/R	B (10.7)	F (154.0)	B (11.2)	F (230.6)	B (12.3)	F (343.0)
	WBL/T	F (55.4)	B (11.1)	F (183.0)	B (13.8)	F (238.6)	C (19.3)
	NEBL/R	A (7.0)	C (16.9)	A (7.6)	C (17.0)	A (8.6)	C (17.1)
	NBL/R	C (20.8)	E (36.8)	E (41.3)	E (43.8)	F (117.6)	E (48.4)
	NWBL/R	A (7.5)	A (9.5)	B (10.2)	A (9.4)	B (12.8)	A (9.1)

Table 41: CAPACITY ANALYSIS RESULTS – ALTERNATIVE C (FOUR LANE GEOMETRY)

INTERSECTION	MOVEMENT	PHASE 1 (2025)		PHASE 2 (2030)		PHASE 3 (2035)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Old Cornelia Hwy @ White Sulphur Elementary School / Driveway #1 / Dana Dr	EBT/R	A (6.0)	B (12.9)	A (6.5)	C (16.4)	A (7.1)	D (25.4)
	WBL/T	A (9.6)	A (6.1)	B (14.2)	A (6.7)	C (19.6)	A (7.7)
	NEBL/R	A (4.7)	A (6.2)	A (4.9)	A (7.3)	A (5.2)	A (9.7)
	NBL/R	A (6.8)	A (9.1)	A (7.8)	B (11.4)	A (9.1)	C (16.6)
	NWBL/R	A (4.3)	A (4.8)	A (4.4)	A (5.2)	A (4.6)	A (6.0)

Capacity results of the elliptical roundabout indicate the following:

- Existing Geometry
 - Phase 1 (2025)
 - The westbound approach is projected to operate at LOS 'F' in the AM Peak Hour.
 - The eastbound approach is projected to operate at LOS 'F' in the PM Peak Hour.
 - The northbound approach of Driveway #1 is projected to operate at LOS 'E' in the PM Peak Hour.
 - Phase 2 (2030)
 - The westbound approach is projected to operate at LOS 'F' in the AM Peak Hour.
 - The eastbound approach is projected to operate at LOS 'F' in the PM Peak Hour.
 - The northbound approach of Driveway #1 is projected to operate at LOS 'E' for both peak hours.
 - Phase 3 (2035)
 - The westbound approach is projected to operate at LOS 'F' in the AM Peak Hour.
 - The eastbound approach is projected to operate at LOS 'F' in the PM Peak Hour.
 - The northbound approach of Driveway #1 is projected to operate at LOS 'E' or worse for both peak hours.
- Four Lane Geometry
 - Phase 1 (2025)
 - The elliptical roundabout is projected to operate at LOS 'B' or better on all approaches for both peak hours.
 - Phase 2 (2030)
 - The elliptical roundabout is projected to operate at LOS 'C' or better on all approaches for both peak hours.
 - Phase 3 (2035)
 - The elliptical roundabout is projected to operate at LOS 'D' or better on all approaches for both peak hours.

SUMMARY OF FINDINGS

- The Sussex development is a residential development on approximately 472 acres. The site plan provides for 1,226 single-family homes, 924 multi-family homes, 190 townhomes, and a youth baseball park.
- A long range widening project on Old Cornelia Highway between Jesse Jewell Parkway and Joe Chandler Highway scheduled to begin construction in 2051.
- The development is proposed to initially have one access on Old Cornelia Highway between White Sulphur Elementary School and Dana Drive, with two future entrances planned on Old Cornelia Highway south of Jesse Jewell Parkway and Floyd Road. It was assumed that a second access point on Old Cornelia Highway would be open by 2030, and a third access point on Floyd Road would be open by 2035.
- The development is projected to be constructed at a rate of 160 homes per year, and is anticipated to be built-out by 2035. The three phases evaluated in the study were Phase 1 (2025), Phase 2 (2030), and Phase 3 (2035).
- Turning movement count data was collected at the study intersections on Wednesday, February 17, 2021. The AM Peak Hour was observed to be 7:15 to 8:15 AM, and the PM Peak Hour was observed to be 4:45 to 5:45 PM.
- Bi-directional 24-hour traffic data was collected on SR 14 on Wednesday, February 17, 2021.
 - Eastbound: 85th percentile speed of 46 mph, traffic volume of 6,476 vehicles per day, and truck percentage of 4.4%
 - Westbound: 85th percentile speed of 44 mph, traffic volume of 6,974 vehicles per day, and truck percentage of 5.3%
- Due to the COVID-19 pandemic, turning movement data was compared to a nearby GDOT count station (139-0210) in order to determine how the pandemic was affecting traffic patterns. It was determined that the collected data experienced a reduction of approximately 9%.
- Crash data at the study intersections indicates that of the 29 crashes that occurred between 2016-2020 right angle collisions were the most common crash, accounting for 31% of the total.
- Based on the Atlanta Regional Commission's population forecast for Hall County, the census data from the Hall County Strategic Plan, and the trend analysis for nearby GDOT Count Stations, an annual growth rate of 1.5% was established between the Existing Year (2021) to the Phase 3 Build Year.

- With the full build out in Phase 3 (2035), the residential development is projected to generate 18,535 net daily trips, with 1,381 trips (349 entering, 1,032 exiting) in the AM Peak Hour and 1,821 trips (1,138 entering, 683 exiting) in the PM Peak Hour. Trip distribution for the new trips were based on the existing AM Peak Hour distribution.
- It was assumed that 100% of the trips would use the east access on Old Cornelia Highway in Phase 1 (2025), 80% of the trips in Phase 2 (2030), and 60% of the trips in Phase 3 (2035).
- Under Existing 2021 conditions, capacity analysis results indicate that the following intersections are experiencing unacceptable operation:
 - Old Cornelia Highway and Dana Drive, which currently operates at LOS 'E' on the northbound approach in the PM Peak Hour.
 - Old Cornelia Highway and White Sulphur Elementary School, which currently operates at LOS 'E' or worse on the northbound approach in both peak hours.
 - Old Cornelia Highway and Oconee Circle, which currently operates at LOS 'F' on the northbound approach in the PM Peak Hour.
- Under No-Build conditions, capacity analysis results indicate that the following intersections are projected to experience unacceptable operation:
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' on the northbound approach beginning in 2025.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'E' or worse on the northbound approach beginning in 2025.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'E' or worse on the northbound and southbound approaches beginning in 2025.
- Under Build conditions, capacity analysis results indicate that the following intersections are projected to experience unacceptable operation:
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' on the northbound approach beginning in 2025.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach beginning in 2025.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'E' or worse on the northbound and southbound approaches beginning in 2025.
 - Old Cornelia Highway and Driveway #1, which is projected to operate at LOS 'F' on the northbound approach beginning in 2025 and the westbound approach beginning in 2035.

- The No-Build and Build Conditions were also evaluated with widening on Old Cornelia Highway from two lanes to four lanes. Under No-Build conditions and with widening on Old Cornelia Highway, capacity analysis results indicate that the following intersections are projected to experience unacceptable operation:
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' on the northbound approach beginning in 2025.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'E' or worse on the northbound approach beginning in 2025.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'E' or worse on the northbound approach beginning in 2025 and the southbound approach beginning in 2035.
- Under Build conditions and with widening on Old Cornelia Highway capacity analysis results indicate that the following intersections are projected to experience unacceptable operation:
 - Old Cornelia Highway and Dana Drive, which is projected to operate at LOS 'E' on the northbound approach beginning in 2025.
 - Old Cornelia Highway and White Sulphur Elementary School, which is projected to operate at LOS 'F' on the northbound approach beginning in 2025.
 - Old Cornelia Highway and Oconee Circle, which is projected to operate at LOS 'E' or worse on the northbound and southbound approaches beginning in 2025.
 - Old Cornelia Highway and Driveway #1, which is projected to operate at LOS 'F' on the northbound approach beginning in 2025 and the westbound approach beginning in 2035.
- The intersection of Old Cornelia Highway and Driveway #1 was evaluated for alternative traffic control, with both existing geometry and four lane geometry. The following improvements were evaluated:
 - Minor Street Stop Control, with added turn lanes
 - Traffic Signal
 - Multilane Roundabout
- Under Build conditions with turn lane improvements at the intersection of Old Cornelia Highway and Driveway #1:
 - With existing geometry, the northbound approach is projected to operate at LOS 'E' or worse beginning in 2025.
 - With the four lane widened geometry, the northbound left movement is projected to operate at LOS 'E' or worse beginning in 2025.

- Under Build conditions with signal control at the intersection of Old Cornelia Highway and Driveway #1:
 - With existing geometry, the signal is projected to operate at LOS 'C' in the AM Peak Hour and LOS 'E' in the PM Peak Hour in 2035.
 - With the four lane widened geometry, the signal is projected to operate at LOS 'B' for both peak hours in 2035.

- Under Build conditions with roundabout control at the intersection of Old Cornelia Highway and Driveway #1:
 - With a single lane roundabout, the intersection is projected to have several approaches that operate at LOS 'E' or worse for both peak hours in 2035.
 - With a multilane roundabout, the intersection is projected to operate at LOS 'C' or better on all approaches for both peak hours in 2035.

- All of the improvements evaluated at the intersection of Old Cornelia Highway and Driveway #1 operate poorly under projected conditions, or experience queuing that affects the adjacent intersections. Therefore, additional alternatives were evaluated to implement access control and improve the operation of the existing minor street stop controlled intersections.
 - Traffic Signal, with Dana Drive and White Sulphur Elementary School consolidated at the proposed location of Driveway #1
 - Dumbbell Roundabout, with Dana Drive consolidated with Driveway #1
 - Elliptical Roundabout

- Under Build conditions with signal control at the intersection of Old Cornelia Highway and the Consolidated Driveway:
 - With existing geometry, the signal is projected to operate at LOS 'C' in the AM Peak Hour and LOS 'F' in the PM Peak Hour in 2035.
 - With the four lane widened geometry, the signal is projected to operate at LOS 'B' for both peak hours in 2035.

- Under Build conditions with the dumbbell roundabout at the consolidated intersection of Old Cornelia Highway and White Sulphur Elementary School/Driveway #1/Dana Drive:
 - With a single lane dumbbell roundabout, the consolidated intersection is projected to have several approaches that operate at LOS 'E' or worse for both peak hours in 2035.
 - With a multilane dumbbell roundabout, the consolidated intersection is projected to operate at LOS 'C' or better on all approaches for both peak hours in 2035.

- Under Build conditions with the elliptical roundabout at the consolidated intersection of Old Cornelia Highway and White Sulphur Elementary School/Driveway #1/Dana Drive:
 - With a single lane elliptical roundabout, the consolidated intersection is projected to have several approaches that operate at LOS 'E' or worse for both peak hours in 2035.
 - With a multilane elliptical roundabout, the consolidated intersection is projected to operate at LOS 'D' or better on all approaches for both peak hours in 2035.

CONCLUSION

Based on the findings in this study, any improvements implemented at Driveway #1 on Old Cornelia Highway could not be implemented without adversely affecting the adjacent intersections. Therefore, three alternatives were evaluated that would also address the operation of White Sulphur Elementary School and Dana Drive.

Alternative A operates at LOS 'D' with the existing geometry through 2030. However this alternative requires all of the driveways to be consolidated and connect on the development roadway, which will be difficult to implement given the terrain of the site.

Alternatives B and C have movements that operate at LOS 'E' or worse on several movements in 2025, but are more feasible forms of traffic control for the site driveway and the existing adjacent intersections.

It is recommended that the roadway of Old Cornelia Highway be widened to four lanes to accommodate for these Alternatives. A long range project is currently planned for widening, but the background growth of the roadway coupled with the development volume exacerbate the need for the project. The developer should work with GDOT for widening project, while the developer will be solely responsible for the selected Alternative.

The intersection of Old Cornelia Road and Oconee Circle is currently experiencing unacceptable LOS before adding the project volumes, and improvements should be implemented by local officials.

Figure 27 through 29 on the following pages show each of the three recommended Alternatives.

Figure 27: ALTERNATIVE A



Figure 28: ALTERNATIVE B

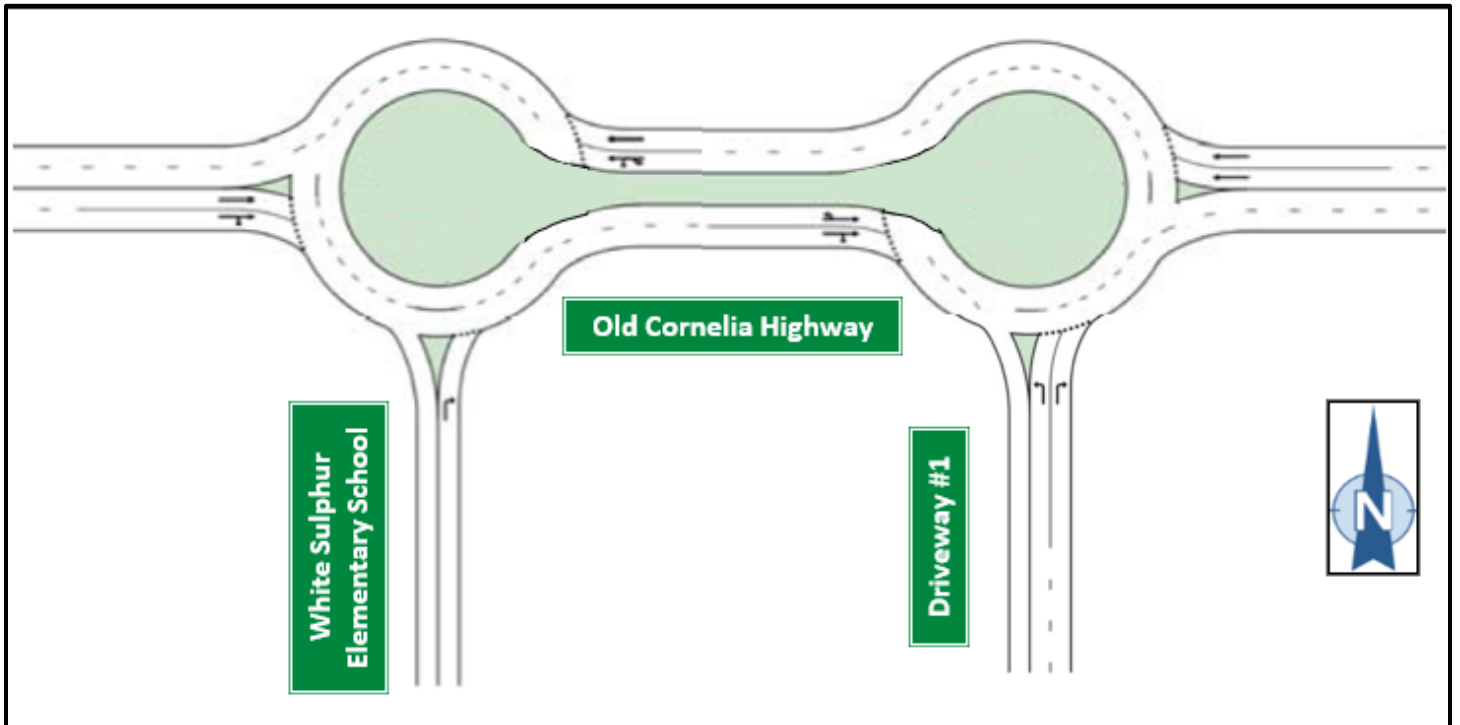
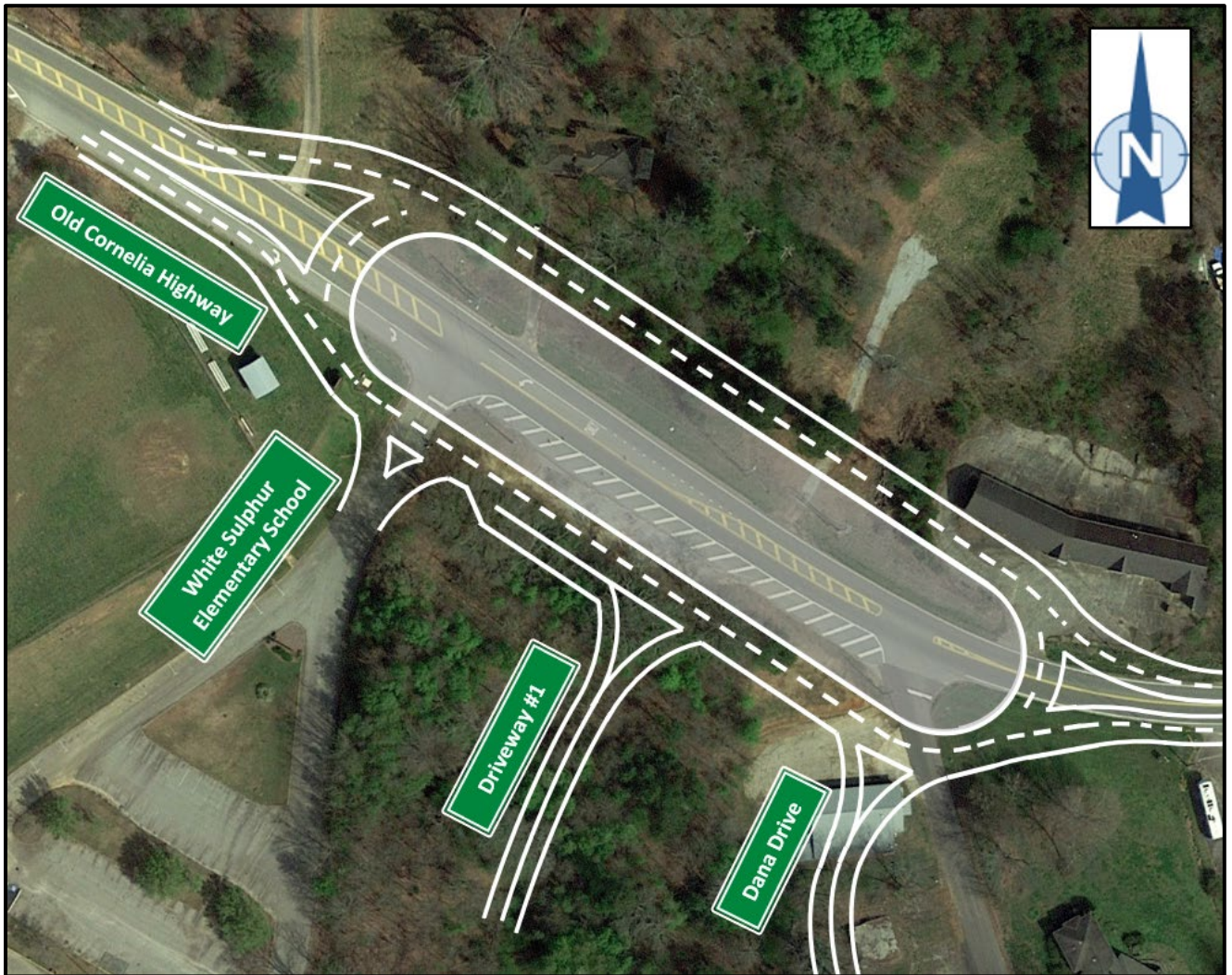


FIGURE 29 : ALTERNATIVE C



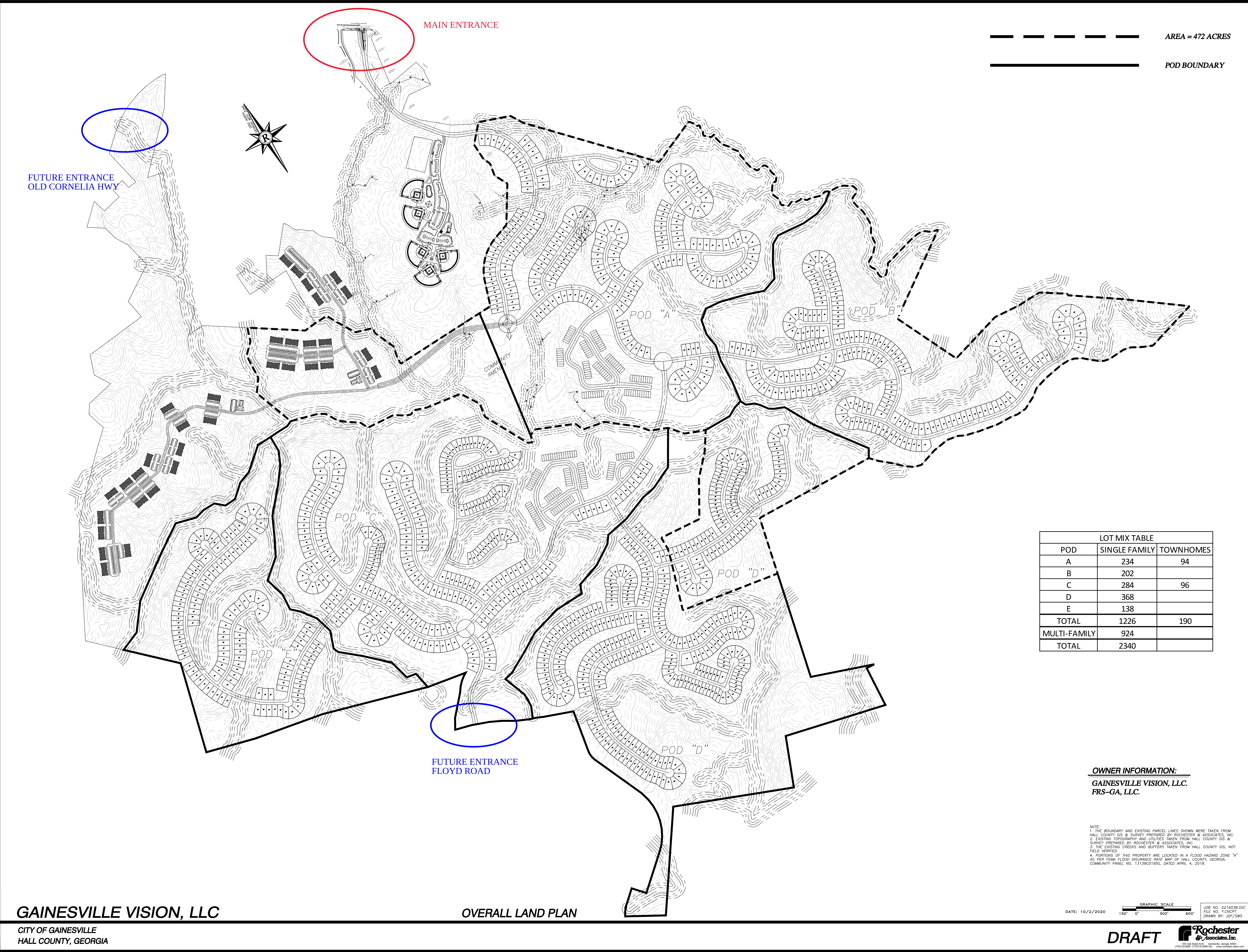
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APPENDIX A

SITE PLAN





APPENDIX B

TURNING MOVEMENT COUNT DATA





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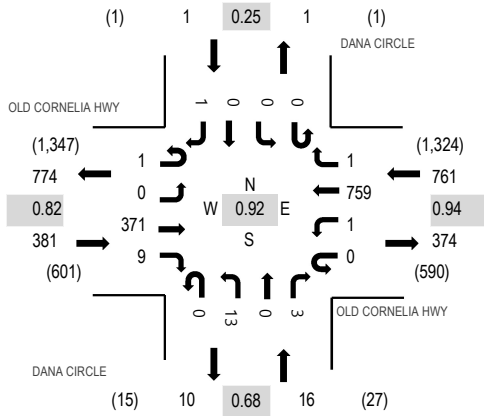
Location: #1 DANA CIRCLE & OLD CORNELIA HWY AM

Date: Wednesday, February 17, 2021

Peak Hour: 07:15 AM - 08:15 AM

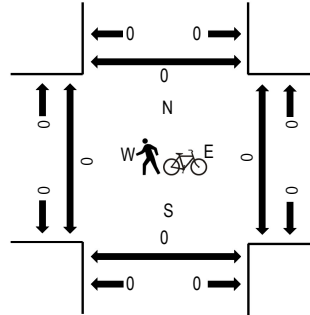
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	OLD CORNELIA HWY Eastbound				OLD CORNELIA HWY Westbound				DANA CIRCLE Northbound				DANA CIRCLE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	37	0	0	1	192	0	0	0	5	0	0	0	0	0	235	1,145	0	0	0	0
7:15 AM	0	0	95	3	0	0	184	0	0	7	0	0	0	0	0	0	289	1,159	0	0	0	0
7:30 AM	0	0	114	2	0	0	195	0	0	2	0	1	0	0	0	0	314	1,090	0	0	0	0
7:45 AM	0	0	93	4	0	1	204	1	0	2	0	2	0	0	0	0	307	956	0	0	0	0
8:00 AM	1	0	69	0	0	0	176	0	0	2	0	0	0	0	0	1	249	808	0	0	0	0
8:15 AM	0	0	62	1	0	0	155	0	0	2	0	0	0	0	0	0	220		0	0	0	0
8:30 AM	0	0	56	2	0	0	120	0	0	2	0	0	0	0	0	0	180		0	0	0	0
8:45 AM	0	0	61	1	0	0	95	0	0	2	0	0	0	0	0	0	159		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	1	0	345	8	0	1	743	1	0	13	0	2	0	0	0	1	1,115
Mediums	0	0	24	1	0	0	15	0	0	0	0	1	0	0	0	0	41
Total	1	0	371	9	0	1	759	1	0	13	0	3	0	0	0	1	1,159



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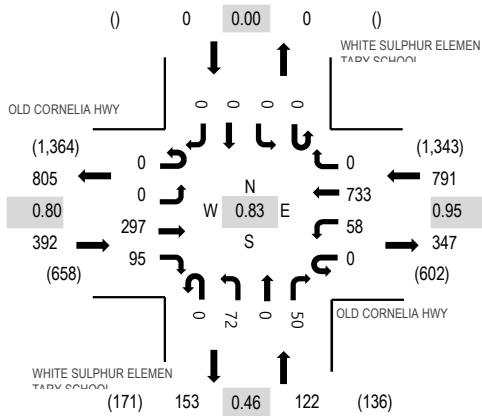
Location: #2 WHITE SULPHUR ELEMENTARY SCHOOL & OLD CORNELIA HWY AM

Date: Wednesday, February 17, 2021

Peak Hour: 07:00 AM - 08:00 AM

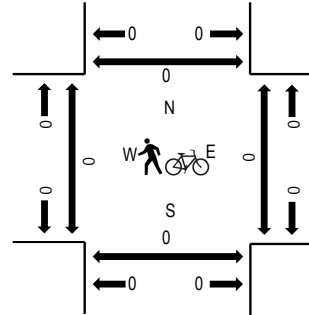
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	OLD CORNELIA HWY Eastbound				OLD CORNELIA HWY Westbound				WHITE SULPHUR ELEMENTARY SCHOOL Northbound				WHITE SULPHUR ELEMENTARY SCHOOL Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	37	35	0	21	172	0	0	0	0	0	0	0	0	0	265	1,305	0	0	0	0
7:15 AM	0	0	69	23	0	13	176	0	0	20	0	20	0	0	0	0	321	1,304	0	0	0	0
7:30 AM	0	0	92	31	0	22	179	0	0	46	0	24	0	0	0	0	394	1,204	0	0	0	0
7:45 AM	0	0	99	6	0	2	206	0	0	6	0	6	0	0	0	0	325	997	0	0	0	0
8:00 AM	0	0	70	6	0	2	179	0	0	5	0	2	0	0	0	0	264	832	0	1	0	0
8:15 AM	0	0	64	1	0	0	156	0	0	0	0	0	0	0	0	0	221		0	0	1	0
8:30 AM	0	0	58	3	0	0	122	0	0	4	0	0	0	0	0	0	187		0	0	0	0
8:45 AM	0	0	61	3	0	3	90	0	0	3	0	0	0	0	0	0	160		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	0	0	282	91	0	54	722	0	0	65	0	45	0	0	0	0	1,259
Mediums	0	0	13	4	0	4	10	0	0	7	0	5	0	0	0	0	43
Total	0	0	297	95	0	58	733	0	0	72	0	50	0	0	0	0	1,305



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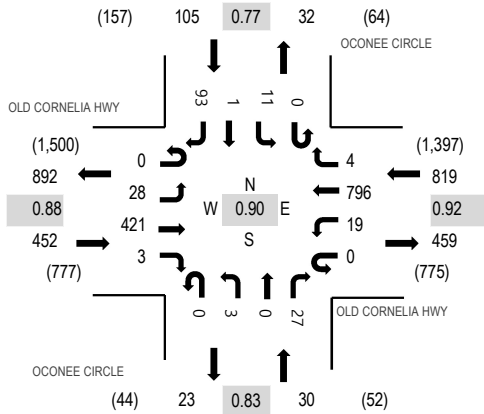
Location: #3 OCONEE CIRCLE & OLD CORNELIA HWY AM

Date: Wednesday, February 17, 2021

Peak Hour: 07:15 AM - 08:15 AM

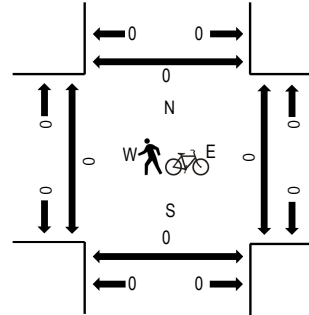
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	OLD CORNELIA HWY Eastbound				OLD CORNELIA HWY Westbound				OCONEE CIRCLE Northbound				OCONEE CIRCLE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	4	87	0	0	6	159	0	0	0	1	3	0	0	0	12	272	1,364	0	0	0	0
7:15 AM	0	5	106	0	0	6	182	0	0	1	0	5	0	6	0	28	339	1,406	0	0	0	0
7:30 AM	0	9	119	0	0	4	216	3	0	1	0	9	0	4	1	24	390	1,332	0	0	0	0
7:45 AM	0	4	102	2	0	1	219	1	0	1	0	8	0	1	0	24	363	1,172	0	0	0	0
8:00 AM	0	10	94	1	0	8	179	0	0	0	0	5	0	0	0	17	314	1,019	0	0	0	0
8:15 AM	0	11	67	2	0	2	163	2	0	1	1	7	0	2	0	7	265		0	0	0	0
8:30 AM	0	7	72	0	0	2	134	0	0	1	0	0	0	1	1	12	230		0	0	0	0
8:45 AM	0	5	69	1	0	5	105	0	0	1	1	6	0	2	2	13	210		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6
Lights	0	28	401	3	0	18	777	4	0	3	0	27	0	11	1	93	1,366
Mediums	0	0	16	0	0	1	17	0	0	0	0	0	0	0	0	0	34
Total	0	28	421	3	0	19	796	4	0	3	0	27	0	11	1	93	1,406



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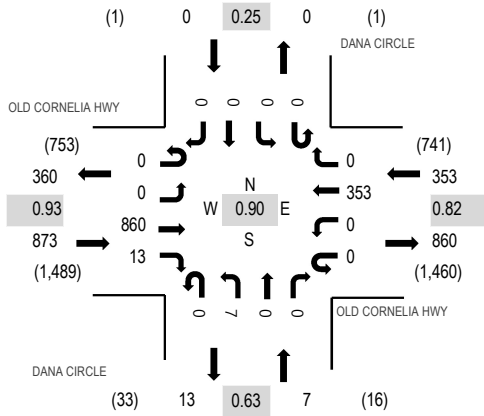
Location: #1 DANA CIRCLE & OLD CORNELIA HWY PM

Date: Wednesday, February 17, 2021

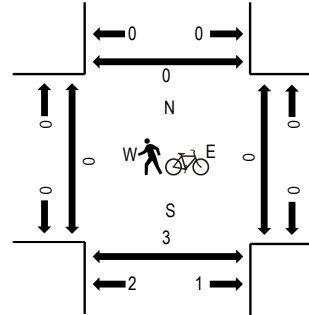
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



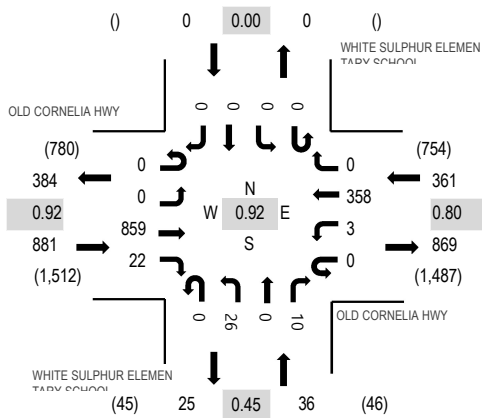
Traffic Counts - Motorized Vehicles

Interval Start Time	OLD CORNELIA HWY				OLD CORNELIA HWY				DANA CIRCLE				DANA CIRCLE				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:30 PM	0	0	174	5	0	1	87	1	0	3	0	1	0	0	0	1	273	1,227	0	0	0	0
4:45 PM	0	0	182	5	0	0	87	0	0	3	0	0	0	0	0	0	277	1,233	0	0	0	0
5:00 PM	0	0	232	3	0	0	98	0	0	1	0	0	0	0	0	0	334	1,232	0	0	0	0
5:15 PM	0	0	229	3	0	0	109	0	0	2	0	0	0	0	0	0	343	1,165	0	0	0	0
5:30 PM	0	0	217	2	0	0	59	0	0	1	0	0	0	0	0	0	279	1,020	0	0	3	0
5:45 PM	0	0	169	5	0	0	102	0	0	0	0	0	0	0	0	0	276		0	0	2	0
6:00 PM	0	0	140	5	0	0	119	0	0	3	0	0	0	0	0	0	267		0	0	0	0
6:15 PM	0	0	115	3	0	1	77	0	0	1	0	1	0	0	0	0	198		0	0	0	0

Peak Rolling Hour Flow Rates

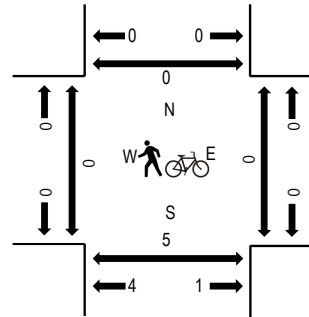
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	0	851	12	0	0	348	0	0	6	0	0	0	0	0	0	1,217
Mediums	0	0	8	1	0	0	5	0	0	1	0	0	0	0	0	0	15
Total	0	0	860	13	0	0	353	0	0	7	0	0	0	0	0	0	1,233

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	OLD CORNELIA HWY				OLD CORNELIA HWY				WHITE SULPHUR				WHITE SULPHUR				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				ELEMNTARY SCHOOL				ELEMNTARY SCHOOL						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:30 PM	0	0	181	8	0	5	85	0	0	2	0	0	0	0	0	0	281	1,272	0	0	0	0
4:45 PM	0	0	177	12	0	3	88	0	0	14	0	6	0	0	0	0	300	1,278	0	0	0	0
5:00 PM	0	0	235	4	0	0	98	0	0	5	0	1	0	0	0	0	343	1,260	0	0	0	0
5:15 PM	0	0	230	2	0	0	111	0	0	4	0	1	0	0	0	0	348	1,190	0	0	2	0
5:30 PM	0	0	217	4	0	0	61	0	0	3	0	2	0	0	0	0	287	1,040	0	0	3	0
5:45 PM	0	0	173	4	0	2	99	0	0	4	0	0	0	0	0	0	282		0	0	2	0
6:00 PM	0	0	147	1	0	0	124	0	0	1	0	0	0	0	0	0	273		0	0	0	0
6:15 PM	0	0	117	0	0	0	78	0	0	3	0	0	0	0	0	0	198		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	851	22	0	3	351	0	0	26	0	10	0	0	0	0	1,263
Mediums	0	0	8	0	0	0	7	0	0	0	0	0	0	0	0	0	15
Total	0	0	859	22	0	3	358	0	0	26	0	10	0	0	0	0	1,278



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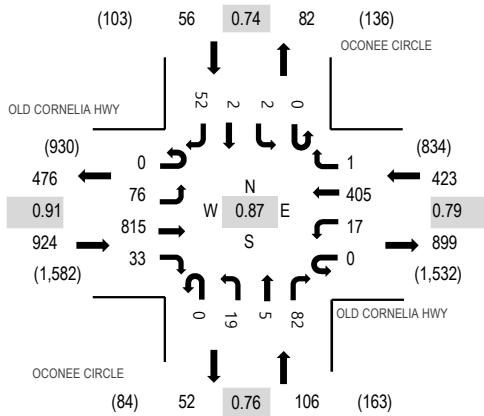
Location: #3 OCONEE CIRCLE & OLD CORNELIA HWY PM

Date: Wednesday, February 17, 2021

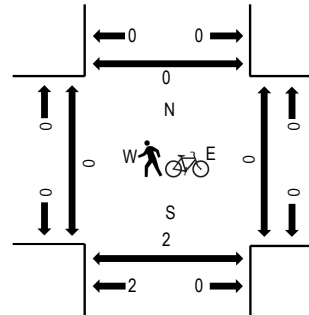
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD CORNELIA HWY Eastbound				OLD CORNELIA HWY Westbound				OCONEE CIRCLE Northbound				OCONEE CIRCLE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:30 PM	0	11	185	7	1	4	90	0	0	7	1	10	0	2	0	10	328	1,490	0	0	0	0
4:45 PM	0	17	174	4	0	4	102	0	0	5	0	16	0	0	2	9	333	1,509	0	0	0	0
5:00 PM	0	23	222	8	0	1	99	1	0	4	3	19	0	0	0	15	395	1,484	0	0	0	0
5:15 PM	0	17	225	10	0	7	133	0	0	4	1	19	0	1	0	17	434	1,395	0	0	0	0
5:30 PM	0	19	194	11	0	5	71	0	0	6	1	28	0	1	0	11	347	1,192	0	0	2	0
5:45 PM	0	12	162	2	0	1	104	1	0	5	0	12	0	0	0	9	308		0	0	0	0
6:00 PM	0	12	136	5	0	7	111	0	0	4	1	10	0	3	0	17	306		0	0	0	0
6:15 PM	0	16	106	4	0	2	90	0	0	1	0	6	0	0	0	6	231		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	75	804	33	0	17	399	1	0	19	5	82	0	2	2	52	1,491
Mediums	0	1	10	0	0	0	6	0	0	0	0	0	0	0	0	0	17
Total	0	76	815	33	0	17	405	1	0	19	5	82	0	2	2	52	1,509

APPENDIX C

ATR DATA



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Page 1

Site Code: 1

Station ID: 1

OLD CORNEILIA HWY WEST OF OCONEE CIRCLE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

EB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
02/17/21	0	0	0	0	1	1	5	2	0	0	0	0	0	0	9
00:15	0	0	0	0	0	0	3	1	2	0	0	0	0	0	6
00:30	0	0	0	1	0	0	3	3	0	0	0	0	0	0	7
00:45	0	0	0	0	0	3	2	1	0	0	0	0	0	0	6
	0	0	0	1	1	4	13	7	2	0	0	0	0	0	28
01:00	0	0	0	0	1	1	3	0	0	0	0	0	0	0	5
01:15	0	0	0	1	0	1	3	4	1	1	0	0	0	0	11
01:30	0	0	0	0	1	0	3	1	0	0	0	0	0	0	5
01:45	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
	0	0	0	1	2	2	13	5	1	1	0	0	0	0	25
02:00	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
02:15	0	0	0	0	1	1	3	1	0	0	0	0	0	0	6
02:30	0	0	0	1	0	0	3	1	1	0	0	0	0	0	6
02:45	0	0	0	0	1	2	2	1	1	0	0	0	0	0	7
	0	0	0	2	3	4	9	3	2	0	0	0	0	0	23
03:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
03:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	1	0	3	1	0	0	0	0	0	5
03:45	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
	0	0	0	0	1	6	3	3	1	0	0	0	0	0	14
04:00	0	0	0	0	0	4	0	1	0	0	0	0	0	0	5
04:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
04:30	1	1	0	0	1	1	1	1	2	0	0	0	0	0	8
04:45	0	0	0	1	0	2	4	0	1	0	0	0	0	0	8
	1	1	0	1	1	7	7	2	3	0	0	0	0	0	23
05:00	0	0	0	0	2	2	12	0	0	0	0	0	0	0	16
05:15	0	0	0	0	2	4	5	2	0	0	0	0	0	0	13
05:30	0	0	0	0	0	5	6	9	1	0	0	0	0	0	21
05:45	0	0	0	1	3	4	11	4	0	0	0	0	0	0	23
	0	0	0	1	7	15	34	15	1	0	0	0	0	0	73
06:00	1	0	0	0	1	8	15	5	3	0	0	0	0	0	33
06:15	0	0	0	0	2	10	16	9	2	0	0	0	0	0	39
06:30	1	0	0	0	2	5	18	20	3	0	0	0	0	0	49
06:45	2	0	0	0	3	24	35	17	2	0	0	0	0	0	83
	4	0	0	0	8	47	84	51	10	0	0	0	0	0	204
07:00	0	0	0	0	2	16	39	19	3	0	0	0	0	0	79
07:15	1	0	0	1	3	20	57	24	0	1	0	0	0	0	107
07:30	0	0	0	0	2	20	60	25	2	0	0	0	0	0	109
07:45	0	0	2	0	0	23	43	20	4	1	0	0	0	0	93
	1	0	2	1	7	79	199	88	9	2	0	0	0	0	388
08:00	1	0	0	0	3	17	34	23	5	0	0	0	0	0	83
08:15	0	0	0	0	2	12	47	13	1	0	0	0	0	0	75
08:30	0	0	0	1	2	16	36	13	0	1	0	0	0	0	69
08:45	1	0	1	0	4	17	28	13	2	1	0	0	0	0	67
	2	0	1	1	11	62	145	62	8	2	0	0	0	0	294
09:00	0	0	1	0	4	23	19	16	3	0	0	0	0	0	66
09:15	0	0	2	0	2	12	26	5	2	1	0	0	0	0	50
09:30	1	1	0	0	3	12	29	16	1	0	0	0	0	0	63
09:45	2	1	0	0	0	17	43	11	1	0	0	0	0	0	75
	3	2	3	0	9	64	117	48	7	1	0	0	0	0	254
10:00	0	0	0	0	2	22	31	24	2	0	0	0	0	0	81
10:15	0	0	0	1	1	18	21	19	0	0	0	0	0	0	60
10:30	1	1	1	0	3	19	36	18	4	0	0	0	0	0	83
10:45	0	1	0	0	2	17	39	15	0	0	0	0	0	0	74
	1	2	1	1	8	76	127	76	6	0	0	0	0	0	298
11:00	0	0	0	1	1	12	47	11	1	0	0	0	0	0	73
11:15	0	0	0	0	4	23	42	17	1	0	0	0	0	0	87
11:30	0	1	1	2	3	22	40	11	0	0	0	0	0	0	80
11:45	1	1	0	1	5	29	45	15	0	0	0	0	0	0	97
	1	2	1	4	13	86	174	54	2	0	0	0	0	0	337
Total	13	7	8	13	71	452	925	414	52	6	0	0	0	0	1961

All Traffic Data Services

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Page 2

Site Code: 1

Station ID: 1

OLD CORNEILIA HWY WEST OF OCONEE CIRCLE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

EB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
12 PM	1	0	2	1	10	25	45	23	3	0	0	0	0	0	110
12:15	0	0	0	2	7	32	56	12	2	0	0	0	0	0	111
12:30	1	0	0	0	6	22	45	17	1	0	0	0	0	0	92
12:45	0	0	0	1	4	30	39	15	0	0	0	0	0	0	89
13:00	2	0	2	4	27	109	185	67	6	0	0	0	0	0	402
13:15	0	0	0	2	12	26	49	16	0	0	0	0	0	0	105
13:30	0	0	2	0	4	25	42	20	1	0	0	0	0	0	94
13:45	0	0	1	1	0	23	47	18	4	0	0	0	0	0	94
14:00	0	0	0	0	5	19	45	18	5	0	0	0	0	0	92
14:15	0	0	3	3	21	93	183	72	10	0	0	0	0	0	385
14:30	0	2	2	0	6	23	41	26	1	0	0	0	0	0	101
14:45	0	0	1	1	2	31	45	20	1	0	0	0	0	0	101
15:00	1	0	0	0	0	19	45	24	3	0	0	0	0	0	92
15:15	0	0	0	2	4	24	59	27	5	0	0	0	0	0	121
15:30	1	2	3	3	12	97	190	97	10	0	0	0	0	0	415
15:45	13	0	2	4	14	15	55	17	1	0	0	0	0	0	121
16:00	4	2	0	10	10	30	51	14	1	0	0	0	0	0	122
16:15	2	1	0	3	13	20	61	22	2	0	0	0	0	0	124
16:30	0	0	0	2	13	44	50	21	2	0	0	0	0	0	132
16:45	19	3	2	19	50	109	217	74	6	0	0	0	0	0	499
17:00	1	0	1	0	6	30	78	20	6	1	0	0	0	0	143
17:15	4	0	0	0	8	57	69	29	3	0	0	0	0	0	170
17:30	3	0	0	2	8	52	77	31	3	0	0	0	0	0	176
17:45	1	0	1	1	9	51	75	42	3	0	0	0	0	0	183
18:00	9	0	2	3	31	190	299	122	15	1	0	0	0	0	672
18:15	3	0	0	1	7	58	89	39	8	0	0	0	0	0	205
18:30	3	0	0	1	0	56	114	36	1	0	0	0	0	0	211
18:45	0	0	0	1	9	49	87	31	4	0	0	0	0	0	181
19:00	1	0	0	1	8	37	70	29	7	0	0	0	0	0	153
19:15	7	0	0	4	24	200	360	135	20	0	0	0	0	0	750
19:30	1	0	0	0	7	25	84	21	0	0	0	0	0	0	138
19:45	1	0	0	2	6	35	52	10	0	0	0	0	0	0	106
20:00	1	1	3	1	12	39	50	21	1	0	0	0	0	0	129
20:15	1	1	0	1	2	31	42	18	2	1	0	0	0	0	99
20:30	4	2	3	4	27	130	228	70	3	1	0	0	0	0	472
20:45	1	0	1	0	3	34	43	14	2	0	0	0	0	0	98
21:00	0	0	1	0	3	29	46	20	0	0	0	0	0	0	99
21:15	1	0	0	1	3	16	38	12	0	0	0	0	0	0	71
21:30	0	0	0	0	6	20	42	11	2	1	0	0	0	0	82
21:45	2	0	2	1	15	99	169	57	4	1	0	0	0	0	350
22:00	0	0	0	1	6	16	34	10	2	0	0	0	0	0	69
22:15	0	0	0	0	3	17	40	12	2	0	0	0	0	0	74
22:30	2	0	1	1	3	23	21	10	1	0	0	0	0	0	62
22:45	1	0	1	0	1	10	31	7	1	0	1	0	0	0	53
23:00	3	0	2	2	13	66	126	39	6	0	1	0	0	0	258
23:15	0	0	0	0	4	10	24	5	2	0	0	0	0	0	45
23:30	0	0	0	0	2	13	13	6	0	0	0	0	0	0	34
23:45	0	0	0	0	2	18	15	6	0	0	0	0	0	0	41
24:00	0	0	0	0	1	11	13	5	1	0	0	0	0	0	31
24:15	0	0	0	0	9	52	65	22	3	0	0	0	0	0	151
24:30	0	0	1	0	1	6	11	2	0	0	0	0	0	0	21
24:45	0	0	0	1	2	10	7	5	1	0	0	0	0	0	26
25:00	0	0	0	0	1	8	9	3	0	0	0	0	0	0	21
25:15	0	0	0	1	1	4	9	2	0	0	0	0	0	0	17
25:30	0	0	1	2	5	28	36	12	1	0	0	0	0	0	85
25:45	0	0	0	0	1	6	15	2	0	0	0	0	0	0	24
26:00	1	0	0	0	2	9	7	1	0	0	0	0	0	0	20
26:15	0	0	0	0	0	4	9	4	0	0	0	0	0	0	17
26:30	0	0	0	1	0	5	7	1	1	0	0	0	0	0	15
26:45	1	0	0	1	3	24	38	8	1	0	0	0	0	0	76
Total	48	7	20	46	237	1197	2096	775	85	3	1	0	0	0	4515
Grand Total	61	14	28	59	308	1649	3021	1189	137	9	1	0	0	0	6476

15th Percentile : 36 MPH
 50th Percentile : 41 MPH
 85th Percentile : 46 MPH
 95th Percentile : 49 MPH

Stats Mean Speed(Average) : 42 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 4670

Percent in Pace :	72.1%
Number of Vehicles > 55 MPH :	10
Percent of Vehicles > 55 MPH :	0.2%

All Traffic Data Services

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Site Code: 1

Station ID: 1

OLD CORNEILIA HWY WEST OF OCONEE CIRCLE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

WB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
		15	20	25	30	35	40	45	50	55	60	65	70	75	999	
	02/17/21	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
	00:15	0	0	0	0	0	4	2	2	0	0	0	0	0	0	8
	00:30	0	0	0	1	0	0	2	1	1	0	0	0	0	0	5
	00:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	01:00	0	0	0	1	1	5	6	3	1	0	0	0	0	0	17
	01:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
	01:30	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4
	01:45	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
	02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	02:15	0	0	0	0	1	2	3	4	0	0	0	0	0	0	10
	02:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
	02:45	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4
	03:00	0	0	0	0	0	3	3	3	1	0	0	0	0	0	10
	03:15	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
	03:30	0	0	0	0	1	2	5	1	0	0	0	0	0	0	9
	03:45	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
	04:00	0	0	0	0	0	2	5	0	0	0	0	0	0	0	7
	04:15	0	0	0	0	1	7	14	2	0	0	0	0	0	0	24
	04:30	0	0	0	0	1	1	6	1	0	0	0	0	0	0	9
	04:45	0	0	0	0	0	3	3	4	2	0	0	0	0	0	12
	05:00	0	1	0	0	2	3	9	6	0	0	0	0	0	0	21
	05:15	0	0	0	0	1	5	10	6	2	0	0	0	0	0	24
	05:30	0	1	0	0	4	12	28	17	4	0	0	0	0	0	66
	05:45	1	0	0	0	0	3	10	7	3	1	0	0	0	0	25
	06:00	0	0	0	0	1	8	19	12	0	0	0	0	0	0	40
	06:15	0	0	0	0	0	10	22	22	4	0	0	0	0	0	58
	06:30	0	0	0	0	2	8	28	19	3	1	0	0	0	0	61
	06:45	1	0	0	0	3	29	79	60	10	2	0	0	0	0	184
	07:00	0	1	0	0	0	18	37	14	0	0	0	0	0	0	70
	07:15	0	0	0	0	6	43	64	12	3	0	0	0	0	0	128
	07:30	0	0	0	0	1	26	77	16	1	0	0	0	0	0	121
	07:45	0	0	0	0	3	41	83	16	1	0	0	0	0	0	144
	08:00	0	1	0	0	10	128	261	58	5	0	0	0	0	0	463
	08:15	0	0	0	0	7	56	77	20	1	0	0	0	0	0	161
	08:30	0	1	0	0	11	73	86	23	3	0	0	0	0	0	197
	08:45	0	2	0	0	7	78	115	18	1	0	0	0	0	0	221
	09:00	0	1	0	2	9	72	114	24	3	0	0	0	0	0	225
	09:15	0	4	0	2	34	279	392	85	8	0	0	0	0	0	804
	09:30	0	0	1	0	2	57	99	28	2	0	0	0	0	0	189
	09:45	0	0	0	0	4	53	92	11	0	0	0	0	0	0	160
	10:00	0	0	0	0	3	52	67	19	5	0	0	0	0	0	146
	10:15	0	0	0	0	8	33	50	17	2	0	0	0	0	0	110
	10:30	0	0	1	0	17	195	308	75	9	0	0	0	0	0	605
	10:45	1	1	0	5	1	32	35	16	0	0	0	0	0	0	91
	11:00	0	1	0	0	5	31	54	9	3	0	0	0	0	0	103
	11:15	1	2	0	0	6	50	40	9	0	0	0	0	0	0	108
	11:30	0	2	0	3	10	37	44	10	0	0	0	0	0	0	106
	11:45	2	6	0	8	22	150	173	44	3	0	0	0	0	0	408
	12:00	0	0	0	0	3	43	34	6	0	0	0	0	0	0	86
	12:15	0	0	0	1	12	54	36	2	0	0	0	0	0	0	105
	12:30	0	1	1	0	9	36	43	8	1	0	0	0	0	0	99
	12:45	0	1	1	2	7	37	39	6	1	0	0	0	0	0	94
	13:00	0	2	2	3	31	170	152	22	2	0	0	0	0	0	384
	13:15	0	0	0	0	9	29	39	8	1	0	0	0	0	0	86
	13:30	0	0	0	0	4	39	40	13	0	0	0	0	0	0	96
	13:45	1	0	0	4	18	52	28	2	0	0	0	0	0	0	105
	14:00	1	0	0	0	9	64	21	2	0	0	0	0	0	0	97
	14:15	2	0	0	4	40	184	128	25	1	0	0	0	0	0	384
Total		5	14	3	18	164	1164	1547	398	44	2	0	0	0	0	3359

All Traffic Data Services

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Site Code: 1

Station ID: 1

OLD CORNEILIA HWY WEST OF OCONEE CIRCLE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

WB	Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
	12 PM	1	3	0	0	12	65	11	0	0	0	0	0	0	0	92
	12:15	0	1	0	0	18	44	39	1	0	0	0	0	0	0	103
	12:30	0	0	0	1	9	44	41	3	0	0	0	0	0	0	98
	12:45	3	1	0	1	5	52	30	9	2	0	0	0	0	0	103
		4	5	0	2	44	205	121	13	2	0	0	0	0	0	396
	13:00	0	0	1	0	6	51	38	13	0	0	0	0	0	0	109
	13:15	0	1	0	1	13	24	24	4	2	0	0	0	0	0	69
	13:30	2	1	0	3	12	51	41	4	2	0	0	0	0	0	116
	13:45	1	2	0	0	3	40	28	10	4	0	0	0	0	0	88
		3	4	1	4	34	166	131	31	8	0	0	0	0	0	382
	14:00	0	0	0	0	6	42	27	7	1	0	0	0	0	0	83
	14:15	1	0	0	1	12	36	38	8	0	0	0	0	0	0	96
	14:30	3	0	0	1	1	27	41	16	0	0	0	0	0	0	89
	14:45	0	0	1	0	5	35	48	14	0	1	0	0	0	0	104
		4	0	1	2	24	140	154	45	1	1	0	0	0	0	372
	15:00	0	1	2	4	3	13	30	7	0	1	0	0	0	0	61
	15:15	2	1	0	8	18	62	38	9	6	0	0	0	0	0	144
	15:30	0	0	0	1	6	40	54	11	2	1	0	0	0	0	115
	15:45	1	1	0	0	2	56	69	23	0	0	0	0	0	0	152
		3	3	2	13	29	171	191	50	8	2	0	0	0	0	472
	16:00	0	0	2	5	4	84	53	10	2	0	0	0	0	0	160
	16:15	0	1	0	1	6	26	62	20	1	0	0	0	0	0	117
	16:30	1	0	0	0	7	25	53	19	1	1	0	0	0	0	107
	16:45	0	1	2	0	0	12	57	40	4	0	0	0	0	0	116
		1	2	4	6	17	147	225	89	8	1	0	0	0	0	500
	17:00	0	0	0	0	9	30	48	31	3	0	0	0	0	0	121
	17:15	0	0	0	0	4	43	68	24	2	0	0	0	0	0	141
	17:30	0	0	0	0	5	17	43	25	3	0	0	0	0	0	93
	17:45	0	0	0	1	4	28	61	18	1	0	0	0	0	0	113
		0	0	0	1	22	118	220	98	9	0	0	0	0	0	468
	18:00	1	0	0	0	2	25	67	30	1	1	0	0	0	0	127
	18:15	0	0	0	0	1	12	59	25	1	0	0	0	0	0	98
	18:30	0	0	0	0	0	42	45	10	1	0	0	0	0	0	98
	18:45	0	0	0	2	3	25	39	10	1	0	0	0	0	0	80
		1	0	0	2	6	104	210	75	4	1	0	0	0	0	403
	19:00	0	0	0	0	1	13	48	12	1	0	0	0	0	0	75
	19:15	0	0	0	1	4	19	38	9	0	0	0	0	0	0	71
	19:30	0	0	0	0	2	17	28	7	3	0	0	0	0	0	57
	19:45	0	0	0	0	2	16	15	5	0	0	0	0	0	0	38
		0	0	0	1	9	65	129	33	4	0	0	0	0	0	241
	20:00	0	0	0	0	1	15	23	2	3	0	0	0	0	0	44
	20:15	0	0	0	1	2	7	17	11	0	0	0	0	0	0	38
	20:30	0	0	0	0	3	13	20	7	0	0	0	0	0	0	43
	20:45	0	1	0	1	0	3	12	10	1	1	0	0	0	0	29
		0	1	0	2	6	38	72	30	4	1	0	0	0	0	154
	21:00	0	0	0	0	0	6	17	7	2	0	0	0	0	0	32
	21:15	0	0	0	1	1	15	15	5	1	0	0	0	0	0	38
	21:30	0	0	0	0	1	4	18	4	0	0	0	0	0	0	27
	21:45	0	1	0	0	3	7	11	6	1	0	0	0	0	0	29
		0	1	0	1	5	32	61	22	4	0	0	0	0	0	126
	22:00	0	0	0	0	0	3	9	4	1	0	1	0	0	0	18
	22:15	0	0	0	0	0	4	11	8	0	0	0	0	0	0	23
	22:30	0	0	0	0	3	3	8	2	0	0	0	0	0	0	16
	22:45	0	0	0	0	0	3	7	0	1	0	0	0	0	0	11
		0	0	0	0	3	13	35	14	2	0	1	0	0	0	68
	23:00	0	0	0	0	3	2	4	1	1	0	0	0	0	0	11
	23:15	0	0	0	1	2	3	3	0	0	0	0	0	0	0	9
	23:30	0	0	0	0	1	5	2	1	0	0	0	0	0	0	9
	23:45	0	0	0	0	0	1	0	3	0	0	0	0	0	0	4
		0	0	0	1	6	11	9	5	1	0	0	0	0	0	33
	Total	16	16	8	35	205	1210	1558	505	55	6	1	0	0	0	3615
	Grand Total	21	30	11	53	369	2374	3105	903	99	8	1	0	0	0	6974

15th Percentile : 36 MPH
 50th Percentile : 41 MPH
 85th Percentile : 44 MPH
 95th Percentile : 48 MPH

Stats Mean Speed(Average) : 41 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 5479

Percent in Pace :	78.6%
Number of Vehicles > 55 MPH :	9
Percent of Vehicles > 55 MPH :	0.1%

All Traffic Data Services

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Page 1

Site Code: 1

Station ID: 1

OLD CORNEILIA HWY WEST OF OCONEE CIRCLE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/17/21	0	7	2	0	0	0	0	0	0	0	0	0	0	9
00:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
00:30	0	6	0	0	1	0	0	0	0	0	0	0	0	7
00:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
01:00	0	22	5	0	1	0	0	0	0	0	0	0	0	28
01:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11
01:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
02:15	0	22	2	0	1	0	0	0	0	0	0	0	0	25
02:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	3	1	0	0	0	0	0	2	0	0	0	0	6
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:15	0	5	1	0	0	0	0	0	1	0	0	0	0	7
03:30	0	17	3	0	0	0	0	0	3	0	0	0	0	23
03:45	0	2	0	0	0	1	0	0	0	0	0	0	0	3
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	3	0	0	1	0	0	0	0	0	0	0	0	4
04:45	0	11	1	0	1	1	0	0	0	0	0	0	0	14
05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	6	1	0	0	1	0	0	0	0	0	0	0	8
05:45	0	7	0	0	0	0	0	0	1	0	0	0	0	8
06:00	0	18	3	0	0	1	0	0	1	0	0	0	0	23
06:15	0	12	2	0	1	0	0	0	1	0	0	0	0	16
06:30	0	11	0	0	1	0	0	0	1	0	0	0	0	13
06:45	0	15	5	0	0	0	0	0	1	0	0	0	0	21
07:00	0	16	7	0	0	0	0	0	0	0	0	0	0	23
07:15	0	54	14	0	2	0	0	0	3	0	0	0	0	73
07:30	1	24	5	1	1	0	0	1	0	0	0	0	0	33
07:45	0	26	13	0	0	0	0	0	0	0	0	0	0	39
08:00	0	34	13	0	2	0	0	0	0	0	0	0	0	49
08:15	0	62	16	1	1	2	0	0	1	0	0	0	0	83
08:30	1	146	47	2	4	2	0	1	1	0	0	0	0	204
08:45	1	65	11	0	2	0	0	0	0	0	0	0	0	79
09:00	0	81	21	0	4	1	0	0	0	0	0	0	0	107
09:15	0	88	17	0	2	2	0	0	0	0	0	0	0	109
09:30	2	68	14	1	3	1	0	2	2	0	0	0	0	93
09:45	3	302	63	1	11	4	0	2	2	0	0	0	0	388
10:00	0	58	16	0	8	0	0	0	1	0	0	0	0	83
10:15	0	54	18	0	1	0	0	1	1	0	0	0	0	75
10:30	0	46	17	0	3	1	1	1	0	0	0	0	0	69
10:45	0	52	10	1	2	0	1	0	1	0	0	0	0	67
11:00	0	210	61	1	14	1	2	2	3	0	0	0	0	294
11:15	0	47	14	0	5	0	0	0	0	0	0	0	0	66
11:30	1	36	9	1	1	1	0	0	1	0	0	0	0	50
11:45	0	43	19	0	0	0	0	0	1	0	0	0	0	63
12:00	0	54	17	0	3	1	0	0	0	0	0	0	0	75
12:15	1	180	59	1	9	2	0	0	2	0	0	0	0	254
12:30	0	55	18	1	3	2	0	1	0	0	0	1	0	81
12:45	0	46	13	0	1	0	0	0	0	0	0	0	0	60
13:00	0	65	17	1	0	0	0	0	0	0	0	0	0	83
13:15	0	58	14	0	1	1	0	0	0	0	0	0	0	74
13:30	0	224	62	2	5	3	0	1	0	0	0	1	0	298
13:45	0	60	10	0	2	0	0	1	0	0	0	0	0	73
14:00	0	65	17	0	4	1	0	0	0	0	0	0	0	87
14:15	0	63	13	0	3	0	0	1	0	0	0	0	0	80
14:30	0	81	13	0	3	0	0	0	0	0	0	0	0	97
14:45	0	269	53	0	12	1	0	2	0	0	0	0	0	337
Total	5	1475	373	7	60	15	2	8	15	0	0	1	0	1961
Percent	0.3%	75.2%	19.0%	0.4%	3.1%	0.8%	0.1%	0.4%	0.8%	0.0%	0.0%	0.1%	0.0%	

All Traffic Data Services

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Page 2

Site Code: 1

Station ID: 1

OLD CORNEILIA HWY WEST OF OCONEE CIRCLE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	84	18	1	2	2	0	0	3	0	0	0	0	110
12:15	0	90	15	1	1	1	0	2	1	0	0	0	0	111
12:30	0	68	24	0	0	0	0	0	0	0	0	0	0	92
12:45	0	67	18	0	1	1	0	1	1	0	0	0	0	89
	0	309	75	2	4	4	0	3	5	0	0	0	0	402
13:00	0	82	17	1	2	0	0	1	1	0	1	0	0	105
13:15	0	72	18	0	3	0	0	0	1	0	0	0	0	94
13:30	0	74	13	0	5	1	0	1	0	0	0	0	0	94
13:45	0	66	20	0	3	2	0	1	0	0	0	0	0	92
	0	294	68	1	13	3	0	3	2	0	1	0	0	385
14:00	1	75	19	0	3	1	0	1	1	0	0	0	0	101
14:15	1	74	22	1	3	0	0	0	0	0	0	0	0	101
14:30	1	75	15	0	0	0	0	1	0	0	0	0	0	92
14:45	0	89	24	0	6	0	0	0	2	0	0	0	0	121
	3	313	80	1	12	1	0	2	3	0	0	0	0	415
15:00	1	94	22	0	2	2	0	0	0	0	0	0	0	121
15:15	1	99	13	0	5	1	0	0	2	0	0	1	0	122
15:30	1	99	21	0	2	0	0	1	0	0	0	0	0	124
15:45	0	105	22	0	3	2	0	0	0	0	0	0	0	132
	3	397	78	0	12	5	0	1	2	0	0	1	0	499
16:00	0	106	32	0	3	1	0	1	0	0	0	0	0	143
16:15	2	134	27	2	2	1	0	2	0	0	0	0	0	170
16:30	1	137	28	0	3	3	0	1	2	0	0	1	0	176
16:45	1	140	37	0	3	0	0	2	0	0	0	0	0	183
	4	517	124	2	11	5	0	6	2	0	0	1	0	672
17:00	0	167	33	0	2	2	0	1	0	0	0	0	0	205
17:15	0	163	45	0	1	0	0	0	0	1	0	1	0	211
17:30	0	138	36	0	4	0	1	2	0	0	0	0	0	181
17:45	0	131	18	0	1	1	0	1	1	0	0	0	0	153
	0	599	132	0	8	3	1	4	1	1	0	1	0	750
18:00	0	108	25	0	4	0	0	1	0	0	0	0	0	138
18:15	0	86	15	0	3	0	1	1	0	0	0	0	0	106
18:30	2	109	15	0	2	0	0	1	0	0	0	0	0	129
18:45	1	81	14	1	0	2	0	0	0	0	0	0	0	99
	3	384	69	1	9	2	1	3	0	0	0	0	0	472
19:00	0	76	18	0	1	0	0	2	1	0	0	0	0	98
19:15	0	79	19	0	1	0	0	0	0	0	0	0	0	99
19:30	0	57	10	0	3	0	0	1	0	0	0	0	0	71
19:45	0	67	12	0	2	0	1	0	0	0	0	0	0	82
	0	279	59	0	7	0	1	3	1	0	0	0	0	350
20:00	0	59	9	0	1	0	0	0	0	0	0	0	0	69
20:15	0	55	19	0	0	0	0	0	0	0	0	0	0	74
20:30	0	52	8	1	0	1	0	0	0	0	0	0	0	62
20:45	1	37	13	0	2	0	0	0	0	0	0	0	0	53
	1	203	49	1	3	1	0	0	0	0	0	0	0	258
21:00	0	32	13	0	0	0	0	0	0	0	0	0	0	45
21:15	1	25	7	0	1	0	0	0	0	0	0	0	0	34
21:30	0	33	6	0	1	1	0	0	0	0	0	0	0	41
21:45	0	25	3	0	1	0	0	0	2	0	0	0	0	31
	1	115	29	0	3	1	0	0	2	0	0	0	0	151
22:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
22:15	0	22	3	0	0	0	0	0	1	0	0	0	0	26
22:30	0	18	2	0	0	1	0	0	0	0	0	0	0	21
22:45	0	15	1	0	0	0	0	1	0	0	0	0	0	17
	0	74	8	0	0	1	0	1	1	0	0	0	0	85
23:00	0	22	0	0	2	0	0	0	0	0	0	0	0	24
23:15	0	18	2	0	0	0	0	0	0	0	0	0	0	20
23:30	0	16	1	0	0	0	0	0	0	0	0	0	0	17
23:45	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	0	69	5	0	2	0	0	0	0	0	0	0	0	76
Total	15	3553	776	8	84	26	3	26	19	1	1	3	0	4515
Percent	0.3%	78.7%	17.2%	0.2%	1.9%	0.6%	0.1%	0.6%	0.4%	0.0%	0.0%	0.1%	0.0%	
Grand Total	20	5028	1149	15	144	41	5	34	34	1	1	4	0	6476
Percent	0.3%	77.6%	17.7%	0.2%	2.2%	0.6%	0.1%	0.5%	0.5%	0.0%	0.0%	0.1%	0.0%	

All Traffic Data Services

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Site Code: 1

Station ID: 1

OLD CORNEILIA HWY WEST OF OCONEE CIRCLE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/17/21	0	2	0	0	0	0	0	0	1	0	0	0	0	3
00:15	0	7	0	0	1	0	0	0	0	0	0	0	0	8
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	15	0	0	1	0	0	0	1	0	0	0	0	17
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	7	3	0	0	0	0	0	0	0	0	0	0	10
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:15	0	3	0	0	1	0	0	0	0	0	0	0	0	4
02:30	0	1	0	0	1	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	2	0	0	0	0	2
	0	5	1	0	2	0	0	0	2	0	0	0	0	10
03:00	0	2	0	0	1	0	0	0	1	0	0	0	0	4
03:15	0	4	4	0	0	1	0	0	0	0	0	0	0	9
03:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	6	0	0	0	0	0	0	1	0	0	0	0	7
	0	16	4	0	1	1	0	0	2	0	0	0	0	24
04:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
04:15	0	9	2	0	1	0	0	0	0	0	0	0	0	12
04:30	0	12	7	0	1	0	0	0	1	0	0	0	0	21
04:45	0	19	2	0	2	1	0	0	0	0	0	0	0	24
	0	47	13	0	4	1	0	0	1	0	0	0	0	66
05:00	0	17	6	0	1	0	0	0	1	0	0	0	0	25
05:15	0	34	5	0	1	0	0	0	0	0	0	0	0	40
05:30	0	48	10	0	0	0	0	0	0	0	0	0	0	58
05:45	0	40	18	1	1	0	0	1	0	0	0	0	0	61
	0	139	39	1	3	0	0	1	1	0	0	0	0	184
06:00	0	55	13	0	2	0	0	0	0	0	0	0	0	70
06:15	0	88	25	0	14	0	0	0	1	0	0	0	0	128
06:30	0	92	23	0	4	0	0	2	0	0	0	0	0	121
06:45	0	113	24	0	4	1	0	2	0	0	0	0	0	144
	0	348	85	0	24	1	0	4	1	0	0	0	0	463
07:00	0	115	37	0	7	1	0	0	0	1	0	0	0	161
07:15	0	149	41	1	5	1	0	0	0	0	0	0	0	197
07:30	0	168	42	1	7	1	0	2	0	0	0	0	0	221
07:45	0	178	42	1	3	0	0	1	0	0	0	0	0	225
	0	610	162	3	22	3	0	3	0	1	0	0	0	804
08:00	0	137	36	2	10	0	0	3	1	0	0	0	0	189
08:15	0	117	32	2	8	0	0	1	0	0	0	0	0	160
08:30	0	102	30	2	9	1	0	1	1	0	0	0	0	146
08:45	0	86	17	0	4	2	0	0	1	0	0	0	0	110
	0	442	115	6	31	3	0	5	3	0	0	0	0	605
09:00	1	58	21	0	6	2	0	1	2	0	0	0	0	91
09:15	0	77	20	0	5	0	0	0	1	0	0	0	0	103
09:30	0	70	30	0	6	2	0	0	0	0	0	0	0	108
09:45	0	75	27	0	3	0	0	0	1	0	0	0	0	106
	1	280	98	0	20	4	0	1	4	0	0	0	0	408
10:00	0	58	20	0	8	0	0	0	0	0	0	0	0	86
10:15	0	70	28	2	3	1	0	1	0	0	0	0	0	105
10:30	0	72	22	0	4	0	0	1	0	0	0	0	0	99
10:45	0	78	12	0	2	0	0	1	1	0	0	0	0	94
	0	278	82	2	17	1	0	3	1	0	0	0	0	384
11:00	0	63	21	0	0	1	0	0	1	0	0	0	0	86
11:15	0	70	22	0	2	1	0	1	0	0	0	0	0	96
11:30	0	85	16	0	3	0	0	0	1	0	0	0	0	105
11:45	0	67	24	0	3	1	0	2	0	0	0	0	0	97
	0	285	83	0	8	3	0	3	2	0	0	0	0	384
Total	1	2472	685	12	133	17	0	20	18	1	0	0	0	3359
Percent	0.0%	73.6%	20.4%	0.4%	4.0%	0.5%	0.0%	0.6%	0.5%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 1

Station ID: 1

OLD CORNEILIA HWY WEST OF OCONEE CIRCLE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	64	24	0	2	0	0	0	2	0	0	0	0	92
12:15	0	76	24	0	2	1	0	0	0	0	0	0	0	103
12:30	0	68	19	0	8	1	0	0	2	0	0	0	0	98
12:45	0	80	20	0	1	1	0	1	0	0	0	0	0	103
	0	288	87	0	13	3	0	1	4	0	0	0	0	396
13:00	1	78	25	1	4	0	0	0	0	0	0	0	0	109
13:15	0	46	19	1	1	2	0	0	0	0	0	0	0	69
13:30	0	85	25	0	5	0	0	1	0	0	0	0	0	116
13:45	0	73	13	0	2	0	0	0	0	0	0	0	0	88
	1	282	82	2	12	2	0	1	0	0	0	0	0	382
14:00	0	60	16	0	4	2	0	0	1	0	0	0	0	83
14:15	0	74	15	1	5	1	0	0	0	0	0	0	0	96
14:30	0	70	13	1	4	1	0	0	0	0	0	0	0	89
14:45	0	77	22	0	4	1	0	0	0	0	0	0	0	104
	0	281	66	2	17	5	0	0	1	0	0	0	0	372
15:00	0	39	12	0	8	1	0	1	0	0	0	0	0	61
15:15	0	117	20	0	4	1	0	2	0	0	0	0	0	144
15:30	0	86	23	0	6	0	0	0	0	0	0	0	0	115
15:45	0	120	29	0	2	1	0	0	0	0	0	0	0	152
	0	362	84	0	20	3	0	3	0	0	0	0	0	472
16:00	0	125	24	0	7	0	0	3	1	0	0	0	0	160
16:15	0	95	18	1	3	0	0	0	0	0	0	0	0	117
16:30	0	90	13	0	2	2	0	0	0	0	0	0	0	107
16:45	0	77	36	0	3	0	0	0	0	0	0	0	0	116
	0	387	91	1	15	2	0	3	1	0	0	0	0	500
17:00	0	96	21	0	4	0	0	0	0	0	0	0	0	121
17:15	0	106	29	0	4	2	0	0	0	0	0	0	0	141
17:30	1	74	16	0	2	0	0	0	0	0	0	0	0	93
17:45	0	81	24	0	5	1	0	2	0	0	0	0	0	113
	1	357	90	0	15	3	0	2	0	0	0	0	0	468
18:00	0	102	21	0	3	1	0	0	0	0	0	0	0	127
18:15	0	78	19	1	0	0	0	0	0	0	0	0	0	98
18:30	0	80	12	0	5	0	0	1	0	0	0	0	0	98
18:45	0	63	15	0	2	0	0	0	0	0	0	0	0	80
	0	323	67	1	10	1	0	1	0	0	0	0	0	403
19:00	0	55	15	1	3	0	0	1	0	0	0	0	0	75
19:15	0	58	11	0	2	0	0	0	0	0	0	0	0	71
19:30	0	38	15	0	2	0	0	0	2	0	0	0	0	57
19:45	1	28	9	0	0	0	0	0	0	0	0	0	0	38
	1	179	50	1	7	0	0	1	2	0	0	0	0	241
20:00	1	36	7	0	0	0	0	0	0	0	0	0	0	44
20:15	0	29	8	0	1	0	0	0	0	0	0	0	0	38
20:30	0	34	9	0	0	0	0	0	0	0	0	0	0	43
20:45	0	22	5	0	2	0	0	0	0	0	0	0	0	29
	1	121	29	0	3	0	0	0	0	0	0	0	0	154
21:00	0	28	2	0	2	0	0	0	0	0	0	0	0	32
21:15	0	31	3	1	3	0	0	0	0	0	0	0	0	38
21:30	0	22	4	0	1	0	0	0	0	0	0	0	0	27
21:45	0	27	2	0	0	0	0	0	0	0	0	0	0	29
	0	108	11	1	6	0	0	0	0	0	0	0	0	126
22:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
22:15	0	15	6	0	1	0	0	0	1	0	0	0	0	23
22:30	0	15	0	0	1	0	0	0	0	0	0	0	0	16
22:45	0	7	3	0	0	0	0	0	1	0	0	0	0	11
	0	50	14	0	2	0	0	0	2	0	0	0	0	68
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:15	0	7	1	0	0	0	0	0	1	0	0	0	0	9
23:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
23:45	0	2	1	0	0	0	0	0	1	0	0	0	0	4
	0	27	4	0	0	0	0	0	2	0	0	0	0	33
Total	4	2765	675	8	120	19	0	12	12	0	0	0	0	3615
Percent	0.1%	76.5%	18.7%	0.2%	3.3%	0.5%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	
Grand Total	5	5237	1360	20	253	36	0	32	30	1	0	0	0	6974
Percent	0.1%	75.1%	19.5%	0.3%	3.6%	0.5%	0.0%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	

APPENDIX D

GDOT COUNT STATION DATA



0000139_0210 - 139-0210

Description: SR 001100 BEG AT

County: Hall

Route number: 00145700

LRS section: 1392145700

Functional class: 4U - Minor Arterial (Urban)

Coordinates: 34.3155664, -83.78105939

Site Data



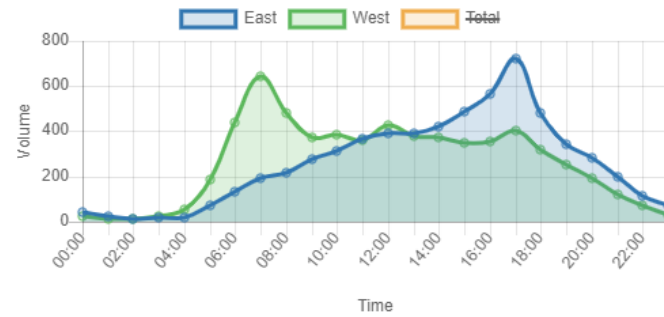
Count History

Year	Month	Count type	Duration	Count
2020	July	Class	48 hours	12442
2018	September	Class	48 hours	14113
2016	July	Class	48 hours	11184
2012	February	Class	48 hours	10964

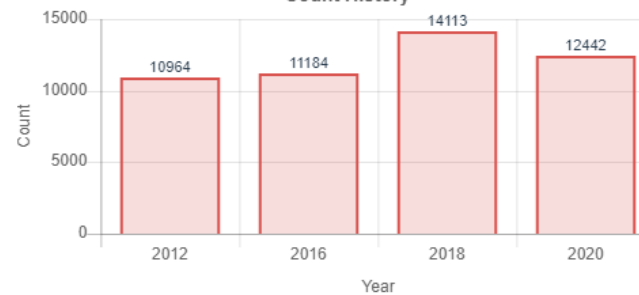
Annual Statistics

Data Item	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Statistics type	-	-	-	-	-	Estimated	Actual	Estimated	Actual	Estimated
AADT	10900	10600	9680	9620	9620	9940	10700	10800	12900	13000
K-Factor	-	-	-	-	-	-	0.099	-	0.109	0.109
D-Factor	-	-	-	-	-	-	0.700	-	0.720	0.720
Future AADT	-	-	-	-	-	-	11700	13800	16300	17300

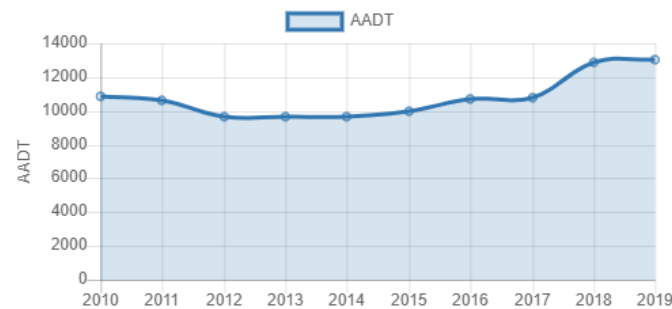
Average Hourly Volume



Count History



AADT Trend



FHWA Vehicle Classification

1. Motorcycles 2 axes, 2 or 3 wheels.		0.49%
2. Passenger cars 2 axes. Can have 1- or 2- axle trailers.		68.35%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		25.11%
4. Buses 2- or 3-axle, full length.		0.18%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		3.87%
6. Single-unit trucks 3-axle, single-unit trucks.		0.69%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.01%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.81%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.46%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.02%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.02%

0000139_0223 - 139-0223

County: Hall

Route number: 00145700

LRS section: 1392145700

Functional class: 4U - Minor Arterial (Urban)

Coordinates: 34.3148687108439, -83.7633518913534

Site Data



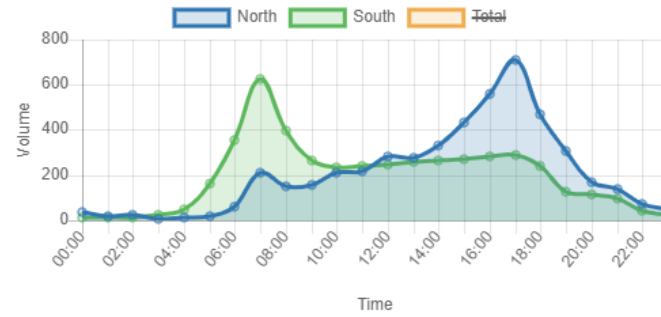
Count History

Year	Month	Count type	Duration	Count
2019	January	Class	48 hours	9540
2015	June	Volume	48 hours	9300
2011	September	Volume	48 hours	9170

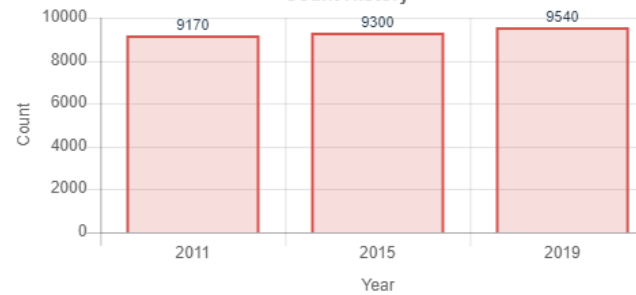
Annual Statistics

Data Item	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Statistics type	-	-	-	-	-	Actual	Estimated	Estimated	Estimated	Actual
AADT	7890	8380	8260	8440	8440	8540	8790	8850	8780	9440
K-Factor	-	-	-	-	-	0.107	0.107	-	-	0.122
D-Factor	-	-	-	-	-	0.500	0.500	-	-	0.710
Future AADT	-	-	-	-	-	-	9940	11300	11100	11900

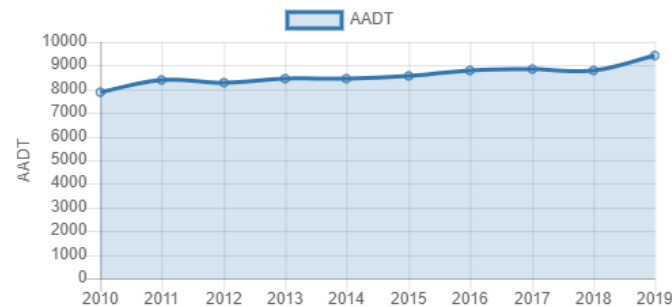
Average Hourly Volume



Count History



AADT Trend



FHWA Vehicle Classification

1. Motorcycles 2 axes, 2 or 3 wheels.		0.08%
2. Passenger cars 2 axes. Can have 1- or 2- axle trailers.		72.56%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		22.76%
4. Buses 2- or 3-axle, full length.		0.25%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		3.14%
6. Single-unit trucks 3-axle, single-unit trucks.		0.33%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.02%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.37%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.46%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.04%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.02%

APPENDIX E

CRASH DATA



AccidentNo	AgencyName	Date	Time	County	Route	IntersectingRoute	CrashSeverity	Injuries	Fatalities	MannerOfCollision	LocationOfImpact	DriverAge1	DriverAge2	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	U1FirstHarmfulEvent	U2FirstHarmfulEvent
5842103	Hall County Sheriff's Office	7/14/2016	3:49:00	HALL	OLD CORNELIA HWY	DANA DR	C	1	0	Not A Collision with Motor Vehicle	Off Roadway	59		-1 North	N/A	Negotiating A Curve	N/A	Curb	N/A
6735663	Hall County Sheriff's Office	6/5/2018	0:00:00	HALL	DANA DR	OLD CORNELIA HWY	O	0	0	Not A Collision with Motor Vehicle	Off Roadway	33		-1 North	N/A	Negotiating A Curve	N/A	Curb	N/A
7724878	Gsp Post 00	8/27/2019	7:47:00	HALL	OLD CORNELIA HIGHWAY	DANA DRIVE	O	0	0	Rear End	On Roadway - Non-Intersection	27		38 South	South	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion
7591584	Gsp Post 00	3/10/2020	14:30:00	HALL	OLD CORNELIA HIGHWAY	DANA ROAD	O	0	0	Angle	On Roadway - Non-Intersection	38		86 West	West	Making U-turn	Passing	Motor Vehicle In Motion	Motor Vehicle In Motion

6392342 Hall County Sheriff's Office 9/12/2017 7:00:00 HALL OLD CORNELIA HWY DANA CIR O 0 0 Rear End On Roadway - Roadway Intersection 60 71 East East Straight Stopped Motor Vehicle In Motion Motor Vehicle In Motion

AccidentNo	AgencyName	Date	Time	County	Route	IntersectingRoute	CrashSeverity	Injuries	Fatalities	MannerOfCollision	LocationOfImpact	DriverAge1	DriverAge2	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	U1FirstHarmfulEvent	U2FirstHarmfulEvent
5800638	Gsp Post 00	6/18/2016	8:36:00	HALL	RABBIT TOWN CAFE PARKING LOT		0	0	0	0 Not A Collision with Motor Vehicle	On Roadway - Non-Intersection	88		21 South	North	Backing	Parked	Parked Motor Vehicle	Parked Motor Vehicle
5987077	Gsp Post 00	11/3/2016	15:42:00	HALL	2415A OLD CORNELIA HWY		0	0	0	0 Rear End	On Roadway - Non-Intersection	38		21 None	None	Backing	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion
5998337	Gsp Post 00	11/13/2016	20:43:00	HALL	GA 369 EASTBOUND	WEST OF HAMILTON ROAD	0	0	0	0 Not A Collision with Motor Vehicle	On Roadway - Roadway Intersection	24		-1 East	N/A	Negotiating A Curve	N/A	Animal	N/A
6041249	Gsp Post 00	12/14/2016	13:42:00	HALL	OLD CORNELIA HWY SOUTH OF MG D		B	1	0	0 Angle	On Shoulder	41		-1 South	N/A	Straight	N/A	Tree	N/A
6087123	Gsp Post 00	1/18/2017	15:40:00	HALL	OLD CORNELIA HWY OCONEE CIR		0	0	0	0 Angle	On Roadway - Non-Intersection	74		28 East	West	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion
6160709	Hall County Sheriff's Office	1/25/2017	22:41:00	HALL	OLD COCNELIA HWY	OCONEE CIRCLE	B	1	0	0 Not A Collision with Motor Vehicle	On Shoulder	62		-1 East	N/A	Turning Left	N/A	Highway Traffic Sign Post	N/A
6137002	Gsp Post 00	3/1/2017	13:21:00	HALL	PARKING LOT RABBITOWN CAFE		0	0	0	0 Angle	On Roadway - Non-Intersection	77		59 South	North	Backing	Parked	Parked Motor Vehicle	Parked Motor Vehicle
6151425	Gsp Post 00	3/15/2017	7:47:00	HALL	OLDCORNELIA HIGHWAY	50 FEET EAST OF OCONEE CIRCLE	0	0	0	0 Angle	On Roadway - Non-Intersection	36		44 South	West	Changing Lanes	Negotiating A Curve	Motor Vehicle In Motion	Motor Vehicle In Motion
6176416	Gsp Post 00	4/2/2017	13:12:00	HALL	OLD CORNELIA HIGHWAY EAST OF		0	0	0	0 Sideswipe-Same Direction	On Roadway - Non-Intersection	22		70 East	East	Changing Lanes	Turning Left	Motor Vehicle In Motion	Motor Vehicle In Motion
6281836	Gsp Post 00	6/20/2017	16:45:00	HALL	SR369 OLD CORNELIA HWY OCONE		B	2	0	0 Head On	On Roadway - Non-Intersection	44		25 East	West	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion
6344422	Gsp Post 00	8/5/2017	19:46:00	HALL	OCONEE CIRCLE	NORTH OF OLD CORNELIA HIGHWAY	0	0	0	0 Rear End	On Roadway - Non-Intersection	41		51 South	South	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion
6359696	Gsp Post 00	8/18/2017	14:43:00	HALL	2310 OLD CORNELIA HIGHWAY		0	0	0	0 Angle	On Roadway - Non-Intersection	59		26 None	None	Backing	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion
6493354	Gsp Post 00	10/14/2017	17:29:00	HALL	2415 OLD CORNELIA HIGHWAY	RABBITTOWN CAFE PARKING LOT	0	0	0	0 Not A Collision with Motor Vehicle	On Roadway - Non-Intersection	38		-1 North	N/A	Parked	N/A	Motor Vehicle In Motion	N/A
6459451	Gsp Post 00	11/4/2017	13:02:00	HALL	2415 OLD CORNELIA HWY	PETROFAST PARKING LOT	0	0	0	0 Sideswipe-Same Direction	On Roadway - Non-Intersection	43		29 None	West	Backing	Parked	Parked Motor Vehicle	Parked Motor Vehicle
6569769	Gsp Post 00	1/28/2018	12:31:00	HALL	2415 OLD CORNELIA HIGHWAY	RABBITTOWN CAFE PARKING LOT	0	0	0	0 Angle	On Roadway - Non-Intersection	36		28 West	South	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion
6773607	Gsp Post 00	6/28/2018	12:55:00	HALL	OLD CORNELIA HWY	OCONEE CIR	0	0	0	0 Sideswipe-Same Direction	Private Property	79		73 West	North	Turning Right	Parked	Parked Motor Vehicle	Motor Vehicle In Motion
6801776	Gsp Post 00	7/23/2018	10:18:00	HALL	2415 OLD CORNELIA HIGHWAY	CHEVRON GAS STATION	0	0	0	0 Sideswipe-Same Direction	Private Property	0		50 North	South	Straight	Parked	Parked Motor Vehicle	Motor Vehicle In Motion
6836142	Gsp Post 00	8/15/2018	12:09:00	HALL	2415 OLD CORNELIA HIGHWAY	RABBITTOWN CAFE PARKING LOT	0	0	0	0 Rear End	Private Property	68		51 North	West	Turning Left	Parked	Parked Motor Vehicle	Motor Vehicle In Motion
6847772	Gsp Post 00	8/24/2018	19:05:00	HALL	OCONEE CIRCLE	OLD CORNELIA HIGHWAY	0	0	0	0 Rear End	On Roadway - Roadway Intersection	20		63 South	South	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion
7241304	Gsp Post 00	6/10/2019	8:21:00	HALL	2415 OLD CORNELIA HIGHWAY		0	0	0	0 Sideswipe-Same Direction	Private Property	26		20 East	East	Entering/Leaving Parking	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion
7470993	Gsp Post 00	12/8/2019	9:59:00	HALL	OLD CORNELIA HIGHWAY	OCONEE CIRCLE	B	3	0	0 Angle	On Roadway - Roadway Intersection	46		23 South	East	Straight	Negotiating A Curve	Motor Vehicle In Motion	Motor Vehicle In Motion
7586080	Gsp Post 00	1/17/2020	8:23:00	HALL	OLD CORNELIA HWY	OCONEE CIRCLE	C	1	0	0 Angle	On Roadway - Roadway Intersection	71		56 North	West	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion
7584540	Gsp Post 00	1/31/2020	7:26:00	HALL	OCONEE CIRCLE	OLD CORNELIA HIGHWAY	0	0	0	0 Not A Collision with Motor Vehicle	On Roadway - Non-Intersection	33		-1 West	N/A	Straight	N/A	Deer	N/A
7590193	Gsp Post 00	3/4/2020	15:39:00	HALL	OLD CORNELIA HIGHWAY	OCONEE CIRCLE	0	0	0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	77		51 East	East	Changing Lanes	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion

APPENDIX F

HALL COUNTY STRATEGIC PLAN

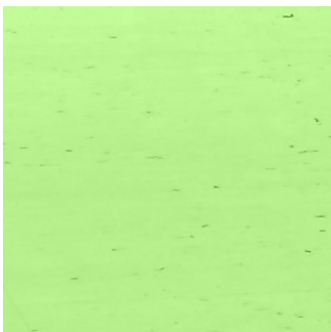




A STRATEGIC PLAN FOR

HALL COUNTY

2018-2028



Carl Vinson Institute of Government
UNIVERSITY OF GEORGIA

Existing Plan Review

Institute faculty, with input from the Steering Committee, conducted a plan review to highlight initiatives, projects, and programs underway in Hall County. The plan review identified the major focus of each plan, successes achieved under each plan, and the status of each.

The following seven plans were reviewed:

- 2017 Hall County Economic Development Report
- Gainesville–Hall County Economic Development Council FY 2018 Marketing Plan
- Hall County Forward: 2017 Hall County Comprehensive Plan
- Hall County Fire Services 2016 Annual Report
- Hall County Annual Budget Guide FY 2018
- 2017 Hall County Service Delivery Strategy
- North and South Hall Sewer Master Plans

These documents were presented to the stakeholders to further develop their knowledge base. The information from the plans was also used to inform the discussion of prioritizing action items in the coming years. These plans are the roadmap for achieving a community's objectives. The strategic plan contains the turn-by-turn directions.

Common Themes

The following themes are found in the seven major guidance documents and plans Hall County has adopted and were used to guide discussions around developing strategic priorities for the next 10 years.

POPULATION GROWTH

Hall County is projected to more than double in population by 2040, from 179,684 in 2010 to 371,570, a 106.8% increase. Population growth in the unincorporated area alone is projected to slightly exceed the countywide increase at 110.3%. The greatest percentage population increase is expected to occur to the north and east of Gainesville, in particular along the Highway 365 corridor. Residential growth is being stimulated by available jobs in skilled manufacturing and health care, lower home prices, and a high quality of life.

ECONOMIC INVESTMENT AND WORKFORCE DEVELOPMENT

Hall County has benefited tremendously from major local employers like Kubota and Northeast Georgia Medical Center. According to market research conducted by the Greater Hall Chamber of Commerce, desirable new businesses include skilled manufacturing, biotechnology, health care, food processing, and transportation and logistics. Guiding the growth of specific industries and businesses through careful planning is a next step for Hall County. With economic investment comes the need for a skilled workforce. Building new talent in these industries locally has been and continues to be a priority for Hall County and its partners.

APPENDIX G

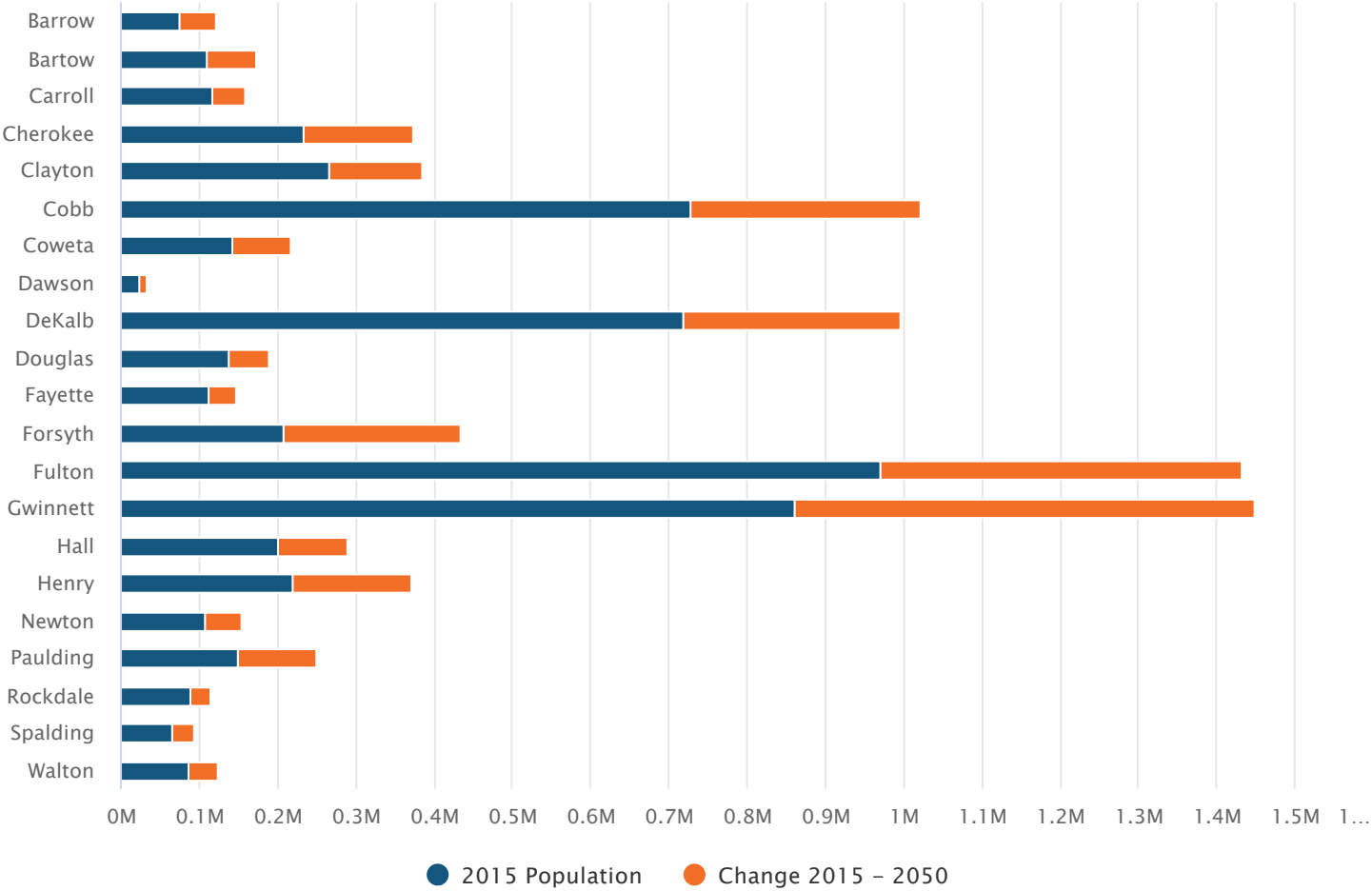
ARC POPULATION FORECAST



2050 Population Forecast



Source: Atlanta Regional Commission



*ARC's 2050 forecasts were developed using several growth scenarios for each county: a "higher regional growth" scenario, a "slower regional growth" scenario, and a "preferred" scenario that serves as the official forecast number.

