



INVOCATION:

PLEDGE OF ALLEGIANCE:

PRESENTATIONS / RECOGNITIONS:

- A. Proclamation: Georgia Cities Week
- B. Proclamation: Safe Digging Month

COUNCIL ANNOUNCEMENTS:

PUBLIC COMMENTS: (20 minutes maximum)

CONSENT AGENDA:

Appointments

- A. Gainesville-Hall County Development Authority
 - Appoint Glennis Barnes

Minutes

- A. March 16, 2023 Work Session

Resolutions

- A. AR-2023-03 FY2022 Closure of Airport Capital Projects
- B. AR-2023-04 FY2022 Closure of Department of Water Resources Capital Projects
- C. AR-2023-05 FY2022 Closure of General Government Capital Projects
- D. AR-2023-06 FY2022 Closure of Golf Capital Projects
- E. AR-2023-07 FY2022 Closure of Grant Capital Projects
- F. AR-2023-08 FY2022 Closure of Solid Waste Fund Capital Projects
- G. AR-2023-09 FY2022 Closure of Special Local Option Sales Tax Capital Projects
- H. BR-2023-14 Amendment to Financial Policies - Fixed Assets and Capitalization Policy
- I. BR-2023-15 Tax Allocation District (TAD) Funding for 109 NE Green Street - Walton Jackson Building
- J. GR-2023-02 Assistance to Firefighters Grant (AFG)

PUBLIC HEARING:

Annexation/Zoning Item

- A. Request from **Gillsville Investment, LLC** to amend an existing Planned Unit Development (P-U-D) zoning on a 219.65± acres tract located northeast of the intersection of Athens Highway and Gillsville Highway, and southeast of the intersection of Athens Highway and Gaines Mill Road (a/k/a **2242 Gaines Mill Road, SE; 2579 and 2581 Gillsville Highway, SE**). **Ward Number: Three**. Tax Parcel Number(s): 15-022C-000-010 and 15-023-000-014. **Request: Single-family homes and townhomes.**

- Proposed Zoning Amendment Ordinance 2023-05

CITY MANAGER ISSUES:

CITY ATTORNEY ISSUES:

CITY CLERK ISSUES:

EXECUTIVE SESSION:

ADJOURNMENT:

Final: Friday, April 14, 2023, 4:40 PM



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: March 14, 2023
Date Submitted: March 30, 2023
Final Approval Date: April 17, 2023
Presenter: Mayor
Item of Business: Proclamation: Georgia Cities Week
Meeting Date: April 18, 2023

Purpose of Request:

Mayor Sam Couvillon to read aloud a proclamation declaring April 23-29 Georgia Cities Week on behalf of the City of Gainesville.

Facts & Issues / History & Background:

Department Recommendation:

Department Director:

Christina Santee

If funding is involved, are funds approved within the current budget? No

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Terri K. already has the proclamation signed by Mayor Couvillon.

Attachments:

1. 2023 Georgia Cities Week proclamation



PROCLAMATION

WHEREAS, city government is the closest to most citizens, and the one with the most direct daily impact upon its residents; and

WHEREAS, city government is administered for and by its citizens, and is dependent upon public commitment to and understanding of its many responsibilities; and

WHEREAS, city government officials and employees share the responsibility to pass along their understanding of public services and their benefits; and

WHEREAS, Georgia Cities Week is a very important time to recognize the important role played by city government in our lives; and

WHEREAS, this week offers an important opportunity to spread the word to all the citizens of Georgia that they can shape and influence this branch of government which is closest to the people; and

WHEREAS, the Georgia Municipal Association and its member cities have joined together to teach students and other citizens about municipal government through a variety of different projects and information; and

WHEREAS, Georgia Cities Week offers an important opportunity to convey to all the citizens of Georgia that they can shape and influence government through their civic involvement.

NOW, THEREFORE BE IT RESOLVED THAT I, W. Samuel Couvillon, Mayor and the Gainesville City Council do hereby proclaim April 23 - 29, 2023 as

“GEORGIA CITIES WEEK”

Presented this 18th day of April, 2023

**W. Samuel Couvillon, Mayor
City of Gainesville**



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: March 27, 2023
Date Submitted: March 27, 2023
Final Approval Date: April 18, 2023
Presenter: Mayor
Item of Business: Proclamation: Safe Digging Month
Meeting Date: April 18, 2023

Purpose of Request:

To promote public awareness of the national 811 notification system and the importance of safe digging.

Facts & Issues / History & Background:

Attendee to accept the proclamation:

- Sophie Brogdon, DWR Civil Engineer I

Department Recommendation:

N/A

Department Director:

Bryan Lackey

If funding is involved, are funds approved within the current budget? No

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. Safe Digging Month 04.2023



PROCLAMATION

WHEREAS, thousands of times each year, the underground infrastructure in Georgia is damaged by those who do not have underground lines located prior to digging, resulting in service interruption, environmental damage and threat to public safety; and

WHEREAS, in 2005, the Federal Communications Commission designated 811 to provide contractors and homeowners a simple number to contact utility operators to request the location of underground lines at the intended dig site; and

WHEREAS, the Region 1, Lanier-Hall Utility Coordinating Committee, a stakeholder-driven organization dedicated to the prevention of damage to underground utilities in Georgia, promotes the National 811 Notification System and Georgia 811 in an effort to reduce these damages; and

WHEREAS, damage prevention is a shared responsibility; by using safe digging practices, the contractors and homeowners of City of Gainesville can save time, money and help keep our infrastructure safe and connected.

NOW, THEREFORE, BE IT RESOLVED, that I, W. Samuel Couvillon, Mayor and the Gainesville City Council, do hereby proclaim the month of April to be

“SAFE DIGGING MONTH”

and encourage contractors and homeowners throughout the City of Gainesville to always contact 811 before digging. **Safe digging is no accident!**

Presented this 18th day of April, 2023

W. Samuel Couvillon, Mayor
City of Gainesville



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: April 13, 2023
Date Submitted: April 13, 2023
Final Approval Date: April 13, 2023
Presenter: Sam Couvillon
Item of Business: Gainesville-Hall County Development Authority

- Appoint Glennis Barnes

Meeting Date: April 18, 2023

Purpose of Request:

The purpose of this request is to address the expired term of the city appointed position held by RK Whitehead.

Facts & Issues / History & Background:

The Authority follows the guidelines of the Bylaws, the City Charter and Code of Ordinances. Appointees serve a four-year term and serve until the position is filled. Nominations were submitted by the Greater Hall Chamber of Commerce in accordance with the Bylaws of the Development Authority. The outstanding debt verification process was completed with no concerns.

Department Recommendation:

To approve the nomination for appointment as submitted by the Mayor during the April 13, 2023 Work Session.

Department Director:

Sam Couvillon

If funding is involved, are funds approved within the current budget? No

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. Development Authority Members
2. GHCC Nomination Letter

DEVELOPMENT AUTHORITY - CITY APPOINTMENTS

POST	LAST NAME	FIRST NAME	APPOINTED / REAPPOINTED	TERM ENDS
City	Tymchuk	Melissa	4/19/2022	3/31/2026
City	Daniel	Brian	5/5/2020	3/31/2024
City	Rochester Vice-Chair	Brian	4/20/2021	3/31/2025
City	Whitehead	RK	3/19/2019	3/31/2023
Ex-Officio - City	Couvillon	Sam	1/4/2022 1/17/2023	1/16/2024

DEVELOPMENT AUTHORITY - OTHER BOARD MEMBERS

POST	LAST NAME	FIRST NAME	TERM BEGINS	TERM ENDS
County	Carey	Dan		3/31/2024
County	Lee	David		3/31/2025
County	Wilheit, Jr.	Philip		3/31/2023
County	Wayne	Alex		3/31/2026
At-Large	Bagwell Chairman	William		3/31/2023
Ex-Officio - County	Powell	Billy	1/1/2018	
Ex-Officio	Wilheit, Sr.	Philip		
Ex-Officio - GHCC Chair	Sutton	Phil	8/19/2021	
Others - GHCC	Dunlap	Kit		
Others - EDC Director	Evans	Tim		
Others - City	Lackey	Bryan		
Others - County	Connell	Jock		
Others - Media	The Times			
Others - Media	WDUN			
Counsel/Secretary	Syfan	Tread		

TERM: Four year terms

Nominations provided by Greater Hall Chamber of Commerce.

Members serve until position filled.

A member who has served a full four-year term is not eligible for reappointment until the lapse of one year after that term expires.

CONTACT: Tim Evans

Kit Dunlap

UPDATED: 1/26/2023 ag



230 E.E. Butler Parkway
Post Office Box 374
Gainesville, Georgia 30503

February 10, 2023

Mayor Sam Couvillon
City of Gainesville
P. O. Box 2496
Gainesville, GA 30503

Dear Mayor Couvillon:

The Greater Hall Chamber of Commerce nominates the following two (2) persons to be considered for the one (1) appointment to the Gainesville & Hall County Development Authority. The person selected will replace R K Whitehead, whose term expires 3/31/2023. This request is in accordance with the By-Laws of the Authority that we submit these persons for selection.

Glennis Barnes, Georgia Power
Jackie Walters Slaughter, Walters Management Company

Both of these nominees are familiar with the economic development efforts of Gainesville and Hall County and would be quality members of the Authority. Please make the selection at your earliest convenience and notify us.

Sincerely,

Kathryn L. Duplap
President & CEO
Greater Hall Chamber of Commerce

Attachment: Current roster of members
Gainesville & Hall County Development Authority

cc: William Bagwell, Chairman
Gainesville & Hall County Development Authority
Tread Syfan, Attorney
Gainesville & Hall County Development Authority
Bryan Lackey, City Manager
City of Gainesville
Alisa Grayson
Gainesville Deputy City Clerk

770.532.6206
Fax 770.535.8419

www.greaterhallchamber.com

"FROM ISLANDS TO HIGHLANDS...
WE'VE GOT IT ALL!"



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: January 6, 2023
Date Submitted: April 17, 2023
Final Approval Date: April 17, 2023
Presenter: Denise Jordan, City Clerk
Item of Business: March 16, 2023 Work Session
Meeting Date: April 18, 2023

Purpose of Request:

The purpose of this request is to allow the governing body to approve the minutes from the referenced meeting.

Facts & Issues / History & Background:

Draft minutes were distributed to the governing body, City Manager, City Attorney and Department Directors for comments/corrections.

Department Recommendation:

Approve the minutes accepting edits as presented.

Department Director:

Bryan Lackey

If funding is involved, are funds approved within the current budget? No

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

None



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: April 13, 2023
Date Submitted: April 13, 2023
Final Approval Date: April 13, 2023
Presenter: Bryan Lackey, City Manager
Item of Business: AR-2023-03 FY2022 Closure of Airport Capital Projects
Meeting Date: April 18, 2023

Purpose of Request:

Requesting Council declare the Airport projects on the Attachment listing as closed.

Facts & Issues / History & Background:

The financial audit for the fiscal year ended June 30, 2022 is complete and the capital projects and annual programs listed on Attachment A are complete and ready to close.

Department Recommendation:

Adopt the resolution to declare the Airport Capital Projects listed on Attachment A as closed.

Department Director:

Jeremy Perry

If funding is involved, are funds approved within the current budget? No

Amount Requested:
N/A

Sources of Funds: N/A

Finance Comments: N/A

Administrative Comments:

N/A

Attachments:

1. AR-2023-03 FY2022 Closure of Airport CP
2. Attachment A: Airport Closeout Summary

RESOLUTION AR-2023-03

FY2022 CLOSURE OF AIRPORT CAPITAL PROJECTS

WHEREAS, amounts were appropriated in previous fiscal years, through the annual budget and various Council resolutions, for Airport Capital Projects; and

WHEREAS, the financial audit for the fiscal year ended June 30, 2022, is complete; and

WHEREAS, the capital projects and annual programs listed on Attachment A are complete and ready to close, leaving the amount of \$87,981.77 available in closed project balances; and

WHEREAS, \$87,981.00 will be re-appropriated to the Future Land Acquisition project.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby recognizes the closure of the listed project and recaptures \$.77 as funds available for future appropriation by the governing body.

Adopted this ____ **day of** _____, **2023.**

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

FUND 550

Summary of Closed Project Balances FY22	
Project Description	Excess Funds
Terminal Building Renovation Project	\$ 87,981.77
Total Closed Project Balances	87,981.77
Appropriations	
Future Land Acquisition	87,981.00
Total Appropriations	87,981.00
Total Amount Available for Reappropriation	\$ 0.77

Terminal Building Renovation Project (PR17-07, AR18-07)			
	<u>Budget</u>	<u>Actual</u>	<u>Difference</u>
Funding Sources:			
Airport Fund Balance (FY18)	125,000.00	125,000.00	-
ARC Grant (FY18)	250,000.00	250,000.00	-
OneGA Authority Grant (FY19)	200,000.00	200,000.00	-
Transfer from Project 50146 (FY20)	100,000.00	100,000.00	-
	<u>675,000.00</u>	<u>675,000.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY18)	-	-	
Project Costs (FY19)	98,471.70	98,471.70	
Project Costs (FY20)	488,546.53	488,546.53	
Project Costs (FY21)	-	-	
Project Costs (FY22)	87,981.77	-	
	<u>675,000.00</u>	<u>587,018.23</u>	<u>87,981.77</u>
Total			
Open Encumbrances			<u>-</u>
Available Budget			<u>87,981.77</u>
Project Balance		<u>87,981.77</u>	
Description:			
<i>This project is to renovate the terminal building and therefore improve functionality and better accommodate the increasing demand for Lee Gilmer.</i>			
Status:			
<i>This project is available to be closed by next quarters update. The only remaining item is a budget adjustment moving the remaining balance to project 50146.</i>			
Vendors with Open Encumbrances:			
<i>None</i>			
			Lisa Poole 50145



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: April 13, 2023
Date Submitted: April 13, 2023
Final Approval Date: April 13, 2023
Presenter: Bryan Lackey, City Manager
Item of Business: AR-2023-04 FY2022 Closure of Department of Water Resources Capital Projects
Meeting Date: April 18, 2023

Purpose of Request:

Requesting Council declare the Department of Water Resources projects on the Attachment listing as closed.

Facts & Issues / History & Background:

The financial audit for the fiscal year ended June 30, 2022 is complete and the capital projects and annual programs listed on Attachment A are complete and ready to close.

Department Recommendation:

Adopt the resolution declaring the Department of Water Resources Capital Projects listed on Attachment A as closed.

Department Director:

Jeremy Perry

If funding is involved, are funds approved within the current budget? No

Amount Requested: N/A

Sources of Funds: N/A

Finance Comments: N/A

Administrative Comments:

N/A

Attachments:

1. AR-2023-04 FY2022 Closure of DWR Capital Projects
2. Attachment A: DWR Closeout Summary

RESOLUTION AR-2023-04

FY2022 CLOSURE OF DEPARTMENT OF WATER RESOURCES CAPITAL PROJECTS

WHEREAS, amounts were appropriated in previous fiscal years, through the annual budget and various Council resolutions, for Department of Water Resources Capital Projects; and

WHEREAS, the financial audit for the fiscal year ended June 30, 2022, is complete; and

WHEREAS, the capital projects and annual programs listed on Attachment A are complete and ready to close, leaving the amount of \$97,568.08 available in closed project balances; and

WHEREAS, \$76,305 will be re-appropriated to FY2023 Water Main Improvements Project; and \$21,106 will be re-appropriated to FY2023 New Water Meter Installations project.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby recognizes the closure of the listed projects and recaptures \$157.08 as funds available for future appropriation by the governing body.

Adopted this ____ **day of** _____, **2023.**

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

Attachment A
Department of Water Resources
 Closed Project Summary Report

FUND 308

Summary of Closed Project Balances FY22	
<u>Project Description</u>	<u>Excess Funds</u>
Mapping/GIS System Upgrade	\$ 1.19
CIP Tracking Tool	0.43
Lake Knickerbocker Dam Improvements	50.63
Lanier Islands Pkwy & I-985/Martin Rd Interchange Utilities Relocation	0.00
Dawsonville Highway Bridge Utilities Relocation	19,843.99
Clermont Pressure Zone Backup Booster Station & Tank	56,564.89
FY21 New Meter Installations	21,106.95
FY22 Water Main Improvements	0.00
Total Closed Project Balances	<u>97,568.08</u>
Closed Project Balances to be Returned to Restricted Funds:	
Total Returned Amount	-
Closed Project Balances to be Returned to Restricted Funds:	-
Total Returned Amount	<u>-</u>
Appropriations	
FY23 Water Main Improvements	76,305.00
FY23 New Water Meter Installations	21,106.00
Total Appropriations	<u>97,411.00</u>
Total Amount Available for Reappropriation	<u><u>\$ 157.08</u></u>

Attachment A
Department of Water Resources
 Closed Project Summary Report

Mapping/GIS System Upgrade (PR16-56)			
	Budget	Actual	Difference
Funding Sources:			
DWR Capital Projects Fund (FY17)	707,000.00	707,000.00	-
Transfer Remaining to 18442 BA22-4271 (FY22)	(22,250.00)	(22,250.00)	
	<u>684,750.00</u>	<u>684,750.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY17)	170,490.00	170,490.00	
Project Costs (FY18)	207,275.02	207,275.02	
Project Costs (FY19)	208,833.20	208,833.20	
Project Costs (FY20)	52,369.55	52,369.55	
Project Costs (FY21)	15,323.28	15,323.28	
Project Costs (FY22)	30,458.95	30,457.76	
	<u>684,750.00</u>	<u>684,748.81</u>	<u>1.19</u>
Total			
Open Encumbrances			<u>-</u>
Available Budget			<u>1.19</u>
Project Balance		<u>1.19</u>	
Description:			
The first recommendation in the IT Master Plan is for the Department of Water Resources is the "move GIS to ESRI" to gain efficiency in operations and improve decision making through the assurances of accurate data. This project is for the upgrade and implementation of mapping software utilized for the inventory of water, wastewater and stormwater facilities owned and operated by the City of Gainesville.			
Status:			
Ready to Close			
Vendors with Open Encumbrances:			
N/A			
			Jill Graham
			10007

Attachment A
Department of Water Resources
 Closed Project Summary Report

CIP Tracking Tool (PR17-01)			
	Budget	Actual	Difference
Funding Sources:			
DWR Capital Projects Fund (FY17)	122,000.00	122,000.00	-
Prepare Projects for closeout (BA21-12023)	(16,549.00)	(16,549.00)	-
	<u>105,451.00</u>	<u>105,451.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY17)	32,564.82	32,564.82	
Project Costs (FY18)	41,130.95	41,130.95	
Project Costs (FY19)	31,754.80	31,754.80	
Project Costs (FY20)	-	-	
Project Costs (FY21)	-	-	
Project Costs (FY22)	0.43	-	
Total	<u>105,451.00</u>	<u>105,450.57</u>	0.43
Open Encumbrances			<u>-</u>
Available Budget			<u>0.43</u>
Project Balance		<u>0.43</u>	
Description:	This project will develop and implement a computerized tracking tool to assist the Department of Water Resources in planning and execution of the 5-Year Capital Improvements Plan.		
Status:	Ready to Close		
Vendors with Open Encumbrances:	N/A		
			Myron Bennett
			10008

Attachment A
Department of Water Resources
 Closed Project Summary Report

Lake Knickerbocker Dam Improvements (PR15-35, AR18-12, PR18-17)			
	Budget	Actual	Difference
Funding Sources:			
DWR Capital Projects Fund (FY16)	81,500.00	81,500.00	-
DWR Capital Projects Fund (FY19)	1,750,000.00	1,750,000.00	-
DWR Capital Projects Fund (PR2018-17)	3,074,107.00	3,074,107.00	-
Transfer to Project 18916 (BA19-11449)	(1,236,500.00)	(1,236,500.00)	-
Transfer to Project 18442 (FY20)	(368,200.00)	(368,200.00)	-
Transfer to Project 18911 (FY20)	(62,000.00)	(62,000.00)	-
Transfer to Project 18951 (FY21)	(10,000.00)	(10,000.00)	-
Emergency GDOT Paving BA22-4199 (FY22)	(200,000.00)	(200,000.00)	
Establish 19261 BA22-5085 (FY22)	(40,000.00)	(40,000.00)	
BA 2022-9737 Transfer from 18922,18821,18891 to 18532	(266,814.00)	(266,814.00)	
	<u>2,722,093.00</u>	<u>2,722,093.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY16)	27,005.10	27,005.10	
Project Costs (FY17)	52,376.09	52,376.09	
Project Costs (FY18)	152.32	152.32	
Project Costs (FY19)	486,166.83	486,166.83	
Project Costs (FY20)	1,870,532.43	1,870,532.43	
Project Costs (FY21)	283,213.73	283,213.73	
Project Costs (FY22)	2,646.50	2,595.87	
Total	<u>2,722,093.00</u>	<u>2,722,042.37</u>	50.63
Open Encumbrances			
Available Budget			<u>50.63</u>
Project Balance		<u>50.63</u>	
Description:	This project is for the design portion of improvements to be made at the Lake Knickerbocker Dam including tree removal, armoring of dam slopes and upgrades of the inlet portion of the existing spillway structure.		
Status:	The project is complete and closing in FY22.		
Vendors with Open Encumbrances:	N/A		
Chris McGauley			18821

Attachment A
Department of Water Resources
 Closed Project Summary Report

Lanier Islands Pkwy & I-985/Martin Rd Interchange Utilities Relocation (PR16-52, PR17-11)			
	Budget	Actual	Difference
Funding Sources:			
DWR Capital Projects Fund (FY17)	3,155,815.00	3,155,815.00	-
BA 2022-6638 Transfer to DWR CP 19171	(300,000.00)	(300,000.00)	
BA 2022-9737 Transfer from 18922, 18821, 18891 to 18532	(340,715.00)	(340,715.00)	
	<u>2,515,100.00</u>	<u>2,515,100.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY17)	38,981.43	38,981.43	
Project Costs (FY18)	1,029,199.43	1,029,199.43	
Project Costs (FY19)	1,244,794.52	1,244,794.52	
Project Costs (FY20)	248,662.16	248,662.16	
Project Costs (FY21)	(49,858.97)	(49,858.97)	
Project Costs (FY22)	3,321.43	3,321.43	
Total	<u>2,515,100.00</u>	<u>2,515,100.00</u>	<u>-</u>
Open Encumbrances			<u>-</u>
Available Budget			<u>-</u>
Project Balance		<u>-</u>	
Description:	<i>This project will relocate, upgrade and extend City of Gainesville water mains and appurtenances along the proposed Lanier Islands Parkway (SR347) widening/realignment project, between McEver Rd and Lake Lanier Islands. This project will also relocate existing water mains along the proposed I-985 interchange (Exit 14) project at the intersection of H F Reed Pkwy and Martin Road and along portions of the Martin Road extension. This project includes installation of 20", 12", 8" and 6" ductile iron water mains and all necessary appurtenances and service changeovers.</i>		
Status:	<i>All work at the I-985/Martin Road interchange and the Lanier Islands Parkway sites has been completed. The final change order has been fully executed and the project is closed out.</i>		
Vendors with Open Encumbrances:	N/A		
			Joel Altherr 18891

Attachment A
Department of Water Resources
 Closed Project Summary Report

Dawsonville Highway Bridge Utilities Relocation (PR18-07)			
	Budget	Actual	Difference
Funding Sources:			
DWR Capital Projects Fund (FY18)	30,000.00	30,000.00	-
	<u>30,000.00</u>	<u>30,000.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY18)	5,497.03	5,497.03	
Project Costs (FY19)	2,154.70	2,154.70	
Project Costs (FY20)	1,897.40	1,897.40	
Project Costs (FY21)	475.88	475.88	
Project Costs (FY22)	19,974.99	131.00	
		-	
Total	<u>30,000.00</u>	<u>10,156.01</u>	19,843.99
Open Encumbrances			<u>-</u>
Available Budget			<u>19,843.99</u>
Project Balance		<u><u>19,843.99</u></u>	
Description:	<i>This project will replace the westbound bridge on Dawsonville Highway (SR 53). The City has executed a Design-Build Memorandum of Understanding (MOU) with GDOT which serves as a basis for assignment of responsibilities and costs. Because it is unlikely to that any of the City's water utilities will be in conflict with this project, and any conflicts would be minor and require simple adjustments, the option that the City (Owner) would be responsible for any required work was selected.</i>		
Status:	<i>No conflicts have been identified with existing water utilities and this project. Construction continues on the new bridge.</i>		
Vendors with Open Encumbrances:	<i>None</i>		
			Joel Altherr
			18917

Attachment A
Department of Water Resources
 Closed Project Summary Report

Clermont Pressure Zone Backup Booster Station & Tank (AR18-12)			
	Budget	Actual	Difference
Funding Sources:			
DWR Capital Projects Fund (FY19)	300,000.00	300,000.00	-
BA2021-9874 Increases needed for PO2020-749	(90,700.00)	(90,700.00)	
BA2022-8515 Transfer to DWR CP 18532	(152,000.00)	(152,000.00)	
	<u>57,300.00</u>	<u>57,300.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY19)	735.11	735.11	
Project Costs (FY20)	-	-	
Project Costs (FY21)	-	-	
Project Costs (FY22)	56,564.89	-	
	<u>57,300.00</u>	<u>735.11</u>	<u>56,564.89</u>
Total			
	<u>57,300.00</u>	<u>735.11</u>	<u>56,564.89</u>
Open Encumbrances			<u>-</u>
Available Budget			<u>56,564.89</u>
Project Balance		<u><u>56,564.89</u></u>	
Description:	<i>This project involves the design and construction of the Clermont Pressure Zone Booster Pump Station and the ultimate construction of an in-ground storage tank. This system will provide redundancy to the existing booster station located on Highway 129.</i>		
Status:	<i>This project will be constructed on previously purchased property by the City on Cleveland Highway. Exact location of the tank and associated equipment will be coordinated with the widening of Cleveland Highway which is currently in design.</i>		
Vendors with Open Encumbrances:	<i>None</i>		
			Michelle Embry
			18931

Attachment A
Department of Water Resources
 Closed Project Summary Report

FY21 New Meter Installations (AR20-09)			
	Budget	Actual	Difference
Funding Sources:			
DWR Capital Projects Fund (FY21)	1,750,000.00	1,750,000.00	-
Transfer from DWR Project 19051 (FY21)	530,000.00	530,000.00	-
BA2021-9992 Materials for increased meter sales	22,700.00	22,700.00	
	<u>2,302,700.00</u>	<u>2,302,700.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY21)	1,609,669.81	1,609,669.81	
Project Costs (FY22)	693,030.19	671,923.24	
	<u>2,302,700.00</u>	<u>2,281,593.05</u>	21,106.95
Open Encumbrances			<u>-</u>
Available Budget			<u>21,106.95</u>
Project Balance		<u>21,106.95</u>	
Description:	<i>This project involves the installation of new water meters throughout the water distribution system.</i>		
Status:	<i>This project has been completed and will be closed out</i>		
Vendors with Open Encumbrances:	N/A		
		Myron Bennett	19041

Attachment A
Department of Water Resources
 Closed Project Summary Report

FY22 Water Main Improvements (FY22)			
	Budget	Actual	Difference
Funding Sources:			
DWR Capital Projects Fund (FY22)	1,500,000.00	1,500,000.00	-
BA2022-10929 Transfer from 308 DWR 19251 to 19051	(1,500,000.00)	(1,500,000.00)	-
	-	-	-
Expenditure:			
Project Costs (FY22)	-	-	
Total	-	-	-
Open Encumbrances			-
Available Budget			-
Project Balance		-	
Description:	<i>The existing Water Main Distribution System consists of over 1,300 miles of various sizes and types of pipe. Some of these mains are reaching the end of their useful service life, and there are additional new areas needing to be served. This Project will include the design, bidding, and installation of various water main extensions and improvements throughout the City of Gainesville and Hall County.</i>		
Status:	<i>Budget moved to 308- DWR project 19051. Project can be closed.</i>		
Vendors with Open Encumbrances:	<i>None</i>		
			Myron Bennett
			19251



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: April 13, 2023
Date Submitted: April 13, 2023
Final Approval Date: April 13, 2023
Presenter: Bryan Lackey, City Manager
Item of Business: AR-2023-05 FY2022 Closure of General Government Capital Projects
Meeting Date: April 18, 2023

Purpose of Request:

Requesting Council declare the General Government Capital projects on the Attachment listing as closed

Facts & Issues / History & Background:

The financial audit for the fiscal year ended June 30, 2022 is complete and the capital projects and annual programs listed on Attachment A are complete and ready to close.

Department Recommendation:

Adopt the resolution to declare the General Government Capital Projects listed on Attachment A as closed.

Department Director:

Jeremy Perry

If funding is involved, are funds approved within the current budget? No

Amount Requested: N/A

Sources of Funds: N/A

Finance Comments: N/A

Administrative Comments:

N/A

Attachments:

1. AR-2023-05 FY2022 Closure of Gen Govt Capital Projects
2. Attachment A: General Government Closeout Summary

RESOLUTION AR-2023-05

FY2022 CLOSURE OF GENERAL GOVERNMENT CAPITAL PROJECTS

WHEREAS, amounts were appropriated in previous fiscal years, through the annual budget and various Council resolutions, for General Government Capital Projects; and

WHEREAS, the financial audit for the fiscal year ended June 30, 2022, is complete; and

WHEREAS, the capital projects listed on Attachment A are complete and ready to close, leaving the amount of \$18,198.96 available in closed project balances; and

WHEREAS, \$14,649.00 of Fire Fund is Restricted for Public Safety; and

WHEREAS, \$3,549 will be re-appropriated to the City of Gainesville Signage project; and \$14,649 will be re-appropriated to the Fleet Replacement Vehicles project.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby recognizes the closure of the listed projects and recaptures \$.96 as funds available for future appropriation by the governing body.

Adopted this _____ **day of** _____, **2023.**

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

Attachment A
General Government
Closed Project Summary Report

FUND 350

Summary of Closed Project Balances FY22	
<u>Project Description</u>	<u>Excess Funds</u>
Fleet Van	\$ 26.00
Agenda Software	110.12
Lake Lanier Olympic Park Storage Building	0.00
Portable Radios	2,561.84
Carbon Removal System - Station 3&4	14,649.00
Replacement Fleet Vehicle - Engineering	842.00
Mowing Crew Truck	10.00
	0.00
Total Closed Project Balances	<u>18,198.96</u>
Closed Project Balances to be Returned to Restricted Funds:	
Fire Fund	14,649.00
Total Returned Amount	<u>14,649.00</u>
Appropriations	
City of Gainesville Signage	3,549.00
Fleet Replacement Vehicles	14,649.00
Total Appropriations	<u>18,198.00</u>
Total Amount Available for Reappropriation	<u>\$ 0.96</u>

Attachment A
General Government
 Closed Project Summary Report

Fleet Van (AR20-09)			
	Budget	Actual	Difference
Funding Sources:			
General Fund (FY21)	20,000.00	20,000.00	-
CVB Fund (FY21)	10,000.00	10,000.00	-
DWR CIP Fund Balance (FY21)	20,000.00	20,000.00	-
BA21-9631 Project Over Budget (FY21)	1.00	1.00	
BA22-6513 Project Over Budget (FY22)	99.00	99.00	
	<u>50,100.00</u>	<u>50,100.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY21)	-	-	
Project Costs (FY22)	50,100.00	50,074.00	
Total	<u>50,100.00</u>	<u>50,074.00</u>	26.00
Open Encumbrances			<u>-</u>
Available Budget			<u>26.00</u>
Project Balance		<u>26.00</u>	
Description:			
<i>To purchase a van for use by multiple City departments. The van will be used for economic development tours, carpooling among employees, and other public events.</i>			
Status:			
<i>Complete</i>			
Vendors with Open Encumbrances:			
<i>N/A</i>			
			Angela Sheppard
			91052

Attachment A
General Government
 Closed Project Summary Report

Agenda Software (FY22)			
	Budget	Actual	Difference
Funding Sources:			
General Fund (FY22)	20,000.00	20,000.00	-
BA 2022-12570 Transfer from 350 #91056 to #91047	(12,000.00)	(12,000.00)	-
	<u>8,000.00</u>	<u>8,000.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY22)	8,000.00	7,889.88	
Total	<u>8,000.00</u>	<u>7,889.88</u>	110.12
Open Encumbrances			<u>-</u>
Available Budget			<u>110.12</u>
Project Balance		<u><u>110.12</u></u>	
Description:			
<i>Replacement of Novus to a new agenda software. Novus will be phased out in the upcoming years and this upgrade will allow more flexibility and</i>			
Status:			
<i>Implementation is well underway to configure settings that fit our needs and to capture historical data for future access. Several training sessions were offered capturing all departments. Staff tested the software to identify and resolve concerns. Complete.</i>			
Vendors with Open Encumbrances:			
<i>None</i>			
			Denise Jordan
			91056

Attachment A
General Government
 Closed Project Summary Report

Lake Lanier Olympic Park Storage Building (FY22)			
	Budget	Actual	Difference
Funding Sources:			
General Fund (FY22)	67,425.00	67,425.00	-
Hotel/Motel Tax (FY22)	23,500.00	23,500.00	
BA22-6514 Project Over Budget (FY22)	2,400.00	2,400.00	
	<u>93,325.00</u>	<u>93,325.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY22)	93,325.00	93,325.00	
Total	<u>93,325.00</u>	<u>93,325.00</u>	<u>-</u>
Open Encumbrances			<u>-</u>
Available Budget			<u>-</u>
Project Balance		<u><u>-</u></u>	
Description:	<i>Additional storage is needed on site to accommodate existing boats, program equipment/supplies, and maintenance equipment/supplies during</i>		
Status:	<i>This project is complete.</i>		
Vendors with Open Encumbrances:			
N/A			
		Robyn Lynch	
		91061	

Attachment A
General Government
 Closed Project Summary Report

Portable Radios (AR17-09, AR18-12, AR19-11, AR20-09)			
	Budget	Actual	Difference
Funding Sources:			
General Fund (FY18)	93,522.00	93,522.00	-
General Fund (FY19)	93,522.00	93,522.00	-
General Fund (FY20)	93,522.00	93,522.00	-
General Fund (FY21)	93,522.00	93,522.00	-
General Fund (FY22)	65,278.00	65,278.00	
	<u>439,366.00</u>	<u>439,366.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY18)	93,535.20	93,535.20	
Project Costs (FY19)	93,496.32	93,496.32	
Project Costs (FY20)	93,000.00	93,000.00	
Project Costs (FY21)	91,570.56	91,570.56	
Project Costs (FY22)	67,763.92	65,202.08	
Total	<u>439,366.00</u>	<u>436,804.16</u>	2,561.84
Open Encumbrances			<u>-</u>
Available Budget			<u>2,561.84</u>
Project Balance		<u><u>2,561.84</u></u>	
Description:	Replace officer's portable radios over a 5 year period. The current portable radios end of life is 12/31/19 as outlined by the manufacturer Motorola.		
Status:	The last of the portable radios have been ordered and that project will close with this fiscal year.		
Vendors with Open Encumbrances:	None		
			Chief Jay Parrish
			92060

Attachment A
General Government
 Closed Project Summary Report

Carbon Removal System - Station 3&4 (AR20-09)			
	<u>Budget</u>	<u>Actual</u>	<u>Difference</u>
Funding Sources:			
Fire Fund (FY21)	30,000.00	30,000.00	-
Fire Fund (FY22)	30,000.00	30,000.00	
	<u>60,000.00</u>	<u>60,000.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY21)	21,909.00	21,909.00	
Project Costs (FY22)	38,091.00	23,442.00	
Total	<u>60,000.00</u>	<u>45,351.00</u>	14,649.00
Open Encumbrances			<u>-</u>
Available Budget			<u>14,649.00</u>
Project Balance		<u>14,649.00</u>	
Description:	<i>Installation of Carbon Removal Exhaust System at Fire Station #4.</i>		
Status:	<i>This system was installed in November 2021 and is fully operational. This project is complete.</i>		
Vendors with Open Encumbrances:	<i>None</i>		
			Chief Brandon Ellis
			92074

Attachment A
General Government
 Closed Project Summary Report

Replacement Fleet Vehicle - Engineering (FY22)			
	<u>Budget</u>	<u>Actual</u>	<u>Difference</u>
Funding Sources:			
General Fund (FY22)	40,000.00	40,000.00	-
	<u>40,000.00</u>	<u>40,000.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY22)	40,000.00	39,158.00	
Total	<u>40,000.00</u>	<u>39,158.00</u>	842.00
Open Encumbrances			<u>-</u>
Available Budget			<u>842.00</u>
Project Balance		<u>842.00</u>	
Description:			
Replacement Engineering Fleet Vehicle to replace Asset #19270. Current truck has approximately 130,000 miles. Truck is used to check job sites,			
Status:			
This vehicle has been delivered and the project can be closed by September.			
Vendors with Open Encumbrances:			
N/A			
			Tommy Hunt
			93194

Attachment A
General Government
Closed Project Summary Report

Mowing Crew Truck (FY22)			
	<u>Budget</u>	<u>Actual</u>	<u>Difference</u>
Funding Sources:			
General Fund (FY22)	50,000.00	50,000.00	-
	<u>50,000.00</u>	<u>50,000.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY22)	50,000.00	49,990.00	
Total	<u>50,000.00</u>	<u>49,990.00</u>	10.00
Open Encumbrances			<u>-</u>
Available Budget			<u>10.00</u>
Project Balance		<u>10.00</u>	
Description:			
New Mowing Crew Truck for the transport of Zero-Turn mowers, weed eaters, edgers, backpack blowers, and related supplies for Right-of-Way			
Status:			
This Project is completed and ready to be closed.			
Vendors with Open Encumbrances:			
None			
			Tommy Hunt
			93198



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: April 13, 2023
Date Submitted: April 13, 2023
Final Approval Date: April 13, 2023
Presenter: Bryan Lackey, City Manager
Item of Business: AR-2023-06 FY2022 Closure of Golf Capital Projects
Meeting Date: April 18, 2023

Purpose of Request:

Requesting Council declare the Golf projects on the Attachment listing as closed.

Facts & Issues / History & Background:

The financial audit for the fiscal year ended June 30, 2022 is complete and the capital projects and annual programs listed on Attachment A are complete and ready to close.

Department Recommendation:

Adopt the resolution to declare the Golf Capital Projects listed on Attachment A as closed.

Department Director:

Jeremy Perry

If funding is involved, are funds approved within the current budget? No

Amount Requested: N/A

Sources of Funds: N/A

Finance Comments: N/A

Administrative Comments:

N/A

Attachments:

1. AR-2023-06 FY2022 Closure of Golf Capital Projects
2. Attachment A: Golf Closeout Summary

RESOLUTION AR-2023-06

FY2022 CLOSURE OF GOLF CAPITAL PROJECTS

WHEREAS, amounts were appropriated in previous fiscal years, through the annual budget and various Council resolutions, for Golf Capital Projects; and

WHEREAS, the financial audit for the fiscal year ended June 30, 2022, is complete; and

WHEREAS, the capital projects and annual programs listed on Attachment A are complete and ready to close, leaving the amount of \$18,169.90 available in closed project balances; and

WHEREAS, \$18,169.90 will be available in the Golf Fund for re-appropriation for future project needs.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby recognizes the closure of the listed project.

Adopted this _____ day of _____, 2023.

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

Attachment A
Golf
Closed Project Summary Report

FUND 595

Summary of Closed Project Balances FY22	
<u>Project Description</u>	<u>Excess Funds</u>
Golf Course Renovation	\$ 6,756.28
FY21 Golf Course Mowers	5,513.32
2 Sets of Vertical Mowing Frames and Cutter Cassettes	0.00
Protective Covers for TifEagle Greens	13.17
Locker Room Rehab	5,887.13
Total Closed Project Balances	<u>18,169.90</u>
 Total Amount Available for Reappropriation	 <u><u>\$ 18,169.90</u></u>

Attachment A
Golf
Closed Project Summary Report

Golf Course Renovation (PR 2021-01)			
	<u>Budget</u>	<u>Actual</u>	<u>Difference</u>
Funding Sources:			
BA21-7111 - CGC Renovation (FY21)	1,700,000.00	1,700,000.00	-
BA2021-8100 - Increase for Irrigation System (FY21)	19,100.00	19,100.00	-
BA21-9631 Project Over Budget (FY21)	6,200.00	6,200.00	-
BA22-6509 Project Over Budget (FY22)	132,000.00	132,000.00	-
	<u>1,857,300.00</u>	<u>1,857,300.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY21)	1,169,323.23	1,169,323.23	
Project Costs (FY22)	687,976.77	681,220.49	
Total	<u>1,857,300.00</u>	<u>1,850,543.72</u>	6,756.28
Open Encumbrances			<u>-</u>
Available Budget			<u>6,756.28</u>
Project Balance		<u><u>6,756.28</u></u>	
Description:			
<i>Conversion of the Golf Course greens to Bermuda Grass and reconfigure several holes on the course.</i>			
Status:			
<i>The Contractor has completed all the components listed in the project description. Additionally, other improvements were made that included improvements to the existing irrigation system, removal and disposal of several downed trees, additional erosion control measures, additional cart path, and the removal of the Old No. 3 Hole green and bunker. The final change order has been executed and issued to the contractor. The project is complete.</i>			
Vendors with Open Encumbrances:			
N/A			
			Rodger Hogan
			30002

Attachment A
Golf
 Closed Project Summary Report

FY21 Golf Course Mowers (BA 2021-7622)			
	<u>Budget</u>	<u>Actual</u>	<u>Difference</u>
Funding Sources:			
Golf Course Fund (FY21)	85,525.00	85,525.00	-
	<u>85,525.00</u>	<u>85,525.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY21)	-	-	
Project Costs (FY22)	85,525.00	80,011.68	
Total	<u>85,525.00</u>	<u>80,011.68</u>	5,513.32
Open Encumbrances			<u>-</u>
Available Budget			<u>5,513.32</u>
Project Balance		<u><u>5,513.32</u></u>	
Description:			
<i>Purchase of two replacement greens mowers.</i>			
Status:			
<i>Ready to Close.</i>			
Vendors with Open Encumbrances:			
<i>N/A</i>			
			Rodger Hogan
			30003

Attachment A
Golf
 Closed Project Summary Report

2 Sets of Vertical Mowing Frames and Cutter Cassettes (FY22)			
	<u>Budget</u>	<u>Actual</u>	<u>Difference</u>
Funding Sources:			
Golf Course Fund (FY22)	22,100.00	22,100.00	-
BA22-6511 Project Over Budget (FY22)	10.00	10.00	
	<u>22,110.00</u>	<u>22,110.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY22)	22,110.00	22,110.00	
Total	<u>22,110.00</u>	<u>22,110.00</u>	<u>-</u>
Open Encumbrances			<u>-</u>
Available Budget			<u>-</u>
Project Balance		<u>-</u>	
Description:	<i>Purchase of two 21F-GCC FRAME-TORO true surface frame kits (set of 3) and two 21F-GCC-TORO VCT-87 Vacu-Cutter Cassette, 87 Blade (set of 3).</i>		
Status:	<i>Ready to Close.</i>		
Vendors with Open Encumbrances:	<i>N/A</i>		
			Rodger Hogan
			30004

Attachment A
Golf
 Closed Project Summary Report

Protective Covers for TifEagle Greens (FY22)			
	<u>Budget</u>	<u>Actual</u>	<u>Difference</u>
Funding Sources:			
Golf Course Fund (FY22)	30,000.00	30,000.00	-
	<u>30,000.00</u>	<u>30,000.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY22)	30,000.00	29,986.83	
Total	<u>30,000.00</u>	<u>29,986.83</u>	13.17
Open Encumbrances			<u>-</u>
Available Budget			<u>13.17</u>
Project Balance		<u>13.17</u>	
Description:			
<i>The purchase of 21 winter thermal covers for new TifEagle greens, to be used in sub-freezing temperatures.</i>			
Status:			
<i>Ready to Close.</i>			
Vendors with Open Encumbrances:			
<i>N/A</i>			
			Rodger Hogan
			30005

Attachment A
Golf
 Closed Project Summary Report

Locker Room Rehab (FY22)			
	<u>Budget</u>	<u>Actual</u>	<u>Difference</u>
Funding Sources:			
Golf Course Fund (FY22)	95,000.00	95,000.00	-
	<u>95,000.00</u>	<u>95,000.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY22)	95,000.00	89,112.87	
Total	<u>95,000.00</u>	<u>89,112.87</u>	5,887.13
Open Encumbrances			<u>-</u>
Available Budget			<u>5,887.13</u>
Project Balance		<u><u>5,887.13</u></u>	
Description:			
<i>Project to rehabilitate the locker rooms at the Chattahoochee Golf Course. This project was created at the beginning of the 3rd Quarter.</i>			
Status:			
<i>Project is complete.</i>			
Vendors with Open Encumbrances:			
N/A			
			Rodger Hogan
			30006



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: April 13, 2023
Date Submitted: April 13, 2023
Final Approval Date: April 13, 2023
Presenter: Bryan Lackey, City Manager
Item of Business: AR-2023-07 FY2022 Closure of Grant Capital Projects
Meeting Date: April 18, 2023

Purpose of Request:

Requesting Council declare the Grant projects on the Attachment listing as closed.

Facts & Issues / History & Background:

The financial audit for the fiscal year ended June 30, 2022 is complete and the capital projects and annual programs listed on Attachment A are complete and ready to close.

Department Recommendation:

Adopt the resolution to declare the Grant Capital Projects listed on Attachment A as closed.

Department Director:

Jeremy Perry

If funding is involved, are funds approved within the current budget? No

Amount Requested: N/A

Sources of Funds: N/A

Finance Comments: N/A

Administrative Comments:

N/A

Attachments:

1. AR-2023-07 FY2022 Closure of Grant Capital Projects
2. Attachment A: Grants Closeout Summary

RESOLUTION AR-2023-07

FY2022 CLOSURE OF GRANT CAPITAL PROJECTS

WHEREAS, amounts were appropriated in previous fiscal years, through the annual budget and various Council resolutions, for Grant Government Capital Projects; and

WHEREAS, the financial audit for the fiscal year ended June 30, 2022, is complete; and

WHEREAS, the capital projects listed on Attachment A are complete and ready to close, leaving the amount of \$97,441.95 available in closed project balances; and

WHEREAS, \$97,441.95 will be available in the Grants Capital Project Fund for future use; and

WHEREAS, other project related needs remain throughout the City.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby recognizes the closure of the listed projects and approves the use of residual funds held in the Grants Capital Project fund for future appropriation by the governing body.

Adopted this ____ day of _____, 2023.

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

Attachment A
Grants
Closed Project Summary Report

FUND 340

Summary of Closed Project Balances FY22	
<u>Project Description</u>	<u>Excess Funds</u>
Midtown Greenway - Phase II (TE Grant) Thermoplastic Restriping of City Streets	\$ 97,441.95 0.00
Total Closed Project Balances	<u>97,441.95</u>
Closed Project Balances to be Returned to Restricted Funds:	-
Total Returned Amount	<u>-</u>
Appropriations	
Total Appropriations	<u>-</u>
Total Amount Available for Reappropriation	<u><u>\$ 97,441.95</u></u>

Attachment A
Grants
 Closed Project Summary Report

Midtown Greenway - Phase II (TE Grant)			
(PR11-39, PR12-04, FY13 Budget, PR12-53, PR15-08, AR18-03, AR19-11)			
	Budget	Actual	Difference
Funding Sources:			
General Fund (from #91005 - FY07, FY11, FY12)	91,193.00	91,193.00	-
Economic Dev Fund (from #91005 - FY11)	75,907.00	75,907.00	-
GDOT - TE Grant #PI001679	500,000.00	500,000.00	-
Tax Allocation Fund (FY15)	69,480.00	69,480.00	-
2016-2018 CDGB Funds for Land Purchase (FY19)	201,656.00	201,656.00	-
P&R Fund - BA 2019-7390 (FY19)	25,000.00	25,000.00	-
2018-2019 CDBG Funds (FY20)	322,000.00	322,000.00	-
Transfer from Project 93148 (FY20)	133,000.00	133,000.00	-
Grant Fund Balance (FY20)	100,000.00	100,000.00	-
Transfer from Project 93148 (FY20)	400.00	400.00	-
Transfer from Project 93160 (FY20)	43,612.00	43,612.00	-
Transfer from Project 93160 (FY20)	10,293.00	10,293.00	-
BA 2020-10597 (FY20)	(53,905.00)	(53,905.00)	-
BA22-4906Transfer from Fund Balance (FY22)	21,000.00	21,000.00	-
	<u>1,539,636.00</u>	<u>1,539,636.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY13)	3,425.00	3,425.00	
Project Costs (FY14)	-	-	
Project Costs (FY15)	6,800.00	6,800.00	
Project Costs (FY16)	9,300.00	9,300.00	
Project Costs (FY17)	21,500.57	21,500.57	
Project Costs (FY18)	114,837.89	114,837.89	
Project Costs (FY19)	303,824.26	303,824.26	
Project Costs (FY20)	991,347.25	991,347.25	
Project Costs (FY21)	34,098.88	34,098.88	
Project Costs (FY22)	54,502.15	(42,939.80)	
Total	<u>1,539,636.00</u>	<u>1,442,194.05</u>	97,441.95
Open Encumbrances			<u>-</u>
Available Budget			<u>97,441.95</u>
Project Balance		<u><u>97,441.95</u></u>	
Description:	Develop a greenway in Midtown Gainesville that will help transform the area into a live, work and play area that will attract residents, visitors, and businesses to Midtown.		
Status:	Complete-Staff submitted closeout documentation and final draw request. City received final acceptance letter and final reimbursement from GDOT in February.		
Vendors with Open Encumbrances:	N/A		
Jessica Tullar			91020

Attachment A
Grants
 Closed Project Summary Report

Thermoplastic Restriping of City Streets (FY15 Budget, FY16 Budget, AR17-01, PR17-11, AR17-09, AR18-12)			
	Budget	Actual	Difference
Funding Sources:			
General Fund (FY15)	55,000.00	55,000.00	-
General Fund (FY16)	55,000.00	55,000.00	-
General Fund (FY17)	55,000.00	55,000.00	-
FY16 LMIG Off-System Safety Improvements Grant	19,472.00	19,472.00	-
Transfer to #350-93100 - Roadway Beautification (FY17)	(105,000.00)	(105,000.00)	-
General Fund (FY18)	25,000.00	25,000.00	-
General Fund (FY19)	55,000.00	55,000.00	-
General Fund (FY20)	25,000.00	25,000.00	-
	<u>184,472.00</u>	<u>184,472.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY15)	15,717.50	15,717.50	
Project Costs (FY16)	18,325.63	18,325.63	
Project Costs (FY17)	25,314.12	25,314.12	
Project Costs (FY18)	9,770.00	9,770.00	
Project Costs (FY19)	-	-	
Project Costs (FY20)	-	-	
Project Costs (FY21)	-	-	
Project Costs (FY22)	115,344.75	115,344.75	
Total	<u>184,472.00</u>	<u>184,472.00</u>	-
Open Encumbrances			<u>-</u>
Available Budget			<u>-</u>
Project Balance		<u>-</u>	
Description:	<i>This project is designed to allow the city to meet Federal compliance mandates regarding thermoplastic restriping of Club Drive, Palmour Drive Extension, Bradford Street, Pearl Nix Parkway and additional streets as needed by the Traffic Engineer. These streets were chosen based on the condition of their striping. This project is necessary to meet Federal mandates requiring city streets of this classification to be appropriately striped for the safety of the traveling public.</i>		
Status:	<i>This project is completed at ready to be closed.</i>		
Vendors with Open Encumbrances:	N/A		
			Tommy Hunt
			93081



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: April 13, 2023
Date Submitted: April 13, 2023
Final Approval Date: April 13, 2023
Presenter: Bryan Lackey, City Manager
Item of Business: AR-2023-08 FY2022 Closure of Solid Waste Fund Capital Projects
Meeting Date: April 18, 2023

Purpose of Request:

Requesting Council declare the Solid Waste projects on the Attachment listing as closed.

Facts & Issues / History & Background:

The financial audit for the fiscal year ended June 30, 2022 is complete and the capital projects and annual programs listed on Attachment A are complete and ready to close.

Department Recommendation:

Approve the resolution to declare the Solid Waste Capital Projects listed on Attachment A as closed.

Department Director:

Jeremy Perry

If funding is involved, are funds approved within the current budget? No

Amount Requested: N/A

Sources of Funds: N/A

Finance Comments: N/A

Administrative Comments:

N/A

Attachments:

1. AR-2023-08 FY2022 Closure of Solid Waste Capital Projects
2. Attachment A: Solid Waste Closeout Summary

RESOLUTION AR-2023-08

FY2022 CLOSURE OF SOLID WASTE FUND CAPITAL PROJECTS

WHEREAS, amounts were appropriated in previous fiscal years, through the annual budget and various Council resolutions, for Solid Waste Capital Projects; and

WHEREAS, the financial audit for the fiscal year ended June 30, 2022, is complete; and

WHEREAS, the capital projects listed on Attachment A are complete and ready to close, leaving the amount of \$540,489.09 available in closed project balances; and

WHEREAS, other project related needs still remain throughout the City.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby recognizes the closure of the listed projects and recaptures \$540,489.09 as funds available for future appropriation by the governing body.

Adopted this ____ **day of** _____, **2023.**

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

Attachmentt A
Solid Waste
Closed Project Summary Report

FUND 540

Summary of Closed Project Balances FY22	
<u>Project Description</u>	<u>Excess Funds</u>
Inmate Truck - SW	\$ 69.09
New Knuckleboom Trash Loader	225,000.00
Automated Recycling Truck	300,000.00
Light Duty Garbage Truck - (1)	8,010.00
Light Duty Garbage Truck - (2)	7,410.00
Total Closed Project Balances	<u>540,489.09</u>
Total Amount Available for Reappropriation	<u><u>\$ 540,489.09</u></u>

Attachmentt A
Solid Waste
Closed Project Summary Report

Inmate Truck - SW (FY22)			
	<u>Budget</u>	<u>Actual</u>	<u>Difference</u>
Funding Sources:			
Solid Waste Fund (FY22)	45,000.00	45,000.00	-
	<u>45,000.00</u>	<u>45,000.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY22)	45,000.00	44,930.91	
	<u>45,000.00</u>	<u>44,930.91</u>	69.09
Total			
	<u>45,000.00</u>	<u>44,930.91</u>	69.09
Open Encumbrances			<u>-</u>
Available Budget			<u>69.09</u>
Project Balance		<u>69.09</u>	
Description:			
New Crew Truck for the transport of crew and supplies. To be used for Right-of-Way Maintenance to include, Mowing, Curb Cleaning, Litter Pick-Up, and other task as needed. This would be a replacement for asset #20969 (unit # 84), that has over 111,000 miles. #84 Has extensive body damage due to the harsh nature of construction work, and the interior is showing signs of severe wear and tear.			
Status:			
This project is completed. It is ready to be closed.			
Vendors with Open Encumbrances:			
None			
			Tommy Hunt
			93199

Attachmentt A
Solid Waste
 Closed Project Summary Report

New Knuckleboom Trash Loader (FY22)			
	<u>Budget</u>	<u>Actual</u>	<u>Difference</u>
Funding Sources:			
Solid Waste Fund (FY22)	225,000.00	225,000.00	-
	<u>225,000.00</u>	<u>225,000.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY22)	225,000.00	-	
Total	<u>225,000.00</u>	<u>-</u>	225,000.00
Open Encumbrances			<u>-</u>
Available Budget			<u>225,000.00</u>
Project Balance		<u>225,000.00</u>	
Description:	Knuckle boom Trash Loader is used to collect curbside debris. The truck will replace a 2007 model that is in need of extensive repairs.		
Status:	This project is closed in FY22		
Vendors with Open Encumbrances:	None		
			Tommy Hunt
			93205

Attachmentt A
Solid Waste
 Closed Project Summary Report

Automated Recycling Truck (FY22)			
	<u>Budget</u>	<u>Actual</u>	<u>Difference</u>
Funding Sources:			
Solid Waste Fund (FY22)	300,000.00	300,000.00	-
	<u>300,000.00</u>	<u>300,000.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY22)	300,000.00	-	
		-	
Total	<u>300,000.00</u>	<u>-</u>	300,000.00
Open Encumbrances			<u>-</u>
Available Budget			<u>300,000.00</u>
Project Balance		<u><u>300,000.00</u></u>	
Description:	<i>Automated recycling truck would be used to increase efficiency of recycling collection.</i>		
Status:	<i>This truck was changed to a lease purchase. This project can be closed.</i>		
Vendors with Open Encumbrances:	<i>None</i>		
			Tommy Hunt
			93206

Attachmentt A
Solid Waste
 Closed Project Summary Report

Light Duty Garbage Truck - (1) (FY22)			
	<u>Budget</u>	<u>Actual</u>	<u>Difference</u>
Funding Sources:			
Solid Waste Fund (FY22)	40,000.00	40,000.00	-
	<u>40,000.00</u>	<u>40,000.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY22)	40,000.00	31,990.00	
	-	-	
Total	<u>40,000.00</u>	<u>31,990.00</u>	8,010.00
Open Encumbrances			<u>-</u>
Available Budget			<u>8,010.00</u>
Project Balance		<u>8,010.00</u>	
Description:	New replacement for a light duty garbage truck. Truck is used to assist in picking up garbage in areas where it is difficult to use a large garbage truck.		
Status:	The vehicle has been delivered and the project is ready to be closed.		
Vendors with Open Encumbrances:	None		
			Tommy Hunt
			93209

Attachmentt A
Solid Waste
Closed Project Summary Report

Light Duty Garbage Truck - (2) (FY22)			
	<u>Budget</u>	<u>Actual</u>	<u>Difference</u>
Funding Sources:			
Solid Waste Fund (FY22)	40,000.00	40,000.00	-
	<u>40,000.00</u>	<u>40,000.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY22)	40,000.00	32,590.00	
	-	-	
Total	<u>40,000.00</u>	<u>32,590.00</u>	7,410.00
Open Encumbrances			<u>-</u>
Available Budget			<u>7,410.00</u>
Project Balance		<u><u>7,410.00</u></u>	
Description:	New replacement for a light duty garbage truck. Truck is used to assist in picking up garbage in areas where it is difficult to use a large garbage truck.		
Status:	The vehicle has been delivered and the project is ready to be closed.		
Vendors with Open Encumbrances:	None		
			Tommy Hunt
			93210



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: April 13, 2023
Date Submitted: April 13, 2023
Final Approval Date: April 13, 2023
Presenter: Bryan Lackey, City Manager
Item of Business: AR-2023-09 FY2022 Closure of Special Local Option Sales Tax Capital Projects
Meeting Date: April 18, 2023

Purpose of Request:

Requesting Council declare the Special Local Option Sales Tax capital projects on the Attachment listing as closed.

Facts & Issues / History & Background:

The financial audit for the fiscal year ended June 30, 2022 is complete and the capital projects and annual programs listed on Attachment A are complete and ready to close.

Department Recommendation:

Adopt the resolution to declare the Special Local Option Sales Tax Capital Projects listed on Attachment A as closed.

Department Director:

Jeremy Perry

If funding is involved, are funds approved within the current budget? No

Amount Requested: N/A

Sources of Funds: N/A

Finance Comments: N/A

Administrative Comments:

N/A

Attachments:

1. AR-2023-09 FY2022 Closure of SPLOST Capital Projects
2. Attachment A: SPLOST Closeout Summary

RESOLUTION AR-2023-09

FY2022 CLOSURE OF SPECIAL LOCAL OPTION SALES TAX CAPITAL PROJECTS

WHEREAS, amounts were appropriated in previous fiscal years, through the annual budget and various Council resolutions, for SPLOST Capital Projects; and

WHEREAS, the financial audit for the fiscal year ended June 30, 2022, is complete; and

WHEREAS, the capital projects listed on Attachment A are complete and ready to close, leaving the amount of \$85,895.45 available in closed project balances; and

WHEREAS, \$85,358.98 will be available in the SPLOST Capital Project Fund for future use; and \$536.47 will be available in the Parks & Recreation Fund for future use; and

WHEREAS, other project related needs remain throughout the City.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby recognizes the closure of the listed projects and approves the use of residual funds held in the SPLOST Capital Project Fund and Parks & Recreation Fund for future appropriation by the governing body.

Adopted this _____ day of _____, 2023.

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

Attachment A
SPLOST
Closed Project Summary Report

FUND 320

Summary of Closed Project Balances FY22	
<u>Project Description</u>	<u>Excess Funds</u>
Two Fleet Replacement Pumpers	\$ 85,358.98
Civic Center Renovations	536.47
CSC Building Parking Lot	0.00
In-house Paving Program (SPLOST VII)	0.00
Total Closed Project Balances	85,895.45
Closed Project Balances to be Returned to Restricted Funds:	
SPLOST VIII	85,358.98
Park & Recreation Fund	536.47
Total Returned Amount	85,895.45
Appropriations	
Total Appropriations	-
Total Amount Available for Reappropriation	\$ 85,895.45

Attachment A
SPLOST
 Closed Project Summary Report

Two Fleet Replacement Pumpers (AR20-09)			
	Budget	Actual	Difference
Funding Sources:			
SPLOST VIII (FY21)	296,216.00	296,216.00	-
SPLOST VIII (BA 2021-4192)	1,086,885.00	1,086,885.00	-
Fire Fund (FY22)	250.00	250.00	
SPLOST VIII BA22- (FY22)	85,107.00	85,107.00	
Ten-8 Fire & Safety, LLC	-	69,880.00	
	<u>1,468,458.00</u>	<u>1,538,338.00</u>	<u>(69,880.00)</u>
Expenditure:			
Project Costs (FY21)	250.00	250.00	
Project Costs (FY22)	1,468,208.00	1,452,729.02	
Total	<u>1,468,458.00</u>	<u>1,452,979.02</u>	15,478.98
Open Encumbrances			<u>-</u>
Available Budget			<u>15,478.98</u>
Project Balance		<u>85,358.98</u>	
Description:			
<i>Replacement of two pumper apparatus vehicles. This new unit will allow the Fire Department to maintain a safe, high quality unit for firefighters as they respond to fires and other incidents such as medical, rescue, and HazMat as needed.</i>			
Status:			
<i>This Project has been completed and both are in service.</i>			
Vendors with Open Encumbrances:			
N/A			
			Chief Brandon Ellis 082001

Attachment A
SPLOST
 Closed Project Summary Report

Civic Center Renovations (AR20-09)			
	Budget	Actual	Difference
Funding Sources:			
SPLOST VIII (FY21)	900,000.00	900,000.00	-
Transfer from P&R Fund (FY21)	200,000.00	200,000.00	-
Transfer from P&R Fund (FY21)	70,000.00	70,000.00	
	<u>1,170,000.00</u>	<u>1,170,000.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY21)	1,152,358.25	1,152,358.25	
Project Costs (FY22)	17,641.75	17,105.28	
Total	<u>1,170,000.00</u>	<u>1,169,463.53</u>	536.47
Open Encumbrances			<u>-</u>
Available Budget			<u>536.47</u>
Project Balance		<u><u>536.47</u></u>	
Description:			
Project for the renovation of the City Civic Center			
Status:			
Civic Center renovations are complete. Projects is complete			
Vendors with Open Encumbrances:			
N/A			
			Michael Graham 085002

Attachment A
SPLOST
 Closed Project Summary Report

CSC Building Parking Lot (AR20-09)			
	Budget	Actual	Difference
Funding Sources:			
SPLOST VIII (FY21) Tier II	120,000.00	120,000.00	-
	<u>120,000.00</u>	<u>120,000.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY21)	-	-	
Project Costs (FY22)	120,000.00	120,000.00	
Total	<u>120,000.00</u>	<u>120,000.00</u>	-
Open Encumbrances			<u>-</u>
Available Budget			<u>-</u>
Project Balance		<u>-</u>	
Description:	<i>Vehicle traffic to the CSC parking lot has increased considerably since the opening of the Health Department's Dental Clinic and Children with Special Needs Programs, and Supporting Foster Families Together (SAFFT). Additionally, renovation and expansion activities to the Senior Life Center has increased the wear and tear such that the lot is now full of more than two dozen large cracks and holes. Efforts to fill the holes provides a temporary fix, but expansion and contraction caused by temperature changes soon reopens the fissures. As home to a vulnerable population of children and older adults, the CSC parking lot exposes the City to liability caused by trips and falls.</i>		
Status:	<i>This project is complete and can be closed out.</i>		
Vendors with Open Encumbrances:	N/A		
			Phillippa Moss 085003

Attachment A
SPLOST
 Closed Project Summary Report

In-house Paving Program (SPLOST VII) (AR17-09, AR19-11, AR20-09)			
	Budget	Actual	Difference
Funding Sources:			
SPLOST VII (FY18)	660,000.00	660,000.00	-
SPLOST VII (FY19)	660,000.00	660,000.00	-
Transfer from General Fund (FY19)	16,411.00	16,411.00	-
SPLOST VII (FY20)	660,000.00	660,000.00	-
	<u>1,996,411.00</u>	<u>1,996,411.00</u>	<u>-</u>
Expenditure:			
Project Costs (FY18)	-	-	
Project Costs (FY19)	1,063,194.53	1,063,194.53	
Project Costs (FY20)	256,805.47	256,805.47	
Project Costs (FY21)	134,367.86	134,367.86	
Project Costs (FY22)	542,043.14	542,043.14	
	<u>1,996,411.00</u>	<u>1,996,411.00</u>	<u>-</u>
Total			
	<u>1,996,411.00</u>	<u>1,996,411.00</u>	<u>-</u>
Open Encumbrances			<u>-</u>
Available Budget			<u>-</u>
Project Balance		<u>-</u>	
Description:	This program is to use City of Gainesville crews, or contractors as necessary, to resurface streets in the 142.7 mile City maintained system. The streets are to be selected by staff based on the road surface rating and current needs.		
Status:	This project is complete and can be closed out.		
Vendors with Open Encumbrances:	N/A		
			Matt Tarver
			93132



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: April 13, 2023
Date Submitted: April 13, 2023
Final Approval Date: April 13, 2023
Presenter: Bryan Lackey, City Manager
Item of Business: BR-2023-14 Amendment to Financial Policies - Fixed Assets and Capitalization Policy
Meeting Date: April 18, 2023

Purpose of Request:

The purpose of this request is to approve the amended Fixed Asset Policy.

Facts & Issues / History & Background:

The Fixed Asset Policy was last updated in 2016. The amended policy addresses an increase in capitalization threshold, in general, and addresses procedures for additions and deletions of fixed assets.

Department Recommendation:

Adopt the resolution.

Department Director:

Jeremy Perry

If funding is involved, are funds approved within the current budget? No

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. BR-2023-14 Financial Policies - Fixed Assets and Capitalization Policy
2. Exhibit A - Fixed Assets Policy - Amended

RESOLUTION BR-2023-14

**AMENDMENT TO FINANCIAL POLICIES
FIXED ASSETS AND CAPITALIZATION POLICY**

WHEREAS, it is in the City of Gainesville's best interest to establish and maintain accountability over fixed assets, ensure adequate stewardship and control, and comply with all statutory requirements; and

WHEREAS, a fixed asset policy facilitates the preparation of financial statements in conformity with Generally Accepted Accounting Principles; and

WHEREAS, a well-maintained fixed asset system will provide the City with a highly flexible and accurate system of detailed records of capital assets which can also be used to track any property item; and

WHEREAS, it is appropriate and necessary to review financial policies on a periodic basis to assure they are meeting current needs.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby adopts the Fixed Assets and Capitalization Policy (Exhibit A) for implementation effective April 18, 2023.

