

CITY COUNCIL
JEFF REESE, MAYOR
GIL MCDUGAL, MAYOR PRO-
TEM
VERLAND BEST
DANNY CARTER
SHIRLEY MARCHMAN
LESLIE MCPHERSON

City of Villa Rica



CITY MANAGER: TOM BARBER
CITY CLERK: ALISA DOYAL
CITY ATTORNEY: C. DAVID
MECKLIN

571 W BANKHEAD HWY
VILLA RICA, GA. 30180
770.459.7000 | VILLARICA.ORG

MAYOR & COUNCIL MONTHLY MEETING AGENDA

Holt-Bishop Justice Center, Municipal Courtroom, 101 Main Street
December 11, 2018 | 6:00 PM

Meeting Call to Order (Mayor Jeff Reese)

Invocation (Councilwoman Shirley Marchman)

Pledge of Allegiance (Mayor Jeff Reese)

Ceremonial Presentations (Mayor & Council)

- State Certification Plaques - Carrollton Police Department Chief Joel Richards
- Police Promotions - Chief Michael Mansour
- Recognition of Stephanie Rooks - Completion of Advanced Certification in Human Resource Management
- Historic Preservation Commission - New Members Oath of Office
 1. Ken Norton, New Member, One Year Term
 2. Alan W. White, New Member, Two Year Term
- Historic Preservation Commission - Re-appointments Oath of Office:
 1. Larry D. Cohrs, One Year Term
 2. Renee Hooks, Two Year Term
 3. Dr. Nancy Mims, Three Year Term

Adoption of the Agenda (Mayor Jeff Reese)

Public Comment (We ask that you sign in for Public Comment before the meeting begins. Please state your Name and Address for the record and limit your comments to three minutes)

Council Updates (Subjects of General Interest and Concern)

A. Governing Body (Mayor Jeff Reese)

1. Approval of the Minutes: Meeting Minutes of November 27, 2018

B. Community Development (Bobby Elliott, Director)

1. CU-02-18: 15001 Veterans Memorial Highway and Florence Circle (Lenise Lyons)
2. CU-03-18 - 101 Three West Parkway, Suite E (Lenise Lyons)
3. RA-06-18 - Planned Development Concept Plan - Avemore Village (Lenise Lyons)

4. 2018-19 Street Resurfacing List (Discussion) (Bobby Elliott)

C. Finance (Sarah Hefty, CFO)

1. 2019 Budget Amendments
2. Credit Card Fees

D. Economic Development (Janet Chumley, Main Street Manager)

1. 2018 Update Main Street Advisory Board Bylaws
2. 2019 Rental Agreement for The MILL Amphitheater
3. Downtown Development Authority Appointments

E. Public Works (Pete Zorbanos, Director)

1. Purchase of Budgeted Mowing Equipment for Grounds Maintenance Crews (Charles Davis)
2. Purchase of 2 Budgeted 20-Foot Landscape Trailers for Grounds Maintenance (Charles Davis)

F. Police Department (Michael Mansour, Chief)

1. Watchguard Body Camera(s) with Home Chargers and Car Kit(s)

Adjournment

CITY COUNCIL
JEFF REESE, MAYOR
GIL MCDUGAL, MAYOR PRO TEM
SHIRLEY MARCHMAN
DANNY CARTER
LESLIE MCPHERSON

City of Villa Rica



CITY MANAGER: TOM BARBER
CITY CLERK: ALISA DOYAL
CITY ATTORNEY: C. DAVID MECKLIN

571 W BANKHEAD HWY
VILLA RICA, GA. 30180
770.459.7000 | VILLARICA.ORG

CITY COUNCIL MONTHLY MEETING MINUTES

Holt-Bishop Justice Center, Municipal Courtroom, 101 Main Street
Tuesday, November 27, 2018 | 6:00 pm

Meeting Call to Order (Mayor Jeff Reese)

Mayor Jeff Reese called the meeting to order at 6:00 pm. Present: Mayor Jeff Reese, Mayor Pro Tem Gil McDougal, and Councilmembers Danny Carter, Shirley Marchman and Leslie McPherson.

Invocation (Councilwoman Leslie McPherson)

Councilman Danny Carter gave the invocation.

Pledge of Allegiance (Mayor Jeff Reese)

Mayor Jeff Reese led the Pledge of Allegiance.

Adoption of Agenda (Mayor Jeff Reese)

City Manager Tom Barber requested for E1 (2018 Gold Nugget Drop Fireworks Bids) to be moved to the top of the agenda to A2 under Governing Body. Mayor Jeff Reese reported that F1 (Use of City Vans for Christmas Tour of Homes) was added to the agenda since it was posted.

Councilman Gil McDougal made the motion to adopt the agenda with the amendment.

RESULT:	ADOPTED (UNANIMOUS)
MOVER:	Gil McDougal, Councilman
SECONDER:	Danny Carter, Councilman
AYES:	McDougal, Carter, Marchman, McPherson

Public Comment (We ask that you sign in for Public Comment before the meeting begins. Please state your Name and Address for the record and limit your comments to three minutes)

Two citizens came forward to make a public comment.

Council Updates (Subjects of General Interest and Concern)

Councilwoman Leslie McPherson reported that she routinely visits the businesses downtown that are in her Ward and to see how connected they are to city staff.

A. Governing Body (Mayor Jeff Reese)

1. Approval of Minutes: Meeting Minutes of November 13, 2018

Councilwoman Shirley Marchman made the motion to approve the Meeting Minutes of November 13, 2018.

RESULT: **ADOPTED (VOTE: 4-0)**
MOVER: Shirley Marchman, Councilwoman
SECONDER: Danny Carter, Councilman
AYES: Marchman, Carter, McPherson, McDougal

2. 2018 Gold Nugget Drop Fireworks Bids

Councilman Danny Carter made the motion to accept the recommendation of the Main Street Advisory Board and award the 2018 Gold Nugget Drop Fireworks bid to Pyro Shows.

RESULT: **ADOPTED (UNANIMOUS)**
MOVER: Danny Carter, Councilman
SECONDER: Leslie McPherson, Councilwoman
AYES: McDougal, McPherson, Carter, Marchman

B. Finance (Sarah Hefty, CFO)

1. Financial Update: October 2018

CFO Sarah Hefty presented the October 2018 Financial Update.

2. 2019 Budget Amendment

Councilman Gil McDougal made the motion to adopt the ordinance to approve an amendment to the budget or the fiscal year 2019 for the City pursuant to Section 2-71 of the City Charter.

RESULT: **ADOPTED (UNANIMOUS)**
MOVER: Gil McDougal, Councilman
SECONDER: Danny Carter, Councilman
AYES: McDougal, Carter, Marchman, McPherson

C. Parks and Recreation (Vicki Coleman, Director)

1. Changing Insurance Carriers for Dental, Vision, Critical Illness and Accident

Councilman Danny Carter made the motion to approve the change in carriers for Dental, Vision, Voluntary Critical Illness and Voluntary Accident to Mutual of Omaha with the new premium structure as presented.

RESULT: **ADOPTED (UNANIMOUS)**
MOVER: Danny Carter, Councilman
SECONDER: Leslie McPherson, Councilwoman
AYES: Carter, McPherson, Marchman, McDougal

2. 2019 Insurance Premiums and Employee Contributions

Councilman Gil McDougal made the motion to approve the 2019 health insurance premiums as presented.

RESULT: **ADOPTED (UNANIMOUS)**
MOVER: Gil McDougal, Councilman
SECONDER: Danny Carter, Councilman
AYES: McDougal, Carter, Marchman, McPherson

3. Changing the Premium Calculation for our Reference Base Pricing Vendor (RBP)
Councilman Gil McDougal made the motion to approve the amendment to the referenced base pricing vendor's service agreement as presented, and new fees will be effective January 1, 2019.

RESULT: **ADOPTED (UNANIMOUS)**
MOVER: Gil McDougal, Councilman
SECONDER: Leslie McPherson, Councilwoman
AYES: McDougal, McPherson, Carter, Marchman

D. Community Development (Bobby Elliott, Director)

1. Recommending Re-Appointments to the Historic Preservation Commission
Councilwoman Leslie McPherson made the motion to reappoint Larry Cohrs for a term of one year, Renee Hooks for a term of two years, and Dr. Nancy Mims for a term of three years.

RESULT: **ADOPTED (UNANIMOUS)**
MOVER: Leslie McPherson, Councilwoman
SECONDER: Gil McDougal, Councilman
AYES: McPherson, McDougal, Carter, Marchman

2. Recommending New Members to the Historic Preservation Commission
Councilwoman Leslie McPherson made the motion to approve a one-year appointment for Ken Norton and a two-year appointment for Alan White.

RESULT: **ADOPTED (UNANIMOUS)**
MOVER: Leslie McPherson, Councilwoman
SECONDER: Gil McDougal, Councilman
AYES: McPherson, McDougal, Carter, Marchman

3. CU-02-18: 15001 Veterans Memorial Highway and Florence Circle
Councilman Gil McDougal made the motion to table until the December 11 Council Meeting.

RESULT: **TABLED (VOTE: 3-2)**
MOVER: Gil McDougal, Councilman
SECONDER: Danny Carter, Councilman
AYES: McDougal, Carter
NAYS: Marchman, McPherson
***Mayor Jeff Reese broke the tie and voted to table until the December 11 Council Meeting.**

4. Easement Dedication to Greystone Power
Councilman Gil McDougal made the motion to authorize the Mayor to execute the Easement Agreement between the City of Villa Rica and Greystone Power Corporation for the purpose of installing new poles and lights for the parking lot at Pine Mountain Gold Museum.

RESULT: **ADOPTED (UNANIMOUS)**
MOVER: Gil McDougal, Councilman
SECONDER: Shirley Marchman, Councilwoman
AYES: McDougal, Marchman, McPherson, McDougal

5. Amendment of Villa Rica Alcoholic Beverage Code

Councilman Gil McDougal made the motion to approve the Ordinance amending Section 4.210 of the Alcoholic Beverage Code of the City of Villa Rica as presented.

RESULT:	ADOPTED (UNANIMOUS)
MOVER:	Gil McDougal, Councilman
SECONDER:	Danny Carter, Councilman
AYES:	McDougal, Carter, Marchman, McPherson

E. City Manager (Tom Barber)

1. Use of City Vans for Christmas Tour of Homes

Councilman Gil McDougal made the motion to allow the Christmas Tour of Homes to use two city vans on December 8, 2018 under the operation of either City Staff or elected officials provided they are covered by the City's insurance coverage.

RESULT:	ADOPTED (UNANIMOUS)
MOVER:	Gil McDougal, Councilman
SECONDER:	Shirley Marchman, Councilwoman
AYES:	McDougal, Marchman, Carter, McPherson

City Manager's Report:

City Manager Tom Barber gave a Project Update presentation.

Adjournment

Councilwoman Shirley Marchman made the motion to adjourn, seconded by Councilman Gil McDougal.
Vote: 4-0. Motion approved.

Jeff Reese, Mayor

Alisa Doyal City Clerk



CITY OF VILLA RICA

City Council Packet

SUBJECT: CU-02-18

CITY COUNCIL AGENDA DATE: December 11, 2018 (*deferred on November 27, 2018*)

DATE: December 3, 2018

PREPARED BY: Lenise Lyons, Planning and Zoning Specialist

FISCAL IMPACT: N/A

ANNUAL –

CAPITAL –

OTHER –

FUNDING SOURCE: N/A

PURPOSE:

Joseph Ludeman of Carrollton, GA requests a Conditional Use Permit for property located at 15001 Veterans Memorial Highway and Florence Circle, Parcel Nos: 01450250004 and 01450250007, in Land Lot 145 of the 25th District in Douglas County, for the purpose of temporary storage of vehicles. The properties consist of 1.09+/-acres and are located in Ward 1.

BACKGROUND: The applicant is requesting a Conditional Use Permit for the purpose of temporary storage of vehicles, as the operator of an automobile repossession business. Although the subject properties and those in the immediate area are zoned Limited Industrial, the parcels to the south are all residential. The residential uses are located along Florence Circle, which is a narrow, one-lane road.

The applicant is requesting the conditional use permit for two parcels that abut one another. One property fronts Veterans Memorial Highway, and the other fronts on Florence Circle. Previously, a professional office was located on the property fronting Veterans Memorial.

This item was deferred by the City Council on Tuesday, November 27, 2018.

STAFF RECOMMENDATION: Staff recommends Approval with Conditions.

1. Combine the subject parcels (01450250004 and 01450250007) into one property.
2. Access to parcel to be restricted to Veterans Memorial Highway.
3. Applicant to provide the following to the Community Development Department:
 - a. Hours and manner of business operation.
 - b. Provide the number of employees working all shifts, and a 24-hour emergency contact.
4. Property to be screened with an eight (8) foot fence which shall be opaque.
5. Maintain a ten (10) foot, undisturbed, vegetative buffer in the rear of the property along Florence Circle.
6. All improvements to be installed prior to occupancy.

7. The Conditional Use Permit shall be valid from the date of Council adoption as long as Joseph Ludeman is the owner/operator.
8. The Conditional Use Permit is not transferable.

IMPACT: N/A

PLANNING COMMISSION: Approved with conditions on November 6, 2018.

MOTION: I make a motion to approve with conditions the conditional use permit application for temporary storage of vehicles at 15001 Veterans Memorial Highway and Florence Circle from Joseph Ludeman.



Planning & Zoning

Community Development Department

CU-02-18

Council Ward: 1

Planning Board Member: Willie Marchman

City Council Member: Shirley Marchman

Public Hearing Dates

Planning Commission: November 6, 2018

City Council: December 11, 2018 (*deferred on November 27, 2018*)

Request: Conditional Use Permit for temporary storage of vehicles. The applicant is the owner and operator of a vehicle recovery service.



Applicant: Joseph Ludeman
381 Kinney Lake Rd
Carrollton, GA 30116

Parcel Number(s): 01450250004 and
01450250007
Acres: 1.09+/-
Current Land Use: Vacant/Undeveloped
Future Land Use: Mixed Use – Six (6) DU/Ac

Location: 15001 Veterans Memorial Highway and Florence Circle, in Land Lot 145 of the 25th District in Douglas County.

Project Description:

The properties will be used for the temporary storage of vehicles.

Surrounding Properties:

Current Zoning		Land Use
North	General Commercial (GC)	Undeveloped
East	Limited Industrial (LI)	Commercial
South	Limited Industrial (LI)	Residential
West	Limited Industrial (LI)	Residential/Undeveloped

Conditional Use Review Standards:

The Code of the City of Villa Rica, Unified Development Code Section 2.03, the following criteria shall be used when determining approval of a Conditional Use Permit:

(1) The proposed use at the specified location is consistent with the goals, objectives and policies of the Comprehensive Plan;

The proposed use supports the following goals, objectives, and policies of the Comprehensive Plan:

Objective ED-2: Strengthen and diversify Villa Rica's economic base.

Policies:

ED-2b: Encourage a greater variety of businesses.

(2) The proposed use is consistent with the general purpose and intent of the applicable zoning district regulations and complies with requirements of the Code;

The general purpose and intent of the Limited Industrial (LI) zoning district is to accommodate light industrial uses in which all operations occur within buildings, including, but not limited to businesses that focus on distribution of goods, assembly, manufacturing, and warehousing. The proposed use does not correspond with the general purpose and intent of this zoning district, however, it is allowed as a conditional use.

(3) The proposed use is not materially detrimental to the public health, safety, comfort and general welfare, and will not result in material damage or prejudice to other property in the vicinity;

The parcels to the east, west, and south are all zoned LI. However, the parcels to the south currently have residential land uses. The activities associated with vehicle storage should not be detrimental to the southern residential uses.

(4) The proposed use is compatible with and preserves or enhances the character and integrity of adjacent development and includes improvements necessary to mitigate adverse development-related impacts, such as traffic, noise, odors, visual nuisances, or other similar adverse effects to adjacent development and neighborhoods;

The proposed use would not change the integrity of the area. The property fronting Veterans Memorial Highway is currently improved with a building that was previously used as an office,

and there is a paved area for parking. At this time, the applicant is not proposing any changes to the existing structure.

All of the parcels surrounding the subject properties are currently zoned Limited Industrial. On the adjacent parcel to the east, a similar business (towing/wrecking service) was operated until 2012.

Additionally, it should not generate vehicular traffic that will be hazardous to the existing neighborhood. The residential uses are located behind the subject parcels along Florence Circle. Florence Circle is a narrow, one-lane road that is inadequate for commercial vehicles to traverse. Access to the site should be restricted to Veterans Memorial Highway. In order to mitigate noise, odors, and other potential nuisances, a fence should be installed around the property, and vegetative buffer should be maintained along Florence Circle.

(5) The proposed use will comply with all fire, health, building, plumbing, electrical and stormwater drainage regulations of the City, County, State and federal agencies; and
The use must comply with all local, state and federal rules and regulations.

(6) Adequate public facilities exist to service the proposed use.

Public and community facilities are available for the proposed request and should not cause any excessive or burdensome use upon other public facilities.

Staff Comments:

The applicant is requesting a Conditional Use Permit for the purpose of temporary storage of vehicles, as the operator of an automobile repossession business. Although the subject properties and those in the immediate area are zoned Limited Industrial, the parcels to the south are all residential. The residential uses are located along Florence Circle, which is a narrow, one-lane road.

The applicant is requesting the conditional use permit for two parcels that abut one another. One property fronts Veterans Memorial Highway, and the other fronts on Florence Circle. Previously, a professional office was located on the property fronting Veterans Memorial.

The purpose of Conditional Use review is to allow the City to exercise some discretion over the extent and design of certain activities that could have a detrimental effect on the community if permitted to exist in large numbers, in certain locations or without special conditions. Therefore, these regulations enable the City to authorize a Conditional Use subject to conditions that mitigate the potential problems associated with the use or its location in relation to the neighboring properties. A Conditional Use is not a use by right.

Recommendation:

APPROVAL WITH CONDITIONS

1. Combine the subject parcels (01450250004 and 01450250007) into one property.
2. Access to parcel to be restricted to Veterans Memorial Highway.
3. Applicant to provide the following to the Community Development Department:
 - a. Hours and manner of business operation.
 - b. Provide the number of employees working all shifts, and a 24-hour emergency contact.
4. Property to be screened with an eight (8) foot fence which shall be opaque.
5. Maintain a ten (10) foot, undisturbed, vegetative buffer in the rear of the property along Florence Circle.

6. All improvements to be installed prior to occupancy.
7. The Conditional Use Permit shall be valid from the date of Council adoption as long as Joseph Ludeman is the owner/operator.
8. The Conditional Use Permit is not transferable.

Public Notifications:

As required by *Article 2, Section 2.01* in the Code of the City of Villa Rica, the public has been notified in *Times-Georgian* on **October 20, 2018**; a sign has been posted on the subject property; and all abutting property owners have received notification via certified mail.

Public Response:

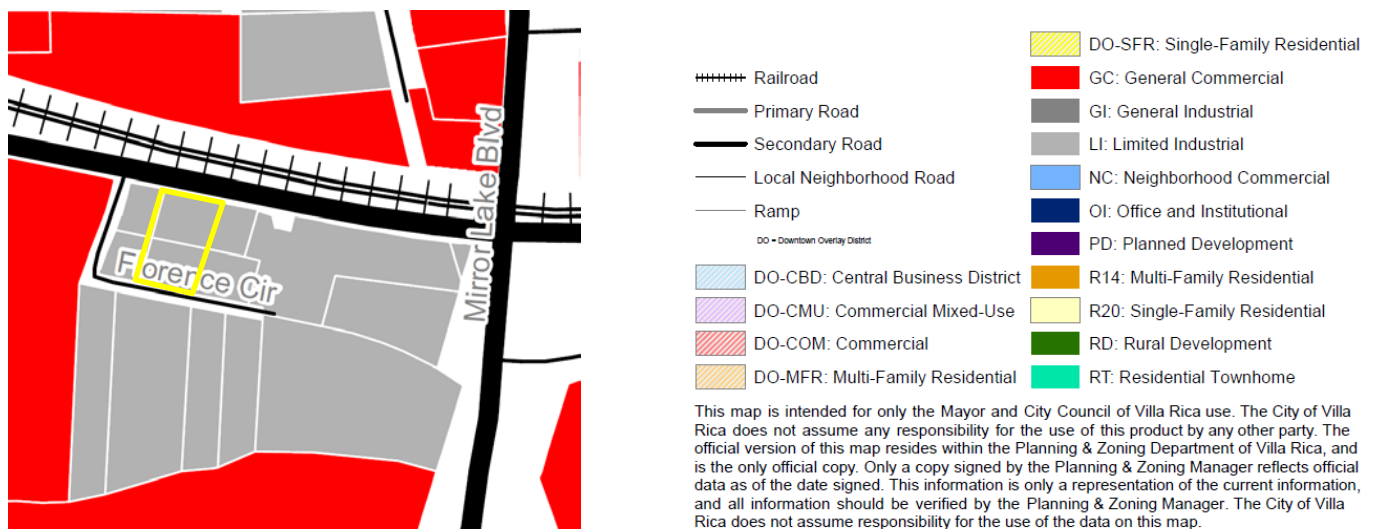
In response to the public notifications, one phone call was received in regards to this case. Issues cited during the conversation are listed below. Additionally, all correspondence received by Staff has been included.

- Accidents on Highway 78 and Florence Circle
- Speeding along Highway 78
- Potential hazardous materials may leak from vehicles onto neighboring properties
- Possible tree clearing by applicant may worsen stormwater runoff issues in the area

Office of Community Development

Attachments:

1. Application
2. Campaign Disclosure Statement
3. Letter of Intent
4. Executor's Deed
5. Site Plan
5. Letter from adjoining property owners
6. Location Map
7. Zoning Map
8. Site Photos



View from the front of the parcel



From: [Janet Mullinax](#)
To: [Lenise Lyons](#)
Subject: Zoning variance Nov 6th hey 78 / Veterans Memorial
Date: Tuesday, October 30, 2018 10:15:20 AM

Ms Lyons,

We went out today to meet Jason with DOT about the ditch along 78 issue.

He advised us that if either property is developed in either side they will have to do. Survey with environmental impact study /storm water out take/soil erosion control issues.

He told us how to make a berm to try to stop the run off from 78 but I felt they should do that (City or DOT) because Joe Fowler & City's attorney was suppose to address all those issues back then when they took the property under eminent domain for the ditches.

This is what we saw when we got there today VR Case #201810001462 happened 10/27 at 3am. We have emergency contact on file but the police did not notify us . Villa Rica Officer Miller met with Tommy just now .

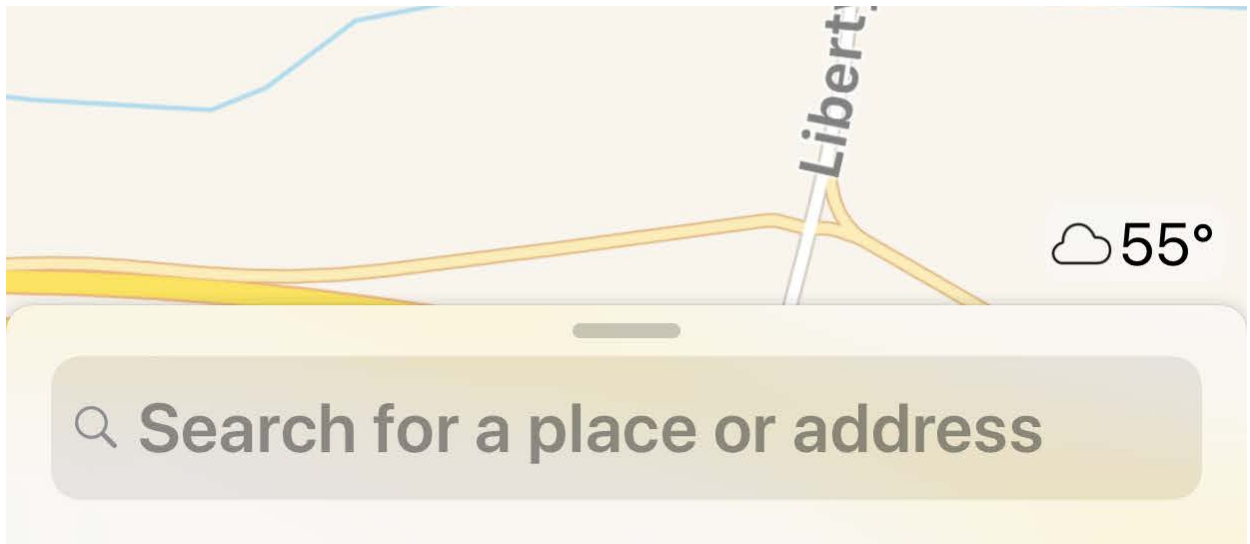
I'm still looking for the pictures but rain will come in Thursday .

Thank you Jan Harding
#404)886-7917
Office Mgr for Danielle Wallace
#404)735-7095
Sent from my iPhone

From: Janet Mullinax
To: Lessee Lyons
Subject: Ludeman variance
Date: Wednesday, November 7, 2018 8:47:28 PM
Attachments: image1.png
image2.png
image3.png

(See attached pics)
I expect for the City to require a retention pond as you have on adjacent properties on Connors , Old Liberty across the tracks.





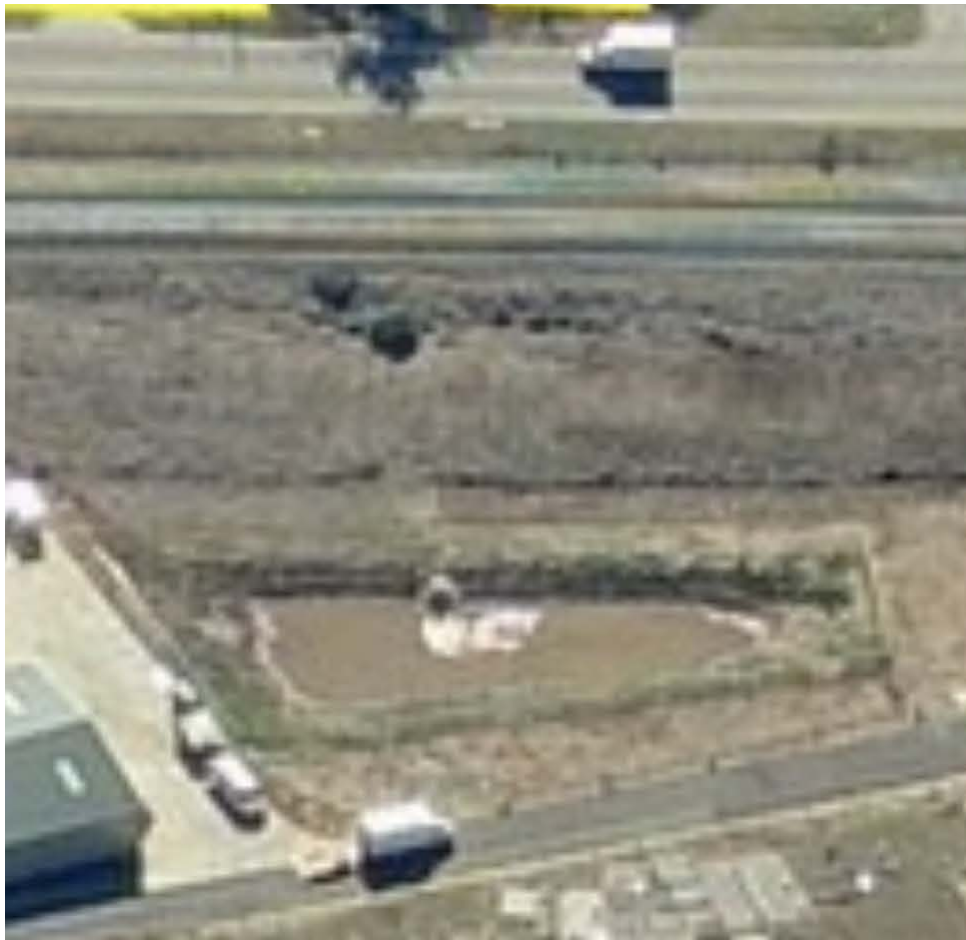
AT&T LTE

8:24 PM

29%

kingindustrial.com





AT&T LTE

8:24 PM

29%

kingindustrial.com





Sent from my iPhone

From: [Janet Mullinax](#)
To: [Lenise Lyons](#)
Subject: Pictures of water ? 10025 E Hwy 78
Date: Wednesday, November 7, 2018 11:41:28 AM

Ms Lyons,

First off I'd like to apologize for not getting back to you about this issue but I totally disagree and I have a request to see the pictures that you reviewed . There is no possible way that the water flooding originated in my property since it comes from the property in question .

I am in touch with DOT on this issue too and Ms Wallace has spent thousands to try to reroute the flooding at her own expense.

The property only has a contract and still belongs to Mr Pike. I too have been told that Mr Ludeman is seeking financing so I'm sure it will not include the expense if clearing, fencing , gravel much less measures of keeping the water run off of Ms Wallace's property. I too asked for a Survey with soil remediation recommendations etc that DOT recommended to us.

I am seeking the advice of a professional because the meeting is coming up and I am concerned we are not being heard as a property owner in Villa Rica (Douglas County) .

Another issue is by his own admission he is not allowed to do business as he has in Carroll County for past 3 years so shouldn't that be warning enough that he will not do professional business in City if Avila Rica/Douglas County?

Thank you in advance ,
Jan Harding
404)886-7917
Sent from my iPhone

From: [Janet Mullinax](#)
To: [Lenise Lyons](#)
Subject: Zoning variance Nov 6th hey 78 / Veterans Memorial
Date: Tuesday, October 30, 2018 10:15:20 AM

Ms Lyons,

We went out today to meet Jason with DOT about the ditch along 78 issue.

He advised us that if either property is developed in either side they will have to do. Survey with environmental impact study /storm water out take/soil erosion control issues.

He told us how to make a berm to try to stop the run off from 78 but I felt they should do that (City or DOT) because Joe Fowler & City's attorney was suppose to address all those issues back then when they took the property under eminent domain for the ditches.

This is what we saw when we got there today VR Case #201810001462 happened 10/27 at 3am. We have emergency contact on file but the police did not notify us . Villa Rica Officer Miller met with Tommy just now .

I'm still looking for the pictures but rain will come in Thursday .

Thank you Jan Harding
#404)886-7917
Office Mgr for Danielle Wallace
#404)735-7095
Sent from my iPhone



CITY OF VILLA RICA

City Council Packet

SUBJECT: CU-03-18

CITY COUNCIL AGENDA DATE: December 11, 2018

DATE: December 5, 2018

PREPARED BY: Lenise Lyons, Planning and Zoning Specialist

FISCAL IMPACT: N/A

ANNUAL –

CAPITAL –

OTHER –

FUNDING SOURCE: N/A

PURPOSE:

Rodney Johnson of Villa Rica, GA request a Conditional Use Permit for property located at 101 Three West Parkway, Suite E, Villa Rica, GA, Parcel No: V07 0100142, in Land Lot 165 of the 6th District in Carroll County, for the purpose of a church. The property consists of 1.07+/- acres and is located in Ward 2.

BACKGROUND: The applicant is requesting a Conditional Use Permit for the purpose of a church. The same suite that the applicant intends to occupy has been previously issued a conditional use permit for a place of worship (CU-02-13).

STAFF RECOMMENDATION: Staff recommends Approval.

IMPACT: N/A

PLANNING COMMISSION: Approved December 4, 2018.

MOTION: I make a motion to approve the conditional use permit application for a church at 101 Three West Parkway, Suite E, from Rodney Johnson.



Planning & Zoning

Community Development Department

CU-03-18

Council Ward: 2

Planning Board Member: Kurt Kraft

City Council Member: Vacant

Public Hearing Dates

Planning Commission: December 4, 2018

City Council: December 11, 2018

Request: Conditional Use Permit



Applicant: Rodney Johnson
9693 Spyglass Drive
Villa Rica, GA 30180

Parcel Number(s): V07 0100142
Acres: 1.07+/-
Current Land Use: Commercial
Future Development: Suburban Village

Location: 101 Three West Parkway, Suite E, in Land Lot 165 of the 6th District in Carroll County.

Project Description:

The applicant is requesting a Conditional Use Permit for the purpose of a church.

Surrounding Properties:

Current Zoning		Land Use
North	General Commercial (GC)	Mini-Storage
East	General Commercial (GC)	Restaurant
South	General Commercial (GC)	Retail
West	Planned Development (PD)	Commercial

Conditional Use Review Standards:

The Code of the City of Villa Rica, Unified Development Code Section 2.03, the following criteria shall be used when determining approval of a Conditional Use Permit:

(1) The proposed use at the specified location is consistent with the goals, objectives and policies of the Comprehensive Plan;

The current and proposed Comprehensive Plan does not distinguish the usability of the property for the purpose of a church.

(2) The proposed use is consistent with the general purpose and intent of the applicable zoning district regulations and complies with requirements of the Code;

The general purpose and intent of the General Commercial (GC) zoning district is to accommodate commercial uses that conduct operations within enclosed areas. The proposed use does typically operate within enclosed areas and is allowed as a conditional use.

The Unified Development Code requires that places of worship be located on lots which have frontage on or direct access to an arterial street. This location meets that requirement, as it is located on Highway 78. Parking is currently shared with all suites on the property.

(3) The proposed use is not materially detrimental to the public health, safety, comfort and general welfare, and will not result in material damage or prejudice to other property in the vicinity;

The surrounding properties are all commercial in nature and the same suite that the applicant intends to occupy has been previously issued a conditional use permit for a place of worship (CU-02-13). It does not appear that the proposed use would be detrimental to the public health, safety, comfort, and general welfare, or result in material damage or prejudice to other property in the vicinity.

(4) The proposed use is compatible with and preserves or enhances the character and integrity of adjacent development and includes improvements necessary to mitigate adverse development-related impacts, such as traffic, noise, odors, visual nuisances, or other similar adverse effects to adjacent development and neighborhoods;

The proposed use is compatible with the surrounding area, and the suite has been previously used as a place of worship. The proposed use should not adversely affect the adjacent developments and neighborhoods. The proposed use would not change the integrity of the area and the structure would remain the same.

(5) The proposed use does not generate vehicular traffic that will be hazardous to the existing neighborhood;

Places of worship shall be permitted only on a lot which has frontage on or direct access to arterial street. Three West Parkway has direct access to U.S. Highway 78, which is classified as a major arterial road. The proposed use does not generate vehicular that would be hazardous to the existing neighborhood.

(5) The proposed use will comply will all fire, health, building, plumbing, electrical and stormwater drainage regulations of the City, County, State and federal agencies; and
The use must comply with all local, state and federal rules and regulations.

(6) Adequate public facilities exist to service the proposed use.

Public and community facilities are available for the proposed request and should not cause any excessive or burdensome use upon other public facilities.

Staff Comments:

The applicant is requesting a Conditional Use Permit for the purpose of church. The purpose of Conditional Use review is to allow the City to exercise some discretion over the extent and design of certain activities that could have a detrimental effect on the community if permitted to exist in large numbers, in certain locations or without special conditions. Therefore, these regulations enable the City to authorize a Conditional Use subject to conditions that mitigate the potential problems associated with the use or its location in relation to the neighboring properties. A Conditional Use is not a use by right.

Listed below are standards for Places of Worship set forth in the Unified Development Code:
Section 5.19 – Places of Worship

A. Location Places of Worship shall be permitted only on a lot which has frontage on or direct access to an arterial street as identified in the Major Street Map.

B. Parking Off-street parking shall be provided as specified in the Section 4.03 of this Code.

C. Setbacks All buildings shall be setback thirty feet from the side and rear property lines.

D. Buffers When a church adjoins a residential use, a Type A buffer shall be provided within a thirty (30) foot setback area. (See Section 6.05) E. Accessory Uses A conditional use permit shall be required prior to establishing school, over-night shelter, indigent food service or full-time child care facilities.

Recommendation:

APPROVAL

Public Notifications:

As required by *Article 2, Section 2.01* in the Code of the City of Villa Rica, the public has been notified in *Times-Georgian* on **November 17, 2018**; a sign has been posted on the subject property; and all abutting property owners have received notification via certified mail.

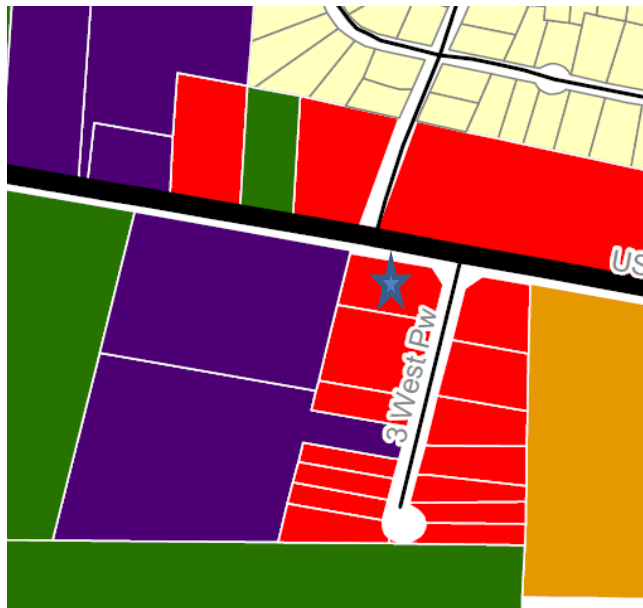
Public Response:

In response to the public notifications, property owners within the surrounding neighborhoods have not contacted the City.

Office of Community Development

Attachments:

1. Application
2. Zoning Map
3. Site Photos



----- Railroad	DO-SFR: Single-Family Residential
— Primary Road	GC: General Commercial
— Secondary Road	GI: General Industrial
— Local Neighborhood Road	LI: Limited Industrial
— Ramp	NC: Neighborhood Commercial
DO - Downtown Overlay District	OI: Office and Institutional
DO-CBD: Central Business District	PD: Planned Development
DO-CMU: Commercial Mixed-Use	R14: Multi-Family Residential
DO-COM: Commercial	R20: Single-Family Residential
DO-MFR: Multi-Family Residential	RD: Rural Development
	RT: Residential Townhome

This map is intended for only the Mayor and City Council of Villa Rica use. The City of Villa Rica does not assume any responsibility for the use of this product by any other party. The official version of this map resides within the Planning & Zoning Department of Villa Rica, and is the only official copy. Only a copy signed by the Planning & Zoning Manager reflects official data as of the date signed. This information is only a representation of the current information, and all information should be verified by the Planning & Zoning Manager. The City of Villa Rica does not assume responsibility for the use of the data on this map.

© Copyright Mayor & City Council of Villa Rica, 2017

Site Photos









APPLICATION FOR CONDITIONAL USE PERMIT

Please complete the blanks with the requested information. If any of the information or required materials is missing or incomplete, the application will not be processed. Also, please note the required information requested on the back of this page.

Date of Application: 10/31/18

APPLICANT

Applicant Name: RODNEY JOHNSON
Address: 9693 SPYGLASS DR. City: VILLA RICA State: GA Zip: 30180
Phone: (404) 421-1056 Fax: () Email: ASAWCC17@GMAIL.COM

Agent Name: _____

Address: _____ City: _____ State: _____ Zip: _____

Phone: () - _____ Fax: () - _____ Email: _____

Owner Name (If different from applicant): HEVRON PROPERTIES LLC

Address: _____ City: _____ State: _____ Zip: _____

Phone: () - _____ Fax: () - _____ Email: _____

(Note: A notarized statement signed by the property owner(s) authorizing the applicant to make this request shall be attached to the application.)

CONDITIONAL USE

Project Name: ASAW COMMUNITY CHURCH
Conditional Use Location (attach location map): 101 THREE WEST PARKWAY SUITE VILLA RICA GA
30180
Proposed Use: CHURCH
Square Footage of Site: _____
Assessor's Parcel Number: _____
Describe Proposed Conditional Use: CHURCH PURPOSE

(For Office Use Only)

Total Amount Paid \$ 250.00 Cash _____ Check # _____ Received by: [Signature]
Application checked by: [Signature] Date: 11/5/2018 Map Number(s): _____
Planning Commission: Approved ☐ Denied ☐ Date: _____ Conditions: No ☐ Yes ☐ How many: _____
City Council Decision: Approved ☐ Denied ☐ Date: _____ Conditions: No ☐ Yes ☐ How many: _____
Manager's Signature: _____ Date: _____

RECEIVED
[Signature]

CU-03-18



CASE # _____
CONDITIONAL USE PERMIT

Disclosure of Campaign Contributions

In accordance with the Conflict of Interest in Zoning Act, O.C.G.A., Chapter 36-67A, the following questions must be answered:

Has the applicant¹ made, within two (2) years immediately preceding the filing of this application for rezoning, campaign contributions aggregating \$250 or more or made gifts having in the aggregate a value of \$250 or more to a member of the City Council or Planning Commission who will consider the application?

Yes _____ No X

If **Yes**, the applicant and the attorney representing the applicant must file a disclosure report with the City within ten (10) days after this application is first filed. Please supply the following information that will be considered as the required disclosure:

Council/Planning Commission Member Name	Dollar amount of Campaign Contribution	Description of Gift \$250 or greater given to Board Member

We certify that the foregoing information is true and correct, this 31 day of 10 OCT, 20 18.

RODNEY JOHNSON

Applicant's Name – Printed

[Signature]

Signature of Applicant

Applicant's Attorney, if applicable – Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 31 day of October, 20 18



Teia Trepanier
Notary Public

1. Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for rezoning or other action.



CASE # _____
CONDITIONAL USE PERMIT

The procedure for approval of a Conditional Use Permit or a Communications Tower Special Use Permit is set forth in Section 2.03.D of the Unified Development Code (UDC). Generally, the process involves review by the Community Development Manager and the Planning Commission with a final review and decision by the City Council.

I, RODNEY JOHNSON, hereby state that all of the above statements and statements contained in the documents submitted with this application are true.

R. Johnson

Signature of Applicant

10/31/18

Date

Required Materials to Accompany the Application:

The Community Development Manager may waive informational requirements upon finding that the information is not required to determine compliance with UDC requirements.

- ☐ 1. Copy of deed, lease, option agreement or other evidence of ownership or applicant's interest in the property. If the applicant is not the owner, attach a notarized statement signed by the owner authorizing the applicant to request the amendment.
- ☐ 2. A site development plan prepared in conformance with all application requirements;
- ☐ 3. A written statement describing the following:
 - a. The proposed use;
 - b. The effect the proposed development may have on surrounding properties and a statement of the facts indicating that the proposed change will not be detrimental to the general public interest and the purposes of this Code;
 - c. Whether such change is consistent with the intent and the purpose of this Code and the goals and policies of the Comprehensive Plan;
 - d. The areas that are most likely to be directly affected by such change and the likely effects;
 - e. Whether the proposed amendment is made necessary because of changed or changing social values, new planning concepts, or other social or economic conditions in the areas and zoning districts affected.
- ☐ 4. Any other exhibits as may be required by the Community Development Manager.

ASAW Community Church

PO Box 1256

Villa Rica Ga 30180

ASAW Community Church proposed use will be to impact lives through Christian beliefs. It will also build ministries that will impact the community. Our goals are to help build stronger families, develop the youth and develop outreach programs.

We believe our church will be an asset to the community. As the congregation grows that will help surrounding businesses that are selling goods and services. This location will be where we start and we hope within two years to build a permanent sanctuary in the Villa Rica city limits.

We will improve the location by occupying the empty space. We will make improvements to the interior. Our church will operate within the codes to be compliant with the city of Villa Rica.

Pastor of ASAW Community Church

RODNEY JOHNSON 

Hevron Properties, LLC
P.O. Box 71533
Marietta, GA 30007
(678) 596-5293

October 31, 2018

Re: Shoppes of Villa Rica
101 Three West Parkway
Villa Rica, GA 30180

Pastor Rodney Johnson
ASAW Community Church
PO Box 1256
Villa Rica Ga 30180

Dear Pastor Johnson:

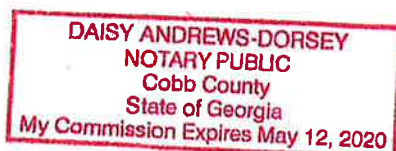
Please let this letter of intent serve as official notification and authorization to the City of Villa Rica that you and ASAW Community Church have agreed to lease Suite "E" in the above property for use as a house of worship. We understand that you will soon occupy the suite after making cosmetic changes to your satisfaction.

Thank you in advance of your cooperation in this matter. Please let me know if I can be of further assistance in this matter.

Sincerely,



Hevron Properties, LLC
by Mitchell Kaye, Property Manager
mkaye26@gmail.com



COMMERCIAL LEASE AGREEMENT

THIS COMMERCIAL LEASE AGREEMENT (the "Lease") is made and entered into as of the 5th day of November, 2018, by and between HEVRON PROPERTIES, LLC, a Georgia limited liability company, or its assign ("Landlord"), and Rodney Johnson ("Tenant"), as Pastor of ASAW Community Church.

ARTICLE I DEFINITIONS

Section 1.1. Reference Provisions. Where used in this Lease, the designated terms hereinafter set forth shall have the following meanings:

- (a) "PREMISES" - 101 Three West Parkway, Villa Rica, Georgia 30180 - Suite E, containing approximately 1,200 square feet.
- (b) "LEASE TERM" - Three (3) years and two months commencing on the 5th day of November, 2018 and continuing until December 31, 2021.
- (c) "RENEWAL TERM" - reserved.
- (d) "BASE RENT" - The Base Rent shall be paid monthly in advance according to the schedule below. Base Rent for any period during the Term hereof which is less than one month shall be a prorated portion of the monthly rental due.

Total Base Rents and Additional Rents shall be paid thereafter in accordance with the following schedule:

<u>Lease Period</u>	<u>Total</u>	<u>Monthly Base Rent</u>
1. 11/5/18 - 12/31/18	\$ 0.00	free
2. 1/1/19 - 12/31/19	\$ 9,000.00	\$ 750.00
3. 1/1/20 - 12/31/20	\$ 9,300.00	\$ 775.00
4. 1/1/21 - 12/31/21	\$ 9,600.00	\$ 800.00

- (e) **Security deposit of \$750 and January 2019 rent, totaling \$1,500 paid on November 5, 2018; next rent payment due on January 1, 2019.** *MK*
- (f) "UTILITY CHARGES" - as specified in Section 2.2.
- (g) "INSURANCE PREMIUMS" - as specified in Section 5.1.
- (h) "USE" - Tenant shall use the Premises for the operation of a church and related religious activities and shall not permit the Premises to be used for any other purpose.

If to Tenant:

Rodney Johnson
Pastor ASAW Community Church
PO Box 904
Villa Rica, GA 30180

If to Landlord:

Attn: Mitchell Kaye
Hevron Properties, LLC
P.O. Box 71533
Marietta, GA 30007

- (j) "BUSINESS" - see (h) above.
- (k) "SHOPPING CENTER" - 101 Three West Parkway, Villa Rica, Georgia, with a building located thereon containing 10,500 rentable square feet.
- (l) "SECURITY DEPOSIT" - \$750 in total.
- (m) "FRACTIONAL MONTHS/YEARS" - Rents, billings and other charges under this Lease shall be, when appropriate, prorated for the fractional year or month as the case may be in which the Term commences and/or ends.

Section 1.2. Granting of the Premises. Subject to the provisions of Section 1.1(a), Landlord hereby leases to Tenant and Tenant hereby leases from Landlord the Premises.

CU-03-18

MK

Section 1.3. Acceptance of Premises. Tenant accepts Premises "as is". Any build out of the Premises will be at Tenant's sole expense and according to Landlord approved specifications. Any and all build out must be performed in accordance with local building codes and ordinances.

Section 1.4. Quiet Enjoyment. Tenant, upon paying the rents herein reserved and performing and observing all other terms, covenants and conditions of this Lease on Tenant's part to be performed and observed, shall peaceably and quietly have, hold and enjoy the Premises during the Term.

Section 1.5. Rental Commencement Date. The phrase "Rental Commencement Date" shall mean the 5th day of November 2018.

Section 1.6. Usufruct Only; No Leasehold Interest. This lease agreement shall not convey any leasehold estate from Landlord to Tenant. Landlord and Tenant hereby agree that this lease creates only the interest of a usufruct in Tenant which may not be levied upon or assigned without Landlord's permission.

Section 1.7. Lease Termination. Tenant has option to terminate lease after December 31, 2019 upon 60 days written notice..

ARTICLE II BASE RENT AND OTHER CHARGES

Section 2.1. Base Rent. Tenant shall pay to Landlord without previous demand therefor and without any setoff or deduction whatsoever, the Base Rent provided in Section 1.1(d), payable in monthly installments, in advance, on the first day of each and every calendar month throughout the Term. The Base Rent shall commence on the Rental Commencement Date. The additional Rent set forth in Section 2.4 shall commence upon Lease Renewal and shall be paid when due.

Rent not paid in full by the fourth day of the month shall be late. Landlord shall have no obligation to accept any rent not received by the tenth of the month. If late payment is made and Landlord accepts the same, the payment must be in the form of cash, cashier's check or money order and must include a **late charge of \$75** and, if applicable, a service charge for any **returned check of \$50**. **Rent payment made after the 10th of the month shall incur an additional late fee of \$10 per day until paid in full.** Landlord reserves the right to refuse to accept personal checks from Tenant after one or more of Tenant's personal checks have been returned by the bank unpaid.

Section 2.2. Utility Charges. Tenant shall pay as Additional Rent promptly, as and when the same become due and payable, all sanitary sewer and water bills, all charges for electricity, gas and other utilities supplied to the Premises. Tenant shall cause all of such utilities to be billed in Tenant's name. If Tenant does not pay such utilities before they are delinquent, Landlord may, but shall not be required to, pay such utilities and, thereafter, bill and collect such amounts as Additional Rent from Tenant on the next date on which Base Rent is due. **There is no mail service at the property. Tenant, at tenant's sole expense, shall secure a post office box for mail service, if desired.**

Section 2.3. Signage. **Tenant shall place a sign above the premises in the existing sign space "E" and on both sides of the monument sign on the edge of the property within 45 days of occupancy at Tenant's sole cost and expense.** Tenant must show drawing/plans to Landlord and have prior written consent of Tenant's plans which consent shall not be unreasonably withheld.

ARTICLE III CONSTRUCTION OF PREMISES

Tenant accepts the Premises in its current "as is" condition and Landlord makes no representation or warranty as to the condition of the Premises or its suitability for Tenant's purposes. Alteration and build out of the Premises shall be constructed and fixtured by Tenant at Tenant's sole cost and expense subject to Landlord's prior written consent of Tenant's plans and specifications (the "Plans and Specifications") which consent shall not be unreasonably withheld. In no event shall Tenant make any changes to the Premises without Landlord's prior written consent, which consent shall be granted based on Landlord's reasonable commercial determination. Tenant shall provide Landlord final lien waivers from its contractor and subcontractors for any build out.

ARTICLE IV USE OF PREMISES

Section 4.1. Use of Premises. Subject to and in accordance with all rules, regulations, laws, ordinances, statutes and requirements of all governmental authorities, the Fire Insurance Rating Organization, the Board of Fire Insurance Underwriters and Landlord's insurance carrier, Tenant shall use the Premises solely for the purposes contemplated by Section 1.1(h) and for no other purposes.

Section 4.2. Operations by Tenant. In regard to the use and occupancy of the Premises, Tenant shall at its expense: (a) keep the inside and outside of all glass in the doors and windows of the Premises clean; (b) keep all exterior surfaces of the Premises clean and keep exterior areas directly in front of and to the rear of the Premises clean and free of trash and debris; (c) promptly replace any cracked or broken glass of the Premises with glass of like grade and quality; (d) maintain the Premises in a clean, orderly and sanitary condition, free of insects, rodents, vermin, and other pests, including cleaning, repairing or replacing as needed all floor covering within the Premises; (e) keep any garbage, trash, rubbish or other refuse in appropriate containers within the interior of the Premises until removed; (f) have such garbage, trash, rubbish and refuse removed on a timely basis; (g) comply with all laws, ordinances, rules and regulations of governmental authorities; and all recommendations of Landlord's fire insurance rating organization now



or hereafter in effect; and (h) comply with and observe all reasonable rules and regulations established by Landlord from time to time.

Tenant acknowledges that it is Landlord's intent that the Premises and Business be operated in a manner which is consistent with the highest standards of decency and morals prevailing in the community in which it serves. Toward that end, Tenant agrees other than as contemplated by the uses set forth in Section 1.1(h) that it shall not sell, distribute, display or offer for sale any item which is inconsistent with the quality of operation of the Premises as set forth in Section 1.1 (h) or may tend to injure or detract from the moral character or image of the Premises or Landlord within such community.

Tenant acknowledges that Landlord does not provide and has no responsibility for providing security within or upon the Premises. Security is solely the responsibility of Tenant.

Section 4.3. Indemnification of Landlord. Tenant shall indemnify and hold harmless the Landlord from and against all liability, suits, judgments, liens, actions or costs whatsoever related to the operations of the Business, including any license, contract, agreement or obligation whatsoever related to the Business, including without limitation all costs of defense (by counsel of Landlord's choosing), except for claims arising solely from Landlord's negligence or willful misconduct.

Section 4.4. Additional Covenants of Tenant. Tenant's use of the Premises shall be subject at all times during the Term to reasonable rules and regulations adopted by Landlord not in conflict with any of the express provisions hereof. Tenant agrees to comply with all such rules and regulations upon notice to Tenant from Landlord. Tenant expressly agrees as follows:

(a) Tenant shall maintain at Tenant's sole cost and expense the interior premises in a clean manner reasonably satisfactory to the Landlord.

(b) No future additions of radio or television aerial, device, or structure shall be erected on the roof or exterior walls of the Premises without first obtaining in each instance the Landlord's consent in writing. Any aerial, device, or structure installed without such written consent shall be subject to removal at Tenant's expense without notice at any time.

(c) The plumbing facilities shall not be used for any purpose other than that for which they are constructed; no foreign substance of any kind shall be thrown therein, and the expense of any breakage, stoppage, or damage resulting from a violation of this provision shall be borne by Tenant.

(d) Tenant at its expense shall contract for pest extermination services or perform such services themselves, covering the interior premises of the leased space, to be rendered on an as needed basis but not less frequently than quarterly.

(e) Tenant shall not burn any trash or garbage of any kind in or around the Premises.

(f) Tenant shall keep and maintain the interior and exterior of the Premises (including, without limitation, exterior and interior portions of all windows, doors and all other glass) in a neat and clean condition and shall be responsible for removing and not allowing debris to accumulate in the Premises.

(g) If Tenant is required to install any electrical, plumbing or other devices or equipment in order to comply with building codes and zoning ordinances due to the nature of Tenant's business, such costs shall be paid solely by Tenant.

(h) Tenant shall not perform or permit any act, nor carry on or permit any practice, which may damage, mar or deface the Premises.

(i) Tenant shall not place a load on any floor in the Premises exceeding the floor load such floor was designed to carry, nor shall Tenant install, operate or maintain in the Premises any heavy item or equipment except in such manner as to achieve a proper distribution of weight.

(j) Tenant shall not install, operate or maintain in the Premises any electrical equipment which does not bear underwriter's approval, or which would overload the electrical system or any part thereof beyond its capacity for proper and safe operation as determined by Landlord.

(k) Tenant shall not use or occupy the Premises in any manner or for any purpose, which would injure the reputation or impair the present or future value of the Premises. Notwithstanding, any use of the premises set out in Section 1.1 (h) shall be deemed approved and acceptable.

(l) Tenant shall not store or locate any of Tenant's personal property, inventory or other items of personal property outside of the Premises, except for normal business activity during business hours and shall at all times maintain the Premises in a neat and clean appearance.

Section 4.5. Hazardous Materials.

(a) Tenant represents, warrants and agrees that except in a manner and quantity necessary for the ordinary performance of Tenant's business: (i) Tenant will not use or store any Hazardous Material (as hereinafter defined) on,



or discharge same from, the Premises in violation of the Environmental Laws; (ii) Tenant will not violate any applicable Environmental Laws (as hereinafter defined) relating to or affecting the Premises; (iii) except pursuant to the permitted Use, the Premises shall be kept free of Hazardous Materials, and shall not be used to generate, manufacture, refine, transport, treat, store, handle, dispose, transfer, produce or process Hazardous Materials; (iv) Tenant shall not cause or permit the installation of Hazardous Materials in, on, over or under the Premises or a Release (as hereinafter defined) of Hazardous Materials onto or from the Premises or suffer the presence of Hazardous Materials in, on, over or under the Premises; (v) Tenant shall comply with, and ensure compliance by all of Tenant's employees, invitees and agents with, all applicable Environmental Laws relating to or affecting the Premises, and Tenant shall keep the Premises free and clear of any liens imposed pursuant to any applicable Environmental Laws, (vi) Tenant has obtained and will at all times continue to obtain and/or maintain all licenses, permits and/or other governmental or regulatory actions necessary to comply with the Environmental Laws (the "Permits"), and Tenant is and will continue to be and at all times remain in full compliance with the terms and provisions of the Permits; (vii) Tenant hereby covenants to comply with all Environmental Laws and to indemnify the Landlord for any loss or liability resulting from the Release of any Hazardous Materials on, from or affecting the Premises during the Term.

(b) Tenant hereby agrees to indemnify Landlord and hold Landlord harmless from and against any and all liens, demands, defenses, suits, proceedings, disbursements, liabilities, losses, litigation, damages, judgments, obligations, penalties, injuries, costs, expenses (including, without limitation, attorney's and expert's fees) and claims of any and every kind whatsoever paid, incurred, suffered by, or asserted against Tenant and/or the Premises for, with respect to, or as a direct or indirect result of: (i) the presence in, on, over or under, or the escape, seepage, leakage, spillage, discharge, emission or Release on or from, the Premises of any Hazardous Materials; (ii) the violation of any Environmental Laws by Tenant relating to or affecting the Premises; or (iii) the failure by Tenant to comply fully with the terms and provisions of this Paragraph.

(c) Upon the expiration or termination of the Lease Tenant shall surrender the Premises to Landlord free and clear of all Hazardous Materials.