Powered by Highcharts Cloud

APPENDIX H

TRIP GENERATION DATA



Trip Generation Summary

Alternative: Alternative 1

Phase: Phase 1

Project: 21-1015 Sussex TIS

Open Date: 3/31/2021

Analysis Date: 3/31/2021

ITE	Land Use	Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
210	SFHOUSE 2 190 Dwelling Units		939	938	1877		35	106	141		118	70	188
210	SFHOUSE 1 436 Dwelling Units		2058	2058	4116		81	242	323		272	160	432
221	MID-RISE 1 174 Dwelling Units		474	473	947		16	47	63		47	30	77
411	PUBLICPARK 1 20 Acres		51	50	101		0	0	0		13	11	24
Unadjusted Volume			3522	3519	7041		132	395	527		450	271	721
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			3522	3519	7041		132	395	527		450	271	721

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

TRIP GENERATION 10, TRAFFICWARE, LLC

Trip Generation Summary

Alternative: Alternative 1

Phase: Phase 2

Project: 21-1015 Sussex TIS

Open Date: 3/31/2021

Analysis Date: 3/31/2021

ITE	Land Use	Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
210	SFHOUSE 2 190 Dwelling Units		939	938	1877		35	106	141		118	70	188
210	SFHOUSE 1 486 Dwelling Units		2294	2294	4588		90	270	360		303	178	481
221	MID-RISE 1 924 Dwelling Units		2517	2517	5034		87	246	333		248	159	407
411	PUBLICPARK 1 20 Acres		51	50	101		0	0	0		13	11	24
Unadjusted Volume			5801	5799	11600		212	622	834		682	418	1100
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			5801	5799	11600		212	622	834		682	418	1100

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

TRIP GENERATION 10, TRAFFICWARE, LLC

Trip Generation Summary

Alternative: Alternative 1

Phase: Phase 3

Project: 21-1015 Sussex TIS

Open Date: 3/31/2021

Analysis Date: 3/31/2021

ITE	Land Use	Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
210	SFHOUSE 2		939	938	1877		35	106	141		118	70	188
	190 Dwelling Units												
210	SFHOUSE 1		5787	5786	11573		227	680	907		765	449	1214
	1226 Dwelling Units												
221	MID-RISE 1		2517	2517	5034		87	246	333		248	159	407
	924 Dwelling Units												
411	PUBLICPARK 1		51	50	101		0	0	0		13	11	24
	20 Acres												
Unadjusted Volume			9294	9291	18585		349	1032	1381		1144	689	1833
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			9294	9291	18585		349	1032	1381		1144	689	1833

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

TRIP GENERATION 10, TRAFFICWARE, LLC

APPENDIX I

CAPACITY ANALYSIS REPORTS, EXISTING CONDITIONS



Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	479	10	1	845	14	3
Future Vol, veh/h	479	10	1	845	14	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	521	11	1	918	15	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	532	0	1447	527
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	920	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	1046	-	146	495
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	392	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1046	-	146	495
Mov Cap-2 Maneuver	-	-	-	-	146	-
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	391	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		29.2	
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	167	-	-	1046	-	
HCM Lane V/C Ratio	0.111	-	-	0.001	-	
HCM Control Delay (s)	29.2	-	-	8.4	0	
HCM Lane LOS	D	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Intersection						
Int Delay, s/veh	15.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	432	73	43	816	85	57
Future Vol, veh/h	432	73	43	816	85	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	520	88	52	983	102	69
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	608	0	1607	520
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	1087	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	966	-	111	541
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	313	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	966	-	105	541
Mov Cap-2 Maneuver	-	-	-	-	105	-
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	296	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.4		161.5	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	155	-	-	966	-	
HCM Lane V/C Ratio	1.104	-	-	0.054	-	
HCM Control Delay (s)	161.5	-	-	8.9	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	9.1	-	-	0.2	-	

HCM 6th TWSC
3: Shell Gas Station/Oconee Circle & Old Cornelia Highway

2021 - Existing Conditions
AM Peak Hour

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	463	3	21	876	4	3	0	30	12	1	102
Future Vol, veh/h	31	463	3	21	876	4	3	0	30	12	1	102
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	34	514	3	23	973	4	3	0	33	13	1	113

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	977	0	0	517	0	0	1660	1605	257	1346	1606	975
Stage 1	-	-	-	-	-	-	582	582	-	1021	1021	-
Stage 2	-	-	-	-	-	-	1078	1023	-	325	585	-
Critical Hdwy	4.1	-	-	4.175	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2475	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	714	-	-	1029	-	-	72	106	748	120	106	308
Stage 1	-	-	-	-	-	-	471	502	-	288	316	-
Stage 2	-	-	-	-	-	-	267	316	-	667	501	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	714	-	-	1029	-	-	43	99	748	109	99	308
Mov Cap-2 Maneuver	-	-	-	-	-	-	43	99	-	109	99	-
Stage 1	-	-	-	-	-	-	448	478	-	274	309	-
Stage 2	-	-	-	-	-	-	164	309	-	607	477	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.2			18.7			32.5		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	300	714	-	-	1029	-	-	255
HCM Lane V/C Ratio	0.122	0.048	-	-	0.023	-	-	0.501
HCM Control Delay (s)	18.7	10.3	-	-	8.6	-	-	32.5
HCM Lane LOS	C	B	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.1	-	-	2.6

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	962	14	0	432	8	0
Future Vol, veh/h	962	14	0	432	8	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1069	16	0	480	9	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1085
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	643
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	643
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	38.6
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	116	-	-	643	-
HCM Lane V/C Ratio	0.077	-	-	-	-
HCM Control Delay (s)	38.6	-	-	0	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	965	24	3	437	29	11
Future Vol, veh/h	965	24	3	437	29	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1049	26	3	475	32	12
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1075	0	1530	1049
Stage 1	-	-	-	-	1049	-
Stage 2	-	-	-	-	481	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	656	-	130	279
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	626	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	656	-	129	279
Mov Cap-2 Maneuver	-	-	-	-	129	-
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	623	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		38.2	
HCM LOS					E	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	151	-	-	656	-	
HCM Lane V/C Ratio	0.288	-	-	0.005	-	
HCM Control Delay (s)	38.2	-	-	10.5	-	
HCM Lane LOS	E	-	-	B	-	
HCM 95th %tile Q(veh)	1.1	-	-	0	-	

HCM 6th TWSC
3: Shell Gas Station/Oconee Circle & Old Cornelia Highway

2021 - Existing Conditions
PM Peak Hour

Intersection												
Int Delay, s/veh	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	897	36	19	446	1	21	6	90	2	2	57
Future Vol, veh/h	84	897	36	19	446	1	21	6	90	2	2	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	97	1031	41	22	513	1	24	7	103	2	2	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	514	0	0	1072	0	0	1817	1783	516	1271	1824	514
Stage 1	-	-	-	-	-	-	1225	1225	-	558	558	-
Stage 2	-	-	-	-	-	-	592	558	-	713	1266	-
Critical Hdwy	4.115	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2095	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1056	-	-	658	-	-	55	83	509	136	78	564
Stage 1	-	-	-	-	-	-	193	254	-	518	515	-
Stage 2	-	-	-	-	-	-	496	515	-	394	242	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1056	-	-	658	-	-	43	73	509	91	68	564
Mov Cap-2 Maneuver	-	-	-	-	-	-	43	73	-	91	68	-
Stage 1	-	-	-	-	-	-	175	231	-	470	498	-
Stage 2	-	-	-	-	-	-	422	498	-	277	220	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.4	95.1	15.9
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	157	1056	-	-	658	-	-	400
HCM Lane V/C Ratio	0.857	0.091	-	-	0.033	-	-	0.175
HCM Control Delay (s)	95.1	8.8	-	-	10.7	-	-	15.9
HCM Lane LOS	F	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	5.8	0.3	-	-	0.1	-	-	0.6

APPENDIX J

CAPACITY ANALYSIS REPORTS - NO-BUILD CONDITIONS



Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	508	11	1	896	15	3
Future Vol, veh/h	508	11	1	896	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	552	12	1	974	16	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	564	0	1534	558
Stage 1	-	-	-	-	558	-
Stage 2	-	-	-	-	976	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	1018	-	129	475
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	368	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1018	-	129	475
Mov Cap-2 Maneuver	-	-	-	-	129	-
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	367	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		33.2	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	147	-	-	1018	-	
HCM Lane V/C Ratio	0.133	-	-	0.001	-	
HCM Control Delay (s)	33.2	-	-	8.5	0	
HCM Lane LOS	D	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Intersection						
Int Delay, s/veh	23.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	458	77	46	865	90	60
Future Vol, veh/h	458	77	46	865	90	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	552	93	55	1042	108	72
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	645	0	1704	552
Stage 1	-	-	-	-	552	-
Stage 2	-	-	-	-	1152	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	935	-	~ 97	518
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	292	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	935	-	~ 91	518
Mov Cap-2 Maneuver	-	-	-	-	~ 91	-
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	275	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.5		251.4	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	136	-	-	935	-	
HCM Lane V/C Ratio	1.329	-	-	0.059	-	
HCM Control Delay (s)	251.4	-	-	9.1	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	11.5	-	-	0.2	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

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	33	491	3	22	929	4	3	0	32	13	1	108
Future Vol, veh/h	33	491	3	22	929	4	3	0	32	13	1	108
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	37	546	3	24	1032	4	3	0	36	14	1	120

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1036	0	0	549	0	0	1763	1704	273	1429	1705	1034
Stage 1	-	-	-	-	-	-	620	620	-	1082	1082	-
Stage 2	-	-	-	-	-	-	1143	1084	-	347	623	-
Critical Hdwy	4.1	-	-	4.175	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2475	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	679	-	-	1001	-	-	60	93	731	105	92	285
Stage 1	-	-	-	-	-	-	447	483	-	266	296	-
Stage 2	-	-	-	-	-	-	246	296	-	648	481	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	679	-	-	1001	-	-	32	86	731	94	85	285
Mov Cap-2 Maneuver	-	-	-	-	-	-	32	86	-	94	85	-
Stage 1	-	-	-	-	-	-	423	457	-	252	289	-
Stage 2	-	-	-	-	-	-	138	289	-	583	455	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			21.7			40.6		
HCM LOS							C			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	254	679	-	-	1001	-	-	231
HCM Lane V/C Ratio	0.153	0.054	-	-	0.024	-	-	0.587
HCM Control Delay (s)	21.7	10.6	-	-	8.7	-	-	40.6
HCM Lane LOS	C	B	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0.1	-	-	3.3

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1020	15	0	458	8	0
Future Vol, veh/h	1020	15	0	458	8	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1133	17	0	509	9	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1150	0	1651	1142
Stage 1	-	-	-	-	1142	-
Stage 2	-	-	-	-	509	-
Critical Hdwy	-	-	4.12	-	6.54	6.22
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	5.54	-
Follow-up Hdwy	-	-	2.218	-	3.626	3.318
Pot Cap-1 Maneuver	-	-	608	-	101	244
Stage 1	-	-	-	-	288	-
Stage 2	-	-	-	-	580	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	608	-	101	244
Mov Cap-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	288	-
Stage 2	-	-	-	-	580	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		44.1	
HCM LOS	E					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	101	-	-	608	-	
HCM Lane V/C Ratio	0.088	-	-	-	-	
HCM Control Delay (s)	44.1	-	-	0	-	
HCM Lane LOS	E	-	-	A	-	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘↗	
Traffic Vol, veh/h	1023	25	3	463	31	12
Future Vol, veh/h	1023	25	3	463	31	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1112	27	3	503	34	13
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1139	0	1621	1112
Stage 1	-	-	-	-	1112	-
Stage 2	-	-	-	-	509	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	621	-	115	256
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	608	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	621	-	114	256
Mov Cap-2 Maneuver	-	-	-	-	114	-
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	605	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		45.2	
HCM LOS					E	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	135	-	-	621	-	
HCM Lane V/C Ratio	0.346	-	-	0.005	-	
HCM Control Delay (s)	45.2	-	-	10.8	-	
HCM Lane LOS	E	-	-	B	-	
HCM 95th %tile Q(veh)	1.4	-	-	0	-	

Intersection												
Int Delay, s/veh	12.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	89	951	38	20	473	1	22	6	95	2	2	60
Future Vol, veh/h	89	951	38	20	473	1	22	6	95	2	2	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	102	1093	44	23	544	1	25	7	109	2	2	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	545	0	0	1137	0	0	1923	1888	547	1345	1932	545
Stage 1	-	-	-	-	-	-	1297	1297	-	591	591	-
Stage 2	-	-	-	-	-	-	626	591	-	754	1341	-
Critical Hdwy	4.115	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2095	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1028	-	-	622	-	-	46	71	486	121	67	542
Stage 1	-	-	-	-	-	-	174	234	-	497	498	-
Stage 2	-	-	-	-	-	-	475	498	-	372	223	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1028	-	-	622	-	-	35	62	486	77	58	542
Mov Cap-2 Maneuver	-	-	-	-	-	-	35	62	-	77	58	-
Stage 1	-	-	-	-	-	-	157	211	-	448	480	-
Stage 2	-	-	-	-	-	-	397	480	-	251	201	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.4			157.9			17		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	134	1028	-	-	622	-	-	374
HCM Lane V/C Ratio	1.055	0.1	-	-	0.037	-	-	0.197
HCM Control Delay (s)	157.9	8.9	-	-	11	-	-	17
HCM Lane LOS	F	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	7.8	0.3	-	-	0.1	-	-	0.7

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	546	11	1	963	16	3
Future Vol, veh/h	546	11	1	963	16	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	593	12	1	1047	17	3

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	605	0	1648	599
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	1049	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	983	-	110	449
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	340	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	983	-	110	449
Mov Cap-2 Maneuver	-	-	-	-	110	-
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	339	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	39.4
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	125	-	-	983	-
HCM Lane V/C Ratio	0.165	-	-	0.001	-
HCM Control Delay (s)	39.4	-	-	8.7	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection						
Int Delay, s/veh	40					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	492	83	49	930	97	65
Future Vol, veh/h	492	83	49	930	97	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	593	100	59	1120	117	78
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	693	0	1831	593
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	1238	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	898	-	~ 80	491
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	265	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	898	-	~ 75	491
Mov Cap-2 Maneuver	-	-	-	-	~ 75	-
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	248	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.5		\$ 420.4	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	114	-	-	898	-	
HCM Lane V/C Ratio	1.712	-	-	0.066	-	
HCM Control Delay (s)	\$ 420.4	-	-	9.3	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	15	-	-	0.2	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	528	3	24	999	5	3	0	34	14	1	116
Future Vol, veh/h	35	528	3	24	999	5	3	0	34	14	1	116
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	39	587	3	27	1110	6	3	0	38	16	1	129
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1116	0	0	590	0	0	1897	1835	294	1539	1835	1113
Stage 1	-	-	-	-	-	-	665	665	-	1167	1167	-
Stage 2	-	-	-	-	-	-	1232	1170	-	372	668	-
Critical Hdwy	4.1	-	-	4.175	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2475	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	633	-	-	966	-	-	48	77	708	88	77	256
Stage 1	-	-	-	-	-	-	420	461	-	238	270	-
Stage 2	-	-	-	-	-	-	219	269	-	626	459	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	633	-	-	966	-	-	22	70	708	78	70	256
Mov Cap-2 Maneuver	-	-	-	-	-	-	22	70	-	78	70	-
Stage 1	-	-	-	-	-	-	394	432	-	223	262	-
Stage 2	-	-	-	-	-	-	105	261	-	556	431	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			27.5			57.9		
HCM LOS							D			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	201	633	-	-	966	-	-	203				
HCM Lane V/C Ratio	0.205	0.061	-	-	0.028	-	-	0.717				
HCM Control Delay (s)	27.5	11.1	-	-	8.8	-	-	57.9				
HCM Lane LOS	D	B	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	0.7	0.2	-	-	0.1	-	-	4.6				

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1097	16	0	492	9	0
Future Vol, veh/h	1097	16	0	492	9	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1219	18	0	547	10	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1237	0	1775	1228
Stage 1	-	-	-	-	1228	-
Stage 2	-	-	-	-	547	-
Critical Hdwy	-	-	4.12	-	6.54	6.22
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	5.54	-
Follow-up Hdwy	-	-	2.218	-	3.626	3.318
Pot Cap-1 Maneuver	-	-	563	-	85	217
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	556	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	563	-	85	217
Mov Cap-2 Maneuver	-	-	-	-	85	-
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	556	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		52.9	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	85	-	-	563	-	
HCM Lane V/C Ratio	0.118	-	-	-	-	
HCM Control Delay (s)	52.9	-	-	0	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1100	27	3	498	33	13
Future Vol, veh/h	1100	27	3	498	33	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1196	29	3	541	36	14
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1225	0	1743	1196
Stage 1	-	-	-	-	1196	-
Stage 2	-	-	-	-	547	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	576	-	96	229
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	584	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	576	-	96	229
Mov Cap-2 Maneuver	-	-	-	-	96	-
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	581	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		58.5	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	115	-	-	576	-	
HCM Lane V/C Ratio	0.435	-	-	0.006	-	
HCM Control Delay (s)	58.5	-	-	11.3	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	1.9	-	-	0	-	

Intersection												
Int Delay, s/veh	25											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	1023	41	22	508	1	24	7	103	2	2	65
Future Vol, veh/h	96	1023	41	22	508	1	24	7	103	2	2	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	110	1176	47	25	584	1	28	8	118	2	2	75

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	585	0	0	1223	0	0	2069	2031	588	1447	2078	585
Stage 1	-	-	-	-	-	-	1396	1396	-	635	635	-
Stage 2	-	-	-	-	-	-	673	635	-	812	1443	-
Critical Hdwy	4.115	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2095	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	994	-	-	577	-	-	36	58	457	102	54	515
Stage 1	-	-	-	-	-	-	151	210	-	470	476	-
Stage 2	-	-	-	-	-	-	448	476	-	343	199	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	994	-	-	577	-	-	~ 26	49	457	59	46	515
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 26	49	-	59	46	-
Stage 1	-	-	-	-	-	-	134	187	-	418	456	-
Stage 2	-	-	-	-	-	-	365	456	-	216	177	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.5	\$ 334.3	18.8
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	104	994	-	-	577	-	-	339
HCM Lane V/C Ratio	1.481	0.111	-	-	0.044	-	-	0.234
HCM Control Delay (s)	\$ 334.3	9.1	-	-	11.5	-	-	18.8
HCM Lane LOS	F	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	11.3	0.4	-	-	0.1	-	-	0.9

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	589	12	1	1039	17	4
Future Vol, veh/h	589	12	1	1039	17	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	640	13	1	1129	18	4

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	653	0	1778	647
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	1131	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	943	-	92	420
Stage 1	-	-	-	-	525	-
Stage 2	-	-	-	-	311	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	943	-	92	420
Mov Cap-2 Maneuver	-	-	-	-	92	-
Stage 1	-	-	-	-	525	-
Stage 2	-	-	-	-	310	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	47.1
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	108	-	-	943	-
HCM Lane V/C Ratio	0.211	-	-	0.001	-
HCM Control Delay (s)	47.1	-	-	8.8	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection						
Int Delay, s/veh	65.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	531	90	53	1004	105	70
Future Vol, veh/h	531	90	53	1004	105	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	640	108	64	1210	127	84
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	748	0	1978	640
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	1338	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	856	-	~ 65	461
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	236	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	856	-	~ 60	461
Mov Cap-2 Maneuver	-	-	-	-	~ 60	-
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	218	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.5		\$ 688.1	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	92	-	-	856	-	
HCM Lane V/C Ratio	2.292	-	-	0.075	-	
HCM Control Delay (s)	\$ 688.1	-	-	9.5	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	19	-	-	0.2	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	8.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	569	4	26	1077	5	4	0	37	15	1	125
Future Vol, veh/h	38	569	4	26	1077	5	4	0	37	15	1	125
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	42	632	4	29	1197	6	4	0	41	17	1	139

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1203	0	0	636	0	0	2044	1977	316	1658	1978	1200
Stage 1	-	-	-	-	-	-	716	716	-	1258	1258	-
Stage 2	-	-	-	-	-	-	1328	1261	-	400	720	-
Critical Hdwy	4.1	-	-	4.175	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2475	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	587	-	-	928	-	-	38	63	686	72	63	228
Stage 1	-	-	-	-	-	-	392	437	-	212	245	-
Stage 2	-	-	-	-	-	-	193	244	-	603	435	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	587	-	-	928	-	-	13	57	686	62	57	228
Mov Cap-2 Maneuver	-	-	-	-	-	-	13	57	-	62	57	-
Stage 1	-	-	-	-	-	-	364	406	-	197	237	-
Stage 2	-	-	-	-	-	-	73	236	-	526	404	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	56.9	96
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	113	587	-	-	928	-	-	175
HCM Lane V/C Ratio	0.403	0.072	-	-	0.031	-	-	0.895
HCM Control Delay (s)	56.9	11.6	-	-	9	-	-	96
HCM Lane LOS	F	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	1.7	0.2	-	-	0.1	-	-	6.6

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1183	17	0	531	10	0
Future Vol, veh/h	1183	17	0	531	10	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1314	19	0	590	11	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1333	0	1914	1324
Stage 1	-	-	-	-	1324	-
Stage 2	-	-	-	-	590	-
Critical Hdwy	-	-	4.12	-	6.54	6.22
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	5.54	-
Follow-up Hdwy	-	-	2.218	-	3.626	3.318
Pot Cap-1 Maneuver	-	-	518	-	69	191
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	531	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	518	-	69	191
Mov Cap-2 Maneuver	-	-	-	-	69	-
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	531	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		66.9	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	69	-	-	518	-	
HCM Lane V/C Ratio	0.161	-	-	-	-	
HCM Control Delay (s)	66.9	-	-	0	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1187	30	4	538	36	14
Future Vol, veh/h	1187	30	4	538	36	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1290	33	4	585	39	15
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1323	0	1883	1290
Stage 1	-	-	-	-	1290	-
Stage 2	-	-	-	-	593	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	529	-	79	202
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	556	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	529	-	78	202
Mov Cap-2 Maneuver	-	-	-	-	78	-
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	552	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		86.1	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	94	-	-	529	-	
HCM Lane V/C Ratio	0.578	-	-	0.008	-	
HCM Control Delay (s)	86.1	-	-	11.9	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	2.7	-	-	0	-	

Intersection												
Int Delay, s/veh	45.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	103	1103	44	23	549	1	26	7	111	2	2	70
Future Vol, veh/h	103	1103	44	23	549	1	26	7	111	2	2	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	118	1268	51	26	631	1	30	8	128	2	2	80
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	632	0	0	1319	0	0	2229	2188	634	1558	2239	632
Stage 1	-	-	-	-	-	-	1504	1504	-	684	684	-
Stage 2	-	-	-	-	-	-	725	684	-	874	1555	-
Critical Hdwy	4.115	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2095	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	955	-	-	531	-	-	~ 27	46	427	85	43	484
Stage 1	-	-	-	-	-	-	130	186	-	442	452	-
Stage 2	-	-	-	-	-	-	420	452	-	315	176	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	955	-	-	531	-	-	~ 19	38	427	44	36	484
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 19	38	-	44	36	-
Stage 1	-	-	-	-	-	-	114	163	-	387	430	-
Stage 2	-	-	-	-	-	-	331	430	-	184	154	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.5			\$ 619			21.6		
HCM LOS							F			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	79	955	-	-	531	-	-	301				
HCM Lane V/C Ratio	2.095	0.124	-	-	0.05	-	-	0.283				
HCM Control Delay (s)	\$ 619	9.3	-	-	12.1	-	-	21.6				
HCM Lane LOS	F	A	-	-	B	-	-	C				
HCM 95th %tile Q(veh)	15	0.4	-	-	0.2	-	-	1.1				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

APPENDIX K

CAPACITY ANALYSIS REPORTS - BUILD CONDITIONS



Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	693	11	1	958	15	3
Future Vol, veh/h	693	11	1	958	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	753	12	1	1041	16	3

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	765	0	1802	759
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	1043	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	857	-	89	360
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	342	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	857	-	89	360
Mov Cap-2 Maneuver	-	-	-	-	89	-
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	341	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	48.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	102	-	-	857	-
HCM Lane V/C Ratio	0.192	-	-	0.001	-
HCM Control Delay (s)	48.5	-	-	9.2	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection						
Int Delay, s/veh	61.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘↗	
Traffic Vol, veh/h	516	77	82	1039	90	72
Future Vol, veh/h	516	77	82	1039	90	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	622	93	99	1252	108	87
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	715	0	2072	622
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	1450	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	881	-	~ 57	472
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	208	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	881	-	~ 51	472
Mov Cap-2 Maneuver	-	-	-	-	~ 51	-
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	185	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		\$ 711	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	84	-	-	881	-	
HCM Lane V/C Ratio	2.324	-	-	0.112	-	
HCM Control Delay (s)	\$ 711	-	-	9.6	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	18	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	546	3	28	1095	6	3	0	34	14	1	108
Future Vol, veh/h	33	546	3	28	1095	6	3	0	34	14	1	108
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	37	607	3	31	1217	7	3	0	38	16	1	120
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1224	0	0	610	0	0	2024	1967	304	1661	1967	1221
Stage 1	-	-	-	-	-	-	681	681	-	1283	1283	-
Stage 2	-	-	-	-	-	-	1343	1286	-	378	684	-
Critical Hdwy	4.1	-	-	4.175	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2475	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	577	-	-	949	-	-	39	64	698	71	64	221
Stage 1	-	-	-	-	-	-	411	453	-	205	238	-
Stage 2	-	-	-	-	-	-	189	237	-	621	452	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	577	-	-	949	-	-	16	58	698	62	58	221
Mov Cap-2 Maneuver	-	-	-	-	-	-	16	58	-	62	58	-
Stage 1	-	-	-	-	-	-	385	424	-	192	230	-
Stage 2	-	-	-	-	-	-	83	229	-	550	423	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			35.9			82.5		
HCM LOS							E			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	157	577	-	-	949	-	-	168				
HCM Lane V/C Ratio	0.262	0.064	-	-	0.033	-	-	0.813				
HCM Control Delay (s)	35.9	11.7	-	-	8.9	-	-	82.5				
HCM Lane LOS	E	B	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	1	0.2	-	-	0.1	-	-	5.5				

Intersection						
Int Delay, s/veh	210.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	518	70	62	911	210	185
Future Vol, veh/h	518	70	62	911	210	185
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	563	76	67	990	228	201
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	639	0	1725	601
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	1124	-
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	-	-	945	-	~ 98	500
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	310	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	945	-	~ 83	500
Mov Cap-2 Maneuver	-	-	-	-	~ 83	-
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	261	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		\$ 1039.4	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	136	-	-	945	-	
HCM Lane V/C Ratio	3.157	-	-	0.071	-	
HCM Control Delay (s)	\$ 1039.4	-	-	9.1	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	40.6	-	-	0.2	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1144	15	0	666	8	0
Future Vol, veh/h	1144	15	0	666	8	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1271	17	0	740	9	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1288
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	538
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	538
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	76.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	59	-	-	538	-
HCM Lane V/C Ratio	0.151	-	-	-	-
HCM Control Delay (s)	76.6	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection						
Int Delay, s/veh	5.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘↗	
Traffic Vol, veh/h	1219	25	27	580	31	52
Future Vol, veh/h	1219	25	27	580	31	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1325	27	29	630	34	57
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1352	0	2013	1325
Stage 1	-	-	-	-	1325	-
Stage 2	-	-	-	-	688	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	516	-	65	192
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	503	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	516	-	61	192
Mov Cap-2 Maneuver	-	-	-	-	61	-
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	475	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		121.7	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	107	-	-	516	-	
HCM Lane V/C Ratio	0.843	-	-	0.057	-	
HCM Control Delay (s)	121.7	-	-	12.4	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	4.9	-	-	0.2	-	

Intersection												
Int Delay, s/veh	34.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	89	1138	38	24	584	3	22	6	102	4	2	60
Future Vol, veh/h	89	1138	38	24	584	3	22	6	102	4	2	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	102	1308	44	28	671	3	25	7	117	5	2	69
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	674	0	0	1352	0	0	2276	2242	654	1591	2285	673
Stage 1	-	-	-	-	-	-	1512	1512	-	729	729	-
Stage 2	-	-	-	-	-	-	764	730	-	862	1556	-
Critical Hdwy	4.115	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2095	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	921	-	-	516	-	-	~ 25	43	414	80	40	459
Stage 1	-	-	-	-	-	-	128	184	-	417	431	-
Stage 2	-	-	-	-	-	-	399	431	-	320	176	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	921	-	-	516	-	-	~ 18	36	414	43	34	459
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 18	36	-	43	34	-
Stage 1	-	-	-	-	-	-	114	164	-	371	408	-
Stage 2	-	-	-	-	-	-	319	408	-	195	156	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.5			\$ 532.3			27.6		
HCM LOS							F			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	79	921	-	-	516	-	-	234				
HCM Lane V/C Ratio	1.891	0.111	-	-	0.053	-	-	0.324				
HCM Control Delay (s)	\$ 532.3	9.4	-	-	12.4	-	-	27.6				
HCM Lane LOS	F	A	-	-	B	-	-	D				
HCM 95th %tile Q(veh)	13.1	0.4	-	-	0.2	-	-	1.3				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined					*: All major volume in platoon			

Intersection						
Int Delay, s/veh	478.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1035	236	208	466	141	124
Future Vol, veh/h	1035	236	208	466	141	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1125	257	226	507	153	135
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	1382	0	2213	1254
Stage 1	-	-	-	-	1254	-
Stage 2	-	-	-	-	959	-
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	-	-	496	-	~ 48	210
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	372	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	496	-	~ 18	210
Mov Cap-2 Maneuver	-	-	-	-	~ 18	-
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	~ 136	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	5.6		\$ 3978.3		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	31	-	-	496	-	
HCM Lane V/C Ratio	9.292	-	-	0.456	-	
HCM Control Delay (s)	\$ 3978.3	-	-	18.2	0	
HCM Lane LOS	F	-	-	C	A	
HCM 95th %tile Q(veh)	35.2	-	-	2.3	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	779	11	1	1043	16	3
Future Vol, veh/h	779	11	1	1043	16	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	847	12	1	1134	17	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	1989	853
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	1136	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	791	-	68	317
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	309	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	791	-	68	317
Mov Cap-2 Maneuver	-	-	-	-	68	-
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	308	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		67	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	78	-	-	791	-	
HCM Lane V/C Ratio	0.265	-	-	0.001	-	
HCM Control Delay (s)	67	-	-	9.6	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	1	-	-	0	-	

Intersection						
Int Delay, s/veh	111					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	567	83	94	1150	97	80
Future Vol, veh/h	567	83	94	1150	97	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	683	100	113	1386	117	96
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	783	0	2295	683
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	1612	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	831	-	~ 41	436
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	173	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	831	-	~ 35	436
Mov Cap-2 Maneuver	-	-	-	-	~ 35	-
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	149	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 1292.6	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	60	-	-	831	-	
HCM Lane V/C Ratio	3.554	-	-	0.136	-	
HCM Control Delay (s)	\$ 1292.6	-	-	10	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	22.7	-	-	0.5	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	12.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	599	3	32	1208	8	3	0	37	15	1	116
Future Vol, veh/h	35	599	3	32	1208	8	3	0	37	15	1	116
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	39	666	3	36	1342	9	3	0	41	17	1	129
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1351	0	0	669	0	0	2228	2167	333	1830	2166	1347
Stage 1	-	-	-	-	-	-	744	744	-	1419	1419	-
Stage 2	-	-	-	-	-	-	1484	1423	-	411	747	-
Critical Hdwy	4.1	-	-	4.175	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2475	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	516	-	-	902	-	-	27	48	669	54	48	187
Stage 1	-	-	-	-	-	-	377	424	-	171	205	-
Stage 2	-	-	-	-	-	-	157	204	-	594	423	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	516	-	-	902	-	-	8	43	669	46	43	187
Mov Cap-2 Maneuver	-	-	-	-	-	-	8	43	-	46	43	-
Stage 1	-	-	-	-	-	-	348	392	-	158	197	-
Stage 2	-	-	-	-	-	-	47	196	-	515	391	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			75			163.8		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	93	516	-	-	902	-	-	136				
HCM Lane V/C Ratio	0.478	0.075	-	-	0.039	-	-	1.078				
HCM Control Delay (s)	75	12.5	-	-	9.2	-	-	163.8				
HCM Lane LOS	F	B	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	2.1	0.2	-	-	0.1	-	-	8.1				

Intersection						
Int Delay, s/veh	468.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	557	90	80	979	265	233
Future Vol, veh/h	557	90	80	979	265	233
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	605	98	87	1064	288	253
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	703	0	1892	654
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	1238	-
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	-	-	895	-	~ 77	467
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	~ 274	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	895	-	~ 59	467
Mov Cap-2 Maneuver	-	-	-	-	~ 59	-
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	~ 209	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.7		\$ 2070.1		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	100	-	-	895	-	
HCM Lane V/C Ratio	5.413	-	-	0.097	-	
HCM Control Delay (s)	\$ 2070.1	-	-	9.5	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	58.6	-	-	0.3	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1251	16	0	745	9	0
Future Vol, veh/h	1251	16	0	745	9	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1390	18	0	828	10	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1408
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	485
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	485
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	109.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	44	-	-	485	-
HCM Lane V/C Ratio	0.227	-	-	-	-
HCM Control Delay (s)	109.4	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection						
Int Delay, s/veh	11.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1339	27	33	644	33	62
Future Vol, veh/h	1339	27	33	644	33	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1455	29	36	700	36	67
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1484	0	2227	1455
Stage 1	-	-	-	-	1455	-
Stage 2	-	-	-	-	772	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	459	-	48	161
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	459	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	459	-	44	161
Mov Cap-2 Maneuver	-	-	-	-	44	-
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	423	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		261.8	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	84	-	-	459	-	
HCM Lane V/C Ratio	1.229	-	-	0.078	-	
HCM Control Delay (s)	261.8	-	-	13.5	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	7.5	-	-	0.3	-	

Intersection												
Int Delay, s/veh	73.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	1250	41	27	647	3	24	7	112	5	2	65
Future Vol, veh/h	96	1250	41	27	647	3	24	7	112	5	2	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	110	1437	47	31	744	3	28	8	129	6	2	75
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	747	0	0	1484	0	0	2503	2466	719	1751	2512	746
Stage 1	-	-	-	-	-	-	1657	1657	-	808	808	-
Stage 2	-	-	-	-	-	-	846	809	-	943	1704	-
Critical Hdwy	4.115	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2095	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	865	-	-	459	-	-	~ 17	31	375	61	29	417
Stage 1	-	-	-	-	-	-	104	157	-	378	397	-
Stage 2	-	-	-	-	-	-	360	396	-	286	149	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	865	-	-	459	-	-	~ 11	25	375	26	24	417
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 11	25	-	26	24	-
Stage 1	-	-	-	-	-	-	91	137	-	330	370	-
Stage 2	-	-	-	-	-	-	274	369	-	154	130	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.5			\$ 1139.1			46.1		
HCM LOS							F			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	52	865	-	-	459	-	-	167				
HCM Lane V/C Ratio	3.161	0.128	-	-	0.068	-	-	0.496				
HCM Control Delay (s)	\$ 1139.1	9.8	-	-	13.4	-	-	46.1				
HCM Lane LOS	F	A	-	-	B	-	-	E				
HCM 95th %tile Q(veh)	17.6	0.4	-	-	0.2	-	-	2.4				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

HCM 6th TWSC
4: Driveway #1 & Old Cornelia Highway

2030 - Phase 2 Build Conditions
PM Peak Hour

Intersection						
Int Delay, s/veh	3675					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1113	288	253	501	176	154
Future Vol, veh/h	1113	288	253	501	176	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1210	313	275	545	191	167
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1523	0	2462	1367
Stage 1	-	-	-	-	1367	-
Stage 2	-	-	-	-	1095	-
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	-	-	438	-	~ 34	180
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	321	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	438	-	~ 3	180
Mov Cap-2 Maneuver	-	-	-	-	~ 3	-
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	~ 32	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	8.8		\$ 27653.9		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	6	-	-	438	-	
HCM Lane V/C Ratio	59.783	-	-	0.628	-	
HCM Control Delay (s)	\$ 27653.9	-	-	26.1	0	
HCM Lane LOS	F	-	-	D	A	
HCM 95th %tile Q(veh)	47	-	-	4.2	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	879	12	1	1137	17	4
Future Vol, veh/h	879	12	1	1137	17	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	955	13	1	1236	18	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	968
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	720
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	720
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	100.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	59	-	-	720	-
HCM Lane V/C Ratio	0.387	-	-	0.002	-
HCM Control Delay (s)	100.3	-	-	10	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	1.4	-	-	0	-

Intersection						
Int Delay, s/veh	195.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	623	90	109	1277	105	89
Future Vol, veh/h	623	90	109	1277	105	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	751	108	131	1539	127	107
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	859	0	2552	751
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	1801	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	778	-	~ 28	398
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	139	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	778	-	~ 23	398
Mov Cap-2 Maneuver	-	-	-	-	~ 23	-
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	~ 116	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.8		\$ 2309.8		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	41	-	-	778	-	
HCM Lane V/C Ratio	5.701	-	-	0.169	-	
HCM Control Delay (s)	\$ 2309.8	-	-	10.6	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	27.3	-	-	0.6	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	40.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	657	4	36	1337	8	4	0	40	16	1	125
Future Vol, veh/h	38	657	4	36	1337	8	4	0	40	16	1	125
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	42	730	4	40	1486	9	4	0	44	18	1	139
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1495	0	0	734	0	0	2455	2389	365	2020	2389	1491
Stage 1	-	-	-	-	-	-	814	814	-	1571	1571	-
Stage 2	-	-	-	-	-	-	1641	1575	-	449	818	-
Critical Hdwy	4.1	-	-	4.175	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2475	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	455	-	-	852	-	-	19	34	638	39	34	153
Stage 1	-	-	-	-	-	-	342	394	-	140	173	-
Stage 2	-	-	-	-	-	-	128	172	-	564	393	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	455	-	-	852	-	-	~ 2	29	638	33	29	153
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	29	-	33	29	-
Stage 1	-	-	-	-	-	-	311	358	-	127	165	-
Stage 2	-	-	-	-	-	-	11	164	-	476	357	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			\$ 993.8			\$ 335.5		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	21	455	-	-	852	-	-	106				
HCM Lane V/C Ratio	2.328	0.093	-	-	0.047	-	-	1.488				
HCM Control Delay (s)	\$ 993.8	13.7	-	-	9.4	-	-	\$ 335.5				
HCM Lane LOS	F	B	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	6.4	0.3	-	-	0.1	-	-	11.6				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection						
Int Delay, s/veh	1322.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	601	111	98	1156	329	290
Future Vol, veh/h	601	111	98	1156	329	290
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	653	121	107	1257	358	315
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	774	0	2185	714
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	1471	-
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	-	-	842	-	~ 50	431
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	~ 211	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	842	-	~ 29	431
Mov Cap-2 Maneuver	-	-	-	-	~ 29	-
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	~ 122	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 5520.8	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	52	-	-	842	-	
HCM Lane V/C Ratio	12.939	-	-	0.127	-	
HCM Control Delay (s)	\$ 5520.8	-	-	9.9	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	80.7	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1375	17	0	851	10	0
Future Vol, veh/h	1375	17	0	851	10	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1528	19	0	946	11	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1547
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	429
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	429
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	183.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	30	-	-	429	-
HCM Lane V/C Ratio	0.37	-	-	-	-
HCM Control Delay (s)	183.5	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	1.2	-	-	0	-

Intersection						
Int Delay, s/veh	28.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	1488	30	41	719	36	76
Future Vol, veh/h	1488	30	41	719	36	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1617	33	45	782	39	83
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1650	0	2489	1617
Stage 1	-	-	-	-	1617	-
Stage 2	-	-	-	-	872	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	397	-	~ 33	129
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	412	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	397	-	~ 29	129
Mov Cap-2 Maneuver	-	-	-	-	~ 29	-
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	365	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 609.3	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	61	-	-	397	-	
HCM Lane V/C Ratio	1.996	-	-	0.112	-	
HCM Control Delay (s)	\$ 609.3	-	-	15.2	-	
HCM Lane LOS	F	-	-	C	-	
HCM 95th %tile Q(veh)	11.5	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th TWSC
3: Shell Gas Station/Oconee Circle & Old Cornelia Highway

2035 - Phase 3 Build Conditions
PM Peak Hour

Intersection												
Int Delay, s/veh	156.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	103	1390	44	30	721	3	26	7	122	5	2	70
Future Vol, veh/h	103	1390	44	30	721	3	26	7	122	5	2	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	118	1598	51	34	829	3	30	8	140	6	2	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	832	0	0	1649	0	0	2774	2734	799	1938	2784	831
Stage 1	-	-	-	-	-	-	1834	1834	-	899	899	-
Stage 2	-	-	-	-	-	-	940	900	-	1039	1885	-
Critical Hdwy	4.115	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2095	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	804	-	-	397	-	-	~ 11	21	333	45	19	373
Stage 1	-	-	-	-	-	-	80	128	-	336	360	-
Stage 2	-	-	-	-	-	-	319	360	-	250	121	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	804	-	-	397	-	-	~ 6	16	333	13	15	373
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 6	16	-	13	15	-
Stage 1	-	-	-	-	-	-	68	109	-	287	329	-
Stage 2	-	-	-	-	-	-	227	329	-	114	103	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.6	\$ 2483.4	113.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	30	804	-	-	397	-	-	109
HCM Lane V/C Ratio	5.939	0.147	-	-	0.087	-	-	0.812
HCM Control Delay (s)	\$ 2483.4	10.2	-	-	14.9	-	-	113.4
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	21.6	0.5	-	-	0.3	-	-	4.6

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	146.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1201	363	320	541	218	192
Future Vol, veh/h	1201	363	320	541	218	192
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1305	395	348	588	237	209
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	1700	0	2787	1503
Stage 1	-	-	-	-	1503	-
Stage 2	-	-	-	-	1284	-
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	-	-	374	-	~ 21	~ 149
Stage 1	-	-	-	-	~ 203	-
Stage 2	-	-	-	-	260	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	374	-	0	~ 149
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	~ 203	-
Stage 2	-	-	-	-	0	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	23.9		\$ 960		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	149	-	-	374	-	
HCM Lane V/C Ratio	2.991	-	-	0.93	-	
HCM Control Delay (s)	\$ 960	-	-	64.3	0	
HCM Lane LOS	F	-	-	F	A	
HCM 95th %tile Q(veh)	41.1	-	-	9.9	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

APPENDIX L

CAPACITY ANALYSIS REPORTS - WIDENING CONDITIONS



NO-BUILD

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	508	11	1	896	15	3
Future Vol, veh/h	508	11	1	896	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	552	12	1	974	16	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	564	0	1047	282
Stage 1	-	-	-	-	558	-
Stage 2	-	-	-	-	489	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	1018	-	227	630
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	588	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1018	-	227	630
Mov Cap-2 Maneuver	-	-	-	-	227	-
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	587	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		20.4	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	254	-	-	1018	-	
HCM Lane V/C Ratio	0.077	-	-	0.001	-	
HCM Control Delay (s)	20.4	-	-	8.5	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection						
Int Delay, s/veh	5.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑	↘↗	
Traffic Vol, veh/h	458	77	46	865	90	60
Future Vol, veh/h	458	77	46	865	90	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	552	93	55	1042	108	72
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	645	0	1183	276
Stage 1	-	-	-	-	552	-
Stage 2	-	-	-	-	631	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	929	-	172	698
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	474	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	929	-	162	698
Mov Cap-2 Maneuver	-	-	-	-	162	-
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	446	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.5		58.4	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	234	-	-	929	-	
HCM Lane V/C Ratio	0.772	-	-	0.06	-	
HCM Control Delay (s)	58.4	-	-	9.1	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	5.5	-	-	0.2	-	

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	491	3	22	929	4	3	0	32	13	1	108
Future Vol, veh/h	33	491	3	22	929	4	3	0	32	13	1	108
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	37	546	3	24	1032	4	3	0	36	14	1	120
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1036	0	0	549	0	0	1185	1704	273	1429	1705	518
Stage 1	-	-	-	-	-	-	620	620	-	1082	1082	-
Stage 2	-	-	-	-	-	-	565	1084	-	347	623	-
Critical Hdwy	4.1	-	-	4.2	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.25	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	679	-	-	996	-	-	147	93	731	97	92	508
Stage 1	-	-	-	-	-	-	447	483	-	236	296	-
Stage 2	-	-	-	-	-	-	482	296	-	648	481	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	679	-	-	996	-	-	105	86	731	87	85	508
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	86	-	87	85	-
Stage 1	-	-	-	-	-	-	423	457	-	223	289	-
Stage 2	-	-	-	-	-	-	358	289	-	583	455	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			13.1			23.7		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	484	679	-	-	996	-	-	326				
HCM Lane V/C Ratio	0.08	0.054	-	-	0.025	-	-	0.416				
HCM Control Delay (s)	13.1	10.6	-	-	8.7	-	-	23.7				
HCM Lane LOS	B	B	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-	-	2				

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1020	15	0	458	8	0
Future Vol, veh/h	1020	15	0	458	8	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1133	17	0	509	9	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1150	0	1397	575
Stage 1	-	-	-	-	1142	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	-	-	4.14	-	7.08	6.94
Critical Hdwy Stg 1	-	-	-	-	6.08	-
Critical Hdwy Stg 2	-	-	-	-	6.08	-
Follow-up Hdwy	-	-	2.22	-	3.64	3.32
Pot Cap-1 Maneuver	-	-	603	-	118	461
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	729	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	603	-	118	461
Mov Cap-2 Maneuver	-	-	-	-	118	-
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	729	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	38
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	118	-	-	603	-
HCM Lane V/C Ratio	0.075	-	-	-	-
HCM Control Delay (s)	38	-	-	0	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↘	
Traffic Vol, veh/h	1023	25	3	463	31	12
Future Vol, veh/h	1023	25	3	463	31	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1112	27	3	503	34	13
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1139	0	1370	556
Stage 1	-	-	-	-	1112	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	621	-	140	480
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	767	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	621	-	139	480
Mov Cap-2 Maneuver	-	-	-	-	139	-
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	763	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		33.3	
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	173	-	-	621	-	
HCM Lane V/C Ratio	0.27	-	-	0.005	-	
HCM Control Delay (s)	33.3	-	-	10.8	-	
HCM Lane LOS	D	-	-	B	-	
HCM 95th %tile Q(veh)	1	-	-	0	-	

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	89	951	38	20	473	1	22	6	95	2	2	60
Future Vol, veh/h	89	951	38	20	473	1	22	6	95	2	2	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	102	1093	44	23	544	1	25	7	109	2	2	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	545	0	0	1137	0	0	1616	1888	547	1345	1932	273
Stage 1	-	-	-	-	-	-	1297	1297	-	591	591	-
Stage 2	-	-	-	-	-	-	319	591	-	754	1341	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.21	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1027	-	-	622	-	-	70	71	486	112	67	731
Stage 1	-	-	-	-	-	-	174	234	-	465	498	-
Stage 2	-	-	-	-	-	-	673	498	-	372	223	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1027	-	-	622	-	-	55	62	486	71	58	731
Mov Cap-2 Maneuver	-	-	-	-	-	-	55	62	-	71	58	-
Stage 1	-	-	-	-	-	-	157	211	-	419	480	-
Stage 2	-	-	-	-	-	-	584	480	-	251	201	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.4			75.7			14.8		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	178	1027	-	-	622	-	-	442
HCM Lane V/C Ratio	0.794	0.1	-	-	0.037	-	-	0.166
HCM Control Delay (s)	75.7	8.9	-	-	11	-	-	14.8
HCM Lane LOS	F	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	5.3	0.3	-	-	0.1	-	-	0.6

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	546	11	1	963	16	3
Future Vol, veh/h	546	11	1	963	16	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	593	12	1	1047	17	3

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	605	0	1125	303
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	526	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	983	-	202	609
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	563	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	983	-	202	609
Mov Cap-2 Maneuver	-	-	-	-	202	-
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	562	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	22.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	226	-	-	983	-
HCM Lane V/C Ratio	0.091	-	-	0.001	-
HCM Control Delay (s)	22.5	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection						
Int Delay, s/veh	9.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑	↘↗	
Traffic Vol, veh/h	492	83	49	930	97	65
Future Vol, veh/h	492	83	49	930	97	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	593	100	59	1120	117	78
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	693	0	1271	297
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	678	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	891	-	150	676
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	447	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	891	-	140	676
Mov Cap-2 Maneuver	-	-	-	-	140	-
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	417	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.5		99.2	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1		EBT	EBR	WBL	WBT
Capacity (veh/h)	205		-	-	891	-
HCM Lane V/C Ratio	0.952		-	-	0.066	-
HCM Control Delay (s)	99.2		-	-	9.3	-
HCM Lane LOS	F		-	-	A	-
HCM 95th %tile Q(veh)	8		-	-	0.2	-

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	528	3	24	999	5	3	0	34	14	1	116
Future Vol, veh/h	35	528	3	24	999	5	3	0	34	14	1	116
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	39	587	3	27	1110	6	3	0	38	16	1	129

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1116	0	0	590	0	0	1275	1835	294	1539	1835	558
Stage 1	-	-	-	-	-	-	665	665	-	1167	1167	-
Stage 2	-	-	-	-	-	-	610	1170	-	372	668	-
Critical Hdwy	4.1	-	-	4.2	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.25	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	633	-	-	961	-	-	126	77	708	80	77	478
Stage 1	-	-	-	-	-	-	420	461	-	209	270	-
Stage 2	-	-	-	-	-	-	453	269	-	626	459	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	633	-	-	961	-	-	85	70	708	71	70	478
Mov Cap-2 Maneuver	-	-	-	-	-	-	85	70	-	71	70	-
Stage 1	-	-	-	-	-	-	394	432	-	196	262	-
Stage 2	-	-	-	-	-	-	320	261	-	556	431	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			13.9			29.6		
HCM LOS							B			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	444	633	-	-	961	-	-	288
HCM Lane V/C Ratio	0.093	0.061	-	-	0.028	-	-	0.505
HCM Control Delay (s)	13.9	11.1	-	-	8.9	-	-	29.6
HCM Lane LOS	B	B	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-	-	2.7

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1097	16	0	492	9	0
Future Vol, veh/h	1097	16	0	492	9	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1219	18	0	547	10	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1237	0	1502	619
Stage 1	-	-	-	-	1228	-
Stage 2	-	-	-	-	274	-
Critical Hdwy	-	-	4.14	-	7.08	6.94
Critical Hdwy Stg 1	-	-	-	-	6.08	-
Critical Hdwy Stg 2	-	-	-	-	6.08	-
Follow-up Hdwy	-	-	2.22	-	3.64	3.32
Pot Cap-1 Maneuver	-	-	559	-	100	432
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	559	-	100	432
Mov Cap-2 Maneuver	-	-	-	-	100	-
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	713	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	45
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	100	-	-	559	-
HCM Lane V/C Ratio	0.1	-	-	-	-
HCM Control Delay (s)	45	-	-	0	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↘	
Traffic Vol, veh/h	1100	27	3	498	33	13
Future Vol, veh/h	1100	27	3	498	33	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1196	29	3	541	36	14
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1225	0	1473	598
Stage 1	-	-	-	-	1196	-
Stage 2	-	-	-	-	277	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	576	-	120	450
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	751	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	576	-	119	450
Mov Cap-2 Maneuver	-	-	-	-	119	-
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	747	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		40.6	
HCM LOS					E	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	150	-	-	576	-	
HCM Lane V/C Ratio	0.333	-	-	0.006	-	
HCM Control Delay (s)	40.6	-	-	11.3	-	
HCM Lane LOS	E	-	-	B	-	
HCM 95th %tile Q(veh)	1.4	-	-	0	-	

Intersection												
Int Delay, s/veh	12.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	1023	41	22	508	1	24	7	103	2	2	65
Future Vol, veh/h	96	1023	41	22	508	1	24	7	103	2	2	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	110	1176	47	25	584	1	28	8	118	2	2	75

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	585	0	0	1223	0	0	1739	2031	588	1447	2078	293
Stage 1	-	-	-	-	-	-	1396	1396	-	635	635	-
Stage 2	-	-	-	-	-	-	343	635	-	812	1443	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.21	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	993	-	-	577	-	-	57	58	457	94	54	709
Stage 1	-	-	-	-	-	-	151	210	-	438	476	-
Stage 2	-	-	-	-	-	-	651	476	-	343	199	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	993	-	-	577	-	-	43	49	457	54	46	709
Mov Cap-2 Maneuver	-	-	-	-	-	-	43	49	-	54	46	-
Stage 1	-	-	-	-	-	-	134	187	-	389	456	-
Stage 2	-	-	-	-	-	-	554	456	-	216	177	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.5			153.7			16.2		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	145	993	-	-	577	-	-	401
HCM Lane V/C Ratio	1.062	0.111	-	-	0.044	-	-	0.198
HCM Control Delay (s)	153.7	9.1	-	-	11.5	-	-	16.2
HCM Lane LOS	F	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	8.2	0.4	-	-	0.1	-	-	0.7

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	589	12	1	1039	17	4
Future Vol, veh/h	589	12	1	1039	17	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	640	13	1	1129	18	4

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	653	0	1214
Stage 1	-	-	-	-	647
Stage 2	-	-	-	-	567
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	943	-	177
Stage 1	-	-	-	-	489
Stage 2	-	-	-	-	537
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	943	-	176
Mov Cap-2 Maneuver	-	-	-	-	176
Stage 1	-	-	-	-	489
Stage 2	-	-	-	-	535

Approach	EB	WB	NB
HCM Control Delay, s	0	0	25
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	203	-	-	943	-
HCM Lane V/C Ratio	0.112	-	-	0.001	-
HCM Control Delay (s)	25	-	-	8.8	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	17.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑	↘↗	
Traffic Vol, veh/h	531	90	53	1004	105	70
Future Vol, veh/h	531	90	53	1004	105	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	640	108	64	1210	127	84
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	748	0	1373	320
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	733	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	850	-	129	653
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	418	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	850	- ~	119	653
Mov Cap-2 Maneuver	-	-	-	- ~	119	-
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	387	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.5		181.3	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	177	-	-	850	-	
HCM Lane V/C Ratio	1.191	-	-	0.075	-	
HCM Control Delay (s)	181.3	-	-	9.6	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	11.3	-	-	0.2	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	569	4	26	1077	5	4	0	37	15	1	125
Future Vol, veh/h	38	569	4	26	1077	5	4	0	37	15	1	125
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	42	632	4	29	1197	6	4	0	41	17	1	139

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1203	0	0	636	0	0	1373	1977	316	1658	1978	602
Stage 1	-	-	-	-	-	-	716	716	-	1258	1258	-
Stage 2	-	-	-	-	-	-	657	1261	-	400	720	-
Critical Hdwy	4.1	-	-	4.2	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.25	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	587	-	-	923	-	-	107	63	686	65	63	448
Stage 1	-	-	-	-	-	-	392	437	-	184	245	-
Stage 2	-	-	-	-	-	-	425	244	-	603	435	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	587	-	-	923	-	-	67	57	686	56	57	448
Mov Cap-2 Maneuver	-	-	-	-	-	-	67	57	-	56	57	-
Stage 1	-	-	-	-	-	-	364	406	-	171	237	-
Stage 2	-	-	-	-	-	-	283	236	-	526	404	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	16.4	40.8
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	361	587	-	-	923	-	-	250
HCM Lane V/C Ratio	0.126	0.072	-	-	0.031	-	-	0.627
HCM Control Delay (s)	16.4	11.6	-	-	9	-	-	40.8
HCM Lane LOS	C	B	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.1	-	-	3.8

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	1183	17	0	531	10	0
Future Vol, veh/h	1183	17	0	531	10	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1314	19	0	590	11	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1333	0	1619	667
Stage 1	-	-	-	-	1324	-
Stage 2	-	-	-	-	295	-
Critical Hdwy	-	-	4.14	-	7.08	6.94
Critical Hdwy Stg 1	-	-	-	-	6.08	-
Critical Hdwy Stg 2	-	-	-	-	6.08	-
Follow-up Hdwy	-	-	2.22	-	3.64	3.32
Pot Cap-1 Maneuver	-	-	513	-	83	401
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	695	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	513	-	83	401
Mov Cap-2 Maneuver	-	-	-	-	83	-
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	695	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	55
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	83	-	-	513	-
HCM Lane V/C Ratio	0.134	-	-	-	-
HCM Control Delay (s)	55	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑	↘	
Traffic Vol, veh/h	1187	30	4	538	36	14
Future Vol, veh/h	1187	30	4	538	36	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1290	33	4	585	39	15
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1323	0	1591	645
Stage 1	-	-	-	-	1290	-
Stage 2	-	-	-	-	301	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	529	-	100	420
Stage 1	-	-	-	-	226	-
Stage 2	-	-	-	-	731	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	529	-	99	420
Mov Cap-2 Maneuver	-	-	-	-	99	-
Stage 1	-	-	-	-	226	-
Stage 2	-	-	-	-	725	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		53.7	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	126	-	-	529	-	
HCM Lane V/C Ratio	0.431	-	-	0.008	-	
HCM Control Delay (s)	53.7	-	-	11.9	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	1.9	-	-	0	-	

Intersection												
Int Delay, s/veh	22.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	103	1103	44	23	549	1	26	7	111	2	2	70
Future Vol, veh/h	103	1103	44	23	549	1	26	7	111	2	2	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	118	1268	51	26	631	1	30	8	128	2	2	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	632	0	0	1319	0	0	1873	2188	634	1558	2239	316
Stage 1	-	-	-	-	-	-	1504	1504	-	684	684	-
Stage 2	-	-	-	-	-	-	369	684	-	874	1555	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.21	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	953	-	-	531	-	-	45	46	427	78	43	686
Stage 1	-	-	-	-	-	-	130	186	-	410	452	-
Stage 2	-	-	-	-	-	-	629	452	-	315	176	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	953	-	-	531	-	-	33	38	427	40	36	686
Mov Cap-2 Maneuver	-	-	-	-	-	-	33	38	-	40	36	-
Stage 1	-	-	-	-	-	-	114	163	-	359	430	-
Stage 2	-	-	-	-	-	-	525	430	-	184	154	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.5			297.3			18.3		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	117	953	-	-	531	-	-	356
HCM Lane V/C Ratio	1.415	0.124	-	-	0.05	-	-	0.239
HCM Control Delay (s)	297.3	9.3	-	-	12.1	-	-	18.3
HCM Lane LOS	F	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	11.5	0.4	-	-	0.2	-	-	0.9

BUILD

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	693	11	1	958	15	3
Future Vol, veh/h	693	11	1	958	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	753	12	1	1041	16	3

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	765	0	1282	383
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	857	-	160	535
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	857	-	160	535
Mov Cap-2 Maneuver	-	-	-	-	160	-
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	563	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	27.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	181	-	-	857	-
HCM Lane V/C Ratio	0.108	-	-	0.001	-
HCM Control Delay (s)	27.3	-	-	9.2	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	16.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↘	
Traffic Vol, veh/h	516	77	82	1039	90	72
Future Vol, veh/h	516	77	82	1039	90	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	622	93	99	1252	108	87
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	715	0	1446	311
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	824	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	875	-	115	662
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	374	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	875	-	~ 102	662
Mov Cap-2 Maneuver	-	-	-	-	~ 102	-
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	332	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		189.3	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	163	-	-	875	-	
HCM Lane V/C Ratio	1.197	-	-	0.113	-	
HCM Control Delay (s)	189.3	-	-	9.6	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	10.8	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	546	3	28	1095	6	3	0	34	14	1	108
Future Vol, veh/h	33	546	3	28	1095	6	3	0	34	14	1	108
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	37	607	3	31	1217	7	3	0	38	16	1	120
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1224	0	0	610	0	0	1352	1967	304	1661	1967	612
Stage 1	-	-	-	-	-	-	681	681	-	1283	1283	-
Stage 2	-	-	-	-	-	-	671	1286	-	378	684	-
Critical Hdwy	4.1	-	-	4.2	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.25	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	577	-	-	945	-	-	111	64	698	65	64	441
Stage 1	-	-	-	-	-	-	411	453	-	178	238	-
Stage 2	-	-	-	-	-	-	417	237	-	621	452	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	577	-	-	945	-	-	74	58	698	57	58	441
Mov Cap-2 Maneuver	-	-	-	-	-	-	74	58	-	57	58	-
Stage 1	-	-	-	-	-	-	385	424	-	167	230	-
Stage 2	-	-	-	-	-	-	292	229	-	550	423	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			14.6			37.6		
HCM LOS							B			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	415	577	-	-	945	-	-	242				
HCM Lane V/C Ratio	0.099	0.064	-	-	0.033	-	-	0.565				
HCM Control Delay (s)	14.6	11.7	-	-	8.9	-	-	37.6				
HCM Lane LOS	B	B	-	-	A	-	-	E				
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-	-	3.1				

Intersection						
Int Delay, s/veh	92.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	518	70	62	911	210	185
Future Vol, veh/h	518	70	62	911	210	185
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	563	76	67	990	228	201
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	639	0	1230	320
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	629	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	941	-	~ 170	676
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	494	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	941	-	~ 143	676
Mov Cap-2 Maneuver	-	-	-	-	~ 143	-
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	416	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.1		\$ 453.2	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	227	-	-	941	-	
HCM Lane V/C Ratio	1.891	-	-	0.072	-	
HCM Control Delay (s)	\$ 453.2	-	-	9.1	0.6	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	30.6	-	-	0.2	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1144	15	0	666	8	0
Future Vol, veh/h	1144	15	0	666	8	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1271	17	0	740	9	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1288	0	1650	644
Stage 1	-	-	-	-	1280	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	-	-	4.14	-	7.08	6.94
Critical Hdwy Stg 1	-	-	-	-	6.08	-
Critical Hdwy Stg 2	-	-	-	-	6.08	-
Follow-up Hdwy	-	-	2.22	-	3.64	3.32
Pot Cap-1 Maneuver	-	-	534	-	79	416
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	635	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	534	-	79	416
Mov Cap-2 Maneuver	-	-	-	-	79	-
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	635	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	56.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	79	-	-	534	-
HCM Lane V/C Ratio	0.113	-	-	-	-
HCM Control Delay (s)	56.3	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	
Traffic Vol, veh/h	1219	25	27	580	31	52
Future Vol, veh/h	1219	25	27	580	31	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1325	27	29	630	34	57
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1352	0	1698	663
Stage 1	-	-	-	-	1325	-
Stage 2	-	-	-	-	373	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	516	-	85	409
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	672	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	516	-	80	409
Mov Cap-2 Maneuver	-	-	-	-	80	-
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	634	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		52.6	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	161	-	-	516	-	
HCM Lane V/C Ratio	0.56	-	-	0.057	-	
HCM Control Delay (s)	52.6	-	-	12.4	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	2.9	-	-	0.2	-	

Intersection												
Int Delay, s/veh	16.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	89	1138	38	24	584	3	22	6	102	4	2	60
Future Vol, veh/h	89	1138	38	24	584	3	22	6	102	4	2	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	102	1308	44	28	671	3	25	7	117	5	2	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	674	0	0	1352	0	0	1905	2242	654	1591	2285	337
Stage 1	-	-	-	-	-	-	1512	1512	-	729	729	-
Stage 2	-	-	-	-	-	-	393	730	-	862	1556	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.21	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	920	-	-	516	-	-	43	43	414	73	40	665
Stage 1	-	-	-	-	-	-	128	184	-	385	431	-
Stage 2	-	-	-	-	-	-	609	431	-	320	176	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	920	-	-	516	-	-	32	36	414	39	34	665
Mov Cap-2 Maneuver	-	-	-	-	-	-	32	36	-	39	34	-
Stage 1	-	-	-	-	-	-	114	164	-	342	408	-
Stage 2	-	-	-	-	-	-	513	408	-	195	156	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.5			240.3			24.2		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	118	920	-	-	516	-	-	262
HCM Lane V/C Ratio	1.266	0.111	-	-	0.053	-	-	0.29
HCM Control Delay (s)	240.3	9.4	-	-	12.4	-	-	24.2
HCM Lane LOS	F	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	9.7	0.4	-	-	0.2	-	-	1.2

Intersection						
Int Delay, s/veh	406					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	1035	236	208	466	141	124
Future Vol, veh/h	1035	236	208	466	141	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1125	257	226	507	153	135
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1382	0	1960	691
Stage 1	-	-	-	-	1254	-
Stage 2	-	-	-	-	706	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	492	-	~ 55	387
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	450	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	492	-	~ 20	387
Mov Cap-2 Maneuver	-	-	-	-	~ 20	-
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	162	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		7.8		\$ 3366	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	36	-	-	492	-	
HCM Lane V/C Ratio	8.001	-	-	0.46	-	
HCM Control Delay (s)	\$ 3366	-	-	18.4	3.1	
HCM Lane LOS	F	-	-	C	A	
HCM 95th %tile Q(veh)	34.6	-	-	2.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	779	11	1	1043	16	3
Future Vol, veh/h	779	11	1	1043	16	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	847	12	1	1134	17	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	1422	430
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	569	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	791	-	129	495
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	535	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	791	-	129	495
Mov Cap-2 Maneuver	-	-	-	-	129	-
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	533	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		33.7	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	146	-	-	791	-	
HCM Lane V/C Ratio	0.141	-	-	0.001	-	
HCM Control Delay (s)	33.7	-	-	9.6	0	
HCM Lane LOS	D	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

Intersection						
Int Delay, s/veh	33.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑	↘↗	
Traffic Vol, veh/h	567	83	94	1150	97	80
Future Vol, veh/h	567	83	94	1150	97	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	683	100	113	1386	117	96
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	783	0	1602	342
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	919	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	824	-	~ 90	631
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	333	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	824	-	~ 78	631
Mov Cap-2 Maneuver	-	-	-	-	~ 78	-
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	287	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 385.7	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	129	-	-	824	-	
HCM Lane V/C Ratio	1.653	-	-	0.137	-	
HCM Control Delay (s)	\$ 385.7	-	-	10.1	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	15.6	-	-	0.5	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	599	3	32	1208	8	3	0	37	15	1	116
Future Vol, veh/h	35	599	3	32	1208	8	3	0	37	15	1	116
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	39	666	3	36	1342	9	3	0	41	17	1	129
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1351	0	0	669	0	0	1488	2167	333	1830	2166	676
Stage 1	-	-	-	-	-	-	744	744	-	1419	1419	-
Stage 2	-	-	-	-	-	-	744	1423	-	411	747	-
Critical Hdwy	4.1	-	-	4.2	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.25	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	516	-	-	897	-	-	88	48	669	49	48	401
Stage 1	-	-	-	-	-	-	377	424	-	146	205	-
Stage 2	-	-	-	-	-	-	377	204	-	594	423	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	516	-	-	897	-	-	54	43	669	42	43	401
Mov Cap-2 Maneuver	-	-	-	-	-	-	54	43	-	42	43	-
Stage 1	-	-	-	-	-	-	348	392	-	135	197	-
Stage 2	-	-	-	-	-	-	244	196	-	515	391	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			16.4			62.9		
HCM LOS							C			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	361	516	-	-	897	-	-	197				
HCM Lane V/C Ratio	0.123	0.075	-	-	0.04	-	-	0.745				
HCM Control Delay (s)	16.4	12.5	-	-	9.2	-	-	62.9				
HCM Lane LOS	C	B	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.1	-	-	4.9				

Intersection						
Int Delay, s/veh	226					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	557	90	80	979	265	233
Future Vol, veh/h	557	90	80	979	265	233
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	605	98	87	1064	288	253
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	703	0	1360	352
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	706	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	890	-	~ 140	644
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	450	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	890	-	~ 107	644
Mov Cap-2 Maneuver	-	-	-	-	~ 107	-
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	342	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.6		\$ 997	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	175	-	-	890	-	
HCM Lane V/C Ratio	3.093	-	-	0.098	-	
HCM Control Delay (s)	\$ 997	-	-	9.5	1	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	49.9	-	-	0.3	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1251	16	0	745	9	0
Future Vol, veh/h	1251	16	0	745	9	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1390	18	0	828	10	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1408
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	481
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	481
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	75.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	61	-	-	481	-
HCM Lane V/C Ratio	0.164	-	-	-	-
HCM Control Delay (s)	75.3	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑	↘	
Traffic Vol, veh/h	1339	27	33	644	33	62
Future Vol, veh/h	1339	27	33	644	33	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1455	29	36	700	36	67
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1484	0	1877	728
Stage 1	-	-	-	-	1455	-
Stage 2	-	-	-	-	422	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	459	-	65	370
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	635	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	459	-	60	370
Mov Cap-2 Maneuver	-	-	-	-	60	-
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	585	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		92.8	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	132	-	-	459	-	
HCM Lane V/C Ratio	0.782	-	-	0.078	-	
HCM Control Delay (s)	92.8	-	-	13.5	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	4.7	-	-	0.3	-	

Intersection												
Int Delay, s/veh	35.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	1250	41	27	647	3	24	7	112	5	2	65
Future Vol, veh/h	96	1250	41	27	647	3	24	7	112	5	2	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	110	1437	47	31	744	3	28	8	129	6	2	75
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	747	0	0	1484	0	0	2092	2466	719	1751	2512	374
Stage 1	-	-	-	-	-	-	1657	1657	-	808	808	-
Stage 2	-	-	-	-	-	-	435	809	-	943	1704	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.21	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	864	-	-	459	-	-	31	31	375	56	29	629
Stage 1	-	-	-	-	-	-	104	157	-	345	397	-
Stage 2	-	-	-	-	-	-	575	396	-	286	149	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	864	-	-	459	-	-	~ 22	25	375	24	24	629
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 22	25	-	24	24	-
Stage 1	-	-	-	-	-	-	91	137	-	301	370	-
Stage 2	-	-	-	-	-	-	470	369	-	154	130	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.5			\$ 531.3			40.3		
HCM LOS							F			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	86	864	-	-	459	-	-	182				
HCM Lane V/C Ratio	1.911	0.128	-	-	0.068	-	-	0.455				
HCM Control Delay (s)	\$ 531.3	9.8	-	-	13.4	-	-	40.3				
HCM Lane LOS	F	A	-	-	B	-	-	E				
HCM 95th %tile Q(veh)	14.2	0.4	-	-	0.2	-	-	2.1				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection						
Int Delay, s/veh	3143.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1113	288	253	501	176	154
Future Vol, veh/h	1113	288	253	501	176	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1210	313	275	545	191	167
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1523	0	2190	762
Stage 1	-	-	-	-	1367	-
Stage 2	-	-	-	-	823	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	434	-	~ 39	347
Stage 1	-	-	-	-	202	-
Stage 2	-	-	-	-	392	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	434	-	~ 4	347
Mov Cap-2 Maneuver	-	-	-	-	~ 4	-
Stage 1	-	-	-	-	202	-
Stage 2	-	-	-	-	~ 36	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		12.9		\$ 23641.2	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	7	-	-	434	-	
HCM Lane V/C Ratio	51.242	-	-	0.634	-	
HCM Control Delay (s)	\$ 23641.2	-	-	26.6	6	
HCM Lane LOS	F	-	-	D	A	
HCM 95th %tile Q(veh)	46.8	-	-	4.3	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	879	12	1	1137	17	4
Future Vol, veh/h	879	12	1	1137	17	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	955	13	1	1236	18	4

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	968	0	1582	484
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	620	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	720	-	101	454
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	504	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	720	-	101	454
Mov Cap-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	502	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	42.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	119	-	-	720	-
HCM Lane V/C Ratio	0.192	-	-	0.002	-
HCM Control Delay (s)	42.3	-	-	10	0
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection						
Int Delay, s/veh	63.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↘	
Traffic Vol, veh/h	623	90	109	1277	105	89
Future Vol, veh/h	623	90	109	1277	105	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	751	108	131	1539	127	107
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	1783	376
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	1032	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	772	-	~ 68	599
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	289	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	772	-	~ 56	599
Mov Cap-2 Maneuver	-	-	-	-	~ 56	-
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	240	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 746.5	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	96	-	-	772	-	
HCM Lane V/C Ratio	2.435	-	-	0.17	-	
HCM Control Delay (s)	\$ 746.5	-	-	10.6	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	21.3	-	-	0.6	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	9.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	657	4	36	1337	8	4	0	40	16	1	125
Future Vol, veh/h	38	657	4	36	1337	8	4	0	40	16	1	125
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
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, %	0	5	0	5	2	0	0	0	0	0	0	0
Mvmt Flow	42	730	4	40	1486	9	4	0	44	18	1	139

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1495	0	0	734	0	0	1638	2389	365	2020	2389	748
Stage 1	-	-	-	-	-	-	814	814	-	1571	1571	-
Stage 2	-	-	-	-	-	-	824	1575	-	449	818	-
Critical Hdwy	4.1	-	-	4.2	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.25	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	455	-	-	847	-	-	68	34	638	35	34	359
Stage 1	-	-	-	-	-	-	342	394	-	118	173	-
Stage 2	-	-	-	-	-	-	338	172	-	564	393	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	455	-	-	847	-	-	36	29	638	29	29	359
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	29	-	29	29	-
Stage 1	-	-	-	-	-	-	311	358	-	107	165	-
Stage 2	-	-	-	-	-	-	196	164	-	476	357	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			22.6			142.8		
HCM LOS							C			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	253	455	-	-	847	-	-	152
HCM Lane V/C Ratio	0.193	0.093	-	-	0.047	-	-	1.038
HCM Control Delay (s)	22.6	13.7	-	-	9.5	-	-	142.8
HCM Lane LOS	C	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.7	0.3	-	-	0.1	-	-	8.1

Intersection						
Int Delay, s/veh	623.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	601	111	98	1156	329	290
Future Vol, veh/h	601	111	98	1156	329	290
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	653	121	107	1257	358	315
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	774	0	1557	387
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	843	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	837	-	~ 103	611
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	382	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	837	-	~ 59	611
Mov Cap-2 Maneuver	-	-	-	-	~ 59	-
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	~ 220	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.4		\$ 2599.6	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	102	-	-	837	-	
HCM Lane V/C Ratio	6.596	-	-	0.127	-	
HCM Control Delay (s)	\$ 2599.6	-	-	9.9	1.8	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	74.7	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	1375	17	0	851	10	0
Future Vol, veh/h	1375	17	0	851	10	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1528	19	0	946	11	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1547	0	2011	774
Stage 1	-	-	-	-	1538	-
Stage 2	-	-	-	-	473	-
Critical Hdwy	-	-	4.14	-	7.08	6.94
Critical Hdwy Stg 1	-	-	-	-	6.08	-
Critical Hdwy Stg 2	-	-	-	-	6.08	-
Follow-up Hdwy	-	-	2.22	-	3.64	3.32
Pot Cap-1 Maneuver	-	-	425	-	44	341
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	560	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	425	-	44	341
Mov Cap-2 Maneuver	-	-	-	-	44	-
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	560	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		112.5	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	44	-	-	425	-	
HCM Lane V/C Ratio	0.253	-	-	-	-	
HCM Control Delay (s)	112.5	-	-	0	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	0.8	-	-	0	-	

Intersection						
Int Delay, s/veh	11.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑	↘↗	
Traffic Vol, veh/h	1488	30	41	719	36	76
Future Vol, veh/h	1488	30	41	719	36	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1617	33	45	782	39	83
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1650	0	2098	809
Stage 1	-	-	-	-	1617	-
Stage 2	-	-	-	-	481	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	397	-	46	328
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	397	-	41	328
Mov Cap-2 Maneuver	-	-	-	-	41	-
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	526	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		233.4	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	101	-	-	397	-	
HCM Lane V/C Ratio	1.205	-	-	0.112	-	
HCM Control Delay (s)	233.4	-	-	15.2	-	
HCM Lane LOS	F	-	-	C	-	
HCM 95th %tile Q(veh)	8.2	-	-	0.4	-	

Intersection												
Int Delay, s/veh	75.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	103	1390	44	30	721	3	26	7	122	5	2	70
Future Vol, veh/h	103	1390	44	30	721	3	26	7	122	5	2	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	115	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	118	1598	51	34	829	3	30	8	140	6	2	80
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	832	0	0	1649	0	0	2318	2734	799	1938	2784	416
Stage 1	-	-	-	-	-	-	1834	1834	-	899	899	-
Stage 2	-	-	-	-	-	-	484	900	-	1039	1885	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.21	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	803	-	-	397	-	-	~ 21	21	333	40	19	591
Stage 1	-	-	-	-	-	-	80	128	-	304	360	-
Stage 2	-	-	-	-	-	-	538	360	-	250	121	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	803	-	-	397	-	-	~ 13	16	333	12	15	591
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 13	16	-	12	15	-
Stage 1	-	-	-	-	-	-	68	109	-	259	329	-
Stage 2	-	-	-	-	-	-	422	329	-	114	103	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.6			\$ 1165.3			100.8		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	55	803	-	-	397	-	-	115				
HCM Lane V/C Ratio	3.239	0.147	-	-	0.087	-	-	0.77				
HCM Control Delay (s)	\$ 1165.3	10.3	-	-	14.9	-	-	100.8				
HCM Lane LOS	F	B	-	-	B	-	-	F				
HCM 95th %tile Q(veh)	18.9	0.5	-	-	0.3	-	-	4.3				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection						
Int Delay, s/veh	47.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1201	363	320	541	218	192
Future Vol, veh/h	1201	363	320	541	218	192
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1305	395	348	588	237	209
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1700	0	2493	850
Stage 1	-	-	-	-	1503	-
Stage 2	-	-	-	-	990	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	371	-	~ 24	304
Stage 1	-	-	-	-	~ 170	-
Stage 2	-	-	-	-	320	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	371	-	0	304
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	~ 170	-
Stage 2	-	-	-	-	0	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	34.1		258.8		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	304	-	-	371	-	
HCM Lane V/C Ratio	1.466	-	-	0.938	-	
HCM Control Delay (s)	258.8	-	-	66.2	15.2	
HCM Lane LOS	F	-	-	F	C	
HCM 95th %tile Q(veh)	24.5	-	-	10.1	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

APPENDIX M

CAPACITY ANALYSIS REPORTS, DRIVEWAY #1 IMPROVEMENTS



1. TURN LANE IMPROVEMENTS

WITHOUT WIDENING

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	693	11	1	958	15	3
Future Vol, veh/h	693	11	1	958	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	753	12	1	1041	16	3

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	765	0	1802	759
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	1043	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	857	-	89	360
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	342	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	857	-	89	360
Mov Cap-2 Maneuver	-	-	-	-	89	-
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	341	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	48.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	102	-	-	857	-
HCM Lane V/C Ratio	0.192	-	-	0.001	-
HCM Control Delay (s)	48.5	-	-	9.2	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection						
Int Delay, s/veh	61.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	516	77	82	1039	90	72
Future Vol, veh/h	516	77	82	1039	90	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	622	93	99	1252	108	87
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	715	0	2072	622
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	1450	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	881	-	~ 57	472
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	208	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	881	-	~ 51	472
Mov Cap-2 Maneuver	-	-	-	-	~ 51	-
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	185	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		\$ 711	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	84	-	-	881	-	
HCM Lane V/C Ratio	2.324	-	-	0.112	-	
HCM Control Delay (s)	\$ 711	-	-	9.6	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	18	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th TWSC
4: Driveway #1 & Old Cornelia Highway

2025 - Turn lane improvements
AM Peak Hour

Intersection							
Int Delay, s/veh	82.2						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑	↗	↖	↑	↖	↗	
Traffic Vol, veh/h	518	70	62	911	210	185	
Future Vol, veh/h	518	70	62	911	210	185	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	Free	-	None	-	Yield	
Storage Length	-	100	50	-	0	300	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	563	76	67	990	228	201	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	-	563	0	1687	563	
Stage 1	-	-	-	-	563	-	
Stage 2	-	-	-	-	1124	-	
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	-	0	1008	-	~ 103	526	
Stage 1	-	0	-	-	570	-	
Stage 2	-	0	-	-	310	-	
Platoon blocked, %	-			-			
Mov Cap-1 Maneuver	-	-	1008	-	~ 96	526	
Mov Cap-2 Maneuver	-	-	-	-	~ 96	-	
Stage 1	-	-	-	-	570	-	
Stage 2	-	-	-	-	290	-	
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.6		\$ 391.1		
HCM LOS	F						
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	WBL	WBT
Capacity (veh/h)	96		526		-	1008	-
HCM Lane V/C Ratio	2.378		0.382		-	0.067	-
HCM Control Delay (s)	\$ 721.6		16		-	8.8	-
HCM Lane LOS	F		C		-	A	-
HCM 95th %tile Q(veh)	20.7		1.8		-	0.2	-
Notes							
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1144	15	0	666	8	0
Future Vol, veh/h	1144	15	0	666	8	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1271	17	0	740	9	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1288
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	76.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	59	-	-	538	-
HCM Lane V/C Ratio	0.151	-	-	-	-
HCM Control Delay (s)	76.6	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection						
Int Delay, s/veh	5.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘↗	
Traffic Vol, veh/h	1219	25	27	580	31	52
Future Vol, veh/h	1219	25	27	580	31	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1325	27	29	630	34	57
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1352	0	2013	1325
Stage 1	-	-	-	-	1325	-
Stage 2	-	-	-	-	688	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	516	-	65	192
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	503	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	516	-	61	192
Mov Cap-2 Maneuver	-	-	-	-	61	-
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	475	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		121.7	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	107	-	-	516	-	
HCM Lane V/C Ratio	0.843	-	-	0.057	-	
HCM Control Delay (s)	121.7	-	-	12.4	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	4.9	-	-	0.2	-	

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Intersection						
Int Delay, s/veh	120.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Vol, veh/h	1035	236	208	466	141	124
Future Vol, veh/h	1035	236	208	466	141	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	100	50	-	0	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1125	257	226	507	153	135
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1125	0	2084	1125
Stage 1	-	-	-	-	1125	-
Stage 2	-	-	-	-	959	-
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	-	0	621	-	~ 58	250
Stage 1	-	0	-	-	310	-
Stage 2	-	0	-	-	372	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	621	-	~ 37	250
Mov Cap-2 Maneuver	-	-	-	-	~ 37	-
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	237	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		4.3		\$ 886.2	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	WBL	WBT
Capacity (veh/h)	37		250	-	621	-
HCM Lane V/C Ratio	4.142		0.539	-	0.364	-
HCM Control Delay (s)	\$ 1634.6		35.1	-	14.1	-
HCM Lane LOS	F		E	-	B	-
HCM 95th %tile Q(veh)	17.8		2.9	-	1.7	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	779	11	1	1043	16	3
Future Vol, veh/h	779	11	1	1043	16	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	847	12	1	1134	17	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	1989	853
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	1136	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	791	-	68	317
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	309	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	791	-	68	317
Mov Cap-2 Maneuver	-	-	-	-	68	-
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	308	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		67	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	78	-	-	791	-	
HCM Lane V/C Ratio	0.265	-	-	0.001	-	
HCM Control Delay (s)	67	-	-	9.6	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	1	-	-	0	-	

Intersection						
Int Delay, s/veh	111					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	567	83	94	1150	97	80
Future Vol, veh/h	567	83	94	1150	97	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	683	100	113	1386	117	96
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	783	0	2295	683
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	1612	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	831	-	~ 41	436
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	173	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	831	-	~ 35	436
Mov Cap-2 Maneuver	-	-	-	-	~ 35	-
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	149	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 1292.6	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	60	-	-	831	-	
HCM Lane V/C Ratio	3.554	-	-	0.136	-	
HCM Control Delay (s)	\$ 1292.6	-	-	10	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	22.7	-	-	0.5	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th TWSC
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AM Peak Hour

Intersection						
Int Delay, s/veh	174.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	557	90	80	979	265	233
Future Vol, veh/h	557	90	80	979	265	233
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	100	50	-	0	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	605	98	87	1064	288	253
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	605	0	1843	605
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	1238	-
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	-	0	973	-	~ 83	498
Stage 1	-	0	-	-	545	-
Stage 2	-	0	-	-	~ 274	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	973	-	~ 76	498
Mov Cap-2 Maneuver	-	-	-	-	~ 76	-
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	~ 250	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		\$ 737.7	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT	
Capacity (veh/h)	76	498	-	973	-	
HCM Lane V/C Ratio	3.79	0.509	-	0.089	-	
HCM Control Delay (s)	\$ 1369.2	19.5	-	9.1	-	
HCM Lane LOS	F	C	-	A	-	
HCM 95th %tile Q(veh)	30.1	2.8	-	0.3	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th TWSC
4: Driveway #1 & Old Cornelia Highway

2030 - Turn Lane Improvements
PM Peak Hour

Intersection							
Int Delay, s/veh	311						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑	↗	↖	↑	↖	↗	
Traffic Vol, veh/h	1113	288	253	501	176	154	
Future Vol, veh/h	1113	288	253	501	176	154	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	Free	-	None	-	Yield	
Storage Length	-	100	50	-	0	300	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	1210	313	275	545	191	167	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	-	1210	0	2305	1210	
Stage 1	-	-	-	-	1210	-	
Stage 2	-	-	-	-	1095	-	
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	-	0	577	-	~ 42	223	
Stage 1	-	0	-	-	282	-	
Stage 2	-	0	-	-	321	-	
Platoon blocked, %	-			-			
Mov Cap-1 Maneuver	-	-	577	-	~ 22	223	
Mov Cap-2 Maneuver	-	-	-	-	~ 22	-	
Stage 1	-	-	-	-	282	-	
Stage 2	-	-	-	-	~ 168	-	
Approach	EB		WB		NB		
HCM Control Delay, s	0		5.6		\$ 2057.7		
HCM LOS					F		
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	WBL	WBT
Capacity (veh/h)	22		223		-	577	-
HCM Lane V/C Ratio	8.696		0.751		-	0.477	-
HCM Control Delay (s)	\$ 3807.6		57.8		-	16.8	-
HCM Lane LOS	F		F		-	C	-
HCM 95th %tile Q(veh)	24.1		5.2		-	2.6	-
Notes							
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1251	16	0	745	9	0
Future Vol, veh/h	1251	16	0	745	9	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1390	18	0	828	10	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1408
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	485
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	485
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	109.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	44	-	-	485	-
HCM Lane V/C Ratio	0.227	-	-	-	-
HCM Control Delay (s)	109.4	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection						
Int Delay, s/veh	11.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘↗	
Traffic Vol, veh/h	1339	27	33	644	33	62
Future Vol, veh/h	1339	27	33	644	33	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1455	29	36	700	36	67
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1484	0	2227	1455
Stage 1	-	-	-	-	1455	-
Stage 2	-	-	-	-	772	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	459	-	48	161
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	459	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	459	-	44	161
Mov Cap-2 Maneuver	-	-	-	-	44	-
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	423	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		261.8	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	84	-	-	459	-	
HCM Lane V/C Ratio	1.229	-	-	0.078	-	
HCM Control Delay (s)	261.8	-	-	13.5	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	7.5	-	-	0.3	-	

HCM 6th TWSC
4: Driveway #1 & Old Cornelia Highway

2030 - Turn Lane Improvements
PM Peak Hour

Intersection							
Int Delay, s/veh	311						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑	↗	↖	↑	↖	↗	
Traffic Vol, veh/h	1113	288	253	501	176	154	
Future Vol, veh/h	1113	288	253	501	176	154	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	Free	-	None	-	Yield	
Storage Length	-	100	50	-	0	300	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	1210	313	275	545	191	167	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	-	1210	0	2305	1210	
Stage 1	-	-	-	-	1210	-	
Stage 2	-	-	-	-	1095	-	
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	-	0	577	-	~ 42	223	
Stage 1	-	0	-	-	282	-	
Stage 2	-	0	-	-	321	-	
Platoon blocked, %	-			-			
Mov Cap-1 Maneuver	-	-	577	-	~ 22	223	
Mov Cap-2 Maneuver	-	-	-	-	~ 22	-	
Stage 1	-	-	-	-	282	-	
Stage 2	-	-	-	-	~ 168	-	
Approach	EB		WB		NB		
HCM Control Delay, s	0		5.6		\$ 2057.7		
HCM LOS					F		
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	WBL	WBT
Capacity (veh/h)	22		223		-	577	-
HCM Lane V/C Ratio	8.696		0.751		-	0.477	-
HCM Control Delay (s)	\$ 3807.6		57.8		-	16.8	-
HCM Lane LOS	F		F		-	C	-
HCM 95th %tile Q(veh)	24.1		5.2		-	2.6	-
Notes							
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon	

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	879	12	1	1137	17	4
Future Vol, veh/h	879	12	1	1137	17	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	955	13	1	1236	18	4
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	968	0	2200	962
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	1238	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	720	-	50	272
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	276	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	720	-	50	272
Mov Cap-2 Maneuver	-	-	-	-	50	-
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	275	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		100.3	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	59	-	-	720	-	
HCM Lane V/C Ratio	0.387	-	-	0.002	-	
HCM Control Delay (s)	100.3	-	-	10	0	
HCM Lane LOS	F	-	-	B	A	
HCM 95th %tile Q(veh)	1.4	-	-	0	-	

Intersection						
Int Delay, s/veh	195.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	623	90	109	1277	105	89
Future Vol, veh/h	623	90	109	1277	105	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	751	108	131	1539	127	107
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	859	0	2552	751
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	1801	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	778	-	~ 28	398
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	139	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	778	-	~ 23	398
Mov Cap-2 Maneuver	-	-	-	-	~ 23	-
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	~ 116	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.8		\$ 2309.8		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	41	-	-	778	-	
HCM Lane V/C Ratio	5.701	-	-	0.169	-	
HCM Control Delay (s)	\$ 2309.8	-	-	10.6	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	27.3	-	-	0.6	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th TWSC
4: Driveway #1 & Old Cornelia Highway

2035 - Turn Lane Improvements
AM Peak Hour

Intersection							
Int Delay, s/veh	401.9						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑	↗	↖	↑	↖	↗	
Traffic Vol, veh/h	601	111	98	1156	329	290	
Future Vol, veh/h	601	111	98	1156	329	290	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	Free	-	None	-	Yield	
Storage Length	-	100	50	-	0	300	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	653	121	107	1257	358	315	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	-	653	0	2124	653	
Stage 1	-	-	-	-	653	-	
Stage 2	-	-	-	-	1471	-	
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	-	0	934	-	~ 55	467	
Stage 1	-	0	-	-	518	-	
Stage 2	-	0	-	-	~ 211	-	
Platoon blocked, %	-			-			
Mov Cap-1 Maneuver	-	-	934	-	~ 49	467	
Mov Cap-2 Maneuver	-	-	-	-	~ 49	-	
Stage 1	-	-	-	-	518	-	
Stage 2	-	-	-	-	~ 187	-	
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.7		\$ 1604.9		
HCM LOS					F		
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	WBL	WBT
Capacity (veh/h)	49		467		-	934	-
HCM Lane V/C Ratio	7.298		0.675		-	0.114	-
HCM Control Delay (s)	\$ 2995.4		27.3		-	9.3	-
HCM Lane LOS	F		D		-	A	-
HCM 95th %tile Q(veh)	41.8		4.9		-	0.4	-
Notes							
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1375	17	0	851	10	0
Future Vol, veh/h	1375	17	0	851	10	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1528	19	0	946	11	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1547
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	429
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	429
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	183.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	30	-	-	429	-
HCM Lane V/C Ratio	0.37	-	-	-	-
HCM Control Delay (s)	183.5	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	1.2	-	-	0	-

Intersection						
Int Delay, s/veh	28.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	1488	30	41	719	36	76
Future Vol, veh/h	1488	30	41	719	36	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1617	33	45	782	39	83
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1650	0	2489	1617
Stage 1	-	-	-	-	1617	-
Stage 2	-	-	-	-	872	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	397	-	~ 33	129
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	412	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	397	-	~ 29	129
Mov Cap-2 Maneuver	-	-	-	-	~ 29	-
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	365	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 609.3	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	61	-	-	397	-	
HCM Lane V/C Ratio	1.996	-	-	0.112	-	
HCM Control Delay (s)	\$ 609.3	-	-	15.2	-	
HCM Lane LOS	F	-	-	C	-	
HCM 95th %tile Q(veh)	11.5	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th TWSC
4: Driveway #1 & Old Cornelia Highway

2035 - Turn Lane Improvements
PM Peak Hour

Intersection							
Int Delay, s/veh	978.3						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑	↗	↖	↑	↖	↗	
Traffic Vol, veh/h	1201	363	320	541	218	192	
Future Vol, veh/h	1201	363	320	541	218	192	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	Free	-	None	-	Yield	
Storage Length	-	100	50	-	0	300	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	1305	395	348	588	237	209	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	-	1305	0	2589	1305	
Stage 1	-	-	-	-	1305	-	
Stage 2	-	-	-	-	1284	-	
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	-	0	530	-	~ 28	~ 196	
Stage 1	-	0	-	-	254	-	
Stage 2	-	0	-	-	260	-	
Platoon blocked, %	-			-			
Mov Cap-1 Maneuver	-	-	530	-	~ 10	~ 196	
Mov Cap-2 Maneuver	-	-	-	-	~ 10	-	
Stage 1	-	-	-	-	254	-	
Stage 2	-	-	-	-	~ 89	-	
Approach	EB		WB		NB		
HCM Control Delay, s	0		8.9		\$ 5879.6		
HCM LOS					F		
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	WBL	WBT
Capacity (veh/h)	10		196		-	530	-
HCM Lane V/C Ratio	23.696		1.065		-	0.656	-
HCM Control Delay (s)	\$ 10941		132.9		-	23.8	-
HCM Lane LOS	F		F		-	C	-
HCM 95th %tile Q(veh)	31.2		9.7		-	4.7	-
Notes							
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon	

WITH WIDENING

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	693	11	1	958	15	3
Future Vol, veh/h	693	11	1	958	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	753	12	1	1041	16	3

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	765	0	1282	383
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	857	-	160	535
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	857	-	160	535
Mov Cap-2 Maneuver	-	-	-	-	160	-
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	563	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	27.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	181	-	-	857	-
HCM Lane V/C Ratio	0.108	-	-	0.001	-
HCM Control Delay (s)	27.3	-	-	9.2	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	16.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↘	
Traffic Vol, veh/h	516	77	82	1039	90	72
Future Vol, veh/h	516	77	82	1039	90	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	622	93	99	1252	108	87
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	715	0	1446	311
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	824	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	875	-	115	662
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	374	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	875	- ~ 102	662	
Mov Cap-2 Maneuver	-	-	-	- ~ 102	-	
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	332	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		189.3	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	163	-	-	875	-	
HCM Lane V/C Ratio	1.197	-	-	0.113	-	
HCM Control Delay (s)	189.3	-	-	9.6	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	10.8	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection							
Int Delay, s/veh	29						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑	
Traffic Vol, veh/h	518	70	62	911	210	185	
Future Vol, veh/h	518	70	62	911	210	185	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	Free	-	None	-	Yield	
Storage Length	-	100	50	-	0	300	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	563	76	67	990	228	201	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	-	563	0	1192	282	
Stage 1	-	-	-	-	563	-	
Stage 2	-	-	-	-	629	-	
Critical Hdwy	-	-	4.14	-	6.84	6.94	
Critical Hdwy Stg 1	-	-	-	-	5.84	-	
Critical Hdwy Stg 2	-	-	-	-	5.84	-	
Follow-up Hdwy	-	-	2.22	-	3.52	3.32	
Pot Cap-1 Maneuver	-	0	1005	-	~ 180	715	
Stage 1	-	0	-	-	534	-	
Stage 2	-	0	-	-	494	-	
Platoon blocked, %	-			-			
Mov Cap-1 Maneuver	-	-	1005	-	~ 168	715	
Mov Cap-2 Maneuver	-	-	-	-	~ 168	-	
Stage 1	-	-	-	-	534	-	
Stage 2	-	-	-	-	461	-	
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.6		137		
HCM LOS					F		
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	WBL	WBT
Capacity (veh/h)	168		715		-	1005	-
HCM Lane V/C Ratio	1.359		0.281		-	0.067	-
HCM Control Delay (s)	247.2		12		-	8.8	-
HCM Lane LOS	F		B		-	A	-
HCM 95th %tile Q(veh)	13.8		1.2		-	0.2	-
Notes							
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1144	15	0	666	8	0
Future Vol, veh/h	1144	15	0	666	8	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1271	17	0	740	9	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1288	0	1650	644
Stage 1	-	-	-	-	1280	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	-	-	4.14	-	7.08	6.94
Critical Hdwy Stg 1	-	-	-	-	6.08	-
Critical Hdwy Stg 2	-	-	-	-	6.08	-
Follow-up Hdwy	-	-	2.22	-	3.64	3.32
Pot Cap-1 Maneuver	-	-	534	-	79	416
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	635	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	534	-	79	416
Mov Cap-2 Maneuver	-	-	-	-	79	-
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	635	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	56.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	79	-	-	534	-
HCM Lane V/C Ratio	0.113	-	-	-	-
HCM Control Delay (s)	56.3	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

HCM 6th TWSC
2: White Sulphur Elementary School & Old Cornelia Highway

2025 - Turn Lane Improvements w Widening

PM Peak Hour

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	1219	25	27	580	31	52
Future Vol, veh/h	1219	25	27	580	31	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1325	27	29	630	34	57
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1352	0	1698	663
Stage 1	-	-	-	-	1325	-
Stage 2	-	-	-	-	373	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	516	-	85	409
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	672	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	516	-	80	409
Mov Cap-2 Maneuver	-	-	-	-	80	-
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	634	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		52.6	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	161	-	-	516	-	
HCM Lane V/C Ratio	0.56	-	-	0.057	-	
HCM Control Delay (s)	52.6	-	-	12.4	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	2.9	-	-	0.2	-	

HCM 6th TWSC
4: Driveway #1 & Old Cornelia Highway

2025 - Turn Lane Improvements w Widening
PM Peak Hour

Intersection						
Int Delay, s/veh	98.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	1035	236	208	466	141	124
Future Vol, veh/h	1035	236	208	466	141	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	100	50	-	0	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1125	257	226	507	153	135
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1125	0	1831	563
Stage 1	-	-	-	-	1125	-
Stage 2	-	-	-	-	706	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	0	617	-	~ 68	470
Stage 1	-	0	-	-	272	-
Stage 2	-	0	-	-	450	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	617	-	~ 43	470
Mov Cap-2 Maneuver	-	-	-	-	~ 43	-
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	285	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		4.4		\$ 725.2	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	WBL	WBT
Capacity (veh/h)	43		470	-	617	-
HCM Lane V/C Ratio	3.564		0.287	-	0.366	-
HCM Control Delay (s)	\$ 1349.1		15.7	-	14.2	-
HCM Lane LOS	F		C	-	B	-
HCM 95th %tile Q(veh)	17.1		1.2	-	1.7	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	779	11	1	1043	16	3
Future Vol, veh/h	779	11	1	1043	16	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	847	12	1	1134	17	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	1422	430
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	569	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	791	-	129	495
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	535	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	791	-	129	495
Mov Cap-2 Maneuver	-	-	-	-	129	-
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	533	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		33.7	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	146	-	-	791	-	
HCM Lane V/C Ratio	0.141	-	-	0.001	-	
HCM Control Delay (s)	33.7	-	-	9.6	0	
HCM Lane LOS	D	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

Intersection						
Int Delay, s/veh	33.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑	↘↗	
Traffic Vol, veh/h	567	83	94	1150	97	80
Future Vol, veh/h	567	83	94	1150	97	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	683	100	113	1386	117	96
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	783	0	1602	342
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	919	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	824	-	~ 90	631
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	333	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	824	-	~ 78	631
Mov Cap-2 Maneuver	-	-	-	-	~ 78	-
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	287	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.8		\$ 385.7		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	129	-	-	824	-	
HCM Lane V/C Ratio	1.653	-	-	0.137	-	
HCM Control Delay (s)	\$ 385.7	-	-	10.1	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	15.6	-	-	0.5	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection							
Int Delay, s/veh	73.7						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑	
Traffic Vol, veh/h	557	90	80	979	265	233	
Future Vol, veh/h	557	90	80	979	265	233	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	Free	-	None	-	Yield	
Storage Length	-	100	50	-	0	300	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	605	98	87	1064	288	253	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	-	605	0	1311	303	
Stage 1	-	-	-	-	605	-	
Stage 2	-	-	-	-	706	-	
Critical Hdwy	-	-	4.14	-	6.84	6.94	
Critical Hdwy Stg 1	-	-	-	-	5.84	-	
Critical Hdwy Stg 2	-	-	-	-	5.84	-	
Follow-up Hdwy	-	-	2.22	-	3.52	3.32	
Pot Cap-1 Maneuver	-	0	969	-	~ 150	693	
Stage 1	-	0	-	-	508	-	
Stage 2	-	0	-	-	450	-	
Platoon blocked, %	-			-			
Mov Cap-1 Maneuver	-	-	969	-	~ 137	693	
Mov Cap-2 Maneuver	-	-	-	-	~ 137	-	
Stage 1	-	-	-	-	508	-	
Stage 2	-	-	-	-	410	-	
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.7		\$ 311.2		
HCM LOS					F		
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	WBL	WBT
Capacity (veh/h)	137		693		-	969	-
HCM Lane V/C Ratio	2.103		0.365		-	0.09	-
HCM Control Delay (s)	\$ 573.3		13.2		-	9.1	-
HCM Lane LOS	F		B		-	A	-
HCM 95th %tile Q(veh)	23.5		1.7		-	0.3	-
Notes							
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1251	16	0	745	9	0
Future Vol, veh/h	1251	16	0	745	9	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1390	18	0	828	10	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1408	0	1813	704
Stage 1	-	-	-	-	1399	-
Stage 2	-	-	-	-	414	-
Critical Hdwy	-	-	4.14	-	7.08	6.94
Critical Hdwy Stg 1	-	-	-	-	6.08	-
Critical Hdwy Stg 2	-	-	-	-	6.08	-
Follow-up Hdwy	-	-	2.22	-	3.64	3.32
Pot Cap-1 Maneuver	-	-	481	-	61	379
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	602	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	481	-	61	379
Mov Cap-2 Maneuver	-	-	-	-	61	-
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	602	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		75.3	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	61	-	-	481	-	
HCM Lane V/C Ratio	0.164	-	-	-	-	
HCM Control Delay (s)	75.3	-	-	0	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

HCM 6th TWSC
2: White Sulphur Elementary School & Old Cornelia Highway

2030 - Turn Lane Improvements w Widening

PM Peak Hour

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑	↘	
Traffic Vol, veh/h	1339	27	33	644	33	62
Future Vol, veh/h	1339	27	33	644	33	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1455	29	36	700	36	67
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1484	0	1877	728
Stage 1	-	-	-	-	1455	-
Stage 2	-	-	-	-	422	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	459	-	65	370
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	635	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	459	-	60	370
Mov Cap-2 Maneuver	-	-	-	-	60	-
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	585	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		92.8	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	132	-	-	459	-	
HCM Lane V/C Ratio	0.782	-	-	0.078	-	
HCM Control Delay (s)	92.8	-	-	13.5	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	4.7	-	-	0.3	-	

HCM 6th TWSC
4: Driveway #1 & Old Cornelia Highway

2030 - Turn Lane Improvements w Widening
PM Peak Hour

Intersection						
Int Delay, s/veh	267.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	1113	288	253	501	176	154
Future Vol, veh/h	1113	288	253	501	176	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	100	50	-	0	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1210	313	275	545	191	167
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1210	0	2033	605
Stage 1	-	-	-	-	1210	-
Stage 2	-	-	-	-	823	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	0	572	-	~ 49	441
Stage 1	-	0	-	-	245	-
Stage 2	-	0	-	-	392	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	572	-	~ 25	441
Mov Cap-2 Maneuver	-	-	-	-	~ 25	-
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	203	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.7		\$ 1768.4	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	WBL	WBT
Capacity (veh/h)	25		441	-	572	-
HCM Lane V/C Ratio	7.652		0.38	-	0.481	-
HCM Control Delay (s)	\$ 3299.9		18.1	-	17	-
HCM Lane LOS	F		C	-	C	-
HCM 95th %tile Q(veh)	23.8		1.7	-	2.6	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	879	12	1	1137	17	4
Future Vol, veh/h	879	12	1	1137	17	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	955	13	1	1236	18	4

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	968	0	1582	484
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	620	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	720	-	101	454
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	504	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	720	-	101	454
Mov Cap-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	502	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	42.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	119	-	-	720	-
HCM Lane V/C Ratio	0.192	-	-	0.002	-
HCM Control Delay (s)	42.3	-	-	10	0
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection						
Int Delay, s/veh	63.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	
Traffic Vol, veh/h	623	90	109	1277	105	89
Future Vol, veh/h	623	90	109	1277	105	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	751	108	131	1539	127	107
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	1783	376
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	1032	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	772	-	~ 68	599
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	289	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	772	-	~ 56	599
Mov Cap-2 Maneuver	-	-	-	-	~ 56	-
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	240	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 746.5	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	96	-	-	772	-	
HCM Lane V/C Ratio	2.435	-	-	0.17	-	
HCM Control Delay (s)	\$ 746.5	-	-	10.6	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	21.3	-	-	0.6	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	168.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	601	111	98	1156	329	290
Future Vol, veh/h	601	111	98	1156	329	290
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	100	50	-	0	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	653	121	107	1257	358	315
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	653	0	1496	327
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	843	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	0	930	-	~ 113	669
Stage 1	-	0	-	-	480	-
Stage 2	-	0	-	-	382	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	930	-	~ 100	669
Mov Cap-2 Maneuver	-	-	-	-	~ 100	-
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	~ 338	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		\$ 670.5	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT	
Capacity (veh/h)	100	669	-	930	-	
HCM Lane V/C Ratio	3.576	0.471	-	0.115	-	
HCM Control Delay (s)	\$ 1248.2	15.1	-	9.4	-	
HCM Lane LOS	F	C	-	A	-	
HCM 95th %tile Q(veh)	35.9	2.5	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	1375	17	0	851	10	0
Future Vol, veh/h	1375	17	0	851	10	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1528	19	0	946	11	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1547	0	2011	774
Stage 1	-	-	-	-	1538	-
Stage 2	-	-	-	-	473	-
Critical Hdwy	-	-	4.14	-	7.08	6.94
Critical Hdwy Stg 1	-	-	-	-	6.08	-
Critical Hdwy Stg 2	-	-	-	-	6.08	-
Follow-up Hdwy	-	-	2.22	-	3.64	3.32
Pot Cap-1 Maneuver	-	-	425	-	44	341
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	560	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	425	-	44	341
Mov Cap-2 Maneuver	-	-	-	-	44	-
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	560	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		112.5	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	44	-	-	425	-	
HCM Lane V/C Ratio	0.253	-	-	-	-	
HCM Control Delay (s)	112.5	-	-	0	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	0.8	-	-	0	-	

HCM 6th TWSC
2: White Sulphur Elementary School & Old Cornelia Highway

2035 - Turn Lane Improvements w Widening

PM Peak Hour

Intersection						
Int Delay, s/veh	11.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑	↘↗	
Traffic Vol, veh/h	1488	30	41	719	36	76
Future Vol, veh/h	1488	30	41	719	36	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1617	33	45	782	39	83
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1650	0	2098	809
Stage 1	-	-	-	-	1617	-
Stage 2	-	-	-	-	481	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	397	-	46	328
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	397	-	41	328
Mov Cap-2 Maneuver	-	-	-	-	41	-
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	526	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		233.4	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	101	-	-	397	-	
HCM Lane V/C Ratio	1.205	-	-	0.112	-	
HCM Control Delay (s)	233.4	-	-	15.2	-	
HCM Lane LOS	F	-	-	C	-	
HCM 95th %tile Q(veh)	8.2	-	-	0.4	-	

Intersection							
Int Delay, s/veh	878.6						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑	
Traffic Vol, veh/h	1201	363	320	541	218	192	
Future Vol, veh/h	1201	363	320	541	218	192	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	Free	-	None	-	Yield	
Storage Length	-	100	50	-	0	300	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	1305	395	348	588	237	209	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	-	1305	0	2295	653	
Stage 1	-	-	-	-	1305	-	
Stage 2	-	-	-	-	990	-	
Critical Hdwy	-	-	4.14	-	6.84	6.94	
Critical Hdwy Stg 1	-	-	-	-	5.84	-	
Critical Hdwy Stg 2	-	-	-	-	5.84	-	
Follow-up Hdwy	-	-	2.22	-	3.52	3.32	
Pot Cap-1 Maneuver	-	0	526	-	~ 33	410	
Stage 1	-	0	-	-	~ 218	-	
Stage 2	-	0	-	-	320	-	
Platoon blocked, %	-			-			
Mov Cap-1 Maneuver	-	-	526	-	~ 11	410	
Mov Cap-2 Maneuver	-	-	-	-	~ 11	-	
Stage 1	-	-	-	-	~ 218	-	
Stage 2	-	-	-	-	~ 108	-	
Approach	EB		WB		NB		
HCM Control Delay, s	0		9		\$ 5278.3		
HCM LOS	F						
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	WBL	WBT
Capacity (veh/h)	11		410		-	526	-
HCM Lane V/C Ratio	21.542		0.509		-	0.661	-
HCM Control Delay (s)	\$ 9907.3		22.5		-	24.2	-
HCM Lane LOS	F		C		-	C	-
HCM 95th %tile Q(veh)	31.1		2.8		-	4.8	-
Notes							
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon	

2. TRAFFIC SIGNAL

WITHOUT WIDENING

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	693	11	1	958	15	3
Future Vol, veh/h	693	11	1	958	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	753	12	1	1041	16	3
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	765	0	1802	759
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	1043	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	857	-	89	360
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	342	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	857	-	89	360
Mov Cap-2 Maneuver	-	-	-	-	89	-
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	341	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		48.5		
HCM LOS	E					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	102	-	-	857	-	
HCM Lane V/C Ratio	0.192	-	-	0.001	-	
HCM Control Delay (s)	48.5	-	-	9.2	0	
HCM Lane LOS	E	-	-	A	A	
HCM 95th %tile Q(veh)	0.7	-	-	0	-	

HCM 6th TWSC
2: White Sulphur Elementary School & Old Cornelia Highway

2025 - Traffic Signal
AM Peak Hour

Intersection						
Int Delay, s/veh	61.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	516	77	82	1039	90	72
Future Vol, veh/h	516	77	82	1039	90	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	622	93	99	1252	108	87
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	715	0	2072	622
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	1450	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	881	-	~ 57	472
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	208	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	881	-	~ 51	472
Mov Cap-2 Maneuver	-	-	-	-	~ 51	-
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	185	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		\$ 711	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	84	-	-	881	-	
HCM Lane V/C Ratio	2.324	-	-	0.112	-	
HCM Control Delay (s)	\$ 711	-	-	9.6	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	18	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2025 - Traffic Signal
AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (veh/h)	518	70	62	911	210	185
Future Volume (veh/h)	518	70	62	911	210	185
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	1870
Adj Flow Rate, veh/h	563	0	67	990	228	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1165		568	1363	280	
Arrive On Green	0.62	0.00	0.05	0.73	0.16	0.00
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	563	0	67	990	228	0
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	12.8	0.0	0.9	24.1	9.8	0.0
Cycle Q Clear(g_c), s	12.8	0.0	0.9	24.1	9.8	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1165		568	1363	280	
V/C Ratio(X)	0.48		0.12	0.73	0.81	
Avail Cap(c_a), veh/h	1513		619	1764	598	
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	0.00
Uniform Delay (d), s/veh	8.0	0.0	5.3	6.2	32.2	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.1	1.1	5.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	0.0	0.4	9.3	8.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.3	0.0	5.4	7.3	37.8	0.0
LnGrp LOS	A		A	A	D	
Approach Vol, veh/h	563	A		1057	228	A
Approach Delay, s/veh	8.3			7.1	37.8	
Approach LOS	A			A	D	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	62.1		8.4		53.7	16.9
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	74.5		6.1		63.9	26.5
Max Q Clear Time (g_c+I1), s	26.1		2.9		14.8	11.8
Green Ext Time (p_c), s	31.5		0.0		13.7	0.7
Intersection Summary						
HCM 6th Ctrl Delay			11.3			
HCM 6th LOS			B			

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1144	15	0	666	8	0
Future Vol, veh/h	1144	15	0	666	8	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1271	17	0	740	9	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1288
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	538
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	538
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	76.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	59	-	-	538	-
HCM Lane V/C Ratio	0.151	-	-	-	-
HCM Control Delay (s)	76.6	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection						
Int Delay, s/veh	5.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘↗	
Traffic Vol, veh/h	1219	25	27	580	31	52
Future Vol, veh/h	1219	25	27	580	31	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1325	27	29	630	34	57
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1352	0	2013	1325
Stage 1	-	-	-	-	1325	-
Stage 2	-	-	-	-	688	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	516	-	65	192
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	503	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	516	-	61	192
Mov Cap-2 Maneuver	-	-	-	-	61	-
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	475	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		121.7	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	107	-	-	516	-	
HCM Lane V/C Ratio	0.843	-	-	0.057	-	
HCM Control Delay (s)	121.7	-	-	12.4	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	4.9	-	-	0.2	-	

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2025 - Traffic Signal
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (veh/h)	1035	236	208	466	141	124
Future Volume (veh/h)	1035	236	208	466	141	124
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	1870
Adj Flow Rate, veh/h	1125	0	226	507	153	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1367		315	1534	184	
Arrive On Green	0.73	0.00	0.05	0.82	0.10	0.00
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	1125	0	226	507	153	0
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	47.9	0.0	3.4	7.9	9.9	0.0
Cycle Q Clear(g_c), s	47.9	0.0	3.4	7.9	9.9	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1367		315	1534	184	
V/C Ratio(X)	0.82		0.72	0.33	0.83	
Avail Cap(c_a), veh/h	1533		549	1946	280	
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	0.00
Uniform Delay (d), s/veh	10.7	0.0	21.9	2.6	51.8	0.0
Incr Delay (d2), s/veh	3.4	0.0	3.1	0.1	12.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	22.7	0.0	8.0	3.0	8.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.1	0.0	25.0	2.7	63.9	0.0
LnGrp LOS	B		C	A	E	
Approach Vol, veh/h	1125	A		733	153	A
Approach Delay, s/veh	14.1			9.6	63.9	
Approach LOS	B			A	E	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	101.1		10.6		90.5	16.7
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	122.5		21.5		96.5	18.5
Max Q Clear Time (g_c+I1), s	9.9		5.4		49.9	11.9
Green Ext Time (p_c), s	13.1		0.6		36.2	0.2
Intersection Summary						
HCM 6th Ctrl Delay	16.3					
HCM 6th LOS	B					

Notes

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

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	779	11	1	1043	16	3
Future Vol, veh/h	779	11	1	1043	16	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	847	12	1	1134	17	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	1989	853
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	1136	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	791	-	68	317
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	309	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	791	-	68	317
Mov Cap-2 Maneuver	-	-	-	-	68	-
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	308	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		67	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	78	-	-	791	-	
HCM Lane V/C Ratio	0.265	-	-	0.001	-	
HCM Control Delay (s)	67	-	-	9.6	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	1	-	-	0	-	

Intersection						
Int Delay, s/veh	111					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	567	83	94	1150	97	80
Future Vol, veh/h	567	83	94	1150	97	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	683	100	113	1386	117	96
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	783	0	2295	683
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	1612	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	831	-	~ 41	436
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	173	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	831	-	~ 35	436
Mov Cap-2 Maneuver	-	-	-	-	~ 35	-
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	149	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 1292.6	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	60	-	-	831	-	
HCM Lane V/C Ratio	3.554	-	-	0.136	-	
HCM Control Delay (s)	\$ 1292.6	-	-	10	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	22.7	-	-	0.5	-	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2030 - Traffic Signal
AM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	557	90	80	979	265	233
Future Volume (veh/h)	557	90	80	979	265	233
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	1870
Adj Flow Rate, veh/h	605	0	87	1064	288	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1153		519	1337	333	
Arrive On Green	0.62	0.00	0.05	0.71	0.19	0.00
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	605	0	87	1064	288	0
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	16.7	0.0	1.5	34.4	14.3	0.0
Cycle Q Clear(g_c), s	16.7	0.0	1.5	34.4	14.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1153		519	1337	333	
V/C Ratio(X)	0.52		0.17	0.80	0.87	
Avail Cap(c_a), veh/h	1308		551	1525	517	
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	0.00
Uniform Delay (d), s/veh	9.9	0.0	6.8	8.6	36.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.2	2.7	9.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.5	0.0	0.8	15.3	11.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.3	0.0	7.0	11.3	45.3	0.0
LnGrp LOS	B		A	B	D	
Approach Vol, veh/h	605	A		1151	288	A
Approach Delay, s/veh	10.3			11.0	45.3	
Approach LOS	B			B	D	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	69.8		9.0		60.8	21.6
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	74.5		6.1		63.9	26.5
Max Q Clear Time (g_c+I1), s	36.4		3.5		18.7	16.3
Green Ext Time (p_c), s	28.9		0.0		14.8	0.7
Intersection Summary						
HCM 6th Ctrl Delay	15.6					
HCM 6th LOS	B					

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1251	16	0	745	9	0
Future Vol, veh/h	1251	16	0	745	9	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1390	18	0	828	10	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1408
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	485
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	485
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	109.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	44	-	-	485	-
HCM Lane V/C Ratio	0.227	-	-	-	-
HCM Control Delay (s)	109.4	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection						
Int Delay, s/veh	11.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘↗	
Traffic Vol, veh/h	1339	27	33	644	33	62
Future Vol, veh/h	1339	27	33	644	33	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1455	29	36	700	36	67
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1484	0	2227	1455
Stage 1	-	-	-	-	1455	-
Stage 2	-	-	-	-	772	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	459	-	48	161
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	459	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	459	-	44	161
Mov Cap-2 Maneuver	-	-	-	-	44	-
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	423	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		261.8	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	84	-	-	459	-	
HCM Lane V/C Ratio	1.229	-	-	0.078	-	
HCM Control Delay (s)	261.8	-	-	13.5	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	7.5	-	-	0.3	-	

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2030 - Traffic Signal
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	1113	288	253	501	176	154
Future Volume (veh/h)	1113	288	253	501	176	154
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	1870
Adj Flow Rate, veh/h	1210	0	275	545	191	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1225		297	1532	213	
Arrive On Green	0.66	0.00	0.13	0.82	0.12	0.00
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	1210	0	275	545	191	0
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	93.1	0.0	17.5	10.9	15.6	0.0
Cycle Q Clear(g_c), s	93.1	0.0	17.5	10.9	15.6	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1225		297	1532	213	
V/C Ratio(X)	0.99		0.92	0.36	0.90	
Avail Cap(c_a), veh/h	1226		320	1556	224	
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	0.00
Uniform Delay (d), s/veh	24.8	0.0	54.6	3.4	63.9	0.0
Incr Delay (d2), s/veh	22.6	0.0	30.5	0.1	32.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	54.7	0.0	18.2	5.4	14.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.5	0.0	85.1	3.5	96.8	0.0
LnGrp LOS	D		F	A	F	
Approach Vol, veh/h	1210	A		820	191	A
Approach Delay, s/veh	47.5			30.9	96.8	
Approach LOS	D			C	F	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		125.1			24.2	101.0
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		122.5			21.5	96.5
Max Q Clear Time (g_c+I1), s		12.9			19.5	95.1
Green Ext Time (p_c), s		14.7			0.2	1.4
						0.1
Intersection Summary						
HCM 6th Ctrl Delay			45.6			
HCM 6th LOS			D			
Notes						
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.						