BE IT FURTHER RESPOLVED THAT the policy adopted herein supersedes and replaces any prior policy, resolution, ordinance, or other document that may contradict any term herein or in the Policy.

Adopted this _____ day of _____, 2023.

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



CITY OF GAINESVILLE, GA FINANCIAL POLICIES FIXED ASSETS AND CAPITALIZATION

1. POLICY PURPOSE AND BENEFIT

1.1. Purpose

The purpose of this policy is to: (1) outline the policies and procedures utilized in the City of Gainesville's (the City) capital asset management system and (2) put in place guidelines for accounting for and depreciating the City's capital assets.

The primary goals are:

- To ensure the City's capital assets are accounted for in conformance with Generally Accepted Accounting Principles (GAAP) and as recommended by the Government Finance Officers Association (GFOA).
- To establish a consistent method of accounting for the City's capital assets, including the acquisition, depreciation, impairment, transfer, and disposal of capital assets.

1.2. Benefit

Effective control over physical and intangible capital assets rests on the maintenance of accurate and complete property control records. Having appropriate and cost-effective controls in place over personal property can prevent the following problems:

- **Major unrecorded assets:** When management is not continually aware, major asset categories can be inadvertently omitted. Examples of this could include the following:
 - i. Assets such as recreational facilities, airports, and other enterprise activities frequently undertaken on a joint venture basis.
 - ii. Assets acquired with debt proceeds, such as notes or contracts payable, in which the government, in effect, is financing acquisition of capital assets by means of a deferred purchase agreement.
 - iii. Capital assets for which the government is responsible, but which are leases to outside parties for periods of time less than the life of the asset.
- **Misleading financial statements:** Understating capital assets on the financial statements are often the result of a failure to record historical investments in capital assets or a failure to record current period capital assets financed from proceeds of debt, capital grants, or the government's own resources, which could result in an understatement of capital assets. Conversely, failure to record known retirements could result in an overstatement of capital assets.
- **Qualified audit reports:** An unfavorable audit opinion can occur when an independent auditor is unable to establish that the government's accounting records properly summarize capital asset expenditure transactions, that physical safeguards over assets are absent or fall short of controlling such assets, or that records are absent to substantiate assets used by the government are actually owned.
- **Less attractive debt offering:** Underwriters of debt offerings and other creditors are always concerned with financial opinion qualifications. For example, higher than normal interest rates for bonded debt could result where a qualified opinion is given.

- *Weakened stewardship:* Inadequate or nonexistent capital asset management systems jeopardize stewardship of the asset for which management is responsible. This weakened stewardship occurs when capital asset records cannot be compared to periodic annual physical counts of assets and accordingly, missing capital assets, capital assets at inappropriate locations, and other problems cannot be promptly identified, investigated and resolved.
- *Weakened risk management:* Most risk management programs are based in part on comprehensive capital asset cost records. If certain capital assets are omitted or other record inadequacies exist, it is possible that inappropriate risk management decisions could be made. This could result in over-insuring, under-insuring, or perhaps not insuring at all.
- *Purchase of unneeded assets:* Without accurate data of the City's capital assets, unwarranted purchases could be made. Information concerning partially utilized assets can also help to avoid unneeded purchases by identifying an asset that can be shared by two departments. In this way, a new purchase can be avoided and both departments have part-time use of the asset.
- *Grant requirement violations:* Federal and state grant regulations have various detailed requirements to account for and manage capital assets purchased with grant funds or used in programs.
- *Weakened control over disposal of surplus property:* Without adequate control, property may not be disposed of promptly or sold for adequate sale prices.

2. CAPITAL ASSET DEFINITIONS

- Betterments: The cost of improvements on capital assets that substantially extend the useful life of an asset or substantially increase the capacity or efficiency of the assets. The value of betterments should be added to the value of the capital asset. If the improvements do not substantially extend the useful life of an asset or increase the capacity or efficiency, their costs should be expensed. Partial replacements of a relatively minor nature, made in the course of maintenance of the equipment, should be considered an operating expense necessary to the attainment of the normal life expectancy of an asset.
- Capital asset: A non-financial asset that (1) is used in operations and (2) has an initial useful life in excess of one year. Capital assets can be tangible (*land, builds, vehicles, etc.*) or intangible (*easements, software, etc.*) in nature. Assets acquired for the purpose of sale or investment do not qualify as capital assets, regardless of their form since they are not used in operations.
- Capitalization: A term which is used to identify those items that will be recorded as capital assets rather than recorded as an expense. Capitalization occurs when the cost of the asset meets the "threshold" and the "estimated useful life" set in the organizational guidelines.
- Depreciation: The process of allocating the cost of property over a period of time, rather than recognizing the cost as an expense in the year of acquisition. Generally, at the end of an asset's life, the sum of the amounts charged for depreciation in each accounting period (accumulated depreciation) will equal the original cost of the asset.
- Donated Capital Asset: Those assets contributed to the City and are treated like a capital asset using the fair market value of the asset at the time of acquisition. Accounting and financial reporting emphasize substance over legal form. Therefore, the "purchase" of a capital asset for a nominal amount (\$1) should be treated as a donation and reported using the fair market value.
- Estimated Useful Life: The estimated number of months or years that an asset will be able to be used for the purpose for which it was purchased.

- Fair Market Value: The amount that would be paid if the item were sold currently in a transaction between a willing buyer and a willing seller.
- Historical Cost: The cost or estimated cost at the time of acquisition, freight charges, installation and site preparation charges, and the cost of any subsequent additions or improvements, excluding repairs.
- Infrastructure Assets: Long-lived capital assets that normally can be preserved for a significantly greater number of years than most capital assets (non-infrastructure assets). They are normally stationary in nature and are of value only to the City, such as a drain system.
- Salvage Value: The estimated amount for which an asset can be sold at the end of its useful life.
- Straight-line Method: The basis of an asset is written off evenly over the useful life of the asset and, therefore, the same amount of depreciation is taken each year. This is the most commonly used method when calculating depreciation. Using the straight-line method, depreciation is determined by dividing an asset's depreciable cost by its estimated useful life.
- Threshold: The dollar amount that an asset's value must equal or exceed if that asset is to be capitalized. If an asset does not meet the established threshold, then it would be considered as an expense at the time of acquisition.

3. CAPITAL ASSET CLASSIFICATIONS

- Buildings: A structure that is permanently attached to the land and is not intended to be transportable or moveable. Building improvements that materially extend the useful life of a building, increase the value, or both are considered betterments and, therefore, capital events.
- Construction-in-progress: Capital projects that extend over more than one financial reporting period and are still in progress at the end of the fiscal year. Only those expenditures and ancillary costs that are directly attributable to the construction phase and that are necessary to place the asset into its intended location and use should be capitalized.
- Easements: The right to use the real property of another for a specific purpose. An easement is generally land, where one is granted land access in exchange for a fee. Easements on capital projects will be recorded as projects close.
- Infrastructure: Long-lived capital assets that are normally stationary in nature and can be preserved for a significantly greater number of years than most capital assets. They include items such as roads/roadways, storm drainage, sidewalks, bridges/culverts, bike paths, parking lots, airport runways, traffic signals, and water/sewer lines.
- Intangibles: Long-term assets that are without physical attributes and not held for sale but are useful in the operation of the government. An example of an intangible asset would be a study done by the City that provides a long-term benefit.
- Land: Real estate or property that is designated by fixed spatial boundaries and is non-depreciable. Includes all costs for legal services incidental to the acquisition and other charges incurred in preparing the land for use.

- Personal Property (Machinery/Equipment/Furniture/Vehicles): Fixed or moveable tangible assets used for operations. This includes equipment such as furniture, machinery, and fixtures which are not attached to land, buildings, or improvements, and which remain moveable. Fixtures which are attached to land, buildings, or improvements in such a way that removal alters the intended use of the facility are considered a part of the land, building, or improvements. They are classified as "improvements other than buildings" and are therefore, not personal property.
- Site or Land Improvements: Attachments to land that have limited lives and, therefore, are recorded separately and are depreciable. Examples include signage or fencing.

4. POLICY

4.1. Valuation

In accordance with GAAP, the City will value its capital assets at historical cost. Historical cost includes the cost or estimated cost at the time of acquisition, freight charges, installation and site preparation charges, and the cost of any subsequent additions or improvements that are considered betterments, excluding repairs. If a capital asset is donated to the City, the asset will be valued based on the fair market value at the time the asset is donated.

If there is no record of purchase and the original cost is unknown, an estimate historical cost can be made by using one of the following methods:

- *Standard Costing* – Establish the average installed cost for a like unit at the estimated date of acquisition.
- *Back trading or normal costing* – Estimate the historical cost of the asset by dividing the current cost of reproduction by the price index (the percentage of the price increase plus one) since acquisition for that specific asset or class of assets. In essence, the current cost of reproduction is reduced by the inflation amount since the asset was purchased.

Capital assets acquired through the use of *imminent domain* should be valued at the amount of compensation paid to the property owner.

Capital assets acquired through a *trade-in* should be reported by removing the cost of the trade-in from the general capital asset account group and reporting the new asset at its fair market value at the time of trade-in.

The following describes the valuation of specific buildings and infrastructure related to the Department of Water Resources:

- *Sewer Lines*: The value includes the cost of the materials and labor to build the sewer lines, whether installed by City staff or a private contractor. Donated sewer lines are recorded at the cost the donating party to install the sewer lines. If the price is unknown, the lines should be recorded at the current value it would cost to install the same lines as of the date of donation.
- *Sewer Treatment Facilities*: The value includes all of sewer treatment facilities' construction costs. This should include the entire sewer treatment facility, the building and all the equipment used for its operation. The land is recorded separately in the land account.
- *Water Lines*: The value includes the cost of the materials and labor to build the water lines, whether installed by City staff or a private contractor. Donated water lines are recorded at the cost the donating party paid to install the water lines. If the price is unknown, the lines should be recorded at the current value it would cost to install the same lines as of the date of donation.
- *Water Treatment & Storage Facilities*: The value includes the cost of all water treatment and storage facilities construction costs. This should include the entire water treatment and storage facility, the building and all the equipment used for its operation. The land is recorded separately in the land account.

4.2. Thresholds

Effective July 1, 2022, the City will capitalize individual assets with a useful life of two years or greater and have a cost of \$20,000 or more. The exceptions to this threshold include the following:

Threshold	Asset Classification	Details
ALL	* Assets acquired prior to July 1, 2022 and capitalized at a lower threshold * Land (excluding easements)	
\$25,000+	* Water and sewer lines	Unit cost of new at a specific location
\$50,000+	* Computer Software	Unit cost of new
\$75,000+	* Bike paths * Sidewalks	Unit cost of new or replacement path surfacing at a specific location Unit cost of new or replacement sidewalk at a specific location; a specific location defined as connecting, continuous sidewalk construction along a single street involving no breaks in the sidewalk except for driveway and road intersections
\$100,000+	* Storm drains * Traffic signals	Unit cost of new or replacement culvert and/or drainage work at a specific location Unit cost of new or replacement signals at a specific location.
\$150,000+	* Airport runways	Unit cost of new and/or extended runway at a specific location
\$250,000+	* Bridges/Culverts	Unit cost
\$300,000+	* Roads/Roadways	Unit cost of new or replacement road at a specific location for a specific project

Assets that cost at least \$1,000 but less than \$20,000 or assets costing \$20,000 or more but that have a useful life of less than two years are considered **controllable assets**. Controllable assets will be charged to an expense account other than the capital outlay account and will be assigned an asset number. These assets will be added to the capital asset management system and will be tracked, but not depreciated.

4.3. Estimated Useful Life

The following ranges are guidelines in setting estimated useful lives for depreciating assets:

Asset Classification	Useful Life (in years)
Buildings and building improvements	10-60
Computer Software	3-5
Machinery and equipment	5-20
Site Improvements	5-15
Vehicles	5-15
Water and sewer treatment facilities	60
Infrastructure	
* Airport runways	20-40
* Bike paths	20-30
* Bridges/culverts	40-50
* Parking lots	15-35
* Roads/roadways	30-50
* Sewer lines ⁽¹⁾	40-50
* Sidewalks	25-30
* Storm drains	25-40
* Traffic signals	15-25
* Water lines ⁽¹⁾	50

⁽¹⁾In the past, sewer and water lines have been recorded with a useful life of 67 and 80 years, respectively. Due to research into industry standards for GASB 34 purposes, effective as of the date of this policy, water and sewer lines will be given a useful life of between 40 to 50 years. Lines already recorded with a useful life of 67 to 80 years will remain the same.

4.4. Depreciation

The City records depreciation yearly after the capital assets are reconciled for acquisitions, transfers, deletions, and disposals at the end of the fiscal year which is June 30. Depreciation is calculated using the straight-line method with no estimated salvage values used in the computation.

Financial reporting for depreciation will show expense for assets with a cost above the threshold amount previously stated. Under GASB 34 reporting, a government-wide financial statement is issued which shows depreciation expense for all funds within the City. This includes governmental funds, which previously have not recorded depreciation expense. This difference is for reporting purposes only and will not be reflected within each individual fund.

4.5. Treatment of Financed and Leased Assets

Assets that are financed are capitalized if they meet the previously discussed thresholds and should be recorded at the present value of future minimum lease payments if one the following criteria are met:

- Ownership is transferred at the end of the financing term.
- A bargain purchase option.
- The lease term is for the majority of the remaining life of the asset.
- Present value represents substantially all of the fair value of the asset.
- The asset is of a specialized nature and there is expected to be no alternative use to the lessor at the end of the lease term.

If a lease does not meet the criteria above, the lease is considered an operating lease. The City does not capitalize nor assign asset numbers to physical items that are acquired under operating leases, such as GASB 87 defined leases. In this case, a right-to-use asset is recorded and amortized over the life of the leased asset.

4.6. Physical Inventory

Once per fiscal year a listing of both controllable and capital assets is sent to each department director. Each item on the listing is to be physically located. The department director is responsible for the items that could not be located and will sign a form which lists all the missing assets. Any missing items will be investigated by the Financial Services Department (Finance) with the assistance of the department. Significant unaccounted loss of assets will be brought to the attention of the Chief Financial Officer and/or the City Manager for any further actions. The department director will also make Finance aware of assets located that were not on their asset listing. This is a mechanism to identify assets that have been improperly transferred between two departments. Finance, with the cooperation of department directors, may make spot checks to verify the accuracy of inventory records.

4.7. Purchasing and Tagging Assets

Asset numbers will be assigned by the Purchasing Department at the time the purchase order is issued for any capital or controllable assets. In addition to capital and controllable assets being tagged, any technology-related devices deemed of importance by the IT department, such as computer laptops and tablets, will be tagged and tracked in the capital asset management system. The asset tag and inventory form will be sent to the department along with the purchase order. The department is responsible for tagging the assets in the following suggested locations: by the manufacturer's ID plate or in the right hand corner of the asset. The tag should be placed where the location is easily readable and accessible, but does not detract from the appearance of the asset.

Specifically approved items determined in the budgetary process are allowed to be purchased using the capital outlay account. Requisitions for items that have not been specifically approved in the budgetary process will not be processed. In order for these unapproved items to be processed, appropriate approval must be granted in accordance with the City's budget policy.

4.8. Additions and Transfers of Assets

The Asset Addition and Transfer Form (see section 5. References and Forms) is filled out every time a new asset is purchased, donated, or when an existing asset is being transferred from one department to another. This form should be filled out upon receipt of the new asset and sent to Finance for entry into the capital asset management software. It is the responsibility of the department to fill this form out in a timely manner.

It is in the City's best interest to transfer assets between departments if possible before the items are disposed of through surplus, scrap, or destruction. When one department intends to dispose of an asset and that asset could be useful in a different department, the asset may be transferred between departments. When the transfer of an asset between departments is agreed upon, the Asset Addition and Transfer Form must be filled out prior to the transfer. The requesting department must fill out the form and the department director must sign it, authorizing the transfer. The form is then sent to Finance whose staff will obtain any other necessary signatures. Once all signatures are obtained, the asset may be physically transferred to the requesting department and Finance will transfer the asset in the capital asset management software.

4.9. Disposal of City-Owned Assets

Types of disposals:

- *Surplus sales* – Fixed assets that are no longer useful to the City, but will be sold at public auction.
- *Scrap sales* – Scrap metal from fixed assets that are damaged and cannot be sold at a public auction may be sold for scrap or recycling using the Scrap Metal Procedure (see section 5. References and Forms).
- *Donation* – Fixed assets may be transferred to other organizations, usually not-for-profit or educational organizations, with the written approval of the City Manager's Office
- *Destruction* – Fixed asset that is not salvageable and/or cannot be sold at public auction. Written approval must be given by Finance prior to the actual disposal of the item and included with the asset disposal request.
- *Trade-in* – In special circumstances, trade-in of capital assets will be allowed with the prior written approval by the City Manager prior to the completion of the transaction. An example of when this might be appropriate is with specialized equipment or vehicles.

Assets with no value or are no longer useful should be properly disposed of through the surplus process. It is not permitted to dispose of an asset other than through the surplus sale unless approved by Finance to be scrapped, destroyed, or disposed of in any other manner.

The surplus process begins by filling out the Asset Surplus and Deletion Form (see section 5. References and Forms). This form is to be signed by the department director and include the reason why the item is being declared surplus property.

The Asset Surplus and Deletion Form should then be forwarded to Finance, allowing one week for processing before the transfer is complete. Finance approves, scans, and logs the deletion form and then the form is sent back to the requesting department in order for the department to make arrangements to move the asset to surplus storage. The physical movement of an asset cannot take place until all of the above procedures have taken place. Once there are enough items, the Public Works staff member that oversees surplus (Surplus Manager) will coordinate with Finance to schedule a public auction.

If a tagged (license plate) vehicle or equipment is being transferred to surplus, the requesting department must contact the Public Works Administrative Aide to make arrangements. Vehicle keys should be turned in at the surplus storage facility and tags (license plate) should be turned into Vehicle Services. For all other items, arrangements can be made with the Surplus Manager. After arrangements have been made, the form is to be signed by the person receiving the asset at the City's surplus storage facility. The form should then be returned to Finance by the department releasing the asset.

Under no circumstance is it appropriate to remove an asset tag. It is important that the asset tags always remain affixed to the asset until the item is actually sold in the surplus sale.

Before a public auction occurs, departments have the opportunity to review items in surplus that will be going to auction. If another department decides that a surplus asset from another department could be used by them, they may request a transfer of the surplus asset. The Asset Addition and Transfer Form will be completed and signed by the department director requesting the asset transfer from surplus. The form will be given to Finance for approval and then forwarded to the Public Works staff member that oversees surplus. The department requesting the transfer and the Surplus Manager will coordinate a day and time to move the asset from surplus storage. Once the asset has been moved from surplus storage, the form is then sent back to Finance for the asset to be transferred in the capital asset management software.

4.10. Disposal of Federal Transit Administration Funded Vehicles

There are specified requirements for the disposition of Federal Transit Administration (FTA) funded vehicles. FTA disposition requirements apply to vehicles that have met their useful lives as well as vehicles withdrawn from service before the end of their useful lives.

In many situations, FTA retains financial interest in disposed vehicles and that financial interest must be reimbursed. Specifically, FTA is entitled to its share of the remaining Federal interest upon disposition of:

- FTA-funded vehicles before the end of their useful lives
- FTA-funded vehicles that have met their useful lives but still have a current market value of more than \$5,000 per unit.

The useful life of FTA-funded items (based on FTA Circular 5010.1E):

Vehicle Type	FTA- Defined Useful Life
35-40' heavy-duty bus and articulated transit buses	12 years or 500,000 miles
30' heavy-duty transit bus	10 years or 350,000 miles
30' medium-duty transit bus	7 years or 200,000 miles
25-35' light-duty transit bus (body on chassis vehicles)	5 year or 150,000 miles
Other vehicles (i.e. small buses, vans, sedans)	4 years or 100,000 miles

The disposition of FTA-funded vehicles ***after the end of useful life*** should use the following guidelines:

- Vehicles with a current fair market value of \$5,000 or less per unit may be retained, sold, or otherwise disposed of (in accordance with GDOT's procedures) with no further obligation to reimburse FTA.
- For vehicles valued at more than \$5,000 that have met their useful lives, FTA is entitled to the amount calculated by multiplying the current fair market value (or proceeds from sale) by FTA's percentage of participation in the cost of the original purchase.

The disposition of FTA-funded vehicles ***before the end of useful life*** should use the following guidelines:

- Any disposition of project property before the end of its useful life requires prior FTA approval.
- FTA also requires that a Rolling Stock Status Report accompany the request for early disposition, which will be used to verify the remaining Federal interest in each vehicle.
- The Federal interest that must be returned is FTA's share of the unamortized value of the remaining useful life per unit (based on either miles or years) using straight line depreciation from the original purchase price.

4.11. Standard Marshal Sale

Sale of surplus property that has served beyond its useful life or otherwise represents confiscated or unclaimed property turned into the Police Department is to be conducted as often as desired by the Surplus Manager in coordination with Finance.

Approval for sale of surplus property is accomplished by a resolution passed by City Council. Declaration of surplus property makes said property available for public sale through procedures contained herein.

The surplus property sale is to be conducted per guidelines as stated in the Georgia Mayors and Council Members Handbook:

"All sales by a municipal corporation of real property or personal has an estimated value of more than \$500 must be either by sealed bids or by auction to the highest bidder. A municipal corporation may reject any and all bids or cancel any proposed sale. Notice of a sale must be published once in the official newspaper of the county in which the municipality is located or in a newspaper of general circulation in the municipality. The legal notice must appear not less than 15 days or more

than 60 days prior to the date of the sale. If the sale is by sealed bid, the bids shall be opened in public at the time and place stated in the legal notice. The bids shall be kept available for public inspection for 60 days.

Personal property with an estimated value of \$500 or less may be sold without regard to any of the above provisions. Such sales may be made in the open market without advertisement and without acceptance of bids. The municipality has the power to estimate the value of the property to be sold" (O.C.G.A. §36-37-6).

General practice for newspaper advertisement is three or four times prior to the sale to increase public awareness, although the minimum requirement is once at least 15 days prior to sale. Newspaper ad costs and any other costs related to the sale will be deducted from the proceeds in a fair and reasonable manner.

Surplus, confiscated or unclaimed property shall be offered to other city departments and agencies for additional use before the public sale takes place. Transfer of property out of surplus shall be accomplished with the assistance of the Surplus Manager and Finance (see 4.9. Disposal of City-owned Assets).

The policy of the City will be to sell or otherwise donate all specialized surplus equipment such as police light bars or fire equipment to other municipalities, volunteer fire departments, etc. Any potentially hazardous equipment will be returned, if possible, to the original manufacturer for any potential credit or otherwise destroyed.

All disposition of property requires that the Finance be well advised. All property must be itemized and recorded with final value determined at the time of sale so that a gain or loss be calculated for accounting purposes.

The City has elected to include online auctions as an alternate method of disposing of surplus items. Online auctions may take place several times throughout the year. The approval and advertising process will be the same for online auction as it is with the traditional surplus sale.

Auction of property normally takes place in lots of similar property (example: four or five lawn mowers). Large items such as vehicles are sold individually. Lots are auctioned one at a time beginning at a certain time on the surplus sale auction day. Certain specific items may be determined to have a minimum acceptable bid value. On the day of the sale, all lots of property are required to be removed by a certain time or the sale will be declared null and void.

The City of Gainesville assumes no responsibility for the condition or potential liability related to any property sold in the Surplus Property Sale.

5. REFERENCES AND FORMS

- Asset Addition and Transfer Form [Link](#)
(Citywide: Financial Services and IT\Accounting\Capital Assets\Forms\NEW Updated Asset Addition_Transfer_Surplus Form – Tab 1)
- Asset Surplus and Deletion Form [Link](#)
(Citywide: Financial Services and IT\Accounting\Capital Assets\Forms\NEW Updated Asset Addition_Transfer_Surplus Form – Tab 2)
- Scrap Metal Procedure [Link](#)
(Citywide: Financial Services and IT\Accounting\Capital Assets\Policy & Procedures\Scrap Metal Procedure Updated FY23)



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: April 13, 2023
Date Submitted: April 13, 2023
Final Approval Date: April 13, 2023
Presenter: Bryan Lackey, City Manager
Item of Business: BR-2023-15 Tax Allocation District (TAD) Funding for 109 NE Green Street - Walton Jackson Building
Meeting Date: April 18, 2023

Purpose of Request:

To consider a resolution for TAD Funding for the Walton Jackson Building at 109 NE Green Street

Facts & Issues / History & Background:

A TAD Advisory Committee Meeting was held on March 30, 2023 to consider the application. The TADAC's recommendation is being presented to Council today.

Department Recommendation:

Approve the resolution.

Department Director:

Bryan Lackey

If funding is involved, are funds approved within the current budget? No

Amount Requested: \$1,064,500 and \$500,000

Sources of Funds: TAD

Finance Comments:

Administrative Comments:

Attachments:

1. BR-2023-15 Tax Allocation District (TAD) Funding for 109 NE Green Street - Walton Jackson Building
2. TAD Power Point Presentation

RESOLUTION BR-2023-15

TAX ALLOCATION DISTRICT (TAD) FUNDING AT 109 NE GREEN STREET – WALTON JACKSON BUILDING

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 renovation of a historic downtown building at 109 NE Green Street known as the Walton Jackson Building, hereinafter "project," was 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 \$1,064,500 (with an additional \$500,000 allocated for the City of Gainesville to utilize for sidewalk improvements along Green Street and Brenau Avenue) for the following uses with the following conditions and payment schedule:

Use relating to the project:

- | | |
|----------------------------------|---|
| • Outdoor Patio | • Storefront Doors & Windows |
| • Cleaning Exterior Stone Veneer | • Exterior Lighting |
| • Insulation | • Placing Power Underground on Green Street |
| • Gutters & Flashing | |
| • Waterproofing | |

Conditions:

- Permitted project must be in substantial conformance with the architectural renderings and budget submitted with the TAD application.

Developer Payment Schedule:

- Up to \$1,064,500 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:

RESOLUTION BR-2023-15

**TAX ALLOCAT9ON DISTRICT (TAD) FUNDING
AT 109 NE GREEN STREET – WALTON JACKSON BUILDING**

- Reimbursement will be distributed on an annual basis based on the TAD increment generated by project for that calendar year.
- Reimbursement will begin the calendar year after a Certificate of Occupancy is obtained for the conference center.
- Reimbursement shall not exceed a period of 15 calendar years or \$1,064,500, whichever occurs first.

City Payment Schedule:

- The City may utilize up to \$500,000 from the fund balance of the TAD Special Fund for sidewalk improvements along Green Street and Brenau Avenue.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby approves the TAD application of up to \$1,064,500 at 109 NE Green Street and \$500,000 from the fund balance of the TAD Special Fund for the City to utilize for sidewalk 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 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.

Adopted this _____ day of _____, 2023.

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

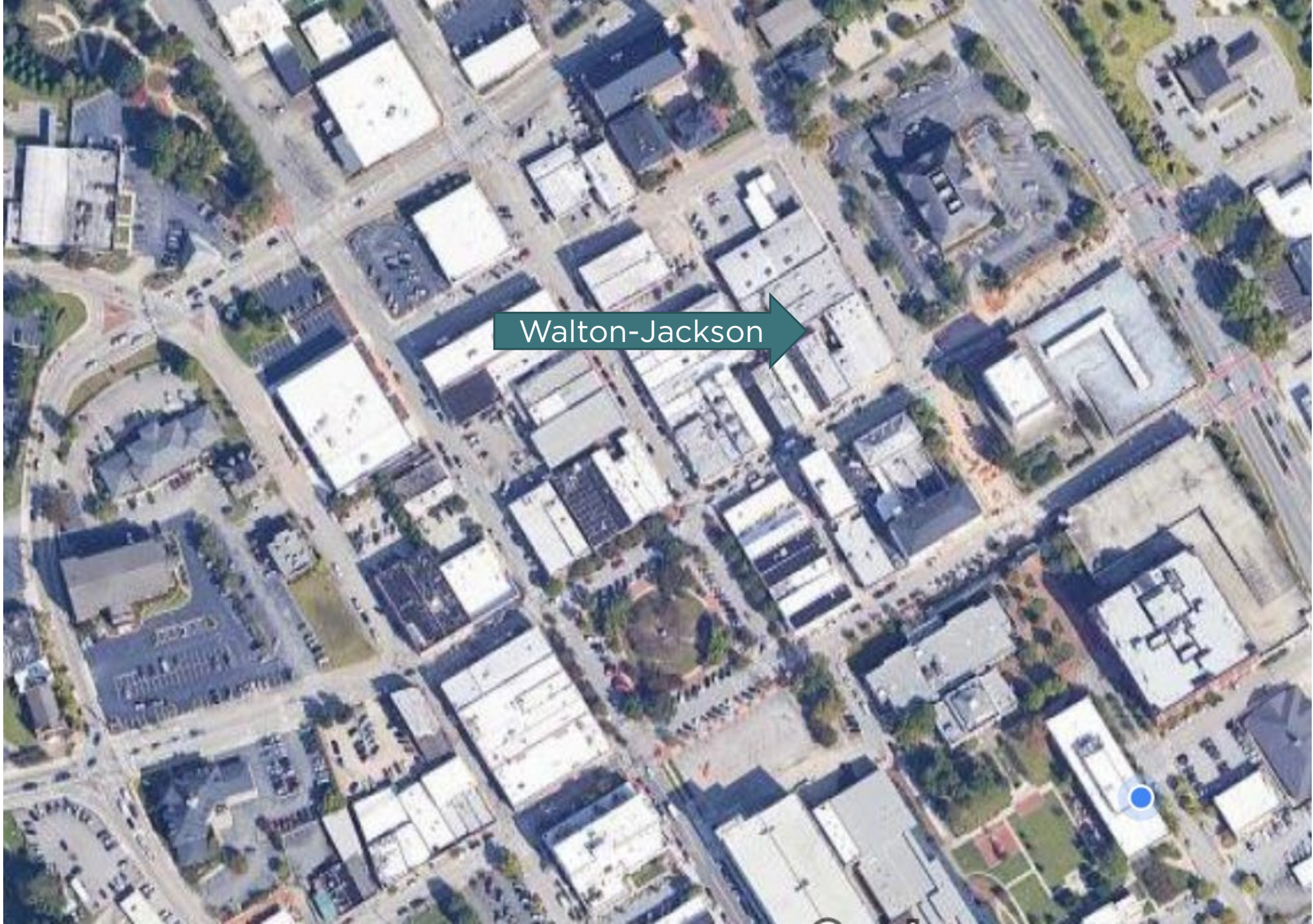


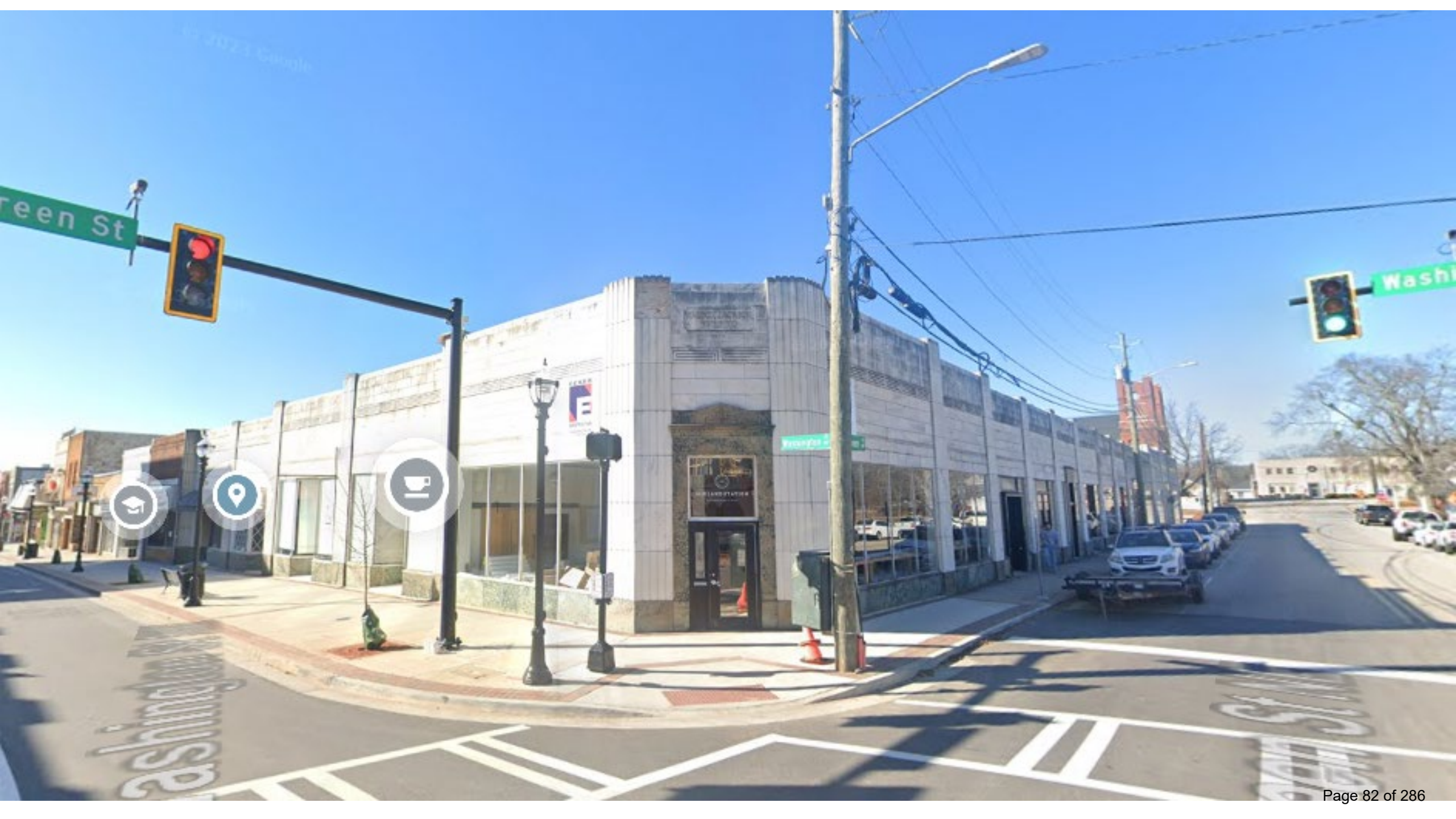
Gainesville City Council

April 13, 2023

Walton-Jackson Building

109 NE Green Street





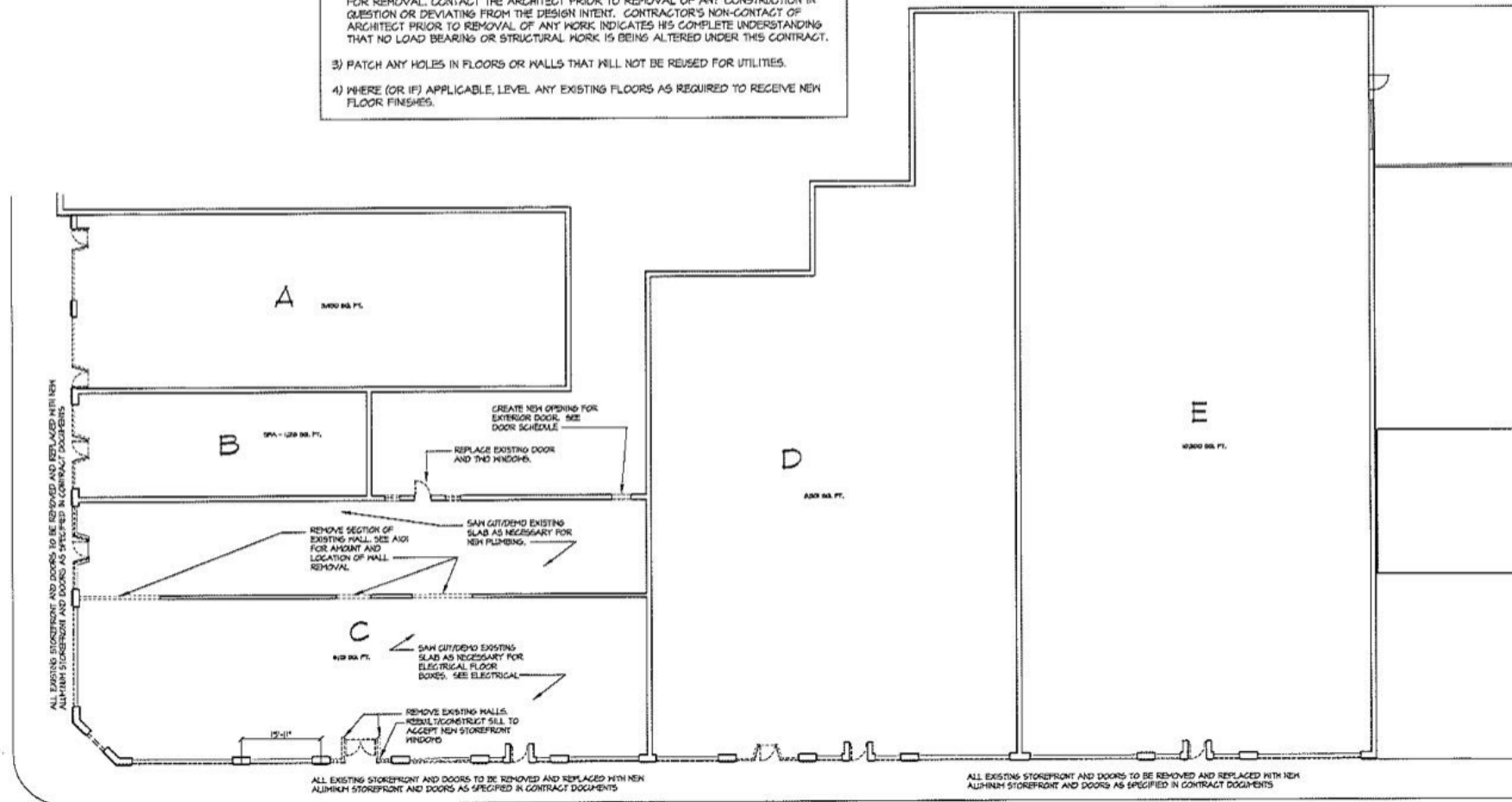
Walton Jackson Renovation & Restoration

TAD Financing Application

It is our plan to restore the Walton Jackson building to its original beauty and rejuvenate it with restaurants and event space to support the downtown Gainesville community.

GENERAL: CONTRACTOR SHALL VISIT THE SITE PRIOR TO CONSTRUCTION TO FIELD INSPECT AND VERIFY ALL EXISTING BUILDING CONDITIONS, AND IF NECESSARY, SUBMIT AN RFI TO ARCHITECT/OWNER OR ENGINEER TO MAKE APPROPRIATE PARTIES AWARE OF ANY CONFLICTS.

- 1) REMOVE ALL EXISTING CONSTRUCTIONS AND FINISHES NECESSARY FOR THE COMPLETION OF THE WORK AS DEPICTED ON THE DRAWINGS, INCLUDING BUT NOT LIMITED TO, ITEMS SHOWN ON THE PLANS WITH DASHED LINES. NECESSARY DISCONNECTS AND ALTERATIONS TO EXISTING MECHANICAL AND ELECTRICAL SYSTEMS SHALL BE INCLUDED. PATCH, AS REQUIRED, ALL CONSTRUCTIONS TO REMAIN IN ACCORDANCE WITH THE CONTRACT DRAWINGS. WHERE CONTRACTOR IS DESIGNATED TO MAKE REMOVALS, DISPOSITION OF MATERIALS IS THE RESPONSIBILITY OF THE CONTRACTOR. VERIFY WITH OWNER THE DISPOSITION AND REMOVAL OF ANY COMPONENTS OF SALVAGEABLE VALUE.
- 2) REMOVE ONLY NON-LOAD BEARING CONSTRUCTION AND PARTITIONS. CONTRACTOR TO VERIFY, PRIOR TO REMOVAL, THAT NO STRUCTURAL COMPONENTS, I.E. BEARING WALLS, BEAMS, HEADERS, ETC. SUPPORTING FLOOR, ROOF OR CEILING JOISTS ARE DESIGNATED FOR REMOVAL. CONTACT THE ARCHITECT PRIOR TO REMOVAL OF ANY CONSTRUCTION IN QUESTION OR DEVIATING FROM THE DESIGN INTENT. CONTRACTOR'S NON-CONTACT OF ARCHITECT PRIOR TO REMOVAL OF ANY WORK INDICATES A COMPLETE UNDERSTANDING THAT NO LOAD BEARING OR STRUCTURAL WORK IS BEING ALTERED UNDER THIS CONTRACT.
- 3) PATCH ANY HOLES IN FLOORS OR WALLS THAT WILL NOT BE REUSED FOR UTILITIES.
- 4) WHERE (OR IF) APPLICABLE, LEVEL ANY EXISTING FLOORS AS REQUIRED TO RECEIVE NEW FLOOR FINISHES.



1 DIMENSIONED FLOOR PLAN
3/32" = 1'-0"



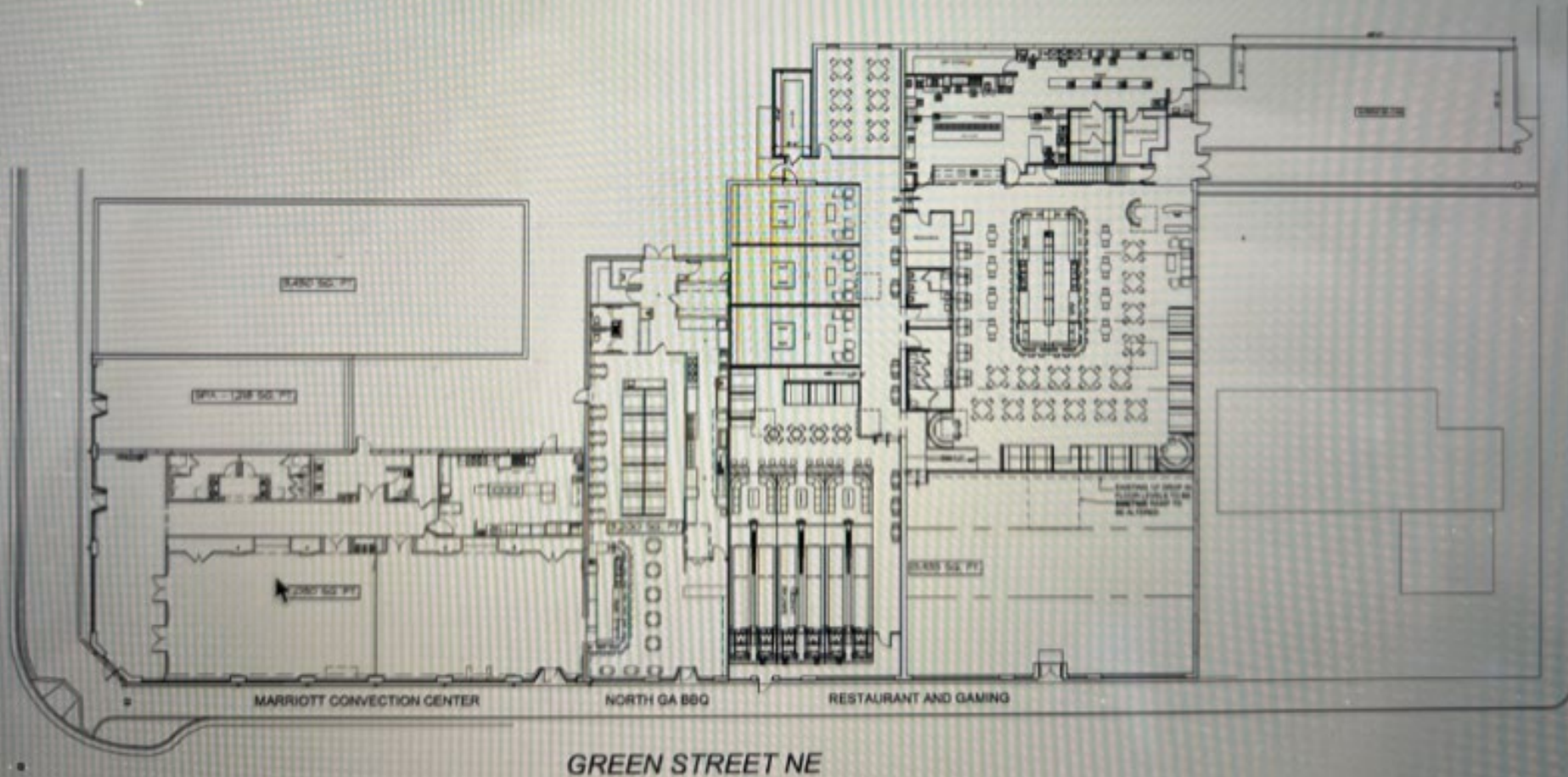
WALTON JACKSON
CONFERENCE CENTER
Grinnville, GA

[illegible]

PAGE NO.	43
FILE NAME	17
DRAWN BY:	
SHEET TITLE:	
DEMOLITION FLOOR PLAN	

D100

WASHINGTON STREET NE



GREEN STREET NE

BRENAU AVENUE NE

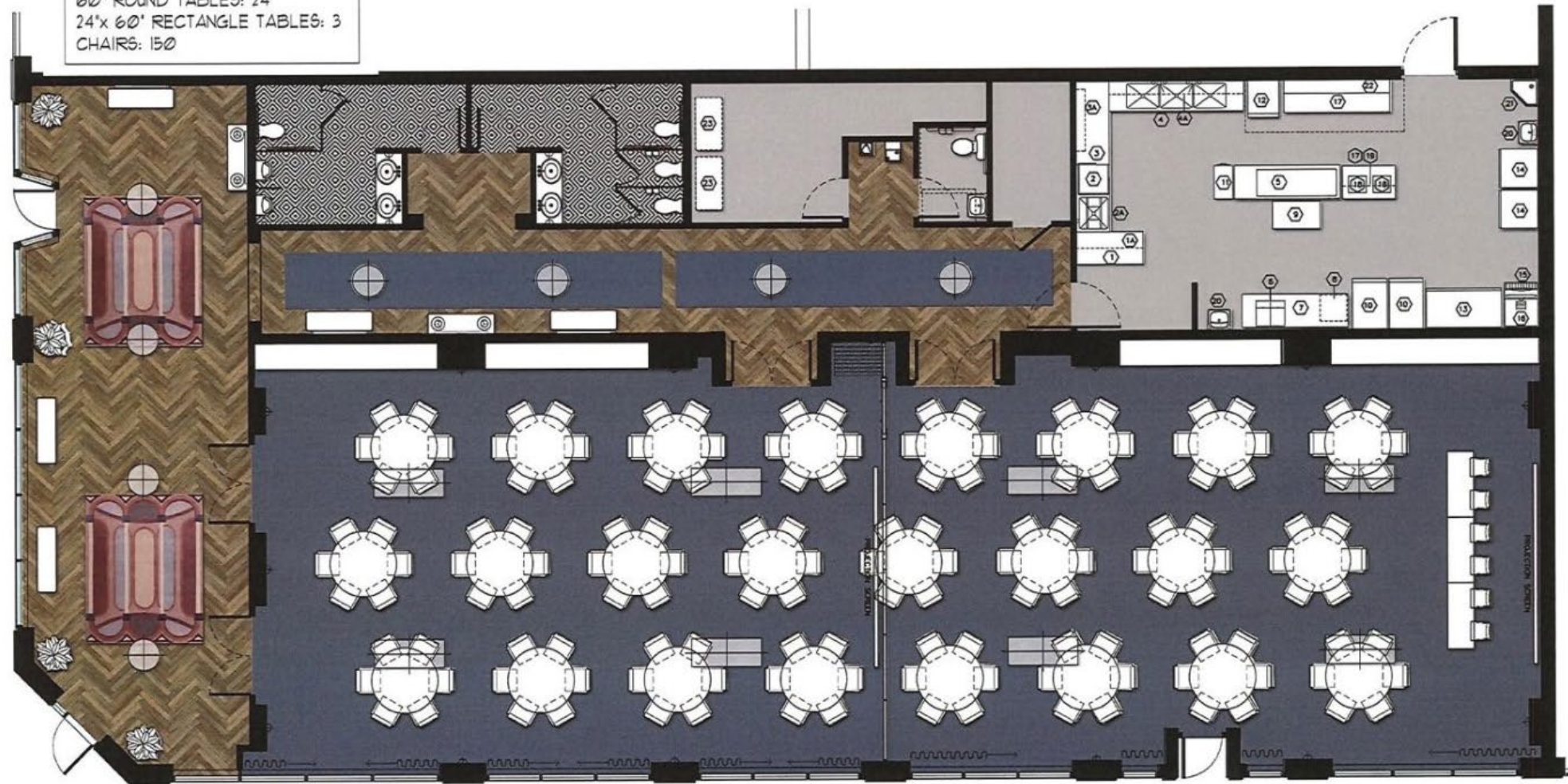


The Vault at The National



Overall Design Inspiration

SEAT COUNT:
60" ROUND TABLES: 24
24"x 60" RECTANGLE TABLES: 3
CHAIRS: 150



Rendered Floor Plan



Inspiration Image



Applied Trim Ceiling Design Concept



Chandelier Design



Mirror &
Credenza Styling



Bench Style

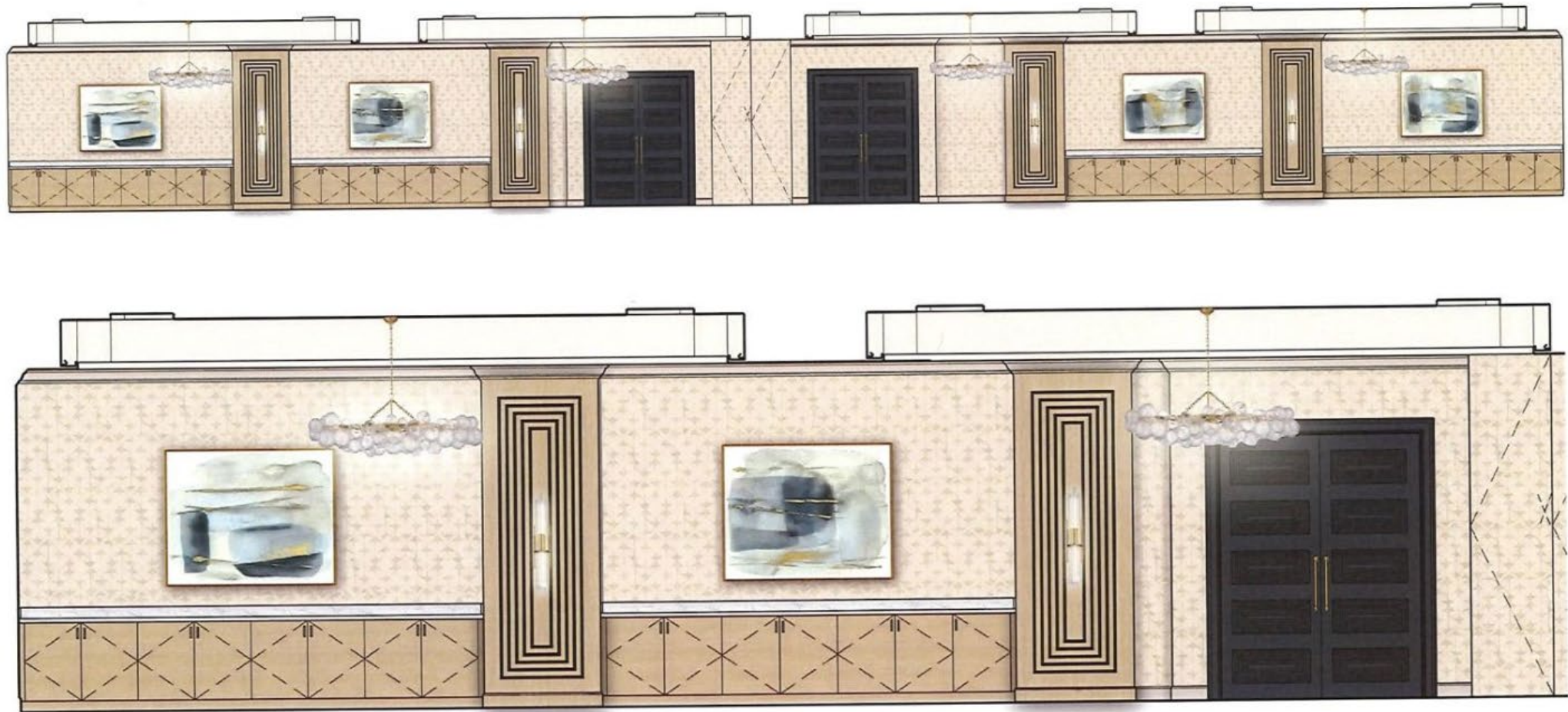


Door Panel Design & Paint Color

Pre-Function Design Inspiration



Pre-Function Rendered Elevations



Meeting Room Rendered Elevation



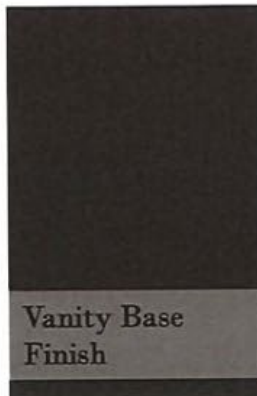
Meeting Room Rendered Elevation



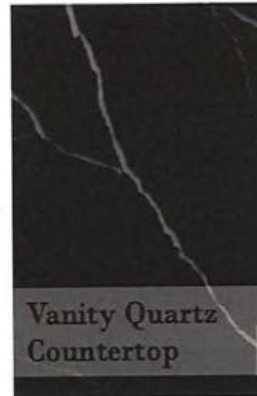
Overall Design Concept



Faucet & Sink Selections



Vanity Base Finish



Vanity Quartz Countertop



Wall Sconce at Vanity



Leaning Full-Length Mirror

Restroom Design Inspiration

DECOY

Eat. Drink. Play.



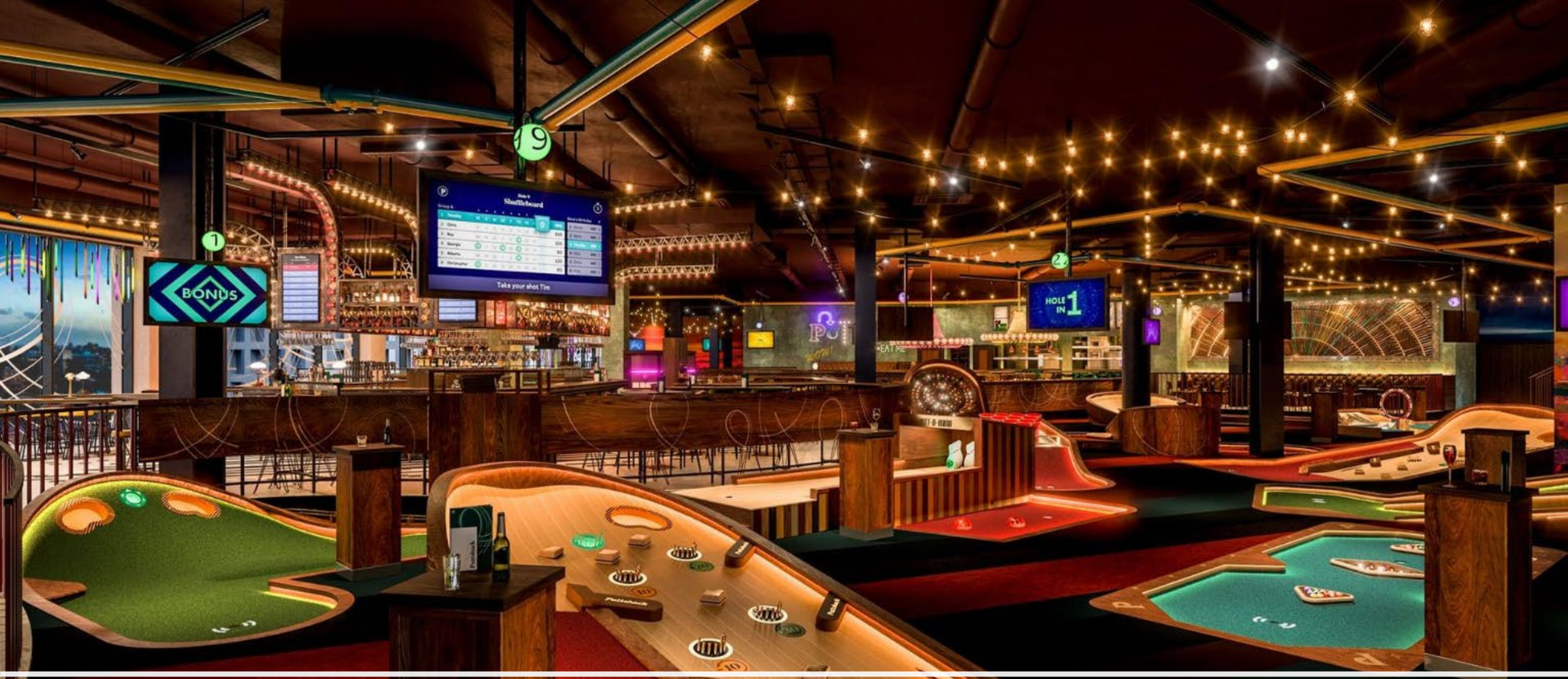
Dining Room & Bar Inspiration

- Industrial Look
- Dark Woods
- Leather
- Hanging Lights



Golf Simulator Bays





High-Tech Putt Putt





SLEIGH THE SZN
BOOK YOUR PARTY
AT PUTTSHACK TODAY!

SLEIGH THE SZN
BOOK YOUR PARTY
AT PUTTSHACK TODAY!

SLEIGH THE SZN
BOOK YOUR PARTY
AT PUTTSHACK TODAY!

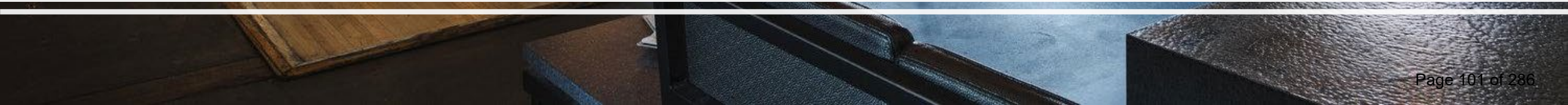
SLEIGH THE SZN
BOOK YOUR PARTY
AT PUTTSHACK TODAY!

GAME ON
INSERT FOOD TO CONTINUE

High-Tech Putt Putt



Duck Pin Bowling





Duck Pin Bowling

- Smaller Bowling Balls
- Shorter Lane Length
- Smaller Pins
- Easier to play



CAPSTONE

Walton Jackson Convention Center Development
TAD FUNDING BUDGET

January 24, 2023

CODE DESCRIPTION

TAD FUNDING ELIGIBLE CONSTRUCTION WORK

202.04	CONSTRUCTION ENGINEERING	\$30,000.00	
218.00	OUTDOOR PATIO	\$250,000.00	
402.00	STONE VENEER	\$172,500.00	
701.00	ROOFING	\$354,956.00	
705.00	INSULATION	\$50,000.00	
706.00	GUTTERS & FLASHING	\$10,000.00	
708.00	WATERPROOFING	\$22,000.00	
803.00	STORE FRONT DOORS	\$110,000.00	
804.00	STORE FRONT WNDWS	\$240,000.00	
1601.01	EXTERIOR LIGHTING	\$10,000.00	
1701.00	INSURANCE	\$5,000.00	
1704.00	OVERHEAD	\$40,000.00	
1705.00	GEN CONT. INCENT.	\$91,500.00	
1707.00	BUILDERS RISK	\$2,000.00	
	TOTAL	\$1,387,956.00	









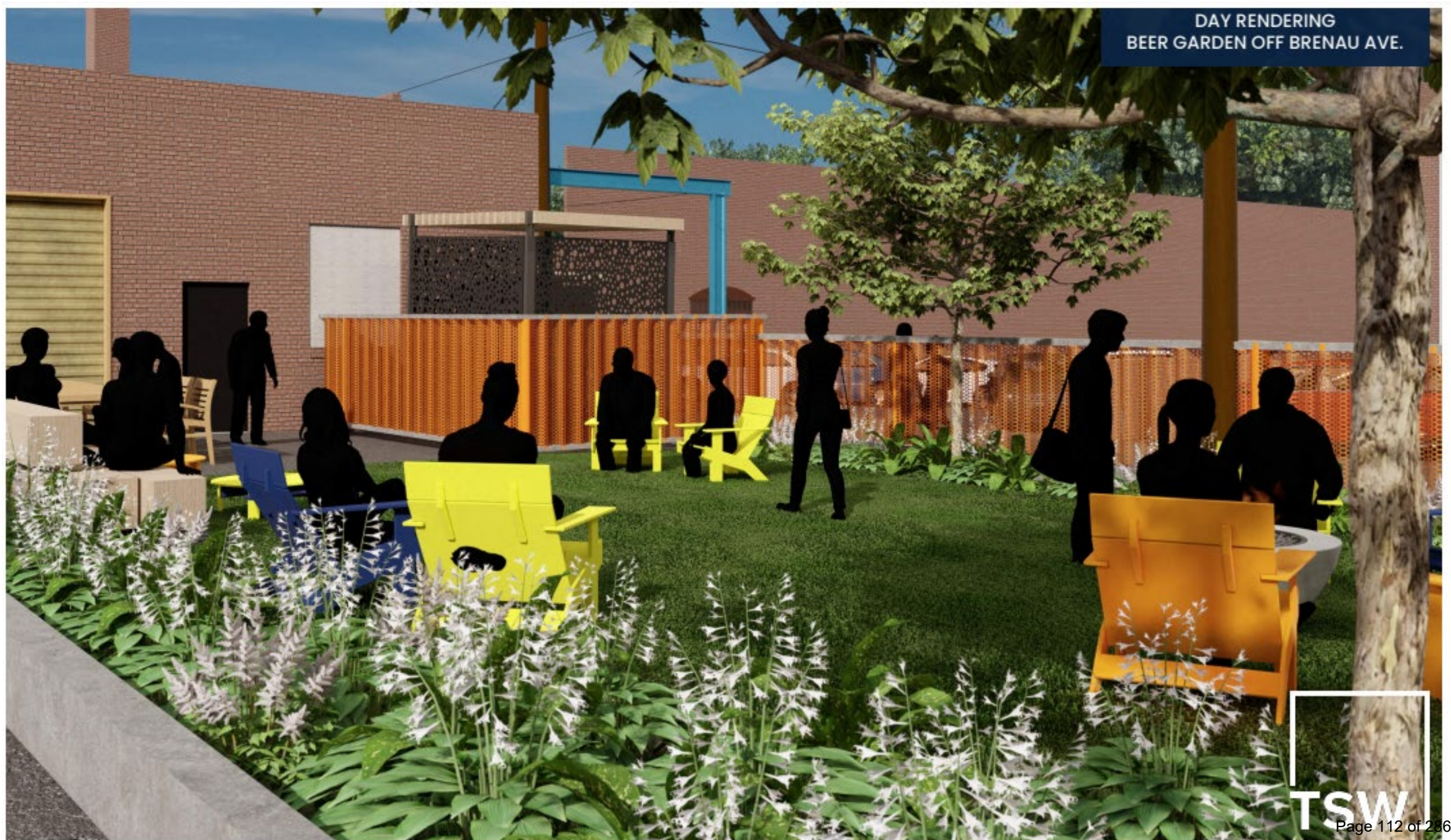
Walton-Jackson Building

Alleyway/Patio









TAD Advisory Committee Recommendation

	Walton-Jackson
<i>Valuation</i>	
2006 Base Fair Market Value	\$720,192
<i>TAD Potential</i>	
Based on Tax Assessor's Cost Value of:	\$6,600,000
15 Year Estimated TAD (100% Assessed Value)	\$1,035,063

TAD REQUEST

Item Description	TAD Request	Recommended TAD Funding
Construction Engineering	\$ 30,000	
Outdoor Patio	\$ 250,000	\$ 250,000
Stone Veneer	\$ 172,500	\$ 172,500
Roofing	\$ 354,956	
Insulation	\$ 50,000	\$ 50,000
Gutters and Flashing	\$ 10,000	\$ 10,000
Waterproofing	\$ 22,000	\$ 22,000
Storefront Doors	\$ 110,000	\$ 110,000
Storefront Windows	\$ 240,000	\$ 240,000
Exterior Lighting	\$ 10,000	\$ 10,000
Insurance	\$ 5,000	
Overhead	\$ 40,000	
General Cont. Incent.	\$91,500	
Builder's Risk	\$ 2,000	
Underground Power on Green		\$200,000
TOTAL TAD REQUEST	\$ 1,387,956	\$1,064,500



TADAC RECOMMENDATION

Payment Schedule:

- Up to \$1,064,500 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 a Certificate of Occupancy is obtained for the conference center.
 - Reimbursement shall not exceed a period of 15 calendar years or \$1,064,500, whichever occurs first.

Conditions:

- Completed project is in substantial conformance with the architectural renderings and budget submitted with the application.

TADAC RECOMMENDATION

- Authorize the City to utilize up to \$500,000 from the TAD Special Fund Balance to complete sidewalk improvements along Green Street and Brenau Avenue on the side immediately adjacent to the Walton-Jackson Building.

Questions



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: April 13, 2023
Date Submitted: April 13, 2023
Final Approval Date: April 13, 2023
Presenter: Bryan Lackey, City Manager
Item of Business: GR-2023-02 Assistance to Firefighters Grant (AFG)
Meeting Date: April 18, 2023

Purpose of Request:

The purpose of this request is to apply for and accept grant funds.

Facts & Issues / History & Background:

The current portable radio system utilized by the Gainesville Fire Department is a single band frequency that requires periodic repairs due to age. The portable radio system is utilized on a daily basis by emergency responders for communication and information sharing between central dispatch and other responders for life safety. The portable radio system is utilized for both citizen and responder life safety measures. Gainesville Fire Department is seeking to replace the current portable radio system with a multi-band frequency portable radio that will enhance citizen and responder safety.

Department Recommendation:

Approve the resolution.

Department Director:

Brandon Ellis

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

Amount Requested:

Sources of Funds: Fire Fund

\$54965.45

Finance Comments:

Administrative Comments:

Attachments:

1. GR-2023-02 Assistance to Firefighters Grant
2. FEMAGO - Application

RESOLUTION GR-2023-02

ASSISTANCE TO FIREFIGHTERS GRANT (AFG)

WHEREAS, the Federal Emergency Management Agency (FEMA) FY2022 Assistance to Firefighters Grant (AFG) committee has opened grant funding allowing the Gainesville Fire Department to apply for funding for up to \$1,000,000 with a match of 10%; and

WHEREAS, the Gainesville Fire Department has a direct need to improve our communication functions to enhance life safety for all citizens and personnel on a daily basis; and

WHEREAS, the Gainesville Fire Department wishes to apply for grant funding up to \$550,000; and

WHEREAS, the Gainesville Fire Department wishes to use grant funds to purchase communication enhancements in the form of multi-band frequency portable radios, allowing for increased functionality and safety for all personnel and citizens.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby authorizes the Gainesville Fire Department to apply for the referenced grant funds through the Assistance to Firefighters Grant (AFG).