(d) For purposes of this Lease, the following terms shall have the following meanings:

(1) "Hazardous Material" or "Hazardous Materials" means and includes petroleum products (including its derivatives, by-products or other hydrocarbons), flammable explosives, radioactive materials, asbestos or any material containing asbestos, polychlorinated biphenyls, and any hazardous, toxic or dangerous waste, substance or material defined as such, or as a Hazardous Substance or any similar term, in the Environmental Laws, including, without limitation, Section 101(14) of CERCLA (as hereinafter defined);

(2) "Release" shall have the meaning given such term, or any similar term, in the Environmental Laws, including, without limitation, Section 101(22) of CERCLA; and

(3) "Environmental Law" or "Environmental Laws" shall mean any and all applicable federal, state, regional, county or local laws, statutes, rules, regulations, ordinances, decrees or orders concerning public health, safety or the environment, whether now existing or hereafter enacted or promulgated, including, but not limited to, the Comprehensive Environmental Response, Compensation and Liability Act of 1980 ("CERCLA"), as amended by the Superfund Amendments and Reauthorization Act of 1986, 42 USC Section 9601 et seq., the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act of 1976, as amended by the Solid and Hazardous Waste Amendments of 1984, 42 USC Section 6901 et seq., the Federal Water Pollution Control Act, as amended by the Clean Water Act of 1977, 33 USC Section 1251 et seq., the Toxic Substances Control Act of 1976, 15 USC Section 2601 et seq., the Emergency Planning and Community Right-to-Know Act of 1986, 42 USC Section 11001 et seq., the Clean Air Act of 1966, as amended, 42 USC Section 7401 et seq., the National Environmental Policy Act of 1975, 42 USC Section 4321, the Rivers and Harbors Act of 1899, 33 USC Section 401 et seq., the Endangered Species Act of 1973, as amended, 16 USC Section 1531 et seq., the Occupational Safety and Health Act of 1970, as amended, 29 USC Section 651 et seq., the Safe Drinking Water Act of 1974, as amended, 42 USC Section 300(f) et seq., and all rules, regulations and guidance documents promulgated or published thereunder, and any state, regional, county or local statute, law, rule, regulation, ordinance, decree or order relating to or imposing liability or standards of conduct concerning public health, safety or the environment, including, without limitation, relating (i) to releases, discharges, emissions or disposals to air, water, land or groundwater; (ii) to the withdrawal or use of groundwater; (iii) to the use, handling or disposal of polychlorinated biphenyls (PCB's), asbestos or urea formaldehyde; (iv) to the treatment, storage, disposal or management of hazardous substances (including, without limitation, petroleum, its derivatives, by-products or other hydrocarbons), and any other solid, liquid or gaseous substance, exposure to which is prohibited, limited or regulated, or may or could pose a hazard to the health and safety of the occupants of the Premises or the property adjacent to or surrounding the Premises; (v) to the exposure of persons to toxic, hazardous, or other controlled, prohibited or regulated substances; or (vi) to the transportation, storage, disposal, management or release of gaseous or liquid substances, and any regulation, order, injunction, judgment, declaration, notice or demand issued thereunder.

ARTICLE V INSURANCE REQUIRED OF TENANT

Section 5.1. Insurance Required of Tenant. Tenant will obtain, and maintain in full force during the Term the following insurance coverages, in such amounts as Landlord deems reasonably necessary, with respect to the Premises, and Tenant shall pay the premiums therefor in accordance with this Lease:

(a) Comprehensive Public Liability Insurance, including, but not limited to, liability insurance on an



occurrence basis with minimum limits of liability of not less than One Million Dollars (\$1,000,000.00) for any single occurrence for property damage, bodily injury, personal injury or death to any one person and Two Million Dollars (\$2,000,000.00 aggregate) for property damage, bodily injury, personal injury or death to more than one person.

(b) Fire and Lightning, Extended Coverage, Vandalism and Malicious Mischief, Insurance in an amount adequate to cover the full replacement value of the Premises and all Improvements with companies and in amounts reasonably determined by Landlord.

All of the aforesaid insurance shall be written in the name of Tenant and shall name Landlord as an additional insured together with any designee(s) of Landlord, as their interests may appear, and shall be written by one or more insurance companies rated not less than A in the current (and as may be amended from time to time) Best Insurance Guide and in form and substance satisfactory to Landlord. As Additional Rent, Tenant shall be solely responsible for payment of premiums and Landlord or its designees shall not be required to pay any premium for such insurance; in the event of payment of any loss covered by any such policy, Landlord or its designees shall be paid first by the insurance company for Landlord's loss. The minimum limits of the comprehensive public liability policy herein set forth shall in no way limit or diminish Tenant's liability hereunder. In the event of payment from an insurance company for any property casualty loss, such payment shall be paid to Landlord and Tenant as their interests appear, and shall be disbursed as repairs are made as provided for in Article VIII.

All original insurance policies shall be kept by Tenant with a certificate of insurance delivered to Landlord. Tenant shall be responsible for obtaining of insurance coverage insuring Tenant's fixtures and personal property and such additional Comprehensive Public Liability Insurance as Tenant desires. Landlord shall not be responsible for any loss occurring to Tenant for lack of sufficient insurance coverage.

Tenant agrees, at its own expense, to comply with all rules and regulations of the Fire Insurance Rating Organization, County Government Codes and Compliances having jurisdiction of the Premises.

Section 5.2. Waiver. Landlord and Tenant, to the extent reasonably available from their insurance carriers, hereby grant to each other on behalf of any insurer providing insurance to either Landlord or Tenant as required by this Lease covering the Premises, improvements therein or contents thereof, a waiver of any right of subrogation any such insurer of one party may acquire against the other by virtue of payment of any loss under such insurance. Such waivers shall stand mutually terminated as of the date either Landlord or Tenant ceases to be empowered to grant same due to any prohibition or provision terminating or materially limiting any insurance coverage as a result of such waiver of subrogation.

ARTICLE VI MAINTENANCE AND REPAIRS

Section 6.1. Tenant Repairs. Tenant shall, at Tenant's sole cost and expense, keep every part of the premises in good working order and repair (except as hereinafter provided with respect to Landlord's obligations) including, without limitation, the maintenance, replacement and repair of any storefront, doors, window casements, glazing, plumbing, pipes, electrical wiring, lighting fixtures and conduits, or any damage caused by breaking and entering the Premises. It shall be Tenant's sole responsibility to maintain and service the HVAC system together with all electrical and plumbing systems serving the premises. Tenant is not responsible to replace the HVAC, electrical or plumbing systems unless due to negligence. Tenant shall not make any alterations, improvements or additions to the Premises without Landlord's prior written consent. All alterations, additions and improvements shall be constructed and installed in a good and workmanlike manner in conformity with all applicable laws and regulations and by a reputable contractor approved by Landlord. Landlord may request repairs be made by Tenant in accordance with Tenant's obligations under this paragraph by giving notice in writing to Tenant of such request, and Tenant shall thereafter commence work as requested, within 30 days of actual receipt of said written notice, and shall thereafter timely complete such work, in a good and workmanlike fashion, provided the request falls within Tenant's duties set out herein. Tenant shall, in a timely fashion, maintain or repair said items and pay any and all invoices with respect to such work performed at the request of Tenant and in accordance with this paragraph. Tenant shall, upon the expiration or sooner termination of this Lease, surrender the Premises to Landlord in good condition, broom clean, ordinary wear and tear excepted.

Section 6.2. Landlord Repairs. Landlord, as a Common Area expense, shall maintain and repair the structural portions of the shopping center, including exterior walls and structural portions of the roof and the roof, unless such maintenance or repairs are caused in part or in whole by the act, fault or omission of any duty by the Tenant, its agents, servants, employees or invitees. Tenant shall notify Landlord of any need for repair for which Landlord is responsible and Landlord shall thereafter commence work within 30 business days of actual receipt of said written notice, and shall thereafter timely complete such work in a good and workmanlike fashion, provided the request falls within Landlord's responsibilities and/or duties as described in this agreement.

ARTICLE VII ADDITIONS AND ALTERATIONS

Section 7.1. By Tenant. Provided that Tenant shall not then be in default, Tenant may from time to time, at its own expense but with the consent of Landlord first obtained, and in compliance with the requirements of Section 6.1 hereof, alter, renovate or improve the Premises provided the same be performed in a good and workmanlike manner, in accordance with accepted building practices and applicable laws, including, but not limited to, State of Georgia, City of Villa Rica, Georgia building codes and zoning ordinances; and so as not to weaken or impair the strength or lessen the



value of the Premises. Prior to commencement of all such work, Tenant shall obtain Landlord's prior written approval of the plans and specifications therefor and shall cause Landlord's requirements for insurance and other contractor requirements to be satisfied. Tenant shall indemnify and hold Landlord harmless from any cost, expense, lien, and damage to property and injury to person occurring during such construction.

ARTICLE VIII DAMAGE, DESTRUCTION OR CONDEMNATION OF THE PREMISES

Section 8.1. Damage or Destruction. If the Shopping Center is totally damaged or destroyed by fire or other casualty, the Lease shall be terminated as of the date of such damage or destruction.

Section 8.2. Condemnation. In the event that the whole of the Premises shall be taken under the power of eminent domain, this Lease shall thereupon terminate as of the date of taking by the condemning authority.

If so much of the Premises is taken through eminent domain so that it becomes impractical to conduct Tenant's Business, either party shall have the right to cancel and terminate this Lease as of the later of the: (i) date Tenant ceases operations; or (ii) date of such taking. In the event of such cancellation, the parties shall thereupon be released from any further liability under this Lease, except for obligations existing on the effective date of such termination.

If this Lease is not cancelled as provided in this Section 8.2, then Landlord shall at its expense restore the Premises to the condition that existed prior to such condemnation or taking, except for the part taken or condemned, in order to render the Premises a complete architectural unit, but Landlord's obligation to rebuild is limited to the extent of the condemnation proceeds received by Landlord. To the extent that the Premises shall not have been fully restored by Landlord, then Tenant shall be entitled to a pro rata abatement of Base Rent and Additional Rent representing the unrestored portion of the Premises commencing on the date of taking.

Notwithstanding anything to the contrary contained in this Section 8.2 or elsewhere in this Lease, Landlord or Tenant, at its option, may terminate this Lease on thirty (30) days' written notice to the other if any part of the Premises shall be condemned during the last year of the initial Term or any renewals thereof.

All compensation awarded or paid upon such a total or partial taking of the Premises shall belong to and be the property of Landlord without any participation by Tenant. Tenant shall, however, be entitled to claim, prove and receive in such condemnation proceedings such award as may be allowed for relocation costs and other equipment installed by it but only to the extent that the same shall not reduce Landlord's award and only if such award shall be in addition to the award for the land and building (or portion thereof) containing the Premises. To the extent that the Tenant has a claim in condemnation proceedings, as aforesaid, Tenant may claim from condemnors, but not from Landlord, such compensation as may be recoverable by Tenant.

ARTICLE IX MORTGAGE FINANCING

This Lease is subordinate to any mortgages now or hereafter placed upon Landlord's interest in the Premises or future additions thereto. Tenant shall, upon Landlord's request, execute and deliver subordination agreements in form and content satisfactory to any mortgage holder and Landlord and including provisions requiring: (i) Tenant to attorn to any such mortgage holder in the event of default; (ii) such mortgage holders not to disturb Tenant and to recognize this Lease as long as Tenant is not in default hereunder; (iii) Tenant to deliver to such mortgage holder a copy of any notices required or permitted to be given under this Lease; (iv) Tenant to notify such mortgage holder of a default by Landlord under this Lease and giving such mortgage holder a reasonable opportunity to cure such default prior to attempting a termination of this Lease.

In the event such mortgage holder, or any successor in interest of such mortgage holder, enforces the remedies afforded to such mortgage holder by any security deed, note, or other document, or by law, Tenant shall automatically become the Tenant of such mortgage holder or any successor in interest of such mortgage holder without change in the terms or other provisions of this Lease; provided, however, neither such mortgage holder nor its successor in interest shall be bound by (i) any payment of Base Rent or additional rent provided in this Lease for more than one (1) month in advance of their due dates (except prepayments in the nature of security for the performance by Tenant of its obligations under this Lease which are in the possession or control of mortgage holder); or (ii) any amendment or modification of this Lease made without the express written consent of such mortgage holder or its successor in interest.

Tenant further agrees that such mortgage holder, or its successor in interest, may at its option; sell the Shopping Center subject to this Lease, notwithstanding the subordination contained herein. Tenant agrees to be bound by the remedies of foreclosure and power of sale provided in any security deed encumbering the Shopping Center and to execute such documentation as such mortgage holder deems necessary to evidence the intentions set forth in this paragraph.

ARTICLE X DEFAULT

Section 10.1. Events of Default/Remedies.

(a) The following events shall be deemed to be events of default by Tenant under this Lease: (i) Tenant shall fail to promptly pay the Base Rent, Additional Rent or other sum of money due hereunder if such nonpayment continues



for ten (10) or more days after the same shall become due and payable. Tenant acknowledges that late payment by Tenant to Landlord of Base Rent, Additional Rent or other sums due hereunder will cause Landlord to incur costs not contemplated by this Lease, the exact amount of which will be difficult to ascertain. Such costs include, but are not limited to, processing and accounting charges and late charges which may be imposed on Landlord by the terms of any mortgage or deed to secure debt covering the Premises or any portion thereof. Accordingly, if any installment of Base Rent, Additional Rent or any other sum due from Tenant shall not be received by Landlord within ten (10) days after such amount shall be due, Tenant shall pay to Landlord a late charge equal to five (5%) percent of such overdue amount, and if such installment is not received by Landlord within twenty (20) days after such amount shall be due, Tenant shall pay to Landlord an additional late charge of five (5%) percent of such over due amount. The parties agree that such late charge represents a fair and reasonable estimate of the costs Landlord will incur by reason of late payment by Tenant. Acceptance of such late charge by Landlord shall not constitute a waiver of Tenant's default with respect to such overdue amount, nor prevent Landlord from exercising any of the other rights and remedies granted hereunder or provided by law; (ii) Tenant shall fail to comply with any provision of this Lease other than the payment of Rents and Additional Rents, and such default remains uncured for fifteen (15) days following Tenant's receipt of written notice thereof by Landlord; (iii) the leasehold hereunder demised shall be taken on execution or other process of law in any action against Tenant; (iv) Tenant shall become insolvent or unable to pay its debts as they become due; (v) Tenant takes any action to or notifies Landlord that Tenant intends to file a voluntary petition in bankruptcy or any petition or answer seeking or acquiescing in any reorganization, arrangements, composition, readjustment, liquidation, dissolution or similar relief for itself under any present or future federal, state, or other law or regulation relating to bankruptcy, insolvency or other relief for debtors; or a petition shall be filed against Tenant under any such law or regulation, and such petition is not dismissed within sixty (60) days after the filing thereof; (vii) a receiver or trustee shall be appointed for Tenant's leasehold interest in the Premises or for all or a substantial part of the assets of Tenant or (viii) Tenant loses any license required by any governmental authority to operate the Business and such license is not reinstated within thirty (30) days. If Landlord shall not be permitted to terminate this Lease as hereinabove provided because of any provisions of the United States Code relating to Bankruptcy ("Bankruptcy Code"), then Tenant or any trustee for Tenant agrees promptly, within no more than sixty (60) days after the filing of such bankruptcy petition, to assume or reject this Lease and Tenant agrees not to seek or request any extension or adjournment of any application to assume or reject this Lease by Landlord with such Court. In such event, Tenant or any trustee of Tenant may assume this Lease only if it (i) cures or provides adequate assurance that the trustee will promptly cure any default hereunder, and (ii) compensates or provides adequate assurance that Tenant will promptly compensate Landlord for any actual pecuniary loss to Landlord resulting from Tenant's default. In the event of a filing of a petition under the Bankruptcy Code, Landlord shall have no obligation to provide Tenant with any services, as provided for in this Lease, unless Tenant shall have paid and be current in all payments of rents due hereunder.

(b) In the event Tenant shall be in default, Landlord shall notify Tenant in writing of said default and the alleged reason for same. Tenant shall thereafter have ten (10) day's from the date of such notice to cure any default and avoid any further legal action. Upon the occurrence of any event or events of default which are not cured by Tenant, whether enumerated in this Paragraph or not, Landlord shall have the option to pursue any one or more of the following remedies without being deemed to have made an election of remedies except as specifically herein or by law provided (and without limiting the generality of the foregoing (i) terminate this Lease in which event Tenant shall immediately surrender the Premises to Landlord; (ii) terminate Tenant's right to occupy the Premises (without terminating this Lease) and repossess the Premises by forcible entry or detainer suit or otherwise, in which event Landlord may, but shall be under no obligation to do so, relet the Premises for the account of Tenant for such rent and upon such terms as shall be satisfactory to Landlord; (iii) enter upon the Premises and do whatever Tenant is obligated to do under the terms of this Lease, and Tenant agrees to reimburse Landlord on demand for any reasonable expenses which Landlord may incur in effecting compliance with Tenant's obligations under this Lease, and Tenant further agrees that Landlord shall not be liable for any damages resulting to the Tenant from such action; and (iv) exercise all other remedies available to Landlord at law or in equity, including, without limitation, injunctive relief of all varieties. Tenant shall not interpose any counterclaim in any action or proceeding for nonpayment of Base Rent or additional rent other than compulsory counterclaims.-

In the event Landlord elects to reenter or to take possession of the Premises after Tenant's default, Tenant hereby waives notice of such reentry or repossession and of Landlord's intent to reenter or repossess, except as may be otherwise provided herein or by law. Landlord may, without prejudice to any other remedy, which he may have for possession or arrearages in rent, expel or remove Tenant and any other person who may be occupying the Premises or any part hereof. All Landlords' remedies shall be cumulative and not exclusive. Forbearance by Landlord to enforce one or more of the remedies herein provided upon an event of default shall not be deemed or construed to constitute a waiver of such default, or of any future defaults or to limit Landlord's right to require strict compliance by Tenant with the provisions of this Lease.

(c) In no event shall Tenant have the right to terminate or rescind this Lease as a result of Landlord's default, unless Landlord fails to correct any default or breach of any promise or inducement within a reasonable period of time.

(d) Without terminating this Lease and with or without notice to Tenant, Landlord may in Landlord's own name, but as agent for Tenant, enter into and upon, take possession of the Premises or any part thereof and, at Landlord's option, remove persons and property there from and such property, if any, may be removed and stored in a warehouse or elsewhere at the cost of and for the account of Tenant, all without being deemed guilty of trespass or becoming liable for any loss or damage which may be occasioned thereby and Landlord may rent the Premises or any portion thereof as the agent of Tenant with or without advertisement and by private negotiations and for any term upon such terms and conditions as Landlord may deem necessary or desirable in order to relet the Premises. Landlord shall in no way be responsible or liable for any rental concessions or any failure to rent the Premises or any part thereof or for any failure

to collect any rent due upon such reletting. Upon each such reletting, all rentals received by Landlord from such reletting shall be applied first to the payment of any indebtedness (other than any rent due hereunder) from Tenant to Landlord; second to the payment of any costs and expenses of such reletting including, without limitation, brokerage fees and attorney's fees and costs of alteration and repairs; third to the payment of rent and other charges then due and unpaid hereunder; and the residue, if any, shall be held by Landlord to the extent of and for application in payment of future rent as the same may become due and payable hereunder. In reletting the Premises, as aforesaid, Landlord may grant rent concessions and Tenant shall not be credited therefor. If such rentals received from such reletting shall at any time or from time to time be less than sufficient to pay to Landlord the entire sums then due from Tenant hereunder, Tenant shall promptly pay any such deficiency to Landlord. Such deficiency shall be calculated and paid monthly. No such reletting shall be construed as an election by Landlord to terminate this Lease unless a written notice of such election has been given to Tenant by Landlord. Notwithstanding any such reletting without termination, Landlord may at any time thereafter elect to terminate this Lease for any such previous default provided same has not been cured.

In the event of any litigation or other proceeding between Landlord and Tenant or successors in interest, arising out of this Lease or the Premises, the prevailing party therein shall be allowed all reasonable attorney's fees and/or paralegal assistant's fees expended or incurred in such proceedings. As used herein, "prevailing party" shall mean the party receiving substantially the remedy or relief sought in its complaint, answer or counterclaim. In the event of an uncured default by Tenant, Landlord shall exercise reasonable efforts to mitigate its damages.

ARTICLE XI OTHER PROVISIONS

Section 11.1. Definition and Liability of Landlord. The term "Landlord" as used in this Lease shall mean the owner or mortgagee in possession for the time being of the Premises or the owner of a leasehold interest in said building or the land thereunder so that in the event of sale of said building or leasehold interest or an assignment of this Lease or a demise of said building or land, Landlord shall be and is hereby entirely freed and relieved of all obligations of Landlord subsequently accruing.

It is specifically understood and agreed that there shall be no personal liability of Landlord in respect to any of the covenants, conditions or provisions of this Lease; in the event of a breach or default by Landlord of any of its obligations under this Lease, Tenant shall look solely to the equity of the Landlord in the Shopping Center for the satisfaction of Tenant's remedies.

Section 11.2. Relationship of the Parties. Nothing contained in this Lease shall be deemed or construed as creating the relationship of principal and agent or a partnership or joint venture between the parties hereto, it being understood and agreed that neither the method of computing rents nor any other provision contained herein nor any acts of the parties hereto shall be deemed to create any relationship between the parties other than that of Landlord and Tenant.

Section 11.3. Indemnity. Tenant, during the Term, any extension or renewal thereof, and any period in which Tenant occupies or uses the Premises, shall indemnify and save harmless Landlord, its agents, servants and employees, from and against any and all claims and demands whether for injuries to persons or loss of life, or damage to property, related to or arising in any manner whatsoever out of the use and occupancy of the Premises by Tenant, or occasioned wholly or in part by any act or omission of Tenant, its agents, contractors, employees, servants, tenants, concessionaires, invitees, licensees and customers, except Landlord's negligence or willful misconduct. In the event Landlord shall be made a party to any litigation commenced by or against Tenant, then Tenant shall protect and hold Landlord harmless and shall pay all costs, expenses and attorney's fees for the attorney selected by Landlord incurred or paid by Landlord in connection with such litigation.

Section 11.4. Damage to Property or Persons. Except with respect to the gross negligence or the willful and wanton acts of Landlord, its agents and employees: Landlord shall not be liable for any loss of or damage to property of Tenant or of others located in the Premises, by theft or otherwise, nor for any loss or damage whatsoever to any property which Tenant could remove at the end of the Term as provided in Section 11.6 hereof; Landlord shall not be liable for any injury or damage to persons or property or to the interior of the Premises resulting from fire, explosion, steam, gas, electricity, water, rain or snow or leaks from any part of the Premises or from the pipes, appliances or plumbing works or from the roof, street or subsurface or from any other place or by dampness or by any other cause of whatever nature; Landlord shall not be liable for any latent defect in construction; Landlord shall not be responsible for damage or loss of property of Tenant kept or stored on the Premises.

Section 11.5. Assignment or Subletting. Tenant shall not assign this Lease without the prior written consent of Landlord, which consent shall not be unreasonably denied provided that the sublease shall not be for a term beyond the unexpired term of this Lease and any sublease shall not release Tenant or the Guarantor from any liability under this Lease. Tenant shall be responsible for and shall pay up to \$750.00 for costs and attorneys fees incurred by Landlord in reviewing or documenting the requested transfer. Any assignment or sublease by Tenant shall be only for the purposes specified in Section 1.1(h) hereof and for no other purpose. The transfer of control or of a majority of the issued and outstanding ownership units of any tenant, however accomplished, and whether in a single transaction or in a series of transactions, will be an assignment of this Lease requiring Landlord's prior written consent in each instance.

Section 11.6. Landlord Entry. Landlord may card the Premises "For Rent", and may enter the Premises at reasonable hours between 9:00 a.m. and 5:00 o'clock p.m. to exhibit the Premises to prospective purchasers or tenants one hundred twenty (120) days before expiration of this Lease and Landlord shall have the right at any reasonable time

1/K

to enter the Premises, to inspect the Premises to see that Tenant is complying with all of its obligations hereunder, and to make repairs required of Landlord under the terms hereof or to make repairs to adjoining premises.

Section 11.7. Surrender of Premises. At the expiration of the tenancy hereby created, Tenant shall surrender the Premises in substantially the condition as existed on the Rental Commencement Date, reasonable wear and tear excepted, and Tenant shall surrender all keys for the Premises to Landlord at the place then fixed for the payment of rent and shall inform Landlord of all combinations on locks, if any, in the Premises. Tenant's obligation to observe or perform this covenant shall survive the expiration or other termination of this Lease.

Prior to the expiration or sooner termination of this Lease, Tenant shall at Landlord's option remove any and all unattached items which Tenant may have installed in the Premises purchased or provided by Tenant to include all equipment and hot water heaters and which are susceptible of being moved without damage to the Building or the Premises. Tenant shall repair any damage to the Premises caused by the removal of such movables. In the event Tenant does not make such repairs, Tenant shall be liable for and agrees to pay Landlord's costs and expenses in making such repairs, together with a sum equal to fifteen (15%) percent of such costs and expenses to cover Landlord's overhead in making such repairs for Tenant. Tenant shall not remove any plumbing or electrical fixtures or equipment, heating or air conditioning equipment, floor coverings (including but not limited to wall to wall carpeting), walls or ceilings, all of which shall be deemed to constitute a part of the interest and estate of Landlord, nor shall Tenant remove any fixtures or machinery that were furnished or paid for by Landlord whether initially installed or replaced. The Premises shall be left in a broom-clean condition. If Tenant shall fail within fifteen (15) days from which the of the expiration or termination of this Lease to remove its property as provided in this Section 11.7, such property not removed by Tenant shall be deemed abandoned by Tenant and at the option of Landlord shall become the property of Landlord, or at Landlord's option may be removed by Landlord at Tenant's expense plus fifteen (15%) percent as hereinbefore provided, or placed in storage at Tenant's expense, or sold or otherwise disposed of, in which event the proceeds of such sale or other disposition shall belong to Landlord. Landlord shall provide to Tenant in writing the actual date that the 15 day period shall begin and end.

Section 11.8. Holdover by Tenant. In the event that Tenant shall hold the Premises after any termination of this Lease with Landlord's consent, such holding over shall be deemed to have created a tenancy at sufferance terminable on thirty (30) days' written notice by either party to the other, upon a monthly rental basis, and otherwise subject to all the terms and provisions of this Lease, except as contemplated to the contrary in this Section 11.8. Such monthly rental shall be one hundred twenty-five (125 %) percent of the Base Rent plus Additional Rent payable by Tenant to Landlord during the month prior to expiration or termination of this Lease. If Tenant fails to surrender the Premises upon the termination of this Lease, in addition to any other liabilities to Landlord accruing there from, Tenant shall indemnify Landlord and hold Landlord harmless from loss or liability resulting from such failure, including, without limitation, any claims made by any succeeding tenant founded on such failure.

Section 11.9. Lien of Landlord for Base Rents, Taxes and Other Sums. Landlord shall have and Tenant hereby grants, a security interest in any furnishings, equipment, fixtures or other personal property of any kind belonging to Tenant, or the equity of Tenant therein, located on in or upon the Premises. The security interest is granted for the purpose of securing the payment of Base Rent, Additional Rent, other charges, assessments, penalties and damages herein covenanted to be paid by Tenant, and for the purpose of securing the performance of all other obligations of Tenant hereunder. The Landlord's security interest shall be indicated in writing at the time that such interest exists. The Tenant has the right to satisfy the Landlord's security interest by other means acceptable to the Landlord, if desired.

Section 11.10. Liens. Tenant shall discharge or bond off any lien filed against the Premises or any part thereof for work done or materials furnished at Tenant's request with respect to the Premises within thirty (30) days after such lien is filed. If Tenant fails to keep this covenant, in addition to any other remedies available to Landlord under this Lease or otherwise, Landlord may at its option discharge such lien, in which event Tenant agrees to pay Landlord a sum equal to the amount of the lien thus discharged by Landlord plus all costs and expenses, including, without limitation, attorney's fees and court costs, incurred by Landlord in discharging such lien.

Section 11.11. Consents. Where under the terms of this Lease, the consent or approval of Landlord shall be required, such consent or approval shall be granted in Landlord's sole and absolute discretion, unless otherwise expressly provided for herein. With respect to any provision of this Lease which either expressly provides or is held to provide that Landlord shall not unreasonably withhold or unreasonably delay any consent or approval, Tenant shall not be entitled to make any claim for, and Tenant hereby expressly waives any claim for, damages incurred by Tenant by reason of Landlord's failure to comply therewith, it being understood and agreed that Tenant's sole remedy therefor shall be an action for specific performance.

Section 11.12. Waiver of Right of Redemption. Tenant hereby expressly waives any and all rights of redemption conferred by statute or otherwise.

Section 11.13. Notices. Whenever notice or any other communication shall or may be given to either of the parties by the other, each such notice or communication shall be (i) personally delivered; or (ii) sent by registered or certified mail with return receipt requested to the respective addresses of the parties as contained in Section 1.1(i) hereof or to such other address as either party may from time to time designate in writing to the other; or (iii) sent by nationally recognized overnight courier such as Federal Express, for next day delivery. Any notice or communication under this Lease shall be deemed to have been given at the time it is received or refused by the receiving party.

Section 11.14. Entire and Binding Agreement. This Lease contains all of the agreements between the parties

C4-03-18

NK

hereto, and it may not be modified in any manner other than by agreement in writing signed by all the parties hereto or their successors in interest. All prior conversations or writings between the parties hereto or their representatives with respect to the Premises are merged herein and extinguished. Tenant acknowledges that it has not relied on any estimates, representations or statements of opinion or fact by Landlord or its agents or employees in entering into this Lease other than as may be expressly provided herein. The terms, covenants and conditions contained herein shall inure to the benefit of and be binding upon Landlord and Tenant and their respective successors and assigns, except as may be otherwise expressly provided in this Lease.

Section 11.15. Provisions Severable. If any term or provision of this Lease or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Lease, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby and each term and provision of this Lease shall be valid and be enforced to the fullest extent permitted by law.

Section 11.16. Captions. The captions contained herein are for convenience and reference only and shall not be deemed a part of this Lease or construed as in any manner limiting or amplifying the terms and provisions of this Lease to which they relate.

Section 11.17. Estoppel Certificates. Within ten (10) days after any request therefor by Landlord, Tenant shall execute, acknowledge and deliver to Landlord a written certificate acceptable to Landlord certifying, if the same be true, as to such matters relating to this Lease, the Premises or the Tenant as Landlord shall reasonably request, or, if the same be not true, stating the manner in and the extent to which the same be not true.

Section 11.18. Governing Law. This Lease and rights and obligations of the parties hereto shall be interpreted, construed, and enforced in accordance with the laws of the State of Georgia.

Section 11.19. Jurisdiction. Landlord and Tenant agree that Cobb County, Georgia shall be the venue of any action arising in any way out of this Lease.

Section 11.20. Time of the Essence. Time is of the essence of this Lease.

Section 11.21. Survival. Landlord covenants, warranties and indemnities shall survive the expiration or earlier termination of this Lease. Tenant's covenants, warranties and indemnities shall survive the expiration or earlier termination of this Lease

Section 11.22. Brokers. Tenant has not been represented by a licensed real estate broker in this transaction. Each party hereto shall indemnify the other party with respect to any claims, losses, liabilities or expenses, including legal fees and costs, made by any broker or other party on the basis of any arrangements or agreements made or alleged to have been made by such party with respect to this Lease.

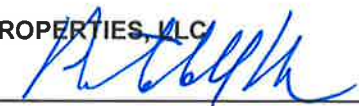
Section 11.23. Force Majeure. Providing such cause is not due to the willful act or negligence of the party charged, a party shall not be deemed in default with respect to the performance of any of the terms, covenants and conditions of this Lease if same be due to any strike, lockout, civil commotion, war-like operation, invasion, rebellion, hostilities, terrorism, act of terrorism, military or usurped power, sabotage, governmental regulations or controls, through act of God or other cause beyond the control of the party. The foregoing provision shall not apply to or modify Tenant's obligation to timely pay Base Rent, Additional Rent, or other charges and shall not extend the Rental Commencement Date.

Section 11.24. Authority. If Tenant is a corporation, partnership or other entity, the person signing this Lease on behalf of such entity hereby warrants that he/she has full authority from such entity to sign this Lease and obligate the entity hereunder and the said person and entity shall be jointly and severally liable for all Rent and any and all other amounts that may be due and owing to Landlord under the terms of this Lease including attorney's fees and cost.

IN WITNESS WHEREOF, Landlord and Tenant have duly executed this Lease under seal as of the day and year first above written, each acknowledging receipt of an executed counterpart hereof.

LANDLORD:

HEVRON PROPERTIES, LLC

By: 

Mitchell Kaye

(Licensed Real Estate Broker and Agent for Landlord)

TENANT:


Rodney Johnson

Pastor ASAW Community Church

EXHIBIT A

LEGAL DESCRIPTION

Land Lot 165, 6th District, 5th Section, Carroll County, Georgia and being Lot 7 as shown in Final Plat of 3-West Development as per Plat recorded in Plat Book 66, page 147, Carroll County, Georgia.

1/1/1



CITY OF VILLA RICA

City Council Packet

SUBJECT: RA-06-18 – 55 and 63 Goldworth Road

CITY COUNCIL AGENDA DATE: December 11, 2018

DATE: December 5, 2018

PREPARED BY: Lenise Lyons, Planning and Zoning Specialist

FISCAL IMPACT: N/A

ANNUAL –

CAPITAL –

OTHER –

FUNDING SOURCE: N/A

PURPOSE:

Winchester Real Estate Investment Company, LLC, of Villa Rica, GA request a Planned Development Concept Plan approval for property located at 55 and 63 Goldworth Road, Villa Rica, GA, Parcel Nos: V07 0140004 and V07 0140003, in Land Lot 99 of the 6th District in Carroll County, currently zoned Rural Development (RD) to Planned Development (PD). The properties consist of 204.1+/-acres and are located in Ward 2.

BACKGROUND: The applicant is requesting Planned Development Concept Plan approval for property located at 55 and 63 Goldworth Road currently zoned Rural Development (RD). The proposed use is a mixed use development with a life plan community. Based on the application, this will be a private community, with limited access to the general public.

STAFF RECOMMENDATION: Staff recommends Approval with Conditions.

To be submitted and approved within six (6) months of Planned Development Concept Plan approval:

1. Preliminary plat application in accordance with the requirements and depicting the following should be reviewed and approved by Planning and Zoning Commission and City Council.
 - a. Acreage of the property, proposed building footprint, and density in each proposed land use to be included in the Planned Development (commercial, residential, and institutional).
 - b. Public improvements plan showing connections to the proposed location of the Gold Nugget Trail along Bay Springs Creek.
 - c. Interparcel connection to Charleston Place.
2. Single family and multifamily residential to be age restricted to 55 and up.
3. Maximum number of single family units: 200 units

4. Maximum number of multi family units: 300 units
5. Permitted Commercial uses to be limited to:
 - a. Retail offering common merchandise 100,000 square feet or less
 - b. Office, Business, and Professional
 - c. Bank or Financial Institution, Full Service
 - d. Veterinary Clinic/Animal Care Facility
 - e. Restaurant, Non Drive-In
 - f. Barber Shop/Beauty Shop
 - g. Laundry, Pick up and Dry Clean Services
 - h. Florist Shop
 - i. Grocery/General Merchandise Store
 - j. Bakery/Pastry Shop
 - k. Museum
 - l. Art Gallery
 - m. Library
 - n. Cinema/Movie Theater
 - o. Athletic/Health Club Facilities
 - p. Clinic, Public or Private
 - q. Hospital, Health, and Medical Institution
 - r. Horticultural Gardening
 - s. Nursery and Greenhouse
6. Commercial uses requiring a conditional use permit to be limited to:
 - a. Church
 - b. Assembly Hall, Civic Center
7. Zoning book, phasing plan, economic analysis, Homeowners Association covenants, and utility plan to be submitted for approval with the final Development Plan
8. Submit application to nominate Williams-Mitchell Farm and Camp Lucretia as local historic properties/landmarks

IMPACT: N/A

PLANNING COMMISSION: Approved with conditions on December 4, 2018.

MOTION: I make a motion to approve with conditions the Planned Development Concept Plan application from Winchester Real Estate Investment, LLC for property located at 55 and 63 Goldworth Road.



Planning & Zoning

Community Development Department

RA-06-18

Council Ward: 2

Planning Board Member: Kurt Kraft

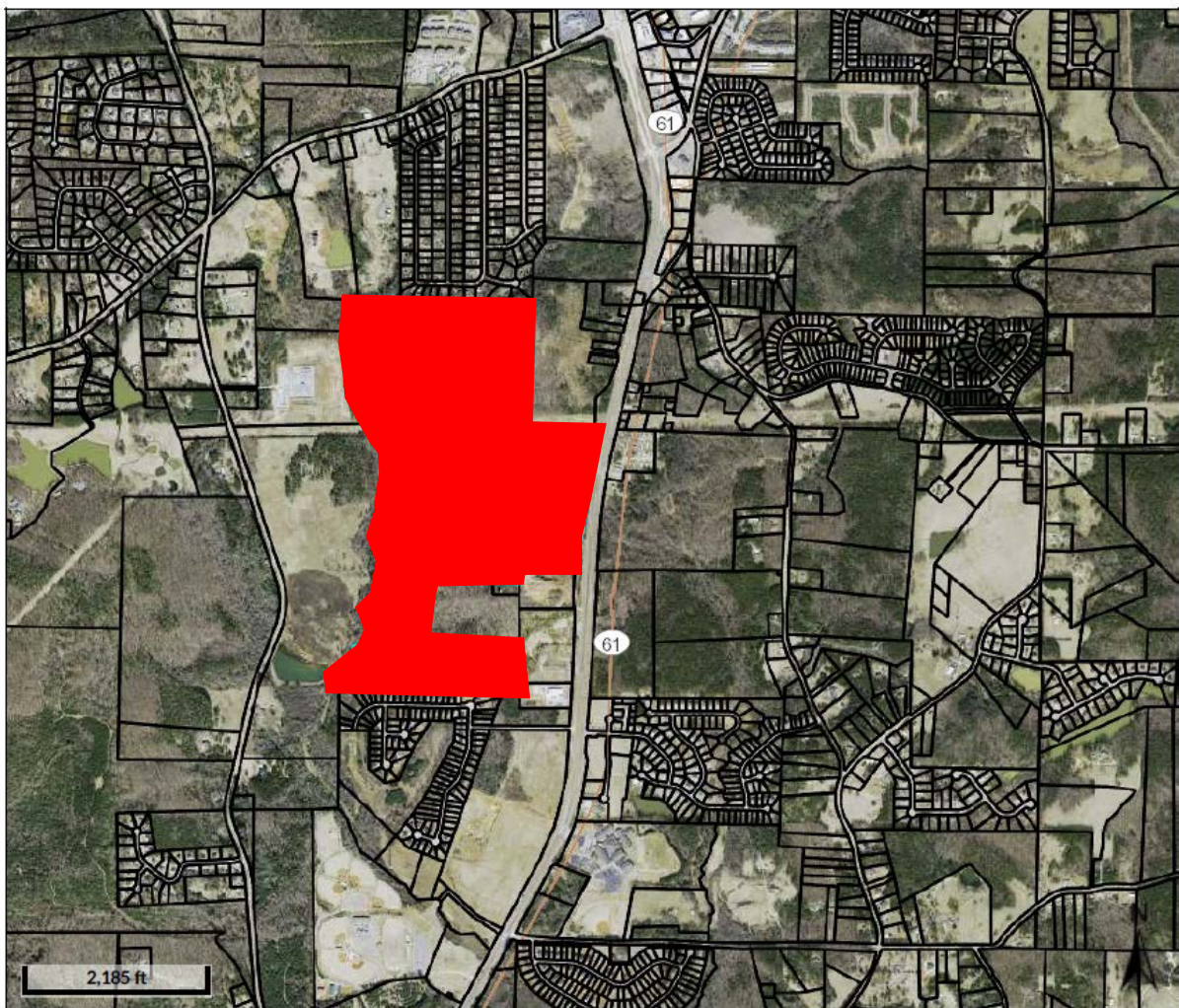
City Council Member: Vacant

Public Hearing Dates

Planning Commission: December 4, 2018

City Council: December 11, 2018

Request: Planned Development (PD) concept plan approval for a mixed use, life plan community.



Applicant: Winchester Real Estate
Investment, LLC
214 Maple Street
Villa Rica, GA 30180
(478)737-8279

Acres: 204.1+/-
Current Land Use: Single Family
Residential/Undeveloped
Future Development Character Area:
Suburban Village/Commercial Corridor

Parcel Number(s): V07 0140004 and V07 0140003

Location: 55 and 63 Goldworth Road, Villa Rica, Georgia 30180, in Land Lot 99 of the 6th District of Carroll County.

Project Description:

The applicant is requesting Planned Development Concept Plan approval for property located at 55 and 63 Goldworth Road currently zoned Rural Development (RD). The proposed use is a mixed use development with a life plan community. Based on the application, this will be a private community, with limited access to the general public.

Proposed Private Improvements

Single Family Residences:	161+/- homes in pocket neighborhoods over 91.01-/+ acres
Two Family Residences:	None
Multi Family Residences:	280+/- units [ten (10) homes with 28 units each] 401+/- units [four (4) complexes]
Commercial:	24.25+/- acres
Life Plan Community:	35.05+/- acres

Surrounding Properties:

Current Zoning		Land Use
North	Manufactured Home Subdivision (MHS) – Unincorporated Carroll County	Mobile Home Subdivision
East	Rural Development (RD) – Villa Rica; Commercial – Unincorporated Carroll County	Residential and Undeveloped
South	Planned Development (PD)	Single Family Residential
West	Agricultural – Unincorporated Carroll County	Undeveloped

Rezoning Review Standards:

The Code of the City of Villa Rica, Unified Development Code, requires all Planned Development Concept Plan applications to be evaluated using the review criteria established for zoning map amendments (Section 2.03.B), the Concept Plan criteria (Section 2.03.C), and major subdivision (Section 2.03.E).

Zoning Map Amendments:

A. *Whether the existing zoning was in error at the time of adoption.*

It does not appear that the existing Rural Development (RD) zoning designation is in error.

B. *Whether the proposed change is consistent with, and in furtherance of, the implementation of the goals and objectives of the Comprehensive Plan, other adopted plans, and the policies, intents and requirements of this Code and other city regulations and guidelines.*

Future Land Use Map

The subject property is currently located within City limits. The Future Land Use Map designations in the surrounding area are Commercial, Public/Institutional, and Low Density Residential.

Relation to the Comprehensive Plan Polices:

Development Patterns

DP Goal 4: Support mixed use development

Social and Economic Development

SED Goal 2: Protect and enhance existing neighborhoods while supporting a diverse array of housing options to accommodate future growth

SED Goal 3: Create employment opportunities within the city and expand business diversity

Economic Development

ED-1e: Encourage regional commercial development to occur within close proximity to freeway interchanges to promote regional commerce

- C. *Whether there is a community need for and benefit from the proposed rezoning; or***
Rezoning the property to Planned Development (PD) is a benefit to the community as the proposed use is to provide single family and multi-family residential, commercial, and a life plan community. The applicant describes the life plan community as being the central core of the development, which includes independent living, assisted living, memory care, and skilled nursing.

Population projections from the Comprehensive Plan indicate that Villa Rica has a growing population of individuals age 55 and above. Additionally, the Plan identifies that seniors will need more attached and communal housing types and increased medical services. Developments such as this will serve the demands of this growing population.

- D. *Whether the proposed change is consistent with the character of the area in which the proposed rezoning is proposed; or***

The proposed rezoning is not consistent with the character of the area. The surrounding area is mostly undeveloped and rural. There are some single-family residential communities in the immediate vicinity, but development along this portion of Highway 61 is very sparse. However, the 2018-2038 Comprehensive Plan Update designates the future development of this area as "Suburban Village" and "Commercial Corridor", as the properties have frontage along Highway 61. Primary future land uses in "Suburban Village" include single-family and multi-family dwellings, senior/assisted living facilities, conservation subdivisions, clustered neighborhood commercial/small-scale mixed use, and areas of civic benefit. The "Commercial Corridor" future development character area encourages a mix of uses, so as to avoid strip, commercial development. The proposed development demonstrates adherence to some of the core objectives of these character areas.

- E. *Whether the proposed zoning is compatible with the zoning and uses of property nearby; or***

The proposed zoning is not compatible with nearby zoning and uses nearby. There is a Planned Development south of the subject parcels, however, it is not a mixed use

development. There are no mixed use developments in the immediate vicinity. Most of the parcels have a singular use or are undeveloped.

F. Whether the existing zoning is suitable for the development of the uses authorized under the existing zoning classification, will be conducive to proper community planning, and is a logical extension of an existing urban area or growth center; and

The existing zoning would be suitable for Rural Development for residential and agricultural uses. The site was previously used as a single family residence, and dairy farm. The dairy farm, Williams-Mitchell Farm, is currently on the National Register of Historic Places. However, because the parcel is in close proximity to Highway 61, it is a logical extension of an existing urban area. Additionally, the Future Development Map supports a mix of land uses along this portion of Highway 61.

G. Whether the public and community facilities, which may include, but are not limited to, sanitary and storm sewers, water, electrical service, police and fire protection, schools, parks and recreation facilities, roads, libraries, and solid waste collection and disposal, are available and adequate to serve uses authorized under the proposed zoning; and

The subject property is currently provided with community facilities such as water, roads, and solid waste, however, the existing sewer line and regional network are inadequate to support the proposed development. Bay Springs Creek runs through the parcels, from north to south. An existing sewer line is located in the creek, but significant modifications for the downstream collection system is necessary. Significant upgrades will have to be made by the applicant and City of Villa Rica, which include the collection lines, lift stations, and force mains.

H. Whether the authorized uses will not adversely affect the capacity or safety of the street network in the vicinity of the property; and

The proposed rezoning will have a significant impact on the capacity of the road. The site plan indicates ingress and egress will occur from Goldworth Road onto Highway 61. The applicant has submitted a traffic impact study, indicating potential traffic flows and recommends a number of upgrades to Highway 61 to accommodate traffic.

I. Are there potential environmental impacts (e.g., excessive storm water runoff, water pollution, air pollution, noise pollution, excessive lighting, or other environmental harms) of authorized uses will be mitigated.

Based on the City's and County's available maps, there are wetlands that run through the southern portion of the property. Should the zoning be approved, Staff will review all site plans for compliance with local and state guidelines for water bodies.

Concept Plan Criteria:

A. Consistency – The development design is consistent with the purposes of the Planned Development (Section 2.03.C.1) and Comprehensive Plan goals and policies

The Planned Development provides design flexibility not available through strict interpretation of the standards established in the Unified Development Code. The project demonstrates some consistency with the Comprehensive Plan goals and policies, in particular, with future development along the Highway 61 corridor and mixed use objectives. However, at the

Concept Plan phase of the application, it is unclear if the development meets the criteria outlined below.

B. Design – The development is designed and phased to make efficient use of existing infrastructure, have lower traffic volumes or contribute to better mobility than would conventional development, provide more usable public or private open space or other recreational amenities than conventional development, and provide needed housing choices

More efficient infrastructure – It is unclear if the development provides more efficient infrastructure. The concept plan does not provide the level of detail necessary to draw conclusions regarding efficiency. The compact nature of the proposed pocket community should facilitate a decreased burden on traffic throughout the project area. However, significant upgrades to the existing sewer line and Highway 61 will have to be installed to accommodate the increased demand on the existing infrastructure.

Reduced traffic demands – Based on the traffic impact study submitted by the applicant, the proposed development will generate 10,890 daily trips. Therefore, it is most likely that the project will increase traffic demands.

More usable public or private open space – The topography in the project area is very severe, with varying elevations that can be steep in certain areas. The applicant describes a 16-acre conservation easement that will be accessible via walking trails, but this area is not a part of the overall development, and should not be considered with the application. Additionally, some open space and easements will have to be provided around the Bay Springs Creek area. The Gold Nugget Trail has a proposed route along the Creek, as well.

Recreational amenities – The applicant describes a number of recreational amenities that will be available to residents of the Avenmore community. These include an observation tower, picnic area, swimming pool, water feature, extensive walking trails, volley ball court, and public amphitheater. Additionally, the Williams-Mitchell Farm is located on site, which is on the National Historic Register of Places. The applicant proposes to restore the farm, as well as install Camp Lucretia historic monuments. Camp Lucretia began in 1936 as a part of the Civilian Conservation Corps (CCC) during the Great Depression.

Housing Choices – The applicant is proposing 161+/- single family homes and 348+/- multi-family units. The single family residences will range in size from 750 to 2,400 square feet. It appears the residential portion of the life plan community is intended strictly for seniors, and not intended for all populations. Additionally, the housing design is very atypical, in regards to size, of residential developments currently found in the city and surrounding areas. The Unified Development Code sets minimum floor areas for Type I single family residential at 1,500 square feet, and Type II at 1,230 square feet. The Type II single family designation is prescribed more for townhouse-type developments. Typically, an applicant must submit a preliminary plat for the single family residential portion of the development to delineate the parcels. The applicant was unable to provide a preliminary plat at this phase of application.

Table 5-3 Single-Family Dwelling Appearance Standards

	TYPE I	TYPE II
Minimum roof pitch	6/12	6/12
Minimum number of roof planes per unit	6	4
Minimum floor area	1,500 sq. ft.	1,230 sq. ft.
Minimum net percentage of rock or brick, (see Sec 5.21.B.2)	25%	25%
Allowable unit types are established in Article 3 zoning district design standards		

C. Benefits – The development will provide long-term benefits to the neighborhood in which it is located and the community as a whole.

The development proposes to preserve two historically significant areas (the Williams-Mitchell Farm and Camp Lucretia), provide walking trails, as well as, connect with the recently adopted Gold Nugget Trail, and provide a mix of uses. As proposed, it appears that the Concept Plan will provide a number of benefits to the community.

D. Standards – The development complies with the zoning district standards in Article 3 of this Code

It is unclear if the development complies with all the zoning district standards in Article 3. Neither the commercial, residential, or institutional areas have been appropriately delineated to make this determination. However, the Planned Development process allows some flexibility as it applies to the standards set forth by Article 3 of the Unified Development Code.

Major Subdivision:

A. Consistency of the proposed project with the goals and objectives of the Comprehensive Plan;

The 2018-2038 Comprehensive Plan Update designates the future development of this area as “Suburban Village” and “Commercial Corridor”, as the properties have frontage along Highway 61. Primary future land uses in “Suburban Village” include single-family and multi-family dwellings, senior/assisted living facilities, conservation subdivisions, clustered neighborhood commercial/small-scale mixed use, and areas of civic benefit. The “Commercial Corridor” future development character area encourages a mix of uses, so as to avoid strip, commercial development.

B. The consistency of the proposed subdivision with applicable zoning of the property

The applicable Planned Development zoning designation allows some flexibility in regards to the layout and densities of the subdivision. The submitted application proposes four general residential districts envisioned throughout the property, each one located at the four primary property corners. The Pocket Community Design concept describes a cottage community that includes eight (8) cottages on a 2/3-acre plot. The home sizes in the cottage community would range from 750 to 2,400 square feet. The average lot size at eight (8) cottages per 2/3-acre plot would be approximately 3,630 square feet. Below is a table describing the low to high housing densities prescribed in the 2018-2038 Comprehensive Plan Update, in relation to the Avenmore project.

	DENSITY	AVERAGE LOT SIZE
LOW	1 to 2 units per acre	21,780 to 43,560 sq. ft.
MODERATE	4 to 8 units per acre	10,890 to 5,445 sq. ft
HIGH	8+ units per acre	Less than 5,445 sq. ft
AVEMORE	Approx. 12 units per acre	Less than 3,630 sq. ft.

C. The consistency of proposed public improvements with the existing and planned development within and surrounding the proposed subdivision

The applicant's proposed public improvements include upgrades to the transportation network along Highway 61, as well as utility/infrastructure services. Improvements to Highway 61 will have to be consistent with standards established by the Georgia Department of Transportation. The traffic study submitted with the application details some of these proposed improvements. Significant upgrades will be required for the existing sewer line that runs along Bay Springs Creek, due to the intensity of the project. Additionally, the applicant proposes extensive walking trails throughout the community. The City of Villa Rica recently adopted Gold Nugget Trail, a portion of which will be located along Bay Springs Creek. The applicant proposes to connect the walking trails to the adopted Trail plan.

D. The suitability of the proposed project for the site

The project appears to be suitable for the site, as it shows consistency with Comprehensive Plan. The project area has a future development designation of "Suburban Village". The Suburban Village is characterized by a mix of uses, including commercial and residential.

E. The availability and adequacy of required public and community facilities, utilities and services to serve the proposed project. These may include, but are not limited to, sanitary and storm sewers, water, electrical services, police and fire protection, schools, parks and recreation facilities, roads, and others, as applicable;

The subject property is currently provided with community facilities such as water, roads, and solid waste, however, sewer facilities are severely inadequate to handle the proposed development. Bay Springs Creek runs through the parcels, from north to south. An existing sewer line is located in the creek. This sewer line will require significant upgrades by the applicant to support the proposed uses.

F. The extent to which the proposed project would adversely affect the capacity or safety of that portion of the street network influenced by the use

The traffic study submitted by the applicant anticipates 10,890 daily trips generated by the completed development. Based on the existing and proposed conditions, the traffic study makes a number of recommendations, including the following:

- The Avenmore community should have two points of access at Highway 61.
- Driveways should be spaced at least 400 feet apart.
- The intersection of Highway 61 and driveway #1 should operate as a signalized intersection.

Based on the anticipated daily trips and the recommendations of the traffic study, this project will adversely affect the capacity and safety of the existing street network.

G. The environmental impacts that the proposed project will generate

Should the zoning be approved, Staff will review all site plans for compliance with local and state guidelines for any environmentally-sensitive areas.

Staff Comments:

The applicant is requesting a rezoning of the subject property from Rural Development (RD) to Planned Development (PD). The submitted Planned Development Concept Plan proposes a mixed use, life plan community over a 204 acre site. The life plan community component will consist of 100 independent living participants, 60 assisted living participants, and 30 memory care participants. A proposed second phase of the community would provide space for 100 skilled nursing care patients. There are considerable amenities described in the application, including walking trails, amphitheater, community transportation system, pool, gym, and petting zoo. The commercial district of the development proposes a grocery store, restaurants, office space, and medical offices. The residential district proposes 161+/- single family homes, and 240+/- multi-family units throughout the community. Housing sizes within the single family district will range from 750 square feet to 2,400 square feet.

Staff was unable to make determination on a number of factors based on the application provided. In particular, the following was not included in the application:

1. Location of existing and proposed sanitary sewers (not provided due to presumed cost of utility plan)
2. Proposed size and location of all buildings and all off-street parking areas (not provided because architectural plans not completed)
3. Development of more than ten acres shall indicate whether portions of the total land area will be phased (phasing cannot be determined until after the utility plan is completed and until after the entire property design is completed)
4. If subdivision of land is required, the applicant shall submit a preliminary plat prepared in accordance with all application requirements (not provided)

As a result, Staff is unable to comment on these elements of the Concept Plan, as this information was not made available.

This project underwent the process for Developments of Regional Impact (DRI) with the Georgia Department of Community Affairs via Three Rivers Regional Commission. The application was submitted on September 26, 2018 and the DRI was completed on October 26, 2018. Comments from the DRI have been included in the packet of information provided. In addition, the applicant has submitted other documents to supplement the concept plan, including a market analysis and feasibility study, traffic impact study, and wetlands summary.

The Planned Development (PD) process has two components; one for the Concept Plan and the other for the Final Development Plan. Rezoning will not be completed until both the Concept Plan and the Final Development Plan are approved by Planning Commission and City Council.

The application is currently in the Concept Plan phase. The Concept Plan will have to be approved by the Planning Commission and then the City Council. A PD Concept Plan constitutes a major step in the review process and provides general information about the land uses, development patterns, intensities, and street patterns in the proposed Planned Development.

The second step is the Final Development Plan phase. The Final Plan is approved in conjunction with the rezoning, proposed development phasing and final subdivision plat. The Final

Development Plan, together with the development schedule and Final Plat, shall act as the blueprint for development of a Planned Development project over the length of time the project is developed. The Final Development Plan and Final Plat refine the information submitted during the Concept Plan stage. This is a separate application process that has to be approved by the City Council. The Final Development Plan will be reviewed for substantial conformance with the Concept Plan, as well as the review criteria for rezoning and major subdivision. In order to be within substantial conformance of the Concept Plan, the final plan application cannot:

1. Increase the proposed gross residential density or intensity of use;
2. Increase the proposed ratio of residential units to non-residential square footage;
3. Involve a reduction of the area set aside for common space or the substantial relocation of such area;
4. Substantially increase the floor area proposed for non-residential use; or
5. Substantially increase the total ground areas covered by buildings or involve a substantial change in the height of buildings.

Recommendation:

Staff recommendation: **APPROVAL WITH CONDITIONS**

To be submitted and approved within six (6) months of Planned Development Concept Plan approval:

1. Preliminary plat application in accordance with the requirements and depicting the following should be reviewed and approved by Planning and Zoning Commission and City Council.
 - a. Acreage of the property, proposed building footprint, and density in each proposed land use to be included in the Planned Development (commercial, residential, and institutional).
 - b. Public improvements plan showing connections to the proposed location of the Gold Nugget Trail along Bay Springs Creek.
 - c. Interparcel connection to Charleston Place.
2. Single family and multifamily residential to be age restricted to 55 and up.
3. Maximum number of single family units: 200 units
4. Maximum number of multi family units: 300 units
5. Permitted Commercial uses to be limited to:
 - a. Retail offering common merchandise 100,000 square feet or less
 - b. Office, Business, and Professional
 - c. Bank or Financial Institution, Full Service
 - d. Veterinary Clinic/Animal Care Facility
 - e. Restaurant, Non Drive-In
 - f. Barber Shop/Beauty Shop
 - g. Laundry, Pick up and Dry Clean Services
 - h. Florist Shop
 - i. Grocery/General Merchandise Store
 - j. Bakery/Pastry Shop
 - k. Museum
 - l. Art Gallery
 - m. Library
 - n. Cinema/Movie Theater

- o. Athletic/Health Club Facilities
 - p. Clinic, Public or Private
 - q. Hospital, Health, and Medical Institution
 - r. Horticultural Gardening
 - s. Nursery and Greenhouse
6. Commercial uses requiring a conditional use permit to be limited to:
 - a. Church
 - b. Assembly Hall, Civic Center
7. Zoning book, phasing plan, economic analysis, Homeowners Association covenants, and utility plan to be submitted for approval with the final Development Plan
8. Submit application to nominate Williams-Mitchell Farm and Camp Lucretia as local historic properties/landmarks

Public Notifications:

As required by *Article 2, Section 2.01* in the Code of the City of Villa Rica, the public has been notified in *Times-Georgian* on November 19, 2018; a sign has been posted on the subject properties; and all abutting property owners have received notification via certified mail.