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	879	12	1	1137	17	4
Future Vol, veh/h	879	12	1	1137	17	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	955	13	1	1236	18	4
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	968	0	2200	962
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	1238	-
Critical Hdwy	-	-	4.1	-	6.4	6.53
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.597
Pot Cap-1 Maneuver	-	-	720	-	50	272
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	276	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	720	-	50	272
Mov Cap-2 Maneuver	-	-	-	-	50	-
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	275	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		100.3		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	59	-	-	720	-	
HCM Lane V/C Ratio	0.387	-	-	0.002	-	
HCM Control Delay (s)	100.3	-	-	10	0	
HCM Lane LOS	F	-	-	B	A	
HCM 95th %tile Q(veh)	1.4	-	-	0	-	

Intersection						
Int Delay, s/veh	195.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	623	90	109	1277	105	89
Future Vol, veh/h	623	90	109	1277	105	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	751	108	131	1539	127	107
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	2552	751
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	1801	-
Critical Hdwy	-	-	4.13	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.227	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	778	-	~ 28	398
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	139	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	778	-	~ 23	398
Mov Cap-2 Maneuver	-	-	-	-	~ 23	-
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	~ 116	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 2309.8	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	41	-	-	778	-	
HCM Lane V/C Ratio	5.701	-	-	0.169	-	
HCM Control Delay (s)	\$ 2309.8	-	-	10.6	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	27.3	-	-	0.6	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2035 - Traffic Signal
AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	601	111	98	1156	329	290
Future Volume (veh/h)	601	111	98	1156	329	290
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	1870
Adj Flow Rate, veh/h	653	0	107	1257	358	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1139		459	1302	391	
Arrive On Green	0.61	0.00	0.04	0.70	0.22	0.00
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	653	0	107	1257	358	0
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	22.4	0.0	2.2	66.5	20.9	0.0
Cycle Q Clear(g_c), s	22.4	0.0	2.2	66.5	20.9	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1139		459	1302	391	
V/C Ratio(X)	0.57		0.23	0.97	0.92	
Avail Cap(c_a), veh/h	1139		481	1306	442	
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	0.00
Uniform Delay (d), s/veh	12.5	0.0	9.3	15.0	40.7	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.3	17.2	22.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.0	0.0	1.3	35.7	17.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.2	0.0	9.6	32.3	62.8	0.0
LnGrp LOS	B		A	C	E	
Approach Vol, veh/h	653	A		1364	358	A
Approach Delay, s/veh	13.2			30.5	62.8	
Approach LOS	B			C	E	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		78.8			9.3	69.5
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		74.5			6.1	63.9
Max Q Clear Time (g_c+I1), s		68.5			4.2	24.4
Green Ext Time (p_c), s		5.8			0.0	15.6
						0.5
Intersection Summary						
HCM 6th Ctrl Delay			30.6			
HCM 6th LOS			C			

Notes

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

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1375	17	0	851	10	0
Future Vol, veh/h	1375	17	0	851	10	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1528	19	0	946	11	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1547	0	2484	1538
Stage 1	-	-	-	-	1538	-
Stage 2	-	-	-	-	946	-
Critical Hdwy	-	-	4.12	-	6.54	6.22
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	5.54	-
Follow-up Hdwy	-	-	2.218	-	3.626	3.318
Pot Cap-1 Maneuver	-	-	429	-	30	142
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	359	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	429	-	30	142
Mov Cap-2 Maneuver	-	-	-	-	30	-
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	359	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		183.5	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	30	-	-	429	-	
HCM Lane V/C Ratio	0.37	-	-	-	-	
HCM Control Delay (s)	183.5	-	-	0	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	1.2	-	-	0	-	

Intersection						
Int Delay, s/veh	28.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1488	30	41	719	36	76
Future Vol, veh/h	1488	30	41	719	36	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1617	33	45	782	39	83
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1650	0	2489	1617
Stage 1	-	-	-	-	1617	-
Stage 2	-	-	-	-	872	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	397	-	~ 33	129
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	412	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	397	-	~ 29	129
Mov Cap-2 Maneuver	-	-	-	-	~ 29	-
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	365	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 609.3	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	61	-	-	397	-	
HCM Lane V/C Ratio	1.996	-	-	0.112	-	
HCM Control Delay (s)	\$ 609.3	-	-	15.2	-	
HCM Lane LOS	F	-	-	C	-	
HCM 95th %tile Q(veh)	11.5	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2035 - Traffic Signal
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	1201	363	320	541	218	192
Future Volume (veh/h)	1201	363	320	541	218	192
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	1870
Adj Flow Rate, veh/h	1305	0	348	588	237	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1203		303	1527	220	
Arrive On Green	0.64	0.00	0.14	0.82	0.12	0.00
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	1305	0	348	588	237	0
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	96.5	0.0	21.5	12.6	18.5	0.0
Cycle Q Clear(g_c), s	96.5	0.0	21.5	12.6	18.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1203		303	1527	220	
V/C Ratio(X)	1.08		1.15	0.38	1.08	
Avail Cap(c_a), veh/h	1203		303	1527	220	
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	0.00
Uniform Delay (d), s/veh	26.8	0.0	57.8	3.7	65.8	0.0
Incr Delay (d2), s/veh	52.1	0.0	97.7	0.2	83.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	72.8	0.0	28.1	6.4	20.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	78.8	0.0	155.5	3.8	149.0	0.0
LnGrp LOS	F		F	A	F	
Approach Vol, veh/h	1305	A		936	237	A
Approach Delay, s/veh	78.8			60.2	149.0	
Approach LOS	E			E	F	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		127.0			26.0	101.0
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		122.5			21.5	96.5
Max Q Clear Time (g_c+I1), s		14.6			23.5	98.5
Green Ext Time (p_c), s		16.7			0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			78.5			
HCM 6th LOS			E			
Notes						
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.						

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1375	17	0	851	10	0
Future Vol, veh/h	1375	17	0	851	10	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1528	19	0	946	11	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1547
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	429
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	429
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	183.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	30	-	-	429	-
HCM Lane V/C Ratio	0.37	-	-	-	-
HCM Control Delay (s)	183.5	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	1.2	-	-	0	-

Intersection						
Int Delay, s/veh	28.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	1488	30	41	719	36	76
Future Vol, veh/h	1488	30	41	719	36	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1617	33	45	782	39	83
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1650	0	2489	1617
Stage 1	-	-	-	-	1617	-
Stage 2	-	-	-	-	872	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	397	-	~ 33	129
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	412	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	397	-	~ 29	129
Mov Cap-2 Maneuver	-	-	-	-	~ 29	-
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	365	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 609.3	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	61	-	-	397	-	
HCM Lane V/C Ratio	1.996	-	-	0.112	-	
HCM Control Delay (s)	\$ 609.3	-	-	15.2	-	
HCM Lane LOS	F	-	-	C	-	
HCM 95th %tile Q(veh)	11.5	-	-	0.4	-	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2035 - Traffic Signal
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	1201	363	320	541	218	192
Future Volume (veh/h)	1201	363	320	541	218	192
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	1870
Adj Flow Rate, veh/h	1305	0	348	588	237	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1203		303	1527	220	
Arrive On Green	0.64	0.00	0.14	0.82	0.12	0.00
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	1305	0	348	588	237	0
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	96.5	0.0	21.5	12.6	18.5	0.0
Cycle Q Clear(g_c), s	96.5	0.0	21.5	12.6	18.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1203		303	1527	220	
V/C Ratio(X)	1.08		1.15	0.38	1.08	
Avail Cap(c_a), veh/h	1203		303	1527	220	
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	0.00
Uniform Delay (d), s/veh	26.8	0.0	57.8	3.7	65.8	0.0
Incr Delay (d2), s/veh	52.1	0.0	97.7	0.2	83.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	72.8	0.0	28.1	6.4	20.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	78.8	0.0	155.5	3.8	149.0	0.0
LnGrp LOS	F		F	A	F	
Approach Vol, veh/h	1305	A		936	237	A
Approach Delay, s/veh	78.8			60.2	149.0	
Approach LOS	E			E	F	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		127.0			26.0	101.0
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		122.5			21.5	96.5
Max Q Clear Time (g_c+I1), s		14.6			23.5	98.5
Green Ext Time (p_c), s		16.7			0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			78.5			
HCM 6th LOS			E			
Notes						
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.						

WITH WIDENING

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	693	11	1	958	15	3
Future Vol, veh/h	693	11	1	958	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	753	12	1	1041	16	3

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	765	0	1282	383
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	857	-	160	535
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	857	-	160	535
Mov Cap-2 Maneuver	-	-	-	-	160	-
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	563	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	27.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	181	-	-	857	-
HCM Lane V/C Ratio	0.108	-	-	0.001	-
HCM Control Delay (s)	27.3	-	-	9.2	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	16.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↘	
Traffic Vol, veh/h	516	77	82	1039	90	72
Future Vol, veh/h	516	77	82	1039	90	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	622	93	99	1252	108	87
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	715	0	1446	311
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	824	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	875	-	115	662
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	374	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	875	- ~ 102	662	
Mov Cap-2 Maneuver	-	-	-	- ~ 102	-	
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	332	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		189.3	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	163	-	-	875	-	
HCM Lane V/C Ratio	1.197	-	-	0.113	-	
HCM Control Delay (s)	189.3	-	-	9.6	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	10.8	-	-	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2025 - Traffic Signal w Widening
AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	518	70	62	911	210	185
Future Volume (veh/h)	518	70	62	911	210	185
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	1870
Adj Flow Rate, veh/h	563	0	67	990	228	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1748		588	2284	315	
Arrive On Green	0.49	0.00	0.06	0.64	0.18	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	563	0	67	990	228	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	4.8	0.0	0.8	6.9	6.0	0.0
Cycle Q Clear(g_c), s	4.8	0.0	0.8	6.9	6.0	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1748		588	2284	315	
V/C Ratio(X)	0.32		0.11	0.43	0.72	
Avail Cap(c_a), veh/h	2603		748	3458	1162	
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	0.00
Uniform Delay (d), s/veh	7.6	0.0	4.8	4.4	19.4	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.1	3.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.0	0.3	1.8	4.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.8	0.0	4.9	4.5	22.5	0.0
LnGrp LOS	A		A	A	C	
Approach Vol, veh/h	563	A		1057	228	A
Approach Delay, s/veh	7.8			4.6	22.5	
Approach LOS	A			A	C	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	36.5		7.5		29.0	13.3
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	48.5		7.5		36.5	32.5
Max Q Clear Time (g_c+I1), s	8.9		2.8		6.8	8.0
Green Ext Time (p_c), s	23.2		0.0		10.7	0.8
Intersection Summary						
HCM 6th Ctrl Delay			7.8			
HCM 6th LOS			A			

Notes

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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1144	15	0	666	8	0
Future Vol, veh/h	1144	15	0	666	8	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1271	17	0	740	9	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1288	0	1650	644
Stage 1	-	-	-	-	1280	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	-	-	4.14	-	7.08	6.94
Critical Hdwy Stg 1	-	-	-	-	6.08	-
Critical Hdwy Stg 2	-	-	-	-	6.08	-
Follow-up Hdwy	-	-	2.22	-	3.64	3.32
Pot Cap-1 Maneuver	-	-	534	-	79	416
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	635	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	534	-	79	416
Mov Cap-2 Maneuver	-	-	-	-	79	-
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	635	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	56.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	79	-	-	534	-
HCM Lane V/C Ratio	0.113	-	-	-	-
HCM Control Delay (s)	56.3	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↘	
Traffic Vol, veh/h	1219	25	27	580	31	52
Future Vol, veh/h	1219	25	27	580	31	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1325	27	29	630	34	57
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1352	0	1698	663
Stage 1	-	-	-	-	1325	-
Stage 2	-	-	-	-	373	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	516	-	85	409
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	672	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	516	-	80	409
Mov Cap-2 Maneuver	-	-	-	-	80	-
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	634	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		52.6	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	161	-	-	516	-	
HCM Lane V/C Ratio	0.56	-	-	0.057	-	
HCM Control Delay (s)	52.6	-	-	12.4	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	2.9	-	-	0.2	-	

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2025 - Traffic Signal w Widening
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (veh/h)	1035	236	208	466	141	124
Future Volume (veh/h)	1035	236	208	466	141	124
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	1870
Adj Flow Rate, veh/h	1125	0	226	507	153	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1992		457	2575	218	
Arrive On Green	0.56	0.00	0.09	0.72	0.12	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1125	0	226	507	153	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	12.0	0.0	2.7	2.7	4.9	0.0
Cycle Q Clear(g_c), s	12.0	0.0	2.7	2.7	4.9	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1992		457	2575	218	
V/C Ratio(X)	0.56		0.49	0.20	0.70	
Avail Cap(c_a), veh/h	2385		861	3774	560	
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	0.00
Uniform Delay (d), s/veh	8.3	0.0	6.4	2.6	24.8	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.8	0.0	4.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	0.0	0.9	0.5	3.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.6	0.0	7.3	2.6	28.9	0.0
LnGrp LOS	A		A	A	C	
Approach Vol, veh/h	1125	A		733	153	A
Approach Delay, s/veh	8.6			4.1	28.9	
Approach LOS	A			A	C	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		47.1			9.7	37.5
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		62.5			18.5	39.5
Max Q Clear Time (g_c+I1), s		4.7			4.7	14.0
Green Ext Time (p_c), s		11.8			0.6	19.0
Intersection Summary						
HCM 6th Ctrl Delay			8.5			
HCM 6th LOS			A			

Notes

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

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	779	11	1	1043	16	3
Future Vol, veh/h	779	11	1	1043	16	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	847	12	1	1134	17	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	1422	430
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	569	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	791	-	129	495
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	535	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	791	-	129	495
Mov Cap-2 Maneuver	-	-	-	-	129	-
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	533	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		33.7	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	146	-	-	791	-	
HCM Lane V/C Ratio	0.141	-	-	0.001	-	
HCM Control Delay (s)	33.7	-	-	9.6	0	
HCM Lane LOS	D	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

Intersection						
Int Delay, s/veh	33.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	
Traffic Vol, veh/h	567	83	94	1150	97	80
Future Vol, veh/h	567	83	94	1150	97	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	683	100	113	1386	117	96
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	783	0	1602	342
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	919	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	824	-	~ 90	631
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	333	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	824	-	~ 78	631
Mov Cap-2 Maneuver	-	-	-	-	~ 78	-
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	287	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 385.7	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	129	-	-	824	-	
HCM Lane V/C Ratio	1.653	-	-	0.137	-	
HCM Control Delay (s)	\$ 385.7	-	-	10.1	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	15.6	-	-	0.5	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2030 - Traffic Signal w Widening
AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	557	90	80	979	265	233
Future Volume (veh/h)	557	90	80	979	265	233
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	1870
Adj Flow Rate, veh/h	605	0	87	1064	288	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1715		555	2240	369	
Arrive On Green	0.48	0.00	0.07	0.63	0.21	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	605	0	87	1064	288	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	5.9	0.0	1.2	8.8	8.5	0.0
Cycle Q Clear(g_c), s	5.9	0.0	1.2	8.8	8.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1715		555	2240	369	
V/C Ratio(X)	0.35		0.16	0.47	0.78	
Avail Cap(c_a), veh/h	2341		678	3110	1045	
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	0.00
Uniform Delay (d), s/veh	8.9	0.0	5.6	5.4	20.8	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.2	3.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	0.0	0.5	3.0	6.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.1	0.0	5.8	5.6	24.4	0.0
LnGrp LOS	A		A	A	C	
Approach Vol, veh/h	605	A		1151	288	A
Approach Delay, s/veh	9.1			5.6	24.4	
Approach LOS	A			A	C	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	39.4		8.2		31.2	16.0
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	48.5		7.5		36.5	32.5
Max Q Clear Time (g_c+I1), s	10.8		3.2		7.9	10.5
Green Ext Time (p_c), s	24.2		0.1		11.4	1.0
Intersection Summary						
HCM 6th Ctrl Delay			9.3			
HCM 6th LOS			A			
Notes						

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1251	16	0	745	9	0
Future Vol, veh/h	1251	16	0	745	9	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1390	18	0	828	10	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1408	0	1813	704
Stage 1	-	-	-	-	1399	-
Stage 2	-	-	-	-	414	-
Critical Hdwy	-	-	4.14	-	7.08	6.94
Critical Hdwy Stg 1	-	-	-	-	6.08	-
Critical Hdwy Stg 2	-	-	-	-	6.08	-
Follow-up Hdwy	-	-	2.22	-	3.64	3.32
Pot Cap-1 Maneuver	-	-	481	-	61	379
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	602	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	481	-	61	379
Mov Cap-2 Maneuver	-	-	-	-	61	-
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	602	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		75.3	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	61	-	-	481	-	
HCM Lane V/C Ratio	0.164	-	-	-	-	
HCM Control Delay (s)	75.3	-	-	0	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	1339	27	33	644	33	62
Future Vol, veh/h	1339	27	33	644	33	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1455	29	36	700	36	67
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1484	0	1877	728
Stage 1	-	-	-	-	1455	-
Stage 2	-	-	-	-	422	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	459	-	65	370
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	635	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	459	-	60	370
Mov Cap-2 Maneuver	-	-	-	-	60	-
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	585	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		92.8	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	132	-	-	459	-	
HCM Lane V/C Ratio	0.782	-	-	0.078	-	
HCM Control Delay (s)	92.8	-	-	13.5	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	4.7	-	-	0.3	-	

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2030 - Traffic Signal w Widening
PM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↖	↗
Traffic Volume (veh/h)	1113	288	253	501	176	154
Future Volume (veh/h)	1113	288	253	501	176	154
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	1870
Adj Flow Rate, veh/h	1210	0	275	545	191	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1945		436	2552	251	
Arrive On Green	0.55	0.00	0.10	0.72	0.14	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1210	0	275	545	191	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	14.9	0.0	3.7	3.3	6.6	0.0
Cycle Q Clear(g_c), s	14.9	0.0	3.7	3.3	6.6	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1945		436	2552	251	
V/C Ratio(X)	0.62		0.63	0.21	0.76	
Avail Cap(c_a), veh/h	2196		773	3474	515	
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	0.00
Uniform Delay (d), s/veh	9.9	0.0	9.3	3.0	26.4	0.0
Incr Delay (d2), s/veh	0.4	0.0	1.5	0.0	4.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	0.0	1.7	0.9	5.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.4	0.0	10.8	3.0	31.1	0.0
LnGrp LOS	B		B	A	C	
Approach Vol, veh/h	1210	A		820	191	A
Approach Delay, s/veh	10.4			5.7	31.1	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	50.4		10.9		39.5	13.5
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	62.5		18.5		39.5	18.5
Max Q Clear Time (g_c+I1), s	5.3		5.7		16.9	8.6
Green Ext Time (p_c), s	12.9		0.7		18.1	0.4
Intersection Summary						
HCM 6th Ctrl Delay			10.4			
HCM 6th LOS			B			
Notes						

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	879	12	1	1137	17	4
Future Vol, veh/h	879	12	1	1137	17	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	11	0	2	0	33
Mvmt Flow	955	13	1	1236	18	4

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	968	0	1582	484
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	620	-
Critical Hdwy	-	-	4.1	-	6.8	7.56
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.63
Pot Cap-1 Maneuver	-	-	720	-	101	454
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	504	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	720	-	101	454
Mov Cap-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	502	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	42.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	119	-	-	720	-
HCM Lane V/C Ratio	0.192	-	-	0.002	-
HCM Control Delay (s)	42.3	-	-	10	0
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection						
Int Delay, s/veh	63.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↘	
Traffic Vol, veh/h	623	90	109	1277	105	89
Future Vol, veh/h	623	90	109	1277	105	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	3	2	9	10
Mvmt Flow	751	108	131	1539	127	107
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	859	0	1783	376
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	1032	-
Critical Hdwy	-	-	4.16	-	6.98	7.1
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.98	-
Follow-up Hdwy	-	-	2.23	-	3.59	3.4
Pot Cap-1 Maneuver	-	-	772	-	~ 68	599
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	289	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	772	-	~ 56	599
Mov Cap-2 Maneuver	-	-	-	-	~ 56	-
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	240	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		\$ 746.5	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	96	-	-	772	-	
HCM Lane V/C Ratio	2.435	-	-	0.17	-	
HCM Control Delay (s)	\$ 746.5	-	-	10.6	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	21.3	-	-	0.6	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2035 - Traffic Signal w Widening
AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	601	111	98	1156	329	290
Future Volume (veh/h)	601	111	98	1156	329	290
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	1870
Adj Flow Rate, veh/h	653	0	107	1257	358	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1244		608	2213	428	
Arrive On Green	0.35	0.00	0.20	0.62	0.24	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	653	0	107	1257	358	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	9.6	0.0	0.0	13.6	12.5	0.0
Cycle Q Clear(g_c), s	9.6	0.0	0.0	13.6	12.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1244		608	2213	428	
V/C Ratio(X)	0.52		0.18	0.57	0.84	
Avail Cap(c_a), veh/h	1975		608	2624	881	
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	0.00
Uniform Delay (d), s/veh	17.0	0.0	14.8	7.2	23.7	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.2	4.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.1	0.0	1.8	5.9	9.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.3	0.0	14.9	7.5	28.1	0.0
LnGrp LOS	B		B	A	C	
Approach Vol, veh/h	653	A		1364	358	A
Approach Delay, s/veh	17.3			8.1	28.1	
Approach LOS	B			A	C	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		45.4			17.9	27.5
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		48.5			7.5	36.5
Max Q Clear Time (g_c+I1), s		15.6			2.0	11.6
Green Ext Time (p_c), s		25.3			0.1	11.4
						1.2
Intersection Summary						
HCM 6th Ctrl Delay			13.6			
HCM 6th LOS			B			
Notes						
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.						

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	1375	17	0	851	10	0
Future Vol, veh/h	1375	17	0	851	10	0
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	90	90	90	90	90	90
Heavy Vehicles, %	1	8	2	1	14	2
Mvmt Flow	1528	19	0	946	11	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1547	0	2011	774
Stage 1	-	-	-	-	1538	-
Stage 2	-	-	-	-	473	-
Critical Hdwy	-	-	4.14	-	7.08	6.94
Critical Hdwy Stg 1	-	-	-	-	6.08	-
Critical Hdwy Stg 2	-	-	-	-	6.08	-
Follow-up Hdwy	-	-	2.22	-	3.64	3.32
Pot Cap-1 Maneuver	-	-	425	-	44	341
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	560	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	425	-	44	341
Mov Cap-2 Maneuver	-	-	-	-	44	-
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	560	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		112.5	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	44	-	-	425	-	
HCM Lane V/C Ratio	0.253	-	-	-	-	
HCM Control Delay (s)	112.5	-	-	0	-	
HCM Lane LOS	F	-	-	A	-	
HCM 95th %tile Q(veh)	0.8	-	-	0	-	

Intersection						
Int Delay, s/veh	11.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	1488	30	41	719	36	76
Future Vol, veh/h	1488	30	41	719	36	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	2	0	0
Mvmt Flow	1617	33	45	782	39	83
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1650	0	2098	809
Stage 1	-	-	-	-	1617	-
Stage 2	-	-	-	-	481	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	397	-	46	328
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	397	-	41	328
Mov Cap-2 Maneuver	-	-	-	-	41	-
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	526	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		233.4	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	101	-	-	397	-	
HCM Lane V/C Ratio	1.205	-	-	0.112	-	
HCM Control Delay (s)	233.4	-	-	15.2	-	
HCM Lane LOS	F	-	-	C	-	
HCM 95th %tile Q(veh)	8.2	-	-	0.4	-	

HCM 6th Signalized Intersection Summary

4: Driveway #1 & Old Cornelia Highway

2035 - Traffic Signal w Widening
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	1201	363	320	541	218	192
Future Volume (veh/h)	1201	363	320	541	218	192
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	1870
Adj Flow Rate, veh/h	1305	0	348	588	237	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1864		422	2519	291	
Arrive On Green	0.52	0.00	0.12	0.71	0.16	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1305	0	348	588	237	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	19.4	0.0	5.6	4.1	9.0	0.0
Cycle Q Clear(g_c), s	19.4	0.0	5.6	4.1	9.0	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1864		422	2519	291	
V/C Ratio(X)	0.70		0.83	0.23	0.81	
Avail Cap(c_a), veh/h	1992		675	3152	468	
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	0.00
Uniform Delay (d), s/veh	12.6	0.0	12.8	3.6	28.4	0.0
Incr Delay (d2), s/veh	1.0	0.0	4.6	0.0	5.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.3	0.0	5.5	1.4	7.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.6	0.0	17.4	3.6	34.2	0.0
LnGrp LOS	B		B	A	C	
Approach Vol, veh/h	1305	A		936	237	A
Approach Delay, s/veh	13.6			8.7	34.2	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	54.4		13.0		41.5	16.0
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	62.5		18.5		39.5	18.5
Max Q Clear Time (g_c+I1), s	6.1		7.6		21.4	11.0
Green Ext Time (p_c), s	14.2		0.9		15.5	0.5
Intersection Summary						
HCM 6th Ctrl Delay	13.7					
HCM 6th LOS	B					

3. ROUNDABOUT

SIGNLE LANE ROUNDABOUT

MOVEMENT SUMMARY

 **Site: 101 [2025 AM (Site Folder: General)]**

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: Driveway #1														
3	L2	210	2.0	228	2.0	0.551	12.9	LOS B	5.3	134.8	0.84	0.89	1.10	30.5
18	R2	185	2.0	201	2.0	0.551	12.9	LOS B	5.3	134.8	0.84	0.89	1.10	29.5
Approach		395	2.0	429	2.0	0.551	12.9	LOS B	5.3	134.8	0.84	0.89	1.10	30.0
East: Old Cornelia Highway														
1	L2	62	2.0	67	2.0	1.034	57.3	LOS F	65.7	1668.5	1.00	1.88	3.10	19.7
6	T1	911	2.0	990	2.0	1.034	57.3	LOS F	65.7	1668.5	1.00	1.88	3.10	19.7
Approach		973	2.0	1058	2.0	1.034	57.3	LOS F	65.7	1668.5	1.00	1.88	3.10	19.7
West: Old Cornelia Highway														
2	T1	518	2.0	563	2.0	0.529	8.9	LOS A	5.4	137.4	0.42	0.20	0.42	33.8
12	R2	70	2.0	76	2.0	0.529	8.9	LOS A	5.4	137.4	0.42	0.20	0.42	32.7
Approach		588	2.0	639	2.0	0.529	8.9	LOS A	5.4	137.4	0.42	0.20	0.42	33.7
All Vehicles		1956	2.0	2126	2.0	1.034	33.8	LOS D	65.7	1668.5	0.79	1.18	1.89	24.4

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Multilane (3 drives)\Existing.sip9

MOVEMENT SUMMARY

 **Site: 101 [2025 PM (Site Folder: General)]**

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 %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3	L2	141	2.0	153	2.0	0.634	24.0	LOS C	7.0	177.1	1.00	1.19	1.52	26.6
18	R2	124	2.0	135	2.0	0.634	24.0	LOS C	7.0	177.1	1.00	1.19	1.52	25.8
Approach		265	2.0	288	2.0	0.634	24.0	LOS C	7.0	177.1	1.00	1.19	1.52	26.2
East: Old Cornelia Highway														
1	L2	208	2.0	226	2.0	0.667	12.9	LOS B	7.5	191.0	0.72	0.47	0.72	31.2
6	T1	466	2.0	507	2.0	0.667	12.9	LOS B	7.5	191.0	0.72	0.47	0.72	31.1
Approach		674	2.0	733	2.0	0.667	12.9	LOS B	7.5	191.0	0.72	0.47	0.72	31.2
West: Old Cornelia Highway														
2	T1	1035	2.0	1125	2.0	1.334	171.5	LOS F	153.3	3893.3	1.00	3.41	5.97	9.9
12	R2	236	2.0	257	2.0	1.334	171.5	LOS F	153.3	3893.3	1.00	3.41	5.97	9.8
Approach		1271	2.0	1382	2.0	1.334	171.5	LOS F	153.3	3893.3	1.00	3.41	5.97	9.9
All Vehicles		2210	2.0	2402	2.0	1.334	105.4	LOS F	153.3	3893.3	0.91	2.25	3.83	13.8

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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MOVEMENT SUMMARY

 **Site: 101 [2030 AM (Site Folder: General)]**

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 %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3	L2	265	2.0	288	2.0	0.710	19.0	LOS C	10.1	255.6	0.95	1.18	1.59	28.2
18	R2	233	2.0	253	2.0	0.710	19.0	LOS C	10.1	255.6	0.95	1.18	1.59	27.4
Approach		498	2.0	541	2.0	0.710	19.0	LOS C	10.1	255.6	0.95	1.18	1.59	27.8
East: Old Cornelia Highway														
1	L2	80	2.0	87	2.0	1.175	107.1	LOS F	95.7	2430.8	1.00	2.76	4.90	13.8
6	T1	979	2.0	1064	2.0	1.175	107.1	LOS F	95.7	2430.8	1.00	2.76	4.90	13.8
Approach		1059	2.0	1151	2.0	1.175	107.1	LOS F	95.7	2430.8	1.00	2.76	4.90	13.8
West: Old Cornelia Highway														
2	T1	557	2.0	605	2.0	0.577	9.8	LOS A	6.3	160.2	0.48	0.24	0.48	33.4
12	R2	90	2.0	98	2.0	0.577	9.8	LOS A	6.3	160.2	0.48	0.24	0.48	32.3
Approach		647	2.0	703	2.0	0.577	9.8	LOS A	6.3	160.2	0.48	0.24	0.48	33.2
All Vehicles		2204	2.0	2396	2.0	1.175	58.6	LOS F	95.7	2430.8	0.84	1.66	2.85	19.3

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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MOVEMENT SUMMARY

 **Site: 101 [2030 PM (Site Folder: General)]**

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: Driveway #1														
3	L2	176	2.0	191	2.0	0.702	25.4	LOS D	8.9	225.7	1.00	1.25	1.67	26.2
18	R2	154	2.0	167	2.0	0.702	25.4	LOS D	8.9	225.7	1.00	1.25	1.67	25.4
Approach		330	2.0	359	2.0	0.702	25.4	LOS D	8.9	225.7	1.00	1.25	1.67	25.8
East: Old Cornelia Highway														
1	L2	253	2.0	275	2.0	0.764	17.1	LOS C	15.9	402.9	0.88	0.79	1.17	29.5
6	T1	501	2.0	545	2.0	0.764	17.1	LOS C	15.9	402.9	0.88	0.79	1.17	29.4
Approach		754	2.0	820	2.0	0.764	17.1	LOS C	15.9	402.9	0.88	0.79	1.17	29.4
West: Old Cornelia Highway														
2	T1	1113	2.0	1210	2.0	1.531	257.7	LOS F	203.8	5177.6	1.00	4.39	8.10	7.2
12	R2	288	2.0	313	2.0	1.531	257.7	LOS F	203.8	5177.6	1.00	4.39	8.10	7.1
Approach		1401	2.0	1523	2.0	1.531	257.7	LOS F	203.8	5177.6	1.00	4.39	8.10	7.2
All Vehicles		2485	2.0	2701	2.0	1.531	153.8	LOS F	203.8	5177.6	0.96	2.88	5.15	10.7

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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MOVEMENT SUMMARY

 **Site: 101 [2035 AM (Site Folder: General)]**

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: Driveway #1														
3	L2	329	2.0	358	2.0	0.896	35.7	LOS E	21.8	553.9	1.00	1.61	2.53	23.4
18	R2	290	2.0	315	2.0	0.896	35.7	LOS E	21.8	553.9	1.00	1.61	2.53	22.8
Approach		619	2.0	673	2.0	0.896	35.7	LOS E	21.8	553.9	1.00	1.61	2.53	23.1
East: Old Cornelia Highway														
1	L2	98	2.0	107	2.0	1.328	170.6	LOS F	131.8	3348.7	1.00	3.68	6.97	10.0
6	T1	1057	2.0	1149	2.0	1.328	170.6	LOS F	131.8	3348.7	1.00	3.68	6.97	10.0
Approach		1155	2.0	1255	2.0	1.328	170.6	LOS F	131.8	3348.7	1.00	3.68	6.97	10.0
West: Old Cornelia Highway														
2	T1	601	2.0	653	2.0	0.621	10.6	LOS B	7.3	184.7	0.52	0.27	0.52	33.0
12	R2	111	2.0	121	2.0	0.621	10.6	LOS B	7.3	184.7	0.52	0.27	0.52	31.9
Approach		712	2.0	774	2.0	0.621	10.6	LOS B	7.3	184.7	0.52	0.27	0.52	32.8
All Vehicles		2486	2.0	2702	2.0	1.328	91.2	LOS F	131.8	3348.7	0.86	2.19	4.02	15.1

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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MOVEMENT SUMMARY

 **Site: 101 [2035 PM (Site Folder: General)]**

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: Driveway #1														
3	L2	218	2.0	237	2.0	0.756	26.3	LOS D	11.4	288.6	1.00	1.32	1.82	25.9
18	R2	192	2.0	209	2.0	0.756	26.3	LOS D	11.4	288.6	1.00	1.32	1.82	25.2
Approach		410	2.0	446	2.0	0.756	26.3	LOS D	11.4	288.6	1.00	1.32	1.82	25.5
East: Old Cornelia Highway														
1	L2	320	2.0	348	2.0	0.882	26.6	LOS D	31.8	806.7	1.00	1.25	1.92	26.3
6	T1	541	2.0	588	2.0	0.882	26.6	LOS D	31.8	806.7	1.00	1.25	1.92	26.2
Approach		861	2.0	936	2.0	0.882	26.6	LOS D	31.8	806.7	1.00	1.25	1.92	26.2
West: Old Cornelia Highway														
2	T1	1201	2.0	1305	2.0	1.791	373.0	LOS F	267.8	6802.9	1.00	5.44	10.63	5.3
12	R2	363	2.0	395	2.0	1.791	373.0	LOS F	267.8	6802.9	1.00	5.44	10.63	5.2
Approach		1564	2.0	1700	2.0	1.791	373.0	LOS F	267.8	6802.9	1.00	5.44	10.63	5.3
All Vehicles		2835	2.0	3082	2.0	1.791	217.7	LOS F	267.8	6802.9	1.00	3.57	6.71	8.2

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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MULTILANE ROUNDABOUT

MOVEMENT SUMMARY

 **Site: 101 [2025 AM (Site Folder: General)]**

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: Driveway #1														
3	L2	210	2.0	228	2.0	0.224	5.7	LOS A	1.0	24.2	0.50	0.44	0.50	32.7
18	R2	185	2.0	201	2.0	0.219	6.1	LOS A	0.9	23.2	0.51	0.46	0.51	33.8
Approach		395	2.0	429	2.0	0.224	5.9	LOS A	1.0	24.2	0.51	0.45	0.51	33.2
East: Old Cornelia Highway														
1	L2	62	2.0	67	2.0	0.463	8.3	LOS A	3.1	78.3	0.51	0.37	0.51	33.9
6	T1	911	2.0	990	2.0	0.463	8.2	LOS A	3.1	78.9	0.51	0.36	0.51	34.0
Approach		973	2.0	1058	2.0	0.463	8.2	LOS A	3.1	78.9	0.51	0.36	0.51	34.0
West: Old Cornelia Highway														
2	T1	518	2.0	563	2.0	0.247	4.9	LOS A	1.3	34.3	0.22	0.10	0.22	35.9
12	R2	70	2.0	76	2.0	0.247	4.9	LOS A	1.3	34.3	0.22	0.10	0.22	34.6
Approach		588	2.0	639	2.0	0.247	4.9	LOS A	1.3	34.3	0.22	0.10	0.22	35.7
All Vehicles		1956	2.0	2126	2.0	0.463	6.7	LOS A	3.1	78.9	0.42	0.30	0.42	34.3

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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MOVEMENT SUMMARY

 **Site: 101 [2025 PM (Site Folder: General)]**

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: Driveway #1														
3	L2	141	2.0	153	2.0	0.214	7.5	LOS A	1.0	26.5	0.71	0.71	0.71	31.9
18	R2	124	2.0	135	2.0	0.226	9.0	LOS A	1.0	26.5	0.71	0.71	0.71	32.4
Approach		265	2.0	288	2.0	0.226	8.2	LOS A	1.0	26.5	0.71	0.71	0.71	32.1
East: Old Cornelia Highway														
1	L2	208	2.0	226	2.0	0.307	6.0	LOS A	1.8	46.5	0.38	0.23	0.38	33.6
6	T1	466	2.0	507	2.0	0.307	5.9	LOS A	1.8	46.8	0.38	0.23	0.38	34.8
Approach		674	2.0	733	2.0	0.307	5.9	LOS A	1.8	46.8	0.38	0.23	0.38	34.4
West: Old Cornelia Highway														
2	T1	1035	2.0	1125	2.0	0.605	10.9	LOS B	4.8	122.1	0.59	0.43	0.59	32.8
12	R2	236	2.0	257	2.0	0.605	10.7	LOS B	4.7	118.7	0.58	0.42	0.58	31.8
Approach		1271	2.0	1382	2.0	0.605	10.9	LOS B	4.8	122.1	0.59	0.43	0.59	32.6
All Vehicles		2210	2.0	2402	2.0	0.605	9.0	LOS A	4.8	122.1	0.54	0.40	0.54	33.1

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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MOVEMENT SUMMARY

 **Site: 101 [2030 AM (Site Folder: General)]**

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: Driveway #1														
3	L2	265	2.0	288	2.0	0.283	6.4	LOS A	1.3	32.3	0.54	0.49	0.54	32.4
18	R2	233	2.0	253	2.0	0.281	7.0	LOS A	1.2	31.3	0.55	0.52	0.55	33.4
Approach		498	2.0	541	2.0	0.283	6.6	LOS A	1.3	32.3	0.54	0.50	0.54	32.8
East: Old Cornelia Highway														
1	L2	80	2.0	87	2.0	0.523	9.6	LOS A	3.7	93.7	0.60	0.47	0.60	33.2
6	T1	979	2.0	1064	2.0	0.523	9.4	LOS A	3.7	95.2	0.60	0.46	0.60	33.3
Approach		1059	2.0	1151	2.0	0.523	9.4	LOS A	3.7	95.2	0.60	0.46	0.60	33.3
West: Old Cornelia Highway														
2	T1	557	2.0	605	2.0	0.273	5.2	LOS A	1.6	40.0	0.27	0.13	0.27	35.7
12	R2	90	2.0	98	2.0	0.273	5.1	LOS A	1.6	40.0	0.27	0.13	0.27	34.4
Approach		647	2.0	703	2.0	0.273	5.2	LOS A	1.6	40.0	0.27	0.13	0.27	35.5
All Vehicles		2204	2.0	2396	2.0	0.523	7.6	LOS A	3.7	95.2	0.49	0.37	0.49	33.8

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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MOVEMENT SUMMARY

 **Site: 101 [2030 PM (Site Folder: General)]**

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] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3	L2	176	2.0	191	2.0	0.287	9.0	LOS A	1.5	38.4	0.77	0.77	0.77	31.3
18	R2	154	2.0	167	2.0	0.311	11.3	LOS B	1.6	39.6	0.77	0.78	0.80	31.3
Approach		330	2.0	359	2.0	0.311	10.1	LOS B	1.6	39.6	0.77	0.78	0.79	31.3
East: Old Cornelia Highway														
1	L2	253	2.0	275	2.0	0.351	6.6	LOS A	2.2	55.9	0.45	0.29	0.45	33.1
6	T1	501	2.0	545	2.0	0.351	6.4	LOS A	2.2	56.6	0.44	0.29	0.44	34.6
Approach		754	2.0	820	2.0	0.351	6.5	LOS A	2.2	56.6	0.44	0.29	0.44	34.1
West: Old Cornelia Highway														
2	T1	1113	2.0	1210	2.0	0.684	13.4	LOS B	9.6	244.6	0.71	0.69	0.98	31.7
12	R2	288	2.0	313	2.0	0.684	13.0	LOS B	9.5	241.0	0.70	0.67	0.95	30.7
Approach		1401	2.0	1523	2.0	0.684	13.3	LOS B	9.6	244.6	0.70	0.69	0.97	31.5
All Vehicles		2485	2.0	2701	2.0	0.684	10.8	LOS B	9.6	244.6	0.63	0.58	0.79	32.2

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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MOVEMENT SUMMARY

 **Site: 101 [2035 AM (Site Folder: General)]**

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: Driveway #1														
3	L2	329	2.0	358	2.0	0.345	7.0	LOS A	1.7	42.0	0.58	0.54	0.58	32.1
18	R2	290	2.0	315	2.0	0.352	8.0	LOS A	1.6	41.7	0.60	0.58	0.60	32.9
Approach		619	2.0	673	2.0	0.352	7.5	LOS A	1.7	42.0	0.59	0.56	0.59	32.4
East: Old Cornelia Highway														
1	L2	98	2.0	107	2.0	0.588	11.4	LOS B	6.0	152.8	0.71	0.67	0.89	32.3
6	T1	1057	2.0	1149	2.0	0.588	11.0	LOS B	6.0	152.8	0.70	0.65	0.86	32.6
Approach		1155	2.0	1255	2.0	0.588	11.0	LOS B	6.0	152.8	0.70	0.65	0.86	32.6
West: Old Cornelia Highway														
2	T1	601	2.0	653	2.0	0.300	5.5	LOS A	1.8	46.5	0.31	0.16	0.31	35.5
12	R2	111	2.0	121	2.0	0.300	5.4	LOS A	1.8	46.5	0.31	0.16	0.31	34.3
Approach		712	2.0	774	2.0	0.300	5.5	LOS A	1.8	46.5	0.31	0.16	0.31	35.3
All Vehicles		2486	2.0	2702	2.0	0.588	8.6	LOS A	6.0	152.8	0.56	0.49	0.64	33.3

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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MOVEMENT SUMMARY

 **Site: 101 [2035 PM (Site Folder: General)]**

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 %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3	L2	218	2.0	237	2.0	0.394	11.9	LOS B	2.5	64.2	0.86	0.91	1.00	30.1
18	R2	192	2.0	209	2.0	0.446	16.0	LOS C	2.8	70.9	0.86	0.94	1.12	29.4
Approach		410	2.0	446	2.0	0.446	13.8	LOS B	2.8	70.9	0.86	0.92	1.06	29.8
East: Old Cornelia Highway														
1	L2	320	2.0	348	2.0	0.409	7.6	LOS A	2.7	69.8	0.53	0.38	0.53	32.5
6	T1	541	2.0	588	2.0	0.409	7.2	LOS A	2.8	71.4	0.52	0.36	0.52	34.2
Approach		861	2.0	936	2.0	0.409	7.4	LOS A	2.8	71.4	0.52	0.37	0.52	33.5
West: Old Cornelia Highway														
2	T1	1201	2.0	1305	2.0	0.792	18.9	LOS C	17.3	440.6	0.88	1.07	1.59	29.4
12	R2	363	2.0	395	2.0	0.792	18.1	LOS C	17.3	440.6	0.87	1.05	1.54	28.8
Approach		1564	2.0	1700	2.0	0.792	18.7	LOS C	17.3	440.6	0.88	1.07	1.58	29.3
All Vehicles		2835	2.0	3082	2.0	0.792	14.6	LOS B	17.3	440.6	0.77	0.83	1.18	30.5

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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APPENDIX N

CAPACITY ANALYSIS REPORTS, DRIVEWAY #1 CONSOLIDATED IMPROVEMENTS



A. TRAFFIC SIGNAL

WITHOUT WIDENING

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2025 - Consolidated Traffic Signal
AM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	448	146	109	850	279	248
Future Volume (veh/h)	448	146	109	850	279	248
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	1796	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	487	0	118	924	303	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	2	2	2	2	2
Cap, veh/h	963		550	1245	364	
Arrive On Green	0.54	0.00	0.06	0.67	0.20	0.00
Sat Flow, veh/h	1796	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	487	0	118	924	303	0
Grp Sat Flow(s),veh/h/ln	1796	1585	1781	1870	1781	1585
Q Serve(g_s), s	12.0	0.0	1.8	22.6	11.3	0.0
Cycle Q Clear(g_c), s	12.0	0.0	1.8	22.6	11.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	963		550	1245	364	
V/C Ratio(X)	0.51		0.21	0.74	0.83	
Avail Cap(c_a), veh/h	1170		612	1526	630	
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	0.00
Uniform Delay (d), s/veh	10.2	0.0	6.7	7.6	26.4	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.2	1.6	5.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	0.0	0.9	9.7	8.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.6	0.0	6.9	9.2	31.4	0.0
LnGrp LOS	B		A	A	C	
Approach Vol, veh/h	487	A		1042	303	A
Approach Delay, s/veh	10.6			9.0	31.4	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	50.6		9.0		41.6	18.7
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	56.5		6.9		45.1	24.5
Max Q Clear Time (g_c+I1), s	24.6		3.8		14.0	13.3
Green Ext Time (p_c), s	21.5		0.1		9.6	0.9
Intersection Summary						
HCM 6th Ctrl Delay	13.1					
HCM 6th LOS	B					

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2025 - Consolidated Traffic Signal
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	1008	236	211	455	156	136
Future Volume (veh/h)	1008	236	211	455	156	136
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	1885	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	1120	0	234	506	173	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	2	2	1	2	2
Cap, veh/h	1350		309	1524	205	
Arrive On Green	0.72	0.00	0.05	0.81	0.12	0.00
Sat Flow, veh/h	1885	1585	1781	1885	1781	1585
Grp Volume(v), veh/h	1120	0	234	506	173	0
Grp Sat Flow(s),veh/h/ln	1885	1585	1781	1885	1781	1585
Q Serve(g_s), s	49.0	0.0	3.8	8.3	11.2	0.0
Cycle Q Clear(g_c), s	49.0	0.0	3.8	8.3	11.2	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1350		309	1524	205	
V/C Ratio(X)	0.83		0.76	0.33	0.84	
Avail Cap(c_a), veh/h	1495		537	1911	325	
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	0.00
Uniform Delay (d), s/veh	11.7	0.0	23.3	3.0	51.1	0.0
Incr Delay (d2), s/veh	3.8	0.0	3.8	0.1	11.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	24.0	0.0	8.6	3.5	9.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.5	0.0	27.1	3.1	62.1	0.0
LnGrp LOS	B		C	A	E	
Approach Vol, veh/h	1120	A		740	173	A
Approach Delay, s/veh	15.5			10.7	62.1	
Approach LOS	B			B	E	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		99.8			10.9	88.9
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		119.5			21.5	93.5
Max Q Clear Time (g_c+I1), s		10.3			5.8	51.0
Green Ext Time (p_c), s		13.1			0.6	33.4
						0.3
Intersection Summary						
HCM 6th Ctrl Delay			17.7			
HCM 6th LOS			B			
Notes						
Unsignalized Delay for [NBR, EBR, WBT] is excluded from calculations of the approach delay and intersection delay.						

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2030 - Consolidated Traffic Signal
AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (veh/h)	481	169	130	914	333	301
Future Volume (veh/h)	481	169	130	914	333	301
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	1796	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	523	0	141	993	362	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	2	2	2	2	2
Cap, veh/h	960		502	1221	413	
Arrive On Green	0.53	0.00	0.06	0.65	0.23	0.00
Sat Flow, veh/h	1796	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	523	0	141	993	362	0
Grp Sat Flow(s),veh/h/ln	1796	1585	1781	1870	1781	1585
Q Serve(g_s), s	15.0	0.0	2.6	30.8	15.3	0.0
Cycle Q Clear(g_c), s	15.0	0.0	2.6	30.8	15.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	960		502	1221	413	
V/C Ratio(X)	0.54		0.28	0.81	0.88	
Avail Cap(c_a), veh/h	1035		551	1350	557	
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	0.00
Uniform Delay (d), s/veh	12.0	0.0	8.3	10.0	29.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.3	3.6	11.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.6	0.0	1.4	14.8	12.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.5	0.0	8.6	13.7	40.4	0.0
LnGrp LOS	B		A	B	D	
Approach Vol, veh/h	523	A		1134	362	A
Approach Delay, s/veh	12.5			13.0	40.4	
Approach LOS	B			B	D	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	55.6		9.3		46.4	22.7
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	56.5		6.9		45.1	24.5
Max Q Clear Time (g_c+I1), s	32.8		4.6		17.0	17.3
Green Ext Time (p_c), s	18.4		0.1		10.0	0.8
Intersection Summary						
HCM 6th Ctrl Delay	17.8					
HCM 6th LOS	B					

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2030 - Consolidated Traffic Signal
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	1084	282	256	489	188	167
Future Volume (veh/h)	1084	282	256	489	188	167
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	1885	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	1204	0	284	543	209	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	2	2	1	2	2
Cap, veh/h	1196		305	1524	232	
Arrive On Green	0.63	0.00	0.14	0.81	0.13	0.00
Sat Flow, veh/h	1885	1585	1781	1885	1781	1585
Grp Volume(v), veh/h	1204	0	284	543	209	0
Grp Sat Flow(s),veh/h/ln	1885	1585	1781	1885	1781	1585
Q Serve(g_s), s	93.5	0.0	19.1	11.4	17.0	0.0
Cycle Q Clear(g_c), s	93.5	0.0	19.1	11.4	17.0	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1196		305	1524	232	
V/C Ratio(X)	1.01		0.93	0.36	0.90	
Avail Cap(c_a), veh/h	1196		309	1529	260	
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	0.00
Uniform Delay (d), s/veh	26.9	0.0	55.3	3.8	63.1	0.0
Incr Delay (d2), s/veh	27.7	0.0	33.7	0.1	29.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	58.1	0.0	18.6	6.0	14.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	54.6	0.0	89.0	3.9	92.5	0.0
LnGrp LOS	F		F	A	F	
Approach Vol, veh/h	1204	A		827	209	A
Approach Delay, s/veh	54.6			33.1	92.5	
Approach LOS	D			C	F	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		123.7			25.7	98.0
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		119.5			21.5	93.5
Max Q Clear Time (g_c+I1), s		13.4			21.1	95.5
Green Ext Time (p_c), s		14.6			0.0	0.0
						0.2
Intersection Summary						
HCM 6th Ctrl Delay			50.2			
HCM 6th LOS			D			
Notes						
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.						

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2035 - Consolidated Traffic Signal
AM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	519	194	152	986	395	364
Future Volume (veh/h)	519	194	152	986	395	364
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	1796	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	564	0	165	1072	429	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	2	2	2	2	2
Cap, veh/h	934		449	1187	467	
Arrive On Green	0.52	0.00	0.06	0.63	0.26	0.00
Sat Flow, veh/h	1796	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	564	0	165	1072	429	0
Grp Sat Flow(s),veh/h/ln	1796	1585	1781	1870	1781	1585
Q Serve(g_s), s	19.1	0.0	3.5	42.6	20.3	0.0
Cycle Q Clear(g_c), s	19.1	0.0	3.5	42.6	20.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	934		449	1187	467	
V/C Ratio(X)	0.60		0.37	0.90	0.92	
Avail Cap(c_a), veh/h	934		478	1217	502	
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	0.00
Uniform Delay (d), s/veh	14.6	0.0	10.6	13.6	31.2	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.5	9.5	21.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.2	0.0	2.0	23.0	16.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.7	0.0	11.1	23.1	52.5	0.0
LnGrp LOS	B		B	C	D	
Approach Vol, veh/h	564	A		1237	429	A
Approach Delay, s/veh	15.7			21.5	52.5	
Approach LOS	B			C	D	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		59.6			10.0	49.6
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		56.5			6.9	45.1
Max Q Clear Time (g_c+I1), s		44.6			5.5	21.1
Green Ext Time (p_c), s		10.5			0.1	10.0
						0.4
Intersection Summary						
HCM 6th Ctrl Delay			26.0			
HCM 6th LOS			C			
Notes						
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.						

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2035 - Consolidated Traffic Signal
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	1169	348	324	527	227	206
Future Volume (veh/h)	1169	348	324	527	227	206
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	1885	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	1299	0	360	586	252	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	2	2	1	2	2
Cap, veh/h	1175		303	1502	255	
Arrive On Green	0.62	0.00	0.14	0.80	0.14	0.00
Sat Flow, veh/h	1885	1585	1781	1885	1781	1585
Grp Volume(v), veh/h	1299	0	360	586	252	0
Grp Sat Flow(s),veh/h/ln	1885	1585	1781	1885	1781	1585
Q Serve(g_s), s	93.5	0.0	21.5	13.8	21.2	0.0
Cycle Q Clear(g_c), s	93.5	0.0	21.5	13.8	21.2	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1175		303	1502	255	
V/C Ratio(X)	1.11		1.19	0.39	0.99	
Avail Cap(c_a), veh/h	1175		303	1502	255	
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	0.00
Uniform Delay (d), s/veh	28.3	0.0	57.3	4.5	64.1	0.0
Incr Delay (d2), s/veh	60.1	0.0	112.3	0.2	52.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	76.2	0.0	30.1	7.6	19.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	88.4	0.0	169.6	4.7	116.6	0.0
LnGrp LOS	F		F	A	F	
Approach Vol, veh/h	1299	A		946	252	A
Approach Delay, s/veh	88.4			67.4	116.6	
Approach LOS	F			E	F	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		124.0			26.0	98.0
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		119.5			21.5	93.5
Max Q Clear Time (g_c+I1), s		15.8			23.5	95.5
Green Ext Time (p_c), s		16.5			0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			83.3			
HCM 6th LOS			F			

Notes

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

WITH WIDENING

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2025 - Consolidated Traffic Signal w Widening

AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	448	146	109	850	279	248
Future Volume (veh/h)	448	146	109	850	279	248
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	1796	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	487	0	118	924	303	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	2	2	2	2	2
Cap, veh/h	1422		584	2100	399	
Arrive On Green	0.42	0.00	0.08	0.59	0.22	0.00
Sat Flow, veh/h	3503	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	487	0	118	924	303	0
Grp Sat Flow(s),veh/h/ln	1706	1585	1781	1777	1781	1585
Q Serve(g_s), s	4.7	0.0	1.6	7.0	7.7	0.0
Cycle Q Clear(g_c), s	4.7	0.0	1.6	7.0	7.7	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1422		584	2100	399	
V/C Ratio(X)	0.34		0.20	0.44	0.76	
Avail Cap(c_a), veh/h	1929		859	3177	1373	
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	0.00
Uniform Delay (d), s/veh	9.7	0.0	6.1	5.5	17.7	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.1	3.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	0.0	0.6	2.2	5.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.8	0.0	6.2	5.6	20.6	0.0
LnGrp LOS	A		A	A	C	
Approach Vol, veh/h	487	A		1042	303	A
Approach Delay, s/veh	9.8			5.7	20.6	
Approach LOS	A			A	C	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	33.3		8.5		24.8	15.4
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	43.5		11.5		27.5	37.5
Max Q Clear Time (g_c+I1), s	9.0		3.6		6.7	9.7
Green Ext Time (p_c), s	19.8		0.2		7.6	1.2
Intersection Summary						
HCM 6th Ctrl Delay			9.3			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2025 - Consolidated Traffic Signal w Widening
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	1008	236	211	455	156	136
Future Volume (veh/h)	1008	236	211	455	156	136
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	1885	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	1120	0	234	506	173	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	2	2	1	2	2
Cap, veh/h	1967		456	2564	238	
Arrive On Green	0.55	0.00	0.09	0.72	0.13	0.00
Sat Flow, veh/h	3676	1585	1781	3676	1781	1585
Grp Volume(v), veh/h	1120	0	234	506	173	0
Grp Sat Flow(s),veh/h/ln	1791	1585	1781	1791	1781	1585
Q Serve(g_s), s	12.2	0.0	2.9	2.8	5.6	0.0
Cycle Q Clear(g_c), s	12.2	0.0	2.9	2.8	5.6	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1967		456	2564	238	
V/C Ratio(X)	0.57		0.51	0.20	0.73	
Avail Cap(c_a), veh/h	2346		858	3750	552	
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	0.00
Uniform Delay (d), s/veh	8.8	0.0	6.8	2.8	24.8	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.9	0.0	4.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.9	0.0	1.1	0.6	4.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.1	0.0	7.7	2.8	29.0	0.0
LnGrp LOS	A		A	A	C	
Approach Vol, veh/h	1120	A		740	173	A
Approach Delay, s/veh	9.1			4.4	29.0	
Approach LOS	A			A	C	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		47.2			9.9	37.3
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		62.5			18.9	39.1
Max Q Clear Time (g_c+I1), s		4.8			4.9	14.2
Green Ext Time (p_c), s		12.7			0.6	18.5
						0.4
Intersection Summary						
HCM 6th Ctrl Delay			9.1			
HCM 6th LOS			A			

Notes

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

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2030 - Consolidated Traffic Signal w Widening

AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	481	169	130	914	333	301
Future Volume (veh/h)	481	169	130	914	333	301
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	1796	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	523	0	141	993	362	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	2	2	2	2	2
Cap, veh/h	1417		550	2061	452	
Arrive On Green	0.42	0.00	0.08	0.58	0.25	0.00
Sat Flow, veh/h	3503	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	523	0	141	993	362	0
Grp Sat Flow(s),veh/h/ln	1706	1585	1781	1777	1781	1585
Q Serve(g_s), s	5.7	0.0	2.2	8.8	10.3	0.0
Cycle Q Clear(g_c), s	5.7	0.0	2.2	8.8	10.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1417		550	2061	452	
V/C Ratio(X)	0.37		0.26	0.48	0.80	
Avail Cap(c_a), veh/h	1738		785	2863	1237	
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	0.00
Uniform Delay (d), s/veh	10.9	0.0	7.0	6.6	18.9	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.2	3.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	0.0	1.0	3.5	7.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.1	0.0	7.3	6.8	22.2	0.0
LnGrp LOS	B		A	A	C	
Approach Vol, veh/h	523	A		1134	362	A
Approach Delay, s/veh	11.1			6.9	22.2	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	35.8		8.9		26.9	18.2
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	43.5		11.5		27.5	37.5
Max Q Clear Time (g_c+I1), s	10.8		4.2		7.7	12.3
Green Ext Time (p_c), s	20.5		0.2		8.0	1.4

Intersection Summary

HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2030 - Consolidated Traffic Signal w Widening
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	1084	282	256	489	188	167
Future Volume (veh/h)	1084	282	256	489	188	167
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	1885	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	1204	0	284	543	209	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	2	2	1	2	2
Cap, veh/h	1921		437	2543	269	
Arrive On Green	0.54	0.00	0.10	0.71	0.15	0.00
Sat Flow, veh/h	3676	1585	1781	3676	1781	1585
Grp Volume(v), veh/h	1204	0	284	543	209	0
Grp Sat Flow(s),veh/h/ln	1791	1585	1781	1791	1781	1585
Q Serve(g_s), s	15.2	0.0	4.0	3.4	7.3	0.0
Cycle Q Clear(g_c), s	15.2	0.0	4.0	3.4	7.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1921		437	2543	269	
V/C Ratio(X)	0.63		0.65	0.21	0.78	
Avail Cap(c_a), veh/h	2162		771	3456	509	
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	0.00
Uniform Delay (d), s/veh	10.5	0.0	9.8	3.2	26.5	0.0
Incr Delay (d2), s/veh	0.5	0.0	1.6	0.0	4.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.9	0.0	2.0	1.0	6.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.0	0.0	11.4	3.3	31.3	0.0
LnGrp LOS	B		B	A	C	
Approach Vol, veh/h	1204	A		827	209	A
Approach Delay, s/veh	11.0			6.0	31.3	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	50.5		11.3		39.2	14.3
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	62.5		18.9		39.1	18.5
Max Q Clear Time (g_c+I1), s	5.4		6.0		17.2	9.3
Green Ext Time (p_c), s	12.8		0.8		17.5	0.5

Intersection Summary

HCM 6th Ctrl Delay	11.0
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2035 - Consolidated Traffic Signal w Widening

AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (veh/h)	519	194	152	986	395	364
Future Volume (veh/h)	519	194	152	986	395	364
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	1796	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	564	0	165	1072	429	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	2	2	2	2	2
Cap, veh/h	1026		565	2005	511	
Arrive On Green	0.30	0.00	0.19	0.56	0.29	0.00
Sat Flow, veh/h	3503	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	564	0	165	1072	429	0
Grp Sat Flow(s),veh/h/ln	1706	1585	1781	1777	1781	1585
Q Serve(g_s), s	8.4	0.0	0.0	11.4	13.7	0.0
Cycle Q Clear(g_c), s	8.4	0.0	0.0	11.4	13.7	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1026		565	2005	511	
V/C Ratio(X)	0.55		0.29	0.53	0.84	
Avail Cap(c_a), veh/h	1551		567	2555	1104	
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	0.00
Uniform Delay (d), s/veh	17.7	0.0	17.3	8.2	20.3	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.3	0.2	3.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	0.0	3.0	5.3	9.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.2	0.0	17.6	8.4	24.0	0.0
LnGrp LOS	B		B	A	C	
Approach Vol, veh/h	564	A		1237	429	A
Approach Delay, s/veh	18.2			9.7	24.0	
Approach LOS	B			A	C	
Timer - Assigned Phs	2		5		6	8
Phs Duration (G+Y+Rc), s	38.6		15.9		22.7	21.9
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	43.5		11.5		27.5	37.5
Max Q Clear Time (g_c+I1), s	13.4		2.0		10.4	15.7
Green Ext Time (p_c), s	20.7		0.3		7.8	1.7
Intersection Summary						
HCM 6th Ctrl Delay	14.6					
HCM 6th LOS	B					

HCM 6th Signalized Intersection Summary

1: Dana Circle & Old Cornelia Highway

2035 - Consolidated Traffic Signal w Widening
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	1169	348	324	527	227	206
Future Volume (veh/h)	1169	348	324	527	227	206
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	1885	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	1299	0	360	586	252	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	2	2	1	2	2
Cap, veh/h	1841		425	2516	305	
Arrive On Green	0.51	0.00	0.13	0.70	0.17	0.00
Sat Flow, veh/h	3676	1585	1781	3676	1781	1585
Grp Volume(v), veh/h	1299	0	360	586	252	0
Grp Sat Flow(s),veh/h/ln	1791	1585	1781	1791	1781	1585
Q Serve(g_s), s	19.7	0.0	6.0	4.2	9.7	0.0
Cycle Q Clear(g_c), s	19.7	0.0	6.0	4.2	9.7	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1841		425	2516	305	
V/C Ratio(X)	0.71		0.85	0.23	0.82	
Avail Cap(c_a), veh/h	1963		673	3137	462	
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	0.00
Uniform Delay (d), s/veh	13.2	0.0	13.1	3.8	28.5	0.0
Incr Delay (d2), s/veh	1.1	0.0	5.8	0.0	7.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.6	0.0	5.9	1.5	8.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.3	0.0	18.9	3.8	35.8	0.0
LnGrp LOS	B		B	A	D	
Approach Vol, veh/h	1299	A		946	252	A
Approach Delay, s/veh	14.3			9.6	35.8	
Approach LOS	B			A	D	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		54.6			13.5	41.2
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		62.5			18.9	39.1
Max Q Clear Time (g_c+I1), s		6.2			8.0	21.7
Green Ext Time (p_c), s		14.1			0.9	14.9

Intersection Summary

HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Notes

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

B. DUMBBELL ROUNDABOUT

SINGLE LANE ROUNDABOUT

MOVEMENT SUMMARY

 **Site: 101 [2025 AM, School (Site Folder: General)]**

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] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: White Sulphur Elementary School														
18	R2	162	9.0	195	9.0	0.335	11.0	LOS B	2.2	59.1	0.83	0.79	0.83	26.3
Approach		162	9.0	195	9.0	0.335	11.0	LOS B	2.2	59.1	0.83	0.79	0.83	26.3
East: Olod Cornelia Highway														
1u	U	63	2.0	76	2.0	1.169	99.6	LOS F	5798.8	147365.2	1.00	0.07	1.05	2.1
1	L2	82	3.0	99	3.0	1.169	99.6	LOS F	5798.8	147365.2	1.00	0.07	1.05	9.6
6	T1	1129	2.0	1360	2.0	1.169	99.6	LOS F	5798.8	147365.2	1.00	0.07	1.05	9.6
Approach		1274	2.1	1535	2.1	1.169	99.6	LOS F	5798.8	147365.2	1.00	0.07	1.05	9.3
West: Old Cornelia Highway														
2	T1	516	4.0	622	4.0	0.665	13.1	LOS B	7.4	190.6	0.72	0.47	0.72	22.7
12	R2	77	3.0	93	3.0	0.665	13.0	LOS B	7.4	190.6	0.72	0.47	0.72	30.9
Approach		593	3.9	714	3.9	0.665	13.1	LOS B	7.4	190.6	0.72	0.47	0.72	24.0
All Vehicles		2029	3.1	2445	3.1	1.169	67.2	LOS F	5798.8	147365.2	0.90	0.25	0.93	12.3

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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MOVEMENT SUMMARY

 **Site: 101 [2025 AM, DW 1 (Site Folder: General)]**

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: Driveway #1														
3	L2	225	2.0	245	2.0	0.590	14.3	LOS B	5.8	148.3	0.85	0.98	1.23	20.6
18	R2	188	2.0	204	2.0	0.590	14.3	LOS B	5.8	148.3	0.85	0.98	1.23	29.0
Approach		413	2.0	449	2.0	0.590	14.3	LOS B	5.8	148.3	0.85	0.98	1.23	25.0
East: Old Cornelia Highway														
6	T1	959	2.0	1042	2.0	1.119	87.2	LOS F	73.8	1874.6	1.00	2.55	4.60	10.3
Approach		959	2.0	1042	2.0	1.119	87.2	LOS F	73.8	1874.6	1.00	2.55	4.60	10.3
West: Old Cornelia Highway														
5u	U	90	9.0	98	9.0	0.640	11.0	LOS B	0.0	0.0	0.00	0.00	0.00	12.4
2	T1	508	7.0	552	7.0	0.640	11.0	LOS B	0.0	0.0	0.00	0.00	0.00	38.8
12	R2	144	2.0	157	2.0	0.640	10.9	LOS B	0.0	0.0	0.00	0.00	0.00	36.4
Approach		742	6.3	807	6.3	0.640	11.0	LOS B	0.0	0.0	0.00	0.00	0.00	36.4
All Vehicles		2114	3.5	2298	3.5	1.119	46.2	LOS E	73.8	1874.6	0.62	1.35	2.33	16.3

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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MOVEMENT SUMMARY

 **Site: 101 [2025 PM, School (Site Folder: General)]**

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: White Sulphur Elementary School														
18	R2	83	0.0	90	0.0	0.349	22.8	LOS C	2.6	66.0	1.00	1.01	1.02	20.9
Approach		83	0.0	90	0.0	0.349	22.8	LOS C	2.6	66.0	1.00	1.01	1.02	20.9
East: Olod Cornelia Highway														
1u	U	208	2.0	226	2.0	0.700	12.3	LOS B	0.0	0.0	0.00	0.00	0.00	8.9
1	L2	27	0.0	29	0.0	0.700	12.3	LOS B	0.0	0.0	0.00	0.00	0.00	38.0
6	T1	611	2.0	664	2.0	0.700	12.3	LOS B	0.0	0.0	0.00	0.00	0.00	37.5
Approach		846	1.9	920	1.9	0.700	12.3	LOS B	0.0	0.0	0.00	0.00	0.00	31.3
West: Old Cornelia Highway														
2	T1	1219	9.0	1325	9.0	1.395	198.6	LOS F	159.2	4261.4	1.00	3.88	7.00	4.9
12	R2	25	0.0	27	0.0	1.395	198.2	LOS F	159.2	4261.4	1.00	3.88	7.00	8.8
Approach		1244	8.8	1352	8.8	1.395	198.6	LOS F	159.2	4261.4	1.00	3.88	7.00	5.0
All Vehicles		2173	5.8	2362	5.8	1.395	119.4	LOS F	159.2	4261.4	0.61	2.26	4.05	7.3

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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MOVEMENT SUMMARY

 **Site: 101 [2025 PM, DW 1 (Site Folder: General)]**

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] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3	L2	149	2.0	166	2.0	0.736	33.2	LOS D	9.5	240.1	1.00	1.29	1.79	15.8
18	R2	124	2.0	138	2.0	0.736	33.2	LOS D	9.5	240.1	1.00	1.29	1.79	23.4
Approach		273	2.0	303	2.0	0.736	33.2	LOS D	9.5	240.1	1.00	1.29	1.79	19.6
East: Old Cornelia Highway														
6	T1	666	1.0	740	1.0	0.691	14.0	LOS B	9.6	240.7	0.77	0.61	0.88	25.6
Approach		666	1.0	740	1.0	0.691	14.0	LOS B	9.6	240.7	0.77	0.61	0.88	25.6
West: Old Cornelia Highway														
5u	U	31	0.0	34	0.0	1.268	140.1	LOS F	6479.8	163659.3	1.00	0.07	1.05	1.3
2	T1	1020	1.0	1133	1.0	1.268	140.2	LOS F	6479.8	163659.3	1.00	0.07	1.05	7.2
12	R2	459	2.0	510	2.0	1.268	140.2	LOS F	6479.8	163659.3	1.00	0.07	1.05	7.1
Approach		1510	1.3	1678	1.3	1.268	140.2	LOS F	6479.8	163659.3	1.00	0.07	1.05	7.1
All Vehicles		2449	1.3	2721	1.3	1.268	93.9	LOS F	6479.8	163659.3	0.94	0.35	1.08	10.0

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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MOVEMENT SUMMARY

 **Site: 101 [2030 AM, School (Site Folder: General)]**

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: White Sulphur Elementary School														
18	R2	177	9.0	213	9.0	0.398	13.2	LOS B	2.9	78.3	0.89	0.90	0.96	25.1
Approach		177	9.0	213	9.0	0.398	13.2	LOS B	2.9	78.3	0.89	0.90	0.96	25.1
East: Olod Cornelia Highway														
1u	U	81	2.0	98	2.0	1.281	145.6	LOS F	6475.0	164550.1	1.00	0.07	1.05	1.5
1	L2	94	3.0	113	3.0	1.281	145.6	LOS F	6475.0	164550.1	1.00	0.07	1.05	7.1
6	T1	1247	2.0	1502	2.0	1.281	145.6	LOS F	6475.0	164550.1	1.00	0.07	1.05	7.1
Approach		1422	2.1	1713	2.1	1.281	145.6	LOS F	6475.0	164550.1	1.00	0.07	1.05	6.8
West: Old Cornelia Highway														
2	T1	567	4.0	683	4.0	0.726	15.2	LOS C	10.9	279.9	0.80	0.60	0.89	21.8
12	R2	83	3.0	100	3.0	0.726	15.2	LOS C	10.9	279.9	0.80	0.60	0.89	30.0
Approach		650	3.9	783	3.9	0.726	15.2	LOS C	10.9	279.9	0.80	0.60	0.89	23.1
All Vehicles		2249	3.1	2710	3.1	1.281	97.5	LOS F	6475.0	164550.1	0.93	0.29	0.99	9.5

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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MOVEMENT SUMMARY

 **Site: 101 [2030 AM, DW 1 (Site Folder: General)]**

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: Driveway #1														
3	L2	281	2.0	305	2.0	0.748	21.3	LOS C	10.7	271.0	0.95	1.26	1.75	18.5
18	R2	236	2.0	257	2.0	0.748	21.3	LOS C	10.7	271.0	0.95	1.26	1.75	26.6
Approach		517	2.0	562	2.0	0.748	21.3	LOS C	10.7	271.0	0.95	1.26	1.75	22.7
East: Old Cornelia Highway														
6	T1	1044	2.0	1135	2.0	1.284	153.1	LOS F	110.0	2793.0	1.00	3.53	6.86	6.7
Approach		1044	2.0	1135	2.0	1.284	153.1	LOS F	110.0	2793.0	1.00	3.53	6.86	6.7
West: Old Cornelia Highway														
5u	U	97	9.0	105	9.0	0.697	12.5	LOS B	0.0	0.0	0.00	0.00	0.00	12.4
2	T1	546	7.0	593	7.0	0.697	12.5	LOS B	0.0	0.0	0.00	0.00	0.00	38.8
12	R2	182	2.0	198	2.0	0.697	12.4	LOS B	0.0	0.0	0.00	0.00	0.00	36.4
Approach		825	6.1	897	6.1	0.697	12.5	LOS B	0.0	0.0	0.00	0.00	0.00	36.4
All Vehicles		2386	3.4	2593	3.4	1.284	75.9	LOS F	110.0	2793.0	0.64	1.82	3.38	12.0

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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MOVEMENT SUMMARY

 **Site: 101 [2030 PM, School (Site Folder: General)]**

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: White Sulphur Elementary School														
18	R2	95	0.0	103	0.0	0.399	24.8	LOS C	3.2	79.9	1.00	1.04	1.11	20.2
Approach		95	0.0	103	0.0	0.399	24.8	LOS C	3.2	79.9	1.00	1.04	1.11	20.2
East: Olod Cornelia Highway														
1u	U	253	2.0	275	2.0	0.782	15.4	LOS C	0.0	0.0	0.00	0.00	0.00	9.0
1	L2	33	0.0	36	0.0	0.782	15.4	LOS C	0.0	0.0	0.00	0.00	0.00	37.8
6	T1	677	2.0	736	2.0	0.782	15.4	LOS C	0.0	0.0	0.00	0.00	0.00	37.3
Approach		963	1.9	1047	1.9	0.782	15.4	LOS C	0.0	0.0	0.00	0.00	0.00	30.8
West: Old Cornelia Highway														
2	T1	1339	9.0	1455	9.0	1.563	272.5	LOS F	201.5	5392.7	1.00	4.79	9.12	3.8
12	R2	27	0.0	29	0.0	1.563	272.1	LOS F	201.5	5392.7	1.00	4.79	9.12	6.8
Approach		1366	8.8	1485	8.8	1.563	272.5	LOS F	201.5	5392.7	1.00	4.79	9.12	3.9
All Vehicles		2424	5.7	2635	5.7	1.563	160.6	LOS F	201.5	5392.7	0.60	2.74	5.18	5.8

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Peanut (2 drives)\Existing.sip9

MOVEMENT SUMMARY

 **Site: 101 [2030 PM, DW 1 (Site Folder: General)]**

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 %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3	L2	185	2.0	206	2.0	0.868	47.2	LOS E	15.1	383.0	1.00	1.49	2.33	13.4
18	R2	154	2.0	171	2.0	0.868	47.2	LOS E	15.1	383.0	1.00	1.49	2.33	20.5
Approach		339	2.0	377	2.0	0.868	47.2	LOS E	15.1	383.0	1.00	1.49	2.33	16.9
East: Old Cornelia Highway														
6	T1	745	1.0	828	1.0	0.785	18.5	LOS C	18.6	467.5	0.93	0.96	1.41	23.4
Approach		745	1.0	828	1.0	0.785	18.5	LOS C	18.6	467.5	0.93	0.96	1.41	23.4
West: Old Cornelia Highway														
5u	U	33	0.0	37	0.0	1.392	192.9	LOS F	5720.2	144505.1	1.00	0.06	1.04	1.0
2	T1	1097	1.0	1219	1.0	1.392	192.9	LOS F	5720.2	144505.1	1.00	0.06	1.04	5.5
12	R2	557	2.0	619	2.0	1.392	192.9	LOS F	5720.2	144505.1	1.00	0.06	1.04	5.5
Approach		1687	1.3	1874	1.3	1.392	192.9	LOS F	5720.2	144505.1	1.00	0.06	1.04	5.4
All Vehicles		2771	1.3	3079	1.3	1.392	128.2	LOS F	5720.2	144505.1	0.98	0.48	1.29	7.9

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Peanut (2 drives)\Existing.sip9

MOVEMENT SUMMARY

 **Site: 101 [2035 AM, School (Site Folder: General)]**

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 %	v/c	sec		[Veh. veh	Dist] ft				mph
South: White Sulphur Elementary School														
18	R2	194	9.0	234	9.0	0.478	16.4	LOS C	4.1	110.3	0.96	1.05	1.18	23.5
Approach		194	9.0	234	9.0	0.478	16.4	LOS C	4.1	110.3	0.96	1.05	1.18	23.5
East: Olod Cornelia Highway														
1u	U	99	2.0	119	2.0	1.393	193.3	LOS F	4994.7	126934.5	1.00	0.06	1.03	1.2
1	L2	109	3.0	131	3.0	1.393	193.3	LOS F	4994.7	126934.5	1.00	0.06	1.03	5.6
6	T1	1382	2.0	1665	2.0	1.393	193.3	LOS F	4994.7	126934.5	1.00	0.06	1.03	5.6
Approach		1590	2.1	1916	2.1	1.393	193.3	LOS F	4994.7	126934.5	1.00	0.06	1.03	5.4
West: Old Cornelia Highway														
2	T1	623	4.0	751	4.0	0.783	17.8	LOS C	17.5	450.1	0.89	0.80	1.19	20.9
12	R2	90	3.0	108	3.0	0.783	17.8	LOS C	17.5	450.1	0.89	0.80	1.19	29.0
Approach		713	3.9	859	3.9	0.783	17.8	LOS C	17.5	450.1	0.89	0.80	1.19	22.2
All Vehicles		2497	3.1	3008	3.1	1.393	129.5	LOS F	4994.7	126934.5	0.97	0.35	1.09	7.6

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Peanut (2 drives)\Existing.sip9

MOVEMENT SUMMARY

 **Site: 101 [2035 AM, DW 1 (Site Folder: General)]**

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: Driveway #1														
3	L2	346	2.0	376	2.0	0.928	40.8	LOS E	23.2	588.9	1.00	1.72	2.88	14.4
18	R2	294	2.0	320	2.0	0.928	40.8	LOS E	23.2	588.9	1.00	1.72	2.88	21.7
Approach		640	2.0	696	2.0	0.928	40.8	LOS E	23.2	588.9	1.00	1.72	2.88	18.1
East: Old Cornelia Highway														
6	T1	1138	2.0	1237	2.0	1.465	231.2	LOS F	150.7	3828.6	1.00	4.42	9.06	4.7
Approach		1138	2.0	1237	2.0	1.465	231.2	LOS F	150.7	3828.6	1.00	4.42	9.06	4.7
West: Old Cornelia Highway														
5u	U	105	9.0	114	9.0	0.752	14.3	LOS B	0.0	0.0	0.00	0.00	0.00	12.3
2	T1	589	7.0	640	7.0	0.752	14.2	LOS B	0.0	0.0	0.00	0.00	0.00	38.8
12	R2	222	2.0	241	2.0	0.752	14.1	LOS B	0.0	0.0	0.00	0.00	0.00	36.5
Approach		916	6.0	996	6.0	0.752	14.2	LOS B	0.0	0.0	0.00	0.00	0.00	36.4
All Vehicles		2694	3.4	2928	3.4	1.465	112.2	LOS F	150.7	3828.6	0.66	2.28	4.51	9.1

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Peanut (2 drives)\Existing.sip9

MOVEMENT SUMMARY

 **Site: 101 [2035 PM, School (Site Folder: General)]**

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: White Sulphur Elementary School														
18	R2	112	0.0	122	0.0	0.478	28.7	LOS D	4.2	104.8	1.00	1.09	1.24	18.9
Approach		112	0.0	122	0.0	0.478	28.7	LOS D	4.2	104.8	1.00	1.09	1.24	18.9
East: Olod Cornelia Highway														
1u	U	320	2.0	348	2.0	0.881	22.1	LOS C	0.0	0.0	0.00	0.00	0.00	9.0
1	L2	41	0.0	45	0.0	0.881	22.1	LOS C	0.0	0.0	0.00	0.00	0.00	37.6
6	T1	755	2.0	821	2.0	0.881	22.1	LOS C	0.0	0.0	0.00	0.00	0.00	37.1
Approach		1116	1.9	1213	1.9	0.881	22.1	LOS C	0.0	0.0	0.00	0.00	0.00	30.0
West: Old Cornelia Highway														
2	T1	1488	9.0	1617	9.0	1.779	367.9	LOS F	255.2	6830.0	1.00	5.83	11.72	2.9
12	R2	30	0.0	33	0.0	1.779	367.5	LOS F	255.2	6830.0	1.00	5.83	11.72	5.3
Approach		1518	8.8	1650	8.8	1.779	367.9	LOS F	255.2	6830.0	1.00	5.83	11.72	3.0
All Vehicles		2746	5.7	2985	5.7	1.779	213.5	LOS F	255.2	6830.0	0.59	3.27	6.53	4.6

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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MOVEMENT SUMMARY

 **Site: 101 [2035 PM, DW 1 (Site Folder: General)]**

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] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3	L2	228	2.0	253	2.0	0.992	69.2	LOS F	25.4	646.3	1.00	1.82	3.18	10.9
18	R2	192	2.0	213	2.0	0.992	69.2	LOS F	25.4	646.3	1.00	1.82	3.18	17.1
Approach		420	2.0	467	2.0	0.992	69.2	LOS F	25.4	646.3	1.00	1.82	3.18	14.0
East: Old Cornelia Highway														
6	T1	851	1.0	946	1.0	0.906	29.9	LOS D	34.5	868.7	1.00	1.39	2.17	19.3
Approach		851	1.0	946	1.0	0.906	29.9	LOS D	34.5	868.7	1.00	1.39	2.17	19.3
West: Old Cornelia Highway														
5u	U	36	0.0	40	0.0	1.540	257.5	LOS F	4456.5	112612.5	1.00	0.06	1.03	0.7
2	T1	1183	1.0	1314	1.0	1.540	257.6	LOS F	4456.5	112612.5	1.00	0.06	1.03	4.3
12	R2	700	2.0	778	2.0	1.540	257.6	LOS F	4456.5	112612.5	1.00	0.06	1.03	4.2
Approach		1919	1.3	2132	1.3	1.540	257.6	LOS F	4456.5	112612.5	1.00	0.06	1.03	4.2
All Vehicles		3190	1.3	3544	1.3	1.540	172.1	LOS F	4456.5	112612.5	1.00	0.65	1.61	6.2

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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MULTILANE ROUNDABOUT

MOVEMENT SUMMARY

 **Site: 101 [2025 AM, School (Site Folder: General)]**

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: White Sulphur Elementary School														
18	R2	162	9.0	195	9.0	0.289	9.0	LOS A	1.2	33.2	0.61	0.61	0.61	27.6
Approach		162	9.0	195	9.0	0.289	9.0	LOS A	1.2	33.2	0.61	0.61	0.61	27.6
East: Olod Cornelia Highway														
1u	U	63	2.0	76	2.0	0.496	7.3	LOS A	0.0	0.0	0.00	0.00	0.00	19.4
1	L2	82	3.0	99	3.0	0.496	7.4	LOS A	0.0	0.0	0.00	0.00	0.00	38.6
6	T1	1129	2.0	1360	2.0	0.496	7.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.2
Approach		1274	2.1	1535	2.1	0.496	7.1	LOS A	0.0	0.0	0.00	0.00	0.00	38.7
West: Old Cornelia Highway														
2	T1	516	4.0	622	4.0	0.302	5.9	LOS A	1.5	38.1	0.34	0.21	0.34	26.1
12	R2	77	3.0	93	3.0	0.302	5.7	LOS A	1.5	38.1	0.34	0.21	0.34	34.1
Approach		593	3.9	714	3.9	0.302	5.9	LOS A	1.5	38.1	0.34	0.21	0.34	27.4
All Vehicles		2029	3.1	2445	3.1	0.496	6.9	LOS A	1.5	38.1	0.15	0.11	0.15	33.3

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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MOVEMENT SUMMARY

 **Site: 101 [2025 AM, DW 1 (Site Folder: General)]**

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: Driveway #1														
3	L2	225	2.0	245	2.0	0.246	6.0	LOS A	1.0	25.2	0.51	0.48	0.51	26.3
18	R2	188	2.0	204	2.0	0.234	6.5	LOS A	0.9	23.3	0.53	0.50	0.53	33.6
Approach		413	2.0	449	2.0	0.246	6.2	LOS A	1.0	25.2	0.52	0.49	0.52	30.1
East: Old Cornelia Highway														
6	T1	959	2.0	1042	2.0	0.495	9.2	LOS A	3.3	83.9	0.61	0.50	0.61	28.1
Approach		959	2.0	1042	2.0	0.495	9.2	LOS A	3.3	83.9	0.61	0.50	0.61	28.1
West: Old Cornelia Highway														
5u	U	90	9.0	98	9.0	0.271	5.0	LOS A	0.0	0.0	0.00	0.00	0.00	14.1
2	T1	508	7.0	552	7.0	0.271	4.7	LOS A	0.0	0.0	0.00	0.00	0.00	38.6
12	R2	144	2.0	157	2.0	0.271	4.4	LOS A	0.0	0.0	0.00	0.00	0.00	37.3
Approach		742	6.3	807	6.3	0.271	4.7	LOS A	0.0	0.0	0.00	0.00	0.00	36.5
All Vehicles		2114	3.5	2298	3.5	0.495	7.1	LOS A	3.3	83.9	0.38	0.32	0.38	30.8

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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MOVEMENT SUMMARY

 **Site: 101 [2025 PM, School (Site Folder: General)]**

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: White Sulphur Elementary School														
18	R2	83	0.0	90	0.0	0.210	11.7	LOS B	1.0	24.0	0.78	0.78	0.78	26.0
Approach		83	0.0	90	0.0	0.210	11.7	LOS B	1.0	24.0	0.78	0.78	0.78	26.0
East: Olod Cornelia Highway														
1u	U	208	2.0	226	2.0	0.297	5.0	LOS A	0.0	0.0	0.00	0.00	0.00	9.8
1	L2	27	0.0	29	0.0	0.297	4.9	LOS A	0.0	0.0	0.00	0.00	0.00	35.8
6	T1	611	2.0	664	2.0	0.297	4.7	LOS A	0.0	0.0	0.00	0.00	0.00	38.5
Approach		846	1.9	920	1.9	0.297	4.8	LOS A	0.0	0.0	0.00	0.00	0.00	31.4
West: Old Cornelia Highway														
2	T1	1219	9.0	1325	9.0	0.637	12.4	LOS B	6.9	184.5	0.61	0.56	0.78	18.2
12	R2	25	0.0	27	0.0	0.637	11.8	LOS B	6.7	179.0	0.60	0.55	0.76	31.3
Approach		1244	8.8	1352	8.8	0.637	12.3	LOS B	6.9	184.5	0.60	0.56	0.78	18.5
All Vehicles		2173	5.8	2362	5.8	0.637	9.4	LOS A	6.9	184.5	0.38	0.35	0.48	21.8

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Peanut (2 drives)\Four lane.sip9

MOVEMENT SUMMARY

 **Site: 101 [2025 PM, DW 1 (Site Folder: General)]**

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: Driveway #1														
3	L2	149	2.0	166	2.0	0.199	6.4	LOS A	0.9	21.7	0.63	0.62	0.63	26.2
18	R2	124	2.0	138	2.0	0.201	7.6	LOS A	0.8	20.9	0.64	0.64	0.64	33.1
Approach		273	2.0	303	2.0	0.201	6.9	LOS A	0.9	21.7	0.63	0.63	0.63	29.8
East: Old Cornelia Highway														
6	T1	666	1.0	740	1.0	0.314	6.0	LOS A	1.8	45.8	0.41	0.27	0.41	30.2
Approach		666	1.0	740	1.0	0.314	6.0	LOS A	1.8	45.8	0.41	0.27	0.41	30.2
West: Old Cornelia Highway														
5u	U	31	0.0	34	0.0	0.538	7.9	LOS A	0.0	0.0	0.00	0.00	0.00	14.4
2	T1	1020	1.0	1133	1.0	0.538	7.7	LOS A	0.0	0.0	0.00	0.00	0.00	39.8
12	R2	459	2.0	510	2.0	0.538	7.4	LOS A	0.0	0.0	0.00	0.00	0.00	37.3
Approach		1510	1.3	1678	1.3	0.538	7.6	LOS A	0.0	0.0	0.00	0.00	0.00	38.7
All Vehicles		2449	1.3	2721	1.3	0.538	7.1	LOS A	1.8	45.8	0.18	0.14	0.18	34.6

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Peanut (2 drives)\Four lane.sip9

MOVEMENT SUMMARY

 **Site: 101 [2030 AM, School (Site Folder: General)]**

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] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: White Sulphur Elementary School														
18	R2	177	9.0	213	9.0	0.323	9.7	LOS A	1.4	38.5	0.65	0.65	0.66	27.2
Approach		177	9.0	213	9.0	0.323	9.7	LOS A	1.4	38.5	0.65	0.65	0.66	27.2
East: Olod Cornelia Highway														
1u	U	81	2.0	98	2.0	0.546	8.1	LOS A	0.0	0.0	0.00	0.00	0.00	19.2
1	L2	94	3.0	113	3.0	0.546	8.1	LOS A	0.0	0.0	0.00	0.00	0.00	38.4
6	T1	1247	2.0	1502	2.0	0.546	7.7	LOS A	0.0	0.0	0.00	0.00	0.00	39.1
Approach		1422	2.1	1713	2.1	0.546	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	38.6
West: Old Cornelia Highway														
2	T1	567	4.0	683	4.0	0.334	6.3	LOS A	1.7	43.8	0.38	0.26	0.38	25.8
12	R2	83	3.0	100	3.0	0.334	6.1	LOS A	1.7	43.8	0.38	0.25	0.38	33.9
Approach		650	3.9	783	3.9	0.334	6.3	LOS A	1.7	43.8	0.38	0.26	0.38	27.2
All Vehicles		2249	3.1	2710	3.1	0.546	7.5	LOS A	1.7	43.8	0.16	0.13	0.16	33.1

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Peanut (2 drives)\Four lane.sip9

MOVEMENT SUMMARY

 **Site: 101 [2030 AM, DW 1 (Site Folder: General)]**

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: Driveway #1														
3	L2	281	2.0	305	2.0	0.304	6.6	LOS A	1.3	32.7	0.55	0.52	0.55	26.0
18	R2	236	2.0	257	2.0	0.295	7.3	LOS A	1.2	30.9	0.56	0.55	0.56	33.2
Approach		517	2.0	562	2.0	0.304	7.0	LOS A	1.3	32.7	0.55	0.53	0.55	29.8
East: Old Cornelia Highway														
6	T1	1044	2.0	1135	2.0	0.563	10.9	LOS B	5.3	134.2	0.70	0.68	0.88	27.1
Approach		1044	2.0	1135	2.0	0.563	10.9	LOS B	5.3	134.2	0.70	0.68	0.88	27.1
West: Old Cornelia Highway														
5u	U	97	9.0	105	9.0	0.298	5.2	LOS A	0.0	0.0	0.00	0.00	0.00	14.1
2	T1	546	7.0	593	7.0	0.298	4.9	LOS A	0.0	0.0	0.00	0.00	0.00	38.6
12	R2	182	2.0	198	2.0	0.298	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	37.3
Approach		825	6.1	897	6.1	0.298	4.9	LOS A	0.0	0.0	0.00	0.00	0.00	36.5
All Vehicles		2386	3.4	2593	3.4	0.563	8.0	LOS A	5.3	134.2	0.43	0.42	0.51	30.2

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Peanut (2 drives)\Four lane.sip9

MOVEMENT SUMMARY

 **Site: 101 [2030 PM, School (Site Folder: General)]**

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: White Sulphur Elementary School														
18	R2	95	0.0	103	0.0	0.276	14.7	LOS B	1.3	33.6	0.84	0.84	0.85	24.4
Approach		95	0.0	103	0.0	0.276	14.7	LOS B	1.3	33.6	0.84	0.84	0.85	24.4
East: Olod Cornelia Highway														
1u	U	253	2.0	275	2.0	0.333	5.3	LOS A	0.0	0.0	0.00	0.00	0.00	9.8
1	L2	33	0.0	36	0.0	0.333	5.3	LOS A	0.0	0.0	0.00	0.00	0.00	35.5
6	T1	677	2.0	736	2.0	0.333	5.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.5
Approach		963	1.9	1047	1.9	0.333	5.1	LOS A	0.0	0.0	0.00	0.00	0.00	30.9
West: Old Cornelia Highway														
2	T1	1339	9.0	1455	9.0	0.715	15.3	LOS C	11.1	297.1	0.72	0.81	1.16	17.5
12	R2	27	0.0	29	0.0	0.715	14.5	LOS B	11.1	297.1	0.71	0.79	1.14	30.1
Approach		1366	8.8	1485	8.8	0.715	15.2	LOS C	11.1	297.1	0.72	0.81	1.16	17.8
All Vehicles		2424	5.7	2635	5.7	0.715	11.2	LOS B	11.1	297.1	0.44	0.49	0.69	21.1

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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MOVEMENT SUMMARY

 **Site: 101 [2030 PM, DW 1 (Site Folder: General)]**

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: Driveway #1														
3	L2	185	2.0	206	2.0	0.250	7.1	LOS A	1.1	29.1	0.67	0.67	0.67	25.8
18	R2	154	2.0	171	2.0	0.260	8.7	LOS A	1.1	28.5	0.68	0.68	0.68	32.5
Approach		339	2.0	377	2.0	0.260	7.8	LOS A	1.1	29.1	0.67	0.67	0.67	29.3
East: Old Cornelia Highway														
6	T1	745	1.0	828	1.0	0.359	6.7	LOS A	2.2	55.5	0.47	0.33	0.47	29.8
Approach		745	1.0	828	1.0	0.359	6.7	LOS A	2.2	55.5	0.47	0.33	0.47	29.8
West: Old Cornelia Highway														
5u	U	33	0.0	37	0.0	0.593	8.8	LOS A	0.0	0.0	0.00	0.00	0.00	14.4
2	T1	1097	1.0	1219	1.0	0.593	8.6	LOS A	0.0	0.0	0.00	0.00	0.00	39.8
12	R2	557	2.0	619	2.0	0.593	8.2	LOS A	0.0	0.0	0.00	0.00	0.00	37.3
Approach		1687	1.3	1874	1.3	0.593	8.5	LOS A	0.0	0.0	0.00	0.00	0.00	38.7
All Vehicles		2771	1.3	3079	1.3	0.593	7.9	LOS A	2.2	55.5	0.21	0.17	0.21	34.2

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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MOVEMENT SUMMARY

 **Site: 101 [2035 AM, School (Site Folder: General)]**

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 %	v/c	sec		[Veh. veh	Dist] ft				mph
South: White Sulphur Elementary School														
18	R2	194	9.0	234	9.0	0.358	10.4	LOS B	1.8	46.9	0.68	0.71	0.77	26.8
Approach		194	9.0	234	9.0	0.358	10.4	LOS B	1.8	46.9	0.68	0.71	0.77	26.8
East: Olod Cornelia Highway														
1u	U	99	2.0	119	2.0	0.598	8.9	LOS A	0.0	0.0	0.00	0.00	0.00	19.2
1	L2	109	3.0	131	3.0	0.598	8.9	LOS A	0.0	0.0	0.00	0.00	0.00	38.3
6	T1	1382	2.0	1665	2.0	0.598	8.5	LOS A	0.0	0.0	0.00	0.00	0.00	39.1
Approach		1590	2.1	1916	2.1	0.598	8.5	LOS A	0.0	0.0	0.00	0.00	0.00	38.4
West: Old Cornelia Highway														
2	T1	623	4.0	751	4.0	0.367	6.7	LOS A	2.0	50.2	0.42	0.30	0.42	25.6
12	R2	90	3.0	108	3.0	0.367	6.5	LOS A	2.0	50.2	0.42	0.29	0.42	33.7
Approach		713	3.9	859	3.9	0.367	6.7	LOS A	2.0	50.2	0.42	0.30	0.42	27.0
All Vehicles		2497	3.1	3008	3.1	0.598	8.1	LOS A	2.0	50.2	0.17	0.14	0.18	33.0

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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MOVEMENT SUMMARY

 **Site: 101 [2035 AM, DW 1 (Site Folder: General)]**

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: Driveway #1														
3	L2	346	2.0	376	2.0	0.365	7.3	LOS A	1.6	41.7	0.58	0.57	0.58	25.7
18	R2	294	2.0	320	2.0	0.368	8.4	LOS A	1.7	43.2	0.60	0.62	0.65	32.7
Approach		640	2.0	696	2.0	0.368	7.8	LOS A	1.7	43.2	0.59	0.59	0.62	29.4
East: Old Cornelia Highway														
6	T1	1138	2.0	1237	2.0	0.639	13.3	LOS B	7.8	198.1	0.80	0.89	1.18	25.8
Approach		1138	2.0	1237	2.0	0.639	13.3	LOS B	7.8	198.1	0.80	0.89	1.18	25.8
West: Old Cornelia Highway														
5u	U	105	9.0	114	9.0	0.323	5.4	LOS A	0.0	0.0	0.00	0.00	0.00	14.1
2	T1	589	7.0	640	7.0	0.323	5.1	LOS A	0.0	0.0	0.00	0.00	0.00	38.6
12	R2	222	2.0	241	2.0	0.323	4.8	LOS A	0.0	0.0	0.00	0.00	0.00	37.3
Approach		916	6.0	996	6.0	0.323	5.1	LOS A	0.0	0.0	0.00	0.00	0.00	36.5
All Vehicles		2694	3.4	2928	3.4	0.639	9.2	LOS A	7.8	198.1	0.48	0.52	0.65	29.4

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Peanut (2 drives)\Four lane.sip9

MOVEMENT SUMMARY

 **Site: 101 [2035 PM, School (Site Folder: General)]**

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: White Sulphur Elementary School														
18	R2	112	0.0	122	0.0	0.399	21.5	LOS C	2.3	57.2	0.90	0.97	1.13	21.5
Approach		112	0.0	122	0.0	0.399	21.5	LOS C	2.3	57.2	0.90	0.97	1.13	21.5
East: Olod Cornelia Highway														
1u	U	320	2.0	348	2.0	0.378	5.8	LOS A	0.0	0.0	0.00	0.00	0.00	9.9
1	L2	41	0.0	45	0.0	0.378	5.7	LOS A	0.0	0.0	0.00	0.00	0.00	35.1
6	T1	755	2.0	821	2.0	0.378	5.4	LOS A	0.0	0.0	0.00	0.00	0.00	38.6
Approach		1116	1.9	1213	1.9	0.378	5.5	LOS A	0.0	0.0	0.00	0.00	0.00	30.1
West: Old Cornelia Highway														
2	T1	1488	9.0	1617	9.0	0.818	21.4	LOS C	18.2	487.3	0.87	1.19	1.77	16.1
12	R2	30	0.0	33	0.0	0.818	20.2	LOS C	18.2	487.3	0.86	1.16	1.74	28.0
Approach		1518	8.8	1650	8.8	0.818	21.4	LOS C	18.2	487.3	0.87	1.19	1.77	16.4
All Vehicles		2746	5.7	2985	5.7	0.818	14.9	LOS B	18.2	487.3	0.52	0.70	1.03	19.8

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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Peanut (2 drives)\Four lane.sip9

MOVEMENT SUMMARY

 **Site: 101 [2035 PM, DW 1 (Site Folder: General)]**

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: Driveway #1														
3	L2	228	2.0	253	2.0	0.313	8.0	LOS A	1.6	39.8	0.73	0.73	0.73	25.4
18	R2	192	2.0	213	2.0	0.341	10.4	LOS B	1.7	42.6	0.73	0.76	0.82	31.7
Approach		420	2.0	467	2.0	0.341	9.1	LOS A	1.7	42.6	0.73	0.74	0.77	28.7
East: Old Cornelia Highway														
6	T1	851	1.0	946	1.0	0.418	7.6	LOS A	2.8	69.9	0.55	0.41	0.55	29.2
Approach		851	1.0	946	1.0	0.418	7.6	LOS A	2.8	69.9	0.55	0.41	0.55	29.2
West: Old Cornelia Highway														
5u	U	36	0.0	40	0.0	0.661	10.2	LOS B	0.0	0.0	0.00	0.00	0.00	14.4
2	T1	1183	1.0	1314	1.0	0.661	10.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.8
12	R2	700	2.0	778	2.0	0.661	9.4	LOS A	0.0	0.0	0.00	0.00	0.00	37.4
Approach		1919	1.3	2132	1.3	0.661	9.8	LOS A	0.0	0.0	0.00	0.00	0.00	38.6
All Vehicles		3190	1.3	3544	1.3	0.661	9.1	LOS A	2.8	69.9	0.24	0.21	0.25	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: P:\21-1015 Sussex TIS - Rochester\STUDIES\Roundabout\Peanut (2 drives)\Four lane.sip9

C. ELLIPTICAL ROUNDABOUT

SINGLE LANE ROUNDABOUT

MOVEMENT SUMMARY

 Site: 101 [2025 AM (Site Folder: General)]

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] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3b	L3	1	0.0	1	0.0	0.686	20.6	LOS C	8.5	214.7	0.98	1.22	1.60	33.7
3	L2	210	2.0	228	2.0	0.686	20.8	LOS C	8.5	214.7	0.98	1.22	1.60	31.6
18	R2	185	2.0	201	2.0	0.686	20.8	LOS C	8.5	214.7	0.98	1.22	1.60	28.2
18b	R3	1	0.0	1	0.0	0.686	20.6	LOS C	8.5	214.7	0.98	1.22	1.60	27.4
Approach		397	2.0	432	2.0	0.686	20.8	LOS C	8.5	214.7	0.98	1.22	1.60	29.9
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.042	7.0	LOS A	0.3	8.2	0.94	0.72	0.94	41.8
3x	L2	1	0.0	1	0.0	0.042	7.0	LOS A	0.3	8.2	0.94	0.72	0.94	40.5
3ax	L1	15	0.0	16	0.0	0.042	7.0	LOS A	0.3	8.2	0.94	0.72	0.94	38.2
18bx	R3	3	33.0	3	33.0	0.042	10.4	LOS B	0.3	8.2	0.94	0.72	0.94	32.7
Approach		20	5.0	22	5.0	0.042	7.5	LOS A	0.3	8.2	0.94	0.72	0.94	37.5
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	1.027	55.3	LOS F	55.4	1408.7	1.00	2.05	3.51	23.0
1	L2	62	2.0	67	2.0	1.027	55.4	LOS F	55.4	1408.7	1.00	2.05	3.51	23.1
1a	L1	82	3.0	99	3.0	1.027	55.4	LOS F	55.4	1408.7	1.00	2.05	3.51	22.7
6	T1	814	2.0	885	2.0	1.027	55.4	LOS F	55.4	1408.7	1.00	2.05	3.51	20.5
Approach		959	2.1	1052	2.1	1.027	55.4	LOS F	55.4	1408.7	1.00	2.05	3.51	20.9
West: Old Cornelia Highway														
2	T1	435	4.0	524	4.0	0.603	10.7	LOS B	6.1	157.8	0.66	0.43	0.66	34.2
12a	R1	11	11.0	12	11.0	0.603	10.9	LOS B	6.1	157.8	0.66	0.43	0.66	33.7
12	R2	70	2.0	76	2.0	0.603	10.6	LOS B	6.1	157.8	0.66	0.43	0.66	33.8
12b	R3	77	3.0	93	3.0	0.603	10.6	LOS B	6.1	157.8	0.66	0.43	0.66	33.1
Approach		593	3.8	705	3.8	0.603	10.7	LOS B	6.1	157.8	0.66	0.43	0.66	34.0
SouthWest: White Sulphur Elementary School														
5bx	L3	90	9.0	108	9.0	0.240	7.0	LOS A	1.7	45.6	0.79	0.67	0.79	38.0
12ax	R1	72	10.0	87	10.0	0.240	7.0	LOS A	1.7	45.6	0.79	0.67	0.79	33.7
12x	R2	1	0.0	1	0.0	0.240	6.5	LOS A	1.7	45.6	0.79	0.67	0.79	33.0
12bx	R3	1	0.0	1	0.0	0.240	6.5	LOS A	1.7	45.6	0.79	0.67	0.79	32.8
Approach		164	9.3	198	9.3	0.240	7.0	LOS A	1.7	45.6	0.79	0.67	0.79	35.9
All Vehicles		2133	3.1	2408	3.2	1.027	31.7	LOS D	55.4	1408.7	0.88	1.30	2.09	26.3

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).

MOVEMENT SUMMARY

 Site: 101 [2025 PM (Site Folder: General)]

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: Driveway #1														
3b	L3	1	0.0	1	0.0	0.755	36.6	LOS E	9.6	244.3	1.00	1.31	1.86	27.7
3	L2	141	2.0	153	2.0	0.755	36.8	LOS E	9.6	244.3	1.00	1.31	1.86	26.2
18	R2	124	2.0	135	2.0	0.755	36.8	LOS E	9.6	244.3	1.00	1.31	1.86	23.8
18b	R3	1	0.0	1	0.0	0.755	36.6	LOS E	9.6	244.3	1.00	1.31	1.86	23.2
Approach		267	2.0	290	2.0	0.755	36.8	LOS E	9.6	244.3	1.00	1.31	1.86	25.0
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.031	9.5	LOS A	0.3	6.5	1.00	0.74	1.00	40.3
3x	L2	1	0.0	1	0.0	0.031	9.5	LOS A	0.3	6.5	1.00	0.74	1.00	39.2
3ax	L1	8	0.0	9	0.0	0.031	9.5	LOS A	0.3	6.5	1.00	0.74	1.00	37.0
18bx	R3	1	0.0	1	0.0	0.031	9.5	LOS A	0.3	6.5	1.00	0.74	1.00	32.0
Approach		11	0.0	12	0.0	0.031	9.5	LOS A	0.3	6.5	1.00	0.74	1.00	37.0
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	0.623	11.0	LOS B	6.2	155.6	0.68	0.47	0.68	39.4
1	L2	208	2.0	226	2.0	0.623	11.1	LOS B	6.2	155.6	0.68	0.47	0.68	39.4
1a	L1	27	0.0	29	0.0	0.623	11.0	LOS B	6.2	155.6	0.68	0.47	0.68	38.7
6	T1	431	1.0	479	1.0	0.623	11.1	LOS B	6.2	155.6	0.68	0.47	0.68	32.8
Approach		667	1.3	735	1.3	0.623	11.1	LOS B	6.2	155.6	0.68	0.47	0.68	34.8
West: Old Cornelia Highway														
2	T1	968	9.0	1052	9.0	1.293	154.0	LOS F	138.0	3657.6	1.00	3.41	5.99	11.0
12a	R1	15	8.0	17	8.0	1.293	154.0	LOS F	138.0	3657.6	1.00	3.41	5.99	11.0
12	R2	236	2.0	257	2.0	1.293	153.8	LOS F	138.0	3657.6	1.00	3.41	5.99	11.0
12b	R3	25	0.0	27	0.0	1.293	153.7	LOS F	138.0	3657.6	1.00	3.41	5.99	10.9
Approach		1244	7.5	1353	7.5	1.293	154.0	LOS F	138.0	3657.6	1.00	3.41	5.99	11.0
SouthWest: White Sulphur Elementary School														
5bx	L3	31	0.0	34	0.0	0.286	16.9	LOS C	2.6	65.3	1.00	0.92	1.00	34.8
12ax	R1	52	0.0	57	0.0	0.286	16.9	LOS C	2.6	65.3	1.00	0.92	1.00	30.2
12x	R2	1	0.0	1	0.0	0.286	16.9	LOS C	2.6	65.3	1.00	0.92	1.00	29.6
12bx	R3	1	0.0	1	0.0	0.286	16.9	LOS C	2.6	65.3	1.00	0.92	1.00	29.4
Approach		85	0.0	92	0.0	0.286	16.9	LOS C	2.6	65.3	1.00	0.92	1.00	31.7
All Vehicles		2274	4.7	2483	4.7	1.293	92.1	LOS F	138.0	3657.6	0.91	2.19	3.72	15.9

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).