BE IT FURTHER RESOLVED THAT the Mayor, City Manager and/or City Attorney are authorized to execute documents necessary to accept and administer this grant.

Adopted this _____ day of _____, 2023.

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

System for Award Management (SAM.gov) profile

Please identify your organization to be associated with this application.

All organization information in this section will come from the System for Award Management (SAM) profile for that organization.

CITY OF GAINESVILLE

Information current from SAM.gov as of:	02/06/2023
UEI-EFT:	JTMEU6ARD3S5
DUNS (includes DUNS+4):	075926923
Employer Identification Number (EIN):	586000581
Organization legal name:	CITY OF GAINESVILLE
Organization (doing business as) name:	
Mailing address:	PO BOX 2496 GAINESVILLE, GA 30503-2496
Physical address:	300 HENRY WARD WAY SE GAINESVILLE, GA 30501-3753
Is your organization delinquent on any federal debt?	N
SAM.gov registration status:	Active as of 01/18/2023
☒ We have reviewed our bank account information on our SAM.gov profile to ensure it is up to date	

Applicant information

Please provide the following additional information about the applicant.

Applicant name	Gainesville Fire Department
----------------	-----------------------------

Main address of location impacted by this grant

Main address 1 **725 Pine Street**

Main address 2

City **Gainesville**

State/territory **GA**

Zip code **30503**

Zip extension **6726**

In what county/parish is your organization physically located? If you have more than one station, in what county/parish is your main station located? **Hall County**

Applicant characteristics

The Assistance to Firefighters Grants Program's objective is to provide funding directly to fire departments and nonaffiliated EMS organizations or a State Fire Training Academy for the purpose of protecting the health and safety of the public and first responder personnel against fire and fire-related hazards. Please review the Notice of Funding Opportunity Announcement (NOFO) for information on available program areas and for more information on the evaluation process and conditions of award.

Please provide the following additional information about the applicant.

Applicant type: **Fire Department/Fire District**

Is this grant application a regional request? A regional request provides a direct regional and/or local benefit beyond your organization. You may apply for a regional request on behalf of your organization and any number of other participating eligible organizations within your region. **No**

What kind of organization do you represent? **All Paid/Career**

How many active firefighters does your department have who perform firefighting duties? **91**

How many of your active firefighters are trained to the level of Firefighter I or equivalent? **91**

How many of your active firefighters are trained to the level of Firefighter II or equivalent? **78**

Are you requesting training funds in this application to bring 100% of your firefighters into compliance with NFPA 1001? **No**

Which of the following standards does your organization meet regarding physicals? If physicals are not required then do not select any option. (optional)

- ☐ Meets NFPA or 1582 standard
- ☐ Meets NTSB or DOT standard
- ☒ Meets State/Local standard

Please describe in the box below your training program and your plans to bring your membership up to Firefighter II.

The Gainesville Fire Department has a Promotional Procedures and Career Development Policy in place for a fire promotional process. . Effective January 1, 2022, all current employees who wish to apply for future promotions are granted a twenty-four (24) month grace period to obtain the new requirements after selection for the position. Employees are required to sign a Memorandum of Understanding (MOU) stating they understand that they will need to show an attempted effort to obtain the required certifications. If they fail to do so within the twenty-four (24) month grace period, they will be demoted to their previous position. The requirements for a promotion to Firefighter II are the following: - A tenure of twelve (12 months) jurisdictional experience as a Firefighter I - Georgia Class C Driver's License - EMT-I, EMT-A, or EMT-P - Georgia Firefighter Certification - NPQ Firefighter II - Flammable Liquids Fire Control - Pressured Container Fire Control - Georgia Vehicle Extrication - NIMS Current Standard - Due Regard Driving Course - Interior Search and Rescue - Structural Fire Control - Haz-Mat Operations Level - Intro to Technical Rescue or RTR-1 - FEMA

Principles of Building Construction Q0751 Firefighter II's may be eligible for Firefighter II/Relief Driver when all educational, licensing/certification, and tenure requirements are met. Completion of all requirements and passing exam scores allow individuals to drive fire apparatus (engines and aerial apparatus) on emergency calls and is a prerequisite for the competitive position of Firefighter III/Sergeant. This process gives all active firefighters the opportunity to pursue Firefighter II as there is a clear outline of all educational, licensing/certification, and tenure requirements that must be met.

How many members in your department are trained to the level of EMR or EMT, Advanced EMT or Paramedic? **81**

Does your department have a Community Paramedic program? **No**

How many stations are operated by your department? **4**

Does your organization protect critical infrastructure of the state? **Yes**

Please describe the critical infrastructure protected below.

The City of Gainesville as a whole is made of an entire critical infrastructure that is co-dependent. The water treatment and distribution facilities operated by Gainesville provide services to over 200,000 residents from Gainesville and Hall County alone, along with the multitude of industrial, medical and commercial entities within Gainesville and its surrounding areas. For 2022 alone, Gainesville Department of Water Resources treated and supplied 7.4 billion gallons of water to customers. The poultry and bean processing facilities in Gainesville provide most of the US with products from, Perdue Farms, Pilgrim's Pride, Kings Hawaiian, Mar-Jac and Cargill to name a few. The poultry industry alone was responsible for over \$28 billion in revenue in 2020. Georgia has a total export trade impact of over \$630 billion with a large growth every year. These suppliers of industry carry a backbone of commercial revenue for the entire US by providing perishable commodities from within Gainesville. These industry leaders also provide thousands of jobs within the community for a diverse group

of residents and skilled labor. Large employers like Kubota Manufacturing, FOX Factory, Leon Farmer (which supplies various goods including alcohol across the state) are critical to the commercial aspect of Gainesville. The medical aspect of the community has seen a massive influx since Northeast Georgia Medical Center become a leading trauma, heart and stroke center. This boost in medical care has brought an increase in 55 and over communities to Gainesville and the surrounding areas. The commercial aspect of Gainesville is due largely in part to the first 3 aspects being in place. The water treatment and distribution abilities of Gainesville allowed for growth in the industrial, processing and medical fields to flourish. This brought a desire and need to provide for other crucial aspects of the community. Food, clothing, entertainment, personal and professional services are now a vital component to the infrastructure of Gainesville. The average rate of employment growth within Gainesville alone is 5.62% from the last census. This is the last critical aspect of the infrastructure for Gainesville, showing that the need to provide for ever expanding services and diversity in the work force has been met with high demand.

Do you currently report to the National Fire Incident Reporting System (NFIRS)? You will be required to report to NFIRS for the entire period of the grant.

Yes

Please enter your FDIN/FDID.

06903

Do you offer live fire training?

Yes

What is the total number of live fire training exercises conducted per year on average?

3

Operating budget

What is your organizations operating budget (e.g., personnel, maintenance of apparatus, equipment, facilities, utility costs, purchasing expendable items, etc.) dedicated to expenditures for day-to-day activities for the current (at time of application) fiscal year, as well as the previous two fiscal years?

Current fiscal year: 2023

Fiscal Year	Operating budget
2023	\$10,363,844.00
2022	\$9,567,850.00
2021	\$9,036,103.00

What percentage of the declared operating budget is dedicated to personnel costs (salary, benefits, overtime costs, etc.)? 83

Does your department have any rainy day reserves, emergency funds, or capital outlay? Yes

What is the total amount currently set aside? 3320816.00

Describe the planned purpose of this fund. Of this amount, \$1,388,638 of unrestricted funds are available as part of a Fire Special Revenue Fund. This fund helps to offset any emergency operational needs for one-time purposes. The remaining \$1,932,178 is from an Impact Fee Special Revenue Fund that is restricted solely for fire capital projects. This fund is restricted in that it can only be used to purchase equipment and items that are not currently owned by the Department and can't replace existing equipment in need of replacement.

What percentage of the declared operating budget is derived from the following	2023	2022	2021
Taxes	78.08	78.08	78.08
Bond issues	0	0	0
EMS billing	0	0	0
Grants	0	0	0
Donations	0	0	0
Fund drives	0	0	0
Fee for service	0	0	0
Other	21.92	21.92	21.92
Totals	100 %	100 %	100 %

Please explain the "Other" portion of the declared operating budget.

Describe your financial need and how consistent it is with the intent of the AFG Program. Include details describing your organization's financial distress such as summarizing budget constraints, unsuccessful attempts to secure other funding, and proving the financial distress is out of your control.

The "Other" portions of the budget come from the following sources: interest revenues; realized gain or loss on investments; transfer from the general fund balance; and budgeted fund balance.

Gainesville Fire Department operates within 24 counties of Northeast Georgia for GSAR Task Force Team 1 responses and locally to the surrounding counties for mutual aid responses when GEMA does not authorize a full GSAR response. The current portable radios that we utilize are single band frequency and are inoperable with other county jurisdictions. The need to have interoperability when requested to respond for mutual aid or GSAR

deployment is high priority for the department, but unattainable with the current budget. NFPA requires that each member have certain equipment that must meet a standard every year, due to this the remaining 17% of the current budget is stretched thin for replacement equipment vs. other obligations. Seeking grant opportunities such as this are a key way for Gainesville Fire to obtain the much needed equipment that will allow us to meet our obligations. When mutual aid requests are answered Gainesville Fire personnel can only hope that the requesting department will have spare portable radios that Gainesville Fire personnel can utilize during operations. With a price tag of several hundred thousand dollars for complete replacement, the budget constraints are extremely difficult to manage. This grant would alleviate those constraints making it easier to budget the required match portion vs. the entire cost.

In cases of demonstrated economic hardship, and upon the request of the grant applicant, the FEMA Administrator may grant an Economic Hardship Waiver. Is it your organization's intent to apply for an Economic Hardship Waiver?

No

Other funding sources

This fiscal year, are you receiving Federal funding from any other grant program for the same purpose for which you are applying for this grant?

No

This fiscal year, are you receiving Federal funding from any other grant program regardless of purpose?

No

Applicant and community trends

Please provide the following additional information about the applicant.

Injuries and fatalities	2022	2021	2020
What is the total number of fire-related civilian fatalities in your jurisdiction over the last three calendar years?	0	0	0
What is the total number of fire-related civilian injuries in your jurisdiction over the last three calendar years?	0	0	0
What is the total number of line of duty member fatalities in your jurisdiction over the last three calendar years?	0	0	0
What is the total number of line of duty member injuries in your jurisdiction over the last three calendar years?	0	0	0
What is the total number of members with self-inflicted fatalities over the last three years?	0	0	0

How many vehicles does your organization have in each of the type or class of vehicle listed below? You must include vehicles that are leased or on long-term loan as well as any vehicles that have been ordered or otherwise currently under contract for purchase or lease by your organization but not yet in your possession.



Seated riding positions

The number of seated riding positions must be equal or greater than the total number of frontline and reserve apparatus. If there are zero frontline and zero reserve apparatus, the number of seated riding positions must be zero..

Type or class of vehicles	Number of frontline apparatus	Number of reserve apparatus	Number of seated riding positions
Engines or pumpers (pumping capacity of 750 gallons per minute (GPM) or greater and water capacity of 300 gallons or more): pumper, pumper/tanker, rescue/pumper, foam pumper, CAFS pumper, type I, type II engine urban interface.	5	3	46
Ambulances for transport and/or emergency response.	0	0	0
Tankers or tenders (water capacity of 1,000 gallons or more).	0	0	0

Type or class of vehicles	Number of frontline apparatus	Number of reserve apparatus	Number of seated riding positions
Aerial apparatus: aerial ladder truck, telescoping, articulating, ladder towers, platform, tiller ladder truck, quint.	2	1	17
Brush/quick attack (pumping capacity of less than 750 GPM and water carrying capacity of at least 300 gallons): brush truck, patrol unit (pickup w/ skid unit), quick attack unit, mini-pumper, type III engine, type IV engine, type V engine, type VI engine, type VII engine.	0	0	0
Rescue vehicles: rescue squad, rescue (light, medium, heavy), technical rescue vehicle, hazardous materials unit.	5	1	30
Additional vehicles: EMS chase vehicle, air/light unit, rehab units, bomb unit, technical support (command, operational support/supply), hose tender, salvage truck, ARFF (aircraft rescue firefighting), command/mobile communications vehicle.	7	0	35

How many ALS Response vehicles are in your fleet?

0

Is your department facing a new risk, expanding service to a new area, or experiencing an increased call volume?

Yes

Please explain how your department is facing a new risk, expanding service to a new area, or experiencing an increased call volume.

Gainesville Fire Department was officially voted into existence on February 18th, 1876 with the creation of the Gainesville Hook and Ladder Company. Since its inception Gainesville Fire Department has provided the cornerstone for the growth within not only this city, but the entire Northeastern side of Georgia. Since 2012 Gainesville Fire Department has been the host organization for the Georgia Search and Rescue Task Force Team 1, with a total coverage area comprised of 24 counties. Today, Gainesville Fire is responsible for 35 square miles with a large portion of Lake Sidney Lanier surrounding city limits. Gainesville Fire Department also covers over 4,500 properties under an automatic aid agreement with Hall County Government. Gainesville Fire Department has grown consistently by a 16% response volume over the last 10 years. In

2020, the total responses were just 9,700 for the entire department, in 2022 the total unit responses were over 17,000 with 15,855 reports filed through NFIRS. The increase of hazardous materials incidents has also increased with the increase in our industrial and processing businesses, with 6 fatalities happening in 2021 from a liquid nitrogen leak. In 2022 alone, Gainesville Fire responded 5 times as mutual aid requests for Habersham, White and Dawson counties to assist with wildland searches and high angle rescues. As Gainesville grows in commerce and population, the increase in alternate fuel vehicles has also risen. The dangers and hazards from lithium battery operated vehicles poses an increased threat as well to many multi story parking structures as well as multi-family apartment complexes.

Community description

Please provide the following additional information about the community your organization serves.

Type of jurisdiction served	City
What type of community does your organization serve?	Suburban
What is the square mileage of your first due response zone/jurisdiction served?	35
What percentage of your primary response area is protected by hydrants?	100

What percentage of your primary response area is for the following:	Percentage (must sum to 100%)
Agriculture, wildland, open space, or undeveloped properties	30

What percentage of your primary response area is for the following:	Percentage (must sum to 100%)
Commercial and industrial purposes	30
Residential purposes	40
Total	100

What is the permanent resident population of your first due response zone/jurisdiction served? **43417**

Do you have a seasonal increase in population? **Yes**

What is your seasonal increase in population (number of people)? **1500**

Please describe your organization and/or community that you serve.

Gainesville City was founded in 1821 as a major trade route stop and destination. Later in 1871, the Atlanta Charlotte Air Line Railway added Gainesville to its destination list. By 1900, the textile industry had made Gainesville an anchor for industry, thus increasing the population to over 5,000. By World War II, Gainesville had reached a lease agreement with the Air Force for the use of new airport runway for the training of pilots. By 1956, the construction of Lake Sidney Lanier was initiated, thus further making Gainesville a main attraction. By the early 2000's, Gainesville made a huge investment in its water treatment and distribution facilities. This investment would lead the rapid change and influx of people, business and industry over the next 20 years. The City of Gainesville has become the hub for a growing and vast medical community with Northeast Georgia Medical Center serving as the anchor after their designation as a level 2 trauma center several years ago. The foundation that Gainesville has grown from was started as a large industrial poultry processing hub for most of the eastern side of the US. This double attraction for both industrial and medical

communities has also had a major impact of residential demand. Due to land being in short supply and high demand, Gainesville has seen a major spike in multi-family developments over the last 3 years. The community has reached a diversity rate of 42% white, 37% Hispanic, 14% African American, 3.5% Asian and 3% other. The travel and distribution routes combine major interstate, state routes and railway. Because of this travel route combination, Gainesville sees over 200,000 citizens per day just during normal business hours. With the increased presence of the medical community, the aging community has grown in large numbers as well. This diverse mixture of culture vs. age has led Gainesville to have a well-rounded mixture of events and opportunities for all walks of life.

Call volume

Summary	2022	2021	2020
Fire - NFIRS Series 100	248	451	193
Overpressure Rupture, Explosion, Overheat (No Fire) - NFIRS Series 200	6	5	8
Rescue & Emergency Medical Service Incident - NFIRS Series 300	7278	5679	5241
Hazardous Condition (No Fire) - NFIRS Series 400	106	146	107
Service Call - NFIRS Series 500	1528	1423	1245
Good Intent Call - NFIRS Series 600	3173	3438	3926
False Alarm & Falls Call - NFIRS Series 700	669	525	582
Severe Weather & Natural Disaster - NFIRS Series 800	5	3	2

Summary	2022	2021	2020
Special Incident Type - NFIRS Series 900	3	1	5
Total	13016	11671	11309

Fire

How many responses per year per category?	2022	2021	2020
"Structure Fire" (Of the NFIRS Series 100 calls, NFIRS Codes 111-120)	87	324	66
"Vehicle Fire" (Of the NFIRS Series 100 calls, NFIRS Codes 130-138)	47	37	28
"Vegetation Fire" (Of the NFIRS Series 100 calls, NFIRS Codes 140-143)	60	45	44
Total	194	406	138

Total acreage per year	2022	2021	2020
Total acreage of all vegetation fires	20	8	5

Rescue and emergency medical service incidents

How many responses per year per category?	2022	2021	2020
"Motor Vehicle Accidents" (Of the NFIRS Series 300 calls, NFIRS Codes 322-324)	760	1186	529

How many responses per year per category?	2022	2021	2020
"Extrications from Vehicles" (Of the NFIRS Series 300 calls, NFIRS Code 352)	23	8	2
"Rescues" (Of the NFIRS Series 300 calls, NFIRS Code 300, 351, 353-381)	394	440	19
EMS-BLS Response Calls	7278	4690	175
EMS-ALS Response Calls	0	0	0
EMS-BLS Scheduled Transports	0	0	0
EMS-ALS Scheduled Transports	0	0	0
Community Paramedic Response Calls	0	0	0
Total	8455	6324	725

Mutual and automatic aid

How many responses per year per category?	2022	2021	2020
Amount of times the organization received Mutual Aid	96	97	50
Amount of times the organization received Automatic Aid	401	85	50
Amount of times the organization provided Mutual Aid	98	68	34
Amount of times the organization provided Automatic Aid	748	744	696
Of the Mutual and Automatic Aid responses, amount that were structure fires	78	41	21

How many responses per year per category?	2022	2021	2020
Total	1421	1035	851

Grant request details

Are you requesting a Micro Grant? A Micro Grant is limited to \$50,000 in federal resources. **No**

Grand total: \$604,620.00

Program area: Operations and safety

▶ Activity: Equipment	\$604,620.00
------------------------------	---------------------

Grant request summary

The table below summarizes the number of items and total cost within each activity you have requested funding for. This table will update as you change the items within your grant request details.

Grant request summary

Activity	Number of items	Total cost
Equipment	1	\$604,620.00

Activity	Number of items	Total cost
Total	1	\$604,620.00

Is your proposed project limited to one or more of the [following activities](#)  : Planning and development of policies or processes. Management, administrative, or personnel actions. Classroom-based training. Acquisition of mobile and portable equipment (not involving installation) on or in a building.

Yes

Budget summary

Budget summary

Object class categories	Total
Personnel	\$0.00
Fringe benefits	\$0.00
Travel	\$0.00
Equipment	\$604,620.00
Supplies	\$0.00
Contractual	\$0.00
Construction	\$0.00
Other	\$0.00
Total direct charges	\$604,620.00

Object class categories	Total
Indirect charges	\$0.00
TOTAL	\$604,620.00
Non-federal resources	
Applicant	\$54,965.45
State	\$0.00
Other sources	\$0.00
Remarks	
Total Federal and Non-federal resources	
Federal resources	\$549,654.55
Non-federal resources	\$54,965.45
TOTAL	\$604,620.00
Program income	\$0.00

Contact information

Did any individual or organization assist with the development, preparation, or review of the application to include drafting or writing the narrative and budget, whether that person, entity, or agent is compensated or not and whether the assistance took place prior to submitting the application?

Yes

Application participants

Please add all individuals or organizations who assisted with the application.

Include all individuals or organizations who assisted with the development, preparation, or review of the application to include drafting or writing the narrative and budget, whether that person, entity, or agent is compensated or not and whether the assistance took place prior to submitting the application or not.

Patrick Larson plarson@gmrc.ga.gov	Primary phone 7705382611 Work Fax	Mailing address P.O. Box 1720 Gainesville GA 30503-1720
Brandon M Ellis bellis@gainesvillega.gov	Primary phone 7702975434 Work Fax	Mailing address 725 Pine St. Gainesville GA 30501

Secondary point of contact

Please provide a secondary point of contact for this grant.

The Authorized Organization Representative (AOR) who submits the application will be identified as the primary point of contact for the grant. Please provide one secondary point of contact for this grant below. The secondary contact can be members of the fire department or organizations applying for the grant that will see the grant through completion, are familiar with the grant application, and have the authority to make decisions on and to act upon this grant application. The secondary point of contact can also be an individual who assisted with the development, preparation, or review of the application.

Jeremy Perry

Mr.

Primary phone

7705356898

Work

Additional phones

6786176900

Mobile

Faxjperry@gainesvillega.gov

Assurance and certifications

OMB number: 4040-0007, Expiration date: 02/28/2022 [View burden statement](#)

SF-424B: Assurances - Non-Construction Programs

OMB Number: 4040-0007

Expiration Date: 02/28/2022

Certain of these assurances may not be applicable to your project or program. If you have any questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.

5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee- 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.
7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
8. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
9. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333), regarding labor standards for federally-assisted construction subagreements.
10. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.

13. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).
14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.
16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
19. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

Certifications regarding lobbying

OMB Number: 4040-0013

Expiration Date: 02/28/2022

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her 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 an agency, a Member of Congress, an officer or employee of Congress, or an 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 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 of Lobbying Activities," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. 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 and not more than \$100,000 for each such failure.

Statement for Loan Guarantees and Loan Insurance

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions. Submission of this statement 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 statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

OMB number: 4040-0013, Expiration date: 02/28/2022 [View burden statement](#)

SF-LLL: Disclosure of Lobbying Activities

OMB Number: 4040-0013

Expiration Date: 02/28/2022

Complete only if the applicant is required to do so by 44 C.F.R. part 18. Generally disclosure is required when applying for a grant of more than \$100,000 and 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 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. Further, the recipient shall file a disclosure form at the end of each calendar quarter in which there occurs any event described in 44 C.F.R. § 18.110(c) that requires disclosure or that materially affects the accuracy of the information contained in any disclosure form previously filed by the applicant.

The applicant is not currently required to submit the SF-LLL.

Notice of funding opportunity

I certify that the applicant organization has consulted the appropriate Notice of Funding Opportunity and that all requested activities are programmatically allowable, technically feasible, and can be completed within the award's Period of Performance (POP).

Accuracy of application

I certify that I represent the organization applying for this grant and have reviewed and confirmed the accuracy of all application information submitted. Regardless of intent, the submission of information that is false or misleading may result in actions by FEMA that include, but are not limited to: the submitted application not being considered for award, enforcement actions taken against an existing award pending investigation or review, or referral to the DHS Office of Inspector General.

Authorized Organizational Representative for the grant

By signing this application, I certify that I understand that inputting my password below signifies that I am the identified Authorized Organization Representative for this grant. Further, I understand that this electronic signature shall bind the organization as if the application were physically signed and filed.

Authorization to submit application on behalf of applicant organization

By signing this application, I certify that I am either an employee or official of the applicant organization and am authorized to submit this application on behalf of my organization; or, if I am not an employee or official of the applicant organization, I certify that the applicant organization is aware I am submitting this application on its behalf, that I have written authorization from the applicant organization to submit this application on their behalf, and that I have provided contact information for an employee or official of the applicant organization in addition to my contact information.



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: April 13, 2023

Date Submitted: April 13, 2023

Final Approval Date: April 13, 2023

Presenter: Abb Hayes, City Attorney

Item of Business: Request from **Gillsville Investment, LLC** to amend an existing Planned Unit Development (P-U-D) zoning on a 219.65± acres tract located northeast of the intersection of Athens Highway and Gillsville Highway, and southeast of the intersection of Athens Highway and Gaines Mill Road (a/k/a **2242 Gaines Mill Road, SE; 2579 and 2581 Gillsville Highway, SE**). **Ward Number: Three**. Tax Parcel Number(s): 15-022C-000-010 and 15-023-000-014. **Request: Single-family homes and townhomes.**

- Proposed Zoning Amendment Ordinance 2023-05

Meeting Date: April 18, 2023

Purpose of Request:

To conduct a public hearing regarding the following zoning request as presented at the March 14, 2023 Planning and Appeals Board Meeting.

Facts & Issues / History & Background:

The applicant is proposing to amend the existing P-U-D zoning for 172 single-family homes and 113 townhome units (285 residential units total). In 2019, the property was annexed with P-U-D zoning for 375 single-family homes. A land development permit was recently issued for only 246 homes due to the property's topographical challenges and streams. The applicant is proposing that one street within the development include townhomes instead of single-family detached homes. If approved, there will be an overall reduction of 90 units from what is currently approved for the site.

The currently approved single-family homes include two-story and ranch-style homes at a minimum of 1,600 sf of heated floor space. The proposed two-story townhomes will range from 1,700 to 1,733 sf of heated floor space. Both the single-family homes and townhomes include 3 to 4 bedrooms, 2 to 2 ½ bathrooms and two car garages. An additional 34 guest parking spaces will be provided for the townhome units. Amenities include a pool, cabana bath, tot lot, mail kiosk and two pickle ball courts. Access to the development will be from Gillsville Highway and all proposed subdivision roads will be dedicated to the City except for the townhome street which will remain private. Water, sewer and solid waste pick up will be provided by the City of Gainesville. Adjacent uses include single-family homes, Greater Timber Ridge Baptist Church cemetery and the GDOT Maintenance Complex.

Department Recommendation:

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

SAMPLE MOTIONS:

Approval of Ordinance 2023-05:

I move to approve the ordinance to amend the existing Planned Unit Development (P-U-D) for single-family homes and townhomes.

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? No

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. CC Legal Ad
2. PAB Recommendation Report
3. Proposed Zoning Amendment Ord. 2023-05
4. Location Maps
5. Glassmanor Ridge Narrative
6. Glassmanor Ridge Site Plan
7. Glassmanor Ridge Amenity and Entry Sign
8. Single-family home Product
9. Townhome Product
10. Revised Traffic Impact Study

Services

Cleaning

HOUSE CLEANING
available residential and commercial, call 678-891-7856
Also offering Relaxing in Home Massage services

Landscaping

LBC tree service tree removal, tree topping , trimming , chipping , stump grinding , clean-up , landscaping maintenance 770-530-4597
Licensed and insured free estimates

Misc. Services

STANLEY PAVING
Driveways, patch work, parking lots and seal coat. call now for Spring Discount 770-480-1698 770-962-7125

Vehicles available from compact to suvs all under \$50 per day! For more info call/text 678-943-5833. Feel free to also visit link below for photos and reviews! <https://turo.com/us/en/drivers/22802455>

Jobs

JOBS - Accounting

Piedmont University invites applications for the position of Staff Accountant. The successful candidate will perform mid-level accounting operations such as reconciliation, analysis, and review and assists with financial and reporting activities with emphasis on general ledger accounting. Visit the Piedmont University website at <https://www.piedmont.edu/resources/employment/> to apply.

JOBS - Construction

Established Electrical Contractor in Commerce, GA looking to hire full-time Electrician/Job-Supervisor with experience in Industrial and Wastewater installation. No Travel. Call between 8-5 M-F for more info: 706-757-2536.

JOBS - Maintenance

Full time maintenance position for busy rental company. Knowledge of electric, plumbing, a/c and general carpentry desired. Located in Hiawassee, Ga. 706-896-2577

JOBS - Misc. Help Wanted

Brenau University is currently seeking a Bus Driver at \$18/hour. For more information and to apply, please go to <https://intranet.brenau.edu/human-resources/job-opportunities/>.

Looking for Janitorial cleaners Mon-Fri 5pm-1am, this will be in the Gainesville-Lula area
HIRING IMMEDIATELY
706-499-5956

Synergy Equipment is now hiring
CDL Class A Delivery Driver
Inside Sales Representative
Shop Technician
Established in 2012, Synergy Equipment is one of the fastest growing rental companies in the region.
Contact David Hatfield 678-506-8751
Visit [Synergieequip.com](https://www.synergiequip.com)

JOBS - Part-Time Help Wanted

Part time office - Accounting - Receivables & Payables - construction experience helpful but willing to train.
Non smoking office.
Please send transcript to lm1917@yahoo.com

JOBS - Truck Drivers

Class A CDL driver needed contact Darren Sellers Trucking and Grading LLC 706-344-7192

JOBS - Warehouse

Must be 21 yrs. of age with a valid driver's license and a good driving record. Good communication skills and basic computer skills are a plus. BCI Phone 770-417-1604 Ext. 225.

JOBS - Trades

APC actively seeking plumbers and helpers. OT. PTO incentive program. Call 404.449.0397.

Merlin Marine is a Hi-Performance Marine Facility. We're looking for a mechanic/ technician to join our fast paced team. This can be an entry level position to the right person and pay is based on experience. Some mechanical experience and a passion for hi-performance engines a plus. We're looking for sharp, energetic, self-motivated and very organized. Must have a valid drivers license. Full and Part time positions available. Both positions have plenty of room for growth. Ask about Mercury University!! 770-932-6694 MerlinMarine42@gmail.com

Stuff

Antiques/Collectibles

Here is Our ad to be ran with the same start as our prior ads. 'SCOTT ANTIQUE MARKETS, April 6 7 & 8* CLOSED EASTER SUNDAY 3500 Exhibit Booths, Atlanta Expo Centers, I-285, Exit 55 (Jonesboro Rd), www.scottantiquemarket.com, 2nd weekend monthly, submit for \$1 off admission for one person.'

Looking to buy older baseball, football, basketball, hockey, or pokemon card collections: Cards from the 50s-60s and newer.

Cash paid for graded or ungraded cards.

Call (706) 838-4113 for details

Appliances

WASHERS and DRYERS starting at \$125 ea. Stainless steel refrigerators starting at \$300 Stoves also available
WE FIX APPLIANCES
1605 Buford Hwy, Ste D, Buford
770-614-8844 or 770-231-0255

Furniture

Davinci Colby 4-in-1 Convertible Crib converts to toddler & full-size bed. ALL parts, user manuals, conversion kits, and crib mattress included. Had to downsize. Conversion kits still boxed. \$400 (\$546 retail new) 850-692-9502

Misc. For Sale



I'm selling the whole system!
Make me an offer, Mike Marty 404-867-9229

Wheelchair motorized 5 years old for sale or best offer for someone under 65. Has one flaw so must go to person who lives with someone. Call 770-654-0439

Pets & Supplies

AKC Border Collie puppies for sale, males only. Mom & dad are on premises. Puppies will be current on all vaccinations. Please call or text for more information 706-980-1283.

AKC MINIATURE POODLE PUPPIES FOR SALE. \$4000 full rights, first set of shots, handled daily for socialization. 828-421-1291 text or call.

CKC Shih Tzu puppies available in Cornelia GA. Contact Hardy at (706)968-2660 or Jennifer at (762)230-1174. www.stuckeyspuppies.com

Two beautiful 4 month old female doodles immediately available to a good families. They are crate and (almost!) house trained. Sweet and loving personalities and are extremely smart! 423-506-3263

Yard Sale

April 2 at 1pm. 4316 Mundy Mill Rd. Oakwood, GA. Fine Art: Originals, Originals in the manner of, and limited edition prints from artists including: Peter Max, Elena Bond, Andy Warhol, Frida Kahlo, Gustav Klimt, Styk, Banksy, Picasso, Bernard Buffet, Rou Lichtenstein, Keith Haring, Salvador Dali, Elena Bond, Peter Lik, Wifredo Lam, Van Gogh, Edvard Munch, Marc Chagall, Shane Bowden, Damien Hirst, Jean-Michel Basquiat, Marvin Chico Posey, Joan Miro, Eugene de Blaas, Leroy Neiman, Mino, Foujita, Paul Gauguin, Rembrandt, Eduardo King, Diego Rivera, Claude Monet, Henri Matisse, Thomas Kinkade, Camille Pissaro, Edward Hopper, Jack Kirby, Henry Faulkner, Renoir, Arthur Moniz, Wassily Kandinsky, Kaws, Claude Monet, Jackson Pollock, Itzhak Tarkay, & More.

Antique Bronze Sculptures: Claude Mirval, Dominic Alonzo, Auguste Moreau, & others.

Chinese Ming & Qing Dynasty Antiques: Jade sculptures & jewelry. Bronze urns, sculptures, Tibetan Vajra, & censers. Porcelain figures. Silk & scroll paintings. Sterling Silver: 50 pc. Wallace Sterling "Old Atlanta" Flatware set.

Collectibles: Rock & Roll & Movie Memorabilia, Sports, Royal Doulton Character Jugs, Antique Matador Stirrups, Michael Jackson shirt and pants.

Antique & Estate Furniture. Decorative Arts: Rene Lalique Coquilles Art Deco Crystal Bowls. Antique Lighting, Capella Crystal. Fine Jewelry. Much More! 678-696-8757

Homes-Rentals

Houses For Rent-Unfurnished

House for rent by Cleveland square 4bd/2ba \$1,800 month plus deposit, NO PETS 706-969-9630

The Norton Agency
NE Georgia's Rental HQ
Call 770-718-5262
norton4rent.com

Wheels

Autos For Sale

2001 Mercedes-Benz SL500 convertible with hard top, V8, 5L, power seats, heated seats, power windows, mirrors and antenna,, ice-cold a/c, side airbags, AM/FM/Cassette/ 6-CD changer, Bose stereo with subwoofer, black-on-black, excellent Michelin tires original Mercedes first aid kit, all factory manuals, all service records, this car is in showroom condition, only 89,000 miles, \$14,995. tel 352-732-4251

2018 F150XLT Super Cab \$25,000/102,500 hwy miles. Maintenance records, non-smoking, very good to excellent condition. Gray interior/ exterior. 352-514-7767

Sport Utility Vehicles

1 owner, female (non smoker), 90,103 miles. Dealer removed & installed new A/C compressor. Complete evacuate & recharge system. Engine oil & filter just changed. Transmission fluid flushed & filter rchanged as well. New battery. Also new tires mounted & balanced. Vehicle has been inspected by a mechanic and needs nothing! Come and drive it...706.970.9689

 **APARTMENTS**

FOR RENT

RPC Partners
2 Bedrm. Apartments
Gainesville, Oakwood & Flowery Branch
\$300 Move in Special
Plus Deposit
770-654-2807

Legals

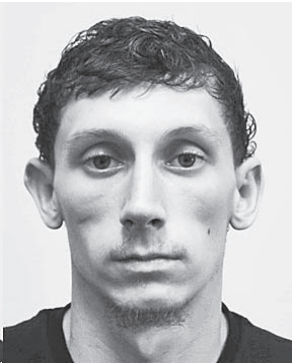
Local Government

PUBLIC NOTICE
The Planning Commission of the City of Lula will hear the following variance request during the Planning Commission meeting on May 2, 2023 that begins at 6:00 PM at City Hall, 6055 Main Street, Lula, Georgia, and the Council of the City of Lula will hear the same request during the Council Meeting on May 15, 2023 that begins at 7:00 PM at City Hall. Property located at 6203 Carter Street, Tax Parcel No. 09071 002024C.

Norton Capital Inc seeks a variance to allow a reduction in minimum heated floor area per unit from 1,400 square feet to 1,000 square feet. Property zoned R-III (Multi-Family Residential) District.

All interested parties are invited to attend and be heard. If you have questions or comments regarding this application or need special accommodations, then please contact Dennis Bergin, City Manager, at City Hall. If you speak regarding this application, then you must complete a Campaign Disclosure form if you have made campaign contributions in the amount of \$250.00 or more to any member of the Council within two years of the date of the public hearing. **120156 4/1, 5**

Miscellaneous



NEW SEX OFFENDER TO HALL COUNTY

NAME: Bobby Olin Burke
ADDRESS: 3911 Bark Camp Place, Gainesville, GA 30506
DATE OF OFFENSE: 07/19/2015
OFFENSE: STATUTORY RAPE
COURT OF CONVICTION: Newton County

WEBSITE: <https://gbi.georgia.gov/georgia-sex-offender-registry>
120097 4/1



NOTICE OF SECOND DUI CONVICTION WITHIN 5 YEARS TO BE PUBLISHED
NAME: JACOB B NICHOLSON
CITY: GAINESVILLE, GA
COUNTY: HALL
ZIP CODE: 30507
ARREST DATE: 01/25/2023
ARREST TIME: 00:50 AM
ARREST LOCATION: I-985 S MM 13 @ I-985 SB MM 13
DISPOSITION: GUILTY
Hall County Superior & State Court
Charles Baker, Clerk
225 Green Street, SE
Gainesville, GA 30501
PUBLISHED PURSUANT TO O.C.G.A. 40-6-391A1
2023SR1417BER
120054 4/1

REDEMPTION NOTICE
TO ALL OWNER(S), LESSOR(S), LESSEE(S), SECURITY INTEREST HOLDER(S), AND LIENHOLDER(S) OF THE BELOW DESCRIBED VESSEL

Date first run in county organ or posting at county courthouse: 4/01/2023
To the above styled individuals: You are hereby given notice that the below named individual or company is in possession of your vessel.

The vessel is described: 1991 Kawasaki JetMate

The certificate number is: MN 5128 HA
The hull identification number is: JKA00348J091
The vessel was removed
The present location of the vessel is: Safe Harbor Aqualand—Self Service Yard 6800 Lights Ferry Rd Flowery Branch GA 30542

Submitted by: Jeremy Enck as Owner/Operator of Removal or Storage Company

6800 Lights Ferry Rd
Address
Flowery Branch GA 30542
City State Zip

THE ABOVE VESSEL HAS BEEN DEEMED ABANDONED AND IF

NOT REDEEMED BY ITS OWNERS OF THOSE HAVING A LEGAL INTEREST, IT WILL BE DISPOSED OF.

THIS ADVERTISEMENT SHALL RUN IN THE COUNTY'S LEGAL ORGAN FOR TWO (2) CONSECUTIVE WEEKS, AND IF NO PAPER EXISTS, SHALL BE POSTED AT THE COUNTY COURTHOUSE FOR TWO (2) CONSECUTIVE WEEKS. O.C.G.A. § 52-7-71

LAW ENFORCEMENT DIVISION
2070 U.S. Hwy. 278, SE | SOCIAL CIRCLE, GEORGIA 30025
770.918.6408| FAX 706.557.3041 | WWW.GADNRLE.ORG
120013 4/1, 5, 8 12

REDEMPTION NOTICE

TO ALL OWNER(S), LESSOR(S), LESSEE(S), SECURITY INTEREST HOLDER(S), AND LIENHOLDER(S) OF THE BELOW DESCRIBED VESSEL

Date first run in county organ or posting at county courthouse: 4/01/2023

To the above styled individuals: You are hereby given notice that the below named individual or company is in possession of your vessel.

The vessel is described: 1977 Chrysler

The certificate number is: GA 6631 LM
The hull identification number is: CBC49896M77K
The vessel was removed from: The present location of the vessel is: Safe Harbor Aqualand—Self Service Yard 6800 Lights Ferry Rd Flowery Branch GA 30542

Submitted by: Jeremy Enck as Owner/Operator of Removal or Storage Company

6800 Lights Ferry Rd
Address
Flowery Branch GA 30542
City State Zip

THE ABOVE VESSEL HAS BEEN DEEMED ABANDONED AND IF NOT REDEEMED BY ITS OWNERS OF THOSE HAVING A LEGAL INTEREST, IT WILL BE DISPOSED OF.

THIS ADVERTISEMENT SHALL RUN IN THE COUNTY'S LEGAL ORGAN FOR TWO (2) CONSECUTIVE WEEKS, AND IF NO PAPER EXISTS, SHALL BE POSTED AT THE COUNTY COURTHOUSE FOR TWO (2) CONSECUTIVE WEEKS. O.C.G.A. § 52-7-71

LAW ENFORCEMENT DIVISION
2070 U.S. Hwy. 278, SE | SOCIAL CIRCLE, GEORGIA 30025
770.918.6408| FAX 706.557.3041 | WWW.GADNRLE.ORG
120014 4/1, 5, 8, 12

Public Hearings

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

Notice is hereby given that the Gainesville City Council will conduct a public hearing on Tuesday, April 18, 2023 at 5:30 p.m. in the Gainesville Justice Center (Municipal Courthouse at the Public Safety Complex), 701 Queen City Parkway in Gainesville on the following requests:

1) Request from Gillsville Investment, LLC to amend an existing Planned Unit Development (P-U-D) zoning on a 219.65± acres tract located northeast of the intersection of Athens Highway and Gillsville Highway, and southeast of the intersection of Athens Highway and Gaines Mill Road (a/k/a 2242 Gaines Mill Road, SE; 2579 and 2581 Gillsville Highway, SE).
Ward Number: Three
Tax Parcel Number(s): 15-022C-000-010 and 15-023-000-014
Request: Single-family homes and 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)).
120188 4/1

PUBLIC NOTICE

The Council of the City of Lula shall hear the following request during the Council meeting on Monday, April 17, 2023 that begins at 7:00 PM at Lula City Hall located at 6055 Main Street, Lula.

Property located at 6553 Main Street, Lula, Georgia; Hall County Tax Parcel 09066 008005 consisting of .09 acre.

Council shall consider whether to re-zone the property from R-II (Moderate Density Residential District) to HB (Highway Business District) to allow general business uses. All interested parties are invited to attend and be heard.

If you have questions or comments regarding this application or need special accommodations, then please contact Dennis Bergin, City Manager, at City Hall.

If you speak regarding this application, then you must complete a Campaign Disclosure Form if you have made campaign contributions in the amount of \$250.00 or more to any member to the Council within two years of the date of the public hearing. **120012 3/29, 4/1**

Public Sales/Auctions

PUBLIC SALE
D & E Storage
5529 Thompson Bridge Rd., Murrayville, GA 30564
770-536-3790
Notice of Foreclosure/Liquidation
Unit# 15 and 16 belonging to Katrina Gravitt will be emptied and liquidated on April 11, 2023 at 10:00 a.m.
D & E Storage has the right to reject and withdraw any and all bids.
119851 3/25, 4/1

REDEMPTION NOTICE

TO ALL OWNER(S), LESSOR(S), LESSEE(S), SECURITY INTEREST HOLDER(S), AND LIENHOLDER(S) OF THE BELOW DESCRIBED VESSEL

Date first run in county organ or posting at county courthouse: 3/22/2023

To the above styled individuals: You are hereby given notice that the below named individual or company is in possession of your vessel.

The vessel is described: 1979 Watkins

The certificate number is: OH 0512 WA
The hull identification number is: WYM27165M791
The vessel was removed from: The present location of the vessel is: Safe Harbor Aqualand—Self Service Yard 6800 Lights Ferry Rd Flowery Branch GA 30542

Submitted by: Jeremy Enck as Owner/Operator of Removal or Storage Company

6800 Lights Ferry Rd
Address
Flowery Branch GA 30542
City State Zip

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LAW ENFORCEMENT DIVISION
2070 U.S. Hwy. 278, SE | SOCIAL CIRCLE, GEORGIA 30025
770.918.6408| FAX 706.557.3041 | WWW.GADNRLE.ORG
119703 3/22, 25, 29, 4/1

Sheriff's/Marshal's Sales

ADVERTISEMENT OF SHERIFF'S SALE
STATE OF GEORGIA, HALL COUNTY
HALL COUNTY SUPERIOR COURT
FIFA 17CV-2154-3
Sun Architectural Products, LLC Vs. AOC Glass & Ornamental Metals LLC

There will be sold at public outcry to the highest and best bidder for cash or certified funds on Tuesday, April 4, 2023, between the hours of 10:00 a.m. and 4:00 p.m. before the Hall County Detention Center at, 1700 Barber Road, Gainesville, GA 30507, the following:
All that tract or parcel of land lying and being in Big Hickory G.M.D. No. 803, Land Lot 79, 11th Land District, Hall County, Georgia, containing 5.211 acres,

NOW HIRING



Off-Road Truck Drivers, Scraper Operators, and CDL Drivers/Heavy Equipment Operator

Competitive pay, Great Benefits (401k, Health Ins., Vacation)

Apply in Person
1364 Candler Rd. Gainesville, Ga 30507
Monday - Friday 8am - 5pm
770-536-4731 Ext. 1

GAINESVILLE PLANNING and APPEALS BOARD RECOMMENDATION

Applicant and Property Owner	Gillsville Investment, LLC
Location	2242 Gaines Mill Road, SE; 2579 and 2581 Gillsville Highway, SE
Request	Amend P-U-D zoning
Size	219.65± acres
Ward	Three
Proposed Use	Single-family homes and townhomes
Planning Division Staff Recommendation	Approval, with conditions
Planning & Appeals Board Recommendation	Approval, with conditions
Date	March 14, 2023

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

The applicant is proposing to amend the existing Planned Unit Development (P-U-D) zoning for a total of 285 residential units consisting 172 single-family homes and 113 townhomes. In 2019, the subject property was annexed with P-U-D zoning and approved for 375 single-family homes. Recently, a land development permit was issued for the property for a 246 single-family lot subdivision known as “Glassmanor Ridge”. The reduction of lots from 375 to 246 was due to the property’s topographical challenges and existing streams. In order to recapture some of the density, the applicant is proposing that one street within the development be redesigned to accommodate townhomes instead of single-family detached homes. If approved, there will be 90 less units than what is currently approved for the site.

The proposed single-family homes include two-story and ranch style homes at a minimum of 1,600 sf of heated floor space. The proposed two-story townhomes will range from 1,700 to 1,733 sf of heated floor space. Both the single-family homes and townhomes include 3 to 4 bedrooms, 2 to 2 ½ bathrooms and two car garages. An additional 34 guest parking spaces will be provided for the townhome units. Amenities include a pool, cabana, tot lot, mail kiosk and two pickle ball courts. Access to the development is proposed from Gillsville Highway and all interior roads will be dedicated to the City except for the townhome street which will remain private. City water, sewer and solid waste pick up will be provided.

Development Standards	Approved	Proposed
Density	1.71 du/ac	1.3 du/ac
Total Units	375 SF Lots	285 (172 SF Lots / 113 TH Lots)
SF Home Size (Minimum)	1,600 heated space	1,600 sf heated space
Townhome Size (Minimum)	N/A	1,700 sf heated space
SF Lot Size (Minimum)	7,200 sf	7,800 sf
Townhome Lot Size (Minimum)	N/A	2,000 sf
SF Lot Width (Minimum)	60 feet	65 feet
Townhome Lot Width (Minimum)	N/A	20 feet
SF Lot Setbacks	Front: 20-feet Side: 7.5 feet Rear: 25-feet	Front: 20 feet Side: 7.5 feet Rear: 25 feet
Townhome Setbacks	N/A	Front: 30 feet Side and Rear: 20 feet between buildings & perimeter boundary
Stream Buffers	75-feet	75-feet

Traffic Impact Study

A traffic impact study (TIS) was originally conducted for this development on February 22, 2019 for 375 proposed single-family homes. A revised TIS was conducted on May 26, 2022 for 349 proposed single-family homes. The intersections of Athens Highway at Gillsville Highway; Gillsville Highway at Harmony Church Road; and the Site Driveway at Gillsville Highway were studied. The below table represents the anticipated project trip generation which has been adjusted to reflect the proposed 172 single-family homes and 113 townhomes.

	Total Trips	Inbound Trips	Outbound Trips
Daily	2,633	1,316	1,316
AM	182	44	138
PM	234	150	84

Approximately 60% of trips will be dispersed to/from the north and west of the site towards Gainesville via US 129/SR-11. The remaining 40% of the trips will be dispersed to/from the east and south (40%) of the site towards Gillsville via SR 323.

According to the study, the Athens Highway at Gillsville Highway and Gillsville Highway at Harmony Church Road studied intersections are expected to operate at a LOS D (Level of Service) or better except for the westbound left movement at Gillsville Highway and Athens Highway that will operate at a LOS E for signalized intersections during both the AM and PM peak hours. The following are recommended improvements from the TIS.

No improvements are recommended or required as part of the proposed development for the intersections of Gillsville Highway / Athens Highway and Gillsville Highway / Harmony Church Road. The following improvements are recommended for the Gillsville Highway / Site Driveway intersection.

- A dual lane exiting the development is recommended.
- A right-turn deceleration lane is warranted at the driveway.
- The right turn lane exiting the development should be constructed with 50 feet of storage and a 50-foot taper.
- The right turn lane into the site on Gillsville Highway should be constructed with 150 feet of storage and a 50-foot taper.
- The existing roadway cross-section provides a two-way left turn lane. If chosen to re-stripe the lane the GDOT recommended lengths are 210 feet of storage and a 50-foot taper.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Heritage Pointe Subdivision Single-family homes	Planned Unit Development (P-U-D) - City Agricultural Residential-IV (AR-IV) - County Residential-II (R-II) - County
South	GDOT Maintenance Complex Cabinet Store & Grocery store	Agricultural Residential-III (AR-III) - County Highway Business (H-B) - County
East	Single-family homes Timber Ridge Baptist Church	Agricultural Residential-III (AR-III) - County Agricultural Residential-IV (AR-IV) - County
West	Single-family homes Mobile home park; Church cemetery	Agricultural Residential-III (AR-III) - County Agricultural Residential-IV (AR-IV) - County Residential-II (R-II) - County

▪ **Other Departmental Comments**

The request will require coordination with the Georgia Department of Transportation (GDOT). There were no other departmental comments for the request.

▪ **Zoning History**

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

2020- A request by City of Gainesville to annex 4.4± acres located at 0 and 2221 Smallwood Road; 2306 and 2312 Athens Highway; with Planned Unit Development (P-U-D) zoning and to rezone 1,320± acres located at 1701 Fulenwider Road, SW from Residential-I-A (R-I-A) to Heavy Industrial (H-I) to Planned Unit Development (P-U-D) was approved with conditions for the 85 Business Park.

2019- A request by City of Gainesville to rezone 395.69± acres located at 1701 Fulenwider Road, SW from Residential-I-A (R-I-A) to Heavy Industrial (H-I) was approved with conditions for future industrial uses.

2019 - A request by Integrity Development Group, LLC to annex a 219.65± acres tract (subject property) located at 2242 Gaines Mill Road and 2579 and 2581 Gillsville Highway with a zoning of Planned Unit Development (P-U-D) for 375 single-family homes 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.

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.

▪ **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 at the extreme eastern boundary of the city limits. Nearby properties are comprised of a mixture of single-family homes, agricultural property, undeveloped land and the GDOT maintenance facility directly across from the entrance of the proposed development. While there are no existing townhomes developed within the immediate area, the proposed mixture of housing appears suitable within the development as a whole and will provide for an alternative housing choice that is not currently offered within the Gillsville Highway area.

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

The proposed development will increase future traffic on Gillsville Highway; however, the traffic impact study states the level of service for these roads will continue to be acceptable with future build conditions. While the access to the proposed development is limited to Gillsville Highway, it should be noted there are existing traffic delays at the intersection of Gaines Mill Road and Athens Highway and a future traffic signal should be considered due to existing traffic delays.

If approved, the development will be required to meet the storm water standards during pre, intermediate and post development. Of note, the property is located within the North Oconee Water Supply Watershed Protection Zone in which intent is to minimize the transport of pollutants and sediment to the water supply, to maintain the yield of water supply watersheds, and to ensure water can be treated to meet federal and state drinking water standards, within the North Oconee River small water supply watershed.

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

The proposal is consistent with the Comprehensive Plan and was previously approved with a gross density of 1.71 dwelling units per acre. The proposed P-U-D amendment is 1.31 dwelling units per acre. The Future Development Map for the City of Gainesville places the property within the *Single-family Residential* land use category, which includes areas containing or planned for single-family detached or semi-detached housing at densities up to six dwelling units per acre.

According to the Character Area map for the City of Gainesville, the subject property is located within the *Suburban Neighborhood* Character Area. The vision for this area is to preserve older, stable residential subdivisions and encourage newer projects with smaller lot sizes, pedestrian infrastructure, and buildings patterned after traditional local housing, possibly containing a small neighborhood-serving “village center”.

As well, the quality community objectives include housing choices, connectivity, access to parks and greenspace, environmental sustainability, safety and security. Housing choices should continue to be diversified to support a range of household incomes, sizes, types, but consist mostly of traditional single-family detached lots. In areas where natural features or sensitive environments are important, cluster housing or conservation subdivision design may be appropriate. Land uses allowed in the *Suburban Neighborhood Character Area* include single-family residential, limited multi-family residential, limited general mixed-use, limited commercial (Retail and office), public, institutional, parks and recreation.

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

The subject property is currently zoned P-U-D for detached 375 detached single-family homes. The applicant is proposing to amend the P-U-D for a total of 285 residential units consisting 172 single-family homes and 113 townhome units. The proposal reduces the development by 90 units and is well within density range. A zoning of P-U-D typically provides for a mixture of housing types or a mixture of uses which is consistent with the proposal. The proposed P-U-D amendment is a site-specific zoning that assures the developer will adhere to the proposed development quality and standards as presented by the applicant.

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

The proposal should not cause an excessive or burdensome use of public facilities or services. The development proposes to utilize City water and sewer services. The developer has shared in the cost of the sewer lift station which is currently under construction and is scheduled for completion in the Spring on 2024.

Existing public safety services already respond to the adjacent and nearby properties. Gainesville Fire Station #1 located off of Queen City Parkway is located approximately 5.5± miles away and Hall County Fire Station #1 is located approximately 0.72± miles off of Athens Highway.

Approximately 60% of trips will be dispersed to/from the north and west of the site towards Gainesville via the signalized intersection of Gillsville Highway and Athens Highway. Therefore, there will be increased turning movements to the site from Gillsville Highway. However, the

additional traffic was determined to be acceptable with minimal improvements according to the applicant's traffic impact study. While the development does not propose direct access to Gaines Mill Road, a traffic signal at Gaines Mill Road and Athens Street should be further analyzed by GDOT prior to any connection with the Heritage Pointe subdivision.

The projected number of students that may attend public schools within the proposed development is unknown at this time; however, the load on the public school system will increase as the proposal is not age restricted. Gainesville City Schools currently provides bus service to the adjacent homes within Heritage Pointe subdivision.

(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 properties are somewhat rural in nature consisting of larger single-family lots and limited commercial uses. As sewer services are provided to this area, future residential and supportive commercial growth is anticipated near the Athens Highway and Gillsville Highway commercial node.

(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 current approved use for the property, it appears the proposal reflects a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to unrestricted use of property, with the proposed original zoning conditions.

▪ **Staff Recommendation**

The Planning Division staff is recommending **conditional approval** of this Planned Unit Development (P-U-D) zoning amendment request, based on the Comprehensive Land Use Plan and the current approved use for the property. The existing P-U-D zoning conditions from Ordinance 2019-21 are recommended with no change.

Conditions

1. The development standards within the narrative, site plan and architectural renderings submitted with the applicant's annexation application shall be made part of the zoning ordinance, and shall be subject to the approval of the Director of the Community and Economic Development Department.
2. The owner/developer shall plant minimum 6-foot high evergreen buffer trees around all detention ponds, mail kiosk, amenity areas and park areas adjacent to the single-family lots. The location, spacing, size and type of trees planted shall be subject to the approval of the Director of the Community and Economic Development Department.
3. All access point design for the subject property shall require review and approval by the Gainesville Public Works Department Director and the Georgia Department of Transportation. 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.
4. All interior roads shall meet City of Gainesville standards. Sidewalks within the remaining future phases shall be required on both sides of the road and shall be a minimum width of 5-feet.

5. The developer shall reserve property within the proposed subdivision to provide for future access to the adjacent Heritage Pointe subdivision located to the north. The reserved property shall be a minimum of 55-feet in width extending to the property boundary and shall align with the reserved access lot within the Heritage Pointe subdivision. The property shall be designated as reserved on the final plat.
 6. The developer and current property owner consent to pay \$50,000.00 to be used solely for the purpose of contributing to the cost of a traffic signal at the intersection of Gaines Mill Road and Athens Highway (US 129). All funds shall be deposited no later than one month after the issuance of the initial land disturbance permit for the Planned Unit Development. All such payments will be deposited into an escrow account at a financial institution chosen by the City of Gainesville. The City of Gainesville shall choose an escrow agent, who shall be authorized to disburse the funds to the City of Gainesville as said funds are needed for the traffic signal at the intersection of Gaines Mill Road and Athens Highway (US 129).
-

Excerpts from the March 14, 2023 PAB Meeting Minutes

Applicant Presentation: Steve Gilliam, 340 Jesse Jewell Parkway, Suite 300, stated he had Bill Schmidt of McKinley Homes with him to answer any technical questions. He stated the traffic study recommendations and six zoning conditions are acceptable to his client.

FAVOR: None

OPPOSE: None

Planning and Appeals Board Comments: None

There was a motion to recommend conditional approval of the zoning amendment request to the existing Planned Unit Development (P-U-D) for single-family homes and townhomes with the following conditions:

Conditions

1. The development standards within the narrative, site plan and architectural renderings submitted with the applicant's annexation application shall be made part of the zoning ordinance, and shall be subject to the approval of the Director of the Community and Economic Development Department.
2. The owner/developer shall plant minimum 6-foot high evergreen buffer trees around all detention ponds, mail kiosk, amenity areas and park areas adjacent to the single-family lots. The location, spacing, size and type of trees planted shall be subject to the approval of the Director of the Community and Economic Development Department.
3. All access point design for the subject property shall require review and approval by the Gainesville Public Works Department Director and the Georgia Department of Transportation. 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.
4. All interior roads shall meet City of Gainesville standards. Sidewalks within the remaining future phases shall be required on both sides of the road and shall be a minimum width of 5-feet.
5. The developer shall reserve property within the proposed subdivision to provide for future access to the adjacent Heritage Pointe subdivision located to the north.

The reserved property shall be a minimum of 55-feet in width extending to the property boundary and shall align with the reserved access lot within the Heritage Pointe subdivision. The property shall be designated as reserved on the final plat.

6. The developer and current property owner consent to pay \$50,000.00 to be used solely for the purpose of contributing to the cost of a traffic signal at the intersection of Gaines Mill Road and Athens Highway (US 129). All funds shall be deposited no later than one month after the issuance of the initial land disturbance permit for the Planned Unit Development. All such payments will be deposited into an escrow account at a financial institution chosen by the City of Gainesville. The City of Gainesville shall choose an escrow agent, who shall be authorized to disburse the funds to the City of Gainesville as said funds are needed for the traffic signal at the intersection of Gaines Mill Road and Athens Highway (US 129).

Motion made by Board Member White

Motion seconded by Board Member Simmons

Vote – 7 favor

Passed: _____

AN ORDINANCE

No. 2023-05

AN ORDINANCE AMENDING THE EXISTING PLANNED UNIT DEVELOPMENT, WITH CONDITIONS (P-U-D-c) ZONING ON A 219.65± ACRES TRACT LOCATED NORTHEAST OF THE INTERSECTION OF ATHENS HIGHWAY AND GILLSVILLE HIGHWAY, AND SOUTHEAST OF THE INTERSECTION OF ATHENS HIGHWAY AND GAINES MILL ROAD (A/K/A 2242 GAINES MILL ROAD, SE; 2579 AND 2581 GILLSVILLE 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 narrative, site plan and architectural renderings submitted with the applicant's annexation application shall be made part of the zoning ordinance, and shall be subject to the approval of the Director of the Community and Economic Development Department.**
- 2. The owner/developer shall plant minimum 6-foot high evergreen buffer trees around all detention ponds, mail kiosk, amenity areas and park areas adjacent to the single-family lots. The location, spacing, size and type of trees planted shall be subject to the approval of the Director of the Community and Economic Development Department.**
- 3. All access point design for the subject property shall require review and approval by the Gainesville Public Works Department Director and the Georgia Department of Transportation. 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.**
- 4. All interior roads shall meet City of Gainesville standards. Sidewalks within the remaining future phases shall be required on both sides of the road and shall be a minimum width of 5-feet.**
- 5. The developer shall reserve property within the proposed subdivision to provide for future access to the adjacent Heritage Pointe subdivision located to the north. The reserved property shall be a minimum of 55-feet in width extending to the property boundary and shall align with the reserved access lot within the Heritage Pointe subdivision. The property shall be designated as reserved on the final plat.**

ORDINANCE NO. 2023-05

6. The developer and current property owner consent to pay \$50,000.00 to be used solely for the purpose of contributing to the cost of a traffic signal at the intersection of Gaines Mill Road and Athens Highway (US 129). All funds shall be deposited no later than one month after the issuance of the initial land disturbance permit for the Planned Unit Development. All such payments will be deposited into an escrow account at a financial institution chosen by the City of Gainesville. The City of Gainesville shall choose an escrow agent, who shall be authorized to disburse the finds to the City of Gainesville as said funds are needed for the traffic signal at the intersection of Gaines Mill Road and Athens Highway (US 129).

Legal Description

All that tract of parcel of land lying and being in Tadmire District, G.M.D. 268 of Hall County, Georgia and being more particularly described as follows:

COMMENCE at the centerline intersection of U.S. Highway 129 (right of way varies) and Gillsville Highway AKA State Route #323 (80' right of way) **THENCE** North 66 degrees 04 minutes 14 seconds East for a distance of 1,267.25 feet to a ¼ inch rebar found on the right of way of Gillsville Highway, said point being the **POINT OF BEGINNING**.

THENCE leaving the right of way of Gillsville Highway AKA State Route #323 (80' right of way) North 19 degrees 56 minutes 08 seconds West for a distance of 1336.40 to a point in the center of a creek; **THENCE** along the centerline of a creek the following sixty four (64) courses and distances **THENCE** North 55 degrees 09 minutes 06 seconds West for a distance of 4.67 feet to a point; **THENCE** North 80 degrees 29 minutes 46 seconds West for a distance of 18.48 feet to a point; **THENCE** South 89 degrees 29 minutes 57 seconds West for a distance of 38.19 feet to a point; **THENCE** South 83 degrees 40 minutes 27 seconds West for a distance of 28.58 feet to a point; **THENCE** South 65 degrees 12 minutes 43 seconds West for a distance of 22.65 feet to a point; **THENCE** South 72 degrees 49 minutes 03 seconds West for a distance of 48.47 feet to a point; **THENCE** South 74 degrees 44 minutes 29 seconds West for a distance of 23.23 feet to a point; **THENCE** South 44 degrees 49 minutes 42 seconds West for a distance of 22.71 feet to a point; **THENCE** South 28 degrees 16 minutes 13 seconds West for a distance of 33.15 feet to a point; **THENCE** South 50 degrees 58 minutes 34 seconds West for a distance of 30.15 feet to a point; **THENCE** North 82 degrees 41 minutes 23 seconds West for a distance of 16.03 feet to a point; **THENCE** North 84 degrees 23 minutes 56 seconds West for a distance of 17.46 feet to a point; **THENCE** North 82 degrees 08 minutes 08 seconds West for a distance of 29.46 feet to a point; **THENCE** North 89 degrees 38 minutes 06 seconds West for a distance of 20.07 feet to a point; **THENCE** South 80 degrees 58 minutes 29 seconds West for a distance of 20.92 feet to a point; **THENCE** South 69 degrees 31 minutes 46 seconds West for a distance of 20.07 feet to a point; **THENCE** South 39 degrees 52 minutes 52 seconds West for a distance of 12.40 feet to a point; **THENCE** South 08 degrees 34 minutes 09 seconds West for a distance of 20.75 feet to a point; **THENCE** South 49 degrees 53 minutes 38 seconds West for a distance of 19.44 feet to a point; **THENCE** South 22 degrees 54 minutes 53 seconds West for a distance of 24.67 feet to a point; **THENCE** South 58 degrees 13 minutes 32 seconds West for a distance of 20.18 feet to a point; **THENCE** South 22 degrees 41 minutes 21 seconds West for a distance of 22.85 feet to a point; **THENCE** North 85 degrees 49 minutes 02 seconds West for a distance of 30.53 feet to a point; **THENCE** South 50 degrees 31 minutes 27 seconds West for a distance of 16.53 feet to a point; **THENCE** South 06 degrees 55 minutes 30 seconds East for a distance of 29.85 feet to a point; **THENCE** South 21 degrees 09 minutes 39 seconds West for a distance of 12.34 feet to a point; **THENCE** South 20 degrees 30 minutes 52 seconds West for a distance of 34.91 feet to a point; **THENCE** South 66 degrees 43 minutes 16 seconds West for a distance of 7.84 feet to a point; **THENCE** North 41 degrees 32 minutes 03 seconds West for a distance of 10.22 feet to a

ORDINANCE NO. 2023-05

point; THENCE North 16 degrees 57 minutes 13 seconds West for a distance of 28.20 feet to a point; THENCE North 56 degrees 51 minutes 02 seconds West for a distance of 22.56 feet to a point; THENCE South 73 degrees 47 minutes 42 seconds West for a distance of 26.02 feet to a point; THENCE South 67 degrees 31 minutes 07 seconds West for a distance of 14.06 feet to a point; THENCE North 61 degrees 21 minutes 08 seconds West for a distance of 8.17 feet to a point; THENCE North 41 degrees 28 minutes 50 seconds West for a distance of 13.52 feet to a point; THENCE North 43 degrees 59 minutes 20 seconds West for a distance of 15.05 feet to a point; THENCE North 79 degrees 46 minutes 47 seconds West for a distance of 12.79 feet to a point; THENCE South 89 degrees 30 minutes 40 seconds West for a distance of 15.68 feet to a point; THENCE North 79 degrees 42 minutes 33 seconds West for a distance of 23.22 feet to a point; THENCE North 42 degrees 22 minutes 51 seconds West for a distance of 18.86 feet to a point; THENCE North 37 degrees 45 minutes 05 seconds West for a distance of 22.01 feet to a point; THENCE South 87 degrees 27 minutes 45 seconds West for a distance of 19.58 feet to a point; THENCE North 75 degrees 17 minutes 00 seconds West for a distance of 22.10 feet to a point; THENCE North 89 degrees 37 minutes 32 seconds West for a distance of 4.85 feet to a point; THENCE South 73 degrees 30 minutes 22 seconds West for a distance of 20.53 feet to a point; THENCE South 88 degrees 36 minutes 47 seconds West for a distance of 22.80 feet to a point; THENCE North 64 degrees 47 minutes 16 seconds West for a distance of 21.87 feet to a point; THENCE North 59 degrees 04 minutes 05 seconds West for a distance of 25.36 feet to a point; THENCE North 63 degrees 08 minutes 40 seconds West for a distance of 16.12 feet to a point; THENCE North 23 degrees 24 minutes 37 seconds West for a distance of 8.26 feet to a point; THENCE North 32 degrees 43 minutes 48 seconds West for a distance of 20.86 feet to a point; THENCE North 69 degrees 55 minutes 18 seconds West for a distance of 20.31 feet to a point; THENCE North 66 degrees 56 minutes 56 seconds West for a distance of 14.96 feet to a point; THENCE North 24 degrees 06 minutes 56 seconds West for a distance of 11.92 feet to a point; THENCE North 19 degrees 46 minutes 03 seconds East for a distance of 22.10 feet to a point; THENCE North 32 degrees 13 minutes 31 seconds West for a distance of 12.95 feet to a point; THENCE North 66 degrees 42 minutes 46 seconds West for a distance of 24.60 feet to a point; THENCE South 57 degrees 39 minutes 43 seconds West for a distance of 14.28 feet to a point; THENCE North 66 degrees 24 minutes 07 seconds West for a distance of 18.25 feet to a point; THENCE North 28 degrees 13 minutes 37 seconds West for a distance of 22.56 feet to a point; THENCE North 57 degrees 17 minutes 55 seconds West for a distance of 15.95 feet to a point; THENCE South 65 degrees 19 minutes 07 seconds West for a distance of 20.87 feet to a point; THENCE North 72 degrees 30 minutes 04 seconds West for a distance of 22.33 feet to a point; THENCE North 31 degrees 43 minutes 28 seconds West for a distance of 15.46 feet to a point; THENCE North 12 degrees 31 minutes 33 seconds West for a distance of 11.39 feet to a point; THENCE leaving the centerline of a creek North 43 degrees 47 minutes 32 seconds East for a distance of 443.42 feet to a point; THENCE South 57 degrees 16 minutes 26 seconds East for a distance of 475.05 feet to an iron pin set; THENCE North 72 degrees 18 minutes 41 seconds East for a distance of 187.95 feet to a 1 inch rod; THENCE North 73 degrees 21 minutes 29 seconds East for a distance of 424.15 feet to a ½ inch rebar at rock; THENCE South 48 degrees 50 minutes 23 seconds East for a distance of 410.83 feet to a 2 inch rod; THENCE South 40 degrees 05 minutes 04 seconds West for a distance of 248.37 feet to a 2 inch rod; THENCE South 31 degrees 02 minutes 00 seconds East for a distance of 1194.15 feet to a ½ inch rebar on the right of way of Gillsville Highway; THENCE along the right of way South 89 degrees 40 minutes 38 seconds West for a distance of 623.28 feet to a ¼ inch rebar, said point being the **POINT OF BEGINNING**.

