



**Planning and Appeals Board Meeting Agenda
Tuesday, December 9, 2025, 5:30 PM
Public Safety Complex, Municipal Court Room
701 Queen City Parkway, Gainesville, GA 30501**

CALL TO ORDER

MINUTES

A. Minutes of November 10, 2025

OLD BUSINESS

NEW BUSINESS

A. Annexation

- 1) Request from **Jesus Carrillo** to annex a 0.42± acre tract located on the north side of Dorothy Drive, east of Washington Avenue (a/k/a **1450 Dorothy Drive, SW**), with a zoning of Residential-II (R-II).

Ward Number: Five
Tax Parcel Number(s): 01-118-004-014 (part)
Request: Duplex apartment

B. Rezoning

- 1) Request from **Candler Development Services** to rezone an 8.33± acres tract located on the northeast side of Old Athens Road, between Harrison Square and Harrison Drive (a/k/a **815 Harrison Drive, SE**) from Residential-II (R-II) to Planned Unit Development (P-U-D).

Ward Number: Three
Tax Parcel Number(s): 01-142-003-001
Request: Multi-family, mixed-use development

MISCELLANEOUS

ADJOURNMENT



CITY OF GAINESVILLE

Planning and Appeals Board Agenda Request

Item Created: November 20, 2025
Date Submitted: November 20, 2025
Final Approval Date: November 20, 2025
Presenter: Matt Tate, Community & Economic Development Dept Deputy Director
Item of Business: Minutes of November 10, 2025
Meeting Date: December 9, 2025

Purpose of Request:

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

Facts & Issues / History & Background:

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

Department Recommendation:

Approval of the minutes as presented.

Department Director:

Rusty Ligon

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. DRAFT Minutes

GAINESVILLE PLANNING AND APPEALS BOARD
DRAFT MINUTES OF MEETING
NOVEMBER 10, 2025

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

Members Present: Chairman Doug Carter and Board Members Jane Fleming, Eddie Martin, Kelvin Simmons, Rick Young and Ellen DeFoor

Members Absent: None

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

Others Present: None

MINUTES OF OCTOBER 14, 2025

There was a motion to approve the minutes as presented.

Motion made by Board Member DeFoor
Motion seconded by Board Member Fleming
Vote – 6 favor, 1 vacant

OLD BUSINESS

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

Motion made by Board Member Martin
Motion seconded by Board Member Young
Vote – 6 favor, 1 vacant

A. Annexation Request

- 1) Request from **Bryan Brinson** to annex a 13.36± acres tract located at the southeast corner of the intersection of Old Cornelia Highway and East Ridge Road, having road frontage on the east and west side of I-985 (Lanier Parkway) (a/k/a **1376 East Ridge Road**), and to establish a zoning of Residential-II (R-II).

Ward Number: Three
Tax Parcel Number(s): 15-033B-000-005
Request: Residential townhomes

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

The applicant is proposing to annex the subject 13.36± acres property with a zoning of Residential-II (R-II) for residential townhomes on public sewer. The property is currently zoned Residential-I (R-I) within unincorporated Hall County, is partially wooded and has road frontage on East Ridge Road, Old Cornelia Highway and I-985.

Prior to being tabled, the original proposal included a total of 93 fee-simple townhomes consisting of a mixture of one and two-car garage units at a residential density of 7.45 du/ac. The amended request proposes a total of 79 fee-simple townhome units, all with two-car

garages at a residential density of 5.91 du/ac. As well, a total of 25 of the 79 units are targeted towards 55 years of age or older.

As part of the development, two access roads are proposed from East Ridge Road, which is a county-maintained road. A total of 36 guest parking spaces, a mail kiosk and a dog park are proposed as well. The proposed townhomes are two-story units and include 3 bedrooms and 2.5 bathrooms, 1,670 sf of heated space.

The Gainesville Comprehensive Plan places the subject property within the *Single-Family Residential* Future Land Use category and the *Suburban Neighborhoods Character Area* which permits single-family detached or semi-detached and limited multi-family residential at densities ranging from 2 to 4 du/ac which is a maximum of 54 dwelling units.

The Gainesville City School System provided a letter of opposition to the request. It is the staff's opinion that the proposed use is consistent with the Gainesville Comprehensive Plan, but the residential density is above 4 du/ac.

The Planning Division staff is recommending **conditional approval** of this annexation request with **Residential-II (R-II)** zoning with 9 conditions. However, if the PAB is considering approving this request, staff would recommend an amendment to zoning condition #1 to limit the total number of units to 79 and 25 of them being age restricted units.

Applicant Presentation: Attorney Steve Gilliam, 340 Jesse Jewell Parkway, Suite 300 stated the applicant and builder were both unable to attend the meeting due to weather or traffic issues. Attorney Gilliam presented a power-point presentation explaining the proposed project with 79 for sale fee-simple townhome units of which 25 units age restricted 55 & older. He advised the average cost would be \$350,000 with a density 5.9 units per acre, mandatory HOA and restrictions for developers/investors to no more than 20 percent of the units leased, two access points on East Ridge Road and would be serviced by city water and sewer. Attorney Gilliam spoke about the development called "The Edmund Product" with Rockhaven Homes being the developer, 3 bedroom / 2 ½ bath homes, offset and staggered, 1,670 heated square feet, open floor plan, 16 ft standard driveway width, two car garages, 36 guest parking spaces, dog park, mail kiosk, and in agreement with the conditions. He mentioned the city school board was not in favor of the project with concerns of school age children but received a census from the developer considering percentages equals to approximately 10 school age children for the entire development and there would not be a playground or other amenities for children. He spoke about the Gainesville Future Land Use Development Plan being a guide, not an ordinance and the board would have authority to recommend a higher density.

FAVOR: None

OPPOSE: Tiffany Tuck, 362 Hardwood Drive, Cleveland, spoke on behalf of her mother (2012 Old Cornelia Highway) and aunt with two concerns with the project. The first and main concern mentioned was having a 50 ft undisturbed buffer adjacent to the detention pond and the other traffic issues since there are no traffic lights to help with traffic flow at Old Cornelia and Jesse Jewell.

Donna Jones, 2030 Old Cornelia Highway, advised she owns property at 2020 Old Cornelia Highway and 2024 Old Cornelia Highway is under contract and is a lifelong resident of Rabbittown. She advised traffic was a major concern along with drivers speeding and theft of vehicle parts. She mentioned other concerns such as not able to get on the city sewer, the development would allow people to come across her property and not safe to be outside,

speeding of vehicles making it unsafe to walk to the mailbox and no traffic light for at two intersections.

Chairman Carter stated if the project was approved would provide the potential for sewer service in future. He asked Deputy Tate to comment on the setbacks for the detention pond and advised there would be a 25 ft buffer required between the property line and detention pond with the detention pond being fenced.

Board Member Martin asked about sidewalks and Deputy Tate confirmed five foot wide sidewalks will be required.

Attorney Gilliam agreed with Deputy Tate and sewer access would be available for them and not just for the development buffer along with complying with code of being fenced. He advised with the home price of \$350,000 there would not be anyone stealing parts from vehicles.

Board Comments: **Board Member Young** asked for confirmation about bus service being only on the east and west of Old Cornelia Highway but not on East Ridge Road. Deputy Tate confirmed and stated the bus service goes all the way east to the Gainesville Township development which will have school age children.

There was a motion to recommend conditional approval of the annexation request for residential townhomes and establish zoning as Residential-II (R-II) with the following conditions amending condition one:

Conditions

1. The subject property shall be limited to a maximum of **79** residential units. **A minimum of 25 units shall be age-restricted (55 years of age or older).** Multi-family apartments are not permitted.

The development shall comply with applicable U. S. Department of Housing and Urban Development (HUD) rules for age-restricted communities. The organization established for the management of the development shall comply with HUD rules for verification of occupancy and shall maintain procedures for routinely determining the occupancy of each unit. Such procedures may be part of a normal leasing or purchasing agreement and must provide for regular updates as required by HUD.

2. All townhomes shall be a minimum of 24 feet in width and have front or rear loaded two-car garages.
3. The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.
4. A mandatory Homeowners Association (HOA) shall be required for the proposed development providing for the financial management, architectural controls, enforcement of community standards and management of all common areas. The

Board will be established and operated by the developer until such time the powers are transferred to the HOA. A covenant shall be required to be recorded for the proposed development stating that no more than 20% of the total residential units may be rented.

- 5. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director and Hall County Public Works department.**
- 6. All proposed detention ponds shall be fenced and landscaped to mitigate the view from all roads and adjacent properties. All fencing and landscaping materials shall be approved by the Community and Economic Development Department Director.**
- 7. The front yard of each lot shall be sodded and planted with at least one 3" caliper in size hardwood tree.**
- 8. The storage of all trash receptacles shall be screened from view from the road and adjacent properties.**
- 9. The developer shall use a variety of techniques to avoid the monotonous appearance of identical townhome buildings. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, and other similar techniques so that no townhome building is the same as any townhome building directly in front or on either adjacent side of the structure. Other architectural requirements shall include:**
 - Carriage-style garage doors with decorative hardware or other embellishments shall be used on all townhomes.**
 - All roofs shall consist of architectural/dimensional style asphalt shingles.**
 - All roofs and gables shall be of a pitch no less than 8/12.**
 - The exterior materials shall consist of a mixture of brick, stone, fiber cement siding, cedar shake or wood siding.**
 - A minimum 3-foot architectural foundation water table of matching brick or stone material, that also covers all exposed foundations, shall be required on the front and sides of the townhome buildings.**
 - Vinyl siding shall only be permitted on soffit areas.**

Motion made by Board Member Martin

Motion seconded by Board Member Simmons

Vote – 6 favor, 1 vacant

NEW BUSINESS

A. Annexation Request

- 1) Request from **Greg Loyd** to annex a 0.43± acre tract located on the northwest side of the intersection of Lyman Street and Pearl Nix Parkway (a/k/a **1432 Lyman Street, SW**), with a zoning of Residential-II (R-II).
Ward Number: Five
Tax Parcel Number(s): 00-126-004-006
Request: Two duplex apartments

Staff Presentation: Planning Manager Heather Deweese gave the following staff presentation:

The applicant is proposing to annex the subject 0.43 acre property with a zoning of R-II for two-duplex apartments. The property is currently zoned R-1 within unincorporated Hall County and the city limits are adjacent to the property to the north. There are currently no structures on the property. The subject property is located within the Gateway Corridor Overlay Zone and the adjacent uses include established single-family homes within unincorporated Hall County.

The proposed duplex units are three stories in height with 2,360 square feet of heated floor space, 3 bedrooms and 3 ½ bathrooms, and a one car garage and will be for rent. Access is proposed from Lyman Street, which is a county road.

The Gainesville Comprehensive Plan places the subject property within the General Mixed-Use land use category and the West Side Character Area which supports a mixture of land uses such as office, neighborhood retail, detached and attached residential uses such as higher density single-family residential and multi-family residential. The proposed residential density for this development is 9.75± dwelling units per acre.

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

Applicant Presentation: **Greg Loyd**, 421 Ridgewood Avenue, and office located at 1730 MLK and is the general contractor representing Mr. Carrillo. Mr. Loyd advised he has built several duplex apartments, similar in style and nothing to add to the staff report. He did state the previous owner had demolished structures on the property before Mr. Carrillo purchased it. He spoke about a 3 ft stone watermark being added, and was unsure of rental rate but anticipated it would be \$1,600 to \$1,800 per month for 3 bedroom, 2 ½ bath, single car garage and ample space for another vehicle in driveway.

FAVOR: None

OPPOSE: None

There was a motion to recommend conditional approval of the annexation request for two duplex apartments and to establish zoning as Residential-II (R-II) with the following conditions:

Conditions

- 1. The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.**
- 2. An updated as-built boundary survey/plat of the subject property, indicating new property boundaries, shall be recorded prior to obtaining a Certificate of Occupancy.**
- 3. All access point design for the subject property shall be submitted for review and**

approval by the Gainesville Public Works Director, Hall County and/or the Georgia Department of Transportation.

- 4. The front yard of each lot shall be sodded and planted with at least one 3” caliper in size hardwood tree.**
- 5. The front, rear, and sides of each townhome unit shall be constructed with a minimum 3-foot-high architectural watermark of brick or stone materials.**
- 6. The individual garbage containers shall be stored behind each residential unit and screened by a privacy fence in a manner so as not to be visible from the proposed residential units, adjoining properties, roads and parking areas subject to the approval of the Community and Economic Development Director.**
- 7. The property owner or a property manager shall be responsible for the regular maintenance of the entire property.**

Motion made by Board Member Young

Motion seconded by Board Member DeFoor

Vote – 6 favor, 1 vacant

B. Code Amendment Request

- 1) Request from the City of Gainesville to amend the Unified Land Development Code and official zoning map for the City of Gainesville, Georgia to repeal and replace in its entirety Title 9, entitled “Unified Land Development Code”.

Staff Presentation: Nathan Brown with TSW in Atlanta specializing in planning and working with staff since May 2023 to revise the ULDC. He reviewed the edits and proposed changes and the request should go to City Council in December.

Mr. Brown advised the process involved Attorney Joe Cooley reviewed codes from a legal perspective, reviewed planning documents over past years, Downtown Master Plan, Comprehensive Plan, including interviews with sixteen to twenty people that works with the code, along with three steering committee meetings. He stated the existing ULDC is good but would not be a full code rewrite, updates to align with policies approved by the council over the past few years.

Technical changes: Reduce number of articles from 24 to 20, combine definitions to single location, cleaned up district tables, removed duplicate text and added few more graphics.

Policy Changes: Stormwater process for single-family and two-family lots, lots with steep slopes will have additional stormwater review.

Residential Density: Downtown and Midland overlay density changed from 12 to 18 units per acre; Downtown density limited by maximum height and size of property, off-street parking required in Central Business districts for developments over 18 dwelling units per acre, special use permit to increase density, 2 spaces per unit plus 1 guest space for every 10 units.

Residential Districts: Residential height for infill development in R-I and N-C districts, Adjacency Based Option - property around to determine height, height for buildings within 200 ft on either direction not to exceed 20 percent above the average height. Another provision, additional height permitted upon an increased side setback; administrative waiver applies when topography or other site conditions don't warrant compatibility.

Policy Updates – overlay changes: Midland Overlay expanded, all residential uses to be permitted by right in overlay; added prohibited uses from 32 to 37; setbacks along streets reduced from 15 ft now 5 ft from back of sidewalk.

Auto Oriented Uses: Differentiate between new and used sales; standards include minimum lot size requirements, no outdoor repairs, storage limits, parking plans, landscaping and screening, separation requirement for used auto sales of 1,320 feet (¼ mile).

Auto Repair: Differentiate between minor and major repair; new standards for lot sizes of 1.0 acres for minor and 2.0 for major; no outdoor repairs, storage limitations, parking plans and landscaping and screening.

Policy Updates: Landscaping; property owner must maintain and enhancement landscaping.

Next Steps: City Council Adoption on December 16, 2025.

Chairman Carter complimented on a great presentation, thorough and understandable.

Deputy Director Tate reminded the board part of the amendment includes amending the official zoning map as well. Chairman Carter stated it only needed one motion amending ULDC and the official zoning map.

FAVOR: None

OPPOSE: None

There was a motion to recommend approval of the code amendment request as presented.

Motion made by Board Member Fleming
Motion seconded by Board Member Martin
Vote – 6 favor, 1 vacant

ADJOURNMENT

There was a motion to adjourn the meeting at 6:21 p.m.

Motion made by Board Member Martin
Motion seconded by Board Member Young
Vote – 6 favor, 1 vacant

Respectfully submitted,

Doug Carter, Chairman

Gwen Fleming, Recording Secretary



CITY OF GAINESVILLE

Planning and Appeals Board Agenda Request

Item Created: November 20, 2025
Date Submitted: November 20, 2025
Final Approval Date: November 21, 2025
Presenter: Matt Tate, Community & Economic Development Dept Deputy Director
Item of Business: Request from **Jesus Carrillo** to annex a 0.42± acre tract located on the north side of Dorothy Drive, east of Washington Avenue (a/k/a **1450 Dorothy Drive, SW**), with a zoning of Residential-II (R-II).
Meeting Date: December 9, 2025

Purpose of Request:

The applicant is proposing to annex the subject property with a zoning of Residential-II (R-II). The intent is to annex a remnant tract that is part of an unincorporated island to construct a residential duplex apartment on city sewer. A single driveway is proposed from Dorothy Drive and a total of four on-site parking spaces will be provided. The proposed duplex is two stories in height, each containing 1,739 square feet of heated floor space, 4 bedrooms and 3 ½ bathrooms, and a one- car garage.

The adjacent uses include established single-family homes and a retail shopping center (Moe's / Firehouse Subs).

Facts & Issues / History & Background:

Department Recommendation:

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

Department Director:

Rusty Ligon

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. Staff Recommendation Report
2. Location maps
3. Narrative
4. Plat
5. Site plan
6. Architectural rendering

**GAINESVILLE PLANNING and APPEALS BOARD
STAFF RECOMMENDATION**

Applicant Jesus Carrillo
Property Owner..... Carrillo Realty LLC
Location..... 1450 Dorothy Drive, SW
Request..... Annex, with R-II zoning
Total Acres0.42± acre
Ward..... Five
Proposed Use..... Duplex apartment
Planning Division Staff Recommendation **Approval, with conditions**
Date..... December 9, 2025

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

The applicant is proposing to annex the subject property with a zoning of Residential-II (R-II). The current vacant property is zoned Highway Business (H-B) in Hall County and Residential-II (R-II) within the City of Gainesville. The intent is to annex a remnant tract that is located within an unincorporated island to construct a residential duplex apartment on city sewer. A single driveway is proposed from Dorothy Drive and a total of four on-site parking spaces will be provided. The proposed duplex is two stories in height, each containing 1,739 square feet of heated floor space, 4 bedrooms and 3 ½ bathrooms, and a one car garage. The duplex will be for rent.

The subject property is located within the Hall County Gateway District and the adjacent uses include established single-family homes within unincorporated Hall County.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Used auto sales	Highway Business (H-B) -County
South	Retail	General Business (G-B)-City
East	Duplex	Residential II (R-II)-City
West	Single-family home	Highway Business (H-B) -County

Other surrounding uses include Dairy Queen, Moe's Southwest Grill, Firehouse subs, Hoopla at the Hive, and Truist bank.

▪ **Other Departmental Comments**

There were no departmental comments for this request.

▪ **Zoning History**

2025 - A request by Branch Lakeshore Associates, LP to rezone a 48.86+ acres tract located at 150 Pearl Nix Parkway from Regional Business (R-B) to Planned Unit Development (P-U-D) was approved with conditions for a mixed-use development.

2021 - A request by Two Capital Partners to rezone a 24.857± acres tract located at 600, 610 and 622 Shallowford Road, SW; 1515 Skelton Road, SW; 1448 and 1450 Hudgins Street, SW from Neighborhood Business (N-B) and General Business (G-B) to Planned Unit Development (P-U-D) was approved with conditions for a mixed-use development.

2020 - A request by Juan Luna for a special use within Neighborhood Business (N-B) zoning on a 1.66± acres tract located at 915 Washington Street, SW was approved with conditions for twenty multi-family apartments.

2019 - A request by the Gainesville Housing Authority to rezone a 6.822± acres tract located at 320 Tower Heights Road from Residential-II (R-II) to Planned Unit Development (P-U-D) was approved with conditions for multi-family apartments.

2018 - A request by REB Land Development, LLC to rezone a 2.744± acres tract located at 621 Lakeshore Drive from Residential-I (R-I) to General Business (G-B) for a multi-tenant retail, office and restaurant was withdrawn.

2017- A request by Gainesville Market, LLC for a special use within General Business (G-B) zoning on a 5.0± acres located at 600 Shallowford Road was approved with conditions for a commercial outdoor recreational facility.

2017 - A request by Masy Seng to annex a 0.19 ± acre tract with a zoning of General Business (G-B) located at 593 and 597 Shallowford Road was conditionally approved for a donut shop.

▪ **Staff Analysis**

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

The surrounding area includes property within the city and county consisting of multi-family homes and commercial properties. The purpose of the request is for two duplex apartments, which appear to be suitable given the adjacent development.

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

The existing property is undeveloped and will function similarly to the adjacent duplex apartment homes. The proposed use is similar to other lots within the city limits served by public sewer and should not adversely affect adjacent properties.

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

It is staff's opinion that the proposal is consistent with the Comprehensive Plan. The Future Development Map for the City of Gainesville places the subject property within the Commercial Land Use District which includes areas with focused retail, office, or other commercial service activities such as grocery stores, banks, restaurants, theaters, hotels, and automotive-related businesses. Commercial uses may be located as a single use in one building or grouped together in a shopping center.

According to the Character Area map for the City of Gainesville, the subject property is located within the *West side* Character Area. This character area is mostly built out, but there are areas that are not being used at their greatest or highest use, making redevelopment desirable. The overall vision for the area is to leverage the existing cultural resources that serve as assets for

the area, such as Alta Vista Cemetery, while making targeted improvements to areas that need it. Appropriate uses include higher density single-family residential, multi-family residential, general mixed-use, commercial, light industrial, public and institutional, and parks and recreation.

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

The property is located partially in the county and the city. The property could remain in the County under its current zoning of Residential-II (R-II) and can be used as residential. Annexing the property for water and sewer services will further reduce part of an existing unincorporated island and allow for the proposed duplex apartments which are in density range with the comprehensive plan.

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

The change from County jurisdiction to City jurisdiction should not substantially affect public facilities or services.

There is sufficient water and sewer capacity that can serve the property. The Gainesville Fire and Police Departments currently respond to adjacent and nearby properties and Gainesville Fire Station #1 is approximately 1.83 miles from the subject property. The proposed duplex apartments should have minimal impact on existing roads.

Given the scale of the request (two duplex apartments), minimal impacts to the City school system are anticipated as school bus service is currently provided within the immediate area.

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

The proposed use is supported by new and changing conditions in the surrounding area and seems to promote the redevelopment goals of this area.

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

Based on the subject property's proximity to city limits and other residential properties, the proposed annexation request with the recommended zoning conditions appears to promote a reasonable balance between the promotion of the public health, safety, morality, or general welfare, and the right to unrestricted use of property.

▪ **Staff Recommendation**

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

Conditions

- 1. The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance, and shall be**

subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.

2. An updated as-built boundary survey/plat of the subject property, indicating new property boundaries, shall be recorded prior to obtaining a Certificate of Occupancy.
3. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director.
4. The front yard of each lot shall be sodded and planted with at least one 3" caliper in size hardwood tree.
5. The front, rear, and sides of each townhome unit shall be constructed with a minimum 3-foot-high architectural watermark of brick or stone materials.
6. The individual garbage containers shall be stored behind each residential unit and screened by a privacy fence in a manner so as not to be visible from the proposed residential units, adjoining properties, roads and parking areas subject to the approval of the Community and Economic Development Director.
7. The property owner or a property manager shall be responsible for the regular maintenance of the entire property.



GAINESVILLE

R-I

O-I

DAWSONVILLE HIGHWAY

WASHINGTON AVENUE

JD Kendrick & Sons
Used Car Dealer

Hoopla at
the Hive

R-II

PUD

Georgia's Own
Credit Union

Dairy
Queen

PUD
Cartridge
World

Moe's
Southwest Grill

Firehouse
Subs

G-B

Truist
Bank

Discount
Tire

SHALLOWFORD ROAD

DOROTHY DRIVE

HILLCREST ROAD

ARTHUR LANE

R-B

Applicant: **JESUS CARRILLO**

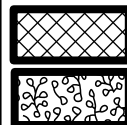
ANNEXATION REQUEST

Subject Property Address:
1450 Dorothy Drive, SW

Tax Parcel:
01-118-004-014 (part)

Request:

Annex +/- 0.42 AC and establish zoning of Residential-II (R-II) for a duplex apartment.



Subject Property

Right-of-Way to be annexed



Meeting Date: 12/09/2025

Map Prepared: 11/04/2025

0 50 100 200 200 Feet

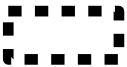
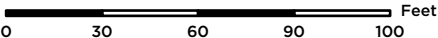
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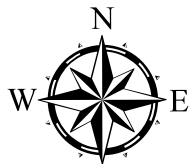


GAINEVILLE

WASHINGTON AVENUE

DOROTHY DRIVE

Applicant:		JESUS CARRILLO		Request:		Annex +/- 0.42 AC and establish zoning of Residential-II (R-II) for a duplex apartment.	
		ANNEXATION REQUEST					
Subject Property Address: 1450 Dorothy Drive, SW		Tax Parcel: 01-118-004-014 (part)		 Subject Property & Right-of-Way to be Annexed		Aerial from 2025	
Meeting Date: 12/09/2025		Map Prepared: 11/04/2025				Scale: 1" = 60'	



Annexation Narrative Report

This report outlines the proposed annexation of a property located in Hall County, Georgia, into the City of Gainesville municipal limits. The property, situated at 1450 Dorothy Dr, Gainesville, Ga, 30501 is currently in the unincorporated jurisdiction of Hall County and is being considered for annexation to promote coordinated development and access to essential city services.

The property is approximately 0.117 Acres in area and directly adjoins the existing Gainesville city limits along Dorothy Drive. Annexation of this parcel will provide for consistent zoning, land use regulation, and development standards in accordance with the City of Gainesville's Comprehensive Plan. It will also allow for the extension of city water, sewer, sanitation, police, and fire protection services to the property, ensuring compliance with municipal infrastructure and safety requirements.

The proposed annexation supports the City of Gainesville's strategic growth objectives by promoting orderly development, improving service efficiency, and enhancing community cohesion. Incorporating this property into the city limits will encourage compatible land use, strengthen the city's tax base, and contribute to the overall sustainability of future urban expansion.

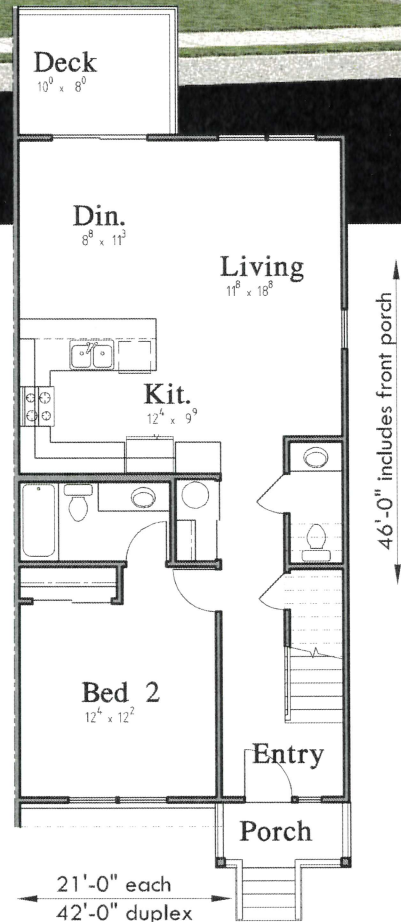
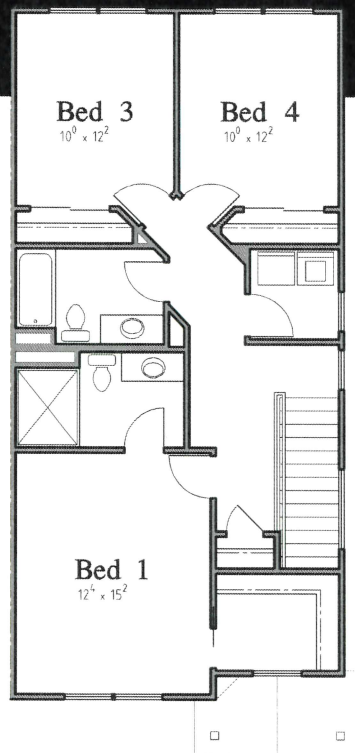
Jesus Carrillo
(Carrillo Realty LLC)
Property Owner

PLAN #D-660

MAIN FLR. 882 SQ. FT.

UPPER FLR. 857 SQ. FT.

TOTAL 1739 SQ. FT.





CITY OF GAINESVILLE

Planning and Appeals Board Agenda Request

Item Created: November 20, 2025

Date Submitted: November 21, 2025

Final Approval Date: November 21, 2025

Presenter: Matt Tate, Community & Economic Development Dept Deputy Director

Item of Business: Request from **Candler Development Services** to rezone an 8.33± acres tract located on the northeast side of Old Athens Road, between Harrison Square and Harrison Drive (a/k/a **815 Harrison Drive, SE**) from Residential-II (R-II) to Planned Unit Development (P-U-D).

Meeting Date: December 9, 2025

Purpose of Request:

The applicant is proposing to rezone the subject property from Residential-II (R-II) to Planned Unit Development (P-U-D) for a multifamily, mixed-use development. The proposal includes phase 2 and phase 3 of the overall Gainesville Housing Authority redevelopment known as Lakeside at Harrison Village. Phase 1 includes the neighboring property that was recently developed for the 120-unit "Harrison Village" mixed-income apartment community, which is not part of this rezoning request.

Phase 2 includes a total of 100 senior housing units on 4.53 acres, comprised of 50—1 bed/ 1 bath and 50—2 bed/ 2 bath units within a four-story manor home-style building. Units will range from 714 and 1,002 square feet in size. Amenities include a fitness center, community spaces, an outdoor pavilion with a community garden and a 10,000 square foot Commercial Maker's Space with a commercial kitchen, classroom, entrepreneurial lab, and a neighborhood market/storefront. Phase 2 is anticipated to be completed for occupancy by March 2028.

Phase 3 includes a total of 45 workforce housing units on 3.8 acres that will include a mixture of two, three and four-unit buildings, cottages, townhomes, and flats not to exceed two-stories in height. The units will include 2 beds/ 2 baths and 3 beds/ 3 baths and will range from 900 to 1,600 square feet in size. Amenities include a 3,000± square foot community building and other amenities serving residents.

Vehicular access is proposed from Harrison Drive and Harrison Square, and a total of 195 on-site parking spaces will be provided. Phase 3 is anticipated to be completed for occupancy by July 2028.

The property currently contains 75 affordable housing units and a clubhouse within 16 buildings that will be demolished. The adjacent uses include the New Life Missionary Baptist Church, a cemetery, single-family homes, and two convenience stores that front Athens Street.

Facts & Issues / History & Background:

Department Recommendation:

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

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. Staff Recommendation Report
2. Location maps
3. Narrative and Architectural Renderings
4. Phasing Plan
5. Site Plan
6. Plat
7. Traffic Impact Study

**GAINESVILLE PLANNING and APPEALS BOARD
STAFF RECOMMENDATION**

Applicant Candler Development Services
Property Owner Gainesville Housing Authority
Location 815 Harrison Drive, SE
Request Rezone from R-II to P-U-D
Total Acres 8.33± acres
Ward Three
Proposed Use Multi-family housing (145 units)
Planning Division Staff Recommendation **Approval, with conditions**
Date December 9, 2025

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

The applicant is proposing to rezone the subject property from Residential-II (R-II) to Planned Unit Development (P-U-D) for a multi-family, mixed-use development. The proposal is a redevelopment of the existing Harrison Square property. This redevelopment includes Phase 2 and Phase 3 of an overall Gainesville Housing Authority redevelopment known as "Lakeside at Harrison Village". Phase 1 includes the neighboring property that contains the recently constructed 120-unit "Harrison Village" mixed-income apartment community which is not part of this request.

Phase 2 includes a total of 100 senior housing units on 4.53 acres, consisting of a four-story manor home style apartment building. Two driveways are proposed from Harrison Drive. The parking ratio for the senior housing component will be a maximum of 1.25 parking spaces per dwelling unit, for a total not to exceed 125 parking spaces. Amenities include fitness center, community spaces, outdoor pavilion with community garden, and a 10,000 square foot Commercial Maker's Space to include a commercial kitchen, classroom space, entrepreneurial lab, and neighborhood market/storefront. The anticipated completion date is March of 2028.