Public Response:

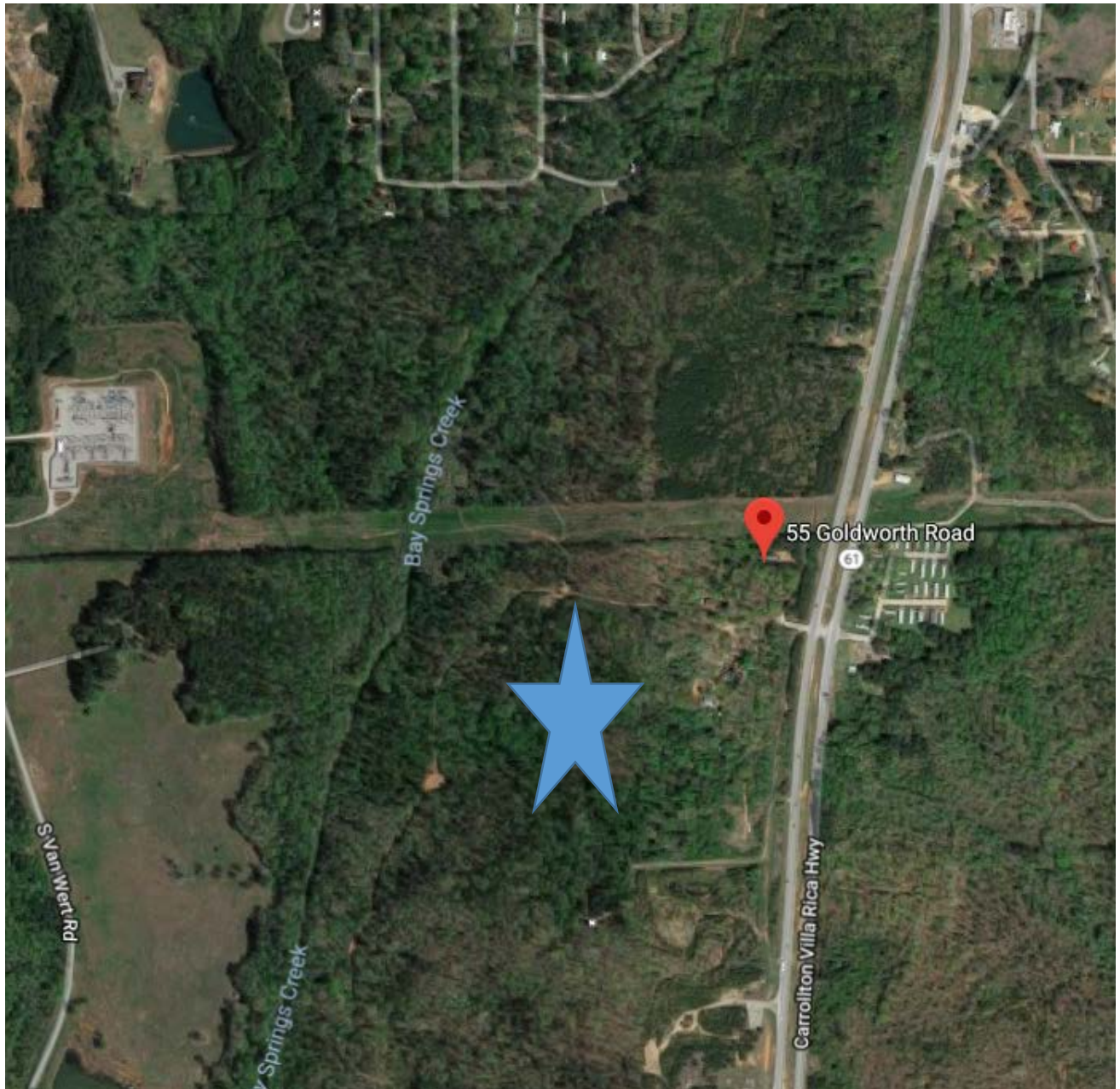
In response to the public notifications, several residents within the surrounding neighborhoods have contacted the City at the time of this staff report. The residents did not have comments regarding the development.

Office of Community Development

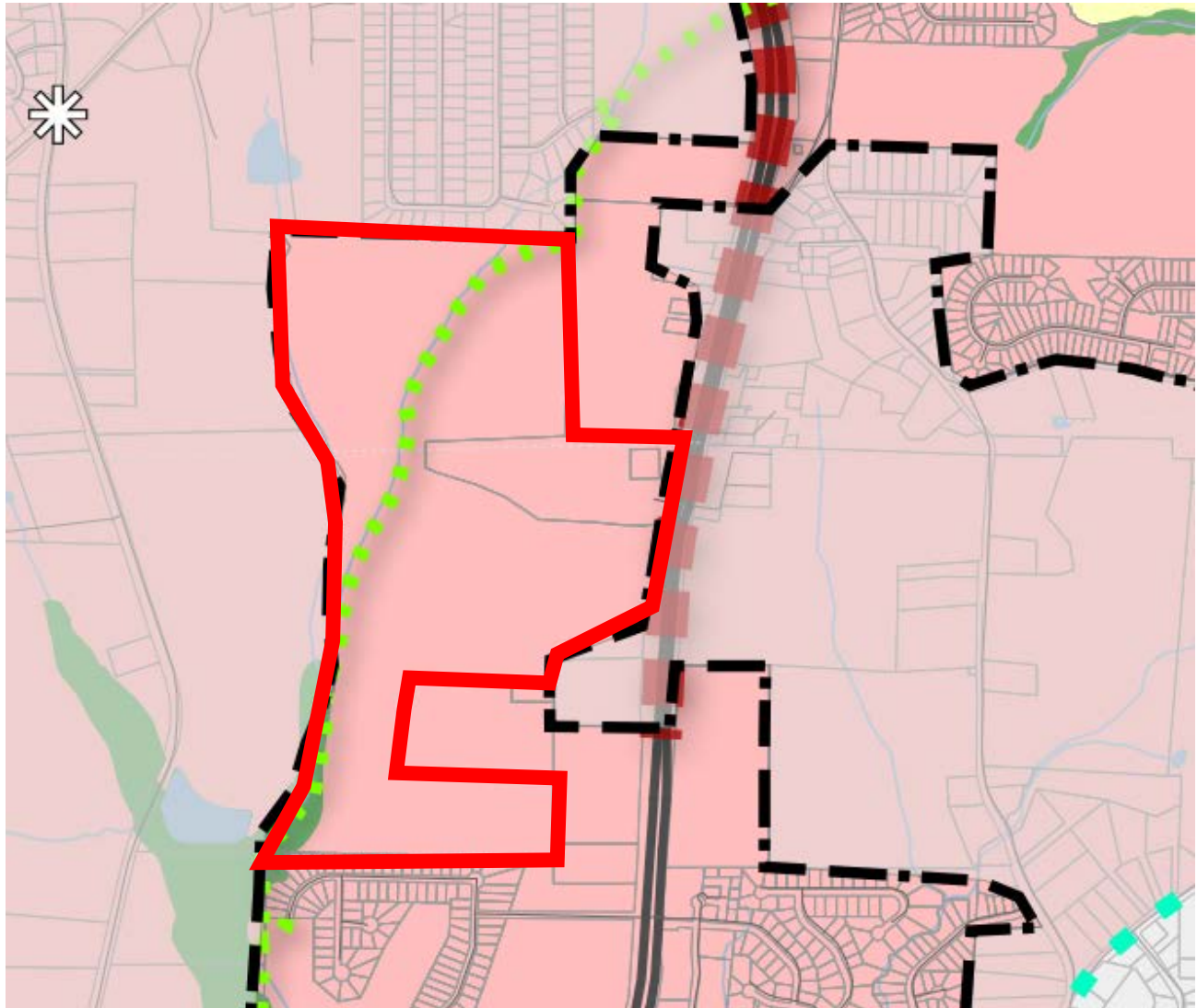
Attachments:

1. Application
2. Campaign Disclosure Statement
3. Letter of Intent
4. Property Owner Authorization
5. Warranty Deed
6. Property Plat
7. Location Map
8. Site Photos
9. Future Land Use Amendment Report

Aerial View



Future Development Map



CHARACTER AREAS

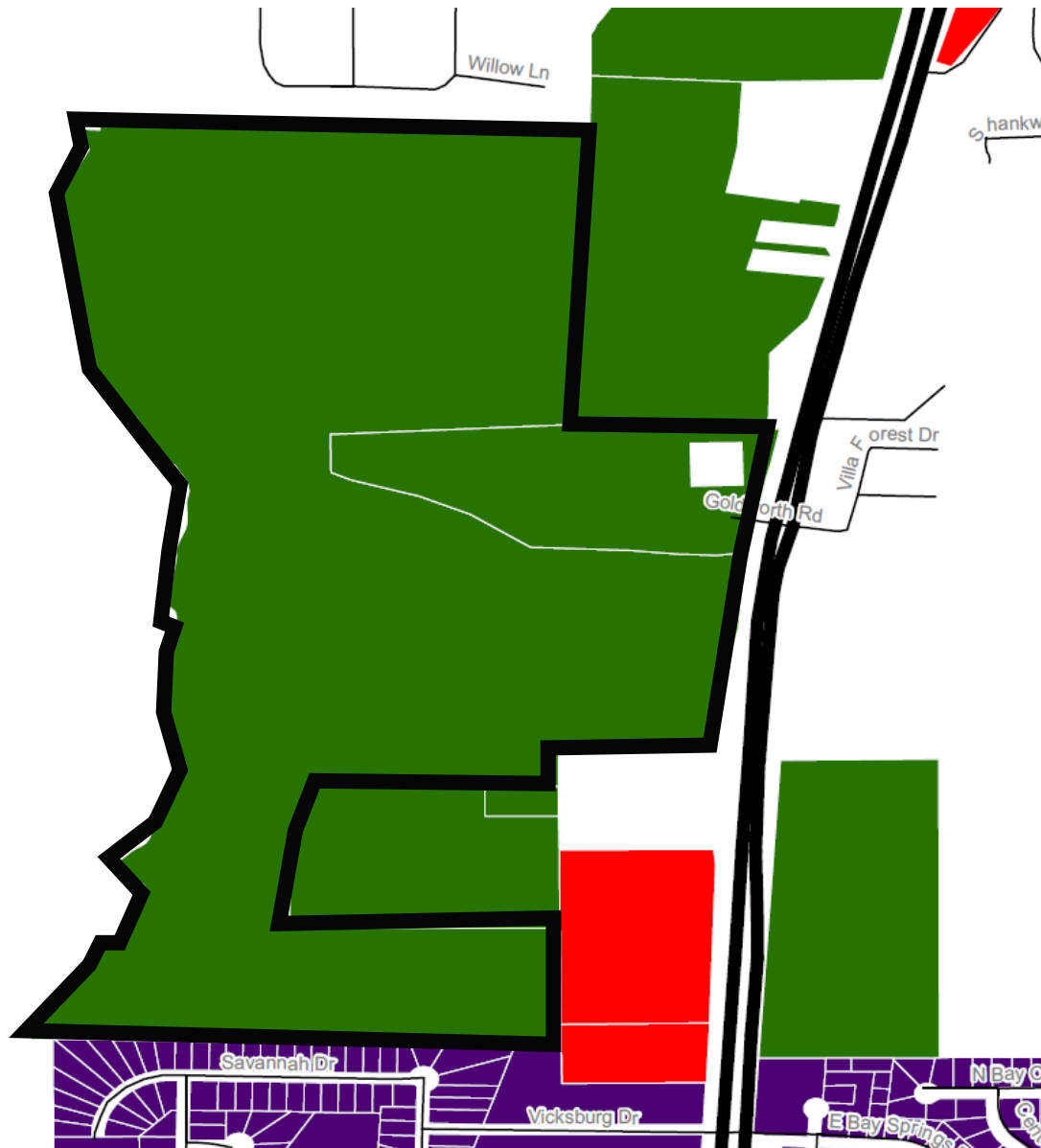
-  CONSERVATION / OPEN SPACE
-  TRADITIONAL NEIGHBORHOOD
-  SUBURBAN NEIGHBORHOOD
-  URBAN VILLAGE
-  SUBURBAN VILLAGE
-  COMMUNITY CROSSROADS
-  I-20 GATEWAY
-  COMMERCIAL CORRIDOR

ACTIVITY CENTERS

-  DOWNTOWN
-  INDUSTRIAL
-  COMMERCIAL
-  MEDICAL
-  PROPOSED GREENWAY TRAIL
-  PROPOSED ROAD PROJECTS
-  URBAN GROWTH AREA
-  CITY BOUNDARY



Zoning Map



+++++ Railroad	DO-SFR: Single-Family Residential
— Primary Road	GC: General Commercial
— Secondary Road	GI: General Industrial
— Local Neighborhood Road	LI: Limited Industrial
— Ramp	NC: Neighborhood Commercial
DO = Downtown Overlay District	OI: Office and Institutional
DO-CBD: Central Business District	PD: Planned Development
DO-CMU: Commercial Mixed-Use	R14: Multi-Family Residential
DO-COM: Commercial	R20: Single-Family Residential
DO-MFR: Multi-Family Residential	RD: Rural Development
	RT: Residential Townhome

This map is intended for only the Mayor and City Council of Villa Rica use. The City of Villa Rica does not assume any responsibility for the use of this product by any other party. The official version of this map resides within the Planning & Zoning Department of Villa Rica, and is the only official copy. Only a copy signed by the Planning & Zoning Manager reflects official data as of the date signed. This information is only a representation of the current information, and all information should be verified by the Planning & Zoning Manager. The City of Villa Rica does not assume responsibility for the use of the data on this map.

TRAFFIC IMPACT STUDY

Prepared For

**WINCHESTER REAL ESTATE INVESTMENT
COMPANY**

**AVEMORE HEALTH AND WELLNESS
COMMUNITY**
CARROLL COUNTY, GA

October 1, 2018



Report Submitted: September 18, 2018

REVISION: October 1, 2018

Prepared For:

Dr. Ronald Conners, Ph.D.
Winchester Real Estate Investment Company
214 Maple Street
Villa Rica, GA 30180
rbconners@gmail.com

Prepared By:

Vern Wilburn, PE, PTOE
Wilburn Engineering
55 Millard Farmer Industrial Boulevard
Newnan, GA 30263
678.423.0050
vwilburn@wilburnengineering.com

Additional investigation by:
James Slay, E.I.T.

CONTENTS

INTRODUCTION	1
PLANNED DEVELOPMENT	3
EXISTING CONDITIONS	4
INVENTORY OF EXISTING GEOMETRY AND TRAFFIC CONTROL.....	4
TURNING MOVEMENT VOLUMES.....	5
AUTOMATIC TRAFFIC RECORDER.....	6
PROJECTED CONDITIONS	7
TRIP GENERATION.....	7
TRIP DISTRIBUTION	8
TRAFFIC ASSIGNMENT	9
NEW TRIPS.....	10
TOTAL PROJECTED TRAFFIC.....	11
CAPACITY ANALYSIS	13
SIGNAL CONTROLLED INTERSECTIONS	13
INTERSECTION CONTROL EVALUATION (ICE).....	14
SCENARIO #1 (Single Driveway) – Alternate #1 – Side Street Stop Control	15
SCENARIO #1(Single Driveway) – Alternate #2 – Signal Control.....	16
Signal Warrant Analysis	16
SCENARIO #2 (Two Driveways) – Alternate #1 – Side Street Stop Control.....	20
SCENARIO #2 (Two Driveways) – Alternate #2 – Unsignalized RCUT	21
Capacity Analysis Results – Unsignalized RCUT	22
SCENARIO #2 (Two Driveways) – Alternate #3 – Signal Control (Driveway #1).....	23
Signal Warrant Analysis	24
Left Turn Phasing Warrant – GDOT Policy 6785-2	28
SUMMARY OF FINDINGS.....	29
RECOMMENDATIONS	30
APPENDICES	33
SITE PLAN	A
TURNING MOVEMENT AND ATR DATA.....	B
TRIP GENERATION DATA.....	C
CAPACITY ANALYSIS REPORTS – EXISTING.....	D
CAPACITY ANALYSIS REPORTS – SCENARIO #1	E
CAPACITY ANALYSIS REPORTS – SCENARIO #2	F

LIST OF ILLUSTRATIONS

Figure 1: PROJECT LOCATION MAP 1

Figure 2: STUDY INTERSECTION MAP 2

Figure 3: SITE PLAN 3

Figure 4: EXISTING CONDITIONS 4

Figure 5: EXISTING TRAFFIC VOLUMES 5

Figure 6: ATR DATA 6

Figure 7: NEW TRIP DISTRIBUTION PERCENTAGES 8

Figure 8: NEW TRIPS 10

Figure 9: TOTAL PROJECTED TRAFFIC – SCENARIO #1 11

Figure 10: TOTAL PROJECTED TRAFFIC – SCENARIO #2 12

Figure 11: SIDE STREET STOP CONTROL – SR 61 @ DRIVEWAY #1 15

Figure 12: WARRANT 1 – SR 61 @ DRIVEWAY #1 18

Figure 13: WARRANT 2 – SR 61 @ DRIVEWAY #1 18

Figure 14: SIDE STREET STOP CONTROL – SR 61 @ DRIVEWAYS 20

Figure 15: RCUT GEOMETRY 21

Figure 16: RCUT VOLUMES 21

Figure 17: REDISTRIBUTED VOLUMES..... 23

Figure 18: WARRANT 1 – SR 61 @ DRIVEWAY #1 26

Figure 19: WARRANT 2 – SR 61 @ DRIVEWAY #1 26

Figure 20: RECOMMENDED DRIVEWAY CONFIGURATION 31

Figure 21: RECOMMENDED MEDIAN CONFIGURATION @ DRIVEWAY #1 32

LIST OF TABLES

Table 1: TRIP GENERATION7

Table 2: TRIP DISTRIBUTION9

Table 3: LEVEL OF SERVICE CRITERIA 13

Table 4: CAPACITY ANALYSIS RESULTS – SIGNALIZED INTERSECTIONS 13

Table 5: CAPACITY ANALYSIS – SIDE STREET STOP CONTROL – SCENARIO #1..... 15

Table 6: 8TH HIGHEST HOURS, SR 61 @ DRIVEWAY #1 – SCENARIO #1 17

Table 7: CAPACITY ANALYSIS RESULTS – SR 61 @ DRIVEWAY #1 19

Table 8: CAPACITY ANALYSIS – SIDE STREET STOP CONTROL – SCENARIO #2..... 20

Table 9: CAPACITY ANALYSIS – UNSIGNALIZED RCUT..... 22

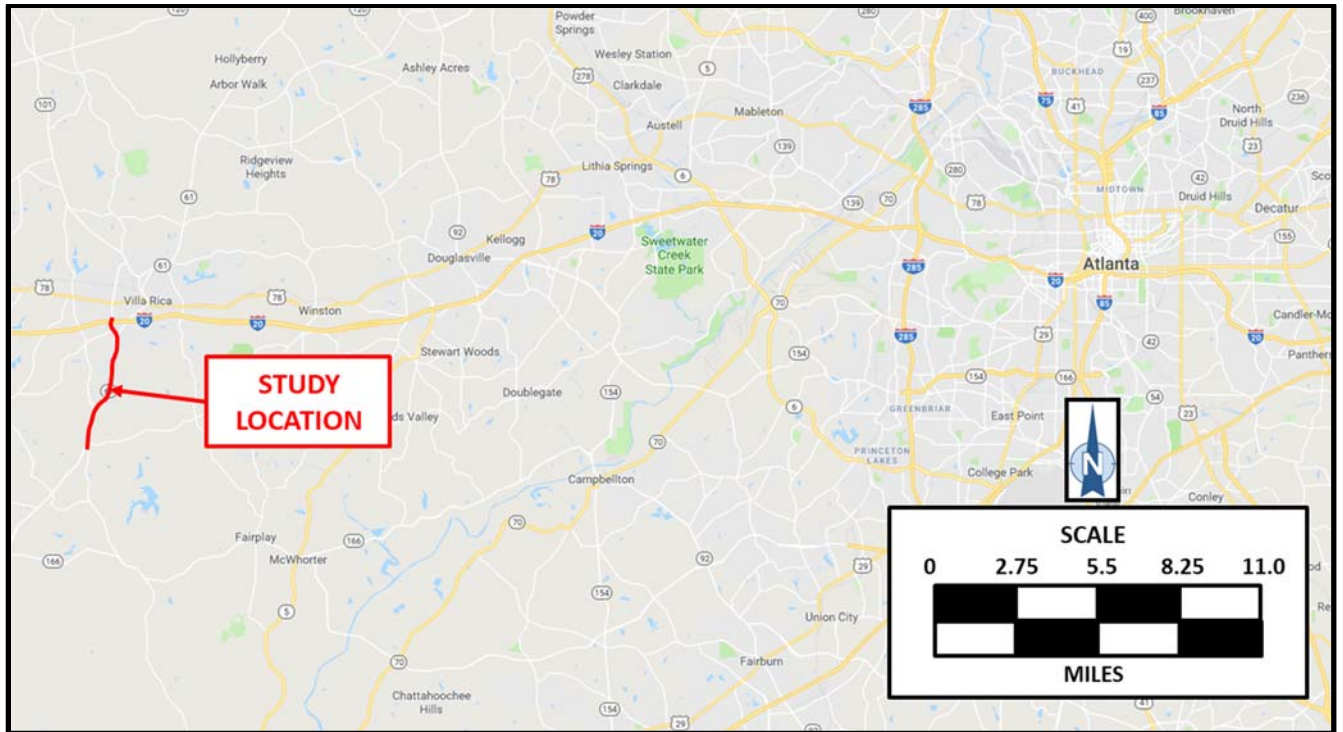
Table 10: 8TH HIGHEST HOURS, SR 61 @ DRIVEWAY #1 – SCENARIO #2 25

Table 11: CAPACITY ANALYSIS RESULTS – SCENARIO #2 – ALTERNATIVE #3..... 27

INTRODUCTION

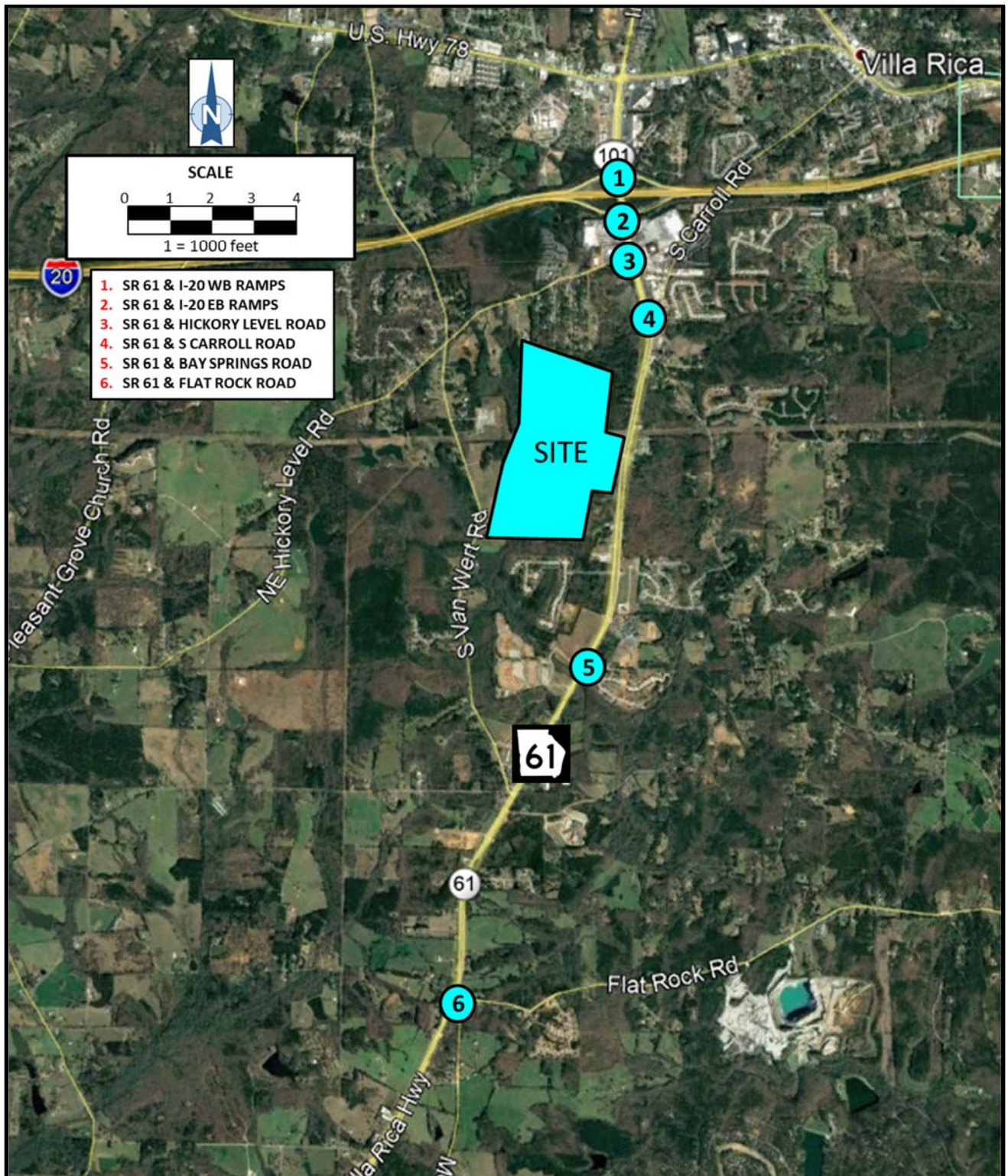
This study includes an analysis of the traffic-related impacts expected from a proposed mixed-use retirement community in Carroll County, Georgia. The project location is shown in Figure 1.

Figure 1: PROJECT LOCATION MAP



The intersections included in the study are shown in Figure 2.

Figure 2: STUDY INTERSECTION MAP



PLANNED DEVELOPMENT

The Avemore development will be a retirement community that will include the following uses:

- Individual neighborhoods with detached housing
- Several apartment buildings
- Assisted living facilities
- Mixed-use facilities with office and retail space
- A church
- A park with walking trails and picnic areas

A site plan of the community is shown in Figure 3.

The site plan shows two proposed access points that will intersect Carrollton-Villa Rica Highway (SR 61). Driveway #1 currently exists as Goldworth Road, a full-access road under stop control, while Driveway #2 will be a new access point. Driveway #2 will be located between 800 and 900 feet south of Driveway #1. Driveway #1 will serve as the main access point for the development. A larger scale site plan is included in Appendix A.

Figure 3: SITE PLAN



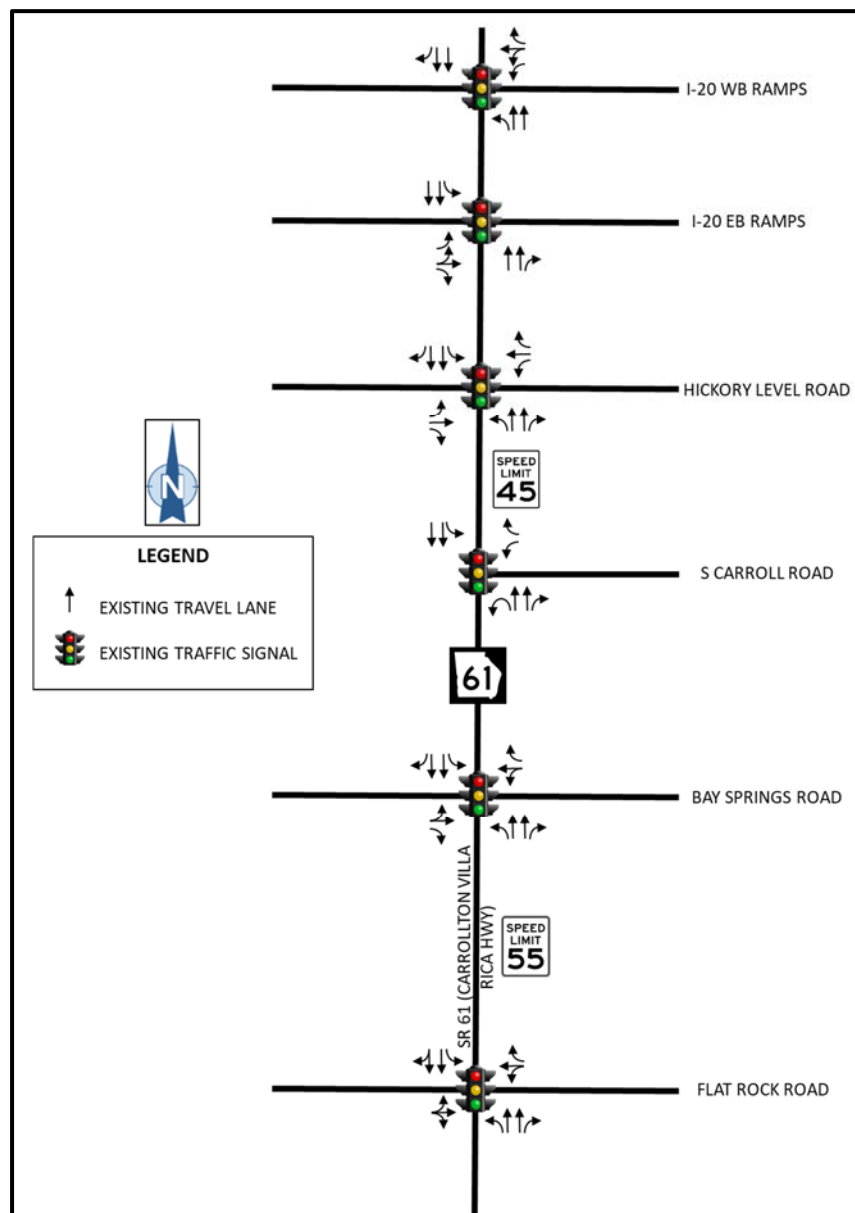
EXISTING CONDITIONS

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

INVENTORY OF EXISTING GEOMETRY AND TRAFFIC CONTROL

The existing roadway geometry and traffic control in the study area are shown in Figure 4 below. SR 61 is a four-lane roadway with a median dividing the northbound and southbound directions of travel. The width of the median varies from forty to 72 feet. The median dividing SR 61 in front of where the Avemore development is to be located is approximately 72 feet wide. The closest median north of the proposed site is approximately 0.44 miles, while the closest median south of the site is located 0.8 miles away.

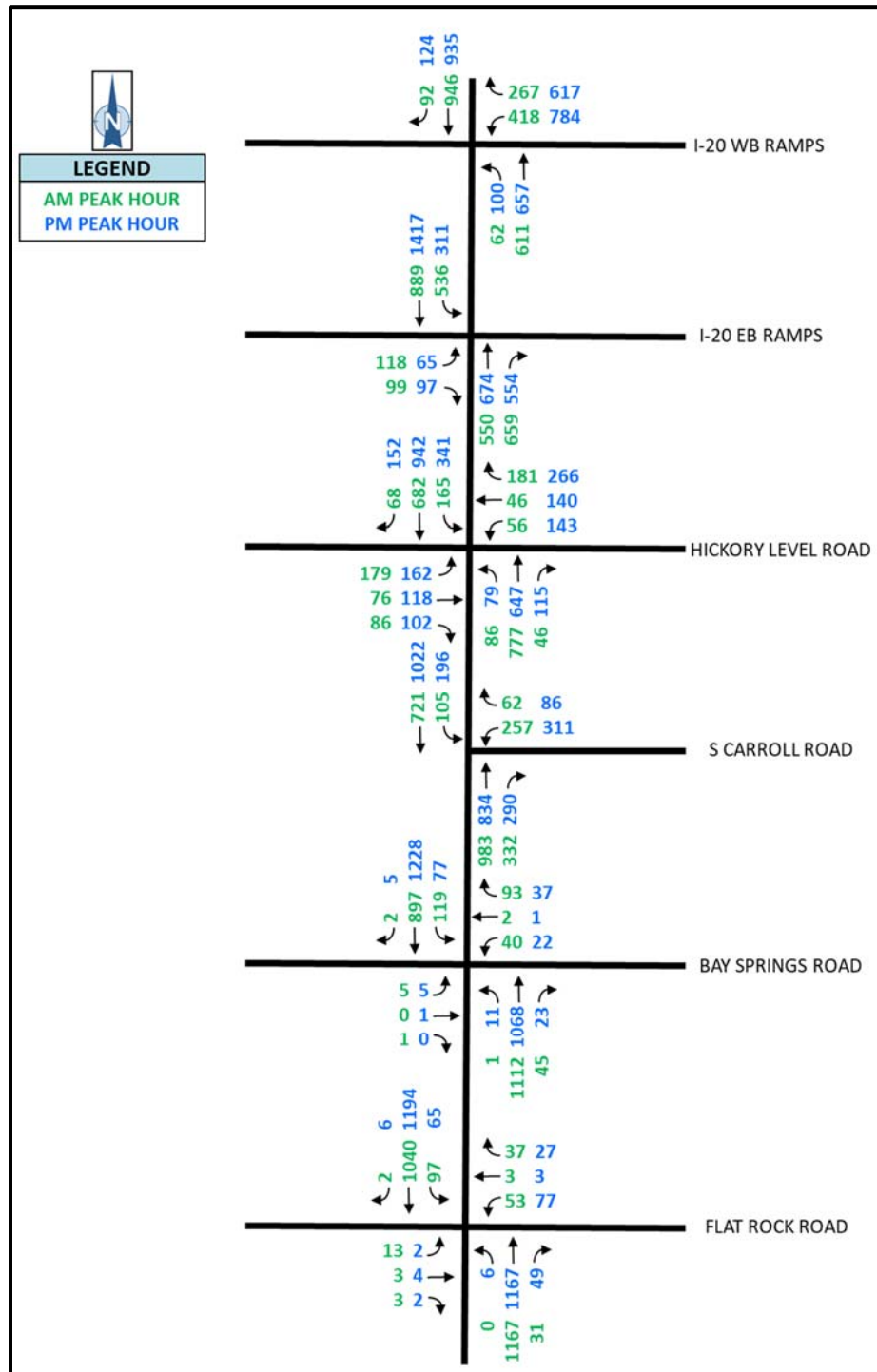
Figure 4: EXISTING CONDITIONS



TURNING MOVEMENT VOLUMES

Turning Movement Counts (TMC's) were conducted at the study intersection on Tuesday, May 15, 2018 from 7:00 to 9:00 AM and 4:30 to 6:30 PM. Existing peak hour turning movement volumes are shown in Figure 5 below. Turning movement data is provided in Appendix B.

Figure 5: EXISTING TRAFFIC VOLUMES



AUTOMATIC TRAFFIC RECORDER

Automatic Traffic Recorders (ATR) were placed on SR 61, north and south of Driveway #1, to collect bi-directional 24-hour traffic data, on Tuesday, May 15, 2018. The recorded daily volumes, truck percentages, and 85th percentile speed are shown in Figure 6 below. The ATR data can be found in Appendix B.

Figure 6: ATR DATA



PROJECTED CONDITIONS

TRIP GENERATION

The trips generated by the development were estimated using trip generation rates found in ITE's publication *Trip Generation*, 9th Edition. *TripGen 10* software from Trafficware was used to facilitate the calculation. The trip generation publication contains multiple associated trip rates for each of the uses listed. The rate that resulted in the larger trip generation was used for this study.

The weekday AM and PM Peak Hour trip generation estimates correspond to the peak hour of the adjacent street. The trip generation data is provided in Appendix C. Table 1 summarizes the trip generation.

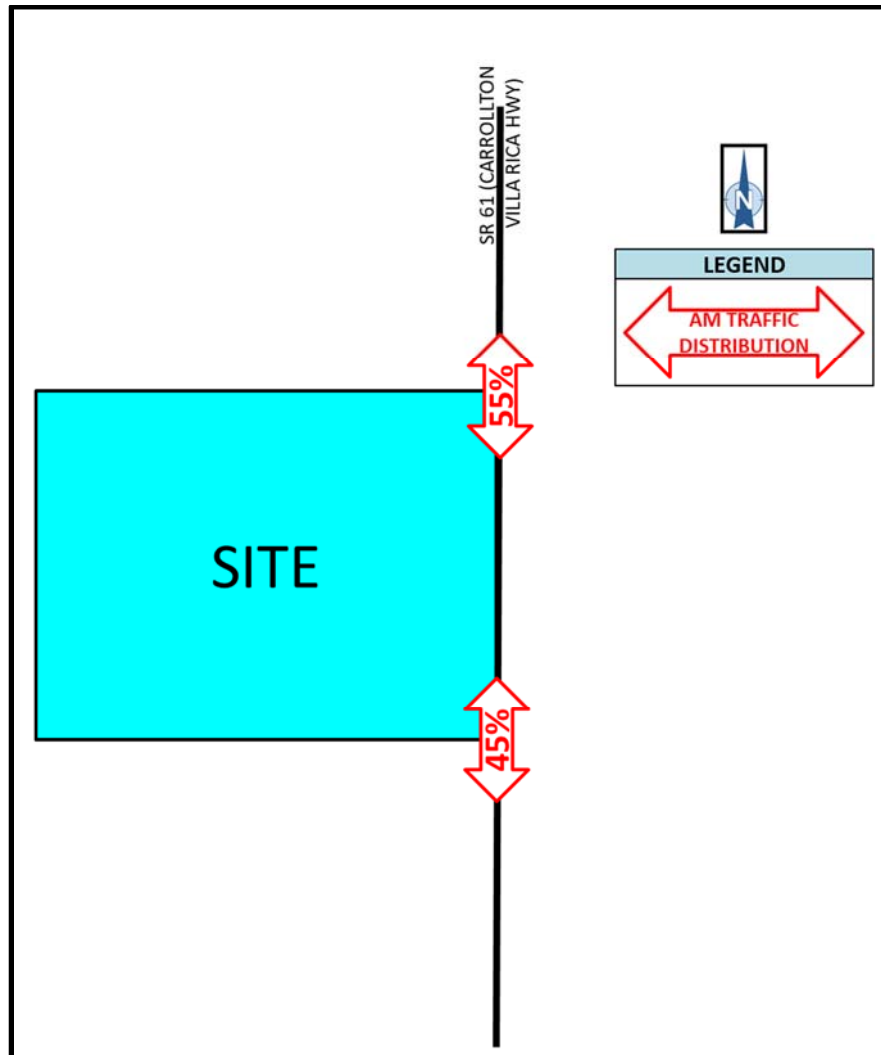
Table 1: TRIP GENERATION

Zone	ITE CODE	LAND USE DESCRIPTION	SIZE	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
					ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
A	251	Senior Adult Housing – Detached	42 Units	218	13	24	37	14	9	23
B	251	Senior Adult Housing – Detached	81 Units	392	15	29	44	23	15	38
C	252	Senior Adult Housing – Attached	160 Units	550	11	21	32	22	18	40
C	254	Assisted Living	84 Beds	258	8	4	12	8	10	18
D	710	General Office Building	69 KSF	990	125	17	142	27	129	156
D	826	Specialty Retail	34 KSF	1507	0	0	0	45	58	103
E	252	Senior Adult Housing – Attached	120 Units	413	8	16	24	16	14	30
E	710	General Office Building	120 KSF	1508	194	27	221	36	177	213
E	826	Specialty Retail	120 KSF	5318	0	0	0	143	182	325
G	560	Church	37 KSF	337	13	8	21	10	10	20
H	252	Senior Adult Housing – Attached	240 Units	826	16	32	48	32	28	60
J	251	Senior Adult Housing – Detached	38 Units	200	13	23	36	13	9	22
SUBTOTAL				12517	416	201	617	389	659	1048
LESS INTERNAL CAPTURE TRIPS				-1627	-3	-3	-6	-107	-107	-214
NET NEW EXTERNAL TRIPS				10890	413	198	611	282	552	834

TRIP DISTRIBUTION

In order to develop a distribution pattern for trips generated by the development, the ATR data was analyzed and used to determine the percentage of traffic currently passing the proposed site location in the northbound and southbound directions. Distribution percentages were developed by observing the traffic patterns during the AM Peak Hour. It was assumed that the AM pattern would best represent the traffic distribution. Figure 7 shows the resulting trip distribution pattern that was used to assign the generated traffic for the development.

Figure 7: NEW TRIP DISTRIBUTION PERCENTAGES



TRAFFIC ASSIGNMENT

The generated traffic was assigned to the road network in accordance with the distribution percentages shown in Figure 7. Two individual scenarios were developed for investigating the Avemore development, they are:

- Scenario #1: the Avemore development would have a single driveway accessing SR 61 (Driveway #1).
- Scenario #2: the Avemore development would utilize both driveways as shown on the site plan (Figure 3).

The assumptions made when distributing traffic for each scenario are as follows:

- Under Scenario #1, all development traffic would enter and exit via Driveway #1.
- Under Scenario #2, all traffic from Zones A, B, C, D, and G would enter and exit via Driveway #1.
- Under Scenario #2, all traffic from Zones E, H, and J would enter and exit via Driveway #2.

Table 2 shows the distributed trips according to the direction traveled. This distribution of trips is will be the same for both scenarios.

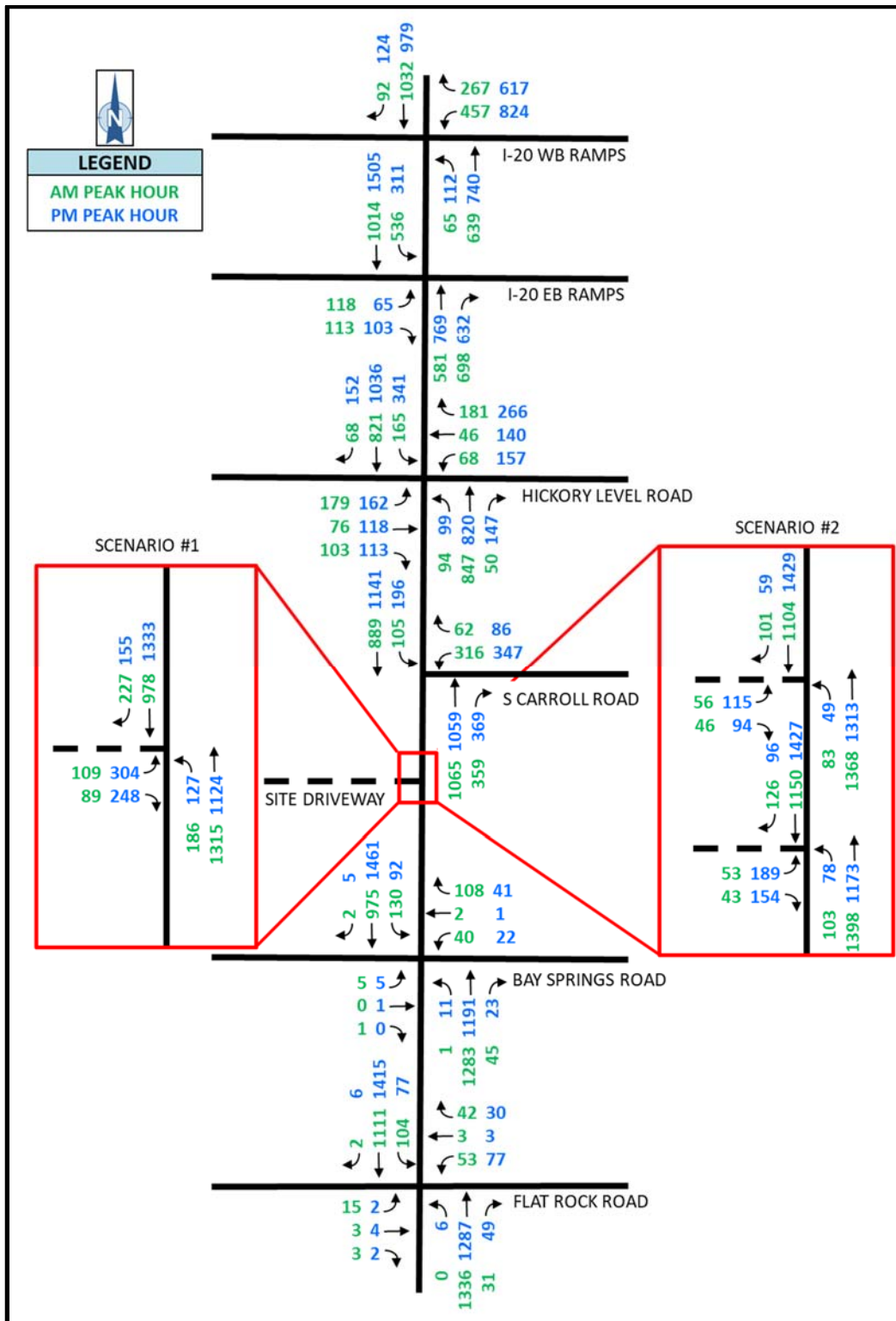
Table 2: TRIP DISTRIBUTION

To & From	%	AM		PM	
		IN	OUT	IN	OUT
N. on SR 61	55%	227	109	155	304
S. on SR 61	45%	186	89	127	248
Total Trips		413	198	282	552

NEW TRIPS

The generated new trips for each scenario are shown in Figure 8. These trips were assigned in accordance with the distribution and assumptions listed on the previous pages.

Figure 8: NEW TRIPS



TOTAL PROJECTED TRAFFIC

The resulting projected traffic within the study area for Scenario #1 is shown in Figure 9 below, while Figure 10 shows the volumes for Scenario #2 on the following page. Volumes shown are a result of combining the new trips (Figure 8) with the existing volumes (Figure 5).

Figure 9: TOTAL PROJECTED TRAFFIC – SCENARIO #1

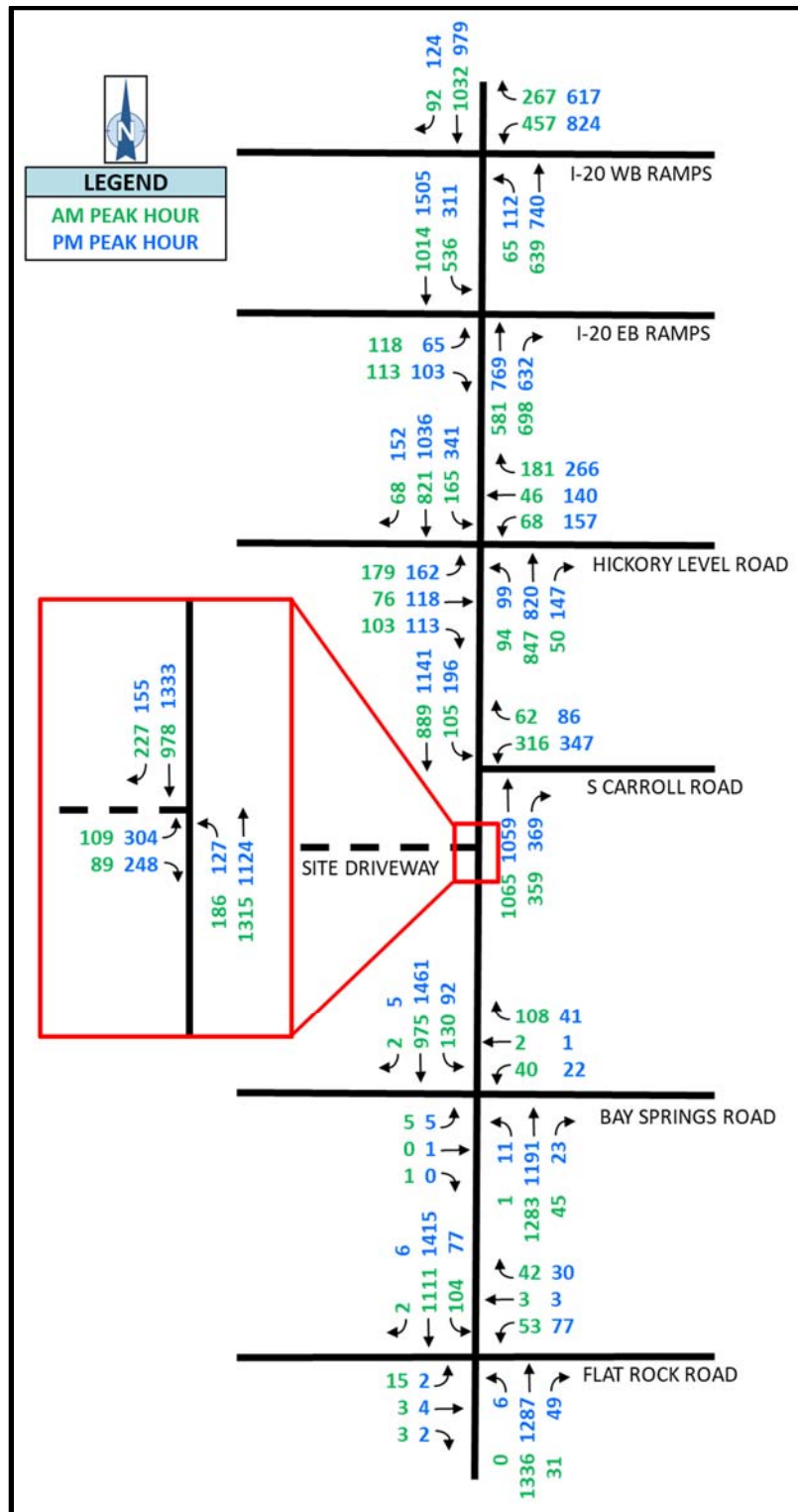
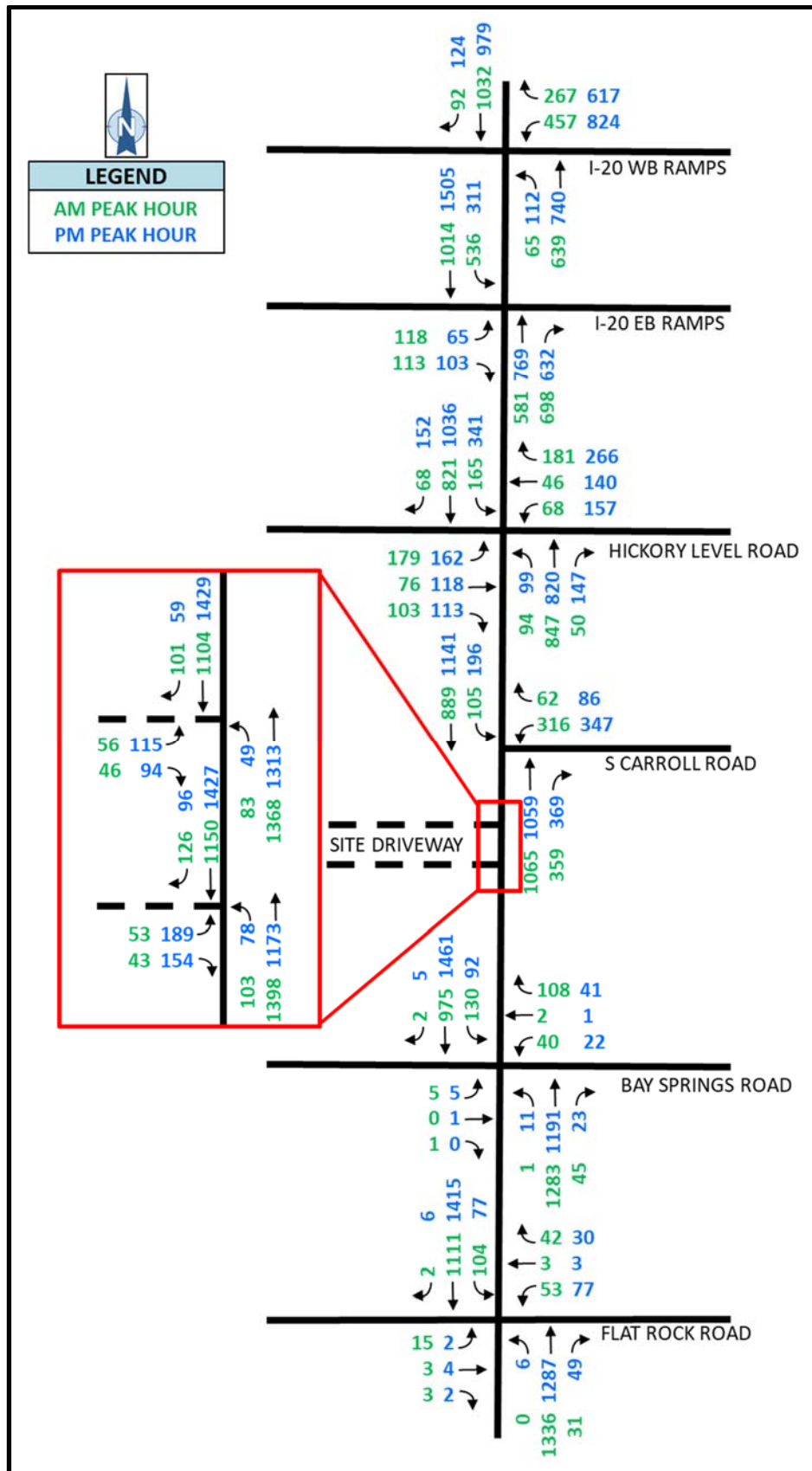


Figure 10: TOTAL PROJECTED TRAFFIC – SCENARIO #2



CAPACITY ANALYSIS

Existing and projected conditions were evaluated using capacity analysis techniques described in the *Highway Capacity Manual, Special Report 209*, published by the Transportation Research Board, 2010, and with the use of *Synchro 10* from Trafficware. HCM Level of Service (LOS) definitions are shown in Table 3.

Table 3: LEVEL OF SERVICE CRITERIA

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

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 2010

CAPACITY ANALYSIS RESULTS, SIGNAL CONTROLLED INTERSECTIONS

The signalized study intersections on SR 61 were first evaluated using the existing geometry and volumes. The intersections were then evaluated with the projected volumes to determine if the development would cause any impacts that should be mitigated.

The results of the capacity analysis for the signalized intersections are summarized in Table 4. For each condition, the level of service is shown followed parenthetically by the average delay per vehicle, in seconds. The capacity analysis reports for the existing intersections are included in Appendix D.

Table 4: CAPACITY ANALYSIS RESULTS, SIGNALIZED INTERSECTIONS

INTERSECTION	AM PEAK HOUR		PM PEAK HOUR	
	EXISTING	PROJECTED	EXISTING	PROJECTED
SR 61 @ I-20 WB Ramp	B (14.4)	B (15.3)	C (23.9)	C (25.4)
SR 61 @ I-20 EB Ramp	B (10.5)	B (10.9)	A (5.6)	A (6.1)
SR 61 @ Hickory Level Rd	B (14.7)	B (15.1)	B (18.3)	B (18.8)
SR 61 @ Carroll Rd	B (11.5)	B (13.6)	B (12.5)	B (15.1)
SR 61 @ Bay Springs Rd	A (4.4)	A (4.8)	A (3.4)	A (3.7)
SR 61 @ Flat Rock Rd	A (4.2)	A (4.5)	A (5.2)	A (5.6)

The capacity results indicate that each of the study intersections on SR 61 currently operate at acceptable levels of service in the AM and PM Peak Hours. For both projected scenarios, the existing signalized intersections will continue to operate acceptably in both periods. The following section will evaluate projected conditions for the site driveways.

INTERSECTION CONTROL EVALUATION (ICE)

The goal of the ICE Policy is to, “provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets the project purpose and reflects the overall best value in terms of specific performance-based criteria.” The intersection control evaluation has two specific stages. The Screening Stage is Stage 1, and the Alternative Selection is Stage 2.

Stage 1 is for the consideration of intersection control options in an effort to eliminate those that would not provide a reasonable solution, while also identifying those that might. Stage 2 involves a more in-depth analysis of each identified practical solution, such as performing capacity analysis, signal warrant analysis, etc.

The ICE tool was used to determine feasible types of control for the access points of the proposed Avemore development. Two scenarios were examined to determine the number of access points the development would need. Under Scenario #1 the development would have a single driveway, while Scenario #2 would provide two driveways for access. ICE analysis was completed for each scenario.

The following options were identified for Scenario #1:

- Alternate #1: Side street stop control
- Alternate #2: Signal control

The following options were identified for Scenario #2:

- Alternative #1: Side street stop control
- Alternative #2: unsignalized restricted crossing U-turns (RCUT)
- Alternative #3: Signal Control (Driveway #1)

Analysis results for the viable options are shown on the following pages. In each improvement scenario, the post-development volumes were utilized for the analyses of the potential options on how to construct these intersections. Results for Scenario #1 capacity analysis can be found in Appendix E, the capacity analysis for Scenario #2 can be found in Appendix F.

SCENARIO #1 (Single Driveway) – Alternate #1 - Side Street Side Control

For side street stop control, Driveway #1 was evaluated with dedicated lanes for through/left movements and right turns. The evaluated configuration is shown in Figure 11. The results of the capacity analysis can be found in Table 5.