The above-described tract contains 22.484 acres.

All that tract of parcel of land lying and being in Tadmore District, G.M.D. 268 of Hall County, Georgia and being more particularly described as follows:

ORDINANCE NO. 2023-05

COMMENCE at the centerline intersection of U.S. Highway 129 (right of way varies) and Gillsville Highway AKA State Route #323 (80' right of way) THENCE North 66 degrees 04 minutes 14 seconds East for a distance of 1267.25 feet to a ¼ inch rebar found on the right of way of Gillsville Highway; THENCE along the right of way of Gillsville Highway North 89 degrees 40 minutes 38 seconds East for a distance of 623.28 feet to a ½ inch rebar; THENCE leaving the right of way North 31 degrees 02 minutes 00 seconds West for a distance of 1194.15 feet to a 2 inch rod; THENCE North 40 degrees 05 minutes 04 seconds East for a distance of 248.37 feet to a 2 inch rod, said point being the **POINT OF BEGINNING**.

THENCE North 48 degrees 50 minutes 23 seconds West for a distance of 410.83 feet to a ½ inch rebar at a rock; THENCE South 73 degrees 21 minutes 29 seconds West for a distance of 424.15 feet to a 1 inch rod; THENCE South 72 degrees 18 minutes 41 seconds West for a distance of 187.95 feet to an iron pin set; THENCE North 57 degrees 16 minutes 26 seconds West for a distance of 475.05 feet to a rock; THENCE North 27 degrees 31 minutes 27 seconds West for a distance of 151.31 feet to a rock; THENCE South 59 degrees 08 minutes 51 seconds West for a distance of 284.87 feet to a rock; THENCE South 82 degrees 22 minutes 49 seconds West for a distance of 143.38 feet to a point in the centerline of a creek; THENCE along the centerline of a creek the following eighty four (84) courses and distances; THENCE North 63 degrees 34 minutes 14 seconds West for a distance of 3.21 feet to a point; THENCE North 34 degrees 16 minutes 36 seconds West for a distance of 22.34 feet to a point; THENCE North 31 degrees 56 minutes 51 seconds West for a distance of 19.48 feet to a point; THENCE North 12 degrees 35 minutes 00 seconds West for a distance of 18.59 feet to a point; THENCE North 06 degrees 13 minutes 43 seconds West for a distance of 16.47 feet to a point; THENCE North 23 degrees 15 minutes 47 seconds West for a distance of 18.75 feet to a point; THENCE North 31 degrees 18 minutes 57 seconds West for a distance of 12.10 feet to a point; THENCE North 44 degrees 20 minutes 31 seconds West for a distance of 13.15 feet to a point; THENCE North 13 degrees 08 minutes 21 seconds West for a distance of 14.09 feet to a point; THENCE North 29 degrees 04 minutes 21 seconds West for a distance of 18.08 feet to a point; THENCE North 31 degrees 55 minutes 07 seconds East for a distance of 19.24 feet to a point; THENCE North 35 degrees 10 minutes 38 seconds West for a distance of 48.99 feet to a point; THENCE North 20 degrees 31 minutes 58 seconds West for a distance of 21.55 feet to a point; THENCE North 42 degrees 55 minutes 11 seconds West for a distance of 23.46 feet to a point; THENCE North 31 degrees 58 minutes 25 seconds West for a distance of 54.85 feet to a point; THENCE North 65 degrees 12 minutes 58 seconds West for a distance of 26.38 feet to a point; THENCE North 02 degrees 57 minutes 49 seconds West for a distance of 29.15 feet to a point; THENCE North 89 degrees 45 minutes 27 seconds West for a distance of 28.09 feet to a point; THENCE North 09 degrees 39 minutes 47 seconds West for a distance of 65.09 feet to a point; THENCE North 17 degrees 19 minutes 58 seconds West for a distance of 23.08 feet to a point; THENCE North 62 degrees 56 minutes 53 seconds West for a distance of 38.74 feet to a point; THENCE North 16 degrees 47 minutes 47 seconds West for a distance of 56.01 feet to a point; THENCE North 32 degrees 32 minutes 15 seconds West for a distance of 36.44 feet to a point; THENCE North 29 degrees 42 minutes 37 seconds West for a distance of 43.62 feet to a point; THENCE North 16 degrees 52 minutes 49 seconds East for a distance of 12.99 feet to a point; THENCE North 67 degrees 11 minutes 07 seconds West for a distance of 36.70 feet to a point; THENCE North 67 degrees 51 minutes 01 seconds West for a distance of 36.31 feet to a point; THENCE North 12 degrees 35 minutes 50 seconds West for a distance of 46.04 feet to a point; THENCE North 12 degrees 24 minutes 42 seconds West for a distance of 31.22 feet to a point; THENCE North 72 degrees 23 minutes 43 seconds East for a distance of 44.99 feet to a point; THENCE North 31 degrees 49 minutes 21 seconds East for a distance of 11.13 feet to a point; THENCE North 52 degrees 36 minutes 47 seconds West for a distance of 12.78 feet to a point; THENCE South 89 degrees 33 minutes 27 seconds West for a distance of 44.39 feet to a point; THENCE South 87 degrees 11 minutes 39 seconds West for a distance of 39.56 feet to a point; THENCE North 51 degrees 35 minutes 53 seconds West for a distance of 18.65 feet to a point; THENCE North 27

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degrees 18 minutes 53 seconds East for a distance of 12.28 feet to a point; THENCE North 76
degrees 41 minutes 50 seconds East for a distance of 23.68 feet to a point; THENCE North 28
degrees 02 minutes 39 seconds West for a distance of 40.42 feet to a point; THENCE North 36
degrees 42 minutes 24 seconds West for a distance of 60.76 feet to a point; THENCE North 62
degrees 57 minutes 40 seconds West for a distance of 8.09 feet to a point; THENCE North 23
degrees 30 minutes 24 seconds West for a distance of 28.54 feet to a point; THENCE North 41
degrees 11 minutes 11 seconds West for a distance of 14.70 feet to a point; THENCE North 81
degrees 21 minutes 46 seconds West for a distance of 21.69 feet to a point; THENCE North 57
degrees 01 minutes 18 seconds West for a distance of 16.64 feet to a point; THENCE North 65
degrees 28 minutes 40 seconds West for a distance of 29.66 feet to a point; THENCE North 49
degrees 45 minutes 33 seconds West for a distance of 29.55 feet to a point; THENCE North 12
degrees 11 minutes 13 seconds East for a distance of 14.61 feet to a point; THENCE North 80
degrees 55 minutes 22 seconds West for a distance of 42.40 feet to a point; THENCE North 46
degrees 51 minutes 40 seconds West for a distance of 67.24 feet to a point; THENCE North 02
degrees 23 minutes 07 seconds East for a distance of 12.65 feet to a point; THENCE North 37
degrees 20 minutes 22 seconds West for a distance of 8.01 feet to a point; THENCE North 35
degrees 25 minutes 44 seconds East for a distance of 26.72 feet to a point; THENCE North 63
degrees 56 minutes 01 seconds West for a distance of 21.04 feet to a point; THENCE South 78
degrees 21 minutes 54 seconds West for a distance of 41.15 feet to a point; THENCE South 82
degrees 31 minutes 24 seconds West for a distance of 56.37 feet to a point; THENCE South 86
degrees 04 minutes 33 seconds West for a distance of 13.84 feet to a point; THENCE South 12
degrees 22 minutes 03 seconds West for a distance of 2.26 feet to a point; THENCE South 69
degrees 15 minutes 52 seconds West for a distance of 41.68 feet to a point; THENCE South 83
degrees 03 minutes 49 seconds West for a distance of 26.17 feet to a point; THENCE North 21
degrees 51 minutes 54 seconds West for a distance of 18.25 feet to a point; THENCE North 43
degrees 12 minutes 16 seconds West for a distance of 72.10 feet to a point; THENCE South 82
degrees 29 minutes 57 seconds West for a distance of 27.28 feet to a point; THENCE South 85
degrees 03 minutes 15 seconds West for a distance of 40.92 feet to a point; THENCE North 86
degrees 00 minutes 49 seconds West for a distance of 56.28 feet to a point; THENCE North 81
degrees 46 minutes 35 seconds West for a distance of 86.61 feet to a point; THENCE South 84
degrees 34 minutes 14 seconds West for a distance of 81.54 feet to a point; THENCE South 26
degrees 10 minutes 20 seconds West for a distance of 33.13 feet to a point; THENCE South 08
degrees 59 minutes 05 seconds West for a distance of 29.60 feet to a point; THENCE South 56
degrees 13 minutes 56 seconds West for a distance of 33.36 feet to a point; THENCE South 80
degrees 54 minutes 59 seconds West for a distance of 25.27 feet to a point; THENCE South 88
degrees 40 minutes 51 seconds West for a distance of 60.37 feet to a point; THENCE South 50
degrees 47 minutes 06 seconds West for a distance of 69.32 feet to a point; THENCE South 28
degrees 58 minutes 01 seconds West for a distance of 43.88 feet to a point; THENCE South 25
degrees 18 minutes 53 seconds East for a distance of 7.83 feet to a point; THENCE South 47
degrees 21 minutes 02 seconds West for a distance of 15.68 feet to a point; THENCE South 77
degrees 36 minutes 13 seconds West for a distance of 34.08 feet to a point; THENCE North 86
degrees 23 minutes 45 seconds West for a distance of 40.78 feet to a point; THENCE North 48
degrees 03 minutes 43 seconds West for a distance of 35.41 feet to a point; THENCE South 76
degrees 37 minutes 39 seconds West for a distance of 46.65 feet to a point; THENCE South 59
degrees 20 minutes 24 seconds West for a distance of 59.22 feet to a point; THENCE South 73
degrees 18 minutes 43 seconds West for a distance of 13.37 feet to a point; THENCE South 74
degrees 19 minutes 14 seconds West for a distance of 17.31 feet to a point; THENCE South 79
degrees 56 minutes 43 seconds West for a distance of 28.74 feet to a point; THENCE South 44
degrees 16 minutes 43 seconds West for a distance of 17.92 feet to a point; THENCE leaving
the centerline of the creek North 26 degrees 40 minutes 42 seconds West for a distance of
180.30 feet to a ½ inch rebar; THENCE North 42 degrees 55 minutes 21 seconds West for a
distance of 136.03 feet to a ½ inch rebar; THENCE North 44 degrees 04 minutes 28 seconds
West for a distance of 169.00 feet to a ½ inch rebar; THENCE North 27 degrees 01 minutes 21

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seconds West for a distance of 181.05 feet to a ½ inch rebar; THENCE North 39 degrees 11 minutes 43 seconds West for a distance of 70.98 feet to a ½ inch rebar; THENCE North 77 degrees 30 minutes 48 seconds East for a distance of 115.62 feet to a ½ inch rebar ; THENCE North 09 degrees 46 minutes 34 seconds West for a distance of 126.22 feet to a ½ inch rebar; THENCE North 44 degrees 52 minutes 51 seconds West for a distance of 1027.19 feet to a ½ inch rebar; THENCE North 05 degrees 26 minutes 25 seconds East for a distance of 433.22 feet to a point; THENCE North 54 degrees 33 minutes 55 seconds West for a distance of 400.00 feet to a point; THENCE North 81 degrees 29 minutes 49 seconds West for a distance of 210.25 feet to a ½ inch rebar; THENCE North 70 degrees 07 minutes 35 seconds West for a distance of 149.96 feet to a point; THENCE North 62 degrees 28 minutes 50 seconds West for a distance of 65.67 feet to a ½ inch rebar; THENCE South 63 degrees 38 minutes 35 seconds West for a distance of 40.00 feet to ½ inch rebar; THENCE North 26 degrees 11 minutes 26 seconds West for a distance of 295.95 feet to a ½ inch open pipe found on the right of way of Gaines Mill Road (80' right of way); THENCE following the right of way along a curve turning to the left having a radius of 475.77 feet, an arc length of 99.36 feet, being subtended by a chord bearing of North 74 degrees 30 minutes 37 seconds East, with a chord distance of 99.18 feet to a point; THENCE leaving the right of way South 44 degrees 06 minutes 33 seconds East for a distance of 48.95 feet to a point; THENCE South 43 degrees 04 minutes 23 seconds East for a distance of 57.52 feet to a point; THENCE South 38 degrees 14 minutes 20 seconds East for a distance of 41.26 feet to a point; THENCE South 50 degrees 18 minutes 55 seconds East for a distance of 33.04 feet to a point; THENCE South 61 degrees 07 minutes 31 seconds East for a distance of 76.39 feet to a point; THENCE South 70 degrees 07 minutes 35 seconds East for a distance of 123.18 feet to a point; THENCE South 81 degrees 31 minutes 44 seconds East for a distance of 188.04 feet to a point; THENCE South 87 degrees 44 minutes 07 seconds East for a distance of 255.84 feet to a point; THENCE North 88 degrees 27 minutes 49 seconds East for a distance of 49.11 feet to a point; THENCE South 86 degrees 17 minutes 28 seconds East for a distance of 131.24 feet to a point; THENCE South 73 degrees 18 minutes 39 seconds East for a distance of 177.52 feet to a point; THENCE South 17 degrees 26 minutes 18 seconds East for a distance of 1653.77 feet to a ½ inch rebar; THENCE North 75 degrees 00 minutes 09 seconds East for a distance of 1485.64 feet to an iron pin set; THENCE North 76 degrees 18 minutes 25 seconds East for a distance of 358.02 feet to a ½ inch rebar; THENCE North 74 degrees 45 minutes 31 seconds East for a distance of 2831.48 feet to an ¾ open top pipe; THENCE North 74 degrees 29 minutes 12 seconds East for a distance of 247.22 feet to an iron pin set; THENCE South 09 degrees 14 minutes 30 seconds West for a distance of 1177.33 feet to a ¾ inch open top pipe; THENCE South 09 degrees 51 minutes 08 seconds West for a distance of 577.33 feet to a ¾ inch open top pipe; THENCE South 08 degrees 00 minutes 39 seconds West for a distance of 220.85 feet to a ¾ inch crimped top pipe; THENCE South 12 degrees 04 minutes 51 seconds West for a distance of 228.09 feet to an iron pin set; THENCE South 40 degrees 17 minutes 50 seconds West for a distance of 514.44 feet to a 2 inch rod; THENCE South 39 degrees 55 minutes 14 seconds West for a distance of 626.01 feet to a 2 inch rod, said point being the **POINT OF BEGINNING**.

The above-described tract contains 197.173 acres.

SECTION II

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

SECTION III

ORDINANCE NO. 2023-05

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

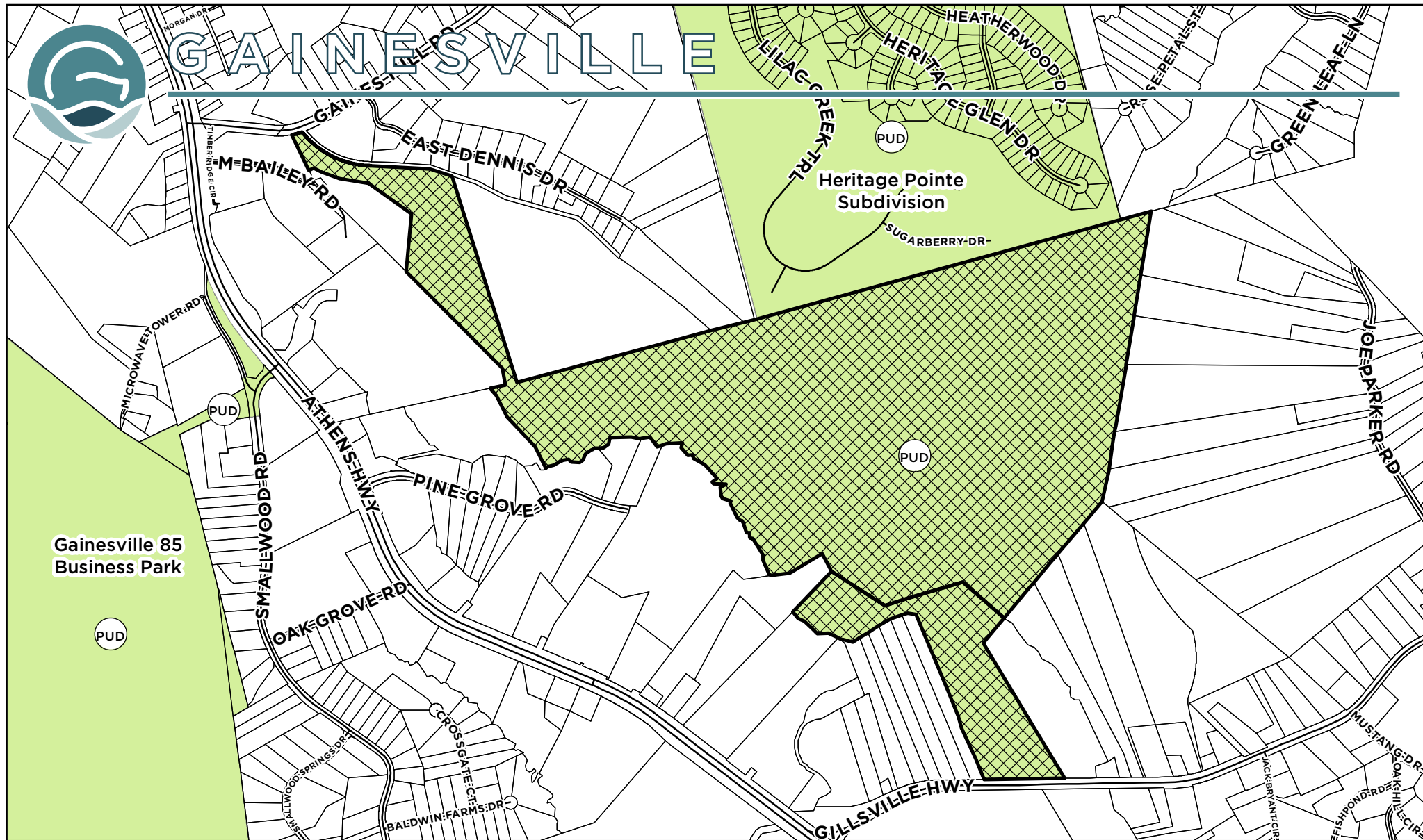
This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this Ordinance was adopted as stated and will be recorded in the official minutes.

ATTEST:

Denise O. Jordan, City Clerk



GAINESVILLE



Applicant: **GILLSVILLE INVESTMENT, LLC**

ZONING AMENDMENT REQUEST

Subject Property Address:
2242 Gaines Mill Road, SE;
2579 & 2581 Gillsville Highway, SE

Tax Parcel:
15-022C-000-010 and
15-023-000-014

Request:

Amend existing Planned Unit Development (P-U-D) on a 219.65+/- acres tract for single-family homes and townhomes



Subject Property



Meeting Date: 03/14/2023

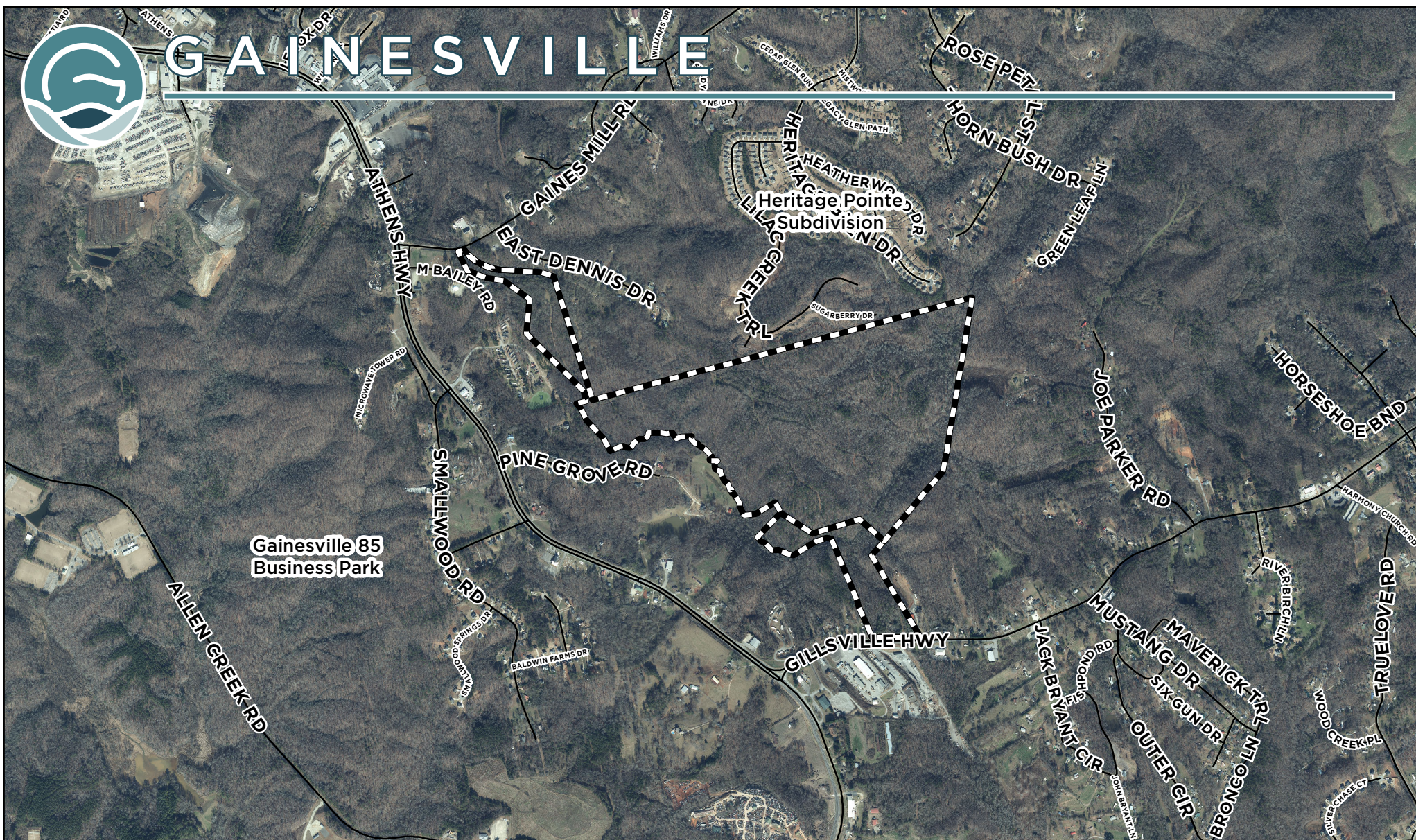
Map Prepared: 02/21/2023

0 530 1,060 1,590 2,120 Feet

SCALE: 1" = 1,000'



GAINESVILLE



Applicant: **GILLSVILLE INVESTMENT, LLC**

ZONING AMENDMENT REQUEST

Subject Property Address:
2242 Gaines Mill Road, SE;
2579 & 2581 Gillsville Highway, SE

Tax Parcel:
15-022C-000-010 and
15-023-000-014

Request:

Amend existing Planned Unit Development (P-U-D) on a 219.65+/- acres tract for single-family homes and townhomes



Subject Property

Aerial from 2021



Meeting Date: 03/14/2023

Map Prepared: 02/21/2023

0 890 1,780 2,670 3,560 Feet

SCALE: 1" = 1,667'

**City of Gainesville
Planning and Appeals Board.
300 Henry Ward Way
Gainesville, GA 30501**

RE: Project Narrative for 2242 Gaines Mill Road; 2579 and 2581 Gillsville Highway. We are proposing to amend the original zoning approved August 6, 2019 by Ordinance 2019-20 and 2019-21.

Gillsville Investment, LLC (the “Applicant”) and (“Owner”). Submits this Narrative and the attached zoning Application for the purpose of amending the previously approved zoning referenced in Ordinance 2019-20 and 2019-21. The original 2019 zoning was approved as PUD, or Planned Unit Development with Conditions. The 219.65 acre site was approved for a density of 375 single family lots (SFD). The site has several streams on the site and a challenging topography. Upon final engineering of the site the engineer was only able to achieve 246 Single Family lots. The loss of lots has brought into question the financial viability of the project, especially in today’s slowing residential market. To offset the loss of SFD lots Applicant would like to change one of its SFD cul-de-sac’s to townhomes. This change will allow it to increase it’s density from 246 lots to 285 total lots, still 90 lots below the approved density in 2019.

The proposed townhomes will be 26’ wide, and up to 60’ deep and include 113 front load townhomes. The 3 proposed townhome plans will range in size from 1700sf to 1733sf. The attractive townhome exteriors will include brick, cementitious siding, shakes and board & batten (see attached proposed elevations). Each townhome will include a 2 car garage and additional 2 spaces provided on the driveway for guests. There will be 34 additional guest parking spaces provided in the townhome community.

Consistent with the previously approved PUD zoning the site will include 172- 65’x 120’ single family lots. The single family homes design will remain consistent with the original approval and include homes with a minimum of 1600 heated square feet. The exteriors will include brick, cementitious siding, shakes and board and batten (see attached proposed elevations). Each home will include a 2 car garage and an additional 2 spaces will be provided on the driveway for guests.

There will be an amenity provided that will include a pool and cabana bath, tot lot and 2 Pickle Ball courts. (See attached site plan and cabana plans)

The proposed roads and sidewalks will meet City of Gainesville standards. All roads will be dedicated to the City of Gainesville excluding the road serving the townhomes which will be

privately maintained. Solid waste will be provided by the City of Gainesville for all single-family and townhomes.

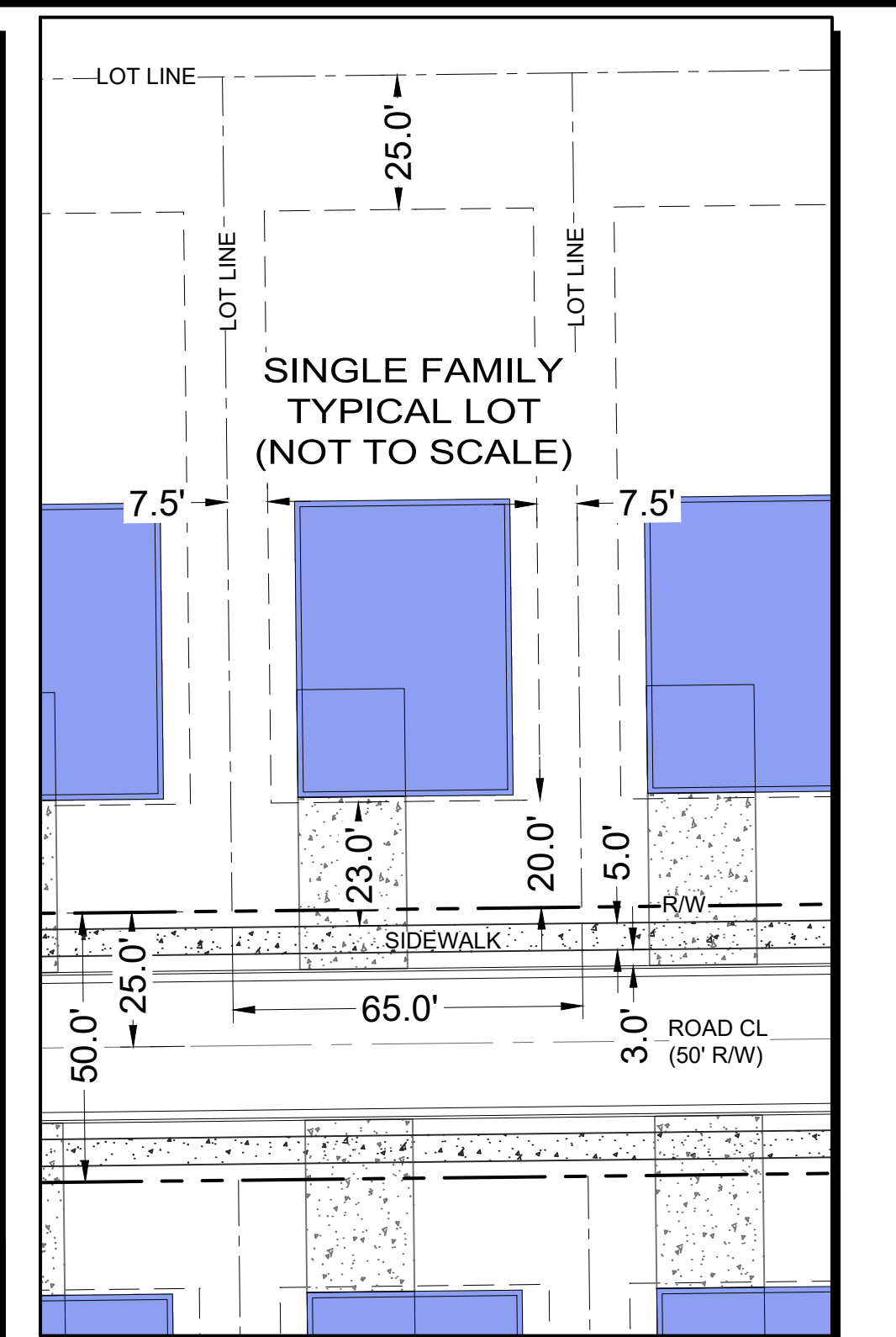
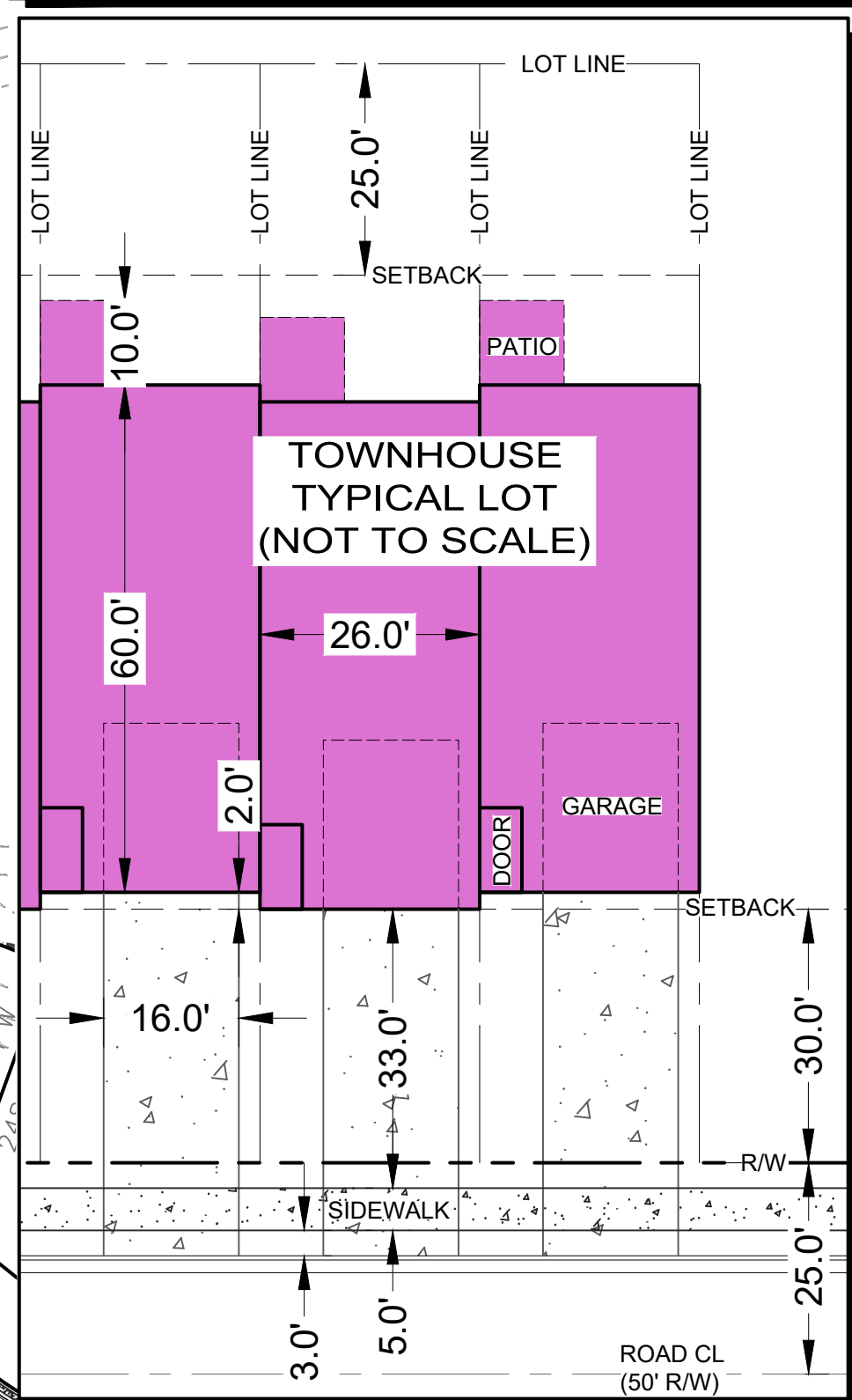
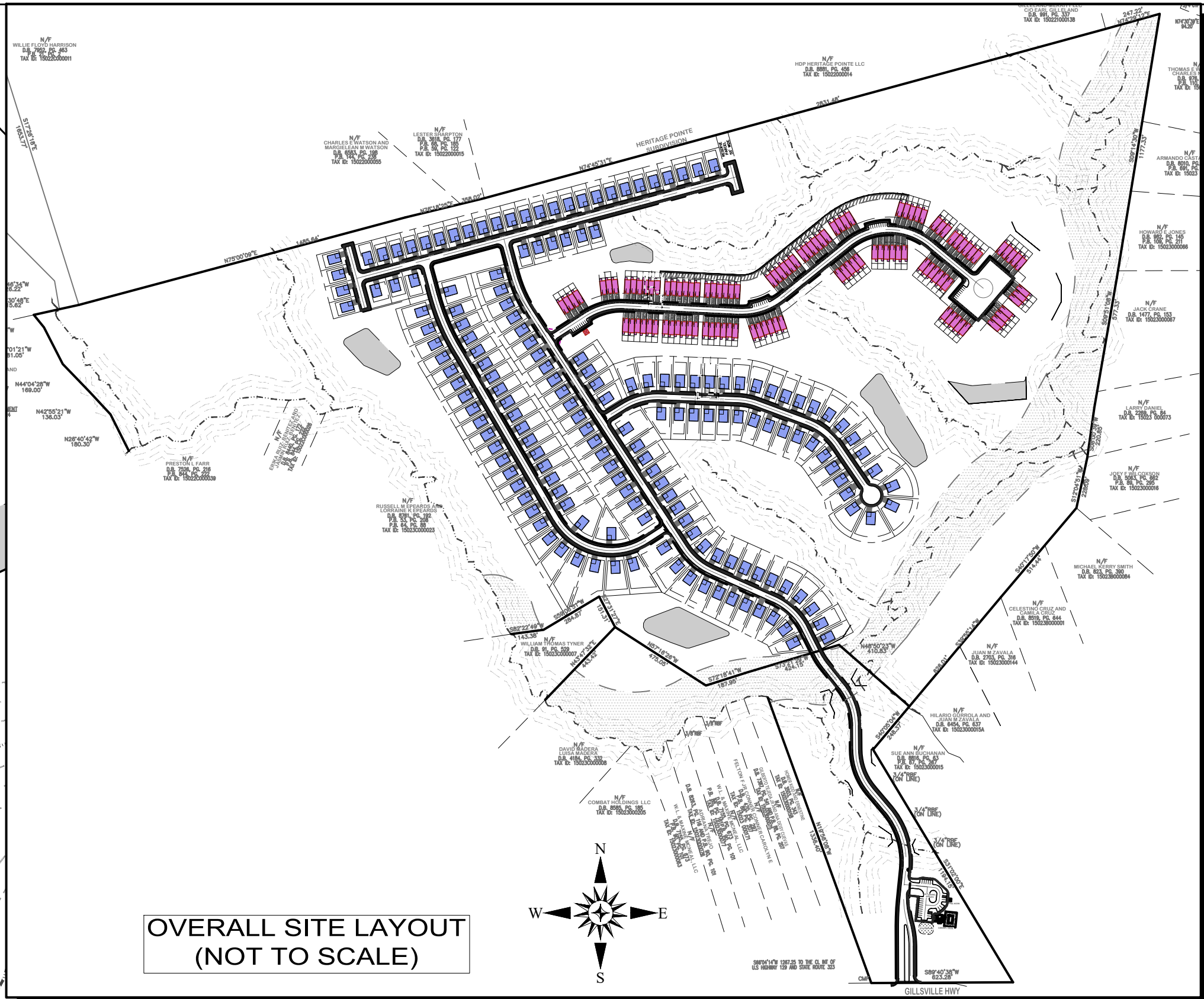
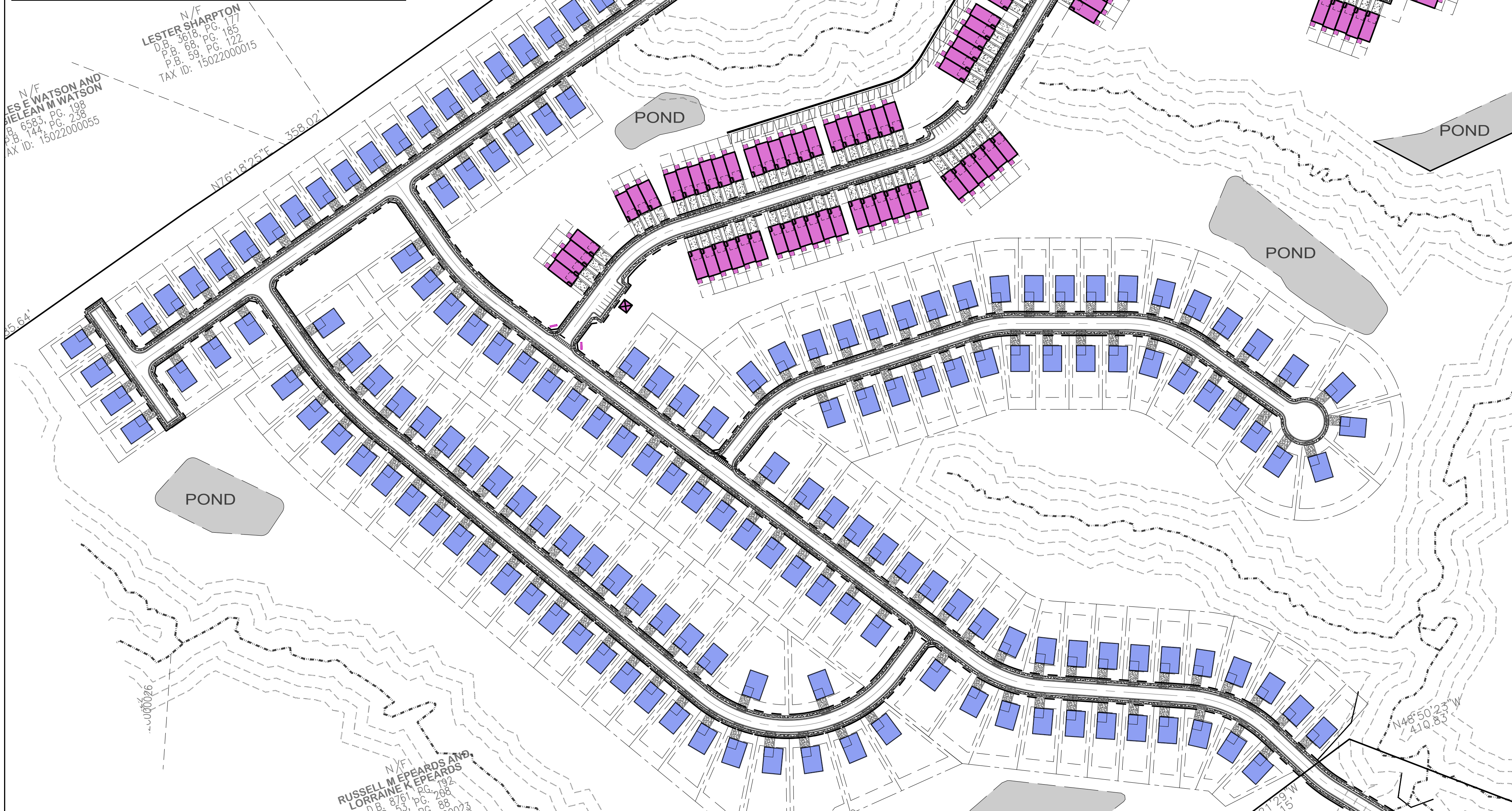
There were 6 conditions included in the original approved zoning. We proposed those same 6 conditions be made a part of this rezoning amendment.

We welcome the opportunity to meet with the staff of The City of Gainesville Planning and Development Department to answer or address any questions or concerns relating to the matters set forth in this letter or in our application.

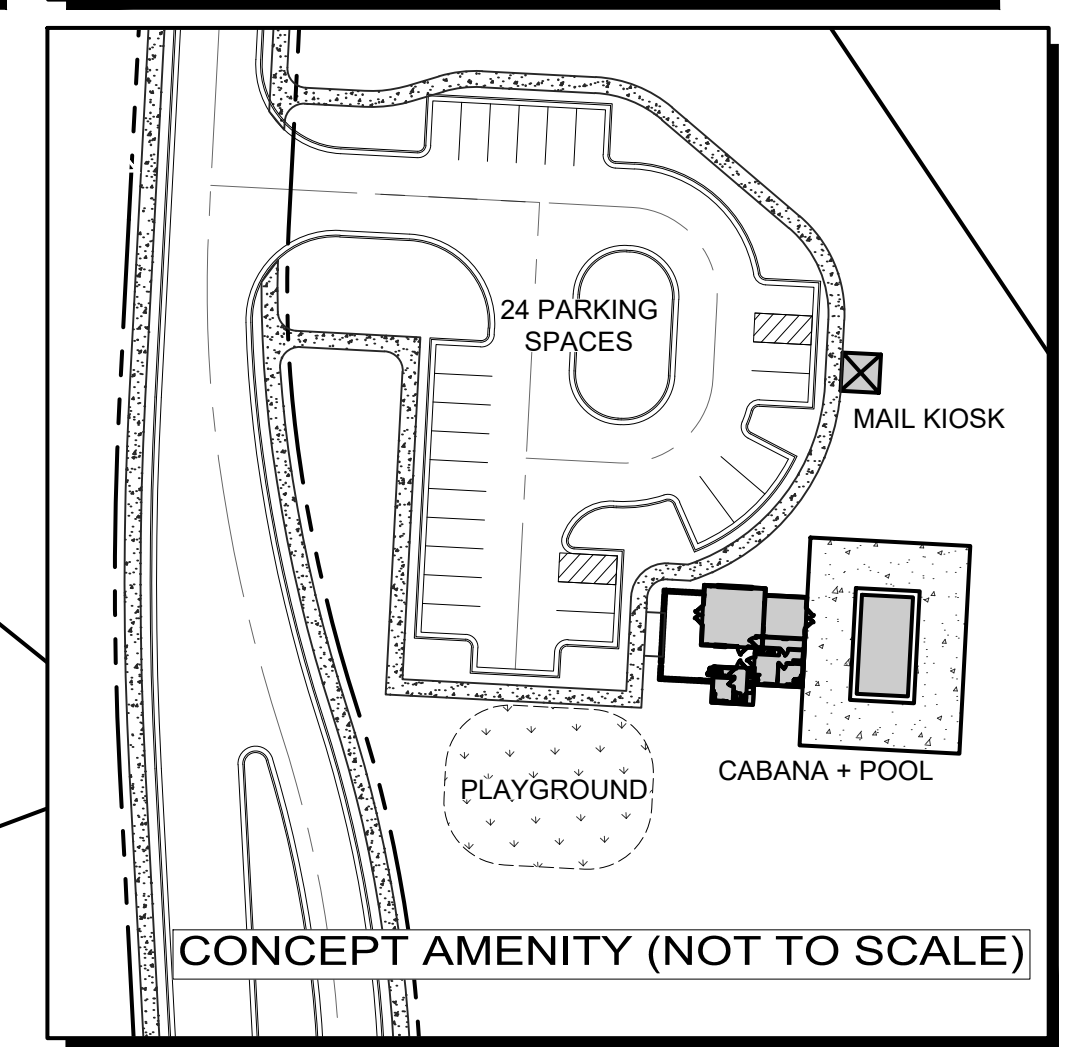
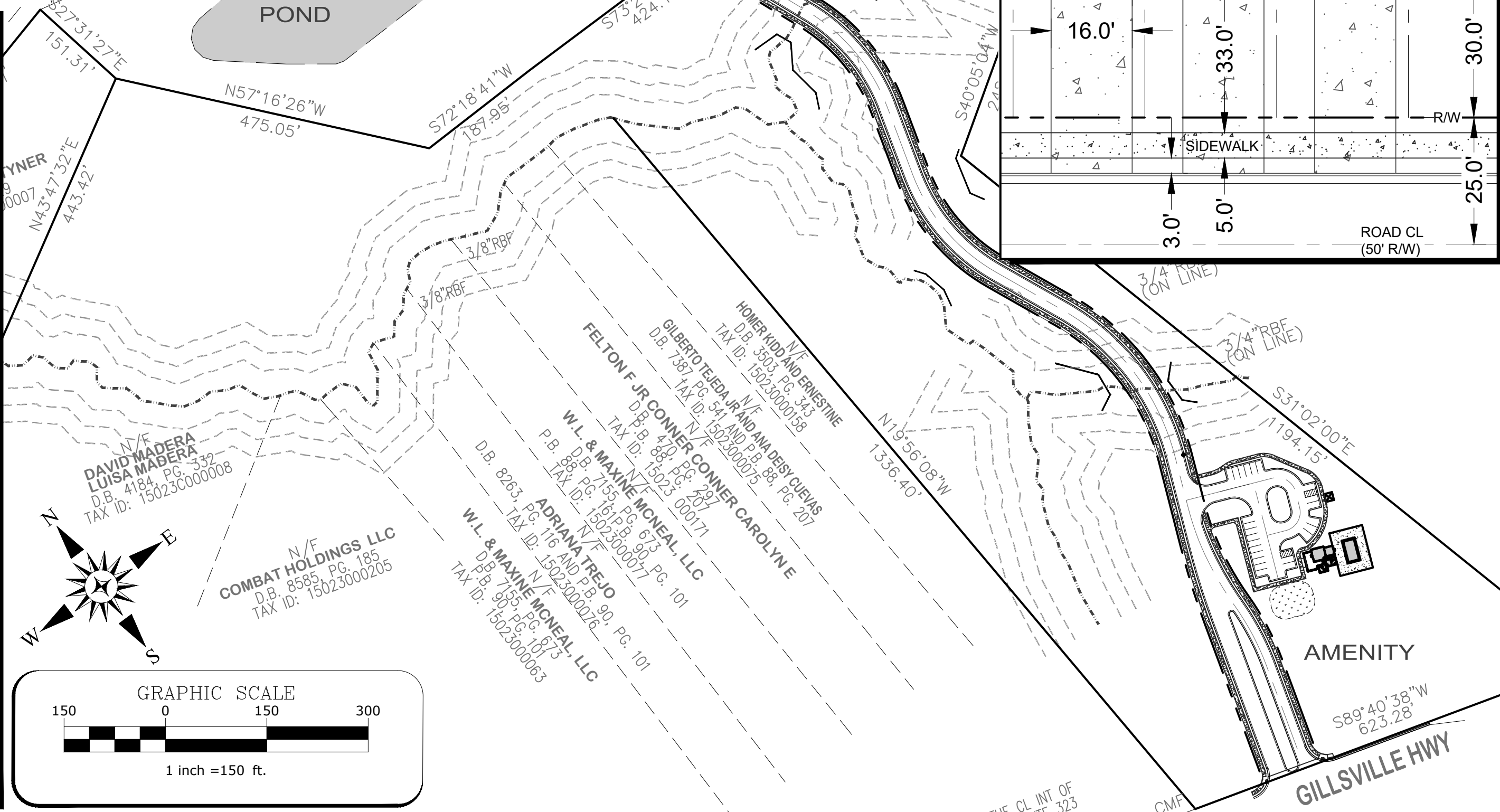
Respectfully submitted this 27th day of January, 2023.

McKinley Homes

Bill Schmidt
VP of Land Acquisition



SITE DATA:	
CURRENT ZONING	PUD (WITH CONDITIONS)
PROPOSED ZONING	PUD (AMENDED SITE PLAN TO INCLUDE TOWNHOUSE)
2019 REZONING	2019-21 ORDINANCE NO., AUG, 6 2019
TOTAL AREA	219.65 AC
ALLOWABLE TOTAL UNIT COUNT	375 SINGLE FAMILY DWELLINGS (PER APPROVED REZONING)
PROPOSED TOTAL UNIT COUNT	285 TOTAL DWELLINGS
SINGLE FAMILY DWELLINGS	172 SINGLE FAMILY DWELLINGS
TOWNHOUSE UNIT COUNT	113 TOWNHOUSE DWELLINGS, FRONT ENTRY GARAGE UNIT
TOWNHOUSE LOT CONFIGURATION:	
MINIMUM LOT WIDTH	20' (PER SEC. 9-10-2-5, FEE SIMPLE TOWNHOUSE)
PROPOSED LOT WIDTH	26'
MINIMUM LOT AREA REQUIRED	2,000 SF
BUILDING SEPARATION	20'
TOWNHOUSE UNIT DIMENSIONS	26'x60' (+10' REAR PATIO)
TOWNHOUSE SETBACKS:	
REAR OR SIDE	20' (FROM ANY PERIMETER BOUNDARY)
FRONT	30'
REAR	20'
GUEST PARKING	34 GUEST SPACES (TOWHOUSE STREET ONLY)
SINGLE FAMILY LOT CONFIGURATION:	
PROPOSED LOT WIDTH	65'
MINIMUM LOT AREA	7,800 SF
SINGLE FAMILY SETBACKS:	
FRONT	20'
SIDE	7.5'
REAR	25'



GLASSMANOR RIDGE
GILLSVILLE HWY

GAINESVILLE, GA

McKINLEY
CONSTRUCTION LLC

655 ENGINEERING DR. STE. 208
PEACHTREE CONRES, GA. 30092

DATE

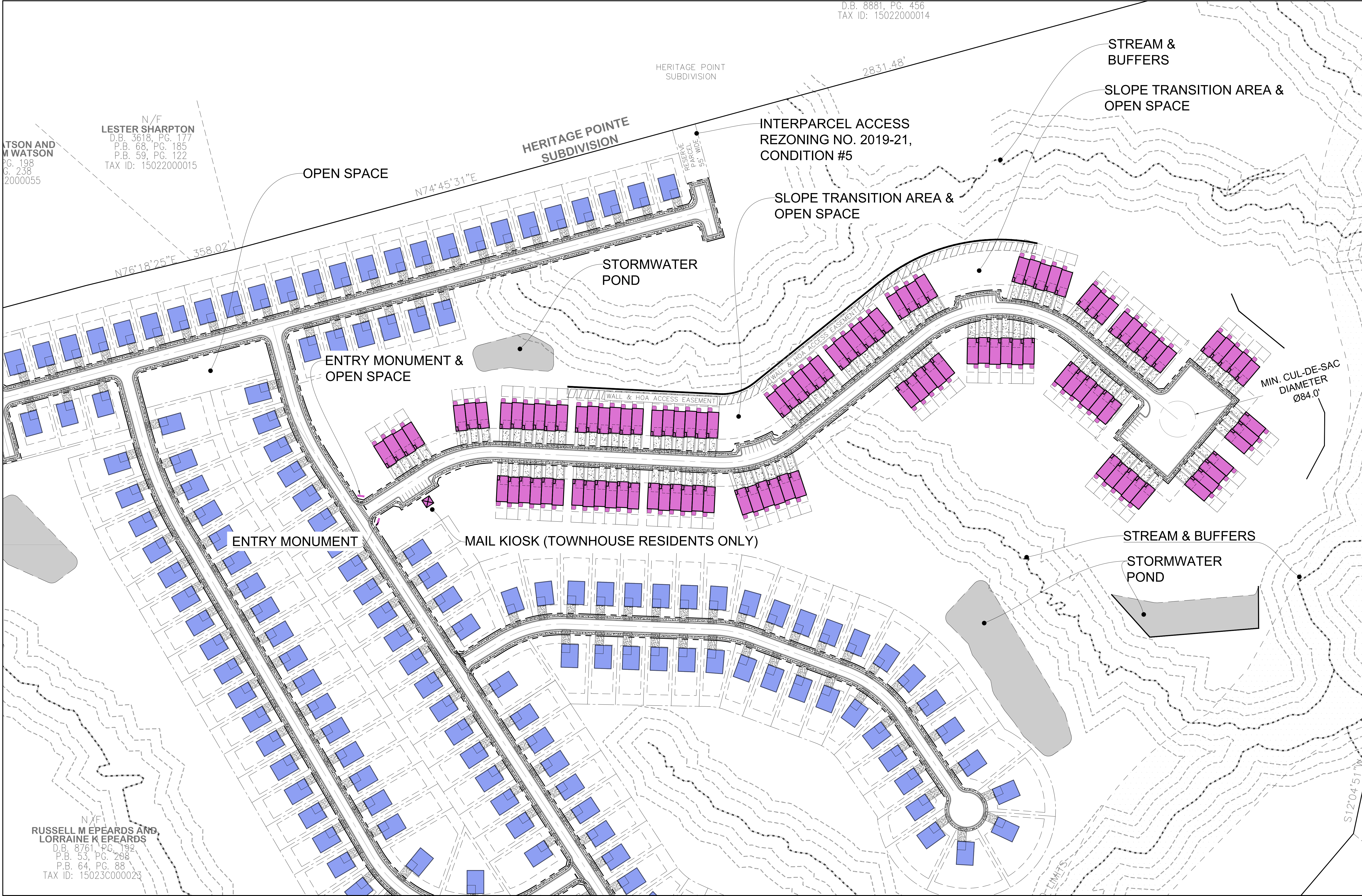
01/30/2023

SHEET TITLE

ZONING SITE PLAN
P.U.D
SINGLE FAMILY
+
TOWNHOUSE
DEVELOPMENT

SITE PLAN

SHEET 1 OF 2



N/F
LESTER SHARPTON
D.B. 3618, PG. 177
P.B. 68, PG. 185
P.B. 59, PG. 122
TAX ID: 15022000015

N/F
RUSSELL M EPEARDS AND
LORRAINE K EPEARDS
D.B. 8761, PG. 192
P.B. 53, PG. 268
P.B. 64, PG. 88
TAX ID: 15023C000023

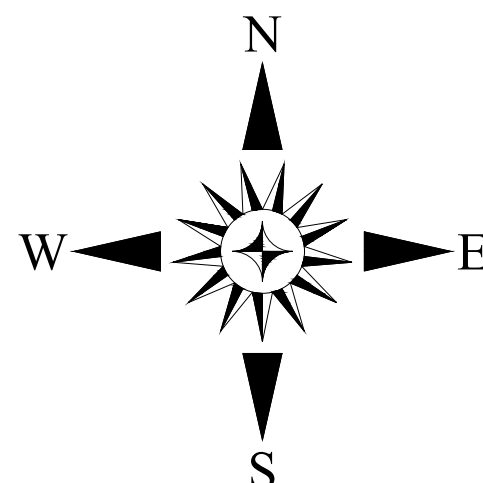
D.B. 8881, PG. 456
TAX ID: 15022000014

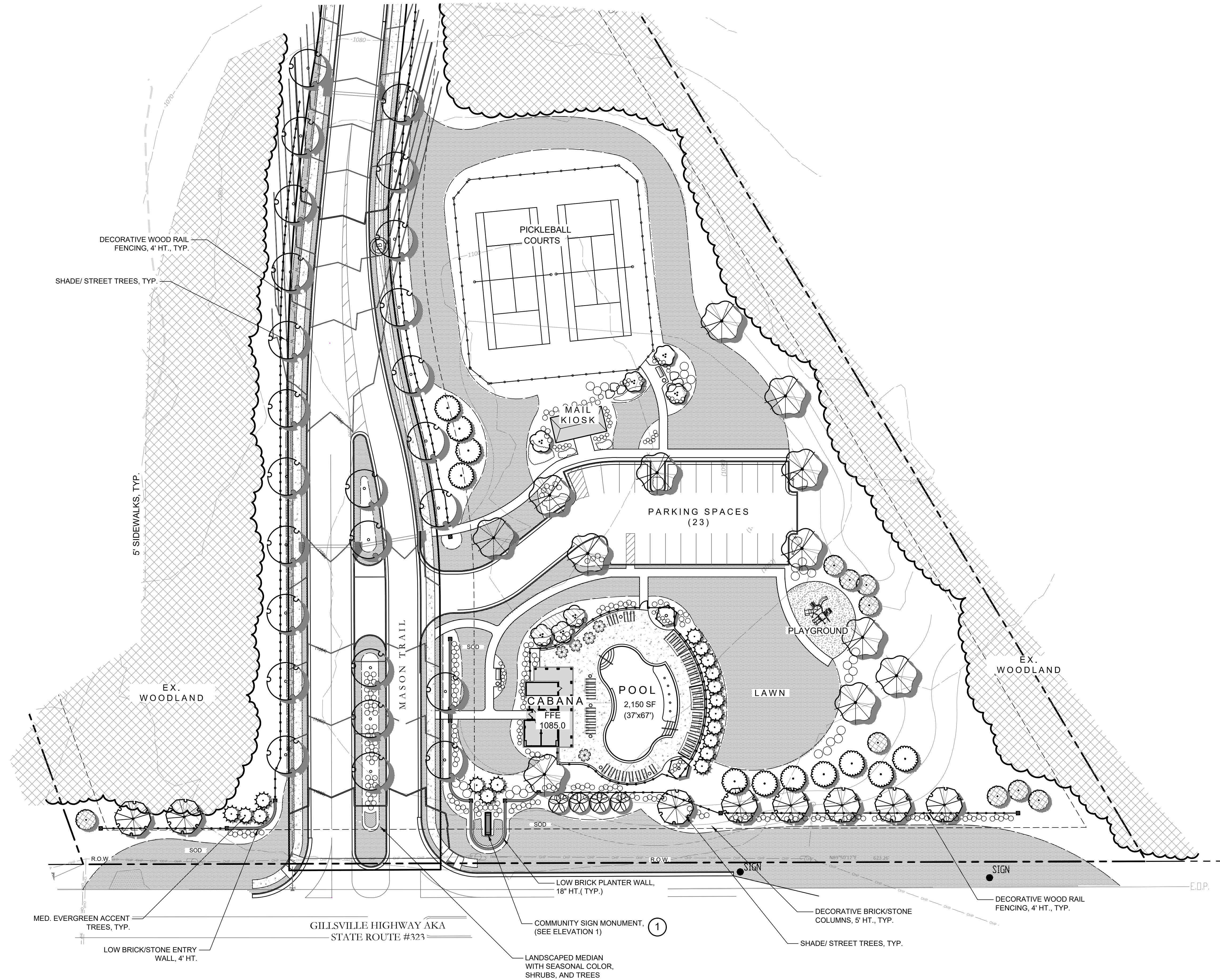
GLASSMANOR RIDGE
GILLSVILLE HWY
GAINESVILLE, GA

McKINLEY
CONSTRUCTION LLC
655 ENGINEERING DR. STE. 208
PEACHTREE CONRES, GA. 30092

DATE
01/30/2023

SHEET TITLE
CONCEPT
SITE PLAN
ZONING VARIANCE
TOWNHOME
CUL-DE-SAC PLAN
SHEET 2 OF 2





NORTH

GLASSMANOR RIDGE

CITY OF GAINESVILLE, GEORGIA

2 / 3 / 2023

22.071

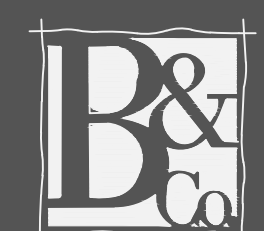
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SHEET 1 OF 3

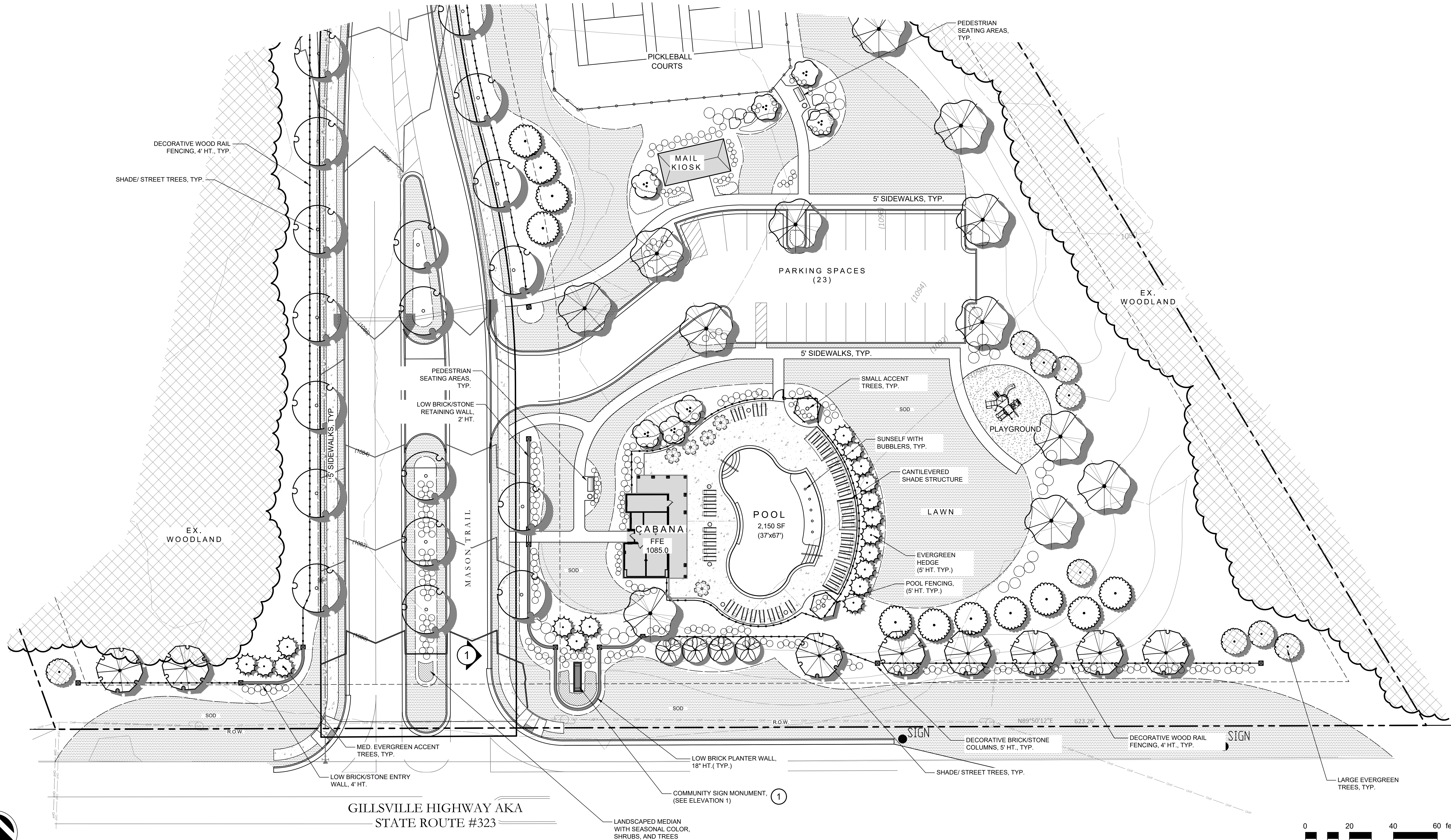
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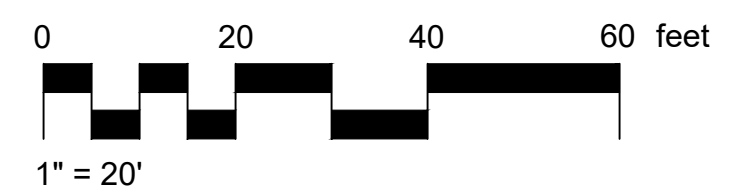
MCKINLEY HOMES
655 ENGINEERING DRIVE, SUITE 208
PEACHTREE CORNERS, GA 30092



Brunson & Company
LANDSCAPE ARCHITECTS



NORTH



GLASSMANOR RIDGE

CITY OF GAINESVILLE, GEORGIA

2 / 3 / 2023

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ENTRANCE/AMENITY
CONCEPT ENLARGED

SHEET 2 OF 3

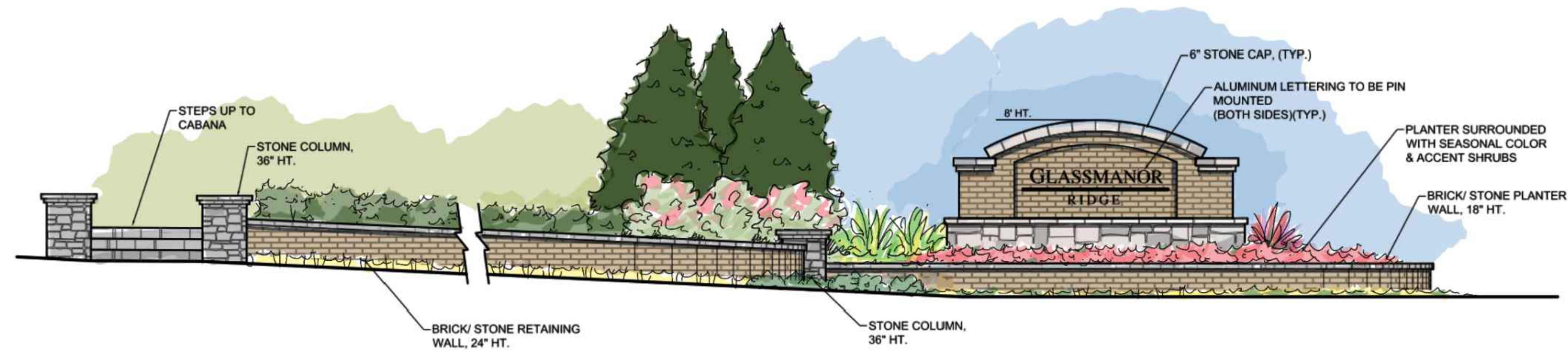
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1 COMMUNITY IDENTIFICATION MONUMENT - CONCEPT ELEVATION
NTS

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CITY OF GAINESVILLE , GEORGIA

2 / 3 / 2023

22.071

CONCEPT ENTRANCE ELEVATIONS

SHEET 3 OF 3

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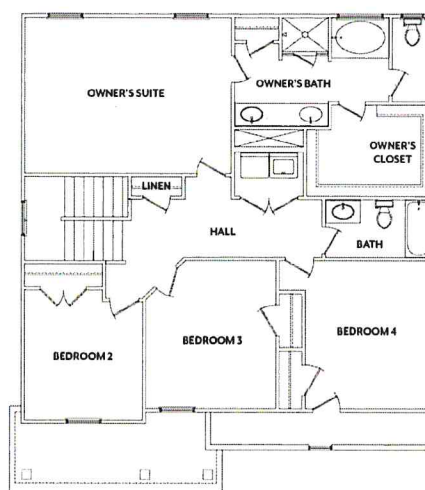
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Single Family Homes



SWINDON

2,101 SQ. FT.