MOVEMENT SUMMARY

 Site: 101 [2030 AM (Site Folder: General)]

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: Driveway #1														
3b	L3	1	0.0	1	0.0	0.896	41.2	LOS E	18.8	476.9	1.00	1.60	2.58	26.3
3	L2	265	2.0	288	2.0	0.896	41.3	LOS E	18.8	476.9	1.00	1.60	2.58	25.0
18	R2	233	2.0	253	2.0	0.896	41.3	LOS E	18.8	476.9	1.00	1.60	2.58	22.9
18b	R3	1	0.0	1	0.0	0.896	41.2	LOS E	18.8	476.9	1.00	1.60	2.58	22.3
Approach		500	2.0	543	2.0	0.896	41.3	LOS E	18.8	476.9	1.00	1.60	2.58	24.0
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.059	9.6	LOS A	0.5	12.6	1.00	0.79	1.00	40.1
3x	L2	1	0.0	1	0.0	0.059	9.6	LOS A	0.5	12.6	1.00	0.79	1.00	38.9
3ax	L1	16	0.0	17	0.0	0.059	9.6	LOS A	0.5	12.6	1.00	0.79	1.00	36.8
18bx	R3	3	33.0	3	33.0	0.059	14.1	LOS B	0.5	12.6	1.00	0.79	1.00	31.6
Approach		21	4.7	23	4.7	0.059	10.2	LOS B	0.5	12.6	1.00	0.79	1.00	36.2
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	1.359	182.9	LOS F	141.6	3598.8	1.00	4.08	7.97	10.3
1	L2	80	2.0	87	2.0	1.359	183.0	LOS F	141.6	3598.8	1.00	4.08	7.97	10.3
1a	L1	94	3.0	113	3.0	1.359	183.1	LOS F	141.6	3598.8	1.00	4.08	7.97	10.2
6	T1	1043	2.0	1134	2.0	1.359	183.0	LOS F	141.6	3598.8	1.00	4.08	7.97	9.8
Approach		1218	2.1	1335	2.1	1.359	183.0	LOS F	141.6	3598.8	1.00	4.08	7.97	9.8
West: Old Cornelia Highway														
2	T1	466	4.0	561	4.0	0.637	11.2	LOS B	6.9	178.4	0.66	0.42	0.66	33.9
12a	R1	11	11.0	12	11.0	0.637	11.5	LOS B	6.9	178.4	0.66	0.42	0.66	33.4
12	R2	90	2.0	98	2.0	0.637	11.2	LOS B	6.9	178.4	0.66	0.42	0.66	33.5
12b	R3	83	3.0	100	3.0	0.637	11.2	LOS B	6.9	178.4	0.66	0.42	0.66	32.9
Approach		650	3.7	771	3.7	0.637	11.2	LOS B	6.9	178.4	0.66	0.42	0.66	33.7
SouthWest: White Sulphur Elementary School														
5bx	L3	97	9.0	117	9.0	0.273	7.6	LOS A	2.0	54.2	0.84	0.73	0.84	37.7
12ax	R1	80	10.0	96	10.0	0.273	7.7	LOS A	2.0	54.2	0.84	0.73	0.84	33.4
12x	R2	1	0.0	1	0.0	0.273	7.1	LOS A	2.0	54.2	0.84	0.73	0.84	32.7
12bx	R3	1	0.0	1	0.0	0.273	7.1	LOS A	2.0	54.2	0.84	0.73	0.84	32.5
Approach		179	9.3	216	9.3	0.273	7.6	LOS A	2.0	54.2	0.84	0.73	0.84	35.6
All Vehicles		2568	3.0	2888	3.1	1.359	96.0	LOS F	141.6	3598.8	0.90	2.36	4.42	15.4

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).

MOVEMENT SUMMARY

 Site: 101 [2030 PM (Site Folder: General)]

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: Driveway #1														
3b	L3	1	0.0	1	0.0	0.843	43.6	LOS E	13.5	342.1	1.00	1.45	2.21	25.7
3	L2	176	2.0	191	2.0	0.843	43.8	LOS E	13.5	342.1	1.00	1.45	2.21	24.4
18	R2	154	2.0	167	2.0	0.843	43.8	LOS E	13.5	342.1	1.00	1.45	2.21	22.3
18b	R3	1	0.0	1	0.0	0.843	43.6	LOS E	13.5	342.1	1.00	1.45	2.21	21.8
Approach		332	2.0	361	2.0	0.843	43.8	LOS E	13.5	342.1	1.00	1.45	2.21	23.4
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.033	9.4	LOS A	0.3	7.1	1.00	0.74	1.00	40.4
3x	L2	1	0.0	1	0.0	0.033	9.4	LOS A	0.3	7.1	1.00	0.74	1.00	39.2
3ax	L1	9	0.0	10	0.0	0.033	9.4	LOS A	0.3	7.1	1.00	0.74	1.00	37.1
18bx	R3	1	0.0	1	0.0	0.033	9.4	LOS A	0.3	7.1	1.00	0.74	1.00	32.1
Approach		12	0.0	13	0.0	0.033	9.4	LOS A	0.3	7.1	1.00	0.74	1.00	37.0
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	0.708	13.7	LOS B	11.3	286.6	0.81	0.70	1.01	37.6
1	L2	253	2.0	275	2.0	0.708	13.8	LOS B	11.3	286.6	0.81	0.70	1.01	37.7
1a	L1	33	0.0	36	0.0	0.708	13.7	LOS B	11.3	286.6	0.81	0.70	1.01	37.1
6	T1	459	1.0	510	1.0	0.708	13.8	LOS B	11.3	286.6	0.81	0.70	1.01	31.6
Approach		746	1.3	822	1.3	0.708	13.8	LOS B	11.3	286.6	0.81	0.70	1.01	33.7
West: Old Cornelia Highway														
2	T1	1035	9.0	1125	9.0	1.470	230.7	LOS F	184.5	4884.1	1.00	4.40	8.14	8.1
12a	R1	16	8.0	18	8.0	1.470	230.7	LOS F	184.5	4884.1	1.00	4.40	8.14	8.1
12	R2	288	2.0	313	2.0	1.470	230.4	LOS F	184.5	4884.1	1.00	4.40	8.14	8.1
12b	R3	27	0.0	29	0.0	1.470	230.3	LOS F	184.5	4884.1	1.00	4.40	8.14	8.0
Approach		1366	7.3	1485	7.3	1.470	230.6	LOS F	184.5	4884.1	1.00	4.40	8.14	8.1
SouthWest: White Sulphur Elementary School														
5bx	L3	33	0.0	36	0.0	0.313	17.0	LOS C	2.9	73.1	1.00	0.92	1.00	34.9
12ax	R1	62	0.0	67	0.0	0.313	17.0	LOS C	2.9	73.1	1.00	0.92	1.00	30.2
12x	R2	1	0.0	1	0.0	0.313	17.0	LOS C	2.9	73.1	1.00	0.92	1.00	29.6
12bx	R3	1	0.0	1	0.0	0.313	17.0	LOS C	2.9	73.1	1.00	0.92	1.00	29.4
Approach		97	0.0	105	0.0	0.313	17.0	LOS C	2.9	73.1	1.00	0.92	1.00	31.7
All Vehicles		2553	4.6	2787	4.5	1.470	133.3	LOS F	184.5	4884.1	0.94	2.78	4.96	12.5

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).

MOVEMENT SUMMARY

 Site: 101 [2035 AM (Site Folder: General)]

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] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3b	L3	1	0.0	1	0.0	1.168	117.4	LOS F	52.8	1340.6	1.00	2.66	5.39	14.6
3	L2	329	2.0	358	2.0	1.168	117.6	LOS F	52.8	1340.6	1.00	2.66	5.39	14.2
18	R2	290	2.0	315	2.0	1.168	117.6	LOS F	52.8	1340.6	1.00	2.66	5.39	13.4
18b	R3	1	0.0	1	0.0	1.168	117.4	LOS F	52.8	1340.6	1.00	2.66	5.39	13.2
Approach		621	2.0	675	2.0	1.168	117.6	LOS F	52.8	1340.6	1.00	2.66	5.39	13.8
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.080	11.9	LOS B	0.6	16.9	1.00	0.83	1.00	38.6
3x	L2	1	0.0	1	0.0	0.080	11.9	LOS B	0.6	16.9	1.00	0.83	1.00	37.6
3ax	L1	17	0.0	18	0.0	0.080	11.9	LOS B	0.6	16.9	1.00	0.83	1.00	35.6
18bx	R3	4	33.0	4	33.0	0.080	17.4	LOS C	0.6	16.9	1.00	0.83	1.00	30.7
Approach		23	5.7	25	5.7	0.080	12.8	LOS B	0.6	16.9	1.00	0.83	1.00	34.8
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	1.488	238.6	LOS F	180.7	4593.9	1.00	4.78	9.55	8.3
1	L2	98	2.0	107	2.0	1.488	238.6	LOS F	180.7	4593.9	1.00	4.78	9.55	8.3
1a	L1	109	3.0	131	3.0	1.488	238.7	LOS F	180.7	4593.9	1.00	4.78	9.55	8.3
6	T1	1137	2.0	1236	2.0	1.488	238.6	LOS F	180.7	4593.9	1.00	4.78	9.55	8.0
Approach		1345	2.1	1475	2.1	1.488	238.6	LOS F	180.7	4593.9	1.00	4.78	9.55	8.0
West: Old Cornelia Highway														
2	T1	500	4.0	602	4.0	0.681	12.3	LOS B	7.9	203.8	0.72	0.46	0.72	33.4
12a	R1	12	11.0	13	11.0	0.681	12.5	LOS B	7.9	203.8	0.72	0.46	0.72	32.9
12	R2	111	2.0	121	2.0	0.681	12.2	LOS B	7.9	203.8	0.72	0.46	0.72	33.0
12b	R3	90	3.0	108	3.0	0.681	12.3	LOS B	7.9	203.8	0.72	0.46	0.72	32.4
Approach		713	3.7	845	3.7	0.681	12.3	LOS B	7.9	203.8	0.72	0.46	0.72	33.2
SouthWest: White Sulphur Elementary School														
5bx	L3	105	9.0	127	9.0	0.317	8.6	LOS A	2.5	67.2	0.90	0.80	0.90	37.2
12ax	R1	89	10.0	107	10.0	0.317	8.7	LOS A	2.5	67.2	0.90	0.80	0.90	33.0
12x	R2	1	0.0	1	0.0	0.317	8.1	LOS A	2.5	67.2	0.90	0.80	0.90	32.3
12bx	R3	1	0.0	1	0.0	0.317	8.1	LOS A	2.5	67.2	0.90	0.80	0.90	32.1
Approach		196	9.4	236	9.4	0.317	8.6	LOS A	2.5	67.2	0.90	0.80	0.90	35.1
All Vehicles		2898	3.0	3255	3.0	1.488	136.4	LOS F	180.7	4593.9	0.92	2.90	5.70	12.3

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).

MOVEMENT SUMMARY

 Site: 101 [2035 PM (Site Folder: General)]

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] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3b	L3	1	0.0	1	0.0	0.903	48.2	LOS E	18.1	460.4	1.00	1.59	2.56	24.5
3	L2	218	2.0	237	2.0	0.903	48.4	LOS E	18.1	460.4	1.00	1.59	2.56	23.4
18	R2	192	2.0	209	2.0	0.903	48.4	LOS E	18.1	460.4	1.00	1.59	2.56	21.5
18b	R3	1	0.0	1	0.0	0.903	48.2	LOS E	18.1	460.4	1.00	1.59	2.56	21.0
Approach		412	2.0	448	2.0	0.903	48.4	LOS E	18.1	460.4	1.00	1.59	2.56	22.4
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.035	9.1	LOS A	0.3	7.7	1.00	0.73	1.00	40.5
3x	L2	1	0.0	1	0.0	0.035	9.1	LOS A	0.3	7.7	1.00	0.73	1.00	39.4
3ax	L1	10	0.0	11	0.0	0.035	9.1	LOS A	0.3	7.7	1.00	0.73	1.00	37.2
18bx	R3	1	0.0	1	0.0	0.035	9.1	LOS A	0.3	7.7	1.00	0.73	1.00	32.2
Approach		13	0.0	14	0.0	0.035	9.1	LOS A	0.3	7.7	1.00	0.73	1.00	37.2
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	0.816	19.3	LOS C	21.5	542.1	0.97	1.08	1.61	34.6
1	L2	320	2.0	348	2.0	0.816	19.4	LOS C	21.5	542.1	0.97	1.08	1.61	34.7
1a	L1	41	0.0	45	0.0	0.816	19.3	LOS C	21.5	542.1	0.97	1.08	1.61	34.2
6	T1	490	1.0	544	1.0	0.816	19.3	LOS C	21.5	542.1	0.97	1.08	1.61	29.5
Approach		852	1.3	938	1.3	0.816	19.3	LOS C	21.5	542.1	0.97	1.08	1.61	31.5
West: Old Cornelia Highway														
2	T1	1108	9.0	1204	9.0	1.723	343.1	LOS F	247.9	6552.1	1.00	5.49	10.74	5.8
12a	R1	17	8.0	19	8.0	1.723	343.1	LOS F	247.9	6552.1	1.00	5.49	10.74	5.8
12	R2	363	2.0	395	2.0	1.723	342.8	LOS F	247.9	6552.1	1.00	5.49	10.74	5.8
12b	R3	30	0.0	33	0.0	1.723	342.7	LOS F	247.9	6552.1	1.00	5.49	10.74	5.8
Approach		1518	7.1	1650	7.1	1.723	343.0	LOS F	247.9	6552.1	1.00	5.49	10.74	5.8
SouthWest: White Sulphur Elementary School														
5bx	L3	36	0.0	39	0.0	0.348	17.1	LOS C	3.4	83.8	1.00	0.92	1.00	34.9
12ax	R1	76	0.0	83	0.0	0.348	17.1	LOS C	3.4	83.8	1.00	0.92	1.00	30.3
12x	R2	1	0.0	1	0.0	0.348	17.1	LOS C	3.4	83.8	1.00	0.92	1.00	29.6
12bx	R3	1	0.0	1	0.0	0.348	17.1	LOS C	3.4	83.8	1.00	0.92	1.00	29.5
Approach		114	0.0	124	0.0	0.348	17.1	LOS C	3.4	83.8	1.00	0.92	1.00	31.6
All Vehicles		2909	4.4	3175	4.4	1.723	191.6	LOS F	247.9	6552.1	0.99	3.44	6.47	9.6

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).

MULTILANE ROUNDABOUT

MOVEMENT SUMMARY

 Site: 101 [2025 AM (Site Folder: General)]

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 %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3b	L3	1	0.0	1	0.0	0.248	6.3	LOS A	1.1	28.1	0.58	0.55	0.58	39.6
3	L2	210	2.0	228	2.0	0.248	6.4	LOS A	1.1	28.1	0.58	0.55	0.58	36.9
18	R2	185	2.0	201	2.0	0.248	7.2	LOS A	1.1	27.4	0.59	0.58	0.59	35.1
18b	R3	1	0.0	1	0.0	0.248	7.0	LOS A	1.1	27.4	0.59	0.58	0.59	33.6
Approach		397	2.0	432	2.0	0.248	6.8	LOS A	1.1	28.1	0.59	0.56	0.59	36.1
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.018	3.6	LOS A	0.1	1.9	0.59	0.44	0.59	43.8
3x	L2	1	0.0	1	0.0	0.018	3.6	LOS A	0.1	1.9	0.59	0.44	0.59	42.5
3ax	L1	15	0.0	16	0.0	0.018	3.6	LOS A	0.1	1.9	0.59	0.44	0.59	39.9
18bx	R3	3	33.0	3	33.0	0.007	8.2	LOS A	0.0	0.8	0.63	0.51	0.63	34.1
Approach		20	5.0	22	5.0	0.018	4.3	LOS A	0.1	1.9	0.60	0.45	0.60	39.4
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	0.508	9.7	LOS A	3.7	93.3	0.63	0.55	0.68	40.8
1	L2	62	2.0	67	2.0	0.508	9.8	LOS A	3.7	93.3	0.63	0.55	0.68	40.8
1a	L1	82	3.0	99	3.0	0.508	9.8	LOS A	3.7	93.3	0.63	0.55	0.68	39.6
6	T1	814	2.0	885	2.0	0.508	9.5	LOS A	3.7	93.3	0.63	0.53	0.66	34.0
Approach		959	2.1	1052	2.1	0.508	9.6	LOS A	3.7	93.3	0.63	0.53	0.66	34.9
West: Old Cornelia Highway														
2	T1	435	4.0	524	4.0	0.304	6.0	LOS A	1.8	45.5	0.39	0.25	0.39	36.7
12a	R1	11	11.0	12	11.0	0.304	6.1	LOS A	1.8	45.5	0.39	0.24	0.39	36.2
12	R2	70	2.0	76	2.0	0.304	5.8	LOS A	1.8	45.5	0.39	0.24	0.39	36.4
12b	R3	77	3.0	93	3.0	0.304	5.9	LOS A	1.8	45.5	0.39	0.24	0.39	35.7
Approach		593	3.8	705	3.8	0.304	6.0	LOS A	1.8	45.5	0.39	0.25	0.39	36.5
SouthWest: White Sulphur Elementary School														
5bx	L3	90	9.0	108	9.0	0.099	4.2	LOS A	0.4	11.4	0.51	0.42	0.51	37.7
12ax	R1	72	10.0	87	10.0	0.105	5.3	LOS A	0.4	11.5	0.54	0.47	0.54	36.7
12x	R2	1	0.0	1	0.0	0.105	4.8	LOS A	0.4	11.5	0.54	0.47	0.54	35.9
12bx	R3	1	0.0	1	0.0	0.105	4.8	LOS A	0.4	11.5	0.54	0.47	0.54	35.6
Approach		164	9.3	198	9.3	0.105	4.7	LOS A	0.4	11.5	0.52	0.44	0.52	37.3
All Vehicles		2133	3.1	2408	3.2	0.508	7.6	LOS A	3.7	93.3	0.54	0.45	0.56	35.8

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).

MOVEMENT SUMMARY

 Site: 101 [2025 PM (Site Folder: General)]

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 %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3b	L3	1	0.0	1	0.0	0.232	8.1	LOS A	1.1	29.2	0.74	0.74	0.74	38.6
3	L2	141	2.0	153	2.0	0.232	8.2	LOS A	1.1	29.2	0.74	0.74	0.74	36.0
18	R2	124	2.0	135	2.0	0.250	10.1	LOS B	1.2	29.5	0.74	0.74	0.74	33.6
18b	R3	1	0.0	1	0.0	0.250	9.9	LOS A	1.2	29.5	0.74	0.74	0.74	32.2
Approach		267	2.0	290	2.0	0.250	9.1	LOS A	1.2	29.5	0.74	0.74	0.74	34.9
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.014	4.6	LOS A	0.1	1.8	0.74	0.55	0.74	43.0
3x	L2	1	0.0	1	0.0	0.014	4.6	LOS A	0.1	1.8	0.74	0.55	0.74	41.7
3ax	L1	8	0.0	9	0.0	0.014	4.6	LOS A	0.1	1.8	0.74	0.55	0.74	39.2
18bx	R3	1	0.0	1	0.0	0.002	6.2	LOS A	0.0	0.2	0.72	0.48	0.72	35.5
Approach		11	0.0	12	0.0	0.014	4.8	LOS A	0.1	1.8	0.73	0.55	0.73	39.5
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	0.316	6.1	LOS A	1.8	46.1	0.42	0.28	0.42	41.1
1	L2	208	2.0	226	2.0	0.316	6.2	LOS A	1.8	46.1	0.42	0.28	0.42	41.1
1a	L1	27	0.0	29	0.0	0.316	6.1	LOS A	1.8	46.1	0.42	0.28	0.42	40.3
6	T1	431	1.0	479	1.0	0.316	6.0	LOS A	1.8	46.4	0.42	0.27	0.42	35.7
Approach		667	1.3	735	1.3	0.316	6.1	LOS A	1.8	46.4	0.42	0.27	0.42	37.5
West: Old Cornelia Highway														
2	T1	968	9.0	1052	9.0	0.649	13.0	LOS B	7.8	210.1	0.67	0.63	0.88	33.0
12a	R1	15	8.0	17	8.0	0.649	12.5	LOS B	7.6	199.3	0.66	0.60	0.84	32.9
12	R2	236	2.0	257	2.0	0.649	12.3	LOS B	7.6	199.3	0.66	0.60	0.84	33.0
12b	R3	25	0.0	27	0.0	0.649	12.2	LOS B	7.6	199.3	0.66	0.60	0.84	32.4
Approach		1244	7.5	1353	7.5	0.649	12.9	LOS B	7.8	210.1	0.67	0.62	0.87	33.0
SouthWest: White Sulphur Elementary School														
5bx	L3	31	0.0	34	0.0	0.064	7.6	LOS A	0.3	7.6	0.77	0.73	0.77	37.1
12ax	R1	52	0.0	57	0.0	0.075	5.4	LOS A	0.4	10.5	0.79	0.70	0.79	36.6
12x	R2	1	0.0	1	0.0	0.075	5.4	LOS A	0.4	10.5	0.79	0.70	0.79	35.7
12bx	R3	1	0.0	1	0.0	0.075	5.4	LOS A	0.4	10.5	0.79	0.70	0.79	35.4
Approach		85	0.0	92	0.0	0.075	6.2	LOS A	0.4	10.5	0.78	0.71	0.78	36.8
All Vehicles		2274	4.7	2483	4.7	0.649	10.1	LOS B	7.8	210.1	0.61	0.54	0.72	34.7

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).

MOVEMENT SUMMARY

 Site: 101 [2030 AM (Site Folder: General)]

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: Driveway #1														
3b	L3	1	0.0	1	0.0	0.315	7.2	LOS A	1.5	37.8	0.62	0.61	0.62	39.1
3	L2	265	2.0	288	2.0	0.315	7.3	LOS A	1.5	37.8	0.62	0.61	0.62	36.5
18	R2	233	2.0	253	2.0	0.322	8.3	LOS A	1.5	37.4	0.64	0.64	0.64	34.5
18b	R3	1	0.0	1	0.0	0.322	8.2	LOS A	1.5	37.4	0.64	0.64	0.64	33.1
Approach		500	2.0	543	2.0	0.322	7.8	LOS A	1.5	37.8	0.63	0.62	0.63	35.6
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.020	3.8	LOS A	0.1	2.3	0.64	0.49	0.64	43.6
3x	L2	1	0.0	1	0.0	0.020	3.8	LOS A	0.1	2.3	0.64	0.49	0.64	42.2
3ax	L1	16	0.0	17	0.0	0.020	3.8	LOS A	0.1	2.3	0.64	0.49	0.64	39.7
18bx	R3	3	33.0	3	33.0	0.007	8.0	LOS A	0.0	0.8	0.66	0.53	0.66	34.2
Approach		21	4.7	23	4.7	0.020	4.4	LOS A	0.1	2.3	0.64	0.49	0.64	39.3
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	0.673	14.5	LOS B	9.0	228.3	0.80	0.91	1.24	37.8
1	L2	80	2.0	87	2.0	0.673	14.6	LOS B	9.0	228.3	0.80	0.91	1.24	37.8
1a	L1	94	3.0	113	3.0	0.673	14.7	LOS B	9.0	228.3	0.80	0.91	1.24	36.7
6	T1	1043	2.0	1134	2.0	0.673	14.1	LOS B	9.1	232.3	0.79	0.89	1.22	32.0
Approach		1218	2.1	1335	2.1	0.673	14.2	LOS B	9.1	232.3	0.79	0.89	1.22	32.7
West: Old Cornelia Highway														
2	T1	466	4.0	561	4.0	0.340	6.6	LOS A	2.1	54.8	0.46	0.31	0.46	36.3
12a	R1	11	11.0	12	11.0	0.340	6.6	LOS A	2.1	54.8	0.45	0.30	0.45	36.0
12	R2	90	2.0	98	2.0	0.340	6.3	LOS A	2.1	54.8	0.45	0.30	0.45	36.2
12b	R3	83	3.0	100	3.0	0.340	6.4	LOS A	2.1	54.8	0.45	0.30	0.45	35.4
Approach		650	3.7	771	3.7	0.340	6.5	LOS A	2.1	54.8	0.46	0.31	0.46	36.2
SouthWest: White Sulphur Elementary School														
5bx	L3	97	9.0	117	9.0	0.109	4.3	LOS A	0.5	13.0	0.55	0.46	0.55	37.6
12ax	R1	80	10.0	96	10.0	0.121	5.7	LOS A	0.5	13.7	0.57	0.52	0.57	36.5
12x	R2	1	0.0	1	0.0	0.121	5.1	LOS A	0.5	13.7	0.57	0.52	0.57	35.7
12bx	R3	1	0.0	1	0.0	0.121	5.1	LOS A	0.5	13.7	0.57	0.52	0.57	35.4
Approach		179	9.3	216	9.3	0.121	4.9	LOS A	0.5	13.7	0.56	0.49	0.56	37.1
All Vehicles		2568	3.0	2888	3.1	0.673	10.2	LOS B	9.1	232.3	0.65	0.65	0.85	34.5

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).

MOVEMENT SUMMARY

 Site: 101 [2030 PM (Site Folder: General)]

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 %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Driveway #1														
3b	L3	1	0.0	1	0.0	0.313	9.9	LOS A	1.7	42.8	0.81	0.81	0.81	37.6
3	L2	176	2.0	191	2.0	0.313	10.1	LOS B	1.7	42.8	0.81	0.81	0.81	35.1
18	R2	154	2.0	167	2.0	0.345	13.0	LOS B	1.8	46.4	0.80	0.84	0.91	32.2
18b	R3	1	0.0	1	0.0	0.345	12.8	LOS B	1.8	46.4	0.80	0.84	0.91	31.0
Approach		332	2.0	361	2.0	0.345	11.4	LOS B	1.8	46.4	0.81	0.82	0.86	33.8
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.017	5.1	LOS A	0.1	2.3	0.80	0.61	0.80	42.7
3x	L2	1	0.0	1	0.0	0.017	5.1	LOS A	0.1	2.3	0.80	0.61	0.80	41.4
3ax	L1	9	0.0	10	0.0	0.017	5.1	LOS A	0.1	2.3	0.80	0.61	0.80	39.0
18bx	R3	1	0.0	1	0.0	0.002	6.3	LOS A	0.0	0.2	0.78	0.51	0.78	35.4
Approach		12	0.0	13	0.0	0.017	5.2	LOS A	0.1	2.3	0.80	0.60	0.80	39.2
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	0.361	6.8	LOS A	2.2	55.8	0.49	0.34	0.49	40.3
1	L2	253	2.0	275	2.0	0.361	6.9	LOS A	2.2	55.8	0.49	0.34	0.49	40.3
1a	L1	33	0.0	36	0.0	0.361	6.8	LOS A	2.2	55.8	0.49	0.34	0.49	39.6
6	T1	459	1.0	510	1.0	0.361	6.6	LOS A	2.2	56.5	0.48	0.33	0.48	35.5
Approach		746	1.3	822	1.3	0.361	6.7	LOS A	2.2	56.5	0.48	0.34	0.48	37.3
West: Old Cornelia Highway														
2	T1	1035	9.0	1125	9.0	0.735	16.7	LOS C	12.9	336.6	0.80	0.92	1.31	31.4
12a	R1	16	8.0	18	8.0	0.735	15.8	LOS C	12.9	336.6	0.79	0.88	1.27	31.4
12	R2	288	2.0	313	2.0	0.735	15.6	LOS C	12.9	336.6	0.79	0.88	1.27	31.5
12b	R3	27	0.0	29	0.0	0.735	15.5	LOS C	12.9	336.6	0.79	0.88	1.27	31.0
Approach		1366	7.3	1485	7.3	0.735	16.4	LOS C	12.9	338.5	0.80	0.91	1.30	31.4
SouthWest: White Sulphur Elementary School														
5bx	L3	33	0.0	36	0.0	0.077	8.9	LOS A	0.4	10.0	0.83	0.80	0.83	36.5
12ax	R1	62	0.0	67	0.0	0.103	6.5	LOS A	0.6	16.0	0.87	0.80	0.87	36.1
12x	R2	1	0.0	1	0.0	0.103	6.5	LOS A	0.6	16.0	0.87	0.80	0.87	35.2
12bx	R3	1	0.0	1	0.0	0.103	6.5	LOS A	0.6	16.0	0.87	0.80	0.87	35.0
Approach		97	0.0	105	0.0	0.103	7.3	LOS A	0.6	16.0	0.86	0.80	0.86	36.2
All Vehicles		2553	4.6	2787	4.5	0.735	12.5	LOS B	12.9	338.5	0.71	0.72	0.98	33.6

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).

MOVEMENT SUMMARY

 Site: 101 [2035 AM (Site Folder: General)]

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: Driveway #1														
3b	L3	1	0.0	1	0.0	0.387	8.2	LOS A	2.1	53.7	0.67	0.70	0.74	38.6
3	L2	329	2.0	358	2.0	0.387	8.3	LOS A	2.1	53.7	0.67	0.70	0.74	36.0
18	R2	290	2.0	315	2.0	0.409	9.9	LOS A	2.3	58.1	0.69	0.74	0.84	33.7
18b	R3	1	0.0	1	0.0	0.409	9.8	LOS A	2.3	58.1	0.69	0.74	0.84	32.3
Approach		621	2.0	675	2.0	0.409	9.1	LOS A	2.3	58.1	0.68	0.72	0.79	35.0
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.021	3.9	LOS A	0.1	2.7	0.70	0.54	0.70	43.3
3x	L2	1	0.0	1	0.0	0.021	3.9	LOS A	0.1	2.7	0.70	0.54	0.70	42.0
3ax	L1	17	0.0	18	0.0	0.021	3.9	LOS A	0.1	2.7	0.70	0.54	0.70	39.5
18bx	R3	4	33.0	4	33.0	0.009	7.6	LOS A	0.0	1.1	0.69	0.57	0.69	34.5
Approach		23	5.7	25	5.7	0.021	4.6	LOS A	0.1	2.7	0.70	0.55	0.70	38.9
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	0.778	20.4	LOS C	13.9	352.4	0.93	1.22	1.75	34.6
1	L2	98	2.0	107	2.0	0.778	20.5	LOS C	13.9	352.4	0.93	1.22	1.75	34.6
1a	L1	109	3.0	131	3.0	0.778	20.6	LOS C	13.9	352.4	0.93	1.22	1.75	33.7
6	T1	1137	2.0	1236	2.0	0.778	19.4	LOS C	14.6	369.6	0.92	1.19	1.72	29.8
Approach		1345	2.1	1475	2.1	0.778	19.6	LOS C	14.6	369.6	0.93	1.20	1.72	30.4
West: Old Cornelia Highway														
2	T1	500	4.0	602	4.0	0.378	7.2	LOS A	2.5	65.5	0.52	0.37	0.52	36.0
12a	R1	12	11.0	13	11.0	0.378	7.1	LOS A	2.5	65.5	0.52	0.36	0.52	35.7
12	R2	111	2.0	121	2.0	0.378	6.8	LOS A	2.5	65.5	0.52	0.36	0.52	35.9
12b	R3	90	3.0	108	3.0	0.378	6.8	LOS A	2.5	65.5	0.52	0.36	0.52	35.1
Approach		713	3.7	845	3.7	0.378	7.1	LOS A	2.5	65.5	0.52	0.37	0.52	35.9
SouthWest: White Sulphur Elementary School														
5bx	L3	105	9.0	127	9.0	0.117	4.4	LOS A	0.6	14.8	0.58	0.50	0.58	37.6
12ax	R1	89	10.0	107	10.0	0.139	6.1	LOS A	0.6	16.4	0.61	0.57	0.61	36.3
12x	R2	1	0.0	1	0.0	0.139	5.5	LOS A	0.6	16.4	0.61	0.57	0.61	35.5
12bx	R3	1	0.0	1	0.0	0.139	5.5	LOS A	0.6	16.4	0.61	0.57	0.61	35.2
Approach		196	9.4	236	9.4	0.139	5.2	LOS A	0.6	16.4	0.59	0.53	0.59	37.0
All Vehicles		2898	3.0	3255	3.0	0.778	13.0	LOS B	14.6	369.6	0.74	0.83	1.13	33.1

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).

MOVEMENT SUMMARY

 Site: 101 [2035 PM (Site Folder: General)]

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: Driveway #1														
3b	L3	1	0.0	1	0.0	0.436	13.6	LOS B	2.9	74.6	0.89	0.97	1.11	35.7
3	L2	218	2.0	237	2.0	0.436	13.8	LOS B	2.9	74.6	0.89	0.97	1.11	33.5
18	R2	192	2.0	209	2.0	0.505	19.7	LOS C	3.3	84.0	0.88	1.00	1.26	29.4
18b	R3	1	0.0	1	0.0	0.505	19.5	LOS C	3.3	84.0	0.88	1.00	1.26	28.3
Approach		412	2.0	448	2.0	0.505	16.6	LOS C	3.3	84.0	0.89	0.98	1.18	31.6
SouthEast: Dana Drive														
3bx	L3	1	0.0	1	0.0	0.021	5.9	LOS A	0.1	3.3	0.88	0.69	0.88	42.3
3x	L2	1	0.0	1	0.0	0.021	5.9	LOS A	0.1	3.3	0.88	0.69	0.88	41.1
3ax	L1	10	0.0	11	0.0	0.021	5.9	LOS A	0.1	3.3	0.88	0.69	0.88	38.7
18bx	R3	1	0.0	1	0.0	0.002	6.5	LOS A	0.0	0.3	0.86	0.54	0.86	35.3
Approach		13	0.0	14	0.0	0.021	6.0	LOS A	0.1	3.3	0.88	0.68	0.88	38.9
East: Old Cornelia Highway														
1b	L3	1	0.0	1	0.0	0.421	7.9	LOS A	2.8	70.1	0.57	0.43	0.57	39.3
1	L2	320	2.0	348	2.0	0.421	8.0	LOS A	2.8	70.1	0.57	0.43	0.57	39.3
1a	L1	41	0.0	45	0.0	0.421	7.9	LOS A	2.8	70.1	0.57	0.43	0.57	38.7
6	T1	490	1.0	544	1.0	0.421	7.5	LOS A	2.8	71.8	0.56	0.41	0.56	35.1
Approach		852	1.3	938	1.3	0.421	7.7	LOS A	2.8	71.8	0.56	0.42	0.56	36.9
West: Old Cornelia Highway														
2	T1	1108	9.0	1204	9.0	0.855	25.9	LOS D	22.8	594.7	0.99	1.39	2.10	27.9
12a	R1	17	8.0	19	8.0	0.855	24.2	LOS C	22.8	594.7	0.98	1.35	2.04	28.2
12	R2	363	2.0	395	2.0	0.855	24.0	LOS C	22.8	594.7	0.98	1.35	2.04	28.3
12b	R3	30	0.0	33	0.0	0.855	23.9	LOS C	22.8	594.7	0.98	1.35	2.04	27.9
Approach		1518	7.1	1650	7.1	0.855	25.4	LOS D	22.8	594.7	0.99	1.38	2.08	28.0
SouthWest: White Sulphur Elementary School														
5bx	L3	36	0.0	39	0.0	0.102	11.0	LOS B	0.6	14.6	0.90	0.89	0.90	35.5
12ax	R1	76	0.0	83	0.0	0.162	9.1	LOS A	1.2	29.0	0.99	0.93	0.99	34.7
12x	R2	1	0.0	1	0.0	0.162	9.1	LOS A	1.2	29.0	0.99	0.93	0.99	33.9
12bx	R3	1	0.0	1	0.0	0.162	9.1	LOS A	1.2	29.0	0.99	0.93	0.99	33.7
Approach		114	0.0	124	0.0	0.162	9.7	LOS A	1.2	29.0	0.96	0.92	0.96	35.0
All Vehicles		2909	4.4	3175	4.4	0.855	18.2	LOS C	22.8	594.7	0.85	1.02	1.46	31.1

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).



GAINESVILLE CITY SCHOOL SYSTEM

ONE GAINESVILLE: We will inspire, nurture, challenge, and prepare our students.

Dear Doug and members of the Planning & Appeals Board:

Thank you for the opportunity to submit comments relative to the applications of Caballero Holdings, LLC in its quest to rezone and annex properties in east Gainesville. Our comments are in two parts, general and specific.

For the record, these properties lie within our New Holland Elementary attendance zone. Several references are made to White Sulphur Elementary, owned by the Hall County School System and slated to close in two years.

In general, we view the proposed as too massive, too dense and projects to be too populated for the extended, planned growth plans in our school system. Further, with studies confirming more than 9000 apartments in our city of about 40,000, we are astonished that no market study accompanies the application verifying the need for more multi-family/apartment units. Also, there is no traffic-generation data in the application to add to the busiest corridor in the entire county, Old Cornelia Highway/Jesse Jewell Parkway/Browns Bridge Road. Clearly, the project reflects profit over pride and unestimated population over strategic planning.

With precedence in the Mundy Mill community whereby the second development company honored the commitment of the original development company to donate a suitable site for a school, nowhere in the submitted application confirms a suitable school site of twenty acres.

We maintain interest in such donation, if a preferred site is determined by our school system. It should be noted, again referencing the Mundy Mill community, the developer donated additional acreage to the original 20 acres with no obligation to the school system. Mundy Mill Learning Academy has frontage on the property's main thoroughfare as a community (+) amenity, exceptional learning, convenience and safety. We are unable to support a passing reference to a school site without much further study.

Specifically in our study, we also recommend conditions be added to the Planning Commission's consideration:

- Developer-paid traffic signals at each proposed entrance for the safety of vehicles and/or buses transporting students;
- Bus pull-off aprons in each interior pod artery;
- Prohibited weekday parking in cul-de-sacs to ensure safe and smooth bus flow;
- Honoring, in a separate certified communique to the school system, the 20-acre site proposed for an elementary school; and
- Community information sessions in Sherwood Heights, New Holland/Fair Street and Morningside Heights neighborhoods.

Thank you.

Board of Education
Andy Stewart, Chair
Willie Mitchell, Vice Chair
Sammy Smith, Treasurer
Dr. Heather Ramsey, Board Member
Kris Nordholz, Board Member



Jeremy H. Williams, Ed.D.
Superintendent

GAINESVILLE CITY SCHOOL SYSTEM

ONE GAINESVILLE: We will inspire, nurture, challenge, and prepare our students.

SIGNATURE PAGE FOR

GAINESVILLE CITY SCHOOL DISTRICT & BOARD OF EDUCATION

Mr. Andy Stewart, Board Chair

11-1-21

Date

Mr. Willie Mitchell, Board Vice Chair

11-1-21

Date

Mr. Sammy Smith, Board Treasurer

11.1.21

Date

Dr. Heather Ramsey, Board Member

11/1/21

Date

Mr. Kris Nordholz, Board Member

11/1/21

Date

Dr. Jeremy H. Williams, Superintendent

11/1/21

Date

Date Submitted: 1/3/2022

Presenter: Abb Hayes

Item of Business: **Public Hearing Item: January 18, 2022 Council Meeting**
Request from **Moez Hasni** to annex a 5.503± acres tract located on the northeast corner of Jesse Jewell Parkway and Crescent Drive, having frontage on Exit 24/ I-985 (a/k/a **374 and 400 Crescent Drive**) and to establish zoning as General Business (G-B). **Ward Number: Two.** Tax Parcel Number(s): 15-033C-000-077. **Request: Retail shopping center.**

Meeting Date: 1/13/2022

Purpose of Request:

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

The applicant is proposing to annex the subject property with a zoning of General Business (G-B). The property is contiguous to the city limits to the east across I-985 and currently zoned Highway Business (H-B) within unincorporated Hall County. As well, the property is located within the Limestone Parkway Overlay Zone and the Hall County Gateway Corridor Overlay District. The purpose of the request is to access sewer for the development of a 6,070 square foot retail shopping center. The property consists of two tracts which includes GDOT surplus property which was sold to the applicant. One access driveway is proposed from Crescent Drive. The adjacent uses include single-family residential uses to the north and west, Hall County Farmers Market to the south across Jesse Jewell Parkway and mini-warehouses and an assisted living facility across I-985 to the east.

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 2022- :

I move to approve the ordinance to annex the subject property for a retail shopping center as presented.

Approval of Ordinance 2022- :

I move to approve the ordinance to establish zoning as General Business (G-B) with seven 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?

N/A

Amount Requested:

Source of Funds:

Finance Comments:

Administrative Comments:

ATTACHMENTS:

Description		Type
	Legal Ad	Legal Ad
	PAB Recommendation Report	Report
	Proposed Annexation Ordinance	Ordinance
	Proposed Zoning Ordinance	Ordinance
	Location Maps	Backup Material
	Narrative	Backup Material
	Survey Parcel 1	Backup Material
	Survey Parcel 2	Backup Material
	Concept Plan	Backup Material
	Architectural Elevation	Backup Material
	Floor Plan	Backup Material

Center, 830 Green Street, NE, Gainesville, Georgia, at 5:15 p.m. on Tuesday, January 4, 2022 to consider the following:

1. Previously tabled application of Cook Communities to rezone from Agricultural Residential-III (AR-III) to Planned Residential Development (PRD) on a 34.03± acre tract located on the west side of Pine Valley Road at its intersection with White Sulphur Road; a.k.a. 1560, 1582, & 1586 Pine Valley Road; Zoned AR-III; Tax Parcels 09124 000039, 000039B, & 000203. Proposed Use: 249 unit townhome development. **

(I) Commission District 4. NOTE: In accordance with Georgia law, anyone who (a) wishes to express 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 recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on Thursday, January 27, 2022. The Board will meet at 6:00 p.m. at the Gainesville Civic Center, 830 Green Street, NE, Gainesville, Georgia.

102991 12/29

NOTICE OF PUBLIC HEARING ON PROPOSED AMENDMENTS TO THE

located east of Lanier Parkway (I-985), south of the intersection of Old Cornelia Highway and Dana Drive, south of Floyd Road and east of its terminus, having road frontage on the east side of Lenox Drive (a/k/a 0, 2490 and 2544 Floyd Road, SE; 0 Lenox Drive, SE; 0 Old Cornelia Highway, SE).

Ward Number: Three
Tax Parcel Number(s): 15-021-000-164; 15-022-000-003M, 004, 034 and 086; 15-033-000-001
Request: Master planned mixed-use community
4) Request from Moez Hasni to annex a 5.503± acres tract located on the northeast corner of Jesse Jewell Parkway and Crescent Drive, having frontage on Exit 24/ I-985 (a/k/a 374 and 400 Crescent Drive) and to establish zoning as General Business (G-B).

Ward Number: Two
Tax Parcel Number(s): 15-033C-000-077
Request: Retail shopping center
5) Request from Fred and Olivia Skey to rezone a 0.65± acre tract located on the east side of Northside Drive, southeast of its intersection with Ivey Terrace (a/k/a 352 Northside Drive, NW) from Office and Institutional (O-I) and General Business (G-B) to Office and Institutional (O-I) with a special use.

Ward Number: Four
Tax Parcel Number(s): 01-025-005-010
Request: Single-family residence

6) Request from Two Capital Partners to rezone a 24.857± acres tract located on the southwest side of Shallowford Road and southeast side of the intersection of Skelton Road and Hudgins Street (a/k/a 600, 610 and 622 Shallowford Road, SW; 1515 Skelton Road, SW; 1448 and 1450

21-11-VAR

Application for a variance from Alan Couch on property owned by him identified as 2850 Muskogee Lane. The property is approximately .285 acres. The property is zoned PUD (Planned Unit Development). The applicable Development Code section for which the applicant and owner is seeking relief is 8.3.1 (Minimum Yard Requirements). The applicant requests a minimum rear yard reduction from 10' to 6'. The intent of the applicant is to construct a garage addition.

COPIES OF THE APPLICATION MAY BE VIEWED OR DOWNLOADED AT: https://www.braselton.net/government/town-officials/zoning-board_of_appeals.php

FOR MORE INFORMATION CONTACT KEVIN KELLER AT: kdkeller@braselton.net
ALL BRASELTON ZONING BOARD OF APPEALS PUBLIC HEARINGS ARE HELD AT THE FOLLOWING LOCATION: BRASELTON POLICE AND MUNICIPAL COURT BUILDING 5040 S.R. 53 BRASELTON, GA 30517 103133 12/29

Public Sales/Auctions

Byrds Mini Storage Online Auction with Lockerfox.com for January 11 to January 18, 2022.

Alto - Tribble Gap Road
201. Jamie Wesley
507. Adam Ortiz
Baldwin- Charlie Davis Road
A32. Tiffany Grace
A37. Randal Smith
A60. Tiffany Grace
C11. JOE BYRD
C19. JOE BYRD
C28 RICHARD MORRIS

locks. To claim tax-exempt status, original RESALE certificates for each space purchased is required. By PS Orangeco, Inc., 701 Western Avenue, Glendale, CA 91201. (818) 244-8080. 102683 12/29,1/5

NOTICE OF PUBLIC SALEThe undersigned, wishing to avail themselves of the provisions under the Georgia Self-service Storage Facility Act of 2013, hereby gives notice of the sale under said act to wit; Monday the 17th day of January, 2022 at 10:00 AM, on that day will conduct a public sale to the highest bidder, with bidding to take place on lockerfox.com, FOR CASH ONLY, the contents of spaces at Storage Depot of Gainesville, 635 Industrial Blvd, Gainesville, GA, 30501 Miranda, Luis 144 Tires, toolboxes, misc items. Grizzle, Misty 200 Couch, Chair, and Baby swing. Diorio, Ronald L. 404 Kitchen items, office chairs, boxes. Pierce, Anna 416 Strollers, chairs, misc household items. Hagerty, Micah 421 Furniture, boxes, misc household items. smith, wallace 446 Boxes, furniture, misc household items. Lima, Alfredo 447 Appliances, bags, misc household items. Miller, Tony 448 Misc Tools, metal items, lumber. Waller, Shuntae 40 a grill, boxes, and misc metal items. McGehee, Joy B12 dining table, end table, chairs. Abernathy, Shannon B26 furniture, stroller, and bags. McGehee, Joy B40 boxes, bags, and misc household items. Lopez, Mario 178 Toddler bed, stroller, and a dolly. Poole, Damorie M. 227 furniture,

COUNTY OF HALL
STATE OF GEORGIA
IN RE: ESTATE OF
KERRIGAN JOYCE
BLACKWELL,
DECEASED
ESTATE NO.. E-21-484
PETITION FOR LETTERS
OF ADMINISTRATION
NOTICE

[Note: Strike the sentence in parenthesis below if not applicable.]
TO: whom it may concern:
David Blackwell, has petitioned for (Letters of Administration) to be appointed administrator of the estate of KERRIGAN JOYCE BLACKWELL, deceased, of said county. (The petitioner has also applied for waiver of bond, waiver of reports, waiver of statements, and/or grant of certain powers contained in O.C.G.A. ss 53-12-261.) All interested persons are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed with the Court on or before January 10th, 2022. BE NOTIFIED FURTHER: All objections to the petition must be in writing, setting forth the grounds of any such objections. All objections should be sworn to before a notary public or before a probate court clerk, and filing fees must be tendered with your objections, unless you qualify to file as an indigent party. Contact probate court personnel for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing. Patty Walters Laine

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GAINESVILLE ZONING MAP

Notice is hereby given that the Gainesville City Council will conduct a public hearing on Tuesday, January 18, 2022 at 5:30 p.m. in the Gainesville Justice Center (Municipal Courtroom at the Public Safety Complex), 701 Queen City Parkway in midtown Gainesville on the following requests:

1) 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

2) Request from Caballero Holdings, LLC to annex a total of 140.77± acres to include a 44.91± acres tract located at the northeast side of the terminus of Floyd Road; a 80.8± acres tract located on the north side of Eberhart Cemetery Road; a 9.467± acres tract, 4.397± acres tract and a 1.996± acres tract located southwest of the intersection of Jesse Jewell Parkway and Old Cornelia Highway (a/k/a 0 Eberhart Cemetery Road; 2465 Floyd Road, SE; 2166, 2170 and 2210 Old Cornelia Highway) and to establish zoning as Planned Unit Development (P-U-D).
Ward Number: Three
Tax Parcel Number(s): 15-022-000-001B, 003 (Part); 15-033B-000-022, 024 and 026A
Request: Master planned mixed-use

Hudgins Street, SW) from Neighborhood Business (N-B) and General Business (G-B) to Planned Unit Development (P-U-D).
Ward Number: Five
Tax Parcel Number(s): 0 1 - 119C-001-001, 001A, 029, 029A, 029D and 031 Request: Master planned mixed-use rental community

7) Request from Mark D. Thebaut, D.D.S. to amend an existing Planned Unit Development (P-U-D) zoning totaling 0.67± acre located on the southeast side of the intersection of Thompson Bridge Road and Lanier Avenue (a/k/a 1398 Thompson Bridge Road, NE).
Ward Number: Two
Tax Parcel Number(s): 01-087-003-001
Request: Medical / Dental office / restaurant with drive-thru
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-33(c))
103125 12/29

D09. CYNTHIA WADE
E15. JOSHUA ELLER
F27. VESIL ROMERO
F30. BILLY MOON
G03. ADRIA JONES
103124 12/29, 1/5

FLOWERY BRANCH
MINI STORAGE 5110
Chattahoochee St.
Flowery Branch, GA
30542. The contents of these units will be auctioned on 1/7/2022 at 2pm at storageauctions.com: Unit B26 - Cynthia Lynn Stanton - household items, Unit B36- Denton Vaughn - household items, F7 Ashley Durham-household items.
102859 12/22, 29

NOTICE OF PUBLIC SALE

To satisfy the owner's storage lien, PS Orange Co. Inc. will sell at public lien sale on January 18, 2022, the personal property in the below-listed units, which may include but are not limited to: household and personal items, office and other equipment. The public sale of these items will begin at 08:00 AM and continue until all units are sold. Lien sale to be held at the online auction website, www.storagetreasures.com, where indicated. For online lien sales, bids will be accepted until 2 hours after the time of the sale specified.

PUBLIC STORAGE
26961, 7366
Friendship Springs Rd,
Flowery Branch, GA
30542, (678) 693-2587
Time: 10:30 AM
Sale to be held at www.storagetreasures.com.
1057 - Gilmore,
Linwood; 2045 -
Saylors, Christina;
2066 - Adcox, Marcie;
2149 - Harper, Jeffrey;
2189 - Delong, Christy;
3183 - Harris, Robin;
3240 - Jones, Thomas
Public sale terms,
rules, and regulations
will be made available
prior to the sale. All

bags, and misc
household items.
Gilley, Jesse 431
Shelves, appliances,
misc household items
Harrison,
Ahmad A60 Misc
household items and
goods. Farquharson,
Oshane 250 Misc
furniture and boxes
THE
PUBLIC IS INVITED
TO ATTEND AT
LOCKERFOX.COM,
SALE IS SUBJECT TO
ADJOURNMENT.
103193 12/29, 1/5

Notice of Self Storage Sale

Please take notice Midgard Self Storage - Gainesville GA at 1405 NW McEver Rd Gainesville GA, 30504 intends to hold a public sale to sell the property stored in the following units stored at the Facility. The public sale to the highest bidder will occur at an online auction via www.storagetreasures.com on 1/19/2022 at 1:00pm. Unless stated otherwise the description of the contents are household goods and furnishings. Steven D Howell unit #1013; Kelly A Smith unit #1026; Angela D Peoples unit #1084; Francita R Jackson unit #1102; Nancy S Sykes unit #2019; Rosalyn Jackson unit #2118; Andrea S Rucker unit #2134; Zackary D Tatum unit #A200; Francisco J Zambrano Alvarado unit #A242; Edgar M Yebra unit #B205; Darius DWilkins unit #B225; Rayshawn C Moore unit #C122; Latonya T Earl unit #D110; Tyiea S Segar unit #E141; Carlos Sanchez unit #F124; Michael A Perez unit #F134; Phyllis Birt unit #F141. All property is being stored at the above self-storage facility. This sale may be withdrawn at any time without notice.

Certain terms and conditions apply. See manager for details.
103110 12/29, 1/5

Probate Notices

IN THE PROBATE COURT OF HALL

development
3) Request from Caballero Holdings, LLC to amend an existing Planned Unit Development (P-U-D) zoning totaling 981.661± acres located east of Lanier

PUBLIC NOTICE

The Braselton Zoning Board of Appeals will hold a Public Hearing on Thursday, January 13th 2022 at 7:00 pm on the following items:

sales are subject to cancellation. We reserve the right to refuse any bid. Payment must be in cash or credit card-no checks. Buyers must secure the units with their own personal

**GAINESVILLE PLANNING and APPEALS BOARD
RECOMMENDATION**

Applicant and Property Owner..... Moez Hasni
Location..... 374 and 400 Crescent Drive
Request..... Annex with a zoning of General Business (G-B)
Total Acres 5.503[±] acres
Ward..... Two
Proposed Use..... Retail shopping center
Planning Division Staff Recommendation **Approval, with conditions**
Planning & Appeals Board Recommendation..... **Approval, with conditions**
Date..... December 14, 2021

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

The applicant is proposing to annex the subject property with a zoning of General Business (G-B). The property is contiguous to the city limits to the east across I-985 and is currently zoned Highway Business (H-B) within unincorporated Hall County. As well, the property is located within the Limestone Parkway Overlay Zone and the Gateway Corridor Overlay Zone. The property consists of two tracts of land which includes surplus property from the Georgia Department of Transportation (GDOT) that was recently sold to the applicant.

The purpose of the request is to access sewer for the development of a 6,070 square foot retail shopping center that will include a Dunkin Donuts restaurant. One access driveway is proposed along Crescent Drive near the center of the property. The subject property previously contained a single-family home that was demolished and has since been graded for a stormwater easement and detention pond located on the north end of the property.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Single-family homes	Highway Business (H-B) -County Residential-II (R-II) -County
South	Hall County Farmers Market; Hall County Fire Station #7	Highway Business (H-B) -County
East	Exit 24/ I-985; Undeveloped land Mini-warehouses; Assisted Living Facility; Apartments	Highway Business (H-B) -County Agricultural Residential-IV (AR-IV) -County Planned Unit Development (P-U-D) -City
West	Vacant land; Single-family homes	Highway Business (H-B) -County Agricultural Residential-IV (AR-IV) -County

Other uses within the surrounding area include the New Holland Market shopping center to the west, Gainesville Regional Youth Detention Center (Juvenile Justice Department), Hall County Emergency Services Complex and the New Horizons Lanier Park to the north.

▪ **Other Departmental Comments**

According to the Georgia Department of Transportation (GDOT), the developer will need to coordinate with GDOT since this development will impact the State Route System.

The Gainesville Public Works Department comments for this request are stated in proposed zoning condition # 7 of this staff report.

▪ **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, NE from General Business (G-B) to Planned Unit Development (P-U-D) zoning for a 220-unit rental cottage community was withdrawn.

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 for a climate-controlled self-storage and office/warehouse was conditionally approved.

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.

2016 – A request by Timothy Bullard to annex a 20.417± acres tract located at 1582 and 1586 Pine Valley Road was denied for a 240-unit apartment complex with Residential-II (R-II) zoning.

2012 – A request by Pacolet Milliken Enterprises, Inc. to annex a 68.223± acres tract located at 601 White Sulphur Road was approved with conditional Planned Unit Development (P-U-D) zoning 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 proposed use appears suitable given the surrounding uses and adjacent zoning. Nearby properties include a mixture of residential, institutional, office and commercial uses. The adjacent and nearby properties are zoned General Business (G-B) and Planned Unit Development (P-U-D)

in the city and Highway Business (H-B) and Agricultural Residential-IV (AR-IV) in the county. The subject property is located along a commercial corridor that has had significant growth within the past 5 to 7 years due to its proximity to Exit 24/I-985 and nearby medical facilities.

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

Given the property is undeveloped, the proposed use will increase traffic and turning movements on Crescent Drive. Crescent Drive is a two-lane county road with no curb/gutter or sidewalks. Coordination with the City of Gainesville, Hall County and Georgia Department of Transportation will be necessary to address the access requirements. Proposed improvements recommended by the Gainesville Public Works Department are as stated in zoning condition #7 of this staff report.

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

It is staff's opinion that the proposed retail building is supported by the Comprehensive Plan. The proposal is consistent with the Comprehensive Plan. The Future Development Map for the City of Gainesville places the subject property within the *Retail/Commercial* land use category which includes commercial service activities such as grocery stores, banks, restaurants, theatres, hotels, and automotive related businesses. Commercial uses may be located as a single use in one building or grouped together in a shopping center.

According to the Character Area map for the City of Gainesville, the subject property is located within the *Limestone Medical Corridor* Character Area. The Limestone Parkway corridor area is an employment corridor that is envisioned as one of the priority growth areas and is not anticipated to expand Gainesville's traditional neighborhood fabric. Land uses allowed within this area include public / institutional, low-density residential, medium-density residential, multi-family residential, mixed-use, commercial, and parks / recreation / conservation.

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

The proposed zoning of General Business (G-B) is similar to the property's existing zoning of Highway Business (H-B). The applicant desires to utilize sewer services which requires the property to be annexed given it is adjacent to the city limits.

(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?

Nearby developments currently utilize City water and sewer services and there is sufficient capacity to serve the development.

The applicant will be required to coordinate with Gainesville, Hall County and GDOT regarding any access and driveway improvements. According to the "9th Edition Trip Generation Manual" as published by the Institute of Transportation Engineers, the estimated trips for a proposed retail center are 266± two-way trips per weekday and 41 A.M. / 30 P.M. two-way peak hour trips.

Existing public safety services respond to the adjacent and nearby properties. Gainesville Fire Station #2 off of Cleveland Highway is located approximately 2.5 miles away. As well, Hall County Fire Station #7 off of East Crescent Drive is located approximately 0.23 miles away.

Given the proposal is for non-residential purposes, there should be no impacts to the Gainesville 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?

As previously stated, the surrounding area has experienced significant residential, office and commercial growth along Jesse Jewell Parkway due to its proximity to Exit 24/I-985, Northeast Georgia Medical Center and downtown Gainesville.

The proposed retail development appears to be consistent with adjacent commercial development.

(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?

Due to the subject property's proximity to existing residential, commercial and industrial land uses, the proposal, *with the recommended conditions of zoning* 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 the proposed annexation request with **General Business (G-B) zoning**, based on the Comprehensive Plan and the adjacent residential and non-residential land uses.

Conditions

1. The proposed development shall be generally consistent depicted on the concept plan and architectural renderings provided with this application.
2. Prohibited uses for the subject property shall include adult novelty stores, group homes, crisis centers, adult entertainment centers, pawn shops, dollar-type stores, massage parlors, hookah lounge, tobacco or vaping stores, gas station/convenience stores, tire stores, auto parts stores, auto body shops, automobile sales establishments, marine sales or repair stores, automated or non-automated car washes, truck stops, coin-laundry facilities, tattoo parlors, psychics, fortune tellers, clairvoyants and the like.
3. The proposed buildings shall meet the Limestone Parkway Overlay Zone and Gateway Corridor Overlay Zone standards.
4. The frontage landscape areas shall be sodded with grass and contain minimum 3-inch caliper size hardwood trees subject to the Community & Economic Development Director approval.
5. The subject property shall be limited to one (1) multi-tenant sign not to exceed 15-feet in height, 80 square feet of sign face area, 120 square feet of total sign structure area with internal or external lighting. Building signage shall be permitted as regulated within the Gainesville Unified Land Development Code. An electronic message board sign or electronic changeable copy sign shall not be permitted for the subject property.
6. An updated as-built boundary survey/plat of the subject property, indicating all improvements required for the proposed use shall be required.

7. 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.
- a) Crescent Drive shall be improved to City standards along both sides of the roadway for the length of the proposed site. This includes roadway, curb and gutter, sidewalk, etc.
 - b) Jesse Jewell Parkway frontage shall be improved to City standards along the front roadway side for the length of the proposed site. This includes curb and gutter, sidewalk, etc. There is currently an existing right turn lane at this location.
 - c) The proposed RCUT at Crescent Drive and Jesse Jewell Parkway to allow left turns onto Crescent Drive shall be reviewed by the Georgia Department of Transportation (GDOT). This will require coordination between the development and GDOT for permitting approval/denial. Any correspondence from the GDOT shall be forwarded to the Gainesville Public Works Department.
 - d) The westbound left turn lane on Jesse Jewell Parkway at Textile Way and the Jesse Jewell Parkway at East Crescent Drive intersection shall be reviewed by GDOT for improvements to accompany any U-Turn movements. This will require coordination between the development and GDOT for permitting approval/denial. Any correspondence from the GDOT shall be forwarded to the Gainesville Public Works Department.
 - e) Southern site access on Crescent Drive is proposed to be a full access side street STOP. With the increased development in the area and the projected peak hour/daily trips for the development, it is recommended that the driveway also include a right turn deceleration lane into the development with sufficient spacing for the deceleration lane from the intersection of Jesse Jewell Parkway at no cost to the City. The deceleration lane should be a full width storage of 100 feet with a 50-foot taper.
 - f) Northern site access on Crescent Drive is proposed to be a full access side street STOP. Should this access be built, site distance shall be evaluated to determine the type of access permitted and it shall meet all City of Gainesville requirements.

Excerpts from the December 14, 2021 PAB Meeting Minutes

Applicant Presentation: Moez Hasni, 374 Crescent Drive, stated he is one of the owners of the project and will be a retail center with a lease already signed by Dunkin Donuts and is looking for future national tenants. They agree with all seven conditions and hope to do something with the remaining three acres in the future.

FAVOR: None

OPPOSE: None

PLANNING AND APPEALS BOARD COMMENTS: None

There was a motion to recommend conditional approval to annex the subject property and establish zoning for a retail shopping center as General Business (G-B) with the following conditions:

Conditions

1. The proposed development shall be generally consistent depicted on the concept plan and architectural renderings provided with this application.
2. Prohibited uses for the subject property shall include adult novelty stores, group homes, crisis centers, adult entertainment centers, pawn shops, dollar-type stores, massage parlors, hookah lounge, tobacco or vaping stores, gas station/convenience stores, tire stores, auto parts stores, auto body shops, automobile sales establishments, marine sales or repair stores, automated or non-automated car washes, truck stops, coin-laundry facilities, tattoo parlors, psychics, fortune tellers, clairvoyants and the like.
3. The proposed buildings shall meet the Limestone Parkway Overlay Zone and Gateway Corridor Overlay Zone standards.
4. The frontage landscape areas shall be sodded with grass and contain minimum 3-inch caliper size hardwood trees subject to the Community & Economic Development Director approval.
5. The subject property shall be limited to one (1) multi-tenant sign not to exceed 15-feet in height, 80 square feet of sign face area, 120 square feet of total sign structure area with internal or external lighting. Building signage shall be permitted as regulated within the Gainesville Unified Land Development Code. An electronic message board sign or electronic changeable copy sign shall not be permitted for the subject property.
6. An updated as-built boundary survey/plat of the subject property, indicating all improvements required for the proposed use shall be required.
7. 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.
 - a) Crescent Drive shall be improved to City standards along both sides of the roadway for the length of the proposed site. This includes roadway, curb and gutter, sidewalk, etc.
 - b) Jesse Jewell Parkway frontage shall be improved to City standards along the front roadway side for the length of the proposed site. This includes curb and gutter, sidewalk, etc. There is currently an existing right turn lane at this location.
 - c) The proposed RCUT at Crescent Drive and Jesse Jewell Parkway to allow left turns onto Crescent Drive shall be reviewed by the Georgia Department of Transportation (GDOT). This will require coordination between the development and GDOT for permitting approval/denial. Any correspondence from the GDOT shall be forwarded to the Gainesville Public Works Department.
 - d) The westbound left turn lane on Jesse Jewell Parkway at Textile Way and the Jesse Jewell Parkway at East Crescent Drive intersection shall be reviewed by GDOT for improvements to accompany any U-Turn movements. This will

require coordination between the development and GDOT for permitting approval/denial. Any correspondence from the GDOT shall be forwarded to the Gainesville Public Works Department.

- e) Southern site access on Crescent Drive is proposed to be a full access side street STOP. With the increased development in the area and the projected peak hour/daily trips for the development, it is recommended that the driveway also include a right turn deceleration lane into the development with sufficient spacing for the deceleration lane from the intersection of Jesse Jewell Parkway at no cost to the City. The deceleration lane should be a full width storage of 100 feet with a 50-foot taper.
- f) Northern site access on Crescent Drive is proposed to be a full access side street STOP. Should this access be built, site distance shall be evaluated to determine the type of access permitted and it shall meet all City of Gainesville requirements.

Motion made by Board Member Thompson

Motion seconded by Board Member Delgado

Vote – 7 favor

Passed: _____

AN ORDINANCE

No. 2022-

AN ORDINANCE ANNEXING A 5.503± ACRES TRACT LOCATED ON THE NORTHEAST CORNER OF JESSE JEWELL PARKWAY AND CRESCENT DRIVE, HAVING FRONTAGE ON EXIT 24/ I-985 (A/K/A 374 AND 400 CRESCENT DRIVE) 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

All that tract or parcel of land lying and being in G.M.D. 411, in the City of Gainesville, Hall County, Georgia, being that certain 4.72 acre tract shown on plat of survey prepared for Moe Hasni, by Garmon Land Surveying, Registered Professional Land Surveyors, dated September 6, 2019, and being more particularly described according to said plat as follows:

Beginning at the intersection of the Eastern right of way of Crescent Drive and the Northern right of way of Jesse Jewell Parkway and running 218.78 feet in a Northern direction along the Eastern right of way of Crescent Drive to an iron pin set, which pin marks the True Point of Beginning; thence continuing along said right of way North 08°23'35" East 143.75 feet to a point; thence continuing along said right of way 100.61 feet along the arc of a curve having a radius of 753.87 feet and a chord bearing and distance of North 29°24'08" East 100.54 feet to a point; thence continuing along said right of way North 31°33'49" East 66.34 feet to a point; thence continuing along said right of way 165.36 feet along the arc of a curve, having a radius of 452.21 feet and a chord bearing and distance of North 21°20'42" East 164.44 feet to a point; thence continuing along said right of way 103.8 feet along the arc of a curve, having a radius of 444.29 feet and a chord bearing and distance of North 07°02'20" East 103.56 feet to an iron pin set; thence leaving said right of way and running North 83°26'09" East 390.64 feet to a half inch rebar found on the Western right of way of Interstate 985; thence continuing along said right of way South 18°10'44" West 298.76 feet to a half inch rebar found; thence continuing along said right of way South 04°36'13" West 170.11 feet to a point; thence leaving said right of way and running South 65°47'48" West 449.41 to an iron pin set; thence running North 43°57'18" West 70.48 feet to an iron pin set, which pin marks the True Point of Beginning.

ORDINANCE NO. 2022 -

All that tract or parcel of land lying and being in Land Lots 123 of the 9th Land District of Hall County, Georgia, being more particularly described as follows:

Beginning at a point 85.00 feet left of and opposite station 81+00.00 on the construction centerline of SR 369/SR 11/US 129, which point is the Point of Beginning; thence proceeding N 18° 32' 40" W for a distance of 40.83 feet to a point 125.83 feet left of and opposite station 81+00.00 on the construction centerline of SR 369/SR 11/US 129; thence proceeding N 12° 22' 08" E for a distance of 155.38 feet to a point 259.14 feet left of and opposite station 81+79.83 on the construction centerline of SR 369/SR 11/US 129; thence proceeding S 77° 37' 33" E for a distance of 22.57 feet to a point 247.54 feet left of and opposite station 81+99.19 on the construction centerline of SR 369/SR 11/US 129; thence proceeding S 43° 56' 26" E for a distance of 70.88 feet to a point 183.51 feet left of and opposite station 82+29.59 on the construction centerline of SR 369/SR 11/US 129; thence proceeding N 65° 33' 26" E for a distance of 171.32 feet to a point 201.12 feet left of and opposite station 84+00.00 on the construction centerline of SR 369/SR 11/US 129; thence proceeding S 18° 32' 40" E for a distance of 116.12 feet to a point 85.00 feet left of and opposite station 84+00.00 on the construction centerline of SR 369/SR 11/US 129; thence proceeding S 71° 27' 20" W for a distance of 300.00 feet back to the Point of Beginning.

Said tract or parcel of land contains 0.783 acres or 34094.00 square feet and is a portion of a tract of land previously conveyed in Deed Book 1146 Pages 227-229 of Hall County, Georgia, records.

This conveyance is made subject to a Right of Access Easement along the Limited Access Rights of Way of Crescent Drive & SR 369/SR 11/US 129 in Hall County, Georgia reserved in the Georgia Department of Transportation Quitclaim Deed from the Georgia Department of Transportation to Moez Hasni, dated March 11, 2019, recorded in Deed Book 8246, pages 265-269 Hall County Georgia Deed Records

This conveyance is made subject to the existing Georgia Power Easement of record located on the Southeast area of said property.

This conveyance is made subject to any easement of record and any utilities facilities existing or permitted by the Department of Transportation.

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.

SECTION III

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

ORDINANCE NO. 2022 -

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.

W. Samuel Couvillon, 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

Passed: _____

AN ORDINANCE

No. 2022-

AN ORDINANCE AMENDING THE ZONING MAP OF THE CITY OF GAINESVILLE, GEORGIA BY ESTABLISHING THE ZONING ON A 5.503± ACRES TRACT LOCATED ON THE NORTHEAST CORNER OF JESSE JEWELL PARKWAY AND CRESCENT DRIVE, HAVING FRONTAGE ON EXIT 24/ I-985 (A/K/A 374 AND 400 CRESCENT DRIVE) AT THE TIME OF ANNEXATION AS 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 development shall be generally consistent depicted on the concept plan and architectural renderings provided with this application.**
- 2. Prohibited uses for the subject property shall include adult novelty stores, group homes, crisis centers, adult entertainment centers, pawn shops, dollar-type stores, massage parlors, hookah lounge, tobacco or vaping stores, gas station/convenience stores, tire stores, auto parts stores, auto body shops, automobile sales establishments, marine sales or repair stores, automated or non-automated car washes, truck stops, coin-laundry facilities, tattoo parlors, psychics, fortune tellers, clairvoyants and the like.**
- 3. The proposed buildings shall meet the Limestone Parkway Overlay Zone and Gateway Corridor Overlay Zone standards.**
- 4. The frontage landscape areas shall be sodded with grass and contain minimum 3-inch caliper size hardwood trees subject to the Community & Economic Development Director approval.**
- 5. The subject property shall be limited to one (1) multi-tenant sign not to exceed 15-feet in height, 80 square feet of sign face area, 120 square feet of total sign structure area with internal or external lighting. Building signage shall be permitted as regulated within the Gainesville Unified Land Development Code. An electronic**

ORDINANCE NO. 2022 -

message board sign or electronic changeable copy sign shall not be permitted for the subject property.

6. An updated as-built boundary survey/plat of the subject property, indicating all improvements required for the proposed use shall be required.
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ORDINANCE NO. 2022 -

Legal Description

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ORDINANCE NO. 2022 -

Transportation to Moez Hasni, dated March 11, 2019, recorded in Deed Book 8246, pages 265-269 Hall County Georgia Deed Records

This conveyance is made subject to the existing Georgia Power Easement of record located on the Southeast area of said property.

This conveyance is made subject to any easement of record and any utilities facilities existing or permitted by the Department of Transportation.

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.

W. Samuel Couvillon, 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

R-I-A

New Haven Church

G-B

New Holland Crossing

PUD

PUD

OLD HAMLET IN PLACE

HUNTINGTON DRIVE

WHITE SULPHUR ROAD

CRESCENT DRIVE

JESSE JEWELL PARKWAY

Hall County Farmers Market

EAST CRESCENT DRIVE

1985-EXIT-24-SB-OFF

CORNELIA-HIGHWAY

1985-EXIT-24-NB-ON

LANIER PARKWAY

1985-EXIT-24-NB-OFF

1985-EXIT-24-SB-ON

Applicant: **MOEZ HASNI**

ANNEXATION REQUEST

Subject Property Address:
374 & 400 Crescent Drive

Tax Parcel:
15-033C-000-077

Request:

Annex 5.503+/- acres and establish zoning as General Business (G-B) for a retail shopping center



Subject Property



Meeting Date: 12/14/2021

Map Prepared: 11/03/2021

0 150 300 Feet

Page 1035 of 1265 SCALE: 1" = 250'



GAINESVILLE



Applicant:

MOEZ HASNI

Request:

Annex 5.503+/- acres and establish zoning as General Business (G-B) for a retail shopping center

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15-033C-000-077

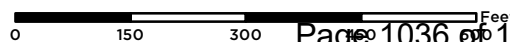


Subject Property

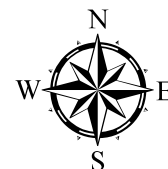
Aerial from 2021

Meeting Date: 12/14/2021

Map Prepared: 11/03/2021



Page 1036 of 1265 SCALE: 1" = 250'



The property located at 400 crescent drive, Gainesville GA 30501
Currently it is an undeveloped land right of Exit 24, Part of Hall County and commonly known as Simpson land. We are requesting to be annexed into City of Gainesville as the utilities will be provided by the city. The property is a total of 5.5 acres, and we are proposing a 6070sf shopping center facing Jesse Jewell pkwy.

We have a commitment from A national QSR (Dunkin Donuts) to occupy the first unit. Rest of the tenants are still TBD, but we are confident we will get additional national tenants once we start the construction.

We hope this project will add value to the city gateway exit and will be constructed with all the gateway and city requirements.

Thank you

Moez Hasni

THIS BLOCK RESERVED FOR THE
CLERK OF THE SUPERIOR COURT.

GRID- GA WEST

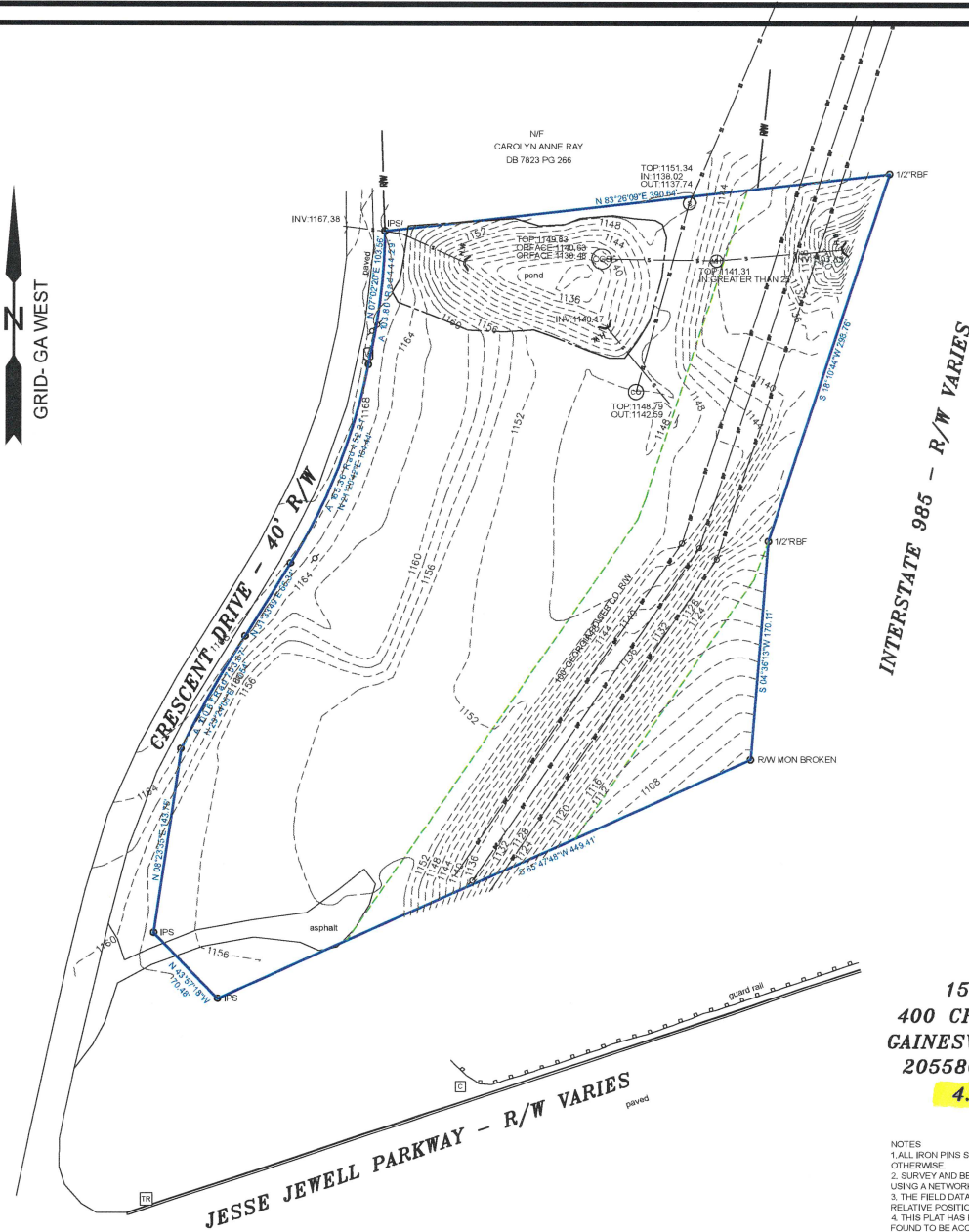
SURVEYORS CERTIFICATION

This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated herein. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.



SURVEY FOR:		MOE HASNI	
G.M.D.:	DATE	411	9/6/2019
DISTRICT:	SCALE		1"=60'
SECTION:	JOB NO.		2019-233
COUNTY:	DRAWING NAME:		400 CRESCENT DR
HALL			

GARMON
LAND SURVEYING
1920 Railroad Street Stadium Ga 30666
678-726-7582
garmonsurveying@gmail.com



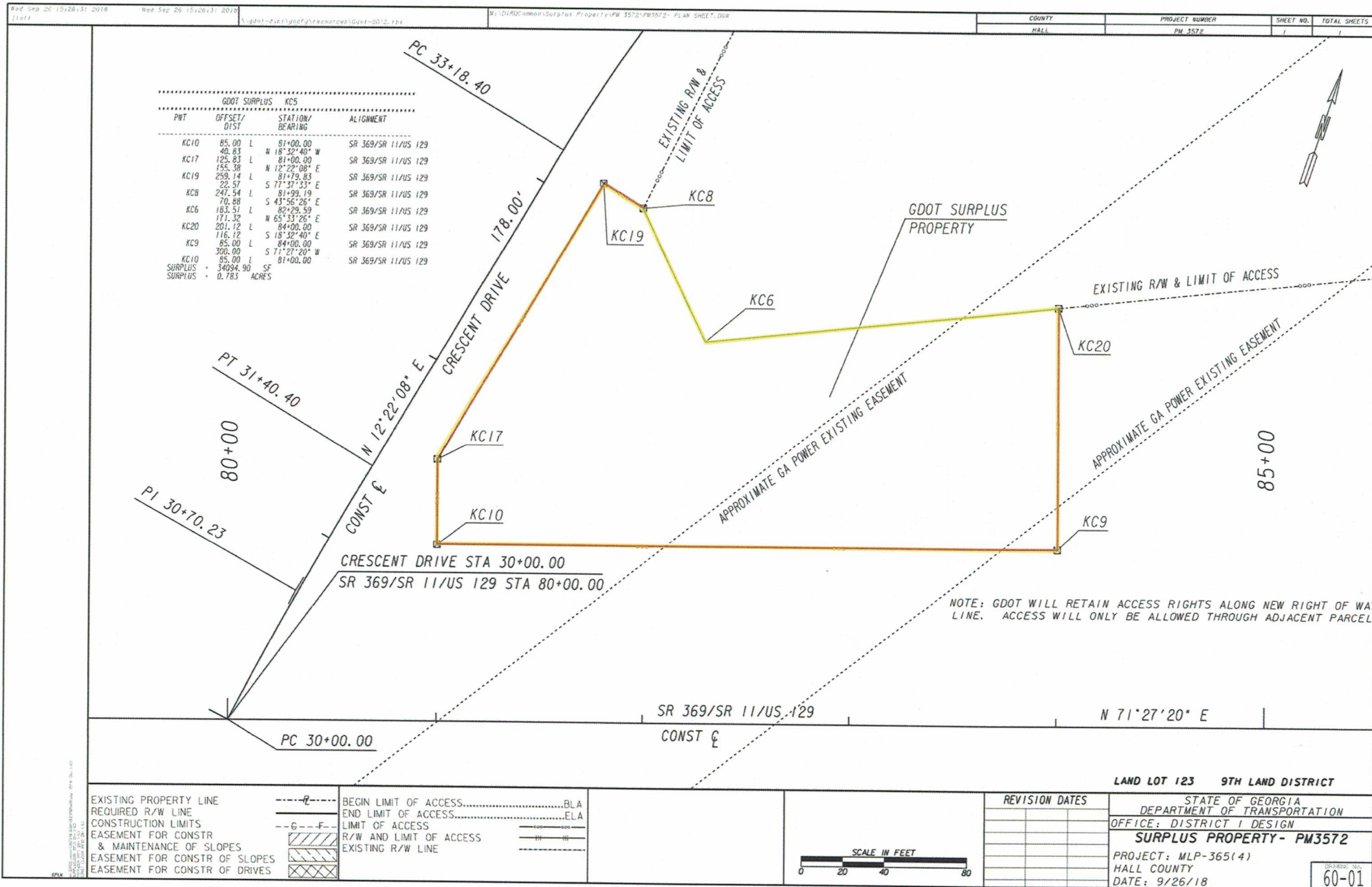
LEGEND

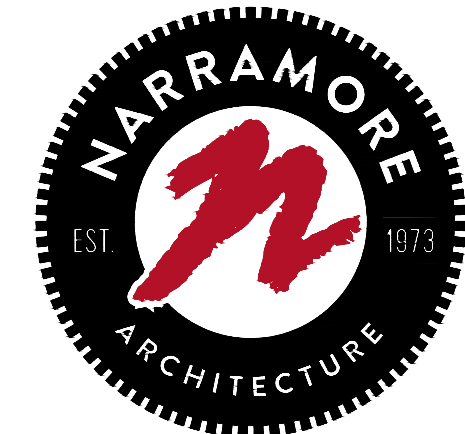
IPS=IRON PIN SET
RBF=REBAR FOUND
BL=BUILDING LINE
N/F=NOW OR FORMERLY
P/L=PROPERTY LINE
D/W=DRIVEWAY
-X- = FENCE
R/W=RIGHT-OF-WAY
CON=CONCRETE
SW=SIDEWALK
W = WATER METER
S = SEWER
CO = CLEAN OUT

15033C000077
400 CRESCENT DRIVE
GAINESVILLE, GA 30507
205586.92 Sq. Feet
4.72 Acres

NOTES
1. ALL IRON PINS SET ARE 1/2" REBAR UNLESS STATED OTHERWISE.
2. SURVEY AND BEARING BASIS ESTABLISHED WITH GPS USING A NETWORK ADJUSTED REAL TIME KINEMATIC ROVER.
3. THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS RELATIVE POSITIONAL ACCURACY OF +/-0.03 FEET.
4. THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 82,418 FEET.
5. EQUIPMENT USED IN THIS SURVEY WAS A CARLSON SURVEYOR + DATA COLLECTOR AND A TOPCON 3005W TOTAL STATION.
6. FIELD WORK COMPLETED ON AUGUST 29, 2019.

EXHIBIT "B"





American Institute of Architects

310 MILLS AVE. GREENVILLE, SC 29605
864.242.9881
plans@narramore.net

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SEAL

EXTERIOR FINISH SCHEDULE

BRICK SCHEME

BRICK BASED ON : BORAL BRICK
BRK-1 : TBD

MORTAR SCHEME:

TBD

STUCCO (PAINTED):

SP-1 : TBD
SP-2 : TBD

EXTERIOR WALL CLADDING:

WC-1 : NICHHA - TBD

METAL COPING / CANOPY:

PRE-FINISHED COPING/FACIA

MTL-1 : PRE-FINISHED COPING/FACIA, COLOR TBD

MTL-2 : PREMANUFACTURED METAL CANOPY "MATTE BLACK"

AWNING:

AWNING FABRICS ARE BASED ON SUBBRELLA "FIRE RESIST"

AWNING-1 : "BLACK"

STOREFRONT SYSTEM:

ALL GLASS SHALL BE 1" CLEAR, LOW-E INSULATED WITH ANODIZED ALUMINUM FRAMES

BOLLARD:

BLRD : PAINT W/ 1 COAT PRIMER AND 2 COATS INDUST ENAMEL, SAFETY YELLOW COLOR

LIGHTING:

E-1: WALL PACK, MOUNTED AT 12'-0" A.F.F.;

COLOR: ANODIZED ALUMINUM

E-2: WALL SCONCE, MOUNTED AT 6'-3" A.F.F.;

COLOR: ANODIZED ALUMINUM

NOTES:

- ALL ELECTRICAL EQUIPMENT, DOORS, AND DOWNSPOUTS ARE TO BE PAINTED TO MATCH ADJACENT WALLS.
- GALVANIZED METAL PAINTING PREPARATION: CLEAN ALL GALVANIZED SURFACES WITH A WATER-BASED ALKALINE CLEANSER TO REMOVE ANY OIL OR PASSIVATOR AND APPLY 1 COAT GALVITE HS PRIMER PRIOR TO APPLYING 2 COATS OF FINISH PAINT, TYPICAL OF ALL EXTERIOR GALVANIZED METAL SURFACES, INCLUDING ELECTRICAL EQUIPMENT.

GENERAL NOTES:

- STOREFRONT NOTES:
 - ALL CLEAR GLAZING IS 1" CLEAR, LOW "E". ALL GLAZING NEEDS TO BE LISTED TO MEET LOCAL WIND LEVELS AND CORRESPONDING DP RATINGS.
 - ALL FRAMES EQUAL TO KAWNEER 451T SERIES STOREFRONT SYSTEM.
 - "T" DENOTES TEMPERED GLAZING WHERE REQUIRED BY CODE.
 - COLOR : ANODIZED ALUMINUM.
 - SEE SHEET A6.0 FOR STOREFRONT ELEVATIONS.
 - SEE SHEET A6.1 FOR EXTERIOR FLASHING DETAILS.
- PROVIDE F.R. PLYWOOD SHEATHING AT SIGNAGE AREA FOR EACH UNIT, BOTTOM OF PLYWOOD TO BE 1'-0" BELOW ROOF DECK. SEE EXTERIOR ELEVATIONS AND WALL SECTIONS.
- CONTROL JOINTS TO BE PROVIDED AT CMU, BRICK, STUCCO, AND EIFS.
- ALL EXPOSED LINTELS ARE TO BE PAINTED TO MATCH ADJACENT WALLS.

CRESCENT DRIVE
RETAIL, LLC

2118 DEODORS FERRY RD NW
GAINESVILLE, GA 30618

RETAIL SHOPS
400 CRESCENT DRIVE
GAINESVILLE, GA 30501

REVISIONS

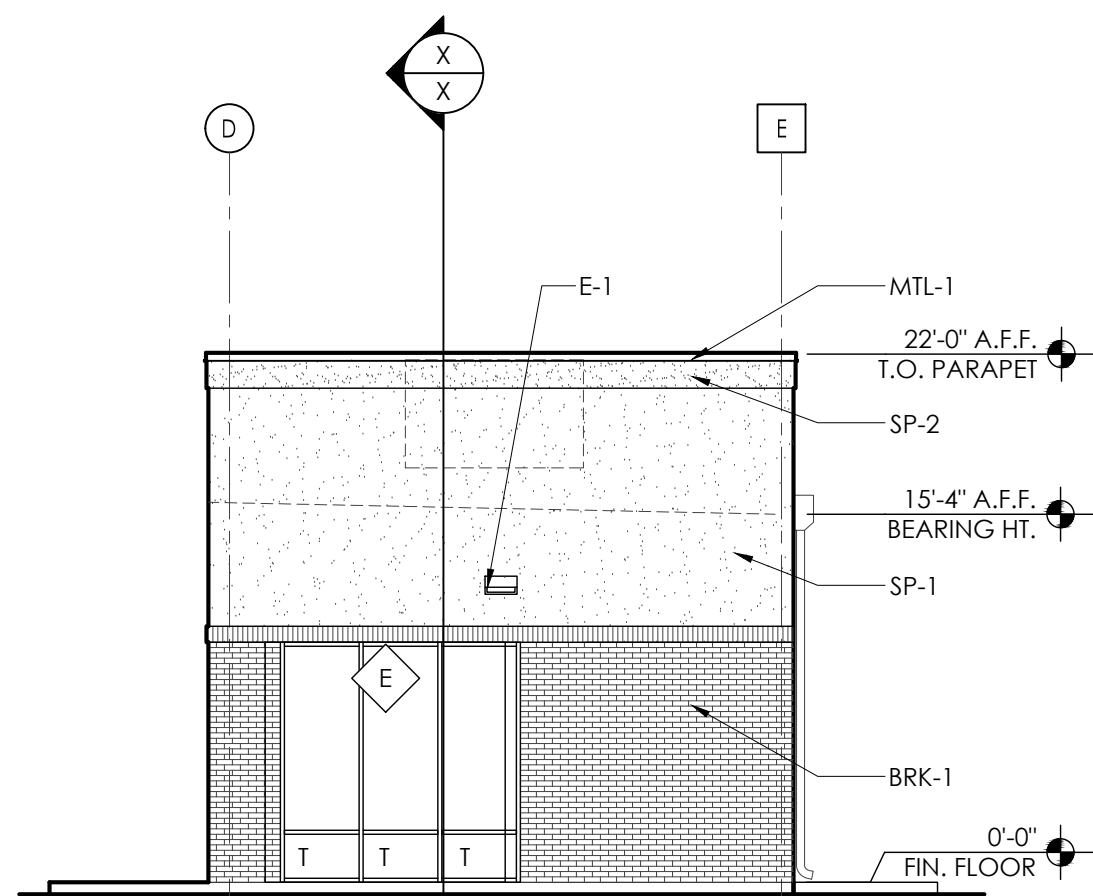
PROJECT DATA
NEW CONSTRUCTION
PROJECT NUMBER
21969

ISSUE DATE
XX-XX-21

RETAIL SHOPS
GAINESVILLE, GA

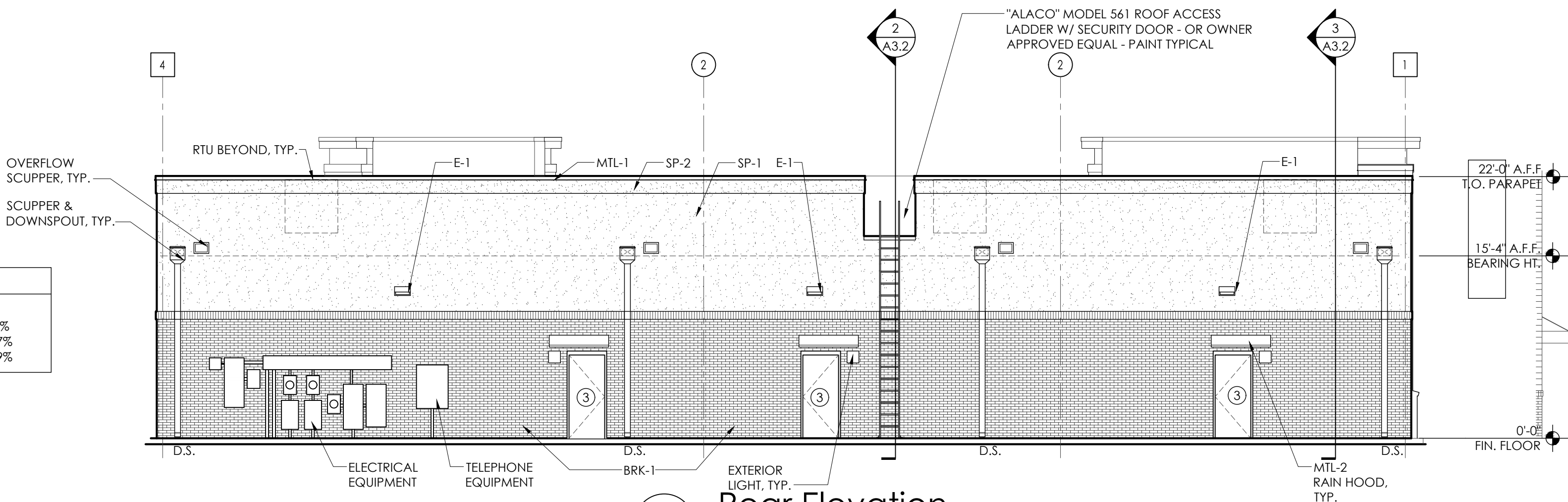
A2.0

DESCRIPTION
DRAWING NAME



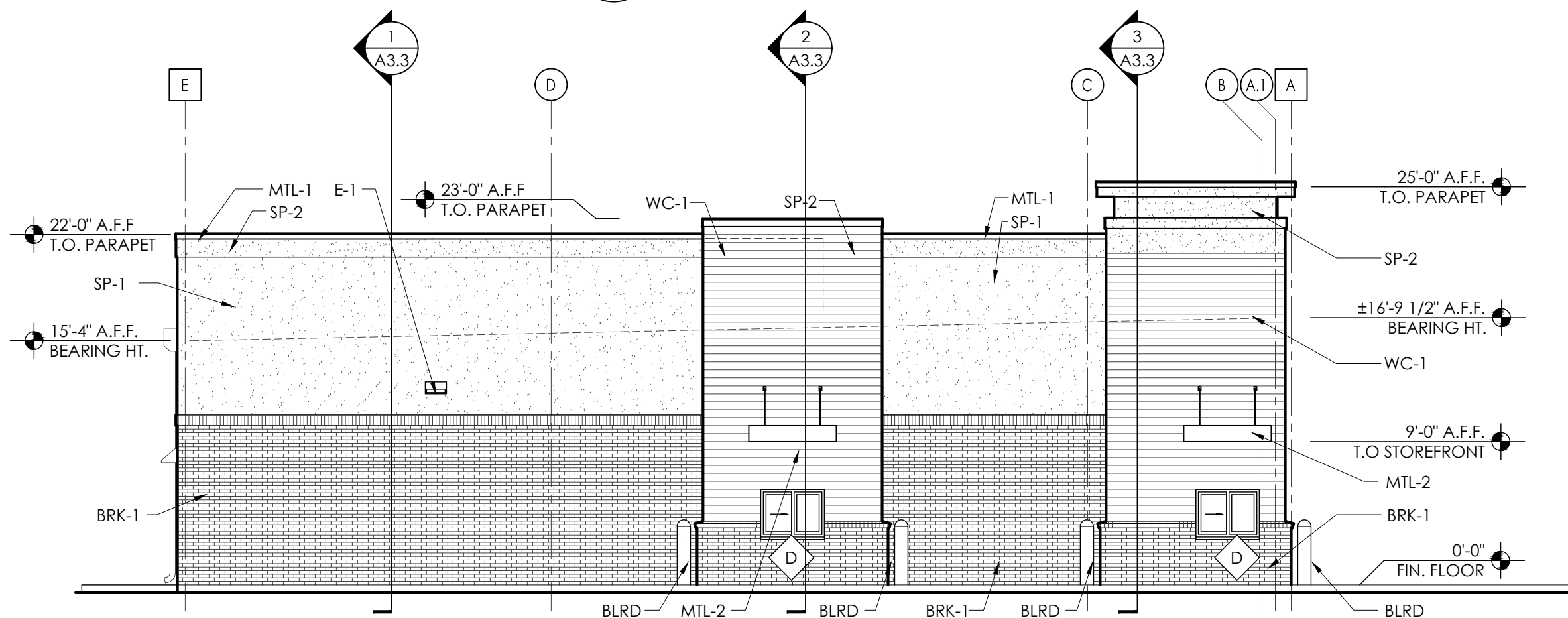
Side Elevation

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



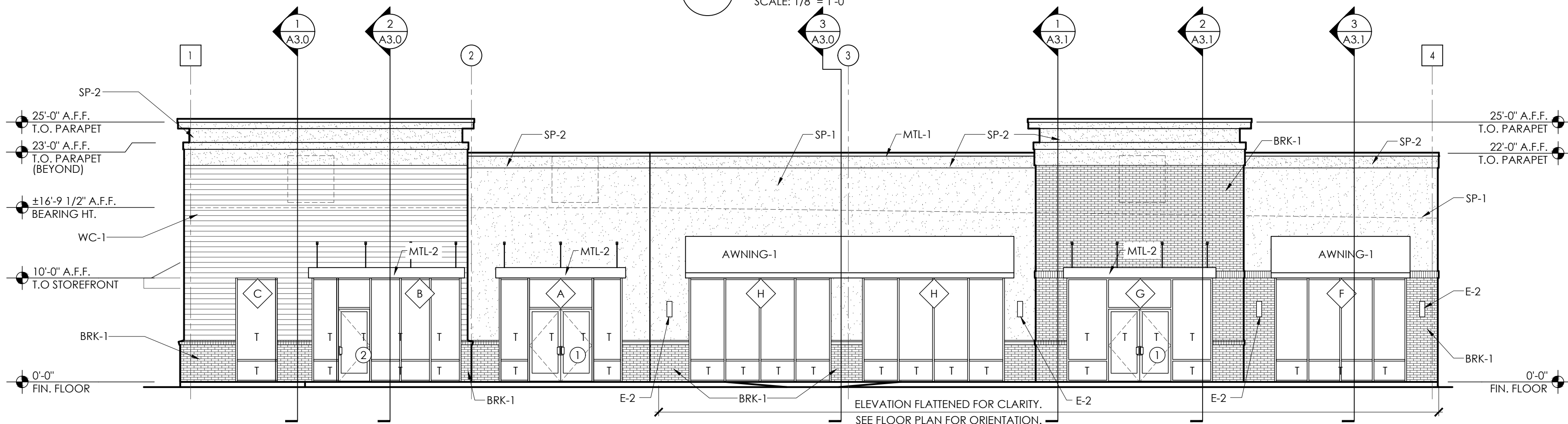
Rear Elevation

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



Side Elevation

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



Front Elevation

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

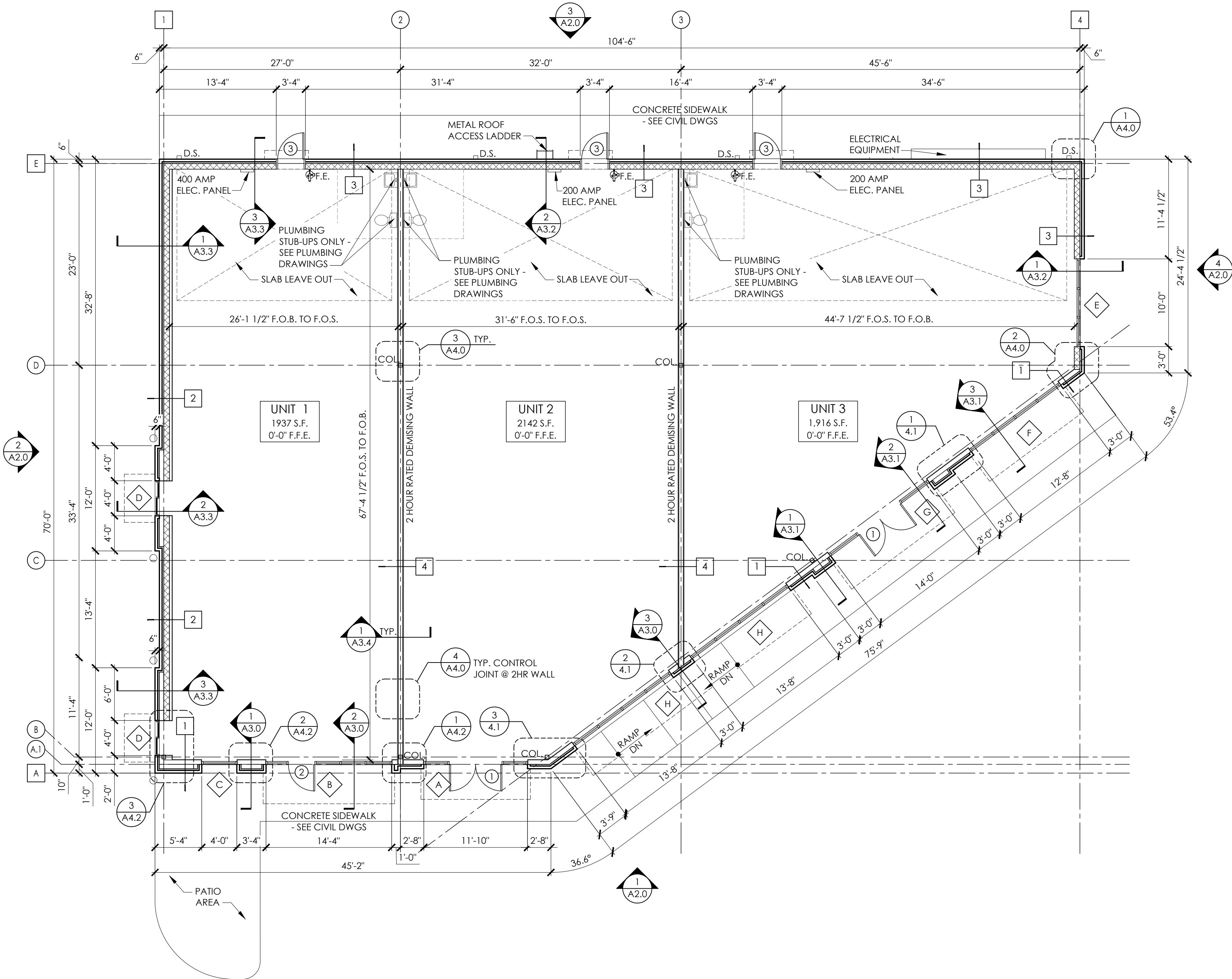
MATERIAL PERCENTAGES			
OVERALL AREA:	550 S.F.		
OPENINGS:	100 S.F.	19%	
BRICK:	167 S.F.	31%	
STUCCO:	283 S.F.	50%	

MATERIAL PERCENTAGES			
OVERALL AREA:	2,385 S.F.		
OPENINGS:	84 S.F.	4%	
BRICK:	1,122 S.F.	47%	
STUCCO:	1,179 S.F.	49%	

MATERIAL PERCENTAGES			
OVERALL AREA:	1,588 S.F.		
OPENINGS:	26 S.F.	2%	
BRICK:	578 S.F.	36%	
FIBER CEMENT:	432 S.F.	27%	
STUCCO:	521 S.F.	34%	

MATERIAL PERCENTAGES			
OVERALL AREA:	2,804 S.F.		
OPENINGS:	848 S.F.	30%	
BRICK:	496 S.F.	18%	
FIBER CEMENT:	428 S.F.	15%	
STUCCO:	1034 S.F.	37%	

WALL TYPE LEGEND					
1	<u>EXTERIOR 6" WALL</u> 6" GA. METAL STUDS @ 16" O.C. (MAX.) WITH R-19 K-FACED BATT INSULATION & 5/8" GYPSUM WALLBOARD TO ROOF DECK ON INTERIOR FACE. WEATHER RESISTIVE BARRIER OVER 1/2" EXTERIOR GRADE GYPSUM WALLBOARD SHEATHING CONT. @ EXTERIOR FACE WITH STUCCO OR BRICK VENEER. SEE NOTE 1, 6.		2	<u>EXTERIOR MASONRY WALL</u> 8" C.M.U. WALL WITH HORIZONTAL JOINT REINFORCING @ 16" O.C. AND WITH VERTICAL REINFORCING AS DESCRIBED ON STRUCTURAL DRAWINGS. FILL VOIDED CELLS W/ FOAM INSULATION TO DECK. EXTERIOR FACE WITH STUCCO OR BRICK VENEER. SEE NOTE 1. SEE NOTES 1, 4, & 5.	
3	<u>EXTERIOR MASONRY WALL</u> 8" C.M.U. WALL WITH HORIZONTAL JOINT REINFORCING @ 16" O.C. AND WITH VERTICAL REINFORCING AS DESCRIBED ON STRUCTURAL DRAWINGS. FILL VOIDED CELLS W/ FOAM INSULATION TO DECK PER UL SYSTEM U905. SEE NOTES 1, 4, & 5.		4	<u>INTERIOR DEMISING WALL (2 HOUR)</u> 2 HOUR FIRE RATED ASSEMBLY (UL DESIGN U419) W/ (2) LAYERS 5/8" U.S.G. TYPE 'SCX' GWB (OR EQUAL) EA. SIDE OF 20 GA. 6" SMF @ 16" O.C. SEE NOTES 1, 2, 3, & 4.	
<u>NOTES:</u> 1. INTERIOR GYPSUM WALLBOARD TO BE FINISHED & READY FOR PAINT - SEE SPECIFICATION. 2. PROVIDE ADDITIONAL FRAMING AS REQUIRED BY CODE AND AS NECESSARY TO SUPPORT TOILET ROOM AND/OR HANDICAPPED ACCESSORIES. PROVIDE M.R. GYPSUM WALL BOARD IN ALL RESTROOMS. PROVIDE SOUND ATTENUATION BATT INSULATION AT ALL RESTROOM WALLS. 3. SEAL PENETRATION W/MIN. 1/4" SEALANT OVER MINERAL WOOL-FORM; UL SYSTEM NO. C-AJ-1364. 4. SEAL WALL TO STRUCTURE ABOVE W/MIN. 1/4" SEALANT OVER MINERAL WOOL-FORM; UL SYSTEM NO. HW-D-0174. 5. SEE SHEET A.1.1 FOR LOCATION OF INTERIOR WALLS THAT EXTEND TO DECK/BOTTOM OF STRUCTURE. ALL OTHER INTERIOR WALLS SHOULD STOP 6" ABOVE THE CEILING. 6. SEE STRUCTURAL DWGS FOR METAL STUD SPECS USED ON EXTERIOR WALLS.					