Phase II	Number of Units	Unit Size
1 Bedroom 1 Bath Senior Apartments	50	714 ± sf
2 Bedroom 2 Bath Senior Apartments	50	1,002 ± sf

Phase 3 includes a total of 45 workforce housing units on 3.8 acres that will include a mixture of two, three and four-unit buildings, cottages, townhomes, and flats not to exceed two-story in height. One driveway is proposed from Harrison Drive and a minimum of 1.5 parking spaces per unit will be provided. Amenities include a 3,000± square foot community center and other amenities serving the residents. The anticipated completion date is July of 2028.

Phase III	Building	Number of Units	Unit Size
2 Bedroom 2 Bath Flats	A	32	900-950 ± sf
3 Bedroom 2 Bath Townhomes	B	8	1,175-1,225 ± sf
3 Bedroom 2 Bath Flats/Townhomes/Cottages	C	3	1,190-1,600 ± sf
3 Bed 2 Bath Flats	C	2	1,210-1,260 ± sf

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Lakeside at Harrison Village Apartments	Residential-II (R-II) -City
South	Convenience Store/ Restaurant	Industrial-I (I-1) -County
East	Single Family Homes	Residential-I (R-I) -County Residential-II (R-II) -City
West	New Life Missionary Baptist Church, Cemetery	Residential-I (R-I) -County

Other significant uses within the immediate are include Fieldale Farms Poultry Processing Plant, Hall County Health Department, E. E. Butler Head Start/Pre-K and Butler Park.

▪ **Other Departmental Comments**

There were no departmental comments at this time.

▪ **Zoning History**

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

2023 – A request by Heliodora Galeas De Bonilla, LLC to annex and establish Residential-II (R-II) zoning on a 0.11± acre tract located at 1338 Harrison Drive, SE for an existing single-family home was approved.

2022 – A request by West Ridge Storage, LLC to rezone a 3.69± acres tract located at 891 West Ridge Road, SE from Regional Business (R-B) to Light Industrial (L-I) for climate controlled self-storage was approved with conditions.

2019- A request by the Gainesville Housing Authority to annex and establish Residential-II (R-II) zoning on a 2.031± acres property located at 1368 Harrison Drive was approved with conditions for low-income multi-family housing.

2019- A request by Karl Chambers and David Reddicks to annex and establish Residential-II (R-II) zoning on a 0.49± acre property located at 1026 Athens Street was approved with conditions for a residential duplex.

2018 – A request by KRM 2016 LLC to rezone a 0.855 ± acre tract located at 827, 831 and 851 Athens Street, SE from Residential-II (R-II) and Heavy Industrial (H-I) to Residential-II (R-II) for five residential duplexes was approved with conditions.

2015- A request by Luciano Garcia to annex a 0.15± acre tract with a zoning of Residential II (R-II) located at 1306 Brown Street was approved for sewer for an existing single-family home.

Staff Analysis

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

The property currently contains 75 affordable housing units within apartment buildings that will be demolished. The adjacent uses include the New Life Missionary Baptist Church, a cemetery, single-family homes, and two convenience stores that front Athens Street zoned R-I, R-II, and H-I. The proposed 145 multi-family units will be a redevelopment of the existing housing authority

property. The rezoning will allow for a variety of housing options, store front, and entrepreneurial lab for residents. Both the commercial and residential uses are consistent with the surrounding area.

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

The proposed use will function similar to the adjacent Lakeside at Harrison Village property that was recently developed. The proposal will provide for more attainable quality housing opportunities with amenities that will serve the community.

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

The Future Development Map for the City of Gainesville places the property within the *Multi-Family Residential* land use category which includes areas planned for single-family attached or multi-family housing at densities ranging from four to twelve dwelling units per acre. The proposed residential density is 17.4 dwelling units per acre. However, all three phases of the Housing Authority development total 30± acres at an overall density of 8.8 du/ac which is within density range.

According to the Character Area map for the City of Gainesville, most of the subject property is located within the *Economic Development Gateways* Character Area which includes campus-style master plans or subdivision developments with low-rise office or office-warehouse buildings. Other goals include creating gateways for visitors entering the city from I-985, supporting the revitalization of the Athens Street corridor, and creating better connections to the Downtown and Midland areas. Appropriate land uses in this area include limited multi-family residential, general mixed-use, commercial, industrial, public and institutional, parks and recreation.

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

The property is currently zoned R-II which allows for a residential density of up to 12 dwelling units per acre (100 units). The applicant desires to rezone the property to a Planned Unit Development (P-U-D) to allow for a mixture of housing for affordable and market rate housing units for families and seniors at a residential density of 17.5 du/ac for phases 2 and 3. The overall density of phases 1, 2 and 3 is approximately 8.8 du/ac.

(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?

Surrounding properties currently utilize City water and sewer services and there is sufficient capacity to serve the development.

Existing public safety services respond to the adjacent and nearby properties. Gainesville Fire Station #1 located off Queen City Parkway is approximately 1.97 miles from the subject property. Gainesville Police currently patrol the Athens Street area.

The provided traffic report includes phase 1 of Harrison Drive Apartments and an additional 45 units that are not part of this request.

According to the Institute of Transportation Engineers (ITE) Trip Generation Handbook (9th Edition), the proposed 146-unit development could generate 1,122± new trips per weekday and 96± A.M. and 99± P.M. peak hour trips during the weekday. The existing road network appears sufficient to accommodate the proposal and it is anticipated that most of the turning movements will occur at Athens Street, Harrison Drive, and nearby Monroe Drive, which are unsignalized.

The study recommends a right turn lane along Harrison Drive and a left-turn lane on Monroe Drive.

It is unknown at this time how many children will be living within the development to know what the impact will be on the school system. School bus services are currently provided for the existing 75 public housing units.

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

The subject property is zoned for multi-family purposes and historically developed as public housing units. The Comprehensive Plan anticipates the subject properties to be developed for multi-family purposes and is located within the Economic Development Gateways Character Area. This area supports a mixture of housing types including multi-family and encourages to redevelopment of older areas. The rezoning will allow for more diverse housing options and opportunities for residents through the proposed Maker's Space designed to foster innovation, skill-building, and entrepreneurship.

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

The proposal is consistent with the Comprehensive Plan and will bring needed quality and affordable residential development to Gainesville-Hall County. The proposed use appears to promote a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to unrestricted use of property.

▪ **Staff Recommendation**

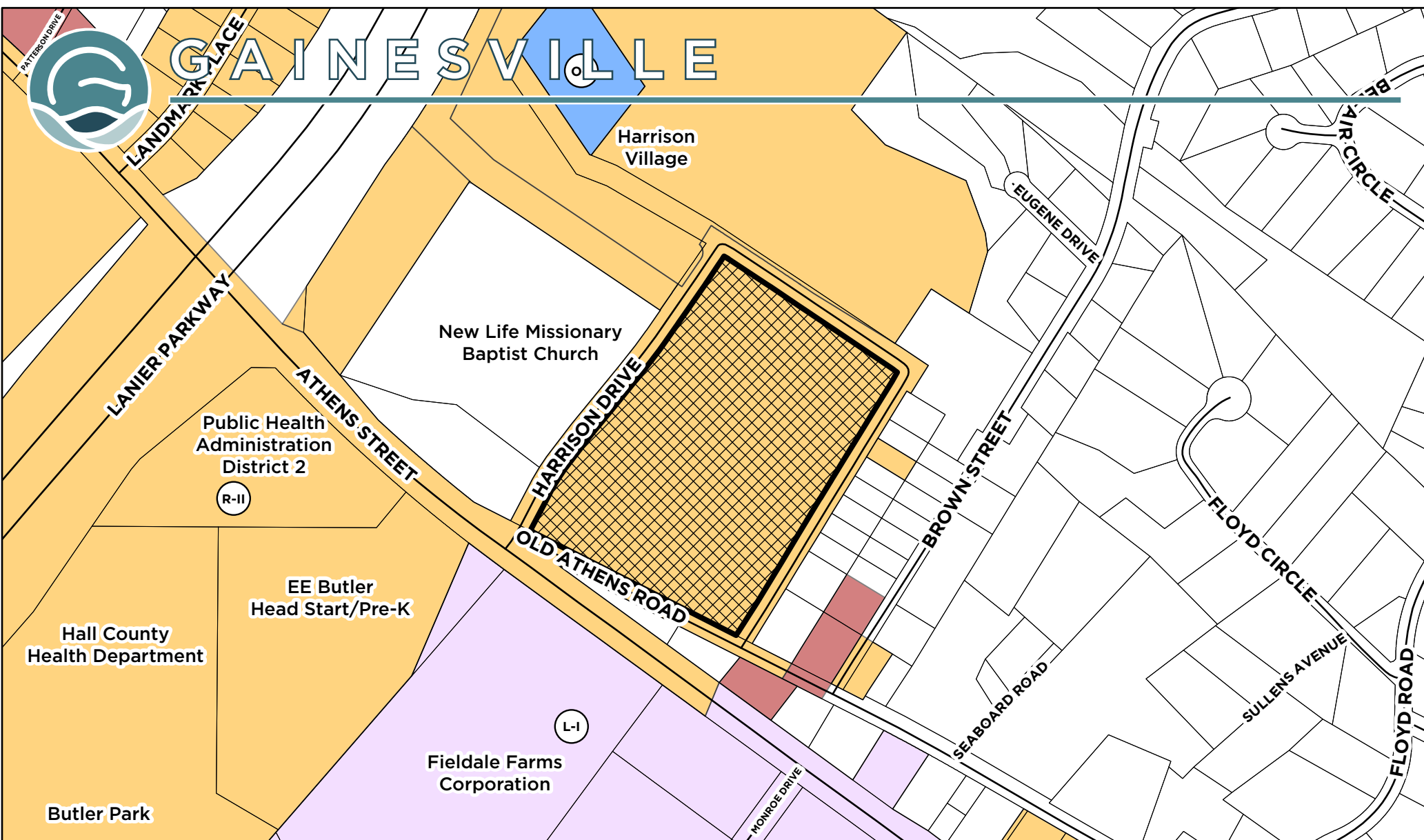
The Planning Division staff is recommending **conditional approval** of this rezoning request with **P-U-D zoning**, based on the Comprehensive Plan and the adjacent and nearby mixture of residential uses.

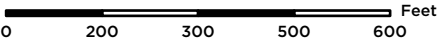
Conditions

1. The development standards within the narrative, site plan, architectural renderings and pictures submitted with the applicant's rezoning 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. Any proposed dumpster shall be enclosed and screened from view from the adjoining properties, roads and parking areas.
3. Any individual garbage containers shall be stored behind each residential unit and screened by a privacy fence in a manner so as not to be visible from the proposed residential units, adjoining properties, roads and parking areas subject to the approval of the Community and Economic Development Director.
4. All access point design for the subject property shall require review and approval by the Gainesville Public Works Department Director. All required access/traffic/sidewalk improvements associated with the proposed development shall be at the full expense of the developer/property owner.
5. An updated as-built survey/plat of the subject property, indicating all improvements shall be recorded prior to obtaining a Certificate of Occupancy for the use.

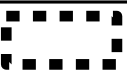
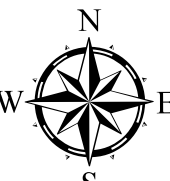
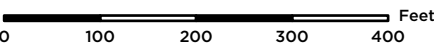


GAINESVILLE



Applicant: CANDLER DEVELOPMENT SERVICES		Request: Rezone +/- 8.33 AC from Residential-II (R-II) to Planned Unit Development (P-U-D) for a multi-family, mixed use development.	
REZONING REQUEST			
Subject Property Address: 815 Harrison Drive, SE	Tax Parcel: 01-142-003-001	 Subject Property	
Meeting Date: 12/09/2025 Map Prepared: 11/13/2025		 Scale: 1" = 300'	



Applicant: CANDLER DEVELOPMENT SERVICES		Request: Rezone +/- 8.33 AC from Residential-II (R-II) to Planned Unit Development (P-U-D) for a multi-family, mixed use development.	
REZONING REQUEST			
Subject Property Address: 815 Harrison Drive, SE	Tax Parcel: 01-142-003-001	 Subject Property	Aerial from 2025  Scale: 1" = 200' Page 29 of 159
Meeting Date: 12/09/2025 Map Prepared: 11/13/2025			

Project: Lakeside at Harrison Village – Phases 2 and 3
Subject: Request to Parcel ID # 001142 003001 to PUD
Date: October 31, 2025

Executive Summary

Paces Preservation Partners and Gainesville Housing Authority (“GHA”) are excited to redevelop GHA’s existing Harrison Square property creating a mixed-income, mixed-use community. Relocation of the households at Harrison Square to the new Harrison Village will be completed by the end of 2025, with demolition to follow immediately. We will completely redevelop the Harrison Square property located at 815 Harrison Drive (parcel ID # 001142 003001). Paces and GHA recently won a tax-exempt bond award from the Georgia Department of Community Affairs (“DCA”), which will facilitate the new construction of 100 units of senior housing which will be located on a portion of the existing Harrison Square site along Old Athens Road. This second phase of the project will be named **Lakeside at Harrison Village ("Project")**, which will be a new construction of 100-unit four-story manor home style building that will provide seniors with a safe singular building with secure access points. This Phase 2 project is specifically designed with seniors in mind and will consist of 65 Project Based Vouchers (“PBV”) provided by DCA.

The property, which consists of two tracts, is approximately 8.33-acres. The “Lakeside at Harrison Village” senior housing development will be situated at the southeast corner of Harrison Drive, Athens Street, and Old Athens Road and will involve approximately 4.53 acres of the 8.33-acre property (or 54%). The remaining 3.80-acre tract (or 46%) will be improved with various residential dwelling unit types including two-, three- and four-unit buildings, townhomes, and flats, or any combination, and multiple community buildings. The density being proposed for the 8.33-acre tract is 17.5 dwelling units per acre; however, when combined with Harrison Village at Lakeside – Phase 1, the total overall density falls below 10 dwelling units per acre.

The applicant requests to rezone the property to **Planned Unit Development (PUD)** in order to accommodate the mixed-use, mixed unit type development. Rezoning to PUD will facilitate the development of various housing options at attainable prices for seniors and our community workforce, and the project will feature a **commercial Maker’s Space** that includes a **commercial kitchen, classroom space, entrepreneurial lab**, and a **storefront**.

Senior Project Summary

The Lakeside senior project will provide significant interior amenities while the exterior will be designed to meet city standards and the Vision for Athens Street yet blend well with the neighborhood. Additionally, the senior housing component will meet corridor requirements and will

be a similarly styled Paces Preservation senior apartment community with significantly upgraded features in the interior and exterior. Paces Preservation's designs often incorporate exterior brick or stone, and hardi-plank, with significant fenestrations, and building designs to provide aesthetically pleasing communities for the residents, neighborhood, and community at large. PPP provides larger unit sizes for seniors, and provides a beautiful indoor, and outdoor living environment to include items in our senior properties such as double-barreled coordinators for easy pass-thru, game rooms, libraries, senior gardens, plenty of indoor gather areas to include a larger community room for events, movie theaters, beauty parlors, examination rooms for visiting physicians, walking paths, gazebos, and outdoor patio space. Below is the architect's first rendering of Lakeside and pictures of a Paces Preservation senior project, which serves as an example of Paces Preservation's attention to detail in its senior community designs.

LAKESIDE AT HARRISON APARTMENTS (100 UNIT SENIOR PROPERTY)

Lakeside senior housing development will consist of one 4-level, L-shaped building that will include fifty (50) 1-bedroom/1-bathroom and fifty (50) 2-bedroom/2-bathroom apartment homes. Units will range in size from 714-square feet for the one-bedroom apartments up to 1,002-square feet for the two-bedroom units. Exterior building materials will include fiber cement lap siding, fiber cement trim and soffit, brick veneer, and architectural shingles. The parking ratio for the senior housing component will be a maximum of 1.25 parking spaces per dwelling unit, for a total not to exceed 125 parking spaces. The property will include communal porches, fitness center, community spaces and an outdoor pavilion with community garden beds.

Building Setbacks:

- Front Setback: Minimum of 15-feet and maximum of 30-feet
- Side Setback: 10-feet
- Rear Setback: 20-feet
- Building Height: maximum of 4 stories and 60-feet

Land Uses:

- Multi-family residential apartments, with fitness center, community spaces and outdoor pavilion with community garden
- Parking spaces at a maximum ration of 1.25 parking spaces per unit
- 10,000-square foot commercial space for a Commercial Maker's Space with a commercial kitchen, classroom space, entrepreneurial lab, and neighborhood market/storefront
- Other residential and residential accessory uses or structures allowed under the city's R-II zoning



Workforce Housing Summary

Phase 3, which will be developed on the 3.80-acre tract situated between the proposed senior apartments on the Phase 1 units currently in leasing, will consist of a variety of housing types including two- and three-bedroom cottages, quadplexes, flats and townhomes or a combination of dwellings comprising 45 units. The images below are sample designs of what we intend to build. Cottages and quadplexes will reflect the character of a single-family residential dwelling. Townhomes and buildings with flats will not exceed two stories. The intent is for all buildings to reflect the residential character of Phase 1 and design standards illustrated in the city's residential design guide. Lot coverage by buildings, parking, etc. will be minimized so as to maximize greenspace. A minimum of 1.5 parking spaces per unit will be provided in Phase 3.

Building Setbacks:

- Front Setback: Minimum of 15-feet and maximum of 30-feet
- Side Setback: 10-feet
- Rear Setback: 20-feet
- Building Height: maximum of 2 stories and 50-feet
- Building Separation: minimum of 10-feet between detached buildings

Dwelling Units:

- 2-Bedroom/2-Bathroom Flats: approximately 900-950-square feet in size
- 3-Bedroom/2-Bathroom Flats: approximately not to exceed 1,210-1,260-square feet in size

- 3-Bedroom/2-Bathroom Townhomes: approximately 1,175-1,225-square feet in size
- Single-family Flats/Townhomes/Cottages/Quadplexes: range between 1,190- to 1,600-square feet

Land Uses:

- Residential dwellings: single-family cottages, two-/three-/four-unit dwellings, townhomes, flats, and accessory dwelling units
- 3,000-square foot Community center and other amenities serving the residents
- Other residential and residential accessory uses or structures allowed under the city's R-II zoning





Community Space Summary

We are proposing to build a 3,000 square foot community building with a commercial **Maker's Space**: A flexible-use facility designed to foster innovation, skill-building, and entrepreneurship. It will include:

- A **commercial kitchen** for culinary training and small food business incubation.
- **Classroom space** for workshops, vocational training, and community education.
- An **entrepreneurial lab** equipped with tools and technology for prototyping and small-scale manufacturing.
- A **storefront** to showcase and sell locally made products, supporting microenterprise development.

The community space will be integrated into the community and will comply with the building setbacks, separation and height standards noted above for the residential component of Phase 3. This space is intended to be used and accessed by the residents of the Harrison Village at Lakeside community, and as such, only six parking spaces – above the 1.5 spaces per dwelling unit ratio for the Phase 3 project – are to be dedicated to the community space.

The architectural design of the community space will be compatible and complimentary of the residential units of Phases 1 and 3 of the Harrison Village at Lakeside community. Building materials will be the same as those used in all three phases of residential construction. The image below is visual example of what could be constructed.



Community Benefit

The proposed development as a Planned Unit Development (PUD) offers a unique opportunity to deliver meaningful and lasting benefits to the Gainesville community that far exceed what could be achieved through conventional zoning approaches.

This thoughtfully designed project will introduce a **diverse mix of land uses** that promote walkability and align with sustainable growth principles. The integration of **affordable housing for individuals aged 55 and older**—100 units in Phase 2—addresses a critical need for senior housing, while Phase 3 will **expand attainable housing** by an additional 45 dwelling units **for our community workforce**, including a mix of cottages and townhomes, supporting a range of income levels and family types.

The development prioritizes **open space preservation**, with green areas strategically linked to larger open space networks. These include a **community garden**, a **pavilion**, and natural features that are retained to enhance the ecological and aesthetic value of the site. These spaces will foster community interaction, wellness, and environmental stewardship.

Architectural quality is a cornerstone of the project, with designs that reflect the character of the community and contribute to a visually appealing and cohesive neighborhood. The inclusion of a **community space featuring a commercial kitchen and maker's space** and commercial storefront/neighborhood market will serve as a hub for local entrepreneurship and economic development, offering residents and community members opportunities to collaborate, create, and

grow and gain access to goods without leaving their neighborhood. Additionally, the project will deliver **significant infrastructure improvements**, including enhanced **access, sidewalks, and pedestrian connectivity**, which will improve safety and mobility for residents and visitors alike.

In summary, the proposed PUD represents a forward-thinking, inclusive, and community-oriented development that will:

- Provide **senior and workforce housing** options at attainable prices
- Preserve and connect **open and natural spaces**
- Encourage **economic development** through shared community resources
- Deliver **high-quality architectural design**
- Enhance **community cohesion and livability**

We respectfully submit that this proposal merits approval based on its comprehensive approach to serving the public interest and elevating the quality of life in Gainesville.

Development Schedule

Phase II Lakeside at Harrison Village

Demolition of Existing Public Housing	December 2026
Closing on Financing	April 2026
Construction	April 2026 – November 2027
Occupancy	November 2027 – March 2028

Phase III – Workforce Housing

Site Development	April 2026 – July 2026
Construction	November 2027 – March 2028
Occupancy	March 2028 – July 2028

Phase 3 - Community Space

Construction	2028
--------------	------



PROPOSED SITE PLAN

Conceptual Site Plan - Phase III
OPTION 1

SCALE: 1"=30'-0"



LEGEND

- SENIOR BUILDING: 100 UNITS, 4 STORIES
- BUILDING A: 4 UNITS, 2 STORIES (4) 2 BED/ 2 BATH FLATS
- BUILDING B: 4 UNITS, 2 STORIES (4) 3 BED/ 2 BATH TOWNHOME UNITS
- BUILDING C: 5 UNITS, 2 STORIES (3) 3 BED/ 2 BATH TOWNHOME UNITS (2) 3 BED/ 2 BATH FLATS
- COMMUNITY BUILDING (3000 SF)
- EXTERIOR GATHERING AREA

PHASE II

SENIOR BUILDING
4 STORIES

TOTAL UNITS
1 BED / 1 BATH: 52
2 BED / 2 BATH: 48
TOTAL: 100

PARKING
SENIOR BLDG: 1/UNIT: 100 SPACES
PROVIDED: +/- 106 SPACES
COMMERCIAL: 1/300 sf. 35 SPACES
PROVIDED: 35 SPACES
TOTAL PROVIDED: +/- 141 SPACES

PHASE III

TOTAL UNITS
BUILDING A: 32
BUILDING B: 8
BUILDING C: 5
TOTAL: 45

PARKING
REQUIRED 1.5/UNIT: 68 SPACES
TOTAL PROVIDED: 71 SPACES

EXISTING ZONING | R-II
FRONT SETBACK (STREET): 30 ft
SIDE SETBACK: 10 ft
REAR SETBACK: 20 ft
MAX BUILDING HEIGHT: 60 ft
MAX BUILDING STORIES: 4



BUILDING A



BUILDING B



BUILDING C





Traffic Impact Study

Lakeside at Harrison Village

City of Gainesville, Georgia

Report Prepared:

July 2025

Prepared for:



Prepared by:

Kimley»Horn

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
011192002

Traffic Impact Study

Lakeside at Harrison Village

City of Gainesville, Georgia

Report Prepared:

July 2025

Prepared for:



Prepared by:

Kimley»»Horn

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
011192002

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Appendix B: Trip Generation Worksheet

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Appendix D: Synchro Analysis Reports

Appendix E: Raw Traffic Counts

1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the proposed *Lakeside at Harrison Village* development, which is expected to be completed in 2028 (referred to herein as “build-out year”). The development site currently consists of 75 affordable housing units, which are proposed to be demolished. The site is bounded by Lanier Parkway/Gainesville Connector (I-985/SR 365/US 23) to the west, Old Athens Road to the south, and Harrison Drive to the east; located in the City of Gainesville, Hall County, Georgia.

As currently envisioned, the proposed development will be constructed in three (3) phases: Phase 1 with 120 multifamily residential units (80 units being income-limited affordable housing); Phase 2 with 100 senior affordable housing units; and Phase 3 with 90 townhomes, on an approximately 24.72-acre site (all 3 phases being referenced as Build-out). The site is proposed to be rezoned from R-II (Residential-II) to PRD (Planned Residential Development).

This report summarizes the analyses of the following three (3) scenarios:

1. Existing 2025 Traffic Conditions
2. Projected 2028 No-Build Traffic Conditions (Existing 2025 Traffic Conditions, plus background traffic growth).
3. Projected 2028 Build Traffic Conditions (Projected 2028 No-Build Traffic Conditions, plus the traffic associated with all three (3) phases of the proposed *Lakeside at Harrison Village* development).

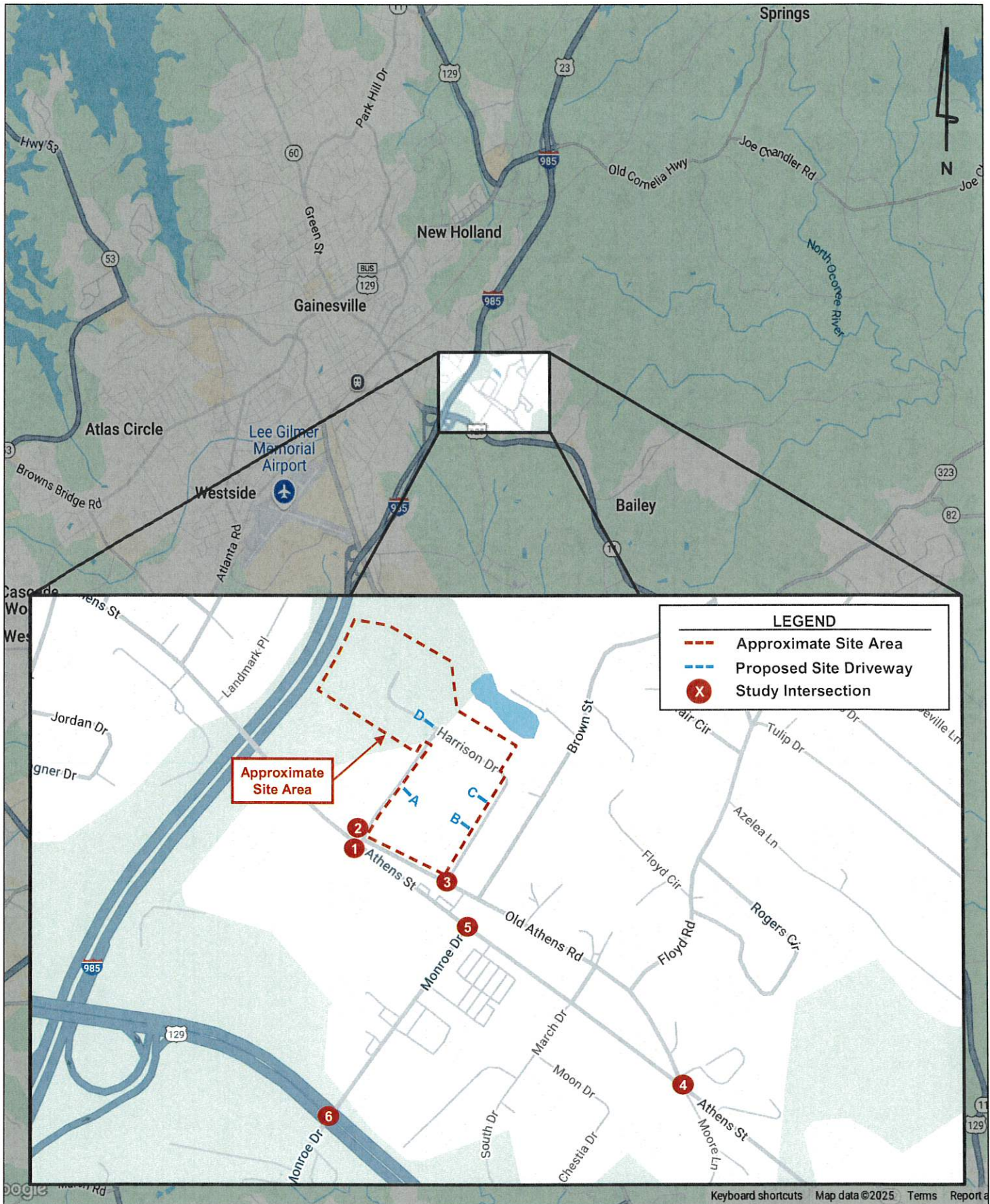
Figure 1 provides a location map of the project site. **Figure 2** provides aerial imagery of the project site. Additionally, a copy of the proposed site plan is provided in **Appendix A**.

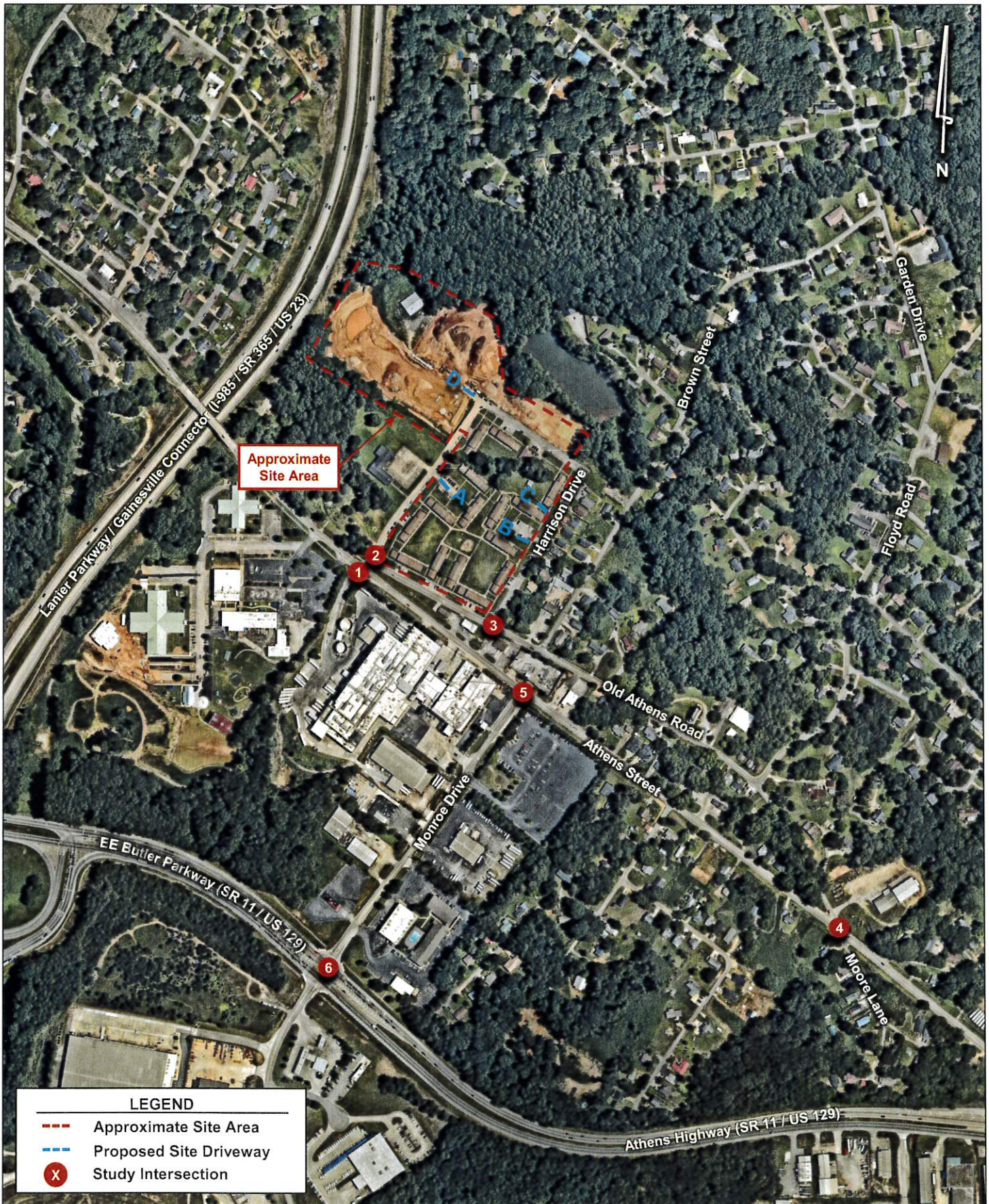
2.0 STUDY AREA DETERMINATION

Per correspondence with City of Gainesville staff, the study area consists of the following six (6) existing intersections.