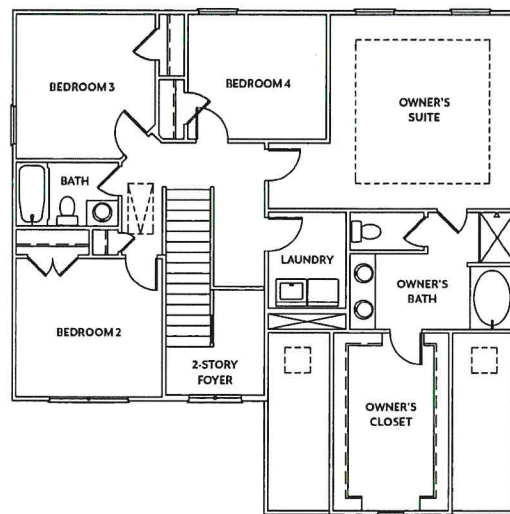
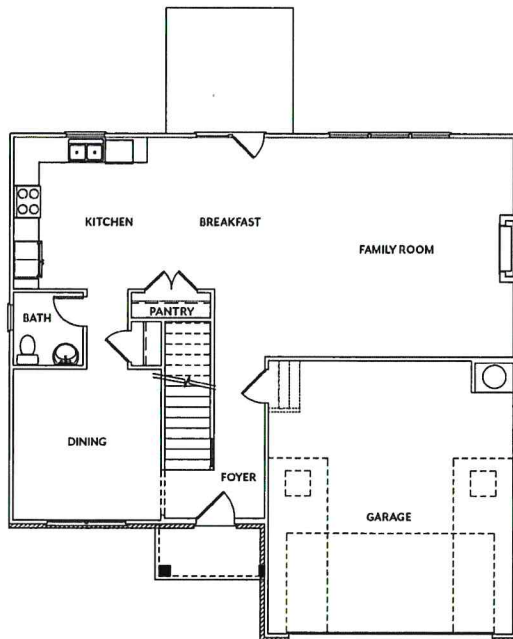
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COLEHILL

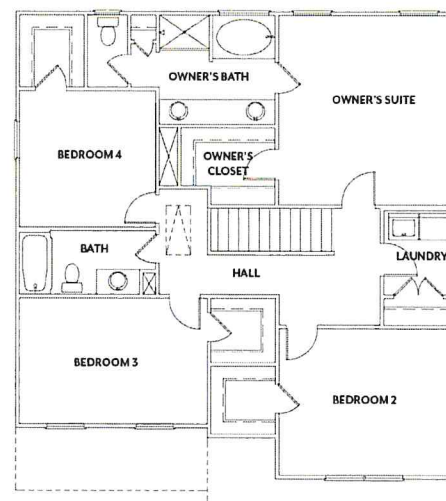
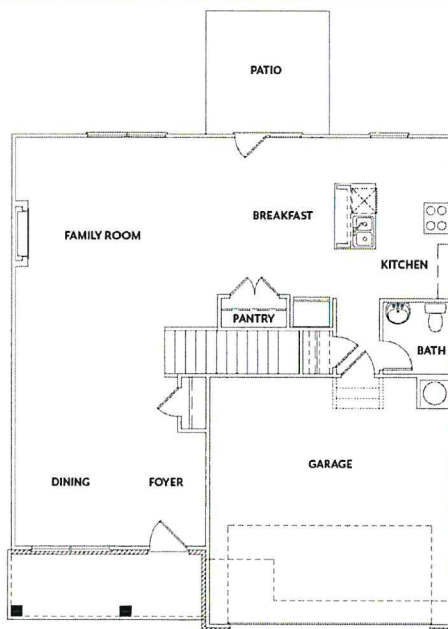
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MALLOW

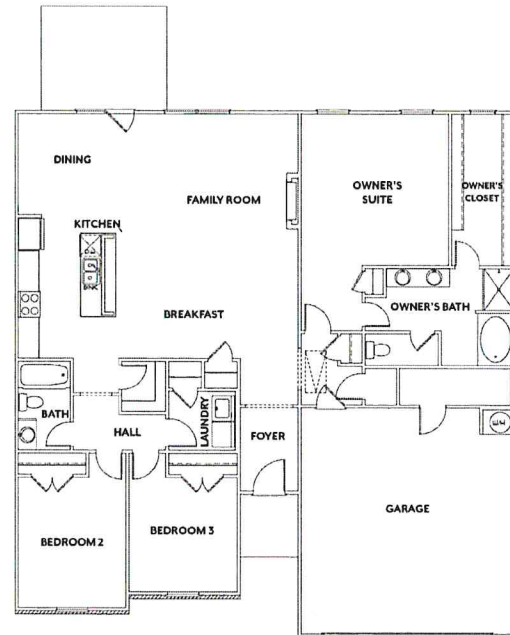
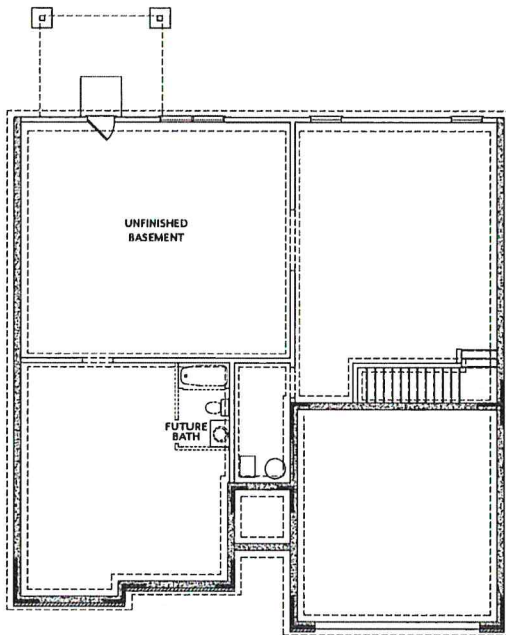
2,148 SQ. FT.





BRENTWATER

1,819 SQ. FT.



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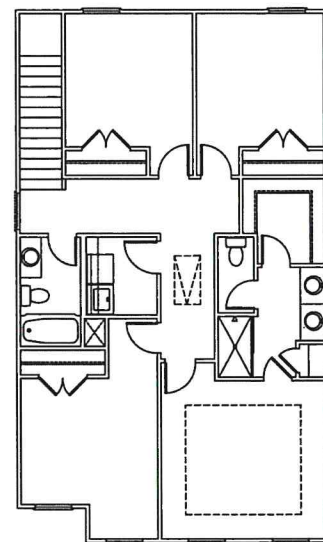
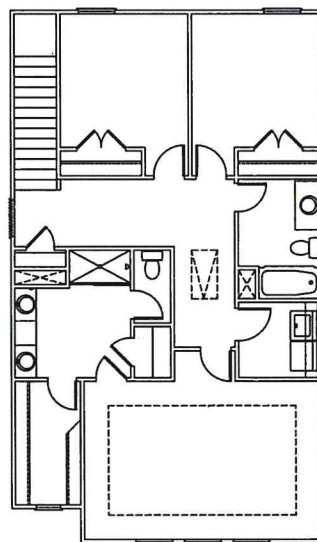
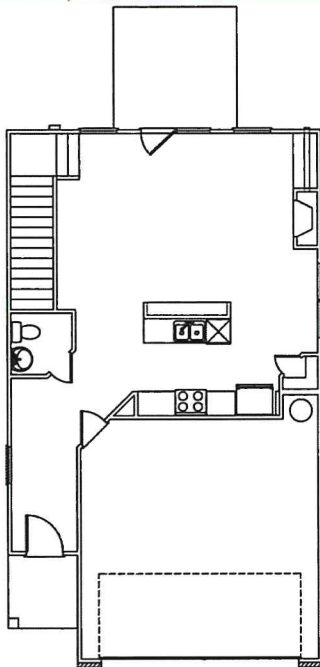


Townhomes



THE BURTON

1,733 Sq. Ft.



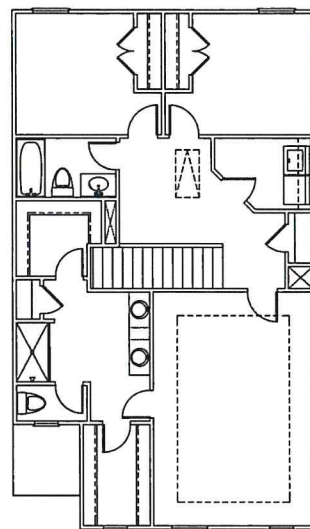
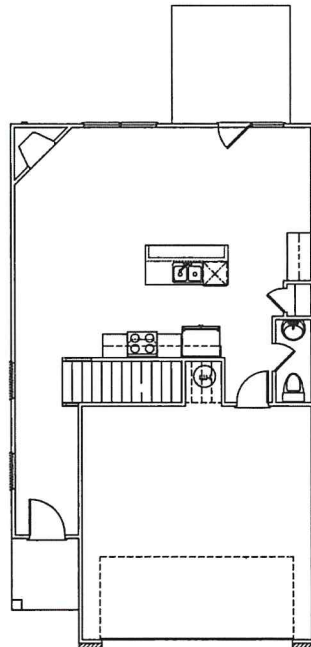
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THE HARTWELL

1,703 Sq. Ft.



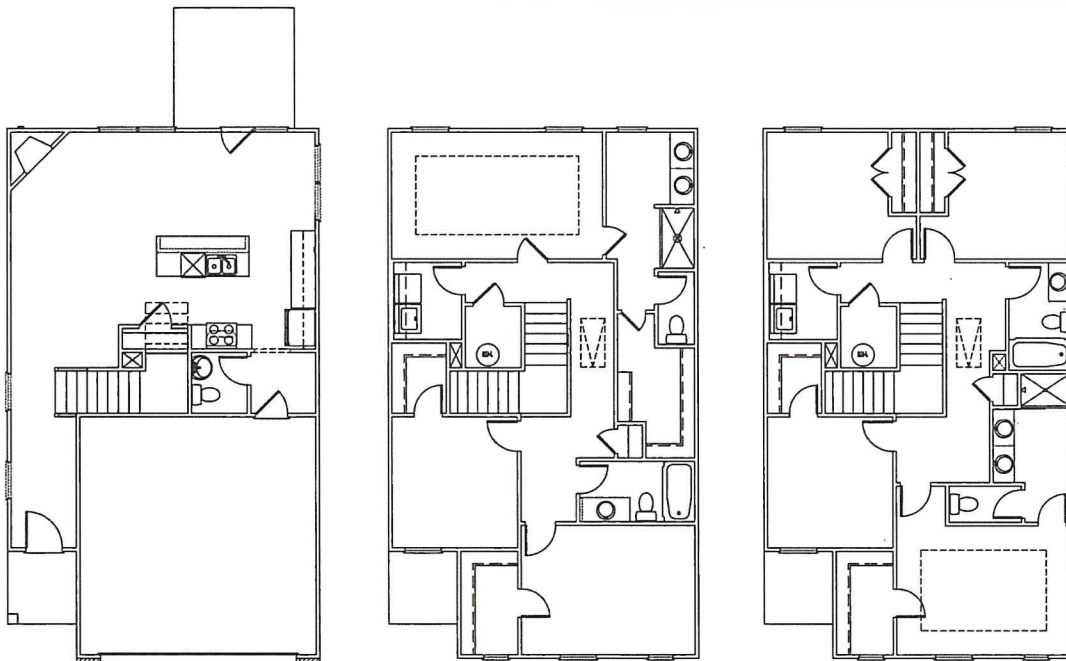
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THE OCONEE

1,700 Sq. Ft.



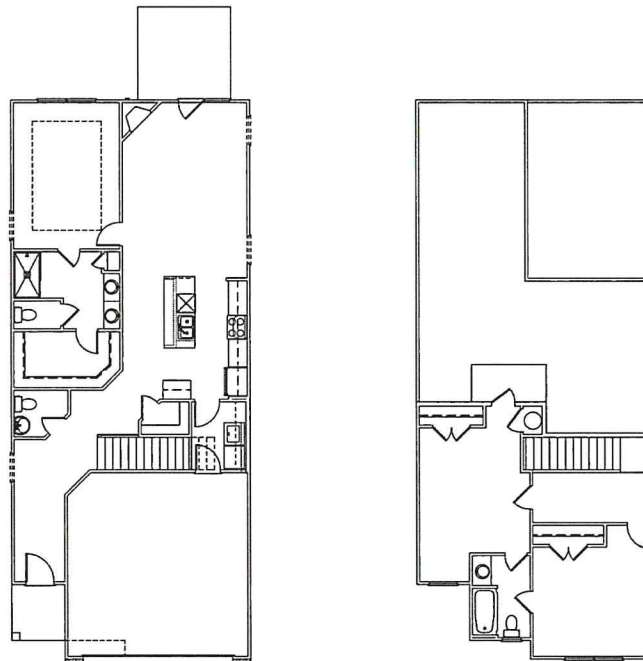
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THE LANIER

1,663 Sq. Ft.



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Gillsville Highway TIS Traffic Impact Study

May 26, 2022

Prepared For:

McKinley Homes
655 Engineering Drive, Suite 208
Peachtree Corners, GA 30092

Prepared By:

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Appendix

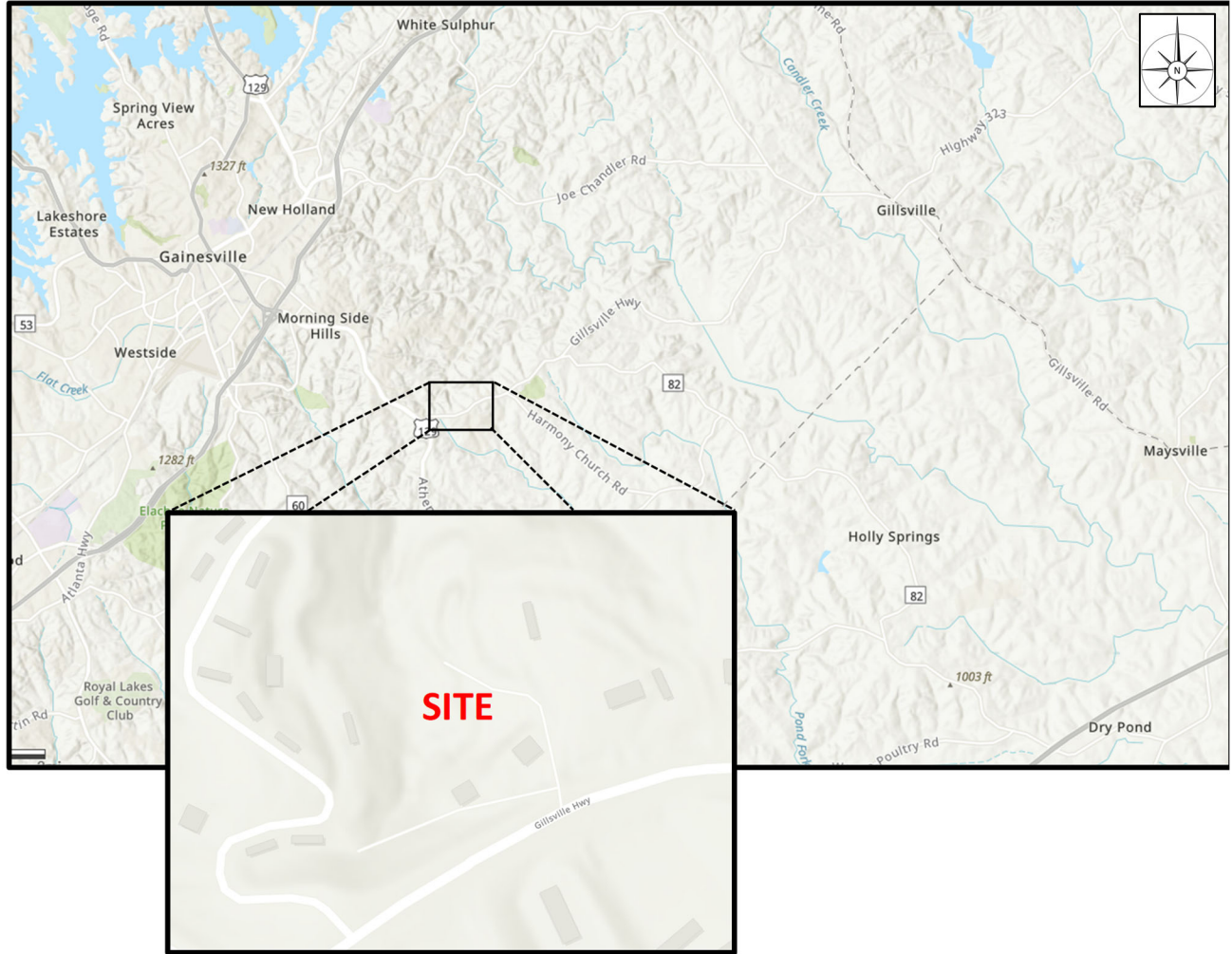
Appendix A: Traffic Counts
Appendix B: Synchro and Signal Timing
Appendix C: Growth Rate Analysis

1 Project Description

The project site is located at 2242 Gaines Mill Rd, in Gainesville, Hall County, GA and is approximately 203 Acres. The site is currently undeveloped. The proposed development will consist of a 349-Single Family Units Subdivision with a single entrance off Gillsville Highway. The net external vehicle trips created by the proposed development is anticipated to be 3,186 daily trips (1,593 inbound, 1,593 outbound), with 232 AM peak hour vehicle trips (60 inbound, 172 outbound) trips and with 322 PM peak hour trips (203 inbound, 119 outbound).

A vicinity map is shown in Figure 1 and an aerial map of the site location is shown in Figure 2.

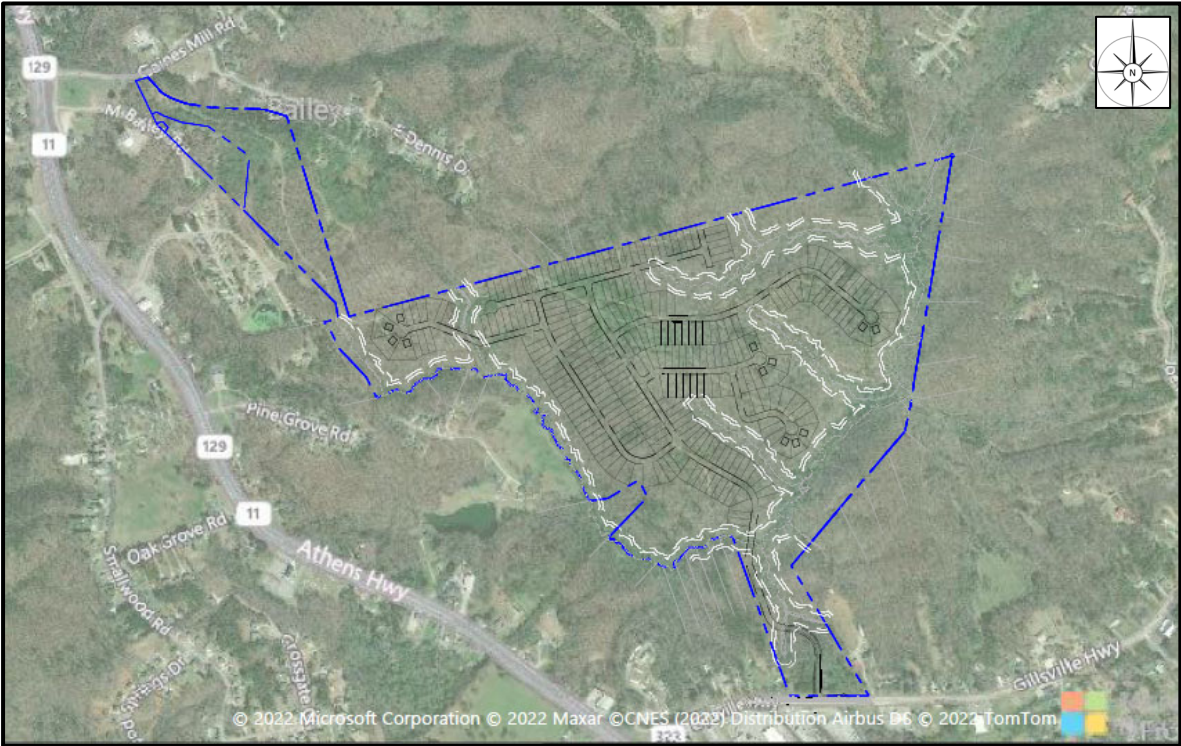
Figure 1: Site Location Map



Gillsville Highway - TIS
Hall County, GA



Figure 2: Aerial



2 Existing Conditions

2.1 Transportation Facilities Description

Gillsville Highway is a two-lane undivided / two-way left turn divided roadway running primarily east to west along the study area. The roadway is functionally classified by GDOT as a major collector and has a posted speed limit of 40 mph. There are no existing sidewalks or pedestrian facilities on either side of the road.

Athens Highway is a four-lane divided roadway running primarily north to south along the study. The roadway is functionally classified by GDOT as a principal arterial roadway and has a posted speed limit of 55 mph. There are no pedestrian facilities on either side of the roadway.

Harmony Church Road is a two-lane undivided roadway running primarily north to south for the purposes of this analysis. The roadway is functionally classified by GDOT as a minor collector and has a posted speed limit of 50 mph. There are no existing sidewalks or pedestrian facilities on either side of the road.

2.2 Study Network

The following intersections were analyzed as part of this report.

1. Gillsville Hwy at Athens Hwy
 - a. Existing three-legged signalized intersection
2. Gillsville Hwy at Harmony Church Rd
 - a. Existing three-legged signalized intersection
3. Gillsville Hwy at Site Driveway (proposed driveway alignment)
 - a. Proposed full access driveway

The existing lane geometry shown in Figure 3.

2.3 Traffic Data

Existing traffic counts were collected at the intersections of Gillsville Hwy at Athens Hwy, and Gillsville Hwy at Harmony Church Rd on Tuesday May 3rd, 2022. The AM peak hour was determined to be 7:00-8:00 AM and the PM peak hour was determined to be 4:45-5:45PM. An additional 24-hour bi-directional vehicle count was collected on Gillsville Hwy just east of the proposed driveway.

The peak hour turning movement volumes are shown graphically in Figure 4. The raw traffic counts are included in Appendix A.

Due to the ongoing COVID-19 pandemic traffic volumes can differ from typical peak hour volumes. GDOT historic counts were utilized to determine an adjustment factor to apply to the existing traffic volumes. A historic count was available to the west of the proposed site on Gillsville Hwy, a 24-hour bi-directional volume count was collected for use in developing an adjustment factor for existing traffic volumes. The PM peak period required a covid adjustment of 1.07. Volumes used for analysis are shown in Table 1.

Table 1: Covid Adjustment Factor

Intersection Comparison				
	Existing Volume		GDOT Traffic Data	
Date	3/23/2022		1/30/2019 Grown to 2022	
Peak Hour	0700-0800	1645-1745	0700-0800	1700-1800
Peak Volume	1058	1097	1060	1174

	AM	PM
Adjustment Factor	1.00	1.07

Figure 3: Existing Lane Geometry

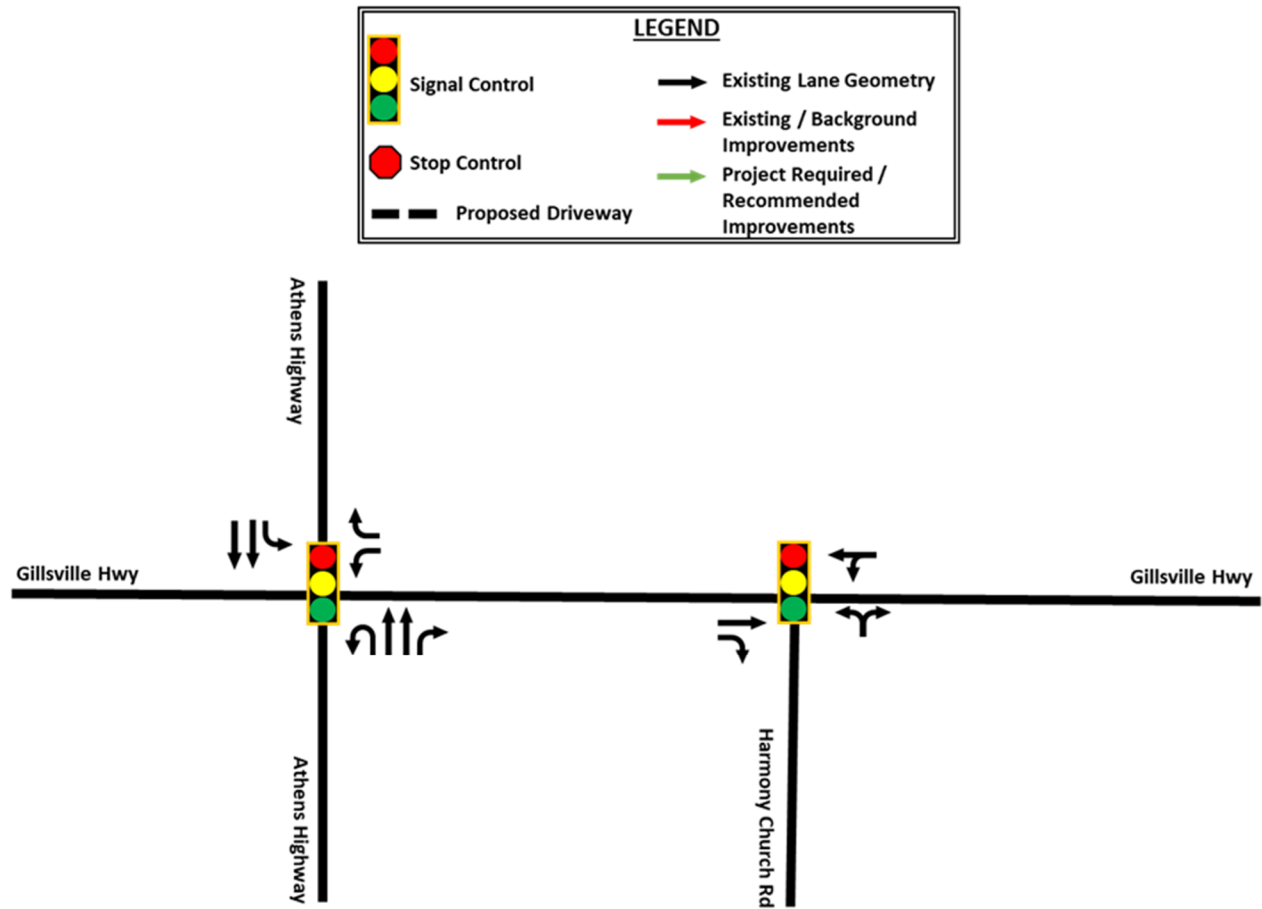
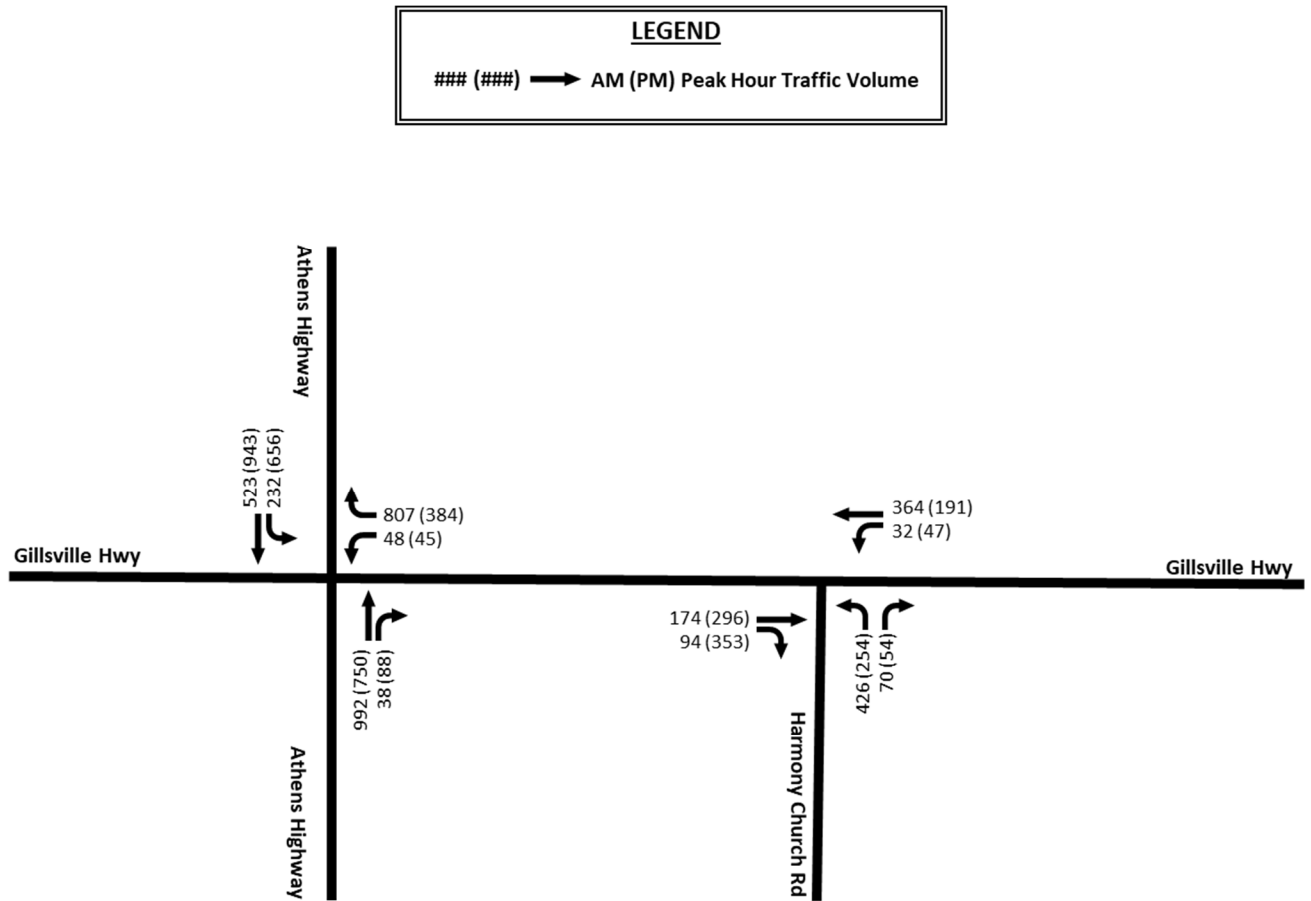


Figure 4: Existing Traffic Volumes



2.4 Existing Capacity Analysis

The existing traffic volumes were analyzed using a Synchro 11 model to determine the capacity of the AM, and PM peak hours. The results are shown by lane group movement and total intersection capacity. Average vehicular delays are shown in seconds, level of service (LOS) is a grading system as defined by the Highway Capacity Manual (HCM) where A is best, and F is worst. HCM 6th Edition methodology was used in analysis. Vehicle 95th percentile queueing is shown in feet and is from a SimTraffic 11 model analysis. Synchro and SimTraffic output files are included in Appendix B. Optimized signal timings were utilized for analysis purposes and are included in Appendix B.

Table 2: Existing Conditions Capacity Analysis

#	Intersection	Control	Movement	AM Peak Hour			PM Peak Hour		
				Delay (s)	LOS	95 th % Queue (ft)	Delay (s)	LOS	95 th % Queue (ft)
1	Gillsville Hwy @ Athens Hwy	Signalized	WBL	57.1	E	326	62.7	E	326
			WBR	0	A	796	0	A	158
			NBT	7.3	A	241	22.9	C	341
			NBR	0	A	-	0	A	26
			SBL	7.3	A	206	37.4	D	206
			SBT	1.9	A	64	2.3	A	64
			Intersection	7.1	A	-	19.6	B	-
2	Gillsville Hwy @ Harmony Church Rd	Signalized	EBT	12.3	B	165	7.8	A	165
			EBR	11.7	B	64	8.8	A	64
			WB	16.9	B	215	20.3	C	215
			NBL	18.2	B	295	27	C	295
			NBR	0	A	-	0	A	-
			Intersection	16.5	C	-	15.7	B	-

Gillsville Hwy at Athens Hwy

- During the AM and PM peak hour all movements operate at LOS D or better except for the WBL movement operating at a LOS E.
- The intersection operates at LOS A during the AM peak hour and LOS B during the PM peak hour.

Gillsville Hwy at Harmony Church Rd

- The intersection operates at LOS C during the AM peak hour and LOS B during the PM peak hour.

3 Background Conditions

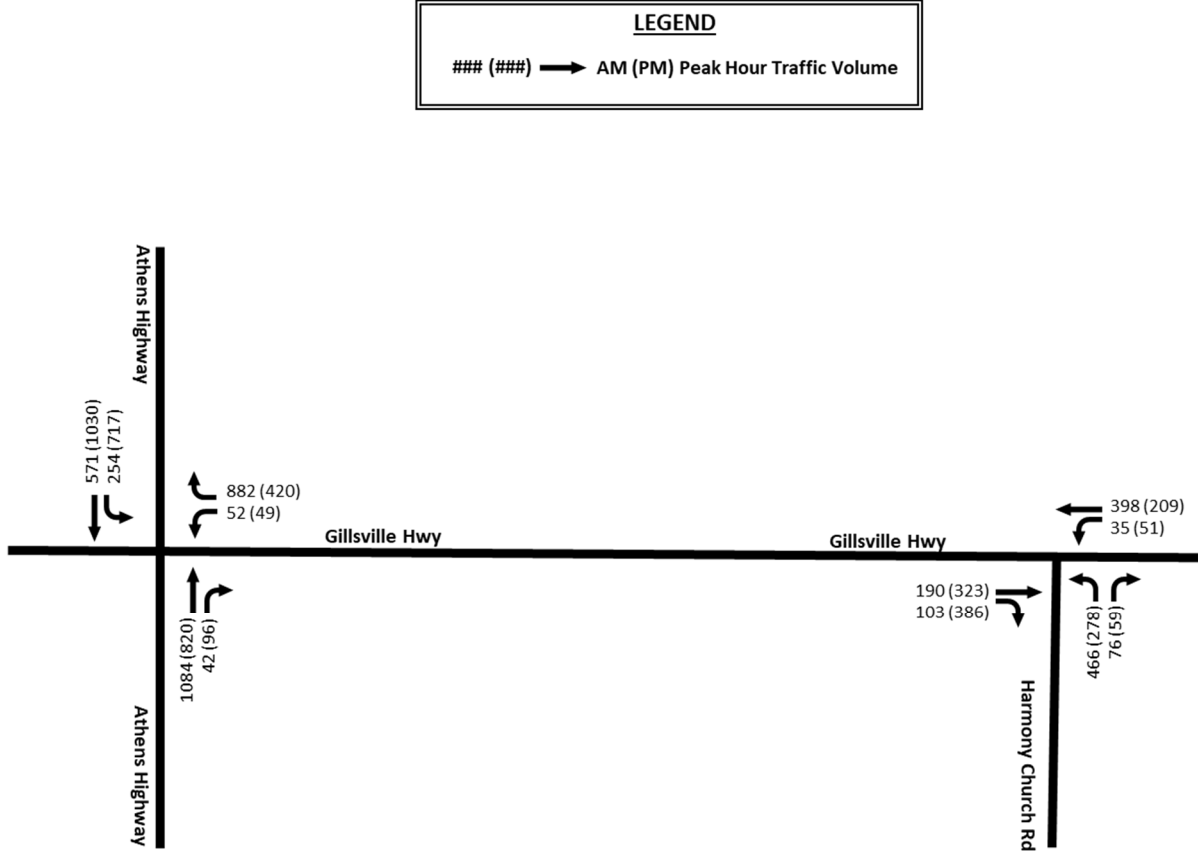
3.1 Background Traffic Growth

Background traffic growth is the analysis method of analyzing historic trends in traffic volumes / population growth, and future growth projections to determine an annual growth rate which is applied to the existing traffic counts on the study network. A growth rate of 3% was determined for use in analysis. Data used in growth rate development is included in Appendix C.

3.2 Background Lane Geometry

Background lane geometry is the same as existing conditions

Figure 5: Background (2023) Traffic Volumes



3.3 Background Capacity Analysis

The Background 2023 traffic volumes were analyzed using a Synchro 11 model to determine the capacity of the AM and PM peak hours. The results are shown by lane group movement and total intersection capacity. Average vehicular delays are shown in seconds, level of service (LOS) is a grading system as defined by the Highway Capacity Manual (HCM) where A is best, and F is worst. HCM 6th Edition was used for analysis. Vehicle 95th percentile queueing shown in feet and is from a SimTraffic 11 model analysis. Synchro and SimTraffic output files are included in Appendix B.

Table 3: Background Conditions Capacity Analysis

#	Intersection	Control	Movement	AM Peak Hour			PM Peak Hour		
				Delay (s)	LOS	95 th % Queue (ft)	Delay (s)	LOS	95 th % Queue (ft)
1	Gillsville Hwy @ Athens Hwy	Signalized	WBL	55.9	E	917	61.7	E	88
			WBR	0	A	952	0	A	223
			NBT	8.2	A	274	33.6	C	453
			NBR	0	A	-	0	A	137
			SBL	12.4	B	204	51.3	D	665
			SBT	2.1	A	72	2.5	A	279
			Intersection	8.3	A	-	26.9	C	-
2	Gillsville Hwy @ Harmony Church Rd	Signalized	EBT	21.6	C	202	9.4	A	411
			EBR	20.5	C	64	11.5	B	60
			WB	41.4	D	413	8.8	A	352
			NBL	23.6	C	289	15.5	B	200
			NBR	0	A	-	0	A	-
			Intersection	29.6	C	-	11.5	B	-

Gillsville Hwy at Athens Hwy

- The intersection movements operate at the same level of service as in existing conditions.
- Overall intersection LOS drops from LOS B to LOS C in the PM peak hour with the AM peak hour remaining at LOS A.
- During the AM peak hour queuing is backing up at the WB approach due to the heavy right turn volume. An alternative background analysis was performed and can be found below.

Gillsville Hwy at Harmony Church Rd

- The intersection movements continue to operate at an acceptable LOS.
- Overall intersection LOS remains the same as in existing conditions.

3.3.1 Background Conditions Alternatives Analysis

An alternatives analysis was performed due to the queuing for the signalized intersection of Gillsville Hwy at Athens Hwy. Due to the number of vehicles making the westbound right turning movement there is significant queueing for the approach. The intersections were recently reconfigured to remove the free flow right turn condition and create a yield condition for the right turn. The alternative analysis reverts the change.

Table 4: Background Alternative Conditions Capacity Analysis

#	Intersection	Control	Movement	AM Peak Hour		
				Delay (s)	LOS	95 th % Queue (ft)
1	Gillsville Hwy @ Athens Hwy	Signalized	WBL	55.9	E	69
			WBR	0	A	-
			NBT	8.2	A	266
			NBR	0	A	-
			SBL	12.4	B	200
			SBT	2.1	A	74
			Intersection	8.3	A	-

Gillsville Hwy at Athens Hwy

- During the AM peak hour all approaches operate at LOS E or better.
- The reverting of the right-turn add lane minimized queueing.
- The intersection operates at LOS A during the AM peak hour.

4 Build Conditions

4.1 Trip Generation

A trip generation for the proposed development was created using the Institute of Traffic Engineers (ITE) Trip Generation Manual 11th Edition, 2021. The summarized trip generation is shown in Table 1Table 5.

Table 5: Trip Generation Summary

Land Use Information	Project Trips			Equation Used ¹	In / Out Distribution
	Total	Inbound	Outbound		
210- Single-Family Detached Housing				349	Dwelling Unit
Daily	3,186	1,593	1,593	$\ln(T) = 0.92\ln(X)+2.68$	50% / 50%
AM Peak Hour	232	60	172	$\ln(T) = 0.91\ln(X)+0.12$	26% / 74%
PM Peak Hour	322	203	119	$\ln(T) = 0.94\ln(X)+0.27$	63% / 37%

The proposed development is anticipated 3,186 net new daily vehicle trips (1,593 inbound and 1,593 outbound). The AM peak hour is anticipated to generate 232 net new vehicle trips (60 inbound, and 172 outbound). The PM peak hour is anticipated to generate 322 net new vehicle trips (203 inbound and 119 outbound).

4.2 Trip Distribution

Project trips were assigned to the study network based on a review of land-use densities in the area, existing / projected traffic patterns, site access, and potential origination/ destination points.

The trip distribution is shown graphically in Figure 6.

4.3 Turn Lane Warrant Analysis

A turn lane warrant analysis for the proposed driveways accessing the external roadway network Per the GDOT Regulations for Driveway and Encroachment Control Manual Chapter 4 Table 4-8 and 4-9.

Gillsville Hwy at Site Driveway (Full Access)

- Right-turn deceleration lane – **Warranted**
 - 637 of 200 vehicles required
- Left-turn deceleration lane – **Warranted**
 - 955 of 250 vehicles required

Per GDOT Regulations for Driveway and Encroachment Control Manual Chapter 4 Table 4-8. Right-turn length requirements are:

- 25 MPH – 50 feet of storage and a 50-foot taper
- 40 MPH – 150 feet of storage and a 50-foot taper

Per GDOT Regulations for Driveway and Encroachment Control Manual Chapter 4 Table 4-9. left-turn length requirements are:

- 25 MPH – 80 feet of storage and a 50-foot taper
- 40 MPH – 210 feet of storage and a 50-foot taper

Figure 6: Trip Distribution

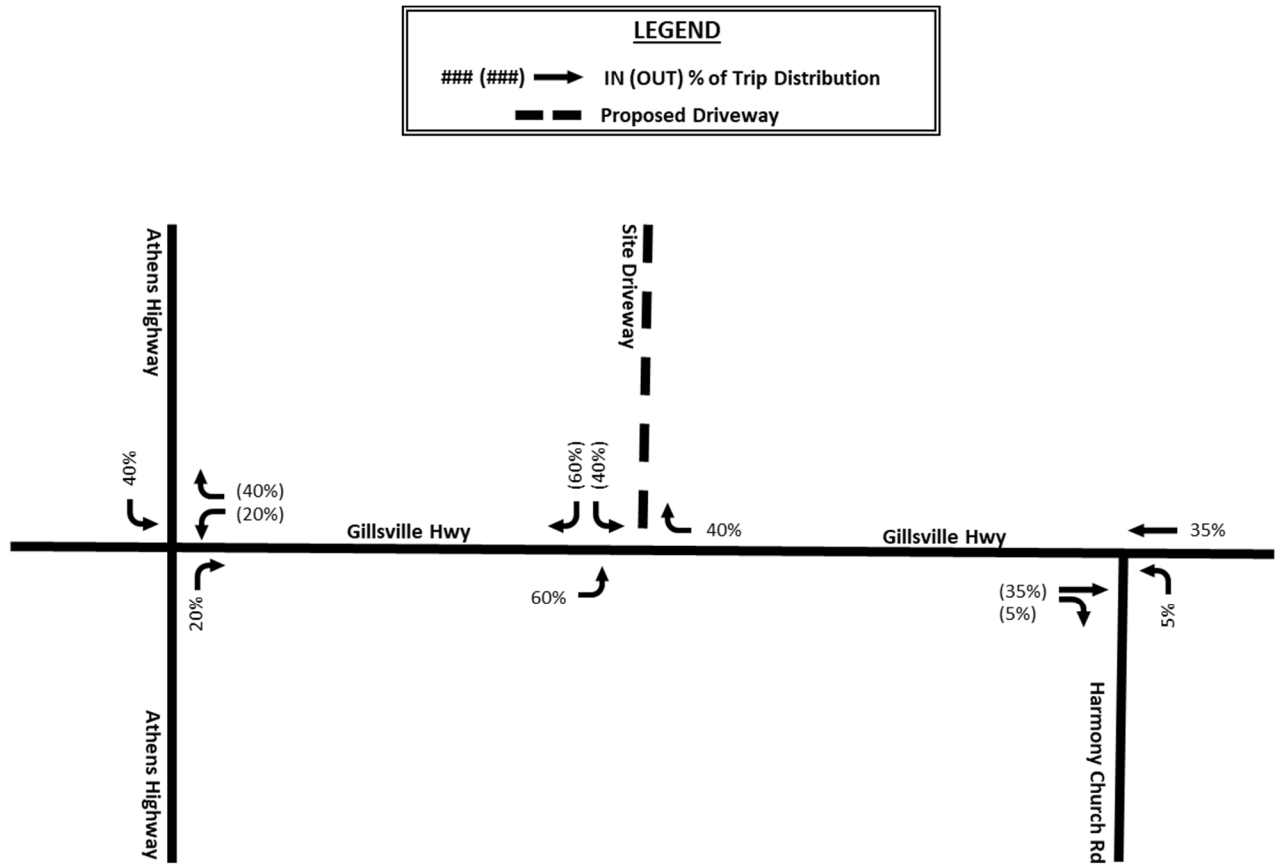


Figure 7: Project Trips

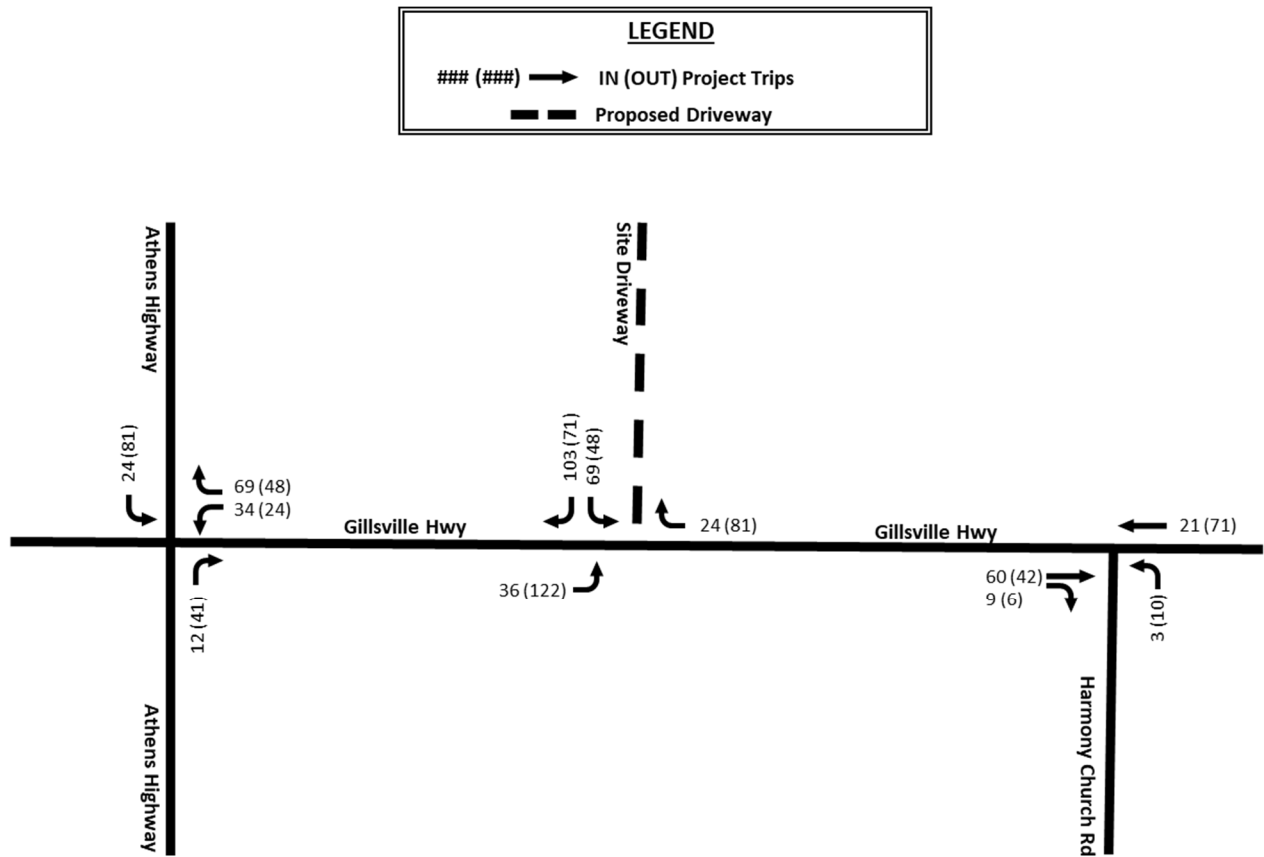


Figure 8: Build (2023) Traffic Volumes

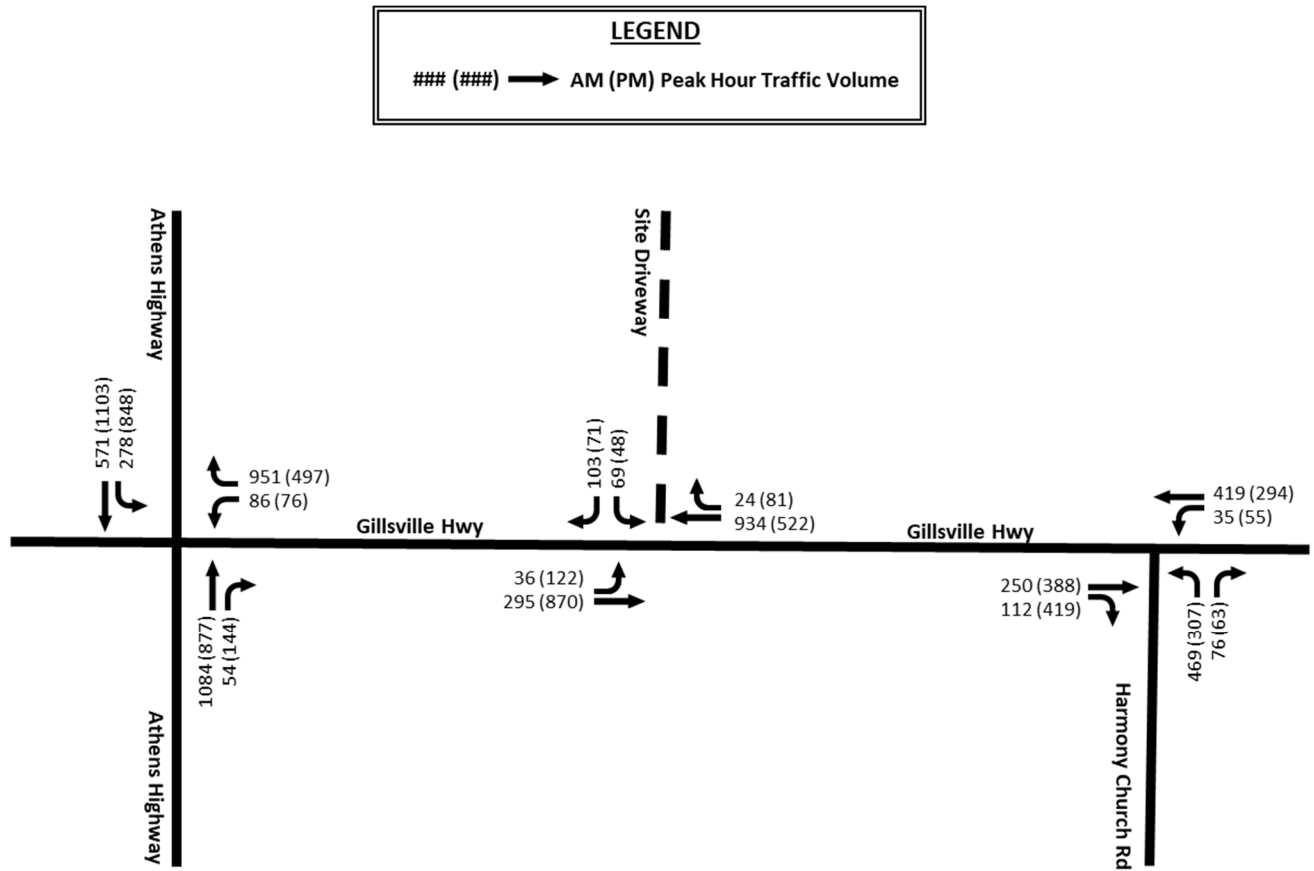
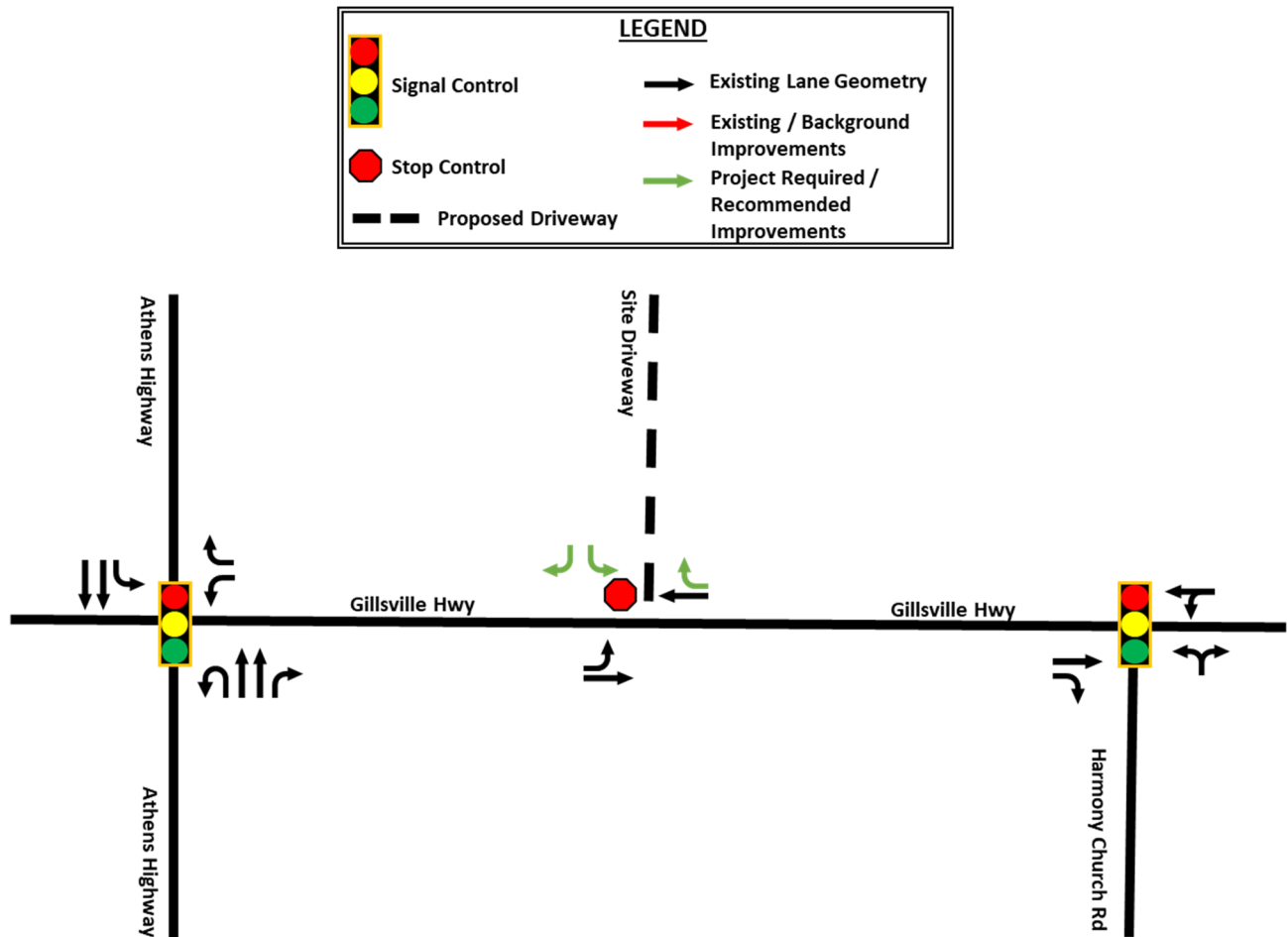


Figure 9: Build (2023) Lane Geometry



4.4 Build Capacity Analysis

The build traffic volumes were analyzed using a Synchro 11 model to determine the capacity of the AM, School, and PM peak hours. The results are shown by lane group movement and total intersection capacity. Average vehicular delays are shown in seconds, level of service (LOS) is a grading system as defined by the Highway Capacity Manual (HCM) where A is best, and F is worst. HCM 6th Edition methodology was used in analysis. Vehicle 95th percentile queueing is shown in feet and is from a SimTraffic 11 model analysis. Synchro and SimTraffic output files are included in Appendix B.

All traffic signal timings remain the same as in background conditions. Traffic signal timings used in analysis are shown in Appendix B.

Table 6: Build Conditions Capacity Analysis

#	Intersection	Control	Movement	AM Peak Hour			PM Peak Hour		
				Delay (s)	LOS	95 th % Queue (ft)	Delay (s)	LOS	95 th % Queue (ft)
1	Gillsville Hwy @ Athens Hwy	Signalized	WBL	50.9	D	958	57.6	E	115
			WBR	0	A	894	0	A	229
			NBT	10.6	B	286	35.8	D	446
			NBR	0	A	-	0	A	153
			SBL	20.5	C	227	98.4	F	896
			SBT	2.8	A	75	3.1	A	1534
			Intersection	11.7	B	-	42.3	D	-
2	Gillsville Hwy @ Site Driveway	Side Street Stop	EBL	10.8	B	46	9.6	A	70
			WBR	0	A	229	0	A	13
			SBL	25.6	D	152	30.8	D	74
			SBR	26.5	D	1033	13.2	B	54
			Intersection	3.6	-	-	2.2	-	-
3	Gillsville Hwy @ Harmony Church Rd	Signalized	EBT	22.6	C	251	9.3	A	443
			EBR	20.5	C	65	10.4	B	59
			WBL	48.4	D	449	54.1	D	427
			NBL	24.5	C	281	28.9	C	257
			NBR	0	A	-	0	A	-
			Intersection	32.4	C	-	23.8	C	-

Gillsville Hwy at Athens Hwy

- With project trips added to the network the intersection continues to operate at an acceptable LOS.
- During the AM peak hour queuing is backing up at the WB approach due to the heavy right turn volume. An alternative build analysis was performed and can be found below.

Gillsville Hwy at Site Driveway

- The proposed access ingress operates at LOS B or better for both peak hours.
- Vehicles exiting the development operate at LOS D
- Queuing during the AM peak hour is due to spillback from the signalized intersection at Athens Hwy, the alternatives analysis addresses this issue.

Gillsville Hwy at Harmony Church Rd

- The intersection continues to operate at an acceptable LOS.
- The AM peak hour remains at LOS C with the PM peak hour dropping to LOS C from LOS B.

4.4.1 Build Conditions Alternatives Analysis

The build conditions AM peak hour was analyzed per the improvements analyzed in the background alternatives. The westbound right turn at the intersection of Gillsville Hwy and Athens Hwy was reverted to a free flow condition for the recently changed yield condition.

Table 7: Build AM Alternative Conditions Capacity Analysis

#	Intersection	Control	Movement	AM Peak Hour		
				Delay (s)	LOS	95 th % Queue (ft)
1	Gillsville Hwy @ Athens Hwy	Signalized	WBL	51.1	D	118
			WBR	0	A	-
			NBT	10.3	B	253
			NBR	0	A	-
			SBL	19.9	B	228
			SBT	2.7	A	94
			Intersection	11.4	B	-
2	Gillsville Hwy @ Site Driveway	Side Street Stop	EBL	10.7	B	48
			WBR	0	A	-
			SBL	24.7	C	93
			SBR	25.1	D	83
			Intersection	3.2	-	-

Gillsville Hwy at Athens Hwy

- With reverting the WBR to an add lane the queueing at the intersection is resolved.

Gillsville Hwy at Site Driveway

- Adjusting the signalized intersection resolves spillback queueing at the intersection

5 Recommendations and Conclusions

The project site is located at 2242 Gaines Mill Rd, in Gainesville, Hall County, GA and is approximately 203 Acres. The site is currently undeveloped. The proposed development will consist of a 349-Single Family Units Subdivision with a single entrance off Gillsville Highway. The net external vehicle trips created by the proposed development is anticipated to be 3,186 daily trips (1,593 inbound, 1,593 outbound), with 232 AM peak hour vehicle trips (60 inbound, 172 outbound) trips and with 322 PM peak hour trips (203 inbound, 119 outbound).

Gillsville Hwy at Athens Hwy

- The intersection operates at an acceptable level of service (LOS) for all analyzed scenarios
- In background no-build conditions the westbound right turn movement shows significant queueing. The movement was recently changed from a free-flow right to a yield controlled movement. An alternatives analysis was performed reverting the change showing improvement. The existing control should be retained and if queueing does become an issue in the future further analysis should be performed.
- No improvements are recommended or required as part of the proposed development.

Gillsville Hwy at Site Driveway

- The development is proposing a full access on Gillsville Hwy to the east of the intersection with Athens Hwy.
- A dual lane exit is recommended for the proposed development.
- A right-turn deceleration lane is warranted at the driveway
 - The right turn lane exiting the development should be constructed with 50 feet of storage and a 50-foot taper
 - The right turn lane into site on Gillsville Hwy should be constructed with 150 feet of storage and a 50-foot taper
- The existing roadway cross-section provides a two-way left turn lane. If chosen to re-stripe the lane the GDOT recommended lengths are 210 feet of storage and a 50-foot taper.
- The proposed intersection operates at an acceptable LOS

Gillsville Hwy at Harmony Church Rd

- The existing signalized intersection operates at an acceptable LOS for all analyzed scenarios
- No improvements are recommended or required as part of the proposed development.