1 Floor Plan
SCALE: 1/8" = 1'-0"

GENERAL NOTES:

- FOR ALL RATED CONSTRUCTION AND RATED PENETRATIONS, SEE SHEET G.1.1 AND A6.0.
- FOR ALL DOOR HARDWARE SCHEDULES, DOOR SCHEDULES AND WALL TYPES, REFER TO SHEET A6.0.
- (EXPOSED PIPES AND SURFACES) HOT WATER AND DRAIN PIPES UNDER LAVATORIES SHALL BE INSULATED OR OTHERWISE CONFIGURED TO PROTECT AGAINST CONTACT. THERE SHALL NOT BE SHARP OR ABRASIVE SURFACES UNDER LAVATORIES.
- "F.E." DENOTES TYPE 2-A FIRE EXTINGUISHERS (3,000 S.F. PROTECTION AREA) EXCEPT AS NOTED OTHERWISE. ALL EXTINGUISHERS ARE TO BE SUPPLIED BY TENANT AT TIME OF UPFIT.
- REFER TO CIVIL ENGINEERING DRAWINGS FOR HC ACCESSIBLE PARKING SPACES AND CURB CUT LOCATIONS.
- REFER TO EXTERIOR ELEVATIONS FOR LOCATION OF ALL SAFETY GLAZING.
- PROVIDE 1/2" FIBER EXPANSION JOINTS FULL WIDTH OF SIDEWALK AT COLUMN LINES.
- MAXIMUM SLOPE OF SIDEWALKS TO BE 1:20. MAXIMUM CROSS-SLOPE IS 1:50.
- ALL FIRE WALLS AND FIRE RATED PARTITIONS SHALL BE IDENTIFIED WITH SIGNAGE AS TO FIRE RATING AND PROTECTION OF OPENINGS. STENCIL IN CONCEALED SPACES THE FOLLOWING: "() HOUR FIRE AND SMOKE BARRIER - PROTECT ALL OPENINGS." IDENTIFICATION SHALL BE SPACED NO MORE THAN 12'-0" O.C. WITH A MINIMUM LETTER SIZE OF 2" IN HEIGHT ON A CONTRASTING BACKGROUND.
- CONCRETE FLOOR W/ SMOOTH TROWEL FINISH; BROOM CLEAN.
- UTILITIES TO BE STUBBED UP TO FUTURE RESTROOM LOCATIONS. G.C. TO VERIFY EXACT LOCATIONS WITH TENANT UPFIT PLANS.

- GENERAL NOTES:
- STOREFRONT NOTES:
 - ALL CLEAR GLAZING IS 1" CLEAR, LOW "E". ALL GLAZING NEEDS TO BE LISTED TO MEET LOCAL WIND LEVELS AND CORRESPONDING DP RATINGS.
 - ALL FRAMES EQUAL TO KAWNEER 451T SERIES STOREFRONT SYSTEM.
 - "T" DENOTES TEMPERED GLAZING WHERE REQUIRED BY CODE.
 - COLOR : ANODIZED ALUMINUM
 - SEE SHEET A6.0 FOR STOREFRONT ELEVATIONS.
 - SEE SHEET A6.1 FOR EXTERIOR FLASHING DETAILS.
 - PROVIDE F.R. PLYWOOD SHEATHING AT SIGNAGE AREA FOR EACH UNIT. SEE EXTERIOR ELEVATIONS AND WALL SECTIONS.
 - CONTROL JOINTS TO BE PROVIDED AT CMU, BRICK, AND EIFS.
 - ALL EXPOSED LINTELS ARE TO BE PAINTED TO MATCH ADJACENT WALLS.

NARRAMORE

EST 1973

ARCHITECTURE

American Institute of Architects

310 MILLS AVE. GREENVILLE, SC 29605

864.242.9881

plans@narramore.net

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SEAL

CRESCENT DRIVE
RETAIL, LLC

2116 DEFOORS FERRY RD NW
GAINESVILLE, GA 30518

RETAIL SHOPS

400 CRESCENT DRIVE
GAINESVILLE, GA 30501

REVISIONS

PROJECT DATA

NEW CONSTRUCTION

PROJECT NUMBER

21969

ISSUE DATE

XX-XX-21

RETAIL SHOPS

GAINESVILLE, GA

A1.0

FLOOR
PLAN

Page 1042 of 1265

Date Submitted: 1/3/2022

Presenter: Abb Hayes

Item of Business: **Public Hearing Item: January 18, 2022 Council Meeting**
Request from **Fred and Olivia Skey** to rezone a 0.65± acre tract located on the east side of Northside Drive, southeast of its intersection with Ivey Terrace (a/k/a **352 Northside Drive, NW**) from Office and Institutional (O-I) and General Business (G-B) to Office and Institutional (O-I) with a special use. **Ward Number: Four.** Tax Parcel Number(s): 01-025-005-010. **Request: Single-family residence.**

Meeting Date: 1/13/2022

Purpose of Request:

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

The applicant is proposing to rezone the property with a special use for a single-family residence. The property is vacant of structures but was originally developed for a single-family home many years ago. The preliminary design of the home is for a single-story over a basement, 2,500 square foot home to include an attached in-law suite and a detached garage. The proposed architecture of the home will resemble a cottage/bungalow/craftsman style home similar to the original home that burned down around 1970. Adjacent uses include residential condominiums, quadplex, single-family home, AHAVA Hair Salon and professional offices.

History/Background:

Facts & Issues for Consideration:

Department Recommendation:

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

SAMPLE MOTIONS

Approval of Ordinance 2022- :

I move to approve the ordinance to rezone the subject property from Office and Institutional (O-I) and General Business (G-B) to Office and Institutional (O-I) with a special use with one condition as presented.

Approval of Resolution ZR-2022- :

I move to approve the resolution to allow for a single-family residence within Office & Institutional (O-I) zoning as presented.

Denial of the Request:

I move to deny the request.

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	Legal Ad
	PAB Recommendation Report	Report
	Proposed Rezoning Ordinance	Ordinance
	Proposed Resolution	Resolution
	Location Maps	Backup Material
	Narrative	Backup Material
	Survey	Backup Material
	Site Plan	Backup Material
	Photos	Backup Material

Center, 830 Green Street, NE, Gainesville, Georgia, at 5:15 p.m. on Tuesday, January 4, 2022 to consider the following:

1. Previously tabled application of Cook Communities to rezone from Agricultural Residential-III (AR-III) to Planned Residential Development (PRD) on a 34.03± acre tract located on the west side of Pine Valley Road at its intersection with White Sulphur Road; a.k.a. 1560, 1582, & 1586 Pine Valley Road; Zoned AR-III; Tax Parcels 09124 000039, 000039B, & 000203. Proposed Use: 249 unit townhome development. **

(I) Commission District 4. NOTE: In accordance with Georgia law, anyone who

(a) wishes to express 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 recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on Thursday, January 27, 2022. The Board will meet at 6:00 p.m. at the Gainesville Civic Center, 830 Green Street, NE, Gainesville, Georgia.

102991 12/29

NOTICE OF PUBLIC HEARING ON PROPOSED AMENDMENTS TO THE

located east of Lanier Parkway (I-985), south of the intersection of Old Cornelia Highway and Dana Drive, south of Floyd Road and east of its terminus, having road frontage on the east side of Lenox Drive (a/k/a 0, 2490 and 2544 Floyd Road, SE; 0 Lenox Drive, SE; 0 Old Cornelia Highway, SE).

Ward Number: Three
Tax Parcel Number(s): 15-021-000-164; 15-022-000-003M, 004, 034 and 086; 15-033-000-001
Request: Master planned mixed-use community

4) Request from Moez Hasni to annex a 5.503± acres tract located on the northeast corner of Jesse Jewell Parkway and Crescent Drive, having frontage on Exit 24/ I-985 (a/k/a 374 and 400 Crescent Drive) and to establish zoning as General Business (G-B).

Ward Number: Two
Tax Parcel Number(s): 15-033C-000-077
Request: Retail shopping center

5) Request from Fred and Olivia Skey to rezone a 0.65± acre tract located on the east side of Northside Drive, southeast of its intersection with Ivey Terrace (a/k/a 352 Northside Drive, NW) from Office and Institutional (O-I) and General Business (G-B) to Office and Institutional (O-I) with a special use.

Ward Number: Four
Tax Parcel Number(s): 01-025-005-010
Request: Single-family residence

6) Request from Two Capital Partners to rezone a 24.857± acres tract located on the southwest side of Shallowford Road and southeast side of the intersection of Skelton Road and Hudgins Street (a/k/a 600, 610 and 622 Shallowford Road, SW; 1515 Skelton Road, SW; 1448 and 1450

21-11-VAR

Application for a variance from Alan Couch on property owned by him identified as 2850 Muskogee Lane. The property is approximately .285 acres. The property is zoned PUD (Planned Unit Development). The applicable Development Code section for which the applicant and owner is seeking relief is 8.3.1 (Minimum Yard Requirements). The applicant requests a minimum rear yard reduction from 10' to 6'. The intent of the applicant is to construct a garage addition.

COPIES OF THE APPLICATION MAY BE VIEWED OR DOWNLOADED AT: https://www.braselton.net/government/town-officials/zoning-board_of_appeals.php

FOR MORE INFORMATION CONTACT KEVIN KELLER AT: kdkeller@braselton.net

ALL BRASELTON ZONING BOARD OF APPEALS PUBLIC HEARINGS ARE HELD AT THE FOLLOWING LOCATION: BRASELTON POLICE AND MUNICIPAL COURT BUILDING 5040 S.R. 53 BRASELTON, GA 30517 103133 12/29

Public Sales/Auctions

Byrds Mini Storage Online Auction with Lockerfox.com for January 11 to January 18, 2022.

Alto - Tribble Gap Road
201. Jamie Wesley
507. Adam Ortiz
Baldwin- Charlie Davis Road
A32. Tiffany Grace
A37. Randal Smith
A60. Tiffany Grace
C11. JOE BYRD
C19. JOE BYRD
C28 RICHARD MORRIS

locks. To claim tax-exempt status, original RESALE certificates for each space purchased is required. By PS Orangeco, Inc., 701 Western Avenue, Glendale, CA 91201. (818) 244-8080. 102683 12/29,1/5

NOTICE OF PUBLIC SALEThe undersigned, wishing to avail themselves of the provisions under the Georgia Self-service Storage Facility Act of 2013, hereby gives notice of the sale under said act to wit; Monday the 17th day of January, 2022 at 10:00 AM, on that day will conduct a public sale to the highest bidder, with bidding to take place on lockerfox.com, FOR CASH ONLY, the contents of spaces at Storage

Depot of Gainesville, 635 Industrial Blvd, Gainesville, GA, 30501
Miranda, Luis 144
Tires, toolboxes, misc items. Grizzle, Misty 200 Couch, Chair, and Baby swing. Diorio, Ronald L. 404 Kitchen items, office chairs, boxes. Pierce, Anna 416 Strollers, chairs, misc household items. Hagerty, Micah 421 Furniture, boxes, misc household items. smith, wallace 446 Boxes, furniture, misc household items. Lima, Alfredo 447 Appliances, bags, misc household items. Miller, Tony 448 Misc Tools, metal items, lumber. Waller, Shuntae 40 a grill, boxes, and misc metal items. McGehee, Joy B12 dining table, end table, chairs. Abernathy, Shannon B26 furniture, stroller, and bags. McGehee, Joy B40 boxes, bags, and misc household items. Lopez, Mario 178 Toddler bed, stroller, and a dolly. Poole, Damorie M. 227 furniture,

COUNTY OF HALL
STATE OF GEORGIA
IN RE: ESTATE OF
KERRIGAN JOYCE
BLACKWELL,
DECEASED
ESTATE NO.. E-21-484
PETITION FOR LETTERS
OF ADMINISTRATION
NOTICE

[Note: Strike the sentence in parenthesis below if not applicable.]

TO: whom it may concern:

David Blackwell, has petitioned for (Letters of Administration) to be appointed administrator of the estate of KERRIGAN JOYCE BLACKWELL, deceased, of said county. (The

petitioner has also applied for waiver of bond, waiver of reports, waiver of statements, and/or grant of certain powers contained in O.C.G.A. ss 53-12-261.) All interested persons are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed with the Court on or before January 10th, 2022.

BE NOTIFIED FURTHER: All objections to the petition must be in writing, setting forth the grounds of any such objections. All objections should be sworn to before a notary public or before a probate court clerk, and filing fees must be tendered with your objections, unless you qualify to file as an indigent party. Contact probate court personnel for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing. Patty Walters Laine

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Planning
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7, 2022. The
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Gainesville,

GAINESVILLE ZONING MAP

Notice is hereby given that the Gainesville City Council will conduct a public hearing on Tuesday, January 18, 2022 at 5:30 p.m. in the Gainesville Justice Center (Municipal Courtroom at the Public Safety Complex), 701 Queen City Parkway in midtown Gainesville on the following requests:

1) 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

2) Request from Caballero Holdings, LLC to annex a total of 140.77± acres to include a 44.91± acres tract located at the northeast side of the terminus of Floyd Road; a 80.8± acres tract located on the north side of Eberhart Cemetery Road; a 9.467± acres tract, 4.397± acres tract and a 1.996± acres tract located southwest of the intersection of Jesse Jewell Parkway and Old Cornelia Highway (a/k/a 0 Eberhart Cemetery Road; 2465 Floyd Road, SE; 2166, 2170 and 2210 Old Cornelia Highway) and to establish zoning as Planned Unit Development (P-U-D).
Ward Number: Three
Tax Parcel Number(s): 15-022-000-001B, 003 (Part); 15-033B-000-022, 024 and 026A
Request: Master planned mixed-use

Hudgins Street, SW) from Neighborhood Business (N-B) and General Business (G-B) to Planned Unit Development (P-U-D).
Ward Number: Five
Tax Parcel Number(s): 0 1 - 119C-001-001, 001A, 029, 029A, 029D and 031 Request: Master planned mixed-use rental community

7) Request from Mark D. Thebaut, D.D.S. to amend an existing Planned Unit Development (P-U-D) zoning totaling 0.67± acre located on the southeast side of the intersection of Thompson Bridge Road and Lanier Avenue (a/k/a 1398 Thompson Bridge Road, NE).
Ward Number: Two
Tax Parcel Number(s): 01-087-003-001
Request: Medical / Dental office / restaurant with drive-thru

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-33(c))
103125 12/29

D09. CYNTHIA WADE
E15. JOSHUA ELLER
F27. VESIL ROMERO
F30. BILLY MOON
G03. ADRIA JONES
103124 12/29, 1/5

FLOWERY BRANCH
MINI STORAGE 5110
Chattahoochee St.
Flowery Branch, GA
30542. The contents of these units will be auctioned on 1/7/2022 at 2pm at storageauctions.com: Unit B26 - Cynthia Lynn Stanton - household items, Unit B36- Denton Vaughn - household items, F7 Ashley Durham-household items.
102859 12/22, 29

NOTICE OF PUBLIC SALE

To satisfy the owner's storage lien, PS Orange Co. Inc. will sell at public lien sale on January 18, 2022, the personal property in the below-listed units, which may include but are not limited to: household and personal items, office and other equipment. The public sale of these items will begin at 08:00 AM and continue until all units are sold. Lien sale to be held at the online auction website, www.storagetreasures.com, where indicated. For online lien sales, bids will be accepted until 2 hours after the time of the sale specified.

PUBLIC STORAGE
26961, 7366
Friendship Springs Rd,
Flowery Branch, GA
30542, (678) 693-2587
Time: 10:30 AM

Sale to be held at www.storagetreasures.com.
1057 - Gilmore, Linwood; 2045 - Saylor, Christina; 2066 - Adcox, Marcie; 2149 - Harper, Jeffrey; 2189 - Delong, Christy; 3183 - Harris, Robin; 3240 - Jones, Thomas
Public sale terms, rules, and regulations will be made available prior to the sale. All

bags, and misc household items. Gilley, Jesse 431 Shelves, appliances, misc household items. Harrison, Ahmad A60 Misc household items and goods. Farquharson, Oshane 250 Misc furniture and boxes
THE PUBLIC IS INVITED TO ATTEND AT LOCKERFOX.COM, SALE IS SUBJECT TO ADJOURNMENT.
103193 12/29, 1/5

Notice of Self Storage Sale

Please take notice Midgard Self Storage - Gainesville GA at 1405 NW McEver Rd Gainesville GA, 30504 intends to hold a public sale to sell the property stored in the following units stored at the Facility. The public sale to the highest bidder will occur at an online auction via www.storagetreasures.com on 1/19/2022 at 1:00pm. Unless stated otherwise the description of the contents are household goods and furnishings. Steven D Howell unit #1013; Kelly A Smith unit #1026; Angela D Peoples unit #1084; Francita R Jackson unit #1102; Nancy S Sykes unit #2019; Rosalyn Jackson unit #2118; Andrea S Rucker unit #2134; Zackary D Tatum unit #A200; Francisco J Zambrano Alvarado unit #A242; Edgar M Yebra unit #B205; Darius DWilkins unit #B225; Rayshawn C Moore unit #C122; Latonya T Earl unit #D110; Tyiea S Segar unit #E141; Carlos Sanchez unit #F124; Michael A Perez unit #F134; Phyllis Birt unit #F141. All property is being stored at the above self-storage facility. This sale may be withdrawn at any time without notice.

Certain terms and conditions apply. See manager for details.
103110 12/29, 1/5

Probate Notices

IN THE PROBATE COURT OF HALL

development
3) Request from Caballero Holdings, LLC to amend an existing Planned Unit Development (P-U-D) zoning totaling 981.661± acres located east of Lanier

PUBLIC NOTICE

The Braselton Zoning Board of Appeals will hold a Public Hearing on Thursday, January 13th 2022 at 7:00 pm on the following items:

sales are subject to cancellation. We reserve the right to refuse any bid. Payment must be in cash or credit card-no checks. Buyers must secure the units with their own personal

**GAINESVILLE PLANNING and APPEALS BOARD
RECOMMENDATION**

Applicant and Property Owner..... Fred and Olivia Skey
Location..... 352 Northside Drive, NW
Request..... Rezone from O-I and G-B to O-I with a
Special Use
Ward..... Four
Proposed Use..... Single-family home
Planning Division Staff Recommendation **Approval, with condition**
Planning & Appeals Board Recommendation..... **Approval, with condition**
Date..... December 14, 2021

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

The applicant is proposing to rezone the property with a special use for a single-family residence. The home will be occupied by the applicant. The property is vacant of structures but was originally developed for a single-family home many years ago. The preliminary design of the home is for a single-story over a basement, 2,500 square foot home to include an attached in-law suite and a detached garage. The proposed architecture of the home is intended to resemble a cottage/bungalow/craftsman style home similar to the original home that burned down around 1970. One driveway for access is proposed off of Northside Drive.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Office building, Chiropractor, Vacant Residential Quadplex	Office and Institutional (O-I)
South	AHAVA Hair Salon, Professional Offices	General Business (G-B)
East	Residential Condominiums; Professional Offices	Office and Institutional (O-I) Central Business (C-B)
West	Rock Creek Greenway, Office Residential Triplex	Office and Institutional (O-I) General Business (G-B)

▪ **Other Departmental Comments**

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 Dave Odom to rezone a 0.50± acre tract located at 341 and 361 Oak Street, NW, from General Business (G-B) to Planned Unit Development (P-U-D) was conditionally approved for mixed-use residential and commercial.

2020 – A request by Juan Luna for a special use within Neighborhood Business (N-B) zoning on a 1.66± acres tract located at 0, 903, 915, 919, 921, 925 and 927 Washington Street, NW was conditionally approved for twenty apartments.

2018 – A request by KRM 2016, LLC for a special use within Neighborhood Business (N-B) zoning on a 0.82± acre tract located at 520 Washington Street, NW was conditionally approved for five duplex apartments.

▪ **Staff Analysis**

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

The adjacent properties consist of a mixture of residential and nonresidential uses and are zoned Office and Institutional (O-I), General Business (G-B) and Central Business (C-B). The subject property has historically been occupied for single-family residential purposes which is consistent with the proposal.

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

The proposed single-family home will restore the subject property to its original use. Given the small scale of the proposal, there should be no adverse effects to the adjacent or nearby properties.

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

The Gainesville Future Development Map for the City of Gainesville places the property within the *Mixed-Use Downtown* land use category. Land uses allowed in the *Mixed-Use Downtown* category include mixed-use, retail, office and residential.

According to the Character Area map for the City of Gainesville, the subject property is located within the *Central Core* Character Area. The vision for this area is to continue to evolve as the symbolic heart of the city and should strive for a more sustainable mixture of uses. Recent and ongoing public improvements Downtown have begun a long-term transition to more diverse land uses and redevelopment opportunities. Land uses supported in this Character Area include mixed-use, medium-density residential, multi-family residential, commercial, parks / recreation / conservation.

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

The property currently has a split zoning of Office and Institutional (O-I) and General Business (G-B). The intent is to rezone the entire property to O-I with a special use to allow for a single-family home. Presently, the property could be developed for office and partly commercial. A zoning of O-I would allow the proposed home to be converted to professional office space if so desired in the future.

(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. Gainesville Fire Station #1 off of Queen City Parkway is located approximately 1.2± miles from the subject property.

The applicants do not have school age children. Any future impact to the school system would be minimal given that only one home is proposed.

The proposal will slightly increase ingress and egress traffic movements along Northside Drive but will be insignificant.

(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 Comprehensive Plan identifies the need for quality housing within the downtown area. New attached housing in the form of condominiums and townhomes have been or are in the process of being redeveloped along nearby Bradford Street, Oak Street and Forrest Avenue. It is anticipated that nearby residential properties located west of downtown will continue to be desirable for improvement given they are situated within an area that is walkable to downtown office, retail, restaurant and public uses.

(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 uses, the proposal 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.

Additional Criteria

(1) The type of street providing access to the subject property is adequate to serve the proposed Special Use.

Northside Drive is a local road maintained by the City of Gainesville. Access and capacity are sufficient for the proposed single family home.

(2) Access into and out of the property adequately provides for traffic and pedestrian safety, the anticipated volume of traffic flow, and access by emergency vehicles.

Access is sufficient given the property's proximity to downtown which is conducive for pedestrian connectivity. The subject property is located west of downtown and is walkable to the nearby Ivey Terrace Park, Rock Creek Park, Veterans Park, Highlands to Islands trail network, public library, shopping and restaurants.

(3) Public facilities such as schools, water or sewer utilities, and police or fire protection are adequate to serve the Special Use.

Existing public facilities are adequate to serve the proposed use.

(4) Refuse, service, parking and loading areas on the property are located and screened to protect other properties in the area from such adverse effects as noise, light, glare or odor.

The proposed residential use will function similar to other single-family homes within the city limits. There should be no issue with noise, light, glare or odor. Solid waste services will be provided by the City.

(5) The hours and manner of operation of the Special Use have no adverse effects on other properties in the area.

The property will be occupied as a single-family residence and will operate as such. No adverse effects are anticipated.

(6) The height, size and location of the buildings or other structures proposed on the property are compatible with the height, size or location of buildings or other structures on neighboring properties.

The height and size of the proposed residential home, attached in-law suite and garage appear to be in scale and in character with the surrounding area.

▪ **Staff Recommendation**

The Planning Division staff is recommending **conditional approval** of this request based on the Comprehensive Plan and the adjacent residential uses.

Condition

1. **The proposed single-family home shall be generally consistent with the standards depicted on the concept plan and architectural picture provided with this application.**
-

Excerpts from the December 14, 2021 PAB Meeting Minutes

Applicant Presentation: Fred Skey, 605 Candler Street, recently retired, sold their home in Flowery Branch and recently moved into a condominium. They are excited to live in town within walking distance of town and build a smaller home.

Olivia Skey, 605 Candler Street, stated they are meeting with an architect and will keep the staff posted.

FAVOR: None

OPPOSE: None

PLANNING AND APPEALS BOARD COMMENTS: None

There was a motion to recommend conditional approval to rezone the subject property with a special use for a single-family residence from Office and Institutional (O-I) and General Business (G-B) to Office and Institutional (O-I) with the following condition:

Condition

1. **The proposed single-family home shall be generally consistent with the standards depicted on the concept plan and architectural picture provided with this application.**

Motion made by Board Member Delgado

Motion seconded by Board Member Fleming

Vote – 7 favor

Passed: _____

AN ORDINANCE

No. 2022-

AN ORDINANCE AMENDING THE ZONING MAP OF THE CITY OF GAINESVILLE, GEORGIA, BY CHANGING THE ZONING ON A 0.65± ACRE TRACT LOCATED ON THE EAST SIDE OF NORTHSIDE DRIVE, SOUTHEAST OF ITS INTERSECTION WITH IVEY TERRACE (A/K/A 352 NORTHSIDE DRIVE, NW) FROM OFFICE AND INSTITUTIONAL (O-I) AND GENERAL BUSINESS (G-B) TO OFFICE AND INSTITUTIONAL, WITH CONDITIONS (O-I-c) WITH A SPECIAL USE; 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 **Office and Institutional, with condition (O-I-c).**

Condition

- 1. The proposed single-family home shall be generally consistent with the standards depicted on the concept plan and architectural picture provided with this application.**

Legal Description

All that tract or parcel of land lying and being in the City of Gainesville, Hall County, Georgia, and being more particularly described as follows: Beginning at an iron pin at the Southwesterly corner of said property on Northside Drive (to find the Point of Beginning locate the nail set at the center line of Northside Drive where Northside Drive intersects with the center line Ivey Terrace, if the center line of Ivey Terrace extended across Northside Drive and proceed South 84° 31' 58" East to the Point of Beginning); thence running North 60° 12' 18" East 150.53 feet to an iron pin set; thence South 29° 50' 56" East 97.38 feet to an iron pin found; thence South 31° 32' 14" East 65.53 feet to an iron pin found; thence South 61° 25' 30" West 124.71 feet to an iron pin found; thence Northwest along the right of way of Northside Drive the following courses and distances: North 30° 51' 05" West 29.65 feet to a point; North 33° 07' 51" West 23.96 feet to a point; North 34° 01' 10" West 22.57 feet to a point; North 37° 42' 43" West 18.43 feet to a point; North 43° 56' 34" West 21.75 feet to a point; North 45° 11' 17" West 16.32 feet to a point; North 50° 37' 26" West 15.16 feet to a point; North 54° 10' 01" West 16.36 feet to an iron pin and the point of beginning. The above described property is more particularly shown as property of William H. Bowen by a survey dated April 9, 2002 prepared by Jimmy D. Bullock, Georgia Registered Land Surveyor No. 1765. This property is known as 352 Northside Drive

ORDINANCE NO. 2022 -

and Tax Parcel#: 01-025-005-010 according to the 2021 system of numbering properties by the Hall County, Georgia Tax Assessor's office. Said property is conveyed together with and subject to all easements, covenants, and restrictions of record, if any.

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.

W. Samuel Couvillon, 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

RESOLUTION ZR-2022-____

APPROVAL OF A REQUEST FOR A SPECIAL USE
SUBJECT TO APPROVAL BY THE CITY COUNCIL

WHEREAS, under **Chapter 9-6-2 Office and Institutional (O-I)** zoning district of the Unified Land Development Code of the City of Gainesville, Georgia; **Section 9-6-2-2 Permitted and Special Uses** allows for a *single-family residence* subject to City Council approval after review and recommendation by the Gainesville Planning and Appeals Board; and

WHEREAS, an application has been received from **Fred and Olivia Skey** to allow a *single-family residence* within an Office and Institutional (O-I) zoning district identified as follows:

01-025-005-010
352 Northside Drive, NW
Ward Four

WHEREAS, the application has been evaluated under any criteria specified in the aforesaid section; and

WHEREAS, the **Gainesville Planning and Appeals Board**, held a public hearing regarding this matter on **December 14, 2021**.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby approves the applicant's request for a special use permit as stated above and subject to all the terms of the Unified Land Development Code with the following conditions:

Condition

- 1. The proposed single-family home shall be generally consistent with the standards depicted on the concept plan and architectural picture provided with this application.**

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby approves the applicant's request for a special use permit as stated above and subject to all the terms of the Unified Land Development Code.

Adopted this _____ day of _____, 2022.

W. Samuel Couvillon, Mayor

RESOLUTION ZR-2022-____

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



GAINESVILLE

Patton Land
Surveying

Vivre Interiors

IVEY TERRACE

O-I

NORTHSIDE DRIVE

G-B

BRADFORD STREET

C-B

SYLVAN WOOD LANE

Applicant:

FRED & OLIVIA SKEY

REZONING REQUEST

Subject Property Address:

352 Northside Drive, NW

Tax Parcel:

01-025-005-010

Request:

Rezone 0.65+/- acre tract from Office & Institutional (O-I) and General Business (G-B) to Office & Institutional (O-I) with special use for a single-family residence.



Subject Property



Meeting Date: 12/14/2021

Map Prepared: 11/10/2021

0 30 60 Feet

Page 1055 of 1265

SCALE: 1" = 60'



GAINESVILLE

Patton Land
Surveying

Vivre Interiors

IVEY TERRACE

NORTHSIDE DRIVE

BRADFORD STREET

SYLVAN WOOD LANE

Applicant: **FRED & OLIVIA SKEY**

REZONING REQUEST

Subject Property Address:
352 Northside Drive, NW

Tax Parcel:
01-025-005-010

Request:

Rezone 0.65+/- acre tract from Office & Institutional (O-I) and General Business (G-B) to Office & Institutional (O-I) with special use for a single-family residence.



Subject Property

AERIAL FROM 2021



Meeting Date: 12/14/2021

Map Prepared: 11/10/2021

0 30 60 Feet

Page 1056 of 1265 SCALE: 1" = 60'

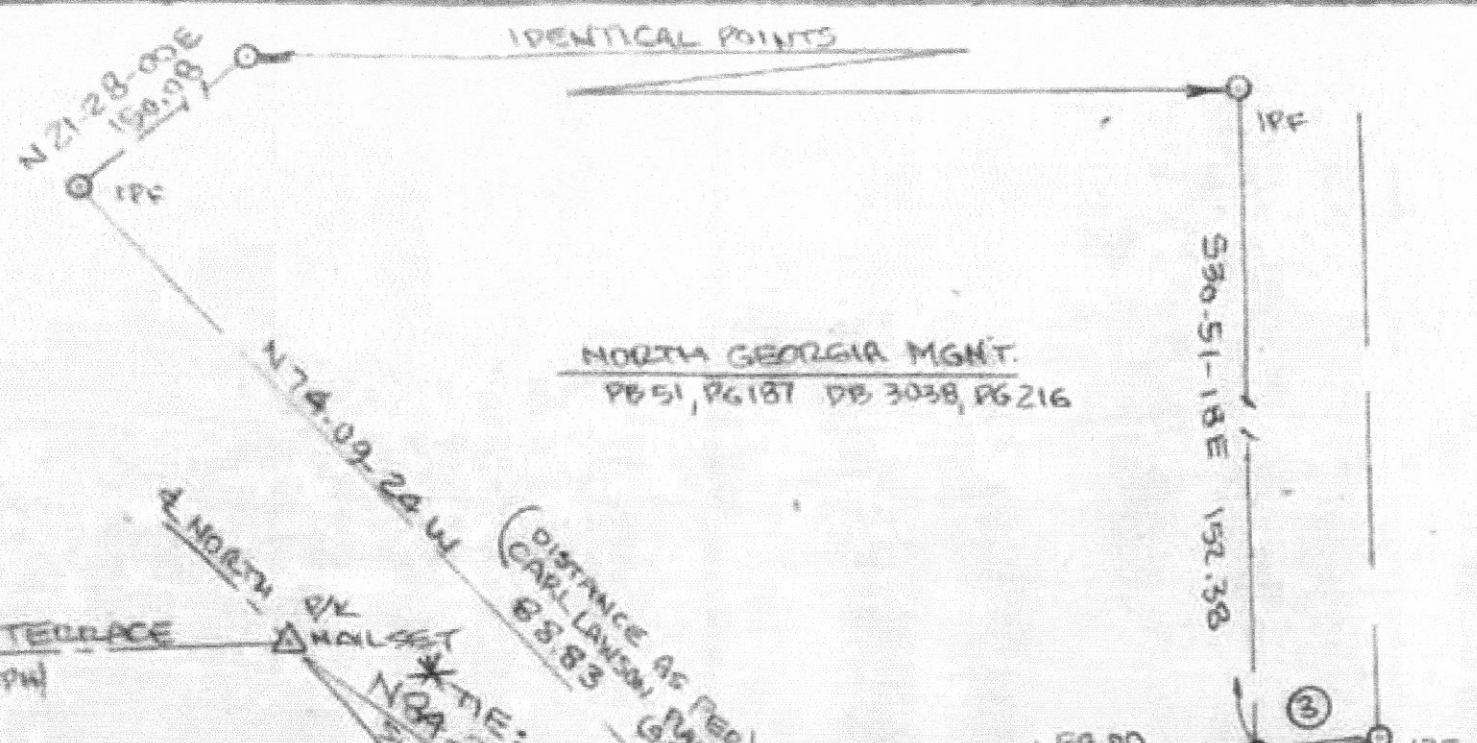
352 NORTHSIDE DRIVE

Gainesville GA 30501

Application for Rezoning to O/I with Special Use Permit to
build single family residence

Fred and Olivia Skey

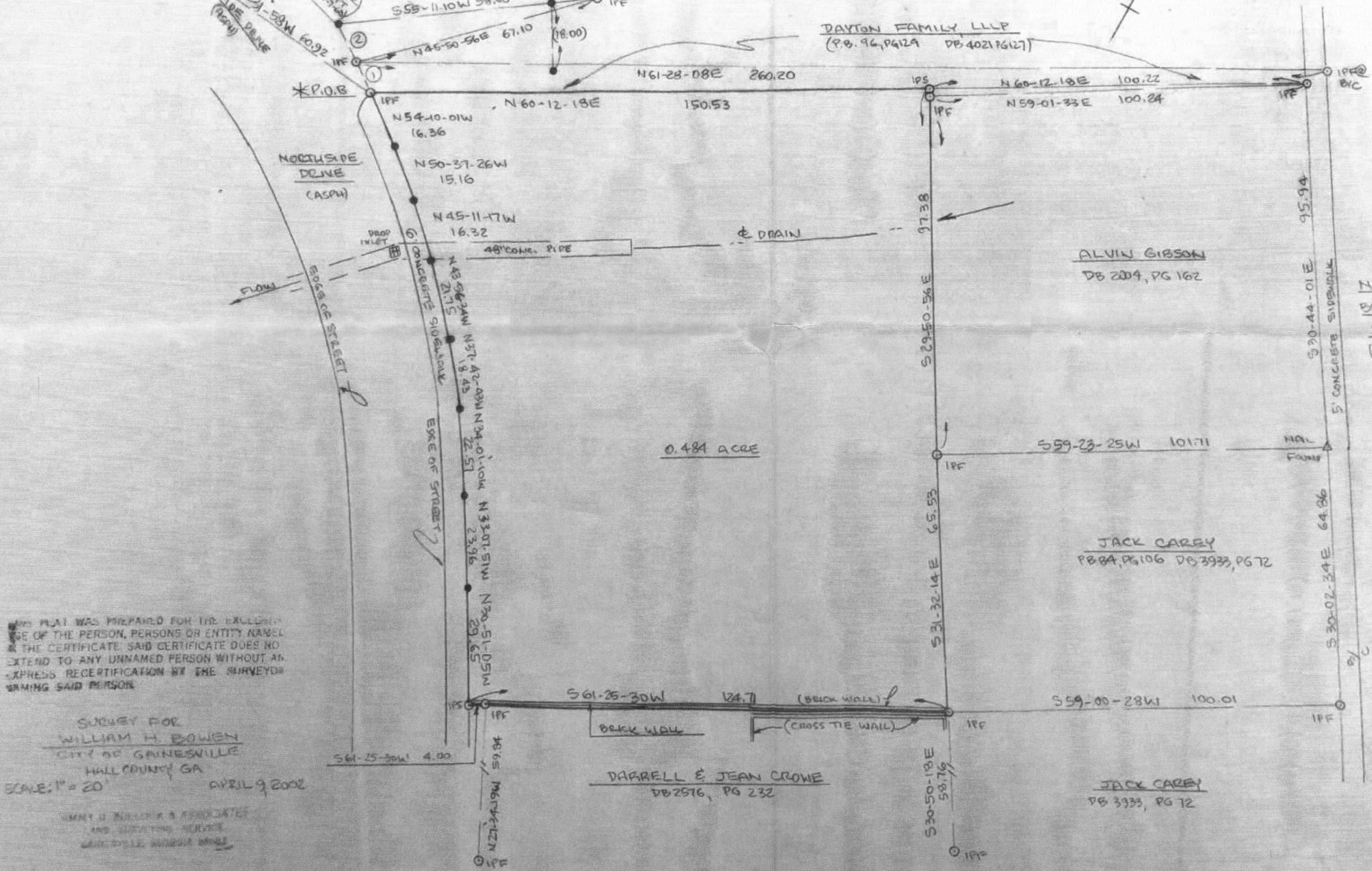
Eager for a walking lifestyle and desiring to live close to the square in downtown Gainesville, we were thrilled when one of our walks took us down Northside Drive. We knew as soon as we saw this lot that it was just the right location for us. Our hope is that we can build a new home here in 2022, living in a condo we own off Green St in the meantime. We plan to engage an architect who can assist us in the planning details, including an in-law suite and features that will allow us to age in place. If approved, this will allow us to actively engage and participate in the vibrant city life of Gainesville. We are excited at the prospect of walking and cycling on the Midtown Greenway as well as walking to almost everything - the square, library, post office, Frances Meadows Aquatic Center, History Center, Brenau, church, and events - and we will gladly work with the City to assure that our plans are compliant with all City plans and regulations. Thank you for your consideration.



THE FIELD DATA UPON WHICH THIS PLAN IS BASED WAS AN ANGULAR ERROR OF 0°00'04" SECONDS PER ANGLE POINT AND A LOSURE OF ONE FOOT IN 11,783 FEET AND WAS ADJUSTED USING THE COMPASS RULE. THIS PLAN IS ACCURATE WITHIN ONE FOOT IN 648,162 FEET.

EQUIPMENT USED TO OBTAIN THE ABOVE RESULTS: TOPCON GTS 28 STATION

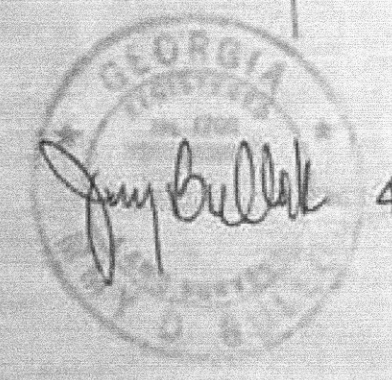
- ① N 55-15-25W 9.45
- ② N 54-36-26W 11.57
- ③ N 55-11-10 E 12.12



THIS PLAN WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS OR ENTITY NAMED IN THE CERTIFICATE. SAID CERTIFICATE DOES NOT EXTEND TO ANY UNNAMED PERSON WITHOUT AN EXPRESS RECERTIFICATION BY THE SURVEYOR NAMING SAID PERSON.

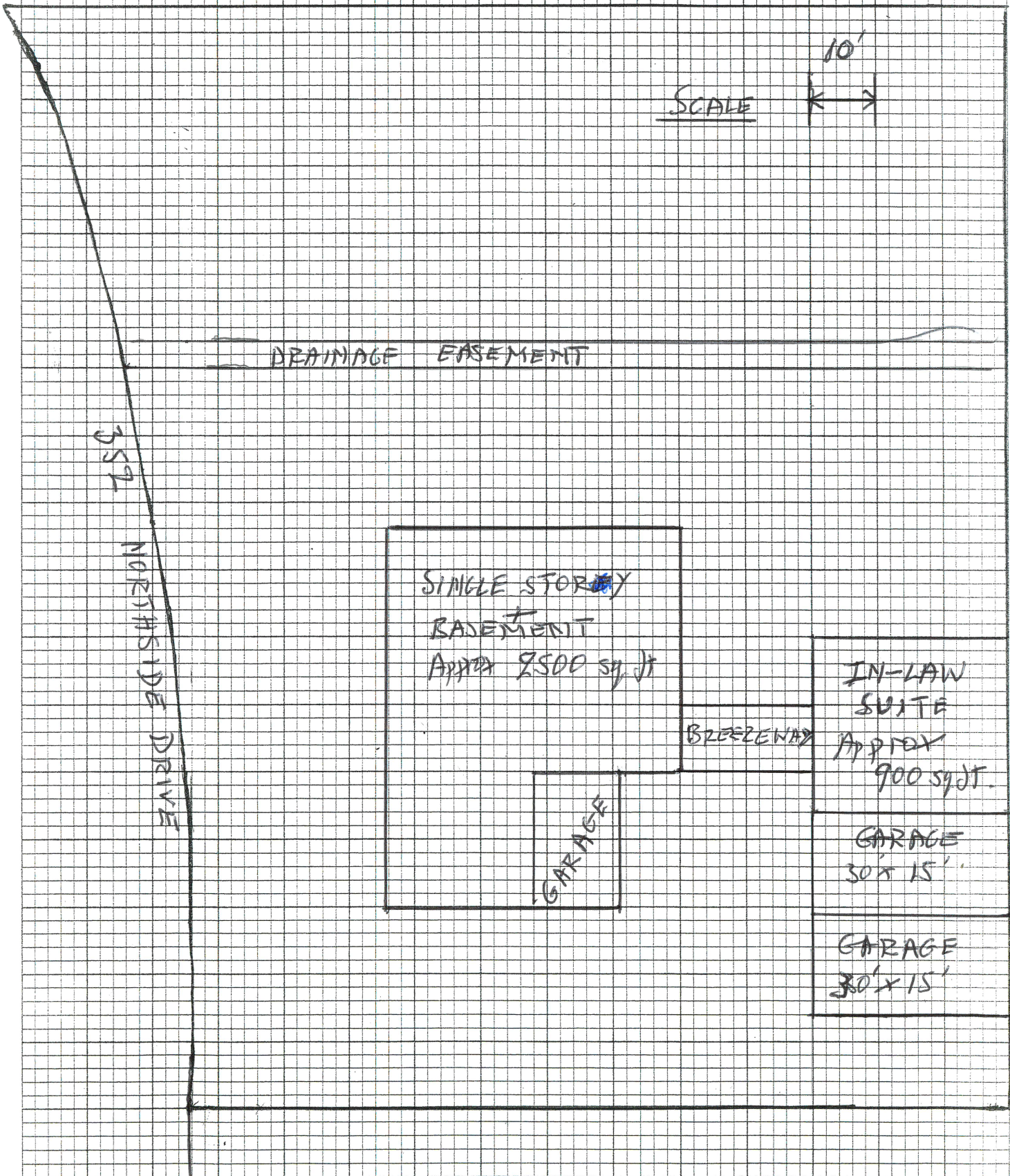
SURVEY FOR
WILLIAM H. BOWEN
CITY OF GAINESVILLE
HALL COUNTY, GA
SCALE: 1" = 20'
APRIL 9, 2002

WILLIAM H. BOWEN & ASSOCIATES
LAND SURVEYING & ENGINEERING
1000 W. GAINESVILLE BLVD.
GAINESVILLE, FL 32609

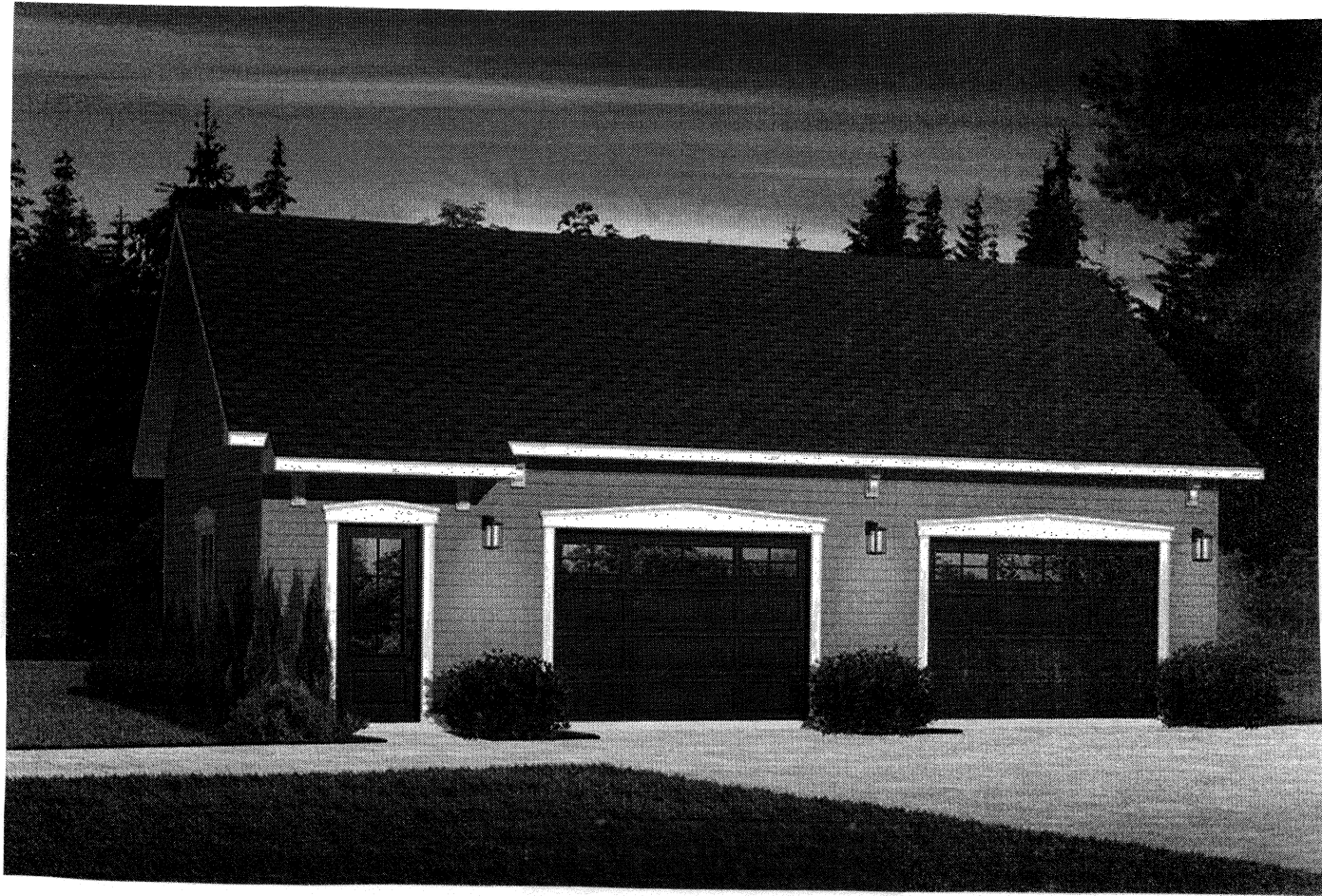


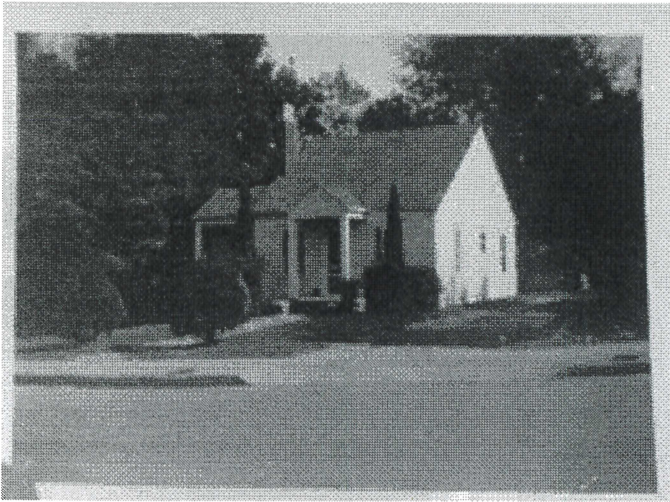
IPF = IRON PIN FOUND
1053

CONCEPT PLAN









HOUSE THAT USED TO BE ON THE
PROPERTY UP UNTIL ABOUT 1970
UNTIL IT BURNED DOWN.
EVIDENCE OF THE BASEMENT CAN
STILL BE SEEN.

Date Submitted: 1/3/2022

Presenter: Abb Hayes

Item of Business: **Public Hearing Item: January 18, 2022 Council Meeting**
Request from **Two Capital Partners** to rezone a 24.857± acres tract located on the southwest side of Shallowford Road and southeast side of the intersection of Skelton Road and Hudgins Street (a/k/a **600, 610 and 622 Shallowford Road, SW; 1515 Skelton Road, SW; 1448 and 1450 Hudgins Street, SW**) from Neighborhood Business (N-B) and General Business (G-B) to Planned Unit Development (P-U-D). **Ward Number: Five.** Tax Parcel Number(s): 01-119C-001-001, 001A, 029, 029A, 029D and 031. **Request: Master planned mixed-use rental community.**

Meeting Date: 1/13/2022

Purpose of Request:

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

The proposed rezoning is for a mixed-use rental community to include a total of 385 residential units and 17,000 square feet of commercial retail space to be called "AVA Shallowford Station." The property is the site of the Gainesville Market "Blueridge" Shopping Center, outdoor soccer field, office/ warehouse and U-Haul dealer. Specifically, the residential component is intended to be 100% rental to include a 4-story, 200 unit multi-family apartment building, 2- to 3-story, 100 townhomes and 1- to 2-story, 85 single-family cottages. Apartments will range from studio, two and three bedrooms and ranging from 550 to 1,350 square feet in size. Townhomes will be two and three bedrooms ranging from 1,250 to 1,900 square feet with one-car garages. The single-family cottages will range from 1,650 to 2,200 square feet in size with one and two car garages. All proposed residential units will be market rate. Access is proposed from three existing driveways off of Shallowford Road to serve the commercial, apartments and cottages. As well, one driveway is proposed off of Skelton Road serving the townhomes. Surrounding uses include Target, the Army Reserve, single-family homes, Arby's, Gainesville Towne Center shopping center, Gallery Furniture and Jim Hardman auto dealership.

History/Background:

Facts & Issues for Consideration:

At the December 14th Planning and Appeals Board meeting the applicant amended their request to reflect what is stated within their Traffic Impact Study. The amended request reduces the number of residential units from 385 to 336 units consisting of 184 Apartments, 67 single-family cottages and 85 townhomes. In addition, the commercial / retail space was reduced from 17,000 square feet to 9,000 square feet plus 3,500 square feet of fast casual restaurant space.

Department Recommendation:

Staff and PAB recommended denial of this request. See the Staff Recommendation report for details and excerpts from the meeting minutes.

SAMPLE MOTIONS

Approval of Ordinance 2022- :

I move to approve the ordinance to rezone the subject property from Neighborhood Business (N-B) and General Business (G-B) to Planned Unit Development (P-U-D) as presented.

Denial of the Request:

I move to deny the request.

Department Director:

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	Legal Ad
☐	PAB Recommendation Report	Report
☐	Proposed Rezoning Ordinance	Ordinance
☐	Location Maps	Backup Material
☐	Narrative	Backup Material
☐	Survey	Backup Material
☐	Site Plan	Backup Material
☐	Architectural Renderings	Backup Material
☐	Traffic Impact Study	Backup Material

Center, 830 Green Street, NE, Gainesville, Georgia, at 5:15 p.m. on Tuesday, January 4, 2022 to consider the following:

1. Previously tabled application of Cook Communities to rezone from Agricultural Residential-III (AR-III) to Planned Residential Development (PRD) on a 34.03± acre tract located on the west side of Pine Valley Road at its intersection with White Sulphur Road; a.k.a. 1560, 1582, & 1586 Pine Valley Road; Zoned AR-III; Tax Parcels 09124 000039, 000039B, & 000203. Proposed Use: 249 unit townhome development. **

(I) Commission District 4. NOTE: In accordance with Georgia law, anyone who

(a) wishes to express 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 recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on Thursday, January 27, 2022. The Board will meet at 6:00 p.m. at the Gainesville Civic Center, 830 Green Street, NE, Gainesville, Georgia.

102991 12/29

NOTICE OF PUBLIC HEARING ON PROPOSED AMENDMENTS TO THE

located east of Lanier Parkway (I-985), south of the intersection of Old Cornelia Highway and Dana Drive, south of Floyd Road and east of its terminus, having road frontage on the east side of Lenox Drive (a/k/a 0, 2490 and 2544 Floyd Road, SE; 0 Lenox Drive, SE; 0 Old Cornelia Highway, SE).

Ward Number: Three
Tax Parcel Number(s): 15-021-000-164; 15-022-000-003M, 004, 034 and 086; 15-033-000-001
Request: Master planned mixed-use community

4) Request from Moez Hasni to annex a 5.503± acres tract located on the northeast corner of Jesse Jewell Parkway and Crescent Drive, having frontage on Exit 24/ I-985 (a/k/a 374 and 400 Crescent Drive) and to establish zoning as General Business (G-B).

Ward Number: Two
Tax Parcel Number(s): 15-033C-000-077
Request: Retail shopping center

5) Request from Fred and Olivia Skey to rezone a 0.65± acre tract located on the east side of Northside Drive, southeast of its intersection with Ivey Terrace (a/k/a 352 Northside Drive, NW) from Office and Institutional (O-I) and General Business (G-B) to Office and Institutional (O-I) with a special use.

Ward Number: Four
Tax Parcel Number(s): 01-025-005-010
Request: Single-family residence

6) Request from Two Capital Partners to rezone a 24.857± acres tract located on the southwest side of Shallowford Road and southeast side of the intersection of Skelton Road and Hudgins Street (a/k/a 600, 610 and 622 Shallowford Road, SW; 1515 Skelton Road, SW; 1448 and 1450

21-11-VAR

Application for a variance from Alan Couch on property owned by him identified as 2850 Muskogee Lane. The property is approximately .285 acres. The property is zoned PUD (Planned Unit Development). The applicable Development Code section for which the applicant and owner is seeking relief is 8.3.1 (Minimum Yard Requirements). The applicant requests a minimum rear yard reduction from 10' to 6'. The intent of the applicant is to construct a garage addition.

COPIES OF THE APPLICATION MAY BE VIEWED OR DOWNLOADED AT: https://www.braselton.net/government/town-officials/zoning-board_of_appeals.php

FOR MORE INFORMATION CONTACT KEVIN KELLER AT: kdkeller@braselton.net

ALL BRASELTON ZONING BOARD OF APPEALS PUBLIC HEARINGS ARE HELD AT THE FOLLOWING LOCATION: BRASELTON POLICE AND MUNICIPAL COURT BUILDING 5040 S.R. 53 BRASELTON, GA 30517 103133 12/29

Public Sales/Auctions

Byrds Mini Storage Online Auction with Lockerfox.com for January 11 to January 18, 2022.

Alto - Tribble Gap Road
201. Jamie Wesley
507. Adam Ortiz
Baldwin- Charlie Davis Road
A32. Tiffany Grace
A37. Randal Smith
A60. Tiffany Grace
C11. JOE BYRD
C19. JOE BYRD
C28 RICHARD MORRIS

locks. To claim tax-exempt status, original RESALE certificates for each space purchased is required. By PS Orangeco, Inc., 701 Western Avenue, Glendale, CA 91201. (818) 244-8080. 102683 12/29,1/5

NOTICE OF PUBLIC SALEThe undersigned, wishing to avail themselves of the provisions under the Georgia Self-service Storage Facility Act of 2013, hereby gives notice of the sale under said act to wit; Monday the 17th day of January, 2022 at 10:00 AM, on that day will conduct a public sale to the highest bidder, with bidding to take place on lockerfox.com, FOR CASH ONLY, the contents of spaces at Storage

Depot of Gainsville, 635 Industrial Blvd, Gainesville, GA, 30501
Miranda, Luis 144
Tires, toolboxes, misc items. Grizzle, Misty 200 Couch, Chair, and Baby swing. Diorio, Ronald L. 404 Kitchen items, office chairs, boxes. Pierce, Anna 416 Strollers, chairs, misc household items. Hagerty, Micah 421 Furniture, boxes, misc household items. smith, wallace 446 Boxes, furniture, misc household items. Lima, Alfredo 447 Appliances, bags, misc household items. Miller, Tony 448 Misc Tools, metal items, lumber. Waller, Shuntae 40 a grill, boxes, and misc metal items. McGehee, Joy B12 dining table, end table, chairs. Abernathy, Shannon B26 furniture, stroller, and bags. McGehee, Joy B40 boxes, bags, and misc household items. Lopez, Mario 178 Toddler bed, stroller, and a dolly. Poole, Damorie M. 227 furniture,

COUNTY OF HALL
STATE OF GEORGIA
IN RE: ESTATE OF
KERRIGAN JOYCE
BLACKWELL,
DECEASED
ESTATE NO.. E-21-484
PETITION FOR LETTERS
OF ADMINISTRATION
NOTICE

[Note: Strike the sentence in parenthesis below if not applicable.]

TO: whom it may concern:

David Blackwell, has petitioned for (Letters of Administration) to be appointed administrator of the estate of KERRIGAN JOYCE BLACKWELL, deceased, of said county. (The

petitioner has also applied for waiver of bond, waiver of reports, waiver of statements, and/or grant of certain powers contained in O.C.G.A. ss 53-12-261.) All interested persons are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed with the Court on or before January 10th, 2022.

BE NOTIFIED FURTHER: All objections to the petition must be in writing, setting forth the grounds of any such objections. All objections should be sworn to before a notary public or before a probate court clerk, and filing fees must be tendered with your objections, unless you qualify to file as an indigent party. Contact probate court personnel for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing. Patty Walters Laine

ntial IV (A-R IV), Uses subject to al of county ssion) so as to subdivisions use permitted to approval of commission listed zoning; and by Section 010 in its and inserting thereof a new 17.330.010 provides that not permitted t or subject to il of either the commission ie planning sion in a given are prohibited istrict. n accordance Georgia law, who nes to express on to the d rezoning

made, within s immediately g the filing e proposed l, campaign i b u t i o n s t i n g \$250 or o a member ie County sion shall disclosure contributions he Planning ent at least days prior to hearing of the l rezoning e County ion. (OCGA § [C]).

Planning ission's nendation forwarded Board of oners for eading and hearing on January and for a eading and n at a public n Thursday, 7, 2022. The ll meet for tings at 6:00 e Gainesville er, 830 Green Gainesville,

GAINESVILLE ZONING MAP

Notice is hereby given that the Gainesville City Council will conduct a public hearing on Tuesday, January 18, 2022 at 5:30 p.m. in the Gainesville Justice Center (Municipal Courtroom at the Public Safety Complex), 701 Queen City Parkway in midtown Gainesville on the following requests:

1) 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

2) Request from Caballero Holdings, LLC to annex a total of 140.77± acres to include a 44.91± acres tract located at the northeast side of the terminus of Floyd Road; a 80.8± acres tract located on the north side of Eberhart Cemetery Road; a 9.467± acres tract, 4.397± acres tract and a 1.996± acres tract located southwest of the intersection of Jesse Jewell Parkway and Old Cornelia Highway (a/k/a 0 Eberhart Cemetery Road; 2465 Floyd Road, SE; 2166, 2170 and 2210 Old Cornelia Highway) and to establish zoning as Planned Unit Development (P-U-D).
Ward Number: Three
Tax Parcel Number(s): 15-022-000-001B, 003 (Part); 15-033B-000-022, 024 and 026A
Request: Master planned mixed-use

Hudgins Street, SW) from Neighborhood Business (N-B) and General Business (G-B) to Planned Unit Development (P-U-D).

Ward Number: Five
Tax Parcel Number(s): 0 1 - 119C-001-001, 001A, 029, 029A, 029D and 031 Request: Master planned mixed-use rental community
7) Request from Mark D. Thebaut, D.D.S. to amend an existing Planned Unit Development (P-U-D) zoning totaling 0.67± acre located on the southeast side of the intersection of Thompson Bridge Road and Lanier Avenue (a/k/a 1398 Thompson Bridge Road, NE).

Ward Number: Two
Tax Parcel Number(s): 01-087-003-001
Request: Medical / Dental office / restaurant with drive-thru

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-33(c))
103125 12/29

D09. CYNTHIA WADE E15. JOSHUA ELLER F27. VESIL ROMERO F30. BILLY MOON G03. ADRIA JONES 103124 12/29,1/5

FLOWERY BRANCH MINI STORAGE 5110 Chattahoochee St. Flowery Branch, GA 30542. The contents of these units will be auctioned on 1/7/2022 at 2pm at storageauctions.com: Unit B26 - Cynthia Lynn Stanton - household items, Unit B36- Denton Vaughn - household items, F7 Ashley Durham-household items.
102859 12/22, 29

NOTICE OF PUBLIC SALE

To satisfy the owner's storage lien, PS Orange Co. Inc. will sell at public lien sale on January 18, 2022, the personal property in the below-listed units, which may include but are not limited to: household and personal items, office and other equipment. The public sale of these items will begin at 08:00 AM and continue until all units are sold. Lien sale to be held at the online auction website, www.storagetreasures.com, where indicated. For online lien sales, bids will be accepted until 2 hours after the time of the sale specified.

PUBLIC STORAGE # 26961, 7366 Friendship Springs Rd, Flowery Branch, GA 30542, (678) 693-2587 Time: 10:30 AM

Sale to be held at www.storagetreasures.com. 1057 - Gilmore, Linwood; 2045 - Saylor, Christina; 2066 - Adcox, Marcie; 2149 - Harper, Jeffrey; 2189 - Delong, Christy; 3183 - Harris, Robin; 3240 - Jones, Thomas Public sale terms, rules, and regulations will be made available prior to the sale. All

bags, and misc household items. Gilley, Jesse 431 Shelves, appliances, misc household items. Harrison, Ahmad A60 Misc household items and goods. Farquharson, Oshane 250 Misc furniture and boxes THE PUBLIC IS INVITED TO ATTEND AT LOCKERFOX.COM, SALE IS SUBJECT TO ADJOURNMENT. 103193 12/29,1/5

Notice of Self Storage Sale

Please take notice Midgard Self Storage - Gainesville GA at 1405 NW McEver Rd Gainesville GA, 30504 intends to hold a public sale to sell the property stored in the following units stored at the Facility. The public sale to the highest bidder will occur at an online auction via www.storagetreasures.com on 1/19/2022 at 1:00pm. Unless stated otherwise the description of the contents are household goods and furnishings. Steven D Howell unit #1013; Kelly A Smith unit #1026; Angela D Peoples unit #1084; Francita R Jackson unit #1102; Nancy S Sykes unit #2019; Rosalyn Jackson unit #2118; Andrea S Rucker unit #2134; Zackary D Tatum unit #A200; Francisco J Zambrano Alvarado unit #A242; Edgar M Yebra unit #B205; Darius DWilkins unit #B225; Rayshawn C Moore unit #C122; Latonya T Earl unit #D110; Tyiea S Segar unit #E141; Carlos Sanchez unit #F124; Michael A Perez unit #F134; Phyllis Birt unit #F141. All property is being stored at the above self-storage facility. This sale may be withdrawn at any time without notice.

Certain terms and conditions apply. See manager for details. 103110 12/29,1/5

Probate Notices

IN THE PROBATE COURT OF HALL

development
3) Request from Caballero Holdings, LLC to amend an existing Planned Unit Development (P-U-D) zoning totaling 981.661± acres located east of Lanier

PUBLIC NOTICE

The Braselton Zoning Board of Appeals will hold a Public Hearing on Thursday, January 13th 2022 at 7:00 pm on the following items:

sales are subject to cancellation. We reserve the right to refuse any bid. Payment must be in cash or credit card-no checks. Buyers must secure the units with their own personal

**GAINESVILLE PLANNING and APPEALS BOARD
RECOMMENDATION**

Applicant Two Capital Partners
Property Owner Gainesville Market LLC; America's Home Place, Inc.; Barry Conner
Location..... 600, 610 and 622 Shallowford Road, SW;
1515 Skelton Road, SW; 1448 and 1450
Hudgins Street, SW
Request..... Rezone from N-B and G-B to P-U-D
Size 24.857± acres
Ward..... Five
Proposed Use..... Master planned mixed-use rental
community
Planning Division Staff Recommendation **Denial**
Planning & Appeals Board Recommendation..... **Denial**
Date..... December 14, 2021

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

The applicant is proposing to rezone the subject property from Neighborhood Business (N-B) and General Business (G-B) to Planned Unit Development (P-U-D) for a mixed-use rental community. The anticipated completion date of the project is the year 2024. The 24.857± acres property consists of six parcels of which three smaller parcels are zoned N-B and three larger parcels are G-B. The property is the site of the Gainesville Market "Blueridge" Shopping Center, an outdoor soccer field, office/warehouse building and U-Haul rental office.

The development is to include a total of 385 residential units and 17,000 square feet of commercial retail space to be called "AVA Shallowford Station." A full description of the proposed development standards can be found within the applicant's narrative which is provided with this rezoning request.

Residential

Specifically, the residential component is intended to be 100% market rate rentals to include a 200 unit multi-family apartment building (4-stories); 100 townhomes (2 to 3 stories) and 85 single-family cottages (1 to 3 stories). The apartments consist of 120 studio/1 bedroom units and 80 two bedroom units ranging from 550 to 1,350 square feet in size. The townhomes consist of two and three bedrooms ranging from 1,250 to 1,900 square feet in size with one-car garages. The single-family cottages will range from 1,650 to 2,200 square feet in size with one and two car garages. Exterior architectural standards for the residential products include a mixture of cementitious materials including Hardie plank, board and batten and brick materials.

Amenities

Some of the amenities include a 2,000+ square feet of fitness facilities, 1,700 to 2,000+ square feet of co-working facilities, multiple resort pools, outdoor living space, private dining/demonstration kitchens, tech-enable package locker systems, bike storage, virtual sports

simulators, oversized dog parks and bark spas. The entire property will be professionally managed by an experienced multi-family residential operator specializing in Class-A apartment communities. Solid waste is to be provided by the City of Gainesville except for the multi-family apartments, amenities and commercial uses.

Commercial

Commercial space includes up to 15,000 square feet of retail or restaurant space and an additional 2,000 square feet of pop-up retail space fronting Shallowford Road.

Access

Access is proposed from three existing driveways off of Shallowford Road to serve the commercial, apartments and cottages. As well, one driveway is proposed off of Skelton Road serving the townhomes; however, pedestrian connectivity will be provided to the apartment and cottage pods. The minimum driveway width is 24-feet with fire lanes being a minimum of 26-feet in width. Concrete sidewalks will be constructed throughout the complex with a well landscaped environment.

Parking Ratio

- 2.0 parking spaces per single family cottage and townhome unit
- 1.3 spaces per multi-family unit
- 1 space per 125 square feet for restaurant space (Shared parking allowed)
- 1 space per 275 square feet of retail spaces (Shared parking allowed)

Signage

A maximum of three (3) entry monument signs not to exceed 15-feet in height, 120 square feet of sign face and 160 square feet of sign structure area with decorative internal or external lighting. In addition, no more than three (3) blade signs located on the retail building.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Target, Lowe's and Walmart US Army Reserve Center	Regional Business (R-B) -City Highway Business (H-B) -County
South	Gainesville Towne Center (Big Lots / Harbor Freight); Jim Hardman; Gallery Furniture	General Business (G-B) -City
East	Arby's restaurant, Walgreen's, Regions Bank branch	General Business (G-B) -City
West	Single-family homes; Crowder Signs	Residential-I (R-I) -County Highway Business (H-B) -County Suburban Shopping (S-S) -County

Other significant uses within the area include Lakeshore Mall and the Walton Harbor Apartments under development.

▪ **Traffic Summary**

A Traffic Impact Study was conducted for the proposed development on September 10, 2021. A brief summary of the findings is provided below. The entire study is provided as part of the supporting documents. Of note, the study was based off of a total of 336 residential units and 12,500 square feet of commercial space which is less than the actual proposed 385 residential units and 17,000 square feet of commercial space.

Studied intersections:

1. Skelton Road at U-Haul Driveway/Future Site Driveway #1***
2. Shallowford Road at Skelton Road
3. Shallowford Road at Albert Street/Commercial Driveway #1/Future Site Driveway #2***
4. Shallowford Road at Regions Bank Driveway/Commercial Drive #2/Future Site Driveway #3***
5. Shallowford Road at Commercial Driveway #3/Future Site Driveway #4***
6. Pearl Nix Parkway at Shallowford Road

An average traffic growth rate of 1.3% was established for each year for a 5-year and 15-year period. The estimated build out date for the entire development is 2024. The estimated total new trips include 2,597 daily trips, 1,297 Peak Hour trips entering and 1,300 trips exiting; 115 AM Peak Hour trips entering /154 AM trips exiting; 135 PM Peak Hour trips entering / 99 PM trips exiting.

Based on the findings in this study, the proposed project is not expected to significantly impact the roadway network surrounding the development. However, the stop controlled intersection at Shallowford Road and Driveway #3 across from Albert Street will continue to experience a Level of Service E during the PM peak period with northbound left turn movements.

The eastbound left-turn queue at the intersection of Pearl Nix Parkway and Shallowford Road is expected to extend beyond the existing storage bay during the PM peak period. Currently, the striped left-turn lane is only 80'; however, the left-turn lane could be extended by utilizing the existing two-way left turn lane (TWLTL) along Shallowford Road. If queues in excess of 80' are experienced, it is expected that the existing TWLTL will accommodate the additional vehicles without affecting the operation at this intersection, or those in the immediate vicinity. Additionally, the eastbound left-turn movement is not currently receiving a lot of green time in the existing timing parameters. It is expected that small increments of green time for the eastbound left-turn movement will reduce the queue lengths currently shown in the table above.

▪ **Other Departmental Comments**

Coordination will be required from the Gainesville Public Works Department and the Georgia Department of Transportation (GDOT) regarding access improvements to the site.

Further discussion will be needed regarding the solid waste service from the City. The City can provide solid waste pick-up for the single-family detached cottages and possibly the townhomes depending on accessibility and other criteria. The multi-family apartments, businesses and all amenity areas will be handled privately.

There were no comments from other departments 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 the Gainesville Housing Authority to rezone a 6.822± acres tract located at 320 Tower Heights Road from Residential-II (R-II) to Planned Unit Development (P-U-D) was approved with conditions for multi-family apartments.

2018 – A request by REB Land Development, LLC to rezone a 2.744± acres tract located at 621 Lakeshore Drive from Residential-I (R-I) to General Business (G-B) for a multi-tenant retail, office and restaurant was withdrawn.

2017- A request by Gainesville Market, LLC for a special use within General Business (G-B) zoning on a 5.0± acres located at 600 Shallowford Road was approved with conditions for a commercial outdoor recreational facility.

2017 – A request by Masy Seng to annex a 0.19 ± acre tract with a zoning of General Business (G-B) located at 593 and 597 Shallowford Road was conditionally approved for a donut shop.

▪ **Staff Analysis**

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

The subject property is located within the heart of a regional shopping district. The surrounding uses mostly non-residential uses to the north, south and east with zonings of General Business (G-B), Highway Business (H-B), Reginal Business (R-B) and Neighborhood Business (N-B). The property located to the west is located within unincorporated Hall County and consist of mostly single-family homes and small businesses zoned Residential-I (R-I), Highway Business (H-B) and Suburban Shopping (S-S). The proposed location of the retail/restaurant component is consistent with the adjacent uses. The proposed residential component includes 385 residential units which appears to be too aggressive for the property.

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

The proposed mixed-use development will increase traffic loads and turning movements along Shallowford Road and Skelton Road given the scale of the proposal. Based on the proposed plan, the existing residential homes to the west along Hudgins Street will be buffered and no direct access is proposed. However, the adjacent residential streets located within the county serve as a cut through from Browns Bridge Road, Skelton Road and Shallowford Road.

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

The subject property is located within the *Retail/Commercial* land use category which includes commercial service activities such as grocery stores, banks, restaurants, theatres, hotels, and automotive related businesses. Commercial uses may be located as a single use in one building or grouped together in a shopping center.

The subject property is also located within the *Browns Bridge Corridor* Character Area. The vision for this area encourages long term activity center nodes at the Pearl Nix Parkway intersection to include public space improvements, better pedestrian facilities and connections. Targeted redevelopment of outdated strip commercial is also encouraged.

Residential uses are not listed as an appropriate use based on the Future Land Use Map but may be considered where appropriate within the Character Area at the appropriate residential density between 4 to 12 dwelling units per acre. The proposal is for a mixed-use development which includes up to 17,000 square feet of commercial space and 385 market-rate rental units at a density of 15.5 dwelling units per acre. Staff believes the proposal as presented is too dense and should be reduced by a *minimum* of 85 units. This is based on the subject property being located within an established commercial corridor and within the *Retail/Commercial* land use category.

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

The property is currently zoned Neighborhood Business (N-B) and General Business (G-B). Most of the property is blighted and should be redeveloped. A zoning of P-U-D may be appropriate for the site at the appropriate density range under 12 dwelling units per acre.

(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?

Existing water and sewer are currently on site and there is sufficient capacity.

Gainesville Fire Station #1 located off of Queen City Parkway is approximately 2.0± miles from the subject property and currently serves the site.

According to the Traffic Study for the proposed rezoning request, the estimated total new trips include 2,597 daily trips, 269 AM Peak Hour trips and 234 PM Peak Hour trips.

The proposed request will have impact on the City School System given a total of 385 residential units are proposed. The actual number of school aged children is unknown. It's expected that not all would be occupied by children given that some of the rental units are studio, one and two bedroom units.

(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 surrounding area falls within a mixed-use area which contains some older properties in need of redevelopment. The anticipated future uses for the surrounding area are primarily for non-residential purposes given the surrounding commercial and availability of sewer. Limited residential development is plausible to help support existing and new commercial uses.

(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?

Due to the Comprehensive Plan, proposed residential density and the adjacent commercial uses, the proposal 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 the property.

▪ **Staff Recommendation**

The Planning Division staff is recommending **denial** of this request based on the Comprehensive Plan, proposed residential density and the adjacent commercial uses.

Excerpts from the December 14, 2021 PAB Meeting Minutes

Applicant Presentation: **Brian Rochester**, 425 Oak Street with Rochester & Associates stated over the years the property has slowly declined and is sort of a poster child for blight in the community. He stated there was a lot of thought and vision about revitalizing midtown and now seeing a vision that is being implemented and the same for redeveloping this part of town. He mentioned the project by Robbie Robison and Steve McKibbin being risky and pioneering but was successful and believes this project has that same opportunity.

Wes Taubel, 3060 Peachtree Road, Two Capital Partners stated when the application was submitted in August there were delays with the traffic study and the original plans have been revised to 336 units which brings it to 13 units an acre. He said they focus on developing "Class A" apartment/multi-family rental communities targeting renters by choice. He then gave a PowerPoint presentation that included detailed information about the comp plan and density and impacts to schools. He stated the corridor is mostly commercial but sees the need for residential housing. He mentioned they invest in pet spas instead of playgrounds, hire interior designers from the hospitality industry with different architectural styles and will have a good tax and revenue impact. He asked if not this project then what.

FAVOR: None

OPPOSE: None

PLANNING AND APPEALS BOARD COMMENTS: None

There was a motion to recommend denial to rezone the subject property for a master planned mixed-use rental community from Neighborhood Business (N-B) and General Business (G-B) to Planned Unit Development (P-U-D).

Motion made by Board Member Thompson

Motion seconded by Board Member Martin

Vote – 7 favor

Passed: _____

AN ORDINANCE

No. 2022-

AN ORDINANCE AMENDING THE ZONING MAP OF THE CITY OF GAINESVILLE, GEORGIA, BY CHANGING THE ZONING ON A 24.857± ACRES TRACT LOCATED ON THE SOUTHWEST SIDE OF SHALLOWFORD ROAD AND SOUTHEAST SIDE OF THE INTERSECTION OF SKELTON ROAD AND HUDGINS STREET (A/K/A 600, 610 AND 622 SHALLOWFORD ROAD, SW; 1515 SKELTON ROAD, SW; 1448 AND 1450 HUDGINS STREET, SW) FROM NEIGHBORHOOD BUSINESS (N-B) AND GENERAL BUSINESS (G-B) TO PLANNED UNIT DEVELOPMENT (P-U-D), 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 (P-U-D)**.

Legal Description

All that tract or parcel of land, lying and being in Land Lots 165 and 170, 9th District, City of Gainesville, Hall County, Georgia; being more particularly described as follows:

Beginning at the Northwest corner of a miter at the intersection of the West Right of Way of Pearl Nix Parkway (Right of Way varies) with the South Right of Way of SW Shallowford Road (Right of Way varies); thence along the South Right of Way of said SW Shallowford Road, N 70°08'12" W, a distance of 175.42 feet to an aluminum monument found, stamped "A.H.P. RLS 2647" and the **True Point of Beginning**; thence leaving said Right of Way and along the West property line now or formerly of Babington Gainesville Property, LLC, S 11°30'04" W, a distance of 267.32 feet to an aluminum monument found, stamped "A.H.P. Patton"; thence along the Northern property lines now or formerly of SC Gainesville Georgia, LLC, Lamar V. Waldrip and Atlantic Leasing, LLC the following courses and distances: S 59°53'42" W, a distance of 757.37 feet to an iron pin found (1/2" rebar); thence S 59°55'39" W, a distance of 375.00 feet to a concrete monument found; thence S 57°25'00" W, a distance of 186.04 feet to an iron pin found (1" open top pipe); thence N 33°06'13" W, a distance of 150.47 feet to concrete monument found; thence along the East property line of J.J. Hudgins Estates as shown and recorded in Plat Book 8, page 104, Hall County, Georgia public records also being the City of Gainesville and the Hall County line the following courses and distances: N 32°56'58" W, a distance of 199.32 feet to iron pin found (1/2" open top pipe); thence N 36°32'26" W, a distance of 94.64 feet to an iron pin found (1/2" rebar with cap, illegible); thence N 29°00'21" W, a distance of

ORDINANCE NO. 2022 -

105.86 feet to an iron pin found (3/4" open top pipe); thence N 31°24'29" W, a distance of 438.43 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence along the Northern property line of Lot 44 of said J.J. Hudgins Estates and said City of Gainesville and the Hall County line, S 71°08'20" W, a distance of 195.32 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"), on the East Right of Way of SW Hudgins Street (30' platted Right of Way); thence along said Right of Way N 32°13'31" W, a distance of 229.30 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"), on the Southern Right of Way of SW Skelton Road (40' Right of Way); thence along said Right of Way the following courses and distances: 140.84 feet along the arc of a curve to the left, having a radius of 540.00 feet and a chord bearing and distance of N 39°07'02" E, 140.45 feet to a point; thence N 31°38'42" E, a distance of 112.71 feet to a point; thence 141.36 feet along the arc of a curve to the right, having a radius of 430.00 feet and a chord bearing and distance of N 41°03'47" E, 140.73 feet to a point; thence N 50°28'52" E, a distance of 76.34 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence leaving said Right of Way and along the property line now of formerly of Dayton Hudson Corp T 796 the following courses and distances: S 40°01'52" E, a distance of 242.59 feet to iron pin found (1/2" rebar); thence S 31°22'22" E, a distance of 385.36 feet to an iron pin found (1/2" open top pipe); thence N 58°28'20" E, a distance of 352.16 feet to an iron pin found (3/4" rebar); thence along the property line now or formerly of the U.S. Government Army Reserve and the City of Gainesville and the Hall County line the following courses and distances: S 31°03'19" E, a distance of 243.63 feet to an iron pin set (1/2" rebar with a yellow plastic cap stamped "Rochester LSF000484"); thence N 63°50'12" E, a distance of 505.24 feet to an aluminum monument found, stamped "A.H.P. Patton #2647"; thence N 15°44'25" E, a distance of 90.94 feet to an aluminum monument found, stamped "A.H.P. Patton #2647" on the South Right of Way of SW Shallowford Road (Right of Way varies); thence along said Right of Way, S 70°08'12" E, a distance of 262.50 feet to an iron pin set (1/2" rebar); thence leaving said Right of Way and along the property now or formerly of MNG Cap 1 Sweat, LLC the following courses and distances: thence S 19°56'13" W, a distance of 199.94 feet to an aluminum monument found (No ID); thence S 70°07'17" E, a distance of 224.16 feet to an iron pin found (1/2" rebar with cap, illegible); thence N 11°24'15" E, a distance of 202.20 feet to an iron pin found (1/2" rebar with cap, illegible) on the South Right of Way of said SW Shallowford Road; thence along said Right of Way S 70°08'12" E, a distance of 36.61 feet to the **True Point of Beginning**.

Said tract or parcel contains 24.857 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.

ORDINANCE NO. 2022 -

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.

W. Samuel Couvillon, Mayor

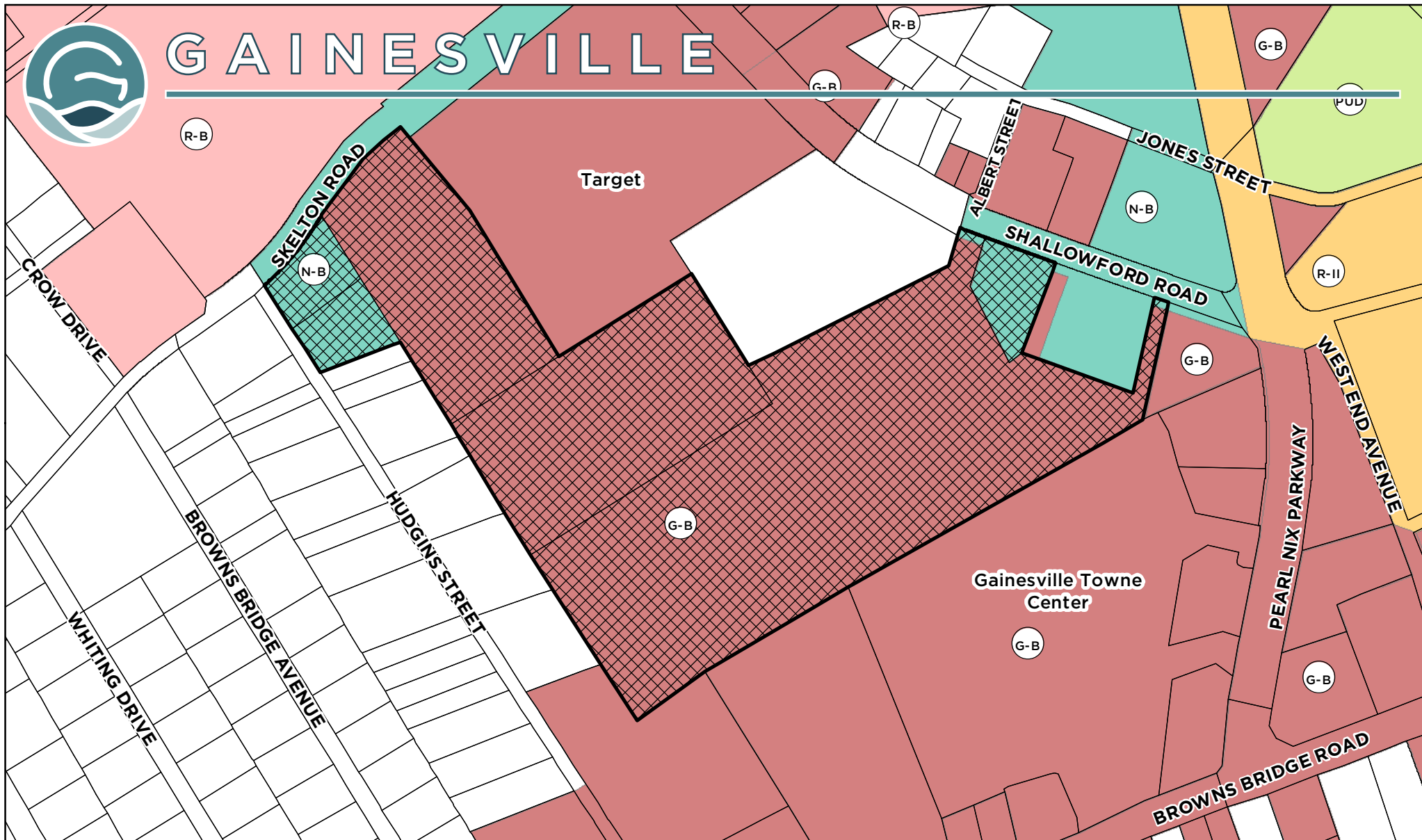
This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this Ordinance was adopted as stated and will be recorded in the official minutes.

ATTEST:

Denise O. Jordan, City Clerk



GAINESVILLE



Applicant: **TWO CAPITAL PARTNERS**

REZONING REQUEST

Subject Property Addresses:

600, 610 & 622 Shallowford Road, SW
1448 and 1450 Hudgins Street, SW
1515 Skelton Road

Tax Parcels:

01-119C-001-001, 001A, 029,
029A, 029D and 031

Request:

Rezone 24.857+/- acres from Neighborhood Business (N-B)
and General Business (G-B) to Planned Unit Development (P-U-D)
for a master planned mixed use rental community.



Subject Property



Meeting Date: 12/14/2021

Map Prepared: 11/10/2021

0 175 350 Feet

Page 1076 of 1265

SCALE: 1" = 300'



GAINESVILLE



Applicant: **TWO CAPITAL PARTNERS**

REZONING REQUEST

Subject Property Addresses:

600, 610 & 622 Shallowford Road, SW
1448 and 1450 Hudgins Street, SW
1515 Skelton Road

Tax Parcels:

01-119C-001-001, 001A, 029,
029A, 029D and 031

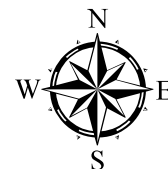
Request:

Rezone 24.857+/- acres from Neighborhood Business (N-B)
and General Business (G-B) to Planned Unit Development (P-U-D)
for a master planned mixed use rental community.



Subject Property

AERIAL FROM 2021



Meeting Date: 12/14/2021

Map Prepared: 11/10/2021

0 175 350 Feet

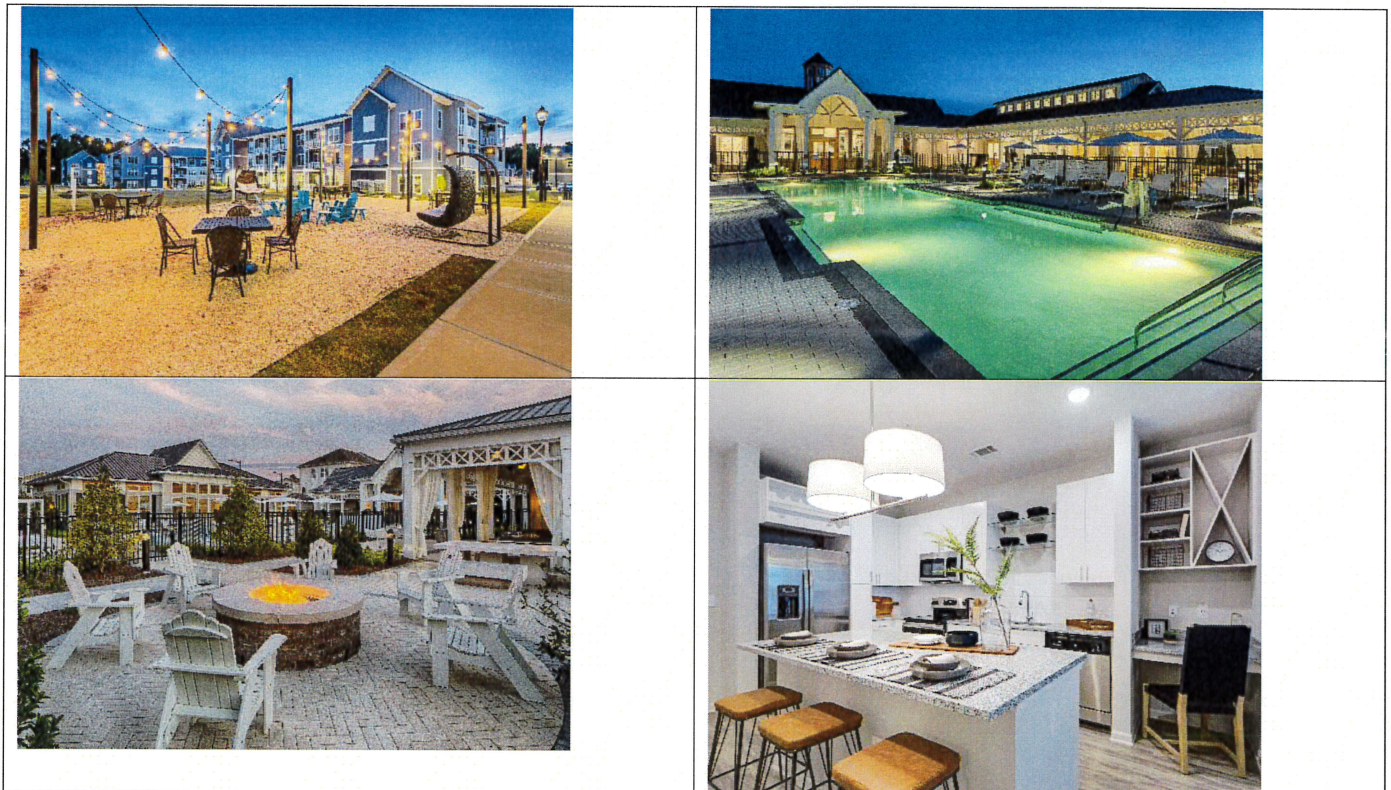
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SCALE: 1" = 300'

Zoning Narrative
AVA Shallowford Station,
Master Planned Mixed Use Rental Community
By:



THE CITY OF GAINESVILLE, GEORGIA



August 27, 2021

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EXECUTIVE SUMMARY

AVA Shallowford Station is a Planned Unit Development located at 610 Shallowford Road within the limits of the City of Gainesville, Georgia. The property is located within the Browns Bridge Character Area and with access to Shallowford Road and Skelton Road

The property is an assemblage of several individual parcels with an aggregated parcel totaling 24.857 +/- acres. The property is contiguous and contains a former home used for office and the former Blue Ridge Shopping Center.

The current zoning of the property includes:

GB – General Business

NB – Neighborhood Business

Currently, the site is mostly an old and functionally obsolete shopping center. There are no streams or wetlands on the site and no known historical sites. The property is bounded by a number of uses and zoning districts including G-B, H-B, S-S and R-1.

The development concept is an innovative urban master plan, mixed use, rental community incorporating multiple types of residential and retail uses. The project will include: 1) a four story apartment project consisting of Studios, one, two, and three bedrooms ranging in size from 550-1,350sf; 2) Two and Three story Townhomes with two and three bedrooms ranging from 1,250-1,900sf; and 3) One and two story detached Single-Family Cottages ranging from 1,650sf- 2,200+sf. The SF and TH will self-park with a combination of one and two car garages and driveways. The MF parking will be provided at a ratio of 1.30 spaces per unit. All units in the development will lease at market rates and none of the units will be subsidized.

TWO Capital Partners focuses on an affluent renter by choice who desires the full suite of services and amenities our communities offer, and in varying residential product types as they age and their needs of housing change. Our customer tends to be older, more affluent, and with higher educational attainment levels than the overall trade area demographic. TWO's developments have very robust amenities that include: 2,000 sf+ fitness facilities, 1700-2000 sf co-working facilities, multiple luxury resort pools with expansive focus on outdoor living, private dining/demonstration kitchens, tech-enable package locker systems, virtual sports simulators, and oversized dog parks and bark spa's. Our unit amenities continue this trend with oversized Kitchens, including expansive eat in islands, mud-rooms, built in desks, large walk in closets, luxury finishes, and multiple tech-enabled features including keyless entry, smart thermostats, in unit Bluetooth enabled speaker system, and in select units smart lighting.

The property will have easy vehicular access to Browns Bridge Road, Dawsonville Highway and downtown Gainesville. It is strategically located for quick access to I-985 via Queen City Parkway. Pedestrian access to a variety of retail and commercial uses will be provided.

COMPREHENSIVE PLAN CONSISTENCY

The AVA Shallowford Station Planned Unit Development is consistent with the City of Gainesville's vision for future land use in Urban Redevelopment Areas.

The intent of a Planned Unit Development (PUD) is to:

- Provide for maximum flexibility in the mixture and arrangement of land uses and unique and innovative land planning via planned unit developments, at appropriate locations, and with appropriate sizes and scales.
- Redevelopment and infill opportunities of underutilized and re-purposed sites are one of Gainesville's greatest challenges as their redevelopment can help further transform these areas for more desirable uses. Development of these infill sites can reduce the need to travel further to shop or work, preserve lands further out, and provide better utilization of existing infrastructure.

With proper planning, well designed architectural themes and an emphasis on livability, the goal of the AVA Shallowford Station Planned Unit Development is to provide a high level of compatibility with City of Gainesville's 2040 Comprehensive Plan Goals for the Browns Bridge Corridor as follows:

1. Targeted redevelopment of outdated strip commercial
2. Provide for a vibrant, human-scaled and pedestrian friendly community.

This new community will integrate seamlessly within the City's goal of bringing medium density, mixed use development to this corridor. The efforts of the City to redevelop this area will be benefited by another high quality project mixed use project with multiple housing options.

AVA Shallowford Station will set the example as a well-conceived redevelopment by not only meeting the Comprehensive Plan goals but also by transforming neglected and outdated resources into a livable community that will create new living opportunities for Gainesville's growing urban population.

DEVELOPMENT SUMMARY

Property Address:	610 Shallowford Road, Lot 165 & 170, 9th District, Gainesville, Georgia
Site Area:	24.857 AC +/-
Existing Zoning:	GB – General Business & N-B – Neighborhood Business
Existing Conditions:	Dilapidated and functionally obsolete shopping center
Proposed Uses:	A mixed use, urban planned development incorporating vibrant, human-scaled living spaces, abundant interior and exterior amenity, retail, a pedestrian friendly location.
Proposed Density:	15.5 DU/AC
Site Development:	Maximum Residential Units: 385 Multi-Family – 200 (220,000 NRSF) Townhomes – 100 Single Family - 85 Maximum Commercial Square Footage Retail or Restaurant – 15,000 sf Pop Up Retail – 2,000 sf
Max. Structure Height:	Multi-Family - 60', measured from the average grade plane to the top of the roof (not including parapet heights). Parapet heights shall not exceed 65', measured from the average grade plane to the top of the parapet. Single Family & Townhomes – 3 stories
Open Space:	As exhibited in the Concept Plan, community Open Space will be provided in throughout the project.
Parking:	As shown for each use in the General Guidelines, located throughout the development via driveways and surface lots.
Flexibility:	As the Developer progresses with design and approval of the project, it is understood that minor revisions may occur to the Concept Plan and that staff level approval will be granted as long as overall design intent and proposed density are not be exceeded.

AERIAL OVERVIEW



DRAWINGS AND SPECIFICATIONS ARE PROPRIETARY AND PROPERTY OF TWO CAPITAL PARTNRS. NO USAGE ON ANY OTHER PROJECT OR DESIGN PERMITTED. VIOLATIONS SUBJECT TO FULL PROSECUTION UNDER LAW. USAGE FOR ANY REASON OUTSIDE OF THIS SPECIFIC PROJECT MUST HAVE WRITTEN PERMISSION FROM MCNEAL TWO CAPITAL PARTNERS.

GENERAL GUIDELINES

A. PARKING

Parking is being proposed as follows:

- 1.3 parking spaces per multi-family unit
- 1/125 SF for Restaurant (shared parking allowed)
- 1/275 SF for Retail (shared parking allowed)
- 2.0 parking spaces per single family unit
- 2.0 parking spaces per townhouse unit

B. RESIDENTIAL UNITS

The multi-family units will consist of a mix of Apartments, Single-Family Detached, and attached Townhomes ranging from studios to four-bedrooms.

C. BUILDING HEIGHTS & MASSING

Structure heights are permitted to a maximum sixty feet (60'), measured from the average grade plane to the top of the roof (not including parapet heights). Parapet heights shall not exceed 65', measured from the average grade plane to the top of the parapet.

D. PROFESSIONAL MANAGEMENT

The property will be professionally managed by an experienced multifamily residential operator specializing in Class-A apartment communities. The property management company will be responsible for maintenance of the complex as well as leasing and amenities.

E. UTILITIES

The City of Gainesville will provide water and sewer services via existing adjacent infrastructure. Power and natural gas will be provided by Georgia Power. Garbage collection will be provided by the City of Gainesville. Storm water management is proposed through surface ponds or underground facilities as dictated by the final design.

F. SIGNAGE

Up to three entry signage monuments, at a height maximum of fifteen feet (15') each, with a maximum sign face area of 120 sf and a maximum sign structure area of 160 sf, identifying the project will be placed in future locations, to be determined, at complex's entry along Skelton Road and Shallowford Road. The monuments will be illuminated with decorative lighting for wayfinding purposes. Up to three additional blade signs may be located on the retail building.

Entry monuments, supporting decorative landscape and infrastructure (such as landscape lighting & irrigation) shall occur outside of the public Rights-of-Way and therefore will be exempt from City & State encroachment requirements.

G. LANDSCAPE

Decorative and supplemental landscaping may be provided throughout the development, adjacent to the Public Right-of-Way, and internal to the complex. Decorative landscape and infrastructure (such as landscape lighting & irrigation) shall occur at key focal points within the property.

H. LIGHTING

The Developer will prepare a lighting plan for street lights (in conjunction with Georgia Power) and may also provide decorative building, landscape, site & tree lighting throughout the development and adjacent to the public streets surrounding the property. Buildings and entry

signage may be illuminated for the purposes of safety and wayfinding.

I. STREETS & SIDEWALKS

The Developer will construct interior driveways to serve access to the complex. The minimum driveway width will be twenty-four (24'), with fire lanes being a minimum of twenty-six (26'). Access to and from the complex will occur over public Rights-of-Way from existing streets.

Concrete sidewalks will be constructed throughout the complex with interconnectivity to the amenities and other public sidewalks systems along Shallowford Road.

J. TREES

Street trees and other shade and decorative trees will be planted throughout the complex with the intent of creating a well landscaped environment that is both functional and aesthetically pleasing.

K. CITY BENEFIT

AVA Shallowford Station will provide The City of Gainesville with an innovative urban Planned Unit Development incorporating multiple housing options and lifestyle amenities for an active residential living opportunity in the rapidly redeveloping Browns Bridge Corridor.

The development will bring additional residents to the Browns Bridge Corridor to support existing and future businesses. Residents will be within walking distance to many of these businesses, which will allow them to not use their car to access local businesses and in turn reduce traffic congestion.

L. COMMUNITY AMENITIES

- Located in Browns Bridge Corridor where residents will be able to walk to a variety of retail opportunities including big box stores and fast casual restaurants.
- Direct connection to the public sidewalk system along Shallowford Road.
- On-site community retail
- Expansive park area along Shallowford Road with popup retail pods for community gathering and sense of arrival.
- Expansive community amenities located both in the Multi-Family building as well as along the common greenway in the Single-Family district.
- Large 2,000 sf Co-Working Facility
- High-speed Wi-Fi for resident use in all amenity spaces.
- 2,000 sf+ Fitness Center with high-end Fitness Equipment and Yoga Room with Fitness on Demand classes overlooking the resort-style pool.
- Multiple Resort-style saltwater pool with sundeck and outdoor pavilion with gas grilling station (one at the MF bldg. and one at the SF District).
- Pet Spa with washing and drying stations, and outdoor dog park.
- Bike Storage with repair stations.
- Indoor Mail and Package Storage Room, plus Package Concierge provider Fetch that allows residents to schedule package delivery to their apartment.
- Dry Cleaning Lockers.
- Access control to the conditioned corridor buildings.

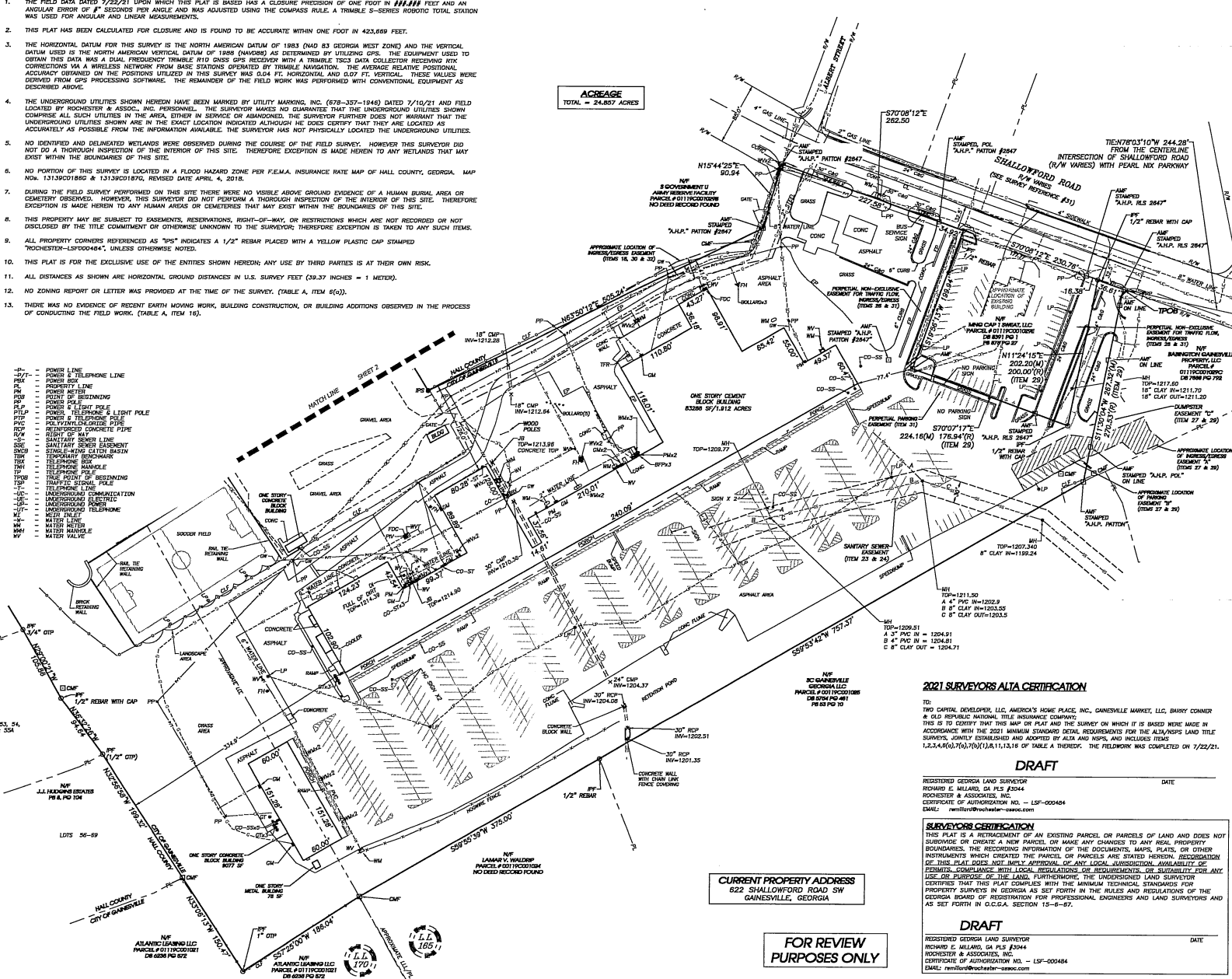
M. Residential Unit Features

- Multiple product types and Floorplans with 9 Foot Ceilings Throughout.
- SF & TH include one and two car garages with private backyards.
- Gourmet kitchens with stainless steel appliances, and large eat in islands.
- Granite and quartz countertops (depending on unit type) and luxury cabinets with tile backsplash plus under cabinet lighting.
- Energy efficient LED light fixtures throughout the home.
- Wood-style flooring throughout Kitchen, Living Room, Bathroom, and Bedroom (depending on unit type).
- Ceiling Fans in Bedrooms.
- Oversized Closets with Ample Storage.
- Full Size Washer and Dryer in unit.
- Private Balcony or Patio in Unit.
- In unit Bluetooth speaker system
- Select ground floor units will have direct access stoops, allowing residents to enter their unit from the street.
- Smarthome thermostats and integrated USB ports in Kitchens.
- High-speed Fiber Internet Service to each unit.

-
- THE FIELD DATA DATE OF 7/20/21 UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN ~~890~~ FEET AND AN ANGULAR ERROR OF .^B/SECONDS PER ANGLE AND WAS ACQUIRED USING THE COMPASS RULE. A TRIMBLE S-SERIES ROBOT TOTAL STATION WAS USED FOR ALL DISTANCE MEASUREMENTS.
-
- THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 423.69 FEET.
- THE HORIZONTAL DATUM FOR THIS SURVEY IS THE NORTH AMERICAN DATUM OF 1983 (NAD 83) @ GEORGIA WEST ZONE AND THE VERTICAL DATUM USED IS THE NORTH AMERICAN VERTICL DATUM OF 1988 (NAVD 88) AS DETERMINED BY UTILIZING GPS. THE EQUIPMENT USED TO OBTAIN THIS DATA WAS A DUAL FREQUENCY TRIMBLE RINO GNSS RECEIVER WITH A TRIMBLE TSC3 DATA COLLECTOR RECEIVING RTK CORRECTIONS FROM TWO NEARBY CORS LOCATIONS. THEREFORE, THE SURVEYORS CAN GUARANTEE THAT THE AVERAGE RELATIVE POSITIONAL ACCURACY OBTAINED ON THE POSITIONS UTILIZED IN THIS SURVEY WAS 0.04 FT. HORIZONTAL AND 0.07 FT. VERTICAL. THESE VALUES WERE DERIVED FROM GPS PROCESSING SOFTWARE. THE REMAINDER OF THE FIELD WORK WAS PERFORMED WITH CONVENTIONAL EQUIPMENT AS DESCRIBED ABOVE.
- THE UNDERGROUND UTILITIES SHOWN HEREIN HAVE BEEN MARKED BY UTILITY MARKING, INC. (678-337-1444) DATED 7/10/21 AND FIELD LOCATED BY ROCHESTER & ASSOC., INC. PERSONNEL.. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUD UTILITIES SHOWN ARE EXACTLY WHERE THEY SHOULD BE OR IF ANY OTHER UNDETERMINED UTILITIES COULD POSSIBLY INTERFERE WITH THE PROJECT. THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS CLOSE AS POSSIBLE TO THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

NO IDENTIFIED AND DELINEATED WETLANDS WERE OBSERVED DURING THE COURSE OF THE FIELD SURVEY. HOWEVER THIS SURVEYOR DO NOT DO A THOURGH INSPECTION OF RECENTRY AT THE INTERIOR OF HIS SITE. THEREFORE EXCEPTION IS MADE HEREIN TO ANY WETLANDS THAT MAY EXIST WITHIN THE BOUNDARIES OF THIS SITE.
- NO PORTION OF THIS SURVEY IS LOCATED IN A FLOOD HAZARD ZONE PER FEMA LAND USE MAP OF HALL COUNTY, GEORGIA. MAP NUMBER 100-A-0000-B-01-01 REVISED 2007.
- DURING THE FIELD SURVEY PERFORMED ON THIS SITE THERE WERE NO VISIBLE ABOVE GROUND PRICES OF A HUMAN BURIAL AREA OR CEEMETERY OBSERVED. HOWEVER, THIS SURVEYOR DID NOT PERFORM A THOURUGH INSPECTION OF THE INTERIOR OF THIS SITE. THEREFORE EXCEPTION IS MADE HEREIN TO ANY HUMAN ADRES OR CEEMETRIES THAT MAY EXIST WITHIN THE BOUNDARIES OF THIS SITE.
- THIS PROPERTY MAY BE SUBJECT TO EASEMENTS, RESERVATIONS, RIGHT-OF-WAY, OR RESTRICTIONS WHICH ARE NOT RECORDED OR NOT REFLECTED BY THE TITLE RECORDS AND UNKNOWN TO THE SURVEYOR. THEREFORE EXCEPTION IS GIVEN TO ANY SUCH ITEMS.
- ALL PROPERTY CORNERS REFERENCED AS "P.S." INDICATES "1/2\" RADIUS REPLACED WITH A YELLOW PLASTIC CAP STAMPED \"ROCNESTEN-LSP00484\", UNLESS OTHERWISE NOTED.
- THIS PLAT IS FOR THE EXCLUSIVE USE OF THE ENTITES SHOWN HEREIN; ANY USE BY THIRD PARTIES IS AT THEIR OWN RISK.
- ALL DISTANCES AS SHOWN ARE HORIZONTAL. GROUND DISTANCES IN U.S. SURVEY FEET (CONVERTED INTO = 1 METR).

NO ZONING ORDIN OR LETTER WAS PROVIDED AT THE TIME OF THIS SURVEY. (TABLE A, LINE #)(C).
- THERE WAS NO EVIDENCE OF NESTING ACTIVE MOVING MOUNT, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCEE OF CONDUCTING THE FIELD SURVEY.