Figure 11: SIDE STREET STOP CONTROL – SR 61 @ DRIVEWAY #1

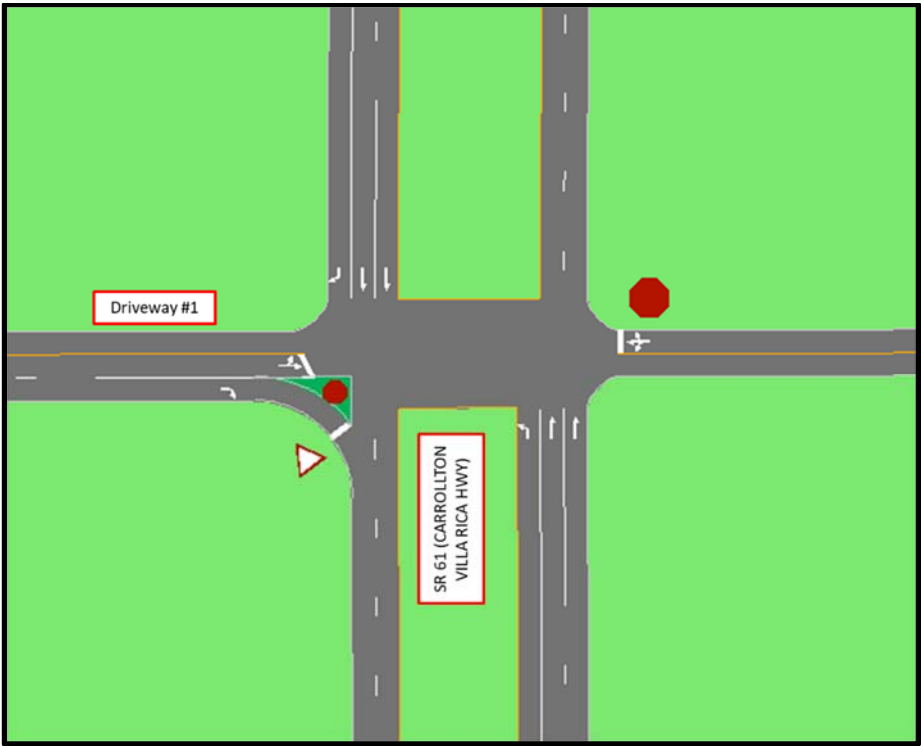


Table 5: CAPACITY ANALYSIS – SIDE STREET STOP CONTROL – SCENARIO #1

INTERSECTION	APPROACH	AM PEAK HOUR	PM PEAK HOUR
SR 61 @ Driveway #1	NBL	C (16.1)	C (18.7)
	NBT	A (0.0)	A (0.0)
	SBT	A (0.0)	A (0.0)
	SBR	A (0.0)	A (0.0)
	EBL/T	F (*)	F (*)
	EBR	B (14.1)	E (37.3)

* = Delay exceeds 1000 seconds

The results from the capacity analysis indicate that under side street stop control, the Driveway #1 approach is expected to experience extremely high levels of delay per vehicle in each of the peak periods.

SCENARIO #1 (Single Driveway) – Alternate #2 – Signal Control

Traffic signal warrant analysis was conducted for the proposed intersection to first determine whether a signal would be warranted.

Signal Warrant Analysis – Scenario #1

The warrant analysis was conducted in accordance with the requirements of the *Manual on Uniform Traffic Control Devices*, 2009 (MUTCD) published by the Federal Highway Administration.

According to the MUTCD, the investigation of the need for traffic control signal shall include an analysis of the applicable factors contained in the following traffic signal warrants and other factors related to existing operation and safety at the study intersection:

- Warrant 1 – Eight-Hour Vehicular Volume
- Warrant 2 – Four-Hour Vehicular Volume
- Warrant 3 – Peak Hour
- Warrant 4 – Pedestrian Volume
- Warrant 5 – School Crossing
- Warrant 6 – Coordinated Signal System
- Warrant 7 – Crash Experience
- Warrant 8 – Roadway Network

The warrant analysis was conducted using the conventional method for Warrants 1 and 2. The conventional method compares side-street left and through volumes to mainline volumes.

In accordance with NCHRP 457, the minor street right turning traffic was reduced for all signal warrant analyses.

The 100% volume thresholds from the MUTCD were used to complete this signal warrant analyses required by GDOT policy.

Since Warrants 1 and 2 require hourly volumes to meet thresholds for a minimum of eight and four hours, respectively, it was necessary to estimate the 8 highest hours for the side street. Using the peak hour numbers provided by the trip generation estimate, the remaining six highest hours were interpolated. The collected ATR data was used for the major street volume. Table 6 on the following page show the values used for the signal warrant analysis.

Table 6: 8TH HIGHEST HOURS, SR 61 @ DRIVEWAY #1 – SCENARIO #1

HIGHEST HOUR	MAJOR APPROACH	MINOR APPROACH
	HOURLY VOLUME	HOURLY VOLUME
1	2432	304
2	2264	285
3	2173	109
4	1996	201
5	1866	152
6	1811	122
7	1608	92
8	1592	90

The derived 8th and 4th highest hour volumes were then compared to the warrant requirements contained in the MUTCD.

Figure 12: WARRANT 1 – SR 61 @ DRIVEWAY #1

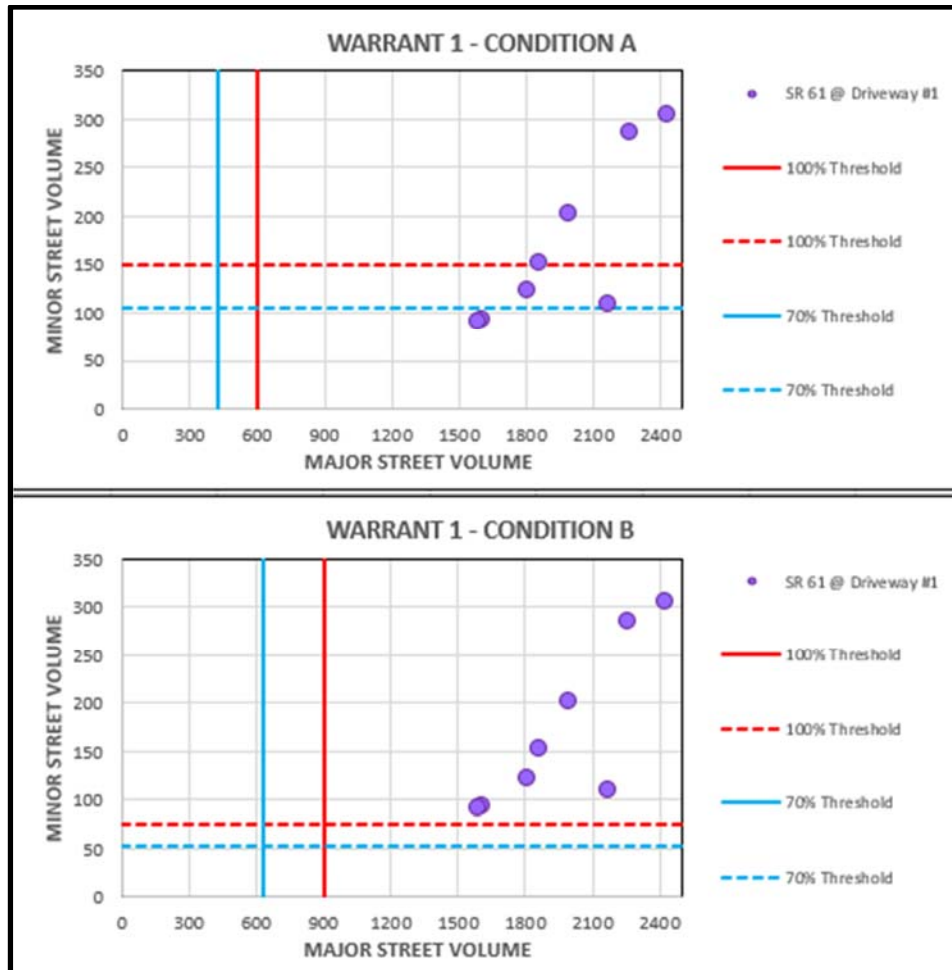
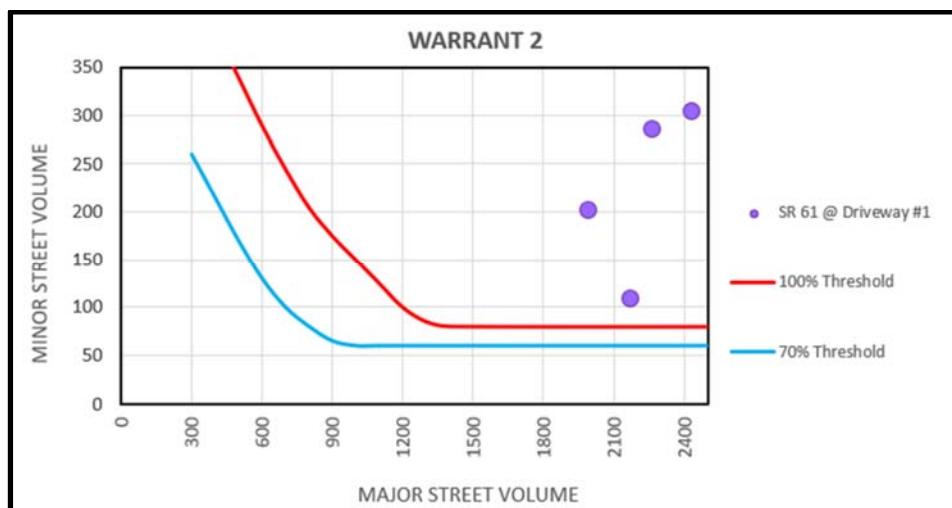


Figure 13: WARRANT 2 – SR 61 @ DRIVEWAY #1



Analyses show that the proposed intersection of SR 61 and Driveway #1 is expected to meet the 100% thresholds for Warrant 1 and Warrant 2 using the conventional method.

Capacity analysis was performed on the proposed intersection of SR 61 and Driveway #1 under signal control. The analysis was performed with separate lanes for left and through/right traffic. The capacity analysis results are in Table 7.

Table 7: CAPACITY ANALYSIS RESULTS, SR 61 @ DRIVEWAY #1

INTERSECTION	AM PEAK HOUR	PM PEAK HOUR
SR 61 @ Flat Rock Rd	A (5.1)	B (13.8)

SCENARIO #2 (Two Driveways)– Alternative #1 - Side Street Side Control

For side street stop control, Driveway #1 was evaluated with dedicated lanes for through/left movements and right turns. The evaluated configuration is shown in Figure 14. The results of the capacity analysis can be found in Table 8.

Figure 14: SIDE STREET STOP CONTROL – SR 61 @ DRIVEWAYS

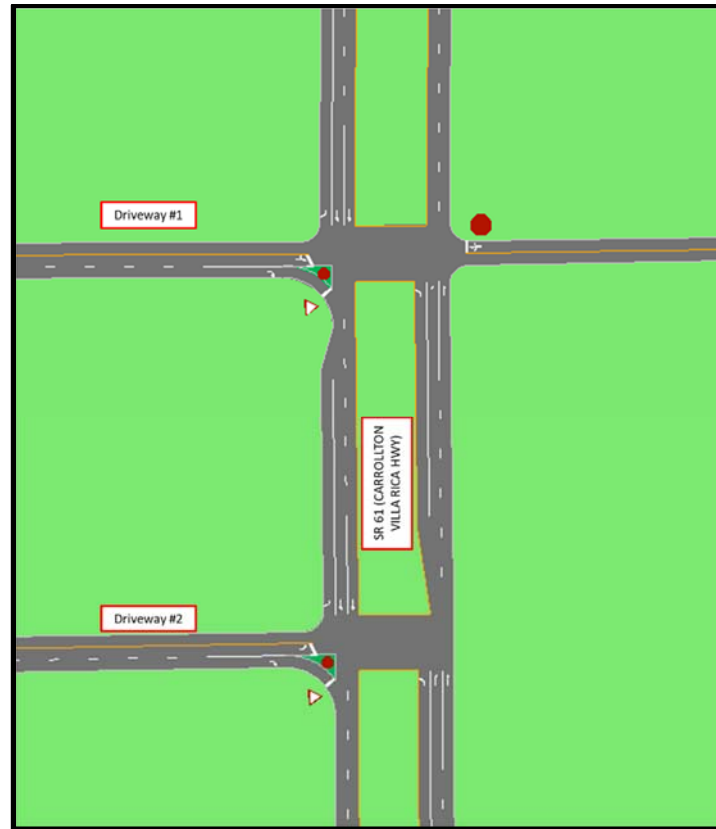


Table 8: CAPACITY ANALYSIS – SIDE STREET STOP CONTROL – SCENARIO #2

INTERSECTION	APPROACH	AM PEAK HOUR	PM PEAK HOUR
SR 61 @ Driveway #1	NBL	B (13.3)	C (15.4)
	NBT	A (0.0)	A (0.0)
	SBT	A (0.0)	A (0.0)
	SBR	A (0.0)	A (0.0)
	EBL/T	F (577.1)	F (*)
	EBR	B (14.1)	C (20.1)
SR 61 @ Driveway #2	NBL	B (14.5)	C (16.9)
	NBT	A (0.0)	A (0.0)
	SBT	A (0.0)	A (0.0)
	SBR	A (0.0)	A (0.0)
	EBL/T	F (790.6)	F (*)
	EBR	B (14.4)	D (25.4)

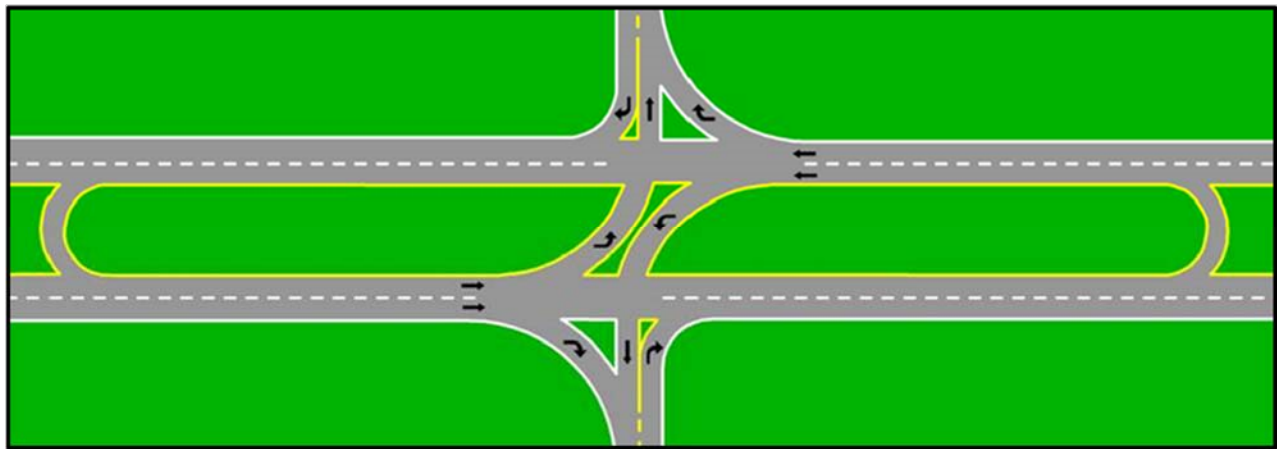
* = Delay exceeds 1000 seconds

The results from the capacity analysis indicate that under side street stop control, that the left turning traffic for both driveways is expected to experience high levels of delay per vehicle in each of the peak periods.

SCENARIO #2 (Two Driveways) – Alternative #2 – Unsignalized RCUT

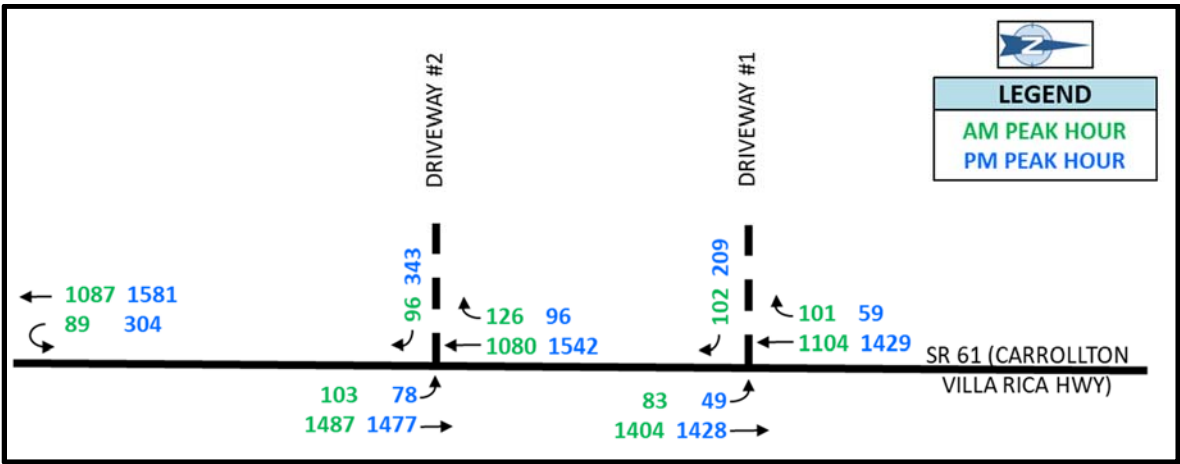
The second alternative evaluated Driveways #1 and #2 under unsignalized Restricted Crossing U-Turn (RCUT) geometry. Traffic from both driveways was reassigned according to the RCUT geometry (Figure 15).

Figure 15: RCUT GEOMETRY



All left-turning traffic from both driveway approaches was reassigned as right turns, then as U-turns at the next median break. Per the Federal Highway Association (FHWA), the typical length between the main intersection and the U-turn movements for redirected traffic is 400 to 800 feet. A median break does not currently exist at this distance from either of the proposed driveways, because of this one would have to be added for this configuration. The total projected volumes associated with driveways under RCUT geometry are shown in Figure 16. All projected volumes at the rest of the study intersections would remain the same.

Figure 16: RCUT VOLUMES



CAPACITY ANALYSIS RESULTS, RCUT INTERSECTION

Capacity analysis was performed for the intersections of SR 61 and the proposed driveways under unsignalized RCUT control. The results of the capacity analysis can be seen in Table 9 below.

Table 9: CAPACITY ANALYSIS – UNSIGNALIZED RCUT

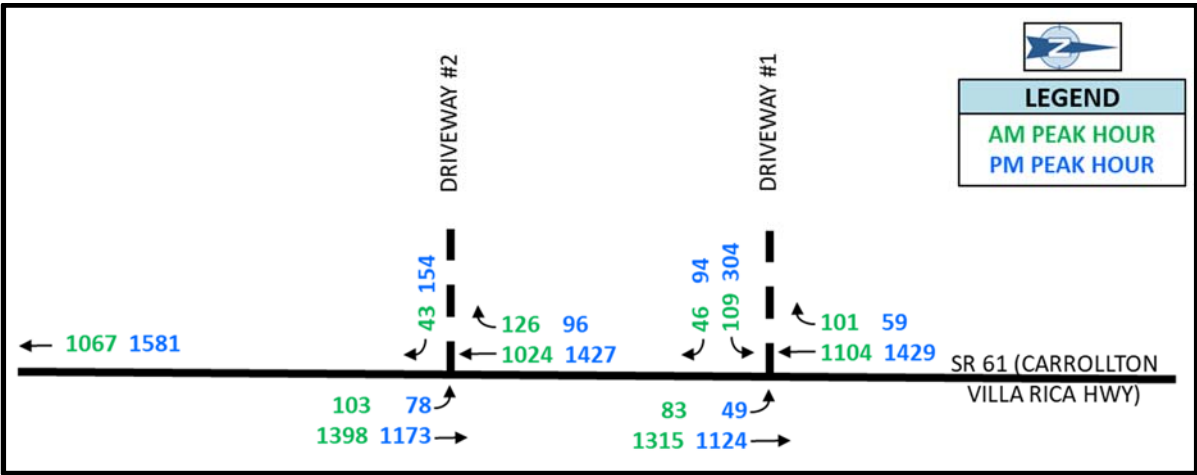
INTERSECTION	APPROACH	AM PEAK HOUR	PM PEAK HOUR
SR 61 @ Driveway #1	NBL	B (13.3)	C (15.4)
	SBT	A (0.0)	A (0.0)
	SBR	A (0.0)	A (0.0)
	EBR	B (14.6)	D (26.1)
SR 61 @ Driveway #2	NBL	B (14.5)	F (83.3)
	SBT	A (0.0)	A (0.0)
	SBR	A (0.0)	A (0.0)
	EBR	B (14.2)	D (25.4)
SR 61 @ U-turn	SBU	C (18.9)	D (33.8)

Capacity analysis indicates that under RCUT control, all movements, including the redirected U-turn movements are expected to operate acceptably. However, the intersection of SR 61 and Driveway #2 is expected to operate with at LOS F in the PM Peak Hour. This high level of delay per vehicle is due to the high number of redirected volume into a single lane.

SCENARIO #2 (Two Driveways) – Alternative #3 – Signal Control (Driveway #1)

Alternative #3 for the evaluation of Scenario #2 includes the assessment of signal control for Driveway #1 and Driveway #2 operating as a right-in/right-out (RIRO), while also allowing northbound left turns off the mainline. Under this alternative, all left turns leaving the development would occur at Driveway #1. The traffic assignment for this alternative is shown in Figure 17 below.

Figure 17: REDISTRIBUTED VOLUMES



Signal Warrant Analysis – Scenario #2

Traffic signal warrant analysis was conducted for the intersection of SR 61 and Driveway #1 to determine whether a signal would be warranted. This analysis was based on the volumes shown in Figure 17 on the previous page.

The warrant analysis was conducted in accordance with the requirements of the *Manual on Uniform Traffic Control Devices*, 2009 (MUTCD) published by the Federal Highway Administration.

According to the MUTCD, the investigation of the need for traffic control signal shall include an analysis of the applicable factors contained in the following traffic signal warrants and other factors related to existing operation and safety at the study intersection:

- Warrant 1 – Eight-Hour Vehicular Volume
- Warrant 2 – Four-Hour Vehicular Volume
- Warrant 3 – Peak Hour
- Warrant 4 – Pedestrian Volume
- Warrant 5 – School Crossing
- Warrant 6 – Coordinated Signal System
- Warrant 7 – Crash Experience
- Warrant 8 – Roadway Network

The warrant analysis was conducted using the conventional method for Warrants 1 and 2. The conventional method compares side-street left and through volumes to mainline volumes.

In accordance with NCHRP 457, the minor street right turning traffic was reduced for all signal warrant analyses.

The 100% volume thresholds from the MUTCD were used to complete this signal warrant analyses per GDOT policy.

Since Warrants 1 and 2 require hourly volumes to meet thresholds for a minimum of eight and four hours, respectively, it was necessary to estimate the 8 highest hours for the side street. Using the peak hour numbers provided by the trip generation estimate, the remaining six highest hours were interpolated for the conventional method. The collected ATR data was used for the major street volume in the analysis.

The hourly volumes used for the signal warrant analysis are summarized in Table 10 below.

Table 10: 8TH HIGHEST HOURS, SR 61 @ DRIVEWAY #1 – SCENARIO #2

HIGHEST HOUR	HOURLY VOLUME	
	MAJOR APPROACH	MINOR APPROACH
1	2432	304
2	2264	285
3	1996	265
4	1866	246
5	1811	226
6	1608	207
7	1592	187
8	1538	168

The derived 8th and 4th highest hour volumes were then compared to the warrant requirements contained in the MUTCD, as shown graphically on the following page in Figure 18 (for Warrant 1) and Figure 19 (for Warrant 2).

Figure 18: WARRANT 1 – SR 61 @ DRIVEWAY #1

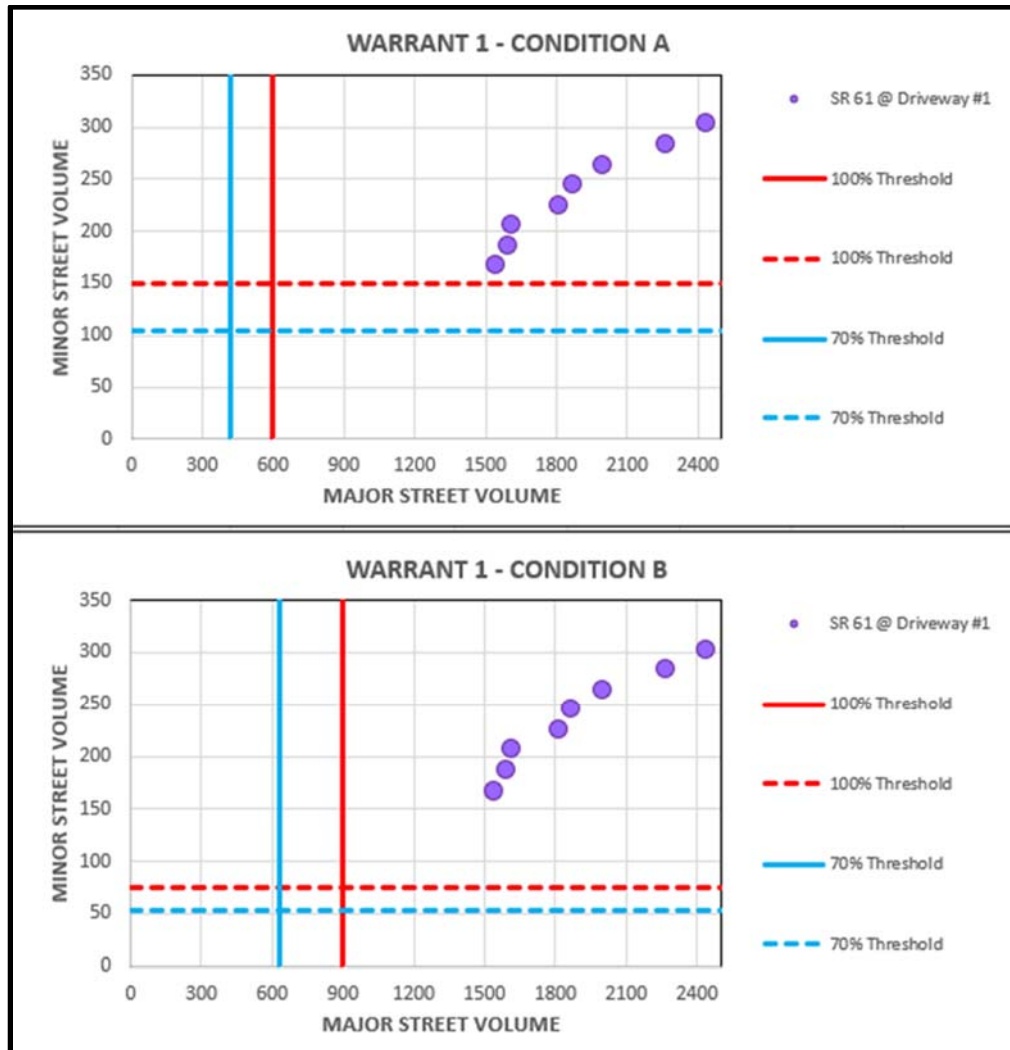
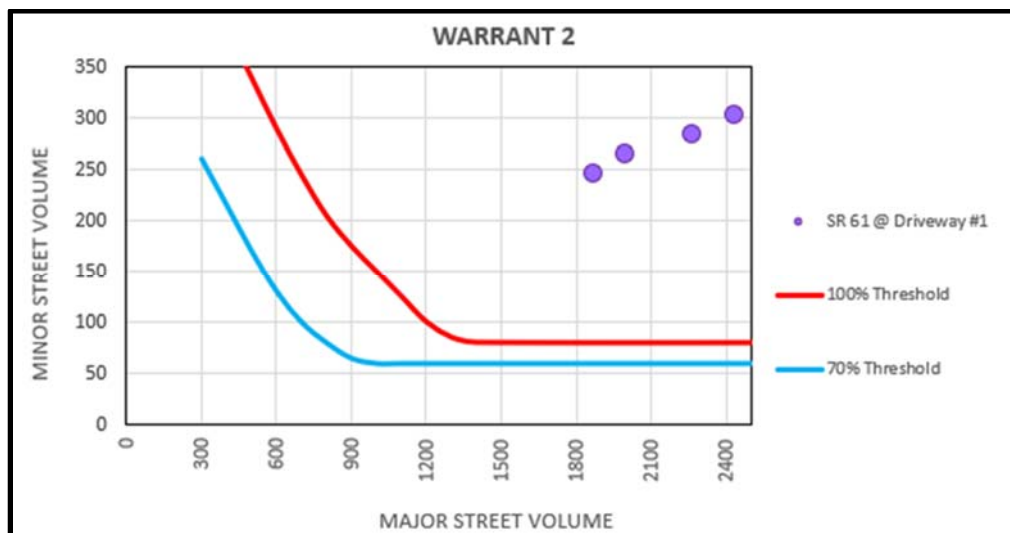


Figure 19: WARRANT 2 – SR 61 @ DRIVEWAY #1



Analyses show that the proposed intersection of SR 61 and Driveway #1 is expected to meet the 100% thresholds for Warrant 1 and Warrant 2 using the conventional method.

Capacity analysis was performed on the intersections using the proposed configurations for each one. The analysis for Driveway #1 was performed with separate lanes for left and through/right traffic. The capacity analysis results are in Table 11.

Table 11: CAPACITY ANALYSIS RESULTS, SCENARIO #2 – ALTERNATIVE #3

INTERSECTION	MOVEMENT	AM PEAK HOUR	PM PEAK HOUR
SR 61 @ Flat Rock Rd	Intersection	A (7.7)	B (16.8)
	NBL	B (12.0)	C (15.6)
SR 61 @ Driveway #2	SBT	A (0.0)	A (0.0)
	SBR	A (0.0)	A (0.0)
	EBR	B (13.4)	D (25.4)

Capacity analysis indicated that, under configurations proposed in Alternative #3, the movements at each driveway are expected to operate at acceptable conditions.

LEFT TURN PHASING WARRANT – GDOT POLICY 6785-2

The purpose of this section is to provide analysis to determine if protected left turn phasing is warranted for northbound left turn at the SR 61 and Driveway #1 intersection.

GDOT policy 6785-2 for left turn phasing warrant provides three conditions.

Condition 1: The cross-product, one hour left turn volume times the corresponding opposing one hour through movement volume divided by the number of lanes for the opposing through movement, is greater than 50,000, or

$$\text{Volume of Left Turn Vehicles} \times \frac{\text{Volume of Opposing Through Vehicles}}{\text{Number of Opposing Through Lanes}}$$

Condition 2: The left turn volume exceeds 125 vehicles per hour for any hour.

Condition 3: Correctable crashes equal or exceed 4 crashes in one year or 6 in two years.

Left Turn Phasing Warrant Calculation

A left turn phasing warrant calculation was conducted for the post-development peak hour traffic volumes. The corresponding opposing volume (through + right) during that hour was used in the calculation. The left turn phasing warrant calculation the northbound approach is:

Condition 1 – Cross Product Critical Peak Hour Calculation:

$$\text{NBL}_{\text{AM}} = 83 \times \frac{1104}{2} = 45,816 \quad \text{less than 50,000}$$

$$\text{NBL}_{\text{PM}} = 49 \times \frac{1429}{2} = 35,011 \quad \text{less than 50,000}$$

Condition 2 – Left Turn 125 vph Threshold:

$$\text{EBL}_{\text{AM}} = 83 \quad \text{less than 125}$$

$$\text{EBL}_{\text{PM}} = 49 \quad \text{less than 125}$$

Condition 3 – Crash Analysis:

Crash data was not analyzed for this study.

SUMMARY OF FINDINGS

- The proposed Avemore development will be a retirement/wellness community, that will have multiple forms of residences, along with several medical, office, and retail locations. The development will also have a church and a park onsite. The development was analyzed with both a single point of access and two points of access.
- The Avemore development is expected to generate an estimated 10890 daily trips.
- Capacity analysis of the existing signalized intersections along the study corridor indicated that all are experiencing an LOS of C or better.
- Under post-development conditions, the study intersections which are currently signalized are expected to continue to operate at Levels of Service C or better.
- Intersection Control Evaluation (ICE) was used to determine the appropriate type of control for the proposed intersections of SR 61 at Driveway #1 and SR 61 at Driveway #2. Two scenarios were tested when completing the ICE evaluation, they were:
 - Scenario #1: The Avemore development would have one point of access on SR 61.
 - Scenario #2: The Avemore development would have two points of access on SR 61.
- Two alternate methods of traffic control were considered for Scenario #1: Two-Way Stop Control, which analysis indicated would not result in desirable operation, and Signal Control Analysis indicated would yield desirable operation. However, limiting a development of this size to only one driveway is not recommended due to the magnitude of potential U-turns and the speed of the mainline traffic
- Multiple alternatives were considered for Scenario #2, with capacity analysis indicating the alternative evaluated with Driveway #1 under signal control and Driveway #2 under RIRO geometry that also allows for northbound left turn movements off the mainline (Alternative #3) is expected to provide the most effective operation. The signal of Driveway #1 is expected to meet signal warrants under projected conditions.
- Capacity analysis indicates for Alternative #3, that both driveways are expected to operate acceptably.
- Condition 1, based on cross-product, of the left turn phasing warrant indicates that a protected left turn phase is not warranted, though within a very close margin of being warranted, for the northbound left turn. However, other factors to consider include mainline speed, intersection geometry, and age of the potential drivers.

RECOMMENDATIONS

Based on the findings of this study, the recommendations are as follows (Figure 20 on the following page illustrates the recommended configuration):

- The Avemore community should have two points of access at SR 61 (Scenario #2). Driveways #1 and #2 should be spaced at least 400 feet apart.
- The intersection of SR 61 and Driveway #1 should operate as a signalized intersection.
- Condition 1, based on cross-product, of the left turn phasing warrant indicates that a protected left turn phase is not warranted, though within a very close margin of being warranted, for the northbound left turn. However, because Condition 1 is close to being satisfied, and because there are other influencing factors such as high mainline speeds, clearance distance for left-turning vehicles, and elderly driver population, it is recommended that a northbound left turn phase be provided.
- The northbound left turn should operate as protected/permissive with a four-section flashing yellow arrow (FYA), while the southbound left should be permissive only with a three-section FYA.
- The northbound and southbound approaches of the SR 61 and Driveway #1 intersection should have a Type B median crossover design (reference Figure 21 for Type B median configuration).
- It is recommended that Driveway #1 have two approach lanes. The approach lanes should be configured as a dedicated left turn lane and a shared through/right lane with right turn channelization. Driveway #1 should be constructed so that it aligns with the existing driveway on the opposite side of the intersection.
- It is recommended that Driveway #2 operate under RIRO (Right-in/Right-out only) geometry, but also be constructed to allow for northbound left turns off SR 61.
- A dedicated left turn lane should be constructed for the northbound movement at Driveway #2. This lane should have a minimum full storage length of 325 feet. The existing left turn lane at the intersection of Driveway #1 should be extended to the same length.
- Dedicated right turn lanes should be constructed for the southbound approaches at each of the driveways. These lanes should have a minimum full storage length of 250 feet.

Figure 20: RECOMMENDED DRIVEWAY CONFIGURATION

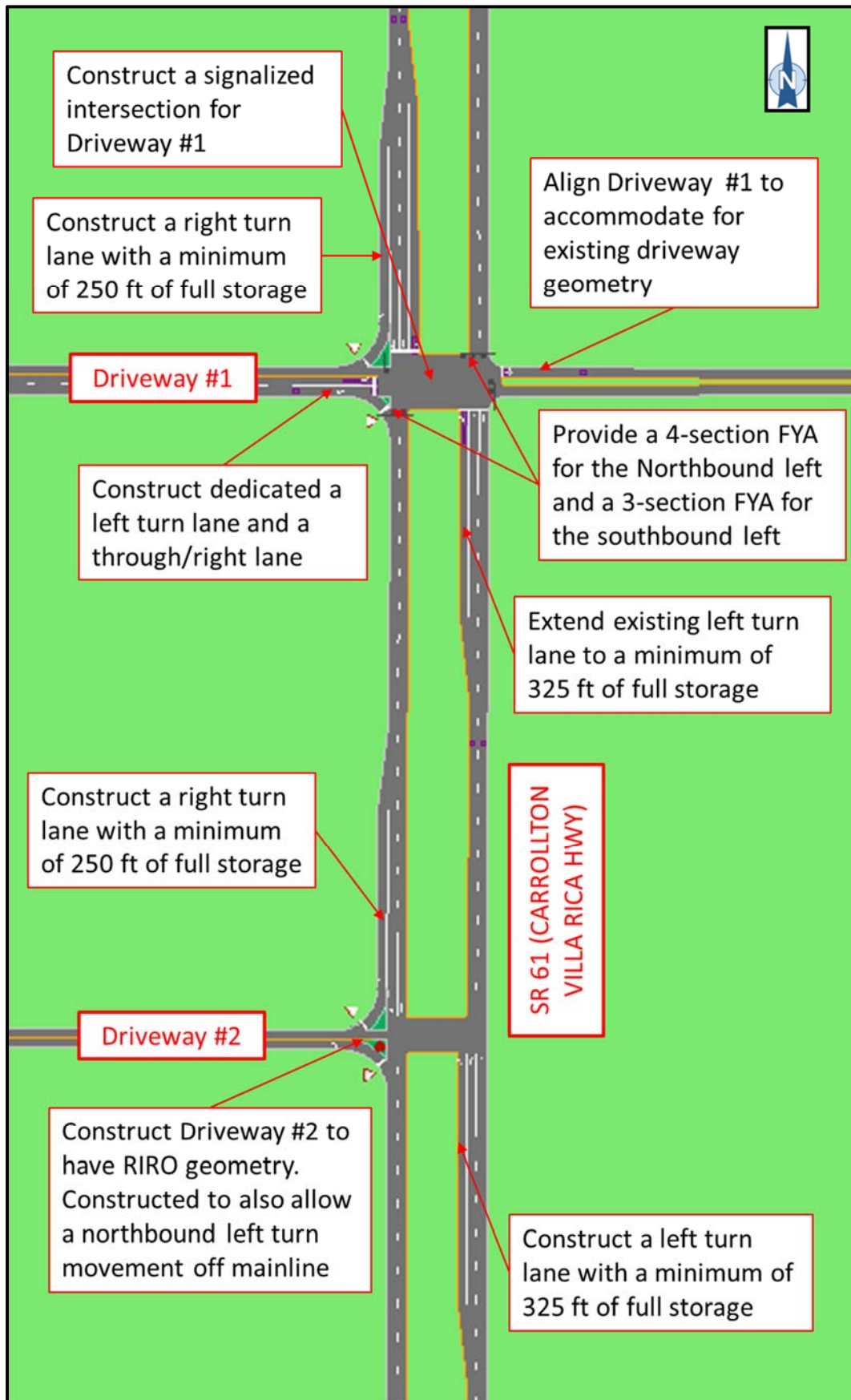
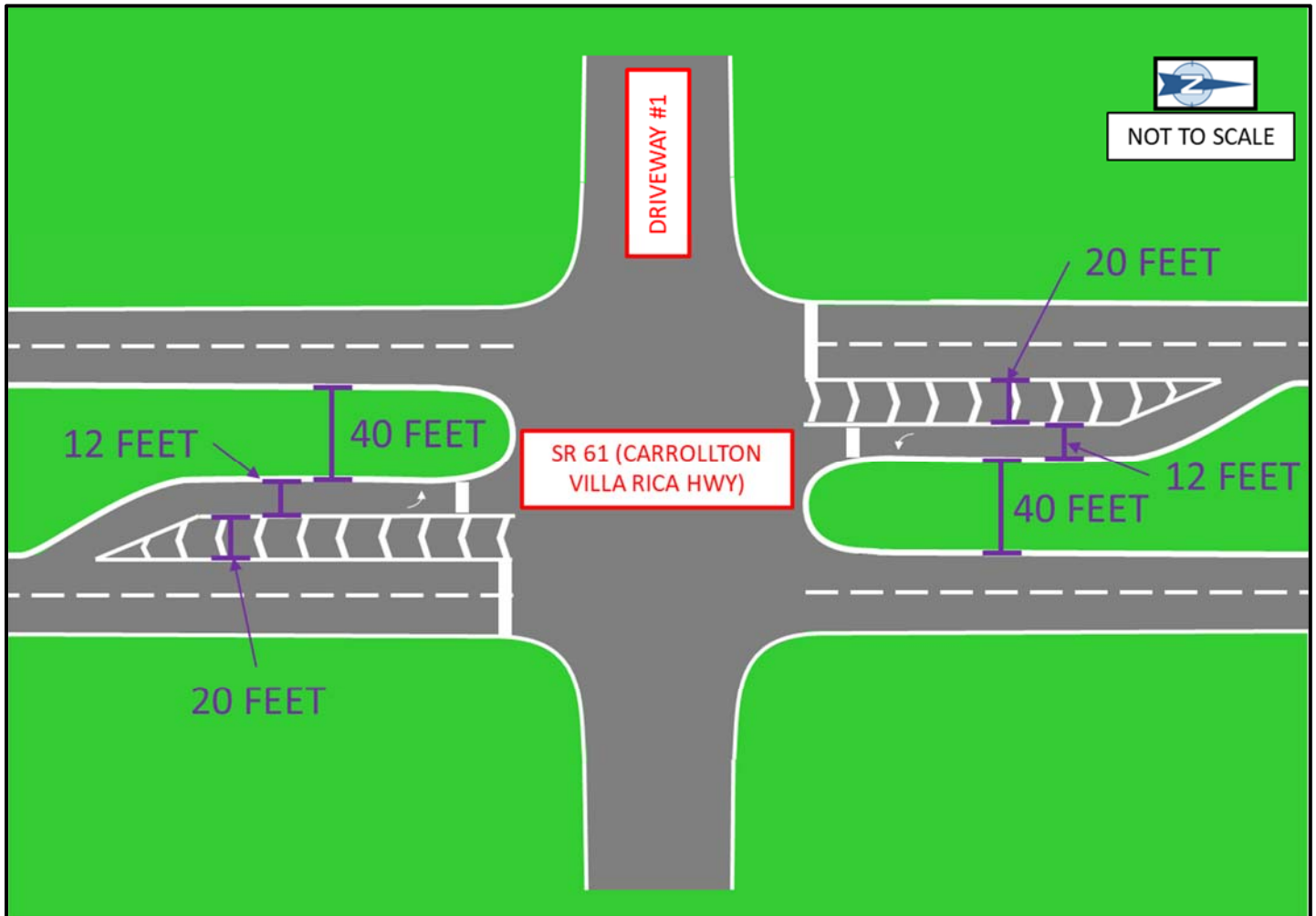


Figure 21: RECOMMENDED MEDIAN CONFIGURATION @ DRIVEWAY #1



APPENDICES

SITE PLAN	A
TURNING MOVEMENT AND ATR DATA.....	B
TRIP GENERATION DATA.....	C
CAPACITY ANALYSIS REPORTS – EXISTING.....	D
CAPACITY ANALYSIS REPORTS – SCENARIO #1	E
CAPACITY ANALYSIS REPORTS – SCENARIO #2	F

APPENDIX A

PROJECT SITE PLAN



USE ZONES

- | | |
|--|---|
| A POCKET NEIGHBORHOOD 1
28.64 AC: 42 HOMES | K FUTURE SINGLE FAMILY
5.08 AC |
| B POCKET NEIGHBORHOOD 2
35.48 AC: 81 HOMES | L POWER EASEMENT AND TOWER
8.04 AC + .83 AC |
| C CCRC: CLUB, INDEPENDENT, ASSISTED AND HEALTHCARE
35.05 AC: 140-160 IL UNITS; 28 ASSISTED/LEVEL | |
| D RETAIL AND OFFICE
7.58 AC: 34,450 SQ FT/LEVEL/ 3 LEVELS | |
| E MIXED USE
16.67 AC: 119,550 SQ FT/LEVEL/ 3 LEVELS | |
| F HISTORIC GOLDWORTH FARM
1.32 + 1.82 + INCLUDED IN COMMERCIAL DESIGN | |
| G WORSHIP CENTER
2.57 AC: 18,500 SQFT/LEVEL/ 2 LEVELS | |
| H HYBRID HOMES
27.86 AC: 180 UNITS | |
| I CONSERVATION EASEMENT-PICNIC AREA, PARK/TRAILS
16.29 AC | |
| J POCKET NEIGHBORHOOD 3
26.95 AC: 38 HOMES | |

TOTAL SITE: 220.38 AC

KEY

- | | |
|-----------------------------------|-----------------------------------|
| 1 HISTORIC STRUCTURE | 18 PARKING |
| 2 EXISTING WATER TOWER | 19 SERVICE |
| 3 EXISTING ANTENNA | 20 CLUBHOUSE |
| 4 MAIN ENTRY | 21 HYBRID HOMES |
| 5 SECONDARY ENTRY | 22 SINGLE FAMILY |
| 6 CONSERVATION EASEMENT | 23 INDEPENDENT APARTMENTS |
| 7 POWER EASEMENT | 24 ASSISTED LIVING |
| 8 FLOOD ZONE | 25 MIXED USE |
| 9 CREEK | 26 COMMERCIAL |
| 10 POCKET PARK | 27 WORSHIP CENTER |
| 11 DOG PARK | 28 FUTURE SINGLE FAMILY |
| 12 TRAIL | 29 OVERLOOK TOWER AND PICNIC PARK |
| 13 LAKE AMENITY WITH AMPHITHEATER | 30 MEDICAL OFFICE |
| 14 COMMUNITY GARDEN | 31 20 FOOT BUFFER |
| 15 COMMUNITY SPACE | 32 10 FOOT BUFFER |
| 16 DAM | |
| 17 COVERED PARKING | |



THE AVERMORE VILLAGE CONCEPTUAL MASTER PLAN



PLANNING COMMISSION CHAIRMAN

DATE

COMMUNITY DEVELOPMENT DIRECTOR

DATE

APPENDIX B

TURNING MOVEMENT AND ATR DATA

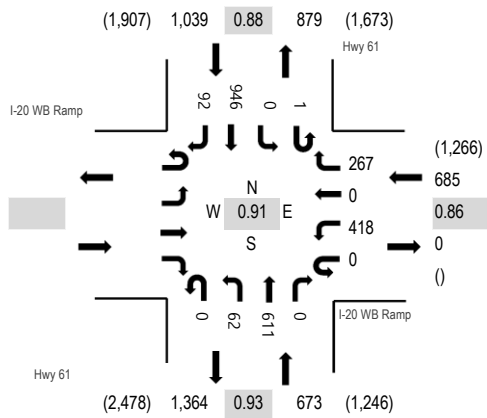
TURNING MOVEMENT COUNTS (TMCs)



(303) 216-2439
www.alltrafficdata.net

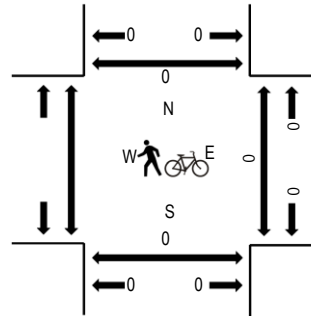
Location: 1 Hwy 61 & I-20 WB Ramp AM
Date and Start Time: Tuesday, May 15, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	I-20 WB Ramp Eastbound				I-20 WB Ramp Westbound				Hwy 61 Northbound				Hwy 61 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM					0	68	0	55	1	12	91	0	0	0	217	15	459	2,334	0	0	0	0
7:15 AM					0	124	0	48	0	15	157	0	0	0	239	21	604	2,397	0	0	0	0
7:30 AM					0	105	0	74	0	17	163	0	0	0	271	25	655	2,310	0	0	0	0
7:45 AM					0	115	0	84	0	15	163	0	0	0	208	31	616	2,181	0	0	0	0
8:00 AM					0	74	0	61	0	15	128	0	1	0	228	15	522	2,085	0	0	0	0
8:15 AM					0	85	0	71	0	17	136	0	0	0	191	17	517		0	0	0	0
8:30 AM					0	79	2	60	1	9	161	0	0	0	198	16	526		0	0	0	0
8:45 AM					0	76	0	85	1	9	135	0	0	0	197	17	520		0	0	0	0

Peak Rolling Hour Flow Rates

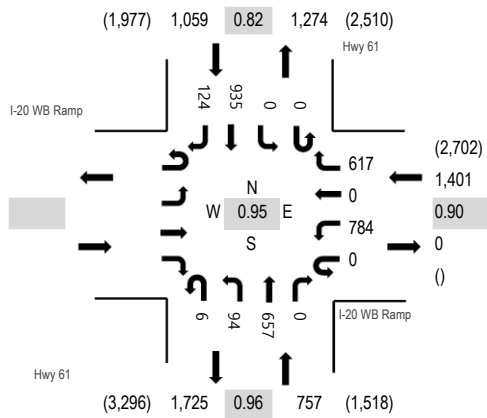
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	9	0	15	0	2	21	0	0	0	31	9	87
Lights					0	392	0	238	0	59	573	0	1	0	888	82	2,233
Mediums					0	17	0	14	0	1	17	0	0	0	27	1	77
Total					0	418	0	267	0	62	611	0	1	0	946	92	2,397



(303) 216-2439
www.alltrafficdata.net

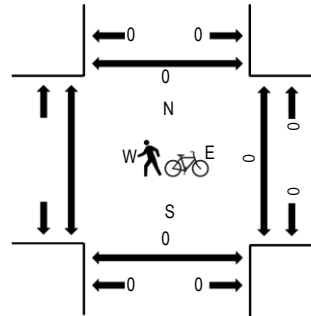
Location: 1 Hwy 61 & I-20 WB Ramp PM
Date and Start Time: Tuesday, May 15, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	I-20 WB Ramp Eastbound				I-20 WB Ramp Westbound				Hwy 61 Northbound				Hwy 61 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:30 PM					0	180	0	143	0	20	172	0	0	0	243	27	785	3,129	0	0	0	0
4:45 PM					0	203	0	140	0	19	153	0	0	0	179	32	726	3,121	0	0	0	0
5:00 PM					0	195	0	134	1	34	162	0	0	0	271	53	850	3,217	0	0	0	0
5:15 PM					0	205	0	156	2	21	142	0	0	0	218	24	768	3,098	0	0	0	0
5:30 PM					0	189	0	131	2	14	180	0	0	0	237	24	777	3,068	0	0	0	0
5:45 PM					0	195	0	196	1	25	173	0	0	0	209	23	822		0	0	0	0
6:00 PM					0	181	0	130	0	19	172	0	0	0	205	24	731		0	0	0	0
6:15 PM					0	183	0	141	2	19	185	0	0	0	195	13	738		2	1	0	0

Peak Rolling Hour Flow Rates

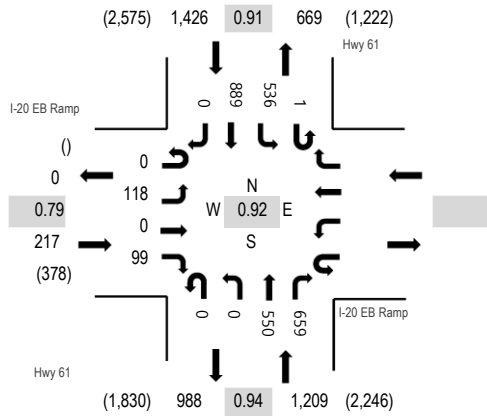
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	8	0	14	0	0	17	0	0	0	23	9	71
Lights					0	770	0	593	6	94	634	0	0	0	902	114	3,113
Mediums					0	6	0	10	0	0	6	0	0	0	10	1	33
Total					0	784	0	617	6	94	657	0	0	0	935	124	3,217



(303) 216-2439
www.alltrafficdata.net

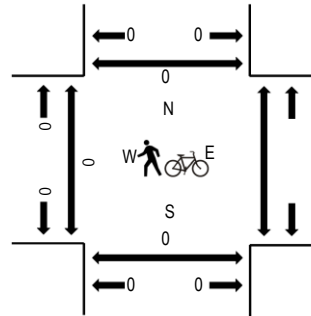
Location: 2 Hwy 61 & I-20 EB Ramp AM
Date and Start Time: Tuesday, May 15, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	I-20 EB Ramp Eastbound				I-20 WB Ramp Westbound				Hwy 61 Northbound				Hwy 61 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	18	0	18					0	0	87	168	0	139	162	0	592	2,821	0		0	0
7:15 AM	0	34	0	28					0	0	135	186	0	143	228	0	754	2,852	0		0	0
7:30 AM	0	46	0	24					0	0	138	178	1	164	225	0	776	2,665	0		0	0
7:45 AM	0	27	0	26					0	0	147	177	0	112	210	0	699	2,506	0		0	0
8:00 AM	0	11	0	21					0	0	130	118	0	117	226	0	623	2,378	0		0	0
8:15 AM	0	19	0	17					0	0	117	138	0	75	201	0	567		0		0	0
8:30 AM	0	31	0	18					0	0	147	130	0	82	209	0	617		0		0	0
8:45 AM	0	16	0	24					0	0	118	132	0	88	193	0	571		0		0	0

Peak Rolling Hour Flow Rates

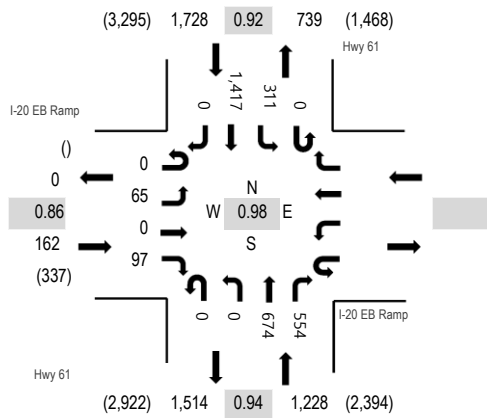
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	13	0	0					0	0	9	7	0	19	21	0	69
Lights	0	102	0	99					0	0	526	645	1	505	827	0	2,705
Mediums	0	3	0	0					0	0	15	7	0	12	41	0	78
Total	0	118	0	99					0	0	550	659	1	536	889	0	2,852



(303) 216-2439
www.alltrafficdata.net

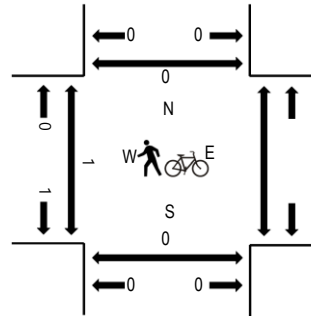
Location: 2 Hwy 61 & I-20 EB Ramp PM
Date and Start Time: Tuesday, May 15, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	I-20 EB Ramp Eastbound				I-20 EB Ramp Westbound				Hwy 61 Northbound				Hwy 61 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:30 PM	0	13	1	26					0	0	162	126	1	69	338	0	736	2,981	0	0	0	0
4:45 PM	0	16	0	25					0	0	163	124	0	57	316	0	701	3,044	0	0	0	0
5:00 PM	0	9	0	19					0	0	178	113	0	95	375	0	789	3,118	0	0	0	0
5:15 PM	0	21	0	24					0	0	144	133	0	78	355	0	755	3,070	0	0	0	0
5:30 PM	0	17	0	27					0	0	176	153	0	66	360	0	799	3,045	0	0	0	0
5:45 PM	0	18	0	27					0	0	176	155	0	72	327	0	775		1	0	0	0
6:00 PM	0	17	0	24					0	0	159	137	2	74	328	0	741		0	0	0	0
6:15 PM	0	20	0	33					0	0	175	120	1	63	318	0	730		0	0	0	0

Peak Rolling Hour Flow Rates

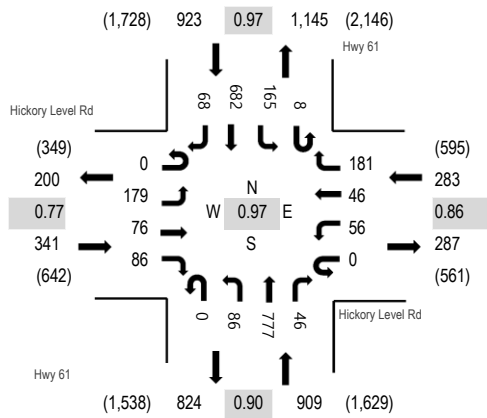
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	7	0	0					0	0	10	10	0	16	17	0	60
Lights	0	57	0	96					0	0	660	536	0	290	1,389	0	3,028
Mediums	0	1	0	1					0	0	4	8	0	5	11	0	30
Total	0	65	0	97					0	0	674	554	0	311	1,417	0	3,118



(303) 216-2439
www.alltrafficdata.net

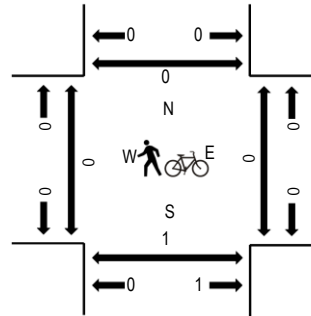
Location: 3 Hwy 61 & Hickory Level Rd AM
Date and Start Time: Tuesday, May 15, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Hickory Level Rd Eastbound				Hickory Level Rd Westbound				Hwy 61 Northbound				Hwy 61 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	37	23	13	0	9	7	42	0	5	170	4	2	35	134	10	491	2,370	0	0	0	0
7:15 AM	0	64	22	27	0	17	11	54	0	12	184	8	2	34	177	19	631	2,456	0	0	0	0
7:30 AM	0	45	20	20	0	11	9	36	0	23	214	15	3	30	192	12	630	2,372	0	0	1	0
7:45 AM	0	43	18	18	0	13	19	51	0	21	208	11	2	51	148	15	618	2,321	0	0	0	0
8:00 AM	0	27	16	21	0	15	7	40	0	30	171	12	1	50	165	22	577	2,224	0	0	0	0
8:15 AM	0	42	9	29	0	18	9	67	0	17	138	12	5	31	155	15	547		0	0	1	0
8:30 AM	0	34	24	23	0	11	17	55	1	19	164	19	5	37	158	12	579		0	0	1	0
8:45 AM	1	39	16	11	0	14	10	53	0	16	145	10	3	54	138	11	521		0	0	0	0

Peak Rolling Hour Flow Rates

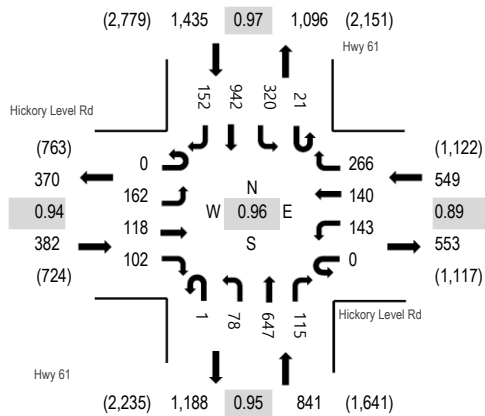
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	6	0	0	6	1	0	1	18	0	33
Lights	0	173	76	84	0	54	44	172	0	83	757	45	8	158	640	67	2,361
Mediums	0	5	0	2	0	2	2	3	0	3	14	0	0	6	24	1	62
Total	0	179	76	86	0	56	46	181	0	86	777	46	8	165	682	68	2,456