1. Athens Street at Harrison Drive/Fieldale Farms Corporation Driveway (Unsignalized)
2. Harrison Drive at Old Athens Road (Unsignalized)
3. Old Athens Road at Harrison Drive (Unsignalized)
4. Athens Street at Moore Lane/Old Athens Road (Unsignalized)
5. Athens Street at Monroe Drive (Unsignalized)
6. EE Butler Parkway/Athens Highway (SR 11/US 129) at Monroe Drive (Signalized)

For purposes of the traffic impact study Harrison Drive, Moore Lane, and Monroe Drive are considered to have a north-south orientation. Athens Street, Old Athens Road, and EE Butler Parkway/Athens Highway (SR 11/US 129) are considered to have an east-west orientation.





3.0 EXISTING TRAFFIC CONDITIONS

3.1 ROADWAY CHARACTERISTICS

The roadways within the study network have the following characteristics:

Harrison Drive/Fieldale Farms Corporation Driveway is a two-lane undivided local roadway with a speed limit of 25 MPH in the vicinity of the project site. There are no GDOT count stations along Harrison Drive.

Athens Street is a two-lane undivided local roadway with a posted speed limit of 35 MPH in the vicinity of the project site. GDOT counts taken north of Moore Lane indicated an AADT of 4,750 vehicles per day in 2023.

Old Athens Road/Moore Lane is a two-lane undivided major collector. There is no posted speed limit sign along Old Athens Road /Moore Lane. For the purposes of this analysis, the assumed speed limit is 35 MPH. There are no GDOT count stations along Old Athens Road. North of Athens Street, the roadway is known as Old Athens Road, while south of Athens Street, the roadway is known as Moore Lane.

Monroe Drive is a two-lane undivided local roadway with a posted speed limit of 45 MPH in the vicinity of the project site. There are no GDOT count stations along Monroe Drive.

EE Butler Parkway/Athens Highway (SR 11/US 129) is a four-lane divided principal arterial with a posted speed limit of 45 MPH in the vicinity of the project site. GDOT counts taken east of Monroe Drive indicated an AADT of 35,700 vehicles per day in 2023. West of Lanier Parkway/Gainesville Connector (I-985/SR 365/US 23), the roadway is known as EE Butler Parkway (SR 11/US 129), while east of Lanier Parkway/Gainesville Connector (I-985/SR 365/US 23), the roadway is known as Athens Highway (SR 11/US 129).

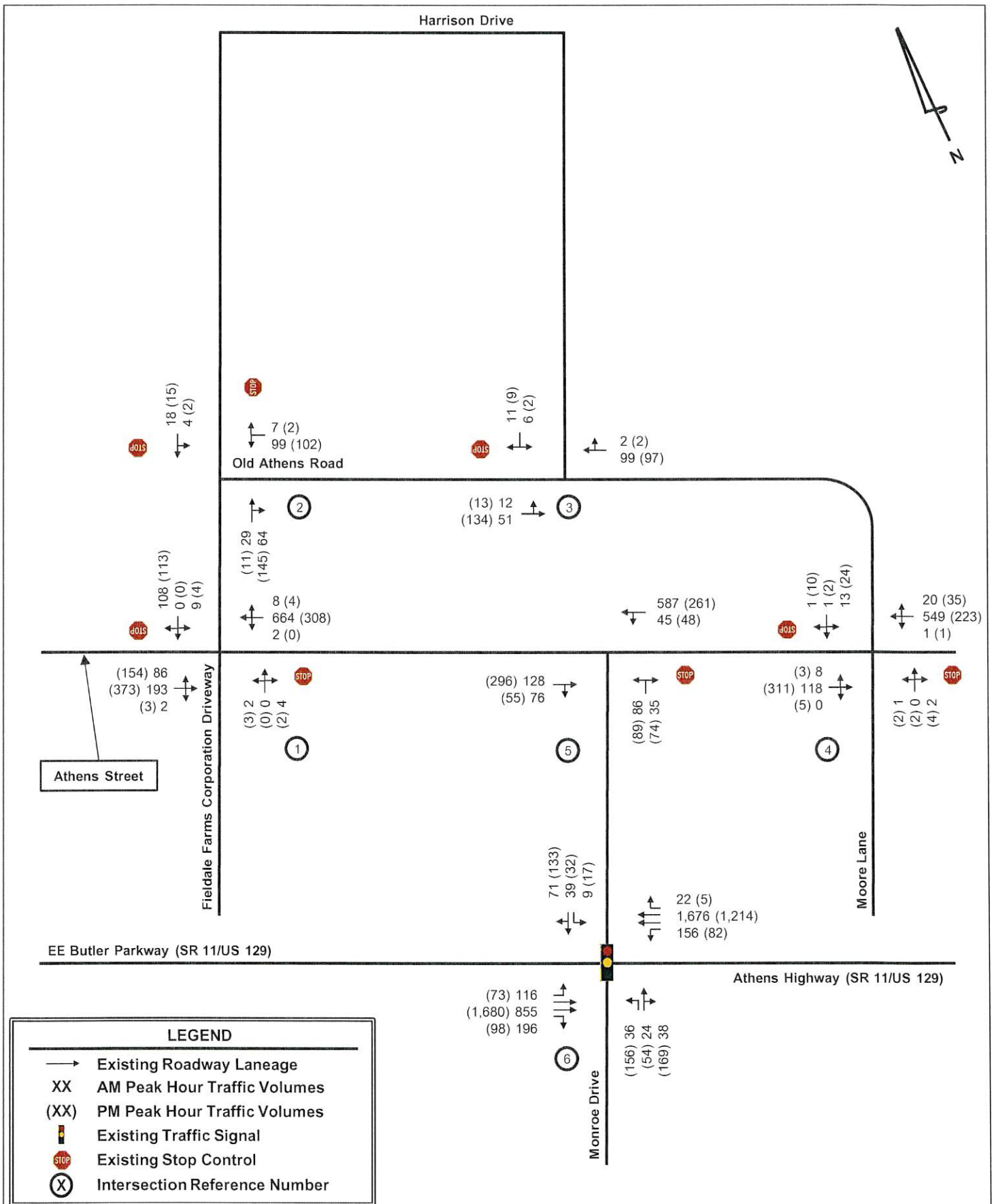
3.2 EXISTING TRAFFIC VOLUMES

Vehicle peak hour turning movement counts were collected on Tuesday, April 22, 2025. The counts were performed during the AM period (6:45 AM to 8:45 AM) and the PM period (4:00 PM to 6:00 PM). The AM and PM peak hours for each intersection are shown in **Table 1**. Complete traffic count data is provided in **Appendix E**.

Table 1: Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. Athens Street at Harrison Drive/Fieldale Farms Corporation Driveway (Unsignalized)	7:15 AM – 8:15 AM	4:45 PM – 5:45 PM
2. Harrison Drive at Old Athens Road (Unsignalized)	7:15 AM – 8:15 AM	4:45 PM – 5:45 PM
3. Old Athens Road at Harrison Drive (Unsignalized)	6:45 AM - 7:45 AM	5:00 PM – 6:00 PM
4. Athens Street at Moore Lane/Old Athens Road (Unsignalized)	7:15 AM – 8:15 AM	4:45 PM – 5:45 PM
5. Athens Street at Monroe Drive (Unsignalized)	7:15 AM – 8:15 AM	4:15 PM – 5:15 PM
6. EE Butler Parkway/Athens Highway (SR 11/US 129) at Monroe Drive (Signalized)	6:45 AM – 7:45 AM	4:30 PM – 5:30 PM

Per GDOT Policy issued on July 15, 2022, traffic forecasts based on new traffic count data collected after the start of the fall 2022 school year will no longer be required to follow COVID-19 policy procedures.

Figure 3 illustrates the Existing 2025 traffic conditions for the AM and PM peak hours and the existing roadway geometry (intersection layout).



4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the *Lakeside at Harrison Village* development. The Existing 2025 peak hour traffic volumes were increased by 1.5% per year for three (3) years to account for the expected background growth in traffic through year 2028, build-out of the project.

Figure 4 illustrates the Projected 2028 No-Build peak hour traffic volumes at the study intersections.

4.1 FUTURE ROADWAY / INTERSECTION PROJECTS

The GDOT GeoPI system and *Hall County's* TSPLOST lists were researched to identify any currently programmed transportation projects within the vicinity of the proposed development that may impact the study network during the analysis period. No programmed transportation projects were found in the vicinity of the proposed development.

Harrison Drive



19 (16)
4 (2)

7 (2)
104 (107)

13 (9)
6 (2)

2 (2)
104 (101)

Old Athens Road

2

13 (14)
53 (140)

3

113 (118)
0 (0)
9 (4)

(11) 29
(145) 64
8 (4)
694 (322)
2 (0)

614 (273)
47 (50)

1 (10)
1 (2)
14 (25)

21 (37)
574 (223)
1 (1)

(161) 90
(390) 202
(3) 2

(3) 2
(0) 0
(2) 4

(310) 134
(79) 58

(93) 90
(77) 37

(3) 8
(325) 123
(5) 0

(2) 1
(2) 0
(4) 2

Athens Street

Fieldale Farms Corporation Driveway

Moore Lane

EE Butler Parkway (SR 11/US 129)

Athens Highway (SR 11/US 129)

74 (139)
41 (33)
9 (18)

23 (5)
1,753 (1,269)
163 (86)

(76) 121
(1,757) 894
(102) 205

(163) 38
(56) 25
(177) 40

Monroe Drive

LEGEND

- Existing Roadway Laneage
- No-Build Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- Existing Traffic Signal
- Existing Stop Control
- Intersection Reference Number

Existing 2025 traffic volumes grown by 1.5% for three (3) years.

Kimley»Horn

Lakeside At Harrison Village
Traffic Impact Study

**Projected 2028
No-Build
Traffic Conditions**

**Figure
4**

047 Page 8

5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed development, and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of adding the new trips generated by the proposed *Lakeside at Harrison Village* development.

5.1 PROJECT SITE ACCESS

Access to the site will be provided via four (4) proposed site driveways, which are shown on the proposed site plan in **Appendix A**. The existing access points will be demolished with the existing affordable housing. A brief description of the site driveways are as follows:

- Site Driveway A – A proposed full-movement driveway along Harrison Drive, located approximately 400' north of Old Athens Road and south of proposed Site Driveway D.
- Site Driveway B – A proposed full-movement driveway along Harrison Drive, located approximately 350' north of Old Athens Road and south of proposed Site Driveway C.
- Site Driveway C – A proposed full-movement driveway along Harrison Drive, located approximately 550' north of Old Athens Road and north of proposed Site Driveway B.
- Site Driveway D – A proposed full-movement driveway along Harrison Drive, located approximately 775' north of Old Athens Road and north of proposed Site Driveway A.

Site driveways A and B will provide direct vehicular access to the senior affordable housing. Site driveway C will provide direct vehicular access to the townhomes, and Site driveway D will provide direct vehicular access to the multifamily residential units. Pedestrian sidewalk facilities will provide access to the entire development. Refer to the site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

5.2 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021*, using equations where available. Trip generation for the existing and proposed development was calculated based upon the following land uses:

- Land Use 215: Single-Family Attached Housing
- Land Use 220: Multifamily Housing (Low-Rise)
- Land Use 223: Affordable Housing (Income Limit and Senior)

Table 2 summarizes the net trip generation for the proposed development upon full build-out in 2028. Due to the size, nature, and location of the proposed development, mixed-use, alternative mode, and pass-by reductions were assumed to be zero.

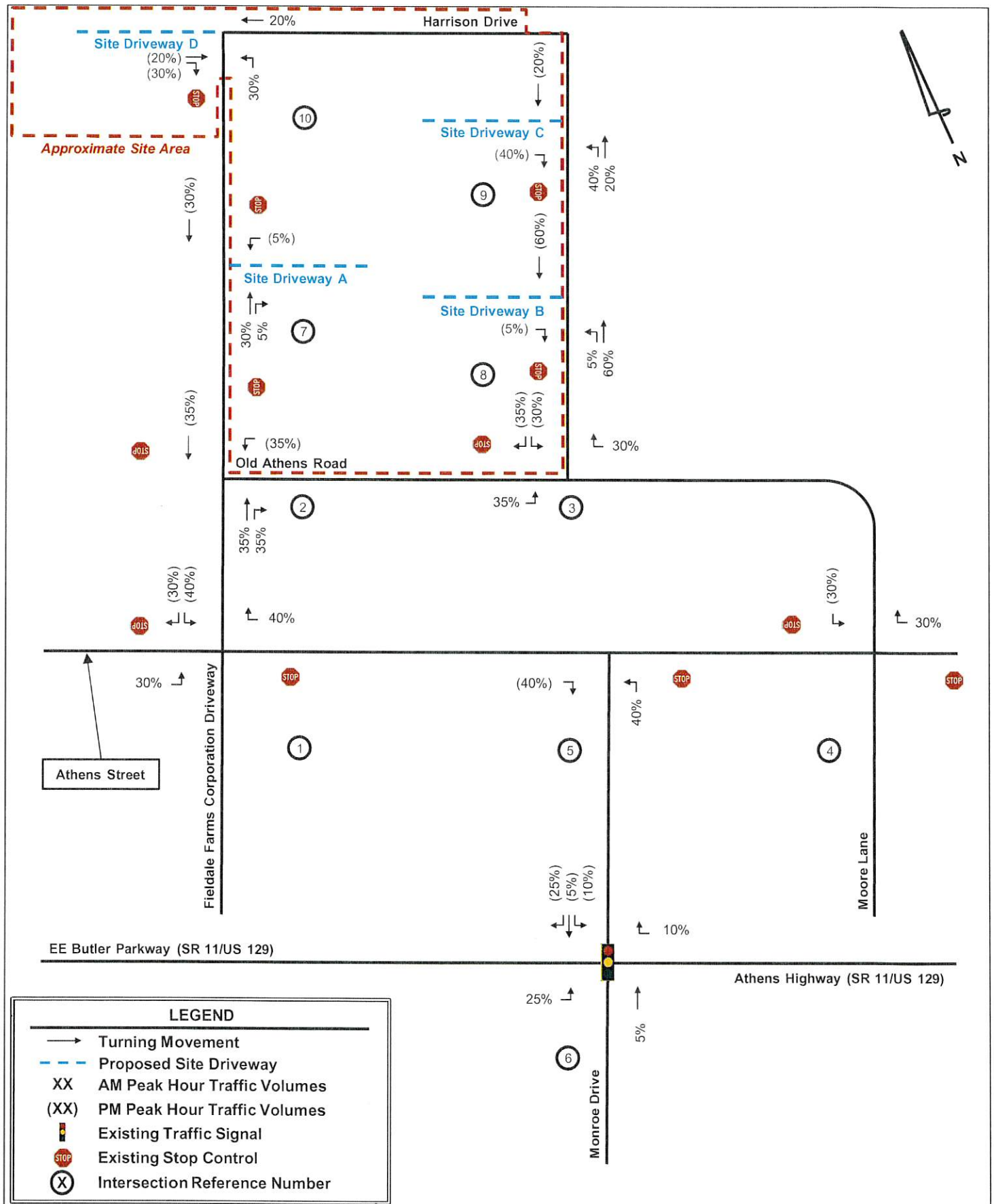
Appendix B provides the detailed trip generation worksheet for the proposed development.

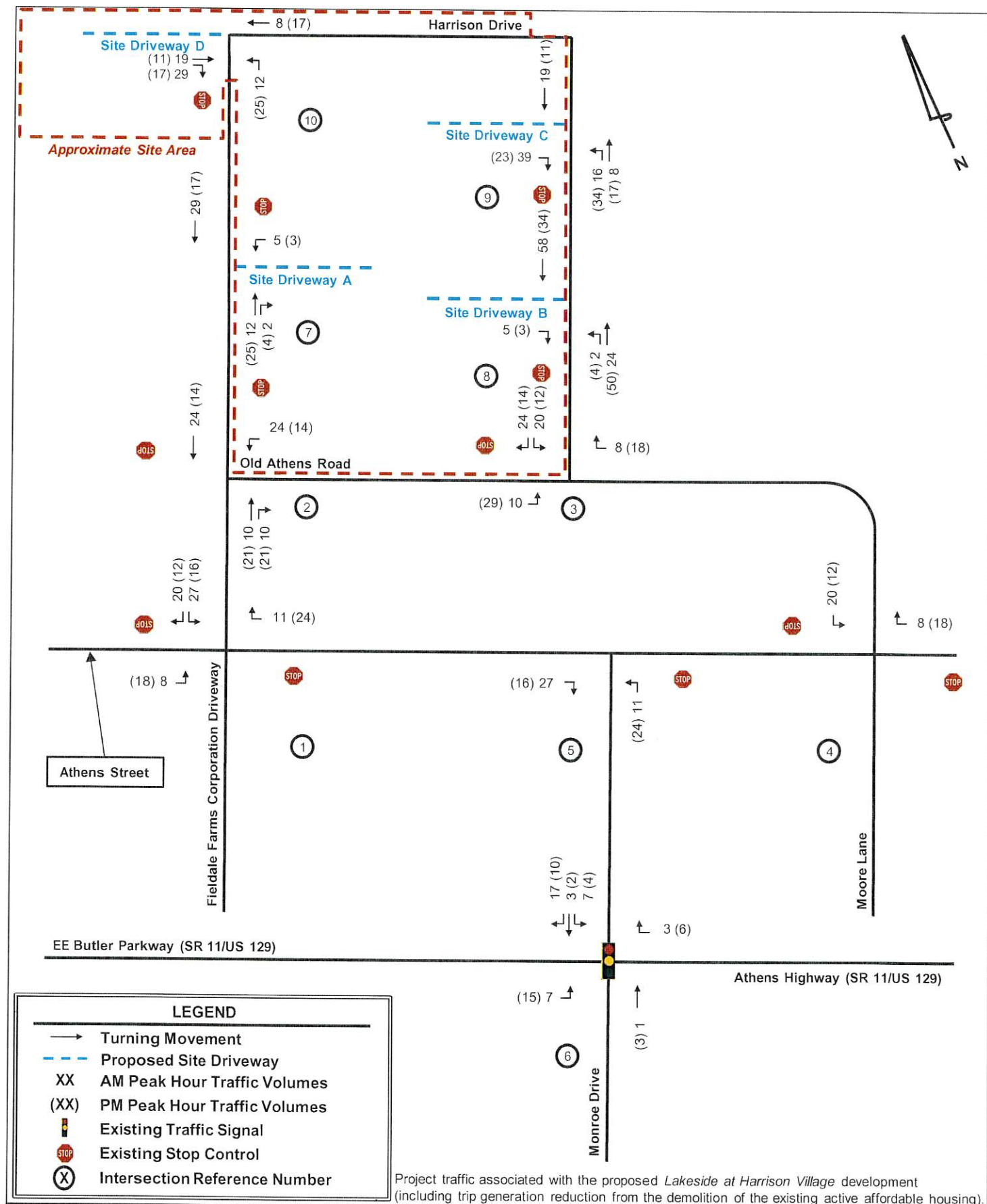
Table 2: Project Trip Generation Summary											
Land Use	Density	ITE Code	Daily Traffic			AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Single-Family Attached Housing	90 units	215	636	318	318	41	10	31	50	29	21
Multifamily Housing (Low-Rise)	40 units	220	332	166	166	35	8	27	38	24	14
Affordable Housing – Income Limit	80 units	223	438	219	219	43	12	31	44	26	18
Affordable Housing – Senior	100 units	223	136*	68	68	18	10	8	9	5	4
Total Gross Trips			1,542	771	771	137	40	97	141	84	57
<i>Existing Occupied Affordable Housing – To Be Demolished</i>			<i>-420</i>	<i>-240</i>	<i>-240</i>	<i>-41</i>	<i>-12</i>	<i>-29</i>	<i>-42</i>	<i>-25</i>	<i>-17</i>
<i>Mixed-Use Reduction</i>			<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>
<i>Alternative Mode Reduction</i>			<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>
<i>Pass-by Reduction</i>			<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>
Total Net New Trips			1,122	531	531	96	28	68	99	59	40

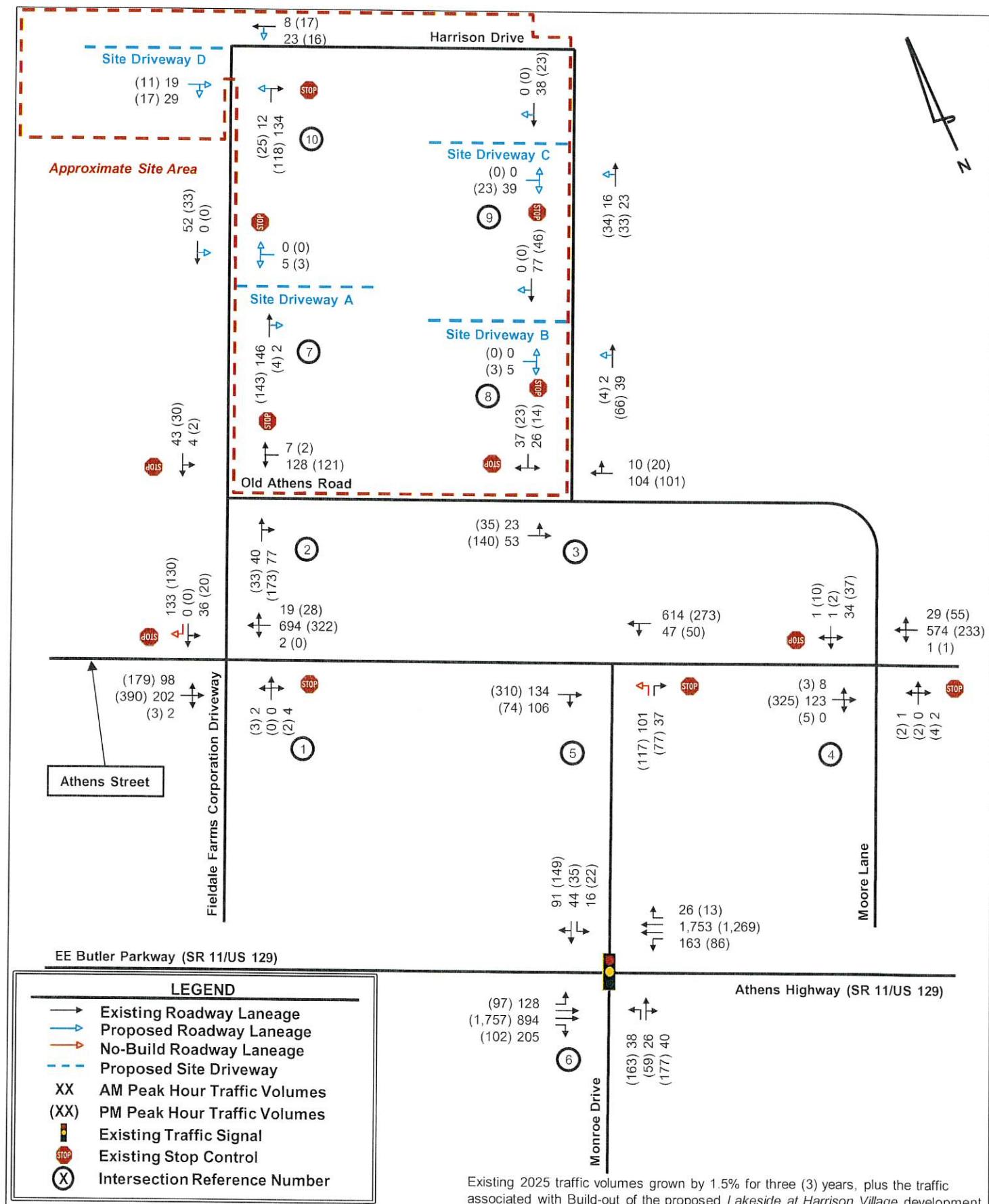
* Trip generation information for Daily Traffic is not provided in the ITE Trip Generation Manual. For purposes of this analysis, it is assumed that the Daily Traffic is equal to (AM Peak Hour Total + PM Peak Hour Total) x 5.

5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of adding new trips (project trips) related to the proposed development was based on a review of land uses and population densities in the area, and a review of the existing travel patterns in the area. A detailed trip distribution and assignment is shown in **Figure 5**. Based on trip generation from **Table 2** and the anticipated trip distribution in **Figure 5**, new project trips were assigned to the study roadway network. **Figure 6** illustrates the new project trips distributed throughout the study network for the Projected 2028 Build conditions. **Figure 7** illustrates the Projected 2028 Build traffic volumes for the AM and PM peak hours. **Appendix C** provides intersection volume worksheets for all study intersections.







6.0 LEVEL-OF-SERVICE ANALYSIS

Level-of-service determinations were made for the weekday AM and PM peak hours for the study network intersections using *Synchro, Version 12*. *Synchro* software uses methodologies contained in the 7th Edition *Highway Capacity Manual* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

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

LOS for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection experience a low LOS, while the intersection as a whole may operate acceptably.

Levels-of-service for unsignalized intersections, with stop control on the minor street only, are reported for the side-street approaches and major street left-turns.

In addition to the Existing 2025 Traffic Conditions, an analysis was performed for the AM and PM peak hours under Projected 2028 No-Build and Build Traffic Conditions. The results of the LOS analysis are summarized for the AM and PM peak hours in **Table 3**. The *Synchro* analysis reports are included in **Appendix D**.

Intersection	Approach & Movement	Existing 2025		Projected 2028 No-Build		Projected 2028 Build	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Athens Street at Harrison Drive/Fieldale Farms Corporation Driveway (Unsignalized)	NB	D (27.8)	D (26.5)	D (32.3)	D (28.8)	E (38.5)	D (31.7)
	EBL	B (10.4)	A (8.4)	B (10.7)	A (8.5)	B (10.9)	A (8.7)
	WBL	A (8.4)	A (0.0)	A (8.4)	A (0.0)	A (8.4)	A (0.0)
	SB	D (30.5)	B (12.1)	E (35.1)	B (12.4)	F (143.2)	C (17.9)
2. Harrison Drive at Old Athens Road (Unsignalized)	NB	A (7.6)	A (8.0)	A (7.7)	A (8.1)	A (8.1)	A (8.7)
	WB	A (8.4)	A (8.2)	A (8.5)	A (8.3)	A (9.0)	A (8.7)
	SB	A (7.6)	A (7.5)	A (7.6)	A (7.5)	A (7.9)	A (7.7)
3. Old Athens Road at Harrison Drive (Unsignalized)	EBL	A (7.5)	A (7.5)	A (7.6)	A (7.5)	A (7.6)	A (7.6)
	SB	A (9.4)	A (9.2)	A (9.5)	A (9.2)	B (10.0)	B (10.0)
4. Athens Street at Moore Lane/Old Athens Road (Unsignalized)	NB	B (12.2)	C (15.1)	B (12.5)	C (15.6)	C (18.2)	C (15.8)
	EBL	A (9.4)	A (8.1)	A (9.5)	A (8.2)	B (11.5)	A (8.3)
	WBL	A (7.5)	A (8.4)	A (7.5)	A (8.4)	A (7.7)	A (8.4)
	SB	C (19.3)	C (19.1)	C (20.3)	C (20.3)	F (70.4)	C (23.3)
5. Athens Street at Monroe Drive (Unsignalized)	NB	E (36.6)	C (17.0)	E (44.8)	C (18.1)	F (57.3)	C (20.7)
	WBL	A (8.0)	A (8.2)	A (8.0)	A (8.3)	A (8.1)	A (8.3)
6. EE Butler Parkway/Athens Highway (SR 11/US 129) at Monroe Drive (Signalized)	Overall	C (21.7)	D (41.1)	C (23.6)	D (44.0)	C (26.7)	D (47.0)
7. Harrison Drive at Site Driveway A (Unsignalized)	WB					A (9.9)	A (9.5)
	SBL					A (0.0)	A (0.0)
8. Harrison Drive at Site Driveway B (Unsignalized)	NBL					A (7.4)	A (7.3)
	EB					A (8.7)	A (8.5)
9. Harrison Drive at Site Driveway C (Unsignalized)	NBL					A (7.3)	A (7.3)
	EB					A (8.7)	A (8.5)
10. Harrison Drive at Site Driveway D (Unsignalized)	NB					A (9.4)	A (9.1)
	WBL					A (7.4)	A (7.3)

As shown in **Table 3**, the intersections of Harrison Drive at Old Athens Road (Intersection 2), Old Athens Road at Harrison Drive (Intersection 3), and EE Butler Parkway/Athens Highway (SR 11/US 129) at Monroe Drive (Intersection 6) currently operates and are projected to operate at LOS D or better during both the AM and PM peak hours in all study scenarios.

At the intersection of Athens Street at Fieldale Farms Corporation Driveway/Harrison Drive (Intersection 1), the southbound minor approach is projected to operate at LOS E and LOS F during the AM peak hours in the Projected 2028 No-Build Traffic Conditions and Build Traffic Conditions, respectively, and the northbound minor approach is projected to operate at LOS E during the AM peak hour in the Projected 2028 Build Traffic Conditions.

At the intersection of Athens Street at Moore Lane/Old Athens Road (Intersection 4), the southbound minor approach operates at LOS F during the AM peak hour in the Projected 2028 Build Traffic Conditions. No improvements are recommended for this intersection as it is not uncommon for vehicles to experience delay when turning onto a major roadway.

At the intersection of Athens Street at Monroe Drive (Intersection 5), the northbound minor approach currently operates at LOS E during the AM peak hour and is projected to operate at LOS E and LOS F during the AM peak hour in the Projected 2028 No-Build Traffic Conditions and Build Traffic Conditions, respectively.

To reduce the delay at the intersections of Athens Street at Harrison Drive (Intersection 1) and Athens Street at Monroe Drive (Intersection 5), the following improvements should be considered:

- Intersection 1: Athens Street at Harrison Drive/Fieldale Farms Corporation Driveway
 - Construct an exclusive southbound right-turn lane along Harrison Drive.
- Intersection 5: Athens Street at Monroe Drive
 - Construct an exclusive northbound left-turn along Monroe Drive.

Table 4 provides the results for the No-Build Improved Traffic Conditions.

Table 4: Build and No-Build Improved Level-of-Service Summary <i>LOS (Delay in Seconds)</i>					
Intersection	Approach & Movement	Projected 2028 No-Build Improved		Projected 2028 Build Improved	
		AM Peak	PM Peak	AM Peak	PM Peak
1. Athens Street at Harrison Drive/Fieldale Farms Corporation Driveway (Unsignalized)	NB	D (32.3)	D (28.8)	E (38.5)	D (31.7)
	EBL	B (10.7)	A (8.5)	B (10.9)	A (8.7)
	WBL	A (8.4)	A (0.0)	A (8.4)	A (0.0)
	SB	D (26.7)	B (12.0)	E (42.7)	C (15.1)
5. Athens Street at Monroe Drive (Unsignalized)	NB	E (37.7)	C (15.4)	E (46.6)	C (17.0)
	WBL	A (8.0)	A (8.3)	A (8.1)	A (8.3)

As shown in **Table 4**, the intersections of Athens Street at Harrison Drive/Fieldale Farms Corporation Driveway (Intersection 1) and Athens Street at Monroe Drive (Intersection 5) are projected to operate with

less delay after the (No-Build) improvements under the No-Build Traffic Conditions. As previously mentioned, it is not uncommon for vehicles to experience delay when turning onto a major roadway.