[illegible]

CURRENT PROPERTY ADDRESS
622 SHALLOWFORD ROAD SW
GAINESVILLE, GEORGIA

FOR REVIEW
PURPOSES ONLY

TO:
TWO CAPITAL DEVELOPER, LLC, AMERICA'S HOME PLACE, INC., GAINESVILLE MARKET, LLC, BARRY CONNER & OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY;
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR THE ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1,2,3,4,5(a),7(a),7(b)(1),8,11,13,16 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON 7/22/21.

REGISTERED GEORGIA LAND SURVEYOR
 RICHARD E. MILLARD, GA PLS #3044
 ROCHESTER & ASSOCIATES, INC.
 CERTIFICATE OF AUTHORIZATION NO. - LSF-000484
 EMAIL: rmillard@rochester-geasoc.com

THIS PLAT IS A RETRACTION OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT CONVEY ANY NEWLY ACQUIRED INTEREST IN THE LAND. IT IS NOT A RECONSTRUCTION OF BOUNDARIES, THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF TITLE INSURANCE, OR COMPLIANCE WITH ANY APPLICABLE STATE OR FEDERAL LAW, ZONING ACT, USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR LAND SURVEYS AS SET FORTH IN SECTION 8-67 IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-8-87.

REGISTERED GEORGIA LAND SURVEYOR
RICHARD E. MILLARD, GA. PLS. #3044
ROCHESTER & ASSOCIATES, INC.
CERTIFICATE OF AUTHORIZATION NO. - LSF-000484
EMAIL: remillard@rochester-usa.com

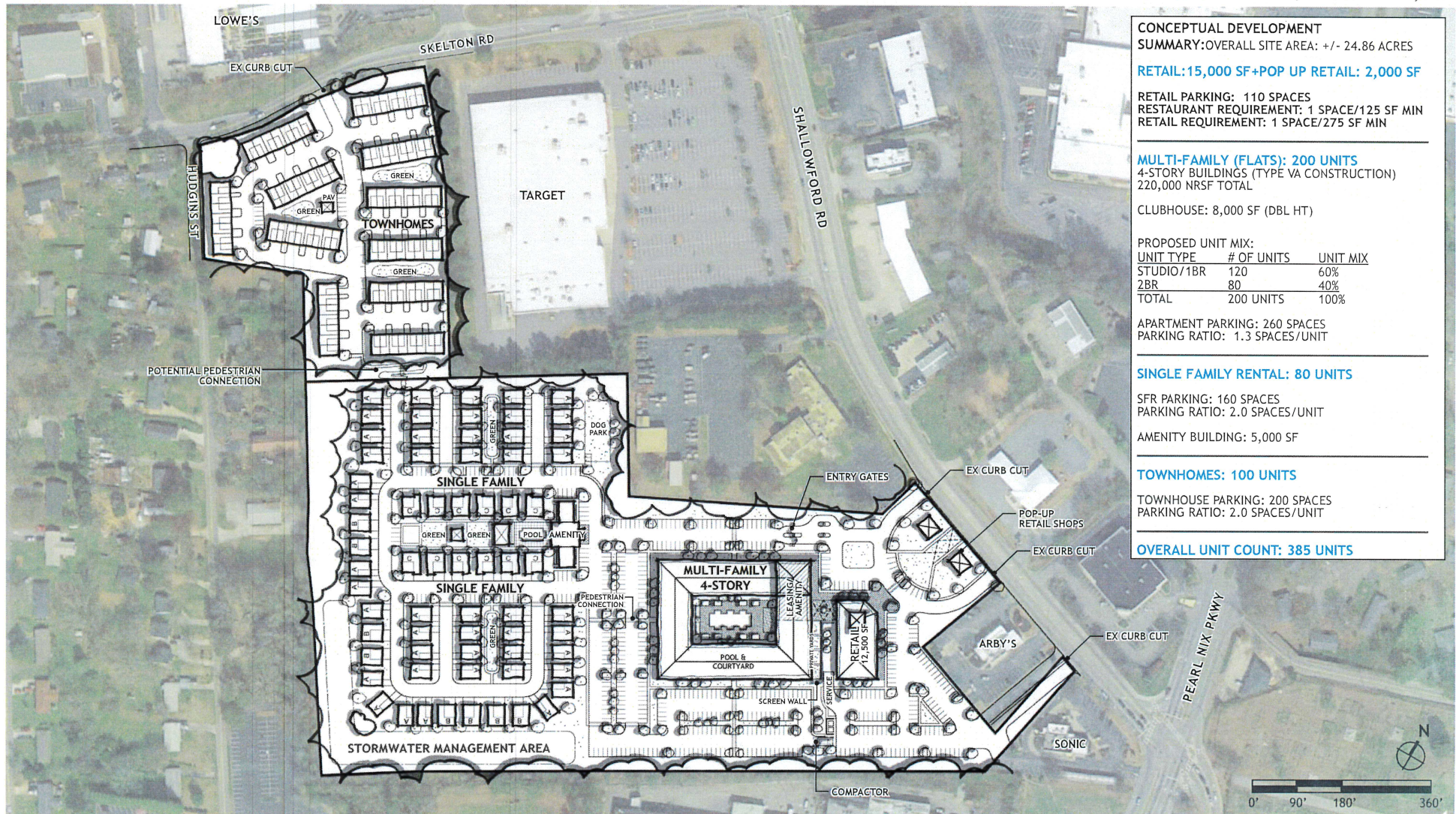
**Rochester
& Associates, Inc.**
425 Oak Street, N.W. • Gainesville, Georgia 30501
(770) 716.8123 (770) 716.8124 Fax • www.rochester-assoc.com

ALX/SPS LAND TITLE SURVEY FOR
TWO CAPITAL DEVELOPER, LLC, AMERICA'S HOME PLACE, INC.,
GAINESVILLE MARKET, LLC, BARRY CONNER, &
OLD REFUGIAN NATIONAL TITLE INSURANCE COMPANY
LOCATED IN
LAND LOTS 1 & 2, SECTION 36, TOWNSHIP 36N, RANGE 10E,
CITY OF GAINESVILLE, HALL COUNTY, GEORGIA

[illegible]

Conceptual Site Plan

Shallowford Rd | Gainesville, GA

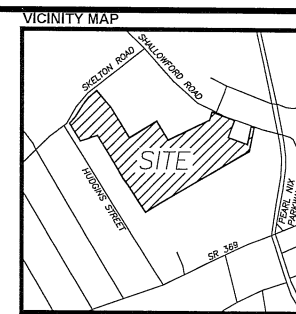
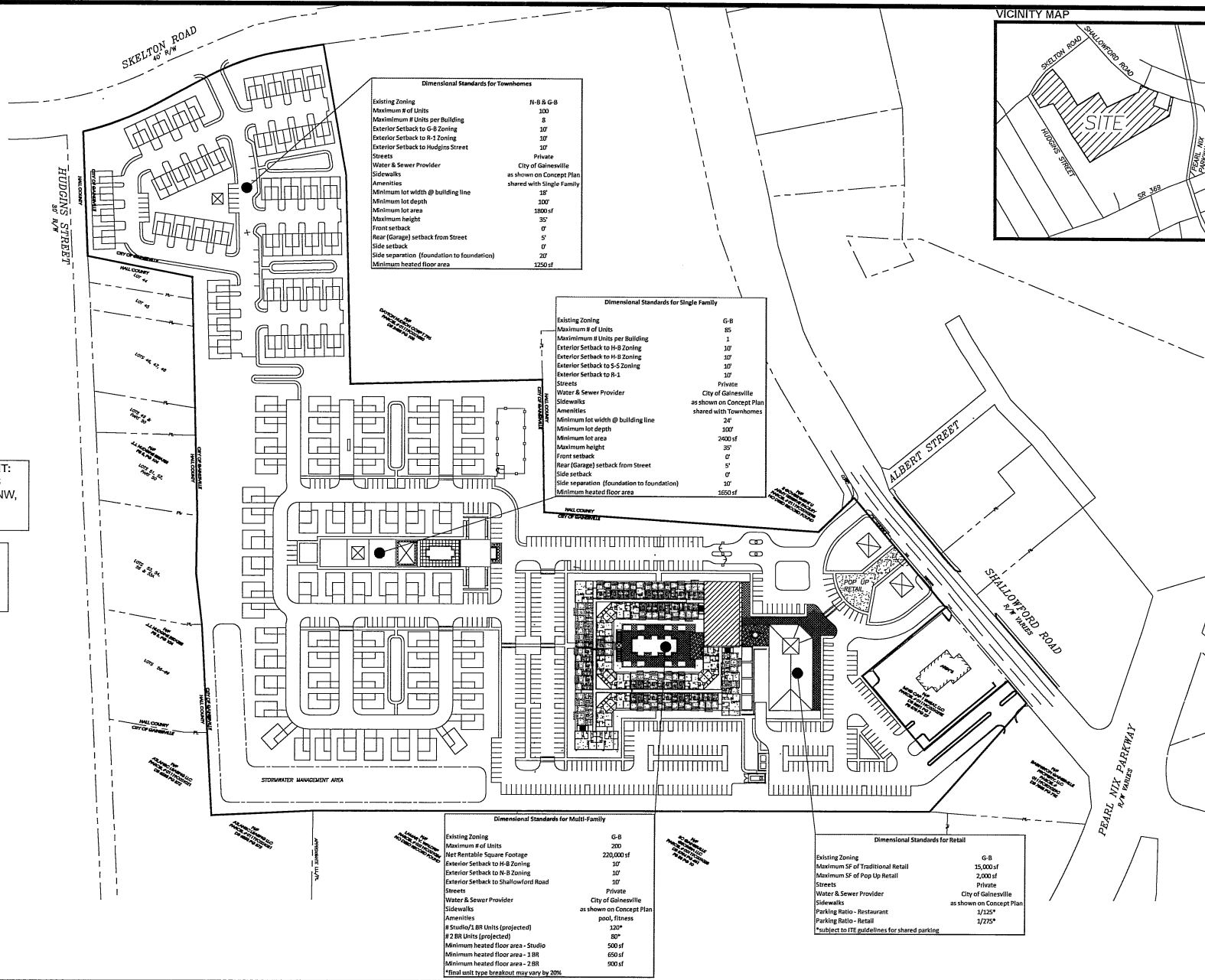


DEVELOPER & APPLICANT:
TWO CAPITAL PARTNERS
3060 PEACHTREE ROAD NW,
SUITE 960
ATLANTA, GA 30305

EXISTING ZONINGS:
G-B & N-B

PROPOSED ZONING:
PUD

TOTAL SITE AREA:
24.86± ACRES



Rochester & Associates, Inc.
1805 S.W. 25th Ave., Suite 100, Gainesville, Florida 32601
(352) 333-3333 Fax: (352) 333-3334 www.rochester-associates.com

REZONING SITE PLAN

AVA SHALLOWFORD STATION

LL 163 & 170
974 JEFFERSON AVE. GAINESVILLE
FL 32601, GEORGIA

NO.	DATE	DESCRIPTION

THIS PLAN WAS PREPARED BY THE ENGINEER OR ARCHITECT AND IS NOT TO BE USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN CONSENT OF THE ENGINEER OR ARCHITECT.

GRAPHIC SCALE: 1" = 40'

1" = 40'

SHEET 1 OF 1

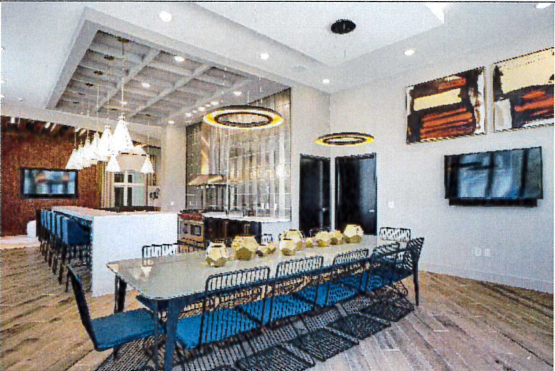
DATE: 8/29/21
JOB NO: 0221093.SPT
DRAWN BY: JLD

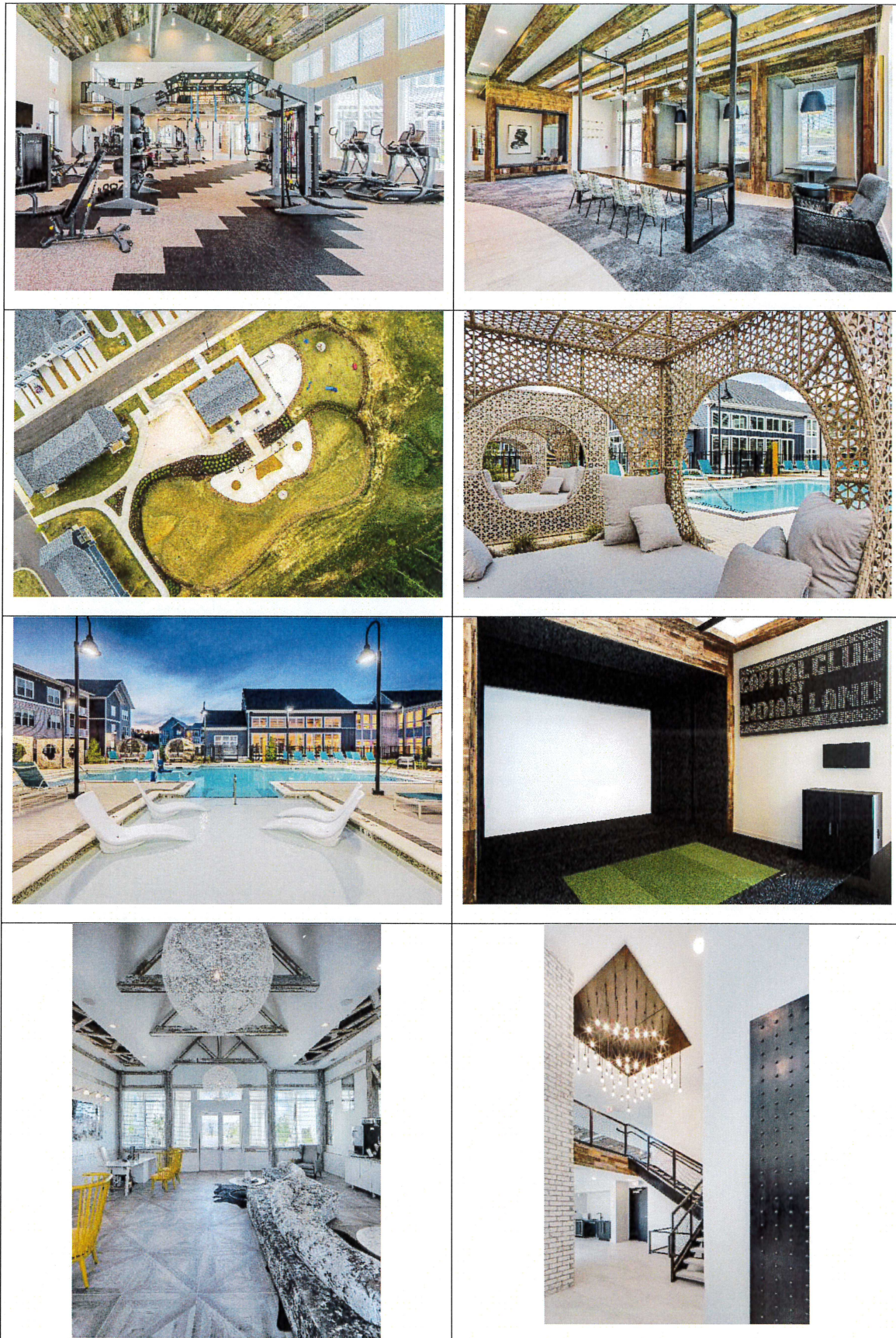
Existing Product Examples- Multi-Family





Existing Product – Amenities





Townhome and Single-Family Examples







Traffic Impact Study

Shallowford Road Mixed-Use Development Newnan, Georgia

Keck & Wood Project No.
210176.00

September 10, 2021

Prepared by:



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1. INTRODUCTION

1.1. Study Area

The study area for this proposed project is located between Shallowford Road and Hudgins Street, and east of Skelton Road. Figure 1 presents the location of the project site and identifies the existing and proposed study intersections. There are currently six study intersections included within the scope of this study, and four of those intersections are expected to become driveways for the proposed development. The study intersections are listed below, with asterisks to represent intersections that are expected to become driveways for the proposed development.

1. **Skelton Road at U-Haul Driveway/Future Site Driveway #1*****
2. **Shallowford Road at Skelton Road**
3. **Shallowford Road at Albert Street/Commercial Driveway #1/Future Site Driveway #2*****
4. **Shallowford Road at Regions Bank Driveway/Commercial Driveway #2/Future Site Driveway #3*****
5. **Shallowford Road at Commercial Driveway #3/Future Site Driveway #4*****
6. **Pearl Nix Parkway at Shallowford Road**

1.2. Proposed Development

The proposed development will be positioned on approximately 25 total acres in Hall County. The development is proposed to consist of a 9,000 square foot of retail development, a 3,500 square foot fast-casual restaurant, 184 apartment units, 67 single-family rental units, and 85 townhome units. The proposed development will consist of four access points onto the surrounding roadways. In the northwestern quadrant, there is a full access driveway providing access to Skelton Road. Along Shallowford Road, there are three additional full access points. The proposed development is expected to be built in one stage and is expected to be built out in 2024. Currently, the proposed project site is occupied by a commercial development. The proposed site layout is provided in **Appendix A**.

1.3. Planned Transportation Improvements

A search for planned Georgia Department of Transportation (GDOT) projects in or near the study area was performed using the GDOT GeoPI web application (<http://www.dot.ga.gov/DS/Maps/geopi#>). Based on the results of that search, there were no projects found in the immediate vicinity of the study area.

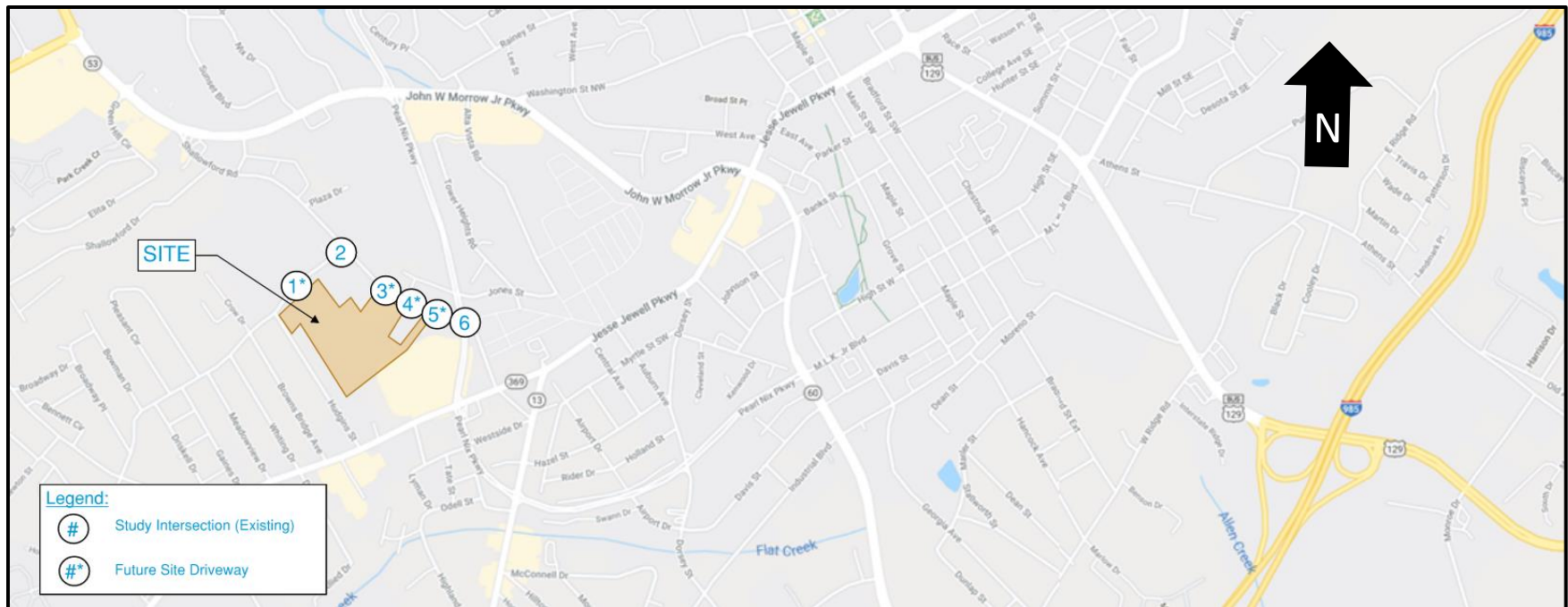


FIGURE 1 - OVERVIEW OF STUDY AREA

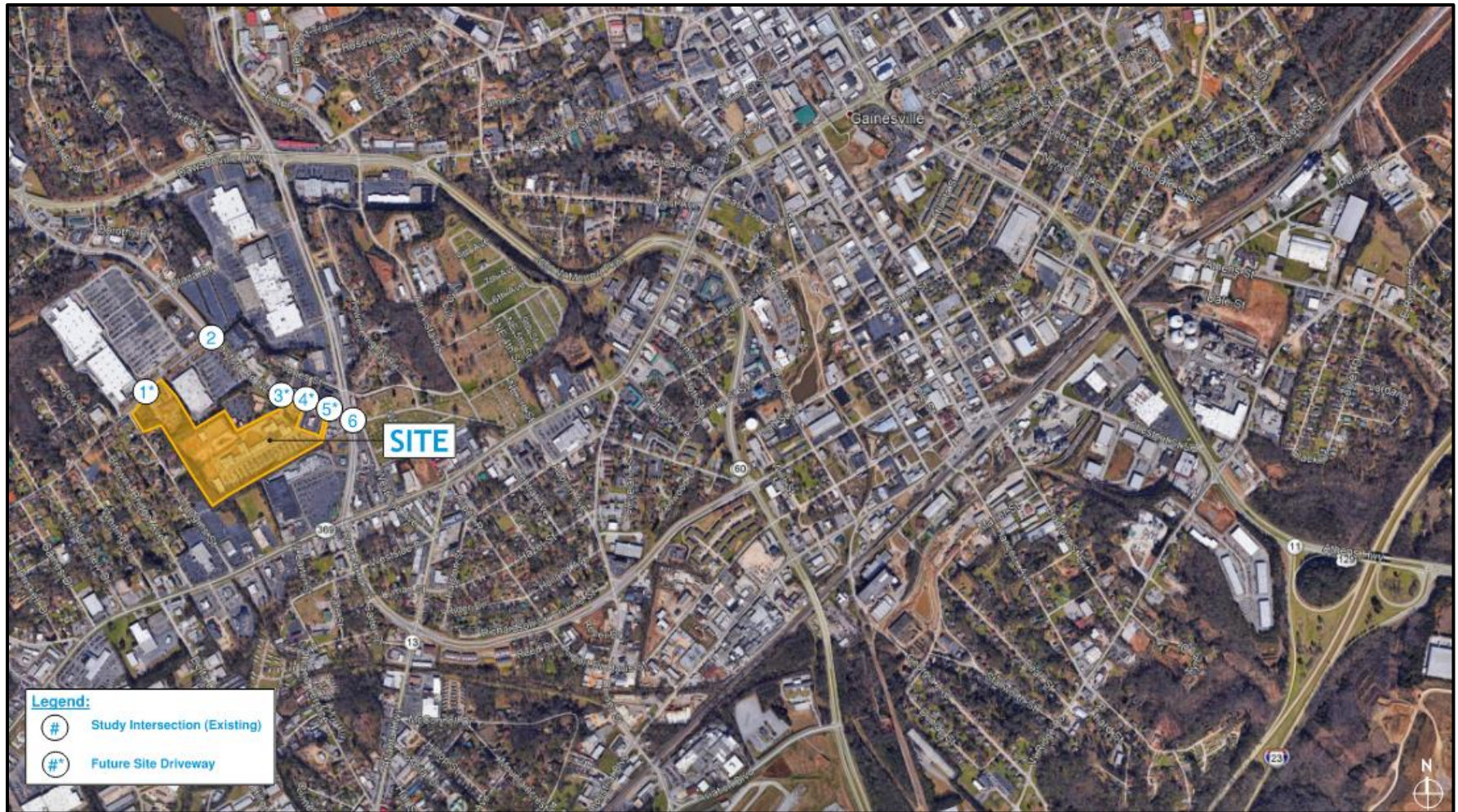


FIGURE 2 - AERIAL VIEW OF STUDY AREA

2. EXISTING CONDITIONS

2.1. Roadways

Pearl Nix Parkway is a four-lane divided roadway running north-south that serves primarily commercial developments in the vicinity of the site. Pearl Nix Parkway begins at its intersection with SR 60/Queen City Parkway and continues through SR 53/Dawsonville Highway where it later drops to two-lanes and becomes Chestatee Road. It is classified as an urban minor arterial with a 35-mph speed limit in the vicinity of the site. Near the study area, there are pedestrian facilities to cross Pearl Nix Parkway along Shallowford Road; however, there are no bicycle or pedestrian facilities along the roadway.

Shallowford Road is a four-lane roadway, divided by a two-way left-turn lane, running east-west that serves primarily commercial developments in the vicinity of the site. Shallowford Road begins at its intersection with SR 53/Dawsonville Highway and continues east where it aligns with West End Avenue at its intersection with Pearl Nix Parkway. It is classified as an urban minor arterial with a 35-mph speed limit in the vicinity of the site. Near the study area, there are sidewalks along both sides of Shallowford Road. There are no bicycle facilities present along the roadway, however.

Skelton Road is a two-lane undivided roadway running north-south that serves a mixture of commercial and residential developments in the vicinity of the site. Skelton Road begins in the south at SR 369/Browns Bridge Road and continues north where it terminates at its intersection with Shallowford Road. The roadway segment is classified as an urban minor collector with a posted speed limit of 30 mph in the vicinity of the site. There are no bicycle or pedestrian facilities present within the study area.

2.2. Intersections

The following six intersections were identified to be studied (future site driveways marked with asterisks):

1. **Skelton Road at U-Haul Driveway/Future Site Driveway #1*****
2. **Shallowford Road at Skelton Road**
3. **Shallowford Road at Albert Street/Commercial Driveway #1/Future Site Driveway #2*****
4. **Shallowford Road at Regions Bank Driveway/Commercial Driveway #2/Future Site Driveway #3*****
5. **Shallowford Road at Commercial Driveway #3/Future Site Driveway #4*****
6. **Pearl Nix Parkway at Shallowford Road**

The existing lane geometries and intersection control types are presented in Figure 3.

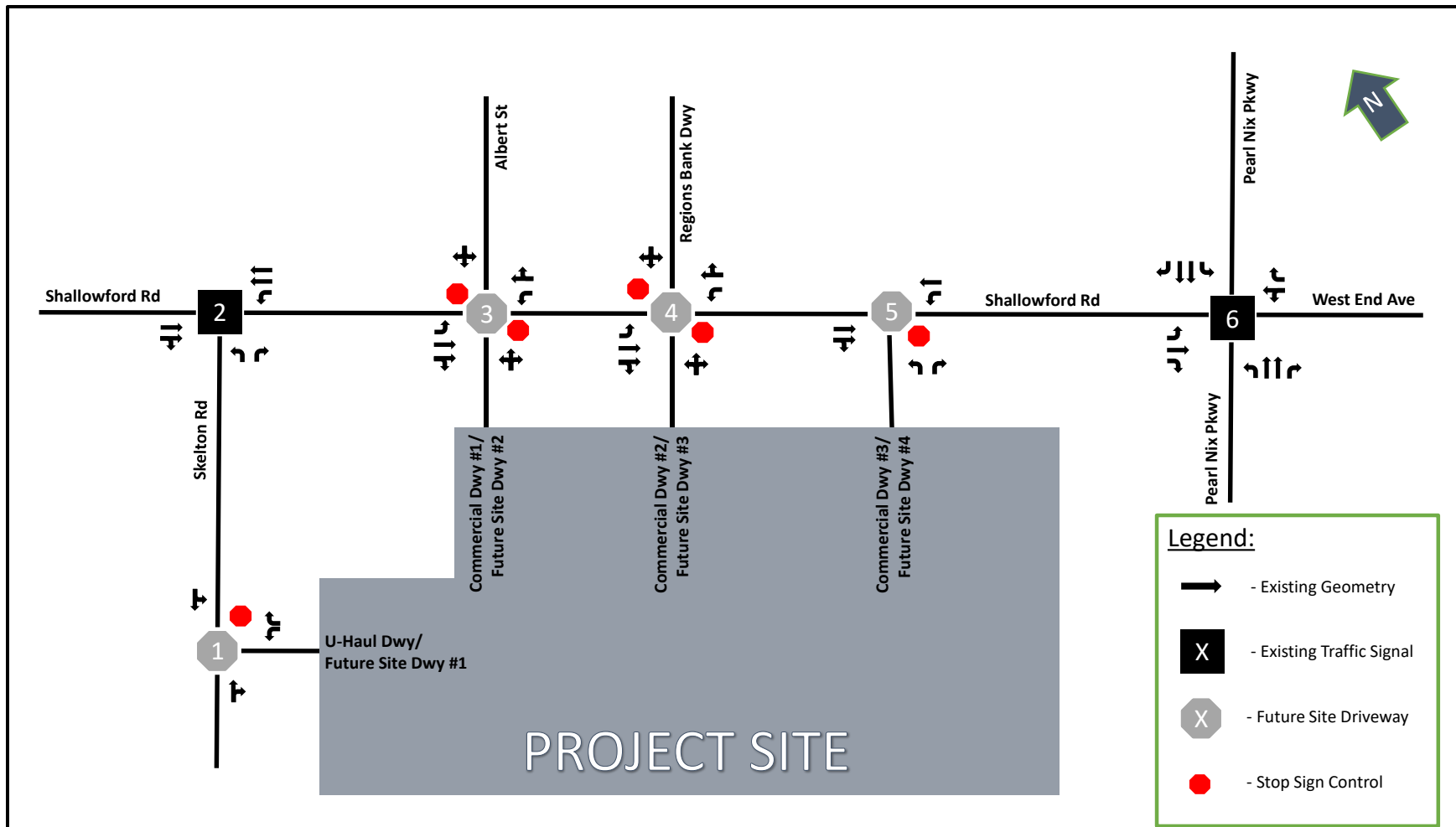


FIGURE 3 - EXISTING AND PROPOSED INTERSECTION GEOMETRIES

3. TRAFFIC PROJECTIONS

3.1. Existing Traffic Counts

The traffic data utilized for this project was collected on Wednesday, August 25, 2021. The count data includes weekday AM (7-9 AM) and PM (4-6 PM) peak period turning movement counts for each of the existing intersections. The following traffic counts were utilized:

- 4-Hour Turning Movement Count (TMC)
 - Skelton Road at U-Haul Driveway
 - Shallowford Road at Skelton Road
 - Shallowford Road at Albert Street/Commercial Driveway #1
 - Shallowford Road at Regions Bank Driveway/Commercial Driveway #2
 - Shallowford Road at Commercial Driveway #3
 - Pearl Nix Parkway at Shallowford Road

24-hour volume counts were also obtained for the following locations:

- Pearl Nix Parkway south of Shallowford Road
- Shallowford Road east of Skelton Road
- Skelton Road south of Shallowford Road

The Existing 2021 peak hour traffic information can be found in Figure 4. All traffic count data collected as part of this project can be found in **Appendix B**.

3.2. COVID Traffic Check

Per the guidance of GDOT, any traffic counts obtained after March 2020 should have a COVID check performed. This COVID check compares pre-COVID volumes with post-COVID volumes to see if a correction factor needs to be applied to the traffic counts. The correction factor will try to align the post-COVID counts to be more in line with pre-COVID traffic volumes. The assumption is that traffic volumes have dropped post-COVID, however, it is anticipated that traffic volumes will eventually reach the same level they would have reached following a pre-COVID growth pattern.

The goal of this check is to make sure transportation projects are being planned for and built to the assumption that traffic volumes will recover to the level of pre-COVID volumes.

Our team performed this COVID check and determined that no COVID adjustment factor was needed. Please refer to **Appendix C** for these calculations.

3.3. Future Background Traffic

A build-out year of 2024 was established for the project. To account for the growth over the next 3 years, an average annual growth rate was determined based on historical Average Annual Daily Traffic (AADT) counts recorded by nearby GDOT Count Stations. AADTs from the following stations were obtained from the Traffic Analysis and Data Application (TADA) website (gdottrafficdata.drakewell.com) to establish the growth rate:

- 0000139-0647; Shallowford Road, east of Skelton Road
- 0000139_0709; Pearl Nix Parkway, north of Shallowford Road
- 0000139_0707; Pearl Nix Parkway, south of Shallowford Road
- 0000139_0188; Skelton Road, south of the proposed development

Both the 5-year and 15-year growth rates were calculated at each of the historical traffic count locations. The 5-year growth rate of the three locations averaged 1.3% while the 15-year growth rate averaged 2.5%. Overall, a 1.3% annual growth rate was used in this project. The growth rate calculations can be found in **Appendix D**. The 1.3% growth rate was applied to the Existing 2021 peak hour traffic for a period of three years to establish the Opening Year 2024 – Background traffic volumes. The Opening Year 2024 – Background peak hour traffic is shown in Figure 5.

3.4. Trip Generation

The traffic that would be generated by the proposed development was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual (TGM) 10th Edition. The trips expected to be generated by this development were determined using ITE Land Use Code 820 – Shopping Center for the proposed retail, ITE Land Use Code 930 – Fast Casual Restaurant, ITE Land Use 221 – Multifamily Housing (Mid-Rise) for the apartment units, ITE Land Use Code 210 – Single-Family Detached Housing for the rental units, and ITE Land Use Code 220 – Multifamily Housing (Low-Rise) for the townhome units. The total number of project-generated trips was estimated for the typical weekday and the morning (AM) and evening (PM) peak hours.

3.5. Pass-by Trip Adjustment

Not all of the trips entering and exiting the development result in new traffic being added to the road system. A portion of the trips will be attracted into the site from the traffic streams that were already passing by on the adjacent streets. Pass-by trips can represent a significant portion of the trips entering and exiting a commercial site. There are data that can be used to quantify the magnitude of pass-by trips provided in ITE's Trip Generation Handbook.

The Trip Generation Handbook shows a weekday PM peak period pass-by rate for ITE Code 820 – Shopping Center of 34%. For ITE Code 930 – Fast Casual Restaurant, there is not currently a pass-by rate established in the Trip Generation Handbook. Therefore, a PM peak period pass-by rate of 43% was used to match ITE Code 932 – High Turnover Sit-Down Restaurant. The pass-by rates were checked to assure that the pass-by trips did not exceed 15% of the adjacent street volume.

Pass-by trips are always included in the driveway movements. Pass-by trips are subtracted from the through volumes passing a given site driveway.

Table 1 shows the application of the trip generation and the trip adjustment strategies for the Opening Year 2024 – With Project scenarios. The resulting trip projections are provided in terms of daily traffic and also for each of the peak periods.

TABLE 1 - TRIP GENERATION

Category	Code	Size	Unit	Total	In	Out	Total	In	Out	Total	In	Out
Shopping Center	820	9.00	ksf	340	170	170	27	15	12	38	19	19
Internal Trips				134	85	49	3	1	2	30	14	16
External Trips				206	85	121	24	14	10	8	5	3
Pass-by Trips		34% PM		70	29	41				3	2	1
New Trips				136	56	80	24	14	10	5	3	2
Fast Casual Restaurant	930	3.50	ksf	1,103	551	552	127	79	48	153	70	83
Internal Trips				176	77	99	22	19	3	34	10	24
External Trips				927	474	453	105	60	45	119	60	59
Pass-by Trips		43% PM		399	204	195				51	26	25
New Trips				528	270	258	105	60	45	68	34	34
Multifamily Housing (Mid-Rise)	221	184	Units	1,001	500	501	59	16	43	75	45	30
Internal Trips				185	80	105	10	1	9	20	12	8
External Trips				816	420	396	49	15	34	55	33	22
Pass-by Trips												
New Trips				816	420	396	49	15	34	55	33	22
Single-Family Detached Housing	210	67	Units	632	316	316	51	13	38	67	43	24
Internal Trips				117	66	51	9	1	8	19	12	7
External Trips				515	250	265	42	12	30	48	31	17
Pass-by Trips												
New Trips				515	250	265	42	12	30	48	31	17
Multifamily Housing (Low-Rise)	220	85	Units	602	301	301	49	14	35	58	34	24
Internal Trips												
External Trips				602	301	301	49	14	35	58	34	24
Pass-by Trips												
New Trips				602	301	301	49	14	35	58	34	24
Total Trips				3,678	1,838	1,840	313	137	176	391	211	180
Total Internal Trips				612	308	304	44	22	22	103	48	55
Total External Trips				3,066	1,530	1,536	269	115	154	288	163	125
Total Pass-by Trips				469	233	236				54	28	26
Total New Trips				2,597	1,297	1,300	269	115	154	234	135	99

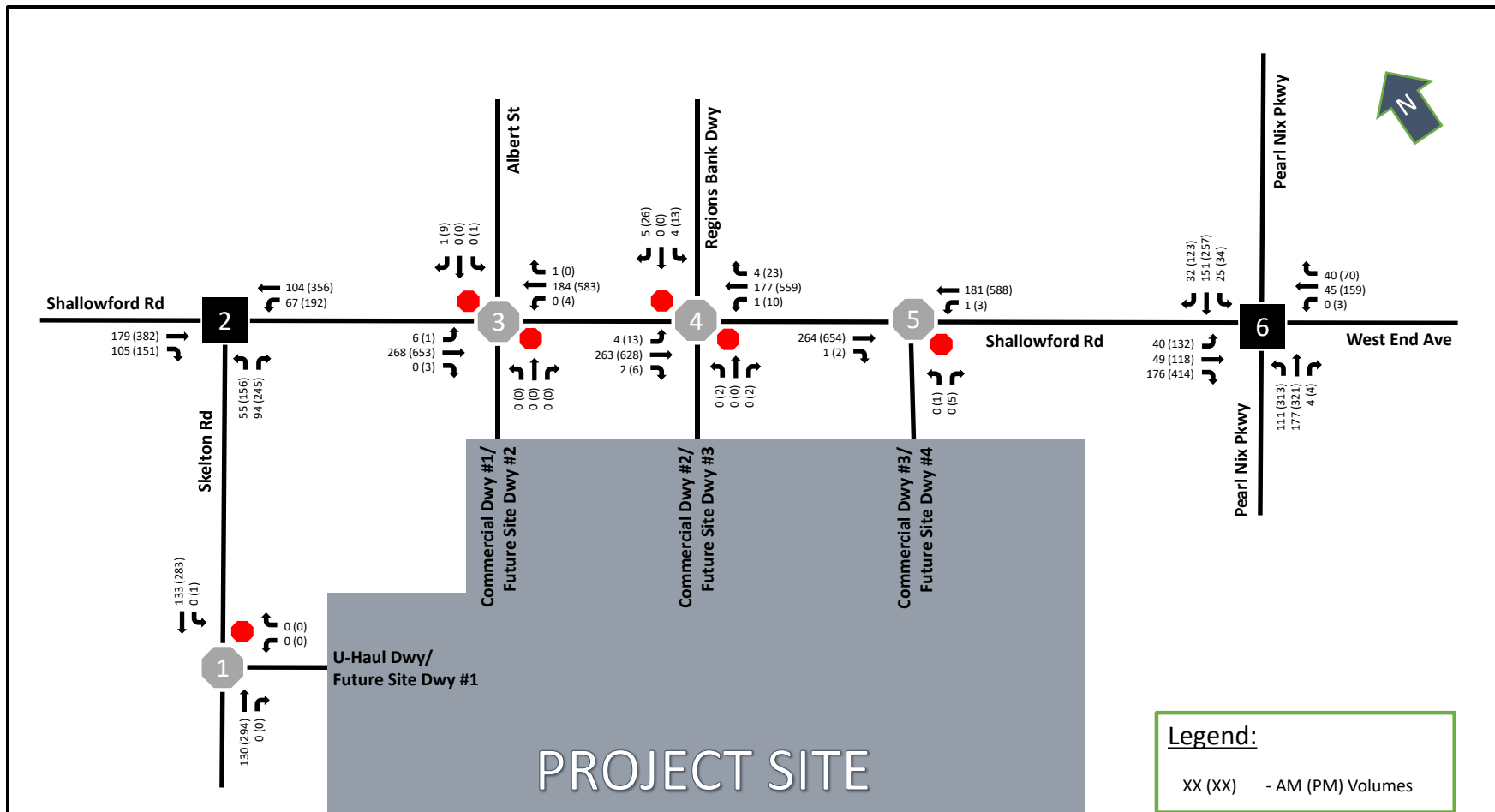


FIGURE 4 - EXISTING 2021 - PEAK HOUR TRAFFIC



3.6. Distribution of Project-Generated Trips

The project-generated trips were distributed across the surrounding roadway network based on the distribution of existing traffic in each peak hour. New trips were distributed to all four cardinal directions via Shallowford Road, Pearl Nix Parkway, Skelton Road, and West End Avenue. The proposed trip distribution is shown in Figure 6.

3.7. Assignment of Project-Generated Trips

The number of new and pass-by trips at the study intersections were determined using the trip generation and distribution already discussed.

Figure 7 shows the new Peak Hour Trip Adjustments, and Figure 8 shows the Opening Year 2024 – With Project peak hour traffic volumes.

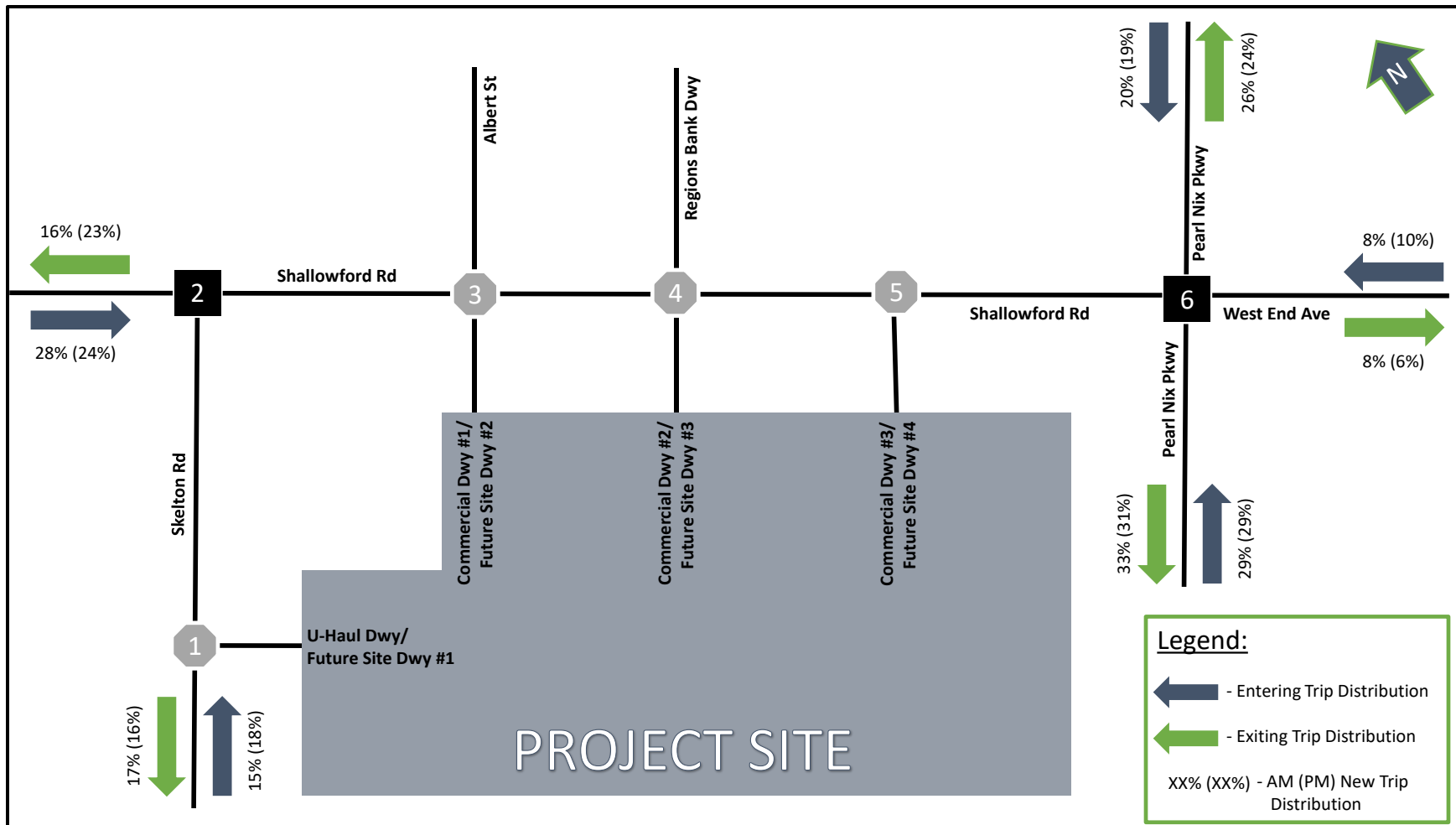


FIGURE 6 - NEW TRIP DISTRIBUTION

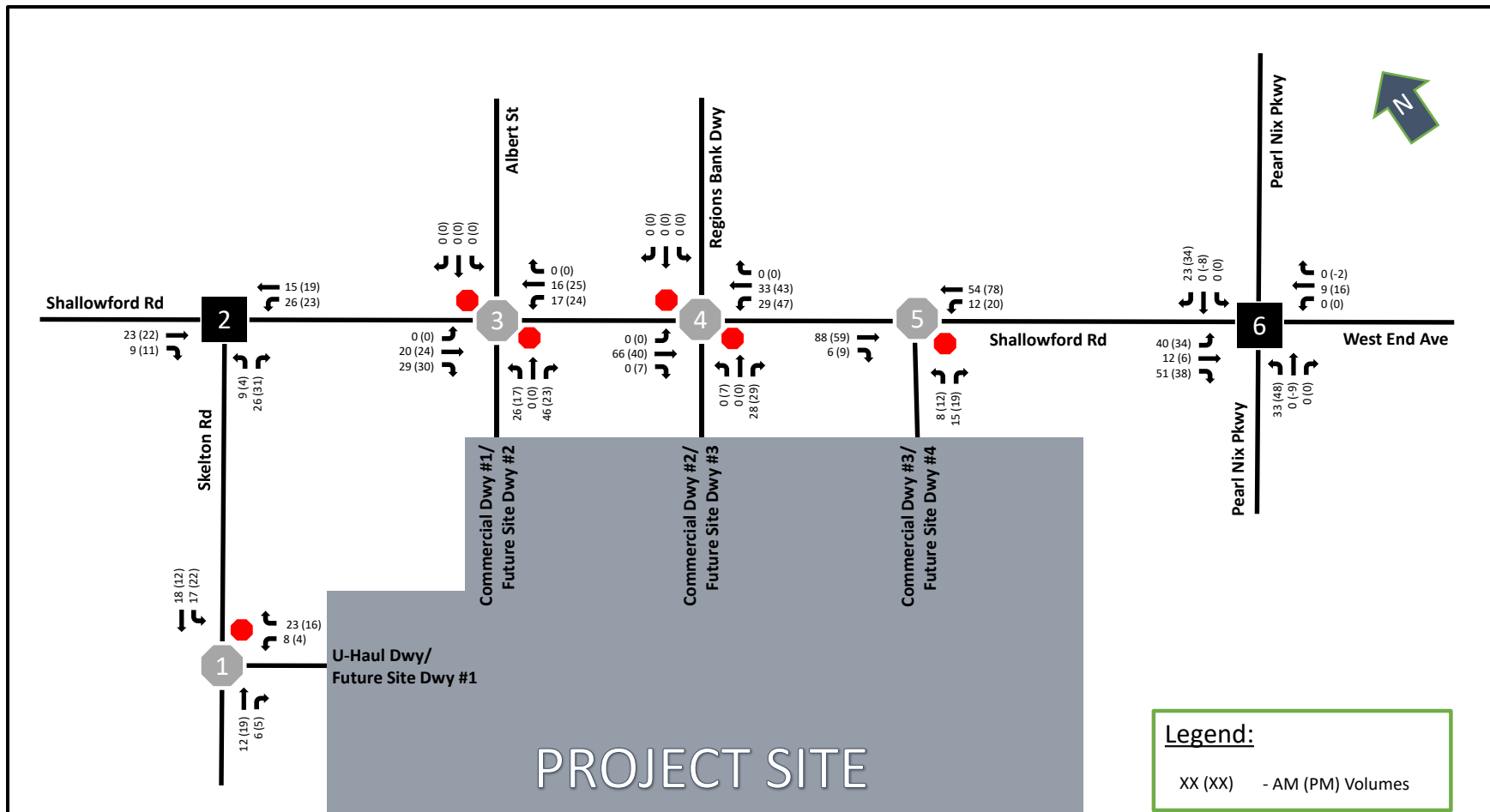


FIGURE 7 - PEAK HOUR TRIP ADJUSTMENTS

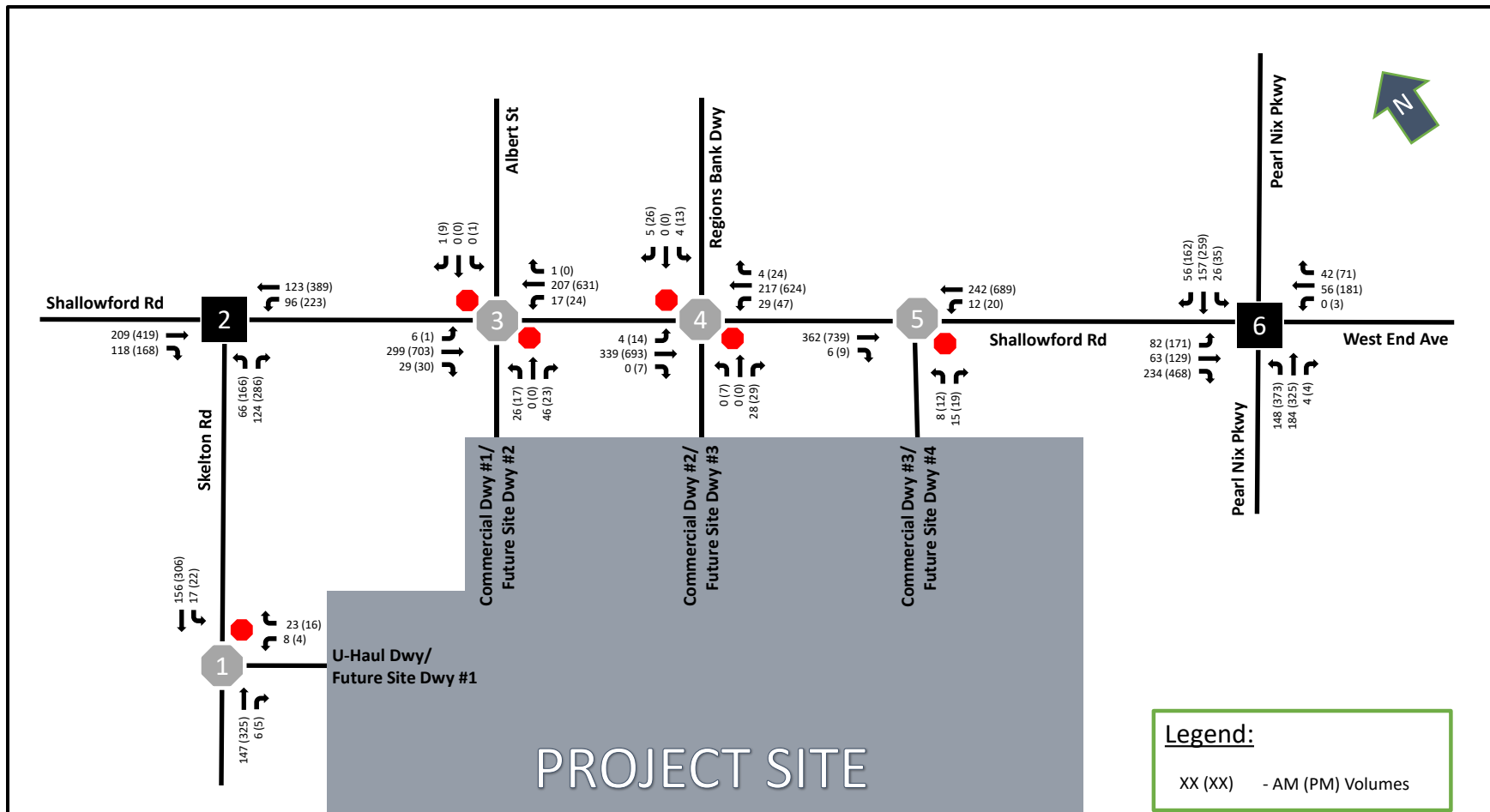


FIGURE 8 - OPENING YEAR 2024 - WITH PROJECT - PEAK HOUR TRAFFIC

4. DATA ANALYSIS

4.1. Level of Service Criteria

In order to quantify the impacts of additional traffic and to determine any needed roadway and/or operational improvements, a capacity analysis was performed for the Existing 2021, Opening Year 2024 – Background, and Opening Year 2024 – With Project peak hour conditions based on the methodology outlined in the *Highway Capacity Manual (HCM)*. There are various computer programs available that implement the *HCM* methodology. For this project, Synchro 11 was used to analyze the signalized intersections and HCS7 was used to analyze the unsignalized intersections.

HCM defines level of service (LOS) in terms of the amount of control delay, including initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The LOS categories range from A to F, with different thresholds specified according to the type of stop control at the intersection. The LOS criteria for unsignalized, signalized, and roundabout intersections are listed in Table 2.

TABLE 2 - LEVEL OF SERVICE CRITERIA

Level of Service (LOS)	Unsignalized Control Delay per Vehicle (sec)	Signalized or Roundabout Control Delay per Vehicle (sec)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Rural, sparsely developed areas have a minimum LOS requirement of C based on rural residents' expectation for relatively uncongested conditions in combination with design flexibility associated with lower right of way costs. The minimum LOS for urban areas is D, reflecting the greater acceptance of delay and congestion by urban residents. Additionally, the increased density of developments makes right of way costs much higher in urban areas. The study area is located in an urban setting; therefore, the minimum requirement is LOS D.

4.2. Existing Intersection Capacity Analysis

A capacity analysis was performed to evaluate the AM and PM peak hour periods for the Existing 2021 conditions. The results of the analysis are listed in Table 3. Synchro and HCS reports are included in **Appendix E**.

TABLE 3 - EXISTING 2021 - CAPACITY ANALYSIS RESULTS

No.	Intersection	Intersection Control	Movement	Existing 2021			
				AM Peak		PM Peak	
				LOS	sec/veh	LOS	sec/veh
1	Skelton Road at U-Haul Driveway	Side Street Stop	WB	A	0.0	A	0.0
			NB	A	0.0	A	0.0
			SB	A	0.0	A	0.0
2	Shallowford Road at Skelton Road	Signalized	Overall	B	14.8	B	18.0
3	Shallowford Road at Albert Street	Side Street Stop	EBL	A	7.7	A	8.7
			EBT+R	A	0.0	A	0.0
			WBL	A	7.9	A	9.0
			WBT+R	A	0.0	A	0.1
			NB	A	0.0	A	0.0
			SB	A	9.4	B	13.6
4	Shallowford Road at Regions Bank Driveway	Side Street Stop	EBL	A	7.7	A	9.0
			EBT+R	A	0.1	A	0.2
			WBL	A	7.9	A	9.3
			WBT+R	A	0.0	A	0.2
			NB	A	0.0	D	31.5
			SB	B	10.4	C	20.0
5	Shallowford Road at Strip Mall Access/Driveway #3	Side Street Stop	EBT+R	A	0.0	A	0.0
			WBL	A	7.9	A	9.3
			WB	A	0.0	A	0.0
			NBL	B	12.5	E	35.9
			NBR	A	9.2	B	10.9
6	Pearl Nix Parkway at Shallowford Road	Signalized	Overall	B	19.6	C	26.7

The following inadequate operations were observed for the Existing 2021 conditions:

- Shallowford Road at Commercial Driveway #3 (unsignalized)
 - The northbound left-turn movement is currently exhibiting LOS E in the PM Peak period.

4.3. Opening Year Intersection Capacity Analysis

A capacity analysis was performed to evaluate the AM and PM Peak periods in Opening Year 2024. For the purposes of this study, the following assumptions were made:

- Opening Year 2024 – Background
 - This scenario assumes that the existing roadway and lane assignments are expected to be the same in year 2024.
- Opening Year 2024 – With Project
 - This scenario assumes the same roadway network and lane assignments as in the Opening Year 2024 Background scenario. The proposed driveways are detailed below:
 - Skelton Road at Site Driveway #1 is proposed as full access and will utilize the existing lane assignments along Skelton Road. The site driveway will be a shared left+through+right lane exiting the site with a single lane entering.

- Shallowford Road at Albert Street/Site Driveway #2 is proposed as full access and will utilize the existing lane assignments along Shallowford Road. The site driveway will be a shared left+through+right lane exiting the site with a single lane entering.
- Shallowford Road at Regions Bank Driveway/Site Driveway #3 is proposed as full access and will utilize the existing lane assignments along Shallowford Road. The site driveway will be a shared left+through+right lane exiting the site with a single lane entering.
- Shallowford Road at Site Driveway #4 is proposed as full access and will utilize the existing lane assignments along Shallowford Road. The site driveway will be a shared left+right lane exiting the site with a single lane entering.

The results of the Opening Year 2024 analysis are shown in Table 4. Synchro and HCS reports for the Opening Year 2024 analysis are included in **Appendix F**.

TABLE 4 - OPENING YEAR 2024 - CAPACITY ANALYSIS RESULTS

No.	Intersection	Intersection Control	Movement	Background 2024 AM		With Project 2024 AM		Background 2024 PM		With Project 2024 PM	
				LOS	sec/veh	LOS	sec/veh	LOS	sec/veh	LOS	sec/veh
1	Skelton Road at U-Haul Driveway/ Future Site Driveway #1	Side Street Stop	WB	A	0.0	A	9.8	A	0.0	B	11.7
			NB	A	0.0	A	0.0	A	0.0	A	0.0
			SB	A	0.0	A	0.9	A	0.0	A	0.8
2	Shallowford Road at Skelton Road	Signalized	Overall	B	14.9	B	15.5	B	18.1	B	18.4
3	Shallowford Road at Albert Street/ Future Site Driveway #2	Side Street Stop	EBL	A	7.7	A	7.7	A	8.8	A	8.9
			EBT+R	A	0.2	A	0.1	A	0.0	A	0.0
			WBL	A	7.9	A	8.1	A	9.1	A	9.4
			WBT+R	A	0.0	A	0.6	A	0.1	A	0.3
			NB	A	0.0	B	12.9	A	0.0	D	33.8
			SB	A	9.4	A	9.5	B	13.9	B	14.6
4	Shallowford Road at Regions Bank Driveway/ Future Site Driveway #3	Side Street Stop	EBL	A	7.7	A	7.8	A	9.2	A	9.3
			EBT+R	A	0.1	A	0.1	A	0.2	A	0.2
			WBL	A	7.9	A	8.2	A	9.4	A	9.8
			WBT+R	A	0.0	A	1.0	A	0.2	A	0.7
			NB	A	0.0	A	9.6	D	34.3	D	29.6
			SB	B	10.5	B	11.7	C	21.1	D	27.2
5	Shallowford Road at Commercial Driveway #3/ Future Site Driveway #4	Side Street Stop	EBT+R	A	0.0	A	0.0	A	0.0	A	0.0
			WBL	A	7.9	A	8.2	A	9.4	A	9.9
			WB	A	0.0	A	0.4	A	0.0	A	0.3
			NBL	B	12.7	--	--	E	38.8	--	--
			NBR	A	9.2	--	--	B	11.1	--	--
			NB	--	--	B	11.9	--	--	D	33.4
6	Pearl Nix Parkway at Shallowford Road	Signalized	Overall	B	19.8	C	21.0	C	27.5	C	29.8

The following inadequate operations were observed for the Opening Year 2024 conditions:

- Shallowford Road at Commercial Driveway #3 (unsignalized)
 - The northbound left-turn movement is expected to exhibit unsatisfactory LOS in the Background scenario for the PM peak period. However, it should be noted that the overall northbound approach is expected to operate with adequate LOS during this scenario. For the With Project scenario, Future Site Driveway #4 becomes a single lane approach and is expected to operate adequately with LOS D.

4.4. Back of Queue Analysis

A Back of Queue (BOQ) analysis was used to determine the storage needs for Opening Year 2024. The 95th percentile BOQ length was calculated for specific movements at each intersection. The queue is expected to be the reported length or shorter 95 percent of the time. The BOQ results were taken from the capacity analysis reports output by Synchro and HCS for each study intersection (refer to **Appendix F** for those printouts). Table 5 lists the BOQ lengths for each peak hour of the Opening Year 2024 – Background and With Project scenarios.

TABLE 5 - OPENING YEAR 2024 - BACK OF QUEUE RESULTS

No.	Intersection	Intersection Control	Movement	Existing Full Length Storage (feet)	95th Percentile Back of Queue (feet)			
					Background	With Project	Background	With Project
					AM Peak		PM Peak	
1	Skelton Road at U-Haul Driveway/ Future Site Driveway #1	Side Street Stop	WB	N/A	0	25	0	25
			NB	N/A	0	0	0	0
			SB	N/A	0	0	0	25
2	Shallowford Road at Skelton Road	Side Street Stop	EBT+R	N/A	44	55	150	167
			WBL	100'	25	30	77	87
			WBT+R	N/A	25	25	65	68
			NBL	N/A	83	92	190	195
			NBR	250'	36	38	56	76
3	Shallowford Road at Albert Street/ Future Site Driveway #2	Side Street Stop	EBL	TWTL	0	0	0	0
			EBT+R	N/A	0	0	0	0
			WBL	100'	0	25	0	25
			WBT+R	N/A	0	0	0	0
			NB	N/A	0	25	0	25
			SB	N/A	0	0	25	25
4	Shallowford Road at Regions Bank Driveway/ Future Site Driveway #3	Side Street Stop	EBL	TWTL	0	0	25	25
			EBT+R	N/A	0	0	0	0
			WBL	TWTL	0	25	0	25
			WBT+R	N/A	0	0	0	0
			NB	N/A	0	25	25	25
			SB	N/A	0	25	25	25
5	Shallowford Road at Commercial Driveway #3/ Future Site Driveway #4	Side Street Stop	EBT+R	N/A	0	0	0	0
			WBL	TWTL	0	0	0	25
			WB	N/A	0	0	0	0
			NBL	N/A	0	--	0	--
			NBR	50'	0	--	0	--
			NB	N/A	--	25	--	25
6	Pearl Nix Parkway at Shallowford Road at	Side Street Stop	EBL	80'	39	70	144	204
			EBT	N/A	46	58	132	145
			EBR	N/A	25	25	111	126
			WBL+T	N/A	56	67	250	298
			WBR	90'	0	0	0	0
			NBL	430'	56	72	152	176
			NBT	N/A	60	61	98	96
			NBR	225'	0	0	0	0
			SBL	145'	37	40	60	62
			SBT	N/A	69	73	138	141
			SBR	250'	0	0	0	25

The BOQ results indicate the following:

- Pearl Nix Parkway at Shallowford Road (signalized)
 - The eastbound left-turn queue off of Shallowford Road is expected to be 144' for the Background PM scenario and 204' for the With Project scenario. Currently, the striped left-turn lane is only 80'; however, the left-turn lane could be extended by utilizing the existing TWLTL along Shallowford Road. Additionally, the eastbound left-turn movement is not currently receiving a lot of green time in the existing timing parameters. It is expected that small increments of green time for the eastbound left-turn movement will reduce the queue lengths currently shown in the table above.

5. CONCLUSIONS

The proposed development will be positioned on approximately 25 total acres in Hall County. The development is proposed to consist of a 9,000 square foot of retail development, a 3,500 square foot fast-casual restaurant, 184 apartment units, 67 single-family rental units, and 85 townhome units. The proposed development will consist of four access points onto the surrounding roadways. In the northwestern quadrant, there is a full access driveway providing access to Skelton Road while the remaining three driveways provide access to Shallowford Road. The proposed development is expected to be built in one stage and is expected to be built out in 2024.

The proposed project is expected to generate a total of 2,597 new trips on a typical weekday. A total of 269 new trips would be generated during the AM Peak hour, and 234 new trips would be generated during the PM peak hour. A portion of the total trips for the proposed development are expected to be comprised of internal trips between land uses. Based on the land uses within the development, a total of 612 trips are expected on a typical weekday. A total of 44 internal trips would be generated during the AM peak hour, and 103 internal trips would be generated during the PM peak hour. The proposed project is expected to generate a total of 469 pass-by trips on a typical weekday. A total of 54 pass-by trips are expected to be generated during the PM peak hour. Based on the expected land uses within the development, there are currently no pass-by trips expected for the AM peak hour.

In the Existing Year 2021 capacity analysis, the stop-controlled intersection at Shallowford Road and Commercial Driveway #3 exhibited unsatisfactory delay for the northbound left-turn movement during the PM peak period.

In the Opening Year 2024 – Background capacity analysis, the stop-controlled intersection at Shallowford Road and Commercial Driveway #3 continues to experience unsatisfactory delay during the PM peak period. The northbound left-turn movement is expected to operate with LOS E during this period.

In the Opening Year 2024 – Background back of queue analysis, one intersection is expected to have queues that extend beyond the existing storage bay. At the intersection of Pearl Nix Parkway and Shallowford Road, the eastbound left-turn queue is expected to extend beyond the existing storage bay during the PM peak period.

In the Opening Year 2024 – With Project capacity analysis, all intersections are expected to operate adequately during both peak hours.

In the Opening Year 2024 – With Project back of queue analysis, one intersection is expected to have queues that extend beyond the existing storage bay. At the intersection of Pearl Nix Parkway and Shallowford Road, the eastbound left-turn queue is expected to extend beyond the existing storage bay during the PM peak period. Currently, the striped left-turn lane is only 80'; however, the left-turn lane could be extended by utilizing the existing TWLTL along Shallowford Road. If queues in excess of 80' are experienced, it is expected that the existing TWLTL will accommodate the additional vehicles without affecting the operation at this intersection, or those in the immediate vicinity. Additionally, the eastbound left-turn movement is not currently receiving a lot of green time in the existing timing parameters. It is expected that small increments of green time for the eastbound left-turn movement will reduce the queue lengths currently shown in the table above.

Based on the above summary of capacity and queueing impacts, the proposed Shallowford Mixed-Use development is not expected to significantly impact the roadway network surrounding the development.

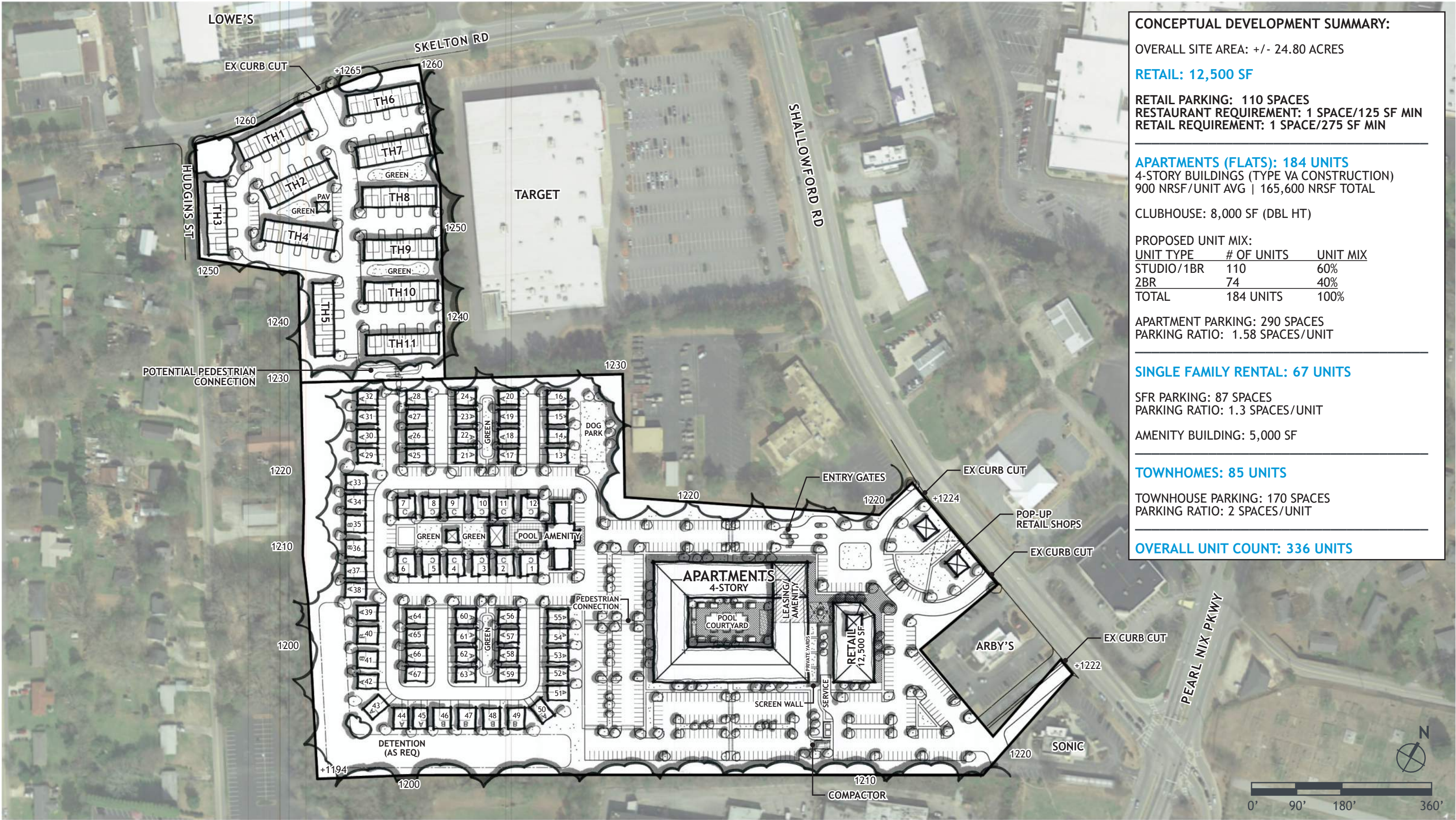
6. REFERENCES

1. Trip Generation, 10th Edition + Supplement, Institute of Transportation Engineers, Washington, DC, 2020.
2. Synchro, Version 11, Trafficware Ltd., Sugar Land, TX, 2019.
3. Highway Capacity Manual, 6th Edition, Transportation Research Board, Washington, DC, 2016
4. Highway Capacity Software, Version 7.9.6, McTrans, Gainesville, FL, 202.

APPENDIX A – SITE LAYOUT

Conceptual Site Plan

Shallowford Rd | Gainesville, GA



APPENDIX B – TRAFFIC COUNTS



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

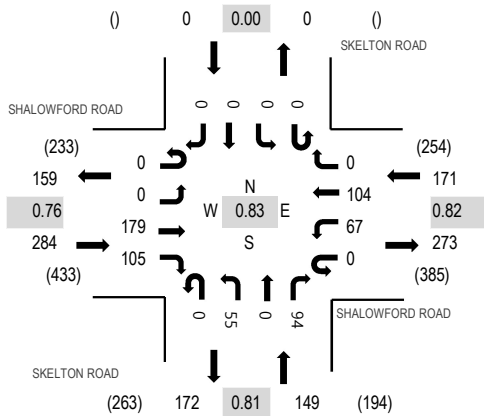
Location: #2 SKELTON ROAD & SHALOWFORD ROAD AM

Date: Wednesday, August 25, 2021

Peak Hour: 07:00 AM - 08:00 AM

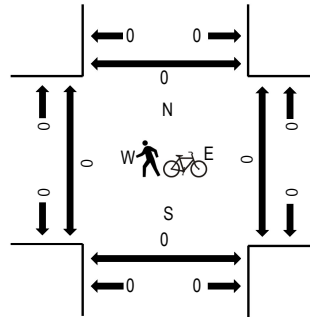
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SHALOWFORD ROAD Eastbound				SHALOWFORD ROAD Westbound				SKELTON ROAD Northbound				SKELTON ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	26	13	0	11	10	0	0	6	0	6	0	0	0	0	72	277	0	0	0	0
6:15 AM	0	0	14	12	0	5	13	0	0	7	0	5	0	0	0	0	56	329	0	0	0	0
6:30 AM	0	0	27	12	0	5	13	0	0	6	0	5	0	0	0	0	68	418	0	0	0	0
6:45 AM	0	0	24	21	0	12	14	0	0	5	0	5	0	0	0	0	81	503	0	0	0	0
7:00 AM	0	0	37	19	0	17	19	0	0	11	0	21	0	0	0	0	124	604	0	0	0	0
7:15 AM	0	0	48	21	0	13	28	0	0	7	0	28	0	0	0	0	145		0	0	0	0
7:30 AM	0	0	36	29	0	14	28	0	0	18	0	28	0	0	0	0	153		0	0	0	0
7:45 AM	0	0	58	36	0	23	29	0	0	19	0	17	0	0	0	0	182		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	4	0	3	1	0	0	0	0	0	0	0	0	0	8
Lights	0	0	177	99	0	63	99	0	0	52	0	90	0	0	0	0	580
Mediums	0	0	2	2	0	1	4	0	0	3	0	4	0	0	0	0	16
Total	0	0	179	105	0	67	104	0	0	55	0	94	0	0	0	0	604



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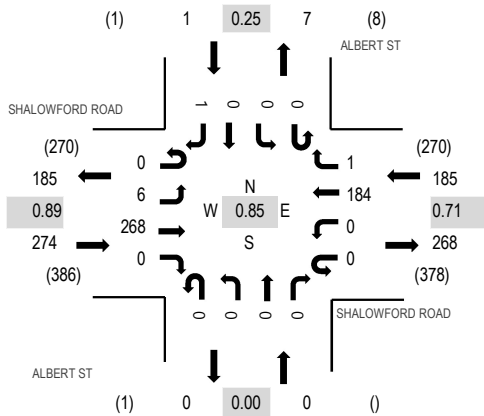
Location: #3 ALBERT ST & SHALOWFORD ROAD AM

Date: Wednesday, August 25, 2021

Peak Hour: 07:00 AM - 08:00 AM

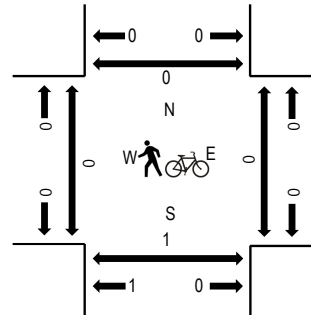
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SHALOWFORD ROAD Eastbound				SHALOWFORD ROAD Westbound				ALBERT ST Northbound				ALBERT ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	31	0	0	0	20	0	0	0	0	0	0	0	0	0	51	197	0	0	0	0
6:15 AM	0	1	21	0	0	0	16	0	0	0	0	0	0	0	0	0	38	241	0	0	0	0
6:30 AM	0	0	30	0	0	0	19	0	0	0	0	0	0	0	0	0	49	327	0	0	1	0
6:45 AM	0	0	28	1	0	0	30	0	0	0	0	0	0	0	0	0	59	383	0	0	0	0
7:00 AM	0	1	62	0	0	0	32	0	0	0	0	0	0	0	0	0	95	460	0	0	0	0
7:15 AM	0	2	75	0	0	0	45	1	0	0	0	0	0	0	0	1	124		0	0	0	0
7:30 AM	0	3	60	0	0	0	42	0	0	0	0	0	0	0	0	0	105		0	0	1	0
7:45 AM	0	0	71	0	0	0	65	0	0	0	0	0	0	0	0	0	136		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
Lights	0	6	262	0	0	0	175	1	0	0	0	0	0	0	0	1	445
Mediums	0	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	11
Total	0	6	268	0	0	0	184	1	0	0	0	0	0	0	0	1	460



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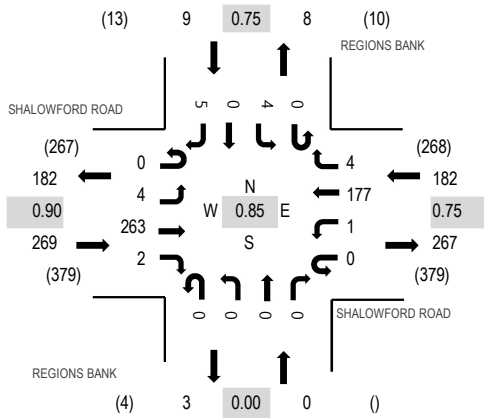
Location: #4 REGIONS BANK & SHALOWFORD ROAD AM

Date: Wednesday, August 25, 2021

Peak Hour: 07:00 AM - 08:00 AM

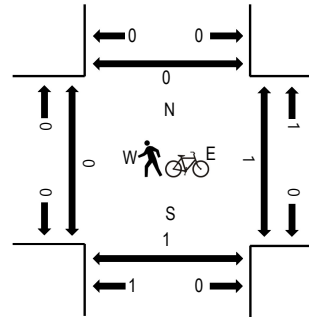
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SHALOWFORD ROAD Eastbound				SHALOWFORD ROAD Westbound				REGIONS BANK Northbound				REGIONS BANK Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	31	1	0	0	19	0	0	0	0	0	0	0	0	1	52	200	0	0	0	0
6:15 AM	0	0	18	0	0	0	17	2	0	0	0	0	0	2	0	0	39	244	0	0	0	0
6:30 AM	0	0	33	0	0	0	19	0	0	0	0	0	0	1	0	0	53	322	0	0	1	0
6:45 AM	0	0	27	0	0	0	29	0	0	0	0	0	0	0	0	0	56	381	0	0	0	0
7:00 AM	0	1	62	0	0	0	33	0	0	0	0	0	0	0	0	0	96	460	0	0	0	0
7:15 AM	0	3	72	0	0	0	39	0	0	0	0	0	0	0	0	3	117		0	0	0	0
7:30 AM	0	0	59	1	0	0	45	4	0	0	0	0	0	2	0	1	112		0	0	1	0
7:45 AM	0	0	70	1	0	1	60	0	0	0	0	0	0	2	0	1	135		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
Lights	0	4	257	2	0	1	168	4	0	0	0	0	0	4	0	5	445
Mediums	0	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	11
Total	0	4	263	2	0	1	177	4	0	0	0	0	0	4	0	5	460



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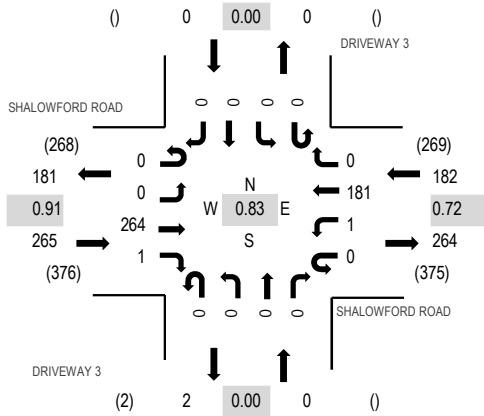
Location: #5 DRIVEWAY 3 & SHALOWFORD ROAD AM

Date: Wednesday, August 25, 2021

Peak Hour: 07:00 AM - 08:00 AM

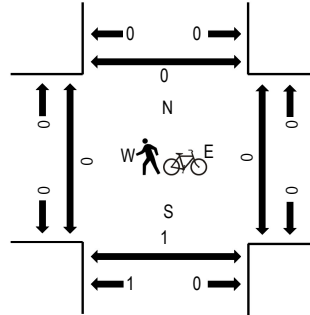
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SHALOWFORD ROAD Eastbound				SHALOWFORD ROAD Westbound				DRIVEWAY 3 Northbound				DRIVEWAY 3 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	31	0	0	0	19	0	0	0	0	0	0	0	0	0	50	198	0	0	0	0
6:15 AM	0	0	21	0	0	0	19	0	0	0	0	0	0	0	0	0	40	241	0	0	0	0
6:30 AM	0	0	32	0	0	0	19	0	0	0	0	0	0	0	0	0	51	311	0	1	0	0
6:45 AM	0	0	27	0	0	0	30	0	0	0	0	0	0	0	0	0	57	369	0	0	0	0
7:00 AM	0	0	60	0	0	1	32	0	0	0	0	0	0	0	0	0	93	447	0	0	0	0
7:15 AM	0	0	73	0	0	0	37	0	0	0	0	0	0	0	0	0	110		0	0	0	0
7:30 AM	0	0	60	0	0	0	49	0	0	0	0	0	0	0	0	0	109		0	0	1	0
7:45 AM	0	0	71	1	0	0	63	0	0	0	0	0	0	0	0	0	135		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
Lights	0	0	258	1	0	1	172	0	0	0	0	0	0	0	0	0	432
Mediums	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	12
Total	0	0	264	1	0	1	181	0	0	0	0	0	0	0	0	0	447



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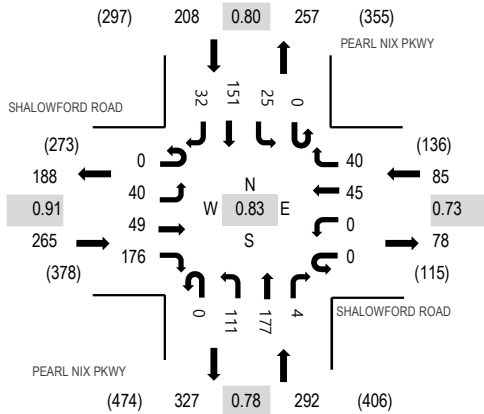
Location: #6 PEARL NIX PKWY & SHALOWFORD ROAD AM

Date: Wednesday, August 25, 2021

Peak Hour: 07:00 AM - 08:00 AM

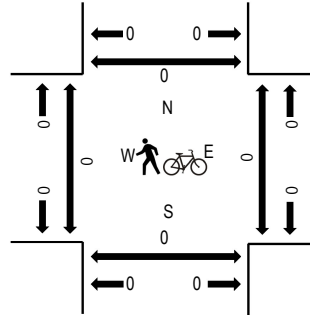
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SHALOWFORD ROAD Eastbound				SHALOWFORD ROAD Westbound				PEARL NIX PKWY Northbound				PEARL NIX PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	2	8	21	0	1	6	0	0	8	18	0	0	1	14	4	83	367	0	0	0	0
6:15 AM	0	3	9	11	0	0	5	4	0	11	9	0	0	2	10	2	66	447	0	0	0	0
6:30 AM	0	1	10	20	0	0	11	6	0	8	20	1	0	1	21	2	101	596	0	0	0	0
6:45 AM	0	2	4	22	0	0	8	10	0	16	23	0	0	1	27	4	117	712	0	0	0	0
7:00 AM	0	9	11	44	0	0	9	8	0	21	28	1	0	3	24	5	163	850	0	0	0	0
7:15 AM	0	9	13	51	0	0	9	9	0	29	44	1	0	12	34	4	215		0	0	0	0
7:30 AM	0	14	13	33	0	0	10	11	0	25	49	1	0	6	44	11	217		0	0	0	0
7:45 AM	0	8	12	48	0	0	17	12	0	36	56	1	0	4	49	12	255		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
Lights	0	37	49	173	0	0	44	39	0	104	171	4	0	25	149	30	825
Mediums	0	3	0	3	0	0	1	1	0	3	6	0	0	0	2	2	21
Total	0	40	49	176	0	0	45	40	0	111	177	4	0	25	151	32	850



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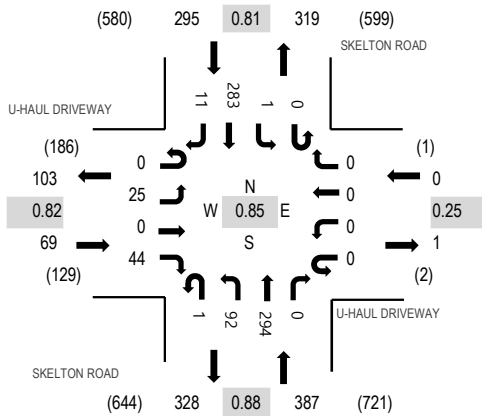
Location: #1 SKELTON ROAD & U-HAUL DRIVEWAY PM

Date: Wednesday, August 25, 2021

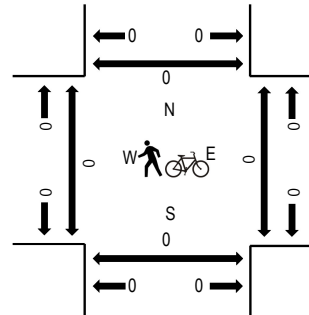
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	U-HAUL DRIVEWAY Eastbound				U-HAUL DRIVEWAY Westbound				SKELTON ROAD Northbound				SKELTON ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	4	0	13	0	0	0	0	0	14	49	0	0	1	79	2	162	680	0	0	0	0
4:15 PM	0	4	0	4	0	0	0	0	0	20	71	0	0	0	73	0	172	685	0	0	0	0
4:30 PM	0	7	0	13	0	0	0	0	0	20	60	0	0	0	61	3	164	691	0	0	0	0
4:45 PM	0	6	0	9	0	1	0	0	0	21	79	0	0	0	63	3	182	749	0	0	0	0
5:00 PM	0	8	0	13	0	0	0	0	0	26	62	0	0	1	54	3	167	751	0	0	0	0
5:15 PM	0	3	0	10	0	0	0	0	0	20	86	0	0	0	58	1	178		0	0	0	0
5:30 PM	0	6	0	12	0	0	0	0	0	26	91	0	0	0	85	2	222		0	0	0	0
5:45 PM	0	8	0	9	0	0	0	0	1	20	55	0	0	0	86	5	184		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Lights	0	25	0	44	0	0	0	0	1	92	294	0	0	1	282	10	749
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	25	0	44	0	0	0	0	1	92	294	0	0	1	283	11	751



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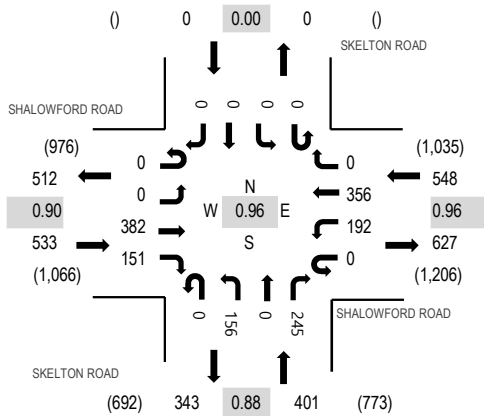
Location: #2 SKELTON ROAD & SHALOWFORD ROAD PM

Date: Wednesday, August 25, 2021

Peak Hour: 04:45 PM - 05:45 PM

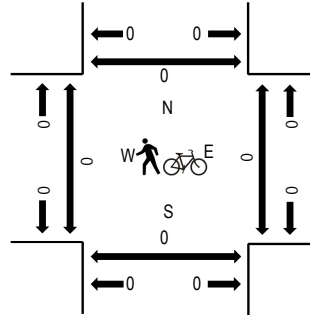
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SHALOWFORD ROAD Eastbound				SHALOWFORD ROAD Westbound				SKELTON ROAD Northbound				SKELTON ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	99	48	0	56	70	0	0	40	0	49	0	0	0	0	362	1,421	0	0	0	0
4:15 PM	0	0	85	40	0	37	87	0	0	37	0	69	0	0	0	0	355	1,443	0	0	0	1
4:30 PM	0	0	101	38	0	41	77	0	0	38	0	43	0	0	0	0	338	1,446	0	0	0	0
4:45 PM	0	0	80	39	0	42	91	0	0	45	0	69	0	0	0	0	366	1,482	0	0	0	0
5:00 PM	0	0	107	44	0	48	87	0	0	36	0	62	0	0	0	0	384	1,453	0	0	0	0
5:15 PM	0	0	102	32	0	49	93	0	0	30	0	52	0	0	0	0	358		0	0	0	0
5:30 PM	0	0	93	36	0	53	85	0	0	45	0	62	0	0	0	0	374		0	0	0	0
5:45 PM	0	0	82	40	0	49	70	0	0	45	0	51	0	0	0	0	337		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
Lights	0	0	379	149	0	192	355	0	0	156	0	244	0	0	0	0	1,475
Mediums	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4
Total	0	0	382	151	0	192	356	0	0	156	0	245	0	0	0	0	1,482



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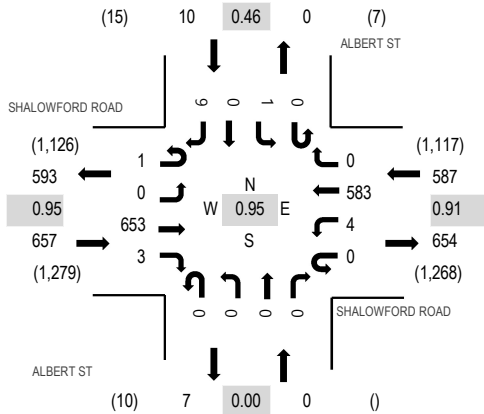
Location: #3 ALBERT ST & SHALOWFORD ROAD PM

Date: Wednesday, August 25, 2021

Peak Hour: 04:45 PM - 05:45 PM

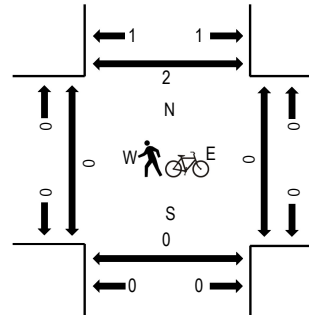
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SHALOWFORD ROAD Eastbound				SHALOWFORD ROAD Westbound				ALBERT ST Northbound				ALBERT ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	166	0	0	0	123	1	0	0	0	0	0	0	0	2	294	1,180	0	0	1	0
4:15 PM	0	2	160	1	0	0	141	0	0	0	0	0	0	0	0	1	305	1,216	0	0	2	0
4:30 PM	0	1	154	0	0	0	133	0	0	0	0	0	0	0	0	1	289	1,236	0	0	0	1
4:45 PM	0	0	155	0	0	1	136	0	0	0	0	0	0	0	0	0	292	1,254	0	0	0	0
5:00 PM	0	0	172	1	0	1	150	0	0	0	0	0	0	0	0	6	330	1,231	0	0	0	0
5:15 PM	0	0	162	0	0	1	161	0	0	0	0	0	1	0	0	0	325		0	0	0	0
5:30 PM	1	0	164	2	0	1	136	0	0	0	0	0	0	0	0	3	307		0	0	0	0
5:45 PM	0	1	134	1	0	1	131	0	0	0	0	0	0	0	0	1	269		0	0	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	1	0	649	3	0	4	582	0	0	0	0	0	0	1	0	9	1,249
Mediums	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Total	1	0	653	3	0	4	583	0	0	0	0	0	0	1	0	9	1,254



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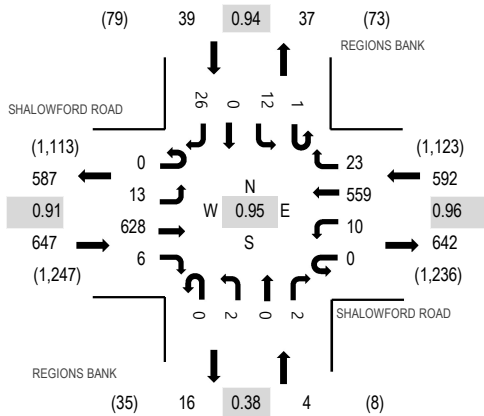
Location: #4 REGIONS BANK & SHALOWFORD ROAD PM

Date: Wednesday, August 25, 2021

Peak Hour: 04:45 PM - 05:45 PM

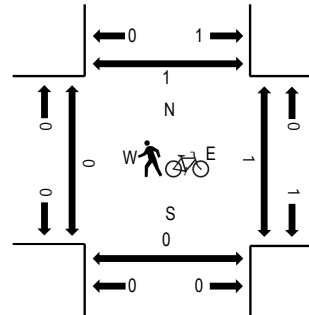
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SHALOWFORD ROAD Eastbound				SHALOWFORD ROAD Westbound				REGIONS BANK Northbound				REGIONS BANK Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	150	2	0	7	119	5	0	0	0	0	0	6	0	4	296	1,210	0	1	1	0
4:15 PM	0	5	153	3	0	1	132	6	0	3	1	0	0	5	0	7	316	1,251	0	0	2	0
4:30 PM	0	7	142	0	0	1	125	4	0	0	0	0	0	5	0	7	291	1,256	0	0	0	1
4:45 PM	0	3	146	2	0	2	135	6	0	1	0	1	0	6	0	5	307	1,282	0	0	0	0
5:00 PM	0	2	173	3	0	4	142	7	0	0	0	0	0	1	0	5	337	1,247	0	0	0	0
5:15 PM	0	3	154	0	0	2	150	2	0	1	0	1	1	1	0	6	321		0	0	0	0
5:30 PM	0	5	155	1	0	2	132	8	0	0	0	0	0	4	0	10	317		0	0	0	0
5:45 PM	0	3	131	1	0	4	125	2	0	0	0	0	0	2	0	4	272		0	0	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	0	13	624	6	0	10	558	23	0	2	0	2	1	12	0	26	1,277
Mediums	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Total	0	13	628	6	0	10	559	23	0	2	0	2	1	12	0	26	1,282



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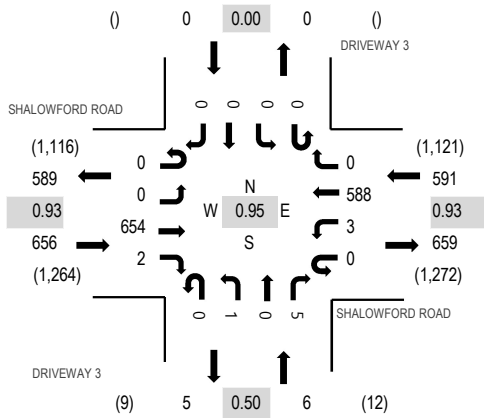
Location: #5 DRIVEWAY 3 & SHALOWFORD ROAD PM

Date: Wednesday, August 25, 2021

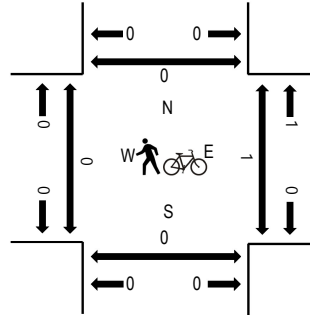
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SHALOWFORD ROAD Eastbound				SHALOWFORD ROAD Westbound				DRIVEWAY 3 Northbound				DRIVEWAY 3 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	163	0	0	2	129	0	0	0	0	1	0	0	0	0	295	1,173	0	0	0	0
4:15 PM	0	0	160	0	0	2	138	0	0	1	0	3	0	0	0	0	304	1,209	0	0	1	0
4:30 PM	0	0	148	0	0	0	130	0	0	0	0	0	0	0	0	0	278	1,227	0	0	0	0
4:45 PM	0	0	157	0	0	1	137	0	0	0	0	1	0	0	0	0	296	1,253	0	0	0	0
5:00 PM	0	0	175	2	0	1	150	0	0	1	0	2	0	0	0	0	331	1,224	0	0	0	0
5:15 PM	0	0	161	0	0	1	158	0	0	0	0	2	0	0	0	0	322		0	0	0	0
5:30 PM	0	0	161	0	0	0	143	0	0	0	0	0	0	0	0	0	304		0	1	0	0
5:45 PM	0	0	137	0	0	0	129	0	0	0	0	1	0	0	0	0	267		0	0	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	651	2	0	3	587	0	0	1	0	5	0	0	0	0	1,249
Mediums	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4
Total	0	0	654	2	0	3	588	0	0	1	0	5	0	0	0	0	1,253



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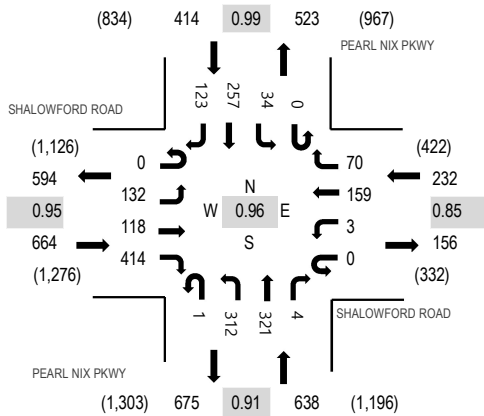
Location: #6 PEARL NIX PKWY & SHALOWFORD ROAD PM

Date: Wednesday, August 25, 2021

Peak Hour: 04:45 PM - 05:45 PM

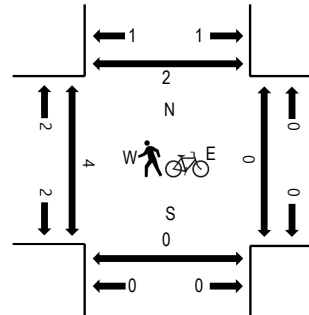
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SHALOWFORD ROAD Eastbound				SHALOWFORD ROAD Westbound				PEARL NIX PKWY Northbound				PEARL NIX PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	27	45	100	0	1	25	16	0	75	64	1	0	10	55	29	448	1,825	0	1	0	1
4:15 PM	0	29	36	92	0	0	37	14	0	66	69	1	0	8	69	37	458	1,878	0	0	0	1
4:30 PM	0	24	25	109	0	0	34	25	0	62	70	4	1	10	57	38	459	1,927	1	0	0	0
4:45 PM	0	29	32	96	0	1	38	19	0	78	76	1	0	10	51	29	460	1,948	0	0	0	0
5:00 PM	0	29	23	120	0	1	29	15	0	90	84	2	0	8	68	32	501	1,903	0	0	0	1
5:15 PM	0	33	30	98	0	0	49	19	1	81	89	0	0	8	69	30	507		0	0	0	0
5:30 PM	0	41	33	100	0	1	43	17	0	63	72	1	0	8	69	32	480		4	0	0	0
5:45 PM	0	21	22	82	0	1	26	11	0	72	72	2	1	12	62	31	415		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	0	132	118	410	0	3	159	70	1	311	320	4	0	34	257	123	1,942
Mediums	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	4
Total	0	132	118	414	0	3	159	70	1	312	321	4	0	34	257	123	1,948

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Page 1

Site Code: 1

Station ID: 1

SKELTON ROAD NORTH OF U-HAUL DRIVEWAY

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

Start Time	25-Aug-21 Wed	NB	SB	Total
12:00 AM		4	1	5
12:15		3	4	7
12:30		1	1	2
12:45		2	5	7
01:00		2	6	8
01:15		3	2	5
01:30		1	1	2
01:45		4	1	5
02:00		5	4	9
02:15		1	1	2
02:30		0	1	1
02:45		4	0	4
03:00		0	2	2
03:15		3	0	3
03:30		2	2	4
03:45		3	2	5
04:00		7	4	11
04:15		3	2	5
04:30		3	6	9
04:45		3	3	6
05:00		4	5	9
05:15		7	6	13
05:30		14	5	19
05:45		14	12	26
06:00		10	18	28
06:15		11	12	23
06:30		10	16	26
06:45		19	24	43
07:00		27	32	59
07:15		30	29	59
07:30		42	32	74
07:45		33	44	77
08:00		44	43	87
08:15		40	37	77
08:30		34	33	67
08:45		36	26	62
09:00		35	29	64
09:15		40	43	83
09:30		29	37	66
09:45		40	41	81
10:00		30	35	65
10:15		38	53	91
10:30		40	36	76
10:45		44	37	81
11:00		51	42	93
11:15		45	35	80
11:30		61	68	129
11:45		56	45	101
Total		938	923	1861
Percent		50.4%	49.6%	
Peak	-	11:00	11:00	11:00
Vol.	-	213	190	403
P.H.F.		0.873	0.699	0.781

All Traffic Data Services

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Page 2

Site Code: 1

Station ID: 1

SKELTON ROAD NORTH OF U-HAUL DRIVEWAY

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

Start Time	25-Aug-21 Wed	NB	SB	Total
12:00 PM		72	47	119
12:15		70	70	140
12:30		77	70	147
12:45		72	80	152
01:00		49	63	112
01:15		56	56	112
01:30		64	59	123
01:45		54	63	117
02:00		52	54	106
02:15		69	68	137
02:30		70	72	142
02:45		48	64	112
03:00		42	65	107
03:15		71	59	130
03:30		62	76	138
03:45		73	82	155
04:00		54	80	134
04:15		76	72	148
04:30		67	67	134
04:45		87	64	151
05:00		66	61	127
05:15		91	60	151
05:30		99	89	188
05:45		64	90	154
06:00		83	78	161
06:15		70	71	141
06:30		68	72	140
06:45		77	57	134
07:00		58	66	124
07:15		56	51	107
07:30		40	60	100
07:45		43	46	89
08:00		52	58	110
08:15		49	66	115
08:30		43	41	84
08:45		25	32	57
09:00		23	44	67
09:15		25	32	57
09:30		17	29	46
09:45		17	26	43
10:00		21	34	55
10:15		23	21	44
10:30		6	16	22
10:45		13	8	21
11:00		8	7	15
11:15		10	10	20
11:30		8	7	15
11:45		2	4	6
Total		2442	2567	5009
Percent		48.8%	51.2%	
Peak	-	16:45	17:30	17:15
Vol.	-	343	328	654
P.H.F.		0.866	0.911	0.870
Grand Total		3380	3490	6870
Percent		49.2%	50.8%	

ADT

ADT 6,870

AADT 6,870

All Traffic Data Services

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Page 1

Site Code: 2

Station ID: 2

PEARL NIX PKWY SOUTH OF SHALLOWFORD ROAD

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

Start Time	25-Aug-21 Wed	NB	SB	Total
12:00 AM		12	5	17
12:15		9	6	15
12:30		3	8	11
12:45		3	8	11
01:00		6	6	12
01:15		4	4	8
01:30		3	8	11
01:45		4	2	6
02:00		5	7	12
02:15		4	7	11
02:30		9	3	12
02:45		6	0	6
03:00		10	2	12
03:15		2	7	9
03:30		2	2	4
03:45		5	4	9
04:00		10	4	14
04:15		6	8	14
04:30		16	8	24
04:45		8	12	20
05:00		9	12	21
05:15		25	13	38
05:30		9	24	33
05:45		32	26	58
06:00		33	32	65
06:15		21	25	46
06:30		30	40	70
06:45		42	50	92
07:00		50	63	113
07:15		78	82	160
07:30		74	76	150
07:45		99	110	209
08:00		106	94	200
08:15		98	110	208
08:30		88	92	180
08:45		74	78	152
09:00		88	84	172
09:15		84	82	166
09:30		90	86	176
09:45		100	71	171
10:00		70	94	164
10:15		76	96	172
10:30		86	134	220
10:45		107	99	206
11:00		108	122	230
11:15		140	135	275
11:30		132	154	286
11:45		160	172	332
Total		2236	2367	4603
Percent		48.6%	51.4%	
Peak	-	11:00	11:00	11:00
Vol.	-	540	583	1123
P.H.F.		0.844	0.847	0.846

All Traffic Data Services

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Page 2

Site Code: 2

Station ID: 2

PEARL NIX PKWY SOUTH OF SHALLOWFORD ROAD

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

Start Time	25-Aug-21 Wed	NB	SB	Total
12:00 PM		156	140	296
12:15		128	160	288
12:30		157	210	367
12:45		127	182	309
01:00		136	156	292
01:15		124	182	306
01:30		130	168	298
01:45		128	174	302
02:00		134	155	289
02:15		86	172	258
02:30		124	150	274
02:45		116	166	282
03:00		120	156	276
03:15		116	154	270
03:30		120	217	337
03:45		134	156	290
04:00		148	152	300
04:15		120	148	268
04:30		131	187	318
04:45		148	136	284
05:00		161	182	343
05:15		160	184	344
05:30		131	164	295
05:45		140	146	286
06:00		104	160	264
06:15		121	168	289
06:30		111	154	265
06:45		112	141	253
07:00		122	150	272
07:15		112	151	263
07:30		73	134	207
07:45		88	105	193
08:00		95	106	201
08:15		102	106	208
08:30		66	116	182
08:45		57	112	169
09:00		50	78	128
09:15		44	74	118
09:30		37	72	109
09:45		34	60	94
10:00		28	46	74
10:15		27	28	55
10:30		22	34	56
10:45		12	26	38
11:00		16	25	41
11:15		14	26	40
11:30		6	15	21
11:45		7	9	16
Total		4635	6093	10728
Percent		43.2%	56.8%	
Peak	-	16:30	12:30	16:30
Vol.	-	600	730	1289
P.H.F.		0.932	0.869	0.937
Grand Total		6871	8460	15331
Percent		44.8%	55.2%	

ADT

ADT 15,331

AADT 15,331

All Traffic Data Services

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Page 1

Site Code: 3

Station ID: 3

SHALLOWFORD ROAD EAST OF SKELTON ROAD

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

Start Time	25-Aug-21 Wed	EB	WB	Total
12:00 AM		5	7	12
12:15		7	4	11
12:30		8	3	11
12:45		6	3	9
01:00		4	4	8
01:15		8	1	9
01:30		2	4	6
01:45		4	2	6
02:00		4	4	8
02:15		6	7	13
02:30		2	3	5
02:45		1	5	6
03:00		3	6	9
03:15		3	3	6
03:30		2	5	7
03:45		4	7	11
04:00		5	4	9
04:15		6	6	12
04:30		6	7	13
04:45		10	8	18
05:00		11	4	15
05:15		9	13	22
05:30		24	9	33
05:45		19	15	34
06:00		32	21	53
06:15		19	18	37
06:30		32	18	50
06:45		29	26	55
07:00		58	36	94
07:15		76	41	117
07:30		64	42	106
07:45		75	52	127
08:00		79	67	146
08:15		81	69	150
08:30		64	56	120
08:45		73	46	119
09:00		71	69	140
09:15		87	71	158
09:30		81	93	174
09:45		103	92	195
10:00		97	87	184
10:15		106	92	198
10:30		142	86	228
10:45		100	114	214
11:00		132	109	241
11:15		137	113	250
11:30		149	134	283
11:45		158	146	304
Total		2204	1832	4036
Percent		54.6%	45.4%	
Peak	-	11:00	11:00	11:00
Vol.	-	576	502	1078
P.H.F.		0.911	0.860	0.887

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Page 2

Site Code: 3

Station ID: 3

SHALLOWFORD ROAD EAST OF SKELTON ROAD

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

Start Time	25-Aug-21 Wed	EB	WB	Total
12:00 PM		151	140	291
12:15		165	146	311
12:30		186	130	316
12:45		160	133	293
01:00		171	123	294
01:15		152	119	271
01:30		181	124	305
01:45		166	122	288
02:00		153	120	273
02:15		158	118	276
02:30		143	113	256
02:45		148	117	265
03:00		146	123	269
03:15		137	119	256
03:30		151	131	282
03:45		140	128	268
04:00		148	126	274
04:15		154	124	278
04:30		144	118	262
04:45		149	133	282
05:00		169	135	304
05:15		154	142	296
05:30		155	138	293
05:45		133	119	252
06:00		169	112	281
06:15		144	134	278
06:30		149	98	247
06:45		135	105	240
07:00		210	107	317
07:15		137	97	234
07:30		109	83	192
07:45		104	76	180
08:00		112	87	199
08:15		102	100	202
08:30		115	68	183
08:45		90	59	149
09:00		81	53	134
09:15		61	48	109
09:30		57	54	111
09:45		63	35	98
10:00		44	36	80
10:15		44	27	71
10:30		33	25	58
10:45		35	12	47
11:00		26	12	38
11:15		26	16	42
11:30		10	6	16
11:45		4	6	10
Total		5774	4497	10271
Percent		56.2%	43.8%	
Peak	-	12:15	12:00	12:15
Vol.	-	682	549	1214
P.H.F.		0.917	0.940	0.960
Grand Total		7978	6329	14307
Percent		55.8%	44.2%	

ADT

ADT 14,307

AADT 14,307

APPENDIX C – COVID-19 ADJUSTMENT FACTORS

COVID-19 Adjustment Factors

ADT Location	2018/2019 Count Data (pre-COVID) ¹	Estimated 2021 Count Data ²	2021 Count Data (post-COVID) ³	COVID Adj. Factor
Pearl Nix Parkway, south of Shallowford Road	15928	16562	15331	1.08
Shallowford Road, east of Skelton Road	15496	16113	14307	1.13
Skelton Road, south of Shalloword Road	6186	6229	6870	0.91

¹Pre-COVID count data was obtained from the GDOT Traffic Analysis and Data Application (TADA) and is based on ADT data from 2018.