(303) 216-2439
www.alltrafficdata.net

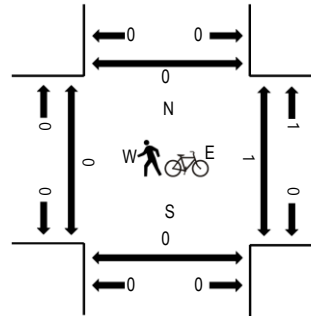
Location: 3 Hwy 61 & Hickory Level Rd PM
Date and Start Time: Tuesday, May 15, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Hickory Level Rd Eastbound				Hickory Level Rd Westbound				Hwy 61 Northbound				Hwy 61 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:30 PM	0	40	24	23	0	39	42	69	0	24	138	33	9	93	213	36	783	3,121	0	0	0	1
4:45 PM	0	35	31	17	0	38	38	61	1	14	161	24	7	79	202	37	745	3,170	0	0	0	0
5:00 PM	0	44	27	31	0	44	43	66	1	16	137	32	7	76	256	32	812	3,207	0	0	0	0
5:15 PM	0	30	25	29	0	33	31	55	0	29	158	27	1	93	223	47	781	3,181	0	0	0	0
5:30 PM	0	39	35	24	0	40	39	81	0	16	174	28	6	84	225	41	832	3,145	0	0	0	0
5:45 PM	0	49	31	18	0	26	27	64	0	17	178	28	7	67	238	32	782		0	1	0	0
6:00 PM	0	45	28	21	0	32	40	73	0	22	147	26	7	92	212	41	786		0	2	0	0
6:15 PM	0	35	25	18	0	40	39	62	0	24	161	25	5	84	191	36	745		0	0	0	0

Peak Rolling Hour Flow Rates

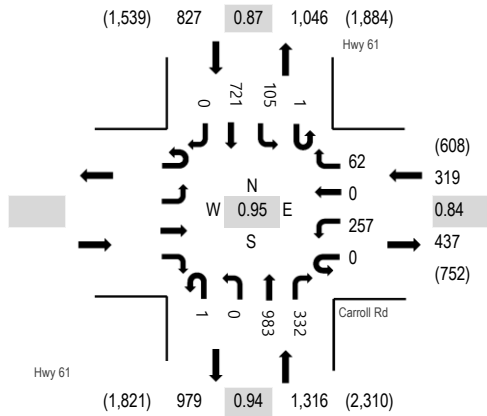
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	4	0	0	15	0	0	1	17	1	38
Lights	0	160	118	102	0	143	139	258	1	77	621	115	21	318	919	148	3,140
Mediums	0	2	0	0	0	0	1	4	0	1	11	0	0	1	6	3	29
Total	0	162	118	102	0	143	140	266	1	78	647	115	21	320	942	152	3,207



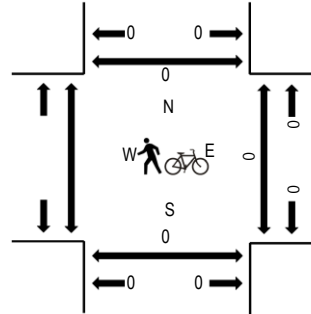
(303) 216-2439
www.alltrafficdata.net

Location: 4 Hwy 61 & Carroll Rd AM
Date and Start Time: Tuesday, May 15, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Eastbound				Carroll Rd Westbound				Hwy 61 Northbound				Hwy 61 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM					0	67	0	15	0	0	184	57	0	17	123	0	463	2,355	0	0	0	0
7:15 AM					0	60	0	12	0	0	241	94	1	28	209	0	645	2,462	0	0	0	0
7:30 AM					0	83	0	14	0	0	273	76	0	24	176	0	646	2,375	0	0	0	0
7:45 AM					0	59	0	17	0	0	251	72	0	34	168	0	601	2,244	0	0	0	0
8:00 AM					0	55	0	19	1	0	218	90	0	19	168	0	570	2,102	0	0	0	0
8:15 AM					0	55	0	9	0	0	211	63	0	34	186	0	558		0	0	0	0
8:30 AM					0	64	0	15	1	0	200	57	0	28	150	0	515		0	0	0	0
8:45 AM					0	48	0	16	0	0	187	34	1	25	148	0	459		0	0	0	0

Peak Rolling Hour Flow Rates

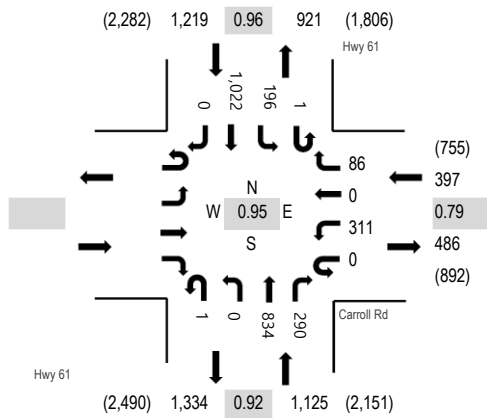
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	7	0	0	1	17	0	25
Lights					0	250	0	59	1	0	955	326	1	103	671	0	2,366
Mediums					0	7	0	3	0	0	21	6	0	1	33	0	71
Total					0	257	0	62	1	0	983	332	1	105	721	0	2,462



(303) 216-2439
www.alltrafficdata.net

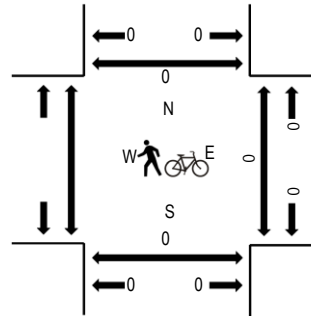
Location: 4 Hwy 61 & Carroll Rd PM
Date and Start Time: Tuesday, May 15, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Eastbound				Carroll Rd Westbound				Hwy 61 Northbound				Hwy 61 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:30 PM					0	75	0	29	0	0	193	72	0	30	236	0	635	2,649	0	0	0	0
4:45 PM					0	58	0	21	0	0	201	54	3	35	231	0	603	2,682	0	0	0	0
5:00 PM					0	108	0	24	1	0	178	65	0	50	266	0	692	2,741	0	0	0	0
5:15 PM					0	83	0	21	0	0	221	85	0	52	257	0	719	2,664	0	0	0	0
5:30 PM					0	63	0	28	0	0	209	76	1	44	247	0	668	2,539	0	0	0	0
5:45 PM					0	57	0	13	0	0	226	64	0	50	252	0	662		0	0	0	0
6:00 PM					0	68	0	25	0	0	190	61	0	51	220	0	615		0	0	0	0
6:15 PM					0	58	0	24	0	0	198	57	1	46	210	0	594		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	15	1	0	0	16	0	32
Lights					0	307	0	86	1	0	805	287	1	196	1,001	0	2,684
Mediums					0	4	0	0	0	0	14	2	0	0	5	0	25
Total					0	311	0	86	1	0	834	290	1	196	1,022	0	2,741

(303) 216-2439
www.alltrafficdata.net

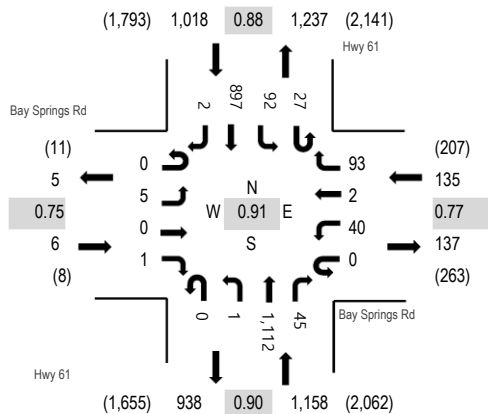
Location: 5 Hwy 61 & Bay Springs Rd AM

Date and Start Time: Tuesday, May 15, 2018

Peak Hour: 07:15 AM - 08:15 AM

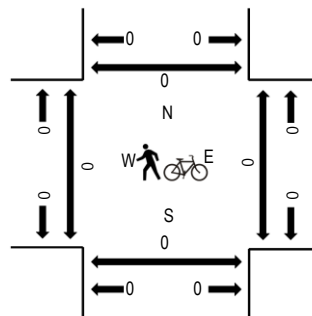
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Bay Springs Rd Eastbound				Bay Springs Rd Westbound				Hwy 61 Northbound				Hwy 61 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	9	0	6	0	1	214	1	4	17	170	1	423	2,228	0	0	0	0
7:15 AM	0	1	0	0	0	5	0	18	0	0	318	5	7	34	249	0	637	2,317	0	0	0	0
7:30 AM	0	1	0	1	0	11	0	35	0	1	300	9	7	14	245	2	626	2,151	0	0	0	0
7:45 AM	0	2	0	0	0	7	1	19	0	0	251	17	10	19	216	0	542	1,968	0	0	0	0
8:00 AM	0	1	0	0	0	17	1	21	0	0	243	14	3	25	187	0	512	1,842	0	0	0	0
8:15 AM	0	1	0	0	0	13	0	17	0	1	232	8	3	20	176	0	471		0	0	0	0
8:30 AM	0	0	1	0	0	4	0	13	0	0	206	16	4	18	180	1	443		0	0	0	0
8:45 AM	0	0	0	0	0	3	2	5	0	0	197	28	2	17	162	0	416		0	0	0	0

Peak Rolling Hour Flow Rates

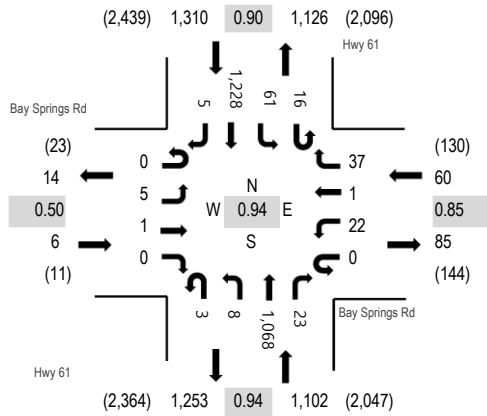
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	5	0	0	0	19	0	24
Lights	0	5	0	1	0	30	2	83	0	1	1,087	34	26	80	851	2	2,202
Mediums	0	0	0	0	0	10	0	10	0	0	20	11	1	12	27	0	91
Total	0	5	0	1	0	40	2	93	0	1	1,112	45	27	92	897	2	2,317



(303) 216-2439
www.alltrafficdata.net

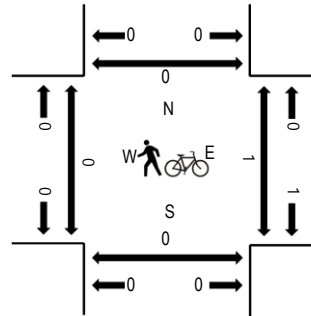
Location: 5 Hwy 61 & Bay Springs Rd PM
Date and Start Time: Tuesday, May 15, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Bay Springs Rd Eastbound				Bay Springs Rd Westbound				Hwy 61 Northbound				Hwy 61 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:30 PM	0	0	0	1	0	10	0	9	1	0	231	4	2	10	286	0	554	2,332	0	0	0	0
4:45 PM	0	1	0	0	0	11	0	9	1	0	210	5	4	9	268	2	520	2,378	0	0	0	0
5:00 PM	0	1	0	0	0	7	0	7	0	0	216	8	6	14	342	1	602	2,478	0	0	0	0
5:15 PM	0	3	0	0	0	7	1	14	0	3	286	8	3	20	310	1	656	2,412	0	0	0	0
5:30 PM	0	0	0	0	0	6	0	9	2	2	281	5	4	13	277	1	600	2,295	0	1	0	0
5:45 PM	0	1	1	0	0	2	0	7	1	3	285	2	3	14	299	2	620		0	0	0	0
6:00 PM	0	1	0	0	0	7	1	9	0	2	233	3	4	10	265	1	536		0	0	0	0
6:15 PM	0	1	1	0	0	7	0	7	0	1	246	8	3	9	254	2	539		0	0	0	0

Peak Rolling Hour Flow Rates

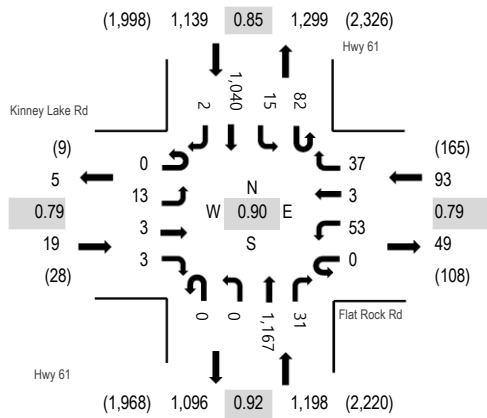
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	17	0	0	0	15	0	32
Lights	0	5	1	0	0	22	1	37	3	8	1,032	22	16	60	1,204	5	2,416
Mediums	0	0	0	0	0	0	0	0	0	0	19	1	0	1	9	0	30
Total	0	5	1	0	0	22	1	37	3	8	1,068	23	16	61	1,228	5	2,478



(303) 216-2439
www.alltrafficdata.net

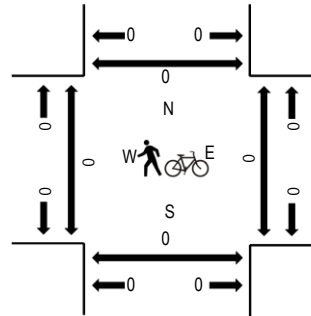
Location: 6 Hwy 61 & Flat Rock Rd AM
Date and Start Time: Tuesday, May 15, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Kinney Lake Rd Eastbound				Flat Rock Rd Westbound				Hwy 61 Northbound				Hwy 61 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	0	2	0	19	0	3	0	1	253	4	12	6	210	1	513	2,425	0	0	0	0
7:15 AM	0	4	0	1	0	13	1	12	0	0	318	7	49	6	265	1	677	2,449	0	0	0	0
7:30 AM	0	2	1	1	0	23	1	7	0	0	307	6	28	3	303	1	683	2,287	0	0	0	0
7:45 AM	0	5	1	0	0	13	0	6	0	0	269	8	5	4	241	0	552	2,100	0	0	0	0
8:00 AM	0	2	1	1	0	4	1	12	0	0	273	10	0	2	231	0	537	1,986	0	0	0	0
8:15 AM	0	2	0	1	0	12	0	5	0	1	254	11	2	6	220	1	515		0	0	0	0
8:30 AM	0	0	0	1	0	11	0	8	0	0	251	11	1	6	207	0	496		0	0	0	0
8:45 AM	0	1	0	0	0	9	0	5	0	0	226	10	2	5	180	0	438		0	0	0	0

Peak Rolling Hour Flow Rates

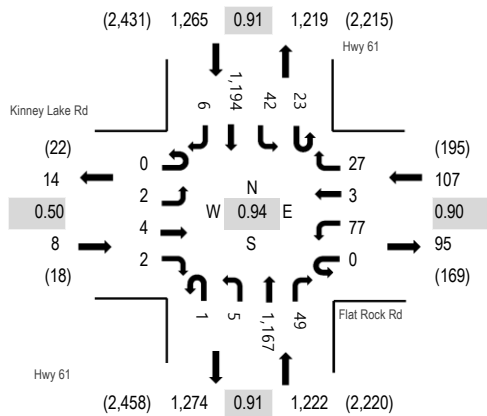
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	5	0	0	0	19	0	24
Lights	0	12	3	2	0	48	3	36	0	0	1,126	26	82	14	984	2	2,338
Mediums	0	1	0	1	0	5	0	1	0	0	36	5	0	1	37	0	87
Total	0	13	3	3	0	53	3	37	0	0	1,167	31	82	15	1,040	2	2,449



(303) 216-2439
www.alltrafficdata.net

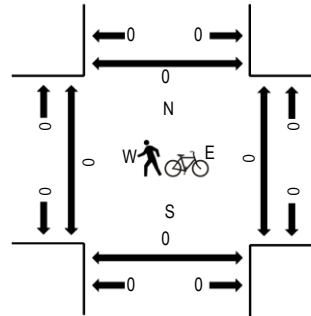
Location: 6 Hwy 61 & Flat Rock Rd PM
Date and Start Time: Tuesday, May 15, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Kinney Lake Rd Eastbound				Flat Rock Rd Westbound				Hwy 61 Northbound				Hwy 61 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:30 PM	0	1	0	1	0	12	0	8	1	0	241	11	4	5	291	1	576	2,426	0	0	1	0
4:45 PM	0	0	0	0	0	17	0	4	0	1	212	12	4	9	297	1	557	2,514	0	0	0	0
5:00 PM	0	1	3	0	0	11	0	5	0	1	259	8	6	10	297	3	604	2,602	0	0	0	0
5:15 PM	0	0	0	0	0	19	1	7	1	0	298	14	7	16	325	1	689	2,586	0	0	0	0
5:30 PM	0	1	0	2	0	22	1	8	0	2	324	11	3	9	281	0	664	2,438	0	0	0	0
5:45 PM	0	0	1	0	0	25	1	7	0	2	286	16	7	7	291	2	645		0	0	0	0
6:00 PM	0	4	0	2	0	16	1	11	0	1	238	7	2	11	292	3	588		0	0	0	0
6:15 PM	0	1	0	1	0	12	0	7	0	0	258	16	1	3	242	0	541		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	17	0	0	0	15	0	32
Lights	0	2	4	2	0	76	3	26	1	5	1,134	49	23	42	1,166	6	2,539
Mediums	0	0	0	0	0	1	0	1	0	0	16	0	0	0	13	0	31
Total	0	2	4	2	0	77	3	27	1	5	1,167	49	23	42	1,194	6	2,602

ATR A

**SPEED &
CLASSIFICATION
DATA**

alltrafficdata.net

Site Code: A

Station ID: A

HWY 61 NORTH OF GOLDWORTH ROAD

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/18	0	18	6	0	1	1	0	0	1	0	0	0	0	27
00:15	0	19	7	1	1	0	0	0	0	0	0	0	0	28
00:30	0	19	3	0	0	0	0	0	0	0	0	0	0	22
00:45	0	14	3	0	0	0	0	0	0	0	0	0	0	17
01:00	0	70	19	1	2	1	0	0	1	0	0	0	0	94
01:15	0	10	4	0	1	0	0	0	0	0	0	0	0	15
01:30	1	12	0	0	0	3	0	0	0	0	0	0	0	16
01:45	0	14	5	0	0	0	0	0	0	0	0	0	0	19
02:00	0	9	2	0	1	0	0	1	2	0	0	0	0	15
02:15	1	45	11	0	2	3	0	1	2	0	0	0	0	65
02:30	0	8	1	1	0	0	0	1	0	0	0	0	0	11
02:45	0	13	3	0	0	0	0	0	0	0	0	0	0	16
03:00	0	11	2	0	0	0	0	0	1	1	0	0	0	15
03:15	0	11	1	0	0	0	0	1	1	0	0	0	0	14
03:30	0	43	7	1	0	0	0	2	2	1	0	0	0	56
03:45	1	17	0	0	0	0	0	0	1	0	0	0	0	19
04:00	1	17	7	1	0	1	0	0	2	0	0	0	0	29
04:15	0	13	7	0	0	1	0	0	0	0	0	0	0	21
04:30	1	19	4	0	0	2	0	0	1	0	0	0	0	27
04:45	3	66	18	1	0	4	0	0	4	0	0	0	0	96
05:00	2	15	11	0	1	2	0	0	0	0	0	0	0	31
05:15	0	23	9	0	2	0	0	0	1	0	0	0	0	35
05:30	0	36	16	0	6	1	0	0	0	0	0	0	0	59
05:45	0	44	19	0	3	0	0	0	0	0	0	0	0	66
06:00	2	118	55	0	12	3	0	0	1	0	0	0	0	191
06:15	1	60	28	0	16	2	0	0	0	0	0	0	0	107
06:30	1	75	49	0	24	1	0	0	0	0	0	0	0	150
06:45	2	99	48	0	19	4	0	0	2	0	0	0	0	174
07:00	2	85	62	1	30	2	0	3	1	0	0	0	0	186
07:15	6	319	187	1	89	9	0	3	3	0	0	0	0	617
07:30	3	85	59	2	31	2	0	0	0	0	0	0	0	182
07:45	1	111	65	0	21	0	0	0	0	0	0	0	0	198
08:00	2	102	96	0	32	6	0	1	0	0	0	1	0	240
08:15	0	124	62	1	17	0	0	1	0	0	0	0	0	205
08:30	6	422	282	3	101	8	0	2	0	0	0	1	0	825
08:45	6	121	79	0	16	5	0	3	1	0	0	0	0	231
09:00	1	200	91	2	24	1	0	3	0	0	0	0	0	322
09:15	2	202	84	3	30	1	0	4	0	1	0	0	0	327
09:30	1	176	100	2	20	2	0	4	0	1	0	0	0	306
09:45	10	699	354	7	90	9	0	14	1	2	0	0	0	1186
10:00	0	158	86	2	29	2	0	1	0	1	1	0	0	280
10:15	1	158	73	0	24	1	0	2	1	0	0	0	0	260
10:30	2	150	71	1	17	1	0	2	0	0	0	0	0	244
10:45	1	119	65	0	18	2	0	5	1	0	0	0	0	211
11:00	4	585	295	3	88	6	0	10	2	1	1	0	0	995
11:15	2	112	57	1	18	1	0	2	2	0	0	0	0	195
11:30	2	156	27	0	9	2	0	0	1	0	0	0	0	197
11:45	0	163	22	0	1	2	0	0	0	0	0	0	0	188
12:00	1	144	25	0	7	3	0	1	1	0	0	0	0	182
12:15	5	575	131	1	35	8	0	3	4	0	0	0	0	762
12:30	0	151	24	0	3	3	0	1	3	0	0	0	0	185
12:45	2	139	35	1	7	3	0	1	0	1	1	0	0	190
13:00	3	151	38	0	8	5	0	1	1	0	0	0	0	207
13:15	0	127	39	0	8	2	0	3	1	0	0	0	0	180
13:30	5	568	136	1	26	13	0	6	5	1	1	0	0	762
13:45	3	129	36	1	6	2	0	0	3	0	0	0	0	180
14:00	3	140	48	0	5	3	0	2	2	0	0	0	0	203
14:15	2	151	46	1	8	5	0	3	1	1	0	0	0	218
14:30	2	139	36	1	6	5	0	3	1	0	0	0	0	193
14:45	10	559	166	3	25	15	0	8	7	1	0	0	0	794
Total	52	4069	1661	22	470	79	0	49	32	6	2	1	0	6443
Percent	0.8%	63.2%	25.8%	0.3%	7.3%	1.2%	0.0%	0.8%	0.5%	0.1%	0.0%	0.0%	0.0%	

alltrafficdata.net

Site Code: A

Station ID: A

HWY 61 NORTH OF GOLDWORTH ROAD

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	155	42	0	8	0	0	4	3	0	0	0	0	213
12:15	4	171	47	0	3	8	0	0	0	0	0	0	0	233
12:30	2	150	40	1	7	2	0	1	1	0	0	0	0	204
12:45	2	148	43	1	6	1	0	0	2	0	0	0	0	203
	9	624	172	2	24	11	0	5	6	0	0	0	0	853
13:00	4	122	36	1	9	3	0	0	2	0	1	0	0	178
13:15	2	140	25	0	5	1	0	1	5	1	0	1	0	181
13:30	2	155	31	0	10	2	0	0	1	0	0	0	0	201
13:45	1	166	36	1	8	1	0	0	4	0	0	0	0	217
	9	583	128	2	32	7	0	1	12	1	1	1	0	777
14:00	2	138	37	0	6	6	0	4	3	0	0	0	0	196
14:15	3	150	41	1	4	7	0	3	0	0	0	0	0	209
14:30	2	160	51	1	7	3	0	1	2	0	0	0	0	227
14:45	2	172	47	1	7	3	0	1	1	0	0	0	0	234
	9	620	176	3	24	19	0	9	6	0	0	0	0	866
15:00	0	188	40	0	5	2	0	0	2	0	0	0	0	237
15:15	2	186	36	0	9	2	0	3	1	0	0	0	0	239
15:30	4	178	32	0	4	1	0	3	0	0	0	0	0	222
15:45	4	193	37	2	11	4	0	2	1	0	0	0	0	254
	10	745	145	2	29	9	0	8	4	0	0	0	0	952
16:00	2	248	43	0	13	6	0	0	2	0	0	0	0	314
16:15	4	215	43	0	3	3	0	1	3	0	0	0	0	272
16:30	1	193	57	1	7	0	0	1	4	0	0	0	0	264
16:45	3	192	31	0	5	5	0	2	1	0	0	0	0	239
	10	848	174	1	28	14	0	4	10	0	0	0	0	1089
17:00	1	194	47	0	7	2	0	2	4	0	0	0	0	257
17:15	1	235	38	1	5	3	0	1	1	1	0	0	0	286
17:30	3	239	52	1	4	1	0	2	1	0	0	0	0	303
17:45	2	237	49	0	7	2	0	2	0	0	0	0	0	299
	7	905	186	2	23	8	0	7	6	1	0	0	0	1145
18:00	1	200	41	0	8	2	0	2	0	1	0	0	0	255
18:15	3	194	48	0	8	0	0	1	2	0	0	0	0	256
18:30	3	147	38	0	7	4	0	1	1	0	1	0	0	202
18:45	1	131	34	0	3	1	0	0	2	0	0	0	1	173
	8	672	161	0	26	7	0	4	5	1	1	0	1	886
19:00	0	127	23	0	3	0	0	0	3	0	0	0	0	156
19:15	3	121	25	0	1	2	0	0	2	0	1	0	0	155
19:30	1	100	33	0	6	0	0	0	0	0	0	0	0	140
19:45	0	89	17	0	2	1	0	1	1	0	0	0	0	111
	4	437	98	0	12	3	0	1	6	0	1	0	0	562
20:00	2	93	31	0	4	1	0	2	2	0	0	0	0	135
20:15	1	100	32	0	2	2	0	0	0	0	0	0	0	137
20:30	1	97	28	0	0	2	0	1	1	0	0	0	0	130
20:45	1	77	19	0	3	2	0	0	1	0	0	0	0	103
	5	367	110	0	9	7	0	3	4	0	0	0	0	505
21:00	0	84	11	0	4	0	0	0	1	0	0	0	0	100
21:15	0	79	16	0	0	0	0	0	0	0	0	0	0	95
21:30	0	69	10	0	2	0	0	0	1	0	0	0	0	82
21:45	1	72	11	0	2	1	0	0	1	0	0	0	0	88
	1	304	48	0	8	1	0	0	3	0	0	0	0	365
22:00	0	49	9	0	3	0	0	1	2	0	0	0	0	64
22:15	1	46	5	0	1	1	0	1	0	0	0	0	0	55
22:30	0	40	1	0	0	0	0	0	0	0	0	0	0	41
22:45	0	30	6	0	2	0	0	0	1	0	0	0	0	39
	1	165	21	0	6	1	0	2	3	0	0	0	0	199
23:00	0	35	6	0	0	0	0	0	2	0	0	0	0	43
23:15	0	29	9	0	0	0	0	0	0	0	0	0	0	38
23:30	0	27	7	0	1	0	0	0	0	0	0	0	0	35
23:45	2	31	5	0	1	2	0	0	0	0	0	0	0	41
	2	122	27	0	2	2	0	0	2	0	0	0	0	157
Total	75	6392	1446	12	223	89	0	44	67	3	3	1	1	8356
Percent	0.9%	76.5%	17.3%	0.1%	2.7%	1.1%	0.0%	0.5%	0.8%	0.0%	0.0%	0.0%	0.0%	
Grand Total	127	10461	3107	34	693	168	0	93	99	9	5	2	1	14799
Percent	0.9%	70.7%	21.0%	0.2%	4.7%	1.1%	0.0%	0.6%	0.7%	0.1%	0.0%	0.0%	0.0%	

alltrafficdata.net

Site Code: A

Station ID: A

HWY 61 NORTH OF GOLDWORTH ROAD

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/18	0	27	6	0	1	1	0	0	1	0	0	0	0	36
00:15	0	29	3	0	0	0	0	0	1	0	0	0	0	33
00:30	2	21	2	0	0	3	0	0	2	0	0	0	0	30
00:45	0	26	4	0	0	0	0	0	1	0	0	0	0	31
	2	103	15	0	1	4	0	0	5	0	0	0	0	130
01:00	0	19	2	0	2	0	0	0	1	0	0	0	0	24
01:15	0	13	1	0	0	0	0	0	0	0	0	0	0	14
01:30	0	13	3	0	0	0	0	1	1	0	0	0	0	18
01:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13
	0	56	8	0	2	0	0	1	2	0	0	0	0	69
02:00	0	14	1	1	0	0	0	1	0	0	0	0	0	17
02:15	2	5	4	0	1	2	0	1	3	0	0	0	0	18
02:30	0	18	2	0	0	0	0	0	4	0	0	0	0	24
02:45	0	11	2	0	0	0	0	0	1	0	0	0	0	14
	2	48	9	1	1	2	0	2	8	0	0	0	0	73
03:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
03:15	1	9	3	0	0	1	0	0	0	0	0	0	0	14
03:30	0	14	3	0	1	0	0	0	0	0	0	0	0	18
03:45	0	11	2	0	0	0	0	0	3	0	0	0	0	16
	1	42	9	0	2	1	0	0	3	0	0	0	0	58
04:00	0	5	0	0	0	3	0	0	2	0	0	0	0	10
04:15	1	20	3	0	0	1	0	0	2	0	0	0	0	27
04:30	0	22	5	1	1	1	0	0	0	0	0	0	0	30
04:45	0	15	3	0	0	0	0	0	1	0	0	0	0	19
	1	62	11	1	1	5	0	0	5	0	0	0	0	86
05:00	0	21	5	0	1	1	0	3	2	0	0	0	0	33
05:15	1	30	8	0	2	2	0	1	0	0	0	0	0	44
05:30	1	41	10	0	1	1	0	0	0	0	0	0	0	54
05:45	0	50	10	0	0	1	0	2	1	0	0	0	0	64
	2	142	33	0	4	5	0	6	3	0	0	0	0	195
06:00	1	62	10	0	5	2	0	1	3	0	0	0	0	84
06:15	0	92	23	1	8	2	0	0	3	0	0	0	0	129
06:30	0	99	12	0	6	0	0	2	1	1	0	0	0	121
06:45	0	125	27	2	6	1	0	0	3	0	0	0	0	164
	1	378	72	3	25	5	0	3	10	1	0	0	0	498
07:00	1	154	27	0	4	1	0	2	3	0	0	0	0	192
07:15	1	211	43	0	4	2	0	4	2	2	0	0	0	269
07:30	3	201	46	1	7	4	0	4	1	0	0	0	1	268
07:45	3	178	33	3	8	1	0	2	0	0	0	0	0	228
	8	744	149	4	23	8	0	12	6	2	0	0	1	957
08:00	1	159	41	6	14	1	0	2	2	0	0	0	0	226
08:15	1	163	48	1	11	1	0	2	3	0	0	0	0	230
08:30	1	164	35	1	6	2	0	4	2	0	0	0	0	215
08:45	2	137	41	2	4	3	0	6	1	1	1	0	0	198
	5	623	165	10	35	7	0	14	8	1	1	0	0	869
09:00	0	134	31	3	6	2	0	4	2	0	0	0	0	182
09:15	4	131	22	1	7	2	0	1	3	0	0	0	0	171
09:30	3	125	34	0	5	1	0	2	0	0	0	0	1	171
09:45	1	109	31	1	3	2	0	1	3	0	0	0	0	151
	8	499	118	5	21	7	0	8	8	0	0	0	1	675
10:00	0	125	36	1	3	1	0	2	3	0	0	0	0	171
10:15	1	125	27	1	4	2	0	1	2	0	0	0	0	163
10:30	3	117	40	0	4	5	0	2	2	0	0	0	0	173
10:45	1	123	32	0	4	0	0	1	1	0	0	0	0	162
	5	490	135	2	15	8	0	6	8	0	0	0	0	669
11:00	1	121	29	1	6	1	0	1	1	0	0	0	0	161
11:15	3	154	24	0	5	3	0	4	2	1	0	0	0	196
11:30	1	131	30	0	4	3	0	0	4	0	0	0	0	173
11:45	3	157	38	1	5	3	0	1	3	0	1	0	0	212
	8	563	121	2	20	10	0	6	10	1	1	0	0	742
Total	43	3750	845	28	150	62	0	58	76	5	2	0	2	5021
Percent	0.9%	74.7%	16.8%	0.6%	3.0%	1.2%	0.0%	1.2%	1.5%	0.1%	0.0%	0.0%	0.0%	

alltrafficdata.net

Site Code: A

Station ID: A

HWY 61 NORTH OF GOLDWORTH ROAD

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	125	32	0	4	1	0	1	2	0	0	0	2	167
12:15	2	146	39	2	5	4	0	1	2	0	0	0	0	201
12:30	2	145	25	1	3	3	0	3	2	0	1	0	0	185
12:45	1	154	32	0	5	3	0	5	3	1	1	1	0	206
	5	570	128	3	17	11	0	10	9	1	2	1	2	759
13:00	3	151	44	1	3	2	0	1	0	0	0	0	0	205
13:15	2	163	31	1	6	0	0	4	1	1	0	0	1	210
13:30	1	138	38	0	4	1	0	1	1	0	0	0	0	184
13:45	2	176	37	1	11	1	0	4	3	0	0	1	0	236
	8	628	150	3	24	4	0	10	5	1	0	1	1	835
14:00	1	155	48	1	8	5	0	1	4	0	0	0	0	223
14:15	1	181	59	0	3	6	0	1	2	0	0	1	0	254
14:30	3	165	47	1	7	5	0	4	1	1	0	0	0	234
14:45	0	174	38	1	8	1	0	3	2	0	0	0	0	227
	5	675	192	3	26	17	0	9	9	1	0	1	0	938
15:00	1	160	36	0	4	1	0	2	5	0	0	0	0	209
15:15	0	189	43	0	5	2	0	1	4	0	1	0	0	245
15:30	1	222	46	0	8	0	0	4	2	1	1	0	0	285
15:45	3	245	51	0	9	3	0	1	0	2	0	0	0	314
	5	816	176	0	26	6	0	8	11	3	2	0	0	1053
16:00	2	243	41	0	15	2	0	2	0	0	1	0	0	306
16:15	2	213	50	0	6	5	0	1	1	0	0	0	0	278
16:30	3	230	49	1	10	3	0	1	3	0	0	0	1	301
16:45	1	231	46	1	3	2	0	2	0	0	0	0	0	286
	8	917	186	2	34	12	0	6	4	0	1	0	1	1171
17:00	4	257	74	1	9	3	0	4	0	0	0	2	0	354
17:15	2	256	56	1	4	3	0	0	1	0	0	0	0	323
17:30	2	244	46	0	6	3	0	2	2	1	1	1	0	308
17:45	3	245	37	0	9	1	0	1	3	0	0	0	0	299
	11	1002	213	2	28	10	0	7	6	1	1	3	0	1284
18:00	2	211	41	0	7	1	0	6	0	1	1	0	0	270
18:15	2	210	42	1	8	0	0	0	2	0	0	0	0	265
18:30	0	177	40	0	4	2	1	1	1	0	0	0	0	226
18:45	1	172	35	0	3	2	0	0	3	1	0	0	0	217
	5	770	158	1	22	5	1	7	6	2	1	0	0	978
19:00	1	170	29	0	5	1	0	0	2	0	0	0	0	208
19:15	0	141	28	0	5	1	0	1	2	0	1	0	0	179
19:30	3	132	33	2	3	2	0	0	0	0	0	0	1	176
19:45	1	146	23	0	3	0	0	3	0	0	0	0	0	176
	5	589	113	2	16	4	0	4	4	0	1	0	1	739
20:00	1	131	27	0	1	1	0	1	0	0	0	0	0	162
20:15	0	101	29	0	2	0	0	0	0	0	0	0	0	132
20:30	0	115	32	0	1	0	0	1	2	0	0	0	0	151
20:45	2	85	18	0	2	0	0	0	0	0	0	0	0	107
	3	432	106	0	6	1	0	2	2	0	0	0	0	552
21:00	0	99	15	1	4	0	0	0	3	0	0	0	0	122
21:15	2	97	22	0	1	1	0	1	0	0	0	0	0	124
21:30	1	83	14	0	0	1	0	1	1	0	0	0	0	101
21:45	0	87	18	0	2	0	0	0	0	0	0	0	0	107
	3	366	69	1	7	2	0	2	4	0	0	0	0	454
22:00	0	87	13	0	1	0	0	0	1	0	0	0	0	102
22:15	1	50	10	0	3	1	0	0	0	0	0	0	0	65
22:30	1	56	5	0	3	1	0	0	2	0	0	0	0	68
22:45	0	48	12	0	0	0	0	0	0	0	0	0	0	60
	2	241	40	0	7	2	0	0	3	0	0	0	0	295
23:00	0	56	7	0	1	0	0	0	1	0	0	0	0	65
23:15	0	36	6	0	1	0	0	0	2	0	0	0	0	45
23:30	1	50	10	1	0	0	0	1	1	0	0	0	0	64
23:45	0	33	6	0	0	0	0	0	0	0	0	0	0	39
	1	175	29	1	2	0	0	1	4	0	0	0	0	213
Total	61	7181	1560	18	215	74	1	66	67	9	8	6	5	9271
Percent	0.7%	77.5%	16.8%	0.2%	2.3%	0.8%	0.0%	0.7%	0.7%	0.1%	0.1%	0.1%	0.1%	
Grand Total	104	10931	2405	46	365	136	1	124	143	14	10	6	7	14292
Percent	0.7%	76.5%	16.8%	0.3%	2.6%	1.0%	0.0%	0.9%	1.0%	0.1%	0.1%	0.0%	0.0%	

All Traffic Data Services, Inc

alltrafficdata.net

Site Code: A
Station ID: A
HWY 61 NORTH OF GOLDWORTH ROAD

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
05/15/18	0	0	0	0	0	1	0	5	9	5	4	2	1	0	27
00:15	0	0	0	0	0	0	0	3	5	12	4	3	0	1	28
00:30	0	0	0	0	0	0	0	1	8	8	2	2	1	0	22
00:45	0	0	0	0	0	0	1	4	6	5	0	1	0	0	17
01:00	0	0	0	0	0	1	1	13	28	30	10	8	2	1	94
01:15	0	0	0	0	0	0	2	3	6	4	0	0	0	0	15
01:30	0	0	0	0	0	0	1	4	7	4	0	0	0	0	16
01:45	0	0	0	0	0	0	4	3	6	3	3	0	0	0	19
02:00	0	0	0	0	1	0	2	2	6	2	2	0	0	0	15
02:15	0	0	0	0	0	0	9	12	25	13	5	0	0	0	65
02:30	1	0	0	0	0	0	2	2	3	3	0	0	0	0	11
02:45	0	0	0	0	0	0	2	2	4	6	2	0	0	0	16
03:00	0	0	0	0	1	0	0	3	4	3	1	0	0	3	15
03:15	1	0	0	0	0	1	1	0	5	1	5	0	0	0	14
03:30	2	0	0	0	1	1	5	7	16	13	8	0	0	3	56
03:45	0	0	0	0	0	0	3	7	3	3	2	1	0	0	19
04:00	1	0	0	0	0	0	0	7	10	5	5	0	1	0	29
04:15	0	0	0	0	0	1	0	3	5	5	5	2	0	0	21
04:30	0	0	0	0	0	0	3	6	5	5	5	3	2	0	27
04:45	1	0	0	0	0	1	6	20	24	18	17	6	3	0	96
05:00	0	0	0	0	0	0	0	4	7	10	9	0	1	0	31
05:15	0	0	0	0	0	0	1	3	13	8	5	4	1	0	35
05:30	0	0	0	0	0	0	2	6	9	14	21	5	1	1	59
05:45	1	0	0	0	0	0	0	4	13	22	12	9	5	0	66
06:00	1	0	0	0	0	0	3	17	42	54	47	18	8	1	191
06:15	0	0	0	0	0	0	0	4	13	33	28	12	14	3	107
06:30	2	0	0	0	0	0	2	5	19	32	43	24	17	6	150
06:45	5	0	0	0	0	0	1	7	28	38	31	35	16	13	174
07:00	3	0	0	0	0	4	0	11	36	31	39	29	17	16	186
07:15	10	0	0	0	0	4	3	27	96	134	141	100	64	38	617
07:30	0	0	0	0	0	0	1	10	28	38	37	32	17	19	182
07:45	4	0	0	0	0	1	1	12	23	50	39	36	19	13	198
08:00	11	0	0	0	2	7	6	15	32	40	46	31	20	30	240
08:15	4	0	0	0	0	0	2	6	31	49	53	35	13	12	205
08:30	19	0	0	0	2	8	10	43	114	177	175	134	69	74	825
08:45	7	0	0	0	0	0	1	12	34	50	45	41	20	21	231
09:00	12	0	2	3	5	6	16	38	45	63	62	38	20	12	322
09:15	17	0	0	0	1	6	15	36	64	85	54	27	15	7	327
09:30	14	0	0	0	0	2	4	24	64	80	52	44	19	3	306
09:45	50	0	2	3	6	14	36	110	207	278	213	150	74	43	1186
10:00	6	0	0	0	0	0	4	32	60	71	56	32	13	6	280
10:15	5	0	0	0	0	1	10	25	63	73	49	24	8	2	260
10:30	7	0	0	0	0	3	8	16	48	69	51	30	7	5	244
10:45	4	0	0	0	0	0	4	12	35	63	53	21	13	6	211
11:00	22	0	0	0	0	4	26	85	206	276	209	107	41	19	995
11:15	5	0	0	0	0	1	9	12	38	57	38	26	7	2	195
11:30	4	0	0	0	0	3	23	46	65	32	21	3	0	0	197
11:45	2	0	0	0	3	6	38	63	50	24	2	0	0	0	188
12:00	4	0	0	0	0	6	19	59	47	30	15	1	0	1	182
12:15	15	0	0	0	3	16	89	180	200	143	76	30	7	3	762
12:30	2	0	0	0	1	4	27	65	56	21	9	0	0	0	185
12:45	2	0	0	0	0	1	25	45	54	40	15	7	0	1	190
13:00	4	0	0	0	0	4	20	57	56	43	20	3	0	0	207
13:15	3	0	0	0	0	2	19	41	55	37	15	8	0	0	180
13:30	11	0	0	0	1	11	91	208	221	141	59	18	0	1	762
13:45	3	0	0	0	1	2	19	36	40	41	29	9	0	0	180
14:00	4	0	0	0	0	5	13	30	62	57	23	5	1	3	203
14:15	6	0	0	1	2	6	12	45	60	70	11	5	0	0	218
14:30	3	0	0	0	0	2	13	38	69	46	15	4	1	2	193
14:45	16	0	0	1	3	15	57	149	231	214	78	23	2	5	794
Total	147	0	2	4	17	75	336	871	1410	1491	1038	594	270	188	6443

All Traffic Data Services, Inc

alltrafficdata.net

Site Code: A
Station ID: A
HWY 61 NORTH OF GOLDWORTH ROAD

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	6	0	0	0	0	1	16	55	63	39	29	3	1	0	213
12:15	3	0	0	0	0	1	11	43	68	60	37	9	1	0	233
12:30	7	0	0	0	0	1	20	44	73	31	24	4	0	0	204
12:45	3	0	0	0	0	2	25	44	56	48	17	7	1	0	203
	19	0	0	0	0	5	72	186	260	178	107	23	3	0	853
13:00	4	0	0	0	1	9	17	46	58	32	10	1	0	0	178
13:15	2	0	0	0	0	2	17	39	50	48	16	7	0	0	181
13:30	9	0	0	0	0	5	16	43	73	36	15	4	0	0	201
13:45	4	0	0	0	0	9	14	38	63	56	20	13	0	0	217
	19	0	0	0	1	25	64	166	244	172	61	25	0	0	777
14:00	5	0	0	0	0	3	16	37	61	51	19	4	0	0	196
14:15	3	0	0	0	0	5	5	50	62	48	29	6	1	0	209
14:30	3	0	0	0	4	3	15	40	70	50	34	7	0	1	227
14:45	5	0	0	0	0	2	19	61	59	52	21	12	3	0	234
	16	0	0	0	4	13	55	188	252	201	103	29	4	1	866
15:00	6	0	0	0	1	2	27	54	71	54	17	4	1	0	237
15:15	4	0	0	0	0	2	22	65	73	46	17	7	3	0	239
15:30	2	0	0	0	0	5	10	47	78	64	12	4	0	0	222
15:45	8	0	0	0	4	10	21	60	81	40	24	4	2	0	254
	20	0	0	0	5	19	80	226	303	204	70	19	6	0	952
16:00	17	0	0	9	21	27	33	62	80	47	13	5	0	0	314
16:15	8	0	0	1	4	19	47	56	77	43	11	6	0	0	272
16:30	7	0	0	1	1	1	21	47	83	57	35	7	3	1	264
16:45	4	0	0	0	5	5	11	52	71	56	26	7	1	1	239
	36	0	0	11	31	52	112	217	311	203	85	25	4	2	1089
17:00	6	0	0	0	1	3	20	53	75	69	26	3	1	0	257
17:15	9	0	0	0	0	3	11	52	88	73	44	6	0	0	286
17:30	2	0	0	0	0	2	18	61	100	72	40	7	1	0	303
17:45	5	0	0	0	0	0	13	45	96	82	42	11	3	2	299
	22	0	0	0	1	8	62	211	359	296	152	27	5	2	1145
18:00	9	0	0	0	0	3	21	58	56	62	30	9	5	2	255
18:15	7	0	0	0	0	0	10	45	81	68	28	13	4	0	256
18:30	3	0	0	0	0	1	5	27	71	51	24	14	6	0	202
18:45	4	0	0	0	0	1	6	26	55	50	22	7	2	0	173
	23	0	0	0	0	5	42	156	263	231	104	43	17	2	886
19:00	1	0	0	0	1	0	4	32	56	44	13	5	0	0	156
19:15	2	0	0	0	0	1	10	25	58	25	20	11	2	1	155
19:30	0	0	0	0	0	1	3	26	47	41	17	4	1	0	140
19:45	1	0	0	0	0	1	2	20	45	26	12	3	1	0	111
	4	0	0	0	1	3	19	103	206	136	62	23	4	1	562
20:00	1	0	0	0	0	2	6	16	34	36	26	7	6	1	135
20:15	4	0	0	0	0	0	3	19	43	34	25	8	1	0	137
20:30	5	0	0	0	0	0	10	31	43	29	10	2	0	0	130
20:45	0	0	0	0	0	0	10	23	37	22	6	4	1	0	103
	10	0	0	0	0	2	29	89	157	121	67	21	8	1	505
21:00	0	0	0	0	0	2	6	28	45	15	2	2	0	0	100
21:15	0	0	0	0	0	0	6	19	32	23	11	4	0	0	95
21:30	0	0	0	0	3	6	22	20	20	11	0	0	0	0	82
21:45	0	0	0	0	1	1	9	30	24	16	5	2	0	0	88
	0	0	0	0	4	9	43	97	121	65	18	8	0	0	365
22:00	0	0	0	0	0	1	4	8	27	15	4	4	1	0	64
22:15	1	0	0	0	0	1	8	17	17	8	3	0	0	0	55
22:30	0	0	0	1	0	0	3	11	10	13	2	0	1	0	41
22:45	0	0	0	0	0	0	3	5	16	12	2	1	0	0	39
	1	0	0	1	0	2	18	41	70	48	11	5	2	0	199
23:00	0	0	0	0	0	0	1	3	18	13	8	0	0	0	43
23:15	0	0	0	0	0	0	2	6	13	12	3	2	0	0	38
23:30	0	0	0	0	0	1	2	7	11	12	2	0	0	0	35
23:45	0	0	0	0	0	0	3	8	14	11	5	0	0	0	41
	0	0	0	0	0	1	8	24	56	48	18	2	0	0	157
Total	170	0	0	12	47	144	604	1704	2602	1903	858	250	53	9	8356
Grand Total	317	0	2	16	64	219	940	2575	4012	3394	1896	844	323	197	14799

15th Percentile : 46 MPH
50th Percentile : 53 MPH
85th Percentile : 62 MPH
95th Percentile : 67 MPH

Stats Mean Speed(Average) : 54 MPH
10 MPH Pace Speed : 51-60 MPH
Number in Pace : 7406

Percent in Pace :	50.0%
Number of Vehicles > 55 MPH :	6654
Percent of Vehicles > 55 MPH :	45.0%

alltrafficdata.net

Site Code: A

Station ID: A

HWY 61 NORTH OF GOLDWORTH ROAD

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
05/15/18	0	0	0	0	0	1	0	5	16	10	4	0	0	0	36
00:15	0	0	0	0	0	0	1	4	18	8	1	1	0	0	33
00:30	0	0	0	0	0	0	4	9	8	7	0	1	1	0	30
00:45	0	0	0	0	0	0	1	1	12	5	9	2	1	0	31
01:00	0	0	0	0	0	1	6	19	54	30	14	4	2	0	130
01:15	1	0	0	0	0	0	2	1	8	8	4	0	0	0	24
01:30	0	0	0	0	0	0	0	2	7	4	1	0	0	0	14
01:45	0	0	0	0	0	0	1	2	9	5	1	0	0	0	18
02:00	0	0	0	0	0	0	0	1	5	6	1	0	0	0	13
02:15	1	0	0	0	0	0	3	6	29	23	7	0	0	0	69
02:30	0	0	0	0	0	0	1	3	5	6	2	0	0	0	17
02:45	0	0	0	0	0	0	0	3	5	4	4	2	0	0	18
03:00	2	1	0	1	1	0	3	3	4	7	2	0	0	0	24
03:15	0	0	0	0	0	0	0	3	5	4	1	1	0	0	14
03:30	0	0	0	0	0	0	0	3	5	4	1	1	0	0	14
03:45	1	0	0	0	0	0	1	0	5	5	3	1	0	0	16
04:00	1	0	0	0	0	0	4	9	19	16	7	2	0	0	58
04:15	0	0	0	0	0	0	0	2	2	4	2	0	0	0	10
04:30	0	0	0	0	1	0	2	2	9	7	3	3	0	0	27
04:45	0	0	0	0	0	0	1	2	11	11	4	0	1	0	30
05:00	0	0	0	0	0	0	0	2	4	9	2	1	0	1	19
05:15	0	0	0	0	1	0	3	8	26	31	11	4	1	1	86
05:30	1	0	0	0	0	0	0	3	7	16	4	2	0	0	33
05:45	0	0	0	0	0	0	3	2	14	16	7	2	0	0	44
06:00	0	0	0	0	0	0	0	4	11	21	11	5	1	1	54
06:15	4	0	0	0	0	0	3	2	13	24	9	8	1	0	64
06:30	5	0	0	0	0	0	6	11	45	77	31	17	2	1	195
06:45	5	0	0	0	0	0	0	6	18	30	17	7	1	0	84
07:00	8	0	0	0	0	0	1	7	19	45	40	7	2	0	129
07:15	2	0	0	0	1	0	0	5	18	44	32	18	1	0	121
07:30	3	0	0	0	1	1	5	12	23	53	40	24	1	1	164
07:45	18	0	0	0	2	1	6	30	78	172	129	56	5	1	498
08:00	11	0	0	0	0	1	0	9	37	68	48	16	2	0	192
08:15	15	0	0	0	0	0	0	11	22	92	89	37	3	0	269
08:30	12	0	0	0	0	0	1	14	45	82	89	23	1	1	268
08:45	10	0	0	0	0	0	5	10	51	71	61	18	2	0	228
09:00	48	0	0	0	0	1	6	44	155	313	287	94	8	1	957
09:15	20	0	0	0	0	0	4	17	50	82	36	12	5	0	226
09:30	5	0	0	0	0	1	4	10	60	88	51	9	2	0	230
09:45	9	0	0	0	0	1	3	19	60	75	39	6	2	1	215
10:00	5	0	0	0	0	0	3	20	44	72	35	19	0	0	198
10:15	39	0	0	0	0	2	14	66	214	317	161	46	9	1	869
10:30	7	0	0	0	0	0	0	16	50	52	47	9	1	0	182
10:45	6	0	0	0	0	3	4	30	55	56	17	0	0	0	171
11:00	11	0	0	1	1	1	8	29	60	39	21	0	0	0	171
11:15	6	0	0	0	0	0	2	23	47	55	16	2	0	0	151
11:30	30	0	0	1	1	4	14	98	212	202	101	11	1	0	675
11:45	7	0	0	0	0	0	1	27	69	56	10	1	0	0	171
12:00	4	0	0	0	0	2	4	47	55	42	7	1	1	0	163
12:15	9	0	0	0	0	0	4	29	72	52	6	1	0	0	173
12:30	9	0	0	0	0	0	5	24	52	54	13	4	1	0	162
12:45	29	0	0	0	0	2	14	127	248	204	36	7	2	0	669
13:00	8	0	0	0	0	1	6	26	53	54	13	0	0	0	161
13:15	11	0	0	0	0	0	1	20	78	66	19	1	0	0	196
13:30	5	0	0	1	0	4	6	19	46	67	23	2	0	0	173
13:45	8	0	0	0	0	0	1	27	61	80	28	7	0	0	212
14:00	32	0	0	1	0	5	14	92	238	267	83	10	0	0	742
Total	205	1	0	3	5	16	94	522	1337	1673	876	254	30	5	5021

All Traffic Data Services, Inc

alltrafficdata.net

Site Code: A

Station ID: A

HWY 61 NORTH OF GOLDWORTH ROAD

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	7	0	0	0	0	0	4	25	62	52	16	0	1	0	167
12:15	9	0	0	0	0	0	5	28	64	75	17	2	1	0	201
12:30	4	0	0	0	0	0	4	23	75	53	22	4	0	0	185
12:45	3	0	0	0	0	0	3	22	66	76	32	4	0	0	206
	23	0	0	0	0	0	16	98	267	256	87	10	2	0	759
13:00	5	0	0	0	0	3	3	37	51	82	19	4	1	0	205
13:15	13	0	0	0	0	1	1	14	79	68	31	2	1	0	210
13:30	9	0	0	0	0	8	12	35	50	56	14	0	0	0	184
13:45	13	0	3	9	11	4	12	36	67	52	23	5	0	1	236
	40	0	3	9	11	16	28	122	247	258	87	11	2	1	835
14:00	11	0	0	0	0	3	15	36	76	62	16	2	2	0	223
14:15	8	0	0	0	0	2	10	32	90	85	22	5	0	0	254
14:30	15	0	0	2	0	0	9	32	66	82	26	1	0	1	234
14:45	8	0	0	0	0	1	6	44	91	63	11	3	0	0	227
	42	0	0	2	0	6	40	144	323	292	75	11	2	1	938
15:00	13	0	0	1	1	1	6	32	72	53	26	4	0	0	209
15:15	7	0	0	0	0	1	1	38	81	83	30	4	0	0	245
15:30	7	0	0	0	0	1	4	32	112	85	37	7	0	0	285
15:45	13	0	0	0	0	0	8	36	93	94	63	7	0	0	314
	40	0	0	1	1	3	19	138	358	315	156	22	0	0	1053
16:00	11	0	0	0	0	2	3	31	106	98	47	8	0	0	306
16:15	14	0	0	0	0	3	5	32	77	99	41	6	1	0	278
16:30	16	0	0	0	1	0	2	43	84	111	31	10	3	0	301
16:45	15	0	0	0	0	0	1	33	78	112	35	9	2	1	286
	56	0	0	0	1	5	11	139	345	420	154	33	6	1	1171
17:00	13	0	0	0	0	0	11	40	112	107	50	15	5	1	354
17:15	16	0	0	0	0	0	3	31	87	100	65	16	5	0	323
17:30	8	0	0	0	0	0	7	22	85	128	49	8	1	0	308
17:45	19	0	0	0	0	0	1	18	77	92	71	20	1	0	299
	56	0	0	0	0	0	22	111	361	427	235	59	12	1	1284
18:00	8	0	0	0	0	0	1	15	82	93	61	9	1	0	270
18:15	10	0	0	0	0	0	2	18	92	85	44	11	2	1	265
18:30	7	0	0	0	0	0	1	14	66	86	42	10	0	0	226
18:45	6	0	0	0	0	0	1	25	72	71	35	6	1	0	217
	31	0	0	0	0	0	5	72	312	335	182	36	4	1	978
19:00	11	0	0	0	0	0	0	17	60	68	39	10	2	1	208
19:15	5	0	0	0	0	0	1	15	55	61	32	9	1	0	179
19:30	4	0	0	0	0	0	1	9	37	70	41	13	1	0	176
19:45	4	0	0	0	0	0	3	7	59	62	32	9	0	0	176
	24	0	0	0	0	0	5	48	211	261	144	41	4	1	739
20:00	2	0	0	0	0	0	3	16	42	62	29	5	3	0	162
20:15	3	0	0	0	0	0	3	17	39	47	18	5	0	0	132
20:30	1	0	0	0	0	0	2	12	57	65	11	3	0	0	151
20:45	1	0	0	0	0	1	1	17	32	40	13	2	0	0	107
	7	0	0	0	0	1	9	62	170	214	71	15	3	0	552
21:00	2	0	0	0	0	0	5	25	43	35	10	2	0	0	122
21:15	4	0	0	0	0	0	2	14	39	41	19	5	0	0	124
21:30	0	0	0	0	0	0	5	19	38	26	11	2	0	0	101
21:45	2	0	0	0	0	0	2	10	33	37	17	5	1	0	107
	8	0	0	0	0	0	14	68	153	139	57	14	1	0	454
22:00	2	0	0	0	0	0	2	26	30	27	11	3	1	0	102
22:15	1	0	0	1	0	0	2	8	19	23	10	1	0	0	65
22:30	0	0	0	0	0	0	3	8	20	27	7	2	1	0	68
22:45	0	0	0	0	0	0	2	4	20	19	9	3	3	0	60
	3	0	0	1	0	0	9	46	89	96	37	9	5	0	295
23:00	0	0	0	0	0	0	2	8	24	19	11	1	0	0	65
23:15	1	0	0	0	0	1	0	2	19	16	5	1	0	0	45
23:30	3	0	0	0	1	1	2	7	17	19	12	2	0	0	64
23:45	1	0	0	0	0	0	1	3	11	16	6	1	0	0	39
	5	0	0	0	1	2	5	20	71	70	34	5	0	0	213
Total	335	0	3	13	14	33	183	1068	2907	3083	1319	266	41	6	9271
Grand Total	540	1	3	16	19	49	277	1590	4244	4756	2195	520	71	11	14292