7.0 CONCLUSION AND RECOMMENDATIONS

This traffic study evaluated the traffic impacts associated with the *Lakeside at Harrison Village* development, bounded by Lanier Parkway/Gainesville Connector (I-985/SR 365/US 23) to the west, Old Athens Road to the south, and Harrison Drive to the east in the City of Gainesville, Hall County, Georgia. The proposed development will be constructed in three (3) phases: Phase 1 with 120 multifamily residential units (80 units being income-limited affordable housing); Phase 2 with 100 senior affordable housing units; and Phase 3 with 90 townhomes, an approximately 24.72-acre site. The entire site is proposed to be rezoned to PRD (Planned Residential Development).

The study network, which consists of six (6) existing intersections, was analyzed for the weekday AM and PM peak hours under Existing 2025 Traffic Conditions, Projected 2028 No-Build Traffic Conditions (three years of background traffic growth), and Projected 2028 Build Traffic Conditions (Projected 2028 No-Build Traffic Conditions plus traffic generated by the proposed *Lakeside at Harrison Village* development).

Based on the results of this traffic impact study, the intersections of Harrison Drive at Old Athens Road (Intersection 2), Old Athens Road at Harrison Drive (Intersection 3), and EE Butler Parkway/Athens Highway (SR 11/US 129) at Monroe Drive (Intersection 6) currently operates and is projected to operate at LOS D or better in all study scenarios. The intersection of Athens Street at Moore Lane/Old Athens Road (Intersection 4) is projected to operate with delay during the AM peak hour in the Projected 2028 Build scenario. At the intersection of Athens Street at Monroe Drive (Intersection 5), the northbound minor approach currently operates at LOS E and is projected to operate at LOS E and F during the AM peak hour, in the Projected 2028 No-Build Traffic Conditions and Build Traffic Conditions, respectively.

Recommendations based on the results of this study include system improvements and site access improvements. System improvements, or “No-Build” recommendations, are needed to serve the background road network traffic. Site access improvements, or “Build” recommendations, are needed to serve the background road network traffic plus the *Lakeside at Harrison Village* development traffic.

7.1 SYSTEM IMPROVEMENT RECOMMENDATIONS

Based on the results of this traffic impact study, Kimley-Horn and Associates, Inc. recommends the following site-access improvements to serve the Projected 2028 Build Traffic Conditions (note: this would be the improvements needed to serve the traffic associated with the *Lakeside at Harrison Village* development).

- Intersection 1 – Athens Street at Harrison Drive/Fieldale Farms Corporation Driveway
 - Construct an exclusive southbound right-turn lane along Harrison Drive.
- Intersection 5 – Athens Street at Monroe Drive
 - Construct an exclusive northbound left-turn lane along Monroe Drive.

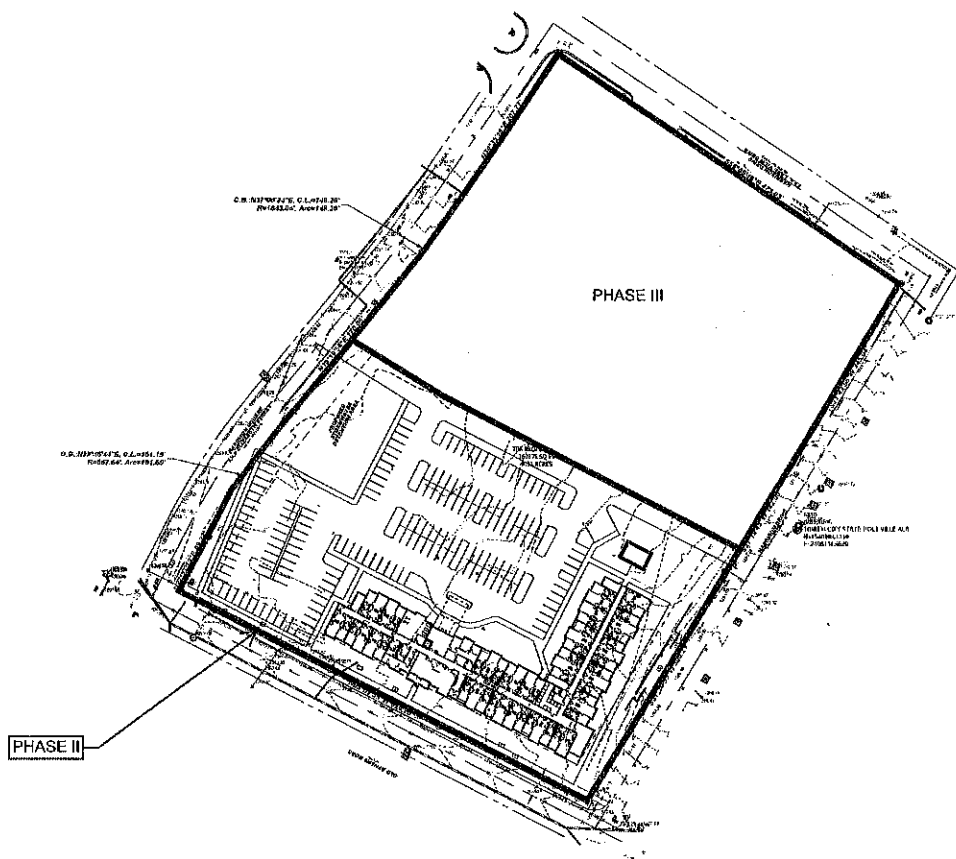
7.2 SITE-ACCESS IMPROVEMENT RECOMMENDATIONS

Based on the results of this study, Kimley-Horn and Associates, Inc. recommends the following site-access improvements to serve the Projected 2025 Build Traffic Conditions (note: this would be the improvements needed to serve the traffic associated with the *Lakeside at Harrison Village* development). Each of these site-access recommendations are currently shown in the site plan:

- Intersection 7 – Harrison Drive at Site Driveway A
 - On the site, construct a full-movement driveway along Harrison Drive with one (1) ingress lane entering the site and one (1) egress lane exiting the site.
- Intersection 8 – Harrison Drive at Site Driveway B
 - On the site, construct a full-movement driveway along Harrison Drive with one (1) ingress lane entering the site and one (1) egress lane exiting the site.
- Intersection 9 – Harrison Drive at Site Driveway C
 - On the site, construct a full-movement driveway along Harrison Drive with one (1) ingress lane entering the site and one (1) egress lane exiting the site.
- Intersection 10 – Harrison Drive at Site Driveway D
 - On the site, construct a full-movement driveway along Harrison Drive with one (1) ingress lane entering the site and one (1) egress lane exiting the site.

Site Plan





OLYMPIA
—ENGINEERING—

CONCEPTUAL SITE PLAN
LAKESIDE AT HARRISON VILLAGE II
GAINESVILLE, GA

1. **Grade:** _____ **E = 50**
Date: _____
Prathee Ep: _____
Revised
SWT _____ **OF** _____
Project No. _____
1 OF 1

Conceptual Site Plan - Phase III
OPTION 3

LEGEND

[Yellow Box]	SENIOR BUILDING 100 UNITS 4 STORIES
[Grey Box]	COMMERCIAL BUILDING (10000 SF)
[Orange Box]	BUILDING A, 4 UNITS, 2 STORIES (4) 2 BED/2 BATH FLATS
[Red Box]	BUILDING B, 4 UNITS, 2 STORIES (4) 1 BED/2 BATH TOWNHOME UNITS
[Dark Red Box]	BUILDING C, 5 UNITS, 2 STORIES (3) 1 BED/2 BATH TOWNHOME UNITS (2) 3 BED/2 BATH FLATS
[Light Green Box]	BUILDING D, 12 UNITS, 3 STORIES (8) 1 BED/1 BATH FLATS (4) 2 BED/2 BATH FLATS
[Dark Green Box]	BUILDING E, 24 UNITS, 3 STORIES (12) 1 BED/1 BATH FLATS (12) 2 BED/2 BATH FLATS
[Blue Box]	COMMUNITY BUILDING (3000 SF)
[White Box]	EXTERIOR GATHERING AREA

PHASE II

SENIOR BUILDING	4 STORIES
TOTAL UNITS	
1 BED/1 BATH	32
2 BED/2 BATH	32
TOTAL	64

PARKING

SENIOR BLDG	100 SPACES
PROVIDED	~150 SPACES
COMMERCIAL	1000 SF 15 SPACES
PROVIDED	15 SPACES
TOTAL PROVIDED	~165 SPACES

PHASE III

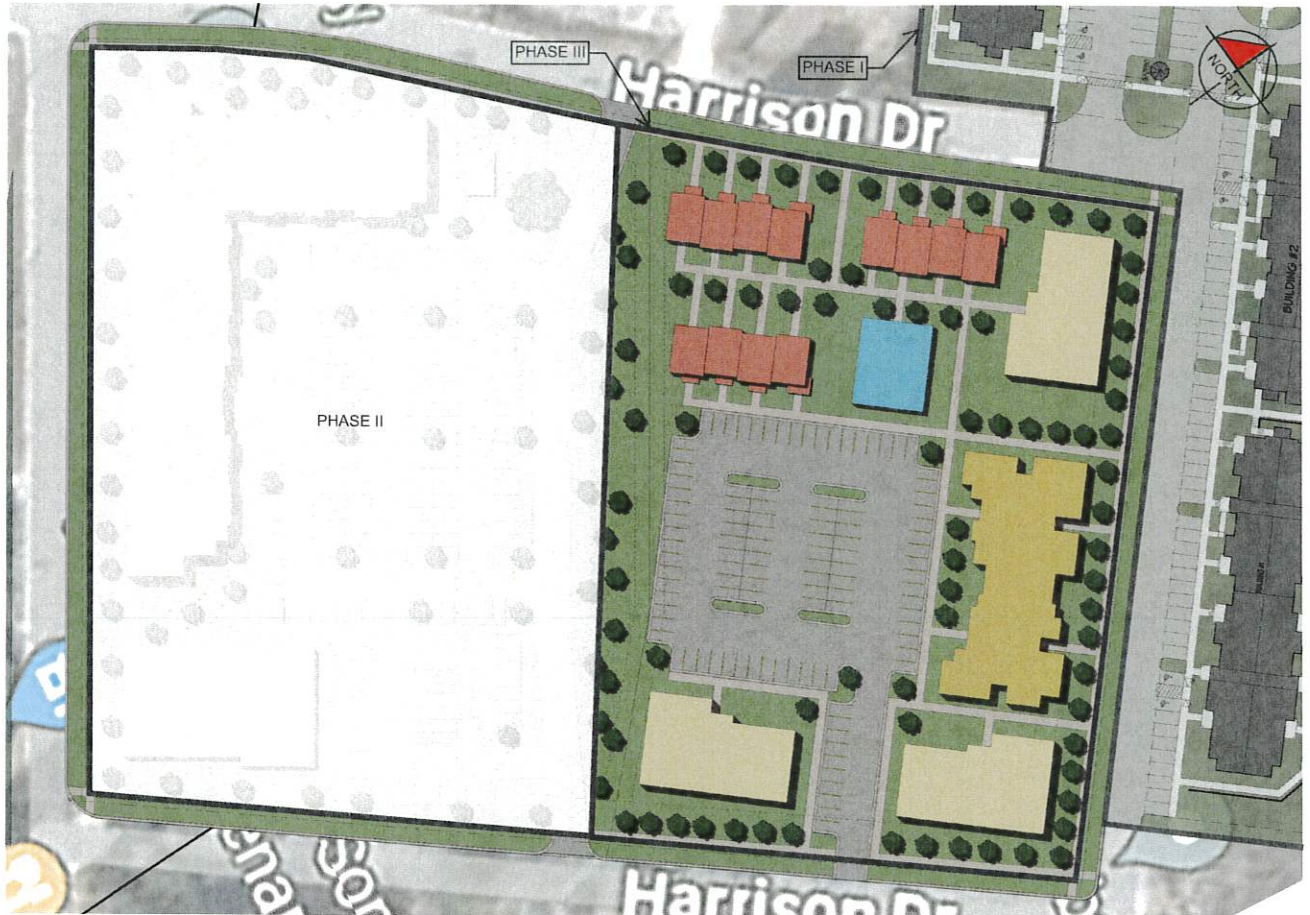
TOTAL UNITS	
BUILDING B	12
BUILDING D	16
BUILDING E	24
TOTAL	52

PARKING

REQUIRED	1,511/107 108 SPACES
TOTAL PROVIDED	103 SPACES

EXISTING ZONING (R-8)

FRONT SETBACK (STREET)	10 ft
SIDE SETBACK	10 ft
REAR SETBACK	20 ft
MAX BUILDING HEIGHT	30 ft
MAX BUILDING STORIES	4



Trip Generation Worksheet

Trip Generation Analysis (11th Ed. with <i>2nd Edition Handbook</i> Daily IC & <i>3rd Edition</i> AM/PM IC)								
Lakeside at Harrison Village								
City of Gainesville, GA								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
215 Single-Family Attached Housing	90 d.u.	636	41	10	31	50	29	21
220 Multifamily Housing (Low-Rise)	40 d.u.	332	35	8	27	38	24	14
223 Affordable Housing - Income Limit	80 d.u.	438	43	12	31	44	26	18
223 Affordable Housing - Senior	100 d.u.	135	18	10	8	9	5	4
Gross Trips		1,541	137	40	97	141	84	57
Residential Trips		1,541	137	40	97	141	84	57
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Residential Trips		1,541	137	40	97	141	84	57
Existing Occupied Affordable Housing - To Be Demolished - TOTAL		-420	-41	-12	-29	-42	-25	-17
Mixed-Use Reductions - TOTAL		0	0	0	0	0	0	0
Alternative Mode Reductions - TOTAL		0	0	0	0	0	0	0
Pass-By Reductions - TOTAL		0	0	0	0	0	0	0
New Trips		1,121	96	28	68	99	59	40
Driveway Volumes		1,541	137	40	97	141	84	57

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Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Harrison Drive @ Old Athens Road AM PEAK HOUR

Description	Harrison Drive Northbound			Harrison Drive Southbound			Eastbound			Old Athens Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes		29	64	4	18					99		7
Pedestrians					0						0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		3	1		2	0				8		0
Heavy Vehicle %	0%	10%	2%	2%	11%	0%	0%	0%	0%	8%	0%	2%
Peak Hour Factor		0.78			0.78			0.78			0.78	
Adjustment												
Adjusted 2025 Volumes	0	29	64	4	18	0	0	0	0	99	0	7
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	30	67	4	19	0	0	0	0	104	0	7
Project Trips												
Trip Distribution IN		35%	35%									
Trip Distribution OUT					35%						35%	
Residential Trips	0	10	10	0	24	0	0	0	0	24	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	10	10	0	24	0	0	0	0	24	0	0
2028 Buildout Total	0	40	77	4	43	0	0	0	0	128	0	7

PM PEAK HOUR

Description	Harrison Drive Northbound			Harrison Drive Southbound			Eastbound			Old Athens Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes		11	145	2	15					102		2
Pedestrians					2						0	
Conflicting Pedestrians	0		0	0		0	2		0	0		2
Heavy Vehicles		3	4	0	0	0				2		0
Heavy Vehicle %	0%	27%	3%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2025 Volumes	0	11	145	2	15	0	0	0	0	102	0	2
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	12	152	2	16	0	0	0	0	107	0	2
Project Trips												
Trip Distribution IN		35%	35%									
Trip Distribution OUT					35%						35%	
Residential Trips	0	21	21	0	14	0	0	0	0	14	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	21	21	0	14	0	0	0	0	14	0	0
2028 Buildout Total	0	33	173	2	30	0	0	0	0	121	0	2

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INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Old Athens Road @ Harrison Drive AM PEAK HOUR

Description	Northbound			Harrison Drive Southbound			Old Athens Road Eastbound			Old Athens Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes				6		12	12	51			99	2
Pedestrians	0			12			2					
Conflicting Pedestrians	2		0	0		2	12		0	0		12
Heavy Vehicles				0		0	0	0			9	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	9%	2%
Peak Hour Factor	0.81			0.81			0.81			0.81		
Adjustment												
Adjusted 2025 Volumes	0	0	0	6	0	12	12	51	0	0	99	2
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	0	0	6	0	13	13	53	0	0	104	2
Project Trips												
Trip Distribution IN							35%					30%
Trip Distribution OUT				30%		35%						
Residential Trips	0	0	0	20	0	24	10	0	0	0	0	8
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	20	0	24	10	0	0	0	0	8
2028 Buildout Total	0	0	0	26	0	37	23	53	0	0	104	10

PM PEAK HOUR

Description	Northbound			Harrison Drive Southbound			Old Athens Road Eastbound			Old Athens Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes				2		9	13	134			97	2
Pedestrians	0			2			6			1		
Conflicting Pedestrians	6		1	1		6	2		0	0		2
Heavy Vehicles				0		0	0	0			1	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor	0.86			0.86			0.86			0.86		
Adjustment												
Adjusted 2025 Volumes	0	0	0	2	0	9	13	134	0	0	97	2
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	0	0	2	0	9	14	140	0	0	101	2
Project Trips												
Trip Distribution IN							35%					30%
Trip Distribution OUT				30%		35%						
Residential Trips	0	0	0	12	0	14	21	0	0	0	0	18
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	12	0	14	21	0	0	0	0	18
2028 Buildout Total	0	0	0	14	0	23	35	140	0	0	101	20

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INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Athens Street @ Moore Lane / Old Athens Road AM PEAK HOUR

Description	Moore Lane Northbound			Old Athens Road Southbound			Athens Street Eastbound			Athens Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes	1	0	2	13	1	1	8	118	0	1	549	20
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	1	6	0	0	22	2
Heavy Vehicle %	2%	0%	2%	2%	2%	2%	13%	5%	0%	2%	4%	10%
Peak Hour Factor		0.79			0.79			0.79			0.79	
Adjustment												
Adjusted 2025 Volumes	1	0	2	13	1	1	8	118	0	1	549	20
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	1	0	2	14	1	1	8	123	0	1	574	21
Project Trips												
Trip Distribution IN												30%
Trip Distribution OUT				30%								
Residential Trips	0	0	0	20	0	0	0	0	0	0	0	8
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	20	0	0	0	0	0	0	0	8
2028 Buildout Total	1	0	2	34	1	1	8	123	0	1	574	29

PM PEAK HOUR

Description	Moore Lane Northbound			Old Athens Road Southbound			Athens Street Eastbound			Athens Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes	2	2	4	24	2	10	3	311	5	1	223	35
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	1	0	0	0	2	0	0	10	0
Heavy Vehicle %	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	4%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2025 Volumes	2	2	4	24	2	10	3	311	5	1	223	35
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	2	2	4	25	2	10	3	325	5	1	233	37
Project Trips												
Trip Distribution IN												30%
Trip Distribution OUT				30%								
Residential Trips	0	0	0	12	0	0	0	0	0	0	0	18
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	12	0	0	0	0	0	0	0	18
2028 Buildout Total	2	2	4	37	2	10	3	325	5	1	233	55

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INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Athens Street @ Monroe Drive AM PEAK HOUR

Description	Monroe Drive Northbound			Southbound			Athens Street Eastbound			Athens Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes	86	0	35	0	0	0	0	128	76	45	587	0
Pedestrians	0			0			1			0		
Conflicting Pedestrians	1		0	0		1	0		0	0		0
Heavy Vehicles	4	0	2	0	0	0	0	8	5	3	23	0
Heavy Vehicle %	5%	0%	6%	0%	0%	0%	0%	6%	7%	7%	4%	0%
Peak Hour Factor	0.76			0.76			0.76			0.76		
Adjustment												
Adjusted 2025 Volumes	86	0	35	0	0	0	0	128	76	45	587	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	90	0	37	0	0	0	0	134	79	47	614	0
Project Trips												
Trip Distribution IN	40%											
Trip Distribution OUT									40%			
Residential Trips	11	0	0	0	0	0	0	0	27	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	11	0	0	0	0	0	0	0	27	0	0	0
2028 Buildout Total	101	0	37	0	0	0	0	134	106	47	614	0

PM PEAK HOUR

Description	Monroe Drive Northbound			Southbound			Athens Street Eastbound			Athens Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes	89	0	74	0	0	0	0	296	55	48	261	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	0	1	0	0	0	0	6	3	3	9	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	5%	6%	3%	0%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment												
Adjusted 2025 Volumes	89	0	74	0	0	0	0	296	55	48	261	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	93	0	77	0	0	0	0	310	58	50	273	0
Project Trips												
Trip Distribution IN	40%											
Trip Distribution OUT									40%			
Residential Trips	24	0	0	0	0	0	0	0	16	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	24	0	0	0	0	0	0	0	16	0	0	0
2028 Buildout Total	117	0	77	0	0	0	0	310	74	50	273	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection #6: EE Butler Parkway (SR 11/US 129) @ Monroe Drive AM PEAK HOUR

Description	Monroe Drive <u>Northbound</u>			Monroe Drive <u>Southbound</u>			EE Butler Parkway (SR 11/US 129) <u>Eastbound</u>			EE Butler Parkway (SR 11/US 129) <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes	36	24	38	9	39	71	116	855	196	156	1,676	22
Pedestrians	0			0			2			1		
Conflicting Pedestrians	2		1	1		2	0		0	0		0
Heavy Vehicles	11	0	9	4	1	8	7	118	8	6	153	1
Heavy Vehicle %	31%	2%	24%	44%	3%	11%	6%	14%	4%	4%	9%	5%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2025 Volumes	36	24	38	9	39	71	116	855	196	156	1,676	22
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	38	25	40	9	41	74	121	894	205	163	1,753	23
Project Trips												
Trip Distribution IN		5%					25%					10%
Trip Distribution OUT				10%	5%	25%						
Residential Trips	0	1	0	7	3	17	7	0	0	0	0	3
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	1	0	7	3	17	7	0	0	0	0	3
2028 Buildout Total	38	26	40	16	44	91	128	894	205	163	1,753	26

PM PEAK HOUR

Description	Monroe Drive <u>Northbound</u>			Monroe Drive <u>Southbound</u>			EE Butler Parkway (SR 11/US 129) <u>Eastbound</u>			EE Butler Parkway (SR 11/US 129) <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes	156	54	169	17	32	133	73	1,680	98	82	1,214	5
Pedestrians	0			0			0			8		
Conflicting Pedestrians	0		8	8		0	0		0	0		0
Heavy Vehicles	13	1	6	0	1	7	3	98	11	12	96	0
Heavy Vehicle %	8%	2%	4%	2%	3%	5%	4%	6%	11%	15%	8%	2%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjustment												
Adjusted 2025 Volumes	156	54	169	17	32	133	73	1,680	98	82	1,214	5
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	163	56	177	18	33	139	76	1,757	102	86	1,269	5
Project Trips												
Trip Distribution IN		5%					25%					10%
Trip Distribution OUT				10%	5%	25%						
Residential Trips	0	3	0	4	2	10	15	0	0	0	0	6
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	3	0	4	2	10	15	0	0	0	0	6
2028 Buildout Total	163	59	177	22	35	149	91	1,757	102	86	1,269	11

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INTERSECTION VOLUME DEVELOPMENT

Intersection #7: Harrison Drive @ Site Driveway A AM PEAK HOUR

Description	Harrison Drive Northbound			Harrison Drive Southbound			Eastbound			Site Driveway A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes		128			22							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		11			2							
Heavy Vehicle %	0%	9%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.78			0.78			0.78			0.78	
Adjustment												
Adjusted 2025 Volumes	0	128	0	0	22	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	134	0	0	23	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		30%	5%									
Trip Distribution OUT					30%					5%		
Residential Trips	0	12	2	0	29	0	0	0	0	5	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	12	2	0	29	0	0	0	0	5	0	0
2028 Buildout Total	0	146	2	0	52	0	0	0	0	5	0	0

PM PEAK HOUR

Description	Harrison Drive Northbound			Harrison Drive Southbound			Eastbound			Site Driveway A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes		113			15							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		5			0							
Heavy Vehicle %	0%	4%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2025 Volumes	0	113	0	0	15	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	118	0	0	16	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		30%	5%									
Trip Distribution OUT					30%					5%		
Residential Trips	0	25	4	0	17	0	0	0	0	3	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	25	4	0	17	0	0	0	0	3	0	0
2028 Buildout Total	0	143	4	0	33	0	0	0	0	3	0	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection #8: Harrison Drive @ Site Driveway B AM PEAK HOUR

Description	Harrison Drive <u>Northbound</u>			Harrison Drive <u>Southbound</u>			Site Driveway B <u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes		14			18							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			0							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.81			0.81			0.81			0.81	
Adjustment												
Adjusted 2025 Volumes	0	14	0	0	18	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	15	0	0	19	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	5%	60%										
Trip Distribution OUT					60%				5%			
Residential Trips	2	24	0	0	58	0	0	0	5	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	2	24	0	0	58	0	0	0	5	0	0	0
2028 Buildout Total	2	39	0	0	77	0	0	0	5	0	0	0

PM PEAK HOUR

Description	Harrison Drive <u>Northbound</u>			Harrison Drive <u>Southbound</u>			Site Driveway B <u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes		15			11							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			0							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.86			0.86			0.86			0.86	
Adjustment												
Adjusted 2025 Volumes	0	15	0	0	11	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	16	0	0	12	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	5%	60%										
Trip Distribution OUT					60%				5%			
Residential Trips	4	50	0	0	34	0	0	0	3	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	4	50	0	0	34	0	0	0	3	0	0	0
2028 Buildout Total	4	66	0	0	46	0	0	0	3	0	0	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection #10: Harrison Drive @ Site Driveway D / Harrison Drive AM PEAK HOUR

Description	Harrison Drive Northbound			Southbound			Site Driveway D Eastbound			Harrison Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes			128							22		
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles			0		0							
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%
Peak Hour Factor	0.78			0.78			0.78			0.78		
Adjustment												
Adjusted 2025 Volumes	0	0	128	0	0	0	0	0	0	22	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	0	134	0	0	0	0	0	0	23	0	0
Project Trips												
Trip Distribution IN	30%									20%		
Trip Distribution OUT							20%	30%				
Residential Trips	12	0	0	0	0	0	0	19	29	0	8	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	12	0	0	0	0	0	0	19	29	0	8	0
2028 Buildout Total	12	0	134	0	0	0	0	19	29	23	8	0

PM PEAK HOUR

Description	Harrison Drive Northbound			Southbound			Site Driveway D Eastbound			Harrison Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes			113							15		
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles			0							0		
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment												
Adjusted 2025 Volumes	0	0	113	0	0	0	0	0	0	15	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	0	118	0	0	0	0	0	0	16	0	0
Project Trips												
Trip Distribution IN	30%									20%		
Trip Distribution OUT							20%	30%				
Residential Trips	25	0	0	0	0	0	0	11	17	0	17	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	25	0	0	0	0	0	0	11	17	0	17	0
2028 Buildout Total	25	0	118	0	0	0	0	11	17	16	17	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection #9: Harrison Drive @ Site Driveway C AM PEAK HOUR

Description	Harrison Drive Northbound			Harrison Drive Southbound			Site Driveway C Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes		14			18							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			0							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.81			0.81			0.81			0.81	
Adjustment												
Adjusted 2025 Volumes	0	14	0	0	18	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	15	0	0	19	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	40%	20%										
Trip Distribution OUT					20%				40%			
Residential Trips	16	8	0	0	19	0	0	0	39	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	16	8	0	0	19	0	0	0	39	0	0	0
2028 Buildout Total	16	23	0	0	38	0	0	0	39	0	0	0

PM PEAK HOUR

Description	Harrison Drive Northbound			Harrison Drive Southbound			Site Driveway C Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes		15			11							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			0							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.86			0.86			0.86			0.86	
Adjustment												
Adjusted 2025 Volumes	0	15	0	0	11	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	16	0	0	12	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	40%	20%										
Trip Distribution OUT					20%				40%			
Residential Trips	34	17	0	0	11	0	0	0	23	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	34	17	0	0	11	0	0	0	23	0	0	0
2028 Buildout Total	34	33	0	0	23	0	0	0	23	0	0	0

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Synchro Analysis Reports

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⬆			⬆			⬆			⬆	
Traffic Vol, veh/h	86	193	2	2	664	8	2	0	4	9	0	108
Future Vol, veh/h	86	193	2	2	664	8	2	0	4	9	0	108
Conflicting Peds, #/hr	5	0	4	4	0	5	4	0	0	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	5	2	50	4	25	0	0	25	22	0	7
Mvmt Flow	110	247	3	3	851	10	3	0	5	12	0	138
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	867	0	0	254	0	0	1334	1345	253	1334	1341	865
Stage 1	-	-	-	-	-	-	473	473	-	867	867	-
Stage 2	-	-	-	-	-	-	860	872	-	468	475	-
Critical Hdwy	4.12	-	-	4.6	-	-	7.1	6.5	6.45	7.32	6.5	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.32	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.32	5.5	-
Follow-up Hdwy	2.218	-	-	2.65	-	-	3.5	4	3.525	3.698	4	3.363
Pot Cap-1 Maneuver	777	-	-	1077	-	-	132	153	733	119	154	346
Stage 1	-	-	-	-	-	-	576	562	-	321	373	-
Stage 2	-	-	-	-	-	-	353	371	-	539	561	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	773	-	-	1073	-	-	65	126	730	97	127	343
Mov Cap-2 Maneuver	-	-	-	-	-	-	65	126	-	97	127	-
Stage 1	-	-	-	-	-	-	478	467	-	318	370	-
Stage 2	-	-	-	-	-	-	209	368	-	447	466	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	3.19			0.02			27.81			30.48		
HCM LOS							D			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	166	550	-	-	5	-	-	287				
HCM Lane V/C Ratio	0.046	0.143	-	-	0.002	-	-	0.522				
HCM Control Delay (s/veh)	27.8	10.4	0	-	8.4	0	-	30.5				
HCM Lane LOS	D	B	A	-	A	A	-	D				
HCM 95th %tile Q(veh)	0.1	0.5	-	-	0	-	-	2.8				

HCM 7th AWSC
2: Harrison Drive & Old Athens Road

Lakeside At Harrison Village TIA
Existing 2025 Conditions AM Peak

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	99	7	29	64	4	18
Future Vol, veh/h	99	7	29	64	4	18
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	8	2	10	2	2	11
Mvmt Flow	127	9	37	82	5	23
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	8.4	7.6	7.6
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	93%	18%
Vol Thru, %	31%	0%	82%
Vol Right, %	69%	7%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	93	106	22
LT Vol	0	99	4
Through Vol	29	0	18
RT Vol	64	7	0
Lane Flow Rate	119	136	28
Geometry Grp	1	1	1
Degree of Util (X)	0.133	0.168	0.035
Departure Headway (Hd)	4.018	4.438	4.42
Convergence, Y/N	Yes	Yes	Yes
Cap	898	800	815
Service Time	2.019	2.509	2.422
HCM Lane V/C Ratio	0.133	0.17	0.034
HCM Control Delay, s/veh	7.6	8.4	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.6	0.1

Existing intersection configuration not supported by HCM. For purposes of this analysis, this intersection was analyzed as all-way stop controlled (AWSC).