Appendix A: Traffic Counts



[Click here for Map](#)

Peak Hour Turning Movement Count

Gillsville, GA



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Tuesday, May 3, 2022	
Period	0700 - 0900
Peak Hour	0700 - 0800

* the Peak Hour Diagram does not include Bikes



All vehicles

Time	Northbound					Southbound					Westbound					Int Total					
	GA-11 Athens Hwy (South)					GA-11 Athens Hwy (North)					GA-323 Gillsville Hwy										
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total				App Total	Left 1.7	Right 1.8	U-Turn 1.9		App Total				
0700 - 0715	-	201	8	0	209	62	154	-	1	217	-	-	-	-	0	13	-	153	0	166	592
0715 - 0730	-	281	10	0	291	65	142	-	0	207	-	-	-	-	0	8	-	226	0	234	732
0730 - 0745	-	268	13	0	281	52	107	-	0	159	-	-	-	-	0	14	-	251	0	265	705
0745 - 0800	-	242	7	0	249	52	120	-	0	172	-	-	-	-	0	13	-	177	0	190	611
Total	0	992	38	0	1030	231	523	0	1	755	0	0	0	0	0	48	0	807	0	855	2640
Approach %	0.00	96.31	3.69	0.00	-	30.60	69.27	0.00	0.13	-	0.00	0.00	0.00	0.00	-	5.61	0.00	94.39	0.00	-	-
PHF	0.00	0.88	0.73	0.00	0.88	0.89	0.85	0.00	0.25	0.87	0.00	0.00	0.00	0.00	0.00	0.86	0.00	0.80	0.00	0.81	0.90

Passenger Vehicles (1-3)

Passenger Vehicles (2+)		Northbound					Southbound					Westbound					Int Total				
		GA-11 Athens Hwy (South)					GA-11 Athens Hwy (North)					GA-323 Gillsville Hwy									
		Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total					App Total	Left 1.7	Right 1.8		U-Turn 1.9	App Total		
Time	-	185	8	0	193	60	136	-	1	197	-	-	-	-	0	12	-	146	0	158	548
0700 - 0715	-	258	10	0	268	61	129	-	0	190	-	-	-	-	0	7	-	217	0	224	682
0715 - 0730	-	250	12	0	262	47	86	-	0	133	-	-	-	-	0	14	-	245	0	259	654
0730 - 0745	-	231	7	0	238	49	98	-	0	147	-	-	-	-	0	13	-	171	0	184	569
0745 - 0800	-																				
Total	0	924	37	0	961	217	449	0	1	667	0	0	0	0	0	46	0	779	0	825	2453
Approach %	0.00	96.15	3.85	0.00	-	32.53	67.32	0.00	0.15	-	0.00	0.00	0.00	0.00	-	5.58	0.00	94.42	0.00	-	-
PHF	0.00	0.90	0.77	0.00	0.90	0.89	0.83	0.00	0.25	0.85	0.00	0.00	0.00	0.00	0.00	0.82	0.00	0.79	0.00	0.80	0.90

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Westbound						Int Total				
	GA-11 Athens Hwy (South)					GA-11 Athens Hwy (North)					GA-323 Gillsville Hwy										
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total				App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total					
0700 - 0715	-	2	0	0	2	1	10	-	0	11	-	-	-	-	0	1	-	5	0	6	19
0715 - 0730	-	6	0	0	6	3	3	-	0	6	-	-	-	-	0	1	-	7	0	8	20
0730 - 0745	-	5	1	0	6	2	8	-	0	10	-	-	-	-	0	0	-	4	0	4	20
0745 - 0800	-	3	0	0	3	2	12	-	0	14	-	-	-	-	0	0	-	5	0	5	22
Total	0	16	1	0	17	8	33	0	0	41	0	0	0	0	0	2	0	21	0	23	81
Approach %	0.00	94.12	5.88	0.00	-	19.51	80.49	0.00	0.00	-	0.00	0.00	0.00	0.00	-	8.70	0.00	91.30	0.00	-	-
PHF	0.00	0.67	0.25	0.00	0.71	0.67	0.69	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.75	0.00	0.72	0.92

Combination Trucks (8-13)

Time	Northbound					Southbound					Westbound						Int Total			
	GA-11 Athens Hwy (South)					GA-11 Athens Hwy (North)					GA-323 Gillsville Hwy									
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total					App Total	Left 1.7	Right 1.8	U-Turn 1.9		App Total		
0700 - 0715	-	14	0	0	14	1	8	-	0	9	-	-	-	-	0	0	2	0	2	25
0715 - 0730	-	17	0	0	17	1	10	-	0	11	-	-	-	-	0	0	2	0	2	30
0730 - 0745	-	13	0	0	13	3	13	-	0	16	-	-	-	-	0	0	2	0	2	31
0745 - 0800	-	8	0	0	8	1	10	-	0	11	-	-	-	-	0	0	1	0	1	20
Total	0	52	0	0	52	6	41	0	0	47	0	0	0	0	0	0	7	0	7	106
Approach %	0.00	100.00	0.00	0.00	-	12.77	87.23	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-
PHF	0.00	0.76	0.00	0.00	0.76	0.50	0.79	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.88	0.85

Bikes

Time	Northbound					Southbound					Westbound							
	GA-11 Athens Hwy (South)					GA-11 Athens Hwy (North)					GA-323 Gillsville Hwy							
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total					App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	-	0	0	0	0	0	0	-	0	-	-	-	-	0	0	-	0	0
0715 - 0730	-	0	0	0	0	0	0	-	0	-	-	-	-	0	0	-	0	0
0730 - 0745	-	0	0	0	0	0	0	-	0	-	-	-	-	0	0	-	0	0
0745 - 0800	-	0	0	0	0	0	0	-	0	-	-	-	-	0	0	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count

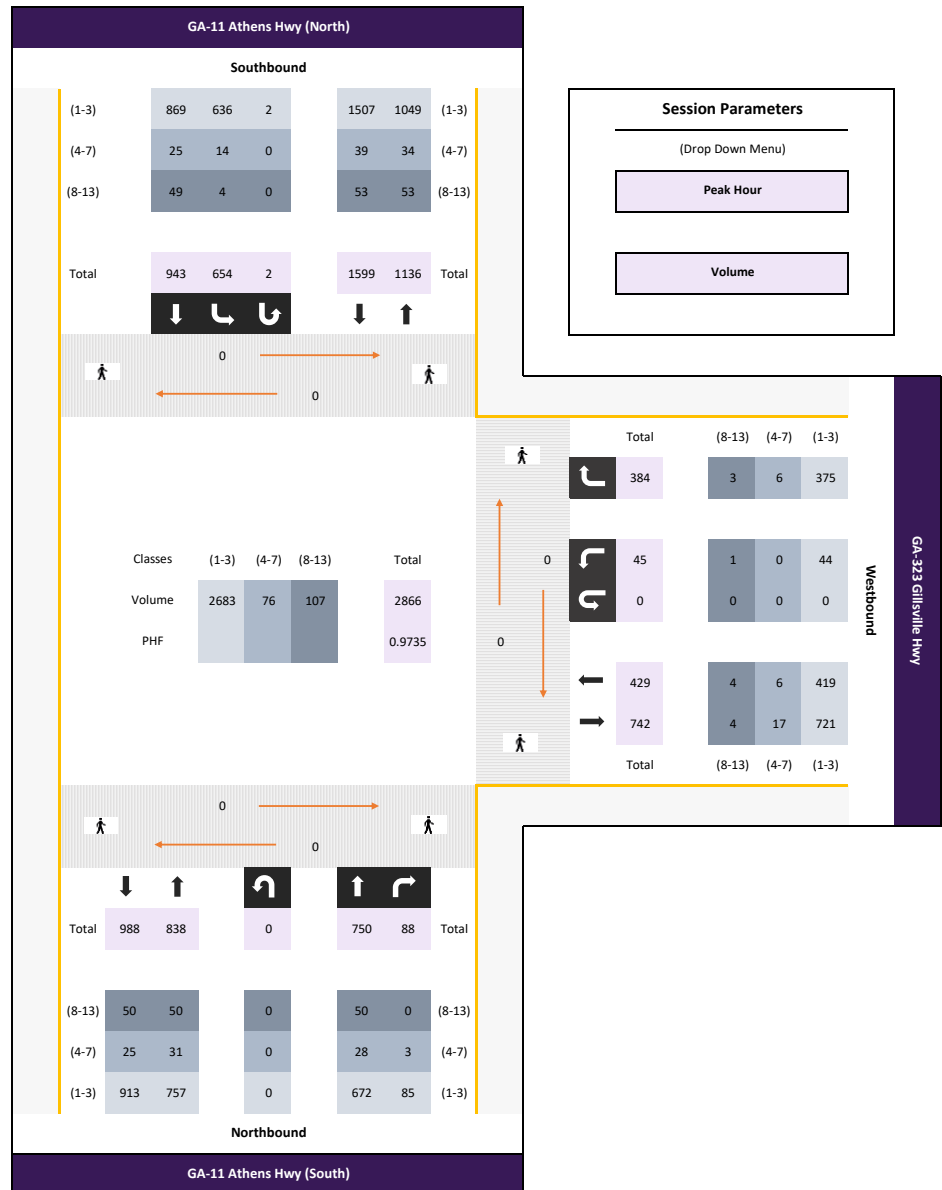
Gillsville, GA



www.marrtraffic.com

Tuesday, May 3, 2022	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes



All vehicles

Time	Northbound					Southbound					Westbound						Int Total				
	GA-11 Athens Hwy (South)					GA-11 Athens Hwy (North)					GA-323 Gillsville Hwy										
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total					App Total	Left 1.7	Right 1.8	U-Turn 1.9		App Total			
1645 - 1700	-	169	14	0	183	166	256	-	0	422	-	-	-	-	0	10	-	94	0	104	709
1700 - 1715	-	202	27	0	229	144	207	-	0	351	-	-	-	-	0	13	-	97	0	110	690
1715 - 1730	-	195	21	0	216	180	244	-	0	424	-	-	-	-	0	7	-	84	0	91	731
1730 - 1745	-	184	26	0	210	164	236	-	2	402	-	-	-	-	0	15	-	109	0	124	736
Total	0	750	88	0	838	654	943	0	2	1599	0	0	0	0	0	45	0	384	0	429	2866
Approach %	0.00	89.50	10.50	0.00	-	40.90	58.97	0.00	0.13	-	0.00	0.00	0.00	0.00	-	10.49	0.00	89.51	0.00	-	-
PHF	0.00	0.93	0.81	0.00	0.91	0.91	0.92	0.00	0.25	0.94	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.88	0.00	0.86	0.97

Passenger Vehicles (1-3)

Time		Northbound					Southbound					Westbound					Int				
		GA-11 Athens Hwy (South)					GA-11 Athens Hwy (North)					GA-323 Gillsville Hwy									
		Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total					App Total	Left 1.7	Right 1.8		U-Turn 1.9	App Total		
1645 - 1700	-	153	14	0	167	158	230	-	0	388	-	-	-	-	0	10	-	93	0	103	658
1700 - 1715	-	175	26	0	201	140	187	-	0	327	-	-	-	-	0	12	-	95	0	107	635
1715 - 1730	-	179	19	0	198	178	230	-	0	408	-	-	-	-	0	7	-	81	0	88	694
1730 - 1745	-	165	26	0	191	160	222	-	2	384	-	-	-	-	0	15	-	106	0	121	696
Total	0	672	85	0	757	636	869	0	2	1507	0	0	0	0	0	44	0	375	0	419	2683
Approach %	0.00	88.77	11.23	0.00	-	42.20	57.66	0.00	0.13	-	0.00	0.00	0.00	0.00	-	10.50	0.00	89.50	0.00	-	
PHF	0.00	0.94	0.82	0.00	0.94	0.89	0.94	0.00	0.25	0.92	0.00	0.00	0.00	0.00	0.00	0.73	0.00	0.88	0.00	0.87	0.96

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Westbound						Int Total			
	GA-11 Athens Hwy (South)					GA-11 Athens Hwy (North)					GA-323 Gillsville Hwy									
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total				App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total				
1645 - 1700	-	5	0	0	5	7	10	-	0	17	-	-	-	-	0	0	-	0	0	22
1700 - 1715	-	12	1	0	13	3	8	-	0	11	-	-	-	-	0	0	-	2	0	26
1715 - 1730	-	6	2	0	8	2	3	-	0	5	-	-	-	-	0	0	-	2	0	15
1730 - 1745	-	5	0	0	5	2	4	-	0	6	-	-	-	-	0	0	-	2	0	13
Total	0	28	3	0	31	14	25	0	0	39	0	0	0	0	0	0	0	6	0	76
Approach %	0.00	90.32	9.68	0.00	-	35.90	64.10	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-
PHF	0.00	0.58	0.38	0.00	0.60	0.50	0.63	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.73

Combination Trucks (8-13)

Time	Northbound					Southbound					Westbound						Int Total				
	GA-11 Athens Hwy (South)					GA-11 Athens Hwy (North)					GA-323 Gillsville Hwy										
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total					App Total	Left 1.7	Right 1.8	U-Turn 1.9		App Total			
1645 - 1700	-	11	0	0	11	1	16	-	0	17	-	-	-	-	0	0	-	1	0	1	29
1700 - 1715	-	15	0	0	15	1	12	-	0	13	-	-	-	-	0	1	-	0	0	1	29
1715 - 1730	-	10	0	0	10	0	11	-	0	11	-	-	-	-	0	0	-	1	0	1	22
1730 - 1745	-	14	0	0	14	2	10	-	0	12	-	-	-	-	0	0	-	1	0	1	27
Total	0	50	0	0	50	4	49	0	0	53	0	0	0	0	0	1	0	3	0	4	107
Approach %	0.00	100.00	0.00	0.00	-	7.55	92.45	0.00	0.00	-	0.00	0.00	0.00	0.00	-	25.00	0.00	75.00	0.00	-	
PHF	0.00	0.83	0.00	0.00	0.83	0.50	0.77	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.75	0.00	1.00	0.92

Bikes

Time	Northbound					Southbound					Westbound							
	GA-11 Athens Hwy (South)					GA-11 Athens Hwy (North)					GA-323 Gillsville Hwy							
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total					App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1645 - 1700	-	0	0	0	0	0	0	-	0	-	-	-	-	0	0	-	0	0
1700 - 1715	-	0	0	0	0	0	0	-	0	-	-	-	-	0	0	-	0	0
1715 - 1730	-	0	0	0	0	0	0	-	0	-	-	-	-	0	0	-	0	0
1730 - 1745	-	0	0	0	0	0	0	-	0	-	-	-	-	0	0	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles



Gillsville, GA

www.marrtraffic.com

Site 1 of 2

GA-11 Athens Hwy (South)
GA-11 Athens Hwy (North)

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.260108°, -83.765768°

0700 - 0900 (Weekday 2h Session) (05-03-2022)

All vehicles

TIME	Northbound				Southbound			
	GA-11 Athens Hwy (South)				GA-11 Athens Hwy (North)			
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total
0700 - 0715	201	8	0	209	62	154	1	217
0715 - 0730	281	10	0	291	65	142	0	207
0730 - 0745	268	13	0	281	52	107	0	159
0745 - 0800	242	7	0	249	52	120	0	172
Hourly Total	992	38	0	1030	231	523	1	755
0800 - 0815	207	9	0	216	52	124	0	176
0815 - 0830	163	4	0	167	48	108	0	156
0830 - 0845	173	3	0	176	56	103	0	159
0845 - 0900	149	5	0	154	41	99	0	140
Hourly Total	692	21	0	713	197	434	0	631
Grand Total	1684	59	0	1743	428	957	1	1386
Approach %	96.62	3.38	0.00	-	30.88	69.05	0.07	-
Intersection %	37.85	1.33	0.00	39.18	9.62	21.51	0.02	31.15
PHF	0.88	0.73	0.00	0.88	0.89	0.85	0.25	0.87

Westbound				
GA-323 Gillsville Hwy				
Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
13	153	0	166	592
8	226	0	234	732
14	251	0	265	705
13	177	0	190	611
48	807	0	855	2640
6	128	0	134	526
12	102	0	114	437
3	119	0	122	457
8	87	0	95	389
29	436	0	465	1809
77	1243	0	1320	4449
5.83	94.17	0.00	-	
1.73	27.94	0.00	29.67	
0.86	0.80	0.00	0.81	0.90

1600 - 1800 (Weekday 2h Session) (05-03-2022)

All vehicles

TIME	Northbound				Southbound			
	GA-11 Athens Hwy (South)				GA-11 Athens Hwy (North)			
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total
1600 - 1615	179	8	0	187	140	188	0	328
1615 - 1630	148	14	0	162	154	221	0	375
1630 - 1645	153	21	0	174	150	201	0	351
1645 - 1700	169	14	0	183	166	256	0	422
Hourly Total	649	57	0	706	610	866	0	1476
1700 - 1715	202	27	0	229	144	207	0	351
1715 - 1730	195	21	0	216	180	244	0	424
1730 - 1745	184	26	0	210	164	236	2	402
1745 - 1800	172	11	0	183	171	210	0	381
Hourly Total	753	85	0	838	659	897	2	1558
Grand Total	1402	142	0	1544	1269	1763	2	3034
Approach %	90.80	9.20	0.00	-	41.83	58.11	0.07	-
Intersection %	25.81	2.61	0.00	28.42	23.36	32.46	0.04	55.85
PHF	0.93	0.81	0.00	0.91	0.91	0.92	0.25	0.94

Westbound				
GA-323 Gillsville Hwy				
Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
10	94	0	104	619
9	99	0	108	645
13	97	0	110	635
10	94	0	104	709
42	384	0	426	2608
13	97	0	110	690
7	84	0	91	731
15	109	0	124	736
7	96	0	103	667
42	386	0	428	2824
84	770	0	854	5432
9.84	90.16	0.00	-	
1.55	14.18	0.00	15.72	
0.75	0.88	0.00	0.86	0.97

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



Gillsville, GA

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Site 1 of 2

GA-11 Athens Hwy (South)
GA-11 Athens Hwy (North)

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.260108°, -83.765768°

0700 - 0900 (Weekday 2h Session) (05-03-2022)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound			
	GA-11 Athens Hwy (South)				GA-11 Athens Hwy (North)			
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total
0700 - 0715	185	8	0	193	60	136	1	197
0715 - 0730	258	10	0	268	61	129	0	190
0730 - 0745	250	12	0	262	47	86	0	133
0745 - 0800	231	7	0	238	49	98	0	147
Hourly Total	924	37	0	961	217	449	1	667
0800 - 0815	185	9	0	194	46	94	0	140
0815 - 0830	147	4	0	151	46	81	0	127
0830 - 0845	145	3	0	148	50	78	0	128
0845 - 0900	128	3	0	131	37	79	0	116
Hourly Total	605	19	0	624	179	332	0	511
Grand Total	1529	56	0	1585	396	781	1	1178
Approach %	96.47	3.53	0.00	-	33.62	66.30	0.08	-
Intersection %	37.95	1.39	0.00	39.34	9.83	19.38	0.02	29.24

Westbound				
GA-323 Gillsville Hwy				
Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
12	146	0	158	548
7	217	0	224	682
14	245	0	259	654
13	171	0	184	569
46	779	0	825	2453
5	126	0	131	465
10	97	0	107	385
3	111	0	114	390
8	81	0	89	336
26	415	0	441	1576
72	1194	0	1266	4029
5.69	94.31	0.00	-	
1.79	29.64	0.00	31.42	

1600 - 1800 (Weekday 2h Session) (05-03-2022)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound			
	GA-11 Athens Hwy (South)				GA-11 Athens Hwy (North)			
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total
1600 - 1615	151	8	0	159	133	167	0	300
1615 - 1630	134	11	0	145	150	204	0	354
1630 - 1645	139	20	0	159	147	174	0	321
1645 - 1700	153	14	0	167	158	230	0	388
Hourly Total	577	53	0	630	588	775	0	1363
1700 - 1715	175	26	0	201	140	187	0	327
1715 - 1730	179	19	0	198	178	230	0	408
1730 - 1745	165	26	0	191	160	222	2	384
1745 - 1800	164	11	0	175	168	201	0	369
Hourly Total	683	82	0	765	646	840	2	1488
Grand Total	1260	135	0	1395	1234	1615	2	2851
Approach %	90.32	9.68	0.00	-	43.28	56.65	0.07	-
Intersection %	24.84	2.66	0.00	27.50	24.32	31.84	0.04	56.20

Westbound				
GA-323 Gillsville Hwy				
Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
9	90	0	99	558
7	94	0	101	600
13	95	0	108	588
10	93	0	103	658
39	372	0	411	2404
12	95	0	107	635
7	81	0	88	694
15	106	0	121	696
7	93	0	100	644
41	375	0	416	2669
80	747	0	827	5073
9.67	90.33	0.00	-	
1.58	14.73	0.00	16.30	

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



Gillsville, GA

www.marrtraffic.com

Site 1 of 2

GA-11 Athens Hwy (South)
GA-11 Athens Hwy (North)

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.260108°, -83.765768°

0700 - 0900 (Weekday 2h Session) (05-03-2022)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	GA-11 Athens Hwy (South)				GA-11 Athens Hwy (North)			
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total
0700 - 0715	2	0	0	2	1	10	0	11
0715 - 0730	6	0	0	6	3	3	0	6
0730 - 0745	5	1	0	6	2	8	0	10
0745 - 0800	3	0	0	3	2	12	0	14
Hourly Total	16	1	0	17	8	33	0	41
0800 - 0815	5	0	0	5	3	11	0	14
0815 - 0830	6	0	0	6	0	9	0	9
0830 - 0845	13	0	0	13	2	10	0	12
0845 - 0900	4	2	0	6	1	5	0	6
Hourly Total	28	2	0	30	6	35	0	41
Grand Total	44	3	0	47	14	68	0	82
Approach %	93.62	6.38	0.00	-	17.07	82.93	0.00	-
Intersection %	25.88	1.76	0.00	27.65	8.24	40.00	0.00	48.24

Westbound				
GA-323 Gillsville Hwy				
Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1	5	0	6	19
1	7	0	8	20
0	4	0	4	20
0	5	0	5	22
2	21	0	23	81
1	1	0	2	21
2	3	0	5	20
0	6	0	6	31
0	5	0	5	17
3	15	0	18	89
5	36	0	41	170
12.20	87.80	0.00	-	
2.94	21.18	0.00	24.12	

1600 - 1800 (Weekday 2h Session) (05-03-2022)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	GA-11 Athens Hwy (South)				GA-11 Athens Hwy (North)			
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total
1600 - 1615	11	0	0	11	7	9	0	16
1615 - 1630	5	2	0	7	4	7	0	11
1630 - 1645	3	0	0	3	2	13	0	15
1645 - 1700	5	0	0	5	7	10	0	17
Hourly Total	24	2	0	26	20	39	0	59
1700 - 1715	12	1	0	13	3	8	0	11
1715 - 1730	6	2	0	8	2	3	0	5
1730 - 1745	5	0	0	5	2	4	0	6
1745 - 1800	2	0	0	2	3	2	0	5
Hourly Total	25	3	0	28	10	17	0	27
Grand Total	49	5	0	54	30	56	0	86
Approach %	90.74	9.26	0.00	-	34.88	65.12	0.00	-
Intersection %	31.01	3.16	0.00	34.18	18.99	35.44	0.00	54.43

Westbound				
GA-323 Gillsville Hwy				
Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1	2	0	3	30
1	4	0	5	23
0	1	0	1	19
0	0	0	0	22
2	7	0	9	94
0	2	0	2	26
0	2	0	2	15
0	2	0	2	13
0	3	0	3	10
0	9	0	9	64
2	16	0	18	158
11.11	88.89	0.00	-	
1.27	10.13	0.00	11.39	

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



Gillsville, GA

www.marrtraffic.com

Site 1 of 2

GA-11 Athens Hwy (South)
GA-11 Athens Hwy (North)

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.260108°, -83.765768°

0700 - 0900 (Weekday 2h Session) (05-03-2022)

Combination Trucks (8-13)

TIME	Northbound				Southbound			
	GA-11 Athens Hwy (South)				GA-11 Athens Hwy (North)			
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total
0700 - 0715	14	0	0	14	1	8	0	9
0715 - 0730	17	0	0	17	1	10	0	11
0730 - 0745	13	0	0	13	3	13	0	16
0745 - 0800	8	0	0	8	1	10	0	11
Hourly Total	52	0	0	52	6	41	0	47
0800 - 0815	17	0	0	17	3	19	0	22
0815 - 0830	10	0	0	10	2	18	0	20
0830 - 0845	15	0	0	15	4	15	0	19
0845 - 0900	17	0	0	17	3	15	0	18
Hourly Total	59	0	0	59	12	67	0	79
Grand Total	111	0	0	111	18	108	0	126
Approach %	100.00	0.00	0.00	-	14.29	85.71	0.00	-
Intersection %	44.40	0.00	0.00	44.40	7.20	43.20	0.00	50.40

Westbound				
GA-323 Gillsville Hwy				
Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0	2	0	2	25
0	2	0	2	30
0	2	0	2	31
0	1	0	1	20
0	7	0	7	106
0	1	0	1	40
0	2	0	2	32
0	2	0	2	36
0	1	0	1	36
0	6	0	6	144
0	13	0	13	250
0.00	100.00	0.00	-	
0.00	5.20	0.00	5.20	

1600 - 1800 (Weekday 2h Session) (05-03-2022)

Combination Trucks (8-13)

TIME	Northbound				Southbound			
	GA-11 Athens Hwy (South)				GA-11 Athens Hwy (North)			
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total
1600 - 1615	17	0	0	17	0	12	0	12
1615 - 1630	9	1	0	10	0	10	0	10
1630 - 1645	11	1	0	12	1	14	0	15
1645 - 1700	11	0	0	11	1	16	0	17
Hourly Total	48	2	0	50	2	52	0	54
1700 - 1715	15	0	0	15	1	12	0	13
1715 - 1730	10	0	0	10	0	11	0	11
1730 - 1745	14	0	0	14	2	10	0	12
1745 - 1800	6	0	0	6	0	7	0	7
Hourly Total	45	0	0	45	3	40	0	43
Grand Total	93	2	0	95	5	92	0	97
Approach %	97.89	2.11	0.00	-	5.15	94.85	0.00	-
Intersection %	46.27	1.00	0.00	47.26	2.49	45.77	0.00	48.26

Westbound				
GA-323 Gillsville Hwy				
Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0	2	0	2	31
1	1	0	2	22
0	1	0	1	28
0	1	0	1	29
1	5	0	6	110
1	0	0	1	29
0	1	0	1	22
0	1	0	1	27
0	0	0	0	13
1	2	0	3	91
2	7	0	9	201
22.22	77.78	0.00	-	
1.00	3.48	0.00	4.48	

Marr Traffic
DATA COLLECTION

www.marrtraffic.com

34.260108°, -83.765768°

Westbound					
GA-323 Gillsville Hwy					
Left 1.7		Right 1.8	U-Turn 1.9	App Total	Int Total
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0.00		0.00	0.00	-	
0.00		0.00	0.00	0.00	

Westbound					
GA-323 Gillsville Hwy					
Left 1.7		Right 1.8	U-Turn 1.9	App Total	Int Total
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0		0	0	0	0
0.00		0.00	0.00	-	
0.00		0.00	0.00	0.00	

Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Lat/Long
34.260108°, -83.765768°

Westbound			
GA-323 Gillsville Hwy			
NB 1g	SB 1h		
0	0	App Total	Int Total
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0.00	0.00	-	
0.00	0.00	0.00	

Westbound					
GA-323 Gillsville Hwy					
NB 1g	SB 1h			App Total	Int Total
0	0			0	0
0	0			0	0
0	0			0	0
0	0			0	0
0	0			0	0
0	0			0	0
0	0			0	0
0	0			0	0
0	0			0	0
0	0			0	0
0	0			0	0
0	0			0	0
0.00	0.00			-	
0.00	0.00			0.00	

Start Date: 5/3/2022	GA-11 Athens Hwy (South)			GA-11 Athens Hwy (North)			Eastbound			GA-323 Gillsville Hwy			Total
Time	Northbound			Southbound			EBL	Eastbound		Westbound			
	NBL	NBT	NBR	SBL	SBT	SBR		EBT	EBR	WBL	WBT	WBR	
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	201	8	62	154	0	0	0	0	13	0	153	592
07:15 AM - 07:30 AM	0	281	10	65	142	0	0	0	0	8	0	226	732
07:30 AM - 07:45 AM	0	268	13	52	107	0	0	0	0	14	0	251	705
07:45 AM - 08:00 AM	0	242	7	52	120	0	0	0	0	13	0	177	611
08:00 AM - 08:15 AM	0	207	9	52	124	0	0	0	0	6	0	128	526
08:15 AM - 08:30 AM	0	163	4	48	108	0	0	0	0	12	0	102	437
08:30 AM - 08:45 AM	0	173	3	56	103	0	0	0	0	3	0	119	457
08:45 AM - 09:00 AM	0	149	5	41	99	0	0	0	0	8	0	87	389
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	179	8	140	188	0	0	0	0	10	0	94	619
04:15 PM - 04:30 PM	0	148	14	154	221	0	0	0	0	9	0	99	645
04:30 PM - 04:45 PM	0	153	21	150	201	0	0	0	0	13	0	97	635
04:45 PM - 05:00 PM	0	169	14	166	256	0	0	0	0	10	0	94	709
05:00 PM - 05:15 PM	0	202	27	144	207	0	0	0	0	13	0	97	690
05:15 PM - 05:30 PM	0	195	21	180	244	0	0	0	0	7	0	84	731
05:30 PM - 05:45 PM	0	184	26	164	236	0	0	0	0	15	0	109	736
05:45 PM - 06:00 PM	0	172	11	171	210	0	0	0	0	7	0	96	667
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0



[Click here for Map](#)

Peak Hour Turning Movement Count

Gillsville, GA



www.marrtraffic.com

Tuesday, May 3, 2022	
Period	0700 - 0900
Peak Hour	0700 - 0800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Harmony Church Rd					Driveway					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	92	0	8	0	100	0	0	0	0	0	0	44	22	0	66	5	71	1	0	77	243
0715 - 0730	124	0	20	0	144	1	0	0	0	1	0	48	25	0	73	13	120	0	0	133	351
0730 - 0745	136	0	21	0	157	0	0	0	0	0	0	50	24	0	74	7	99	0	0	106	337
0745 - 0800	74	0	21	0	95	0	0	0	0	0	0	32	23	0	55	7	74	0	0	81	231
Total	426	0	70	0	496	1	0	0	0	1	0	174	94	0	268	32	364	1	0	397	1162
Approach %	85.89	0.00	14.11	0.00	-	100.00	0.00	0.00	0.00	-	0.00	64.93	35.07	0.00	-	8.06	91.69	0.25	0.00	-	-
PHF	0.78	0.00	0.83	0.00	0.79	0.25	0.00	0.00	0.00	0.25	0.00	0.87	0.94	0.00	0.91	0.62	0.76	0.25	0.00	0.75	0.83

Passenger Vehicles (1-3)

Passenger Vehicles (2+)		Northbound					Southbound					Eastbound					Westbound					Int Total
		Harmony Church Rd					Driveway					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
		Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
Time	0700 - 0715	90	0	7	0	97	0	0	0	0	0	0	41	22	0	63	4	67	1	0	72	232
	0715 - 0730	121	0	20	0	141	1	0	0	0	1	0	46	25	0	71	13	113	0	0	126	339
	0730 - 0745	133	0	20	0	153	0	0	0	0	0	0	47	21	0	68	6	96	0	0	102	323
	0745 - 0800	71	0	19	0	90	0	0	0	0	0	0	29	22	0	51	7	70	0	0	77	218
	Total	415	0	66	0	481	1	0	0	0	1	0	163	90	0	253	30	346	1	0	377	1112
	Approach %	86.28	0.00	13.72	0.00	-	100.00	0.00	0.00	0.00	-	0.00	64.43	35.57	0.00	-	7.96	91.78	0.27	0.00	-	-
	PHF	0.78	0.00	0.83	0.00	0.79	0.25	0.00	0.00	0.00	0.25	0.00	0.87	0.90	0.00	0.89	0.58	0.77	0.25	0.00	0.75	0.82

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Harmony Church Rd					Driveway					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	1	0	1	0	2	0	0	0	0	0	0	2	0	0	2	1	2	0	0	3	7
0715 - 0730	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	8
0730 - 0745	3	0	1	0	4	0	0	0	0	0	0	1	3	0	4	1	2	0	0	3	11
0745 - 0800	3	0	2	0	5	0	0	0	0	0	0	1	1	0	2	0	4	0	0	4	11
Total	10	0	4	0	14	0	0	0	0	0	0	5	4	0	9	2	12	0	0	14	37
Approach %	71.43	0.00	28.57	0.00	-	0.00	0.00	0.00	0.00	-	0.00	55.56	44.44	0.00	-	14.29	85.71	0.00	0.00	-	-
PHF	0.83	0.00	0.50	0.00	0.70	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.33	0.00	0.56	0.50	0.75	0.00	0.00	0.88	0.84

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Harmony Church Rd					Driveway					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	1	0	0	0	1	0	0	0	0	0	0	6	0	0	6	0	6	0	0	6	13
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.00	0.50	0.00	0.00	0.50	0.81

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Harmony Church Rd					Driveway					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	



[Click here for Map](#)

Peak Hour Turning Movement Count

Gillsville, GA



www.marrtraffic.com

Tuesday, May 3, 2022	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Harmony Church Rd					Driveway					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
1645 - 1700	53	1	11	0	65	0	0	1	0	1	0	72	89	0	161	15	38	1	0	54	
1700 - 1715	61	1	17	0	79	1	3	1	0	5	1	76	61	0	138	15	43	1	0	59	
1715 - 1730	67	0	12	0	79	0	1	0	0	1	0	75	103	0	178	9	53	0	0	62	
1730 - 1745	73	0	14	0	87	0	0	0	0	0	0	73	100	0	173	8	57	0	0	65	
Total	254	2	54	0	310	1	4	2	0	7	1	296	353	0	650	47	191	2	0	240	
Approach %	81.94	0.65	17.42	0.00	-	14.29	57.14	28.57	0.00	-	0.15	45.54	54.31	0.00	-	19.58	79.58	0.83	0.00	-	
PHF	0.87	0.50	0.79	0.00	0.89	0.25	0.33	0.50	0.00	0.35	0.25	0.97	0.86	0.00	0.91	0.78	0.84	0.50	0.00	0.92	

Passenger Vehicles (1-3)

Passenger Vehicles (± 2)		Northbound					Southbound					Eastbound					Westbound					Int Total
		Harmony Church Rd					Driveway					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
		Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
Time	1645 - 1700	53	1	10	0	64	0	0	1	0	1	0	67	87	0	154	15	35	1	0	51	270
	1700 - 1715	59	1	17	0	77	1	3	1	0	5	1	73	60	0	134	15	41	1	0	57	273
	1715 - 1730	65	0	12	0	77	0	1	0	0	1	0	73	102	0	175	9	51	0	0	60	313
	1730 - 1745	71	0	14	0	85	0	0	0	0	0	0	71	98	0	169	8	56	0	0	64	318
	Total	248	2	53	0	303	1	4	2	0	7	1	284	347	0	632	47	183	2	0	232	1174
	Approach %	81.85	0.66	17.49	0.00	-	14.29	57.14	28.57	0.00	-	0.16	44.94	54.91	0.00	-	20.26	78.88	0.86	0.00	-	
	PHF	0.87	0.50	0.78	0.00	0.89	0.25	0.33	0.50	0.00	0.35	0.25	0.97	0.85	0.00	0.90	0.78	0.82	0.50	0.00	0.91	0.92

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Harmony Church Rd					Driveway					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1645 - 1700	0	0	1	0	1	0	0	0	0	0	0	4	2	0	6	0	1	0	0	1	8
1700 - 1715	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	5
1715 - 1730	2	0	0	0	2	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	5
1730 - 1745	2	0	0	0	2	0	0	0	0	0	0	1	2	0	3	0	1	0	0	1	6
Total	5	0	1	0	6	0	0	0	0	0	0	8	6	0	14	0	4	0	0	4	24
Approach %	83.33	0.00	16.67	0.00	-	0.00	0.00	0.00	0.00	-	0.00	57.14	42.86	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.63	0.00	0.25	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.75	0.00	0.58	0.00	1.00	0.00	0.00	1.00	0.75

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Harmony Church Rd					Driveway					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1700 - 1715	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	9
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.50	0.00	0.00	0.50	0.75

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Harmony Church Rd					Driveway					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All vehicles

Gillsville, GA



Marr Traffic
DATA COLLECTION

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Site 2 of 2

Harmony Church Rd
Driveway
GA-323 Gillsville Hwy (West)
GA-323 Gillsville Hwy (East)

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.266560°, -83.742659°

0700 - 0900 (Weekday 2h Session) (05-03-2022)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Harmony Church Rd					Driveway					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	92	0	8	0	100	0	0	0	0	0	0	44	22	0	66	5	71	1	0	77	243
0715 - 0730	124	0	20	0	144	1	0	0	0	1	0	48	25	0	73	13	120	0	0	133	351
0730 - 0745	136	0	21	0	157	0	0	0	0	0	0	50	24	0	74	7	99	0	0	106	337
0745 - 0800	74	0	21	0	95	0	0	0	0	0	0	32	23	0	55	7	74	0	0	81	231
Hourly Total	426	0	70	0	496	1	0	0	0	1	0	174	94	0	268	32	364	1	0	397	1162
0800 - 0815	58	0	17	0	75	0	0	0	0	0	0	24	27	0	51	7	57	0	0	64	190
0815 - 0830	53	0	6	0	59	0	0	0	0	0	0	22	30	0	52	9	45	0	0	54	165
0830 - 0845	63	0	2	0	65	0	0	0	0	0	0	34	30	0	64	6	50	0	0	56	185
0845 - 0900	46	0	10	0	56	0	0	0	0	0	0	29	14	0	43	4	43	0	0	47	146
Hourly Total	220	0	35	0	255	0	0	0	0	0	0	109	101	0	210	26	195	0	0	221	686
Grand Total	646	0	105	0	751	1	0	0	0	1	0	283	195	0	478	58	559	1	0	618	1848
Approach %	86.02	0.00	13.98	0.00	-	100.00	0.00	0.00	0.00	-	0.00	59.21	40.79	0.00	-	9.39	90.45	0.16	0.00	-	
Intersection %	34.96	0.00	5.68	0.00	40.64	0.05	0.00	0.00	0.00	0.05	0.00	15.31	10.55	0.00	25.87	3.14	30.25	0.05	0.00	33.44	
PHF	0.78	0.00	0.83	0.00	0.79	0.25	0.00	0.00	0.00	0.25	0.00	0.87	0.94	0.00	0.91	0.62	0.76	0.25	0.00	0.75	0.83

1600 - 1800 (Weekday 2h Session) (05-03-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Harmony Church Rd					Driveway					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1600 - 1615	44	1	8	0	53	0	0	1	0	1	0	51	69	0	120	10	48	1	0	59	233
1615 - 1630	58	1	10	0	69	0	0	1	0	1	0	67	77	0	144	7	46	0	0	53	267
1630 - 1645	67	0	14	0	81	2	0	0	0	2	0	66	78	0	144	4	40	1	0	45	272
1645 - 1700	53	1	11	0	65	0	0	1	0	1	0	72	89	0	161	15	38	1	0	54	281
Hourly Total	222	3	43	0	268	2	0	3	0	5	0	256	313	0	569	36	172	3	0	211	1053
1700 - 1715	61	1	17	0	79	1	3	1	0	5	1	76	61	0	138	15	43	1	0	59	281
1715 - 1730	67	0	12	0	79	0	1	0	0	1	0	75	103	0	178	9	53	0	0	62	320
1730 - 1745	73	0	14	0	87	0	0	0	0	0	0	73	100	0	173	8	57	0	0	65	325
1745 - 1800	47	1	18	0	66	1	0	0	0	1	1	58	93	0	152	11	43	0	0	54	273
Hourly Total	248	2	61	0	311	2	4	1	0	7	2	282	357	0	641	43	196	1	0	240	1199
Grand Total	470	5	104	0	579	4	4	4	0	12	2	538	670	0	1210	79	368	4	0	451	2252
Approach %	81.17	0.86	17.96	0.00	-	33.33	33.33	33.33	0.00	-	0.17	44.46	55.37	0.00	-	17.52	81.60	0.89	0.00	-	
Intersection %	20.87	0.22	4.62	0.00	25.71	0.18	0.18	0.18	0.00	0.53	0.09	23.89	29.75	0.00	53.73	3.51	16.34	0.18	0.00	20.03	
PHF	0.87	0.50	0.79	0.00	0.89	0.25	0.33	0.50	0.00	0.35	0.25	0.97	0.86	0.00	0.91	0.78	0.84	0.50	0.00	0.92	0.93

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

Gillsville, GA



Marr Traffic
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Site 2 of 2

Harmony Church Rd
Driveway
GA-323 Gillsville Hwy (West)
GA-323 Gillsville Hwy (East)

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.266560°, -83.742659°

0700 - 0900 (Weekday 2h Session) (05-03-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Harmony Church Rd					Driveway					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	90	0	7	0	97	0	0	0	0	0	0	41	22	0	63	4	67	1	0	72	232
0715 - 0730	121	0	20	0	141	1	0	0	0	1	0	46	25	0	71	13	113	0	0	126	339
0730 - 0745	133	0	20	0	153	0	0	0	0	0	0	47	21	0	68	6	96	0	0	102	323
0745 - 0800	71	0	19	0	90	0	0	0	0	0	0	29	22	0	51	7	70	0	0	77	218
Hourly Total	415	0	66	0	481	1	0	0	0	1	0	163	90	0	253	30	346	1	0	377	1112
0800 - 0815	58	0	17	0	75	0	0	0	0	0	0	19	27	0	46	6	52	0	0	58	179
0815 - 0830	50	0	6	0	56	0	0	0	0	0	0	19	28	0	47	7	41	0	0	48	151
0830 - 0845	62	0	2	0	64	0	0	0	0	0	0	28	29	0	57	5	46	0	0	51	172
0845 - 0900	43	0	8	0	51	0	0	0	0	0	0	27	13	0	40	3	40	0	0	43	134
Hourly Total	213	0	33	0	246	0	0	0	0	0	0	93	97	0	190	21	179	0	0	200	636
Grand Total	628	0	99	0	727	1	0	0	0	1	0	256	187	0	443	51	525	1	0	577	1748
Approach %	86.38	0.00	13.62	0.00	-	100.00	0.00	0.00	0.00	-	0.00	57.79	42.21	0.00	-	8.84	90.99	0.17	0.00	-	
Intersection %	35.93	0.00	5.66	0.00	41.59	0.06	0.00	0.00	0.00	0.06	0.00	14.65	10.70	0.00	25.34	2.92	30.03	0.06	0.00	33.01	

1600 - 1800 (Weekday 2h Session) (05-03-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Harmony Church Rd					Driveway					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1600 - 1615	44	1	8	0	53	0	0	0	0	0	0	47	66	0	113	6	46	0	0	52	218
1615 - 1630	55	1	9	0	65	0	0	1	0	1	0	62	76	0	138	6	44	0	0	50	254
1630 - 1645	65	0	13	0	78	2	0	0	0	2	0	63	77	0	140	4	38	1	0	43	263
1645 - 1700	53	1	10	0	64	0	0	1	0	1	0	67	87	0	154	15	35	1	0	51	270
Hourly Total	217	3	40	0	260	2	0	2	0	4	0	239	306	0	545	31	163	2	0	196	1005
1700 - 1715	59	1	17	0	77	1	3	1	0	5	1	73	60	0	134	15	41	1	0	57	273
1715 - 1730	65	0	12	0	77	0	1	0	0	1	0	73	102	0	175	9	51	0	0	60	313
1730 - 1745	71	0	14	0	85	0	0	0	0	0	0	71	98	0	169	8	56	0	0	64	318
1745 - 1800	46	1	18	0	65	1	0	0	0	1	1	56	92	0	149	11	43	0	0	54	269
Hourly Total	241	2	61	0	304	2	4	1	0	7	2	273	352	0	627	43	191	1	0	235	1173
Grand Total	458	5	101	0	564	4	4	3	0	11	2	512	658	0	1172	74	354	3	0	431	2178
Approach %	81.21	0.89	17.91	0.00	-	36.36	36.36	27.27	0.00	-	0.17	43.69	56.14	0.00	-	17.17	82.13	0.70	0.00	-	
Intersection %	21.03	0.23	4.64	0.00	25.90	0.18	0.18	0.14	0.00	0.51	0.09	23.51	30.21	0.00	53.81	3.40	16.25	0.14	0.00	19.79	

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

Gillsville, GA



www.marrtraffic.com

Site 2 of 2

Harmony Church Rd
Driveway
GA-323 Gillsville Hwy (West)
GA-323 Gillsville Hwy (East)

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.266560°, -83.742659°

0700 - 0900 (Weekday 2h Session) (05-03-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Harmony Church Rd					Driveway					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	1	0	1	0	2	0	0	0	0	0	0	2	0	0	2	1	2	0	0	3	7
0715 - 0730	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	8
0730 - 0745	3	0	1	0	4	0	0	0	0	0	0	1	3	0	4	1	2	0	0	3	11
0745 - 0800	3	0	2	0	5	0	0	0	0	0	0	1	1	0	2	0	4	0	0	4	11
Hourly Total	10	0	4	0	14	0	0	0	0	0	0	5	4	0	9	2	12	0	0	14	37
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
0815 - 0830	3	0	0	0	3	0	0	0	0	0	0	1	2	0	3	2	2	0	0	4	10
0830 - 0845	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	1	3	0	0	4	8
0845 - 0900	3	0	2	0	5	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	8
Hourly Total	7	0	2	0	9	0	0	0	0	0	0	6	2	0	8	4	10	0	0	14	31
Grand Total	17	0	6	0	23	0	0	0	0	0	0	11	6	0	17	6	22	0	0	28	68
Approach %	73.91	0.00	26.09	0.00	-	0.00	0.00	0.00	0.00	-	0.00	64.71	35.29	0.00	-	21.43	78.57	0.00	0.00	-	
Intersection %	25.00	0.00	8.82	0.00	33.82	0.00	0.00	0.00	0.00	0.00	0.00	16.18	8.82	0.00	25.00	8.82	32.35	0.00	0.00	41.18	

1600 - 1800 (Weekday 2h Session) (05-03-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Harmony Church Rd					Driveway					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	1	0	1	0	4	3	0	7	4	1	1	0	6	14
1615 - 1630	3	0	1	0	4	0	0	0	0	0	0	4	1	0	5	1	1	0	0	2	11
1630 - 1645	2	0	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
1645 - 1700	0	0	1	0	1	0	0	0	0	0	0	4	2	0	6	0	1	0	0	1	8
Hourly Total	5	0	3	0	8	0	0	1	0	1	0	14	6	0	20	5	3	1	0	9	38
1700 - 1715	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	5
1715 - 1730	2	0	0	0	2	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	5
1730 - 1745	2	0	0	0	2	0	0	0	0	0	0	1	2	0	3	0	1	0	0	1	6
1745 - 1800	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
Hourly Total	6	0	0	0	6	0	0	0	0	0	0	6	5	0	11	0	3	0	0	3	20
Grand Total	11	0	3	0	14	0	0	1	0	1	0	20	11	0	31	5	6	1	0	12	58
Approach %	78.57	0.00	21.43	0.00	-	0.00	0.00	100.00	0.00	-	0.00	64.52	35.48	0.00	-	41.67	50.00	8.33	0.00	-	
Intersection %	18.97	0.00	5.17	0.00	24.14	0.00	0.00	1.72	0.00	1.72	0.00	34.48	18.97	0.00	53.45	8.62	10.34	1.72	0.00	20.69	

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



Gillsville, GA

www.marrtraffic.com

Site 2 of 2

Harmony Church Rd
Driveway
GA-323 Gillsville Hwy (West)
GA-323 Gillsville Hwy (East)

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.266560°, -83.742659°

0700 - 0900 (Weekday 2h Session) (05-03-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Harmony Church Rd					Driveway					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Hourly Total	1	0	0	0	1	0	0	0	0	0	0	6	0	0	6	0	6	0	0	6	13
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	2	0	0	3	6
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	1	0	0	1	5
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	4
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	10	2	0	12	1	6	0	0	7	19
Grand Total	1	0	0	0	1	0	0	0	0	0	0	16	2	0	18	1	12	0	0	13	32
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	88.89	11.11	0.00	-	7.69	92.31	0.00	0.00	-	
Intersection %	3.13	0.00	0.00	0.00	3.13	0.00	0.00	0.00	0.00	0.00	0.00	50.00	6.25	0.00	56.25	3.13	37.50	0.00	0.00	40.63	

1600 - 1800 (Weekday 2h Session) (05-03-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Harmony Church Rd					Driveway					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	4
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	6	0	0	6	10
1700 - 1715	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	6
Grand Total	1	0	0	0	1	0	0	0	0	0	0	6	1	0	7	0	8	0	0	8	16
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	85.71	14.29	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	6.25	0.00	0.00	0.00	6.25	0.00	0.00	0.00	0.00	0.00	0.00	37.50	6.25	0.00	43.75	0.00	50.00	0.00	0.00	50.00	

Classified Turn Movement Count || Bikes



Gillsville, GA

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Site 2 of 2

Harmony Church Rd
Driveway
GA-323 Gillsville Hwy (West)
GA-323 Gillsville Hwy (East)

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.266560°, -83.742659°

0700 - 0900 (Weekday 2h Session) (05-03-2022)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Harmony Church Rd					Driveway					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-03-2022)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Harmony Church Rd					Driveway					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Pedestrian Count | All vehicles

Gillsville, GA



Marr Traffic
DATA COLLECTION

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Site 2 of 2

Harmony Church Rd
Driveway
GA-323 Gillsville Hwy (West)
GA-323 Gillsville Hwy (East)

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.266560°, -83.742659°

0700 - 0900 (Weekday 2h Session) (05-03-2022)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Harmony Church Rd			Driveway			GA-323 Gillsville Hwy (West)			GA-323 Gillsville Hwy (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-03-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total
	Harmony Church Rd			Driveway			GA-323 Gillsville Hwy (West)			GA-323 Gillsville Hwy (East)			
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-

Start Date: 5/3/2022	Harmony Church Rd Northbound			Driveway Southbound			GA-323 Gillsville Hwy (West) Eastbound			GA-323 Gillsville Hwy (East) Westbound			
Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	92	0	8	0	0	0	0	44	22	5	71	1	243
07:15 AM - 07:30 AM	124	0	20	1	0	0	0	48	25	13	120	0	351
07:30 AM - 07:45 AM	136	0	21	0	0	0	0	50	24	7	99	0	337
07:45 AM - 08:00 AM	74	0	21	0	0	0	0	32	23	7	74	0	231
08:00 AM - 08:15 AM	58	0	17	0	0	0	0	24	27	7	57	0	190
08:15 AM - 08:30 AM	53	0	6	0	0	0	0	22	30	9	45	0	165
08:30 AM - 08:45 AM	63	0	2	0	0	0	0	34	30	6	50	0	185
08:45 AM - 09:00 AM	46	0	10	0	0	0	0	29	14	4	43	0	146
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	44	1	8	0	0	1	0	51	69	10	48	1	233
04:15 PM - 04:30 PM	58	1	10	0	0	1	0	67	77	7	46	0	267
04:30 PM - 04:45 PM	67	0	14	2	0	0	0	66	78	4	40	1	272
04:45 PM - 05:00 PM	53	1	11	0	0	1	0	72	89	15	38	1	281
05:00 PM - 05:15 PM	61	1	17	1	3	1	1	76	61	15	43	1	281
05:15 PM - 05:30 PM	67	0	12	0	1	0	0	75	103	9	53	0	320
05:30 PM - 05:45 PM	73	0	14	0	0	0	0	73	100	8	57	0	325
05:45 PM - 06:00 PM	47	1	18	1	0	0	1	58	93	11	43	0	273
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Bi-Directional Class Count || NB EB 15min

Gillsville, GA

Site 3
 GA-323 Gillsville Hwy,
 east of Driveway

Date
 Tuesday, May 3, 2022

Weather
 Mostly Cloudy
 76°F

Lat/Long
 34.261331°, -83.761386°

[Click here for Map](#)
0000 - 2400 (24h Session) (05-03-2022)
 NB EB 15min

Time	Eastbound (Movement 3.1)													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0015 - 0030	0	15	3	0	0	0	0	0	0	1	0	0	0	19	
0030 - 0045	0	17	5	0	0	0	0	0	0	1	0	0	0	23	
0045 - 0100	0	9	2	0	0	0	0	0	0	1	0	0	0	12	62
0100 - 0115	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
0115 - 0130	0	9	2	0	0	0	0	0	0	3	0	0	0	14	
0130 - 0145	0	10	6	0	0	0	0	0	0	1	0	0	0	17	
0145 - 0200	0	9	5	0	0	0	0	0	0	0	0	0	0	14	58
0200 - 0215	0	10	3	0	0	0	0	0	0	2	0	0	0	15	
0215 - 0230	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
0230 - 0245	0	11	5	0	0	0	0	0	0	0	0	0	0	16	
0245 - 0300	0	15	4	0	0	0	0	0	0	1	0	0	0	20	61
0300 - 0315	0	8	1	0	0	0	0	0	0	1	0	0	0	10	
0315 - 0330	0	10	3	0	0	0	0	0	0	1	0	0	0	14	
0330 - 0345	0	7	1	0	0	0	0	0	0	1	0	0	0	9	
0345 - 0400	0	4	0	0	0	0	0	0	0	1	0	0	0	5	38
0400 - 0415	0	6	1	0	0	0	0	0	0	1	0	0	0	8	
0415 - 0430	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
0430 - 0445	0	10	0	0	1	0	0	0	0	0	0	0	0	11	
0445 - 0500	0	8	1	0	0	0	0	0	0	1	0	0	0	10	41
0500 - 0515	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
0515 - 0530	0	15	5	0	0	0	0	0	0	2	0	0	0	22	
0530 - 0545	0	14	6	0	1	0	0	0	0	1	0	0	0	22	
0545 - 0600	0	15	4	0	2	1	0	0	0	1	0	0	0	23	80
0600 - 0615	0	20	4	1	1	0	0	0	0	0	0	0	0	26	
0615 - 0630	0	15	7	2	1	0	0	0	0	1	0	0	0	26	
0630 - 0645	0	30	11	1	0	0	0	0	0	0	0	0	0	42	
0645 - 0700	0	34	14	4	2	1	0	0	0	2	0	0	0	57	151
0700 - 0715	0	47	17	0	1	0	0	0	0	1	0	0	0	66	
0715 - 0730	0	53	15	1	1	0	0	0	0	1	0	0	0	71	
0730 - 0745	0	46	10	3	1	0	0	0	1	2	0	0	0	63	
0745 - 0800	0	39	11	0	1	1	0	0	0	1	0	0	0	53	253
0800 - 0815	0	43	14	0	1	0	0	0	0	3	0	0	0	61	
0815 - 0830	0	37	10	0	1	2	0	0	0	2	0	0	0	52	
0830 - 0845	0	40	11	1	1	0	0	0	0	4	0	0	0	57	
0845 - 0900	0	30	9	1	1	0	0	0	0	3	0	0	0	44	214
0900 - 0915	0	41	14	0	2	1	0	0	0	2	0	0	0	60	
0915 - 0930	0	42	11	0	0	2	0	0	1	2	0	0	0	58	
0930 - 0945	1	40	12	0	4	1	0	0	0	0	0	0	0	58	
0945 - 1000	0	39	13	0	2	0	0	0	0	1	0	0	0	55	231
1000 - 1015	0	35	10	0	0	1	0	0	0	2	0	0	0	48	
1015 - 1030	0	39	11	0	3	1	0	0	0	1	0	0	0	55	
1030 - 1045	2	40	9	1	0	1	0	0	0	1	0	0	0	53	
1045 - 1100	2	50	11	0	1	3	0	0	0	3	0	0	0	70	226
1100 - 1115	0	58	12	0	2	1	0	0	0	1	0	0	0	74	
1115 - 1130	0	47	13	1	1	2	0	0	0	2	0	0	0	66	
1130 - 1145	0	41	12	0	2	1	0	0	0	3	0	0	0	59	
1145 - 1200	0	50	17	1	1	0	0	0	0	0	0	0	0	69	268
1200 - 1215	0	69	6	0	1	1	0	0	2	2	0	0	0	81	
1215 - 1230	0	60	8	0	4	1	0	0	1	5	0	0	0	79	
1230 - 1245	0	59	12	0	2	2	0	0	0	1	0	0	0	76	
1245 - 1300	1	57	14	0	3	0	0	0	0	0	0	0	0	75	311
1300 - 1315	0	45	13	0	5	1	0	0	1	1	0	0	0	66	
1315 - 1330	0	63	12	0	2	1	0	0	1	1	0	0	0	80	
1330 - 1345	2	58	12	0	1	1	0	0	0	2	0	0	0	76	
1345 - 1400	0	61	15	1	2	1	0	0	0	2	0	0	0	82	304
1400 - 1415	0	82	17	1	2	0	0	0	0	0	0	0	0	102	
1415 - 1430	0	86	17	2	2	1	0	0	0	3	0	0	0	111	
1430 - 1445	0	100	6	0	3	0	0	0	1	2	0	0	0	112	
1445 - 1500	1	130	20	1	2	1	0	0	2	2	0	0	0	159	484
1500 - 1515	0	100	18	0	4	0	0	0	0	1	0	0	0	123	
1515 - 1530	0	90	14	0	0	0	0	0	0	1	0	0	0	105	
1530 - 1545	0	126	17	1	0	1	0	0	0	0	0	0	0	145	
1545 - 1600	0	121	27	2	3	2	0	0	0	0	0	0	0	155	528
1600 - 1615	2	105	32	2	3	1	0	0	0	0	0	0	0	145	
1615 - 1630	0	138	25	2	3	2	0	0	0	1	0	0	0	171	
1630 - 1645	1	132	35	1	0	0	0	0	0	2	0	0	0	171	
1645 - 1700	0	148	30	0	6	1	0	0	0	1	0	0	0	187	674
1700 - 1715	0	116	34	0	1	2	0	0	1	1	0	0	0	155	
1715 - 1730	0	168	31	1	2	0	0	0	0	0	0	0	0	202	
1730 - 1745	1	146	34	1	2	0	0	0	0	1	0	0	0	185	
1745 - 1800	0	144	34	0	4	0	0	0	0	0	0	0	0	182	724
1800 - 1815	2	156	34	0	2	0	0	0	0	0	0	0	0	194	
1815 - 1830	0	125	35	0	1	0	0	0	0	0	0	0	0	161	
1830 - 1845	0	121	27	0	0	0	0	0	0	1	0	0	0	149	
1845 - 1900	1	93	25	0	1	0	0	0	0	0	0	0	0	120	
1900 - 1915	0	113	29	0	1	0	0	0	0	0	0	0	0	143	624
1915 - 1930	0	91	29	0	0	2	0	0	0	2	0	0	0	124	
1930 - 1945	0	89	18	0	0	0	0	0	0	1	0	0	0	108	
1945 - 2000	0	94	24	0	1	0	0	0	0	1	0	0	0	120	495
2000 - 2015	0	94	16	0	0	0	0	0	0	1	0	0	0	111	
2015 - 2030	1	115	17	0	1	0	0	0	0	0	0	0	0	134	
2030 - 2045	0	89	15	0	0	0	0	0	0	0	0	0	0	104	
2045 - 2100	0	82	14	0	0	0	0	0	0	0	0	0	0	96	445
2100 - 2115	0	81	13	0	0	0	0	0	0	0	0	0	0	94	
2115 - 2130	1	56	14	0	0	0	0	0	0	0	0	0	0	71	
2130 - 2145	0	71	15	0	0	0	0	0	0	1	0	0	0	87	
2145 - 2200	0	55	9	0	0	0	0	0	0	0	0	0	0	64	316
2200 - 2215	0	59	12	0	0	0	0	0	0	0	0	0	0	71	
2215 - 2230	0	48	9	0	0	0	0	0	0	0	0	0	0	57	
2230 - 2245	0	48	4	0	0	0	0	0	0	0	0	0	0	52	
2245 - 2300	0	34	8	0	0	0	0	0	0	1	0	0	0	43	223
2300 - 2315	1	36	6	0	0	0	0	0	0	0	0	0	0	43	
2315 - 2330	0	30	5	0	0	0	0	0	0	1	0	0	0	36	
2330 - 2345	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
2345 - 0000	0	22	4	0	0	0	0	0	0	0	0	0	0	26	123

Session Total	19	5425	1213	33	98	40	0	12	94	0	0	0	0	6934
Session Average	0.20	56.51	12.64	0.34	1.02	0.42	0.00	0.13	0.98	0.00	0.00	0.00	0.00	72.23
Session Percentage	0.27	78.24	17.49	0.48	1.41	0.58	0.00	0.17	1.36	0.00	0.00	0.00	0.00	
AM Peak Hour	0945 - 1045	0700 - 0800	0630 - 0730	0600 - 0700	0930 - 1030	0845 - 0945	-	-	0645 - 0745	0800 - 0900	-	-	-	0645 - 0745
AM Peak Volume	2	185	57	8	9	4	0	1	12	0	0	0	0	257
Noon Peak Hour	1000 - 1100	1445 - 1545	1445 - 1545	1330 - 1430	1215 - 1315	1030 - 1130	-	-	1130 - 1230	1130 - 1230	-	-	-	1445 - 1545
Noon Peak Volume	4	446	69	4	14	13	0	3	10	0	0	0	0	532
PM Peak Hour	1545 - 1645	1715 - 1815	1730 - 1830	1530 - 1630	1600 - 1700	1530 - 1630	-	-	1615 - 1715	1915 - 2015	-	-	-	1715 - 1815
PM Peak Volume	137	137	137	7	7	7	0	0	0	0	0	0	0	263

Bi-Directional Class Count || SB WB 15min

Gillsville, GA

Site 3
 GA-323 Gillsville Hwy,
 east of Driveway

Date
 Tuesday, May 3, 2022

Weather
 Mostly Cloudy
 76°F

Lat/Long
 34.261331°, -83.761386°

[Click here for Map](#)
0000 - 2400 (24h Session) (05-03-2022)
 SB WB 15min

Time	Westbound (Movement 3.2)													15min Total	60min Total
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
0000 - 0015	2	9	0	0	1	0	0	0	1	0	0	0	0	13	33
0015 - 0030	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0030 - 0045	0	4	0	0	0	0	0	0	2	0	0	0	0	6	
0045 - 0100	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0100 - 0115	0	5	0	0	0	0	0	0	1	0	0	0	0	6	31
0115 - 0130	0	7	0	0	0	0	0	0	1	0	0	0	0	8	
0130 - 0145	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0145 - 0200	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0200 - 0215	0	6	2	0	0	0	0	0	1	0	0	0	0	9	41
0215 - 0230	0	7	0	0	0	0	0	0	0	0	0	0	0	10	
0230 - 0245	0	10	1	0	0	0	0	0	2	0	0	0	0	13	
0245 - 0300	0	7	0	0	0	0	0	0	2	0	0	0	0	9	
0300 - 0315	0	8	3	0	0	0	0	0	3	0	0	0	0	14	60
0315 - 0330	0	11	3	0	0	0	0	0	1	0	0	0	0	15	
0330 - 0345	0	10	2	0	0	0	0	0	1	0	0	0	0	13	
0345 - 0400	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
0400 - 0415	0	15	0	0	1	0	0	0	1	0	0	0	0	17	171
0415 - 0430	0	28	2	0	0	0	0	0	1	0	0	0	0	31	
0430 - 0445	0	47	1	0	1	1	0	0	0	0	0	0	0	50	
0445 - 0500	0	60	9	0	0	1	0	0	3	0	0	0	0	73	
0500 - 0515	0	52	13	0	1	0	0	0	0	0	0	0	0	66	388
0515 - 0530	0	58	18	1	2	0	0	0	0	0	0	0	0	79	
0530 - 0545	0	104	23	0	1	1	0	0	2	0	0	0	0	131	
0545 - 0600	0	89	22	1	0	0	0	0	0	0	0	0	0	112	
0600 - 0615	0	102	34	0	3	1	0	0	0	0	0	0	0	140	634
0615 - 0630	1	65	35	1	0	0	0	0	1	0	0	0	0	103	
0630 - 0645	0	137	81	4	1	1	0	0	3	0	0	0	0	227	
0645 - 0700	0	111	48	0	1	0	0	1	3	0	0	0	0	164	
0700 - 0715	1	113	53	1	3	1	0	0	2	0	0	0	0	174	834
0715 - 0730	0	151	71	1	4	1	0	0	3	0	0	0	0	231	
0730 - 0745	0	183	61	3	1	0	0	0	1	0	0	0	0	249	
0745 - 0800	0	119	52	1	6	1	0	0	1	0	0	0	0	180	
0800 - 0815	0	81	45	1	1	0	0	0	1	0	0	0	0	129	466
0815 - 0830	0	73	32	1	3	2	0	0	3	0	0	0	0	114	
0830 - 0845	0	91	28	0	3	3	0	0	1	0	0	0	0	126	
0845 - 0900	0	64	28	0	4	0	0	0	1	0	0	0	0	97	
0900 - 0915	0	47	16	0	2	1	0	0	1	0	0	0	0	67	343
0915 - 0930	0	59	25	0	2	0	0	0	1	0	0	0	0	87	
0930 - 0945	0	77	22	0	1	1	0	1	2	0	0	0	0	104	
0945 - 1000	0	55	27	0	1	2	0	0	0	0	0	0	0	85	
1000 - 1015	0	57	22	0	0	4	0	0	2	0	0	0	0	85	326
1015 - 1030	0	54	21	0	4	2	0	0	3	0	0	0	0	84	
1030 - 1045	0	56	16	0	2	0	0	0	0	0	0	0	0	74	
1045 - 1100	0	56	22	0	3	0	0	0	2	0	0	0	0	83	
1100 - 1115	0	57	18	0	1	1	0	0	0	0	0	0	0	77	291
1115 - 1130	0	53	20	1	2	2	0	0	1	0	0	0	0	79	
1130 - 1145	0	57	15	0	0	0	0	0	1	0	0	0	0	73	
1145 - 1200	0	43	13	1	3	1	0	0	1	0	0	0	0	62	
1200 - 1215	1	61	12	0	1	1	0	1	2	0	0	0	0	79	308
1215 - 1230	0	53	17	0	4	0	0	1	1	0	0	0	0	76	
1230 - 1245	1	50	11	1	1	2	0	0	1	0	0	0	0	67	
1245 - 1300	0	65	14	0	5	1	0	0	1	0	0	0	0	86	
1300 - 1315	0	54	21	0	2	1	0	0	1	0	0	0	0	79	333
1315 - 1330	0	62	17	2	1	1	0	0	0	0	0	0	0	83	
1330 - 1345	1	71	18	0	3	0	0	0	2	0	0	0	0	95	
1345 - 1400	0	51	19	2	1	2	0	0	1	0	0	0	0	76	
1400 - 1415	2	63	19	1	1	1	0	2	3	0	0	0	0	92	351
1415 - 1430	0	43	19	1	3	2	0	0	2	0	0	0	0	70	
1430 - 1445	0	62	21	2	1	1	0	0	0	0	0	0	0	87	
1445 - 1500	0	78	18	1	2	1	0	2	0	0	0	0	0	102	
1500 - 1515	0	83	25	1	2	0	0	0	1	0	0	0	0	112	425
1515 - 1530	0	72	25	0	2	1	0	0	2	0	0	0	0	102	
1530 - 1545	2	80	19	0	4	1	0	1	1	0	0	0	0	108	
1545 - 1600	1	78	22	0	0	0	0	0	2	0	0	0	0	103	
1600 - 1615	0	81	22	1	0	1	0	0	0	0	0	0	0	105	407
1615 - 1630	0	87	16	0	1	1	0	1	1	0	0	0	0	107	
1630 - 1645	1	82	13	1	3	0	0	1	2	0	0	0	0	103	
1645 - 1700	0	72	18	0	1	0	0	0	1	0	0	0	0	92	
1700 - 1715	0	80	24	0	1	1	0	1	1	0	0	0	0	108	437
1715 - 1730	0	73	22	0	1	1	0	0	1	0	0	0	0	98	
1730 - 1745	1	102	21	1	3	0	0	0	0	0	0	0	0	128	
1745 - 1800	0	79	23	0	1	0	0	0	0	0	0	0	0	103	
1800 - 1815	0	89	18	0	0	1	0	0	0	0	0	0	0	108	432
1815 - 1830	0	98	25	0	1	1	0	0	0	0	0	0	0	125	
1830 - 1845	0	90	14	0	2	0	0	0	0	0	0	0	0	106	
1845 - 1900	0	78	14	0	1	0	0	0	0	0	0	0	0	93	
1900 - 1915	0	56	13	0	0	0	0	0	0	0	0	0	0	69	290
1915 - 1930	0	75	12	0	2	0	0	1	1	0	0	0	0	91	
1930 - 1945	0	54	12	0	0	0	0	0	1	0	0	0	0	67	
1945 - 2000	1	47	14	0	1	0	0	0	0	0	0	0	0	63	
2000 - 2015	1	56	18	0	0	0	0	0	1	0	0	0	0	76	263
2015 - 2030	0	54	11	0	0	0	0	0	1	0	0	0	0	66	
2030 - 2045	0	53	16	0	0	0	0	0	1	0	0	0	0	70	
2045 - 2100	0	46	4	0	0	0	0	0	1	0	0	0	0	51	
2100 - 2115	0	53	10	0	0	0	0	0	0	0	0	0	0	63	204
2115 - 2130	0	46	3	0	0	0	0	0	0	0	0	0	0	49	
2130 - 2145	0	42	7	0	0	0	0	0	0	0	0	0	0	49	
2145 - 2200	0	37	5	0	0	0	0	0	1	0	0	0	0	43	
2200 - 2215	0	31	5	0	0	0	0	0	1	0	0	0	0	37	112
2215 - 2230	0	22	3	0	0	0	0	0	0	0	0	0	0	25	
2230 - 2245	0	30	6	0	0	0	0	0	0	0	0	0	0	36	
2245 - 2300	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
2300 - 2315	0	9	2	0	0	0	0	0	0	0	0	0	0	11	44
2315 - 2330	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
2330 - 2345	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
2345 - 0000	0	7	1	0	0	0	0	0	0	0	0	0	0	8	