15th Percentile : 48 MPH
 50th Percentile : 55 MPH
 85th Percentile : 61 MPH
 95th Percentile : 64 MPH

Stats Mean Speed(Average) : 54 MPH
 10 MPH Pace Speed : 51-60 MPH
 Number in Pace : 9000

Percent in Pace :	63.0%
Number of Vehicles > 55 MPH :	7553
Percent of Vehicles > 55 MPH :	52.8%

ATR B

**SPEED &
CLASSIFICATION
DATA**

All Traffic Data Services, Inc

Page 1

alltrafficdata.net

Site Code: B
Station ID: B
HWY 61 SOUTH OF GOLDWORTH ROAD

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/18	0	24	4	0	0	1	0	0	1	0	0	0	0	30
00:15	0	21	2	0	0	1	0	0	0	0	0	0	0	24
00:30	0	21	2	0	0	0	0	0	0	0	0	0	0	23
00:45	0	16	2	0	0	0	0	0	0	0	0	0	0	18
01:00	0	82	10	0	0	2	0	0	1	0	0	0	0	95
01:15	0	13	2	0	1	1	0	0	1	0	0	0	0	18
01:30	0	11	1	0	1	1	0	0	0	0	0	0	0	14
01:45	0	15	2	0	0	0	0	0	0	0	0	0	0	17
02:00	1	9	2	0	1	1	0	1	1	0	0	0	0	16
02:15	1	48	7	0	3	3	0	1	2	0	0	0	0	65
02:30	0	8	1	1	0	0	0	0	1	0	0	0	0	11
02:45	1	15	4	0	0	1	0	0	0	1	0	0	0	22
03:00	0	8	1	0	0	0	0	1	0	0	0	0	0	10
03:15	0	10	1	0	0	0	0	0	0	1	0	0	0	12
03:30	1	41	7	1	0	1	0	1	1	2	0	0	0	55
03:45	1	16	1	0	0	0	0	0	1	0	0	0	0	19
04:00	1	14	6	1	0	1	0	0	3	0	0	0	0	26
04:15	0	15	4	0	0	1	0	0	1	0	0	0	0	21
04:30	1	20	4	0	0	2	0	0	0	0	0	0	0	27
04:45	3	65	15	1	0	4	0	0	5	0	0	0	0	93
05:00	0	22	7	0	1	0	0	0	2	0	0	0	0	32
05:15	1	25	7	0	1	1	0	0	0	0	0	0	0	35
05:30	0	37	17	0	2	1	0	0	0	0	0	0	0	57
05:45	0	50	19	0	0	0	0	0	0	0	0	0	0	69
06:00	1	134	50	0	4	2	0	0	2	0	0	0	0	193
06:15	0	73	29	0	3	1	0	1	1	0	0	0	0	108
06:30	1	103	35	0	7	1	0	2	0	0	0	0	0	149
06:45	3	122	25	0	7	4	0	1	2	0	0	0	0	164
07:00	2	122	47	0	14	2	0	1	3	0	0	0	0	191
07:15	6	420	136	0	31	8	0	5	6	0	0	0	0	612
07:30	1	117	45	2	7	0	0	0	1	0	0	0	0	173
07:45	0	157	36	0	1	1	0	1	1	0	0	0	0	197
08:00	0	167	48	0	7	5	0	4	3	0	0	0	0	234
08:15	2	157	30	1	3	1	0	1	0	1	0	0	0	196
08:30	3	598	159	3	18	7	0	6	5	1	0	0	0	800
08:45	2	201	32	1	3	1	0	4	3	0	1	0	0	248
09:00	1	247	54	1	5	1	0	3	0	1	0	0	1	314
09:15	1	272	59	2	5	2	0	1	2	0	1	0	0	345
09:30	1	241	43	0	5	3	0	3	1	0	0	0	0	297
09:45	5	961	188	4	18	7	0	11	6	1	2	0	1	1204
10:00	1	228	49	1	10	0	0	2	1	0	1	0	0	293
10:15	1	195	48	0	3	2	0	2	2	0	0	0	0	253
10:30	1	176	38	1	7	2	0	0	0	1	0	0	0	226
10:45	3	150	43	1	4	1	0	2	0	1	1	0	0	206
11:00	6	749	178	3	24	5	0	6	3	2	2	0	0	978
11:15	0	143	39	1	10	1	0	3	2	0	0	0	0	199
11:30	0	139	38	2	9	1	0	2	2	0	0	0	0	193
11:45	0	144	34	0	5	2	0	2	0	0	0	0	0	187
12:00	0	135	42	2	7	2	0	1	2	0	0	0	0	191
12:15	0	561	153	5	31	6	0	8	6	0	0	0	0	770
12:30	1	136	27	0	7	2	0	0	5	0	0	0	0	178
12:45	1	132	43	1	5	3	0	2	2	0	1	0	0	190
13:00	2	135	48	3	6	4	0	1	0	0	0	0	1	200
13:15	0	121	43	1	8	1	0	3	3	0	0	0	0	180
13:30	4	524	161	5	26	10	0	6	10	0	1	0	1	748
13:45	1	124	32	1	6	2	0	2	5	0	0	0	0	173
14:00	1	136	43	2	6	2	0	4	2	0	1	0	0	197
14:15	0	166	46	1	7	5	0	1	2	0	0	0	1	229
14:30	0	138	34	0	7	2	0	3	4	0	0	0	0	188
14:45	2	564	155	4	26	11	0	10	13	0	1	0	1	787
Total	32	4747	1219	26	181	66	0	54	60	6	6	0	3	6400
Percent	0.5%	74.2%	19.0%	0.4%	2.8%	1.0%	0.0%	0.8%	0.9%	0.1%	0.1%	0.0%	0.0%	

alltrafficdata.net

Site Code: B

Station ID: B

HWY 61 SOUTH OF GOLDWORTH ROAD

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	147	47	1	7	0	0	3	2	0	0	0	0	208
12:15	2	151	46	1	7	5	0	3	1	0	0	0	0	216
12:30	0	155	30	3	9	0	0	2	4	0	0	0	0	203
12:45	2	138	43	1	5	2	0	4	3	0	0	0	0	198
	5	591	166	6	28	7	0	12	10	0	0	0	0	825
13:00	2	111	43	3	10	3	0	3	3	0	0	0	0	178
13:15	1	142	32	0	5	1	0	2	2	0	0	0	0	185
13:30	3	146	31	1	12	3	0	2	0	0	2	0	0	200
13:45	0	154	34	2	9	1	0	3	5	1	0	0	0	209
	6	553	140	6	36	8	0	10	10	1	2	0	0	772
14:00	5	137	47	0	4	6	0	2	3	1	0	0	0	205
14:15	1	128	43	1	6	3	0	1	2	1	0	0	0	186
14:30	0	173	41	2	10	1	0	1	2	0	0	0	0	230
14:45	1	186	44	1	10	4	0	2	0	0	0	0	0	248
	7	624	175	4	30	14	0	6	7	2	0	0	0	869
15:00	1	176	50	1	7	3	0	1	2	0	0	0	0	241
15:15	2	173	36	1	8	3	0	5	0	0	0	0	0	228
15:30	2	173	32	0	7	0	0	2	1	0	1	1	0	219
15:45	2	181	49	3	6	2	0	5	2	1	1	0	0	252
	7	703	167	5	28	8	0	13	5	1	2	1	0	940
16:00	2	254	59	2	6	6	0	2	3	1	0	0	0	335
16:15	2	200	46	1	3	2	0	2	4	0	0	0	0	260
16:30	1	191	47	2	7	1	0	2	2	0	0	0	0	253
16:45	3	196	34	0	8	4	0	2	2	0	1	0	0	250
	8	841	186	5	24	13	0	8	11	1	1	0	0	1098
17:00	4	184	54	0	7	3	0	0	4	0	0	0	0	256
17:15	1	241	41	1	8	1	0	3	0	1	0	0	0	297
17:30	0	230	49	0	4	2	0	6	1	0	0	0	0	292
17:45	1	235	53	1	6	3	0	2	1	0	0	0	0	302
	6	890	197	2	25	9	0	11	6	1	0	0	0	1147
18:00	2	195	46	1	2	1	0	3	1	0	0	0	0	251
18:15	2	197	45	0	6	1	0	2	1	2	0	0	1	257
18:30	4	138	38	0	8	4	0	1	1	0	1	0	0	195
18:45	0	123	38	1	2	0	0	0	4	0	1	0	0	169
	8	653	167	2	18	6	0	6	7	2	2	0	1	872
19:00	1	118	18	1	6	2	0	1	1	1	0	0	0	149
19:15	2	134	18	0	5	2	0	2	1	0	0	0	0	164
19:30	1	108	31	0	6	0	0	0	0	0	0	0	0	146
19:45	1	83	12	0	2	3	0	2	0	0	1	0	0	104
	5	443	79	1	19	7	0	5	2	1	1	0	0	563
20:00	2	100	30	0	5	1	0	0	1	0	0	0	0	139
20:15	1	107	28	0	1	0	0	1	0	0	0	0	0	138
20:30	2	101	27	0	2	3	0	0	2	0	0	0	0	137
20:45	0	79	15	0	3	1	0	0	0	0	0	0	0	98
	5	387	100	0	11	5	0	1	3	0	0	0	0	512
21:00	0	85	14	0	3	0	0	0	1	0	0	0	0	103
21:15	0	79	15	0	1	0	0	0	0	0	0	0	0	95
21:30	1	68	9	2	0	0	0	0	1	0	0	0	0	81
21:45	0	69	9	0	2	0	0	0	1	0	0	0	0	81
	1	301	47	2	6	0	0	0	3	0	0	0	0	360
22:00	0	52	5	0	2	0	0	1	2	0	0	0	0	62
22:15	0	48	5	0	1	0	0	0	2	0	0	0	0	56
22:30	0	42	1	0	0	0	0	0	0	0	0	0	0	43
22:45	0	35	5	0	1	0	0	0	1	0	0	0	0	42
	0	177	16	0	4	0	0	1	5	0	0	0	0	203
23:00	0	31	5	0	0	0	0	0	2	0	0	0	0	38
23:15	0	33	4	0	0	0	0	0	0	0	0	0	0	37
23:30	1	31	6	0	1	1	0	0	0	0	0	0	0	40
23:45	1	26	8	0	1	1	0	0	0	0	0	0	0	37
	2	121	23	0	2	2	0	0	2	0	0	0	0	152
Total	60	6284	1463	33	231	79	0	73	71	9	8	1	1	8313
Percent	0.7%	75.6%	17.6%	0.4%	2.8%	1.0%	0.0%	0.9%	0.9%	0.1%	0.1%	0.0%	0.0%	
Grand Total	92	11031	2682	59	412	145	0	127	131	15	14	1	4	14713
Percent	0.6%	75.0%	18.2%	0.4%	2.8%	1.0%	0.0%	0.9%	0.9%	0.1%	0.1%	0.0%	0.0%	

alltrafficdata.net

Site Code: B

Station ID: B

HWY 61 SOUTH OF GOLDWORTH ROAD

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/18	0	29	7	0	0	0	0	0	1	0	0	0	0	37
00:15	0	29	2	0	1	0	0	0	1	0	0	0	0	33
00:30	2	23	2	0	0	3	0	0	2	0	0	0	0	32
00:45	0	25	5	0	0	0	0	0	1	0	0	0	0	31
	2	106	16	0	1	3	0	0	5	0	0	0	0	133
01:00	0	18	2	0	1	0	0	0	1	0	0	0	0	22
01:15	0	15	1	0	0	0	0	0	0	0	0	0	0	16
01:30	0	14	2	0	0	0	0	1	1	0	0	0	0	18
01:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13
	0	58	7	0	1	0	0	1	2	0	0	0	0	69
02:00	0	16	0	1	0	0	0	1	0	0	0	0	0	18
02:15	2	11	3	0	1	2	0	1	2	0	0	0	0	22
02:30	0	15	2	0	0	0	0	0	4	0	0	0	0	21
02:45	0	12	1	0	0	0	0	0	1	0	0	0	0	14
	2	54	6	1	1	2	0	2	7	0	0	0	0	75
03:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
03:15	0	10	2	0	0	0	0	0	1	0	0	0	0	13
03:30	0	15	2	0	0	0	0	0	0	0	0	0	0	17
03:45	0	11	3	0	0	0	0	0	3	0	0	0	0	17
	0	44	8	0	1	0	0	0	4	0	0	0	0	57
04:00	0	8	0	0	0	2	0	0	2	0	0	0	0	12
04:15	0	21	2	0	1	0	0	0	2	0	0	0	0	26
04:30	0	22	4	1	1	1	0	0	0	0	0	0	0	29
04:45	0	18	3	0	0	0	0	0	1	0	0	0	0	22
	0	69	9	1	2	3	0	0	5	0	0	0	0	89
05:00	0	24	4	0	0	2	0	4	1	0	0	0	0	35
05:15	0	31	9	0	0	1	0	1	1	0	0	0	0	43
05:30	0	45	9	0	0	0	0	0	1	0	0	0	0	55
05:45	1	51	8	0	2	2	0	1	1	0	0	0	0	66
	1	151	30	0	2	5	0	6	4	0	0	0	0	199
06:00	0	61	11	0	1	1	0	0	4	0	0	0	1	79
06:15	0	99	19	1	5	4	0	0	2	1	0	0	0	131
06:30	0	112	8	0	4	0	0	2	1	0	0	0	0	127
06:45	0	139	13	1	5	1	0	1	3	0	0	0	0	163
	0	411	51	2	15	6	0	3	10	1	0	0	1	500
07:00	3	182	13	0	5	3	0	2	3	0	0	0	0	211
07:15	2	236	26	0	5	3	0	0	2	0	0	0	0	274
07:30	0	254	25	0	2	1	0	1	6	0	0	1	0	290
07:45	6	178	23	2	5	5	0	2	2	0	0	0	0	223
	11	850	87	2	17	12	0	5	13	0	0	1	0	998
08:00	1	200	26	0	11	4	0	1	3	0	0	0	0	246
08:15	2	171	33	2	6	3	0	1	3	0	0	0	0	221
08:30	2	190	20	0	5	4	0	5	2	0	1	0	0	229
08:45	2	155	21	2	5	2	0	3	1	0	0	0	1	192
	7	716	100	4	27	13	0	10	9	0	1	0	1	888
09:00	1	155	26	3	3	1	1	1	3	0	0	0	0	194
09:15	3	94	37	1	19	1	0	5	3	1	0	0	0	164
09:30	2	81	52	0	19	1	0	10	1	0	0	0	0	166
09:45	2	87	46	1	14	1	1	3	2	0	0	0	2	159
	8	417	161	5	55	4	2	19	9	1	0	0	2	683
10:00	1	104	40	1	11	2	0	5	3	0	0	0	0	167
10:15	1	103	36	1	9	2	0	6	1	0	0	0	0	159
10:30	0	104	37	2	15	4	0	7	2	0	0	0	0	171
10:45	1	97	41	4	13	0	0	6	0	0	0	0	0	162
	3	408	154	8	48	8	0	24	6	0	0	0	0	659
11:00	1	97	36	1	11	2	0	5	2	0	0	0	0	155
11:15	0	146	38	1	14	0	0	4	5	1	0	0	0	209
11:30	1	119	37	2	6	3	0	4	3	1	0	0	0	176
11:45	4	141	40	2	12	2	0	4	6	1	0	0	0	212
	6	503	151	6	43	7	0	17	16	3	0	0	0	752
Total	40	3787	780	29	213	63	2	87	90	5	1	1	4	5102
Percent	0.8%	74.2%	15.3%	0.6%	4.2%	1.2%	0.0%	1.7%	1.8%	0.1%	0.0%	0.0%	0.1%	

All Traffic Data Services, Inc

alltrafficdata.net

Site Code: B
Station ID: B
HWY 61 SOUTH OF GOLDWORTH ROAD

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	117	32	1	8	1	0	0	1	0	0	0	3	163
12:15	3	123	48	5	7	0	1	5	2	1	0	0	0	195
12:30	2	131	30	3	14	3	1	3	1	0	2	0	0	190
12:45	1	133	44	0	11	1	0	4	2	0	2	0	0	198
	6	504	154	9	40	5	2	12	6	1	4	0	3	746
13:00	3	134	44	1	12	5	0	4	1	0	0	0	0	204
13:15	1	138	55	1	13	1	0	5	1	0	1	0	0	216
13:30	1	100	57	3	11	1	0	4	0	1	0	0	0	178
13:45	1	154	46	3	12	0	0	10	5	1	0	0	0	232
	6	526	202	8	48	7	0	23	7	2	1	0	0	830
14:00	4	141	41	3	15	4	0	11	2	0	1	0	0	222
14:15	2	153	63	1	9	3	0	6	0	1	1	0	0	239
14:30	3	148	61	2	15	4	0	10	1	1	0	0	0	245
14:45	1	158	50	4	16	2	0	10	1	0	0	0	0	242
	10	600	215	10	55	13	0	37	4	2	2	0	0	948
15:00	0	143	49	0	13	0	0	7	2	2	1	1	0	218
15:15	2	162	52	1	9	2	0	4	1	0	1	0	0	234
15:30	1	203	59	4	15	1	0	7	3	1	0	0	0	294
15:45	2	203	67	0	13	2	0	12	1	0	1	0	0	301
	5	711	227	5	50	5	0	30	7	3	3	1	0	1047
16:00	2	215	62	3	16	5	0	7	1	0	2	0	0	313
16:15	2	187	62	1	11	3	0	2	1	0	1	0	0	270
16:30	3	214	59	3	14	1	0	7	2	2	1	0	0	306
16:45	0	204	58	2	8	0	0	6	0	0	1	1	0	280
	7	820	241	9	49	9	0	22	4	2	5	1	0	1169
17:00	2	252	66	2	23	0	0	9	2	1	0	0	0	357
17:15	2	242	53	0	11	1	0	9	1	0	0	0	0	319
17:30	2	232	56	0	11	1	0	5	3	0	1	0	0	311
17:45	0	239	45	1	8	1	1	2	2	0	1	0	0	300
	6	965	220	3	53	3	1	25	8	1	2	0	0	1287
18:00	0	202	54	0	8	0	0	4	1	2	0	0	2	273
18:15	1	189	45	1	13	0	0	0	0	2	0	0	1	252
18:30	0	168	48	1	9	2	0	2	0	0	0	0	0	230
18:45	3	163	34	0	8	1	0	3	5	0	0	0	0	217
	4	722	181	2	38	3	0	9	6	4	0	0	3	972
19:00	0	174	29	0	8	1	0	2	0	1	0	0	0	215
19:15	2	126	31	1	6	1	0	2	2	0	0	0	0	171
19:30	1	148	21	2	5	0	0	2	2	0	0	0	0	181
19:45	1	148	23	0	4	0	0	2	0	0	0	0	0	178
	4	596	104	3	23	2	0	8	4	1	0	0	0	745
20:00	3	130	23	0	4	0	0	0	0	0	0	0	0	160
20:15	0	103	31	0	2	1	0	1	0	0	0	0	0	138
20:30	0	127	29	0	2	0	0	1	1	0	0	0	0	160
20:45	0	88	15	0	2	0	0	2	0	0	0	0	0	107
	3	448	98	0	10	1	0	4	1	0	0	0	0	565
21:00	1	91	16	0	6	0	0	1	2	0	0	0	0	117
21:15	0	100	19	0	1	0	0	1	1	0	0	0	0	122
21:30	0	80	18	0	0	0	0	1	2	0	0	0	0	101
21:45	0	89	17	0	1	0	0	1	0	0	0	0	0	108
	1	360	70	0	8	0	0	4	5	0	0	0	0	448
22:00	0	92	9	1	0	0	0	0	1	0	0	0	0	103
22:15	0	56	5	0	2	0	0	1	2	0	0	0	0	66
22:30	0	55	5	0	2	0	0	0	2	0	0	0	0	64
22:45	0	53	9	0	0	0	0	0	1	0	0	0	0	63
	0	256	28	1	4	0	0	1	6	0	0	0	0	296
23:00	1	58	3	0	1	0	0	0	1	0	0	0	0	64
23:15	0	38	6	0	1	0	0	0	1	0	0	0	0	46
23:30	0	49	9	0	0	0	0	0	2	0	0	0	0	60
23:45	0	36	7	0	0	0	0	0	0	0	0	0	0	43
	1	181	25	0	2	0	0	0	4	0	0	0	0	213
Total	53	6689	1765	50	380	48	3	175	62	16	17	2	6	9266
Percent	0.6%	72.2%	19.0%	0.5%	4.1%	0.5%	0.0%	1.9%	0.7%	0.2%	0.2%	0.0%	0.1%	
Grand Total	93	10476	2545	79	593	111	5	262	152	21	18	3	10	14368
Percent	0.6%	72.9%	17.7%	0.5%	4.1%	0.8%	0.0%	1.8%	1.1%	0.1%	0.1%	0.0%	0.1%	

All Traffic Data Services, Inc

Page 1

alltrafficdata.net

Site Code: B
Station ID: B
HWY 61 SOUTH OF GOLDWORTH ROAD

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
05/15/18	0	0	0	0	0	0	2	9	9	8	1	1	0	0	30
00:15	0	0	0	0	0	0	2	5	10	3	3	1	0	0	24
00:30	0	0	0	0	0	0	3	4	8	6	1	1	0	0	23
00:45	0	0	0	0	0	0	3	6	5	2	2	0	0	0	18
01:00	0	0	0	0	0	0	10	24	32	19	7	3	0	0	95
01:15	0	0	0	0	0	2	2	6	5	3	0	0	0	0	18
01:30	0	0	0	0	1	0	4	3	3	3	0	0	0	0	14
01:45	0	0	0	0	0	0	3	4	3	6	1	0	0	0	17
02:00	0	0	0	0	2	2	2	0	6	4	0	0	0	0	16
02:15	0	0	0	1	0	4	11	13	17	16	1	0	0	0	65
02:30	0	0	0	0	0	3	2	4	5	7	1	0	0	0	11
02:45	0	0	0	0	0	3	2	4	5	7	1	0	0	0	22
03:00	0	0	0	0	1	1	0	1	3	1	2	0	0	0	10
03:15	0	0	0	1	1	5	5	10	16	13	4	0	0	0	12
03:30	0	0	0	0	0	0	4	8	2	3	0	1	1	0	55
03:45	0	0	0	0	0	0	2	6	6	7	3	0	0	0	19
04:00	0	0	0	0	0	2	2	6	7	7	3	0	0	0	26
04:15	0	0	0	0	0	0	2	3	7	7	2	0	0	0	21
04:30	0	0	0	0	0	1	3	3	7	5	3	4	1	0	27
04:45	0	0	0	0	0	3	11	20	22	22	8	5	2	0	93
05:00	0	0	0	0	0	1	2	5	12	6	5	1	0	0	32
05:15	0	0	0	0	0	3	1	9	6	10	5	1	0	0	35
05:30	0	0	0	0	0	0	3	10	16	20	8	0	0	0	57
05:45	3	0	0	0	0	0	3	12	14	20	14	3	0	0	69
06:00	3	0	0	0	0	4	9	36	48	56	32	5	0	0	193
06:15	1	0	0	0	0	1	4	11	22	45	21	3	0	0	108
06:30	3	0	0	0	0	1	6	26	44	44	24	1	0	0	149
06:45	1	0	0	0	0	5	8	19	50	52	26	3	0	0	164
07:00	2	0	0	2	0	5	8	29	46	56	31	7	2	3	191
07:15	7	0	0	2	0	12	26	85	162	197	102	14	2	3	612
07:30	0	0	0	0	0	2	11	30	61	38	27	1	3	0	173
07:45	3	0	0	0	0	1	13	37	56	58	27	2	0	0	197
08:00	9	0	0	0	0	3	22	38	63	61	30	6	2	0	234
08:15	3	0	0	0	0	4	6	37	59	55	23	8	1	0	196
08:30	15	0	0	0	0	10	52	142	239	212	107	17	6	0	800
08:45	6	0	0	0	3	4	9	46	74	79	20	6	1	0	248
09:00	10	0	0	0	0	1	15	65	122	80	17	3	1	0	314
09:15	8	0	0	1	5	5	34	99	123	55	14	1	0	0	345
09:30	8	0	0	0	0	3	40	86	110	35	11	3	1	0	297
09:45	32	0	0	1	8	13	98	296	429	249	62	13	3	0	1204
10:00	9	0	0	0	0	8	19	76	99	59	21	2	0	0	293
10:15	2	0	0	1	0	9	21	90	76	44	7	2	1	0	253
10:30	3	0	0	0	2	5	18	45	77	54	18	3	1	0	226
10:45	2	0	0	0	0	1	14	38	90	49	9	3	0	0	206
11:00	16	0	0	1	2	23	72	249	342	206	55	10	2	0	978
11:15	2	0	0	0	0	4	15	54	62	47	13	1	1	0	199
11:30	1	0	0	0	0	3	20	28	57	58	24	1	1	0	193
11:45	1	0	0	0	0	1	10	35	80	44	14	1	1	0	187
12:00	4	0	0	0	0	2	17	45	63	38	17	3	2	0	191
12:15	8	0	0	0	0	10	62	162	262	187	68	6	5	0	770
12:30	1	0	0	0	1	0	12	36	68	45	11	3	1	0	178
12:45	3	0	0	0	0	4	10	34	72	46	17	3	0	1	190
13:00	2	0	0	0	0	1	11	36	72	51	26	1	0	0	200
13:15	1	0	0	0	0	3	13	30	62	40	23	8	0	0	180
13:30	7	0	0	0	1	8	46	136	274	182	77	15	1	1	748
13:45	2	0	0	0	0	3	7	32	47	44	26	11	1	0	173
14:00	3	0	0	0	1	1	8	43	50	57	25	8	0	1	197
14:15	7	0	0	0	2	2	17	57	74	53	15	2	0	0	229
14:30	1	0	0	0	4	1	9	39	51	67	11	5	0	0	188
14:45	13	0	0	0	7	7	41	171	222	221	77	26	1	1	787
Total	101	0	0	5	22	99	443	1344	2065	1580	600	114	22	5	6400

All Traffic Data Services, Inc

alltrafficdata.net

Site Code: B
Station ID: B
HWY 61 SOUTH OF GOLDWORTH ROAD

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	6	0	0	0	2	1	8	38	53	71	22	6	1	0	208
12:15	4	0	0	0	0	0	7	39	70	73	17	5	1	0	216
12:30	3	0	0	0	0	2	11	47	65	49	12	7	6	1	203
12:45	2	0	0	2	0	2	14	39	51	61	22	3	2	0	198
13:00	15	0	0	2	2	5	40	163	239	254	73	21	10	1	825
13:15	3	0	0	0	0	6	18	28	68	34	15	5	1	0	178
13:30	4	0	0	0	0	3	6	36	57	46	21	10	1	1	185
13:45	5	0	0	0	4	1	16	39	79	26	24	4	2	0	200
14:00	7	0	0	1	1	6	15	31	62	66	15	3	2	0	209
14:15	19	0	0	1	5	16	55	134	266	172	75	22	6	1	772
14:30	7	0	0	2	4	7	9	39	63	52	16	5	1	0	205
14:45	8	0	0	0	2	1	7	23	58	59	23	5	0	0	186
15:00	13	0	0	0	0	4	9	43	87	48	20	4	2	0	230
15:15	10	0	0	0	0	1	15	69	68	51	28	4	2	0	248
15:30	38	0	0	2	6	13	40	174	276	210	87	18	5	0	869
15:45	6	0	0	0	0	6	14	32	89	65	20	7	2	0	241
16:00	8	0	0	0	0	3	5	38	90	44	28	10	0	2	228
16:15	5	0	0	0	2	3	10	60	68	44	27	0	0	0	219
16:30	11	0	0	1	4	7	37	72	64	38	13	5	0	0	252
16:45	30	0	0	1	6	19	66	202	311	191	88	22	2	2	940
17:00	6	0	0	0	6	15	24	98	127	44	14	1	0	0	335
17:15	5	0	0	0	0	8	19	84	83	35	16	6	0	4	260
17:30	7	0	0	0	2	5	11	46	92	66	18	3	2	1	253
17:45	7	0	2	0	2	4	15	53	83	56	21	5	2	0	250
18:00	25	0	2	0	10	32	69	281	385	201	69	15	4	5	1098
18:15	3	0	0	0	1	8	20	44	83	64	26	6	1	0	256
18:30	12	0	0	1	1	0	9	60	112	67	27	6	2	0	297
18:45	13	0	0	0	0	1	15	55	99	72	30	5	1	1	292
19:00	7	0	0	0	0	1	9	55	91	78	50	8	2	1	302
19:15	35	0	0	1	2	10	53	214	385	281	133	25	6	2	1147
19:30	4	0	0	0	2	0	10	61	79	52	29	12	2	0	251
19:45	9	0	0	0	0	1	9	51	75	72	33	5	1	1	257
20:00	6	0	0	0	0	7	4	25	57	51	37	7	1	0	195
20:15	3	0	0	0	0	1	10	30	55	43	24	3	0	0	169
20:30	22	0	0	0	2	9	33	167	266	218	123	27	4	1	872
20:45	2	0	0	0	0	2	7	23	60	38	11	6	0	0	149
21:00	2	0	0	0	1	6	3	33	47	46	18	3	5	0	164
21:15	0	0	0	0	0	1	5	23	53	46	14	3	1	0	146
21:30	2	0	0	0	0	3	6	15	32	26	16	4	0	0	104
21:45	6	0	0	0	1	12	21	94	192	156	59	16	6	0	563
22:00	4	0	0	0	2	1	3	18	44	34	24	5	3	1	139
22:15	2	0	0	0	0	0	9	18	59	30	15	3	2	0	138
22:30	1	0	0	0	4	0	13	38	50	23	8	0	0	0	137
22:45	2	0	0	0	1	0	16	21	33	23	1	0	1	0	98
23:00	9	0	0	0	7	1	41	95	186	110	48	8	6	1	512
23:15	0	0	0	0	0	0	9	42	38	10	3	1	0	0	103
23:30	1	0	0	0	0	1	4	28	33	16	10	2	0	0	95
23:45	1	0	0	0	3	7	22	22	14	8	3	1	0	0	81
24:00	0	0	0	0	0	1	9	37	18	14	1	1	0	0	81
24:15	2	0	0	0	3	9	44	129	103	48	17	5	0	0	360
24:30	0	0	0	0	0	1	6	20	19	11	5	0	0	0	62
24:45	0	0	0	0	1	3	10	9	24	9	0	0	0	0	56
25:00	0	0	0	0	0	1	3	14	13	8	2	1	0	1	43
25:15	1	0	0	0	1	1	4	8	17	9	1	0	0	0	42
25:30	1	0	0	0	2	6	23	51	73	37	8	1	0	1	203
25:45	0	0	0	0	0	2	3	6	17	7	3	0	0	0	38
26:00	0	0	0	0	0	0	4	10	10	9	2	0	0	2	37
26:15	0	0	0	0	3	1	0	13	19	4	0	0	0	0	40
26:30	0	0	0	0	0	3	3	5	15	9	1	1	0	0	37
26:45	0	0	0	0	3	6	10	34	61	29	6	1	0	2	152
Total	202	0	2	7	49	138	495	1738	2743	1907	786	181	49	16	8313
Grand Total	303	0	2	12	71	237	938	3082	4808	3487	1386	295	71	21	14713

15th Percentile : 46 MPH
50th Percentile : 52 MPH
85th Percentile : 59 MPH
95th Percentile : 63 MPH

Stats Mean Speed(Average) : 53 MPH
10 MPH Pace Speed : 51-60 MPH
Number in Pace : 8295

Percent in Pace :	56.4%
Number of Vehicles > 55 MPH :	5260
Percent of Vehicles > 55 MPH :	35.8%

All Traffic Data Services, Inc

alltrafficdata.net

Site Code: B
Station ID: B
HWY 61 SOUTH OF GOLDWORTH ROAD

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
05/15/18	1	0	0	0	1	0	1	14	14	5	0	1	0	0	37
00:15	0	0	0	0	0	0	2	10	12	8	0	1	0	0	33
00:30	0	0	0	0	0	0	6	7	10	7	0	1	0	1	32
00:45	0	0	0	0	0	0	2	6	11	5	6	0	1	0	31
01:00	1	0	0	0	1	0	11	37	47	25	6	3	1	1	133
01:15	1	0	0	0	0	0	2	8	7	4	0	0	0	0	22
01:30	0	0	0	0	0	0	2	7	5	2	0	0	0	0	16
01:45	0	0	0	0	0	1	1	4	10	2	0	0	0	0	18
02:00	0	0	0	0	0	0	0	6	2	4	1	0	0	0	13
02:15	1	0	0	0	0	1	5	25	24	12	1	0	0	0	69
02:30	0	0	0	0	0	0	1	7	4	4	2	0	0	0	18
02:45	3	0	0	0	0	0	0	5	6	5	2	0	0	1	22
03:00	0	0	0	0	0	2	4	4	6	4	1	0	0	0	21
03:15	0	0	0	0	0	0	0	4	6	3	1	0	0	0	14
03:30	3	0	0	0	0	2	5	20	22	16	6	0	0	1	75
03:45	0	0	0	0	0	0	1	6	2	1	0	0	0	0	10
04:00	0	0	0	0	0	0	1	3	7	2	0	0	0	0	13
04:15	0	0	0	0	0	2	1	6	5	3	0	0	0	0	17
04:30	0	0	0	0	0	0	0	5	9	2	1	0	0	0	17
04:45	0	0	0	0	0	2	3	20	23	8	1	0	0	0	57
05:00	0	0	0	0	0	0	1	3	2	6	0	0	0	0	12
05:15	1	0	0	0	0	0	2	7	7	4	5	0	0	0	26
05:30	1	0	0	0	0	0	3	7	14	3	1	0	0	0	29
05:45	0	0	0	0	0	1	1	3	9	4	2	1	1	0	22
06:00	2	0	0	0	0	1	7	20	32	17	8	1	1	0	89
06:15	1	0	0	0	0	0	1	3	22	6	2	0	0	0	35
06:30	1	0	0	0	0	0	1	10	18	10	1	2	0	0	43
06:45	2	0	0	0	0	0	2	7	22	16	2	3	1	0	55
07:00	1	0	0	0	0	0	2	14	27	16	6	0	0	0	66
07:15	5	0	0	0	0	0	6	34	89	48	11	5	1	0	199
07:30	0	0	0	0	0	0	7	18	32	16	6	0	0	0	79
07:45	2	0	0	0	0	0	11	16	66	31	5	0	0	0	131
08:00	4	0	0	0	0	1	4	19	60	29	6	4	0	0	127
08:15	1	0	0	0	1	0	12	30	70	41	7	1	0	0	163
08:30	7	0	0	0	1	1	34	83	228	117	24	5	0	0	500
08:45	3	0	0	0	0	0	15	64	86	36	7	0	0	0	211
09:00	5	0	0	0	0	1	12	51	134	54	17	0	0	0	274
09:15	14	0	0	0	0	1	13	72	146	40	4	0	0	0	290
09:30	2	0	0	0	0	3	20	82	83	26	6	0	0	1	223
09:45	24	0	0	0	0	5	60	269	449	156	34	0	0	1	998
10:00	10	0	0	0	1	1	40	72	90	30	2	0	0	0	246
10:15	3	0	0	0	0	0	14	94	84	19	7	0	0	0	221
10:30	4	0	0	0	1	1	11	85	87	35	4	1	0	0	229
10:45	4	0	0	0	0	1	22	65	67	31	2	0	0	0	192
11:00	21	0	0	0	2	3	87	316	328	115	15	1	0	0	888
11:15	4	0	0	0	0	0	15	71	73	26	5	0	0	0	194
11:30	7	0	0	0	0	0	3	6	20	52	39	25	6	6	164
11:45	3	0	0	0	0	0	0	4	20	52	46	33	7	1	166
12:00	4	0	0	0	0	0	0	6	20	36	68	21	4	0	159
12:15	18	0	0	0	0	0	18	87	133	166	158	79	17	7	683
12:30	5	0	0	0	0	0	0	5	16	50	68	20	1	2	167
12:45	3	0	0	0	0	1	2	5	30	54	38	23	2	1	159
13:00	5	0	0	0	0	0	1	4	31	72	50	6	2	0	171
13:15	3	0	0	0	0	0	0	6	21	69	38	18	2	5	162
13:30	16	0	0	0	0	1	3	20	98	245	194	67	7	8	659
13:45	5	0	0	0	0	0	1	6	19	61	50	11	1	1	155
14:00	5	0	0	0	0	0	0	4	38	82	49	26	4	1	209
14:15	4	0	0	0	0	0	5	10	32	59	43	20	2	1	176
14:30	7	0	0	0	0	0	0	5	41	69	62	23	5	0	212
14:45	21	0	0	0	0	0	6	25	130	271	204	80	12	3	752
Total	119	0	0	0	4	16	245	956	1603	1196	662	241	39	21	5102

All Traffic Data Services, Inc

alltrafficdata.net

Site Code: B
Station ID: B
HWY 61 SOUTH OF GOLDWORTH ROAD

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	1	0	0	0	0	0	0	4	29	72	44	12	0	1	163
12:15	7	0	0	0	0	0	0	4	53	70	41	16	3	1	195
12:30	4	0	0	0	0	0	3	4	35	70	54	17	3	0	190
12:45	3	0	0	0	0	0	0	3	20	70	66	32	3	1	198
	15	0	0	0	0	0	3	15	137	282	205	77	9	3	746
13:00	4	0	0	0	0	0	4	6	39	82	53	14	1	1	204
13:15	7	0	0	0	0	1	0	5	21	78	54	42	6	2	216
13:30	4	0	0	0	0	0	1	8	29	42	61	27	5	1	178
13:45	5	0	0	0	7	12	4	12	35	79	60	14	1	3	232
	20	0	0	0	7	13	9	31	124	281	228	97	13	7	830
14:00	8	0	0	0	0	0	3	10	33	70	80	13	0	5	222
14:15	16	0	0	0	0	0	1	4	37	77	72	28	3	1	239
14:30	11	0	0	0	0	0	0	7	38	73	78	34	4	0	245
14:45	8	0	0	0	0	0	1	7	66	97	48	13	2	0	242
	43	0	0	0	0	0	5	28	174	317	278	88	9	6	948
15:00	7	0	0	0	0	1	2	5	34	72	67	24	4	2	218
15:15	8	0	0	0	0	1	1	5	42	88	68	19	2	0	234
15:30	12	0	0	0	0	1	2	3	53	124	70	23	5	1	294
15:45	11	0	0	0	0	0	1	11	34	109	109	24	2	0	301
	38	0	0	0	0	3	6	24	163	393	314	90	13	3	1047
16:00	1	0	0	0	1	0	0	4	33	142	92	33	6	1	313
16:15	9	0	0	0	0	0	1	13	30	110	83	23	1	0	270
16:30	10	0	0	0	0	0	1	9	52	112	91	22	8	1	306
16:45	8	0	0	0	0	0	0	12	54	99	85	20	2	0	280
	28	0	0	0	1	0	2	38	169	463	351	98	17	2	1169
17:00	8	0	0	0	0	0	1	11	57	147	103	26	3	1	357
17:15	14	0	0	0	0	0	0	14	56	103	90	34	7	1	319
17:30	6	0	0	0	0	0	2	15	47	132	81	27	1	0	311
17:45	13	0	0	0	0	0	0	7	39	119	93	25	4	0	300
	41	0	0	0	0	0	3	47	199	501	367	112	15	2	1287
18:00	9	0	0	0	0	0	1	3	33	121	91	11	4	0	273
18:15	10	0	0	0	0	0	0	9	42	107	68	14	2	0	252
18:30	8	0	0	0	0	0	0	2	42	98	67	11	2	0	230
18:45	3	0	0	0	0	0	1	13	60	91	39	9	1	0	217
	30	0	0	0	0	0	2	27	177	417	265	45	9	0	972
19:00	3	0	0	0	0	0	1	8	49	98	40	13	2	1	215
19:15	1	0	0	0	0	0	0	9	31	75	44	11	0	0	171
19:30	4	0	0	0	0	0	3	11	47	76	37	3	0	0	181
19:45	1	0	0	0	0	0	2	14	52	83	19	6	1	0	178
	9	0	0	0	0	0	6	42	179	332	140	33	3	1	745
20:00	1	0	0	0	0	0	3	8	63	63	15	5	2	0	160
20:15	0	0	0	0	0	0	3	14	51	51	16	3	0	0	138
20:30	4	0	0	0	0	1	6	20	63	50	15	1	0	0	160
20:45	3	0	0	0	0	1	5	19	43	31	4	1	0	0	107
	8	0	0	0	0	2	17	61	220	195	50	10	2	0	565
21:00	3	0	0	0	0	0	2	34	31	34	12	1	0	0	117
21:15	2	0	0	0	0	0	2	17	49	38	11	3	0	0	122
21:30	3	0	0	0	0	0	2	20	47	22	4	3	0	0	101
21:45	1	0	0	0	0	1	2	22	43	30	7	2	0	0	108
	9	0	0	0	0	1	8	93	170	124	34	9	0	0	448
22:00	1	0	0	0	0	1	11	22	38	25	2	2	1	0	103
22:15	0	0	0	0	0	0	7	11	28	17	3	0	0	0	66
22:30	1	0	0	0	0	0	2	19	22	15	4	0	1	0	64
22:45	0	0	0	0	0	0	2	10	25	17	6	2	1	0	63
	2	0	0	0	0	1	22	62	113	74	15	4	3	0	296
23:00	4	0	0	0	0	1	3	18	22	15	1	0	0	0	64
23:15	1	0	0	0	1	0	3	11	17	9	3	1	0	0	46
23:30	0	0	0	0	0	1	2	14	32	9	1	0	1	0	60
23:45	0	0	0	0	0	0	3	10	15	11	3	1	0	0	43
	5	0	0	0	1	2	11	53	86	44	8	2	1	0	213
Total	248	0	0	0	9	22	94	521	1911	3423	2255	665	94	24	9266
Grand Total	367	0	0	0	13	38	339	1477	3514	4619	2917	906	133	45	14368

15th Percentile : 49 MPH
50th Percentile : 56 MPH
85th Percentile : 63 MPH
95th Percentile : 66 MPH

Stats Mean Speed(Average) : 56 MPH
10 MPH Pace Speed : 51-60 MPH
Number in Pace : 8133

Percent in Pace :	56.6%
Number of Vehicles > 55 MPH :	8620
Percent of Vehicles > 55 MPH :	60.0%

APPENDIX C

TRIP GENERATION DATA

Trip Generation Summary

Alternative: Alternative 1

Phase:

Project: Avemore

Open Date: 9/18/2018

Analysis Date: 9/18/2018

ITE	Land Use	Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
251	Zone J		100	100	200		13	23	36		13	9	22
	38 Dwelling Units												
251	Zone B		196	196	392		15	29	44		23	15	38
	81 Dwelling Units												
251	Zone A		109	109	218		13	24	37		14	9	23
	42 Dwelling Units												
252	Zone H		413	413	826		16	32	48		32	28	60
	240 Dwelling Units												
252	Zone E.2		207	206	413		8	16	24		16	14	30
	120 Dwelling Units												
252	Zone C		275	275	550		11	21	32		22	18	40
	160 Dwelling Units												
254	Zone C.1		129	129	258		8	4	12		8	10	18
	84 Beds												
560	Zone G		169	168	337		13	8	21		10	10	20
	37 Gross Floor Area 1000 SF												
710	Zone E.1		754	754	1508		194	27	221		36	177	213
	120 Gross Floor Area 1000 SF												
710	Zone D.1		495	495	990		125	17	142		27	129	156
	69 Gross Floor Area 1000 SF												
826	Zone E		2659	2659	5318				0		143	182	325
	120 Gross Leasable Area 1000 SF												
826	Zone D		754	753	1507				0		45	58	103
	34 Gross Leasable Area 1000 SF												

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

TRIP GENERATION 10, TRAFFICWARE, LLC

P. 1

ITE	Land Use	Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
	Unadjusted Volume		6260	6257	12517		416	201	617		389	659	1048
	Internal Capture Trips		0	0	0		3	3	6		107	107	214
	Pass-By Trips		0	0	0		0	0	0		0	0	0
	Volume Added to Adjacent Streets		6260	6257	12517		413	198	611		282	552	834

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 1 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 20 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

TRIP GENERATION 10, TRAFFICWARE, LLC

P. 2

APPENDIX D

CAPACITY ANALYSIS REPORTS - EXISTING

AM PEAK HOUR

1: SR 61 & I-20 WB Ramps

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	418	0	267	62	611	0	0	946	92
Future Volume (vph)	0	0	0	418	0	267	62	611	0	0	946	92
Satd. Flow (prot)	0	0	0	3303	0	1455	1719	3406	0	0	3406	1455
Flt Permitted				0.950			0.193					
Satd. Flow (perm)	0	0	0	3303	0	1455	349	3406	0	0	3406	1455
Satd. Flow (RTOR)						278						101
Lane Group Flow (vph)	0	0	0	459	0	293	68	671	0	0	1040	101
Turn Type				Perm		Perm	pm+pt	NA			NA	Perm
Protected Phases							1	6			2	
Permitted Phases				8		8	6					2
Total Split (s)				28.0		28.0	12.0	62.0			50.0	50.0
Total Lost Time (s)				4.5		4.5	4.5	4.5			4.5	4.5
Act Effect Green (s)				17.5		17.5	57.7	57.7			48.8	48.8
Actuated g/C Ratio				0.21		0.21	0.69	0.69			0.58	0.58
v/c Ratio				0.67		0.56	0.20	0.29			0.53	0.11
Control Delay				35.6		8.9	6.6	6.1			13.5	2.8
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay				35.6		8.9	6.6	6.1			13.5	2.8
LOS				D		A	A	A			B	A
Approach Delay					25.2			6.1			12.5	
Approach LOS					C			A			B	
Queue Length 50th (ft)				115		6	10	63			173	0
Queue Length 95th (ft)				163		71	28	109			274	24
Internal Link Dist (ft)		272			287			969			303	
Turn Bay Length (ft)							125					
Base Capacity (vph)				924		607	361	2332			1972	885
Starvation Cap Reductn				0		0	0	0			0	0
Spillback Cap Reductn				0		0	0	0			0	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.50		0.48	0.19	0.29			0.53	0.11

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 84.2

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 14.4

Intersection LOS: B

Intersection Capacity Utilization 85.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: SR 61 & I-20 WB Ramps



2: SR 61 & I-20 EB Ramps

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	0	99	0	0	0	0	550	659	536	889	0
Future Volume (vph)	118	0	99	0	0	0	0	550	659	536	889	0
Satd. Flow (prot)	3072	0	1615	0	0	0	0	3471	1583	1703	3374	0
Flt Permitted	0.950									0.341		
Satd. Flow (perm)	3072	0	1615	0	0	0	0	3471	1583	611	3374	0
Satd. Flow (RTOR)			108						554			
Lane Group Flow (vph)	128	0	108	0	0	0	0	598	716	583	966	0
Turn Type	Perm		Perm					NA	Perm	pm+pt	NA	
Protected Phases								6		5	2	
Permitted Phases	4		4						6	2		
Total Split (s)	22.5		22.5					36.1	36.1	31.4	67.5	
Total Lost Time (s)	4.5		4.5					4.5	4.5	4.5	4.5	
Act Effect Green (s)	8.7		8.7					39.5	39.5	63.0	63.0	
Actuated g/C Ratio	0.11		0.11					0.49	0.49	0.78	0.78	
v/c Ratio	0.39		0.40					0.35	0.68	0.79	0.37	
Control Delay	36.9		12.0					15.2	8.3	14.0	3.3	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	36.9		12.0					15.2	8.3	14.0	3.3	
LOS	D		B					B	A	B	A	
Approach Delay		25.5						11.5			7.3	
Approach LOS		C						B			A	
Queue Length 50th (ft)	31		0					93	44	72	57	
Queue Length 95th (ft)	57		44					166	206	203	93	
Internal Link Dist (ft)		305			339			970			969	
Turn Bay Length (ft)									300	100		
Base Capacity (vph)	685		444					1698	1057	840	2634	
Starvation Cap Reductn	0		0					0	0	0	0	
Spillback Cap Reductn	0		0					0	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.19		0.24					0.35	0.68	0.69	0.37	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 80.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 10.5

Intersection LOS: B

Intersection Capacity Utilization 85.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 2: SR 61 & I-20 EB Ramps



3: SR 61 & Hickory Level Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	76	86	56	46	181	86	777	46	165	682	68
Future Volume (veh/h)	179	76	86	56	46	181	86	777	46	165	682	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1870	1841	1841	1826	1856	1856	1870	1841	1811	1870
Adj Flow Rate, veh/h	185	78	0	58	47	0	89	801	0	170	703	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	2	4	4	5	3	3	2	4	6	2
Cap, veh/h	361	259		266	122		487	1756		462	1774	
Arrive On Green	0.12	0.14	0.00	0.05	0.07	0.00	0.06	0.50	0.00	0.07	0.52	0.00
Sat Flow, veh/h	1767	1900	1585	1753	1841	1547	1767	3526	1585	1753	3441	1585
Grp Volume(v), veh/h	185	78	0	58	47	0	89	801	0	170	703	0
Grp Sat Flow(s),veh/h/ln	1767	1900	1585	1753	1841	1547	1767	1763	1585	1753	1721	1585
Q Serve(g_s), s	6.8	2.7	0.0	2.2	1.8	0.0	1.7	10.9	0.0	3.4	9.2	0.0
Cycle Q Clear(g_c), s	6.8	2.7	0.0	2.2	1.8	0.0	1.7	10.9	0.0	3.4	9.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	361	259		266	122		487	1756		462	1774	
V/C Ratio(X)	0.51	0.30		0.22	0.39		0.18	0.46		0.37	0.40	
Avail Cap(c_a), veh/h	384	593		305	462		528	1756		620	1774	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.8	28.7	0.0	30.0	33.0	0.0	8.2	12.0	0.0	8.5	10.9	0.0
Incr Delay (d2), s/veh	1.1	0.6	0.0	0.4	2.0	0.0	0.2	0.9	0.0	0.5	0.7	0.0
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	2.8	1.2	0.0	1.0	0.9	0.0	0.5	3.7	0.0	1.0	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.9	29.3	0.0	30.4	35.0	0.0	8.3	12.9	0.0	9.0	11.5	0.0
LnGrp LOS	C	C		C	C		A	B		A	B	
Approach Vol, veh/h		263	A		105	A		890	A		873	A
Approach Delay, s/veh		27.6			32.4			12.4			11.1	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	42.5	8.0	14.6	10.0	41.2	13.2	9.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.9	38.0	5.1	23.0	12.1	31.8	9.6	18.5				
Max Q Clear Time (g_c+I1), s	3.7	11.2	4.2	4.7	5.4	12.9	8.8	3.8				
Green Ext Time (p_c), s	0.0	12.7	0.0	0.2	0.3	11.4	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			14.7									
HCM 6th LOS			B									
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

4: SR 61 & S. Carroll Road

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	257	62	1	983	332	106	721
Future Volume (veh/h)	257	62	1	983	332	106	721
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1856	1826		1856	1870	1870	1796
Adj Flow Rate, veh/h	271	0		1035	0	112	759
Peak Hour Factor	0.95	0.95		0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	5		3	2	2	7
Cap, veh/h	319			2079		423	2406
Arrive On Green	0.18	0.00		0.59	0.00	0.06	0.70
Sat Flow, veh/h	1767	1547		3618	1585	1781	3503
Grp Volume(v), veh/h	271	0		1035	0	112	759
Grp Sat Flow(s),veh/h/ln	1767	1547		1763	1585	1781	1706
Q Serve(g_s), s	11.7	0.0		13.4	0.0	1.7	6.6
Cycle Q Clear(g_c), s	11.7	0.0		13.4	0.0	1.7	6.6
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	319			2079		423	2406
V/C Ratio(X)	0.85			0.50		0.26	0.32
Avail Cap(c_a), veh/h	572			2079		512	2406
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	0.0		9.4	0.0	6.4	4.4
Incr Delay (d2), s/veh	6.2	0.0		0.9	0.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0		3.9	0.0	0.5	1.5
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	37.5	0.0		10.2	0.0	6.7	4.8
LnGrp LOS	D			B		A	A
Approach Vol, veh/h	271	A		1035	A		871
Approach Delay, s/veh	37.5			10.2			5.0
Approach LOS	D			B			A
Timer - Assigned Phs	2			5		6	8
Phs Duration (G+Y+Rc), s	60.0			9.1		50.9	18.7
Change Period (Y+Rc), s	4.5			4.5		4.5	4.5
Max Green Setting (Gmax), s	55.5			8.5		42.5	25.5
Max Q Clear Time (g_c+1), s	8.6			3.7		15.4	13.7
Green Ext Time (p_c), s	18.2			0.1		19.5	0.6
Intersection Summary							
HCM 6th Ctrl Delay			11.5				
HCM 6th LOS			B				
Notes							
User approved ignoring U-Turning movement.							
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.							