HCM 7th TWSC
3: Old Athens Road & Harrison Drive

Lakeside At Harrison Village TIA
Existing 2025 Conditions AM Peak

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	51	99	2	6	12
Future Vol, veh/h	12	51	99	2	6	12
Conflicting Peds, #/hr	12	0	0	12	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	9	2	2	2
Mvmt Flow	15	63	122	2	7	15
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	137	0	-	0	228	137
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	93	-
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	1447	-	-	-	760	911
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	931	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1431	-	-	-	735	899
Mov Cap-2 Maneuver	-	-	-	-	735	-
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	920	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	1.44	0		9.42		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	343	-	-	-	837	
HCM Lane V/C Ratio	0.01	-	-	-	0.027	
HCM Control Delay (s/veh)	7.5	0	-	-	9.4	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

HCM 7th TWSC
4: Moore Lane/Old Athens Road & Athens Street

Lakeside At Harrison Village TIA
Existing 2025 Conditions AM Peak

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	8	118	0	1	549	20	1	0	2	13	1	1
Future Vol, veh/h	8	118	0	1	549	20	1	0	2	13	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	13	5	0	2	4	10	2	0	2	2	2	2
Mvmt Flow	10	149	0	1	695	25	1	0	3	16	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	720	0	0	149	0	0	868	892	149	880	880	708
Stage 1	-	-	-	-	-	-	170	170	-	710	710	-
Stage 2	-	-	-	-	-	-	698	723	-	170	170	-
Critical Hdwy	4.23	-	-	4.12	-	-	7.12	6.5	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.12	5.52	-
Follow-up Hdwy	2.317	-	-	2.218	-	-	3.518	4	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	833	-	-	1432	-	-	273	283	897	268	286	435
Stage 1	-	-	-	-	-	-	832	762	-	424	437	-
Stage 2	-	-	-	-	-	-	431	434	-	832	758	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	833	-	-	1432	-	-	267	279	897	263	282	435
Mov Cap-2 Maneuver	-	-	-	-	-	-	267	279	-	263	282	-
Stage 1	-	-	-	-	-	-	821	752	-	424	436	-
Stage 2	-	-	-	-	-	-	428	433	-	819	748	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.6	0.01	12.23	19.26
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	502	114	-	-	3	-	-	271
HCM Lane V/C Ratio	0.008	0.012	-	-	0.001	-	-	0.07
HCM Control Delay (s/veh)	12.2	9.4	0	-	7.5	0	-	19.3
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection						
Int Delay, s/veh	5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	128	76	45	587	86	35
Future Vol, veh/h	128	76	45	587	86	35
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	6	7	7	4	5	6
Mvmt Flow	168	100	59	772	113	46

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	268
Stage 1	-	-	218
Stage 2	-	-	892
Critical Hdwy	-	4.17	6.45
Critical Hdwy Stg 1	-	-	5.45
Critical Hdwy Stg 2	-	-	5.45
Follow-up Hdwy	-	2.263	3.545
Pot Cap-1 Maneuver	-	1267	228
Stage 1	-	-	811
Stage 2	-	-	396
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1267	210
Mov Cap-2 Maneuver	-	-	210
Stage 1	-	-	811
Stage 2	-	-	363

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.57	36.65
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	267	-	-	128	-
HCM Lane V/C Ratio	0.597	-	-	0.047	-
HCM Control Delay (s/veh)	36.6	-	-	8	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	3.5	-	-	0.1	-

HCM 7th Signalized Intersection Summary

Lakeside At Harrison Village TIA

6: Monroe Drive & EE Butler Parkway/Athens Highway (SR 11/US 129) Existing 2025 Conditions AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	855	196	156	1676	22	36	24	38	9	39	71
Future Volume (veh/h)	116	855	196	156	1676	22	36	24	38	9	39	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1693	1841	1841	1767	1826	1441	1870	1544	1248	1856	1737
Adj Flow Rate, veh/h	122	900	206	164	1764	23	38	25	40	9	41	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	14	4	4	9	5	31	2	24	44	3	11
Cap, veh/h	195	2174	1055	400	2292	1057	91	97	156	111	41	75
Arrive On Green	0.04	0.68	0.68	0.04	0.68	0.68	0.03	0.15	0.15	0.07	0.07	0.07
Sat Flow, veh/h	1725	3216	1560	1753	3357	1547	1372	646	1034	885	584	1068
Grp Volume(v), veh/h	122	900	206	164	1764	23	38	0	65	9	0	116
Grp Sat Flow(s),veh/h/ln	1725	1608	1560	1753	1678	1547	1372	0	1679	885	0	1652
Q Serve(g_s), s	3.3	18.9	7.4	4.3	52.7	0.7	3.8	0.0	5.1	1.4	0.0	10.5
Cycle Q Clear(g_c), s	3.3	18.9	7.4	4.3	52.7	0.7	3.8	0.0	5.1	1.4	0.0	10.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.62	1.00		0.65
Lane Grp Cap(c), veh/h	195	2174	1055	400	2292	1057	91	0	253	111	0	117
V/C Ratio(X)	0.63	0.41	0.20	0.41	0.77	0.02	0.42	0.00	0.26	0.08	0.00	0.99
Avail Cap(c_a), veh/h	248	2174	1055	442	2292	1057	145	0	320	111	0	117
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.7	10.9	9.1	8.3	15.9	7.7	61.0	0.0	56.3	65.4	0.0	69.7
Incr Delay (d2), s/veh	3.3	0.6	0.4	0.7	2.6	0.0	3.1	0.0	1.1	0.7	0.0	81.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	6.4	2.5	1.5	18.8	0.2	1.4	0.0	2.2	0.3	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.0	11.5	9.5	9.0	18.5	7.7	64.0	0.0	57.4	66.1	0.0	150.9
LnGrp LOS	C	B	A	A	B	A	E		E	E		F
Approach Vol, veh/h	1228			1951			103			125		
Approach Delay, s/veh	12.7			17.5			59.9			144.8		
Approach LOS	B			B			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	11.4	108.6	12.0	18.0	12.4	107.6	30.0					
Change Period (Y+Rc), s	6.0	6.2	7.4	7.4	* 5.9	6.2	7.4					
Max Green Setting (Gmax), s	10.0	91.8	10.6	10.6	* 10	91.8	28.6					
Max Q Clear Time (g_c+I1), s	5.3	54.7	5.8	12.5	6.3	20.9	7.1					
Green Ext Time (p_c), s	0.1	32.7	0.0	0.0	0.1	26.7	0.4					

Intersection Summary

HCM 7th Control Delay, s/veh	21.7
HCM 7th LOS	C

Notes

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

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	154	373	3	0	308	4	3	0	2	4	0	113
Future Vol, veh/h	154	373	3	0	308	4	3	0	2	4	0	113
Conflicting Peds, #/hr	2	0	2	2	0	2	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	2	33	0	3	2	33	0	50	2	0	2
Mvmt Flow	166	401	3	0	331	4	3	0	2	4	0	122
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	337	0	0	406	0	0	1068	1073	405	1068	1073	336
Stage 1	-	-	-	-	-	-	736	736	-	335	335	-
Stage 2	-	-	-	-	-	-	332	337	-	732	737	-
Critical Hdwy	4.13	-	-	4.1	-	-	7.43	6.5	6.7	7.12	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.227	-	-	2.2	-	-	3.797	4	3.75	3.518	4	3.318
Pot Cap-1 Maneuver	1216	-	-	1163	-	-	174	222	554	200	222	706
Stage 1	-	-	-	-	-	-	366	428	-	679	646	-
Stage 2	-	-	-	-	-	-	621	644	-	413	427	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1214	-	-	1161	-	-	119	182	553	163	182	704
Mov Cap-2 Maneuver	-	-	-	-	-	-	119	182	-	163	182	-
Stage 1	-	-	-	-	-	-	301	352	-	677	645	-
Stage 2	-	-	-	-	-	-	513	643	-	339	351	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	2.45			0			26.5			12.1		
HCM LOS							D			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	173	522	-	-	1161	-	-	632				
HCM Lane V/C Ratio	0.031	0.136	-	-	-	-	-	0.199				
HCM Control Delay (s/veh)	26.5	8.4	0	-	0	-	-	12.1				
HCM Lane LOS	D	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.1	0.5	-	-	0	-	-	0.7				

HCM 7th AWSC
2: Harrison Drive & Old Athens Road

Lakeside At Harrison Village TIA
Existing 2025 Conditions PM Peak

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	102	2	11	145	2	15
Future Vol, veh/h	102	2	11	145	2	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	27	3	2	2
Mvmt Flow	110	2	12	156	2	16
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	8.2	8	7.5
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	98%	12%
Vol Thru, %	7%	0%	88%
Vol Right, %	93%	2%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	156	104	17
LT Vol	0	102	2
Through Vol	11	0	15
RT Vol	145	2	0
Lane Flow Rate	168	112	18
Geometry Grp	1	1	1
Degree of Util (X)	0.187	0.138	0.022
Departure Headway (Hd)	4.01	4.44	4.397
Convergence, Y/N	Yes	Yes	Yes
Cap	882	797	819
Service Time	2.093	2.525	2.397
HCM Lane V/C Ratio	0.19	0.141	0.022
HCM Control Delay, s/veh	8	8.2	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.5	0.1

Existing intersection configuration not supported by HCM. For purposes of this analysis, this intersection was analyzed as all-way stop controlled (AWSC).

HCM 7th TWSC
3: Old Athens Road & Harrison Drive

Lakeside At Harrison Village TIA
Existing 2025 Conditions PM Peak

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		1	1		Y	
Traffic Vol, veh/h	13	134	97	2	2	9
Future Vol, veh/h	13	134	97	2	2	9
Conflicting Peds, #/hr	2	0	0	2	1	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	156	113	2	2	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	117	0	303
Stage 1	-	-	116
Stage 2	-	-	187
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1471	-	689
Stage 1	-	-	909
Stage 2	-	-	845
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1469	-	678
Mov Cap-2 Maneuver	-	-	678
Stage 1	-	-	897
Stage 2	-	-	843

Approach	EB	WB	SB
HCM Control Delay, s/v	0.66	0	9.22
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	159	-	-	-	866
HCM Lane V/C Ratio	0.01	-	-	-	0.015
HCM Control Delay (s/veh)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	3	311	5	1	223	35	2	2	4	24	2	10
Future Vol, veh/h	3	311	5	1	223	35	2	2	4	24	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	4	2	2
Mvmt Flow	5	491	8	2	352	55	2	2	4	38	3	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	407	0	0	499	0	0	861	915	495	884	891	380
Stage 1	-	-	-	-	-	-	504	504	-	383	383	-
Stage 2	-	-	-	-	-	-	357	411	-	502	508	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.14	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.14	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.14	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.536	4.018	3.318
Pot Cap-1 Maneuver	1151	-	-	1065	-	-	276	273	575	264	282	667
Stage 1	-	-	-	-	-	-	550	541	-	636	612	-
Stage 2	-	-	-	-	-	-	661	595	-	548	538	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1151	-	-	1065	-	-	264	271	575	258	279	667
Mov Cap-2 Maneuver	-	-	-	-	-	-	264	271	-	258	279	-
Stage 1	-	-	-	-	-	-	547	538	-	635	611	-
Stage 2	-	-	-	-	-	-	641	594	-	539	535	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.08			0.03			15.1			19.07		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	365	17	-	-	7	-	-	312
HCM Lane V/C Ratio	0.023	0.004	-	-	0.001	-	-	0.182
HCM Control Delay (s/veh)	15.1	8.1	0	-	8.4	0	-	19.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.7

Intersection						
Int Delay, s/veh	3.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	296	55	48	261	89	74
Future Vol, veh/h	296	55	48	261	89	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	5	6	3	2	2
Mvmt Flow	315	59	51	278	95	79
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	373	0	724	344
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	380	-
Critical Hdwy	-	-	4.16	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.254	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1163	-	393	699
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	691	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1163	-	372	699
Mov Cap-2 Maneuver	-	-	-	-	372	-
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	656	-
Approach	EB	WB		NB		
HCM Control Delay, s/v	0	1.28		16.97		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	472	-	-	280	-	
HCM Lane V/C Ratio	0.367	-	-	0.044	-	
HCM Control Delay (s/veh)	17	-	-	8.2	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	1.7	-	-	0.1	-	

HCM 7th Signalized Intersection Summary

Lakeside At Harrison Village TIA

6: Monroe Drive & EE Butler Parkway/Athens Highway (SR 11/US 129) Existing 2025 Conditions PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	1680	98	82	1214	5	156	54	169	17	32	133
Future Volume (veh/h)	73	1680	98	82	1214	5	156	54	169	17	32	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1811	1737	1678	1781	1870	1781	1870	1841	1870	1856	1826
Adj Flow Rate, veh/h	76	1750	102	85	1265	5	162	56	176	18	33	139
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	6	11	15	8	2	8	2	4	2	3	5
Cap, veh/h	287	2237	957	158	2199	1030	179	78	244	117	22	92
Arrive On Green	0.03	0.65	0.65	0.03	0.65	0.65	0.08	0.20	0.20	0.07	0.07	0.07
Sat Flow, veh/h	1753	3441	1472	1598	3385	1585	1697	393	1236	1122	302	1273
Grp Volume(v), veh/h	76	1750	102	85	1265	5	162	0	232	18	0	172
Grp Sat Flow(s),veh/h/ln	1753	1721	1472	1598	1692	1585	1697	0	1630	1122	0	1575
Q Serve(g_s), s	2.3	57.9	4.2	2.9	33.4	0.2	12.6	0.0	21.3	2.4	0.0	11.6
Cycle Q Clear(g_c), s	2.3	57.9	4.2	2.9	33.4	0.2	12.6	0.0	21.3	3.8	0.0	11.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.76	1.00		0.81
Lane Grp Cap(c), veh/h	287	2237	957	158	2199	1030	179	0	322	117	0	114
V/C Ratio(X)	0.26	0.78	0.11	0.54	0.58	0.00	0.91	0.00	0.72	0.15	0.00	1.51
Avail Cap(c_a), veh/h	399	2237	957	200	2199	1030	179	0	322	117	0	114
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.8	19.9	10.5	25.5	15.7	9.8	63.6	0.0	60.1	71.2	0.0	74.2
Incr Delay (d2), s/veh	0.5	2.8	0.2	2.8	1.1	0.0	41.9	0.0	9.4	1.3	0.0	267.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	22.2	1.4	1.8	12.5	0.1	2.8	0.0	9.5	0.7	0.0	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.3	22.7	10.7	28.4	16.8	9.8	105.5	0.0	69.5	72.5	0.0	341.9
LnGrp LOS	B	C	B	C	B	A	F		E	E		F
Approach Vol, veh/h		1928			1355			394			190	
Approach Delay, s/veh		21.7			17.5			84.3			316.4	
Approach LOS		C			B			F			F	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	110.2	20.0	19.0	10.8	110.2		39.0				
Change Period (Y+Rc), s	6.0	6.2	7.4	7.4	* 5.9	6.2		7.4				
Max Green Setting (Gmax), s	15.0	93.8	12.6	11.6	* 9.1	99.8		31.6				
Max Q Clear Time (g_c+I1), s	4.3	35.4	14.6	13.6	4.9	59.9		23.3				
Green Ext Time (p_c), s	0.1	33.3	0.0	0.0	0.1	35.1		1.3				

Intersection Summary

HCM 7th Control Delay, s/veh	41.1
HCM 7th LOS	D

Notes

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

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	90	202	2	2	694	8	2	0	4	9	0	113
Future Vol, veh/h	90	202	2	2	694	8	2	0	4	9	0	113
Conflicting Peds, #/hr	5	0	4	4	0	5	4	0	0	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	5	2	50	4	25	2	0	25	22	0	7
Mvmt Flow	115	259	3	3	890	10	3	0	5	12	0	145

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	905	0	0	266	0	0	1394	1405	264	1395	1401	904
Stage 1	-	-	-	-	-	-	495	495	-	905	905	-
Stage 2	-	-	-	-	-	-	899	910	-	490	496	-
Critical Hdwy	4.12	-	-	4.6	-	-	7.12	6.5	6.45	7.32	6.5	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.32	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.32	5.5	-
Follow-up Hdwy	2.218	-	-	2.65	-	-	3.518	4	3.525	3.698	4	3.363
Pot Cap-1 Maneuver	752	-	-	1065	-	-	119	141	722	107	141	328
Stage 1	-	-	-	-	-	-	556	549	-	305	358	-
Stage 2	-	-	-	-	-	-	334	356	-	524	549	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	748	-	-	1061	-	-	53	114	719	87	114	326
Mov Cap-2 Maneuver	-	-	-	-	-	-	53	114	-	87	114	-
Stage 1	-	-	-	-	-	-	454	448	-	302	355	-
Stage 2	-	-	-	-	-	-	184	353	-	427	448	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	3.27			0.02			32.29			35.07		
HCM LOS							D			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	140	550	-	-	5	-	-	271
HCM Lane V/C Ratio	0.055	0.154	-	-	0.002	-	-	0.578
HCM Control Delay (s/veh)	32.3	10.7	0	-	8.4	0	-	35.1
HCM Lane LOS	D	B	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.2	0.5	-	-	0	-	-	3.3

HCM 7th AWSC
2: Harrison Drive & Old Athens Road

Lakeside At Harrison Village TIA
Build 2028 Conditions AM Peak

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	104	7	30	67	4	19
Future Vol, veh/h	104	7	30	67	4	19
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	8	2	10	2	2	11
Mvmt Flow	133	9	38	86	5	24
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	8.5	7.7	7.6
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	94%	17%
Vol Thru, %	31%	0%	83%
Vol Right, %	69%	6%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	97	111	23
LT Vol	0	104	4
Through Vol	30	0	19
RT Vol	67	7	0
Lane Flow Rate	124	142	29
Geometry Grp	1	1	1
Degree of Util (X)	0.139	0.176	0.036
Departure Headway (Hd)	4.034	4.452	4.44
Convergence, Y/N	Yes	Yes	Yes
Cap	894	798	811
Service Time	2.034	2.525	2.442
HCM Lane V/C Ratio	0.139	0.178	0.036
HCM Control Delay, s/veh	7.7	8.5	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.6	0.1

Existing intersection configuration not supported by HCM. For purposes of this analysis, this intersection was analyzed as all-way stop controlled (AWSC).

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	53	104	2	6	13
Future Vol, veh/h	13	53	104	2	6	13
Conflicting Peds, #/hr	12	0	0	12	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	9	2	2	2
Mvmt Flow	16	65	128	2	7	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	143	0	0 239 144
Stage 1	-	-	- 142 -
Stage 2	-	-	- 98 -
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	1440	-	- 749 904
Stage 1	-	-	- 885 -
Stage 2	-	-	- 926 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1423	-	- 724 892
Mov Cap-2 Maneuver	-	-	- 724 -
Stage 1	-	-	- 865 -
Stage 2	-	-	- 916 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.49	0	9.46
HCM LOS	A		

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	355	-	-	-	831
HCM Lane V/C Ratio	0.011	-	-	-	0.028
HCM Control Delay (s/veh)	7.6	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	8	123	0	1	574	21	1	0	2	14	1	1
Future Vol, veh/h	8	123	0	1	574	21	1	0	2	14	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	13	5	0	2	4	10	2	0	2	2	2	2
Mvmt Flow	10	156	0	1	727	27	1	0	3	18	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	753	0	0	156	0	0	906	932	156	918	918	740
Stage 1	-	-	-	-	-	-	176	176	-	742	742	-
Stage 2	-	-	-	-	-	-	730	756	-	176	176	-
Critical Hdwy	4.23	-	-	4.12	-	-	7.12	6.5	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.12	5.52	-
Follow-up Hdwy	2.317	-	-	2.218	-	-	3.518	4	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	809	-	-	1424	-	-	257	269	890	252	271	417
Stage 1	-	-	-	-	-	-	826	757	-	407	422	-
Stage 2	-	-	-	-	-	-	414	419	-	826	753	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	809	-	-	1424	-	-	251	265	890	248	267	417
Mov Cap-2 Maneuver	-	-	-	-	-	-	251	265	-	248	267	-
Stage 1	-	-	-	-	-	-	815	747	-	407	422	-
Stage 2	-	-	-	-	-	-	411	419	-	812	743	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.58	0.01	12.53	20.32
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	482	110	-	-	3	-	-	255
HCM Lane V/C Ratio	0.008	0.013	-	-	0.001	-	-	0.079
HCM Control Delay (s/veh)	12.5	9.5	0	-	7.5	0	-	20.3
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3

Intersection						
Int Delay, s/veh	6.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	134	79	47	614	90	37
Future Vol, veh/h	134	79	47	614	90	37
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	6	7	7	4	5	6
Mvmt Flow	176	104	62	808	118	49

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	280
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.17
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.263
Pot Cap-1 Maneuver	-	-	1254
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1254
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.57	44.82
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	249	-	-	128	-
HCM Lane V/C Ratio	0.672	-	-	0.049	-
HCM Control Delay (s/veh)	44.8	-	-	8	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	4.3	-	-	0.2	-

HCM 7th Signalized Intersection Summary

Lakeside At Harrison Village TIA

6: Monroe Drive & EE Butler Parkway/Athens Highway (SR 11/US 129) Build 2028 Conditions AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	894	205	163	1753	23	38	25	40	9	41	74
Future Volume (veh/h)	121	894	205	163	1753	23	38	25	40	9	41	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1693	1841	1841	1767	1826	1441	1870	1544	1248	1856	1737
Adj Flow Rate, veh/h	127	941	216	172	1845	24	40	26	42	9	43	78
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	14	4	4	9	5	31	2	24	44	3	11
Cap, veh/h	180	2163	1049	384	2282	1052	93	98	158	110	42	75
Arrive On Green	0.04	0.67	0.67	0.04	0.68	0.68	0.03	0.15	0.15	0.07	0.07	0.07
Sat Flow, veh/h	1725	3216	1560	1753	3357	1547	1372	642	1037	883	587	1066
Grp Volume(v), veh/h	127	941	216	172	1845	24	40	0	68	9	0	121
Grp Sat Flow(s),veh/h/ln	1725	1608	1560	1753	1678	1547	1372	0	1679	883	0	1653
Q Serve(g_s), s	3.5	20.3	7.9	4.6	58.6	0.8	4.0	0.0	5.4	1.4	0.0	10.6
Cycle Q Clear(g_c), s	3.5	20.3	7.9	4.6	58.6	0.8	4.0	0.0	5.4	1.4	0.0	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.62	1.00		0.64
Lane Grp Cap(c), veh/h	180	2163	1049	384	2282	1052	93	0	256	110	0	117
V/C Ratio(X)	0.70	0.44	0.21	0.45	0.81	0.02	0.43	0.00	0.27	0.08	0.00	1.04
Avail Cap(c_a), veh/h	232	2163	1049	423	2282	1052	145	0	320	110	0	117
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.0	11.4	9.3	8.8	17.1	7.8	60.8	0.0	56.2	65.4	0.0	69.7
Incr Delay (d2), s/veh	6.6	0.6	0.4	0.8	3.2	0.0	3.2	0.0	1.2	0.7	0.0	93.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	6.9	2.7	1.6	21.1	0.2	1.4	0.0	2.3	0.3	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.7	12.0	9.8	9.6	20.3	7.8	64.0	0.0	57.3	66.1	0.0	162.9
LnGrp LOS	D	B	A	A	C	A	E		E	E		F
Approach Vol, veh/h	1284			2041			108			130		
Approach Delay, s/veh	14.0			19.2			59.8			156.2		
Approach LOS	B			B			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	11.5	108.2	12.3	18.0	12.6	107.1	30.3					
Change Period (Y+Rc), s	6.0	6.2	7.4	7.4	* 5.9	6.2	7.4					
Max Green Setting (Gmax), s	10.0	91.8	10.6	10.6	* 10	91.8	28.6					
Max Q Clear Time (g_c+I1), s	5.5	60.6	6.0	12.6	6.6	22.3	7.4					
Green Ext Time (p_c), s	0.1	28.5	0.0	0.0	0.1	28.5	0.5					

Intersection Summary

HCM 7th Control Delay, s/veh 23.6
 HCM 7th LOS C

Notes

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

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	161	390	3	0	322	4	3	0	2	4	0	118
Future Vol, veh/h	161	390	3	0	322	4	3	0	2	4	0	118
Conflicting Peds, #/hr	2	0	2	2	0	2	1	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	2	33	0	3	2	33	0	50	2	0	2
Mvmt Flow	173	419	3	0	346	4	3	0	2	4	0	127
Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	353	0	0	425	0	0	1116	1122	423	1116	1121	351
Stage 1	-	-	-	-	-	-	769	769	-	350	350	-
Stage 2	-	-	-	-	-	-	347	353	-	766	771	-
Critical Hdwy	4.13	-	-	4.1	-	-	7.43	6.5	6.7	7.12	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.227	-	-	2.2	-	-	3.797	4	3.75	3.518	4	3.318
Pot Cap-1 Maneuver	1201	-	-	1146	-	-	161	208	540	185	208	692
Stage 1	-	-	-	-	-	-	350	413	-	666	636	-
Stage 2	-	-	-	-	-	-	609	635	-	396	413	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1198	-	-	1143	-	-	106	168	539	149	168	690
Mov Cap-2 Maneuver	-	-	-	-	-	-	106	168	-	149	168	-
Stage 1	-	-	-	-	-	-	284	335	-	665	635	-
Stage 2	-	-	-	-	-	-	497	634	-	320	334	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	2.47		0		28.8		12.41					
HCM LOS					D		B					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	157	522	-	-	1143	-	-	617				
HCM Lane V/C Ratio	0.034	0.144	-	-	-	-	-	0.213				
HCM Control Delay (s/veh)	28.8	8.5	0	-	0	-	-	12.4				
HCM Lane LOS	D	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.1	0.5	-	-	0	-	-	0.8				

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	107	2	12	152	2	16
Future Vol, veh/h	107	2	12	152	2	16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	27	3	2	2
Mvmt Flow	115	2	13	163	2	17
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	8.3	8.1	7.5
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	98%	11%
Vol Thru, %	7%	0%	89%
Vol Right, %	93%	2%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	164	109	18
LT Vol	0	107	2
Through Vol	12	0	16
RT Vol	152	2	0
Lane Flow Rate	176	117	19
Geometry Grp	1	1	1
Degree of Util (X)	0.197	0.145	0.024
Departure Headway (Hd)	4.023	4.458	4.419
Convergence, Y/N	Yes	Yes	Yes
Cap	878	793	815
Service Time	2.11	2.548	2.419
HCM Lane V/C Ratio	0.2	0.148	0.023
HCM Control Delay, s/veh	8.1	8.3	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.5	0.1

Existing intersection configuration not supported by HCM. For purposes of this analysis, this intersection was analyzed as all-way stop controlled (AWSC).

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	140	101	2	2	9
Future Vol, veh/h	14	140	101	2	2	9
Conflicting Peds, #/hr	2	0	0	2	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	163	117	2	2	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	122	0	0 317 121
Stage 1	-	-	- 121 -
Stage 2	-	-	- 196 -
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	1466	-	- 676 931
Stage 1	-	-	- 905 -
Stage 2	-	-	- 837 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1463	-	- 665 929
Mov Cap-2 Maneuver	-	-	- 665 -
Stage 1	-	-	- 892 -
Stage 2	-	-	- 835 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.68	0	9.22
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	164	-	-	-	867
HCM Lane V/C Ratio	0.011	-	-	-	0.015
HCM Control Delay (s/veh)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 7th TWSC
4: Moore Lane/Old Athens Road & Athens Street

Lakeside At Harrison Village TIA
No-Build 2028 Conditions PM Peak

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	3	325	5	1	233	37	2	2	4	25	2	10
Future Vol, veh/h	3	325	5	1	233	37	2	2	4	25	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	4	2	2
Mvmt Flow	5	513	8	2	368	58	2	2	4	39	3	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	426	0	0	521	0	0	899	956	517	924	931	397
Stage 1	-	-	-	-	-	-	527	527	-	400	400	-
Stage 2	-	-	-	-	-	-	373	429	-	524	531	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.14	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.14	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.14	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.536	4.018	3.318
Pot Cap-1 Maneuver	1133	-	-	1045	-	-	260	258	558	248	267	652
Stage 1	-	-	-	-	-	-	535	528	-	622	601	-
Stage 2	-	-	-	-	-	-	648	584	-	533	526	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1133	-	-	1045	-	-	249	256	558	242	265	652
Mov Cap-2 Maneuver	-	-	-	-	-	-	249	256	-	242	265	-
Stage 1	-	-	-	-	-	-	532	525	-	621	600	-
Stage 2	-	-	-	-	-	-	628	583	-	524	523	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	0.07		0.03		15.62		20.3	
HCM LOS					C		C	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	347	16	-	-	6	-	-	293
HCM Lane V/C Ratio	0.024	0.004	-	-	0.002	-	-	0.199
HCM Control Delay (s/veh)	15.6	8.2	0	-	8.4	0	-	20.3
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.7

HCM 7th TWSC
5: Monroe Drive & Athens Street

Lakeside At Harrison Village TIA
No-Build 2028 Conditions PM Peak

Intersection

Int Delay, s/veh 4.1

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations

Traffic Vol, veh/h 310 58 50 273 93 77

Future Vol, veh/h 310 58 50 273 93 77

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 94 94 94 94 94 94

Heavy Vehicles, % 2 5 6 3 2 2

Mvmt Flow 330 62 53 290 99 82

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 391 0 757 361

Stage 1 - - - - 361 -

Stage 2 - - - - 397 -

Critical Hdwy - - 4.16 - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy - - 2.254 - 3.518 3.318

Pot Cap-1 Maneuver - - 1146 - 375 684

Stage 1 - - - - 705 -

Stage 2 - - - - 679 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - - 1146 - 354 684

Mov Cap-2 Maneuver - - - - 354 -

Stage 1 - - - - 705 -

Stage 2 - - - - 642 -

Approach EB WB NB

HCM Control Delay, s/v 0 1.28 18.11

HCM LOS C

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 453 - - 279 -

HCM Lane V/C Ratio 0.399 - - 0.046 -

HCM Control Delay (s/veh) 18.1 - - 8.3 0

HCM Lane LOS C - - A A

HCM 95th %tile Q(veh) 1.9 - - 0.1 -

HCM 7th Signalized Intersection Summary

Lakeside At Harrison Village TIA

6: Monroe Drive & EE Butler Parkway/Athens Highway (SR 11/US 129) No-Build 2028 Conditions PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	1757	102	86	1269	5	163	56	177	18	33	139
Future Volume (veh/h)	76	1757	102	86	1269	5	163	56	177	18	33	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1811	1737	1678	1781	1870	1781	1870	1841	1870	1856	1826
Adj Flow Rate, veh/h	79	1830	106	90	1322	5	170	58	184	19	34	145
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	6	11	15	8	2	8	2	4	2	3	5
Cap, veh/h	271	2234	956	147	2199	1030	179	77	245	109	22	92
Arrive On Green	0.03	0.65	0.65	0.03	0.65	0.65	0.08	0.20	0.20	0.07	0.07	0.07
Sat Flow, veh/h	1753	3441	1472	1598	3385	1585	1697	391	1239	1114	299	1275
Grp Volume(v), veh/h	79	1830	106	90	1322	5	170	0	242	19	0	179
Grp Sat Flow(s), veh/h/ln	1753	1721	1472	1598	1692	1585	1697	0	1629	1114	0	1574
Q Serve(g_s), s	2.4	63.7	4.4	3.1	35.9	0.2	12.6	0.0	22.4	2.6	0.0	11.6
Cycle Q Clear(g_c), s	2.4	63.7	4.4	3.1	35.9	0.2	12.6	0.0	22.4	5.0	0.0	11.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.76	1.00		0.81
Lane Grp Cap(c), veh/h	271	2234	956	147	2199	1030	179	0	322	109	0	114
V/C Ratio(X)	0.29	0.82	0.11	0.61	0.60	0.00	0.95	0.00	0.75	0.17	0.00	1.57
Avail Cap(c_a), veh/h	382	2234	956	187	2199	1030	179	0	322	109	0	114
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.6	21.0	10.6	30.9	16.1	9.8	64.4	0.0	60.5	72.3	0.0	74.2
Incr Delay (d2), s/veh	0.6	3.5	0.2	4.1	1.2	0.0	53.2	0.0	11.3	1.6	0.0	293.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	24.6	1.4	2.4	13.4	0.1	3.7	0.0	10.1	0.8	0.0	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.2	24.5	10.8	35.0	17.3	9.9	117.6	0.0	71.8	73.9	0.0	367.8
LnGrp LOS	B	C	B	C	B	A	F		E	E		F
Approach Vol, veh/h		2015			1417			412			198	
Approach Delay, s/veh		23.4			18.4			90.7			339.6	
Approach LOS		C			B			F			F	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	110.1	20.0	19.0	10.9	110.1		39.0				
Change Period (Y+Rc), s	6.0	6.2	7.4	7.4	* 5.9	6.2		7.4				
Max Green Setting (Gmax), s	15.0	93.8	12.6	11.6	* 9.1	99.8		31.6				
Max Q Clear Time (g_c+I1), s	4.4	37.9	14.6	13.6	5.1	65.7		24.4				
Green Ext Time (p_c), s	0.1	34.4	0.0	0.0	0.1	31.1		1.2				

Intersection Summary

HCM 7th Control Delay, s/veh 44.0
 HCM 7th LOS D

Notes

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

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Int Delay, s/veh 21.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	98	202	2	2	694	19	2	0	4	36	0	133
Future Vol, veh/h	98	202	2	2	694	19	2	0	4	36	0	133
Conflicting Peds, #/hr	5	0	4	4	0	5	4	0	0	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	5	2	50	4	25	2	0	25	22	0	7
Mvmt Flow	126	259	3	3	890	24	3	0	5	46	0	171

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	919	0	0	266	0	0	1414	1440	264	1422	1429	911
Stage 1	-	-	-	-	-	-	516	516	-	912	912	-
Stage 2	-	-	-	-	-	-	899	924	-	510	517	-
Critical Hdwy	4.12	-	-	4.6	-	-	7.12	6.5	6.45	7.32	6.5	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.32	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.32	5.5	-
Follow-up Hdwy	2.218	-	-	2.65	-	-	3.518	4	3.525	3.698	4	3.363
Pot Cap-1 Maneuver	743	-	-	1065	-	-	115	134	722	103	136	325
Stage 1	-	-	-	-	-	-	542	538	-	302	355	-
Stage 2	-	-	-	-	-	-	334	351	-	511	537	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	739	-	-	1061	-	-	43	106	719	81	108	323
Mov Cap-2 Maneuver	-	-	-	-	-	-	43	106	-	81	108	-
Stage 1	-	-	-	-	-	-	433	429	-	300	352	-
Stage 2	-	-	-	-	-	-	156	347	-	406	429	-

Approach	EB		WB		NB		SB
HCM Control Delay, s/v	3.53		0.02		38.52		143.2
HCM LOS					E		F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	115	583	-	-	5	-	-	197
HCM Lane V/C Ratio	0.067	0.17	-	-	0.002	-	-	1.099
HCM Control Delay (s/veh)	38.5	10.9	0	-	8.4	0	-	143.2
HCM Lane LOS	E	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.2	0.6	-	-	0	-	-	10.3

HCM 7th AWSC
2: Harrison Drive & Old Athens Road

Lakeside At Harrison Village TIA
Build 2028 Conditions AM Peak

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	128	7	40	77	4	43
Future Vol, veh/h	128	7	40	77	4	43
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	8	2	10	2	2	11
Mvmt Flow	164	9	51	99	5	55
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	9	8.1	7.9
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	95%	9%
Vol Thru, %	34%	0%	91%
Vol Right, %	66%	5%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	117	135	47
LT Vol	0	128	4
Through Vol	40	0	43
RT Vol	77	7	0
Lane Flow Rate	150	173	60
Geometry Grp	1	1	1
Degree of Util (X)	0.174	0.224	0.076
Departure Headway (Hd)	4.174	4.658	4.539
Convergence, Y/N	Yes	Yes	Yes
Cap	863	772	791
Service Time	2.186	2.675	2.555
HCM Lane V/C Ratio	0.174	0.224	0.076
HCM Control Delay, s/veh	8.1	9	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	0.9	0.2

Existing intersection configuration not supported by HCM. For purposes of this analysis, this intersection was analyzed as all-way stop controlled (AWSC).