Session Total	16	5328	1586	31	109	48	0	13	93	0	0	0	0	7224
Session Average	0.17	55.50	16.52	0.32	1.14	0.50	0.00	0.14	0.97	0.00	0.00	0.00	0.00	75.25
Session Percentage	0.22	73.75	21.95	0.43	1.51	0.66	0.00	0.18	1.29	0.00	0.00	0.00	0.00	
AM Peak Hour	0615 - 0715	0700 - 0800	0630 - 0730	0545 - 0645	0700 - 0800	0930 - 1030			0600 - 0700	0630 - 0730				0700 - 0800
AM Peak Volume	2	566	253	6	14	9	0	1	11	0	0	0	0	834
Noon Peak Hour	1315 - 1415	1445 - 1545	1430 - 1530	1345 - 1445	1215 - 1315	1000 - 1100			1400 - 1500	1330 - 1430				1445 - 1545
Noon Peak Volume	3	313	89	6	12	6	0	4	8	0	0	0	0	424
PM Peak Hour	1500 - 1600	1730 - 1830	1500 - 1600	1545 - 1645	1500 - 1600	1515 - 1615			1615 - 1715	1500 - 1600				1730 - 1830
PM Peak Volume	36	36	31	36	36	36	0	0	0	0	0	0	0	354

Bi-Directional Class Count || Bi-Directional 15min

Gillsville, GA

Site 3
GA-323 Gillsville Hwy,
east of Driveway

Date
Tuesday, May 3, 2022

Weather
Mostly Cloudy
76°F

Lat/Long
34.261331°, -83.761386°

0000 - 2400 (24h Session) (05-03-2022)
Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	2	17	0	0	1	0	0	0	1	0	0	0	0	21	95
0015 - 0030	0	23	3	0	0	0	0	0	1	0	0	0	0	27	
0030 - 0045	0	21	5	0	0	0	0	0	3	0	0	0	0	29	
0045 - 0100	0	14	3	0	0	0	0	0	1	0	0	0	0	18	
0100 - 0115	0	15	3	0	0	0	0	0	1	0	0	0	0	19	89
0115 - 0130	0	16	2	0	0	0	0	0	4	0	0	0	0	22	
0130 - 0145	0	18	6	0	0	0	0	0	1	0	0	0	0	25	
0145 - 0200	0	16	7	0	0	0	0	0	0	0	0	0	0	23	
0200 - 0215	0	16	5	0	0	0	0	0	3	0	0	0	0	24	102
0215 - 0230	0	15	2	0	0	0	0	0	2	0	0	0	0	20	
0230 - 0245	0	21	6	0	0	0	0	0	2	0	0	0	0	29	
0245 - 0300	0	22	4	0	0	0	0	0	3	0	0	0	0	29	
0300 - 0315	0	16	4	0	0	0	0	0	4	0	0	0	0	24	98
0315 - 0330	0	21	6	0	0	0	0	0	2	0	0	0	0	29	
0330 - 0345	0	17	3	0	0	0	0	0	2	0	0	0	0	22	
0345 - 0400	0	20	2	0	0	0	0	0	1	0	0	0	0	23	
0400 - 0415	0	21	1	0	1	0	0	0	2	0	0	0	0	25	212
0415 - 0430	0	37	5	0	0	0	0	0	1	0	0	0	0	43	
0430 - 0445	0	57	1	0	2	1	0	0	0	0	0	0	0	61	
0445 - 0500	0	68	10	0	0	1	0	0	4	0	0	0	0	83	
0500 - 0515	0	62	16	0	1	0	0	0	0	0	0	0	0	79	468
0515 - 0530	0	73	23	1	2	0	0	0	2	0	0	0	0	101	
0530 - 0545	0	118	29	0	2	1	0	0	3	0	0	0	0	153	
0545 - 0600	0	104	26	1	2	1	0	0	1	0	0	0	0	135	
0600 - 0615	0	122	38	1	4	1	0	0	0	0	0	0	0	166	785
0615 - 0630	1	80	42	3	1	0	0	0	2	0	0	0	0	129	
0630 - 0645	0	167	92	5	1	1	0	0	3	0	0	0	0	269	
0645 - 0700	0	145	62	4	3	1	0	1	5	0	0	0	0	221	
0700 - 0715	1	160	70	1	4	1	0	0	3	0	0	0	0	240	1087
0715 - 0730	0	204	86	2	5	1	0	0	4	0	0	0	0	302	
0730 - 0745	0	229	71	6	2	0	0	1	3	0	0	0	0	312	
0745 - 0800	0	158	63	1	7	2	0	0	2	0	0	0	0	233	
0800 - 0815	0	124	59	1	2	0	0	0	4	0	0	0	0	190	680
0815 - 0830	0	110	42	1	4	4	0	0	5	0	0	0	0	166	
0830 - 0845	0	121	39	1	4	3	0	0	5	0	0	0	0	183	
0845 - 0900	0	94	37	1	5	0	0	0	4	0	0	0	0	141	
0900 - 0915	0	88	30	0	4	2	0	0	3	0	0	0	0	127	574
0915 - 0930	0	101	36	0	2	2	0	1	3	0	0	0	0	145	
0930 - 0945	1	117	34	0	5	2	0	1	2	0	0	0	0	162	
0945 - 1000	0	94	40	0	3	2	0	0	1	0	0	0	0	140	
1000 - 1015	0	92	32	0	0	5	0	0	4	0	0	0	0	133	552
1015 - 1030	0	93	32	0	7	3	0	0	4	0	0	0	0	139	
1030 - 1045	2	96	25	1	2	1	0	0	1	0	0	0	0	127	
1045 - 1100	2	106	33	0	4	3	0	0	5	0	0	0	0	153	
1100 - 1115	0	115	30	0	3	2	0	0	1	0	0	0	0	151	559
1115 - 1130	0	100	33	2	3	4	0	0	3	0	0	0	0	145	
1130 - 1145	0	98	27	0	2	1	0	0	4	0	0	0	0	132	
1145 - 1200	0	93	30	2	4	1	0	0	1	0	0	0	0	131	
1200 - 1215	1	130	18	0	2	2	0	3	4	0	0	0	0	160	619
1215 - 1230	0	113	25	0	8	1	0	2	6	0	0	0	0	155	
1230 - 1245	1	109	23	1	3	4	0	0	2	0	0	0	0	143	
1245 - 1300	1	122	28	0	8	1	0	0	1	0	0	0	0	161	
1300 - 1315	0	99	34	0	7	2	0	1	2	0	0	0	0	145	637
1315 - 1330	0	125	29	2	3	2	0	1	1	0	0	0	0	163	
1330 - 1345	3	129	30	0	4	1	0	0	4	0	0	0	0	171	
1345 - 1400	0	112	34	3	3	3	0	0	3	0	0	0	0	158	
1400 - 1415	2	145	36	2	3	1	0	2	3	0	0	0	0	194	835
1415 - 1430	0	129	36	3	5	3	0	0	5	0	0	0	0	181	
1430 - 1445	0	162	27	2	4	1	0	1	2	0	0	0	0	199	
1445 - 1500	1	208	38	2	4	2	0	4	2	0	0	0	0	261	
1500 - 1515	0	183	43	1	6	0	0	0	2	0	0	0	0	235	953
1515 - 1530	0	162	39	0	2	1	0	0	3	0	0	0	0	207	
1530 - 1545	2	206	36	1	4	2	0	1	1	0	0	0	0	253	
1545 - 1600	1	199	49	2	3	2	0	0	2	0	0	0	0	258	
1600 - 1615	2	186	54	3	3	2	0	0	0	0	0	0	0	250	1081
1615 - 1630	0	225	41	2	4	3	0	1	2	0	0	0	0	278	
1630 - 1645	2	214	48	2	3	0	0	1	4	0	0	0	0	274	
1645 - 1700	0	220	48	1	7	1	0	1	1	0	0	0	0	279	
1700 - 1715	0	196	58	0	2	3	0	2	2	0	0	0	0	263	1161
1715 - 1730	0	241	53	1	3	1	0	0	1	0	0	0	0	300	
1730 - 1745	2	248	55	2	5	0	0	0	1	0	0	0	0	313	
1745 - 1800	0	223	57	0	5	0	0	0	0	0	0	0	0	285	
1800 - 1815	2	245	52	0	2	1	0	0	0	0	0	0	0	302	1056
1815 - 1830	0	223	60	0	2	1	0	0	0	0	0	0	0	286	
1830 - 1845	0	211	41	0	2	0	0	0	1	0	0	0	0	255	
1845 - 1900	1	171	39	0	2	0	0	0	0	0	0	0	0	213	
1900 - 1915	0	169	42	0	1	0	0	0	0	0	0	0	0	212	785
1915 - 1930	0	166	41	0	2	2	0	1	3	0	0	0	0	215	
1930 - 1945	0	143	30	0	0	0	0	0	2	0	0	0	0	175	
1945 - 2000	1	141	38	0	2	0	0	0	1	0	0	0	0	183	
2000 - 2015	1	150	34	0	0	0	0	0	2	0	0	0	0	187	708
2015 - 2030	1	169	28	0	1	0	0	0	1	0	0	0	0	200	
2030 - 2045	0	142	31	0	0	0	0	0	1	0	0	0	0	174	
2045 - 2100	0	128	18	0	0	0	0	0	1	0	0	0	0	147	
2100 - 2115	0	134	23	0	0	0	0	0	0	0	0	0	0	157	520
2115 - 2130	1	102	17	0	0	0	0	0	0	0	0	0	0	120	
2130 - 2145	0	113	22	0	0	0	0	0	1	0	0	0	0	136	
2145 - 2200	0	92	14	0	0	0	0	0	1	0	0	0	0	107	
2200 - 2215	0	90	17	0	0	0	0	0	1	0	0	0	0	108	335
2215 - 2230	0	70	12	0	0	0	0	0	0	0	0	0	0	82	
2230 - 2245	0	78	10	0	0	0	0	0	0	0	0	0	0	88	
2245 - 2300	0	45	11	0	0	0	0	0	1	0	0	0	0	57	
2300 - 2315	1	45	8	0	0	0	0	0	0	0	0	0	0	54	167
2315 - 2330	0	40	8	0	0	0	0	0	1	0	0	0	0	49	
2330 - 2345	0	26	4	0	0	0	0	0	0	0	0	0	0	30	
2345 - 0000	0	29	5	0	0	0	0	0	0	0	0	0	0	34	

Session Total	35	10753	2799	64	207	88	0	25	187	0	0	0	0	14158
Session Average	0.36	112.01	29.16	0.67	2.16	0.92	0.00	0.26	1.95	0.00	0.00	0.00	0.00	147.48
Session Percentage	0.25	75.95	19.77	0.45	1.46	0.62	0.00	0.18	1.32	0.00	0.00	0.00	0.00	
AM Peak Hour	0615 - 0715	0700 - 0800	0630 - 0730	0600 - 0700	0700 - 0800	0930 - 1030								
AM Peak Volume	2	751	310	13	18	12	-	0645 - 0745	0800 - 0900	-	0	-	-	0700 - 0800 1087
Noon Peak Hour	1315 - 1415	1445 - 1545	1445 - 1545	1345 - 1445	1215 - 1315	1000 - 1100	-	1400 - 1500	1130 - 1230	-	1445 - 1545	-	-	1445 - 1545 956
Noon Peak Volume	5	759	156	10	26	12	0	7	15	0	0	0	0	
PM Peak Hour	1515 - 1615	1715 - 1815	1730 - 1830	1545 - 1645	1600 - 1700	1530 - 1630	-	1615 - 1715	1615 - 1715	-	-	-	-	1715 - 1815 1201
PM Peak Volume	9	1274	1074	9	10	10	0	1615 - 1715	1615 - 1715	0	0	0	0	

Bi-Directional Class Count || Volume Summary 15min

Gillsville, GA



www.marrtraffic.com

Site 3

GA-323 Gillsville Hwy,
east of Driveway

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.261331°, -83.761386°

0000 - 2400 (24h Session) (05-03-2022)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	8	13	21	95
0015 - 0030	19	8	27	
0030 - 0045	23	6	29	
0045 - 0100	12	6	18	
0100 - 0115	13	6	19	89
0115 - 0130	14	8	22	
0130 - 0145	17	8	25	
0145 - 0200	14	9	23	
0200 - 0215	15	9	24	102
0215 - 0230	10	10	20	
0230 - 0245	16	13	29	
0245 - 0300	20	9	29	
0300 - 0315	10	14	24	98
0315 - 0330	14	15	29	
0330 - 0345	9	13	22	
0345 - 0400	5	18	23	
0400 - 0415	8	17	25	212
0415 - 0430	12	31	43	
0430 - 0445	11	50	61	
0445 - 0500	10	73	83	
0500 - 0515	13	66	79	468
0515 - 0530	22	79	101	
0530 - 0545	22	131	153	
0545 - 0600	23	112	135	
0600 - 0615	26	140	166	785
0615 - 0630	26	103	129	
0630 - 0645	42	227	269	
0645 - 0700	57	164	221	
0700 - 0715	66	174	240	1087
0715 - 0730	71	231	302	
0730 - 0745	63	249	312	
0745 - 0800	53	180	233	
0800 - 0815	61	129	190	680
0815 - 0830	52	114	166	
0830 - 0845	57	126	183	
0845 - 0900	44	97	141	
0900 - 0915	60	67	127	574
0915 - 0930	58	87	145	
0930 - 0945	58	104	162	
0945 - 1000	55	85	140	
1000 - 1015	48	85	133	552
1015 - 1030	55	84	139	
1030 - 1045	53	74	127	
1045 - 1100	70	83	153	
1100 - 1115	74	77	151	559
1115 - 1130	66	79	145	
1130 - 1145	59	73	132	
1145 - 1200	69	62	131	

Session Total	6934	7224	14158
Session Average	72.23	75.25	147.48
Session Percentage	48.98	51.02	

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	81	79	160	619
1215 - 1230	79	76	155	
1230 - 1245	76	67	143	
1245 - 1300	75	86	161	
1300 - 1315	66	79	145	637
1315 - 1330	80	83	163	
1330 - 1345	76	95	171	
1345 - 1400	82	76	158	
1400 - 1415	102	92	194	835
1415 - 1430	111	70	181	
1430 - 1445	112	87	199	
1445 - 1500	159	102	261	
1500 - 1515	123	112	235	953
1515 - 1530	105	102	207	
1530 - 1545	145	108	253	
1545 - 1600	155	103	258	
1600 - 1615	145	105	250	1081
1615 - 1630	171	107	278	
1630 - 1645	171	103	274	
1645 - 1700	187	92	279	
1700 - 1715	155	108	263	1161
1715 - 1730	202	98	300	
1730 - 1745	185	128	313	
1745 - 1800	182	103	285	
1800 - 1815	194	108	302	1056
1815 - 1830	161	125	286	
1830 - 1845	149	106	255	
1845 - 1900	120	93	213	
1900 - 1915	143	69	212	785
1915 - 1930	124	91	215	
1930 - 1945	108	67	175	
1945 - 2000	120	63	183	
2000 - 2015	111	76	187	708
2015 - 2030	134	66	200	
2030 - 2045	104	70	174	
2045 - 2100	96	51	147	
2100 - 2115	94	63	157	520
2115 - 2130	71	49	120	
2130 - 2145	87	49	136	
2145 - 2200	64	43	107	
2200 - 2215	71	37	108	335
2215 - 2230	57	25	82	
2230 - 2245	52	36	88	
2245 - 2300	43	14	57	
2300 - 2315	43	11	54	167
2315 - 2330	36	13	49	
2330 - 2345	18	12	30	
2345 - 0000	26	8	34	

Bi-Directional Class Count || NB EB 60min

Gillsville, GA

Site 3

GA-323 Gillsville Hwy,
east of Driveway

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.261331°, -83.761386°

0000 - 2400 (24h Session) (05-03-2022)

NB EB 60min

Eastbound (Movement 3.1)														
TIME	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
0000 - 0100	0	49	10	0	0	0	0	0	3	0	0	0	0	62
0100 - 0200	0	38	16	0	0	0	0	0	4	0	0	0	0	58
0200 - 0300	0	44	14	0	0	0	0	0	3	0	0	0	0	61
0300 - 0400	0	29	5	0	0	0	0	0	4	0	0	0	0	38
0400 - 0500	0	33	5	0	1	0	0	0	2	0	0	0	0	41
0500 - 0600	0	54	18	0	3	1	0	0	4	0	0	0	0	80
0600 - 0700	0	99	36	8	4	1	0	0	3	0	0	0	0	151
0700 - 0800	0	185	53	4	4	1	0	1	5	0	0	0	0	253
0800 - 0900	0	150	44	2	4	2	0	0	12	0	0	0	0	214
0900 - 1000	1	162	50	0	8	4	0	1	5	0	0	0	0	231
1000 - 1100	4	164	41	1	4	6	0	0	6	0	0	0	0	226
1100 - 1200	0	196	54	2	6	4	0	0	6	0	0	0	0	268
1200 - 1300	1	245	40	0	10	4	0	3	8	0	0	0	0	311
1300 - 1400	2	227	52	1	10	4	0	2	6	0	0	0	0	304
1400 - 1500	1	398	60	4	9	2	0	3	7	0	0	0	0	484
1500 - 1600	0	437	76	3	7	3	0	0	2	0	0	0	0	528
1600 - 1700	3	523	122	6	12	4	0	1	3	0	0	0	0	674
1700 - 1800	1	574	133	2	9	2	0	1	2	0	0	0	0	724
1800 - 1900	3	495	121	0	4	0	0	0	1	0	0	0	0	624
1900 - 2000	0	387	100	0	2	2	0	0	4	0	0	0	0	495
2000 - 2100	1	380	62	0	1	0	0	0	1	0	0	0	0	445
2100 - 2200	1	263	51	0	0	0	0	0	1	0	0	0	0	316
2200 - 2300	0	189	33	0	0	0	0	0	1	0	0	0	0	223
2300 - 2400	1	104	17	0	0	0	0	0	1	0	0	0	0	123

Session Total	19	5425	1213	33	98	40	0	12	94	0	0	0	0	6934
Session Average	0.79	226.04	50.54	1.38	4.08	1.67	0.00	0.50	3.92	0.00	0.00	0.00	0.00	288.92
Session Percentage	0.27	78.24	17.49	0.48	1.41	0.58	0.00	0.17	1.36	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0700 - 0800	0600 - 0700	0900 - 1000	0900 - 1000	-	0700 - 0800	0800 - 0900	-	-	-	-	0700 - 0800
AM Peak Volume	1	185	53	8	8	4	0	1	12	0	0	0	0	253

Noon Peak Hour	1000 - 1100	1400 - 1500	1400 - 1500	1400 - 1500	1200 - 1300	1000 - 1100	-	1200 - 1300	1200 - 1300	-	-	-	-	1400 - 1500
Noon Peak Volume	4	398	60	4	10	6	0	3	8	0	0	0	0	484

PM Peak Hour	1600 - 1700	1700 - 1800	1700 - 1800	1600 - 1700	1600 - 1700	1600 - 1700	-	1600 - 1700	1900 - 2000	-	-	-	-	1700 - 1800
PM Peak Volume	3	574	133	6	12	4	0	1	4	0	0	0	0	724

Bi-Directional Class Count || SB WB 60min

Gillsville, GA

Site 3

GA-323 Gillsville Hwy,
east of Driveway

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.261331°, -83.761386°

0000 - 2400 (24h Session) (05-03-2022)

SB WB 60min

Westbound (Movement 3.2)														
TIME	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
0000 - 0100	2	26	1	0	1	0	0	0	3	0	0	0	0	33
0100 - 0200	0	27	2	0	0	0	0	0	2	0	0	0	0	31
0200 - 0300	0	30	3	0	0	0	0	0	8	0	0	0	0	41
0300 - 0400	0	45	10	0	0	0	0	0	5	0	0	0	0	60
0400 - 0500	0	150	12	0	2	2	0	0	5	0	0	0	0	171
0500 - 0600	0	303	76	2	4	1	0	0	2	0	0	0	0	388
0600 - 0700	1	415	198	5	5	2	0	1	7	0	0	0	0	634
0700 - 0800	1	566	237	6	14	3	0	0	7	0	0	0	0	834
0800 - 0900	0	309	133	2	11	5	0	0	6	0	0	0	0	466
0900 - 1000	0	238	90	0	6	4	0	1	4	0	0	0	0	343
1000 - 1100	0	223	81	0	9	6	0	0	7	0	0	0	0	326
1100 - 1200	0	210	66	2	6	4	0	0	3	0	0	0	0	291
1200 - 1300	2	229	54	1	11	4	0	2	5	0	0	0	0	308
1300 - 1400	1	238	75	4	7	4	0	0	4	0	0	0	0	333
1400 - 1500	2	246	77	5	7	5	0	4	5	0	0	0	0	351
1500 - 1600	3	313	91	1	8	2	0	1	6	0	0	0	0	425
1600 - 1700	1	322	69	2	5	2	0	2	4	0	0	0	0	407
1700 - 1800	1	334	90	1	6	2	0	1	2	0	0	0	0	437
1800 - 1900	0	355	71	0	4	2	0	0	0	0	0	0	0	432
1900 - 2000	1	232	51	0	3	0	0	1	2	0	0	0	0	290
2000 - 2100	1	209	49	0	0	0	0	0	4	0	0	0	0	263
2100 - 2200	0	178	25	0	0	0	0	0	1	0	0	0	0	204
2200 - 2300	0	94	17	0	0	0	0	0	1	0	0	0	0	112
2300 - 2400	0	36	8	0	0	0	0	0	0	0	0	0	0	44

Session Total	16	5328	1586	31	109	48	0	13	93	0	0	0	0	7224
Session Average	0.67	222.00	66.08	1.29	4.54	2.00	0.00	0.54	3.88	0.00	0.00	0.00	0.00	301.00
Session Percentage	0.22	73.75	21.95	0.43	1.51	0.66	0.00	0.18	1.29	0.00	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0800 - 0900	-	0600 - 0700	0600 - 0700	-	-	-	-	0700 - 0800
AM Peak Volume	1	566	237	6	14	5	0	1	7	0	0	0	0	834

Noon Peak Hour	1200 - 1300	1400 - 1500	1000 - 1100	1400 - 1500	1200 - 1300	1000 - 1100	-	1400 - 1500	1000 - 1100	-	-	-	-	1400 - 1500
Noon Peak Volume	2	246	81	5	11	6	0	4	7	0	0	0	0	351

PM Peak Hour	1500 - 1600	1800 - 1900	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	-	1600 - 1700	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	3	355	91	2	8	2	0	2	6	0	0	0	0	437

Bi-Directional Class Count || Bi-Directional 60min

Gillsville, GA

Site 3

GA-323 Gillsville Hwy,
east of Driveway

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.261331°, -83.761386°

0000 - 2400 (24h Session) (05-03-2022)

Bi-Directional 60min

Bi-Directional 60min														
TIME	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
0000 - 0100	2	75	11	0	1	0	0	0	6	0	0	0	0	95
0100 - 0200	0	65	18	0	0	0	0	0	6	0	0	0	0	89
0200 - 0300	0	74	17	0	0	0	0	0	11	0	0	0	0	102
0300 - 0400	0	74	15	0	0	0	0	0	9	0	0	0	0	98
0400 - 0500	0	183	17	0	3	2	0	0	7	0	0	0	0	212
0500 - 0600	0	357	94	2	7	2	0	0	6	0	0	0	0	468
0600 - 0700	1	514	234	13	9	3	0	1	10	0	0	0	0	785
0700 - 0800	1	751	290	10	18	4	0	1	12	0	0	0	0	1087
0800 - 0900	0	459	177	4	15	7	0	0	18	0	0	0	0	680
0900 - 1000	1	400	140	0	14	8	0	2	9	0	0	0	0	574
1000 - 1100	4	387	122	1	13	12	0	0	13	0	0	0	0	552
1100 - 1200	0	406	120	4	12	8	0	0	9	0	0	0	0	559
1200 - 1300	3	474	94	1	21	8	0	5	13	0	0	0	0	619
1300 - 1400	3	465	127	5	17	8	0	2	10	0	0	0	0	637
1400 - 1500	3	644	137	9	16	7	0	7	12	0	0	0	0	835
1500 - 1600	3	750	167	4	15	5	0	1	8	0	0	0	0	953
1600 - 1700	4	845	191	8	17	6	0	3	7	0	0	0	0	1081
1700 - 1800	2	908	223	3	15	4	0	2	4	0	0	0	0	1161
1800 - 1900	3	850	192	0	8	2	0	0	1	0	0	0	0	1056
1900 - 2000	1	619	151	0	5	2	0	1	6	0	0	0	0	785
2000 - 2100	2	589	111	0	1	0	0	0	5	0	0	0	0	708
2100 - 2200	1	441	76	0	0	0	0	0	2	0	0	0	0	520
2200 - 2300	0	283	50	0	0	0	0	0	2	0	0	0	0	335
2300 - 2400	1	140	25	0	0	0	0	0	1	0	0	0	0	167

Session Total	35	10753	2799	64	207	88	0	25	187	0	0	0	0	14158
Session Average	1.46	448.04	116.63	2.67	8.63	3.67	0.00	1.04	7.79	0.00	0.00	0.00	0.00	589.92
Session Percentage	0.25	75.95	19.77	0.45	1.46	0.62	0.00	0.18	1.32	0.00	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0700 - 0800	0700 - 0800	0600 - 0700	0700 - 0800	0900 - 1000	-	0900 - 1000	0800 - 0900	-	-	-	-	0700 - 0800
AM Peak Volume	1	751	290	13	18	8	0	2	18	0	0	0	0	1087

Noon Peak Hour	1000 - 1100	1400 - 1500	1400 - 1500	1400 - 1500	1200 - 1300	1000 - 1100	-	1400 - 1500	1000 - 1100	-	-	-	-	1400 - 1500
Noon Peak Volume	4	644	137	9	21	12	0	7	13	0	0	0	0	835

PM Peak Hour	1600 - 1700	1700 - 1800	1700 - 1800	1600 - 1700	1600 - 1700	1600 - 1700	-	1600 - 1700	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	4	908	223	8	17	6	0	3	8	0	0	0	0	1161

Bi-Directional Class Count || Volume Summary 60min

Gillsville, GA

Site 3

GA-323 Gillsville Hwy,
east of Driveway

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.261331°, -83.761386°

0000 - 2400 (24h Session) (05-03-2022)

Volume Summary 60min

Volume Summary 60min			
TIME	EB	WB	Total
0000 - 0100	62	33	95
0100 - 0200	58	31	89
0200 - 0300	61	41	102
0300 - 0400	38	60	98
0400 - 0500	41	171	212
0500 - 0600	80	388	468
0600 - 0700	151	634	785
0700 - 0800	253	834	1087
0800 - 0900	214	466	680
0900 - 1000	231	343	574
1000 - 1100	226	326	552
1100 - 1200	268	291	559

Session Total	6934	7224	14158
Session Average	288.92	301.00	589.92
Session Percentage	48.98	51.02	

Volume Summary 60min			
Time	EB	WB	Total
1200 - 1300	311	308	619
1300 - 1400	304	333	637
1400 - 1500	484	351	835
1500 - 1600	528	425	953
1600 - 1700	674	407	1081
1700 - 1800	724	437	1161
1800 - 1900	624	432	1056
1900 - 2000	495	290	785
2000 - 2100	445	263	708
2100 - 2200	316	204	520
2200 - 2300	223	112	335
2300 - 2400	123	44	167

Bi-Directional Class Count || Graphical Analysis NB EB

Gillsville, GA

Site 3

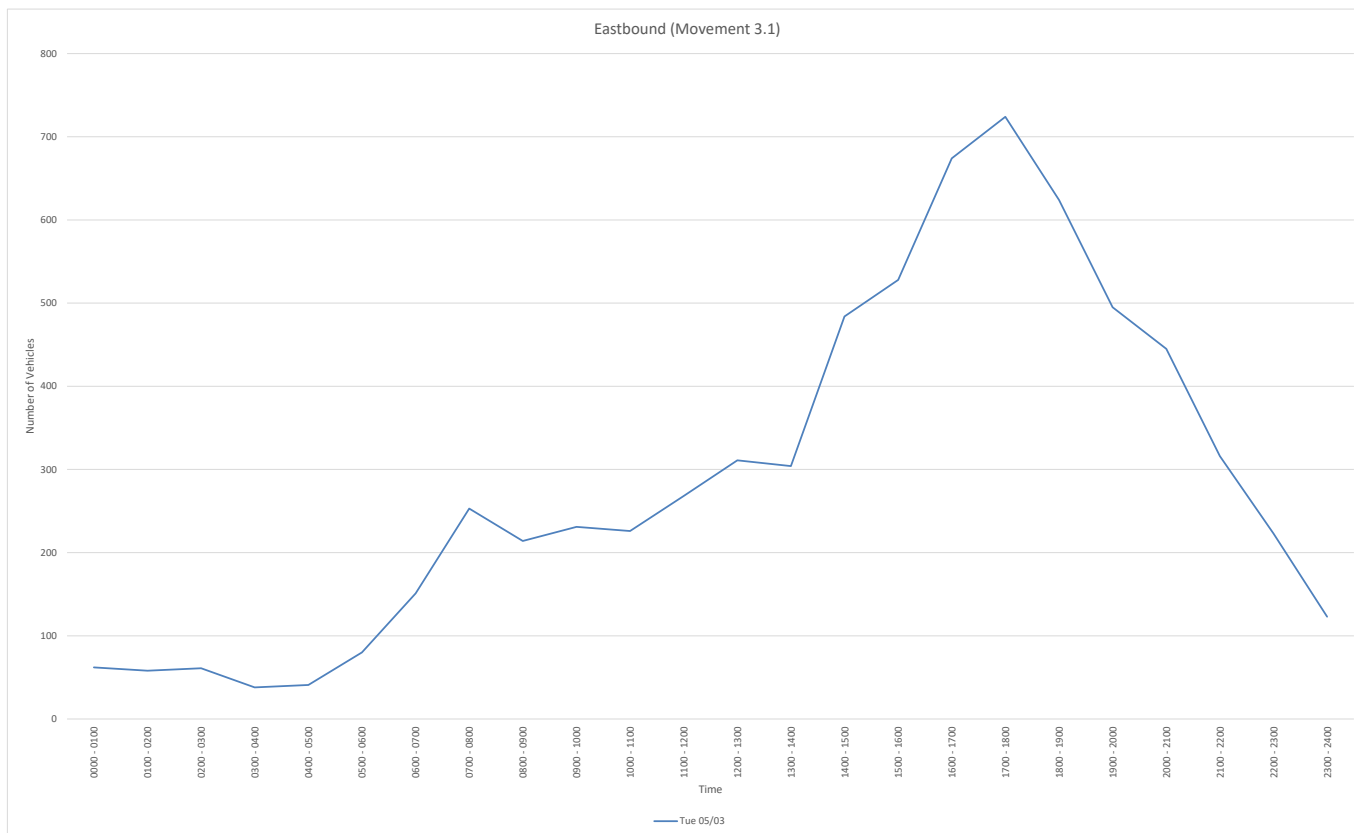
GA-323 Gillsville Hwy,
east of Driveway

Lat/Long

34.261331°, -83.761386°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Bi-Directional Class Count || Graphical Analysis SB WB

Gillsville, GA

Site 3

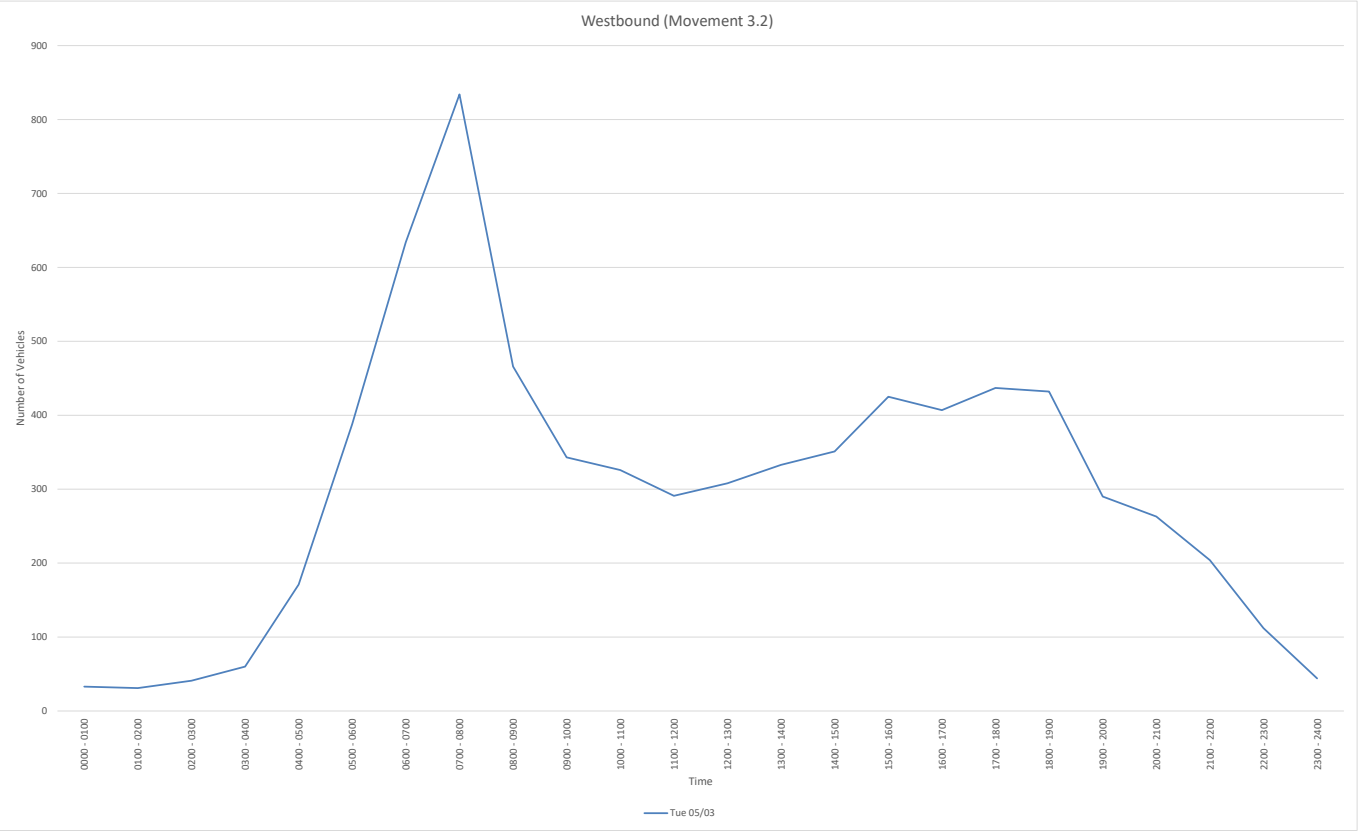
GA-323 Gillsville Hwy,
east of Driveway

Lat/Long

34.261331°, -83.761386°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



EB

File Name:

Start Date: 5/3/2022

Start Time: 0

Site Code: 3

Station ID: 1

Location 1: GA-323 Gillsville Hwy, east of Driveway

Location 2:

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13
5/3/2022	12:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
5/3/2022	12:15 AM	0	15	3	0	0	0	0	0	1	0	0	0	0
5/3/2022	12:30 AM	0	17	5	0	0	0	0	0	1	0	0	0	0
5/3/2022	12:45 AM	0	9	2	0	0	0	0	0	1	0	0	0	0
5/3/2022	1:00 AM	0	10	3	0	0	0	0	0	0	0	0	0	0
5/3/2022	1:15 AM	0	9	2	0	0	0	0	0	3	0	0	0	0
5/3/2022	1:30 AM	0	10	6	0	0	0	0	0	1	0	0	0	0
5/3/2022	1:45 AM	0	9	5	0	0	0	0	0	0	0	0	0	0
5/3/2022	2:00 AM	0	10	3	0	0	0	0	0	2	0	0	0	0
5/3/2022	2:15 AM	0	8	2	0	0	0	0	0	0	0	0	0	0
5/3/2022	2:30 AM	0	11	5	0	0	0	0	0	0	0	0	0	0
5/3/2022	2:45 AM	0	15	4	0	0	0	0	0	1	0	0	0	0
5/3/2022	3:00 AM	0	8	1	0	0	0	0	0	1	0	0	0	0
5/3/2022	3:15 AM	0	10	3	0	0	0	0	0	1	0	0	0	0
5/3/2022	3:30 AM	0	7	1	0	0	0	0	0	1	0	0	0	0
5/3/2022	3:45 AM	0	4	0	0	0	0	0	0	1	0	0	0	0
5/3/2022	4:00 AM	0	6	1	0	0	0	0	0	1	0	0	0	0
5/3/2022	4:15 AM	0	9	3	0	0	0	0	0	0	0	0	0	0
5/3/2022	4:30 AM	0	10	0	0	1	0	0	0	0	0	0	0	0
5/3/2022	4:45 AM	0	8	1	0	0	0	0	0	1	0	0	0	0
5/3/2022	5:00 AM	0	10	3	0	0	0	0	0	0	0	0	0	0
5/3/2022	5:15 AM	0	15	5	0	0	0	0	0	2	0	0	0	0
5/3/2022	5:30 AM	0	14	6	0	1	0	0	0	1	0	0	0	0
5/3/2022	5:45 AM	0	15	4	0	2	1	0	0	1	0	0	0	0
5/3/2022	6:00 AM	0	20	4	1	1	0	0	0	0	0	0	0	0
5/3/2022	6:15 AM	0	15	7	2	1	0	0	0	1	0	0	0	0
5/3/2022	6:30 AM	0	30	11	1	0	0	0	0	0	0	0	0	0
5/3/2022	6:45 AM	0	34	14	4	2	1	0	0	2	0	0	0	0
5/3/2022	7:00 AM	0	47	17	0	1	0	0	0	1	0	0	0	0
5/3/2022	7:15 AM	0	53	15	1	1	0	0	0	1	0	0	0	0
5/3/2022	7:30 AM	0	46	10	3	1	0	0	1	2	0	0	0	0
5/3/2022	7:45 AM	0	39	11	0	1	1	0	0	1	0	0	0	0
5/3/2022	8:00 AM	0	43	14	0	1	0	0	0	3	0	0	0	0
5/3/2022	8:15 AM	0	37	10	0	1	2	0	0	2	0	0	0	0
5/3/2022	8:30 AM	0	40	11	1	1	0	0	0	4	0	0	0	0
5/3/2022	8:45 AM	0	30	9	1	1	0	0	0	3	0	0	0	0
5/3/2022	9:00 AM	0	41	14	0	2	1	0	0	2	0	0	0	0
5/3/2022	9:15 AM	0	42	11	0	0	2	0	1	2	0	0	0	0
5/3/2022	9:30 AM	1	40	12	0	4	1	0	0	0	0	0	0	0
5/3/2022	9:45 AM	0	39	13	0	2	0	0	0	1	0	0	0	0
5/3/2022	10:00 AM	0	35	10	0	0	1	0	0	2	0	0	0	0
5/3/2022	10:15 AM	0	39	11	0	3	1	0	0	1	0	0	0	0
5/3/2022	10:30 AM	2	40	9	1	0	1	0	0	0	0	0	0	0
5/3/2022	10:45 AM	2	50	11	0	1	3	0	0	3	0	0	0	0
5/3/2022	11:00 AM	0	58	12	0	2	1	0	0	1	0	0	0	0
5/3/2022	11:15 AM	0	47	13	1	1	2	0	0	2	0	0	0	0
5/3/2022	11:30 AM	0	41	12	0	2	1	0	0	3	0	0	0	0
5/3/2022	11:45 AM	0	50	17	1	1	0	0	0	0	0	0	0	0
5/3/2022	12:00 PM	0	69	6	0	1	1	0	2	2	0	0	0	0
5/3/2022	12:15 PM	0	60	8	0	4	1	0	1	5	0	0	0	0
5/3/2022	12:30 PM	0	59	12	0	2	2	0	0	1	0	0	0	0
5/3/2022	12:45 PM	1	57	14	0	3	0	0	0	0	0	0	0	0
5/3/2022	1:00 PM	0	45	13	0	5	1	0	1	1	0	0	0	0
5/3/2022	1:15 PM	0	63	12	0	2	1	0	1	1	0	0	0	0
5/3/2022	1:30 PM	2	58	12	0	1	1	0	0	2	0	0	0	0
5/3/2022	1:45 PM	0	61	15	1	2	1	0	0	2	0	0	0	0
5/3/2022	2:00 PM	0	82	17	1	2	0	0	0	0	0	0	0	0
5/3/2022	2:15 PM	0	86	17	2	2	1	0	0	3	0	0	0	0
5/3/2022	2:30 PM	0	100	6	0	3	0	0	1	2	0	0	0	0
5/3/2022	2:45 PM	1	130	20	1	2	1	0	2	2	0	0	0	0
5/3/2022	3:00 PM	0	100	18	0	4	0	0	0	1	0	0	0	0
5/3/2022	3:15 PM	0	90	14	0	0	0	0	0	1	0	0	0	0
5/3/2022	3:30 PM	0	126	17	1	0	1	0	0	0	0	0	0	0
5/3/2022	3:45 PM	0	121	27	2	3	2	0	0	0	0	0	0	0
5/3/2022	4:00 PM	2	105	32	2	3	1	0	0	0	0	0	0	0
5/3/2022	4:15 PM	0	138	25	2	3	2	0	0	1	0	0	0	0
5/3/2022	4:30 PM	1	132	35	1	0	0	0	0	2	0	0	0	0
5/3/2022	4:45 PM	0	148	30	1	6	1	0	1	0	0	0	0	0
5/3/2022	5:00 PM	0	116	34	0	1	2	0	1	1	0	0	0	0
5/3/2022	5:15 PM	0	168	31	1	2	0	0	0	0	0	0	0	0
5/3/2022	5:30 PM	1	146	34	1	2	0	0	0	1	0	0	0	0
5/3/2022	5:45 PM	0	144	34	0	4	0	0	0	0	0	0	0	0
5/3/2022	6:00 PM	2	156	34	0	2	0	0	0	0	0	0	0	0
5/3/2022	6:15 PM	0	125	35	0	1	0	0	0	0	0	0	0	0
5/3/2022	6:30 PM	0	121	27	0	0	0	0	0	1	0	0	0	0
5/3/2022	6:45 PM	1	93	25	0	1	0	0	0	0	0	0	0	0
5/3/2022	7:00 PM	0	113	29	0	1	0	0	0	0	0	0	0	0
5/3/2022	7:15 PM	0	91	29	0	0	2	0	0	2	0	0	0	0
5/3/2022	7:30 PM	0	89	18	0	0	0	0	0	1	0	0	0	0
5/3/2022	7:45 PM	0	94	24	0	1	0	0	0	1	0	0	0	0
5/3/2022	8:00 PM	0	94	16	0	0	0	0	0	1	0	0	0	0
5/3/2022	8:15 PM	1	115	17	0	1	0	0	0	0	0	0	0	0
5/3/2022	8:30 PM	0	89	15	0	0	0	0	0	0	0	0	0	0
5/3/2022	8:45 PM	0	82	14	0	0	0	0	0	0	0	0	0	0
5/3/2022	9:00 PM	0	81	13	0	0	0	0	0	0	0	0	0	0
5/3/2022	9:15 PM	1	56	14	0	0	0	0	0	0	0	0	0	0
5/3/2022	9:30 PM	0	71	15	0	0	0	0	0	1	0	0	0	0
5/3/2022	9:45 PM	0	55	9	0	0	0	0	0	0	0	0	0	0
5/3/2022	10:00 PM	0	59	12	0	0	0	0	0	0	0	0	0	0
5/3/2022	10:15 PM	0	48	9	0	0	0	0	0	0	0	0	0	0
5/3/2022	10:30 PM	0	48	4	0	0	0	0	0	0	0	0	0	0
5/3/2022	10:45 PM	0	34	8	0	0	0	0	0	1	0	0	0	0
5/3/2022	11:00 PM	1	36	6	0	0	0	0	0	0	0	0	0	0
5/3/2022	11:15 PM	0	30	5	0	0	0	0	0	1	0	0	0	0
5/3/2022	11:30 PM	0	16	2	0	0	0	0	0	0	0	0	0	0
5/3/2022	11:45 PM	0	22	4	0	0	0	0	0	0	0	0	0	0

WB

File Name:

Start Date: 5/3/2022

Start Time: 0

Site Code: 3

Station ID: 1

Location 1: GA-323 Gillsville Hwy, east of Driveway

Location 2:

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13
5/3/2022	12:00 AM	2	9	0	0	1	0	0	0	1	0	0	0	0
5/3/2022	12:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
5/3/2022	12:30 AM	0	4	0	0	0	0	0	0	2	0	0	0	0
5/3/2022	12:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
5/3/2022	1:00 AM	0	5	0	0	0	0	0	0	1	0	0	0	0
5/3/2022	1:15 AM	0	7	0	0	0	0	0	0	1	0	0	0	0
5/3/2022	1:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
5/3/2022	1:45 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
5/3/2022	2:00 AM	0	6	2	0	0	0	0	0	1	0	0	0	0
5/3/2022	2:15 AM	0	7	0	0	0	0	0	0	3	0	0	0	0
5/3/2022	2:30 AM	0	10	1	0	0	0	0	0	2	0	0	0	0
5/3/2022	2:45 AM	0	7	0	0	0	0	0	0	2	0	0	0	0
5/3/2022	3:00 AM	0	8	3	0	0	0	0	0	3	0	0	0	0
5/3/2022	3:15 AM	0	11	3	0	0	0	0	0	1	0	0	0	0
5/3/2022	3:30 AM	0	10	2	0	0	0	0	0	1	0	0	0	0
5/3/2022	3:45 AM	0	16	2	0	0	0	0	0	0	0	0	0	0
5/3/2022	4:00 AM	0	15	0	0	1	0	0	0	1	0	0	0	0
5/3/2022	4:15 AM	0	28	2	0	0	0	0	0	1	0	0	0	0
5/3/2022	4:30 AM	0	47	1	0	1	1	0	0	0	0	0	0	0
5/3/2022	4:45 AM	0	60	9	0	0	1	0	0	3	0	0	0	0
5/3/2022	5:00 AM	0	52	13	0	1	0	0	0	0	0	0	0	0
5/3/2022	5:15 AM	0	58	18	1	2	0	0	0	0	0	0	0	0
5/3/2022	5:30 AM	0	104	23	0	1	1	0	0	2	0	0	0	0
5/3/2022	5:45 AM	0	89	22	1	0	0	0	0	0	0	0	0	0
5/3/2022	6:00 AM	0	102	34	0	3	1	0	0	0	0	0	0	0
5/3/2022	6:15 AM	1	65	35	1	0	0	0	0	1	0	0	0	0
5/3/2022	6:30 AM	0	137	81	4	1	1	0	0	3	0	0	0	0
5/3/2022	6:45 AM	0	111	48	0	1	0	0	1	3	0	0	0	0
5/3/2022	7:00 AM	1	113	53	1	3	1	0	0	2	0	0	0	0
5/3/2022	7:15 AM	0	151	71	1	4	1	0	0	3	0	0	0	0
5/3/2022	7:30 AM	0	183	61	3	1	0	0	0	1	0	0	0	0
5/3/2022	7:45 AM	0	119	52	1	6	1	0	0	1	0	0	0	0
5/3/2022	8:00 AM	0	81	45	1	1	0	0	0	1	0	0	0	0
5/3/2022	8:15 AM	0	73	32	1	3	2	0	0	3	0	0	0	0
5/3/2022	8:30 AM	0	91	28	0	3	3	0	0	1	0	0	0	0
5/3/2022	8:45 AM	0	64	28	0	4	0	0	0	1	0	0	0	0
5/3/2022	9:00 AM	0	47	16	0	2	1	0	0	1	0	0	0	0
5/3/2022	9:15 AM	0	59	25	0	2	0	0	0	1	0	0	0	0
5/3/2022	9:30 AM	0	77	22	0	1	1	0	1	2	0	0	0	0
5/3/2022	9:45 AM	0	55	27	0	1	2	0	0	0	0	0	0	0
5/3/2022	10:00 AM	0	57	22	0	0	4	0	0	2	0	0	0	0
5/3/2022	10:15 AM	0	54	21	0	4	2	0	0	3	0	0	0	0
5/3/2022	10:30 AM	0	56	16	0	2	0	0	0	0	0	0	0	0
5/3/2022	10:45 AM	0	56	22	0	3	0	0	0	2	0	0	0	0
5/3/2022	11:00 AM	0	57	18	0	1	1	0	0	0	0	0	0	0
5/3/2022	11:15 AM	0	53	20	1	2	2	0	0	1	0	0	0	0
5/3/2022	11:30 AM	0	57	15	0	0	0	0	0	1	0	0	0	0
5/3/2022	11:45 AM	0	43	13	1	3	1	0	0	1	0	0	0	0
5/3/2022	12:00 PM	1	61	12	0	1	1	0	1	2	0	0	0	0
5/3/2022	12:15 PM	0	53	17	0	4	0	0	1	1	0	0	0	0
5/3/2022	12:30 PM	1	50	11	1	1	2	0	0	1	0	0	0	0
5/3/2022	12:45 PM	0	65	14	0	5	1	0	0	1	0	0	0	0
5/3/2022	1:00 PM	0	54	21	0	2	1	0	0	1	0	0	0	0
5/3/2022	1:15 PM	0	62	17	2	1	1	0	0	0	0	0	0	0
5/3/2022	1:30 PM	1	71	18	0	3	0	0	0	2	0	0	0	0
5/3/2022	1:45 PM	0	51	19	2	1	2	0	0	1	0	0	0	0
5/3/2022	2:00 PM	2	63	19	1	1	1	0	2	3	0	0	0	0
5/3/2022	2:15 PM	0	43	19	1	3	2	0	0	2	0	0	0	0
5/3/2022	2:30 PM	0	62	21	2	1	1	0	0	0	0	0	0	0
5/3/2022	2:45 PM	0	78	18	1	2	1	0	2	0	0	0	0	0
5/3/2022	3:00 PM	0	83	25	1	2	0	0	0	1	0	0	0	0
5/3/2022	3:15 PM	0	72	25	0	2	1	0	0	2	0	0	0	0
5/3/2022	3:30 PM	2	80	19	0	4	1	0	1	1	0	0	0	0
5/3/2022	3:45 PM	1	78	22	0	0	0	0	0	2	0	0	0	0
5/3/2022	4:00 PM	0	81	22	1	0	1	0	0	0	0	0	0	0
5/3/2022	4:15 PM	0	87	16	0	1	1	0	1	1	0	0	0	0
5/3/2022	4:30 PM	1	82	13	1	3	0	0	1	2	0	0	0	0
5/3/2022	4:45 PM	0	72	18	0	1	0	0	0	1	0	0	0	0
5/3/2022	5:00 PM	0	80	24	0	1	1	0	1	1	0	0	0	0
5/3/2022	5:15 PM	0	73	22	0	1	1	0	0	1	0	0	0	0
5/3/2022	5:30 PM	1	102	21	1	3	0	0	0	0	0	0	0	0
5/3/2022	5:45 PM	0	79	23	0	1	0	0	0	0	0	0	0	0
5/3/2022	6:00 PM	0	89	18	0	0	1	0	0	0	0	0	0	0
5/3/2022	6:15 PM	0	98	25	0	1	1	0	0	0	0	0	0	0
5/3/2022	6:30 PM	0	90	14	0	2	0	0	0	0	0	0	0	0
5/3/2022	6:45 PM	0	78	14	0	1	0	0	0	0	0	0	0	0
5/3/2022	7:00 PM	0	56	13	0	0	0	0	0	0	0	0	0	0
5/3/2022	7:15 PM	0	75	12	0	2	0	0	1	1	0	0	0	0
5/3/2022	7:30 PM	0	54	12	0	0	0	0	0	1	0	0	0	0
5/3/2022	7:45 PM	1	47	14	0	1	0	0	0	0	0	0	0	0
5/3/2022	8:00 PM	1	56	18	0	0	0	0	0	1	0	0	0	0
5/3/2022	8:15 PM	0	54	11	0	0	0	0	0	1	0	0	0	0
5/3/2022	8:30 PM	0	53	16	0	0	0	0	0	1	0	0	0	0
5/3/2022	8:45 PM	0	46	4	0	0	0	0	0	1	0	0	0	0
5/3/2022	9:00 PM	0	53	10	0	0	0	0	0	0	0	0	0	0
5/3/2022	9:15 PM	0	46	3	0	0	0	0	0	0	0	0	0	0
5/3/2022	9:30 PM	0	42	7	0	0	0	0	0	0	0	0	0	0
5/3/2022	9:45 PM	0	37	5	0	0	0	0	0	1	0	0	0	0
5/3/2022	10:00 PM	0	31	5	0	0	0	0	0	1	0	0	0	0
5/3/2022	10:15 PM	0	22	3	0	0	0	0	0	0	0	0	0	0
5/3/2022	10:30 PM	0	30	6	0	0	0	0	0	0	0	0	0	0
5/3/2022	10:45 PM	0	11	3	0	0	0	0	0	0	0	0	0	0
5/3/2022	11:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0
5/3/2022	11:15 PM	0	10	3	0	0	0	0	0	0	0	0	0	0
5/3/2022	11:30 PM	0	10	2	0	0	0	0	0	0	0	0	0	0
5/3/2022	11:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0

EB

File Name:

Start Date: 5/3/2022

Start Time: 0

Site Code: 3

Station ID: 1

Location 1: GA-323 Gillsville Hwy, east of Driveway

Location 2:

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13
5/3/2022	12:00 AM	0	49	10	0	0	0	0	0	3	0	0	0	0
5/3/2022	12:15 AM	0	51	13	0	0	0	0	0	3	0	0	0	0
5/3/2022	12:30 AM	0	45	12	0	0	0	0	0	5	0	0	0	0
5/3/2022	12:45 AM	0	38	13	0	0	0	0	0	5	0	0	0	0
5/3/2022	1:00 AM	0	38	16	0	0	0	0	0	4	0	0	0	0
5/3/2022	1:15 AM	0	38	16	0	0	0	0	0	6	0	0	0	0
5/3/2022	1:30 AM	0	37	16	0	0	0	0	0	3	0	0	0	0
5/3/2022	1:45 AM	0	38	15	0	0	0	0	0	2	0	0	0	0
5/3/2022	2:00 AM	0	44	14	0	0	0	0	0	3	0	0	0	0
5/3/2022	2:15 AM	0	42	12	0	0	0	0	0	2	0	0	0	0
5/3/2022	2:30 AM	0	44	13	0	0	0	0	0	3	0	0	0	0
5/3/2022	2:45 AM	0	40	9	0	0	0	0	0	4	0	0	0	0
5/3/2022	3:00 AM	0	29	5	0	0	0	0	0	4	0	0	0	0
5/3/2022	3:15 AM	0	27	5	0	0	0	0	0	4	0	0	0	0
5/3/2022	3:30 AM	0	26	5	0	0	0	0	0	3	0	0	0	0
5/3/2022	3:45 AM	0	29	4	0	1	0	0	0	2	0	0	0	0
5/3/2022	4:00 AM	0	33	5	0	1	0	0	0	2	0	0	0	0
5/3/2022	4:15 AM	0	37	7	0	1	0	0	0	1	0	0	0	0
5/3/2022	4:30 AM	0	43	9	0	1	0	0	0	3	0	0	0	0
5/3/2022	4:45 AM	0	47	15	0	1	0	0	0	4	0	0	0	0
5/3/2022	5:00 AM	0	54	18	0	3	1	0	0	4	0	0	0	0
5/3/2022	5:15 AM	0	64	19	1	4	1	0	0	4	0	0	0	0
5/3/2022	5:30 AM	0	64	21	3	5	1	0	0	3	0	0	0	0
5/3/2022	5:45 AM	0	80	26	4	4	1	0	0	2	0	0	0	0
5/3/2022	6:00 AM	0	99	36	8	4	1	0	0	3	0	0	0	0
5/3/2022	6:15 AM	0	126	49	7	4	1	0	0	4	0	0	0	0
5/3/2022	6:30 AM	0	164	57	6	4	1	0	0	4	0	0	0	0
5/3/2022	6:45 AM	0	180	56	8	5	1	0	1	6	0	0	0	0
5/3/2022	7:00 AM	0	185	53	4	4	1	0	1	5	0	0	0	0
5/3/2022	7:15 AM	0	181	50	4	4	1	0	1	7	0	0	0	0
5/3/2022	7:30 AM	0	165	45	3	4	3	0	1	8	0	0	0	0
5/3/2022	7:45 AM	0	159	46	1	4	3	0	0	10	0	0	0	0
5/3/2022	8:00 AM	0	150	44	2	4	2	0	0	12	0	0	0	0
5/3/2022	8:15 AM	0	148	44	2	5	3	0	0	11	0	0	0	0
5/3/2022	8:30 AM	0	153	45	2	4	3	0	1	11	0	0	0	0
5/3/2022	8:45 AM	1	153	46	1	7	4	0	1	7	0	0	0	0
5/3/2022	9:00 AM	1	162	50	0	8	4	0	1	5	0	0	0	0
5/3/2022	9:15 AM	1	156	46	0	6	4	0	1	5	0	0	0	0
5/3/2022	9:30 AM	1	153	46	0	9	3	0	0	4	0	0	0	0
5/3/2022	9:45 AM	2	153	43	1	5	3	0	0	4	0	0	0	0
5/3/2022	10:00 AM	4	164	41	1	4	6	0	0	6	0	0	0	0
5/3/2022	10:15 AM	4	187	43	1	6	6	0	0	5	0	0	0	0
5/3/2022	10:30 AM	4	195	45	2	4	7	0	0	6	0	0	0	0
5/3/2022	10:45 AM	2	196	48	1	6	7	0	0	9	0	0	0	0
5/3/2022	11:00 AM	0	196	54	2	6	4	0	0	6	0	0	0	0
5/3/2022	11:15 AM	0	207	48	2	5	4	0	2	7	0	0	0	0
5/3/2022	11:30 AM	0	220	43	1	8	3	0	3	10	0	0	0	0
5/3/2022	11:45 AM	0	238	43	1	8	4	0	3	8	0	0	0	0
5/3/2022	12:00 PM	1	245	40	0	10	4	0	3	8	0	0	0	0
5/3/2022	12:15 PM	1	221	47	0	14	4	0	2	7	0	0	0	0
5/3/2022	12:30 PM	1	224	51	0	12	4	0	2	3	0	0	0	0
5/3/2022	12:45 PM	3	223	51	0	11	3	0	2	4	0	0	0	0
5/3/2022	1:00 PM	2	227	52	1	10	4	0	2	6	0	0	0	0
5/3/2022	1:15 PM	2	264	56	2	7	3	0	1	5	0	0	0	0
5/3/2022	1:30 PM	2	287	61	4	7	3	0	0	7	0	0	0	0
5/3/2022	1:45 PM	0	329	55	4	9	2	0	1	7	0	0	0	0
5/3/2022	2:00 PM	1	398	60	4	9	2	0	3	7	0	0	0	0
5/3/2022	2:15 PM	1	416	61	3	11	2	0	3	8	0	0	0	0
5/3/2022	2:30 PM	1	420	58	1	9	1	0	3	6	0	0	0	0
5/3/2022	2:45 PM	1	446	69	2	6	2	0	2	4	0	0	0	0
5/3/2022	3:00 PM	0	437	76	3	7	3	0	0	2	0	0	0	0
5/3/2022	3:15 PM	2	442	90	5	6	4	0	0	1	0	0	0	0
5/3/2022	3:30 PM	2	490	101	7	9	6	0	0	1	0	0	0	0
5/3/2022	3:45 PM	3	496	119	7	9	5	0	0	3	0	0	0	0
5/3/2022	4:00 PM	3	523	122	6	12	4	0	1	3	0	0	0	0
5/3/2022	4:15 PM	1	534	124	4	10	5	0	2	4	0	0	0	0
5/3/2022	4:30 PM	1	564	130	3	9	3	0	2	3	0	0	0	0
5/3/2022	4:45 PM	1	578	129	3	11	3	0	2	2	0	0	0	0
5/3/2022	5:00 PM	1	574	133	2	9	2	0	1	2	0	0	0	0
5/3/2022	5:15 PM	3	614	133	2	10	0	0	0	1	0	0	0	0
5/3/2022	5:30 PM	3	571	137	1	9	0	0	0	1	0	0	0	0
5/3/2022	5:45 PM	2	546	130	0	7	0	0	0	1	0	0	0	0
5/3/2022	6:00 PM	3	495	121	0	4	0	0	0	1	0	0	0	0
5/3/2022	6:15 PM	1	452	116	0	3	0	0	0	1	0	0	0	0
5/3/2022	6:30 PM	1	418	110	0	2	2	0	0	3	0	0	0	0
5/3/2022	6:45 PM	1	386	101	0	2	2	0	0	3	0	0	0	0
5/3/2022	7:00 PM	0	387	100	0	2	2	0	0	4	0	0	0	0
5/3/2022	7:15 PM	0	368	87	0	1	2	0	0	5	0	0	0	0
5/3/2022	7:30 PM	1	392	75	0	2	0	0	0	3	0	0	0	0
5/3/2022	7:45 PM	1	392	72	0	2	0	0	0	2	0	0	0	0
5/3/2022	8:00 PM	1	380	62	0	1	0	0	0	1	0	0	0	0
5/3/2022	8:15 PM	1	367	59	0	1	0	0	0	0	0	0	0	0
5/3/2022	8:30 PM	1	308	56	0	0	0	0	0	0	0	0	0	0
5/3/2022	8:45 PM	1	290	56	0	0	0	0	0	1	0	0	0	0
5/3/2022	9:00 PM	1	263	51	0	0	0	0	0	1	0	0	0	0
5/3/2022	9:15 PM	1	241	50	0	0	0	0	0	1	0	0	0	0
5/3/2022	9:30 PM	0	233	45	0	0	0	0	0	1	0	0	0	0
5/3/2022	9:45 PM	0	210	34	0	0	0	0	0	0	0	0	0	0
5/3/2022	10:00 PM	0	189	33	0	0	0	0	0	1	0	0	0	0
5/3/2022	10:15 PM	1	166	27	0	0	0	0	0	1	0	0	0	0
5/3/2022	10:30 PM	1	148	23	0	0	0	0	0	2	0	0	0	0
5/3/2022	10:45 PM	1	116	21	0	0	0	0	0	2	0	0	0	0
5/3/2022	11:00 PM	1	104	17	0	0	0	0	0	1	0	0	0	0
5/3/2022	11:15 PM	0	68	11	0	0	0	0	0	1	0	0	0	0
5/3/2022	11:30 PM	0	38	6	0	0	0	0	0	0	0	0	0	0
5/3/2022	11:45 PM	0	22	4	0	0	0	0	0	0	0	0	0	0

WB

File Name:

Start Date: 5/3/2022

Start Time: 0

Site Code: 3

Station ID: 1

Location 1: GA-323 Gillsville Hwy, east of Driveway

Location 2:

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13
5/3/2022	12:00 AM	2	26	1	0	1	0	0	0	3	0	0	0	0
5/3/2022	12:15 AM	0	22	1	0	0	0	0	0	3	0	0	0	0
5/3/2022	12:30 AM	0	21	1	0	0	0	0	0	4	0	0	0	0
5/3/2022	12:45 AM	0	25	1	0	0	0	0	0	2	0	0	0	0
5/3/2022	1:00 AM	0	27	2	0	0	0	0	0	2	0	0	0	0
5/3/2022	1:15 AM	0	28	4	0	0	0	0	0	2	0	0	0	0
5/3/2022	1:30 AM	0	28	4	0	0	0	0	0	4	0	0	0	0
5/3/2022	1:45 AM	0	30	5	0	0	0	0	0	6	0	0	0	0
5/3/2022	2:00 AM	0	30	3	0	0	0	0	0	8	0	0	0	0
5/3/2022	2:15 AM	0	32	4	0	0	0	0	0	10	0	0	0	0
5/3/2022	2:30 AM	0	36	7	0	0	0	0	0	8	0	0	0	0
5/3/2022	2:45 AM	0	36	8	0	0	0	0	0	7	0	0	0	0
5/3/2022	3:00 AM	0	45	10	0	0	0	0	0	5	0	0	0	0
5/3/2022	3:15 AM	0	52	7	0	1	0	0	0	3	0	0	0	0
5/3/2022	3:30 AM	0	69	6	0	1	0	0	0	3	0	0	0	0
5/3/2022	3:45 AM	0	106	5	0	2	1	0	0	2	0	0	0	0
5/3/2022	4:00 AM	0	150	12	0	2	2	0	0	5	0	0	0	0
5/3/2022	4:15 AM	0	187	25	0	2	2	0	0	4	0	0	0	0
5/3/2022	4:30 AM	0	217	41	1	4	2	0	0	3	0	0	0	0
5/3/2022	4:45 AM	0	274	63	1	4	2	0	0	5	0	0	0	0
5/3/2022	5:00 AM	0	303	76	2	4	1	0	0	2	0	0	0	0
5/3/2022	5:15 AM	0	353	97	2	6	2	0	0	2	0	0	0	0
5/3/2022	5:30 AM	1	360	114	2	4	2	0	0	3	0	0	0	0
5/3/2022	5:45 AM	1	393	172	6	4	2	0	0	4	0	0	0	0
5/3/2022	6:00 AM	1	415	198	5	5	2	0	1	7	0	0	0	0
5/3/2022	6:15 AM	2	426	217	6	5	2	0	1	9	0	0	0	0
5/3/2022	6:30 AM	1	512	253	6	9	3	0	1	11	0	0	0	0
5/3/2022	6:45 AM	1	558	233	5	9	2	0	1	9	0	0	0	0
5/3/2022	7:00 AM	1	566	237	6	14	3	0	0	7	0	0	0	0
5/3/2022	7:15 AM	0	534	229	6	12	2	0	0	6	0	0	0	0
5/3/2022	7:30 AM	0	456	190	6	11	3	0	0	6	0	0	0	0
5/3/2022	7:45 AM	0	364	157	3	13	6	0	0	6	0	0	0	0
5/3/2022	8:00 AM	0	309	133	2	11	5	0	0	6	0	0	0	0
5/3/2022	8:15 AM	0	275	104	1	12	6	0	0	6	0	0	0	0
5/3/2022	8:30 AM	0	261	97	0	11	4	0	0	4	0	0	0	0
5/3/2022	8:45 AM	0	247	91	0	9	2	0	1	5	0	0	0	0
5/3/2022	9:00 AM	0	238	90	0	6	4	0	1	4	0	0	0	0
5/3/2022	9:15 AM	0	248	96	0	4	7	0	1	5	0	0	0	0
5/3/2022	9:30 AM	0	243	92	0	6	9	0	1	7	0	0	0	0
5/3/2022	9:45 AM	0	222	86	0	7	8	0	0	5	0	0	0	0
5/3/2022	10:00 AM	0	223	81	0	9	6	0	0	7	0	0	0	0
5/3/2022	10:15 AM	0	223	77	0	10	3	0	0	5	0	0	0	0
5/3/2022	10:30 AM	0	222	76	1	8	3	0	0	3	0	0	0	0
5/3/2022	10:45 AM	0	223	75	1	6	3	0	0	4	0	0	0	0
5/3/2022	11:00 AM	0	210	66	2	6	4	0	0	3	0	0	0	0
5/3/2022	11:15 AM	1	214	60	2	6	4	0	1	5	0	0	0	0
5/3/2022	11:30 AM	1	214	57	1	8	2	0	2	5	0	0	0	0
5/3/2022	11:45 AM	2	207	53	2	9	4	0	2	5	0	0	0	0
5/3/2022	12:00 PM	2	229	54	1	11	4	0	2	5	0	0	0	0
5/3/2022	12:15 PM	1	222	63	1	12	4	0	1	4	0	0	0	0
5/3/2022	12:30 PM	1	231	63	3	9	5	0	0	3	0	0	0	0
5/3/2022	12:45 PM	1	252	70	2	11	3	0	0	4	0	0	0	0
5/3/2022	1:00 PM	1	238	75	4	7	4	0	0	4	0	0	0	0
5/3/2022	1:15 PM	3	247	73	5	6	4	0	2	6	0	0	0	0
5/3/2022	1:30 PM	3	228	75	4	8	5	0	2	8	0	0	0	0
5/3/2022	1:45 PM	2	219	78	6	6	6	0	2	6	0	0	0	0
5/3/2022	2:00 PM	2	246	77	5	7	5	0	4	5	0	0	0	0
5/3/2022	2:15 PM	0	266	83	5	8	4	0	2	3	0	0	0	0
5/3/2022	2:30 PM	0	295	89	4	7	3	0	2	3	0	0	0	0
5/3/2022	2:45 PM	2	313	87	2	10	3	0	3	4	0	0	0	0
5/3/2022	3:00 PM	3	313	91	1	8	2	0	1	6	0	0	0	0
5/3/2022	3:15 PM	3	311	88	1	6	3	0	1	5	0	0	0	0
5/3/2022	3:30 PM	3	326	79	1	5	3	0	2	4	0	0	0	0
5/3/2022	3:45 PM	2	328	73	2	4	2	0	2	5	0	0	0	0
5/3/2022	4:00 PM	1	322	69	2	5	2	0	2	4	0	0	0	0
5/3/2022	4:15 PM	1	321	71	1	6	2	0	3	5	0	0	0	0
5/3/2022	4:30 PM	1	307	77	1	6	2	0	2	5	0	0	0	0
5/3/2022	4:45 PM	1	327	85	1	6	2	0	1	3	0	0	0	0
5/3/2022	5:00 PM	1	334	90	1	6	2	0	1	2	0	0	0	0
5/3/2022	5:15 PM	1	343	84	1	5	2	0	0	1	0	0	0	0
5/3/2022	5:30 PM	1	368	87	1	5	2	0	0	0	0	0	0	0
5/3/2022	5:45 PM	0	356	80	0	4	2	0	0	0	0	0	0	0
5/3/2022	6:00 PM	0	355	71	0	4	2	0	0	0	0	0	0	0
5/3/2022	6:15 PM	0	322	66	0	4	1	0	0	0	0	0	0	0
5/3/2022	6:30 PM	0	299	53	0	5	0	0	1	1	0	0	0	0
5/3/2022	6:45 PM	0	263	51	0	3	0	0	1	2	0	0	0	0
5/3/2022	7:00 PM	1	232	51	0	3	0	0	1	2	0	0	0	0
5/3/2022	7:15 PM	2	232	56	0	3	0	0	1	3	0	0	0	0
5/3/2022	7:30 PM	2	211	55	0	1	0	0	0	3	0	0	0	0
5/3/2022	7:45 PM	2	210	59	0	1	0	0	0	3	0	0	0	0
5/3/2022	8:00 PM	1	209	49	0	0	0	0	0	4	0	0	0	0
5/3/2022	8:15 PM	0	206	41	0	0	0	0	0	3	0	0	0	0
5/3/2022	8:30 PM	0	198	33	0	0	0	0	0	2	0	0	0	0
5/3/2022	8:45 PM	0	187	24	0	0	0	0	0	1	0	0	0	0
5/3/2022	9:00 PM	0	178	25	0	0	0	0	0	1	0	0	0	0
5/3/2022	9:15 PM	0	156	20	0	0	0	0	0	2	0	0	0	0
5/3/2022	9:30 PM	0	132	20	0	0	0	0	0	2	0	0	0	0
5/3/2022	9:45 PM	0	120	19	0	0	0	0	0	2	0	0	0	0
5/3/2022	10:00 PM	0	94	17	0	0	0	0	0	1	0	0	0	0
5/3/2022	10:15 PM	0	72	14	0	0	0	0	0	0	0	0	0	0
5/3/2022	10:30 PM	0	60	14	0	0	0	0	0	0	0	0	0	0
5/3/2022	10:45 PM	0	40	10	0	0	0	0	0	0	0	0	0	0
5/3/2022	11:00 PM	0	36	8	0	0	0	0	0	0	0	0	0	0
5/3/2022	11:15 PM	0	27	6	0	0	0	0	0	0	0	0	0	0
5/3/2022	11:30 PM	0	17	3	0	0	0	0	0	0	0	0	0	0
5/3/2022	11:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0

Appendix B: Synchro and Signal Timing

Timings

1: Athens Hwy & Gillsville Hwy

05/24/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	807	992	38	232	523
Future Volume (vph)	48	807	992	38	232	523
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2	6	
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	24.0	24.0	11.0	24.0
Total Split (s)	40.0	40.0	62.0	62.0	18.0	80.0
Total Split (%)	33.3%	33.3%	51.7%	51.7%	15.0%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Max	Max	None	Max
Act Effect Green (s)	34.0	34.0	56.0	56.0	74.0	74.0
Actuated g/C Ratio	0.28	0.28	0.47	0.47	0.62	0.62
v/c Ratio	0.12	1.65	0.72	0.06	0.98	0.30
Control Delay	32.8	326.0	28.8	5.6	72.3	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	326.0	28.8	5.6	72.3	11.3
LOS	C	F	C	A	E	B
Approach Delay	309.6		28.0			30.1
Approach LOS	F		C			C

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.65

Intersection Signal Delay: 124.6

Intersection LOS: F

Intersection Capacity Utilization 87.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: Athens Hwy & Gillsville Hwy

 Ø1	 Ø2	 Ø4
18 s	52 s	40 s
 Ø6		
80 s		

HCM 6th Signalized Intersection Summary

1: Athens Hwy & Gillsville Hwy

05/24/2022

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	48	807	0	992	38	232	523
Future Volume (veh/h)	48	807	0	992	38	232	523
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	1841	1841		1796	1796	1737	1737
Adj Flow Rate, veh/h	59	0		1127	0	267	601
Peak Hour Factor	0.81	0.81		0.88	0.88	0.87	0.87
Percent Heavy Veh, %	4	4		7	7	11	11
Cap, veh/h	77			2344		441	2715
Arrive On Green	0.04	0.00		0.69	0.00	0.07	0.82
Sat Flow, veh/h	1753	1560		3503	1522	1654	3387
Grp Volume(v), veh/h	59	0		1127	0	267	601
Grp Sat Flow(s),veh/h/ln	1753	1560		1706	1522	1654	1650
Q Serve(g_s), s	3.0	0.0		13.9	0.0	3.8	3.6
Cycle Q Clear(g_c), s	3.0	0.0		13.9	0.0	3.8	3.6
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	77			2344		441	2715
V/C Ratio(X)	0.77			0.48		0.60	0.22
Avail Cap(c_a), veh/h	663			2344		548	2715
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	0.0		6.6	0.0	5.9	1.7
Incr Delay (d2), s/veh	14.6	0.0		0.7	0.0	1.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0		3.4	0.0	0.6	0.2
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	57.1	0.0		7.3	0.0	7.3	1.9
LnGrp LOS	E			A		A	A
Approach Vol, veh/h	59			1127			868
Approach Delay, s/veh	57.1			7.3			3.6
Approach LOS	E			A			A
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	12.2	67.8		9.9		80.0	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	12.0	56.0		34.0		74.0	
Max Q Clear Time (g_c+I1), s	5.8	15.9		5.0		5.6	
Green Ext Time (p_c), s	0.4	8.7		0.1		3.9	
Intersection Summary							
HCM 6th Ctrl Delay			7.1				
HCM 6th LOS			A				
Notes							
User approved ignoring U-Turning movement.							
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.							