5: SR 61 & Bay Springs Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	1	40	2	93	1	1112	45	119	897	2
Future Volume (veh/h)	5	0	1	40	2	93	1	1112	45	119	897	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1870	1544	1707	1826	1900
Adj Flow Rate, veh/h	5	0	0	44	2	0	1	1222	0	131	986	0
Peak Hour Factor	0.91	0.92	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	24	13	5	0
Cap, veh/h	170	0		156	3		510	2535		433	2900	
Arrive On Green	0.04	0.00	0.00	0.04	0.04	0.00	0.71	0.71	0.00	0.06	0.84	0.00
Sat Flow, veh/h	1697	0	1610	1413	64	0	580	3554	1309	1626	3469	1610
Grp Volume(v), veh/h	5	0	0	46	0	0	1	1222	0	131	986	0
Grp Sat Flow(s),veh/h/ln	1698	0	1610	1477	0	0	580	1777	1309	1626	1735	1610
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	0.0	0.0	11.2	0.0	1.3	4.9	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	2.3	0.0	0.0	0.0	11.2	0.0	1.3	4.9	0.0
Prop In Lane	1.00		1.00	0.96		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	0		159	0		510	2535		433	2900	
V/C Ratio(X)	0.03	0.00		0.29	0.00		0.00	0.48		0.30	0.34	
Avail Cap(c_a), veh/h	463	0		455	0		510	2535		559	2900	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.3	0.0	0.0	35.3	0.0	0.0	3.1	4.7	0.0	3.3	1.4	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.0	0.0	0.0	0.0	0.7	0.0	0.4	0.3	0.0
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	0.1	0.0	0.0	0.8	0.0	0.0	0.0	2.0	0.0	0.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	0.0	0.0	36.3	0.0	0.0	3.1	5.3	0.0	3.7	1.7	0.0
LnGrp LOS	C	A		D	A		A	A		A	A	
Approach Vol, veh/h		5	A		46	A		1223	A		1117	A
Approach Delay, s/veh		34.4			36.3			5.3			2.0	
Approach LOS		C			D			A			A	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		67.0		7.8	9.2	57.8		7.8				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		62.5		18.5	10.5	47.5		18.5				
Max Q Clear Time (g_c+I1), s		6.9		2.2	3.3	13.2		4.3				
Green Ext Time (p_c), s		30.2		0.0	0.2	26.7		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			4.4									
HCM 6th LOS			A									
Notes												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

6: SR 61 & Flat Rock Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	3	3	53	3	37	0	1167	31	97	1040	2
Future Volume (veh/h)	13	3	3	53	3	37	0	1167	31	97	1040	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1856	1900	1841	1663	1796	1826	1826
Adj Flow Rate, veh/h	14	3	3	59	3	41	0	1297	0	108	1156	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	3	0	4	16	7	5	5
Cap, veh/h	108	23	9	187	5	95	459	2875		387	2921	5
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.00	0.82	0.00	0.82	0.82	0.82
Sat Flow, veh/h	465	373	148	1572	80	1572	1810	3497	1409	408	3553	6
Grp Volume(v), veh/h	20	0	0	62	0	41	0	1297	0	108	564	594
Grp Sat Flow(s),veh/h/ln	985	0	0	1652	0	1572	1810	1749	1409	408	1735	1825
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	1.9	0.0	8.0	0.0	7.8	6.6	6.6
Cycle Q Clear(g_c), s	2.6	0.0	0.0	2.5	0.0	1.9	0.0	8.0	0.0	15.8	6.6	6.6
Prop In Lane	0.70		0.15	0.95		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	139	0	0	192	0	95	459	2875		387	1426	1500
V/C Ratio(X)	0.14	0.00	0.00	0.32	0.00	0.43	0.00	0.45		0.28	0.40	0.40
Avail Cap(c_a), veh/h	397	0	0	444	0	369	575	2875		387	1426	1500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	0.0	0.0	35.0	0.0	34.7	0.0	1.9	0.0	4.2	1.8	1.8
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.0	0.0	3.1	0.0	0.5	0.0	1.8	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.1	0.0	0.8	0.0	0.2	0.0	0.5	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	0.0	0.0	36.0	0.0	37.8	0.0	2.4	0.0	6.0	2.6	2.6
LnGrp LOS	C	A	A	D	A	D	A	A		A	A	A
Approach Vol, veh/h		20			103			1297	A		1266	
Approach Delay, s/veh		34.7			36.7			2.4			2.9	
Approach LOS		C			D			A			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	0.0	67.5		9.1		67.5		9.1				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	53.5		18.0		63.0		18.0				
Max Q Clear Time (g_c+I1), s	0.0	17.8		4.6		10.0		4.5				
Green Ext Time (p_c), s	0.0	27.8		0.0		39.5		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			4.2									
HCM 6th LOS			A									
Notes												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

PM PEAK HOUR

1: SR 61 & I-20 WB Ramps

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	784	0	617	94	657	0	0	935	124
Future Volume (vph)	0	0	0	784	0	617	94	657	0	0	935	124
Satd. Flow (prot)	0	0	0	3433	0	1553	1805	3471	0	0	3471	1495
Flt Permitted				0.950			0.138					
Satd. Flow (perm)	0	0	0	3433	0	1553	262	3471	0	0	3471	1495
Satd. Flow (RTOR)						159						131
Lane Group Flow (vph)	0	0	0	825	0	649	99	692	0	0	984	131
Turn Type				Perm		Perm	pm+pt	NA			NA	Perm
Protected Phases							1	6			2	
Permitted Phases				8		8	6					2
Total Split (s)				43.0		43.0	9.6	47.0			37.4	37.4
Total Lost Time (s)				4.5		4.5	4.5	4.5			4.5	4.5
Act Effect Green (s)				34.3		34.3	42.7	42.7			35.3	35.3
Actuated g/C Ratio				0.40		0.40	0.50	0.50			0.41	0.41
v/c Ratio				0.60		0.91	0.45	0.40			0.69	0.19
Control Delay				22.3		36.6	19.6	15.3			26.0	4.5
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay				22.3		36.6	19.6	15.3			26.0	4.5
LOS				C		D	B	B			C	A
Approach Delay					28.6			15.9			23.5	
Approach LOS					C			B			C	
Queue Length 50th (ft)				176		255	30	131			256	0
Queue Length 95th (ft)				234		#477	59	175			333	36
Internal Link Dist (ft)		272			287			969			303	
Turn Bay Length (ft)							125					
Base Capacity (vph)				1543		785	222	1722			1422	689
Starvation Cap Reductn				0		0	0	0			0	0
Spillback Cap Reductn				0		0	0	0			0	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.53		0.83	0.45	0.40			0.69	0.19

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 86.1

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 23.9

Intersection LOS: C

Intersection Capacity Utilization 66.9%

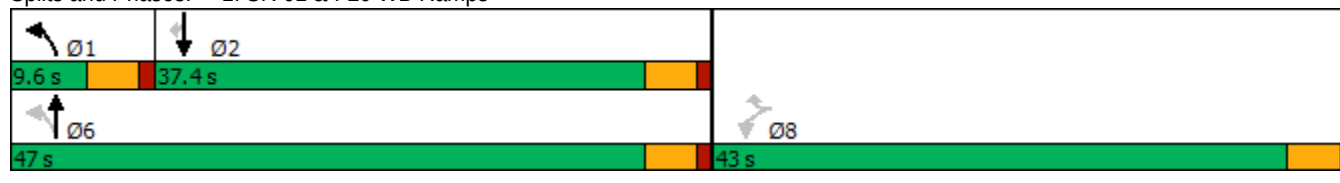
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 61 & I-20 WB Ramps



2: SR 61 & I-20 EB Ramps

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	0	97	0	0	0	0	674	554	311	1417	0
Future Volume (vph)	65	0	97	0	0	0	0	674	554	311	1417	0
Satd. Flow (prot)	3127	0	1599	0	0	0	0	3539	1568	1687	3539	0
Flt Permitted	0.950									0.337		
Satd. Flow (perm)	3127	0	1599	0	0	0	0	3539	1568	598	3539	0
Satd. Flow (RTOR)			73						565			
Lane Group Flow (vph)	66	0	99	0	0	0	0	688	565	317	1446	0
Turn Type	Perm		Perm					NA	Perm	pm+pt	NA	
Protected Phases								6		5	2	
Permitted Phases	4		4						6	2		
Total Split (s)	23.0		23.0					42.0	42.0	25.0	67.0	
Total Lost Time (s)	4.5		4.5					4.5	4.5	4.5	4.5	
Act Effect Green (s)	7.6		7.6					49.1	49.1	62.9	63.9	
Actuated g/C Ratio	0.10		0.10					0.64	0.64	0.81	0.83	
v/c Ratio	0.21		0.44					0.31	0.47	0.51	0.49	
Control Delay	34.4		19.8					8.0	2.3	5.3	3.5	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	34.4		19.8					8.0	2.3	5.3	3.5	
LOS	C		B					A	A	A	A	
Approach Delay		25.7						5.4			3.9	
Approach LOS		C						A			A	
Queue Length 50th (ft)	15		12					74	0	27	89	
Queue Length 95th (ft)	34		55					134	43	61	163	
Internal Link Dist (ft)		305			339			970			969	
Turn Bay Length (ft)									300	100		
Base Capacity (vph)	752		440					2250	1202	777	2929	
Starvation Cap Reductn	0		0					0	0	0	0	
Spillback Cap Reductn	0		0					0	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.09		0.23					0.31	0.47	0.41	0.49	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 77.2

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 5.6

Intersection LOS: A

Intersection Capacity Utilization 66.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 2: SR 61 & I-20 EB Ramps



3: SR 61 & Hickory Level Road

Existing Conditions

PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	118	102	143	140	266	78	647	115	341	942	152
Future Volume (veh/h)	162	118	102	143	140	266	78	647	115	341	942	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1900	1885	1856	1885	1841	1900	1885	1870	1856
Adj Flow Rate, veh/h	169	123	0	149	146	0	81	674	0	355	981	0
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, %	1	0	0	0	1	3	1	4	0	1	2	3
Cap, veh/h	301	203		320	197		379	1511		566	1834	
Arrive On Green	0.10	0.11	0.00	0.09	0.10	0.00	0.05	0.43	0.00	0.14	0.52	0.00
Sat Flow, veh/h	1795	1900	1610	1810	1885	1572	1795	3497	1610	1795	3554	1572
Grp Volume(v), veh/h	169	123	0	149	146	0	81	674	0	355	981	0
Grp Sat Flow(s),veh/h/ln	1795	1900	1610	1810	1885	1572	1795	1749	1610	1795	1777	1572
Q Serve(g_s), s	6.5	4.8	0.0	5.6	5.9	0.0	1.9	10.6	0.0	7.8	14.4	0.0
Cycle Q Clear(g_c), s	6.5	4.8	0.0	5.6	5.9	0.0	1.9	10.6	0.0	7.8	14.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	301	203		320	197		379	1511		566	1834	
V/C Ratio(X)	0.56	0.61		0.47	0.74		0.21	0.45		0.63	0.54	
Avail Cap(c_a), veh/h	301	440		324	437		424	1511		769	1834	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.8	33.3	0.0	27.5	33.9	0.0	11.3	15.6	0.0	9.9	12.6	0.0
Incr Delay (d2), s/veh	2.3	2.9	0.0	1.1	5.4	0.0	0.3	1.0	0.0	1.1	1.1	0.0
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	2.8	2.3	0.0	2.5	2.9	0.0	0.7	3.9	0.0	2.5	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	36.2	0.0	28.6	39.3	0.0	11.6	16.6	0.0	11.0	13.8	0.0
LnGrp LOS	C	D		C	D		B	B		B	B	
Approach Vol, veh/h		292	A		295	A		755	A		1336	A
Approach Delay, s/veh		32.7			33.9			16.0			13.0	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	44.8	11.8	12.9	15.2	38.2	12.0	12.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.1	40.3	7.5	18.1	19.5	26.9	7.5	18.1				
Max Q Clear Time (g_c+I1), s	3.9	16.4	7.6	6.8	9.8	12.6	8.5	7.9				
Green Ext Time (p_c), s	0.0	16.0	0.0	0.2	0.9	8.0	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			18.3									
HCM 6th LOS			B									
Notes												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

4: SR 61 & S. Carroll Road

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	311	86	1	834	290	196	1022
Future Volume (veh/h)	311	86	1	834	290	196	1022
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1885	1900		1856	1885	1900	1870
Adj Flow Rate, veh/h	327	0		878	0	206	1076
Peak Hour Factor	0.95	0.95		0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0		3	1	0	2
Cap, veh/h	377			1919		479	2402
Arrive On Green	0.21	0.00		0.54	0.00	0.07	0.68
Sat Flow, veh/h	1795	1610		3618	1598	1810	3647
Grp Volume(v), veh/h	327	0		878	0	206	1076
Grp Sat Flow(s),veh/h/ln	1795	1610		1763	1598	1810	1777
Q Serve(g_s), s	13.9	0.0		12.0	0.0	3.6	11.1
Cycle Q Clear(g_c), s	13.9	0.0		12.0	0.0	3.6	11.1
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	377			1919		479	2402
V/C Ratio(X)	0.87			0.46		0.43	0.45
Avail Cap(c_a), veh/h	624			1919		652	2402
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	0.0		10.9	0.0	7.5	6.0
Incr Delay (d2), s/veh	7.0	0.0		0.8	0.0	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0		3.7	0.0	1.1	3.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	37.2	0.0		11.7	0.0	8.1	6.6
LnGrp LOS	D			B		A	A
Approach Vol, veh/h	327	A		878	A		1282
Approach Delay, s/veh	37.2			11.7			6.8
Approach LOS	D			B			A
Timer - Assigned Phs	2			5		6	8
Phs Duration (G+Y+Rc), s	58.0			10.4		47.6	21.1
Change Period (Y+Rc), s	4.5			4.5		4.5	4.5
Max Green Setting (Gmax), s	53.5			13.5		35.5	27.5
Max Q Clear Time (g_c+1), s	13.1			5.6		14.0	15.9
Green Ext Time (p_c), s	25.3			0.4		14.4	0.7
Intersection Summary							
HCM 6th Ctrl Delay			12.5				
HCM 6th LOS			B				
Notes							
User approved ignoring U-Turning movement.							
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.							

5: SR 61 & Bay Springs Road

Existing Conditions

PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1	0	22	1	37	11	1068	23	77	1228	5
Future Volume (veh/h)	5	1	0	22	1	37	11	1068	23	77	1228	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1856	1841	1870	1870	1900
Adj Flow Rate, veh/h	5	1	0	23	1	0	12	1136	0	82	1306	0
Peak Hour Factor	0.94	0.94	0.92	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	3	4	2	2	0
Cap, veh/h	133	9		140	2		410	2576		494	3010	
Arrive On Green	0.03	0.03	0.00	0.03	0.03	0.00	0.73	0.73	0.00	0.06	0.85	0.00
Sat Flow, veh/h	1384	277	1610	1428	62	0	428	3526	1560	1781	3554	1610
Grp Volume(v), veh/h	6	0	0	24	0	0	12	1136	0	82	1306	0
Grp Sat Flow(s),veh/h/ln	1661	0	1610	1490	0	0	428	1763	1560	1781	1777	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0	0.6	9.4	0.0	0.7	6.6	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	1.1	0.0	0.0	0.6	9.4	0.0	0.7	6.6	0.0
Prop In Lane	0.83		1.00	0.96		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	141	0		142	0		410	2576		494	3010	
V/C Ratio(X)	0.04	0.00		0.17	0.00		0.03	0.44		0.17	0.43	
Avail Cap(c_a), veh/h	470	0		461	0		410	2576		577	3010	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.8	0.0	0.0	35.2	0.0	0.0	2.8	3.9	0.0	2.4	1.4	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.6	0.0	0.0	0.1	0.5	0.0	0.2	0.5	0.0
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	0.1	0.0	0.0	0.4	0.0	0.0	0.0	1.5	0.0	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	0.0	0.0	35.7	0.0	0.0	2.9	4.5	0.0	2.6	1.8	0.0
LnGrp LOS	C	A		D	A		A	A		A	A	
Approach Vol, veh/h	6		A	24		A	1148		A	1388		A
Approach Delay, s/veh	34.9			35.7			4.5			1.9		
Approach LOS	C			D			A			A		
Timer - Assigned Phs	2			4		5	6		8			
Phs Duration (G+Y+Rc), s	67.0			6.8		8.6	58.4		6.8			
Change Period (Y+Rc), s	4.5			4.5		4.5	4.5		4.5			
Max Green Setting (Gmax), s	62.5			18.5		7.5	50.5		18.5			
Max Q Clear Time (g_c+I1), s	8.6			2.2		2.7	11.4		3.1			
Green Ext Time (p_c), s	40.2			0.0		0.1	28.0		0.0			
Intersection Summary												
HCM 6th Ctrl Delay			3.4									
HCM 6th LOS			A									

6: SR 61 & Flat Rock Road

Existing Conditions

PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	4	2	77	3	27	5	1167	49	65	1194	6
Future Volume (veh/h)	2	4	2	77	3	27	5	1167	49	65	1194	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1841	1900	1856	1900	1900	1870	1870
Adj Flow Rate, veh/h	2	4	2	82	3	29	5	1241	0	69	1270	6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	4	0	3	0	0	2	2
Cap, veh/h	68	66	25	203	4	106	376	2872		419	2718	13
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.01	0.81	0.00	0.75	0.75	0.75
Sat Flow, veh/h	137	963	366	1633	60	1560	1810	3526	1610	455	3627	17
Grp Volume(v), veh/h	8	0	0	85	0	29	5	1241	0	69	622	654
Grp Sat Flow(s),veh/h/ln	1466	0	0	1693	0	1560	1810	1763	1610	455	1777	1867
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	1.4	0.0	7.7	0.0	3.9	10.4	10.4
Cycle Q Clear(g_c), s	3.5	0.0	0.0	3.5	0.0	1.4	0.0	7.7	0.0	6.6	10.4	10.4
Prop In Lane	0.25		0.25	0.96		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	158	0	0	207	0	106	376	2872		419	1332	1399
V/C Ratio(X)	0.05	0.00	0.00	0.41	0.00	0.27	0.01	0.43		0.16	0.47	0.47
Avail Cap(c_a), veh/h	448	0	0	457	0	376	482	2872		419	1332	1399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	0.0	0.0	35.0	0.0	33.9	2.8	2.0	0.0	3.7	3.7	3.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.3	0.0	1.4	0.0	0.5	0.0	0.8	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	1.6	0.0	0.5	0.0	0.2	0.0	0.3	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	0.0	0.0	36.3	0.0	35.3	2.8	2.5	0.0	4.5	4.9	4.8
LnGrp LOS	C	A	A	D	A	D	A	A		A	A	A
Approach Vol, veh/h	8			114			1246		A	1345		
Approach Delay, s/veh	33.6			36.0			2.5			4.8		
Approach LOS	C			D			A			A		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.0	62.0		9.7		67.0		9.7				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	53.0		18.5		62.5		18.5				
Max Q Clear Time (g_c+I1), s	2.0	12.4		5.5		9.7		5.5				
Green Ext Time (p_c), s	0.0	32.4		0.0		37.7		0.1				
Intersection Summary												
HCM 6th Ctrl Delay	5.2											
HCM 6th LOS	A											

APPENDIX E

CAPACITY ANALYSIS REPORTS – SCENARIO #1

SIDE STREET STOP CONTROL

22: SR 61 & Driveway #1

Intersection						
Int Delay, s/veh	80.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	109	89	186	1315	978	227
Future Vol, veh/h	109	89	186	1315	978	227
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	0	250	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	97	202	1429	1063	247
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2182	532	1310	0	-	0
Stage 1	1063	-	-	-	-	-
Stage 2	1119	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 39	492	524	-	-	-
Stage 1	293	-	-	-	-	-
Stage 2	274	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 24	492	524	-	-	-
Mov Cap-2 Maneuver	~ 24	-	-	-	-	-
Stage 1	180	-	-	-	-	-
Stage 2	274	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	1161.3	2		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	524	-	24	492	-	-
HCM Lane V/C Ratio	0.386	-	4.937	0.197	-	-
HCM Control Delay (s)	16.1	-	\$ 2098	14.1	-	-
HCM Lane LOS	C	-	F	B	-	-
HCM 95th %tile Q(veh)	1.8	-	14.8	0.7	-	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

22: SR 61 & Driveway #1

Intersection						
Int Delay, s/veh	683.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	304	248	127	1124	1333	155
Future Vol, veh/h	304	248	127	1124	1333	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	0	250	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	330	270	138	1222	1449	168
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2336	725	1617	0	-	0
Stage 1	1449	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 31	368	399	-	-	-
Stage 1	~ 182	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 20	368	399	-	-	-
Mov Cap-2 Maneuver	~ 20	-	-	-	-	-
Stage 1	~ 119	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, \$	4068.1	1.9		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	399	-	20	368	-	-
HCM Lane V/C Ratio	0.346	-	16.522	0.733	-	-
HCM Control Delay (s)	18.7	-	\$ 7356.4	37.3	-	-
HCM Lane LOS	C	-	F	E	-	-
HCM 95th %tile Q(veh)	1.5	-	41.8	5.6	-	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

SIGNAL CONTROL

22: SR 61 & Driveway #1



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	109	89	186	1315	978	227
Future Volume (veh/h)	109	89	186	1315	978	227
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	0	202	1429	1063	247
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	155		377	2625	2625	1171
Arrive On Green	0.09	0.00	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1781	1585	420	3647	3647	1585
Grp Volume(v), veh/h	118	0	202	1429	1063	247
Grp Sat Flow(s),veh/h/ln	1781	1585	420	1777	1777	1585
Q Serve(g_s), s	4.1	0.0	21.8	11.1	7.0	3.0
Cycle Q Clear(g_c), s	4.1	0.0	28.9	11.1	7.0	3.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	155		377	2625	2625	1171
V/C Ratio(X)	0.76		0.54	0.54	0.40	0.21
Avail Cap(c_a), veh/h	507		472	3430	3430	1530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	0.0	8.5	3.6	3.1	2.6
Incr Delay (d2), s/veh	7.4	0.0	1.2	0.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	1.1	0.8	0.5	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.6	0.0	9.6	3.8	3.2	2.6
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	118	A		1631	1310	
Approach Delay, s/veh	35.6			4.5	3.1	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		52.2		11.0		52.2
Change Period (Y+Rc), s		5.5		5.5		5.5
Max Green Setting (Gmax), s		61.0		18.0		61.0
Max Q Clear Time (g_c+1), s		9.0		6.1		30.9
Green Ext Time (p_c), s		9.4		0.2		15.8
Intersection Summary						
HCM 6th Ctrl Delay			5.1			
HCM 6th LOS			A			

Notes

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

22: SR 61 & Driveway #1



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	304	248	127	1124	1333	155
Future Volume (veh/h)	304	248	127	1124	1333	155
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	330	0	138	1222	1449	168
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	365		220	2384	2384	1063
Arrive On Green	0.21	0.00	0.67	0.67	0.67	0.67
Sat Flow, veh/h	1781	1585	313	3647	3647	1585
Grp Volume(v), veh/h	330	0	138	1222	1449	168
Grp Sat Flow(s), veh/h/ln	1781	1585	313	1777	1777	1585
Q Serve(g_s), s	16.0	0.0	39.0	15.3	20.1	3.5
Cycle Q Clear(g_c), s	16.0	0.0	59.1	15.3	20.1	3.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	365		220	2384	2384	1063
V/C Ratio(X)	0.90		0.63	0.51	0.61	0.16
Avail Cap(c_a), veh/h	392		220	2384	2384	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	0.0	24.5	7.3	8.1	5.4
Incr Delay (d2), s/veh	22.7	0.0	5.5	0.2	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	0.0	2.7	3.9	5.2	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.1	0.0	30.1	7.5	8.6	5.4
LnGrp LOS	E		C	A	A	A
Approach Vol, veh/h	330	A		1360	1617	
Approach Delay, s/veh	57.1			9.8	8.2	
Approach LOS	E			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		65.0		23.7		65.0
Change Period (Y+Rc), s		5.5		5.5		5.5
Max Green Setting (Gmax), s		59.5		19.5		59.5
Max Q Clear Time (g_c+1), s		22.1		18.0		61.1
Green Ext Time (p_c), s		13.5		0.2		0.0
Intersection Summary						
HCM 6th Ctrl Delay			13.8			
HCM 6th LOS			B			
Notes						
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.						

APPENDIX F

CAPACITY ANALYSIS REPORTS – SCENARIO #2

SIDE STREET STOP CONTROL

22: SR 61 & Driveway #1

Intersection						
Int Delay, s/veh	12.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	56	46	83	1368	1104	101
Future Vol, veh/h	56	46	83	1368	1104	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	0	250	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	50	90	1487	1200	110
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2124	600	1310	0	-	0
Stage 1	1200	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 43	444	524	-	-	-
Stage 1	248	-	-	-	-	-
Stage 2	347	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 36	444	524	-	-	-
Mov Cap-2 Maneuver	~ 36	-	-	-	-	-
Stage 1	205	-	-	-	-	-
Stage 2	347	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s\$	323.2	0.8		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	524	-	36	444	-	-
HCM Lane V/C Ratio	0.172	-	1.691	0.113	-	-
HCM Control Delay (s)	13.3	\$ 577.1		14.1	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.6	-	6.6	0.4	-	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

25: SR 61 & Driveway #2

Intersection						
Int Delay, s/veh	15.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	43	103	1398	1150	126
Future Vol, veh/h	53	43	103	1398	1150	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	0	300	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	47	112	1520	1250	137
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2234	625	1387	0	-	0
Stage 1	1250	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 36	428	490	-	-	-
Stage 1	233	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 28	428	490	-	-	-
Mov Cap-2 Maneuver	~ 28	-	-	-	-	-
Stage 1	180	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s\$	442.9	1		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	490	-	28	428	-	-
HCM Lane V/C Ratio	0.228	-	2.057	0.109	-	-
HCM Control Delay (s)	14.5	\$ 790.6		14.4	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.9	-	6.9	0.4	-	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

22: SR 61 & Driveway #1

Intersection						
Int Delay, s/veh	80.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	115	94	49	1313	1429	59
Future Vol, veh/h	115	94	49	1313	1429	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	0	250	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	125	102	53	1427	1553	64
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2373	777	1617	0	-	0
Stage 1	1553	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 29	340	399	-	-	-
Stage 1	160	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 25	340	399	-	-	-
Mov Cap-2 Maneuver	~ 25	-	-	-	-	-
Stage 1	139	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	1172.2	0.6		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	399	-	25	340	-	-
HCM Lane V/C Ratio	0.133	-	5	0.301	-	-
HCM Control Delay (s)	15.4	\$ 2113.9	20.1	-	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	0.5	-	15.5	1.2	-	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

24: SR 61 & Driveway #2

Intersection						
Int Delay, s/veh	238.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	189	154	78	1173	1427	96
Future Vol, veh/h	189	154	78	1173	1427	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	0	300	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	205	167	85	1275	1551	104
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2359	776	1655	0	-	0
Stage 1	1551	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 30	340	386	-	-	-
Stage 1	~ 161	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 23	340	386	-	-	-
Mov Cap-2 Maneuver	~ 23	-	-	-	-	-
Stage 1	~ 126	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, \$	2159.9	1.1		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	386	-	23	340	-	-
HCM Lane V/C Ratio	0.22	-	8.932	0.492	-	-
HCM Control Delay (s)	16.9	\$	3899.2	25.4	-	-
HCM Lane LOS	C	-	F	D	-	-
HCM 95th %tile Q(veh)	0.8	-	25.8	2.6	-	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

RCUT

4: Driveway #1 & SR 61

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑	↑		↑				↑
Traffic Vol, veh/h	0	0	0	0	1104	101	0	83	0	0	0	102
Future Vol, veh/h	0	0	0	0	1104	101	0	83	0	0	0	102
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	250	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	1104	101	0	83	0	0	0	102
Major/Minor												
	Major2			Major1			Minor2					
Conflicting Flow All	-	-	0	-	0	-	-	-	-	-	-	552
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	-	-	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	0	0	0	478
Stage 1	0	-	-	0	-	0	0	0	0	0	0	-
Stage 2	0	-	-	0	-	0	0	0	0	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	0	478
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	-	-	-	0	-
Approach												
	WB			NB			SB					
HCM Control Delay, s	0			0			14.6					
HCM LOS							B					
Minor Lane/Major Mvmt												
	NBT	WBT	WBR	SBLn1								
Capacity (veh/h)	-	-	-	478								
HCM Lane V/C Ratio	-	-	-	0.213								
HCM Control Delay (s)	-	-	-	14.6								
HCM Lane LOS	-	-	-	B								
HCM 95th %tile Q(veh)	-	-	-	0.8								

100: SR 61 & U-Turn

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑			↓	
Traffic Vol, veh/h	0	1501	0	0	89	0
Future Vol, veh/h	0	1501	0	0	89	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	16983	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1501	0	0	89	0
Major/Minor	Major1		Minor2			
Conflicting Flow All	-	0			751	-
Stage 1	-	-			0	-
Stage 2	-	-			751	-
Critical Hdwy	-	-			6.84	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			5.84	-
Follow-up Hdwy	-	-			3.52	-
Pot Cap-1 Maneuver	0	-			347	0
Stage 1	0	-			-	0
Stage 2	0	-			427	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-			347	-
Mov Cap-2 Maneuver	-	-			347	-
Stage 1	-	-			-	-
Stage 2	-	-			427	-
Approach	EB		SB			
HCM Control Delay, s	0		18.9			
HCM LOS			C			
Minor Lane/Major Mvmt	EBT SBLn1					
Capacity (veh/h)	- 347					
HCM Lane V/C Ratio	- 0.256					
HCM Control Delay (s)	- 18.9					
HCM Lane LOS	- C					
HCM 95th %tile Q(veh)	- 1					

220: Driveway #2 & SR 61

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑	↑		↑				↑
Traffic Vol, veh/h	0	0	0	0	1080	126	0	103	0	0	0	96
Future Vol, veh/h	0	0	0	0	1080	126	0	103	0	0	0	96
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	250	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	1080	126	0	103	0	0	0	96
Major/Minor				Major2		Major1		Minor2				
Conflicting Flow All				-	-	0	-	0	-	-	-	540
Stage 1				-	-	-	-	-	-	-	-	-
Stage 2				-	-	-	-	-	-	-	-	-
Critical Hdwy				-	-	-	-	-	-	-	-	6.93
Critical Hdwy Stg 1				-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2				-	-	-	-	-	-	-	-	-
Follow-up Hdwy				-	-	-	-	-	-	-	-	3.319
Pot Cap-1 Maneuver				0	-	-	0	-	0	0	0	487
Stage 1				0	-	-	0	-	0	0	0	-
Stage 2				0	-	-	0	-	0	0	0	-
Platoon blocked, %					-	-		-				
Mov Cap-1 Maneuver				-	-	-	-	-	-	-	0	487
Mov Cap-2 Maneuver				-	-	-	-	-	-	-	0	-
Stage 1				-	-	-	-	-	-	-	0	-
Stage 2				-	-	-	-	-	-	-	0	-
Approach				WB		NB		SB				
HCM Control Delay, s				0		0		14.2				
HCM LOS								B				
Minor Lane/Major Mvmt		NBT	WBT	WBR	SBLn1							
Capacity (veh/h)		-	-	-	487							
HCM Lane V/C Ratio		-	-	-	0.197							
HCM Control Delay (s)		-	-	-	14.2							
HCM Lane LOS		-	-	-	B							
HCM 95th %tile O(veh)		-	-	-	0.7							

4: Driveway #1 & SR 61

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑	↑		↑				↑
Traffic Vol, veh/h	0	0	0	0	1429	59	0	49	0	0	0	209
Future Vol, veh/h	0	0	0	0	1429	59	0	49	0	0	0	209
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	250	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	1429	59	0	49	0	0	0	209
Major/Minor				Major2		Major1		Minor2				
Conflicting Flow All				-	-	0	-	0	-	-	-	715
Stage 1				-	-	-	-	-	-	-	-	-
Stage 2				-	-	-	-	-	-	-	-	-
Critical Hdwy				-	-	-	-	-	-	-	-	6.93
Critical Hdwy Stg 1				-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2				-	-	-	-	-	-	-	-	-
Follow-up Hdwy				-	-	-	-	-	-	-	-	3.319
Pot Cap-1 Maneuver				0	-	-	0	-	0	0	0	374
Stage 1				0	-	-	0	-	0	0	0	-
Stage 2				0	-	-	0	-	0	0	0	-
Platoon blocked, %					-	-		-				
Mov Cap-1 Maneuver				-	-	-	-	-	-	-	0	374
Mov Cap-2 Maneuver				-	-	-	-	-	-	-	0	-
Stage 1				-	-	-	-	-	-	-	0	-
Stage 2				-	-	-	-	-	-	-	0	-
Approach				WB		NB		SB				
HCM Control Delay, s				0		0		26.1				
HCM LOS								D				
Minor Lane/Major Mvmt		NBT	WBT	WBR	SBLn1							
Capacity (veh/h)		-	-	-	374							
HCM Lane V/C Ratio		-	-	-	0.559							
HCM Control Delay (s)		-	-	-	26.1							
HCM Lane LOS		-	-	-	D							
HCM 95th %tile O(veh)		-	-	-	3.3							

100: SR 61 & U-Turn

Intersection						
Int Delay, s/veh	6.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑			↓	
Traffic Vol, veh/h	0	1251	0	0	304	0
Future Vol, veh/h	0	1251	0	0	304	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	16983	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1251	0	0	304	0
Major/Minor	Major1		Minor2			
Conflicting Flow All	-	0			626	-
Stage 1	-	-			0	-
Stage 2	-	-			626	-
Critical Hdwy	-	-			6.84	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			5.84	-
Follow-up Hdwy	-	-			3.52	-
Pot Cap-1 Maneuver	0	-			416	0
Stage 1	0	-			-	0
Stage 2	0	-			495	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-			416	-
Mov Cap-2 Maneuver	-	-			416	-
Stage 1	-	-			-	-
Stage 2	-	-			495	-
Approach	EB		SB			
HCM Control Delay, s	0		33.8			
HCM LOS			D			
Minor Lane/Major Mvmt	EBT SBLn1					
Capacity (veh/h)	- 416					
HCM Lane V/C Ratio	- 0.731					
HCM Control Delay (s)	- 33.8					
HCM Lane LOS	- D					
HCM 95th %tile Q(veh)	- 5.8					

220: Driveway #2 & SR 61

Intersection												
Int Delay, s/veh	13.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑	↑		↑				↑
Traffic Vol, veh/h	0	0	0	0	1542	96	0	78	0	0	0	343
Future Vol, veh/h	0	0	0	0	1542	96	0	78	0	0	0	343
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	250	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	1542	96	0	78	0	0	0	343
Major/Minor												
	Major2			Major1			Minor2					
Conflicting Flow All	-	-	0	-	0	-	-	-	-	-	-	771
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	-	-	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	0	0	0	344
Stage 1	0	-	-	0	-	0	0	0	0	0	0	-
Stage 2	0	-	-	0	-	0	0	0	0	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	0	344
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	-	-	-	0	-
Approach												
	WB			NB			SB					
HCM Control Delay, s	0	0	0	0	0	0	83.3	83.3	83.3	83.3	83.3	83.3
HCM LOS	F	F	F	F	F	F	F	F	F	F	F	F
Minor Lane/Major Mvmt												
	NBT	WBT	WBR	SBLn1								
Capacity (veh/h)	-	-	-	344								
HCM Lane V/C Ratio	-	-	-	0.997								
HCM Control Delay (s)	-	-	-	83.3								
HCM Lane LOS	-	-	-	F								
HCM 95th %tile Q(veh)	-	-	-	11.3								

SIGNAL CONTROL

22: SR 61 & Driveway #1



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	109	46	83	1315	1104	101
Future Volume (veh/h)	109	46	83	1315	1104	101
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	0	90	1429	1200	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	157		390	2418	1747	
Arrive On Green	0.09	0.00	0.07	0.68	0.49	0.00
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	118	0	90	1429	1200	0
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	3.1	0.0	1.0	10.2	12.3	0.0
Cycle Q Clear(g_c), s	3.1	0.0	1.0	10.2	12.3	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	157		390	2418	1747	
V/C Ratio(X)	0.75		0.23	0.59	0.69	
Avail Cap(c_a), veh/h	731		541	4485	3476	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.2	0.0	6.5	4.1	9.3	0.0
Incr Delay (d2), s/veh	7.0	0.0	0.3	0.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.1	0.3	2.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.2	0.0	6.8	4.3	9.8	0.0
LnGrp LOS	C		A	A	A	
Approach Vol, veh/h	118	A		1519	1200	A
Approach Delay, s/veh	28.2			4.4	9.8	
Approach LOS	C			A	A	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.0	28.9		9.7		37.8
Change Period (Y+Rc), s	5.5	5.5		5.5		* 5.5
Max Green Setting (Gmax), s	7.5	46.5		19.5		* 60
Max Q Clear Time (g_c+1), s	3.0	14.3		5.1		12.2
Green Ext Time (p_c), s	0.1	9.0		0.2		13.0

Intersection Summary

HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Notes

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

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

25: SR 61 & Driveway #2

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	43	103	1398	1024	126
Future Vol, veh/h	0	43	103	1398	1024	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	0	300	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	47	112	1520	1113	137

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	557	1113
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	2.22
Pot Cap-1 Maneuver	0	474	623
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	-	474	623
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	623	-	474	-	-
HCM Lane V/C Ratio	0.18	-	0.099	-	-
HCM Control Delay (s)	12	-	13.4	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.7	-	0.3	-	-

22: SR 61 & Driveway #1



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	304	94	49	1124	1429	59
Future Volume (veh/h)	304	94	49	1124	1429	59
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	330	0	53	1222	1553	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	371		230	2379	2017	
Arrive On Green	0.21	0.00	0.04	0.67	0.57	0.00
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	330	0	53	1222	1553	0
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	16.2	0.0	1.0	15.6	30.2	0.0
Cycle Q Clear(g_c), s	16.2	0.0	1.0	15.6	30.2	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	371		230	2379	2017	
V/C Ratio(X)	0.89		0.23	0.51	0.77	
Avail Cap(c_a), veh/h	446		278	2530	2071	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.6	0.0	13.2	7.5	14.9	0.0
Incr Delay (d2), s/veh	17.3	0.0	0.5	0.2	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.0	0.3	4.0	9.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.9	0.0	13.7	7.7	16.7	0.0
LnGrp LOS	D		B	A	B	
Approach Vol, veh/h	330	A		1275	1553	A
Approach Delay, s/veh	51.9			7.9	16.7	
Approach LOS	D			A	B	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.2	56.5		24.2		65.7
Change Period (Y+Rc), s	5.5	5.5		5.5		5.5
Max Green Setting (Gmax), s	6.1	52.4		22.5		64.0
Max Q Clear Time (g_c+1), s	3.0	32.2		18.2		17.6
Green Ext Time (p_c), s	0.0	18.8		0.5		33.8
Intersection Summary						
HCM 6th Ctrl Delay			16.8			
HCM 6th LOS			B			

Notes

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

24: SR 61 & Driveway #2

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↗↘	↗↘	↗
Traffic Vol, veh/h	0	154	78	1173	1427	96
Future Vol, veh/h	0	154	78	1173	1427	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	0	300	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	167	85	1275	1551	104
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	776	1551	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	0	340	423	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	340	423	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	25.4	1		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	423	-	340	-	-	
HCM Lane V/C Ratio	0.2	-	0.492	-	-	
HCM Control Delay (s)	15.6	-	25.4	-	-	
HCM Lane LOS	C	-	D	-	-	
HCM 95th %tile Q(veh)	0.7	-	2.6	-	-	

Market Analysis and Feasibility Study

For a New Senior Living Community in Villa Rica, Georgia

To be called:

Avemore

March 2018

Table of Contents

Project Overview	3
Introduction and Scope	3
Avenmore Mission, Vision, and Values.....	4
Summary and Recommendations	5
Market Area Definition	8
Market Area Demographics.....	12
Population.....	12
Households and Income Distributions	14
Adult Children.....	20
Market Area Real Estate Analysis	21
Competitive Environment.....	23
Introduction	23
Independent Living: Monthly Fees	25
Independent Living: Entrance Fees.....	26
Independent Living: Status, Levels of Care Offered, and Community Fees	27
Independent Living: Amenities	28
Assisted Living and Memory Care.....	29
Assisted Living and Memory Care: Status, Levels of Care Offered, and Community Fees	34
Assisted Living and Memory Care: Amenities.....	35
Proposed Communities or Expansions to Existing Communities	36

Table of Contents (Continued)

Analysis of Need/Demand..... 38

- Independent Living..... 38
 - Independent Living Methodology: Capture Rates..... 40
 - Independent Living Market Segmentation by Price Point (Entrance Fee)..... 42
 - Independent Living Market Segmentation by Price Point (Rental)..... 44
 - Independent Living Project Penetration 45
- Assisted Living..... 47
 - Assisted Living Market Segmentation by Price Point..... 49
- Memory Care (Assisted Living)..... 50
 - Memory Care (Assisted Living) Market Segmentation by Price Point..... 52

Project Overview

Introduction and Scope

The purpose of this study is to assist the sponsors of Avemore in understanding the market potential for a new senior living community on a site near Villa Rica, Georgia. The following “Market Analysis and Feasibility Study” builds on the information on consumer preferences gathered by Brooks Adams via a previously administered market survey that was distributed to nearly 20,000 households. The market survey indicated broad-based interest in the potential project and the wellness-related concepts on which it was being structured. This study’s goal is to utilize information gathered in the market survey and combine it with traditional methods utilized to understand need and demand for senior housing and care products in order to quantify the size of the potential market that could be absorbed by Avemore.

The primary components of this study included:

- Establishing the probable market area based on response from the market survey, along with geographic criteria, socioeconomic characteristics of the potential consumer population(s), and Brooks Adams’ professional experience.
- Performing demographic analyses of the older adult population to include baseline data from the 2010 U.S. Census, and estimates and projections for the years 2017 and 2022. The analyses include an examination of population by age group; living status by age group; projections of the number of elderly households by age and income; household composition; housing values; and other information relevant to characterizing and quantifying the market for housing and services.
- Analyzing the inventory of potentially competitive facilities within the defined market area.
- Integrating the findings from the above tasks to develop estimates of market depth for all levels of service under consideration. These levels of service included Independent Living (IL), Assisted Living (AL), and Memory Care (MC) within an Assisted Living setting. The analyses are based on established industry assumptions along with Brooks Adams’ professional experience.

Avemore Mission, Vision, and Values

The Avemore Mission

Avemore seeks to provide a unique living environment that treats health and wellness as the core element of its built environment. This environment is multigenerational by its structure and incorporates an architectural outcome constructed to enhance possibilities for resident interactions, while supporting an aging-in-place design. The founders will create a team that provides health education, preventative health care, and long-term care within a public health framework intended to extend longevity.

There are three districts in Avemore: the residential district, the commercial district, and the Life Plan Community. The commercial district includes businesses that support the residential and life care community. The residential community supports residents that are primarily middle income in nature, are interested in the development of human relationships, and can contribute their health care information to a community-wide database that will be used to support health care programming that seeks positive health care outcomes for all, while improving overall community health and well-being. The Life Plan Community district provides four levels of care: Independent Living (IL), Assisted Living (AL), and Memory Care (MC), with Skilled Nursing Care available through relationships with associated nursing care providers. IL facilities are placed throughout the residential district, so that elderly residents live interspersed throughout the general community.

The Avemore Vision

The founders of Avemore seek to create a new and unique structure of community consisting of commercial, residential, and Life Plan Community districts that will be a model for all such facilities in the future. This combination of facilities will enable a multi-disciplinary approach to improving longevity by focusing on the social environment, the educational environment, and the health and wellness environment simultaneously. The founders envision that community residents will provide the health data required to allow Avemore public health professionals with the needed information to create a health, education, and wellness program that will enhance longevity.

Avemore Values

The founders believe their primary responsibilities are to residents and their families as well as to employees and their families. Services will always be delivered with skill, compassion, and respect, regardless of race, religion, or creed. There must be ever-present understanding that the primary reason for the creation of Avemore is to be of service to the people of Carroll County and the surrounding area.

Summary and Recommendations

The markets for all levels of care analyzed herein show sufficient depth to warrant the development of a new Life Plan Community at Avemore. Statistical analyses show that the market would comfortably support a community of 211 or more Independent Living residences with an entrance fee agreement and 258 with a rental agreement. Need for higher levels of care is also robust with an estimated need for 163 or more Assisted Living residences from the primary income market and for 108 or more Memory Care residences (in an Assisted Living setting). These estimates represent the most conservative estimates of need and demand in the market.

- Though households age 65 or older were included in the analyses of demand for IL due to virtually no difference in levels of interest by age as measured by the market survey, it would be advisable to approach the first phase of development conservatively, given the greater likelihood of immediate purchase/move-in among the older (age 75+) cohort. A conservative and achievable first phase of IL development at Avemore should likely not exceed 150 residences with an entrance fee contract, or no more than 175 rental residences. Preferences for entrance fee versus rental contract should be tested in focus groups to determine market preferences and the potential optimal mix.
- A summary of demand estimates by market area, income cohort, and contract is indicated in the following table.

Demand for Independent Living					
Area	Age 65+ Household Income Target	Entrance Fee		Rental	
		Conservative	Moderate	Conservative	Moderate
PMA	\$35K to \$100K	227	288	278	353
	\$50K to \$100K	136	172	166	211
SMA	\$35K to \$100K	116	174	142	213
	\$50K to \$100K	75	113	92	138
Total	\$35K to \$100K	343	463	419	566
	\$50K to \$100K	211	285	258	349

- Demand analyses indicate that the final build-out for IL, including future phases of development could realistically absorb up to approximately 350 residences; however, phased development is recommended due to the newness of both the overall concept for the development and also the lack of comparable product (Life Plan Community) in this market and therefore a potential lack of product knowledge that will require market education.
- Brooks Adams' recommendation for building, in terms of higher levels of care, is that Avemore should likely not have a mix of IL to AL (including MC) within the Life Plan Community that exceeds a ratio of approximately 3:1; therefore, if 150 IL residences are to be developed, there should be no more than 50 AL and MC residences combined, to serve this population. However, there is a possibility that the care center (AL and MC) could end up serving older residents of Avemore that are not Life Plan Community residents, and instead live in other housing options throughout the community. As this population ages-in-place, some may reach a level of acuity that would warrant them moving to a care center. In this case, it would likely be advisable to include extra AL and MC residences to accommodate this additional population in the future. If it is possible to phase development in the care center, it would be advisable specifically due to this occasion.
 - If it is Avemore's desire to additionally serve those who reside in the PMA, including those who do not reside at Avemore, it clearly has the opportunity to develop additional AL and MC residences according to need which is summarized (by income cohort) in the following table.

Demand for Long-Term Care		
	Assisted Living	Memory Care
\$50K to \$75K	115	72
\$75K to \$100K	69	44
\$100K to \$150K	94	36
\$150K+		28
Total	278	180

- It is additionally important to note that key demographic components in the market area point to an exceedingly strong and growing potential market for Avemore in the years to come, and this growth is fueling estimated demand.

- The older population (age 65+) is predicted to experience a significantly greater rate of growth than the total population from 2017 to 2022 at just over 25% -- greater than both the national and state averages.
- The primary age market for senior housing (age 75+) is also predicted to experience a greater rate of growth (29%) than the population as a whole, and notably so at over 150% the national average and over 40% the state average.
- There are currently 6,700 target-market households (age 65+, income \$35,000 to \$100,000) in the market area, and this cohort is expected to grow nearly 30% by 2022 to reach a total of 8,700.
- Overall growth in adult child households is approximately eight times the national average – a trend not particularly uncommon for areas in the south; however very notable for a market area that includes a significant rural population.
- Home-ownership among older households is 82%, indicating that the vast majority of target-market households will likely have equity that is translatable into an entrance fee. By 2022, the median home value in the market area is predicted to reach nearly \$170,000.
- Competitive product in the market area is fairly scarce with only two communities that offer IL residences (Cottages Landing and Stewart House) being located in the PMA, and these communities have a total of only 39 such residences. There are nearly 350 such residences in five communities within the SMA, but nearly all of these communities are located at least a 30-minute drive from Avemore.
 - There are no Life Plan Communities in the PMA, and only two (Presbyterian Village Austell and Wesley Woods) in the SMA.
 - There are a greater number of communities in the PMA offering AL (7) and MC (3), but the total number of residences for each, respective level of care is only 281 and 46 – fairly minimal numbers given the size of the older population in the PMA.

Overall, the market has notable strengths relating to the potential development of a new Life Plan Community, and statistical demand has been corroborated via interest measured in the prior market survey. As the proposed concept of Avemore is somewhat new to the area, a conservative approach is recommended – one that employs phased development. In addition, specific elements of the development remain to be tested, including contract preference, price sensitivity, floor plan preferences, etc., and these should be addressed through focus groups of the targeted, local population. However, Brooks Adams sees an excellent opportunity for Avemore's long-term success.

Market Area Definition

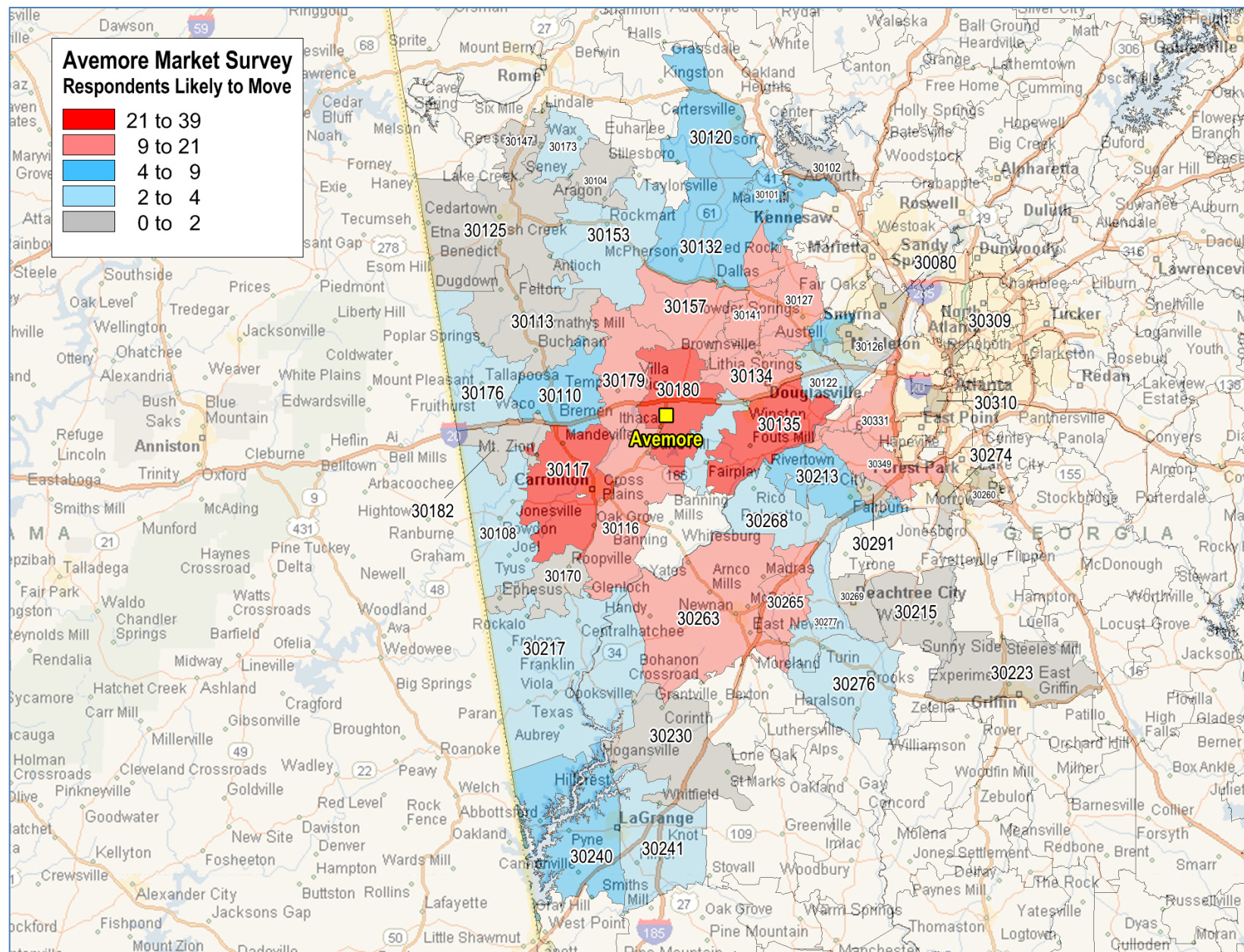
The total market area and its sub-markets were determined via direct response from the market, measured through the survey of age- and income-targeted households. As many areas around Avemore's site are fairly rural and population is dispersed, traditional and industry-accepted rules for defining a market area did not apply. Instead, response- and interest-rates from the market survey were utilized to define and differentiate potential market areas for Avemore. In addition, geographic and demographic considerations, Brooks Adams' professional experience, and direct input from the Avemore team were utilized to corroborate directly measured evidence from the survey.

The survey mailing area included a seven-county area around the Avemore site, extending west to east from the Alabama border into the western suburbs of Atlanta, and north to south from Rome to La Grange. Nearly 20,000 surveys were mailed to this area. The percentage of surveys returned by zip code from respondents who indicated they would either be "somewhat" or "very" interested in moving was the primary tool utilized to define both the total market area and its sub-market areas as well. Geographically contiguous areas with the highest rates of interest were included in the Primary Market Area (PMA), areas with somewhat lesser rates of interests were included in the Secondary Market Area (SMA), and those with little to no interest were not included in the market area. Interest rates by zip code are detailed in the table and map on the second and third following pages.

- The Primary Market Area (PMA) is roughly contained within an approximate 30-minute drive of the Avemore site. The rate of interest from this area ranged from 2.2% to 2.8%, commensurate with a traditionally conservative definition of a PMA. A 30-minute drive time within a fairly rural area is considered an appropriate draw area for higher levels of care, including Assisted Living (AL) and Memory Care (MC). When assessing potential market depth for higher levels of care, only the PMA is considered as a potential market area; however, reasonable "outside fill" assumptions are also given consideration to account for the percentage of potential residents who could originate from beyond the PMA, especially to be closer to adult-children who currently reside within this area.
- The Secondary Market Area (SMA) is generally contained within a 45-minute drive time of the Avemore site, but extends notably farther to the south and not beyond a 30-minute drive time to the east (not into Atlanta). The rate of interest from this area ranged from 0.8% to 1.2%, commensurate with a traditionally conservative definition of an SMA. The SMA is considered an appropriate draw area for IL, and therefore the area between the 15-minute and 20-minute drive time boundaries is considered to be a Secondary Market Area (SMA).

Survey Distribution and Return (Market Area by Zip Code)

Zip Code	Mailed	Total Returned	Strong Interest	Total Interest
30110	261	2.3%	1.5%	2.3%
30116	476	2.7%	2.3%	2.7%
30117	604	3.5%	2.5%	3.5%
30134	647	1.5%	0.9%	1.4%
30135	1,387	3.0%	2.1%	2.8%
30141	407	2.9%	2.2%	2.5%
30179	289	4.8%	3.1%	4.2%
30180	778	4.5%	4.0%	4.1%
30187	243	0.8%	0.0%	0.8%
PMA Subtotal	5,092	3.0%	2.2%	2.8%
30106	274	1.8%	1.1%	1.5%
30108	169	1.8%	1.2%	1.2%
30113	110	1.8%	1.8%	1.8%
30122	345	0.9%	0.6%	0.9%
30127	1,478	0.9%	0.5%	0.8%
30132	733	1.6%	0.7%	1.0%
30153	295	1.4%	0.3%	1.0%
30157	793	2.3%	1.4%	1.6%
30170	68	1.5%	1.5%	1.5%
30176	118	1.7%	0.8%	1.7%
30182	44	2.3%	2.3%	2.3%
30185	86	0.0%	0.0%	0.0%
30213	554	1.1%	0.7%	0.9%
30217	119	3.4%	1.7%	2.5%
30263	1,047	2.1%	0.9%	1.3%
30265	882	1.4%	0.8%	1.1%
30268	187	2.1%	1.1%	1.6%
SMA Subtotal	7,302	1.5%	0.8%	1.2%
Market Area Total	12,394	2.2%	1.4%	1.8%



Market Area Demographics

Population

The market area's total population is predicted to grow by 6.4% from 2017 through 2022. This rate of growth is predicted to be 73% greater than the national average, but more notably is nearly 25% greater than that for the State of Georgia, indicating a greater growth rate in the market area than the state as a whole. Most areas in the South are predicted to have fairly robust population growth projections, and this market area confirms and somewhat exceeds this trend.

- The older population (age 65+) is predicted to experience a significantly greater rate of growth than the total population from 2017 to 2022 at just over 25% -- greater than both the national and state averages.
- The primary target market for senior housing (age 75+) is also predicted to experience a greater rate of growth (29%) than the population as a whole, and notably so at over 150% the national average and over 40% the state average.
- The oldest cohort (age 85+) is predicted to grow at a notably greater rate in the PMA (23%) versus the SMA (18%).

Population Demographics: Total Market Area

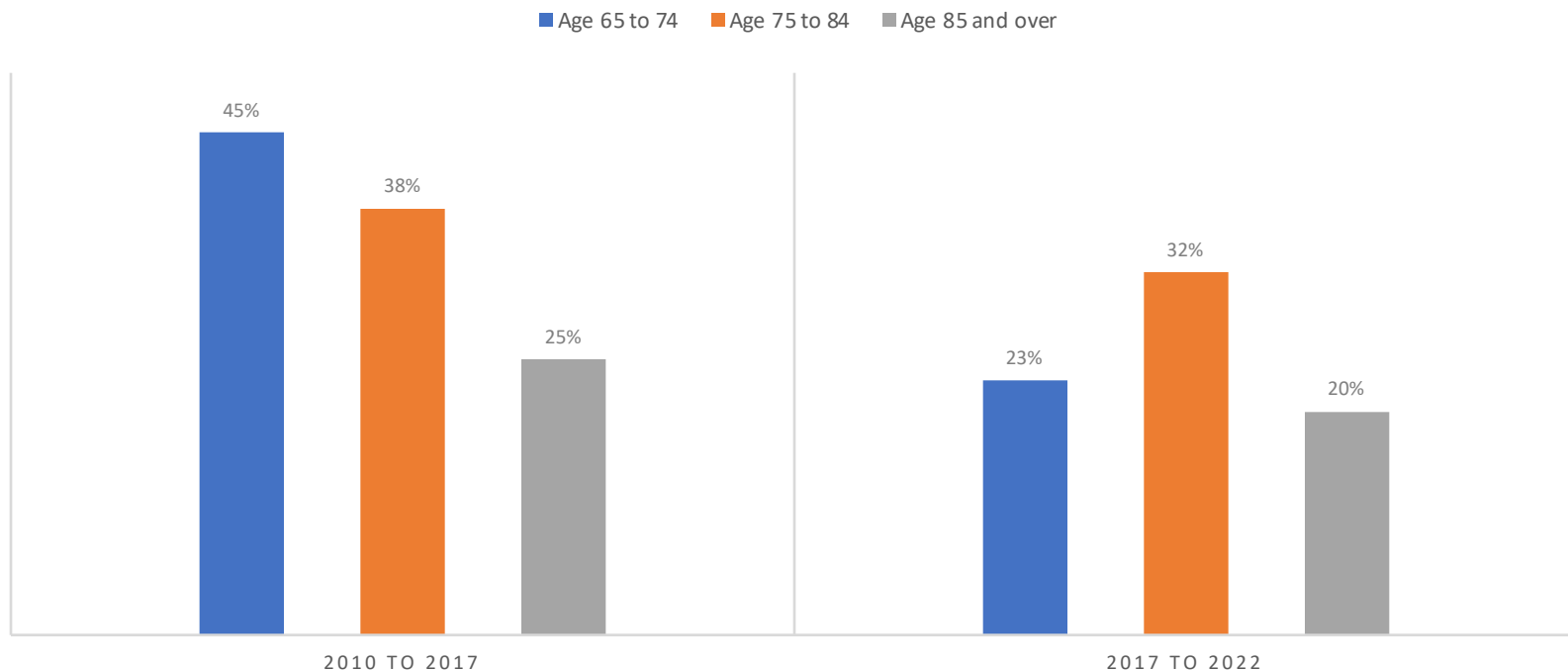
	Market Area		Percent Change	
	2017	2022	Market Area	U.S. Average
Total Population	677,716	721,206	6.4%	3.7%
Age 55 to 64	80,553	92,259	14.5%	5.1%
Age 65 to 74	52,291	64,105	22.6%	21.9%
Age 75 to 84	23,397	30,945	32.3%	14.2%
Age 85+	7,371	8,840	19.9%	5.7%
Total Ages 55+	163,612	196,149	19.9%	11.9%
Total Ages 65+	83,059	103,890	25.1%	17.6%
Total Ages 75+	30,768	39,785	29.3%	11.6%

Older Population

The most noticeable growth in the elderly population in the market area is predicted to occur in the age 75 to 84 cohort, which is somewhat contrary to national trends that indicate the greatest growth in the age 65 to 74 cohort as the first wave of baby boomers is beginning to reach retirement age. This, along with fairly notable growth in the age 85+ cohort, indicates potential for an immediate need for senior housing (serving an age 75+ target market).

- Projected growth in the age 65 to 74 cohort from 2017 to 2022 (23%) is part of a national trend – a categorical change from previous trends, which saw the majority of growth in the older population (by percentage) among the oldest, age 85+ cohort; however, this market area had already been exhibiting strong growth in the younger-old cohort from 2010, as seen in the chart below indicating 45% growth in the age 65 to 74 cohort from 2010 to 2017.

POPULATION GROWTH BY AGE COHORT

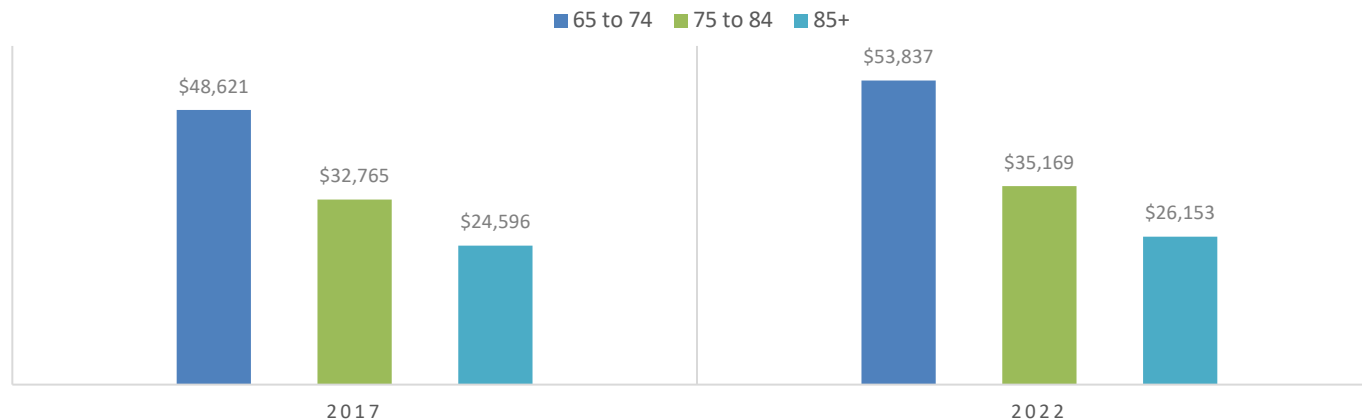


Households and Income Distribution

The current median household income (all ages) in the total market area is \$57,533 and is predicted increase to \$61,997 by 2022 (approximately 8% predicted growth).