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	53	104	10	26	37
Future Vol, veh/h	23	53	104	10	26	37
Conflicting Peds, #/hr	12	0	0	12	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	9	2	2	2
Mvmt Flow	28	65	128	12	32	46

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	153	0	0 269 149
Stage 1	-	-	- 147 -
Stage 2	-	-	- 122 -
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	1428	-	- 720 898
Stage 1	-	-	- 881 -
Stage 2	-	-	- 903 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1412	-	- 689 886
Mov Cap-2 Maneuver	-	-	- 689 -
Stage 1	-	-	- 853 -
Stage 2	-	-	- 893 -

Approach	EB	WB	SB
HCM Control Delay, s/v	2.3	0	10.03
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	545	-	-	-	793
HCM Lane V/C Ratio	0.02	-	-	-	0.098
HCM Control Delay (s/veh)	7.6	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

HCM 7th TWSC
4: Moore Lane/Old Athens Road & Athens Street

Lakeside At Harrison Village TIA
Build 2028 Conditions AM Peak

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⬆			⬆			⬆			⬆	
Traffic Vol, veh/h	8	123	0	1	574	29	1	0	2	34	1	1
Future Vol, veh/h	8	123	0	1	574	29	1	0	2	34	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	13	5	0	2	4	10	2	0	2	2	2	2
Mvmt Flow	15	234	0	2	1090	55	1	0	3	65	2	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1145	0	0	234	0	0	1359	1413	234	1385	1385	1117
Stage 1	-	-	-	-	-	-	264	264	-	1121	1121	-
Stage 2	-	-	-	-	-	-	1095	1149	-	264	264	-
Critical Hdwy	4.23	-	-	4.12	-	-	7.12	6.5	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.12	5.52	-
Follow-up Hdwy	2.317	-	-	2.218	-	-	3.518	4	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	572	-	-	1334	-	-	126	139	806	121	143	252
Stage 1	-	-	-	-	-	-	741	694	-	250	281	-
Stage 2	-	-	-	-	-	-	259	276	-	741	690	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	572	-	-	1334	-	-	119	134	806	116	138	252
Mov Cap-2 Maneuver	-	-	-	-	-	-	119	134	-	116	138	-
Stage 1	-	-	-	-	-	-	719	673	-	249	280	-
Stage 2	-	-	-	-	-	-	254	274	-	716	669	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.7			0.01			18.24			70.43		
HCM LOS							C			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	276	110	-	-	3	-	-	118				
HCM Lane V/C Ratio	0.014	0.027	-	-	0.001	-	-	0.577				
HCM Control Delay (s/veh)	18.2	11.5	0	-	7.7	0	-	70.4				
HCM Lane LOS	C	B	A	-	A	A	-	F				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	2.8				

Intersection						
Int Delay, s/veh	8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	P			4	Y	
Traffic Vol, veh/h	134	106	47	614	101	37
Future Vol, veh/h	134	106	47	614	101	37
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	6	7	7	4	5	6
Mvmt Flow	176	139	62	808	133	49

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	316
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.17
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.263
Pot Cap-1 Maneuver	-	-	1217
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1217
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.58	57.32
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	237	-	-	128	-
HCM Lane V/C Ratio	0.768	-	-	0.051	-
HCM Control Delay (s/veh)	57.3	-	-	8.1	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	5.5	-	-	0.2	-

HCM 7th Signalized Intersection Summary

Lakeside At Harrison Village TIA

6: Monroe Drive & EE Butler Parkway/Athens Highway (SR 11/US 129) Build 2028 Conditions AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	894	205	163	1753	26	38	26	40	16	44	91
Future Volume (veh/h)	128	894	205	163	1753	26	38	26	40	16	44	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1693	1841	1841	1767	1826	1441	1870	1544	1248	1856	1737
Adj Flow Rate, veh/h	135	941	216	172	1845	27	40	27	42	17	46	96
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	14	4	4	9	5	31	2	24	44	3	11
Cap, veh/h	182	2200	1067	384	2312	1066	90	100	155	109	39	81
Arrive On Green	0.04	0.68	0.68	0.04	0.69	0.69	0.03	0.15	0.15	0.07	0.07	0.07
Sat Flow, veh/h	1725	3216	1560	1753	3357	1547	1372	658	1023	882	533	1112
Grp Volume(v), veh/h	135	941	216	172	1845	27	40	0	69	17	0	142
Grp Sat Flow(s),veh/h/ln	1725	1608	1560	1753	1678	1547	1372	0	1681	882	0	1644
Q Serve(g_s), s	3.8	20.9	8.1	4.8	60.8	0.9	4.2	0.0	5.8	2.9	0.0	11.6
Cycle Q Clear(g_c), s	3.8	20.9	8.1	4.8	60.8	0.9	4.2	0.0	5.8	2.9	0.0	11.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.61	1.00		0.68
Lane Grp Cap(c), veh/h	182	2200	1067	384	2312	1066	90	0	254	109	0	119
V/C Ratio(X)	0.74	0.43	0.20	0.45	0.80	0.03	0.45	0.00	0.27	0.16	0.00	1.19
Avail Cap(c_a), veh/h	280	2200	1067	409	2312	1066	153	0	332	109	0	119
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.8	11.3	9.3	8.8	17.2	7.9	64.7	0.0	60.1	70.2	0.0	74.2
Incr Delay (d2), s/veh	5.8	0.6	0.4	0.8	3.0	0.0	3.4	0.0	1.2	1.4	0.0	142.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	7.2	2.7	1.7	22.0	0.3	1.6	0.0	2.5	0.7	0.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.6	11.9	9.7	9.6	20.2	7.9	68.2	0.0	61.3	71.6	0.0	216.9
LnGrp LOS	D	B	A	A	C	A	E		E	E		F
Approach Vol, veh/h	1292			2044			109			159		
Approach Delay, s/veh	14.1			19.1			63.8			201.3		
Approach LOS	B			B			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	12.0	116.4	12.6	19.0	12.7	115.6	31.6					
Change Period (Y+Rc), s	6.0	6.2	7.4	7.4	* 5.9	6.2	7.4					
Max Green Setting (Gmax), s	15.0	93.8	12.6	11.6	* 9.1	99.8	31.6					
Max Q Clear Time (g_c+I1), s	5.8	62.8	6.2	13.6	6.8	22.9	7.8					
Green Ext Time (p_c), s	0.2	28.4	0.0	0.0	0.1	29.5	0.5					

Intersection Summary

HCM 7th Control Delay, s/veh 26.7
 HCM 7th LOS C

Notes

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

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th TWSC
7: Harrison Drive & Site Driveway A

Lakeside At Harrison Village TIA
Build 2028 Conditions AM Peak

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	5	0	146	2	0	52
Future Vol, veh/h	5	0	146	2	0	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	9	0	0	9
Mvmt Flow	6	0	187	3	0	67
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	255	188	0	0	190	0
Stage 1	188	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	738	859	-	-	1396	-
Stage 1	848	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	738	859	-	-	1396	-
Mov Cap-2 Maneuver	738	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	9.92	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	738	1396	-	
HCM Lane V/C Ratio	-	-	0.009	-	-	
HCM Control Delay (s/veh)	-	-	9.9	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

HCM 7th TWSC
8: Harrison Drive & Site Driveway B

Lakeside At Harrison Village TIA
Build 2028 Conditions AM Peak

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	P	
Traffic Vol, veh/h	0	5	2	39	77	0
Future Vol, veh/h	0	5	2	39	77	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	0	6	2	48	95	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	148	95	95	0	-	0
Stage 1	95	-	-	-	-	-
Stage 2	53	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	849	967	1512	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	847	967	1512	-	-	-
Mov Cap-2 Maneuver	847	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	975	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.75	0.36	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	88	-	967	-	-
HCM Lane V/C Ratio	0.002	-	0.006	-	-
HCM Control Delay (s/veh)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 7th TWSC
9: Harrison Drive & Site Driveway C

Lakeside At Harrison Village TIA
Build 2028 Conditions AM Peak

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			A	P	
Traffic Vol, veh/h	0	39	16	23	38	0
Future Vol, veh/h	0	39	16	23	38	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	0	48	20	28	47	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	115	47	47	0	-	0
Stage 1	47	-	-	-	-	-
Stage 2	68	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	886	1028	1574	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	875	1028	1574	-	-	-
Mov Cap-2 Maneuver	875	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	8.67	3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	738	-	1028	-	-	
HCM Lane V/C Ratio	0.013	-	0.047	-	-	
HCM Control Delay (s/veh)	7.3	0	8.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection						
Int Delay, s/veh	6.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	29	23	8	12	134
Future Vol, veh/h	19	29	23	8	12	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	24	37	29	10	15	172

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	62	0	112	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	69	-
Critical Hdwy	-	-	4.12	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.218	-	3.5	3.318
Pot Cap-1 Maneuver	-	-	1542	-	889	1027
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1542	-	872	1027
Mov Cap-2 Maneuver	-	-	-	-	872	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	940	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	5.48	9.36
HCM LOS	A		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1013	-	-	1335	-
HCM Lane V/C Ratio	0.185	-	-	0.019	-
HCM Control Delay (s/veh)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	179	390	3	0	322	28	3	0	2	20	0	130
Future Vol, veh/h	179	390	3	0	322	28	3	0	2	20	0	130
Conflicting Peds, #/hr	2	0	2	2	0	2	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	2	33	0	3	2	33	0	50	2	0	2
Mvmt Flow	192	419	3	0	346	30	3	0	2	22	0	140
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	378	0	0	425	0	0	1155	1186	423	1168	1173	364
Stage 1	-	-	-	-	-	-	808	808	-	363	363	-
Stage 2	-	-	-	-	-	-	347	378	-	804	810	-
Critical Hdwy	4.13	-	-	4.1	-	-	7.43	6.5	6.7	7.12	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.227	-	-	2.2	-	-	3.797	4	3.75	3.518	4	3.318
Pot Cap-1 Maneuver	1175	-	-	1146	-	-	151	190	540	170	194	681
Stage 1	-	-	-	-	-	-	333	397	-	656	628	-
Stage 2	-	-	-	-	-	-	609	618	-	376	396	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1172	-	-	1143	-	-	94	149	539	133	152	679
Mov Cap-2 Maneuver	-	-	-	-	-	-	94	149	-	133	152	-
Stage 1	-	-	-	-	-	-	261	311	-	654	627	-
Stage 2	-	-	-	-	-	-	483	617	-	294	311	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	2.71			0			31.67			17.89		
HCM LOS							D			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	140	562	-	-	1143	-	-	439				
HCM Lane V/C Ratio	0.038	0.164	-	-	-	-	-	0.368				
HCM Control Delay (s/veh)	31.7	8.7	0	-	0	-	-	17.9				
HCM Lane LOS	D	A	A	-	A	-	-	C				
HCM 95th %tile Q(veh)	0.1	0.6	-	-	0	-	-	1.7				

HCM 7th AWSC
2: Harrison Drive & Old Athens Road

Lakeside At Harrison Village TIA
Build 2028 Conditions PM Peak

Intersection

Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	121	2	33	173	2	30
Future Vol, veh/h	121	2	33	173	2	30
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	27	3	2	2
Mvmt Flow	130	2	35	186	2	32
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	8.7	8.7	7.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	98%	6%
Vol Thru, %	16%	0%	94%
Vol Right, %	84%	2%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	206	123	32
LT Vol	0	121	2
Through Vol	33	0	30
RT Vol	173	2	0
Lane Flow Rate	222	132	34
Geometry Grp	1	1	1
Degree of Util (X)	0.26	0.172	0.043
Departure Headway (Hd)	4.224	4.691	4.507
Convergence, Y/N	Yes	Yes	Yes
Cap	853	767	797
Service Time	2.233	2.706	2.521
HCM Lane V/C Ratio	0.26	0.172	0.043
HCM Control Delay, s/veh	8.7	8.7	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1	0.6	0.1

Existing intersection configuration not supported by HCM. For purposes of this analysis, this intersection was analyzed as all-way stop controlled (AWSC).

HCM 7th TWSC
3: Old Athens Road & Harrison Drive

Lakeside At Harrison Village TIA
Build 2028 Conditions PM Peak

Intersection

Int Delay, s/veh 1.9

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations						
Traffic Vol, veh/h	35	140	101	20	14	23
Future Vol, veh/h	35	140	101	20	14	23
Conflicting Peds, #/hr	2	0	0	2	1	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	163	117	23	16	27

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	143	0	-	0	376	137
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	245	-
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	1440	-	-	-	625	911
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	796	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1437	-	-	-	603	904
Mov Cap-2 Maneuver	-	-	-	-	603	-
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	794	-

Approach EB WB SB

HCM Control Delay, s/v	1.52	0	10.02
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	360	-	-	-	761
HCM Lane V/C Ratio	0.028	-	-	-	0.057
HCM Control Delay (s/veh)	7.6	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	3	325	5	1	233	55	2	2	4	37	2	10
Future Vol, veh/h	3	325	5	1	233	55	2	2	4	37	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	4	2	2
Mvmt Flow	5	513	8	2	368	87	2	2	4	58	3	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	455	0	0	521	0	0	899	984	517	938	945	411
Stage 1	-	-	-	-	-	-	527	527	-	414	414	-
Stage 2	-	-	-	-	-	-	373	458	-	524	531	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.14	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.14	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.14	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.536	4.018	3.318
Pot Cap-1 Maneuver	1106	-	-	1045	-	-	260	248	558	242	262	640
Stage 1	-	-	-	-	-	-	535	528	-	611	593	-
Stage 2	-	-	-	-	-	-	648	567	-	533	526	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1106	-	-	1045	-	-	248	246	558	237	260	640
Mov Cap-2 Maneuver	-	-	-	-	-	-	248	246	-	237	260	-
Stage 1	-	-	-	-	-	-	532	525	-	610	592	-
Stage 2	-	-	-	-	-	-	627	566	-	524	523	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.07	0.03	15.77	23.35
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	343	16	-	-	6	-	-	273
HCM Lane V/C Ratio	0.025	0.004	-	-	0.002	-	-	0.284
HCM Control Delay (s/veh)	15.8	8.3	0	-	8.4	0	-	23.3
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	1.1

Intersection						
Int Delay, s/veh	4.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	h			h	h	
Traffic Vol, veh/h	310	74	50	273	117	77
Future Vol, veh/h	310	74	50	273	117	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	5	6	3	2	2
Mvmt Flow	330	79	53	290	124	82

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	409	0	766 369
Stage 1	-	-	-	-	369 -
Stage 2	-	-	-	-	397 -
Critical Hdwy	-	-	4.16	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.254	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1129	-	371 676
Stage 1	-	-	-	-	699 -
Stage 2	-	-	-	-	679 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1129	-	350 676
Mov Cap-2 Maneuver	-	-	-	-	350 -
Stage 1	-	-	-	-	699 -
Stage 2	-	-	-	-	641 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.29	20.66
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	433	-	-	279	-
HCM Lane V/C Ratio	0.477	-	-	0.047	-
HCM Control Delay (s/veh)	20.7	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.5	-	-	0.1	-

Lakeside At Harrison Village TIA

6: Monroe Drive & EE Butler Parkway/Athens Highway (SR 11/US 129)

Build 2028 Conditions PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	1757	102	86	1269	11	163	59	177	22	35	149
Future Volume (veh/h)	91	1757	102	86	1269	11	163	59	177	22	35	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1811	1737	1678	1781	1870	1781	1870	1841	1870	1856	1826
Adj Flow Rate, veh/h	95	1830	106	90	1322	11	170	61	184	23	36	155
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	6	11	15	8	2	8	2	4	2	3	5
Cap, veh/h	271	2234	956	147	2196	1028	179	80	242	107	22	93
Arrive On Green	0.03	0.65	0.65	0.03	0.65	0.65	0.08	0.20	0.20	0.07	0.07	0.07
Sat Flow, veh/h	1753	3441	1472	1598	3385	1585	1697	406	1226	1111	297	1277
Grp Volume(v), veh/h	95	1830	106	90	1322	11	170	0	245	23	0	191
Grp Sat Flow(s),veh/h/ln	1753	1721	1472	1598	1692	1585	1697	0	1632	1111	0	1574
Q Serve(g_s), s	2.9	63.7	4.4	3.1	36.0	0.4	12.6	0.0	22.7	3.2	0.0	11.6
Cycle Q Clear(g_c), s	2.9	63.7	4.4	3.1	36.0	0.4	12.6	0.0	22.7	5.9	0.0	11.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.75	1.00		0.81
Lane Grp Cap(c), veh/h	271	2234	956	147	2196	1028	179	0	322	107	0	114
V/C Ratio(X)	0.35	0.82	0.11	0.61	0.60	0.01	0.95	0.00	0.76	0.22	0.00	1.67
Avail Cap(c_a), veh/h	381	2234	956	187	2196	1028	179	0	322	107	0	114
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.0	21.0	10.6	30.8	16.2	9.9	64.4	0.0	60.6	72.8	0.0	74.2
Incr Delay (d2), s/veh	0.8	3.5	0.2	4.1	1.2	0.0	53.2	0.0	11.8	2.1	0.0	338.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	24.6	1.4	2.4	13.4	0.1	3.7	0.0	10.3	1.0	0.0	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.7	24.5	10.8	35.0	17.4	10.0	117.6	0.0	72.5	75.0	0.0	412.5
LnGrp LOS	B	C	B	C	B	A	F		E	E		F
Approach Vol, veh/h	2031			1423			415			214		
Approach Delay, s/veh	23.3			18.5			91.0			376.2		
Approach LOS	C			B			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	11.0	110.0	20.0	19.0	10.9	110.1	39.0					
Change Period (Y+Rc), s	6.0	6.2	7.4	7.4	* 5.9	6.2	7.4					
Max Green Setting (Gmax), s	15.0	93.8	12.6	11.6	* 9.1	99.8	31.6					
Max Q Clear Time (g_c+I1), s	4.9	38.0	14.6	13.6	5.1	65.7	24.7					
Green Ext Time (p_c), s	0.1	34.5	0.0	0.0	0.1	31.1	1.2					

Intersection Summary

HCM 7th Control Delay, s/veh 47.0
 HCM 7th LOS D

Notes

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

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Int Delay, s/veh 0.2

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations	W		T			
Traffic Vol, veh/h	3	0	143	4	0	33
Future Vol, veh/h	3	0	143	4	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	2
Mvmt Flow	3	0	154	4	0	35

Major/Minor Minor1 Major1 Major2

Conflicting Flow All	191	156	0	0	158	0
Stage 1	156	-	-	-	-	-
Stage 2	35	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	802	895	-	-	1434	-
Stage 1	877	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	802	895	-	-	1434	-
Mov Cap-2 Maneuver	802	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	992	-	-	-	-	-

Approach WB NB SB

HCM Control Delay, s/v	9.51	0	0
HCM LOS	A		

Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT

Capacity (veh/h)	-	-	802	1434	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s/veh)	-	-	9.5	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM 7th TWSC
8: Harrison Drive & Site Driveway B

Lakeside At Harrison Village TIA
Build 2028 Conditions PM Peak

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			1	1	
Traffic Vol, veh/h	0	3	4	66	46	0
Future Vol, veh/h	0	3	4	66	46	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	0	3	5	77	53	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	140	53	53	0	-	0
Stage 1	53	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	858	1019	1565	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	856	1019	1565	-	-	-
Mov Cap-2 Maneuver	856	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	942	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.54	0.42	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	103	-	1019	-	-
HCM Lane V/C Ratio	0.003	-	0.003	-	-
HCM Control Delay (s/veh)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 7th TWSC
9: Harrison Drive & Site Driveway C

Lakeside At Harrison Village TIA
Build 2028 Conditions PM Peak

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	4	
Traffic Vol, veh/h	0	23	34	33	23	0
Future Vol, veh/h	0	23	34	33	23	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	0	27	40	38	27	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	144	27	27	0	-	0
Stage 1	27	-	-	-	-	-
Stage 2	117	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	853	1055	1600	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	832	1055	1600	-	-	-
Mov Cap-2 Maneuver	832	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	8.5	3.71		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	913	-	1055	-	-	
HCM Lane V/C Ratio	0.025	-	0.025	-	-	
HCM Control Delay (s/veh)	7.3	0	8.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

Intersection						
Int Delay, s/veh	7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	2	
Traffic Vol, veh/h	11	17	16	17	25	118
Future Vol, veh/h	11	17	16	17	25	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	12	18	17	18	27	127

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	30	0	74
Stage 1	-	-	-	-	21
Stage 2	-	-	-	-	53
Critical Hdwy	-	-	4.12	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.218	-	3.5
Pot Cap-1 Maneuver	-	-	1583	-	935
Stage 1	-	-	-	-	1007
Stage 2	-	-	-	-	975
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1583	-	925
Mov Cap-2 Maneuver	-	-	-	-	925
Stage 1	-	-	-	-	1007
Stage 2	-	-	-	-	964

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.54	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1031	-	-	873	-
HCM Lane V/C Ratio	0.149	-	-	0.011	-
HCM Control Delay (s/veh)	9.1	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	+
Traffic Vol, veh/h	90	202	2	2	694	8	2	0	4	9	0	113
Future Vol, veh/h	90	202	2	2	694	8	2	0	4	9	0	113
Conflicting Peds, #/hr	5	0	4	4	0	5	4	0	0	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	5	2	50	4	25	2	0	25	22	0	7
Mvmt Flow	115	259	3	3	890	10	3	0	5	12	0	145

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	905	0	0	266	0	0	1394	1405	264	1395	1401	904
Stage 1	-	-	-	-	-	-	495	495	-	905	905	-
Stage 2	-	-	-	-	-	-	899	910	-	490	496	-
Critical Hdwy	4.12	-	-	4.6	-	-	7.12	6.5	6.45	7.32	6.5	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.32	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.32	5.5	-
Follow-up Hdwy	2.218	-	-	2.65	-	-	3.518	4	3.525	3.698	4	3.363
Pot Cap-1 Maneuver	752	-	-	1065	-	-	119	141	722	107	141	328
Stage 1	-	-	-	-	-	-	556	549	-	305	358	-
Stage 2	-	-	-	-	-	-	334	356	-	524	549	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	748	-	-	1061	-	-	53	114	719	87	114	326
Mov Cap-2 Maneuver	-	-	-	-	-	-	53	114	-	87	114	-
Stage 1	-	-	-	-	-	-	454	448	-	302	355	-
Stage 2	-	-	-	-	-	-	184	353	-	427	448	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	3.27			0.02			32.29			26.71		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	140	550	-	-	5	-	-	87	326
HCM Lane V/C Ratio	0.055	0.154	-	-	0.002	-	-	0.133	0.445
HCM Control Delay (s/veh)	32.3	10.7	0	-	8.4	0	-	52.9	24.6
HCM Lane LOS	D	B	A	-	A	A	-	F	C
HCM 95th %tile Q(veh)	0.2	0.5	-	-	0	-	-	0.4	2.2

Intersection						
Int Delay, s/veh	5.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	1	1
Traffic Vol, veh/h	134	79	47	614	90	37
Future Vol, veh/h	134	79	47	614	90	37
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	235	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	6	7	7	4	5	6
Mvmt Flow	176	104	62	808	118	49

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	280
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.17
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.263
Pot Cap-1 Maneuver	-	-	1254
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1254
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.57	37.65
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	194	801	-	-	128	-
HCM Lane V/C Ratio	0.611	0.061	-	-	0.049	-
HCM Control Delay (s/veh)	49.1	9.8	-	-	8	0
HCM Lane LOS	E	A	-	-	A	A
HCM 95th %tile Q(veh)	3.5	0.2	-	-	0.2	-

Intersection

Int Delay, s/veh 3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	+
Traffic Vol, veh/h	161	390	3	0	322	4	3	0	2	4	0	118
Future Vol, veh/h	161	390	3	0	322	4	3	0	2	4	0	118
Conflicting Peds, #/hr	2	0	2	2	0	2	1	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	2	33	0	3	2	33	0	50	2	0	2
Mvmt Flow	173	419	3	0	346	4	3	0	2	4	0	127

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	353	0	0	425	0	0	1116	1122	423	1116	1121	351
Stage 1	-	-	-	-	-	-	769	769	-	350	350	-
Stage 2	-	-	-	-	-	-	347	353	-	766	771	-
Critical Hdwy	4.13	-	-	4.1	-	-	7.43	6.5	6.7	7.12	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.227	-	-	2.2	-	-	3.797	4	3.75	3.518	4	3.318
Pot Cap-1 Maneuver	1201	-	-	1146	-	-	161	208	540	185	208	692
Stage 1	-	-	-	-	-	-	350	413	-	666	636	-
Stage 2	-	-	-	-	-	-	609	635	-	396	413	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1198	-	-	1143	-	-	106	168	539	149	168	690
Mov Cap-2 Maneuver	-	-	-	-	-	-	106	168	-	149	168	-
Stage 1	-	-	-	-	-	-	284	335	-	665	635	-
Stage 2	-	-	-	-	-	-	497	634	-	320	334	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.47	0	28.8	11.99
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	157	522	-	-	1143	-	-	149	690
HCM Lane V/C Ratio	0.034	0.144	-	-	-	-	-	0.029	0.184
HCM Control Delay (s/veh)	28.8	8.5	0	-	0	-	-	29.9	11.4
HCM Lane LOS	D	A	A	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.1	0.5	-	-	0	-	-	0.1	0.7

Intersection						
Int Delay, s/veh	3.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	1	1
Traffic Vol, veh/h	310	58	50	273	93	77
Future Vol, veh/h	310	58	50	273	93	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	235	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	5	6	3	2	2
Mvmt Flow	330	62	53	290	99	82

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	391
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.16
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.254
Pot Cap-1 Maneuver	-	-	1146
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1146
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.28	15.39
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	354	684	-	-	279	-
HCM Lane V/C Ratio	0.279	0.12	-	-	0.046	-
HCM Control Delay (s/veh)	19	11	-	-	8.3	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	1.1	0.4	-	-	0.1	-

Raw Traffic Counts

National Data & Surveying Services
Intersection Turning Movement Count

Location: Harnett Dr/Feldale Farm Corporation Hwy & Old Athens Rd/Athens, St
City: Gainesville
Contract: 1-Way Street (S)

Project ID: 15-10693-401
Date: 4/22/2025

W/EV Streets		Data - Total																																
		Harrison Dr/Dalhousie Farms Corporation Drwy										Harrison Dr/Dalhousie Farms Corporation Drwy										Old Adhena Rd/Adhena St					Old Adhena Rd/Adhena St					AES RECORDS		
AM		1. NORTHBOUND					2. SOUTHBOUND					3. EASTBOUND					4. WESTBOUND					5. AES RECORDS												
		NS	ST	SR	NS2	SR2	SL	ST	SR	SL2	SR2	EL	ST	SR	EL2	SR2	OL	ST	SR	OL2	SR2	OL2	ST2	SR2	OL2	ST2	SR2							
6:45 AM	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							
7:00 AM	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							
7:15 AM	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							
7:30 AM	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							
7:45 AM	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							
8:00 AM	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							
8:15 AM	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							
8:30 AM	1	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							
8:45 AM	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							
9:00 AM	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							
9:15 AM	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							
9:30 AM	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							
9:45 AM	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							
10:00 AM	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							
10:15 AM	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							
10:30 AM	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							
10:45 AM	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							
11:00 AM	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							
11:15 AM	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							
11:30 AM	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							
11:45 AM	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							
12:00 PM	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							
12:15 PM	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							
12:30 PM	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							
12:45 PM	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							
1:00 PM	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							
1:15 PM	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							
1:30 PM	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							
1:45 PM	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							
2:00 PM	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							
2:15 PM	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							
2:30 PM	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							
2:45 PM	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							
3:00 PM	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							
3:15 PM	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							
3:30 PM	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							
3:45 PM	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							
4:00 PM	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							
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																	

Measurements for encoding the matrix	
01	Measurements encoding the set A
02	Measurements encoding the set B on the matrices for encoding only the set A (additions 01, 03)
03	Measurements encoding the set B on the matrices for encoding only the set A (additions 01, 03)
04	Measurements encoding the set B on the matrices for encoding only the set A (additions 01, 03)
Measurements adding the matrix	
05	Measurements encoding the set A (additions 01, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783