Timings

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

	→	↘	↙	←	↖
Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations	↑	↗		↖	↘
Traffic Volume (vph)	174	94	32	364	426
Future Volume (vph)	174	94	32	364	426
Turn Type	NA	Perm	Perm	NA	Prot
Protected Phases	4			8	5
Permitted Phases		4	8		
Detector Phase	4	4	8	8	5
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0
Total Split (s)	38.0	38.0	38.0	38.0	52.0
Total Split (%)	42.2%	42.2%	42.2%	42.2%	57.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effct Green (s)	26.0	26.0		26.0	30.6
Actuated g/C Ratio	0.37	0.37		0.37	0.44
v/c Ratio	0.28	0.17		0.82	0.81
Control Delay	18.4	8.8		33.6	26.3
Queue Delay	0.0	0.0		0.0	0.0
Total Delay	18.4	8.8		33.6	26.3
LOS	B	A		C	C
Approach Delay	15.0			33.6	26.3
Approach LOS	B			C	C
Intersection Summary					
Cycle Length: 90					
Actuated Cycle Length: 69.4					
Natural Cycle: 60					
Control Type: Actuated-Uncoordinated					
Maximum v/c Ratio: 0.82					
Intersection Signal Delay: 26.7			Intersection LOS: C		
Intersection Capacity Utilization 73.0%			ICU Level of Service C		
Analysis Period (min) 15					

Splits and Phases: 3: Harmony Church Rd & Gillsville Hwy



HCM 6th Signalized Intersection Summary

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Volume (veh/h)	174	94	32	364	426	70
Future Volume (veh/h)	174	94	32	364	426	70
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	1826	1826	1811	1811	1856	1856
Adj Flow Rate, veh/h	191	103	43	485	539	89
Peak Hour Factor	0.91	0.91	0.75	0.75	0.79	0.79
Percent Heavy Veh, %	5	5	6	6	3	3
Cap, veh/h	663	562	102	607	612	101
Arrive On Green	0.36	0.36	0.36	0.36	0.41	0.41
Sat Flow, veh/h	1826	1547	81	1672	1488	246
Grp Volume(v), veh/h	191	103	528	0	629	0
Grp Sat Flow(s),veh/h/ln	1826	1547	1753	0	1737	0
Q Serve(g_s), s	4.0	2.4	6.3	0.0	17.8	0.0
Cycle Q Clear(g_c), s	4.0	2.4	14.4	0.0	17.8	0.0
Prop In Lane		1.00	0.08		0.86	0.14
Lane Grp Cap(c), veh/h	663	562	710	0	714	0
V/C Ratio(X)	0.29	0.18	0.74	0.00	0.88	0.00
Avail Cap(c_a), veh/h	1098	930	1117	0	1501	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	12.0	11.6	15.3	0.0	14.5	0.0
Incr Delay (d2), s/veh	0.2	0.2	1.6	0.0	3.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.7	4.8	0.0	5.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.3	11.7	16.9	0.0	18.2	0.0
LnGrp LOS	B	B	B	A	B	A
Approach Vol, veh/h	294			528	629	
Approach Delay, s/veh	12.1			16.9	18.2	
Approach LOS	B			B	B	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	27.9		25.3		25.3	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	46.0		32.0		32.0	
Max Q Clear Time (g_c+I1), s	19.8		6.0		16.4	
Green Ext Time (p_c), s	2.1		1.3		2.9	
Intersection Summary						
HCM 6th Ctrl Delay			16.5			
HCM 6th LOS			B			
Notes						

Queuing and Blocking Report

Existing

05/24/2022

Intersection: 1: Athens Hwy & Gillsville Hwy

Movement	WB	WB	B4	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	T	L	T	T
Maximum Queue (ft)	581	798	98	271	196	287	85	80
Average Queue (ft)	78	437	9	136	66	104	23	19
95th Queue (ft)	326	796	85	241	149	206	64	58
Link Distance (ft)		780	2077	631	631		1042	1042
Upstream Blk Time (%)		4						
Queuing Penalty (veh)		32						
Storage Bay Dist (ft)	650					520		
Storage Blk Time (%)		7		0	0			
Queuing Penalty (veh)		3		0	0			

Intersection: 3: Harmony Church Rd & Gillsville Hwy

Movement	EB	EB	WB	NB
Directions Served	T	R	LT	LR
Maximum Queue (ft)	242	64	253	379
Average Queue (ft)	79	42	124	165
95th Queue (ft)	165	64	215	295
Link Distance (ft)	416		389	482
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	23	5		
Queuing Penalty (veh)	21	9		

Network Summary

Network wide Queuing Penalty: 65

Timings

1: Athens Hwy & Gillsville Hwy

05/24/2022

	↖	↗	↑	↘	↙	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↑↑	↘	↙	↑↑
Traffic Volume (vph)	48	411	803	94	702	1009
Future Volume (vph)	48	411	803	94	702	1009
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	24.0	24.0	11.0	24.0
Total Split (s)	30.0	30.0	43.0	43.0	47.0	90.0
Total Split (%)	25.0%	25.0%	35.8%	35.8%	39.2%	75.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Max	Max	None	Max
Act Effect Green (s)	10.7	10.7	37.1	37.1	84.2	84.2
Actuated g/C Ratio	0.10	0.10	0.35	0.35	0.79	0.79
v/c Ratio	0.32	0.81	0.78	0.18	1.01	0.41
Control Delay	48.5	16.0	37.9	7.0	60.3	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.5	16.0	37.9	7.0	60.3	4.6
LOS	D	B	D	A	E	A
Approach Delay	19.4		34.7			27.5
Approach LOS	B		C			C

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 106.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 28.3

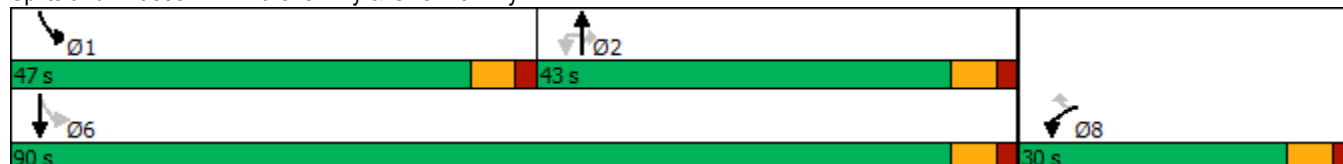
Intersection LOS: C

Intersection Capacity Utilization 80.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Athens Hwy & Gillsville Hwy



HCM 6th Signalized Intersection Summary

1: Athens Hwy & Gillsville Hwy

05/24/2022

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	48	411	0	803	94	702	1009
Future Volume (veh/h)	48	411	0	803	94	702	1009
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		1737	1737	1781	1781
Adj Flow Rate, veh/h	56	0		882	0	747	1073
Peak Hour Factor	0.86	0.86		0.91	0.91	0.94	0.94
Percent Heavy Veh, %	2	2		11	11	8	8
Cap, veh/h	73			1468		784	2840
Arrive On Green	0.04	0.00		0.44	0.00	0.33	0.84
Sat Flow, veh/h	1781	1585		3387	1472	1697	3474
Grp Volume(v), veh/h	56	0		882	0	747	1073
Grp Sat Flow(s),veh/h/ln	1781	1585		1650	1472	1697	1692
Q Serve(g_s), s	3.1	0.0		20.3	0.0	29.5	7.5
Cycle Q Clear(g_c), s	3.1	0.0		20.3	0.0	29.5	7.5
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	73			1468		784	2840
V/C Ratio(X)	0.77			0.60		0.95	0.38
Avail Cap(c_a), veh/h	427			1468		912	2840
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	0.0		21.0	0.0	19.5	1.9
Incr Delay (d2), s/veh	15.2	0.0		1.8	0.0	17.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0		7.2	0.0	18.5	0.5
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	62.7	0.0		22.9	0.0	37.4	2.3
LnGrp LOS	E			C		D	A
Approach Vol, veh/h	56			882			1820
Approach Delay, s/veh	62.7			22.9			16.7
Approach LOS	E			C			B
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	39.5	50.5				90.0	10.1
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	41.0	37.0				84.0	24.0
Max Q Clear Time (g_c+I1), s	31.5	22.3				9.5	5.1
Green Ext Time (p_c), s	1.9	4.7				8.4	0.1

Intersection Summary

HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

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

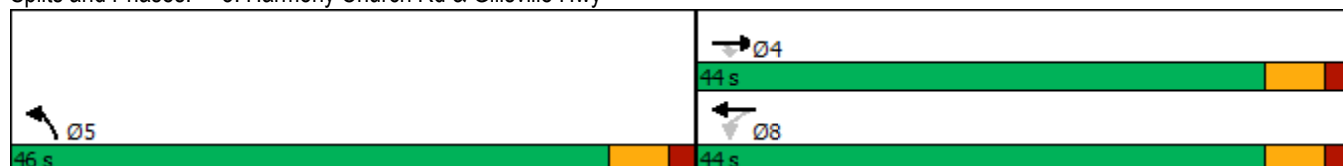
Timings

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

	→	↘	↙	←	↖
Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations	↑	↗		↖	↘
Traffic Volume (vph)	317	378	272	2	272
Future Volume (vph)	317	378	272	2	272
Turn Type	NA	Perm	Perm	NA	Prot
Protected Phases	4			8	5
Permitted Phases		4	8		
Detector Phase	4	4	8	8	5
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0
Total Split (s)	44.0	44.0	44.0	44.0	46.0
Total Split (%)	48.9%	48.9%	48.9%	48.9%	51.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effct Green (s)	32.3	32.3		32.3	18.8
Actuated g/C Ratio	0.51	0.51		0.51	0.30
v/c Ratio	0.37	0.47		0.66	0.70
Control Delay	11.6	8.4		21.7	27.9
Queue Delay	0.0	0.0		0.0	0.0
Total Delay	11.6	8.4		21.7	27.9
LOS	B	A		C	C
Approach Delay	9.9			21.7	27.9
Approach LOS	A			C	C
Intersection Summary					
Cycle Length: 90					
Actuated Cycle Length: 63.6					
Natural Cycle: 50					
Control Type: Actuated-Uncoordinated					
Maximum v/c Ratio: 0.70					
Intersection Signal Delay: 17.0				Intersection LOS: B	
Intersection Capacity Utilization 65.5%				ICU Level of Service C	
Analysis Period (min) 15					

Splits and Phases: 3: Harmony Church Rd & Gillsville Hwy



HCM 6th Signalized Intersection Summary

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Volume (veh/h)	317	378	272	2	272	58
Future Volume (veh/h)	317	378	272	2	272	58
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1841	1841	1870	1870
Adj Flow Rate, veh/h	348	415	296	2	306	65
Peak Hour Factor	0.91	0.91	0.92	0.92	0.89	0.89
Percent Heavy Veh, %	3	3	4	4	2	2
Cap, veh/h	1035	877	429	3	361	77
Arrive On Green	0.56	0.56	0.56	0.56	0.25	0.25
Sat Flow, veh/h	1856	1572	564	5	1434	305
Grp Volume(v), veh/h	348	415	298	0	372	0
Grp Sat Flow(s),veh/h/ln	1856	1572	569	0	1744	0
Q Serve(g_s), s	6.4	10.0	25.6	0.0	12.8	0.0
Cycle Q Clear(g_c), s	6.4	10.0	32.0	0.0	12.8	0.0
Prop In Lane		1.00	0.99		0.82	0.17
Lane Grp Cap(c), veh/h	1035	877	431	0	439	0
V/C Ratio(X)	0.34	0.47	0.69	0.00	0.85	0.00
Avail Cap(c_a), veh/h	1121	950	463	0	1109	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	7.6	8.4	16.3	0.0	22.4	0.0
Incr Delay (d2), s/veh	0.2	0.4	4.0	0.0	4.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.6	3.7	0.0	4.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.8	8.8	20.3	0.0	27.0	0.0
LnGrp LOS	A	A	C	A	C	A
Approach Vol, veh/h	763			298	372	
Approach Delay, s/veh	8.3			20.3	27.0	
Approach LOS	A			C	C	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	21.8		41.1		41.1	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	40.0		38.0		38.0	
Max Q Clear Time (g_c+I1), s	14.8		12.0		34.0	
Green Ext Time (p_c), s	1.1		3.6		1.0	
Intersection Summary						
HCM 6th Ctrl Delay			15.7			
HCM 6th LOS			B			
Notes						

Queuing and Blocking Report

Existing

05/24/2022

Intersection: 1: Athens Hwy & Gillsville Hwy

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	98	267	390	353	45	587	99	150
Average Queue (ft)	35	54	238	179	2	298	34	41
95th Queue (ft)	76	158	359	321	26	517	85	103
Link Distance (ft)		780	631	631			1042	1042
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	650				230	520		
Storage Blk Time (%)			3	1		2		
Queuing Penalty (veh)			0	1		9		

Intersection: 3: Harmony Church Rd & Gillsville Hwy

Movement	EB	EB	WB	NB
Directions Served	T	R	LT	LR
Maximum Queue (ft)	411	66	439	212
Average Queue (ft)	178	50	309	131
95th Queue (ft)	337	56	496	203
Link Distance (ft)	416		389	482
Upstream Blk Time (%)	0		36	
Queuing Penalty (veh)	2		0	
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	25	19		
Queuing Penalty (veh)	95	60		

Network Summary

Network wide Queuing Penalty: 165

Timings

1: Athens Hwy & Gillsville Hwy

05/24/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	52	882	1084	42	254	571
Future Volume (vph)	52	882	1084	42	254	571
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2	6	
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	24.0	24.0	11.0	24.0
Total Split (s)	40.0	40.0	62.0	62.0	18.0	80.0
Total Split (%)	33.3%	33.3%	51.7%	51.7%	15.0%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Max	Max	None	Max
Act Effect Green (s)	34.0	34.0	56.0	56.0	74.0	74.0
Actuated g/C Ratio	0.28	0.28	0.47	0.47	0.62	0.62
v/c Ratio	0.13	1.83	0.78	0.07	1.19	0.33
Control Delay	33.0	401.8	31.3	6.5	143.7	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	401.8	31.3	6.5	143.7	11.6
LOS	C	F	C	A	F	B
Approach Delay	381.3		30.4			52.3
Approach LOS	F		C			D

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.83

Intersection Signal Delay: 156.2

Intersection LOS: F

Intersection Capacity Utilization 94.6%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: Athens Hwy & Gillsville Hwy



HCM 6th Signalized Intersection Summary

1: Athens Hwy & Gillsville Hwy

05/24/2022

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	52	882	0	1084	42	254	571
Future Volume (veh/h)	52	882	0	1084	42	254	571
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	1841	1841		1796	1796	1737	1737
Adj Flow Rate, veh/h	64	0		1232	0	292	656
Peak Hour Factor	0.81	0.81		0.88	0.88	0.87	0.87
Percent Heavy Veh, %	4	4		7	7	11	11
Cap, veh/h	84			2314		412	2704
Arrive On Green	0.05	0.00		0.68	0.00	0.07	0.82
Sat Flow, veh/h	1753	1560		3503	1522	1654	3387
Grp Volume(v), veh/h	64	0		1232	0	292	656
Grp Sat Flow(s),veh/h/ln	1753	1560		1706	1522	1654	1650
Q Serve(g_s), s	3.3	0.0		16.4	0.0	4.4	4.0
Cycle Q Clear(g_c), s	3.3	0.0		16.4	0.0	4.4	4.0
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	84			2314		412	2704
V/C Ratio(X)	0.76			0.53		0.71	0.24
Avail Cap(c_a), veh/h	660			2314		508	2704
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	0.0		7.3	0.0	8.9	1.8
Incr Delay (d2), s/veh	13.4	0.0		0.9	0.0	3.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0		4.2	0.0	1.5	0.3
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	55.9	0.0		8.2	0.0	12.4	2.1
LnGrp LOS	E			A		B	A
Approach Vol, veh/h	64			1232			948
Approach Delay, s/veh	55.9			8.2			5.2
Approach LOS	E			A			A
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	12.8	67.2		10.3		80.0	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	12.0	56.0		34.0		74.0	
Max Q Clear Time (g_c+I1), s	6.4	18.4		5.3		6.0	
Green Ext Time (p_c), s	0.4	9.8		0.1		4.3	
Intersection Summary							
HCM 6th Ctrl Delay			8.3				
HCM 6th LOS			A				
Notes							
User approved ignoring U-Turning movement.							
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.							

HCM 6th TWSC
2: Gillsville Hwy & Site Entrance

05/24/2022

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	295	934	0	0	0
Future Vol, veh/h	0	295	934	0	0	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	210	-	-	150	85	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	321	1015	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1015	0	0 1336 1015
Stage 1	-	-	- 1015 -
Stage 2	-	-	- 321 -
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	683	-	- 169 289
Stage 1	-	-	- 350 -
Stage 2	-	-	- 735 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	683	-	- 169 289
Mov Cap-2 Maneuver	-	-	- 279 -
Stage 1	-	-	- 350 -
Stage 2	-	-	- 735 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	683	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0	0
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Timings

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

	→	↘	↙	←	↖
Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations	↑	↗		↖	↘
Traffic Volume (vph)	190	103	35	398	466
Future Volume (vph)	190	103	35	398	466
Turn Type	NA	Perm	Perm	NA	Prot
Protected Phases	4			8	2
Permitted Phases		4	8		
Detector Phase	4	4	8	8	2
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0
Total Split (s)	38.0	38.0	38.0	38.0	52.0
Total Split (%)	42.2%	42.2%	42.2%	42.2%	57.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	Max
Act Effct Green (s)	31.4	31.4		31.4	46.0
Actuated g/C Ratio	0.35	0.35		0.35	0.51
v/c Ratio	0.33	0.19		0.96	0.76
Control Delay	23.0	10.3		58.4	24.1
Queue Delay	0.0	0.0		0.0	0.0
Total Delay	23.0	10.3		58.4	24.1
LOS	C	B		E	C
Approach Delay	18.6			58.4	24.1
Approach LOS	B			E	C
Intersection Summary					
Cycle Length: 90					
Actuated Cycle Length: 89.4					
Natural Cycle: 75					
Control Type: Actuated-Uncoordinated					
Maximum v/c Ratio: 0.96					
Intersection Signal Delay: 35.5				Intersection LOS: D	
Intersection Capacity Utilization 78.3%				ICU Level of Service D	
Analysis Period (min) 15					

Splits and Phases: 3: Harmony Church Rd & Gillsville Hwy

↖ Ø2	→ Ø4
52 s	38 s
	↖ Ø8
	38 s

HCM 6th Signalized Intersection Summary

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Volume (veh/h)	190	103	35	398	466	76
Future Volume (veh/h)	190	103	35	398	466	76
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	1826	1826	1811	1811	1856	1856
Adj Flow Rate, veh/h	209	113	47	531	590	96
Peak Hour Factor	0.91	0.91	0.75	0.75	0.79	0.79
Percent Heavy Veh, %	5	5	6	6	3	3
Cap, veh/h	639	542	76	576	769	125
Arrive On Green	0.35	0.35	0.35	0.35	0.52	0.52
Sat Flow, veh/h	1826	1547	94	1645	1492	243
Grp Volume(v), veh/h	209	113	578	0	687	0
Grp Sat Flow(s),veh/h/ln	1826	1547	1739	0	1737	0
Q Serve(g_s), s	7.5	4.6	18.7	0.0	28.3	0.0
Cycle Q Clear(g_c), s	7.5	4.6	28.8	0.0	28.3	0.0
Prop In Lane		1.00	0.08		0.86	0.14
Lane Grp Cap(c), veh/h	639	542	653	0	895	0
V/C Ratio(X)	0.33	0.21	0.89	0.00	0.77	0.00
Avail Cap(c_a), veh/h	655	555	667	0	895	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	21.3	20.3	28.0	0.0	17.3	0.0
Incr Delay (d2), s/veh	0.3	0.2	13.4	0.0	6.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	1.6	13.4	0.0	10.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.6	20.5	41.4	0.0	23.6	0.0
LnGrp LOS	C	C	D	A	C	A
Approach Vol, veh/h	322			578	687	
Approach Delay, s/veh	21.2			41.4	23.6	
Approach LOS	C			D	C	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	52.0		37.3		37.3	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	46.0		32.0		32.0	
Max Q Clear Time (g_c+I1), s	30.3		9.5		30.8	
Green Ext Time (p_c), s	2.2		1.4		0.5	
Intersection Summary						
HCM 6th Ctrl Delay			29.6			
HCM 6th LOS			C			
Notes						

Timings

1: Athens Hwy & Gillsville Hwy

05/24/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	52	449	877	103	767	1103
Future Volume (vph)	52	449	877	103	767	1103
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2	6	
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	24.0	24.0	11.0	24.0
Total Split (s)	30.0	30.0	43.0	43.0	47.0	90.0
Total Split (%)	25.0%	25.0%	35.8%	35.8%	39.2%	75.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Max	Max	None	Max
Act Effect Green (s)	11.3	11.3	37.1	37.1	84.3	84.3
Actuated g/C Ratio	0.11	0.11	0.34	0.34	0.78	0.78
v/c Ratio	0.32	0.82	0.86	0.20	1.14	0.45
Control Delay	48.1	15.7	42.7	8.2	107.8	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.1	15.7	42.7	8.2	107.8	5.2
LOS	D	B	D	A	F	A
Approach Delay	19.0		39.1			47.3
Approach LOS	B		D			D

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 107.6

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.14

Intersection Signal Delay: 40.4

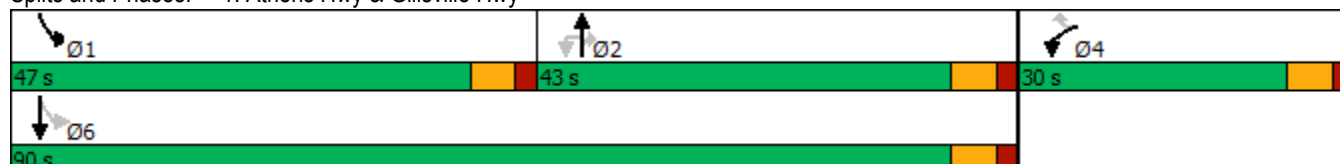
Intersection LOS: D

Intersection Capacity Utilization 85.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: Athens Hwy & Gillsville Hwy



HCM 6th Signalized Intersection Summary

1: Athens Hwy & Gillsville Hwy

05/24/2022

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	52	449	0	877	103	767	1103
Future Volume (veh/h)	52	449	0	877	103	767	1103
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		1737	1737	1781	1781
Adj Flow Rate, veh/h	60	0		964	0	816	1173
Peak Hour Factor	0.86	0.86		0.91	0.91	0.94	0.94
Percent Heavy Veh, %	2	2		11	11	8	8
Cap, veh/h	78			1216		824	2831
Arrive On Green	0.04	0.00		0.37	0.00	0.41	0.84
Sat Flow, veh/h	1781	1585		3387	1472	1697	3474
Grp Volume(v), veh/h	60	0		964	0	816	1173
Grp Sat Flow(s),veh/h/ln	1781	1585		1650	1472	1697	1692
Q Serve(g_s), s	3.3	0.0		26.2	0.0	40.1	8.7
Cycle Q Clear(g_c), s	3.3	0.0		26.2	0.0	40.1	8.7
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	78			1216		824	2831
V/C Ratio(X)	0.76			0.79		0.99	0.41
Avail Cap(c_a), veh/h	426			1216		824	2831
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	0.0		28.3	0.0	22.5	2.1
Incr Delay (d2), s/veh	14.2	0.0		5.4	0.0	28.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0		10.2	0.0	15.4	0.7
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	61.7	0.0		33.6	0.0	51.3	2.5
LnGrp LOS	E			C		D	A
Approach Vol, veh/h	60			964			1989
Approach Delay, s/veh	61.7			33.6			22.5
Approach LOS	E			C			C
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	47.0	43.0		10.4		90.0	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	41.0	37.0		24.0		84.0	
Max Q Clear Time (g_c+I1), s	42.1	28.2		5.3		10.7	
Green Ext Time (p_c), s	0.0	3.8		0.1		9.7	

Intersection Summary

HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

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

HCM 6th TWSC
2: Gillsville Hwy & Site Entrance

05/24/2022

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	870	522	0	0	0
Future Vol, veh/h	0	870	522	0	0	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	210	-	-	150	85	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	946	567	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	567	0	0 1513 567
Stage 1	-	-	- 567 -
Stage 2	-	-	- 946 -
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	1005	-	- 132 523
Stage 1	-	-	- 568 -
Stage 2	-	-	- 377 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1005	-	- 132 523
Mov Cap-2 Maneuver	-	-	- 264 -
Stage 1	-	-	- 568 -
Stage 2	-	-	- 377 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1005	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0	0
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Timings

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

	→	↘	↙	←	↖
Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations	↑	↗		↖	↘
Traffic Volume (vph)	346	413	55	223	297
Future Volume (vph)	346	413	55	223	297
Turn Type	NA	Perm	Perm	NA	Prot
Protected Phases	4			8	5
Permitted Phases		4	8		
Detector Phase	4	4	8	8	5
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0
Total Split (s)	44.0	44.0	44.0	44.0	46.0
Total Split (%)	48.9%	48.9%	48.9%	48.9%	51.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effct Green (s)	17.9	17.9		17.9	17.3
Actuated g/C Ratio	0.37	0.37		0.37	0.36
v/c Ratio	0.56	0.66		0.52	0.64
Control Delay	16.1	13.6		16.2	18.7
Queue Delay	0.0	0.0		0.0	0.0
Total Delay	16.1	13.6		16.2	18.7
LOS	B	B		B	B
Approach Delay	14.7			16.2	18.7
Approach LOS	B			B	B
Intersection Summary					
Cycle Length: 90					
Actuated Cycle Length: 48.3					
Natural Cycle: 45					
Control Type: Actuated-Uncoordinated					
Maximum v/c Ratio: 0.66					
Intersection Signal Delay: 16.0			Intersection LOS: B		
Intersection Capacity Utilization 68.3%			ICU Level of Service C		
Analysis Period (min) 15					

Splits and Phases: 3: Harmony Church Rd & Gillsville Hwy

↖ Ø5	→ Ø4
46 s	44 s
	↖ Ø6
	44 s

HCM 6th Signalized Intersection Summary

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↗	
Traffic Volume (veh/h)	346	413	55	223	297	63
Future Volume (veh/h)	346	413	55	223	297	63
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1841	1841	1870	1870
Adj Flow Rate, veh/h	380	454	60	242	334	71
Peak Hour Factor	0.91	0.91	0.92	0.92	0.89	0.89
Percent Heavy Veh, %	3	3	4	4	2	2
Cap, veh/h	739	627	176	549	421	89
Arrive On Green	0.40	0.40	0.40	0.40	0.29	0.29
Sat Flow, veh/h	1856	1572	163	1377	1435	305
Grp Volume(v), veh/h	380	454	302	0	406	0
Grp Sat Flow(s),veh/h/ln	1856	1572	1540	0	1744	0
Q Serve(g_s), s	6.0	9.5	0.0	0.0	8.4	0.0
Cycle Q Clear(g_c), s	6.0	9.5	4.6	0.0	8.4	0.0
Prop In Lane		1.00	0.20		0.82	0.17
Lane Grp Cap(c), veh/h	739	627	725	0	512	0
V/C Ratio(X)	0.51	0.72	0.42	0.00	0.79	0.00
Avail Cap(c_a), veh/h	1810	1534	1502	0	1790	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	8.9	9.9	8.4	0.0	12.7	0.0
Incr Delay (d2), s/veh	0.6	1.6	0.4	0.0	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.3	1.2	0.0	2.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.4	11.5	8.8	0.0	15.5	0.0
LnGrp LOS	A	B	A	A	B	A
Approach Vol, veh/h	834			302	406	
Approach Delay, s/veh	10.6			8.8	15.5	
Approach LOS	B			A	B	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	17.4		21.5		21.5	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	40.0		38.0		38.0	
Max Q Clear Time (g_c+I1), s	10.4		11.5		6.6	
Green Ext Time (p_c), s	1.2		4.0		2.2	
Intersection Summary						
HCM 6th Ctrl Delay			11.5			
HCM 6th LOS			B			
Notes						

Queuing and Blocking Report

Background

05/24/2022

Intersection: 1: Athens Hwy & Gillsville Hwy

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	102	293	503	483	306	703	426	342
Average Queue (ft)	44	67	309	257	18	417	59	66
95th Queue (ft)	88	223	453	412	137	665	279	204
Link Distance (ft)		781	961	961			1074	1074
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	650				230	520		
Storage Blk Time (%)			9	6		6		
Queuing Penalty (veh)			0	6		35		

Intersection: 2: Gillsville Hwy & Site Entrance

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: Harmony Church Rd & Gillsville Hwy

Movement	EB	EB	B5	WB	NB
Directions Served	T	R	T	LT	LR
Maximum Queue (ft)	450	69	83	395	245
Average Queue (ft)	211	51	9	164	130
95th Queue (ft)	411	60	70	352	200
Link Distance (ft)	416		1249	389	482
Upstream Blk Time (%)	3			7	
Queuing Penalty (veh)	24			0	
Storage Bay Dist (ft)		25			
Storage Blk Time (%)	30	16			
Queuing Penalty (veh)	124	56			

Network Summary

Network wide Queuing Penalty: 246

Queuing and Blocking Report

Background

05/24/2022

Intersection: 1: Athens Hwy & Gillsville Hwy

Movement	WB	WB	B4	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	T	L	T	T
Maximum Queue (ft)	675	887	388	306	281	262	93	73
Average Queue (ft)	392	804	172	160	81	113	27	16
95th Queue (ft)	917	952	451	274	190	204	72	49
Link Distance (ft)		781	386	961	961		1074	1074
Upstream Blk Time (%)		45	1					
Queuing Penalty (veh)		418	13					
Storage Bay Dist (ft)	650					520		
Storage Blk Time (%)	0	57		0	0			
Queuing Penalty (veh)	0	30		0	0			

Intersection: 2: Gillsville Hwy & Site Entrance

Movement	WB
Directions Served	T
Maximum Queue (ft)	498
Average Queue (ft)	114
95th Queue (ft)	532
Link Distance (ft)	1608
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	13
Queuing Penalty (veh)	0

Intersection: 3: Harmony Church Rd & Gillsville Hwy

Movement	EB	EB	WB	NB
Directions Served	T	R	LT	LR
Maximum Queue (ft)	239	63	430	370
Average Queue (ft)	110	42	250	174
95th Queue (ft)	202	64	413	289
Link Distance (ft)	416		389	482
Upstream Blk Time (%)			8	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	38	4		
Queuing Penalty (veh)	39	8		

Network Summary

Network wide Queuing Penalty: 508

Timings

1: Athens Hwy & Gillsville Hwy

05/25/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	52	882	1084	42	254	571
Future Volume (vph)	52	882	1084	42	254	571
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2	6	
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	24.0	24.0	11.0	24.0
Total Split (s)	40.0	40.0	62.0	62.0	18.0	80.0
Total Split (%)	33.3%	33.3%	51.7%	51.7%	15.0%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Max	Max	None	Max
Act Effect Green (s)	34.0	34.0	56.0	56.0	74.0	74.0
Actuated g/C Ratio	0.28	0.28	0.47	0.47	0.62	0.62
v/c Ratio	0.13	1.83	0.78	0.07	1.19	0.33
Control Delay	33.0	401.8	31.3	6.5	143.7	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	401.8	31.3	6.5	143.7	11.6
LOS	C	F	C	A	F	B
Approach Delay	381.3		30.4			52.3
Approach LOS	F		C			D

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.83

Intersection Signal Delay: 156.2

Intersection LOS: F

Intersection Capacity Utilization 94.6%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: Athens Hwy & Gillsville Hwy



HCM 6th Signalized Intersection Summary

1: Athens Hwy & Gillsville Hwy

05/25/2022

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	52	882	0	1084	42	254	571
Future Volume (veh/h)	52	882	0	1084	42	254	571
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	1841	1841		1796	1796	1737	1737
Adj Flow Rate, veh/h	64	0		1232	0	292	656
Peak Hour Factor	0.81	0.81		0.88	0.88	0.87	0.87
Percent Heavy Veh, %	4	4		7	7	11	11
Cap, veh/h	84			2314		412	2704
Arrive On Green	0.05	0.00		0.68	0.00	0.07	0.82
Sat Flow, veh/h	1753	1560		3503	1522	1654	3387
Grp Volume(v), veh/h	64	0		1232	0	292	656
Grp Sat Flow(s),veh/h/ln	1753	1560		1706	1522	1654	1650
Q Serve(g_s), s	3.3	0.0		16.4	0.0	4.4	4.0
Cycle Q Clear(g_c), s	3.3	0.0		16.4	0.0	4.4	4.0
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	84			2314		412	2704
V/C Ratio(X)	0.76			0.53		0.71	0.24
Avail Cap(c_a), veh/h	660			2314		508	2704
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	0.0		7.3	0.0	8.9	1.8
Incr Delay (d2), s/veh	13.4	0.0		0.9	0.0	3.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0		4.2	0.0	1.5	0.3
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	55.9	0.0		8.2	0.0	12.4	2.1
LnGrp LOS	E			A		B	A
Approach Vol, veh/h	64			1232			948
Approach Delay, s/veh	55.9			8.2			5.2
Approach LOS	E			A			A
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	12.8	67.2		10.3		80.0	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	12.0	56.0		34.0		74.0	
Max Q Clear Time (g_c+I1), s	6.4	18.4		5.3		6.0	
Green Ext Time (p_c), s	0.4	9.8		0.1		4.3	
Intersection Summary							
HCM 6th Ctrl Delay			8.3				
HCM 6th LOS			A				
Notes							
User approved ignoring U-Turning movement.							
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.							

HCM 6th TWSC
2: Gillsville Hwy & Site Entrance

05/25/2022

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	295	934	0	0	0
Future Vol, veh/h	0	295	934	0	0	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	210	-	-	150	85	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	321	1015	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1015	0	0 1336 1015
Stage 1	-	-	- 1015 -
Stage 2	-	-	- 321 -
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	683	-	- 169 289
Stage 1	-	-	- 350 -
Stage 2	-	-	- 735 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	683	-	- 169 289
Mov Cap-2 Maneuver	-	-	- 279 -
Stage 1	-	-	- 350 -
Stage 2	-	-	- 735 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	683	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0	0
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Queuing and Blocking Report

Background

05/25/2022

Intersection: 1: Athens Hwy & Gillsville Hwy

Movement	WB	NB	NB	SB	SB	SB
Directions Served	L	T	T	L	T	T
Maximum Queue (ft)	63	249	171	191	54	31
Average Queue (ft)	31	136	86	119	23	16
95th Queue (ft)	69	266	205	200	74	49
Link Distance (ft)		961	961		1074	1074
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	650			520		
Storage Blk Time (%)		0				
Queuing Penalty (veh)		0				

Intersection: 2: Gillsville Hwy & Site Entrance

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Zone Summary

Zone wide Queuing Penalty: 0

Timings

1: Athens Hwy & Gillsville Hwy

05/24/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	90	958	1084	55	279	571
Future Volume (vph)	90	958	1084	55	279	571
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2	6	
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	24.0	24.0	11.0	24.0
Total Split (s)	40.0	40.0	62.0	62.0	18.0	80.0
Total Split (%)	33.3%	33.3%	51.7%	51.7%	15.0%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Max	Max	None	Max
Act Effect Green (s)	34.0	34.0	56.0	56.0	74.0	74.0
Actuated g/C Ratio	0.28	0.28	0.47	0.47	0.62	0.62
v/c Ratio	0.23	1.98	0.78	0.09	1.30	0.33
Control Delay	34.5	471.1	31.3	5.8	189.3	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	471.1	31.3	5.8	189.3	11.6
LOS	C	F	C	A	F	B
Approach Delay	433.7		30.0			70.0
Approach LOS	F		C			E

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.98

Intersection Signal Delay: 187.4

Intersection LOS: F

Intersection Capacity Utilization 99.3%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: Athens Hwy & Gillsville Hwy

 Ø1	 Ø2	 Ø4
18 s	52 s	40 s
 Ø6		
80 s		

HCM 6th Signalized Intersection Summary

1: Athens Hwy & Gillsville Hwy

05/24/2022

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	90	958	0	1084	55	279	571
Future Volume (veh/h)	90	958	0	1084	55	279	571
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	1841	1841		1796	1796	1737	1737
Adj Flow Rate, veh/h	111	0		1232	0	321	656
Peak Hour Factor	0.81	0.81		0.88	0.88	0.87	0.87
Percent Heavy Veh, %	4	4		7	7	11	11
Cap, veh/h	143			2184		403	2608
Arrive On Green	0.08	0.00		0.64	0.00	0.09	0.79
Sat Flow, veh/h	1753	1560		3503	1522	1654	3387
Grp Volume(v), veh/h	111	0		1232	0	321	656
Grp Sat Flow(s),veh/h/ln	1753	1560		1706	1522	1654	1650
Q Serve(g_s), s	5.8	0.0		19.0	0.0	5.7	4.9
Cycle Q Clear(g_c), s	5.8	0.0		19.0	0.0	5.7	4.9
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	143			2184		403	2608
V/C Ratio(X)	0.78			0.56		0.80	0.25
Avail Cap(c_a), veh/h	637			2184		472	2608
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	0.0		9.5	0.0	12.5	2.6
Incr Delay (d2), s/veh	8.7	0.0		1.1	0.0	8.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0		5.5	0.0	3.4	0.7
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	50.9	0.0		10.6	0.0	20.5	2.8
LnGrp LOS	D			B		C	A
Approach Vol, veh/h	111			1232			977
Approach Delay, s/veh	50.9			10.6			8.6
Approach LOS	D			B			A
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	14.1	65.9		13.6		80.0	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	12.0	56.0		34.0		74.0	
Max Q Clear Time (g_c+I1), s	7.7	21.0		7.8		6.9	
Green Ext Time (p_c), s	0.4	9.7		0.3		4.3	
Intersection Summary							
HCM 6th Ctrl Delay			11.7				
HCM 6th LOS			B				
Notes							
User approved ignoring U-Turning movement.							
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.							

HCM 6th TWSC
2: Gillsville Hwy & Site Entrance

05/24/2022

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	38	295	934	25	76	114
Future Vol, veh/h	38	295	934	25	76	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	210	-	-	150	85	-
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	41	321	1015	27	83	124
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1042	0	-	0	1418	1015
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	403	-
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	667	-	-	-	151	289
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	667	-	-	-	142	289
Mov Cap-2 Maneuver	-	-	-	-	256	-
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	675	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.2	0		26.1		
HCM LOS	D					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	667	-	-	-	256	289
HCM Lane V/C Ratio	0.062	-	-	-	0.323	0.429
HCM Control Delay (s)	10.8	-	-	-	25.6	26.5
HCM Lane LOS	B	-	-	-	D	D
HCM 95th %tile Q(veh)	0.2	-	-	-	1.3	2

Timings

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

	→	↘	↙	←	↖
Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations	↑	↗		↖	↘
Traffic Volume (vph)	257	113	35	420	469
Future Volume (vph)	257	113	35	420	469
Turn Type	NA	Perm	Perm	NA	Prot
Protected Phases	4			8	2
Permitted Phases		4	8		
Detector Phase	4	4	8	8	2
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0
Total Split (s)	38.0	38.0	38.0	38.0	52.0
Total Split (%)	42.2%	42.2%	42.2%	42.2%	57.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	Max
Act Effct Green (s)	32.0	32.0		32.0	46.0
Actuated g/C Ratio	0.36	0.36		0.36	0.51
v/c Ratio	0.44	0.21		1.00	0.77
Control Delay	24.8	12.8		67.9	24.8
Queue Delay	0.0	0.0		0.0	0.0
Total Delay	24.8	12.8		67.9	24.8
LOS	C	B		E	C
Approach Delay	21.2			67.9	24.8
Approach LOS	C			E	C
Intersection Summary					
Cycle Length: 90					
Actuated Cycle Length: 90					
Natural Cycle: 80					
Control Type: Actuated-Uncoordinated					
Maximum v/c Ratio: 1.00					
Intersection Signal Delay: 39.3			Intersection LOS: D		
Intersection Capacity Utilization 83.2%			ICU Level of Service E		
Analysis Period (min) 15					

Splits and Phases: 3: Harmony Church Rd & Gillsville Hwy

↖ Ø2	→ Ø4
52 s	38 s
	↖ Ø8
	38 s

HCM 6th Signalized Intersection Summary

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↗	
Traffic Volume (veh/h)	257	113	35	420	469	76
Future Volume (veh/h)	257	113	35	420	469	76
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	1826	1826	1811	1811	1856	1856
Adj Flow Rate, veh/h	282	124	47	560	594	96
Peak Hour Factor	0.91	0.91	0.75	0.75	0.79	0.79
Percent Heavy Veh, %	5	5	6	6	3	3
Cap, veh/h	649	550	74	580	763	123
Arrive On Green	0.36	0.36	0.36	0.36	0.51	0.51
Sat Flow, veh/h	1826	1547	88	1630	1494	241
Grp Volume(v), veh/h	282	124	607	0	691	0
Grp Sat Flow(s),veh/h/ln	1826	1547	1718	0	1737	0
Q Serve(g_s), s	10.6	5.1	21.1	0.0	29.1	0.0
Cycle Q Clear(g_c), s	10.6	5.1	31.7	0.0	29.1	0.0
Prop In Lane		1.00	0.08		0.86	0.14
Lane Grp Cap(c), veh/h	649	550	654	0	888	0
V/C Ratio(X)	0.43	0.23	0.93	0.00	0.78	0.00
Avail Cap(c_a), veh/h	649	550	654	0	888	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	22.1	20.3	28.7	0.0	17.9	0.0
Incr Delay (d2), s/veh	0.5	0.2	19.7	0.0	6.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	1.8	15.5	0.0	11.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.6	20.5	48.4	0.0	24.5	0.0
LnGrp LOS	C	C	D	A	C	A
Approach Vol, veh/h	406			607	691	
Approach Delay, s/veh	21.9			48.4	24.5	
Approach LOS	C			D	C	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	52.0		38.0		38.0	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	46.0		32.0		32.0	
Max Q Clear Time (g_c+I1), s	31.1		12.6		33.7	
Green Ext Time (p_c), s	2.1		1.8		0.0	
Intersection Summary						
HCM 6th Ctrl Delay			32.4			
HCM 6th LOS			C			
Notes						

Intersection: 1: Athens Hwy & Gillsville Hwy

Movement	WB	WB	B4	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	T	L	T	T
Maximum Queue (ft)	675	893	395	325	205	266	82	90
Average Queue (ft)	562	855	351	184	87	131	29	27
95th Queue (ft)	958	894	509	286	179	227	75	66
Link Distance (ft)		781	386	961	961		1074	1074
Upstream Blk Time (%)		71	4					
Queuing Penalty (veh)		743	42					
Storage Bay Dist (ft)	650					520		
Storage Blk Time (%)	0	73		0	0			
Queuing Penalty (veh)	1	66		0	0			

Intersection: 2: Gillsville Hwy & Site Entrance

Movement	EB	WB	WB	B10	SB	SB
Directions Served	L	T	R	T	L	R
Maximum Queue (ft)	46	1472	200	339	135	834
Average Queue (ft)	18	686	71	25	53	606
95th Queue (ft)	46	1505	229	191	152	1033
Link Distance (ft)		1608		1172		807
Upstream Blk Time (%)		6				46
Queuing Penalty (veh)		57				0
Storage Bay Dist (ft)	210		150		85	
Storage Blk Time (%)		62			9	89
Queuing Penalty (veh)		15			10	67

Intersection: 3: Harmony Church Rd & Gillsville Hwy

Movement	EB	EB	WB	NB
Directions Served	T	R	LT	LR
Maximum Queue (ft)	295	61	424	354
Average Queue (ft)	149	40	271	168
95th Queue (ft)	251	65	449	281
Link Distance (ft)	416		389	482
Upstream Blk Time (%)			13	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	42	4		
Queuing Penalty (veh)	47	11		

Network Summary

Network wide Queuing Penalty: 1059

Timings

1: Athens Hwy & Gillsville Hwy

05/24/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	77	499	877	145	852	1103
Future Volume (vph)	77	499	877	145	852	1103
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2	6	
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	24.0	24.0	11.0	24.0
Total Split (s)	30.0	30.0	43.0	43.0	47.0	90.0
Total Split (%)	25.0%	25.0%	35.8%	35.8%	39.2%	75.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Max	Max	None	Max
Act Effect Green (s)	12.6	12.6	37.1	37.1	84.2	84.2
Actuated g/C Ratio	0.12	0.12	0.34	0.34	0.77	0.77
v/c Ratio	0.44	0.83	0.87	0.27	1.29	0.45
Control Delay	50.9	15.2	44.2	7.9	167.7	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.9	15.2	44.2	7.9	167.7	5.6
LOS	D	B	D	A	F	A
Approach Delay	20.0		39.0			76.2
Approach LOS	B		D			E

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 108.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.29

Intersection Signal Delay: 55.7

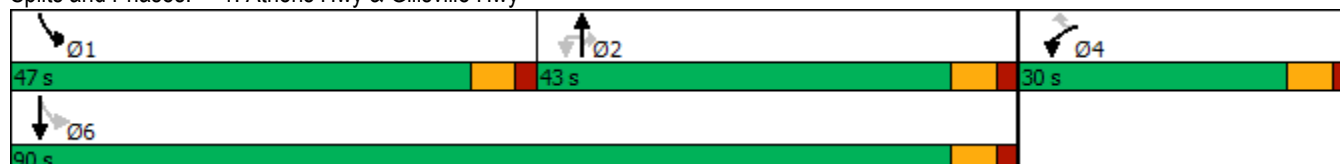
Intersection LOS: E

Intersection Capacity Utilization 90.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: Athens Hwy & Gillsville Hwy



HCM 6th Signalized Intersection Summary

1: Athens Hwy & Gillsville Hwy

05/24/2022

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	77	499	0	877	145	852	1103
Future Volume (veh/h)	77	499	0	877	145	852	1103
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		1737	1737	1781	1781
Adj Flow Rate, veh/h	90	0		964	0	906	1173
Peak Hour Factor	0.86	0.86		0.91	0.91	0.94	0.94
Percent Heavy Veh, %	2	2		11	11	8	8
Cap, veh/h	116			1189		801	2768
Arrive On Green	0.07	0.00		0.36	0.00	0.40	0.82
Sat Flow, veh/h	1781	1585		3387	1472	1697	3474
Grp Volume(v), veh/h	90	0		964	0	906	1173
Grp Sat Flow(s),veh/h/ln	1781	1585		1650	1472	1697	1692
Q Serve(g_s), s	5.1	0.0		27.1	0.0	41.0	9.9
Cycle Q Clear(g_c), s	5.1	0.0		27.1	0.0	41.0	9.9
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	116			1189		801	2768
V/C Ratio(X)	0.77			0.81		1.13	0.42
Avail Cap(c_a), veh/h	416			1189		801	2768
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	0.0		29.7	0.0	23.9	2.6
Incr Delay (d2), s/veh	10.3	0.0		6.1	0.0	74.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0		10.7	0.0	31.6	1.3
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	57.6	0.0		35.8	0.0	98.4	3.1
LnGrp LOS	E			D		F	A
Approach Vol, veh/h	90			964			2079
Approach Delay, s/veh	57.6			35.8			44.6
Approach LOS	E			D			D
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	47.0	43.0		12.7		90.0	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	41.0	37.0		24.0		84.0	
Max Q Clear Time (g_c+I1), s	43.0	29.1		7.1		11.9	
Green Ext Time (p_c), s	0.0	3.5		0.2		9.7	

Intersection Summary

HCM 6th Ctrl Delay	42.3
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

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

HCM 6th TWSC
2: Gillsville Hwy & Site Entrance

05/24/2022

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	127	870	522	85	50	75
Future Vol, veh/h	127	870	522	85	50	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	210	-	-	150	85	-
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	138	946	567	92	54	82

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	659	0	0 1789 567
Stage 1	-	-	- 567 -
Stage 2	-	-	- 1222 -
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	929	-	- 89 523
Stage 1	-	-	- 568 -
Stage 2	-	-	- 278 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	929	-	- 76 523
Mov Cap-2 Maneuver	-	-	- 193 -
Stage 1	-	-	- 483 -
Stage 2	-	-	- 278 -

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	20.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	929	-	-	-	193	523
HCM Lane V/C Ratio	0.149	-	-	-	0.282	0.156
HCM Control Delay (s)	9.6	-	-	-	30.8	13.2
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.5	-	-	-	1.1	0.5

Timings

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

					
Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	390	419	308	2	308
Future Volume (vph)	390	419	308	2	308
Turn Type	NA	Perm	Perm	NA	Prot
Protected Phases	4			8	5
Permitted Phases		4	8		
Detector Phase	4	4	8	8	5
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0
Total Split (s)	44.0	44.0	44.0	44.0	46.0
Total Split (%)	48.9%	48.9%	48.9%	48.9%	51.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effct Green (s)	38.2	38.2		38.2	21.5
Actuated g/C Ratio	0.53	0.53		0.53	0.30
v/c Ratio	0.44	0.51		0.84	0.78
Control Delay	13.3	10.5		38.4	33.0
Queue Delay	0.0	0.0		0.0	0.0
Total Delay	13.3	10.5		38.4	33.0
LOS	B	B		D	C
Approach Delay	11.8			38.4	33.0
Approach LOS	B			D	C
Intersection Summary					
Cycle Length: 90					
Actuated Cycle Length: 71.8					
Natural Cycle: 60					
Control Type: Actuated-Uncoordinated					
Maximum v/c Ratio: 0.84					
Intersection Signal Delay: 22.6			Intersection LOS: C		
Intersection Capacity Utilization 73.6%			ICU Level of Service D		
Analysis Period (min) 15					

Splits and Phases: 3: Harmony Church Rd & Gillsville Hwy

↖ Ø5	→ Ø4
46 s	44 s
	↖ Ø6
	44 s

HCM 6th Signalized Intersection Summary

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Volume (veh/h)	390	419	308	2	308	63
Future Volume (veh/h)	390	419	308	2	308	63
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1841	1841	1870	1870
Adj Flow Rate, veh/h	429	460	335	2	346	71
Peak Hour Factor	0.91	0.91	0.92	0.92	0.89	0.89
Percent Heavy Veh, %	3	3	4	4	2	2
Cap, veh/h	1022	866	360	2	397	82
Arrive On Green	0.55	0.55	0.55	0.55	0.28	0.28
Sat Flow, veh/h	1856	1572	464	3	1444	296
Grp Volume(v), veh/h	429	460	337	0	418	0
Grp Sat Flow(s),veh/h/ln	1856	1572	467	0	1745	0
Q Serve(g_s), s	9.3	12.8	28.7	0.0	15.8	0.0
Cycle Q Clear(g_c), s	9.3	12.8	38.0	0.0	15.8	0.0
Prop In Lane		1.00	0.99		0.83	0.17
Lane Grp Cap(c), veh/h	1022	866	361	0	480	0
V/C Ratio(X)	0.42	0.53	0.93	0.00	0.87	0.00
Avail Cap(c_a), veh/h	1022	866	361	0	1012	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	9.0	9.8	23.5	0.0	23.8	0.0
Incr Delay (d2), s/veh	0.3	0.6	30.6	0.0	5.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.6	8.4	0.0	6.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.3	10.4	54.1	0.0	28.9	0.0
LnGrp LOS	A	B	D	A	C	A
Approach Vol, veh/h	889			337	418	
Approach Delay, s/veh	9.9			54.1	28.9	
Approach LOS	A			D	C	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	25.0		44.0		44.0	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	40.0		38.0		38.0	
Max Q Clear Time (g_c+I1), s	17.8		14.8		40.0	
Green Ext Time (p_c), s	1.2		4.3		0.0	
Intersection Summary						
HCM 6th Ctrl Delay			23.8			
HCM 6th LOS			C			
Notes						

Intersection: 1: Athens Hwy & Gillsville Hwy

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	137	251	470	475	206	770	1130	1102
Average Queue (ft)	58	78	315	260	22	675	689	583
95th Queue (ft)	115	229	446	402	153	896	1534	1383
Link Distance (ft)		781	961	961			1074	1074
Upstream Blk Time (%)							31	2
Queuing Penalty (veh)							0	0
Storage Bay Dist (ft)	650				230	520		
Storage Blk Time (%)			13	5		45		
Queuing Penalty (veh)			0	8		245		

Intersection: 2: Gillsville Hwy & Site Entrance

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	88	22	103	73
Average Queue (ft)	35	2	33	32
95th Queue (ft)	70	13	74	54
Link Distance (ft)				807
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	210	150	85	
Storage Blk Time (%)			3	0
Queuing Penalty (veh)			2	0

Intersection: 3: Harmony Church Rd & Gillsville Hwy

Movement	EB	EB	B5	WB	NB
Directions Served	T	R	T	LT	LR
Maximum Queue (ft)	489	68	86	441	297
Average Queue (ft)	255	51	6	407	165
95th Queue (ft)	443	59	46	427	257
Link Distance (ft)	416		1249	389	482
Upstream Blk Time (%)	3			98	
Queuing Penalty (veh)	27			0	
Storage Bay Dist (ft)		25			
Storage Blk Time (%)	35	18			
Queuing Penalty (veh)	147	71			

Network Summary

Network wide Queuing Penalty: 500

Timings

1: Athens Hwy & Gillsville Hwy

05/25/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	86	951	1084	54	278	571
Future Volume (vph)	86	951	1084	54	278	571
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2	6	
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	24.0	24.0	11.0	24.0
Total Split (s)	40.0	40.0	62.0	62.0	18.0	80.0
Total Split (%)	33.3%	33.3%	51.7%	51.7%	15.0%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Max	Max	None	Max
Act Effect Green (s)	34.0	34.0	56.0	56.0	74.0	74.0
Actuated g/C Ratio	0.28	0.28	0.47	0.47	0.62	0.62
v/c Ratio	0.22	1.97	0.78	0.08	1.30	0.33
Control Delay	34.3	464.5	31.3	5.9	187.7	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	464.5	31.3	5.9	187.7	11.6
LOS	C	F	C	A	F	B
Approach Delay	428.9		30.1			69.3
Approach LOS	F		C			E

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.97

Intersection Signal Delay: 184.7

Intersection LOS: F

Intersection Capacity Utilization 98.9%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: Athens Hwy & Gillsville Hwy



HCM 6th Signalized Intersection Summary

1: Athens Hwy & Gillsville Hwy

05/25/2022

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	86	951	0	1084	54	278	571
Future Volume (veh/h)	86	951	0	1084	54	278	571
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	1841	1841		1796	1796	1737	1737
Adj Flow Rate, veh/h	106	0		1232	0	320	656
Peak Hour Factor	0.81	0.81		0.88	0.88	0.87	0.87
Percent Heavy Veh, %	4	4		7	7	11	11
Cap, veh/h	137			2196		404	2618
Arrive On Green	0.08	0.00		0.64	0.00	0.09	0.79
Sat Flow, veh/h	1753	1560		3503	1522	1654	3387
Grp Volume(v), veh/h	106	0		1232	0	320	656
Grp Sat Flow(s),veh/h/ln	1753	1560		1706	1522	1654	1650
Q Serve(g_s), s	5.5	0.0		18.8	0.0	5.6	4.8
Cycle Q Clear(g_c), s	5.5	0.0		18.8	0.0	5.6	4.8
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	137			2196		404	2618
V/C Ratio(X)	0.77			0.56		0.79	0.25
Avail Cap(c_a), veh/h	639			2196		476	2618
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	0.0		9.3	0.0	12.3	2.5
Incr Delay (d2), s/veh	8.9	0.0		1.0	0.0	7.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0		5.4	0.0	3.2	0.6
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	51.1	0.0		10.3	0.0	19.9	2.7
LnGrp LOS	D			B		B	A
Approach Vol, veh/h	106			1232			976
Approach Delay, s/veh	51.1			10.3			8.3
Approach LOS	D			B			A
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	14.0	66.0		13.3		80.0	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	12.0	56.0		34.0		74.0	
Max Q Clear Time (g_c+I1), s	7.6	20.8		7.5		6.8	
Green Ext Time (p_c), s	0.4	9.7		0.3		4.3	
Intersection Summary							
HCM 6th Ctrl Delay			11.4				
HCM 6th LOS			B				
Notes							
User approved ignoring U-Turning movement.							
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.							

HCM 6th TWSC
2: Gillsville Hwy & Site Entrance

05/25/2022

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	295	934	24	69	103
Future Vol, veh/h	36	295	934	24	69	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	210	-	-	150	85	-
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	39	321	1015	26	75	112
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1041	0	-	0	1414	1015
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	399	-
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	668	-	-	-	152	289
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	678	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	668	-	-	-	143	289
Mov Cap-2 Maneuver	-	-	-	-	257	-
Stage 1	-	-	-	-	330	-
Stage 2	-	-	-	-	678	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.2	0		24.9		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	668	-	-	-	257	289
HCM Lane V/C Ratio	0.059	-	-	-	0.292	0.387
HCM Control Delay (s)	10.7	-	-	-	24.7	25.1
HCM Lane LOS	B	-	-	-	C	D
HCM 95th %tile Q(veh)	0.2	-	-	-	1.2	1.8

Intersection: 1: Athens Hwy & Gillsville Hwy

Movement	WB	NB	NB	SB	SB	SB
Directions Served	L	T	T	L	T	T
Maximum Queue (ft)	145	277	247	272	122	80
Average Queue (ft)	68	160	124	127	41	30
95th Queue (ft)	118	253	225	228	94	73
Link Distance (ft)		961	961		1074	1074
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	650			520		
Storage Blk Time (%)		0	0			
Queuing Penalty (veh)		0	0			

Intersection: 2: Gillsville Hwy & Site Entrance

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	66	108	102
Average Queue (ft)	18	47	46
95th Queue (ft)	48	93	83
Link Distance (ft)			807
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	210	85	
Storage Blk Time (%)		3	0
Queuing Penalty (veh)		3	0

Intersection: 3: Harmony Church Rd & Gillsville Hwy

Movement	EB	EB	WB	NB
Directions Served	T	R	LT	LR
Maximum Queue (ft)	329	67	440	351
Average Queue (ft)	148	45	288	166
95th Queue (ft)	264	64	474	285
Link Distance (ft)	416		389	482
Upstream Blk Time (%)			21	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	41	5		
Queuing Penalty (veh)	46	14		

Network Summary

Network wide Queuing Penalty: 63

Appendix C: Growth Rate Analysis

Historic AADT Growth Rates

Segment		Gillsville Hwy	
Source	GDOT		
Link	https://gdottrafficdata.drakewell.com/s		
Class	Principal Arterial		
Year	A/E	AADT	Growth
2020	E	11,100	-6.7%
2019	A	11,900	6.3%
2018	E	11,200	1.8%
2017	E	11,000	1.9%
2016	E	10,800	2.9%
2015	A	10,500	
Averages			
2016		2019	4.3%

Population Growth Rates

Actual Growth Rates

Location		Gainesville	
Source	Google		
Year	Population	Growth	
2020	41,464	3.7%	
2019	39,991	3.5%	
2018	38,624	3.6%	
2017	37,291		
Averages			
2020	2017	3.6%	

Location		
Hall County		
Source	Google	
2020	201,434	1.4%
2019	198,667	1.4%
2018	195,961	1.6%
2017	192,865	
Averages		
2020	2017	1.5%