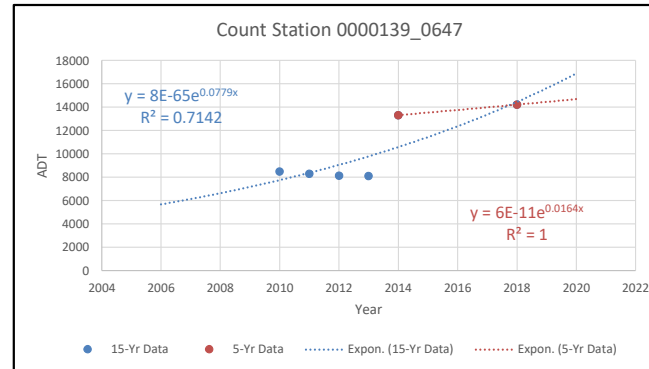
²Estimated 2021 count data is based on a 1.3% growth rate as determined from historical count data obtained from TADA.

³Post-COVID count data consists of the 24-Hour Bi-Directional tube counts collected as part of this project.

APPENDIX D – GROWTH RATE CALCULATIONS

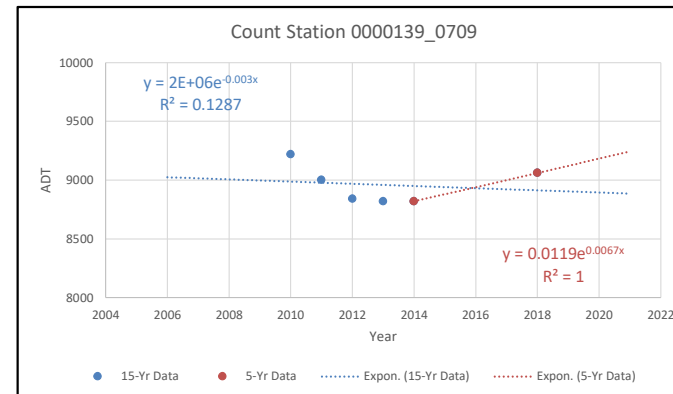
Growth Rate Calculations

Count Station #	0000139_0647		
Count Station Description	On Shallowford Rd, east of Skelton Rd		
Functional Classification	Minor Arterial - (Urban)		
Years	ADT	AADT	Notes
2006			
2007			
2008			
2009			
2010		8480	
2011		8280	
2012		8140	
2013		8090	
2014	14580	13300	
2015			
2016			
2017			
2018	15496	14200	
2019			
2020			
3 2021 (Anticipated)	16113		



5-Year Growth Rate: 1.64%
15-Year Growth Rate: 7.79%

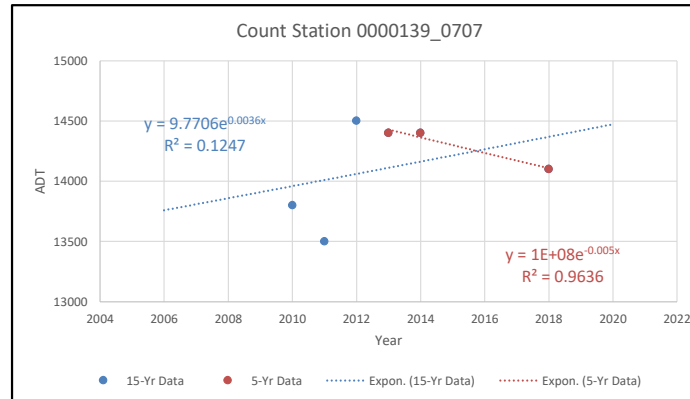
Count Station #	0000139_0709		
Count Station Description	On Pearl Nix, north of Shallowford Rd		
Functional Classification	Minor Arterial - (Urban)		
Years	ADT	AADT	Notes
2006			
2007			
2008			
2009			
2010		9220	
2011		9000	
2012		8840	
2013	9512	8820	
2014		8820	
2015			
2016	9054		8680
2017			
2018	10234	9060	
2019			
2020	7799		
2021			
3 2021 (Anticipated)	10641		



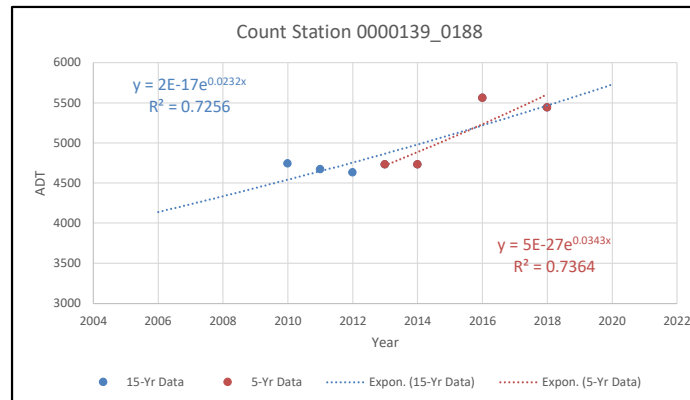
5-Year Growth Rate: 0.67%
15-Year Growth Rate: -0.30%

Growth Rate Calculations

Count Station #	0000139_0707		
Count Station Description	On Pearl Nix, south of Shallowford Rd		
Functional Classification	Minor Arterial - (Urban)		
Years	ADT	AADT	Notes
2006			
2007			
2008			
2009			
2010		13800	
2011		13500	
2012	16952	14500	
2013		14400	
2014		14400	
2015			
2016			
2017			
2018	15928	14100	
2019			
2020			
2021 (Anticipated)	16562		



Count Station #	0000139_0188		
Count Station Description	On Skelton Rd, south of site		
Functional Classification	Minor Collector - (Urban)		
Years	ADT	AADT	Notes
2006			
2007			
2008			
2009			
2010		4740	
2011		4670	
2012	5106	4630	
2013		4730	
2014		4730	
2015			
2016	5810	5560	
2017			
2018	5990	5440	
2019	6186		
2020			
2021 (Anticipated)	6229		



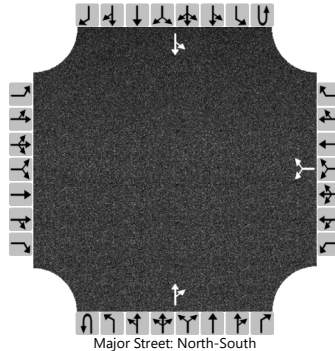
APPENDIX E – EXISTING YEAR 2021 OPERATIONAL ANALYSIS REPORTS

HCS7 Two-Way Stop-Control Report

General Information

Analyst	A. Simmons	Intersection	Skelton Rd @ U-Haul Dwy
Agency/Co.	Keck & Wood	Jurisdiction	City of Gainesville
Date Performed	8/31/2021	East/West Street	U-Haul Dwy
Analysis Year	2021	North/South Street	Skelton Rd
Time Analyzed	AM Peak	Peak Hour Factor	0.87
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing 2021		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		0			130	0		0	133	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0								0		
Capacity, c (veh/h)														1432		
v/c Ratio														0.00		
95% Queue Length, Q ₉₅ (veh)														0.0		
Control Delay (s/veh)														7.5		
Level of Service (LOS)														A		
Approach Delay (s/veh)													0.0			
Approach LOS																

Existing 2021 - AM.syn
2: Skelton Rd & Shallowford Rd

					
Lane Group	SET	NWL	NWT	NEL	NER
Lane Group Flow (vph)	343	81	125	66	113
v/c Ratio	0.14	0.10	0.04	0.43	0.30
Control Delay	4.3	3.2	2.6	55.7	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	4.3	3.2	2.6	55.7	8.4
Queue Length 50th (ft)	25	10	7	45	0
Queue Length 95th (ft)	42	21	15	80	35
Internal Link Dist (ft)	866		1660	296	
Turn Bay Length (ft)		80			250
Base Capacity (vph)	2369	956	2931	455	543
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.08	0.04	0.15	0.21
Intersection Summary					

Existing 2021 - AM.syn
2: Skelton Rd & Shallowford Rd

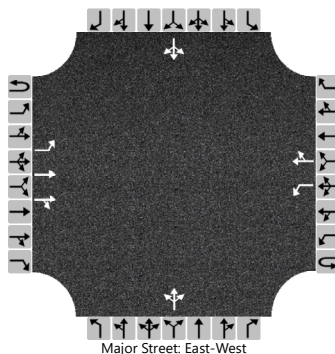
						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	179	105	67	104	55	94
Future Volume (vph)	179	105	67	104	55	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		6.5	6.5	6.7	6.5
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3343		1770	3539	1770	1583
Flt Permitted	1.00		0.55	1.00	0.95	1.00
Satd. Flow (perm)	3343		1016	3539	1770	1583
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	216	127	81	125	66	113
RTOR Reduction (vph)	40	0	0	0	0	98
Lane Group Flow (vph)	303	0	81	125	66	15
Turn Type	NA		D.P+P	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases			2			4
Actuated Green, G (s)	75.4		82.0	88.5	8.3	14.9
Effective Green, g (s)	75.4		82.0	88.5	8.3	14.9
Actuated g/C Ratio	0.69		0.75	0.80	0.08	0.14
Clearance Time (s)	6.5		6.5	6.5	6.7	6.5
Vehicle Extension (s)	6.0		3.0	6.0	3.0	3.0
Lane Grp Cap (vph)	2291		802	2847	133	214
v/s Ratio Prot	c0.09		c0.01	0.04	c0.04	0.00
v/s Ratio Perm			0.07			0.01
v/c Ratio	0.13		0.10	0.04	0.50	0.07
Uniform Delay, d1	6.0		3.7	2.2	48.8	41.5
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1		0.1	0.0	2.9	0.1
Delay (s)	6.1		3.8	2.2	51.7	41.7
Level of Service	A		A	A	D	D
Approach Delay (s)	6.1			2.8	45.4	
Approach LOS	A			A	D	
Intersection Summary						
HCM 2000 Control Delay			14.8		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.16			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	19.7
Intersection Capacity Utilization			34.8%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCS7 Two-Way Stop-Control Report

General Information

Analyst	A. Simmons	Intersection	Shallowford @ Albert
Agency/Co.	Keck & Wood	Jurisdiction	City of Gainesville
Date Performed	8/31/2021	East/West Street	Shallowford Rd
Analysis Year	2021	North/South Street	Albert St
Time Analyzed	AM Peak	Peak Hour Factor	0.85
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing 2021		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	1	0		0	1	0		0	1	0
Configuration		L	T	TR		L		TR			LTR				LTR	
Volume (veh/h)		6	268	0	0	0	184	1		0	0	0		0	0	1
Percent Heavy Vehicles (%)		2			2	2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7				0					0				1	
Capacity, c (veh/h)		1349				1242									821	
v/c Ratio		0.01				0.00									0.00	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0									0.0	
Control Delay (s/veh)		7.7				7.9									9.4	
Level of Service (LOS)		A				A									A	
Approach Delay (s/veh)	0.2				0.0								9.4			
Approach LOS													A			

HCS7 Two-Way Stop-Control Report

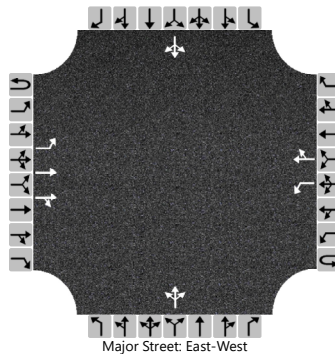
General Information

Analyst	A. Simmons
Agency/Co.	Keck & Wood
Date Performed	8/31/2021
Analysis Year	2021
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Existing 2021

Site Information

Intersection	Shallowford @ Regions Dwy
Jurisdiction	City of Gainesville
East/West Street	Shallowford Rd
North/South Street	Regions Dwy
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	1	0		0	1	0		0	1	0
Configuration		L	T	TR		L		TR			LTR				LTR	
Volume (veh/h)		4	263	2	0	1	177	4		0	0	0		4	0	5
Percent Heavy Vehicles (%)		2			2	2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

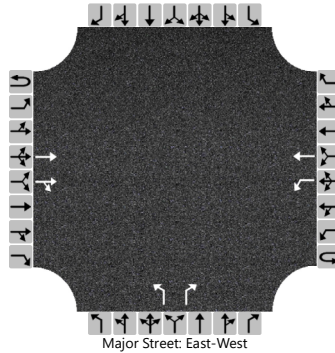
Flow Rate, v (veh/h)		5				1					0				11	
Capacity, c (veh/h)		1355				1245									678	
v/c Ratio		0.00				0.00									0.02	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0									0.0	
Control Delay (s/veh)		7.7				7.9									10.4	
Level of Service (LOS)		A				A									B	
Approach Delay (s/veh)	0.1				0.0								10.4			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	A. Simmons	Intersection	Shallowford @ Strip Mall
Agency/Co.	Keck & Wood	Jurisdiction	City of Gainesville
Date Performed	8/31/2021	East/West Street	Shallowford Rd
Analysis Year	2021	North/South Street	Strip Mall (Dwy #3)
Time Analyzed	AM Peak	Peak Hour Factor	0.85
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing 2021		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	1	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			264	1	0	1	181			0		0				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1				0		0				
Capacity, c (veh/h)						1245				481		862				
v/c Ratio						0.00				0.00		0.00				
95% Queue Length, Q ₉₅ (veh)						0.0				0.0		0.0				
Control Delay (s/veh)						7.9				12.5		9.2				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					0.0											
Approach LOS																

											
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	48	59	212	54	48	134	213	5	30	182	39
v/c Ratio	0.17	0.14	0.20	0.22	0.12	0.30	0.10	0.01	0.15	0.29	0.08
Control Delay	20.2	21.1	1.2	32.4	0.6	14.6	13.1	0.0	32.8	27.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.2	21.1	1.2	32.4	0.6	14.6	13.1	0.0	32.8	27.9	0.3
Queue Length 50th (ft)	15	19	0	22	0	26	21	0	12	36	0
Queue Length 95th (ft)	37	45	14	53	0	53	56	0	36	66	0
Internal Link Dist (ft)	1660			848			1028			2617	
Turn Bay Length (ft)	80				90		430		225		145
Base Capacity (vph)	370	885	1536	411	516	1528	3539	1583	261	1723	883
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.07	0.14	0.13	0.09	0.09	0.06	0.00	0.11	0.11	0.04
Intersection Summary											

Existing 2021 - AM.syn

6: Pearl Nix Pkwy & Shallowford Rd/West End Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	49	176	0	45	40	111	177	4	25	151	32
Future Volume (vph)	40	49	176	0	45	40	111	177	4	25	151	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	7.0	6.3		7.0	7.0	6.3	6.3	6.3	6.3	6.3	6.3
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.39	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	720	1863	1583		1863	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	48	59	212	0	54	48	134	213	5	30	182	39
RTOR Reduction (vph)	0	0	111	0	0	44	0	0	3	0	0	33
Lane Group Flow (vph)	48	59	101	0	54	4	134	213	2	30	182	6
Turn Type	pm+pt	NA	pm+ov		NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	1 10		8		1 10	6		5	2	
Permitted Phases	4		4	8		8			6			2
Actuated Green, G (s)	15.0	15.0	34.1		6.0	6.0	19.1	34.2	34.2	2.6	11.4	11.4
Effective Green, g (s)	15.0	15.0	34.1		6.0	6.0	19.1	34.2	34.2	2.6	11.4	11.4
Actuated g/C Ratio	0.21	0.21	0.48		0.08	0.08	0.27	0.48	0.48	0.04	0.16	0.16
Clearance Time (s)	5.2	7.0			7.0	7.0		6.3	6.3	6.3	6.3	6.3
Vehicle Extension (s)	2.1	2.5			3.1	3.1		6.0	6.0	3.1	5.0	5.0
Lane Grp Cap (vph)	207	391	895		156	133	473	1695	758	64	565	252
v/s Ratio Prot	c0.01	0.03	0.03		c0.03		c0.08	c0.06		0.02	c0.05	
v/s Ratio Perm	0.04		0.03			0.00			0.00			0.00
v/c Ratio	0.23	0.15	0.11		0.35	0.03	0.28	0.13	0.00	0.47	0.32	0.02
Uniform Delay, d1	23.1	23.0	10.3		30.8	30.0	20.7	10.3	9.7	33.7	26.6	25.3
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.1	0.0		1.4	0.1	0.1	0.1	0.0	5.5	0.7	0.1
Delay (s)	23.3	23.1	10.3		32.2	30.1	20.8	10.4	9.7	39.3	27.3	25.4
Level of Service	C	C	B		C	C	C	B	A	D	C	C
Approach Delay (s)		14.7			31.2			14.4			28.4	
Approach LOS		B			C			B			C	
Intersection Summary												
HCM 2000 Control Delay			19.6				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.30									
Actuated Cycle Length (s)			71.4				Sum of lost time (s)			31.1		
Intersection Capacity Utilization			41.9%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCS7 Two-Way Stop-Control Report

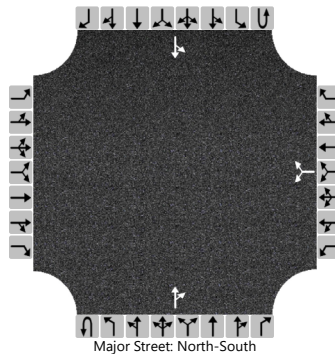
General Information

Analyst	A. Simmons
Agency/Co.	Keck & Wood
Date Performed	8/31/2021
Analysis Year	2021
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Existing 2021

Site Information

Intersection	Skelton Rd @ U-Haul Dwy
Jurisdiction	City of Gainesville
East/West Street	U-Haul Dwy
North/South Street	Skelton Rd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		0			294	0		1	283	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0								1		
Capacity, c (veh/h)														1213		
v/c Ratio														0.00		
95% Queue Length, Q ₉₅ (veh)														0.0		
Control Delay (s/veh)														8.0		
Level of Service (LOS)														A		
Approach Delay (s/veh)													0.0			
Approach LOS																

Existing 2021 - PM.syn
2: Skelton Rd & Shallowford Rd

					
Lane Group	SET	NWL	NWT	NEL	NER
Lane Group Flow (vph)	555	200	371	163	255
v/c Ratio	0.26	0.31	0.14	0.68	0.41
Control Delay	10.3	6.2	4.6	62.6	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	6.2	4.6	62.6	5.6
Queue Length 50th (ft)	83	37	35	122	0
Queue Length 95th (ft)	140	73	61	185	56
Internal Link Dist (ft)	866		1660	296	
Turn Bay Length (ft)		80			250
Base Capacity (vph)	2125	751	2666	491	715
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.27	0.14	0.33	0.36
Intersection Summary					

Existing 2021 - PM.syn
2: Skelton Rd & Shallowford Rd

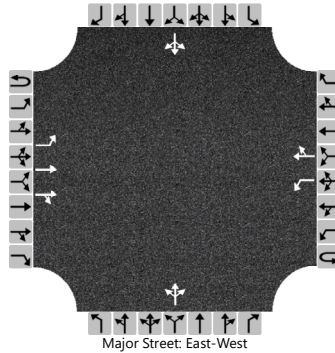
						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑		↵	↑↑	↵	↵
Traffic Volume (vph)	382	151	192	356	156	245
Future Volume (vph)	382	151	192	356	156	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		6.5	6.5	6.7	6.5
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.96		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3389		1770	3539	1770	1583
Flt Permitted	1.00		0.43	1.00	0.95	1.00
Satd. Flow (perm)	3389		801	3539	1770	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	398	157	200	371	162	255
RTOR Reduction (vph)	22	0	0	0	0	200
Lane Group Flow (vph)	533	0	200	371	163	55
Turn Type	NA		D.P+P	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases			2			4
Actuated Green, G (s)	74.4		83.9	90.4	16.4	25.9
Effective Green, g (s)	74.4		83.9	90.4	16.4	25.9
Actuated g/C Ratio	0.62		0.70	0.75	0.14	0.22
Clearance Time (s)	6.5		6.5	6.5	6.7	6.5
Vehicle Extension (s)	6.0		3.0	6.0	3.0	3.0
Lane Grp Cap (vph)	2101		636	2666	241	341
v/s Ratio Prot	0.16		c0.02	0.10	c0.09	0.01
v/s Ratio Perm			c0.19			0.02
v/c Ratio	0.25		0.31	0.14	0.68	0.16
Uniform Delay, d1	10.3		6.2	4.1	49.3	38.2
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3		0.3	0.1	7.3	0.2
Delay (s)	10.6		6.4	4.2	56.6	38.5
Level of Service	B		A	A	E	D
Approach Delay (s)	10.6			5.0	45.5	
Approach LOS	B			A	D	
Intersection Summary						
HCM 2000 Control Delay			18.0		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.37			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	19.7
Intersection Capacity Utilization			51.1%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCS7 Two-Way Stop-Control Report

General Information

Analyst	A. Simmons	Intersection	Shallowford @ Albert
Agency/Co.	Keck & Wood	Jurisdiction	City of Gainesville
Date Performed	8/31/2021	East/West Street	Shallowford Rd
Analysis Year	2021	North/South Street	Albert St
Time Analyzed	PM Peak	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing 2021		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	1	0		0	1	0		0	1	0
Configuration		L	T	TR		L		TR			LTR				LTR	
Volume (veh/h)		1	653	3	0	4	583	0		0	0	0		1	0	9
Percent Heavy Vehicles (%)		2			2	2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

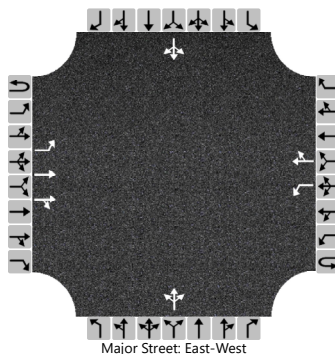
Flow Rate, v (veh/h)		1				4					0				11	
Capacity, c (veh/h)		962				900									431	
v/c Ratio		0.00				0.00									0.02	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0									0.1	
Control Delay (s/veh)		8.7				9.0									13.6	
Level of Service (LOS)		A				A									B	
Approach Delay (s/veh)	0.0				0.1								13.6			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	A. Simmons	Intersection	Shallowford @ Regions Dwy
Agency/Co.	Keck & Wood	Jurisdiction	City of Gainesville
Date Performed	8/31/2021	East/West Street	Shallowford Rd
Analysis Year	2021	North/South Street	Regions Dwy
Time Analyzed	PM Peak	Peak Hour Factor	0.85
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing 2021		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	1	0		0	1	0		0	1	0
Configuration		L	T	TR		L		TR			LTR				LTR	
Volume (veh/h)		13	628	6	0	10	559	23		2	0	2		13	0	26
Percent Heavy Vehicles (%)		2			2	2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

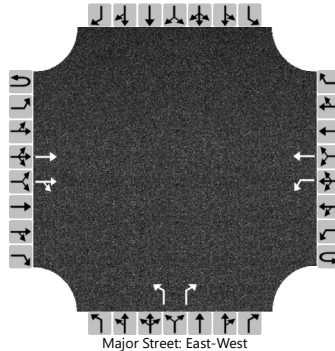
Flow Rate, v (veh/h)		15				12					5					46
Capacity, c (veh/h)		905				858					140					285
v/c Ratio		0.02				0.01					0.03					0.16
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.1					0.6
Control Delay (s/veh)		9.0				9.3					31.5					20.0
Level of Service (LOS)		A				A					D					C
Approach Delay (s/veh)	0.2				0.2				31.5				20.0			
Approach LOS									D				C			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	A. Simmons	Intersection	Shallowford @ Strip Mall
Agency/Co.	Keck & Wood	Jurisdiction	City of Gainesville
Date Performed	8/31/2021	East/West Street	Shallowford Rd
Analysis Year	2021	North/South Street	Strip Mall (Dwy #3)
Time Analyzed	PM Peak	Peak Hour Factor	0.85
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing 2021		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	1	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			654	2	0	3	588			1		5				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						4				1		6				
Capacity, c (veh/h)						839				118		612				
v/c Ratio						0.00				0.01		0.01				
95% Queue Length, Q ₉₅ (veh)						0.0				0.0		0.0				
Control Delay (s/veh)						9.3				35.9		10.9				
Level of Service (LOS)						A				E		B				
Approach Delay (s/veh)					0.0				15.1							
Approach LOS									C							

											
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	138	123	431	169	73	326	334	4	35	268	128
v/c Ratio	0.40	0.22	0.37	0.65	0.18	0.70	0.20	0.00	0.26	0.48	0.30
Control Delay	29.9	28.4	3.8	53.3	1.0	24.7	15.8	0.0	48.4	39.8	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.9	28.4	3.8	53.3	1.0	24.7	15.8	0.0	48.4	39.8	1.7
Queue Length 50th (ft)	60	54	41	96	0	98	65	0	20	76	0
Queue Length 95th (ft)	129	119	93	#220	0	147	96	0	56	128	0
Internal Link Dist (ft)	1660			848			1028			2617	
Turn Bay Length (ft)	80				90		430		225		145
Base Capacity (vph)	349	565	1403	260	406	1100	3173	1432	166	1100	643
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.22	0.31	0.65	0.18	0.30	0.11	0.00	0.21	0.24	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Existing 2021 - PM.syn

6: Pearl Nix Pkwy & Shallowford Rd/West End Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	118	414	3	159	70	313	321	4	34	257	123
Future Volume (vph)	132	118	414	3	159	70	313	321	4	34	257	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	7.0	6.3		7.0	7.0	6.3	6.3	6.3	6.3	6.3	6.3
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1861	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.41	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	766	1863	1583		1850	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	138	123	431	3	166	73	326	334	4	35	268	128
RTOR Reduction (vph)	0	0	83	0	0	63	0	0	2	0	0	108
Lane Group Flow (vph)	138	123	348	0	169	10	326	334	2	35	268	20
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	1 10		8		1 10	6		5	2	
Permitted Phases	4		4	8		8			6			2
Actuated Green, G (s)	27.8	27.8	55.3		13.2	13.2	27.5	44.0	44.0	4.5	14.7	14.7
Effective Green, g (s)	27.8	27.8	55.3		13.2	13.2	27.5	44.0	44.0	4.5	14.7	14.7
Actuated g/C Ratio	0.29	0.29	0.58		0.14	0.14	0.29	0.46	0.46	0.05	0.15	0.15
Clearance Time (s)	5.2	7.0			7.0	7.0		6.3	6.3	6.3	6.3	6.3
Vehicle Extension (s)	2.1	2.5			3.1	3.1		6.0	6.0	3.1	5.0	5.0
Lane Grp Cap (vph)	320	540	1016		254	217	507	1623	726	83	542	242
v/s Ratio Prot	0.04	0.07	c0.10				c0.18	0.09		0.02	c0.08	
v/s Ratio Perm	0.08		0.12		c0.09	0.01			0.00			0.01
v/c Ratio	0.43	0.23	0.34		0.67	0.05	0.64	0.21	0.00	0.42	0.49	0.08
Uniform Delay, d1	26.5	25.9	10.7		39.3	35.9	29.9	15.5	14.1	44.4	37.2	34.8
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.2	0.1		6.5	0.1	2.1	0.2	0.0	3.6	1.5	0.3
Delay (s)	26.9	26.0	10.8		45.7	36.0	32.0	15.7	14.1	48.0	38.7	35.1
Level of Service	C	C	B		D	D	C	B	B	D	D	D
Approach Delay (s)		16.7			42.8			23.7			38.4	
Approach LOS		B			D			C			D	
Intersection Summary												
HCM 2000 Control Delay			26.7				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			95.9				Sum of lost time (s)			31.1		
Intersection Capacity Utilization			62.9%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

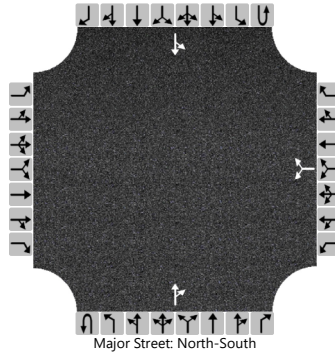
APPENDIX F – OPENING YEAR 2024 OPERATIONAL ANALYSIS REPORTS

HCS7 Two-Way Stop-Control Report

General Information

Analyst	A. Simmons	Intersection	Skelton Rd @ U-Haul Dwy
Agency/Co.	Keck & Wood	Jurisdiction	City of Gainesville
Date Performed	8/31/2021	East/West Street	U-Haul Dwy
Analysis Year	2024	North/South Street	Skelton Rd
Time Analyzed	AM Peak	Peak Hour Factor	0.87
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Future Background 2024		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		0			135	0		0	138	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0								0		
Capacity, c (veh/h)														1425		
v/c Ratio														0.00		
95% Queue Length, Q ₉₅ (veh)														0.0		
Control Delay (s/veh)														7.5		
Level of Service (LOS)														A		
Approach Delay (s/veh)													0.0			
Approach LOS																

					
Lane Group	SET	NWL	NWT	NEL	NER
Lane Group Flow (vph)	355	84	130	69	118
v/c Ratio	0.15	0.10	0.04	0.45	0.30
Control Delay	4.5	3.3	2.7	55.8	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	4.5	3.3	2.7	55.8	8.2
Queue Length 50th (ft)	26	10	8	47	0
Queue Length 95th (ft)	44	22	15	83	36
Internal Link Dist (ft)	866		1660	296	
Turn Bay Length (ft)		80			250
Base Capacity (vph)	2365	947	2926	455	548
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.09	0.04	0.15	0.22
Intersection Summary					

Future Background 2024 - AM.syn

2: Skelton Rd & Shallowford Rd

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	186	109	70	108	57	98
Future Volume (vph)	186	109	70	108	57	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		6.5	6.5	6.7	6.5
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3343		1770	3539	1770	1583
Flt Permitted	1.00		0.54	1.00	0.95	1.00
Satd. Flow (perm)	3343		1005	3539	1770	1583
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	224	131	84	130	69	118
RTOR Reduction (vph)	40	0	0	0	0	102
Lane Group Flow (vph)	315	0	84	130	69	16
Turn Type	NA		D.P+P	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases			2			4
Actuated Green, G (s)	75.2		81.8	88.3	8.5	15.1
Effective Green, g (s)	75.2		81.8	88.3	8.5	15.1
Actuated g/C Ratio	0.68		0.74	0.80	0.08	0.14
Clearance Time (s)	6.5		6.5	6.5	6.7	6.5
Vehicle Extension (s)	6.0		3.0	6.0	3.0	3.0
Lane Grp Cap (vph)	2285		793	2840	136	217
v/s Ratio Prot	c0.09		c0.01	0.04	c0.04	0.00
v/s Ratio Perm			0.07			0.01
v/c Ratio	0.14		0.11	0.05	0.51	0.07
Uniform Delay, d1	6.1		3.8	2.2	48.7	41.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1		0.1	0.0	3.0	0.1
Delay (s)	6.2		3.9	2.3	51.7	41.5
Level of Service	A		A	A	D	D
Approach Delay (s)	6.2			2.9	45.3	
Approach LOS	A			A	D	
Intersection Summary						
HCM 2000 Control Delay			14.9		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.17			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	19.7
Intersection Capacity Utilization			34.8%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCS7 Two-Way Stop-Control Report

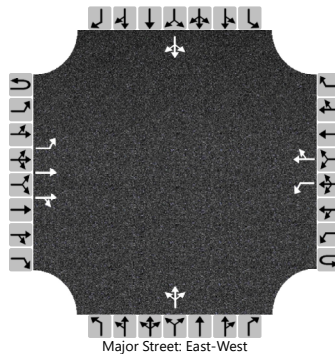
General Information

Analyst	A. Simmons
Agency/Co.	Keck & Wood
Date Performed	8/31/2021
Analysis Year	2024
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Future Background 2024

Site Information

Intersection	Shallowford @ Albert
Jurisdiction	City of Gainesville
East/West Street	Shallowford Rd
North/South Street	Albert St
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	1	0		0	1	0		0	1	0
Configuration		L	T	TR		L		TR			LTR				LTR	
Volume (veh/h)		6	279	0	0	0	191	1		0	0	0		0	0	1
Percent Heavy Vehicles (%)		2			2	2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7				0					0				1	
Capacity, c (veh/h)		1340				1228									813	
v/c Ratio		0.01				0.00									0.00	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0									0.0	
Control Delay (s/veh)		7.7				7.9									9.4	
Level of Service (LOS)		A				A									A	
Approach Delay (s/veh)	0.2				0.0								9.4			
Approach LOS													A			

HCS7 Two-Way Stop-Control Report

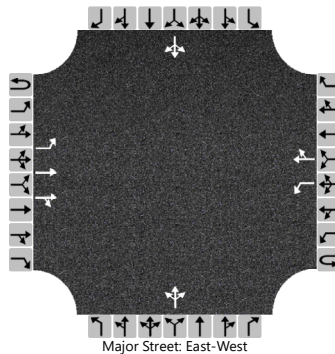
General Information

Analyst	A. Simmons
Agency/Co.	Keck & Wood
Date Performed	8/31/2021
Analysis Year	2024
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Future Background 2024

Site Information

Intersection	Shallowford @ Regions Dwy
Jurisdiction	City of Gainesville
East/West Street	Shallowford Rd
North/South Street	Regions Dwy
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	1	0		0	1	0		0	1	0
Configuration		L	T	TR		L		TR			LTR				LTR	
Volume (veh/h)		4	273	2	0	1	184	4		0	0	0		4	0	5
Percent Heavy Vehicles (%)		2			2	2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

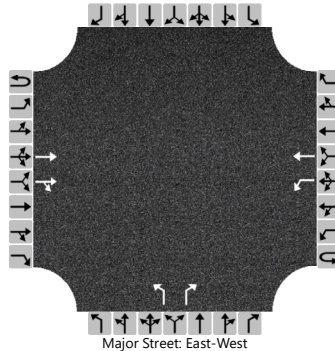
Flow Rate, v (veh/h)		5				1					0				11	
Capacity, c (veh/h)		1345				1233									667	
v/c Ratio		0.00				0.00									0.02	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0									0.0	
Control Delay (s/veh)		7.7				7.9									10.5	
Level of Service (LOS)		A				A									B	
Approach Delay (s/veh)	0.1				0.0								10.5			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	A. Simmons	Intersection	Shallowford @ Strip Mall
Agency/Co.	Keck & Wood	Jurisdiction	City of Gainesville
Date Performed	8/31/2021	East/West Street	Shallowford Rd
Analysis Year	2024	North/South Street	Strip Mall (Dwy #3)
Time Analyzed	AM Peak	Peak Hour Factor	0.85
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Future Background 2024		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	1	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			274	1	0	1	188			0		0				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1				0		0				
Capacity, c (veh/h)						1233				467		855				
v/c Ratio						0.00				0.00		0.00				
95% Queue Length, Q ₉₅ (veh)						0.0				0.0		0.0				
Control Delay (s/veh)						7.9				12.7		9.2				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					0.0											
Approach LOS																

Future Background 2024 - AM.syn

6: Pearl Nix Pkwy & Shallowford Rd/West End Ave

											
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	51	61	220	57	51	139	222	5	31	189	40
v/c Ratio	0.18	0.14	0.21	0.23	0.13	0.31	0.11	0.01	0.16	0.30	0.09
Control Delay	20.5	21.3	1.2	32.8	0.7	14.8	13.1	0.0	33.3	28.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.5	21.3	1.2	32.8	0.7	14.8	13.1	0.0	33.3	28.2	0.4
Queue Length 50th (ft)	16	20	0	23	0	28	23	0	13	38	0
Queue Length 95th (ft)	39	46	14	56	0	56	60	0	37	69	0
Internal Link Dist (ft)	1660			848			1028			2617	
Turn Bay Length (ft)	80				90		430		225		145
Base Capacity (vph)	370	879	1532	408	514	1516	3539	1583	259	1711	878
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.07	0.14	0.14	0.10	0.09	0.06	0.00	0.12	0.11	0.05
Intersection Summary											

Future Background 2024 - AM.syn
6: Pearl Nix Pkwy & Shallowford Rd/West End Ave

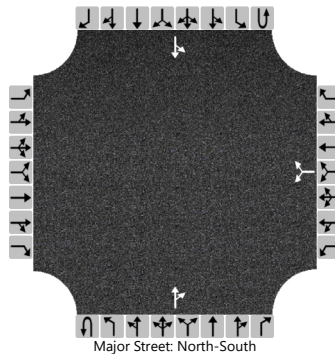
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	51	183	0	47	42	115	184	4	26	157	33
Future Volume (vph)	42	51	183	0	47	42	115	184	4	26	157	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	7.0	6.3		7.0	7.0	6.3	6.3	6.3	6.3	6.3	6.3
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.39	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	724	1863	1583		1863	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	51	61	220	0	57	51	139	222	5	31	189	40
RTOR Reduction (vph)	0	0	114	0	0	47	0	0	3	0	0	34
Lane Group Flow (vph)	51	61	106	0	57	4	139	222	2	31	189	6
Turn Type	pm+pt	NA	pm+ov		NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	1 10		8		1 10	6		5	2	
Permitted Phases	4		4	8		8			6			2
Actuated Green, G (s)	15.2	15.2	34.8		6.1	6.1	19.6	34.7	34.7	2.7	11.5	11.5
Effective Green, g (s)	15.2	15.2	34.8		6.1	6.1	19.6	34.7	34.7	2.7	11.5	11.5
Actuated g/C Ratio	0.21	0.21	0.48		0.08	0.08	0.27	0.48	0.48	0.04	0.16	0.16
Clearance Time (s)	5.2	7.0			7.0	7.0		6.3	6.3	6.3	6.3	6.3
Vehicle Extension (s)	2.1	2.5			3.1	3.1		6.0	6.0	3.1	5.0	5.0
Lane Grp Cap (vph)	208	392	901		157	133	480	1700	760	66	563	252
v/s Ratio Prot	c0.01	0.03	0.03		c0.03		c0.08	c0.06		0.02	c0.05	
v/s Ratio Perm	0.04		0.04			0.00			0.00			0.00
v/c Ratio	0.25	0.16	0.12		0.36	0.03	0.29	0.13	0.00	0.47	0.34	0.03
Uniform Delay, d1	23.4	23.3	10.3		31.2	30.3	20.8	10.4	9.8	34.0	27.0	25.6
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.1	0.0		1.5	0.1	0.1	0.1	0.0	5.4	0.7	0.1
Delay (s)	23.6	23.4	10.3		32.7	30.4	20.9	10.5	9.8	39.4	27.7	25.7
Level of Service	C	C	B		C	C	C	B	A	D	C	C
Approach Delay (s)		14.7			31.6			14.4			28.8	
Approach LOS		B			C			B			C	
Intersection Summary												
HCM 2000 Control Delay			19.8				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.32									
Actuated Cycle Length (s)			72.2				Sum of lost time (s)			31.1		
Intersection Capacity Utilization			42.0%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCS7 Two-Way Stop-Control Report

General Information

Analyst	A. Simmons	Intersection	Skelton Rd @ U-Haul Dwy
Agency/Co.	Keck & Wood	Jurisdiction	City of Gainesville
Date Performed	8/31/2021	East/West Street	U-Haul Dwy
Analysis Year	2024	North/South Street	Skelton Rd
Time Analyzed	PM Peak	Peak Hour Factor	0.85
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Future Background 2024		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		0			306	0		1	294	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0								1		
Capacity, c (veh/h)														1199		
v/c Ratio														0.00		
95% Queue Length, Q ₉₅ (veh)														0.0		
Control Delay (s/veh)														8.0		
Level of Service (LOS)														A		
Approach Delay (s/veh)													0.0			
Approach LOS																

					
Lane Group	SET	NWL	NWT	NEL	NER
Lane Group Flow (vph)	578	208	385	169	266
v/c Ratio	0.27	0.34	0.15	0.68	0.42
Control Delay	10.8	6.6	4.8	62.5	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.8	6.6	4.8	62.5	5.5
Queue Length 50th (ft)	89	39	37	126	0
Queue Length 95th (ft)	150	77	65	190	56
Internal Link Dist (ft)	866		1660	296	
Turn Bay Length (ft)		80			250
Base Capacity (vph)	2104	734	2653	491	727
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.28	0.15	0.34	0.37
Intersection Summary					

Future Background 2024 - PM.syn

2: Skelton Rd & Shallowford Rd

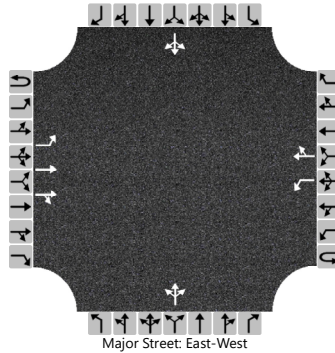
						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑		↵	↑↑	↵	↵
Traffic Volume (vph)	397	157	200	370	162	255
Future Volume (vph)	397	157	200	370	162	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		6.5	6.5	6.7	6.5
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.96		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3389		1770	3539	1770	1583
Flt Permitted	1.00		0.42	1.00	0.95	1.00
Satd. Flow (perm)	3389		777	3539	1770	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	414	164	208	385	169	266
RTOR Reduction (vph)	23	0	0	0	0	207
Lane Group Flow (vph)	555	0	208	385	169	59
Turn Type	NA		D.P+P	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases			2			4
Actuated Green, G (s)	73.8		83.5	90.0	16.8	26.5
Effective Green, g (s)	73.8		83.5	90.0	16.8	26.5
Actuated g/C Ratio	0.61		0.70	0.75	0.14	0.22
Clearance Time (s)	6.5		6.5	6.5	6.7	6.5
Vehicle Extension (s)	6.0		3.0	6.0	3.0	3.0
Lane Grp Cap (vph)	2084		620	2654	247	349
v/s Ratio Prot	0.16		c0.03	0.11	c0.10	0.01
v/s Ratio Perm			c0.21			0.02
v/c Ratio	0.27		0.34	0.15	0.68	0.17
Uniform Delay, d1	10.6		6.3	4.2	49.1	37.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3		0.3	0.1	7.6	0.2
Delay (s)	10.9		6.7	4.3	56.7	38.1
Level of Service	B		A	A	E	D
Approach Delay (s)	10.9			5.1	45.3	
Approach LOS	B			A	D	
Intersection Summary						
HCM 2000 Control Delay			18.1		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.39			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	19.7
Intersection Capacity Utilization			52.5%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCS7 Two-Way Stop-Control Report

General Information

Analyst	A. Simmons	Intersection	Shallowford @ Albert
Agency/Co.	Keck & Wood	Jurisdiction	City of Gainesville
Date Performed	8/31/2021	East/West Street	Shallowford Rd
Analysis Year	2024	North/South Street	Albert St
Time Analyzed	PM Peak	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Future Background 2024		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	1	0		0	1	0		0	1	0
Configuration		L	T	TR		L		TR			LTR				LTR	
Volume (veh/h)		1	679	3	0	4	606	0		0	0	0		1	0	9
Percent Heavy Vehicles (%)		2			2	2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

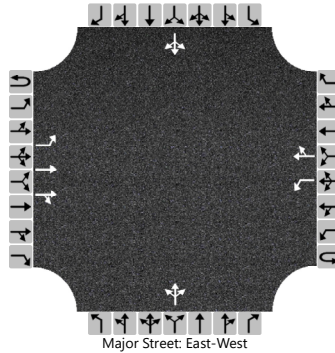
Flow Rate, v (veh/h)		1				4					0				11	
Capacity, c (veh/h)		942				879									415	
v/c Ratio		0.00				0.00									0.03	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0									0.1	
Control Delay (s/veh)		8.8				9.1									13.9	
Level of Service (LOS)		A				A									B	
Approach Delay (s/veh)	0.0				0.1								13.9			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	A. Simmons	Intersection	Shallowford @ Regions Dwy
Agency/Co.	Keck & Wood	Jurisdiction	City of Gainesville
Date Performed	8/31/2021	East/West Street	Shallowford Rd
Analysis Year	2024	North/South Street	Regions Dwy
Time Analyzed	PM Peak	Peak Hour Factor	0.85
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Future Background 2024		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	1	0		0	1	0		0	1	0
Configuration		L	T	TR		L		TR			LTR				LTR	
Volume (veh/h)		14	653	6	0	10	581	24		2	0	2		13	0	26
Percent Heavy Vehicles (%)		2			2	2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16				12					5					46
Capacity, c (veh/h)		884				836					128					269
v/c Ratio		0.02				0.01					0.04					0.17
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.1					0.6
Control Delay (s/veh)		9.2				9.4					34.3					21.1
Level of Service (LOS)		A				A					D					C
Approach Delay (s/veh)	0.2				0.2				34.3				21.1			
Approach LOS									D				C			

HCS7 Two-Way Stop-Control Report

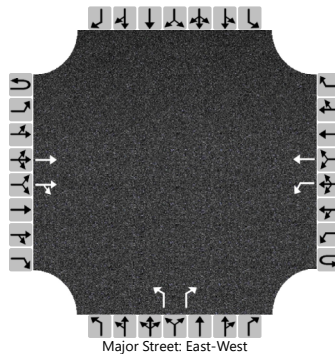
General Information

Analyst	A. Simmons
Agency/Co.	Keck & Wood
Date Performed	8/31/2021
Analysis Year	2024
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Future Background 2024

Site Information

Intersection	Shallowford @ Strip Mall
Jurisdiction	City of Gainesville
East/West Street	Shallowford Rd
North/South Street	Strip Mall (Dwy #3)
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	1	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			680	2	0	3	611			1		5				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						4				1		6				
Capacity, c (veh/h)						817				108		599				
v/c Ratio						0.00				0.01		0.01				
95% Queue Length, Q ₉₅ (veh)						0.0				0.0		0.0				
Control Delay (s/veh)						9.4				38.8		11.1				
Level of Service (LOS)						A				E		B				
Approach Delay (s/veh)					0.0				15.7							
Approach LOS									C							

											
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	143	128	448	175	76	339	348	4	36	278	133
v/c Ratio	0.43	0.24	0.38	0.69	0.19	0.70	0.20	0.00	0.27	0.49	0.30
Control Delay	32.5	30.3	4.3	57.4	1.0	24.6	15.4	0.0	50.9	40.6	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	30.3	4.3	57.4	1.0	24.6	15.4	0.0	50.9	40.6	1.8
Queue Length 50th (ft)	63	58	48	101	0	103	68	0	21	80	0
Queue Length 95th (ft)	144	132	111	#250	0	152	98	0	60	138	0
Internal Link Dist (ft)	1660			848			1028			2617	
Turn Bay Length (ft)	80				90		430		225		145
Base Capacity (vph)	333	551	1386	254	401	1073	3106	1404	163	1073	632
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.23	0.32	0.69	0.19	0.32	0.11	0.00	0.22	0.26	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Future Background 2024 - PM.syn

6: Pearl Nix Pkwy & Shallowford Rd/West End Ave

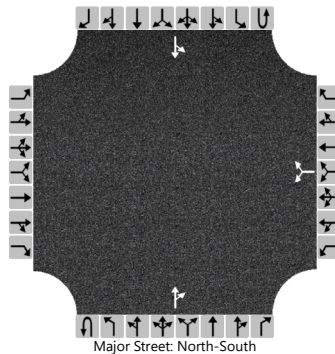
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	123	430	3	165	73	325	334	4	35	267	128
Future Volume (vph)	137	123	430	3	165	73	325	334	4	35	267	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	7.0	6.3		7.0	7.0	6.3	6.3	6.3	6.3	6.3	6.3
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1861	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.39	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	724	1863	1583		1850	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	143	128	448	3	172	76	339	348	4	36	278	133
RTOR Reduction (vph)	0	0	77	0	0	66	0	0	2	0	0	112
Lane Group Flow (vph)	143	128	371	0	175	10	339	348	2	36	278	21
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	1 10		8		1 10	6		5	2	
Permitted Phases	4		4	8		8			6			2
Actuated Green, G (s)	28.0	28.0	57.2		13.3	13.3	29.2	46.4	46.4	4.6	15.5	15.5
Effective Green, g (s)	28.0	28.0	57.2		13.3	13.3	29.2	46.4	46.4	4.6	15.5	15.5
Actuated g/C Ratio	0.28	0.28	0.58		0.13	0.13	0.30	0.47	0.47	0.05	0.16	0.16
Clearance Time (s)	5.2	7.0			7.0	7.0		6.3	6.3	6.3	6.3	6.3
Vehicle Extension (s)	2.1	2.5			3.1	3.1		6.0	6.0	3.1	5.0	5.0
Lane Grp Cap (vph)	306	529	1019		249	213	524	1665	744	82	556	248
v/s Ratio Prot	0.04	0.07	c0.11				c0.19	0.10		0.02	c0.08	
v/s Ratio Perm	0.09		0.13		c0.09	0.01			0.00			0.01
v/c Ratio	0.47	0.24	0.36		0.70	0.05	0.65	0.21	0.00	0.44	0.50	0.08
Uniform Delay, d1	27.8	27.1	11.0		40.8	37.1	30.2	15.3	13.8	45.7	38.0	35.5
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.2	0.1		8.7	0.1	2.1	0.2	0.0	3.9	1.5	0.3
Delay (s)	28.3	27.3	11.1		49.5	37.2	32.3	15.5	13.8	49.6	39.5	35.8
Level of Service	C	C	B		D	D	C	B	B	D	D	D
Approach Delay (s)		17.4			45.8			23.7			39.2	
Approach LOS		B			D			C			D	
Intersection Summary												
HCM 2000 Control Delay			27.5				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			98.6				Sum of lost time (s)			31.1		
Intersection Capacity Utilization			64.1%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCS7 Two-Way Stop-Control Report

General Information

Analyst	A. Simmons	Intersection	Skelton Rd @ Site Dwy #1
Agency/Co.	Keck & Wood	Jurisdiction	City of Gainesville
Date Performed	8/31/2021	East/West Street	Site Dwy #1
Analysis Year	2024	North/South Street	Skelton Rd
Time Analyzed	AM Peak	Peak Hour Factor	0.87
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Future with Project 2024		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						8		23			147	6		17	156	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						36								20		
Capacity, c (veh/h)						782								1400		
v/c Ratio						0.05								0.01		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
Control Delay (s/veh)						9.8								7.6		
Level of Service (LOS)						A								A		
Approach Delay (s/veh)					9.8								0.9			
Approach LOS					A											

Future with Project 2024 - AM.syn

2: Skelton Rd & Shallowford Rd

					
Lane Group	SET	NWL	NWT	NEL	NER
Lane Group Flow (vph)	394	116	148	80	149
v/c Ratio	0.17	0.15	0.05	0.48	0.35
Control Delay	5.3	3.6	2.8	56.2	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	5.3	3.6	2.8	56.2	7.6
Queue Length 50th (ft)	34	15	10	55	0
Queue Length 95th (ft)	55	30	18	92	38
Internal Link Dist (ft)	866		1660	296	
Turn Bay Length (ft)		80			250
Base Capacity (vph)	2332	917	2907	455	578
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.17	0.13	0.05	0.18	0.26
Intersection Summary					

Future with Project 2024 - AM.syn
2: Skelton Rd & Shallowford Rd

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑		↰	↑↑	↰	↰
Traffic Volume (vph)	209	118	96	123	66	124
Future Volume (vph)	209	118	96	123	66	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		6.5	6.5	6.7	6.5
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3348		1770	3539	1770	1583
Flt Permitted	1.00		0.52	1.00	0.95	1.00
Satd. Flow (perm)	3348		968	3539	1770	1583
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	252	142	116	148	80	149
RTOR Reduction (vph)	39	0	0	0	0	127
Lane Group Flow (vph)	355	0	116	148	80	22
Turn Type	NA		D.P+P	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases			2			4
Actuated Green, G (s)	74.0		81.2	87.7	9.1	16.3
Effective Green, g (s)	74.0		81.2	87.7	9.1	16.3
Actuated g/C Ratio	0.67		0.74	0.80	0.08	0.15
Clearance Time (s)	6.5		6.5	6.5	6.7	6.5
Vehicle Extension (s)	6.0		3.0	6.0	3.0	3.0
Lane Grp Cap (vph)	2252		767	2821	146	234
v/s Ratio Prot	c0.11		c0.01	0.04	c0.05	0.01
v/s Ratio Perm			0.10			0.01
v/c Ratio	0.16		0.15	0.05	0.55	0.09
Uniform Delay, d1	6.6		4.0	2.4	48.5	40.5
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1		0.1	0.0	4.2	0.2
Delay (s)	6.7		4.1	2.4	52.6	40.6
Level of Service	A		A	A	D	D
Approach Delay (s)	6.7			3.2	44.8	
Approach LOS	A			A	D	
Intersection Summary						
HCM 2000 Control Delay			15.5		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.20			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	19.7
Intersection Capacity Utilization			35.9%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCS7 Two-Way Stop-Control Report

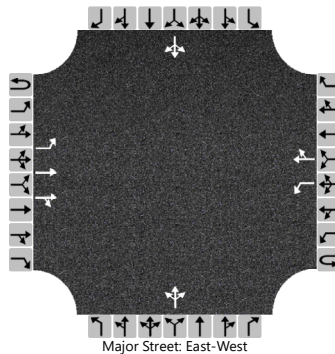
General Information

Analyst	A. Simmons
Agency/Co.	Keck & Wood
Date Performed	8/31/2021
Analysis Year	2024
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Future with Project 2024

Site Information

Intersection	Shallowford @ Site Dwy #2
Jurisdiction	City of Gainesville
East/West Street	Shallowford Rd
North/South Street	Site Dwy #2
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	1	0		0	1	0		0	1	0
Configuration		L	T	TR		L		TR			LTR				LTR	
Volume (veh/h)		6	299	29	0	17	207	1		26	0	46		0	0	1
Percent Heavy Vehicles (%)		2			2	2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7				20					85				1	
Capacity, c (veh/h)		1319				1169					540				793	
v/c Ratio		0.01				0.02					0.16				0.00	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					0.6				0.0	
Control Delay (s/veh)		7.7				8.1					12.9				9.5	
Level of Service (LOS)		A				A					B				A	
Approach Delay (s/veh)	0.1				0.6				12.9				9.5			
Approach LOS									B				A			

HCS7 Two-Way Stop-Control Report

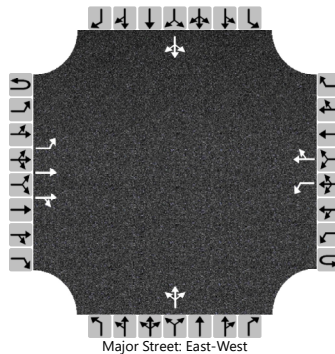
General Information

Analyst	A. Simmons
Agency/Co.	Keck & Wood
Date Performed	8/31/2021
Analysis Year	2024
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Future with Project 2024

Site Information

Intersection	Shallowford @ Site Dwy #3
Jurisdiction	City of Gainesville
East/West Street	Shallowford Rd
North/South Street	Site Dwy #3/Regions Dwy
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	1	0		0	1	0		0	1	0
Configuration		L	T	TR		L		TR			LTR				LTR	
Volume (veh/h)		4	339	0	0	29	217	4		0	0	28		4	0	5
Percent Heavy Vehicles (%)		2			2	2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				34					33				11	
Capacity, c (veh/h)		1302				1156					808				549	
v/c Ratio		0.00				0.03					0.04				0.02	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					0.1				0.1	
Control Delay (s/veh)		7.8				8.2					9.6				11.7	
Level of Service (LOS)		A				A					A				B	
Approach Delay (s/veh)	0.1				1.0				9.6				11.7			
Approach LOS									A				B			

HCS7 Two-Way Stop-Control Report

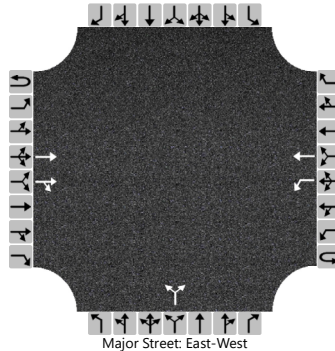
General Information

Analyst	A. Simmons
Agency/Co.	Keck & Wood
Date Performed	8/31/2021
Analysis Year	2024
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Future with Project 2024

Site Information

Intersection	Shallowford @ Site Dwy #4
Jurisdiction	City of Gainesville
East/West Street	Shallowford Rd
North/South Street	Site Dwy #4
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	1	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			362	6	0	12	242			8		15				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.5		6.9			
Critical Headway (sec)						4.14					6.84		6.94			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.22					3.52		3.32			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						14						27				
Capacity, c (veh/h)						1123						546				
v/c Ratio						0.01						0.05				
95% Queue Length, Q ₉₅ (veh)						0.0						0.2				
Control Delay (s/veh)						8.2						11.9				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					0.4				11.9							
Approach LOS									B							

Future with Project 2024 - AM.syn

6: Pearl Nix Pkwy & Shallowford Rd/West End Ave

											
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	99	76	282	67	51	178	222	5	31	189	67
v/c Ratio	0.30	0.15	0.25	0.29	0.13	0.38	0.11	0.01	0.17	0.32	0.15
Control Delay	22.6	21.9	1.2	36.3	0.7	16.6	14.1	0.0	36.6	31.3	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.6	21.9	1.2	36.3	0.7	16.6	14.1	0.0	36.6	31.3	0.7
Queue Length 50th (ft)	33	26	0	29	0	40	25	0	14	42	0
Queue Length 95th (ft)	70	58	16	67	0	72	61	0	40	73	0
Internal Link Dist (ft)	1660			848			1028			2617	
Turn Bay Length (ft)	80				90		430		225		145
Base Capacity (vph)	379	806	1514	373	488	1403	3506	1569	237	1568	823
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.09	0.19	0.18	0.10	0.13	0.06	0.00	0.13	0.12	0.08
Intersection Summary											

Future with Project 2024 - AM.syn
6: Pearl Nix Pkwy & Shallowford Rd/West End Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	63	234	0	56	42	148	184	4	26	157	56
Future Volume (vph)	82	63	234	0	56	42	148	184	4	26	157	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	7.0	6.3		7.0	7.0	6.3	6.3	6.3	6.3	6.3	6.3
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.39	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	733	1863	1583		1863	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	99	76	282	0	67	51	178	222	5	31	189	67
RTOR Reduction (vph)	0	0	138	0	0	47	0	0	3	0	0	57
Lane Group Flow (vph)	99	76	144	0	67	4	178	222	2	31	189	10
Turn Type	pm+pt	NA	pm+ov		NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	1 10		8		1 10	6		5	2	
Permitted Phases	4		4	8		8			6			2
Actuated Green, G (s)	18.0	18.0	39.4		6.4	6.4	21.4	36.9	36.9	2.7	11.9	11.9
Effective Green, g (s)	18.0	18.0	39.4		6.4	6.4	21.4	36.9	36.9	2.7	11.9	11.9
Actuated g/C Ratio	0.23	0.23	0.51		0.08	0.08	0.28	0.48	0.48	0.03	0.15	0.15
Clearance Time (s)	5.2	7.0			7.0	7.0		6.3	6.3	6.3	6.3	6.3
Vehicle Extension (s)	2.1	2.5			3.1	3.1		6.0	6.0	3.1	5.0	5.0
Lane Grp Cap (vph)	256	434	937		154	131	490	1691	756	61	545	244
v/s Ratio Prot	c0.03	0.04	0.04		0.04		c0.10	c0.06		0.02	c0.05	
v/s Ratio Perm	c0.06		0.05			0.00			0.00			0.01
v/c Ratio	0.39	0.18	0.15		0.44	0.03	0.36	0.13	0.00	0.51	0.35	0.04
Uniform Delay, d1	24.2	23.7	10.0		33.7	32.6	22.4	11.2	10.5	36.6	29.2	27.8
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.1	0.0		2.0	0.1	0.2	0.1	0.0	6.7	0.8	0.1
Delay (s)	24.7	23.8	10.1		35.7	32.7	22.6	11.3	10.5	43.3	30.0	27.9
Level of Service	C	C	B		D	C	C	B	B	D	C	C
Approach Delay (s)		15.5			34.4			16.3			31.0	
Approach LOS		B			C			B			C	
Intersection Summary												
HCM 2000 Control Delay			21.0									
HCM 2000 Volume to Capacity ratio			0.39									
Actuated Cycle Length (s)			77.2									
Intersection Capacity Utilization			44.2%									
Analysis Period (min)			15									
c Critical Lane Group												

HCS7 Two-Way Stop-Control Report

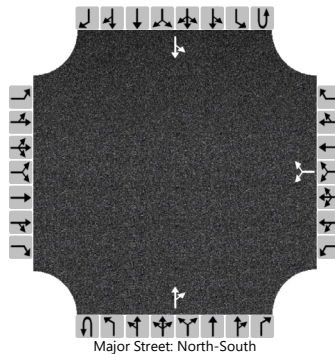
General Information

Analyst	A. Simmons
Agency/Co.	Keck & Wood
Date Performed	8/31/2021
Analysis Year	2024
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Future with Project 2024

Site Information

Intersection	Skelton Rd @ Site Dwy #1
Jurisdiction	City of Gainesville
East/West Street	Site Dwy #1
North/South Street	Skelton Rd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						4		16			325	5		22	306	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						24								26		
Capacity, c (veh/h)						560								1170		
v/c Ratio						0.04								0.02		
95% Queue Length, Q ₉₅ (veh)						0.1								0.1		
Control Delay (s/veh)						11.7								8.1		
Level of Service (LOS)						B								A		
Approach Delay (s/veh)					11.7								0.8			
Approach LOS					B											

Future with Project 2024 - PM.syn

2: Skelton Rd & Shallowford Rd

					
Lane Group	SET	NWL	NWT	NEL	NER
Lane Group Flow (vph)	611	232	405	173	298
v/c Ratio	0.29	0.38	0.15	0.69	0.46
Control Delay	11.5	7.1	4.9	62.4	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.5	7.1	4.9	62.4	7.3
Queue Length 50th (ft)	98	45	40	129	17
Queue Length 95th (ft)	167	87	68	195	76
Internal Link Dist (ft)	866		1660	296	
Turn Bay Length (ft)		80			250
Base Capacity (vph)	2075	709	2645	491	731
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.29	0.33	0.15	0.35	0.41
Intersection Summary					

Future with Project 2024 - PM.syn
2: Skelton Rd & Shallowford Rd

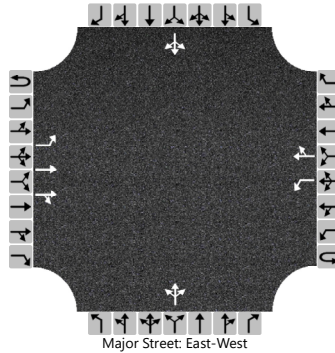
						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑		↵	↑↑	↵	↵
Traffic Volume (vph)	419	168	223	389	166	286
Future Volume (vph)	419	168	223	389	166	286
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		6.5	6.5	6.7	6.5
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.96		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3387		1770	3539	1770	1583
Flt Permitted	1.00		0.40	1.00	0.95	1.00
Satd. Flow (perm)	3387		743	3539	1770	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	436	175	232	405	173	298
RTOR Reduction (vph)	24	0	0	0	0	206
Lane Group Flow (vph)	587	0	232	405	173	92
Turn Type	NA		D.P+P	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases			2			4
Actuated Green, G (s)	72.7		83.2	89.7	17.1	27.6
Effective Green, g (s)	72.7		83.2	89.7	17.1	27.6
Actuated g/C Ratio	0.61		0.69	0.75	0.14	0.23
Clearance Time (s)	6.5		6.5	6.5	6.7	6.5
Vehicle Extension (s)	6.0		3.0	6.0	3.0	3.0
Lane Grp Cap (vph)	2051		605	2645	252	364
v/s Ratio Prot	0.17		c0.03	0.11	c0.10	0.02
v/s Ratio Perm			c0.23			0.04
v/c Ratio	0.29		0.38	0.15	0.69	0.25
Uniform Delay, d1	11.3		6.6	4.3	48.9	37.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4		0.4	0.1	7.5	0.4
Delay (s)	11.6		7.0	4.4	56.4	38.1
Level of Service	B		A	A	E	D
Approach Delay (s)	11.6			5.4	44.9	
Approach LOS	B			A	D	
Intersection Summary						
HCM 2000 Control Delay			18.4		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.44			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	19.7
Intersection Capacity Utilization			54.9%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCS7 Two-Way Stop-Control Report

General Information

Analyst	A. Simmons	Intersection	Shallowford @ Site Dwy #2
Agency/Co.	Keck & Wood	Jurisdiction	City of Gainesville
Date Performed	8/31/2021	East/West Street	Shallowford Rd
Analysis Year	2024	North/South Street	Site Dwy #2
Time Analyzed	PM Peak	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Future with Project 2024		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	1	0		0	1	0		0	1	0
Configuration		L	T	TR		L		TR			LTR				LTR	
Volume (veh/h)		1	703	30	0	24	631	0		17	0	23		1	0	9
Percent Heavy Vehicles (%)		2			2	2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				25					42				11	
Capacity, c (veh/h)		921				839					166				386	
v/c Ratio		0.00				0.03					0.25				0.03	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					1.0				0.1	
Control Delay (s/veh)		8.9				9.4					33.8				14.6	
Level of Service (LOS)		A				A					D				B	
Approach Delay (s/veh)	0.0				0.3				33.8				14.6			
Approach LOS									D				B			

HCS7 Two-Way Stop-Control Report

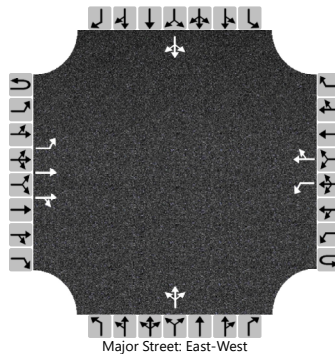
General Information

Analyst	A. Simmons
Agency/Co.	Keck & Wood
Date Performed	8/31/2021
Analysis Year	2024
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Future with Project 2024

Site Information

Intersection	Shallowford @ Site Dwy #3
Jurisdiction	City of Gainesville
East/West Street	Shallowford Rd
North/South Street	Site Dwy #3/Regions Dwy
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	1	0		0	1	0		0	1	0
Configuration		L	T	TR		L		TR			LTR				LTR	
Volume (veh/h)		14	693	7	0	47	624	24		7	0	29		13	0	26
Percent Heavy Vehicles (%)		2			2	2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16				55					42				46	
Capacity, c (veh/h)		846				802					188				208	
v/c Ratio		0.02				0.07					0.23				0.22	
95% Queue Length, Q ₉₅ (veh)		0.1				0.2					0.8				0.8	
Control Delay (s/veh)		9.3				9.8					29.6				27.2	
Level of Service (LOS)		A				A					D				D	
Approach Delay (s/veh)	0.2				0.7				29.6				27.2			
Approach LOS									D				D			

HCS7 Two-Way Stop-Control Report

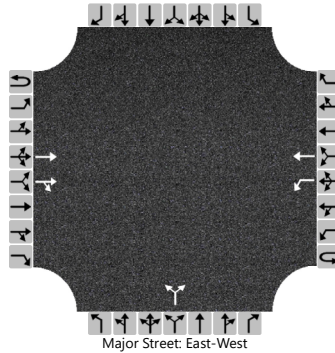
General Information

Analyst	A. Simmons
Agency/Co.	Keck & Wood
Date Performed	8/31/2021
Analysis Year	2024
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Future with Project 2024

Site Information

Intersection	Shallowford @ Site Dwy #4
Jurisdiction	City of Gainesville
East/West Street	Shallowford Rd
North/South Street	Site Dwy #4
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	1	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			739	9	0	20	689			12		19				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.5		6.9			
Critical Headway (sec)						4.14					6.84		6.94			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.22					3.52		3.32			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						24						36				
Capacity, c (veh/h)						764						163				
v/c Ratio						0.03						0.22				
95% Queue Length, Q ₉₅ (veh)						0.1						0.8				
Control Delay (s/veh)						9.9						33.4				
Level of Service (LOS)						A						D				
Approach Delay (s/veh)					0.3				33.4							
Approach LOS									D							

Future with Project 2024 - PM.syn

6: Pearl Nix Pkwy & Shallowford Rd/West End Ave

											
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	178	134	488	192	74	389	339	4	36	270	169
v/c Ratio	0.59	0.25	0.41	0.79	0.19	0.75	0.19	0.00	0.28	0.48	0.39
Control Delay	39.8	32.4	4.5	67.6	1.1	25.8	14.9	0.0	53.4	42.4	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	32.4	4.5	67.6	1.1	25.8	14.9	0.0	53.4	42.4	4.7
Queue Length 50th (ft)	85	64	55	117	0	122	67	0	22	81	0
Queue Length 95th (ft)	#204	145	126	#298	0	176	96	0	62	141	25
Internal Link Dist (ft)	1660			848			1028			2617	
Turn Bay Length (ft)	80				90		430		225		145
Base Capacity (vph)	301	529	1363	244	394	1030	3004	1362	156	1030	615
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.25	0.36	0.79	0.19	0.38	0.11	0.00	0.23	0.26	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Future with Project 2024 - PM.syn
6: Pearl Nix Pkwy & Shallowford Rd/West End Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	129	468	3	181	71	373	325	4	35	259	162
Future Volume (vph)	171	129	468	3	181	71	373	325	4	35	259	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	7.0	6.3		7.0	7.0	6.3	6.3	6.3	6.3	6.3	6.3
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1861	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.33	1.00	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	618	1863	1583		1851	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	178	134	488	3	189	74	389	339	4	36	270	169
RTOR Reduction (vph)	0	0	79	0	0	64	0	0	2	0	0	143
Lane Group Flow (vph)	178	134	409	0	192	10	389	339	2	36	270	26
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	1 10		8		1 10	6		5	2	
Permitted Phases	4		4	8		8			6			2
Actuated Green, G (s)	28.4	28.4	60.9		13.3	13.3	32.5	50.0	50.0	4.6	15.8	15.8
Effective Green, g (s)	28.4	28.4	60.9		13.3	13.3	32.5	50.0	50.0	4.6	15.8	15.8
Actuated g/C Ratio	0.28	0.28	0.59		0.13	0.13	0.32	0.49	0.49	0.04	0.15	0.15
Clearance Time (s)	5.2	7.0			7.0	7.0		6.3	6.3	6.3	6.3	6.3
Vehicle Extension (s)	2.1	2.5			3.1	3.1		6.0	6.0	3.1	5.0	5.0
Lane Grp Cap (vph)	282	515	1036		239	205	560	1724	771	79	544	243
v/s Ratio Prot	c0.06	0.07	0.12				c0.22	0.10		0.02	c0.08	
v/s Ratio Perm	0.11		0.13		c0.10	0.01			0.00			0.02
v/c Ratio	0.63	0.26	0.39		0.80	0.05	0.69	0.20	0.00	0.46	0.50	0.11
Uniform Delay, d1	30.3	28.9	11.1		43.4	39.1	30.7	14.9	13.5	47.8	39.8	37.3
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.5	0.2	0.1		17.6	0.1	3.0	0.2	0.0	4.3	1.5	0.4
Delay (s)	33.8	29.1	11.2		60.9	39.2	33.7	15.1	13.5	52.1	41.2	37.7
Level of Service	C	C	B		E	D	C	B	B	D	D	D
Approach Delay (s)		19.2			54.9			25.0			40.8	
Approach LOS		B			D			C			D	
Intersection Summary												
HCM 2000 Control Delay			29.8				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			102.6				Sum of lost time (s)			31.1		
Intersection Capacity Utilization			69.5%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

Date Submitted: 1/3/2022

Presenter: Abb Hayes

Item of Business: **Public Hearing Item: January 18, 2022 Council Meeting**
Request from **Mark D. Thebaut, D.D.S.** to amend an existing Planned Unit Development (P-U-D) zoning totaling 0.67± acre located on the southeast side of the intersection of Thompson Bridge Road and Lanier Avenue (a/k/a **1398 Thompson Bridge Road, NE**). **Ward Number: Two.** Tax Parcel Number(s): 01-087-003-001.
Request: Medical/Dental office / restaurant with drive-thru.

Meeting Date: 1/13/2022

Purpose of Request:

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

The applicant is proposing to amend an existing Planned Unit Development(P-U-D) for a medical/dental office. The property is the current site of a Pizza Hut restaurant which was originally established in 1988. The applicant intends to convert the existing building to a medical/dental office but would like the ability to retain the existing use of a restaurant with a drive-thru. The existing building is 2,841 square feet which will be expanded to 3,335 square feet while utilizing the existing 42 parking spaces. The existing driveway off of Thompson Bridge Road and Lanier Avenue will remain. Adjacent uses include Coleman, Chambers & Rogers Law office, Lanier Federal Credit Union, Martin Properties Construction office, and Westminster Presbyterian Church.

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 2022- :

I move to approve the ordinance to amend the existing Planned Unit Development (P-U-D) for the subject property for a medical/dental office/restaurant with drive-thru with four 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?

N/A

Amount Requested:

Source of Funds:

Finance Comments:

Administrative Comments:

ATTACHMENTS:

Description		Type
	Legal Ad	Legal Ad
	PAB Recommendation Report	Report
	Proposed Zoning Amendment Ordinance	Ordinance
	Location Maps	Backup Material
	Narrative	Backup Material
	Survey	Backup Material
	Site Plan	Backup Material
	Architectural Rendering	Backup Material

Center, 830 Green Street, NE, Gainesville, Georgia, at 5:15 p.m. on Tuesday, January 4, 2022 to consider the following:

1. Previously tabled application of Cook Communities to rezone from Agricultural Residential-III (AR-III) to Planned Residential Development (PRD) on a 34.03± acre tract located on the west side of Pine Valley Road at its intersection with White Sulphur Road; a.k.a. 1560, 1582, & 1586 Pine Valley Road; Zoned AR-III; Tax Parcels 09124 000039, 000039B, & 000203. Proposed Use: 249 unit townhome development. **

(I) Commission District 4. NOTE: In accordance with Georgia law, anyone who

(a) wishes to express 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 recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on Thursday, January 27, 2022. The Board will meet at 6:00 p.m. at the Gainesville Civic Center, 830 Green Street, NE, Gainesville, Georgia.

102991 12/29

NOTICE OF PUBLIC HEARING ON PROPOSED AMENDMENTS TO THE

located east of Lanier Parkway (I-985), south of the intersection of Old Cornelia Highway and Dana Drive, south of Floyd Road and east of its terminus, having road frontage on the east side of Lenox Drive (a/k/a 0, 2490 and 2544 Floyd Road, SE; 0 Lenox Drive, SE; 0 Old Cornelia Highway, SE).

Ward Number: Three
Tax Parcel Number(s): 15-021-000-164; 15-022-000-003M, 004, 034 and 086; 15-033-000-001
Request: Master planned mixed-use community

4) Request from Moez Hasni to annex a 5.503± acres tract located on the northeast corner of Jesse Jewell Parkway and Crescent Drive, having frontage on Exit 24/ I-985 (a/k/a 374 and 400 Crescent Drive) and to establish zoning as General Business (G-B).

Ward Number: Two
Tax Parcel Number(s): 15-033C-000-077
Request: Retail shopping center

5) Request from Fred and Olivia Skey to rezone a 0.65± acre tract located on the east side of Northside Drive, southeast of its intersection with Ivey Terrace (a/k/a 352 Northside Drive, NW) from Office and Institutional (O-I) and General Business (G-B) to Office and Institutional (O-I) with a special use.

Ward Number: Four
Tax Parcel Number(s): 01-025-005-010
Request: Single-family residence

6) Request from Two Capital Partners to rezone a 24.857± acres tract located on the southwest side of Shallowford Road and southeast side of the intersection of Skelton Road and Hudgins Street (a/k/a 600, 610 and 622 Shallowford Road, SW; 1515 Skelton Road, SW; 1448 and 1450

21-11-VAR

Application for a variance from Alan Couch on property owned by him identified as 2850 Muskogee Lane. The property is approximately .285 acres. The property is zoned PUD (Planned Unit Development). The applicable Development Code section for which the applicant and owner is seeking relief is 8.3.1 (Minimum Yard Requirements). The applicant requests a minimum rear yard reduction from 10' to 6'. The intent of the applicant is to construct a garage addition.

COPIES OF THE APPLICATION MAY BE VIEWED OR DOWNLOADED AT: https://www.braselton.net/government/town-officials/zoning-board_of_appeals.php

FOR MORE INFORMATION CONTACT KEVIN KELLER AT: kdkeller@braselton.net

ALL BRASELTON ZONING BOARD OF APPEALS PUBLIC HEARINGS ARE HELD AT THE FOLLOWING LOCATION: BRASELTON POLICE AND MUNICIPAL COURT BUILDING 5040 S.R. 53 BRASELTON, GA 30517 103133 12/29

Public Sales/Auctions

Byrds Mini Storage Online Auction with Lockerfox.com for January 11 to January 18, 2022.

Alto - Tribble Gap Road
201. Jamie Wesley
507. Adam Ortiz
Baldwin- Charlie Davis Road
A32. Tiffany Grace
A37. Randal Smith
A60. Tiffany Grace
C11. JOE BYRD
C19. JOE BYRD
C28 RICHARD MORRIS

locks. To claim tax-exempt status, original RESALE certificates for each space purchased is required. By PS Orangeco, Inc., 701 Western Avenue, Glendale, CA 91201. (818) 244-8080. 102683 12/29,1/5

NOTICE OF PUBLIC SALEThe undersigned, wishing to avail themselves of the provisions under the Georgia Self-service Storage Facility Act of 2013, hereby gives notice of the sale under said act to wit; Monday the 17th day of January, 2022 at 10:00 AM, on that day will conduct a public sale to the highest bidder, with bidding to take place on lockerfox.com, FOR CASH ONLY, the contents of spaces at Storage

Depot of Gainsville, 635 Industrial Blvd, Gainesville, GA, 30501
Miranda, Luis 144
Tires, toolboxes, misc items. Grizzle, Misty 200 Couch, Chair, and Baby swing. Diorio, Ronald L. 404 Kitchen items, office chairs, boxes. Pierce, Anna 416 Strollers, chairs, misc household items. Hagerty, Micah 421 Furniture, boxes, misc household items. smith, wallace 446 Boxes, furniture, misc household items . Lima, Alfredo 447 Appliances, bags, misc household items. Miller, Tony 448 Misc Tools, metal items, lumber.

Waller, Shuntae 40 a grill, boxes, and misc metal items. McGehee, Joy B12 dining table, end table, chairs. Abernathy, Shannon B26 furniture, stroller, and bags. McGehee, Joy B40 boxes, bags, and misc household items. Lopez, Mario 178 Toddler bed, stroller, and a dolly. Poole, Damorie M. 227 furniture,

COUNTY OF HALL
STATE OF GEORGIA
IN RE: ESTATE OF
KERRIGAN JOYCE
BLACKWELL,
DECEASED
ESTATE NO.. E-21-484
PETITION FOR LETTERS
OF ADMINISTRATION
NOTICE

[Note: Strike the sentence in parenthesis below if not applicable.]

TO: whom it may concern:

David Blackwell, has petitioned for (Letters of Administration) to be appointed administrator of the estate of KERRIGAN JOYCE BLACKWELL, deceased, of said county. (The

petitioner has also applied for waiver of bond, waiver of reports, waiver of statements, and/or grant of certain powers contained in O.C.G.A. ss 53-12-261.) All interested persons are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed with the Court on or before January 10th, 2022.

BE NOTIFIED FURTHER: All objections to the petition must be in writing, setting forth the grounds of any such objections. All objections should be sworn to before a notary public or before a probate court clerk, and filing fees must be tendered with your objections, unless you qualify to file as an indigent party. Contact probate court personnel for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing. Patty Walters Laine

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Gainesville,

GAINESVILLE ZONING MAP

Notice is hereby given that the Gainesville City Council will conduct a public hearing on Tuesday, January 18, 2022 at 5:30 p.m. in the Gainesville Justice Center (Municipal Courtroom at the Public Safety Complex), 701 Queen City Parkway in midtown Gainesville on the following requests:

1) 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

2) Request from Caballero Holdings, LLC to annex a total of 140.77± acres to include a 44.91± acres tract located at the northeast side of the terminus of Floyd Road; a 80.8± acres tract located on the north side of Eberhart Cemetery Road; a 9.467± acres tract, 4.397± acres tract and a 1.996± acres tract located southwest of the intersection of Jesse Jewell Parkway and Old Cornelia Highway (a/k/a 0 Eberhart Cemetery Road; 2465 Floyd Road, SE; 2166, 2170 and 2210 Old Cornelia Highway) and to establish zoning as Planned Unit Development (P-U-D).
Ward Number: Three
Tax Parcel Number(s): 15-022-000-001B, 003 (Part); 15-033B-000-022, 024 and 026A
Request: Master planned mixed-use

Hudgins Street, SW) from Neighborhood Business (N-B) and General Business (G-B) to Planned Unit Development (P-U-D).
Ward Number: Five
Tax Parcel Number(s): 0 1 - 119C-001-001, 001A, 029, 029A, 029D and 031 Request: Master planned mixed-use rental community

7) Request from Mark D. Thebaut, D.D.S. to amend an existing Planned Unit Development (P-U-D) zoning totaling 0.67± acre located on the southeast side of the intersection of Thompson Bridge Road and Lanier Avenue (a/k/a 1398 Thompson Bridge Road, NE).
Ward Number: Two
Tax Parcel Number(s): 01-087-003-001
Request: Medical / Dental office / restaurant with drive-thru

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-33(c))
103125 12/29

D09. CYNTHIA WADE
E15. JOSHUA ELLER
F27. VESIL ROMERO
F30. BILLY MOON
G03. ADRIA JONES
103124 12/29, 1/5

FLOWERY BRANCH
MINI STORAGE 5110
Chattahoochee St.
Flowery Branch, GA
30542. The contents of these units will be auctioned on 1/7/2022 at 2pm at storageauctions.com: Unit B26 - Cynthia Lynn Stanton - household items, Unit B36- Denton Vaughn - household items, F7 Ashley Durham-household items.
102859 12/22, 29

NOTICE OF PUBLIC SALE

To satisfy the owner's storage lien, PS Orange Co. Inc. will sell at public lien sale on January 18, 2022, the personal property in the below-listed units, which may include but are not limited to: household and personal items, office and other equipment. The public sale of these items will begin at 08:00 AM and continue until all units are sold. Lien sale to be held at the online auction website, www.storageauctions.com, where indicated. For online lien sales, bids will be accepted until 2 hours after the time of the sale specified.

PUBLIC STORAGE
26961, 7366
Friendship Springs Rd,
Flowery Branch, GA
30542, (678) 693-2587
Time: 10:30 AM

Sale to be held at www.storageauctions.com.
1057 - Gilmore, Linwood; 2045 - Saylor, Christina; 2066 - Adcox, Marcie; 2149 - Harper, Jeffrey; 2189 - Delong, Christy; 3183 - Harris, Robin; 3240 - Jones, Thomas
Public sale terms, rules, and regulations will be made available prior to the sale. All

bags, and misc household items. Gilley, Jesse 431 Shelves, appliances, misc household items. Harrison, Ahmad A60 Misc household items and goods. Farquharson, Oshane 250 Misc furniture and boxes
THE PUBLIC IS INVITED TO ATTEND AT LOCKERFOX.COM, SALE IS SUBJECT TO ADJOURNMENT.
103193 12/29, 1/5

Notice of Self Storage Sale

Please take notice Midgard Self Storage - Gainesville GA at 1405 NW McEver Rd Gainesville GA, 30504 intends to hold a public sale to sell the property stored in the following units stored at the Facility. The public sale to the highest bidder will occur at an online auction via www.storageauctions.com on 1/19/2022 at 1:00pm. Unless stated otherwise the description of the contents are household goods and furnishings. Steven D Howell unit #1013; Kelly A Smith unit #1026; Angela D Peoples unit #1084; Francita R Jackson unit #1102; Nancy S Sykes unit #2019; Rosalyn Jackson unit #2118; Andrea S Rucker unit #2134; Zackary D Tatum unit #A200; Francisco J Zambrano Alvarado unit #A242; Edgar M Yebra unit #B205; Darius DWilkins unit #B225; Rayshawn C Moore unit #C122; Latonya T Earl unit #D110; Tyiea S Segar unit #E141; Carlos Sanchez unit #F124; Michael A Perez unit #F134; Phyllis Birt unit #F141. All property is being stored at the above self-storage facility. This sale may be withdrawn at any time without notice.

Certain terms and conditions apply. See manager for details.
103110 12/29, 1/5

Probate Notices

IN THE PROBATE COURT OF HALL

development
3) Request from Caballero Holdings, LLC to amend an existing Planned Unit Development (P-U-D) zoning totaling 981.661± acres located east of Lanier

PUBLIC NOTICE

The Braselton Zoning Board of Appeals will hold a Public Hearing on Thursday, January 13th 2022 at 7:00 pm on the following items:

sales are subject to cancellation. We reserve the right to refuse any bid. Payment must be in cash or credit card-no checks. Buyers must secure the units with their own personal

**GAINESVILLE PLANNING and APPEALS BOARD
RECOMMENDATION**

Applicant Mark D. Thebaut, D.D.S.
Property Owner Theodore C. Borromeo
Location 1398 Thompson Bridge Road, NE
Request Amend P-U-D zoning
Size 0.67± acre
Ward Two
Proposed Use Medical/Dental Office / restaurant with drive-thru
Planning Division Staff Recommendation **Approval, with conditions**
Planning & Appeals Board Recommendation **Approval, with conditions**
Date December 14, 2021

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

The applicant is proposing to amend an existing Planned Unit Development (P-U-D) for a medical/dental office. The property is the current site of the Pizza Hut restaurant which was originally established in 1988. The applicant currently owns the existing TEBO Dentistry located further north in the County at the intersection of Thompson Bridge Road and Garden Boulevard. The applicant intends to relocate and to convert the existing building to a medical/dental office with the ability to retain the existing use of a restaurant with a drive-thru.

The existing restaurant building is 2,841 square feet in size and contains 42 parking spaces with a drive-thru. The proposal includes expanding the rear of the building an additional 500± square feet for a total of 3,335± square feet. The proposed plan will remove the drive-thru window/lane which will increase the building setback from 16-feet to 18-feet from Lanier Avenue. The existing 42 space parking lot and the driveway on Thompson Bridge Road and Lanier Avenue will remain.

The property is located within the Gateway Corridor Overlay Zone which ensures improved development quality for new development along the corridor. The proposed architectural changes to the building will meet the Gateway standards.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Lanier Federal Credit Union	Neighborhood Business (N-B)
South	Coleman, Chambers & Rogers, LLP Law Office	Neighborhood Business (N-B)
East	Martin Properties Construction Management Office	Planned Unit Development (P-U-D)
West	Westminster Presbyterian Church	Neighborhood Business (N-B)

▪ **Other Departmental Comments**

The applicant will be required to coordinate with the Georgia Department of Transportation (GDOT) based on the change of use.

▪ **Zoning History**

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

2020 - A request by Walker-Lanier, LLC to rezone a 0.50[±] acre tract located at 989 Lanier Avenue and 1437 Walker Street from Residential-I (R-I) to Residential-II (R-II) was approved with conditions for duplex homes.

2017 - A request by the 5 MCS, LLC to rezone a 5.24[±] acres tract located at 1012 Enota Avenue from Residential-I (R-I) and Planned Unit Development (P-U-D) to Planned Unit Development (P-U-D) was approved with conditions for an assisted living facility, townhome cottages and a single-family home.

2017 - A request by Adams & Copeland, LLC for a special use for a hair salon and office within the Office and Institutional (O-I) zoning district located at 1665 Thompson Bridge Road was approved with conditions.

2017 - A request by Montecito Development for a special use for a convenience store with fuel pumps within the Neighborhood Business (N-B) zoning district located at 1281 Thompson Bridge Road was denied.

2017 - A request by Montecito Development to rezone a 0.48[±] acres tract located at 149 Enota Avenue from Office and Institutional (O-I) to Neighborhood Business (N-B) zoning district with a special use was denied.

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.

2016 - A request by Teresa Vickers for a special use for a hair salon within the Office and Institutional (O-I) zoning district located at 977 and 983 Enota Avenue was approved with conditions.

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 a restaurant with drive-thru and retail was denied.

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.

2013 - A request by Michael Slate to rezone a 0.67[±] acre tract located at 971 Lanier Avenue NE from Residential-I (R-I) to Residential and Office (R-O) for a professional office was approved with conditions.

2011 - A request by Greg Loyd for a special use for a Dunkin Donut restaurant with a drive thru within the Neighborhood Business (N-B) zoning district located at 1151 Thompson Bridge Road 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 adjacent and nearby uses consist of professional offices, banks, restaurants, grocery and a church with zonings of Office and Institutional (O-I), Neighborhood Business (N-B), Regional Business (R-B) and General Business (G-B). Residential uses can be found on both the east and west sides of Thompson Bridge Road behind the commercial properties. It appears the proposed zoning amendment to convert the subject property to a medical/dental office is suitable given the surrounding uses.

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

The subject property has functioned as a commercial use for approximately 34 years. Given the nature of the request, the proposed dentist office would appear to have less of an impact to the adjacent properties given that the business will have shorter hours of operation and no drive-thru traffic. Existing access and parking are sufficient to handle the change in use.

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

The proposed development is located within the *Retail/Commercial* land use category. The *Retail/Commercial* land use category includes commercial service activities such as grocery stores, banks, offices, restaurants, theatres, hotels, and automotive related businesses. Commercial uses may be located as a single use in one building or grouped together in a shopping center.

According to the Character Area map for the City of Gainesville, the property is located within the *City Park Neighborhood Center* Character Area.

The vision for the *City Park Neighborhood Center* Character Area states that Thompson Bridge Road should be transformed into a "Complete Street" with sidewalks, landscaping, bike lanes and transit stops. Preservation of local small businesses should be a priority, and key early commercial buildings targeted for preservation. New commercial development should be compatible with the small scale of the older structures, and parking should be located to the rear with inter-parcel connectivity where possible. The area is not anticipated to see major economic growth, but remain oriented toward addressing existing neighborhood needs. Businesses providing basic goods and services that neighborhood residents depend on in daily life (for example food, household supplies, medicine etc.) should be encouraged. Locally-owned / family-owned businesses should be promoted to encourage small business investment / entrepreneurship. Land uses allowed include mixed-use, commercial and public/institutional.

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

The property is zoned Planned Unit Development (P-U-D) which is a site-specific zoning. Modifications to the proposed plan require the zoning to be amended. The proposed zoning was originally approved in 1988. The existing Pizza Hut restaurant location is closing but does not currently permit a medical/dental office. As part of the P-U-D amendment request, the applicant has asked that a restaurant use still be allowed in case the use ever changes at some point in the future.

(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. Gainesville Fire Station #2 is located off of Cleveland Highway and is approximately 2.2± miles from the subject property.

According to the "9th Edition Trip Generation Manual" as published by the Institute of Transportation Engineers, the estimated trips for a medical-dental office are 121± trips per weekday, 12 A.M. and 14 P.M. peak hour trips.

The proposal may increase ingress and egress traffic movements along Thompson Bridge Road between 8:00 A.M. and 5:00 P.M. given that the current Pizza Hut restaurant is experiencing low traffic volumes. Thompson Bridge Road typically experiences high southbound traffic volumes in the morning and high northbound traffic volumes in the evening. According to the Transportation Master Plan for this area, there are planned turn lane improvements at the intersection of Thompson Bridge Road and Enota Avenue which could help with traffic flow.

The proposal should have no impact on the school system given that it is a non-residential use.

(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?

Thompson Bridge Road has experienced steady commercial growth over the past 40 years but at a slower rate than other corridors such as Jesse Jewell Parkway, Dawsonville Highway and Browns Bridge Road. Much of the growth has included redevelopment of existing commercial properties and the conversion of residential parcels fronting Thompson Bridge Road into office or neighborhood scale retail and restaurant uses. The proposal intends to convert and upgrade the existing Pizza Hut restaurant building to a dental office. The proposal is a positive reuse of the property that will improve the aesthetics of the property and enhance the gateway corridor.

(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, adjacent non-residential uses and the existing use of the property, the proposed P-U-D amendment appears to reflect a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to unrestricted use of property.

▪ **Staff Recommendation**

The Planning Division staff is recommending **conditional approval** of this request based on the Comprehensive Plan and the adjacent nonresidential uses.

Conditions

- 1. The proposed development shall be generally consistent with the standards depicted on the concept plan and architectural renderings provided with this application.**

2. The existing pole sign shall be removed. The subject property shall be limited to one (1) monument sign fronting Thompson Bridge Road, not to exceed 10-feet in height, 64 square feet in size, with internal or indirect lighting. Building signage shall be permitted as regulated within the Gainesville Unified Land Development Code. An electronic message board / changeable copy sign shall not be permitted for the subject property.
 3. The developer/property owner shall be required to repair or replace the existing privacy fence located to the rear of the building.
 4. All access point design for the subject property shall require approval by the Georgia Department of Transportation in conjunction with the Gainesville Public Works Director. All required access / traffic / sidewalk improvements associated with the proposed development or any additional improvements identified within the Traffic Impact Study shall be at the full expense of the developer/property owner.
-

Excerpts from the December 14, 2021 PAB Meeting Minutes

Applicant Presentation: Dr. Mark Thebaut, 609 Beaver Ruin Road, currently has an office at 3535 Thompson Bridge Road and wants to relocate to area more accessible to his patients. He asked the restaurant be allowed to function in its current capacity until being able to move forward with the construction. The plan is to expand the footprint by approximately 500 square feet toward the back of property, remove the drive-thru and increase green space to the street. It is the intent to make cosmetic improvements to the building. Dr. Thebaut requested a minor change to condition 2 stating the existing pole sign removed prior to the issuance of a Certificate of Occupancy for medical or dental use. He stated the use of space will be less of a burden of traffic, maintain existing forty-two parking spaces and existing retention pond.

FAVOR: None

OPPOSE: None

PLANNING AND APPEALS BOARD COMMENTS: Chairman Carter asked the applicant to explain the change to condition number two. Deputy Director Tate stated the existing pole sign shall be removed prior to a building permit being issued for a dental office.

There was a motion to recommend conditional approval to amend the existing Planned Unit Development (P-U-D) zoning for a medical/dental office / restaurant with drive-thru with the following conditions with the change in condition number two:

Conditions

1. The proposed development shall be generally consistent with the standards depicted on the concept plan and architectural renderings provided with this application.
2. The existing pole sign shall be removed prior to the issuance of a building permit for medical or dental office use. The subject property shall be limited to one (1) monument sign fronting Thompson Bridge Road, not to exceed 10-feet in height, 64 square feet in size, with internal or indirect lighting. Building signage shall be permitted as regulated within the Gainesville Unified Land Development Code. An electronic message board / changeable copy sign shall not be permitted for the subject property.
3. The developer/property owner shall be required to repair or replace the existing privacy fence located to the rear of the building.

4. All access point design for the subject property shall require approval by the Georgia Department of Transportation in conjunction with the Gainesville Public Works Director. All required access / traffic / sidewalk improvements associated with the proposed development shall be at the full expense of the developer/property owner.

Motion made by Board Member Martin

Motion seconded by Board Member Thompson

Vote – 7 favor

Passed: _____

AN ORDINANCE

No. 2022-

AN ORDINANCE AMENDING THE EXISTING PLANNED UNIT DEVELOPMENT, WITH CONDITIONS (P-U-D-c) ZONING TOTALING 0.67± ACRE LOCATED ON THE SOUTHEAST SIDE OF THE INTERSECTION OF THOMPSON BRIDGE ROAD AND LANIER AVENUE (A/K/A 1398 THOMPSON BRIDGE ROAD, 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 proposed development shall be generally consistent with the standards depicted on the concept plan and architectural renderings provided with this application.**
- 2. The existing pole sign shall be removed prior to the issuance of a building permit for medical or dental office use. The subject property shall be limited to one (1) monument sign fronting Thompson Bridge Road, not to exceed 10-feet in height, 64 square feet in size, with internal or indirect lighting. Building signage shall be permitted as regulated within the Gainesville Unified Land Development Code. An electronic message board / changeable copy sign shall not be permitted for the subject property.**
- 3. The developer/property owner shall be required to repair or replace the existing privacy fence located to the rear of the building.**
- 4. All access point design for the subject property shall require approval by the Georgia Department of Transportation in conjunction with the Gainesville Public Works Director. All required access / traffic / sidewalk improvements associated with the proposed development shall be at the full expense of the developer/property owner.**

Legal Description

All that tract or parcel of land lying and being in Land Lot 146 of the 9th Land District, City of Gainesville, Hall County, Georgia and being more particularly described as follows;

ORDINANCE NO. 2022 -

To find the true point of beginning, commence at the southerly mitered corner at the intersection of the northeasterly right of way of Thompson Bridge Road (right of way varies) and the southeasterly right of way of Lanier Avenue (30' right of way), said point marked by a Concrete Monument found, said point being THE TRUE POINT OF BEGINNING.

THENCE from said point as thus established, traveling on said mitered corner North 14 Degrees 54 Minutes 07 Seconds East for a distance of 44.31 feet to a point, said point marked by a Nail found; THENCE traveling on said southeast right of way of Lanier Avenue, North 58 Degrees 00 Minutes 46 Seconds East for a distance of 159.03 feet to a point (said point witnessed by a 1 inch Rod found 0.75' outside of right of way); THENCE leaving said right of way and traveling South 26 Degrees 25 Minutes 41 Seconds East for a distance of 115.87 feet to a point, said point marked by a PK Nail set; THENCE South 59 Degrees 06 Minutes 59 Seconds West for a distance of 32.32 feet to a point, said point marked by a PK Nail set; THENCE South 31 Degrees 26 Minutes 06 Seconds East for a distance of 56.88 feet to a point, said point marked by a PK Nail set; THENCE South 58 Degrees 31 Minutes 07 Seconds West for a distance of 158.98 feet to a point on said northeast right of way of Thompson Mill Road (right of way varies), said point marked by a PK Nail set; THENCE traveling on said right of way along a curve to the left having a radius of 6869.80 feet and an arc length of 140.38 feet being subtended by a chord bearing of North 27 Degrees 12 Minutes 58 Seconds West and a chord distance of 140.38 feet to a point, said point marked by a Concrete Monument found and being THE TRUE POINT OF BEGINNING.

Said property contains 0.687 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. 2022 -

W. Samuel Couvillon, Mayor

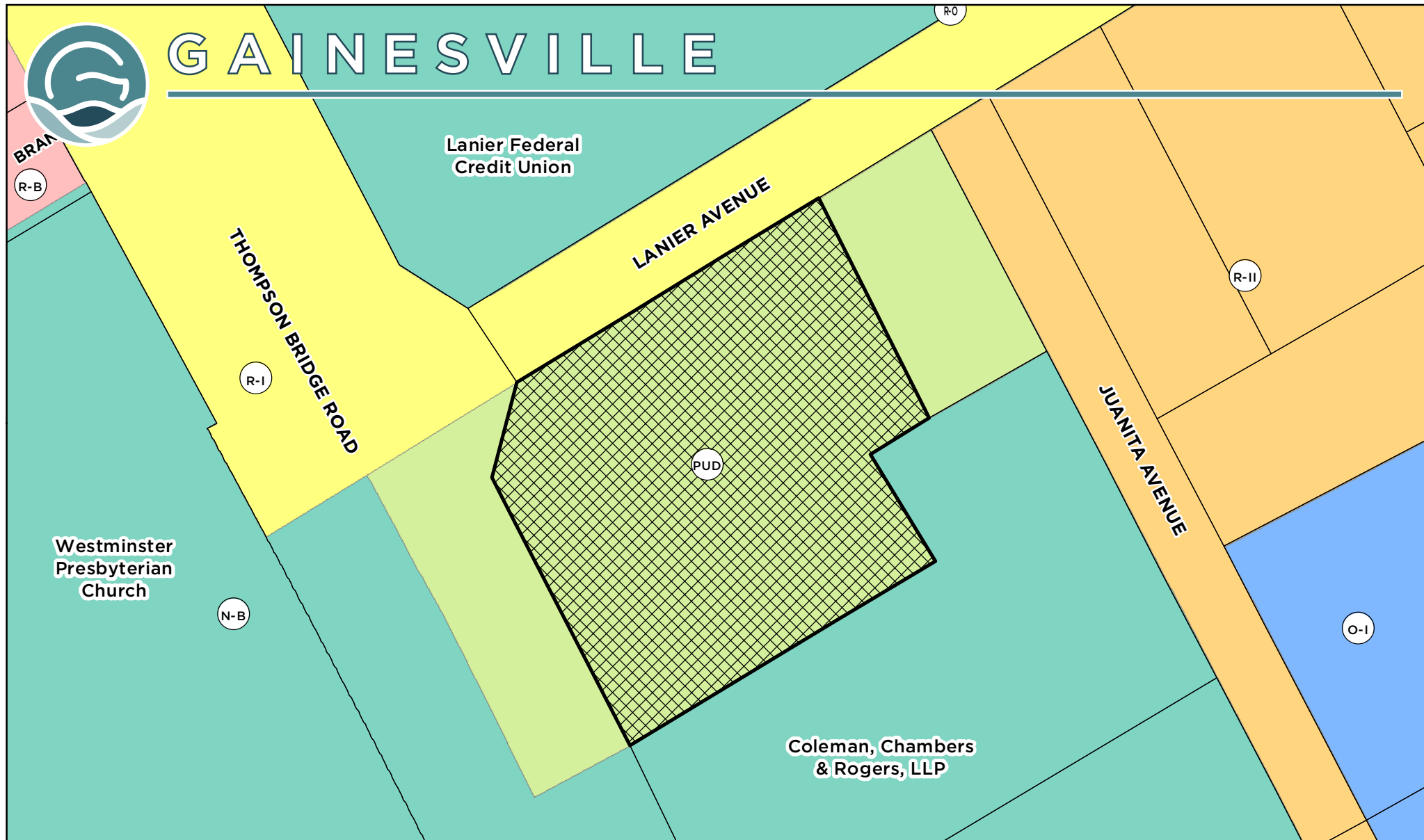
This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this Ordinance was adopted as stated and will be recorded in the official minutes.

ATTEST:

Denise O. Jordan, City Clerk



GAINESVILLE



Applicant: **MARK D. THEBAUT, D.D.S.**

ZONING AMENDMENT REQUEST

Subject Property Address:
1398 Thompson Bridge Road, NE

Tax Parcel:
01-087-003-001

Request:

Amend an existing Planned Unit Development (P-U-D) zoning totaling 0.67+/- acre for a medical/dental office.



Subject Property



Meeting Date: 12/14/2021

Map Prepared: 11/10/2021

0 30 60 90 Feet

Page 1213 of 1265

SCALE: 1" = 60'



GAINESVILLE



Applicant: **MARK D. THEBAUT, D.D.S.**

Request:

ZONING AMENDMENT REQUEST

Amend an existing Planned Unit Development (P-U-D) zoning totaling 0.67+/- acre for a medical/dental office.

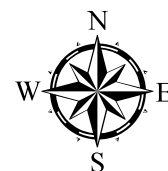
Subject Property Address:
1398 Thompson Bridge Road, NE

Tax Parcel:
01-087-003-001



Subject Property

AERIAL FROM 2021



Meeting Date: 12/14/2021

Map Prepared: 11/10/2021

0 30 60 Feet

Page 1214 of 1265

SCALE: 1" = 60'

WRITTEN NARRATIVE AND JUSTIFICATION FOR ZONING AMENDMENT

**Rezoning Application
City of Gainesville, Hall County, Georgia**

Applicant:

Mark D. Thebaut, D.D.S.

Property:

Tax Parcel ID 010870003001

±.687 Acres of Land

Located at 1398 Thompson Bridge Rd, Gainesville, Georgia 30501

From PUD (Restaurant) to PUD (Restaurant and Medical/Dental Office)

Submitted for Applicant by:

Shaun R. Adams, Esq.

ANDERSEN TATE & CARR, P.C.

One Sugarloaf Centre

1960 Satellite Blvd.

Suite 4000

Duluth, Georgia 30097

770.822.0900

sadams@atclawfirm.com

I. INTRODUCTION

This Application for a Zoning Amendment is submitted for a .687-acre parcel of land located in Land Lot 146 of the 9th District of Hall County, Georgia, identified as Tax Parcel 010870003001 (hereinafter the “Property”). The Property is shown on the survey prepared by Georgia Premier Land Services, Inc., dated September 22, 2021, and filed with this Application. The Property that is the subject of this zoning amendment is owned by Theodore C. Borromeo and identified as shown below in the Hall County GIS:



The Property is currently zoned PUD (Planned Unit Development) pursuant to the Unified Land Development Code (the “ULDC”). The proposal to allow for the continued use as restaurant with drive thru while expand the permitted uses to include a medical or dental office is consistent with the policies and intent of the PUD. The Applicant, Mark D. Thebaut, D.D.S. (the “Applicant”) now seeks approval of the requested zoning amendment to extend the permitted uses on the Property to include a medical/dental office while maintaining the right to continue use as a restaurant with drive thru.

This document is submitted as the Written Narrative, Justification Letter, and other materials required by the ULDC.

II. DESCRIPTION OF THE PROPERTY AND SURROUNDING AREA

The Property is a primarily square tract fronting Thompson Bridge Rd. It is currently in operation as a Pizza Hut and is surrounded by other commercial, retail, and professional service businesses. The Property is surrounded by other commercial and office zoning districts including N-B, R-B, G-B, and O-I. The Property’s location at the intersection of Thompson

Bridge Rd and Lanier Ave provides convenient access from all directions of Thompson Bridge Rd while also serving the nearby residential.

The Property lies within the City Park Neighborhood Activity Center and the Gateway Corridor Overlay of the 2030 Comprehensive Plan ("Plan"). As outlined in the Plan, the Overlay seeks to shape the development forms and aesthetics along the major corridor through the City. The Applicant's request seeks to utilize the existing building with cosmetic changes that are in line with the policies and intent of the Overlay and the Plan.

III. PROJECT SUMMARY

As shown on the site plan prepared by Reed Planning & Design on October 18, 2021 and filed with this Application (hereinafter the "Site Plan"), the Applicant proposes to expand the footprint of the existing building from 2,841sf to 3,335sf. The Property will utilize the existing detention pond and maintain the current 42 parking spaces. Applicant plans to make cosmetic improvements to the building in keeping with the ULDC as the building transitions to use as a medical or dental office per the Zoning Amendment request.

As indicated, the surrounding area is characterized by existing mix of commercial and offices uses in accordance with the Plan. Accordingly, the Applicant's request is consistent with surrounding uses and the stated goals of the Plan.

IV. JUSTIFICATION FOR REZONING

The Applicant respectfully submits that "Uniform Land Development Code" (the "ULDC") as amended from time to time, to the extent that it classifies the Property in any zoning district that would preclude the continued and future use as a planned unit development (PUD) is unconstitutional as a taking of property, a denial of equal protection, an arbitrary and capricious act, and an unlawful delegation of authority under the specific constitutional provisions later set forth herein. Any existing inconsistent zoning of the Property pursuant to the ULDC deprives the Applicant and Property owner of any alternative reasonable use and development of the Property. Additionally, all other zoning classifications, including ones intervening between the existing classification and that requested herein, would deprive the Applicant and Property owner of any reasonable use and development of the Property. Further, any attempt by the Mayor and Council of the City of Gainesville to impose greater restrictions upon the manner in which the Property will be used than presently exist would be equally unlawful.