National Data & Surveying Services Intersection Turning Movement Count

Location: Harrison Dr/Feldale Farms Corporation Dwy & Old Athens Rd/Athens St
City: Greenville
Control: 1-Way Stop(SB)

Project ID: 25-180093-001
Date: 4/22/2025

Data - HT

NS/EW Streets:	Harrison Dr/Feldale Farms Corporation Dwy					Harrison Dr/Feldale Farms Corporation Dwy					Old Athens Rd/Athens St					Old Athens Rd/Athens St										
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					WESTBOUND2					
	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
	NR	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2U	W2L	W2T	W2R2	W2U2	TOTAL
6-6:55 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	5	0	0	0	0	0	2	1	0	0	10
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	2	1	0	0	6
7:15 AM	0	0	0	0	0	2	0	0	0	0	0	3	0	0	0	3	2	0	0	0	0	1	0	0	0	11
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	4	0	0	0	0	3	0	0	0	10
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	12	0	0	0	0	1	0	0	0	17
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	1	5	0	0	0	0	3	0	0	0	12
8:15 AM	1	0	1	0	0	0	0	0	0	0	2	4	1	0	1	1	4	0	0	0	0	0	0	0	0	15
8:30 AM	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	5	0	0	0	0	0	0	0	0	8
TOTAL VOLUMES	NR	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2U	W2L	W2T	W2R2	W2U2	TOTAL
APPROACH %s	50.00%	0.00%	50.00%	0.00%	0.00%	66.67%	0.00%	33.33%	0.00%	0.00%	33.34%	73.08%	7.69%	0.00%	7.69%	8.65%	90.70%	4.65%	0.00%	0.00%	0.00%	0.00%	92.31%	7.69%	0.00%	89
PEAK HR	0	0	1	0	0	2	0	0	0	0	1	10	0	0	1	1	24	2	0	0	0	0	0	0	0	50
PEAK HR VOL	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.833	0.000	0.000	0.250	0.250	0.500	0.250	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.735
PEAK HR FACTOR	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.833	0.000	0.000	0.250	0.250	0.500	0.250	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.735

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					WESTBOUND2					
	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
	NR	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2U	W2L	W2T	W2R2	W2U2	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	2	1	0	1	0	3	0	0	0	0	0	1	0	0	9
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	1	0	0	0	0	0	1	0	0	6
4:30 PM	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	4	0	0	0	0	0	0	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0	2	0	0	7
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	0	0	3
TOTAL VOLUMES	NR	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2U	W2L	W2T	W2R2	W2U2	TOTAL
APPROACH %s	50.00%	0.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	3.88%	58.82%	11.76%	0.00%	23.53%	5.88%	94.12%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	84
PEAK HR	1	0	1	0	0	0	0	0	0	0	1	3	1	0	3	0	9	0	0	0	0	0	2	0	0	21
PEAK HR VOL	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.250	0.000	0.375	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.750
PEAK HR FACTOR	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.250	0.000	0.375	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.750

National Data & Surveying Services Intersection Turning Movement Count

Location: Hammon Dr/Fieldale Farms Corporation Drwy & Old Athens Rd/Athens St
City: Gainesville
Control: 1-Way Stop(SB)

Project ID: 15-180093-001
Date: 4/22/2023

NS/EW Streets:		Data - Bikes																								
		Hammon Dr/Fieldale Farms Corporation Drwy					Hammon Dr/Fieldale Farms Corporation Drwy					Old Athens Rd/Athens St					Old Athens Rd/Athens St									
AM		NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					WESTBOUND2				
		NL	NT	NR	NR2	NR2	SL	ST	SR	SR2	SR2	EL	ET	ER	EU	ET2	WL	WT	WR	WR2	WR2	W2U	W2L2	W2T2	W2R2	W2U2
	6:45 AM	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
	7:00 AM	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
	7:15 AM	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
	7:30 AM	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
	7:45 AM	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
	8:00 AM	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
	8:15 AM	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
	8:30 AM	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
TOTAL VOLUMES		NL	NT	NR	NR2	NR2	SL	ST	SR	SR2	SR2	EL	ET	ER	EU	ET2	WL	WT	WR	WR2	WR2	W2U	W2L2	W2T2	W2R2	W2U2
APPROACH %s		0	0	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	0	0
PEAK HR VOL		0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
PM		NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					WESTBOUND2				
		NL	NT	NR	NR2	NR2	SL	ST	SR	SR2	SR2	EL	ET	ER	EU	ET2	WL	WT	WR	WR2	WR2	W2U	W2L2	W2T2	W2R2	W2U2
	4:00 PM	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
	4:15 PM	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
	4:30 PM	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
	4:45 PM	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
	5:00 PM	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
	5:15 PM	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
	5:30 PM	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
	5:45 PM	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
TOTAL VOLUMES		NL	NT	NR	NR2	NR2	SL	ST	SR	SR2	SR2	EL	ET	ER	EU	ET2	WL	WT	WR	WR2	WR2	W2U	W2L2	W2T2	W2R2	W2U2
APPROACH %s		0	0	0	0	0	0.00%	0.00%	0.00%	0.00%	100.00%	0	1	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
PEAK HR VOL		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
PEAK HR FACTOR		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harrison Dr/Fieldale Farms Corporation Dwy & Old Athens Rd/Athens St
City: Gainesville

Project ID: 25-180093-001
Date: 4/22/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Harrison Dr/Fieldale Farms Corporation Dwy		Harrison Dr/Fieldale Farms Corporation Dwy		Old Athens Rd/Athens St		Old Athens Rd/Athens St					
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2		EAST LEG 2	
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	NB	SB
	6:45 AM	0	0	0	2	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	1	0	0	0	0	0	1	0	0	0
	7:30 AM	1	0	2	0	0	0	1	0	0	0	0
	7:45 AM	0	2	0	2	0	0	0	1	0	0	0
	8:00 AM	1	0	0	0	0	0	1	0	0	0	0
	8:15 AM	0	2	0	0	0	0	0	1	0	1	0
	8:30 AM	1	1	3	0	0	0	1	0	0	0	0
TOTAL VOLUMES :	EB 3	WB 6	EB 5	WB 4	NB 0	SB 0	NB 3	SB 3	EB 0	WB 1	NB 1	SB 0
APPROACH %'s :	33.33%	66.67%	55.56%	44.44%			50.00%	50.00%	0.00%	100.00%	100.00%	0.00%
PEAK HR :	07:15 AM - 08:15 AM											
PEAK HR VOL :	2	3	2	2	0	0	2	2	0	0	0	0
PEAK HR FACTOR :	0.500	0.375	0.250	0.250			0.500	0.500				
	0.625		0.500				1.000					

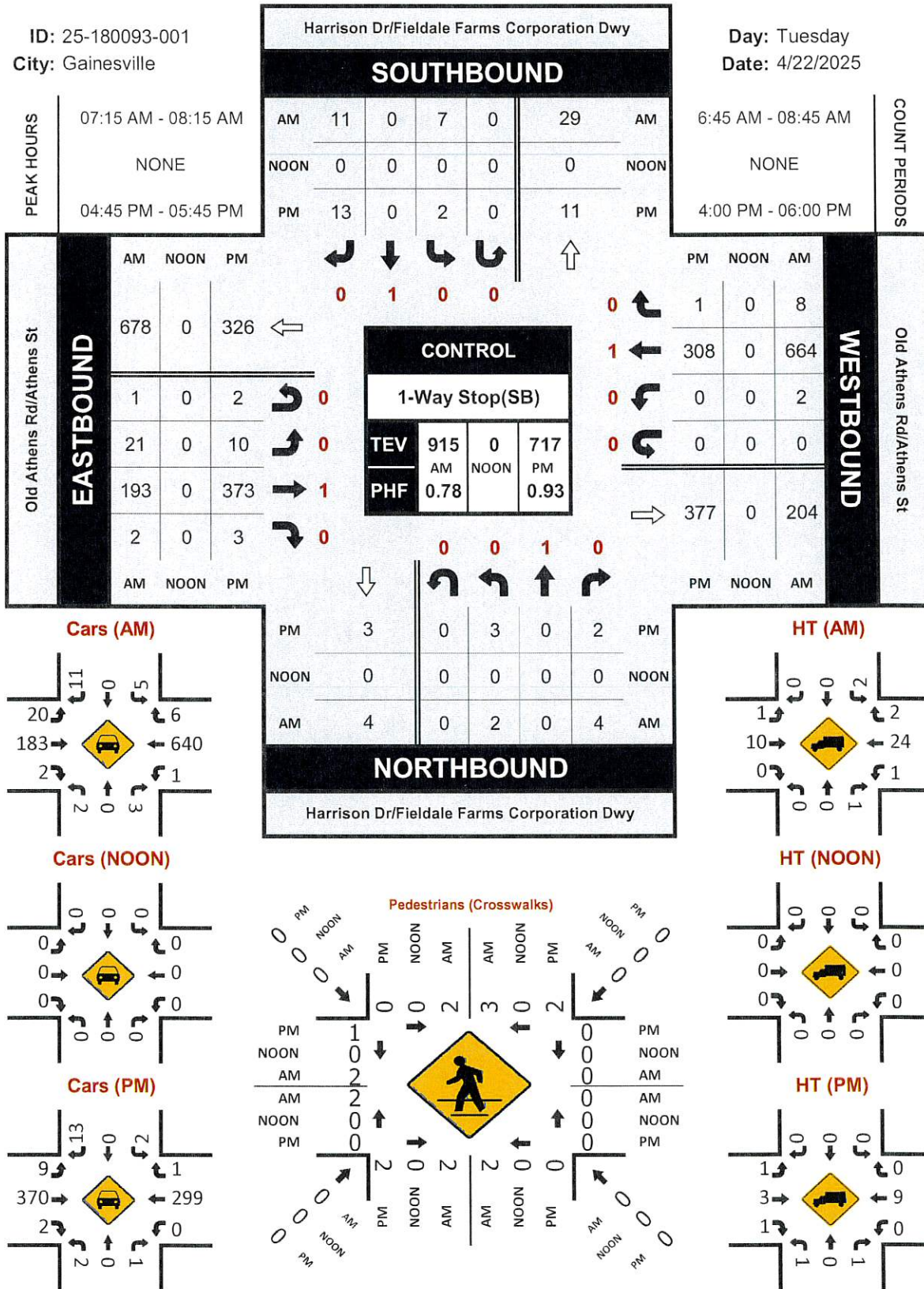
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2		EAST LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	NB	SB	
	4:00 PM	0	0	2	2	0	0	2	0	0	1	0	0
	4:15 PM	0	0	0	2	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	2	0	0	0	0	1	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	2	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	1	0	0	1	0	0	0	0	0
TOTAL VOLUMES :	EB 0	WB 2	EB 4	WB 5	NB 0	SB 0	NB 3	SB 1	EB 2	WB 1	NB 0	SB 0	
APPROACH %'s :	0.00%	100.00%	44.44%	55.56%			75.00%	25.00%	66.67%	33.33%			
PEAK HR :	04:45 PM - 05:45 PM												
PEAK HR VOL :	0	2	2	0	0	0	0	1	2	0	0	0	
PEAK HR FACTOR :		0.500	0.250	0.250			0.250	0.250	0.250	0.250			
	0.500		0.250				0.250		0.250				

Harrison Dr/Fieldale Farms Corporation Dwy & Old Athens Rd/Athens St

Peak Hour Turning Movement Count

ID: 25-180093-001
City: Gainesville

Day: Tuesday
Date: 4/22/2025



National Data & Surveying Services

Intersection Turning Movement Count

Location: Harrison Dr & Old Athens Rd
City: Gainesville
Control: 1-Way Stop(SB)

Project ID: 25-180093-002
Date: 4/22/2025

Data - Total

NS/EW Streets:	Harrison Dr				Harrison Dr				Old Athens Rd				Old Athens Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:45 AM	0	0	0	0	1	0	1	1	4	13	0	0	0	30	0	0	50
7:00 AM	0	0	0	0	1	0	1	0	2	7	0	0	0	23	1	0	35
7:15 AM	0	0	0	0	0	0	7	0	5	19	0	0	0	25	0	0	56
7:30 AM	0	0	0	0	3	0	2	0	1	12	0	0	0	21	1	0	40
7:45 AM	0	0	0	0	1	0	3	0	1	15	0	0	0	22	0	0	42
8:00 AM	0	0	0	0	1	0	5	0	5	10	0	0	0	20	1	0	42
8:15 AM	0	0	0	0	3	0	4	0	3	21	0	0	0	14	0	0	45
8:30 AM	0	0	0	0	1	0	3	0	1	15	0	0	0	20	0	0	40
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %s :	0	0	0	0	11	0	26	1	22	112	0	0	0	175	3	0	350
PEAK HR :	06:45 AM - 07:45 AM				28.95%	0.00%	68.42%	2.63%	16.42%	83.58%	0.00%	0.00%	0.00%	98.31%	1.69%	0.00%	
PEAK HR VOL :	0	0	0	0	5	0	11	1	12	51	0	0	0	99	2	0	181
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.417	0.000	0.393	0.250	0.600	0.671	0.000	0.000	0.000	0.825	0.500	0.000	0.808
							0.607			0.656				0.842			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	2	0	3	0	3	39	0	0	0	20	2	0	69
4:15 PM	0	0	0	0	1	0	2	0	4	36	0	0	0	31	0	0	74
4:30 PM	0	0	0	0	1	0	5	0	1	25	0	0	0	19	0	0	51
4:45 PM	0	0	0	0	0	0	3	0	0	31	0	0	0	17	0	0	51
5:00 PM	0	0	0	0	0	0	3	0	4	26	0	0	0	22	0	0	55
5:15 PM	0	0	0	0	1	0	3	0	2	35	0	0	0	28	0	0	69
5:30 PM	0	0	0	0	0	0	3	0	6	42	0	0	0	24	0	0	75
5:45 PM	0	0	0	0	1	0	0	0	1	31	0	0	0	23	2	0	58
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %s :	0	0	0	0	6	0	22	0	21	265	0	0	0	184	4	0	502
PEAK HR :	05:00 PM - 06:00 PM				21.43%	0.00%	78.57%	0.00%	7.34%	92.66%	0.00%	0.00%	0.00%	97.87%	2.13%	0.00%	
PEAK HR VOL :	0	0	0	0	2	0	9	0	13	134	0	0	0	97	2	0	257
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.750	0.000	0.542	0.798	0.000	0.000	0.000	0.866	0.250	0.000	0.857
							0.688			0.766				0.884			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harrison Dr & Old Athens Rd
City: Gainesville
Control: 1-Way Stop(SB)

Project ID: 25-180093-002
Date: 4/22/2025

Data - Cars

NS/EW Streets:	Harrison Dr				Harrison Dr				Old Athens Rd				Old Athens Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:45 AM	0	0	0	0	1	0	1	1	4	13	0	0	0	28	0	0	48
7:00 AM	0	0	0	0	1	0	1	0	2	7	0	0	0	20	1	0	32
7:15 AM	0	0	0	0	0	0	7	0	5	19	0	0	0	24	0	0	55
7:30 AM	0	0	0	0	3	0	2	0	1	12	0	0	0	18	1	0	37
7:45 AM	0	0	0	0	1	0	3	0	1	15	0	0	0	21	0	0	41
8:00 AM	0	0	0	0	1	0	5	0	5	10	0	0	0	18	1	0	40
8:15 AM	0	0	0	0	2	0	4	0	2	21	0	0	0	14	0	0	43
8:30 AM	0	0	0	0	0	0	3	0	1	15	0	0	0	20	0	0	39
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	9	0	26	1	21	112	0	0	0	163	3	0	335
PEAK HR :	06:45 AM - 07:45 AM				25.00%	0.00%	72.22%	2.78%	15.79%	84.21%	0.00%	0.00%	0.00%	98.19%	1.81%	0.00%	
PEAK HR VOL :	0	0	0	0	5	0	11	1	12	51	0	0	0	90	2	0	TOTAL
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.417	0.000	0.393	0.250	0.600	0.671	0.000	0.000	0.000	0.804	0.500	0.000	0.782
								0.607			0.656				0.821		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	2	0	3	0	2	38	0	0	0	20	2	0	67
4:15 PM	0	0	0	0	1	0	2	0	4	36	0	0	0	30	0	0	73
4:30 PM	0	0	0	0	1	0	5	0	1	25	0	0	0	19	0	0	51
4:45 PM	0	0	0	0	0	0	2	0	0	30	0	0	0	17	0	0	49
5:00 PM	0	0	0	0	0	0	3	0	4	26	0	0	0	21	0	0	54
5:15 PM	0	0	0	0	1	0	3	0	2	35	0	0	0	28	0	0	69
5:30 PM	0	0	0	0	0	0	3	0	6	42	0	0	0	24	0	0	75
5:45 PM	0	0	0	0	1	0	0	0	1	31	0	0	0	23	2	0	58
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	6	0	21	0	20	263	0	0	0	182	4	0	496
PEAK HR :	05:00 PM - 06:00 PM				22.22%	0.00%	77.78%	0.00%	7.07%	92.93%	0.00%	0.00%	0.00%	97.85%	2.15%	0.00%	
PEAK HR VOL :	0	0	0	0	2	0	9	0	13	134	0	0	0	96	2	0	TOTAL
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.750	0.000	0.542	0.798	0.000	0.000	0.000	0.857	0.250	0.000	0.853
								0.688			0.766				0.875		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harrison Dr & Old Athens Rd
City: Gainesville
Control: 1-Way Stop(SB)

Project ID: 25-180093-002
Date: 4/22/2025

Data - HT

NS/EW Streets:	Harrison Dr				Harrison Dr				Old Athens Rd				Old Athens Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	2	0	0	0	1	0	0	0	0	12	0	0	15
PEAK HR :	06:45 AM - 07:45 AM				0	0	0	0	0	0	0	0	0	9	0	0	9
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0.750	0.000	0.000	0.750
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	6
PEAK HR :	05:00 PM - 06:00 PM				0.00%	0.00%	100.00%	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harrison Dr & Old Athens Rd
City: Gainesville
Control: 1-Way Stop(SB)

Project ID: 25-180093-002
Date: 4/22/2025

Data - Bikes

NS/EW Streets:	Harrison Dr				Harrison Dr				Old Athens Rd				Old Athens Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR :	06:45 AM - 07:45 AM				0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM				0	0	0	0	0	0	0	0	0	1	0	0	TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250

National Data & Surveying Services
Intersection Turning Movement Count

Location: Harrison Dr & Old Athens Rd
City: Gainesville

Project ID: 25-180093-002
Date: 4/22/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Harrison Dr		Harrison Dr		Old Athens Rd		Old Athens Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
6:45 AM	1	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	1	1
7:15 AM	2	3	0	0	0	0	0	0	5
7:30 AM	5	1	0	0	0	0	0	1	7
7:45 AM	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	0	0	1	0	2
8:30 AM	1	1	0	0	0	0	0	0	2
TOTAL VOLUMES :	EB 11	WB 5	EB 0	WB 0	NB 0	SB 0	NB 1	SB 2	TOTAL 19
APPROACH %'s :	68.75%	31.25%					33.33%	66.67%	
PEAK HR :	06:45 AM - 07:45 AM								TOTAL 14
PEAK HR VOL :	8	4	0	0	0	0	0	2	
PEAK HR FACTOR :	0.400	0.333						0.500	0.500
	0.500							0.500	

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	2	0	2
4:30 PM	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	1	0	1
5:00 PM	0	1	0	0	1	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	3	3	6
TOTAL VOLUMES :	EB 2	WB 2	EB 0	WB 0	NB 1	SB 0	NB 6	SB 3	TOTAL 14
APPROACH %'s :	50.00%	50.00%			100.00%	0.00%	66.67%	33.33%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL 9
PEAK HR VOL :	0	2	0	0	1	0	3	3	
PEAK HR FACTOR :		0.500			0.250		0.250	0.250	0.375
	0.500				0.250		0.250	0.250	

ID: 25-180093-002

City: Gainesville

Harrison Dr

SOUTHBOUND

Day: Tuesday

Date: 4/22/2025

PEAK HOURS

06:45 AM - 07:45 AM

NONE

05:00 PM - 06:00 PM

	AM	11	0	5	1		15	AM
NOON		0	0	0	0		0	NOON
PM		9	0	2	0		15	PM

6:45 AM - 08:45 AM

NONE

4:00 PM - 06:00 PM

COUNT PERIODS

EASTBOUND

	AM	NOON	PM
110	0	106	
0	0	0	
12	0	13	
51	0	134	
0	0	0	

CONTROL

1-Way Stop(SB)

	181 AM	0 NOON	257 PM
TEV	0.81		0.86
PHF			

WESTBOUND

	PM	NOON	AM
2	0	2	
97	0	99	
0	0	0	
0	0	0	
136	0	56	

Cars (AM)

NORTHBOUND

	PM	0	0	0	0	PM
NOON		0	0	0	0	NOON
AM		0	0	0	0	AM

HT (AM)

Cars (NOON)

Pedestrians (Crosswalks)

HT (NOON)

Cars (PM)

Pedestrians (Crosswalks)

HT (PM)

National Data & Surveying Services
Intersection Turning Movement Count

Locations: 2x1 Athens Rd./Maure LeGrath & Turner Equipment Inc. Drive & Athens Rd.
City: Gainesville
Control: 2-way Stop(6855)

Project ID: 25-03091-003
Date: 4/22/2025

[illegible]

Explanation for getting the output

When we write the following

```
var a = 10;
var b = 20;
var c = 30;
var d = 40;
var e = 50;
var f = 60;
var g = 70;
var h = 80;
var i = 90;
var j = 100;
var k = 110;
var l = 120;
var m = 130;
var n = 140;
var o = 150;
var p = 160;
var q = 170;
var r = 180;
var s = 190;
var t = 200;
var u = 210;
var v = 220;
var w = 230;
var x = 240;
var y = 250;
var z = 260;
var aa = 270;
var ab = 280;
var ac = 290;
var ad = 300;
var ae = 310;
var af = 320;
var ag = 330;
var ah = 340;
var ai = 350;
var aj = 360;
var ak = 370;
var al = 380;
var am = 390;
var an = 400;
var ao = 410;
var ap = 420;
var aq = 430;
var ar = 440;
var as = 450;
var at = 460;
var au = 470;
var av = 480;
var aw = 490;
var ax = 500;
var ay = 510;
var az = 520;
var ba = 530;
var bb = 540;
var bc = 550;
var bd = 560;
var be = 570;
var bf = 580;
var bg = 590;
var bh = 600;
var bi = 610;
var bj = 620;
var bk = 630;
var bl = 640;
var bm = 650;
var bn = 660;
var bo = 670;
var bp = 680;
var bq = 690;
var br = 700;
var bs = 710;
var bt = 720;
var bu = 730;
var bv = 740;
var bw = 750;
var bx = 760;
var by = 770;
var bz = 780;
var ca = 790;
var cb = 800;
var cc = 810;
var cd = 820;
var ce = 830;
var cf = 840;
var cg = 850;
var ch = 860;
var ci = 870;
var cj = 880;
var ck = 890;
var cl = 900;
var cm = 910;
var cn = 920;
var co = 930;
var cp = 940;
var cq = 950;
var cr = 960;
var cs = 970;
var ct = 980;
var cu = 990;
var cv = 1000;
var cw = 1010;
var cx = 1020;
var cy = 1030;
var cz = 1040;
var da = 1050;
var db = 1060;
var dc = 1070;
var dd = 1080;
var de = 1090;
var df = 1100;
var dg = 1110;
var dh = 1120;
var di = 1130;
var dj = 1140;
var dk = 1150;
var dl = 1160;
var dm = 1170;
var dn = 1180;
var do = 1190;
var dp = 1200;
var dq = 1210;
var dr = 1220;
var ds = 1230;
var dt = 1240;
var du = 1250;
var dv = 1260;
var dw = 1270;
var dx = 1280;
var dy = 1290;
var dz = 1300;
var ea = 1310;
var eb = 1320;
var ec = 1330;
var ed = 1340;
var ee = 1350;
var ef = 1360;
var eg = 1370;
var eh = 1380;
var ei = 1390;
var ej = 1400;
var ek = 1410;
var el = 1420;
var em = 1430;
var en = 1440;
var eo = 1450;
var ep = 1460;
var eq = 1470;
var er = 1480;
var es = 1490;
var et = 1500;
var eu = 1510;
var ev = 1520;
var ew = 1530;
var ex = 1540;
var ey = 1550;
var ez = 1560;
var fa = 1570;
var fb = 1580;
var fc = 1590;
var fd = 1600;
var fe = 1610;
var ff = 1620;
var fg = 1630;
var fh = 1640;
var fi = 1650;
var fj = 1660;
var fk = 1670;
var fl = 1680;
var fm = 1690;
var fn = 1700;
var fo = 1710;
var fp = 1720;
var fq = 1730;
var fr = 1740;
var fs = 1750;
var ft = 1760;
var fu = 1770;
var fv = 1780;
var fw = 1790;
var fx = 1800;
var fy = 1810;
var fz = 1820;
var ga = 1830;
var gb = 1840;
var gc = 1850;
var gd = 1860;
var ge = 1870;
var gf = 1880;
var gg = 1890;
var gh = 1900;
var gi = 1910;
var gj = 1920;
var gk = 1930;
var gl = 1940;
var gm = 1950;
var gn = 1960;
var go = 1970;
var gp = 1980;
var gq = 1990;
var gr = 2000;
var gs = 2010;
var gt = 2020;
var gu = 2030;
var gv = 2040;
var gw = 2050;
var gx = 2060;
var gy = 2070;
var gz = 2080;
var ha = 2090;
var hb = 2100;
var hc = 2110;
var hd = 2120;
var he = 2130;
var hf = 2140;
var hg = 2150;
var hh = 2160;
var hi = 2170;
var hj = 2180;
var hk = 2190;
var hl = 2200;
var hm = 2210;
var hn = 2220;
var ho = 2230;
var hp = 2240;
var hq = 2250;
var hr = 2260;
var hs = 2270;
var ht = 2280;
var hu = 2290;
var hv = 2300;
var hw = 2310;
var hx = 2320;
var hy = 2330;
var hz = 2340;
var ia = 2350;
var ib = 2360;
var ic = 2370;
var id = 2380;
var ie = 2390;
var if = 2400;
var ig = 2410;
var ih = 2420;
var ii = 2430;
var ij = 2440;
var ik = 2450;
var il = 2460;
var im = 2470;
var in = 2480;
var io = 2490;
var ip = 2500;
var iq = 2510;
var ir = 2520;
var is = 2530;
var it = 2540;
var iu = 2550;
var iv = 2560;
var iw = 2570;
var ix = 2580;
var iy = 2590;
var iz = 2600;
var ja = 2610;
var jb = 2620;
var jc = 2630;
var jd = 2640;
var je = 2650;
var jf = 2660;
var jg = 2670;
var jh = 2680;
var ji = 2690;
var jj = 2700;
var jk = 2710;
var jl = 2720;
var jm = 2730;
var jn = 2740;
var jo = 2750;
var jp = 2760;
var jq = 2770;
var jr = 2780;
var js = 2790;
var jt = 2800;
var ju = 2810;
var jv = 2820;
var jw = 2830;
var jx = 2840;
var jy = 2850;
var jz = 2860;
var ka = 2870;
var kb = 2880;
var kc = 2890;
var kd = 2900;
var ke = 2910;
var kf = 2920;
var kg = 2930;
var kh = 2940;
var ki = 2950;
var kj = 2960;
var kk = 2970;
var kl = 2980;
var km = 2990;
var kn = 3000;
var ko = 3010;
var kp = 3020;
var kq = 3030;
var kr = 3040;
var ks = 3050;
var kt = 3060;
var ku = 3070;
var kv = 3080;
var kw = 3090;
var kx = 3100;
var ky = 3110;
var kz = 3120;
var la = 3130;
var lb = 3140;
var lc = 3150;
var ld = 3160;
var le = 3170;
var lf = 3180;
var lg = 3190;
var lh = 3200;
var li = 3210;
var lj = 3220;
var lk = 3230;
var ll = 3240;
var lm = 3250;
var ln = 3260;
var lo = 3270;
var lp = 3280;
var lq = 3290;
var lr = 3300;
var ls = 3310;
var lt = 3320;
var lu = 3330;
var lv = 3340;
var lw = 3350;
var lx = 3360;
var ly = 3370;
var lz = 3380;
var ma = 3390;
var mb = 3400;
var mc = 3410;
var md = 3420;
var me = 3430;
var mf = 3440;
var mg = 3450;
var mh = 3460;
var mi = 3470;
var mj = 3480;
var mk = 3490;
var ml = 3500;
var mn = 3510;
var mo = 3520;
var mp = 3530;
var mq = 3540;
var mr = 3550;
var ms = 3560;
var mt = 3570;
var mu = 3580;
var mv = 3590;
var mw = 3600;
var mx = 3610;
var my = 3620;
var mz = 3630;
var na = 3640;
var nb = 3650;
var nc = 3660;
var nd = 3670;
var ne = 3680;
var nf = 3690;
var ng = 3700;
var nh = 3710;
var ni = 3720;
var nj = 3730;
var nk = 3740;
var nl = 3750;
var nm = 3760;
var nn = 3770;
var no = 3780;
var np = 3790;
var nq = 3800;
var nr = 3810;
var ns = 3820;
var nt = 3830;
var nu = 3840;
var nv = 3850;
var nw = 3860;
var nx = 3870;
var ny = 3880;
var nz = 3890;
var oa = 3900;
var ob = 3910;
var oc = 3920;
var od = 3930;
var oe = 3940;
var of = 3950;
var og = 3960;
var oh = 3970;
var oi = 3980;
var oj = 3990;
var ok = 4000;
var ol = 4010;
var om = 4020;
var on = 4030;
var oo = 4040;
var op = 4050;
var oq = 4060;
var or = 4070;
var os = 4080;
var ot = 4090;
var ou = 4100;
var ov = 4110;
var ow = 4120;
var ox = 4130;
var oy = 4140;
var oz = 4150;
var pa = 4160;
var pb
```



National Data & Surveying Services Intersection Turning Movement Count

Location: Old Athens Rd/Moore Ln/Smith & Turner Equipment Inc Driv & Athens Rd
City: Gainesville
Control: 2-Way Stop(NB/SB)