Accordingly, Applicant submits that the current zoning classification with a use limitation as a restaurant with drive thru, and any other zoning of the Property save for what has been requested as established in the ULDC constitute an arbitrary and unreasonable use of the zoning and police powers because they bear no substantial relationship to the public health, safety, morality or general welfare of the public and substantially harm the Applicant and Property owner. All inconsistent zoning classifications between the existing zoning and the zoning requested hereunder would constitute an arbitrary and unreasonable use of the zoning and police powers because they bear or would bear no substantial relationship to the public health, safety, morality,

or general welfare of the public and would substantially harm the Applicant and Property owner. Further, the existing inconsistent zoning classification constitutes, and all zoning and plan classifications intervening between the existing inconsistent zoning classification and that required to develop this Project would constitute, a taking of the owner's private property without just compensation and without due process in violation of the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Due Process and Equal Protection Clauses of the Fourteenth Amendment to the Constitution of the United States.

Further, the Applicant respectfully submits that failure to approve the requested zoning amendment would be unconstitutional and would discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and Property owner and owners of similarly situated property in violation of Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Equal Protection Clause of the Fourteenth Amendment of the Constitution of the United States.

Finally, the Applicant respectfully submits that the Mayor and Council of the City of Gainesville cannot lawfully impose more restrictive standards upon the use of the Property than presently exists, as to do so not only would constitute a taking of the Property as set forth above, but also would amount to an unlawful delegation of their authority, in response to neighborhood opposition, in violation of Article IX, Section IV, Paragraph II of the Georgia Constitution.

This Application meets favorably with the prescribed test set out by the Georgia Supreme Court to be used in establishing the constitutional balance between private property rights and zoning and planning as an expression of the government's police power. See *Guhl v. Holcomb Bridge Road Corp.*, 238 Ga. 322 (1977).

V. CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that this Zoning Amendment application to allow for the continued use as a restaurant with drive through and including the allowable use of a medical or dental office be approved. The Applicant welcomes the opportunity to meet with the City of Gainesville Planning Department staff to answer any questions or to address any concerns relating to this Letter of Intent or supporting materials.

Respectfully submitted this 25th day of October, 2021.

ANDERSEN, TATE & CARR, P.C.

Shaun R. Adams

Shaun R. Adams, Esq.

Enclosures
SRA/ag

LEGEND

1/4" = 100'
1/8" = 200'
1/16" = 400'
1/32" = 800'
1/64" = 1600'
1/128" = 3200'
1/256" = 6400'
1/512" = 12800'
1/1024" = 25600'
1/2048" = 51200'
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1

SITE SUMMARY

SITE AREA = 0.887 ACRES
 ZONING = PUD
 PROPOSED CHANGE OF PLAN FROM
 RESTAURANT TO DENTAL OFFICE
 SETBACKS = PER BUILDING LOCATION
 WATER = CITY OF GAINESVILLE (PUBLIC)
 SEWER = CITY OF GAINESVILLE (PUBLIC)

PARKING SUMMARY

PARKING REQUIRED - DENTAL OFFICE
 1 SPACE PER 150 SF FLOOR AREA
 PROPOSED OFFICE = 3,335 SF
 3,335 SF / 150 SF = 22.23 SPACES
 TOTAL PARKING REQUIRED = 24 SPACES
 TOTAL PARKING PROVIDED = 42 SPACES (EXISTING)
 HANDICAP SPACES
 2 REQUIRED - 2 PROVIDED

SURVEY REFERENCE

BOUNDARY INFORMATION SHOWN PER ALTA / NSPS
 LAND TITLE SURVEY FOR TERO DENTAL GROUP,
 PLATINUM POINTS HOLDINGS LLC, AND CHICAGO
 TITLE INSURANCE COMPANY PREPARED BY GEORGIA
 PREMIER LAND SERVICES, INC. DATED 9-22-2021.

NO PORTION OF SUBJECT PROPERTY LIES
 WITHIN A DESIGNATED 100 YEAR FLOOD HAZARD
 AREA AS DEPICTED BY SCALED MAP LOCATION
 AND GRAPHIC PLOTTING ONLY PER F.L.M.
 PANEL NO. 131590179 0, DATED APRIL 4, 2018

LEGEND

1/4" = 1' SCALE	1/16" = 1' SCALE
1/8" = 1' SCALE	1/32" = 1' SCALE
1/16" = 1' SCALE	1/64" = 1' SCALE
1/32" = 1' SCALE	1/128" = 1' SCALE
1/64" = 1' SCALE	1/256" = 1' SCALE
1/128" = 1' SCALE	1/512" = 1' SCALE
1/256" = 1' SCALE	1/1024" = 1' SCALE
1/512" = 1' SCALE	1/2048" = 1' SCALE
1/1024" = 1' SCALE	1/4096" = 1' SCALE
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1/4096" = 1' SCALE	1/16384" = 1' SCALE
1/8192" = 1' SCALE	1/32768" = 1' SCALE
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Front / Parking Lot Side



Rear/ Lanier Avenue Side



Front / Lanier Avenue Side



Rear/ Parking Lot Side

Date Submitted: 1/6/2022
Presenter: Angela Sheppard
Item of Business: Resolution: Tax Allocation District (TAD) Funding for Gainesville Midland
Meeting Date: 1/13/2022

Purpose of Request:

To consider a TAD Funding request in the amount of \$5,445,002 for the Gainesville Midland project.

History/Background:

The TAD Advisory Committee met on December 17th to hear this request.

Facts & Issues for Consideration:

Department Recommendation:

Approve the resolution.

Department Director:

Bryan Lackey

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

Amount Requested:

5,445,002.06

Source of Funds:

TAD

Finance Comments:

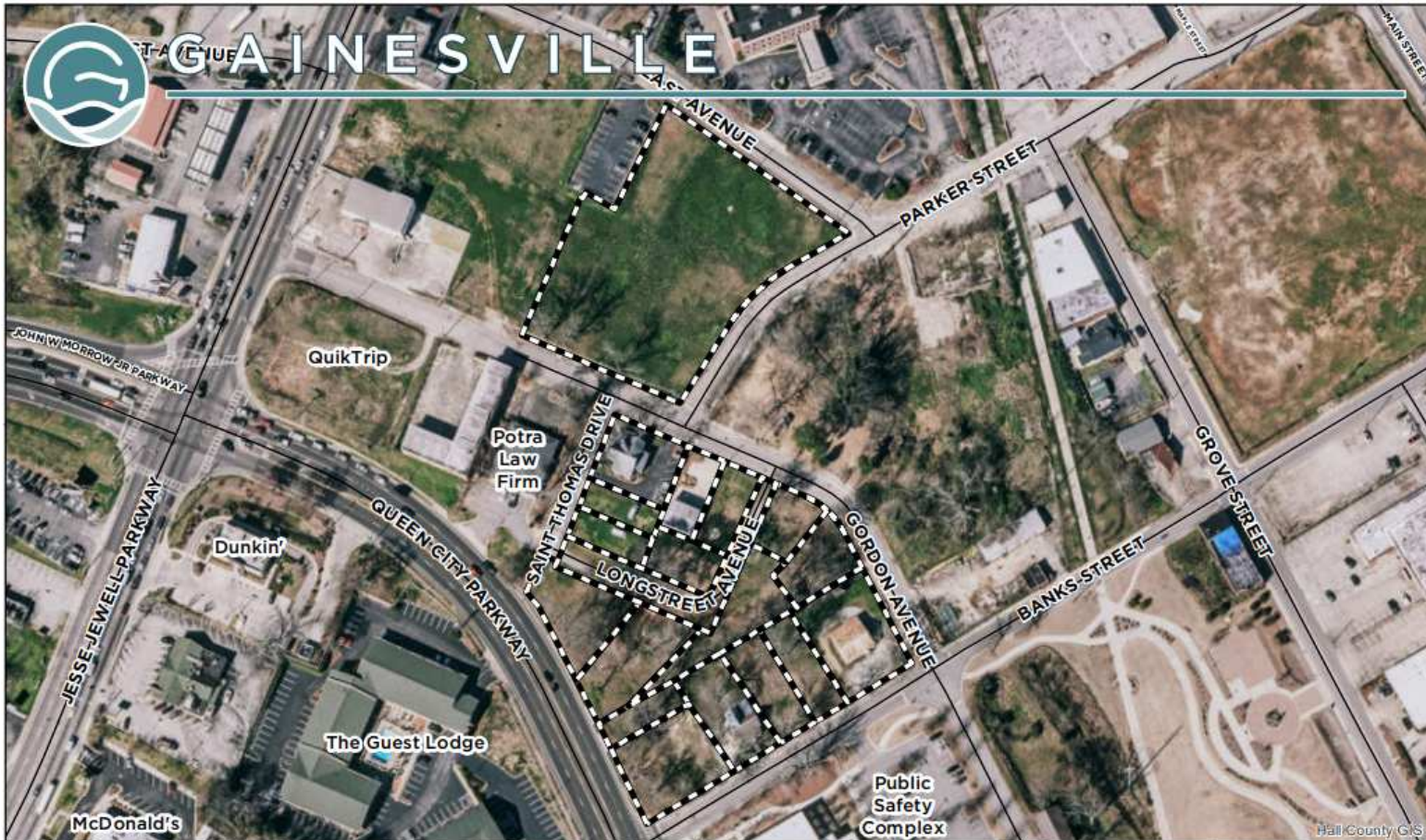
Administrative Comments:

ATTACHMENTS:

Description	Type
☐ Presentation: Midland TADAC Recommendation	Powerpoint Presentation
☐ Tax Allocation District (TAD) Funding for Gainesville Midland	Resolution

CITY OF
GAINESVILLE

TAD APPLICATION – MIDLAND GAINESVILLE



Applicant: MCNEAL DEVELOPMENT, LLC		Request: Rezone a 4.86+/- acres tract from Residential-II (R-II), Office & Institutional (O-I), General Business (G-B) & Heavy Industrial (H-I) to Planned Unit Development (P-U-D) for 214 multi-family apartments	
REZONING REQUEST			
Subject Property Address: 504, 512, 514, 520 & 528 Banks St; 510 East Ave; 535, 548, 549, 604, 608, 620 & 628 Gordon Ave; 0, 602, 611 & 612 Longstreet Ave; 436 & 442 Parker St; 627 & 635 Queen City Pkwy; 507 & 513 Saint Thomas Dr		Tax Parcel: 01-012-002-006; 01-013-001-001, 002, 003, 004, 005 & 006; 01-013-002-001, 002, 003, 004, 005, 006, 007, 007A, 008, 009 & 010	
Meeting Date: 07/13/2021		Map Prepared: 06/03/2021	
 Subject Property		Aerial from 2018	
SCALE: 1" = 167'			



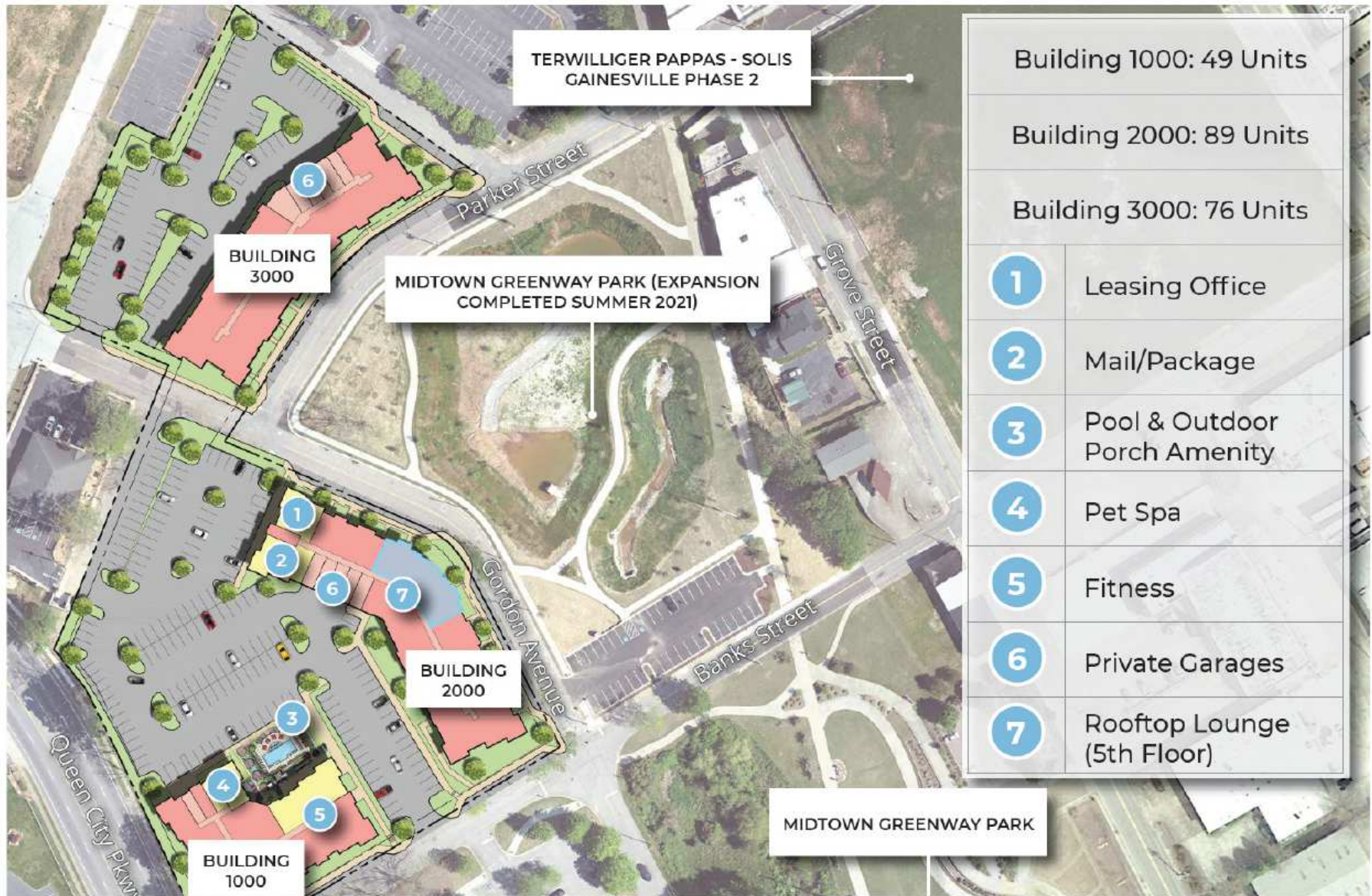
MIDLAND GAINESVILLE

4.8 acre site consisting of 20 parcels

214 Market-Rate Units in three buildings with amenities

Project Investment : \$49,096,183





Midland Gainesville

TAD EXHIBIT "G"

Uses for TAD Application			
Land Cost	\$3,833/unit	\$	820,358.30
Asbestos Abatement		\$	38,913.00
Demolition - Structures and Site		\$	218,827.81
Retaining Walls - Import & Grading		\$	875,691.48
Deep Foundations (Aggregate Piers)		\$	241,816.50
Onsite and Offsite Stormwater System Improvements		\$	1,109,245.08
Paving - Parallel Spaces		\$	40,378.35
Paving - Heavy Duty Asphalt Paving		\$	143,999.22
Concrete Paving (ROW & Parallel Spaces)		\$	87,220.71
Sidewalks and Unit Stoops		\$	157,875.60
Retaining Walls - Site MSE Walls		\$	240,195.50
Building Foundation Walls		\$	291,847.50
Landscaping at ROW		\$	202,236.42
Site Lighting at ROW		\$	66,708.00
Power Line Relocation (underground)		\$	139,100.00
Dog Park - Midtown Greenway		\$	55,590.00
Handrails at Retaining Walls and Unit Stoops		\$	72,267.00
Added Brick Veneer		\$	500,310.00
Windows - Upgrade to Bronze Finish		\$	142,421.58
<i>* Construction Costs include GC O/H & Fee.</i>			
Total TAD Funding Request:		\$	5,445,002.06
TAD Funding Request Per Unit:		\$	25,443.93

* TAD Request represents 11% of Total Investment

TAD POTENTIAL

	Midland
<i>Valuation</i>	
2006 Base Fair Market Value	\$908,491
2021 Assessed Value	\$951,380
<i>TAD Potential</i>	
Based on Tax Assessor's Value of:	\$62,000,000
15 Year Estimated TAD (100% Assessed Value)	\$11,284,434

TADAC RECOMMENDATION

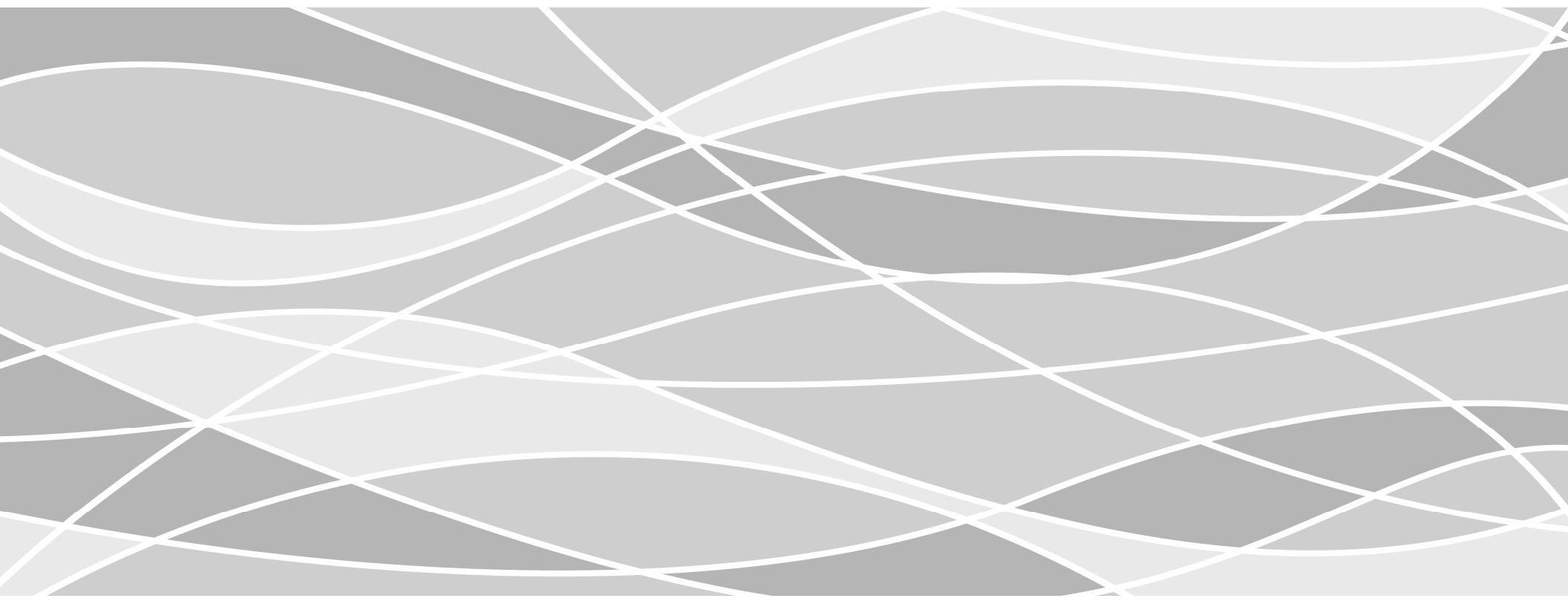
Payment Schedule:

- Up to \$5,445,002.06 in TAD funds shall be made payable upon submittal of paid invoices based upon the schedule and conditions listed below:
 - Reimbursement will be distributed on an annual basis based on the TAD Increment generated by the project for that calendar year.
 - Reimbursement will begin after the first Certificate of Occupancy is obtained.
 - Reimbursement shall not exceed a period of 12 calendar years or \$5,445,002.06, whichever occurs first.

TADAC RECOMMENDATION

Conditions:

- Permitted project is in substantial conformance with the architectural renderings and budget submitted with the application.
- The applicant shall complete the necessary property transactions regarding Longstreet Avenue and other easements/right-of-way as required by the City.
- A dog park shall be installed as part of the development and be opened for use at the same time a Certificate of Occupancy is issued for the units. The exact location and design shall be approved by the Community and Economic Development Director.
- Stormwater infrastructure improvements, both on and off-site that are required by the City and proposed by the applicant, shall be approved prior to disbursement of TAD Funds.



DISCUSSION

RESOLUTION BR-2022-____

TAX ALLOCATION DISTRICT (TAD) FUNDING FOR “GAINESVILLE MIDLAND”

WHEREAS, the governing body of the City of Gainesville is committed to the success of the redevelopment of Midtown Gainesville into a live, work and play area; and

WHEREAS, on October 17, 2006 the governing body of the City of Gainesville adopted the Midtown Redevelopment Plan and created Tax Allocation District (TAD) Number One – Midtown pursuant to the Georgia Redevelopment Powers Law (O.C.G.A. § 36-44-1 et seq.) as the next steps in the City’s redevelopment effort to reinvigorate Midtown; and

WHEREAS, the City of Gainesville will only consider applications for TAD financing for purposes or uses that are consistent with the definition of “redevelopment” as defined in the Georgia Redevelopment Powers Law [O.C.G.A. § 36-44-3(5)], with said eligible purposes or uses including public works and utilities, telecommunications infrastructure, street/streetscape improvements, parks and open space amenities, transit facilities and public parking structures, pedestrian amenities and safety improvements, and site preparation; and

WHEREAS, upon approval of a request for TAD funding, a TAD Development Agreement between the applicant/developer and the City shall be executed, and shall specify the eligible expenses, what method of funding will be utilized (i.e., pay-as-you-go, bank financing, bond financing or other method), and any special conditions and performance standards of the developer; and

WHEREAS, an application involving the construction of 214 apartment units in three separate buildings fronting Banks Street, Gordon Avenue and Parker Street, known as Gainesville Midland, hereinafter “project,” was reviewed by the TAD Advisory Committee and determined to achieve the TAD criteria; and

WHEREAS, the TAD Advisory Committee recommended approval of the TAD funding request of up to \$5,445,002.06 for the following uses with the following conditions and payment schedule:

Use:

- | | |
|---|--|
| • Land Cost | • Building Foundation Walls |
| • Asbestos Abatement | • Landscaping at ROW |
| • Demolition | • Site Lighting at ROW |
| • Retaining Walls | • Power Line Relocation (underground) |
| • Deep Foundations (Aggregate Piers) | • Dog Park – Midtown Greenway |
| • Onsite and Offsite Stormwater System Improvements | • Handrails at Retaining Walls and Unit Stoops |
| • Paving | • Brick Veneer |
| • Sidewalks and Unit Stoops | • Windows – Upgrade to Bronze Finish |
| • Retaining Walls | |

RESOLUTION BR-2022-

TAX ALLOCATION DISTRICT (TAD) FUNDING FOR “GAINESVILLE MIDLAND”

Conditions:

- Permitted project must be in substantial conformance with the architectural renderings and budget submitted with the TAD application.
- The applicant shall complete the necessary property transactions regarding Longstreet Avenue and other easements/right-of-way as required by the City in order to complete the project.
- A dog park shall be installed as part of the project and shall be opened for use at the same time a Certificate of Occupancy is issued for the 214 units included in the project. The exact location and design shall be approved by the Community and Economic Development Director.
- Stormwater infrastructure improvements, both on and off-site that are required by the City and proposed by the applicant, shall be approved by the City prior to the disbursement of any TAD funds.

Payment Schedule:

- Up to \$5,445,002.06 in TAD funds shall be made payable upon submittal of paid invoices for the purchase of and/or labor to complete or install the items specified under “Use” above, based upon the schedule and conditions listed below:
 - Reimbursement will be distributed on an annual basis based on the TAD increment generated by Gainesville Midland for that calendar year.
 - Reimbursement will begin the calendar year after the calendar year in which the first Certificate of Occupancy is obtained relating to the project.
 - The total period for reimbursement of up to the maximum of \$5,445,002.06 shall not exceed a period of 12 calendar years, which period shall commence upon the first calendar year in which any reimbursement is paid to the applicant.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby approves the TAD application of up to \$5,445,002.06 for “Gainesville Midland”.

BE IT FURTHER RESOLVED THAT that the governing body for the City of Gainesville hereby approves funding for the redevelopment improvement from the increment generated by the Gainesville Midland project and that is deposited into the Tax Allocation District Fund.

BE IT FURTHER RESOLVED THAT the governing body authorizes the City Manager and City Attorney to prepare and execute a TAD Development Agreement to effectuate the terms and conditions of the funding, use and payment schedule

RESOLUTION BR-2022-____

TAX ALLOCATION DISTRICT (TAD) FUNDING FOR “GAINESVILLE MIDLAND”

Adopted this _____ day of _____, 2022.

W. Samuel Couvillon, 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: 1/6/2022
Presenter: Angela Sheppard
Item of Business: Resolution: Tax Allocation District (TAD) Funding for Bourbon Brothers and Poultry Park
Meeting Date: 1/13/2022

Purpose of Request:

To consider a TAD funding request from Bourbon Brothers and the City of Gainesville.

History/Background:

The TAD Advisory Committee met on December 17th to hear this request.

Facts & Issues for Consideration:

\$2,236,411 is requested by Bourbon Brothers, including \$250,000 for Poultry Park.
\$250,000 is requested by the City of Gainesville.

Department Recommendation:

Approve the resolution.

Department Director:

Bryan Lackey

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

Amount Requested:
2,486,411

Source of Funds:
TAD

Finance Comments:

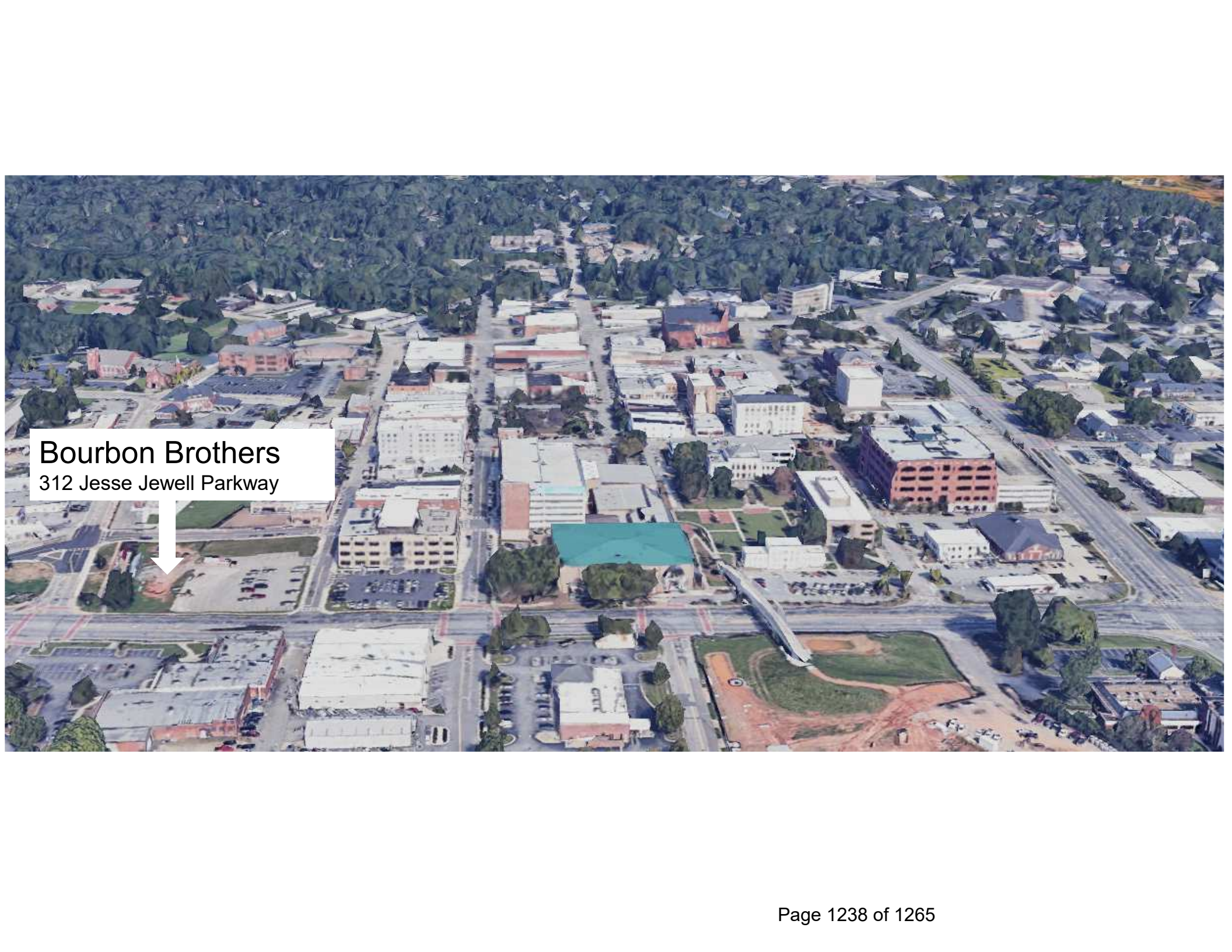
Administrative Comments:

ATTACHMENTS:

Description	Type
☐ Presentation: Bourbon Brothers TADAC Recommendation	Powerpoint Presentation
☐ Tax Allocation District (TAD) Funding for Bourbon Brothers and Poultry Park	Resolution

CITY OF
GAINESVILLE

TAD APPLICATION – BOURBON BROTHERS

An aerial photograph of a city street grid. A white arrow points from a text box to a specific location on the left side of the image. The location is a small, light-colored building situated at the intersection of a street and a larger road. The surrounding area includes various commercial buildings, parking lots, and a baseball field in the lower right corner. The background is filled with dense green trees.

Bourbon Brothers
312 Jesse Jewell Parkway

BOURBON BROTHERS

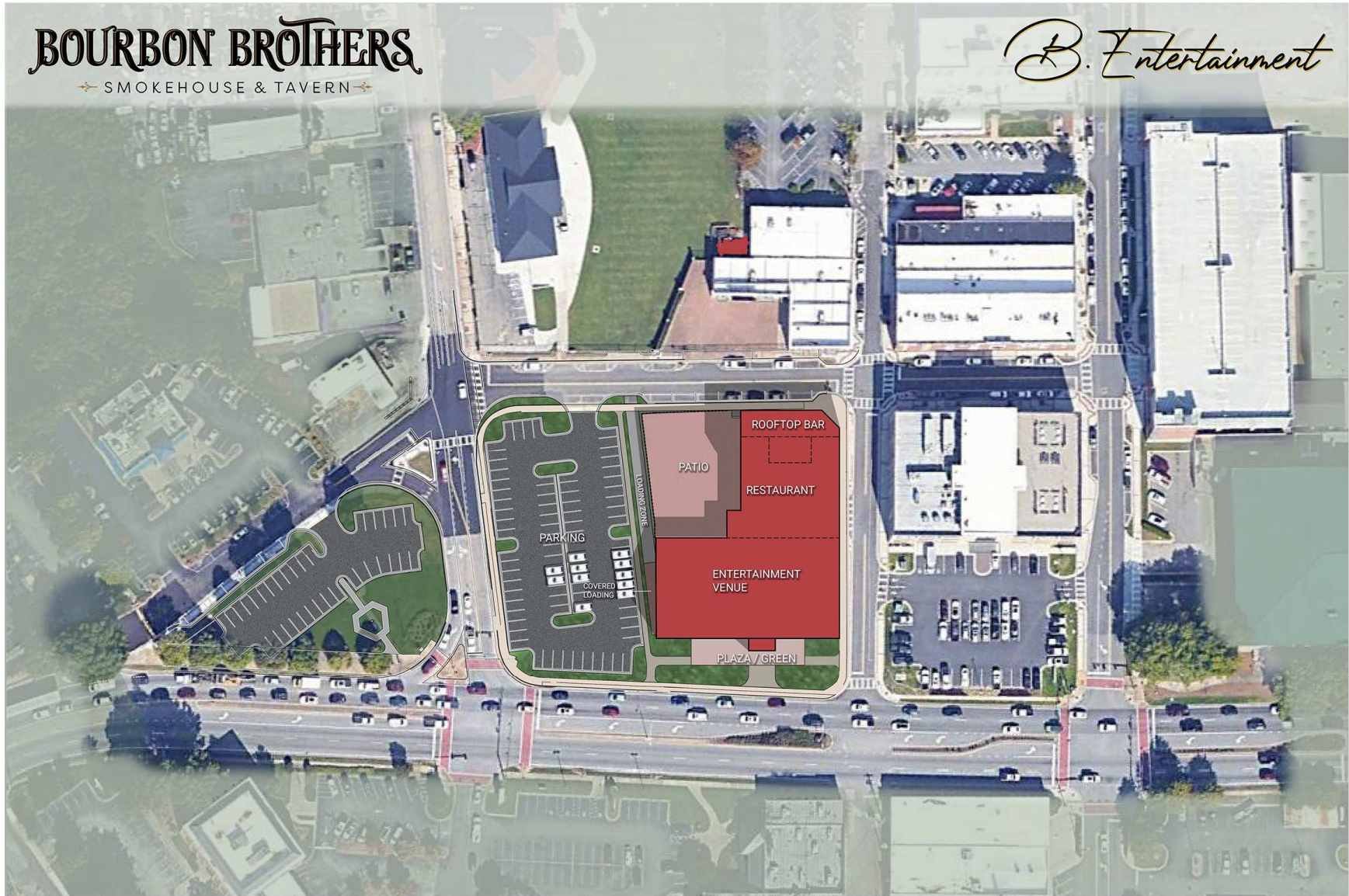
1.72 acre site consisting of 5 parcels

7,876 sf Restaurant + Patio and 14,446 sf Entertainment Venue

Project Investment : \$11,318,896 + \$2,000,000 in FF&E







POULTRY PARK



Item Description	TAD Request
Sitework & Utilities	\$ 897,582
Paving	\$ 142,304
Site Improvements	\$ 123,966
Brick Veneer	\$ 391,909
Architectural Fees	\$ 375,000
Engineering Fees	\$ 55,650
Poultry Park	\$ 250,000
TOTAL	\$ 2,236,411
Poultry Park – City Request	\$ 250,000

TAD POTENTIAL

	Bourbon Brothers
<i>Valuation</i>	
2006 Base Fair Market Value	\$903,105
<i>TAD Potential</i>	
Based on Tax Assessor's Value of:	\$12,707,642
15 Year Estimated TAD (100% Assessed Value)	\$2,148,508

TADAC RECOMMENDATION

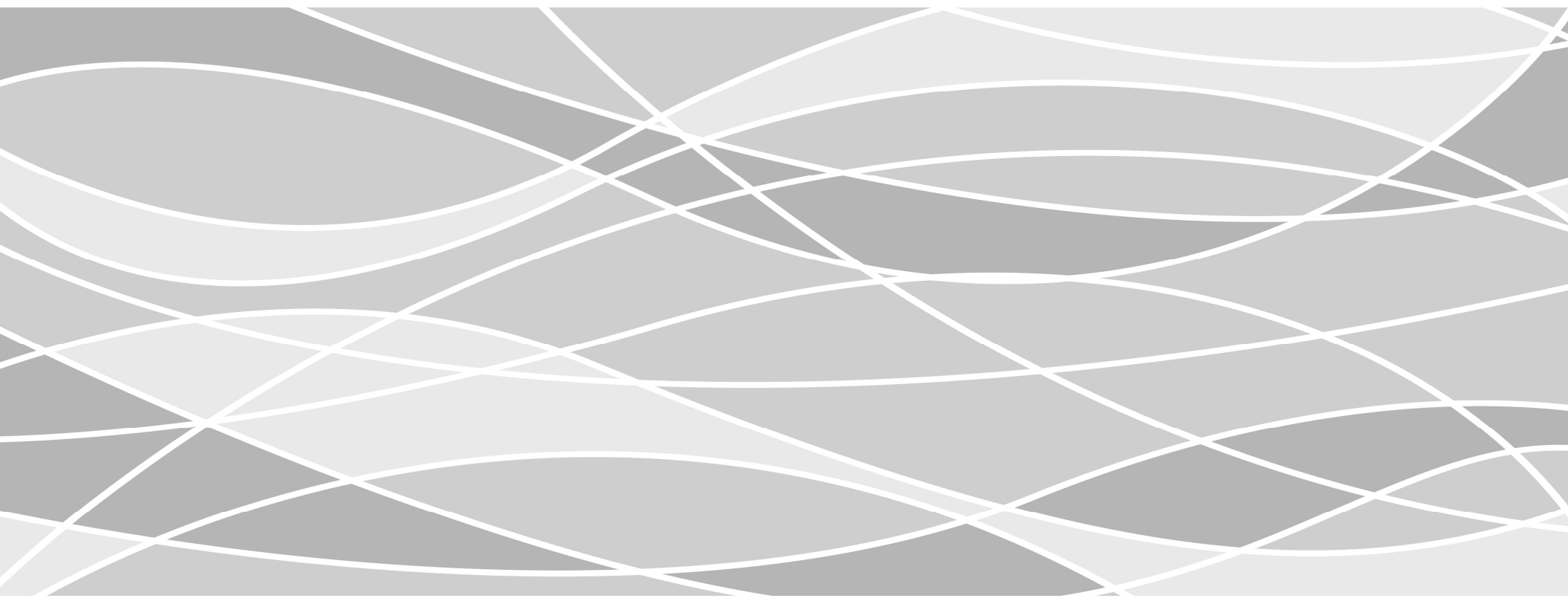
Payment Schedule:

- Up to \$2,236,411 in TAD funds shall be made payable to Bourbon Brothers upon submittal of paid invoices based upon the schedule and conditions listed below:
 - Reimbursement will be distributed on an annual basis based on the TAD Increment generated by the project for that calendar year.
 - Reimbursement will not begin until after a Certificate of Occupancy is obtained, except for funds payable to the City for Poultry Park improvements.
 - Reimbursement shall not exceed a period of 15 calendar years or \$2,236,411 whichever occurs first. The distribution of funds to the City for Poultry Park shall not initiate the 15 year time period.
- Up to \$250,000 in TAD funds shall be made payable to the City of Gainesville from the fund balance of the TAD Special Fund for improvements to Poultry Park.

TADAC RECOMMENDATION

Conditions:

- Permitted project is in substantial conformance with the architectural renderings and budget submitted with the application.
- The project must remain a tourism attraction that is in substantial conformance with the uses proposed in the application, such as a restaurant and entertainment venue.



DISCUSSION

RESOLUTION BR-2022-____

**TAX ALLOCATION DISTRICT (TAD) FUNDING FOR “BOURBON BROTHERS”
AND POULTRY PARK IMPROVEMENTS**

WHEREAS, the governing body of the City of Gainesville is committed to the success of the redevelopment of Midtown Gainesville into a live, work and play area; and

WHEREAS, on October 17, 2006 the governing body of the City of Gainesville adopted the Midtown Redevelopment Plan and created Tax Allocation District (TAD) Number One –Midtown pursuant to the Georgia Redevelopment Powers Law (O.C.G.A. § 36-44-1 et seq.) as the next steps in the City’s redevelopment effort to reinvigorate Midtown; and

WHEREAS, the City of Gainesville will only consider applications for TAD financing for purposes or uses that are consistent with the definition of “redevelopment” as defined in the Georgia Redevelopment Powers Law [O.C.G.A. § 36-44-3(5)], with said eligible purposes or uses including public works and utilities, telecommunications infrastructure, street/streetscape improvements, parks and open space amenities, transit facilities and public parking structures, pedestrian amenities and safety improvements, and site preparation; and

WHEREAS, upon approval of a request for TAD funding, a TAD Development Agreement between the applicant/developer and the City shall be executed, and shall specify the eligible expenses, what method of funding will be utilized (i.e., pay-as-you-go, bank financing, bond financing or other method), and any special conditions and performance standards of the developer; and

WHEREAS, an application involving the construction of a restaurant with patio and an approximately 15,000 square foot entertainment venue, known as Bourbon Brothers, hereinafter “project,” was reviewed by the TAD Advisory Committee and determined to achieve the TAD criteria; and

WHEREAS, an application involving the renovation of Poultry Park to construct 40 parking spaces, relocate the “Poultry Capital of the World” monument and install lighting and landscaping, hereinafter “park project,” was also reviewed by the TAD Advisory Committee and determined to achieve the TAD criteria; and

WHEREAS, the TAD Advisory Committee unanimously recommended approval of the TAD funding request of up to \$2,486,411 for the following uses with the following conditions and payment schedule:

Use relating to the project:

- | | |
|------------------------|----------------------|
| • Sitework & Utilities | • Brick Veneer |
| • Paving | • Architectural Fees |
| • Site Improvements | • Engineering Fees |

Use relating to the park project:

- Poultry Park Improvements

RESOLUTION BR-2022-

**TAX ALLOCATION DISTRICT (TAD) FUNDING FOR “BOURBON BROTHERS”
AND POULTRY PARK IMPROVEMENTS**

Conditions:

- Permitted project must be in substantial conformance with the architectural renderings and budget submitted with the TAD application
- In order to receive any TAD funds whatsoever, the project must remain a tourism attraction that is in substantial conformance with the uses proposed in the application, such as a restaurant and entertainment venue.

Payment Schedule:

- Up to \$2,236,411 in TAD funds shall be made payable upon submittal of paid invoices for the purchase of and/or labor to complete or install the items specified under “Use” above, relating to the project, based upon the schedule and conditions listed below:
 - Reimbursement will be distributed on an annual basis based on the TAD increment generated by the project for that calendar year, except for \$250,000 payable to the City for park project improvements.
 - Reimbursement will not begin until the calendar year after the calendar year in which the first Certificate of Occupancy is obtained for the project, except for \$250,000 payable to the City for park project improvements.
 - The total period of reimbursement of up to a maximum of \$2,236,411 shall not exceed a period of 15 calendar years, which period shall commence upon the first calendar year in which any reimbursement is paid to the applicant. The distribution of funds to the City for park project improvements shall not constitute the commencement of the 15-year time period for reimbursement relating to the project.
- Up to \$250,000 in TAD funds shall be made payable to the City of Gainesville from the fund balance of the TAD Special Fund for park project improvements.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby approves the TAD application of up to \$2,486,411 for “Bourbon Brothers” and Poultry Park Improvements.

BE IT FURTHER RESOLVED THAT that the governing body for the City of Gainesville hereby approves funding for the redevelopment improvement from the increment generated by the Bourbon Brothers project and that is deposited into the Tax Allocation District Fund as well as from the fund balance of the Tax Allocation District Special Fund.

BE IT FURTHER RESOLVED THAT the governing body authorizes the City Manager and City Attorney to prepare and execute a TAD Development Agreement to effectuate the terms and conditions of the funding, use and payment schedule.

RESOLUTION BR-2022-____

**TAX ALLOCATION DISTRICT (TAD) FUNDING FOR “BOURBON BROTHERS”
AND POULTRY PARK IMPROVEMENTS**

Adopted this ____ day of _____, 2022.

W. Samuel Couvillon, 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: 1/4/2022

Presenter: Abb Hayes

Item of Business: Resolution: Abandon and Convey Property on Sherwood Park Drive and South Enota Drive

Meeting Date: 1/13/2022

Purpose of Request:

The purpose of this request is to abandon and convey public roads within the City limits for the improvement of the Northeast Georgia Medical Center campus.

History/Background:

Facts & Issues for Consideration:

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
☐ NGHS - Abandon/Convey Property	Cover Memo
☐ 12/29/2021 Public Notice	Legal Ad
☐ 01/05/2022 Public Notice	Legal Ad
☐ Abandon/Convey Property on Sherwood Park/South Enota Drive	Resolution
☐ Exhibits A and B	Attachments/Exhibits

HULSEY, OLIVER & MAHAR, LLP

EST. 1914

JULIUS M. HULSEY
R. DAVID SYFAN
THOMAS L. FITZGERALD
THOMAS D. CALKINS
ABBOTT S. HAYES, JR.
PAUL B. SMART
JASON A. DEAN
T. WESLEY ROBINSON
JASON E. VOYLES
JESSICA M. LUND
VANESSA E. SYKES
MONICA B. HATFIELD
KASSANDRA M. LAWSON

ATTORNEYS AT LAW

E.D. KENYON
(1890-1981)
SAMUEL L. OLIVER
(1942-2011)

OF COUNSEL

JAMES E. MAHAR, JR.
(Practice Limited to
Mediation and Arbitration)
JANE A. RANGE
CHRISTOPHER J. WALKER, III

December 21, 2021

VIA FEDERAL EXPRESS

P.E. Koch Enterprises Limited Partnership
Philip E. Koch, Registered Agent
3913 Harbour View Court
Gainesville, GA 30506

VIA FEDERAL EXPRESS

Brenau University, Inc.
Ann Skleder, Registered Agent
500 Washington Street, SE
Gainesville, GA 30501

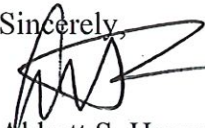
VIA EMAIL TO EMILY@ECBLAW.NET

Emily Bagwell, as attorney for
Northeast Georgia Medical Center, Inc. and
Hospital Authority of Hall County and the
City of Gainesville

Dear Emily, Dr. Koch, and Dr. Skleder:

I am an attorney for the City of Gainesville ("the City"). I am writing to you regarding that portion of the public roads within the City's jurisdiction known as Sherwood Park Drive and South Enota Drive, as more specifically set forth in the plat attached hereto as Exhibit "A," and as more specifically described in the legal description attached hereto as Exhibit "B" (hereinafter referred to as "the Property"). The City intends to abandon the Property and remove the Property from the municipal street system, as it is in the best public interest to allow for the improvement of the Northeast Georgia Medical Center, Inc. ("NGMC") campus, such that NGMC may continue to provide excellent medical care to the citizens of the City and surrounding areas. As you are located adjacent to the Property, I am providing you, on behalf of the City, with notice of the proposed abandonment and sale of the Property. The governing body of the City intends to consider and potentially proceed with the abandonment at its regular meeting on January 18, 2022, at the City Public Safety Complex Municipal Court Room, located at 701 Queen City Parkway, Gainesville, GA 30501.

Sincerely,



Abbott S. Hayes, Jr.

Enclosures

cc: Bryan Lackey (via email) ASH/W260475

200 E. E. Butler Parkway | Post Office Box 1457 | Gainesville, Georgia 30503

Telephone: (770) 532-6312 | Fax: (770) 531-9230 OR (770) 532-6822 | www.homlaw.com

SURVEYOR CERTIFICATION: AS REQUIRED BY SUBSECTION (D) OF O.C.G.A. SECTION 15-6-67, THIS SURVEYOR HAS CONDUCTED A LAND SURVEY AND APPROVED IT FOR ALL APPLICABLE LOCAL JURISDICTIONS FOR RECORDING AS EVIDENCED BY APPROVAL CERTIFICATES, SIGNATURES, STAMPS, OR STATEMENTS OF THE SURVEYOR. THE SURVEYOR CERTIFIES THAT THE SURVEY WILL BE APPROPRIATE GOVERNMENTAL DOCUMENT BY ANY PURCHASER OR USER OF THIS PLAT AS IT INTENDED USE OF ANY PARCEL. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THE SURVEY IS CONDUCTED IN ACCORDANCE WITH THE RULES FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR SURVEYORS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-87.



(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 SPATLAND & LOISELL ASSOCIATES, INC., DATED 6-4-93 AND LAST REVISED 2-18-04

(2) ZONING IS PLANNED UNIT DEVELOPMENT (P-U-D-C) WITH CONDITIONS AS PER ORDINANCE NO. 2021-22, DATED OCTOBER 5, 2021.

6.3 CITY SEWER LINES ARE COVERED BY 30' EASEMENT. CITY WATER LINES ARE COVERED BY 20' EASEMENT. OTHER UTILITIES SHALL ADVISE WHAT LINES ARE NOT BY SIZE.

41 R/K ABRAHAMSON AS PER ORDINANCE 1993-03 (H1919, PG 12). RESOLVED (AYE 8/5
ABRAHAMSON AS PER ORDINANCE 1994-24. ORDERED BY VOTING ABRAHAMSON AS PER ORD.

IN 1977 R/W AT JESSE J. WELLS PARKWAY AND WISNERA DRIVE ABANDONED AS PER ORDINANCE 1997-01
HAMILTON PLACE R/W ABANDONMENT AS PER ORDINANCE 2004-02. NEW STREET R/W ABANDONMENT
AS PER ORDINANCE 1998-04 AND 1998-05. NEW STREET AND WISNERA DRIVE R/W ABANDONMENT AS
PER ORDINANCE 2001-02. SOUTH LINDA DRIVE NE R/W TO 10TH STREET R/W ABANDONMENT AS PER
ORDINANCE 2004-03

(5) A 20' WATERLINE EASEMENT WAS DETACHED ALONG WATERLINES REMAINING IN ABANDONED
SEWER-4 - BAYS AT 400 INTERAVAL NUMBER 2024-55. PASSED ON 12-21-04

1. FIELDWORK FOR ORIGINAL BOUNDARY WAS PERFORMED ON 2-4-54. VARIOUS FACTS HAVE BEEN ADDED OR DELETED SINCE THAT TIME.

FIELD'S DATA HEREIN WERE COMPILED FROM WIDE FIELD DATA, CASING CHANGES, AND FIELD LOCATION PROVIDED BY MCGILL & ASSOC. ON MAY 10, 2004 AND FROM CONSTRUCTION PLANS OF THE NORTH PLATTE WATER & SEWER AND CHILDREN'S CENTER PREPARED BY FROST & ASSOC. MOORELAND ALTOGHERLY MAKES NO GUARANTEE THAT ALL UTILITIES ARE SHOWN AND THE LOCATIONS MAY NOT BE EXACT.

Course	Bearing	Distance
L-1	S34°29'02"E	35.03'
L-2	S65°09'02"E	73.68'
L-3	N32°48'43"E	42.46'
L-4	N43°47'43"E	117.00'
L-5	S45°53'48"E	80.59'
L-6	S44°06'49"W	32.63'
L-7	S44°39'48"W	67.17'
L-8	N65°15'19"W	41.48'
L-9	N65°15'19"W	40.09'
L-10	N55°15'19"W	74.35'
L-11	N46°59'09"W	13.79'
L-12	N34°37'31"W	36.09'
L-13	N55°22'29"E	60.32'
L-14	S34°37'31"E	93.96'

Course	Bearing	Distance
L15	N 43°47'48" E	99.80'
L16	N 43°47'48" E	18.10'
L17	S 50°25'31" E	89.76'
L18	S 44°52'18" W	129.12'
L19	S 44°06'49" W	78.27'
L20	S 42°38'15" W	26.50'

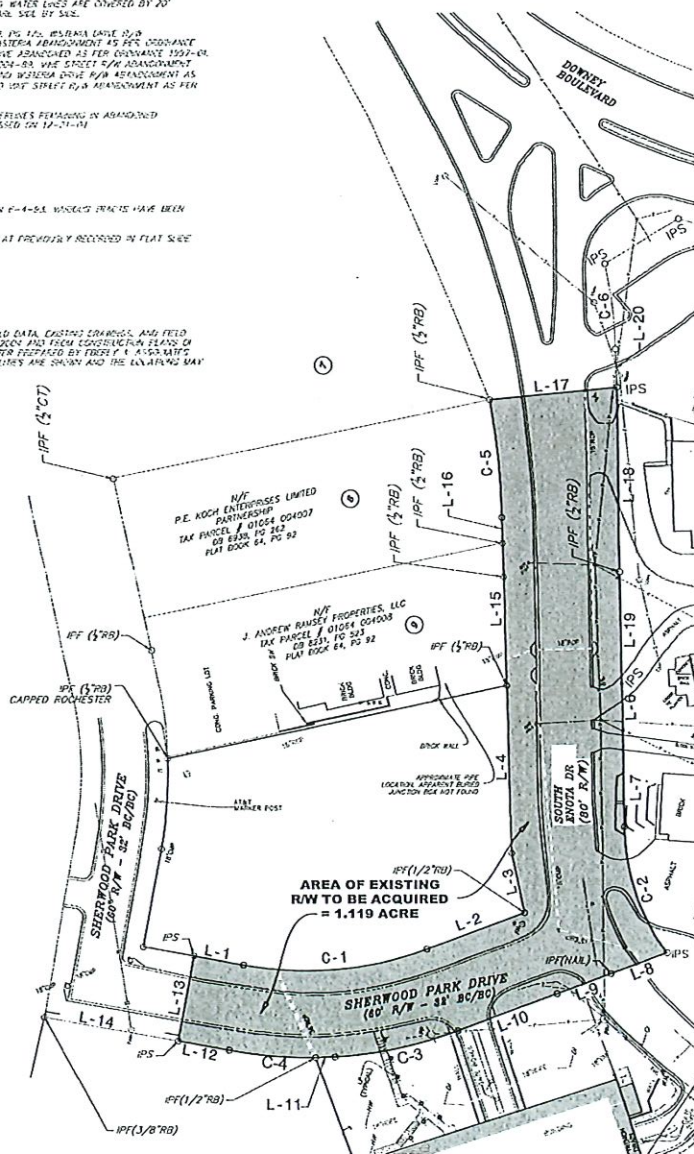


EXHIBIT A

1.) FLAT FOR HOSPITAL AUTHORITY OF HALL COUNTY AND CITY OF GAINESVILLE, NORTHEAST GEORGIA MEDICAL CENTER, INC. & NORTHEAST GEORGIA HEALTH SYSTEM, INC. BY MORRIS AND ALTORELLI AND ASSOCIATES DATED JUNE 4, 1993 LAST REVISED MARCH 21, 2004 AND THEREIN INCORPORATED BY REFERENCE.

21 PLANTATION HOSPITAL, ADDRESS IS 1001 JENNY AND CITY OF GAINESVILLE, HUSBANDS GEORGIA MEDICAL CENTER, INC. A KENNETH GEORGIA HEALTH SYSTEM, INC. RYAN AND ALBERTA AND ASSOCIATES DATED JANUARY 4, 2005, LAST REVISED DECEMBER 15, 2005 AND BEING RECORDED IN PLAT BOOK 347, PAGE 123.

31 ALTA, KNOX LAND AND SURVEY FOR KENNETH GEORGIA MEDICAL CENTER, INC. A CHASCO RILE CONTRACT COMPANY BY FORECLOSURER AND ASSOCIATES DATED DECEMBER 22, 2005, BEING JOB NUMBER

1. JERRY'S INN, NORTHEAST GEORGIA BEACH SYSTEM, INC. BY MUSE AND ALLEN, INC. DATED FEBRUARY 12, 2004, BEING JOY NUMBER 00005 OF THE CHASING TRAIL.

23241 FOR BATES (AND COMPANY) BY ROBERT I. BLACK RECORDED IN PLAT BOOK 72, PAGE 43

51 641 06 05 HAS-EL N. NEMAN. # 51 641 01 - COUNCIL DATE FEBRUARY 1, 1961 AND BEING

520. FRAGMENT SURVEY FOR DRUM: ISAN RI PATTI LAND SURVEYING JARD JUNE 13 2014. BIRD
321. NUMBER 11-131.

10) FINAL PLAN FOR STEWARD GEORGE PARK, HC LARRY GOGAN DATED AUGUST 25, 1978 AND BEING REVIEWED IN PLAT BOOK 64, PAGE 92

1) GRATED WARRANTY DEED FROM VIVIAN REALTY TO THE HOSPITAL AUTHORITY OF HALL COUNTY AND CITY OF DANESTVILLE RECORDED IN DEED BOOK 5751, PAGE 543

3.) WARRANT ISSUED FROM CP JEFFERY C. CARSTENS TO SOUTHEAST GEORGIA HEALTH SYSTEM, INC

41 LISTED WARRANT DEED FROM WILLIAM T. JONES TO NORTHEAST ALABAMA MEDICAL CENTER INC
RECORDAL & DEED BOOK 2765, PAGE 212

6. URBAN WARRANTY DEED FROM ELDORADO ESTATE PROPERTIES, LLC TO NORTHEAST GEORGIA MEDICAL CENTER, INC. DEED BOOK 2865, PAGE 221.

CLINTON, INC. RECORDED IN DEED BOOK 8722, PAGE 285.

THE FIELD DATA ON WHICH THIS MAP OR PLAN IS
HAS A CLOSURE PRECISION OF ONE FOOT IN 34
FEET AND AN ANGULAR ERROR OF 03 — SECONDS

ANGLE POINT, AND WAS ADJUSTED USING THE
COMPASS RULE METHOD. THIS MAP HAS
BEEN CALCULATED FOR CLOSURE AND IS FOUND TO
BE ACCURATE WITHIN ONE FOOT IN 10,745 FEET.

THIS SURVEY WAS PREPARED IN CONFORMITY WITH TECHNICAL STANDARDS FOR PROPERTY SURVEYS SET FORTH IN CHAPTER 180-7 OF THE RULES OF BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN THE GEOLOGICAL SURVEY OF CANADA ACT, 1986.

TYPE OF EQUIPMENT: TELEPHONE CTS-1

[illegible]

THE FIELD DATA ON WHICH THIS MAP OR PLAN IS BASED HAS A CLOSEST PRECISION OF ONE FOOT IN 10,000 FEET. THE MEASUREMENTS WERE MADE BY THE SURVEYOR USING AN ELECTRONIC DISTANCE MEASURING DEVICE AND AN ALTIMETER. ANGLE POINTS WERE ALSO ADJUSTED USING THE SAME EQUIPMENT. THE POSITION OF EACH CORNER OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 10,000 FEET.

THIS SURVEY WAS PREPARED IN CONFORMITY WITH THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN EXERCISE SET FORTH IN CHAPTER 180-7 OF THE RULES OF THE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND SURVEYORS, AS AMENDED, AND THE ETHICS OF THE PRACTICE ACT O.C.G.A. §§ 15-4-67, AUTHORITY O.C.G.A. SECS. 15-6-87, 43-15-4, 43-15-6, 43-15-9, 43-12-22.

TYPE OF EQUIPMENT: TRANSIT ETS-10

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

Commencing at an iron pin set (1/2"rebar) at the intersection of the northwest end of the mitered right-of-way intersection of Downey Boulevard and South Enota Drive;

THENCE along the southerly right-of-way of South Enota Drive, with a curve turning to the right with an arc length of 60.11', with a radius of 319.73', with a chord bearing of S 38°36'44" W, with a chord length of 60.02' to a point on the southerly right-of-way of South Enota Drive (80'r/w);

THENCE continuing along said right-of-way S 42°38'15" W a distance of 26.50' to an iron pin set (1/2"rebar) and the TRUE POINT OF BEGINNING for the parcel herein described;

THENCE continuing along the existing southerly right-of-way of South Enota Drive, the following course and distances:

THENCE S 44°52'18" W a distance of 129.12' to an iron pin found (1/2"rebar);

THENCE S 44°06'49" W a distance of 78.27' to an iron pin set (1/2"rebar);

THENCE S 44°06'49" W a distance of 32.63' to a point;

THENCE S 44°39'48" W a distance of 67.17' to a point;

THENCE with a curve turning to the left with an arc length of 94.34', with a radius of 152.50', with a chord bearing of S 26°56'00" W, with a chord length of 92.84' to an iron pin set (1/2"rebar) at the intersection with the westerly right-of-way of Sherwood Park Drive (60'r/w);

THENCE along said right-of-way, N 65°15'19" W a distance of 41.48' to an iron pin found (mag nail in asphalt);

THENCE along said right-of-way, N 65°15'59" W a distance of 40.09' to a point;

THENCE along said right-of-way, N 65°15'19" W a distance of 74.35' to a point;

THENCE along said right-of-way with a curve turning to the right with an arc length of 88.54', with a radius of 296.32', with a chord bearing of N 56°52'42" W, with a chord length of 88.21' to a point;

EXHIBIT B

THENCE along said right-of-way, N 46°59'09" W a distance of 13.79' to an iron pin found (1/2"rebar);

THENCE along said right-of-way with a curve turning to the right with an arc length of 59.77', with a radius of 296.34', with a chord bearing of N 39°52'22" W, with a chord length of 59.67' to a point;

THENCE along said right-of-way, N 34°37'31" W a distance of 36.09' to an iron pin set (1/2"rebar);

THENCE crossing to the northerly side of Sherwood Park Drive, N 55°22'29" E a distance of 60.32' to an iron pin set (1/2"rebar);

THENCE along said northerly right-of-way of Sherwood Park Drive, S 34°29'02" E a distance of 35.02' to a point;

THENCE along said right-of-way with a curve turning to the left with an arc length of 130.00', with a radius of 242.86', with a chord bearing of S 49°49'02" E, with a chord length of 128.44' to a point;

THENCE along said right-of-way, S 65°09'02" E a distance of 73.68' to an iron pin found (1/2"rebar) at the intersection with the northerly right-of-way of South Enota Drive;

THENCE along said northerly right-of-way of South Enota Drive, N 32°48'43" E a distance of 42.46' to a point;

THENCE along said right-of-way, N 43°47'43" E a distance of 117.00' to an iron pin found (1/2"rebar);

THENCE along said right-of-way, N 43°47'48" E a distance of 99.80' to an iron pin found (1/2"rebar);

THENCE along said right-of-way, N 43°47'48" E a distance of 18.10' to a point;

THENCE along said right-of-way with a curve turning to the left with an arc length of 82.72', with a radius of 599.00', with a chord bearing of N 39°35'12"E, with a chord length of 82.65' to an iron pin found (1/2"rebar);

EXHIBIT B

THENCE crossing South Enota Drive, S 50°25'24" E a distance of 89.76' to an iron pin set (1/2" rebar) and the POINT OF BEGINNING.

Said parcel of land containing 1.119 acres and being shown on a plat of a survey for Northeast Georgia Medical Center by Atlas Technical Consultants, dated 09-08-2021, and being last revised on 11-05-2021, being job number 21G217. Said survey is incorporated herein by specific reference for a more complete and accurate description.

required by law to negotiate, amend or modify the terms of the loan. Said property will be sold subject to: (a) any outstanding ad valorem taxes (including taxes which are a lien, but not yet due and payable), (b) unpaid water or sewage bills that constitute a lien against the property whether due and payable or not yet due and payable and which may not be of record, (c) the right of redemption of any taxing authority, (d) any matters which might be disclosed by an accurate survey and inspection of the property, and (e) any assessments, liens, encumbrances, zoning ordinances, restrictions, covenants, and matters of record superior to the Security Deed first set out above. The sale will be conducted subject to (1) confirmation that the sale is not prohibited under the U.S. Bankruptcy Code; and (2) final confirmation and audit of the status of the loan with the holder of the Security Deed. Pursuant to O.C.G.A. Section 9-13-172.1, which allows for certain procedures regarding the rescission of judicial and non-judicial sales in the State of Georgia, the Deed Under Power and other foreclosure documents may not be provided until final confirmation and audit of the status of the loan as provided immediately above. PennyMac Loan Services, LLC as agent and Attorney in Fact for Jacob L. Oertley Aldridge Pite, LLP, 15 Piedmont Center, 3575 Piedmont Road, N.E., Suite 500, Atlanta, Georgia 30305, (404) 994-7637. 1120-23086A THIS LAW FIRM MAY BE ACTING AS A DEBT COLLECTOR ATTEMPTING TO COLLECT A DEBT. ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE. 1120-23086A 102321 12/8,15,22,29 (Regalado)NOTICE OF SALE UNDER POWER GEORGIA, HALL COUNTY THIS IS AN ATTEMPT TO COLLECT A DEBT. ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE. Under and by virtue of the Power of Sale contained in a Security Deed given by Maria C Regalado to Mortgage Electronic Registration Systems, Inc., as grantee, as nominee for New Century Mortgage Corporation, a California Corporation, its successors and assigns, dated September 14, 2005, recorded in Deed Book 5448, Page 285, Hall County, Georgia Records, as last transferred to ARCEPE 1 LLC by assignment recorded in Deed Book 8983, Page 20, Hall County, Georgia Records, conveying the after-described property to secure a Note in the original principal amount of TWENTY-SIX THOUSAND FOUR HUNDRED AND 0/100 DOLLARS (\$26,400.00), with interest thereon as set forth therein, there will be sold at public outcry to the highest bidder for cashsale in the Hall County Board of Commissioners meeting room on the 2nd floor of the Hall County Government Center located at 2875 Browns Bridge Road, Gainesville, Hall County, Georgia, or at such place as may be lawfully designated as an alternative, within the legal hours of sale on the first Tuesday in January, 2022, the following described property: SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART

HEREOF The debt secured by said Security Deed has been and is hereby declared due because of, among other possible events of default, failure to pay the indebtedness as and when due and in the manner provided in the Note and Security Deed. The debt remaining in default, this sale will be made for the purpose of paying the same and all expenses of this sale, as provided in the Security Deed and by law, including attorney's fees (notice of intent to collect attorney's fees having been given). Said property will be sold subject to any outstanding ad valorem taxes (including taxes which are a lien, but not yet due and payable), any matters which might be disclosed by an accurate survey and inspection of the property, any assessments, liens, encumbrances, zoning ordinances, restrictions, covenants, and matters of record superior to the Security Deed first set out above. ARCEPE 1 LLC is the holder of the Security Deed to the property in accordance with OCGA § 44-14-162.2. The entity that has full authority to negotiate, amend, and modify all terms of the mortgage with the debtor is: Specialized Loan Servicing LLC, 6200 S. Quebec St., Greenwood Village, CO 80111, 800-306-6059. To the best knowledge and belief of the undersigned, the party in possession of the property is Maria C Regalado or a tenant or tenants and said property is more commonly known as **6707 Spring Head Drive, Flowery Branch, Georgia 30542.** The sale will be conducted subject (1) to confirmation that the sale is not prohibited under the U.S. Bankruptcy Code and (2) to final confirmation and audit of the status of the loan with the holder of the security deed. ARCEPE 1 LLC as Attorney in Fact for Maria C Regalado McCalla Raymer Leibert Pierce, LLC 1544 Old Alabama Road Roswell, GA 30076 www.foreclosurehotline.net EXHIBIT "A" ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN FRIENDSHIP GMD 1419, HALL COUNTY, GEORGIA BEING LOT 76, MITCHELL CREEK SUBDIVISION, CONTAINING 0.861 ACRES AS SHOWN ON A PLAT OF SURVEY PREPARED FOR JIM D. CHADWICK BY PATTON-PATTON, INC. GEORGIA REGISTERED LAND SURVEYORS, DATED MARCH 14, 1997, AND RECORDED IN PLAT SLIDE 603, PAGE 119A, HALL COUNTY, GEORGIA RECORDS WHICH PLAT IS INCORPORATED HEREIN AND MADE A PART HEREOF BY THIS REFERENCE. Subject to that certain security deed from Maria C. Regalado to Mortgage Electronic Registration Systems, Inc., as grantee, as nominee for New Century Mortgage Corporation, its successors and assigns, dated September 14, 2005 and recorded in Deed Book 5448, Page 263, Hall County, Georgia Records. MR/ca 1/4/22 Our file no. 21-05788GA - FT7 102275 12/8,15,22,29



Miscellaneous NEW SEX OFFENDER TO HALL COUNTY NAME: Dylan Jacob Grider ADDRESS: 4660 Old Cornelia Hwy Lula, GA 30554 DATE OF OFFENSE: 03/28/2019 OFFENSE: STATUTORY RAPE (F) COURT OF CONVICTION: Jackson County WEBSITE: https://gbi.georgia.gov/georgia-sex-offender-registry 103099 12/29

ABANDONED MOTOR VEHICLE PETITION ADVERTISEMENT Vehicle make: SUZUKI Year: 2005 Model: FORENZA S ID# KL5JD56Z75K120309 Vehicle License#: NA State: Magistrate Court Case No.: 21-L-03303 Present location of vehicle: 344 Kathleen Dr. SE. Marietta, GA 30067

You are hereby notified that petition was filed in the Magistrate Court of Cobb County to foreclose a lien for all amounts owed. If the lien is foreclosed, a court shall order the sale of the vehicle to satisfy the debt. Anyone with an ownership interest in this vehicle may file an answer to the petition on or before: 1/13/2022. Answer forms may be found in the Magistrate Court Clerk's office located at: 32 Waddell St SE, Marietta, GA 30090. Forms may also be obtained online at www.georgiamagistratecouncil.com 102831 12/22,29

ABANDONED MOTOR VEHICLE PETITION ADVERTISEMENT You are hereby notified, in accordance with O.C.G.A. Section 40-11-19.1, that petitions were filed in the Magistrate Court of HALL County to foreclose liens against the vehicles listed below for all amounts owed. If a lien is foreclosed, the Court shall order the sale of the vehicle to satisfy the debt. The present location of the vehicles is: Statewide Wrecker Service, Inc. 2315 Murphy Blvd, Gainesville, GA 30504 Anyone with an ownership interest in a vehicle listed herein may file an answer to the petition on or before: 1/3/2022 Answer forms may be found in the Magistrate Court Clerk's office. Forms may also be obtained online at www.georgiamagistratecouncil.com. 2013 Volkswagen Jetta; 3VW637AJ6 D M 3 0 8 0 4 7 ; RXS2049 (Georgia); MV2021189669P 2009 Chevrolet Malibu; 1G1ZH57 B 1 9 4 2 1 8 7 5 7 ; TBL3463 (Georgia); MV2021189670 2000 Dodge Ram 1500; 1B7HC13Y9YJ174740; RYV1375 (Georgia); MV2021189672P 102664 12/15,22,29

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA CHARLES PHILLIP AND MARYLIN JOETTE HALLER Petitioners Vs. ALL former shareholders and/or owners of Leisure Land Company, Inc., Modular Dynamics, Inc., Canadian-American Development Corp., Brandon Mann, Logan Mann, Keith Mann, all heirs of James Thomas Mann, Sr.

and the U.S. Corps of Engineers, all persons or entities § professing an interest in property lying situate in Land § Lot 158 of District 11 Hall County, Georgia located at 7717 Elm Circle, Murrayville, Georgia 30564 and known as parcel 153A000163 Lot 16 Block C, and All of this world R e s p o n d e n t s CIVIL ACTION FILE NO.: 2021-CV-1113-B NOTICE OF PETITION TO QUIET TITLE TO: ALL RESPONDENTS IN THE ABOVE CAPTIONED CASE CIVIL ACTION NO.: 2021-CV-1113-B AND ALL UNKNOWN PARTIES WHO HAVE OR CLAIM ANY POSSESSORY OR ADVERSE RIGHT, TITLE, OR INTEREST IN THE RESPONDENT PROPERTY NOTICE IS HEREBY given that Charles P. Anderson and Marylin Joette Haller have filed a Petition in the Superior Court of Hall County, Georgia To Quiet Title in rem to the described property. TRACT TWO: All that tract and parcel of land lying and being in Lot 158 of the 11th District of Hall County, Georgia, and being shown and delineated on a plat prepared by G. Keith Kilby, a registered Georgia Professional Land Surveyor, entitled Survey for Charles Phillip Anderson and Marylin Joette Haller; dated November 2, 2020 containing 0.274 acres Plat Book 879, page 242 of the Hall County Deed of Records. Take notice that on June 28, 2021 a Petition was filed to Quiet Title in rem in the Hall County Superior Court in case number 2021-CV-1113-B by Charles Phillip Anderson and Marylin Joette Haller against any and all persons or entities claiming any ownership interest or encumbrances upon the above described real estate for the purpose of establishing title is fee simple absolute in favor of Charles Phillip Anderson and Marylin Joette Haller and to clear up all debts and disputes concerning the same. Therefore all persons and or entities claiming title to, interest in lien or encumbrances thereon upon said land or any part thereof are hereby given notice and directed to answer the Petition by filing with the Clerk of Court of Hall County with a copy to Petitioner's attorney, on or before the pt day of March, 2022 and be and appear at the court in which the action is pending within 30 days of the date of the order of this publication the same being the 14th day of December, 2021 else at the expiration of 30 days thereafter or otherwise Default Judgment may be taken against them. This 14th day of December, 2021. Walter J Rucker Attorney for Petitioner Georgia Bar No.: 618710 264 College Avenue SE Gainesville, Georgia 30501 770-532-7485 Phone 770-532-3951 Fax Wirucker819@gmail.com 101588 12/22,29,1/5,12 NOTICE OF INTENTION TO INTRODUCE LOCAL LEGISLATION Notice is given that there will be introduced at the regular 2022 session of the General Assembly of Georgia a bill to amend an Act providing for districts for the election of the Board of Education of Hall County, approved March 29, 1983 (Ga. L. 1983, p. 4553), as amended; and for other purposes. 103098 12/29

PUBLIC NOTICE In accordance with O.C.G.A. § 32-7-4(b) (2)(B), public notice is hereby given that the City of Gainesville has listed that portion of the public roads within its jurisdiction known as Sherwood Park Drive and South Enota Drive, as more particularly described as follows: Commencing at an iron pin set (1/2"rebar) at the intersection of the northwest end of the mitered right-of-way intersection of Downey Boulevard and South Enota Drive; THENCE along the southerly right-of-way of South Enota Drive, with a curve turning to the right with an arc length of 60.11', with a radius of 319.73', with a chord bearing of S 38°36'44" W, with a chord length of 60.02' to a point on the southerly right-of-way of South Enota Drive (80'r/w); THENCE continuing along said right-of-way S 42°38'15" W a distance of 26.50' to an iron pin set (1/2"rebar) and the TRUE POINT OF BEGINNING for the parcel herein described; THENCE continuing along the existing southerly right-of-way of South Enota Drive, the following course and distances: THENCE S 44°52'18" W a distance of 129.12' to an iron pin found (1/2"rebar); THENCE S 44°06'49" W a distance of 78.27' to an iron pin set (1/2"rebar); THENCE S 44°06'49" W a distance of 32.63' to a point; THENCE S 44°39'48" W a distance of 67.17' to a point; THENCE with a curve turning to the left with an arc length of 94.34', with a radius of 152.50', with a chord bearing of S 26°56'00" W, with a chord length of 92.84' to an iron pin set (1/2"rebar) at the intersection with the westerly right-of-way of Sherwood Park Drive (60'r/w); THENCE along said right-of-way, N 65°15'19" W a distance of 41.48' to an iron pin found (mag nail in asphalt); THENCE along said right-of-way, N 65°15'59" W a distance of 40.09' to a point; THENCE along said right-of-way, N 65°15'19" W a distance of 74.35' to a point; THENCE along said right-of-way with a curve turning to the right with an arc length of 88.54', with a radius of 296.32', with a chord bearing of N 56°52'42" W, with a chord length of 88.21' to a point; THENCE along said right-of-way, N 46°59'09" W a distance of 13.79' to an iron pin found (1/2"rebar); THENCE along said right-of-way with a curve turning to the right with an arc length of 59.77', with a radius of 296.34', with a chord bearing of N 39°52'22" W, with a chord length of 59.67' to a point; THENCE along said right-of-way, N 34°37'31" W a distance of 36.09' to an iron pin set (1/2"rebar); THENCE crossing to the northerly side of Sherwood Park Drive, N 55°22'29" E a distance of 60.32' to an iron pin set (1/2"rebar); THENCE along said northerly right-of-way of Sherwood Park Drive, S 34°29'02" E a distance of 35.02' to a point; THENCE along said right-of-way with a curve turning to the left with an arc length of 130.00', with a radius of 242.86', with a chord bearing of S 49°49'02" E, with a chord length of 128.44' to a point; THENCE along said right-of-way, S

65°09'02" E a distance of 73.68' to an iron pin found (1/2"rebar) at the intersection with the northerly right-of-way of South Enota Drive; THENCE along said northerly right-of-way of South Enota Drive, N 32°48'43" E a distance of 42.46' to a point; THENCE along said right-of-way, N 43°47'43" E a distance of 117.00' to an iron pin found (1/2"rebar); THENCE along said right-of-way, N 43°47'48" E a distance of 99.80' to an iron pin found (1/2"rebar); THENCE along said right-of-way, N 43°47'48" E a distance of 18.10' to a point; THENCE along said right-of-way with a curve turning to the left with an arc length of 82.72', with a radius of 599.00', with a chord bearing of N 39°35'12"E, with a chord length of 82.65' to an iron pin found (1/2"rebar); THENCE crossing South Enota Drive, S 50°25'24" E a distance of 89.76' to an iron pin set (1/2"rebar) and the POINT OF BEGINNING. Said parcel of land containing 1.119 acres and being shown on a plat of a survey for Northeast Georgia Medical Center by Atlas Technical Consultants, dated 09-08-2021, and being last revised on 11-05-2021, being job number 21G217. Said survey is incorporated herein by specific reference for a more complete and accurate description. The real property described above is hereinafter referred to as "the Property." The City of Gainesville has listed the Property with George Hokayem of Hokayem Company, Inc., a licensed real estate broker. Questions regarding the Property may be directed to George Hokayem at 770-531-9992. 103174 12/29,1/5

The Gainesville City Board of Education voted unanimously on November 15, 2021 to conduct Monthly Regular Board Meetings for the 2022 calendar year on the third Monday of each month at 5:30 p.m. at the Public Safety Complex located at 701 Queen City Parkway with the following exceptions: Tuesday February 22, 2022. Monthly Board Work Sessions will be held on the first Monday of each month at 5:30 p.m. at the Gainesville City School Board Office located at 508 Oak Street NW with the following exceptions: Tuesday September 6, 2022. Combined Work Sessions/Regular Meetings will be held on specific months on the following dates at 5:30 p.m. at Centennial Arts Academy: January 18, 2022. The Public Safety Complex: April 18, 2022; November 7, 2022 and December 5, 2022. The School Board Office: July 18, 2022. The 2022 board meeting calendar is subject to change at the discretion of the Gainesville City Board of Education. 102552 12/15,29

Name Changes IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of Corey Joseph Trowbridge Petitioner Civil Action Case Number 21-CV-2181A NOTICE OF PETITION TO CHANGE NAME OF ADULT Corey Joseph Trowbridge filed a petition in the Hall County Superior Court on December 6 2021 to change the name from Corey Joseph Trowbridge to Corey Joseph Freeman Any interested party

has the right to appear in this case and file objections within 30 days after the Petition was filed. Dated 12/6/2021 /s/ Corey Joseph Trowbridge Petitioner Pro se 1 0 2 5 4 7 12/15,22,29,1/5 SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of Sara Dianne Wilson Diane Wilson Odell Petitioner Civil Action File No 2021CV2195A NOTICE OF PETITION TO CHANGE NAME OF ADULT An action was filed in the Superior court of Hall County on 12/8/2021 to change the Petitioner's name as follows Petitioner's name Sara Dianne Wilson Desired new name Diane Wilson Odell Any interested party has the right to appear in this case and file objection before the final judgment is ordered in this case. Dated 11/17/2021 /s/ Sara Dianne Wilson Petitioner Pro se 1 0 2 5 7 8 12/15,22,29,1/5 SUPERIORCOURTOF HALL COUNTY STATE OF GEORGIA In re the Name Change of Child(ren): Cristopher Alejandro Ortiz Rivera Eliseo Diaz Jacinto Petitioner, V. Dolores Ortiz Respondent. Civil Action Case Number 2021-CV-2183A NOTICE OF PETITION TO CHANGE NAME(S) OF MINOR CHILD(REN) Dolores Ortiz / Eliseo Diaz Jacinto filed a petition in the Superior Court of HALL County on September 27 2021 to change the name of the following minor child(ren) from: Christopher Alejandro Ortiz Rivera to: Cristopher Alejandro Diaz Any interested party has the right to appear in this case and file objections within the time prescribed in OCGA § § 19-12-l(f)(2) and (3). Dated December 6 2021 Dolores Ortiz / Eliseo Diaz Jacinto Petitioner, Pro se 1 0 2 5 1 6 12/15,22,29,1/5 Public Hearings NOTICE is hereby given that the Hall County Planning Commission shall conduct a public hearing at the Gainesville Civic Center, 830 Green Street NE, Gainesville, Georgia 30501, at 5:15 p.m. on Tuesday, January 18, 2022 to consider the following: 1. Previously tabled application of Michael Twiner to rezone from Suburban Shopping (S-S) to Planned Residential Development (PRD) on a 22.03± acre tract located on the south side of Athens Highway at its intersection with Gillsville Highway; a.k.a. 2500 & 2508 Athens Highway; Zoned S-S; Tax Parcels 1 5 0 2 3 C 0 0 0 0 1 0 & 15023 000009. Proposed Use: 330 unit multifamily development. ** Commission District 3. 2. Application of Harold L. Daniels for a left side yard setback variance from 10 feet to 3 feet on a 1.68± acre tract located on the south side of Shoreline Drive approximately 317 feet from its intersection with Flagship Drive; a.k.a. 4427 Shoreline Drive; Zoned R-I; Tax Parcel 11037 000076. Proposed use: construct a pavilion. * Commission District 3. 3. Application of Venita Carol Smith for a front yard setback variance from 55 feet to 15 feet and a right side yard setback variance from 10 feet to 2 feet on a .25± acre tract located on the

following address:
3461-D Lawrenceville Suwanee Road, Suwanee GA 30024.
Please be governed accordingly, Kevin J. Pratt
Barrow County Sheriff 103058 1/5,12,19,26

NOTICE TO FORECLOSE THE RIGHT TO REDEEM
Take Notice that:
To all, including Michael Ross Sander and Ramona Kay Sander and any other person, including tenants or occupants residing at the herein described property and, any person or entity who is entitled to exercise the right to redeem the herein described property.
Pursuant to OCGA 48-4-45 et sec, and Georgia law, take notice that the right to redeem the following described property to wit:
All and only that parcel of land being in the: State of Georgia, County of Barrow, Being in the 243rd GMD, being Lot 34, Huckleberry Hills Subdivision, shown on Plat Book 34, Page 134, a portion of the property described in Deed Book 1758, Page 149. Being known as Tax Parcel XX089B 034, Barrow County Georgia. Also being known as **39 Huckleberry Lane.**
will expire and be forever foreclosed and barred on and after the 1st day of February 2022. (The redemption deadline date).
The tax deed to which this notice relates is dated December 1st, 2020 and is recorded in the office of the Clerk of the Superior Court of Barrow County, Georgia, in Deed Book 2451 at page 113.
The property may be redeemed at any time on or before the redemption deadline date by payment of the redemption price as fixed and provided by law to PJS' Golden Parachute, LLC care of Kevin J. Pratt at the following address:
3461-D Lawrenceville Suwanee Road, Suwanee GA 30024.
Please be governed accordingly, Kevin J. Pratt 103060 1/5,12,19,26

NOTICE TO FORECLOSE THE RIGHT TO REDEEM
Take Notice that:
To all, including Norma Linda Cook and any other person, including tenants or occupants residing at the herein described property and, any person or entity who is entitled to exercise the right to redeem the herein described property.
Pursuant to OCGA 48-4-45 et sec, and Georgia law, take notice that the right to redeem the following described property to wit:
All and only that parcel of land being in the: State of Georgia, County of Barrow, being in the 243rd GMD, being Lot 29, Huckleberry Hills Subdivision, shown on Plat Book 35, Page 134, described in Deed Book 238, Page 435, the description therein being incorporated herein by this reference. Being known as Tax Parcel XX089B 029, Barrow County Georgia. Being known as **55 Huckleberry Lane.**
Also, 1987 14x66 Horton Mobile Home will expire and be forever foreclosed and barred on and after the 1st day of February 2022. (The redemption deadline date).
The tax deed to which this notice relates is dated December 1st, 2020 and is recorded in the office of the Clerk of the Superior Court of Barrow County, Georgia, in Deed Book 2451 at page 134.
The property may be redeemed at any time on or before the redemption deadline date by payment of the redemption price as fixed and provided by law to PJS' Golden Parachute, LLC care of Kevin J. Pratt at the following address:
3461-D Lawrenceville Suwanee Road, Suwanee GA 30024.
Please be governed accordingly, Kevin J. Pratt
Barrow County Sheriff 103059 1/5,12,19,26

NOTICE TO FORECLOSE THE RIGHT TO REDEEM
Take Notice that:
To all, including Rhudy,

Amy Yang; Yang, Mary & Choua
and any other person, including tenants or occupants residing at the herein described property and, any person or entity who is entitled to exercise the right to redeem the herein described property.
Pursuant to OCGA 48-4-45 et sec, and Georgia law, take notice that the right to redeem the following described property to wit:
All and only that parcel of land being in the State of Georgia, County of Barrow, being in the 249th GMD, containing 3.28 acres, more or less, being a portion of the property shown in Plat Book 21, Page 113, being Tract 2, described in Deed Book 1487, Page 17, the description contained therein being incorporated herein by this reference. Being known as Tax Parcel XX052 108A/1997 24x52 Cougar- Mobile Home in barrow County. Also being known as **711 Hazel Moon Road.**
will expire and be forever foreclosed and barred on and after the 5th day of February 2022. (The redemption deadline date).
The tax deed to which this notice relates is dated December 1st, 2020 and is recorded in the office of the Clerk of the Superior Court of Barrow County, Georgia, in Deed Book 2451 at page 111.
The property may be redeemed at any time on or before the redemption deadline date by payment of the redemption price as fixed and provided by law to PJS' Golden Parachute, LLC care of Kevin J. Pratt at the following address:
3461-D Lawrenceville Suwanee Road, Suwanee GA 30024.
Please be governed accordingly, Kevin J. Pratt
Barrow County Sheriff 103057 1/5,12,19,26

STATE OF GEORGIA
COUNTY OF JACKSON
NOTICE OF SALE UNDER POWER
Pursuant to the power of sale contained in the Security Deed executed by MICHAEL MCGOLDRICK AND JENNIFER PARKER-MCGOLDRICK to JPMORGAN CHASE BANK, N.A. in the original principal amount of \$239,900.00 dated November 1, 2018 and recorded in Deed Book 8174, Page 362, Jackson County records, said Security Deed being last transferred to NEWREZ LLC D/B/A SHELLPOINT MORTGAGE SERVICING in Deed Book 8409, Page 581, Jackson County records, the undersigned will sell at public outcry to the highest bidder for cash, before the Courthouse door in said County, or at such other place as lawfully designated, within the legal hours of sale, on February 01, 2022, the property in said Security Deed and described as follows:
ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN THE 392ND GM DISTRICT, HALL COUNTY, GEORGIA, BEING LOT 53, RIVERSTONE PARK SUBDIVISION, UNIT 1, PHASE 1, AS PER PLAT RECORDED IN PLAT BOOK 844, PAGES 186-195, HALL COUNTY, GEORGIA RECORDS, WHICH PLAT IS INCORPORATED HEREIN BY REFERENCE AND MADE A PART OF THIS DESCRIPTION.
Said property being known as: **5915 LEXINGTON WAY, BRASELTON, GA 30517**
To the best of the undersigned's knowledge, the party or parties in possession of said property is/are MICHAEL MCGOLDRICK AND JENNIFER PARKER-MCGOLDRICK or tenant(s).
The debt secured by said Security Deed has been and is hereby declared due and payable because of, among other possible events of default, failure to pay the indebtedness as provided for in the Note and said Security Deed. The debt remaining in default, this sale will be made for the purpose of paying the same and all expenses of sale, including attorney's

fees (notice of intent to collect attorney's fees having been given). Said property will be sold subject to the following: (1) any outstanding ad valorem taxes (including taxes which are a lien, whether or not yet due and payable); (2) the right of redemption of any taxing authority; (3) any matters which might be disclosed by an accurate survey and inspection of the property; and (4) any assessments, liens, encumbrances, zoning ordinances, restrictions, covenants, and matters of record superior to the Security Deed first set out above.
Said sale will be conducted subject to the following: (1) confirmation that the sale is not prohibited under the U.S. Bankruptcy Code; and (2) final confirmation and audit of the status of the loan with the holder of the Security Deed.
The name, address, and telephone number of the individual or entity who has full authority to negotiate, amend, and modify all terms of the mortgage is as follows:
NEWREZ LLC D/B/A Shellpoint Mortgage Servicing 75 Beattie Place, Suite 300 Greenville, SC 29601 866-825-2174
Note that pursuant to O.C.G.A. § 44-14-162.2, the above individual or entity is not required by law to negotiate, amend, or modify the terms of the mortgage.
THIS LAW FIRM IS ACTING AS A DEBT COLLECTOR ATTEMPTING TO COLLECT A DEBT. ANY INFORMATION OBTAINED MAY BE USED FOR THAT PURPOSE.
NEWREZ LLC D/B/A SHELLPOINT MORTGAGE SERVICING, as Attorney-in-Fact for MICHAEL MCGOLDRICK AND JENNIFER PARKER-MCGOLDRICK
Robertson, Anschutz, Schneid, Crane & Partners, PLLC 10700 Abbott's Bridge Road Suite 170 Duluth, GA 30097 Phone: 470.321.7112 Firm File No. 20-074582 103235 1/5,12,19,26

Forfeiture/Seizure

IN THE SUPERIOR COURT OF HALL COUNTY
STATE OF GEORGIA
v.
\$3,782.00 U.S. Currency (Dorian Travaughn Dorsey) Defendants in rem.
CIVIL ACTION NO.: 2021CV1510A
COMPLAINT FOR FORFEITURE
NOTICE OF PUBLICATION
By Order for Service by Publication dated the December 14, 2021, you are notified that on August 26, 2021, the State of Georgia filed suit against you for forfeiture of \$3,782.00 U.S. Currency.
You are required to file with the Clerk of the Superior Court and to serve upon the State of Georgia through the District Attorney, P.O. Box 1690, Gainesville, GA 30503, an Answer in writing within thirty (30) days of the date of final publication.
WITNESS the Honorable C. Andrew Fuller, Judge of this Superior Court. This 29 day of December 2021
Charles Baker
CLERK
HALL COUNTY SUPERIOR COURT 1/5,12

Miscellaneous

NOTICE OF SECOND DUI CONVICTION WITHIN 5 YEARS
TO BE PUBLISHED
Insert Photo
NAME: JONATHAN THOMAS ARCHER
CITY: FLOWERY BRANCH, GA
COUNTY: HALL
ZIP CODE: 30542
ARREST DATE: 10/16/2021
ARREST TIME: 16:20 PM
ARREST LOCATION:

4000 CREST VILLAGE CIR
DISPOSITION: GUILTY
Hall County Superior & State Court
Charles Baker, Clerk
225 Green Street, SE Gainesville, GA 30501
PUBLISHED PURSUANT TO O.C.G.A. 40-6-391A3 2021SR6979Z
Page 2 of Photo Order 103223 1/5

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
CHARLES PHILLIP ANDERSON AND MARYLIN JOETTE HALLER
Petitioners Vs.
ALL former shareholders and/or owners of Leisure Land Company, Inc., Modular Dynamics, Inc., Canadian-American Development Corp., Brandon Mann, Logan Mann, Keith Mann, all heirs of James Thomas Mann, Sr. and the U.S. Corps of Engineers, all persons or entities § professing an interest in property lying situate in Land § Lot 158 of District 11 Hall County, Georgia located at 7717 Elm Circle, Murrayville, Georgia 30564 and known as parcel 153A000163 Lot 16 Block C, and All of this world Respondents
CIVIL ACTION FILE NO.: 2021-CV-1113-B
NOTICE OF PETITION TO QUIET TITLE
TO: ALL RESPONDENTS IN THE ABOVE CAPTIONED CASE
CIVIL ACTION NO.: 2021-CV-1113-B AND ALL UNKNOWN PARTIES WHO HAVE OR CLAIM ANY POSSESSORY OR ADVERSE RIGHT, TITLE, OR INTEREST IN THE RESPONDENT PROPERTY
NOTICE IS HEREBY given that Charles P. Anderson and Marilyn Joette Haller have filed a Petition in the Superior Court of Hall County, Georgia To Quiet Title in rem to the described property.
TRACT TWO: All that tract and parcel of land lying and being in Lot 158 of the 11th District of Hall County, Georgia, and being shown and delineated on a plat prepared by G. Keith Kilby, a registered Georgia Professional Land Surveyor, entitled Survey for Charles Phillip Anderson and Marilyn Joette Haller; dated November 2, 2020 containing 0.274 acres Plat Book 879, page 242 of the Hall County Deed of Records. Take notice that on June 28, 2021 a Petition was filed to Quiet Title in rem in the Hall County Superior Court in case number 2021-CV-1113-B by Charles Phillip Anderson and Marilyn Joette Haller against any and all persons or entities claiming any ownership interest or encumbrances upon the above described real estate for the purpose of establishing title is fee simple absolute in favor of Charles Phillip Anderson and Marilyn Joette Haller and to clear up all debts and disputes concerning the same.
Therefore all persons and or entities claiming title to, interest in lien or encumbrances thereon upon said land or any part thereof are hereby given notice and directed to answer the Petition by filing with the Clerk of Court of Hall County with a copy to Petitioner's attorney, on or before the pt day of March, 2022 and be and appear at the court in which the action is pending within 30 days of the date of the order of this publication the same being the 14th day of December, 2021 else at the expiration of 30 days thereafter or otherwise Default Judgment may be taken against them.
This 14th day of December, 2021.
Walter J Rucker
Attorney for Petitioner
Georgia Bar No.: 618710
264 College Avenue SE Gainesville, Georgia 30501
770-532-7485 Phone
770-532-3951 Fax
Wirucker819@gmail.com
101588 12/22,29,1/5,12

NOTICE PURSANT TO O.C.G.A. §15-11-50
In accordance with O.C.G.A. §15-11-50 the Judges of the Superior Court of

the Northeastern Judicial Circuit are hereby providing notice that a full-time Juvenile Court Judge for the Northeastern Judicial Circuit will be appointed by them to begin service on March 14, 2022. Any person interested in serving as a full-time Juvenile Court Judge for the circuit should immediately submit a letter with attached resume by email to Renae Briscoe (rbriscoe@hallcounty.org) or by United States Postal Service addressed to Renae Briscoe, Courts Human Resources and Finance Coordinator, PO Box 1435, Gainesville, Georgia 30503. The deadline for applying for this position is Friday, March 4, 2022. Any person applying must meet the minimum requirements as set out in O.C.G.A. §15-11-51.
1/5,2/2,3/2

NOTICE:
Interest in 5436 Clarks Bridge Road, Gainesville, GA 30506
IN THE SUPERIOR COURT OF HALL COUNTY
STATE OF GEORGIA
TAW Investments, LLC, Petitioner,
v.
CIVIL ACTION FILE NO.: 2021CV1500W
Thester Lynn Satterfield and James Browning, The Property Commonly Known as 5436 Clarks Bridge Rd., Tax Parcel: 12054 000003 Hall County, Georgia, and all persons who claim or might claim adversely to Petitioner's title Respondents.
To: All parties who claim or may claim an adverse possessory title right to the property known as 5436 Clarks Bridge Road, Tax Parcel 12054 000003, Hall County
You are hereby notified that the above-styled action seeking to establish title to the below described property against all the world was filed on August 24, 2021 in the Superior Court of Hall County, Georgia, Case No. 2021CV1500W, and that by reason of Order for Service by Publication issued by said Court on the 29th day of December, 2021, you are hereby commanded to be and appear at said Court within thirty (30) days of the date of the Order for Service by Publication to answer said Petition and file in accordance with the Court. The property is more particularly described as follows:
All the following described property, to-wit: Two lots in the town of Brookton, Ga. Lots Nos. 68 and 69 of the Survey of J.F. Moorefield made Jan. 30th, 1913. Beginning at the Northwest corner of No. 102, thence Ease Course to the Gainesville and North-western Railroad right of way; thence North said right of way 100 feet to Southeast corner of Lot No. 70; thence West course along line of Lot No. 70 to Main Street; thence South Main Street 100 feet to beginning corner. Including improvements on said property being three room frame dwelling. This being the same property described in deed from Mrs. Lucretia Wilson Little et al. to W.S. Edge, recorded in Book 122, page 540, Clerk's Office, Hall Superior Court.
Appearance may be made by filing a written response with the Clerk of the Court in the above-styled action.
WITNESSETH
The Honorable Clint G. Bearden, Judge of the Superior Court of Hall County.
T W R / m m k / 1 5 2 1 7 / W260623
103289 1/5,12,19,26

PUBLIC NOTICE
In accordance with O.C.G.A. § 32-7-4(b) (2)(B), public notice is hereby given that the City of Gainesville has listed that portion of the public roads within its jurisdiction known as Sherwood Park Drive and South Enota Drive, as more particularly described as: All that tract or parcel of land lying and being in Land Lot 137 of the 9th District, Hall County, City of Gainesville, Georgia and being more particularly

described as follows:
Commencing at an iron pin set (1/2"rebar) at the intersection of the northwest end of the mitered right-of-way intersection of Downey Boulevard and South Enota Drive;
THENCE along the southerly right-of-way of South Enota Drive, with a curve turning to the right with an arc length of 60.11', with a radius of 319.73', with a chord bearing of S 38°36'44" W, with a chord length of 60.02' to a point on the southerly right-of-way of South Enota Drive (80'r/w);
THENCE continuing along said right-of-way S 42°38'15" W a distance of 26.50' to an iron pin set (1/2"rebar) and the TRUE POINT OF BEGINNING for the parcel herein described;
THENCE continuing along the existing southerly right-of-way of South Enota Drive, the following course and distances:
THENCE S 44°52'18" W a distance of 129.12' to an iron pin found (1/2"rebar);
THENCE S 44°06'49" W a distance of 78.27' to an iron pin set (1/2"rebar);
THENCE S 44°06'49" W a distance of 32.63' to a point;
THENCE S 44°39'48" W a distance of 67.17' to a point;
THENCE with a curve turning to the left with an arc length of 94.34', with a radius of 152.50', with a chord bearing of S 26°56'00" W, with a chord length of 92.84' to an iron pin set (1/2"rebar) at the intersection with the westerly right-of-way of Sherwood Park Drive (60'r/w);
THENCE along said right-of-way, N 65°15'19" W a distance of 41.48' to an iron pin found (mag nail in asphalt);
THENCE along said right-of-way, N 65°15'59" W a distance of 40.09' to a point;
THENCE along said right-of-way, N 65°15'19" W a distance of 74.35' to a point;
THENCE along said right-of-way with a curve turning to the right with an arc length of 88.54', with a radius of 296.32', with a chord bearing of N 56°52'42" W, with a chord length of 88.21' to a point;
THENCE along said right-of-way, N 46°59'09" W a distance of 13.79' to an iron pin found (1/2"rebar);
THENCE along said right-of-way with a curve turning to the right with an arc length of 59.77', with a radius of 296.34', with a chord bearing of N 39°52'22" W, with a chord length of 59.67' to a point;
THENCE along said right-of-way, N 34°37'31" W a distance of 36.09' to an iron pin set (1/2"rebar);
THENCE crossing to the northerly side of Sherwood Park Drive, N 55°22'29" E a distance of 60.32' to an iron pin set (1/2"rebar);
THENCE along said northerly right-of-way of Sherwood Park Drive, S 34°29'02" E a distance of 35.02' to a point;
THENCE along said right-of-way with a curve turning to the left with an arc length of 130.00', with a radius of 242.86', with a chord bearing of S 49°49'02" E, with a chord length of 128.44' to a point;
THENCE along said right-of-way, S 65°09'02" E a distance of 73.68' to an iron pin found (1/2"rebar) at the intersection with the northerly right-of-way of South Enota Drive;
THENCE along said northerly right-of-way of South Enota Drive, N 32°48'43" E a distance of 42.46' to a point;
THENCE along said right-of-way, N 43°47'43" E a distance of 117.00' to an iron pin found (1/2"rebar);
THENCE along said right-of-way, N 43°47'48" E a distance of 99.80' to an iron pin found (1/2"rebar);
THENCE along said right-of-way, N 43°47'48" E a distance of 18.10' to a point;
THENCE along said right-of-way with a curve turning to the left with an arc length of 82.72', with a radius of 599.00', with a chord bearing of N 39°35'12" E, with a chord length of 82.65' to an iron pin

found (1/2"rebar);
THENCE crossing South Enota Drive, S 50°25'24" E a distance of 89.76' to an iron pin set (1/2"rebar) and the POINT OF BEGINNING.
Said parcel of land containing 1.119 acres and being shown on a plat of a survey for Northeast Georgia Medical Center by Atlas Technical Consultants, dated 09-08-2021, and being last revised on 11-05-2021, being job number 21G217. Said survey is incorporated herein by specific reference for a more complete and accurate description. The real property described above is hereinafter referred to as "the Property."
The City of Gainesville has listed the Property with George Hokayem of Hokayem Company, Inc., a licensed real estate broker. Questions regarding the Property may be directed to George Hokayem at 770-531-9992.
103174 12/29,1/5

Name Changes

IN THE SUPERIOR COURT OF HALL COUNTY
STATE OF GEORGIA
In re the Name Change of Corey Joseph Trowbridge
Petitioner
Civil Action Case Number 21-CV-2181A
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Corey Joseph Trowbridge filed a petition in the Hall County Superior Court on December 6 2021 to change the name from Corey Joseph Trowbridge to Corey Joseph Freeman
Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed.
Dated 12/6/2021
s/ Corey Joseph Trowbridge
Petitioner Pro se 102547 12/15,22,29,1/5

SUPERIOR COURT OF HALL COUNTY
STATE OF GEORGIA
In re the Name Change of Gwendolyn Frances Gabbard
Petitioner
Civil Action Case Number 2021CV2076C
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Gwendolyn Frances Gabbard filed a petition in the Superior Court of Hall County on November 19 2021 to change the name from Gwendolyn Frances Gabbard to Zachariah Maximillion France
Any interested party has the right to appear in this case and file objection within 30 days after the Petition was filed.
s/ Gwendolyn Frances Gabbard
Petitioner Pro se 103232 1/5,12,19,26

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change of Sara Dianne Wilson
Diane Wilson Odell
Petitioner
Civil Action File No 2021CV2195A
NOTICE OF PETITION TO CHANGE NAME OF ADULT
An action was filed in the Superior court of Hall County on 12/8/2021 to change the Petitioner's name as follows
Petitioner's name Sara Dianne Wilson
Desired new name Diane Wilson Odell
Any interested party has the right to appear in this case and file objection before the final judgment is ordered in this case.
Dated 11/17/2021
s/ Sara Dianne Wilson
Petitioner Pro se 102578 12/15,22,29,1/5

SUPERIOR COURT OF HALL COUNTY
STATE OF GEORGIA
In re the Name Change of Ali Sam Shanehche
Petitioner
Civil Action Case number is 2021CV2278B
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Ali Sam Shanehche Filed a Petition in the Superior Court of Hall County on the 28th day of December 2021 to change name from Ali Sam Shanehche to Aria Enzo Di Vaio
Any interested party has the right to appear

RESOLUTION BR-2022-

ABANDON AND CONVEY PROPERTY ON SHERWOOD PARK DRIVE AND SOUTH ENOTA DRIVE

WHEREAS, pursuant to O.C.G.A Sec. 32-7-1 et seq., the City of Gainesville hereby deems it to be in the public interest to abandon that portion of the public roads within its jurisdiction known as Sherwood Park Drive and South Enota Drive, as more specifically set forth in the plat attached hereto as Exhibit "A," and as more specifically described in the legal description attached hereto as Exhibit "B" (hereinafter referred to as "the Property"); and

WHEREAS, the removal of the Property from the municipal street system is in the best public interest, as it will allow for the improvement of the Northeast Georgia Medical Center, Inc. ("NGMC") campus, such that NGMC may continue to provide excellent medical care to the citizens of the City of Gainesville and surrounding areas; and

WHEREAS, the City provided notice of the proposed abandonment to property owners located adjacent to the Property; and

WHEREAS, the City hereby certifies and declares the Property to be abandoned and no longer part of the municipal street system; and

WHEREAS, the rights of the public in and to the Property as a public road shall cease; and

WHEREAS, the City listed the Property through a licensed real estate broker, George Hokayem of Hokayem Company, Inc., who has a place of business located in the State of Georgia, for at least 30 days; and

WHEREAS, commencing at the time of the listing of the Property, the City provided for a notice to be inserted once a week for two weeks in the legal organ of Hall County, the Gainesville Times, indicating the name of the real estate broker listing the Property; and

WHEREAS, W. McRae Greene, a real estate appraiser with knowledge of the local real estate market who is licensed in Georgia, established the fair market value of the Property prior to the listing at \$175,500; and

WHEREAS, the Hospital Authority of Hall County and the City of Gainesville ("the Authority") submitted an offer to purchase the Property for the sum of \$175,500.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby approves the conveyance of the Property to the Authority for the sum of \$175,500 and authorizes the Mayor, the City Manager, and the City Attorney to execute a quitclaim deed and such other documents that may be necessary to complete the conveyance of the Property to the Authority.

RESOLUTION BR-2022-

**ABANDON AND CONVEY PROPERTY ON
SHERWOOD PARK DRIVE AND SOUTH ENOTA DRIVE**

Adopted this ____ day of _____, 2022.

W. Samuel Couvillon, 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

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

Commencing at an iron pin set (1/2"rebar) at the intersection of the northwest end of the mitered right-of-way intersection of Downey Boulevard and South Enota Drive;

THENCE along the southerly right-of-way of South Enota Drive, with a curve turning to the right with an arc length of 60.11', with a radius of 319.73', with a chord bearing of S 38°36'44" W, with a chord length of 60.02' to a point on the southerly right-of-way of South Enota Drive (80'r/w);

THENCE continuing along said right-of-way S 42°38'15" W a distance of 26.50' to an iron pin set (1/2"rebar) and the TRUE POINT OF BEGINNING for the parcel herein described;

THENCE continuing along the existing southerly right-of-way of South Enota Drive, the following course and distances:

THENCE S 44°52'18" W a distance of 129.12' to an iron pin found (1/2"rebar);

THENCE S 44°06'49" W a distance of 78.27' to an iron pin set (1/2"rebar);

THENCE S 44°06'49" W a distance of 32.63' to a point;

THENCE S 44°39'48" W a distance of 67.17' to a point;

THENCE with a curve turning to the left with an arc length of 94.34', with a radius of 152.50', with a chord bearing of S 26°56'00" W, with a chord length of 92.84' to an iron pin set (1/2"rebar) at the intersection with the westerly right-of-way of Sherwood Park Drive (60'r/w);

THENCE along said right-of-way, N 65°15'19" W a distance of 41.48' to an iron pin found (mag nail in asphalt);

THENCE along said right-of-way, N 65°15'59" W a distance of 40.09' to a point;

THENCE along said right-of-way, N 65°15'19" W a distance of 74.35' to a point;

THENCE along said right-of-way with a curve turning to the right with an arc length of 88.54', with a radius of 296.32', with a chord bearing of N 56°52'42" W, with a chord length of 88.21' to a point;

EXHIBIT B

THENCE along said right-of-way, N 46°59'09" W a distance of 13.79' to an iron pin found (1/2"rebar);

THENCE along said right-of-way with a curve turning to the right with an arc length of 59.77', with a radius of 296.34', with a chord bearing of N 39°52'22" W, with a chord length of 59.67' to a point;

THENCE along said right-of-way, N 34°37'31" W a distance of 36.09' to an iron pin set (1/2"rebar);

THENCE crossing to the northerly side of Sherwood Park Drive, N 55°22'29" E a distance of 60.32' to an iron pin set (1/2"rebar);

THENCE along said northerly right-of-way of Sherwood Park Drive, S 34°29'02" E a distance of 35.02' to a point;

THENCE along said right-of-way with a curve turning to the left with an arc length of 130.00', with a radius of 242.86', with a chord bearing of S 49°49'02" E, with a chord length of 128.44' to a point;

THENCE along said right-of-way, S 65°09'02" E a distance of 73.68' to an iron pin found (1/2"rebar) at the intersection with the northerly right-of-way of South Enota Drive;

THENCE along said northerly right-of-way of South Enota Drive, N 32°48'43" E a distance of 42.46' to a point;

THENCE along said right-of-way, N 43°47'43" E a distance of 117.00' to an iron pin found (1/2"rebar);

THENCE along said right-of-way, N 43°47'48" E a distance of 99.80' to an iron pin found (1/2"rebar);

THENCE along said right-of-way, N 43°47'48" E a distance of 18.10' to a point;

THENCE along said right-of-way with a curve turning to the left with an arc length of 82.72', with a radius of 599.00', with a chord bearing of N 39°35'12"E, with a chord length of 82.65' to an iron pin found (1/2"rebar);

EXHIBIT B

THENCE crossing South Enota Drive, S 50°25'24" E a distance of 89.76' to an iron pin set (1/2" rebar) and the POINT OF BEGINNING.

Said parcel of land containing 1.119 acres and being shown on a plat of a survey for Northeast Georgia Medical Center by Atlas Technical Consultants, dated 09-08-2021, and being last revised on 11-05-2021, being job number 21G217. Said survey is incorporated herein by specific reference for a more complete and accurate description.