Project ID: 25-180093-003
Date: 4/22/2025

NS/EW Streets		Data - Cars																											
		Old Athens Rd/Moore Ln/Smith & Turner Equipment Inc Driv					Old Athens Rd/Moore Ln/Smith & Turner Equipment Inc Driv					Athens St					Athens St												
AM		NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND												
		NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2U	S2L2	S2T2	S2R2	S2U2	TOTAL		
6-45 AM		0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	109	
7-00 AM		1	0	0	0	0	7	0	0	0	0	0	21	1	0	0	0	78	3	0	0	0	0	0	0	0	0	116	
7-15 AM		1	0	0	0	0	2	0	0	0	0	0	27	0	0	0	0	78	3	0	0	0	0	0	0	0	0	167	
7-30 AM		0	0	0	0	0	5	0	0	0	0	0	28	0	0	0	0	120	6	0	0	0	0	0	0	0	0	155	
7-45 AM		0	0	0	0	0	2	0	1	0	0	1	21	0	0	0	1	124	3	0	0	0	0	0	0	0	0	214	
8-00 AM		0	0	2	0	0	4	0	0	0	0	0	29	0	0	2	1	108	5	0	0	0	0	1	0	0	0	147	
8-15 AM		0	0	0	0	0	5	0	0	0	0	0	22	0	0	0	0	65	2	0	0	0	0	0	0	0	0	94	
8-30 AM		0	0	0	0	0	3	0	0	0	0	0	17	1	1	0	0	65	4	0	0	0	0	0	0	0	0	91	
TOTAL VOLUMES		NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2U	S2L2	S2T2	S2R2	S2U2	TOTAL		
APPROACH %s		71.43%	0.00%	28.57%	0.00%	0.00%	96.27%	0.00%	3.23%	0.00%	0.00%	0.96%	95.27%	0.96%	0.48%	2.39%	0.12%	96.73%	3.55%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	1092		
PEAK HR		1	0	2	0	0	13	0	1	0	0	2	112	0	0	5	1	527	18	0	0	0	0	1	0	0	0	863	
PEAK HR FACTOR		0.250	0.000	0.250	0.000	0.000	0.650	0.000	0.250	0.000	0.000	0.500	0.718	0.000	0.000	0.625	0.250	0.798	0.750	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.798		
PM		NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND												
		NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2U	S2L2	S2T2	S2R2	S2U2	TOTAL		
4-00 PM		1	0	1	0	0	4	1	0	0	0	0	54	1	0	0	0	44	12	0	0	0	0	0	0	0	0	116	
4-15 PM		0	0	0	0	0	5	0	0	0	0	3	71	0	0	1	0	66	7	0	0	0	1	0	0	0	0	154	
4-30 PM		0	0	0	0	0	11	0	3	0	0	0	55	1	0	0	0	62	9	0	0	0	0	0	0	0	0	141	
4-45 PM		0	0	1	0	0	5	0	1	0	0	1	66	0	0	0	0	55	9	0	0	0	0	0	0	0	0	159	
5-00 PM		1	0	1	0	0	6	1	2	0	0	1	83	4	0	0	0	47	10	0	0	0	0	0	0	0	0	160	
5-15 PM		1	2	1	0	0	9	1	0	1	1	0	82	0	0	0	1	53	6	0	0	0	0	0	0	0	0	159	
5-30 PM		0	0	1	0	0	2	0	1	0	0	1	78	1	0	0	0	58	10	0	0	0	0	0	0	0	0	151	
5-45 PM		0	0	1	0	0	10	0	1	0	0	0	54	0	0	0	0	59	12	0	0	0	0	0	0	0	0	137	
TOTAL VOLUMES		NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2U	S2L2	S2T2	S2R2	S2U2	TOTAL		
APPROACH %s		22.27%	18.18%	54.55%	0.00%	0.00%	80.00%	4.67%	12.21%	1.54%	1.54%	1.08%	97.19%	1.26%	0.00%	0.18%	0.19%	85.39%	14.42%	0.00%	0.00%	0.00%	0.00%	17.50%	0.00%	75.00%	17.50%	1161	
PEAK HR		2	2	4	0	0	22	2	4	1	1	3	309	5	0	0	1	213	35	0	0	0	0	0	0	0	0	1	611
PEAK HR VOL		0.500	0.250	1.000	0.000	0.000	0.611	0.500	0.500	0.250	0.250	0.750	0.931	0.113	0.000	0.000	0.250	0.915	0.875	0.000	0.000	0.000	0.000	0.000	0.675	0.250	0.955	0.955	

Project ID: 25-180093-003
Date: 4/22/2025

NS/EW Streets		Data - HT																				TOTAL								
		Old Adhes Rd/Moore Lu/Smith & Turner Equipment Inc Drwy										Adhes St																		
AM	NORTHBOUND										EASTBOUND					WESTBOUND					SOUTHBOUND2									
	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0					
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2U	S2L2	S2T2	S2R2	S2U2					
	6-5 AM	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				
	7:00 AM	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				
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0				
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0				
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	19	0	0	0	0	0	0	0	0	12				
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0				
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0				
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5					
TOTAL VOLUMES - APPROX %s		NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2U	S2L2	S2T2	S2R2	S2U2	TOTAL			
		0	0	0	0	0	0	0	0	0	0	0	11	0.00%	0.00%	0.00%	0.00%	0.00%	91.11%	7.89%	0.00%	0.00%	0	0	0	0	50			
PEAK HR		07:15 AM - 08:15 AM					0	0	0	0	0	0	6	0	0	0	1	0	22	2	0	0	0	0	0	0	31			
PEAK HR VOL		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			
PEAK HR FACTOR		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.250	0.000	0.550	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.6%			
PM	NORTHBOUND										SOUTHBOUND					EASTBOUND					WESTBOUND					SOUTHBOUND2				
	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0					
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2U	S2L2	S2T2	S2R2	S2U2					
	4:00 PM	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				
	4:15 PM	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	5				
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0				
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0				
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0				
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0				
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0					
TOTAL VOLUMES - APPROX %s		NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2U	S2L2	S2T2	S2R2	S2U2	TOTAL			
		0	0	0	0	0	100	0	0	0	0	0	0	7	0	0	0	0	100	0	0	0	0	0	0	0	28			
PEAK HR		04:45 PM - 05:45 PM					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PEAK HR VOL		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0			
PEAK HR FACTOR		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.625	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.000	0.13			

National Data & Surveying Services Intersection Turning Movement Count

Location: Old Athens Rd/Moore Ln/Smith & Turner Equipment Inc Driv & Athens Rd
City: Greenville
Control: 2-Way Stop(MB/50)

Project ID: 25-100091-001
Date: 8/22/2025

		Data - Bikes																								
NS/EW Streets		Old Athens Rd/Moore Ln/Smith & Turner Equipment Inc Driv					Old Athens Rd/Moore Ln/Smith & Turner Equipment Inc Driv					Athens St					Athens St					SOUTHBOUND2				
AM	NS/EW Streets	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					SOUTHBOUND2				
		NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2U	S2L2	S2T2	S2R2	S2U2
6:45 AM		0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
7:00 AM		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
7:15 AM		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
7:30 AM		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
7:45 AM		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
8:00 AM		0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM		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
8:30 AM		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
TOTAL VOLUMES		NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2U	S2L2	S2T2	S2R2	S2U2
APPROACH %s		0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR		07:15 AM - 08:15 AM					0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR VOL		0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
PM	NS/EW Streets	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					SOUTHBOUND2				
		NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2U	S2L2	S2T2	S2R2	S2U2
4:00 PM		0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
4:15 PM		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
4:30 PM		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
4:45 PM		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
5:00 PM		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
5:15 PM		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
5:30 PM		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
5:45 PM		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
TOTAL VOLUMES		NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2U	S2L2	S2T2	S2R2	S2U2
APPROACH %s		0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR		04:45 PM - 05:45 PM					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR VOL		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
PEAK HR FACTOR		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

National Data & Surveying Services
Intersection Turning Movement Count

Location: Old Athens Rd/Moore Ln/Smith & Turner Equipment Inc Dwy & Athens Rd
City: Gainesville

Project ID: 25-180093-003
Date: 4/22/2025

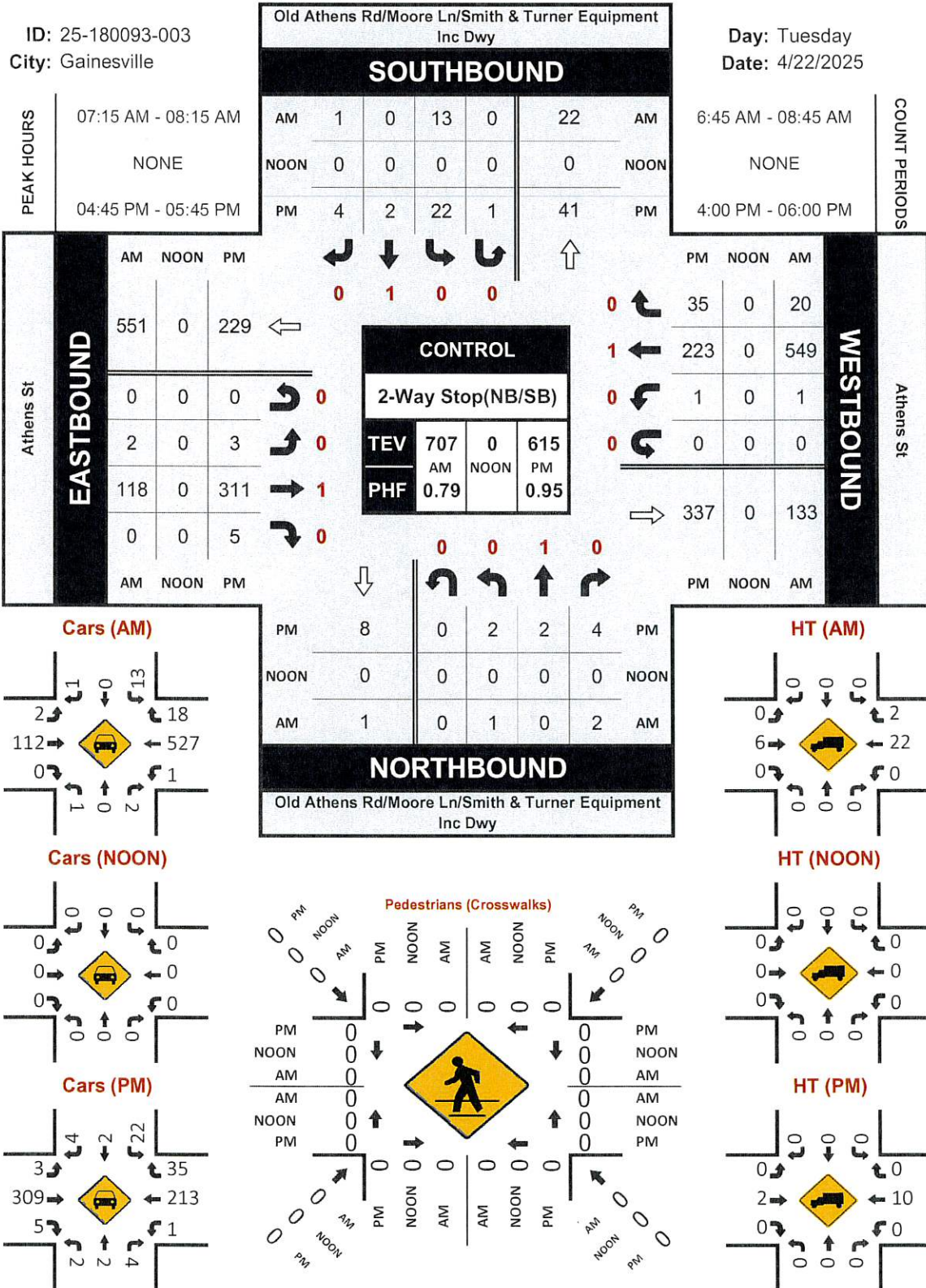
Data - Pedestrians (Crosswalks)

NS/EW Streets:	Old Athens Rd/Moore Ln/Smith & Turner		Old Athens Rd/Moore Ln/Smith & Turner		Athens St		Athens St			
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2	
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB
6:45 AM	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB
APPROACH %'s :	0	0	0	0	0	0	0	0	0	1
PEAK HR :	07:15 AM - 08:15 AM								0.00%	100.00%
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :										

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2	
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB
4:00 PM	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	2	0
5:15 PM	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB
APPROACH %'s :	0	0	0	0	0	0	0	0	2	1
PEAK HR :	04:45 PM - 05:45 PM								66.67%	33.33%
PEAK HR VOL :	0	0	0	0	0	0	0	0	2	0
PEAK HR FACTOR :									0.250	0.250

Old Athens Rd/Moore Ln/Smith & Turner Equipment Inc Dwy & Athens St

Peak Hour Turning Movement Count



National Data & Surveying Services

Intersection Turning Movement Count

Location: Monroe Dr & Athens St
City: Gainesville
Control: 1-Way Stop(NB)

Project ID: 25-180093-004
Date: 4/22/2025

Data - Total

NS/ EW Streets:	Monroe Dr				Monroe Dr				Athens St				Athens St					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0		0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
6:45 AM	14	0	8	0	0	0	0	0	0	25	31	0	26	82	0	0	186	
7:00 AM	19	0	4	0	0	0	0	0	0	29	5	0	13	85	0	0	155	
7:15 AM	19	0	10	1	0	0	0	0	0	31	9	0	13	143	0	0	226	
7:30 AM	17	0	12	0	0	0	0	0	0	21	12	0	20	138	0	0	220	
7:45 AM	26	0	6	0	0	0	0	0	0	49	35	0	9	188	0	0	313	
8:00 AM	23	0	7	0	0	0	0	0	0	27	20	0	3	118	0	0	198	
8:15 AM	18	0	11	0	0	0	0	0	0	28	13	0	9	68	0	0	147	
8:30 AM	9	0	2	0	0	0	0	0	0	18	11	0	9	77	0	0	126	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	145	0	60	1	0	0	0	0	0	228	136	0	102	899	0	0	1571	
	70.39%	0.00%	29.13%	0.49%					0.00%	62.64%	37.36%	0.00%	10.19%	89.81%	0.00%	0.00%		
PEAK HR :	07:15 AM - 08:15 AM																	TOTAL
PEAK HR VOL :	85	0	35	1	0	0	0	0	0	128	76	0	45	587	0	0	957	
PEAK HR FACTOR :	0.817	0.000	0.729	0.250	0.000	0.000	0.000	0.000	0.000	0.653	0.543	0.000	0.563	0.781	0.000	0.000	0.764	
	0.945																	
	0.607																	
	0.802																	
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0		0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	30	0	21	0	0	0	0	0	0	54	13	0	14	57	0	0	189	
4:15 PM	24	0	30	0	0	0	0	0	0	73	10	0	11	70	0	0	218	
4:30 PM	23	0	15	0	0	0	0	0	0	62	13	0	11	67	0	0	191	
4:45 PM	21	0	18	0	0	0	0	0	0	67	17	0	18	64	0	0	205	
5:00 PM	20	0	11	1	0	0	0	0	0	94	15	0	8	60	0	0	209	
5:15 PM	15	0	13	0	0	0	0	0	0	87	8	0	13	56	0	0	192	
5:30 PM	13	0	13	0	0	0	0	0	0	84	10	0	10	68	0	0	198	
5:45 PM	14	0	16	0	0	0	0	0	0	59	8	0	13	66	0	0	176	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	160	0	137	1	0	0	0	0	0	580	94	0	98	508	0	0	1578	
	53.69%	0.00%	45.97%	0.34%					0.00%	86.05%	13.95%	0.00%	16.17%	83.83%	0.00%	0.00%		
PEAK HR :	04:15 PM - 05:15 PM																	TOTAL
PEAK HR VOL :	88	0	74	1	0	0	0	0	0	296	55	0	48	261	0	0	823	
PEAK HR FACTOR :	0.917	0.000	0.617	0.250	0.000	0.000	0.000	0.000	0.000	0.787	0.809	0.000	0.667	0.932	0.000	0.000	0.944	
	0.755																	
	0.805																	
	0.942																	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Monroe Dr & Athens St
City: Gainesville
Control: 1-Way Stop(NB)

Project ID: 25-180093-004
Date: 4/22/2025

Data - Cars

NS/EW Streets:	Monroe Dr				Monroe Dr				Athens St				Athens St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:45 AM	13	0	6	0	0	0	0	0	0	25	28	0	25	78	0	0	175
7:00 AM	19	0	3	0	0	0	0	0	0	29	4	0	13	84	0	0	152
7:15 AM	17	0	9	1	0	0	0	0	0	29	6	0	13	140	0	0	215
7:30 AM	17	0	11	0	0	0	0	0	0	20	11	0	19	134	0	0	212
7:45 AM	25	0	6	0	0	0	0	0	0	46	34	0	7	177	0	0	295
8:00 AM	22	0	7	0	0	0	0	0	0	25	20	0	3	113	0	0	190
8:15 AM	15	0	11	0	0	0	0	0	0	25	11	0	9	66	0	0	137
8:30 AM	9	0	2	0	0	0	0	0	0	17	11	0	9	72	0	0	120
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %s :	137	0	55	1	0	0	0	0	0	216	125	0	98	864	0	0	1496
	70.98%	0.00%	28.50%	0.52%					0.00%	63.34%	36.66%	0.00%	10.19%	89.81%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																
PEAK HR VOL :	81	0	33	1	0	0	0	0	0	120	71	0	42	564	0	0	TOTAL
PEAK HR FACTOR :	0.810	0.000	0.750	0.250	0.000	0.000	0.000	0.000	0.000	0.652	0.522	0.000	0.553	0.797	0.000	0.000	912
											0.597				0.823		0.773

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	28	0	21	0	0	0	0	0	0	52	12	0	13	54	0	0	180
4:15 PM	24	0	30	0	0	0	0	0	0	70	10	0	11	69	0	0	214
4:30 PM	23	0	15	0	0	0	0	0	0	61	10	0	9	66	0	0	184
4:45 PM	21	0	17	0	0	0	0	0	0	67	17	0	17	60	0	0	199
5:00 PM	20	0	11	0	0	0	0	0	0	92	15	0	8	57	0	0	203
5:15 PM	15	0	13	0	0	0	0	0	0	86	8	0	12	55	0	0	189
5:30 PM	13	0	13	0	0	0	0	0	0	84	9	0	10	68	0	0	197
5:45 PM	14	0	16	0	0	0	0	0	0	58	8	0	13	64	0	0	173
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %s :	158	0	136	0	0	0	0	0	0	570	89	0	93	493	0	0	1539
	53.74%	0.00%	46.26%	0.00%					0.00%	86.49%	13.51%	0.00%	15.87%	84.13%	0.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																
PEAK HR VOL :	88	0	73	0	0	0	0	0	0	290	52	0	45	252	0	0	TOTAL
PEAK HR FACTOR :	0.917	0.000	0.608	0.000	0.000	0.000	0.000	0.000	0.000	0.788	0.765	0.000	0.662	0.913	0.000	0.000	800
											0.799				0.928		0.935

National Data & Surveying Services

Intersection Turning Movement Count

Location: Monroe Dr & Athens St
City: Gainesville
Control: 1-Way Stop(NB)

Project ID: 25-180093-004
Date: 4/22/2025

Data - HT

NS/EW Streets:		Monroe Dr				Monroe Dr				Athens St				Athens St				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	6:45 AM	1	0	2	0	0	0	0	0	0	0	3	0	1	4	0	0	11
	7:00 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	3
	7:15 AM	2	0	1	0	0	0	0	0	0	2	3	0	0	3	0	0	11
	7:30 AM	0	0	1	0	0	0	0	0	0	1	1	0	1	4	0	0	8
	7:45 AM	1	0	0	0	0	0	0	0	0	3	1	0	2	11	0	0	18
	8:00 AM	1	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	8
	8:15 AM	3	0	0	0	0	0	0	0	0	3	2	0	0	2	0	0	10
	8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	6
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		8	0	5	0	0	0	0	0	0	12	11	0	4	35	0	0	75
PEAK HR :		61.54%	0.00%	38.46%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	52.17%	47.83%	0.00%	10.26%	89.74%	0.00%	0.00%	
PEAK HR VOL :		07:15 AM - 08:15 AM				0	0	0	0	0	8	5	0	3	23	0	0	45
PEAK HR FACTOR :		0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.417	0.000	0.375	0.523	0.000	0.000	0.625
		0.500								0.650				0.500				
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	4:00 PM	2	0	0	0	0	0	0	0	0	2	1	0	1	3	0	0	9
	4:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
	4:30 PM	0	0	0	0	0	0	0	0	0	1	3	0	2	1	0	0	7
	4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	4	0	0	6
	5:00 PM	0	0	0	1	0	0	0	0	0	2	0	0	0	3	0	0	6
	5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		2	0	1	1	0	0	0	0	0	10	5	0	5	15	0	0	39
PEAK HR :		50.00%	0.00%	25.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	25.00%	75.00%	0.00%	0.00%	
PEAK HR VOL :		04:15 PM - 05:15 PM				0	0	0	0	0	6	3	0	3	9	0	0	23
PEAK HR FACTOR :		0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.375	0.563	0.000	0.000	0.821
		0.500								0.563				0.600				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Monroe Dr & Athens St
City: Gainesville
Control: 1-Way Stop(NB)

Project ID: 25-180093-004
Date: 4/22/2025

Data - Bikes

NS/EW Streets:	Monroe Dr				Monroe Dr				Athens St				Athens St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	3
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	50.00%	50.00%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.375
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250

National Data & Surveying Services
Intersection Turning Movement Count

Location: Monroe Dr & Athens St
City: Gainesville

Project ID: 25-180093-004
Date: 4/22/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Monroe Dr		Monroe Dr		Athens St		Athens St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	2	2
							0.00%	100.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	1	1
PEAK HR FACTOR :								0.250	0.250
							0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

National Data & Surveying Services

Intersection Turning Movement Count

Location: Monroe Dr & SR 11/US 129/Athens Hwy/EE Butler Pkwy
City: Gainesville
Control: Signalized

Project ID: 25-180093-005
Date: 4/22/2025

Data - Total

NS/EW Streets:	Monroe Dr				Monroe Dr				SR 11/US 129/Athens Hwy/EE Butler Pkwy				SR 11/US 129/Athens Hwy/EE Butler Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
6:45 AM	7	8	5	0	4	11	24	0	30	199	46	1	38	419	14	0	806
7:00 AM	7	3	10	0	2	5	18	0	33	219	32	0	40	355	6	1	731
7:15 AM	7	10	16	0	0	8	13	0	22	212	60	0	32	468	2	1	851
7:30 AM	15	3	7	0	3	15	16	0	30	225	58	0	43	434	0	1	850
7:45 AM	17	16	7	0	5	8	26	0	34	222	62	0	42	336	5	1	781
8:00 AM	19	13	13	0	5	14	27	0	29	180	48	0	27	325	5	0	705
8:15 AM	13	13	13	0	1	4	18	0	20	202	25	0	23	310	1	1	644
8:30 AM	11	2	12	0	1	4	16	0	14	200	24	1	15	310	0	1	611
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	96	68	83	0	21	69	158	0	212	1659	355	2	260	2957	33	6	5979
PEAK HR :	06:45 AM - 07:45 AM																TOTAL
PEAK HR VOL :	36	24	38	0	9	39	71	0	115	855	196	1	153	1676	22	3	3238
PEAK HR FACTOR :	0.600	0.600	0.594	0.000	0.563	0.650	0.740	0.000	0.871	0.950	0.817	0.250	0.890	0.895	0.393	0.750	0.951
	0.742				0.763				0.932				0.921				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
4:00 PM	33	15	44	0	10	11	44	0	34	399	37	2	16	272	1	1	919
4:15 PM	32	14	42	0	10	7	46	0	23	367	23	2	30	337	7	0	940
4:30 PM	38	16	38	0	4	5	41	0	21	413	19	0	19	326	1	0	941
4:45 PM	16	11	31	0	2	14	25	0	21	379	30	1	21	284	2	2	839
5:00 PM	55	7	49	0	7	8	35	0	18	422	21	1	21	316	1	2	963
5:15 PM	47	20	51	0	4	5	32	0	11	466	28	0	16	288	1	1	970
5:30 PM	29	7	37	0	2	7	11	0	18	403	40	0	21	291	1	0	867
5:45 PM	21	16	33	0	3	9	15	0	12	390	25	0	16	216	2	0	758
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	271	106	325	0	42	66	249	0	158	3239	223	6	160	2330	16	6	7197
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	156	54	169	0	17	32	133	0	71	1680	98	2	77	1214	5	5	3713
PEAK HR FACTOR :	0.709	0.675	0.828	0.000	0.607	0.571	0.811	0.000	0.845	0.901	0.817	0.500	0.917	0.931	0.625	0.625	0.957
	0.803				0.910				0.916				0.940				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Monroe Dr & SR 11/US 129/Athens Hwy/EE Butler Pkwy
City: Gainesville
Control: Signalized

Project ID: 25-180093-005
Date: 4/22/2025

Data - Cars

NS/EW Streets:	Monroe Dr				Monroe Dr				SR 11/US 129/Athens Hwy/EE Butler Pkwy				SR 11/US 129/Athens Hwy/EE Butler Pkwy					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU		
	6:45 AM	6	8	4	0	2	11	19	0	26	175	45	1	38	369	14		0
	7:00 AM	3	3	9	0	2	5	17	0	33	178	31	0	38	323	5		1
	7:15 AM	6	10	11	0	0	7	11	0	19	183	57	0	32	436	2		1
	7:30 AM	10	3	5	0	1	15	16	0	30	201	55	0	39	395	0		1
	7:45 AM	15	16	3	0	5	8	23	0	31	191	61	0	38	298	5		1
	8:00 AM	16	12	10	0	3	14	27	0	25	153	43	0	24	278	5		0
	8:15 AM	10	12	10	0	0	3	15	0	15	154	22	0	19	278	1		1
	8:30 AM	9	2	6	0	1	4	14	0	14	155	16	1	11	270	0		1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	75	66	58	0	14	67	142	0	193	1390	330	2	239	2647	32	6	5261	
	37.69%	33.17%	29.15%	0.00%	6.28%	30.04%	63.68%	0.00%	10.08%	72.58%	17.23%	0.10%	8.17%	90.53%	1.09%	0.21%		
PEAK HR :	06:45 AM - 07:45 AM																TOTAL	
PEAK HR VOL :	25	24	29	0	5	38	63	0	108	737	188	1	147	1523	21	3	2912	
PEAK HR FACTOR :	0.625	0.600	0.659	0.000	0.625	0.633	0.829	0.000	0.818	0.917	0.825	0.250	0.942	0.873	0.375	0.750	0.939	
	0.722				0.828				0.904				0.899					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU		
	4:00 PM	31	15	42	0	9	11	44	0	32	362	36	2	13	239	1		1
	4:15 PM	31	14	39	0	10	7	43	0	23	342	19	2	25	306	7		0
	4:30 PM	32	16	37	0	4	5	37	0	21	385	16	0	16	296	1		0
	4:45 PM	14	10	29	0	2	13	24	0	18	357	25	1	17	247	2		2
	5:00 PM	54	7	49	0	7	8	35	0	18	402	19	1	20	300	1		1
	5:15 PM	43	20	48	0	4	5	30	0	11	438	27	0	14	275	1		0
	5:30 PM	28	7	34	0	2	6	11	0	18	374	38	0	20	268	1		0
	5:45 PM	20	16	33	0	2	9	15	0	12	362	23	0	15	210	2		0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	253	105	311	0	40	64	239	0	153	3022	203	6	140	2141	16	0	6697	
	37.82%	15.70%	46.49%	0.00%	11.66%	18.66%	69.68%	0.00%	4.52%	89.30%	6.00%	0.18%	6.08%	93.05%	1.70%	0.17%		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	143	53	163	0	17	31	126	0	68	1582	87	2	67	1118	5	3	3465	
PEAK HR FACTOR :	0.652	0.653	0.832	0.000	0.607	0.596	0.851	0.000	0.810	0.903	0.806	0.500	0.838	0.932	0.625	0.375	0.940	
	0.809				0.870				0.913				0.926					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Monroe Dr & SR 11/US 129/Athens Hwy/EE Butler Pkwy
City: Gainesville
Control: Signalized

Project ID: 25-180093-005
Date: 4/22/2025

Data - HT

NS/EW Streets:	Monroe Dr				Monroe Dr				SR 11/US 129/Athens Hwy/EE Butler Pkwy				SR 11/US 129/Athens Hwy/EE Butler Pkwy					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU		
6:45 AM	1	0	1	0	2	0	5	0	4	24	1	0	0	50	0	0	88	
7:00 AM	4	0	1	0	0	0	1	0	0	41	1	0	2	32	1	0	83	
7:15 AM	1	0	5	0	0	1	2	0	3	29	3	0	0	32	0	0	76	
7:30 AM	5	0	2	0	2	0	0	0	0	24	3	0	4	39	0	0	79	
7:45 AM	2	0	4	0	0	0	3	0	3	31	1	0	4	38	0	0	86	
8:00 AM	3	1	3	0	2	0	0	0	4	27	5	0	3	47	0	0	95	
8:15 AM	3	1	3	0	1	1	3	0	5	48	3	0	4	32	0	0	104	
8:30 AM	2	0	6	0	0	0	2	0	0	45	8	0	4	40	0	0	107	
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s:	21	2	25	0	7	2	16	0	19	269	25	0	21	310	1	0	718	
	43.75%	4.17%	52.08%	0.00%	28.00%	8.00%	64.00%	0.00%	6.07%	85.94%	7.99%	0.00%	6.33%	93.37%	0.30%	0.00%		
PEAK HR:	06:45 AM - 07:45 AM																	TOTAL
PEAK HR VOL:	11	0	9	0	4	1	8	0	7	118	8	0	6	153	1	0	326	
PEAK HR FACTOR:	0.550	0.000	0.450	0.000	0.500	0.250	0.400	0.000	0.438	0.720	0.667	0.000	0.375	0.765	0.250	0.000	0.926	
	0.714				0.464				0.792				0.800					

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU		
4:00 PM	2	0	2	0	1	0	0	0	2	37	1	0	3	33	0	0	81	
4:15 PM	1	0	3	0	0	0	3	0	0	25	4	0	5	31	0	0	72	
4:30 PM	6	0	1	0	0	0	4	0	0	28	3	0	3	30	0	0	75	
4:45 PM	2	1	2	0	0	1	1	0	3	22	5	0	4	37	0	0	78	
5:00 PM	1	0	0	0	0	0	0	0	0	20	2	0	1	16	0	1	41	
5:15 PM	4	0	3	0	0	0	2	0	0	28	1	0	2	13	0	1	54	
5:30 PM	1	0	3	0	0	1	0	0	0	29	2	0	1	23	0	0	60	
5:45 PM	1	0	0	0	1	0	0	0	0	28	2	0	1	6	0	0	39	
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s:	18	1	14	0	2	2	10	0	5	217	20	0	20	190	0	2	500	
	54.55%	3.03%	42.42%	0.00%	14.29%	14.29%	71.43%	0.00%	2.07%	89.67%	8.26%	0.00%	9.48%	89.57%	0.00%	0.95%		
PEAK HR:	04:30 PM - 05:30 PM																	TOTAL
PEAK HR VOL:	13	1	6	0	0	1	7	0	3	98	11	0	10	96	0	2	248	
PEAK HR FACTOR:	0.542	0.250	0.500	0.000	0.000	0.250	0.438	0.000	0.250	0.875	0.550	0.000	0.625	0.649	0.000	0.500	0.795	
	0.714				0.500				0.903				0.659					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Monroe Dr & SR 11/US 129/Athens Hwy/EE Butler Pkwy
City: Gainesville
Control: Signalized

Project ID: 25-180093-005
Date: 4/22/2025

Data - Bikes

NS/EW Streets:	Monroe Dr				Monroe Dr				SR 11/US 129/Athens Hwy/EE Butler Pkwy				SR 11/US 129/Athens Hwy/EE Butler Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
APPROACH %'s :	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	06:45 AM - 07:45 AM				0	0	0	0	1	0	0	0	0	1	0	0	2
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM				0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250

National Data & Surveying Services
Intersection Turning Movement Count

Location: Monroe Dr & SR 11/US 129/Athens Hwy/EE Butler Pkwy
City: Gainesville

Project ID: 25-180093-005
Date: 4/22/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Monroe Dr		Monroe Dr		SR 11/US 129/Athens Hwy/EE Butler Pkwy		SR 11/US 129/Athens Hwy/EE Butler Pkwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
6:45 AM	0	0	0	0	1	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	1	0	1	3	5
PEAK HR :	06:45 AM - 07:45 AM				100.00%	0.00%	25.00%	75.00%	
PEAK HR VOL :	0	0	0	0	1	0	0	2	TOTAL
PEAK HR FACTOR :					0.250	0		0.250	3
					0.250		0.250		0.375

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	2	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	4	0	0	4
5:00 PM	0	0	0	0	2	1	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	4	7	0	1	12
PEAK HR :	04:30 PM - 05:30 PM				36.36%	63.64%	0.00%	100.00%	
PEAK HR VOL :	0	0	0	0	3	5	0	0	TOTAL
PEAK HR FACTOR :					0.375	0.313			8
					0.500				0.500

Monroe Dr & SR 11/US 129/Athens Hwy/EE Butler Pkwy

Peak Hour Turning Movement Count

ID: 25-180093-005
City: Gainesville

Day: Tuesday
Date: 4/22/2025