- The median household income in the SMA (\$60,118) is approximately 12% greater than that in the PMA (\$53,788) indicating greater overall wealth in the SMA.
- It is important to note that there is a notable decline in median household income as age increases. Though this decline is in accordance with national averages, it is important to note that prospects will likely have less income available to them in retirement than would be indicated by area median incomes (all ages).

MEDIAN INCOME BY AGE COHORT



Age 65+ Households

There are currently an estimated 49,568 households headed by someone age 65 or older in the total market area. Of these households, approximately 43% (21,554 households) have annual incomes between \$35,000 and \$100,000 – considered to be the “middle market” and primary target-market for Independent Living in the proposed retirement community. This cohort is predicted to grow to 26,220 households by 2022 (44% of all age 65+ households).

- There are also 6,897 households who earn \$100,000 or more in the market area (14% of all age 75+ households), and this group is also a potential market, though it is considered secondary to the “middle income” target.

- As it is expected that older households would likely be the first to move in to the proposed community, households headed by those age 75 or older are considered the primary market (though survey results suggest that younger households will also represent a significant portion of residents). Age 75+ households number 18,610 in the market area, and of those, approximately 36% (6,706 households) have incomes between \$35,000 and \$100,000 (predicted to grow to 8,676 households by 2022 – 37% of all age 75+ households).
- Age 75+ “middle market” households will account for one-third (33%) of the total potential “middle market” (age 65+) by 2022.
- By 2022, just less than 40% of primary target market households (age 75+, income \$35,000 to \$100,000) will reside in the PMA, indicating that it will be important for the proposed community to reach beyond its immediate geographic area to attract market to maximize the potential of the project. Results from the market survey indicate that this will be possible.
- Predicted growth in the primary target market from 2017 to 2022 is over double the national average in this cohort.

Age 75+ Household Demographics: Total Market Area

	Total Market Area		Percent Change	
	2017	2022	Market Area	U.S. Average
Total Age 75+ Households	18,610	23,343	25.4%	10.7%
<\$35,000	10,407	12,250	17.7%	5.0%
\$35,000 to \$50,000	3,093	3,828	23.8%	10.3%
\$50,000 to \$75,000	2,351	3,096	31.7%	13.9%
\$75,000 to \$100,000	1,262	1,752	38.8%	19.3%
\$100,000+	1,497	2,417	61.5%	35.1%
Total \$35,000 to \$100,000	6,706	8,676	29.4%	13.3%

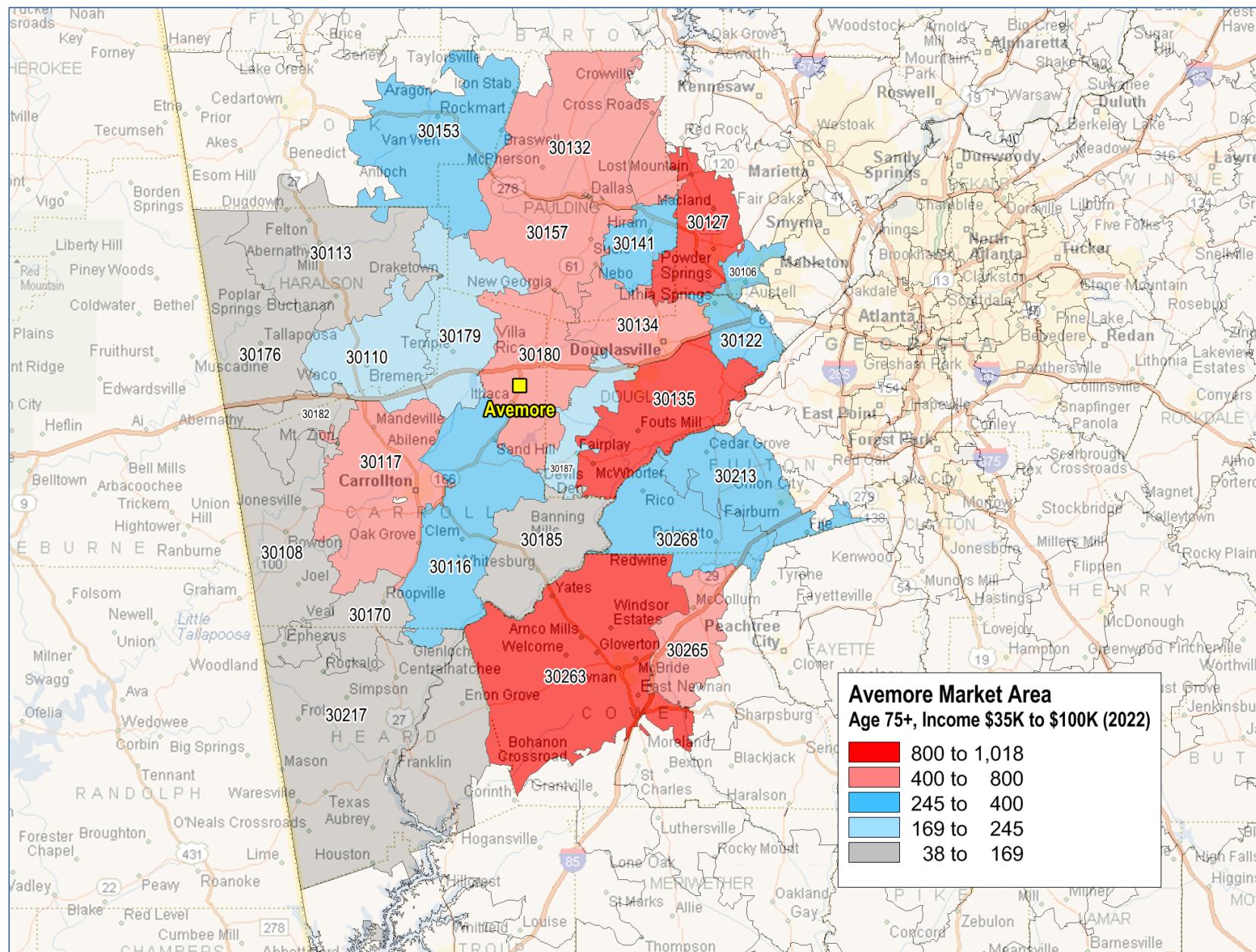
Household Data by Zip Code

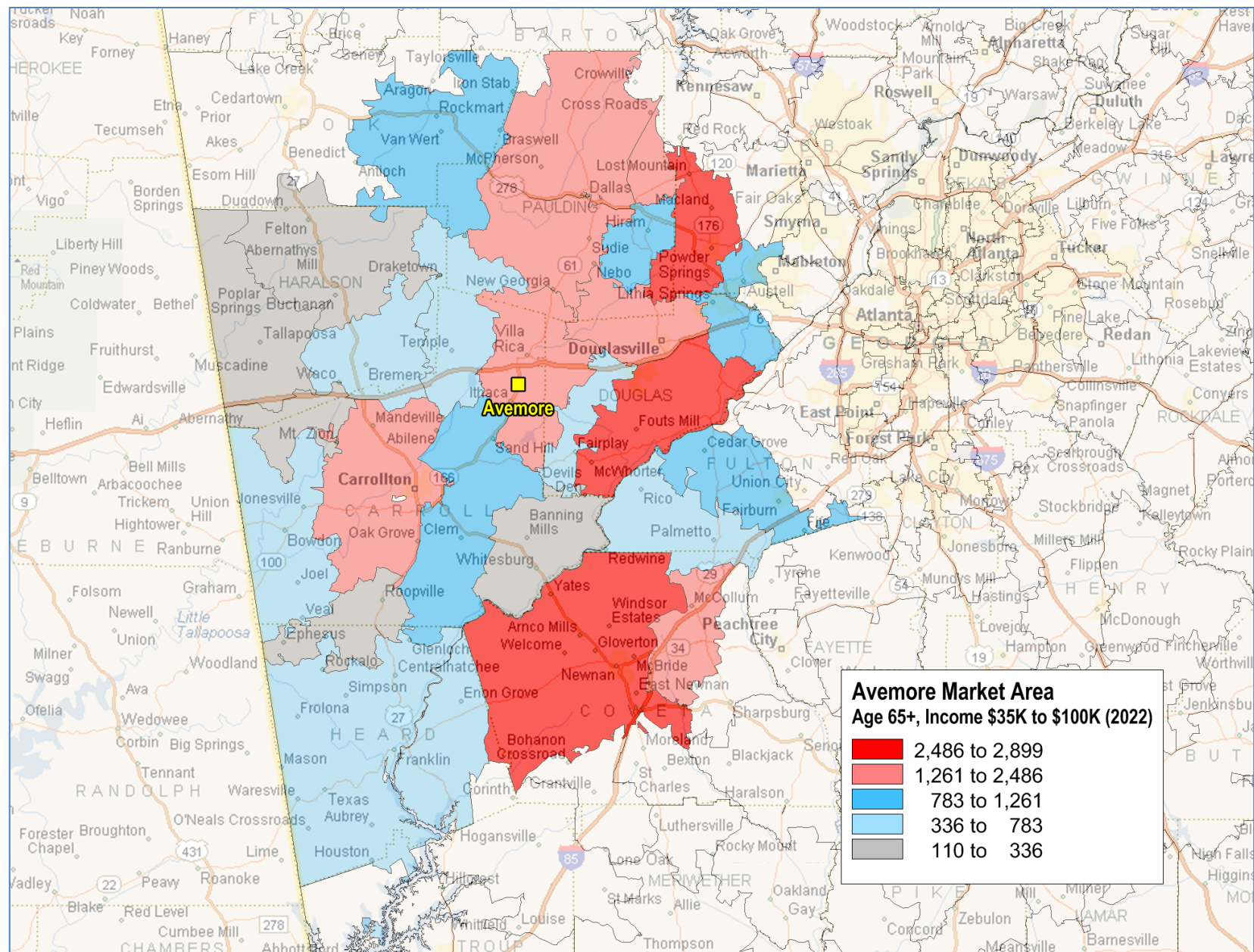
An examination of projected (to 2022) household data by zip code shows the greatest concentration of target-market households (age 75+, income \$35K to \$100K) in the eastern half of the market area.

- The areas of greatest concentration are in Douglasville zip code 30135, Powder Springs zip code 30127, and Newnan zip code 30263.
- All of these zip code areas have at least 800 primary target-market households and over 2,400 target-market households, if the age 65 to 74 segment is included.
- Douglasville is the only of these three areas contained within the PMA.
- The areas within the PMA with the greatest concentration of primary target-market households (age 75+, income \$35,000 to \$100,000) include Carrollton zip 30117, Douglasville zip 30135, and Villa Rica zip 30180 – all with approximately 500 or more target-market households.
- The site zip code (30180 – Villa Rica) is the second-highest area of concentration of age 75+, income \$35,000 to \$100,000 households in the PMA and the fifth-highest area of concentration in the total market area.
- Villa Rica is also the second-highest area of concentration of age 65+ “middle market” households in the PMA and the fifth-highest area of concentration in the total market.

Target Market Households by Zip Code (2022)

Zip Code	Place Name	Area	Age 75+; \$35,000 to \$100,000		Age 75+; \$35,000 to \$100,000	
			Number	Percent of 75+	Number	Percent of 65+
30110	Bremen	PMA	186	32%	505	34%
30116	Carrollton		296	31%	783	36%
30117	Carrollton		491	29%	1,261	35%
30134	Douglasville		400	32%	1,342	41%
30135	Douglasville		846	44%	2,834	51%
30141	Hiram		280	42%	867	46%
30179	Temple		185	31%	559	37%
30180	Villa Rica		525	37%	1,477	42%
30187	Winston		169	46%	465	49%
30106	Austell	SMA	280	37%	837	45%
30108	Bowdon		121	28%	336	36%
30113	Buchanan		67	23%	221	28%
30122	Lithia Springs		335	44%	1,096	55%
30127	Powder Springs		800	41%	2,486	44%
30132	Dallas		511	46%	1,466	52%
30153	Rockmart		280	34%	870	43%
30157	Dallas		549	40%	1,748	46%
30170	Roopville		42	29%	131	36%
30176	Tallapoosa		89	24%	267	31%
30182	Waco		38	34%	110	40%
30185	Whitesburg		73	41%	204	46%
30213	Fairburn		276	30%	1,053	42%
30217	Franklin		92	22%	343	29%
30263	Newnan		1,018	40%	2,899	46%
30265	Newnan		482	41%	1,429	44%
30268	Palmetto		245	44%	631	50%
Total			8,676	37%	26,220	44%





Adult Children

Though the presence of adult children (age 45 to 64) cannot be counted on to represent a proxy of the potential target market, it is very common for movers to retirement housing to relocate to be closer to their children. In particular, adult child households with higher incomes may be more likely to have older parents relocate to retirement communities near them as the adult children may be able to help with finances.

- Overall growth in adult child households is approximately eight times the national average – a trend not particularly uncommon for areas in the south; however very notable for a market area that includes a significant rural population.
- As the majority of this population is still working, income growth is continuing, indicated by a reduction in lower income cohorts (<\$50,000) and subsequent increase in upper cohorts (\$75,000+). The growing presence of higher-income potential adult child households indicates that there could be potential for family assistance should parents' retirement income fall short, but only by those with affluent children.

Adult Child Household Demographics: Total Market Area

	Total Market Area		Percent Change	
	2017	2022	Market Area	U.S. Average
Total Age 45 to 64 Households	178,873	192,741	7.8%	<1%
<\$35,000	23,936	22,137	-7.5%	-10.5%
\$35,000 to \$50,000	11,890	11,396	-4.2%	-7.5%
\$50,000 to \$75,000	19,417	19,371	-0.2%	-5.2%
\$75,000 to \$100,000	13,873	14,565	5.0%	-1.4%
\$100,000 to \$150,000	17,046	19,902	16.8%	6.2%
\$150,000+	11,371	15,145	33.2%	18.7%

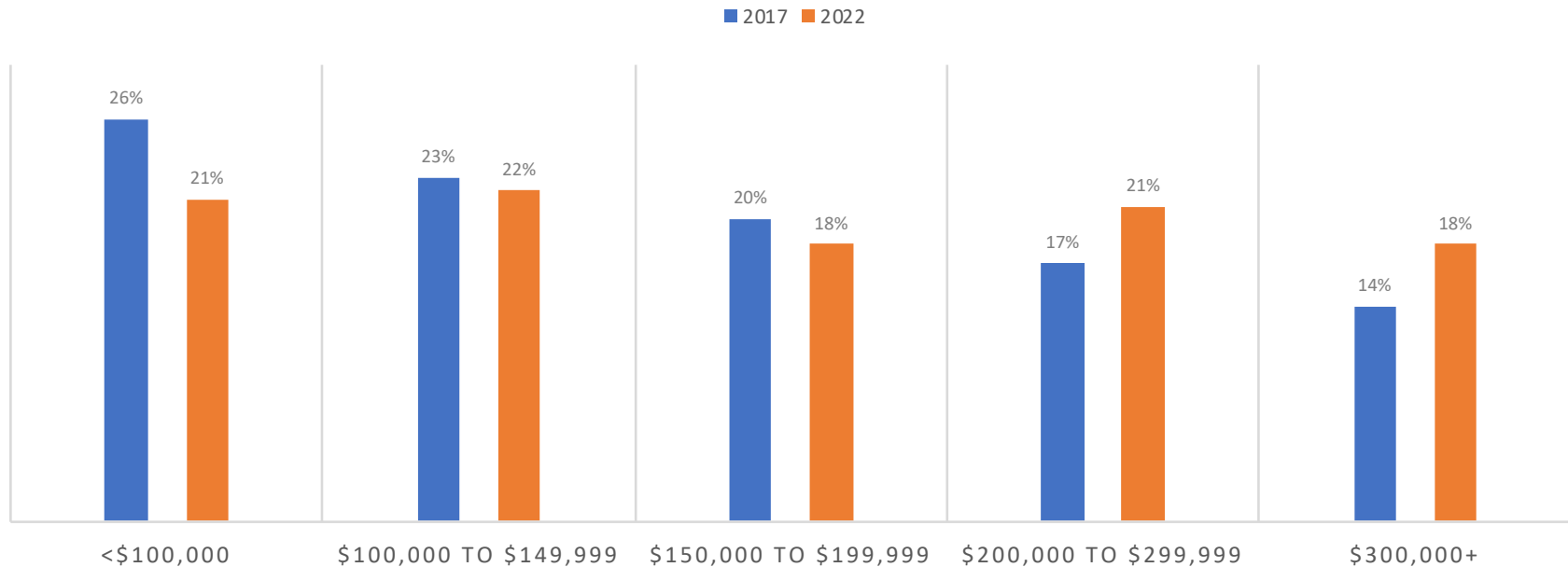
Market Area Real Estate Analysis

Seventy-three percent (73%) of households (all ages) in the total market area were estimated to live in a residence they own in 2017. Home-ownership among older households is higher (82% age 65+, 78% age 75+) in accordance with a typical trend of higher home-ownership among older households.

Data from *Claritas* indicates that the median value of owner-occupied housing units in the market area was \$152,452 in 2017, and this figure is expected to grow to \$169,446 by 2022 (11% increase).

- Home values are very evenly distributed across the spectrum with between 18% and 22% in each category by 2022.
- By 2022, 61% of homes are predicted to be valued between \$100,000 and \$300,000.
- Home values are lower in the PMA than in the SMA – evidenced in the chart on the following page.

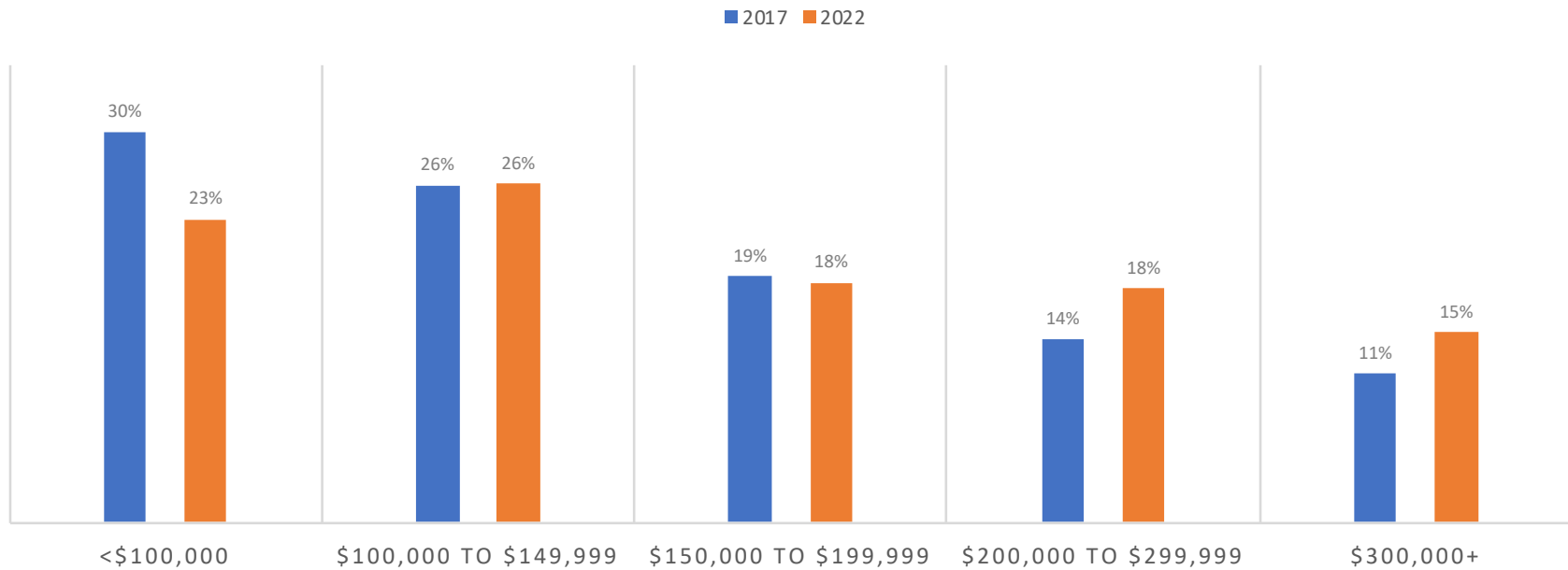
TOTAL MARKET AREA HOME VALUE DISTRIBUTION



When examining the PMA only, home values have a less uniform distribution than the total market area with a lower overall median value and less representation from higher-valued homes.

- The median value of owner-occupied housing units in the PMA was \$138,970 in 2017 (10% lower than the total market area and 17% lower than the SMA) and is expected to grow 10% to \$152,388 by 2022 (also 11% lower than the total market area but 19% lower than the SMA).

PMA HOME VALUE DISTRIBUTION



Competitive Environment

Introduction

Brooks Adams identified and analyzed existing and proposed market-rate facilities in the market area, including those that offer Independent Living, Assisted Living, and Memory Care in an Assisted Living setting. The competitive analysis provides a summarized picture of the competitive landscape including pricing, housing and contract types, services, and amenities, and also provides an objective viewpoint of top competitors. The following includes a comparative analysis of facilities and programs, an occupancy analysis, pricing comparisons.

Many sources were used to compile the competitive data to date, including in-person visits/tours, *NICMap*, websites, telephone conversations, and prior research. Data on operating capacity, occupied residences, and fees are often estimated based on information provided by the community, which cannot always be verified, and then cross-referenced with other sources when possible. It is important to note that occupancy data represent a snapshot in time and can change quickly.

Twelve communities were identified as potential competitors to Avemore in the market area. Seven of these are located within the PMA, and the remaining five are in the SMA. They were so identified due to a combination of factors including (but not limited to) location, perceived quality of service, licensing type, typical and traditional market served, and overall market appeal.

As higher levels of care (Assisted Living, Memory Care) typically draw from a more compact market area, the analysis for these levels of care is primarily limited to those communities located within the PMA; however, some notable communities in the SMA are also included to create a more robust understanding, particularly of pricing, for these levels of care in the market area. Communities with Independent Living throughout the entirety of the market area (PMA and SMA) are included in the analysis.

The following communities were identified as potential competitors at each care level researched for this project:

Independent Living (IL):

- Atria Mableton*
- Brookdale Newnan*
- Cottage Landing
- Creekside Pines*
- Presbyterian Village*
- Stewart House
- Wesley Woods*

Assisted Living (AL):

- Atria Mableton*
- Benton House
- Brookdale Carrollton
- Brookdale Newnan*
- Carrollton Manor
- Cottage Landing
- Grace Senior Living
- Presbyterian Manor*
- Stewart House
- Wesley Woods*

Memory Care (MC):

- Atria Mableton*
- Benton House
- Cottage Landing
- Presbyterian Manor*
- Wesley Woods*

* Indicates community is in the SMA

Independent Living: Monthly Fees

The following table summarizes size and pricing among the potential IL competitors. We have used a detailed accounting of all sizes and fees in order to calculate averages.

Community Name		Studio	1 BR / 1 BR + Den Apartment	2 BR Apartment
Atria Mableton ^a	Size (sq. ft.):	343	443	543
	Monthly Fee:	\$2,800	\$3,150	\$3,500
	Price/Sq. Ft.:	\$8.16	\$7.11	\$6.45
Brookdale Newnan ^a	Size (sq. ft.):	n/a	600	800
	Monthly Fee:	n/a	\$2,995	\$3,495
	Price/Sq. Ft.:	n/a	\$4.99	\$4.37
Cottage Landing	Size (sq. ft.):	n/a	530	635 - 675
	Monthly Fee:	n/a	\$2,100	\$2,200 - \$2,350
	Price/Sq. Ft.:	n/a	\$3.96	\$3.46 - \$3.48
Creekside Pines ^a	Size (sq. ft.):	844	801	1,000 - 1,009
	Monthly Fee:	\$1,645	\$1,645	\$1,895
	Price/Sq. Ft.:	\$1.95	\$2.05	\$1.89
Stewart House	Size (sq. ft.):	--	--	--
	Monthly Fee:	\$1,950	\$2,175	\$2,400
	Price/Sq. Ft.:	--	--	--
Atria Mableton ^a	Size (sq. ft.):	343	443	543
	Monthly Fee:	\$2,800	\$3,150	\$3,500
	Price/Sq. Ft.:	\$8.16	\$7.11	\$6.45
Average	Size (sq. ft.):	594	594	777
	Monthly Fee:	\$2,132	\$2,413	\$2,640
Average Price/Square Foot		\$5.51	\$3.59	\$4.07

^a Indicates community is located within the SMA.

^b "n/a" indicates that the unit is not offered.

Independent Living: Entrance Fees

The following table summarizes size and pricing among the potential IL competitors that require entrance fees. The averages included in the following table account for all of the information received from each competitor and may not average based on the information shown. We have used a detailed accounting of all sizes and fees in order to calculate averages.

Community Name		Studio	1 BR / 1 BR + Den Apartment	2 BR Apartment	Cottage
Presbyterian Manor ^a	Size (sq. ft.):	400	546 - 596	833 - 975	1,264 - 3,269
	Entrance Fee:	n/a	n/a	n/a	\$255,000 - \$457,000
	Monthly Fee:	\$2,690	\$3,325 - \$3,455	\$4,485	\$2,500 - \$2,695
	Price/Sq. Ft.:	\$6.73	\$5.80 - \$6.09	\$4.60 - \$5.38	\$0.82 - \$1.98
Wesley Woods ^a	Size (sq. ft.):	n/a	630 - 1,025	950 - 1,235	1,886 - 2,300
	Entrance Fee:	n/a	\$109,668 - \$150,000	\$154,622 - \$198,531	\$270,772 - \$299,000
	Monthly Fee:	n/a	\$3,220 - \$4,151	\$4,192 - \$5,215	\$4,610 - \$4,950
	Price/Sq. Ft.:	n/a	\$4.50 - \$5.11	\$4.22 - \$4.41	\$2.15 - \$2.44
Average	Size (sq. ft.):	400	610	998	2,180
	Entrance Fee:	n/a	\$129,834	\$176,577	\$320,443
	Monthly Fee:	\$2,690	\$3,538	\$4,631	\$3,689
Average Price/Square Foot			\$6.73	\$5.80	\$4.64

^a indicates community is in the SMA

“n/a” indicates that the unit type is not offered, while dashes indicate the information exists, but was not obtained during research

Independent Living: Status, Levels of Care Offered, and Community Fees

The following table summarizes status and levels of care offered among the competitors.

Community Name	Status	Community Fee	Second Person Fee	Levels of Care
Atria Mableton ^a	For-Profit	--	--	IL, AL, MC, NC
Brookdale Newnan ^a	For-Profit	\$2,000	\$800	IL, AL
Cottage Landing	For-Profit	\$1,200	\$700	IL, AL, MC, NC
Creekside Pines ^a	For-Profit	\$2,500	\$600	IL
Presbyterian Village ^a	Non-Profit	\$300 - \$400	\$750 - \$1,110	IL, AL, MC, NC
Stewart House	For-Profit	n/a	\$400	IL, AL
Wesley Woods ^a	Non-Profit	n/a	\$1,300	IL, AL, MC, NC

^a indicates community is in the SMA

^b "n/a" indicates that there is no required fee, while dashes indicate the fee exists, but was not obtained during research

Independent Living: Amenities

The following table summarizes the amenities found among the Independent Living competitors.

Amenities	Atria Mableton ^a	Brookdale Newnan ^a	Cottage Landing	Creekside Pines ^a	Presbyterian Village ^a	Stewart House	Wesley Woods ^a	Atria Mableton ^a
Art Studio/Room							•	
Beauty/Barber shop	•	•	•	•	•	•	•	•
Computer room		•	•					
Courtyard	•	•					•	•
Fellowship/Worship Center		•			•			
Fitness center	•		•		•		•	•
Fitness Programs	•	•			•			•
Game room		•	•	•			•	
Garage / Carport parking	•	•						•
Garden					•	•		
Guest Suites			•		•		•	
Library	•	•	•		•		•	•
Lounges			•	•			•	
Pet friendly	•	•		•				•
Pool					•			
Private dining room	•		•		•		•	•
Putting Green							•	
Restaurant-style dining			•	•			•	
Tennis Court					•			
Theater			•				•	
Transportation	•			•	•		•	•
Walking paths	•				•	•	•	•
Wi-Fi (included)	•							•

^a indicates community is in the SMA

^b Please note that some communities may have amenities that were not listed on website/brochure and/or were not seen during visit.

Assisted Living and Memory Care

The following table summarizes size and pricing among the potential competitors that offer AL. We have used a detailed accounting of all sizes and fees in order to calculate all averages.

Assisted Living: Monthly Fees

Community Name		Studio	1 BR Apartment	2 BR Apartment
Atria Mableton ^a	Size (sq. ft.):	343	443	543
	Base Monthly Fee:	\$2,800	\$3,150	\$3,500
	Level of Care:	\$0 - \$2,000	\$0 - \$2,000	\$0 - \$2,000
	Total Monthly Fee:	\$2,800 - \$4,800	\$3,150 - \$5,150	\$3,500 - \$5,500
	Price/Sq. Ft.:	\$8.16 - \$13.99	\$7.11 - \$11.63	\$6.54 - \$10.13
Benton House	Size (sq. ft.):	330	552	n/a
	Base Monthly Fee:	\$3,650	\$4,532	n/a
	Level of Care:	\$760 - \$1,520	\$760 - \$1,520	n/a
	Total Monthly Fee:	\$4,410 - \$5,170	\$5,292 - \$6,052	n/a
	Price/Sq. Ft.:	\$13.36 - \$15.67	\$9.59 - \$10.96	n/a
Brookdale Carrollton	Size (sq. ft.):	326	452	595
	Base Monthly Fee:	\$3,000	\$4,100	\$4,800
	Level of Care:	\$380 - \$2,000	\$380 - \$2,000	\$380 - \$2,000
	Total Monthly Fee:	\$3,380 - \$5,000	\$4,480 - \$6,100	\$5,180 - \$6,800
	Price/Sq. Ft.:	\$10.37 - \$15.34	\$9.91 - \$13.50	\$8.71 - \$11.43
Brookdale Newnan ^a	Size (sq. ft.):	250	500	n/a
	Base Monthly Fee:	\$3,995	\$4,195	n/a
	Level of Care:	\$380 - \$2,000	\$380 - \$2,000	n/a
	Total Monthly Fee:	\$4,375 - \$5,995	\$4,575 - \$6,195	n/a

Assisted Living: Monthly Fees (Continued)

Community Name		Studio	1 BR Apartment	2 BR Apartment
Carrollton Manor	Size (sq. ft.):	400	n/a	n/a
	Base Monthly Fee:	\$2,450	n/a	n/a
	Level of Care:	all-inclusive	n/a	n/a
	Total Monthly Fee:	\$2,450	n/a	n/a
	Price/Sq. Ft.:	\$6.13	n/a	n/a
Cottage Landing	Size (sq. ft.):	270 - 370	590	870
	Base Monthly Fee:	\$2,650 - \$2,850	\$3,550	\$4,350
	Level of Care:	\$300 - \$1,400	\$300 - \$1,400	\$300 - \$1,400
	Total Monthly Fee:	\$2,950 - \$4,250	\$3,850 - \$4,950	\$4,650 - \$5,750
	Price/Sq. Ft.:	\$10.93 - \$11.49	\$6.53 - \$8.39	\$5.34 - \$6.61
Grace Senior Living Stewart House	Size (sq. ft.):	290	n/a	n/a
	Base Monthly Fee:	\$2,980	n/a	n/a
	Level of Care:	\$250 - \$900	n/a	n/a
	Total Monthly Fee:	\$3,230 - \$3,880	n/a	n/a
	Price/Sq. Ft.:	\$11.4 - \$13.38	n/a	n/a
Stewart House	Size (sq. ft.):	n/a	--	n/a
	Base Monthly Fee:	n/a	\$2,850	n/a
	Level of Care:	n/a	\$0 - \$1,000	n/a
	Total Monthly Fee:	n/a	\$2,850 - \$3,850	n/a
	Price/Sq. Ft.:	n/a	--	n/a
Average	Size (sq. ft.):	322	507	669
	Monthly Fee:	\$4,053	\$4,708	\$5,230
Average Price/Square Foot			\$12.57	\$9.28

^a indicates community is in the SMA

^b "n/a" indicates that there is no required fee, while dashes indicate the fee exists, but was not obtained during research

Assisted Living: Monthly Fees in Communities with Entrance Fees

Community Name		Studio	1 BR or 1 BR + Den Apartment
Presbyterian Manor ^a Wesley Woods ^a	Size (sq. ft.):	--	n/a
	Entrance Fee:	n/a	n/a
	Monthly Fee:	\$4,860	n/a
	Price/Sq. Ft.:	--	n/a
Presbyterian Manor ^a	Size (sq. ft.):	--	--
	Entrance Fee:	\$3,000	\$3,000
	Monthly Fee:	\$4,123 - \$4,305	\$4,634 - \$5,640
	Price/Sq. Ft.:	--	--
Average	Size (sq. ft.):	--	--
	Entrance Fee:	\$3,000	\$3,000
Average Price/Square Foot		--	--

^a indicates community is in the SMA

^b "n/a" indicates that there is no required fee, while dashes indicate the fee exists, but was not obtained during research

The following table summarizes size and pricing among the primary competitors that offer MC. We have used a detailed accounting of all sizes and fees in order to calculate all averages. Competitors with entrance fees, as opposed to solely monthly rental fees, are not shown, as they remain the same as IL.

Memory Care: Monthly Fees

Community Name		Semi-Private Or Companion	Private Apartment
Atria Mableton ^a	Size (sq. ft.):	n/a	343
	Base Monthly Fee:	n/a	\$4,300
	Level of Care:	n/a	\$0 - \$2,000
	Total Monthly Fee:	n/a	\$4,300 - \$6,300
	Price/Sq. Ft.:	n/a	\$12.54 - \$18.37
Breton House	Size (sq. ft.):	175	--
	Base Monthly Fee:	\$3,589	\$4,380
	Level of Care:	\$760 - \$1,520	\$760 - \$1,520
	Total Monthly Fee:	\$4,349 - \$5,109	\$5,140 - \$5,900
	Price/Sq. Ft.:	\$24.85 - \$29.19	--
Cottage Landing	Size (sq. ft.):	351 - 364	286
	Base Monthly Fee:	\$3,200 - \$3,800	\$4,600
	Level of Care:	all-inclusive	all-inclusive
	Total Monthly Fee:	\$3,200 - \$3,800	\$4,600
	Price/Sq. Ft.:	\$9.12 - \$10.44	\$16.08
Average	Size (sq. ft.):	Size (sq. ft.):	357
	Monthly Fee:	Monthly Fee:	\$4,115
Average Price/Square Foot		\$11.54	\$16.69

^a indicates community is in the SMA

^b "n/a" indicates that there is no required fee, while dashes indicate the fee exists, but was not obtained during research

Memory Care: Monthly Fees in Communities with Entrance Fees

Community Name		Shared Apartment	Studio	1 BR / 1 BR + Den Apartment
Presbyterian Manor ^a Wesley Woods ^a	Size (sq. ft.):	--	--	--
	Entrance Fee:	n/a	n/a	n/a
	Monthly Fee:	\$5,445	\$4,765	\$5,815
	Price/Sq. Ft.:	--	--	--
Presbyterian Manor ^a	Size (sq. ft.):	n/a	--	--
	Entrance Fee:	n/a	\$3,000	\$3,000
	Monthly Fee:	n/a	\$6,198	\$6,527
	Price/Sq. Ft.:	n/a	--	--
Average	Size (sq. ft.):	--	--	--
	Entrance Fee:	n/a	\$3,000	\$3,000
Average Price/Square Foot		--	--	--

^a indicates community is in the SMA

^b "n/a" indicates that there is no required fee, while dashes indicate the fee exists, but was not obtained during research

Assisted Living and Memory Care: Status, Levels of Care Offered, and Community Fees

The following table summarizes status and levels of care offered among the competitors.

Community Name	Status	Community Fee	Second Person Fee	Levels of Care
Atria Mableton ^a	For-Profit	--	--	IL, AL, MC, NC
Benton House	For-Profit	\$2,500	\$760	AL, MC
Brookdale Carrollton	For-Profit	\$1,000	\$500	AL
Brookdale Newnan ^a	For-Profit	\$2,000	\$800	IL, AL
Carrollton Manor	For-Profit	n/a	n/a	AL, NC
Cottage Landing	For-Profit	\$1,200	\$700	IL, AL, MC, NC
Grace Senior Living	For-Profit	\$1,000	--	AL
Presbyterian Manor ^a	Non-Profit	\$300-\$400	\$750-\$1,110	IL, AL, MC, NC
Stewart House	For-Profit	n/a	\$400	IL, AL
Wesley Woods ^a	Non-Profit	n/a	\$1,300	IL, AL, MC, NC

^a indicates community is in the SMA

^b "n/a" indicates that there is no required fee, while dashes indicate the fee exists, but was not obtained during research

Assisted Living and Memory Care: Amenities

The following table summarizes the amenities found among the Assisted Living and Memory Care competitors.

Amenities	Atria Mableton ^a	Benton House	Brookdale Carrolton	Brookdale Newnan ^a	Carrolton Manor	Grace Senior Living	Presbyterian Manor ^a	Stewart House	Wesley Woods ^a
Activities	•	•		•		•	•		•
Art Room									•
Beauty salon/barber shop	•			•			•	•	•
Clubroom			•	•					
Common sitting areas	•			•			•		•
Computer room		•		•					
Dedicated memory program	•	•					•		•
Fellowship/worship center						•	•		
Fitness center	•		•			•	•		•
Gardens and walking paths	•						•	•	•
Library	•		•	•			•		•
Movie Room									•
Pet friendly	•		•	•			•		
Private dining room	•		•			•	•		•
Restaurant-style dining		•							•
Secure courtyard	•	•		•		•			•
Supervised fitness program						•	•		•
Transportation	•	•					•		•
Wi-Fi (incl.)	•		•						

^a indicates community is in the SMA

^b Please note that some communities may have amenities that were not listed on website/brochure and/or were not seen during visit.

Proposed Communities or Expansions to Existing Communities

Serenbe

This large, high-end, master-planned community is located in Chattahooche Hills (approximately 23 miles southeast of the Avemore site) and is composed of four “hamlets” with complementary commercial centers focused on the elements of a well-lived life: arts for inspiration, agriculture for nourishment, health for wellbeing, and education for awareness. Fresh food is another of Serenbe’s natural assets, with a 25-acre organic farm, a seasonal Saturday Farmer’s Market, a thriving CSA program, and edible landscaping, including blueberry bushes along paths and sidewalks.

Year-round cultural events include outdoor theater from Serenbe Playhouse; culinary workshops and festivals; music events, films, and lectures; boutique shopping; art galleries; a spa; and trail riding, plus a robust Artist in Residence program featuring dinners and talks. Serenbe will also include “Garden Cottages” that will be designed for Adults 55+ and integrate progressive and thoughtful design features into every home. Cottages face a protected courtyard green and have fractional ownership of a fully furnished Common House featuring an open floor plan, gourmet kitchen and two guest suites for visiting family and friends. Serenbe includes similar concepts to those being proposed for Avemore, though the income-target for Avemore will include those of notably more modest means than Serenbe. Brooks Adams considers Serenbe to be only a tangential competitor to Avemore as there will likely be very little direct market overlap.

Silver Comet Village

The new, 154-unit, \$37 million seniors housing community is under construction (as of August 2017) in Powder Springs, next to the Silver Comet Trail near U.S. Highway 78 and Richard D. Sailors Parkway. The project will be located in the SMA. Construction is expected to last 13 months, with a grand opening in fall 2018. Once fully operational, Silver Comet Village will offer 64 units of IL along with 90 units (103 beds) of AL and MC. As Silver Comet Village is under construction, its proposed residences are accounted for in estimates of demand.

Abbingdon Trail of Powder Springs

This age 62+ apartment community is located in the SMA near Silver Comet Trail and Lucile Creek Trail and is planning a second phase of development that would add 80 new residences. The existing development has 2- and 3- bedroom apartment homes with Energy Star efficient appliances and laundry connections. On-site amenities include a community room, fully equipped fitness center, media room, library, computer center with Internet, laundry facility, and resident gathering area with kitchenette. Rea Ventures developed and owns Abbingdon Trail. The property is professionally managed by Boyd Management and includes on-site management and maintenance staff.

Three active adult communities (age 55+) are at various stages in the planning process, all located within Coweta County. Two are to be located in Newnan and one in Powder Springs – all are in the SMA. One (Powell Senior Village) includes a proposal for new Assisted Living.

- *Powell Senior Village* would be located on Holz Parkway off Ga. Highway 34. The conceptual site plan is divided into two projects. The “Village Center” at approximately 28.52 acres calls for a 48,000 sq. ft. Assisted Living and hospice center; a community center; and 380 senior apartments, ranch-style condominiums, and townhome flats. The “Village Annex” project will be situated on 20.45 acres and will contain 87 senior condos, carriage house villas, and senior cottages. The proposal included parks, gardens, and a community center.
- *Arbor Springs Village* would be located on Arbor Springs Parkway in north Coweta. The site includes 27 acres and will feature 78 courtyard-style, single-family homes for independent living. The layout of the village allows for the homes to be designed in an intimate cluster format of 78 homes but with amenities that match the social interests of the market including a clubhouse, gardens, and walking and golf cart paths, along with a premier golf course.
- There is another proposal for an unnamed project on a 24.27-acre tract at Redwine Plantation Drive and Happy Valley Circle. The conceptual site plan showed a proposed active adult community with 42 total units which include a 2,200 sq. ft. minimum floorplan. Several pedestrian paths, gardens, passive parks, and dog walks will be located throughout the neighborhood.

Analysis of Need/Demand

Independent Living

Brooks Adams has evaluated the market for IL in the market area, projected for the year 2022, examining market depth by application of a range of capture rate assumptions to offer conservative and moderate evaluations of market depth. This methodology yields a range of estimates of market capacity in the form of the number of residences the market could absorb.

In addition, Brooks Adams has completed a penetration rate analysis for a variety of potential sizes for the Avemore Life Plan Community. This methodology yields an estimate of the percentage of available target-market households the project would have to capture in order to fill residences in a range of proposed project sizes.

The analysis points to a market that clearly has capacity to absorb a new product. The market also appears able to accommodate a mix of entrance fee and rental contracts if multiple contract options are to be offered.

▪ *Entrance Fee*

The demand for an entrance fee product includes only those who own a home and could potentially convert the sale of their home into an entrance fee. It is important to note that this methodology is typically conservative as it does not take into account assets beyond home-ownership. Estimated depth for this product and contract ranges from 343 to 463 residences by 2022.

- Demand from the PMA only ranges from 227 to 289 residences, and primary income market demand (those with \$50,000 to \$100,000) ranges from 136 to 173 residences.
- Within the range of total entrance fee product demand, affordability is further segmented by home value, to indicate market depth at varying entrance fee price points. Estimates indicate potential market (by 2022) for between 210 and 283 residences priced between \$100,000 and \$300,000, and from 141 to 180 such residences from the PMA alone.
- In general, nearly two-thirds (64%) of demand in each category is from the PMA. This is somewhat less so in regard to entrance fee price point (as it relates to home value) as home values in the PMA are somewhat lesser than those in the SMA. For higher entrance fee price points (\$200,000 or more), only 55% to 60% of demand is from the PMA.

- Project penetration rates for an entrance fee product do not exceed 0.4% for the three potential project sizes examined – 75, 100, and 125 residences. In fact, rates for an entrance fee product will not exceed 1% until the project size reaches approximately 300 residences. Any project penetration rate under 1% is considered to be a “superior market.” Assumptions of the market for an entrance fee product assume home ownership and annual household incomes between \$35,000 and \$100,000.
- *Rental*
Demand for a rental product is always greater than that for an entrance fee product simply because of the fact that no lump sum payment is required for rent. As such, the demand estimate for an entrance fee product (detailed below) is a subset of the rental market. The projected (by 2022) demand for rental IL residences is for 419 to 566 residences with a starting monthly fee of \$1,750, and for 258 to 349 residences at a higher starting price point of \$2,500.
 - Demand from the PMA only ranges from 278 to 353 residences and from 166 to 211 residences from the primary income cohort (\$50,000 to \$100,000) – those that could afford \$2,500 to \$5,000 per month.
 - Project penetration rates for rental product conservatively assume that monthly fees will start at \$2,500, correlating to an income of \$50,000. This assumption is made because it is likely that monthly fees will have to be higher without the payment of an entrance fee. Rates for this product type do not exceed 0.5% for the three potential project sizes examined – 75, 100, and 125 residences. Much like an entrance fee product, rates for a rental product will not exceed 1% until the project size reaches approximately 240 residences.
- The total estimated market penetration in the market area ranges from 1% to 2% from the age 65+ market and from 4% to 6% from the age 75+ market. In examining market penetration from the PMA only, rates fall to below 1% from the age 65+ market and 1% for the age 75+ market.
 - If 200 residences were added, market penetration would climb to approximately 2% from the age 65+ market and between 6% and 8% from the age 75+ market. Rates would subsequently climb to 2% from the 65+ market and between 5% and 9% from the 75+ market in the PMA only.
- These market penetration rates indicate that regardless of age- and income-target, that less than 6% of eligible households that could ostensibly afford market-rate senior housing are currently residing in one of these such communities, and if 200 residences were added this rate would not exceed 9%. These measures are very low compared to most markets across the U.S., and are favorable from the standpoint of absorption of new product, but that there would likely be a need for market education due to a lack of product knowledge.

Independent Living Methodology: Capture Rates

Demand models were run utilizing capture rates derived directly from rates of interest gathered via the market survey.

“Conservative” to “Moderate” capture rates range from 2.2% to 2.8% in the PMA and from 0.8% to 1.2% in the SMA.

“Conservative” rates are based on the percentage of total surveys mailed to age- and income-eligible (age 65+, income \$35,000+) recipients, by area, that were returned by age- and income-eligible respondents who indicated they would be “Somewhat” or “Very” interested in moving to a new community at Avemore. “Moderate” capture rates are based on the same cohort as “Conservative” capture rates, but who were also responded “Neutral” to the question regarding moving to Avemore.

- The target minimum age included in the models of demand estimation was 65. Though 65 is lower than that typically used for estimating demand for a new Life Plan Community (age 70 or 75 are more typical), it is based on sound, conservative consumer data measured via the market survey. Interest in moving to the proposed community did not vary by age at all (comparing 65+ to 75+), indicating that younger-old households (65+) are just as likely to be interested in the project as older-old (75+) households.
- Demand models were run separately for a rental product and for an entrance fee product. The market for an entrance fee product is a subset of that for a rental product as it only includes those who own a home.
- Estimates also take into account a percentage of potential market originating beyond the market area. Typical “outside fill” percentages for communities that offer care options in addition to IL typically range from 10% to 20%. Brooks Adams is utilizing a fairly conservative estimate of 15% cumulative (PMA and SMA combined) outside fill in for this market.
 - *Entrance Fee Demand*
The primary market for entrance fee IL is limited only to homeowners, as it is assumed that only those with assets associated with the sale of their homes would be able to afford the entrance fees at a new project at Avemore.
 - *Rental Demand*
The primary market for rental IL includes age 75+ households with incomes of \$35,000 to \$100,000 by 2022. It is assumed that someone with an annual household income of \$35,000 would have approximately \$1,750 per month available to him or her for rent (60 percent of gross income) and someone with \$100,000 would have \$5,000. These “middle market” thresholds are based on an understanding of current pricing in the market. As the monthly fee for straight rental may be higher than \$1,750, the market with incomes of \$50,000 to \$100,000 is considered a “primary market.” Utilizing the same (60%) formula, this cohort could afford \$2,500 to \$5,000/month.

Avemore: Forecast Demand for Independent Living by Area (Entrance Fee)

Year 2022			Primary Market Area (PMA)			Secondary Market Area (SMA)						
Total age 65+ households			23,967			36,271						
- <i>Competitive IL</i>			49			398						
= Total market pool			23,918			35,873						
Segmentation by income			\$35-50K	\$50-75K	\$75-100K	\$35-50K	\$50-75K	\$75-100K				
x <i>Percent with target income</i>			17.0%	14.8%	10.4%	15.6%	17.7%	11.2%				
x <i>Percent home owners</i>			82%	82%	82%	82%	82%	82%				
= Qualified market pool			3,326	2,896	2,035	4,564	5,178	3,276				
÷ <i>Percent draw from market area</i>			80%	80%	80%	90%	90%	90%				
= Total Market Pool			4,158	3,620	2,544	5,071	5,753	3,640				
Capture Rate:	PMA	SMA	\$35-50K	\$50-75K	\$75-100K	\$35-50K	\$50-75K	\$75-100K	\$35-50K	\$50-75K	\$75-100K	Total
Conservative	2.2%	0.8%	91	80	56	41	46	29	132	126	85	343
Moderate	2.8%	1.2%	116	101	71	61	69	44	177	170	115	463

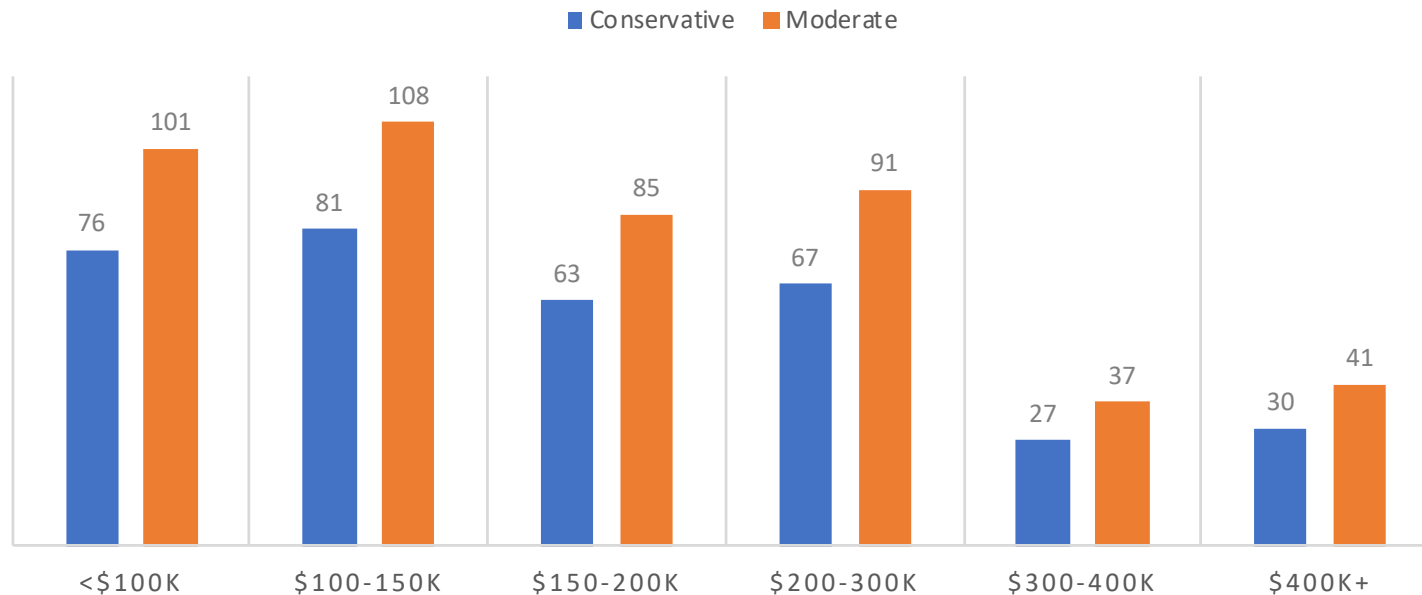
Independent Living Market Segmentation by Price Point (Entrance Fee)

An examination of market depth by entrance fee price point begins with total demand for entry fee product. Following this, the market pool is categorized according to the projected (2022) distribution of home values in the PMA, as it is assumed that home values are an excellent (though somewhat conservative) proxy for affordability for entrance fees.

The indicated potential market begins with those with household incomes of \$50,000 or more, which translates to an ability to afford at least \$2,500 in monthly fees. As visually evidenced in the following graph, ranges of projected market depth are as follows for varying entrance fee price points:

- \$150,000+: 96 to 192 residences
- \$200,000+: 83 to 167 residences
- \$300,000+: 51 to 103 residences
- \$400,000+: 29 to 58 residences

STRATIFIED DEMAND BY HOME VALUE (2022) ENTRY FEE MARKET, INCOME \$35,000 TO \$100,000



Avemore: Forecast Demand for Independent Living by Area (Rental)

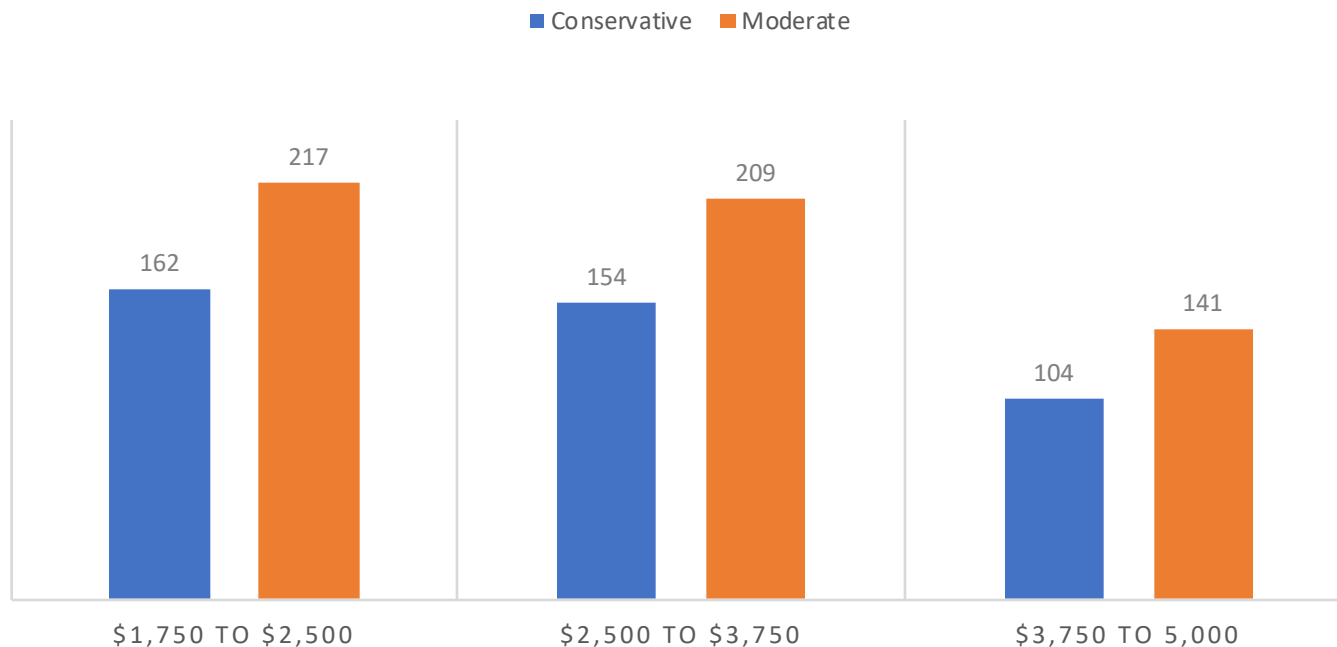
Year 2022			Primary Market Area (PMA)			Secondary Market Area (SMA)						
Total age 65+ households			23,967			36,271						
- <i>Competitive IL</i>			49			398						
= Total market pool			23,918			35,873						
Segmentation by income			\$35-50K	\$50-75K	\$75-100K	\$35-50K	\$50-75K	\$75-100K				
x <i>Percent with target income</i>			17.0%	14.8%	10.4%	15.6%	17.7%	11.2%				
= Qualified market pool			4,066	3,540	2,487	5,596	6,350	4,018				
÷ <i>Percent draw from market area</i>			80%	80%	80%	90%	90%	90%				
= Total Market Pool			5,083	4,425	3,109	6,218	7,055	4,464				
Capture Rate:	PMA	SMA	\$35-50K	\$50-75K	\$75-100K	\$35-50K	\$50-75K	\$75-100K	\$35-50K	\$50-75K	\$75-100K	Total
Conservative	2.2%	0.8%	112	97	68	50	56	36	162	154	104	419
Moderate	2.8%	1.2%	142	124	87	75	85	54	217	209	141	566

Independent Living Market Segmentation by Price Point (Rental)

An examination of market depth by rental price point begins with total demand for a rental product – with the methodology outlined above that estimates overall depth in the PMA. The estimated market pool indicated from the above analysis is then categorized according to the projected distribution of household incomes by 2022 (data on income provided by *Nielsen Claritas*). As visually evidenced in the chart below, ranges of projected market depth are as follows for varying rental price points:

- \$1,750/month (\$35,000+ income): 73 to 173
- \$2,500/month (\$50,000+ income): 43 to 102
- \$3,750/month (\$75,000+ income): 20 to 48

RENTAL MARKET DEMAND BY INCOME (2022)



Independent Living Project Penetration

The project penetration rate indicates the percentage of the age/income-qualified market pool in the market area (not currently residing in a competitive community) that would need to move into a new Life Plan Community at Avemore to achieve stabilized (95%) occupancy. LeadingAge has published guidelines for “acceptable” project penetration rates. These rates are intended only as general benchmarks. Specific market conditions and product offerings can affect the interpretation of the data (for example, certain households may have less than the minimum annual income requirements and yet have resources available such as investments or support from family members, to pay the monthly service fees as well as other living expenses). LeadingAge guidelines are as follows:

- Superior Market = Project penetration rate of less than 1%
- Excellent to Good Market = Project penetration rate of 1% to 3%
- Good to Fair Market = Project penetration rate of 3% to 5%
- Fair to Poor Market = Project penetration rate of more than 5%

These rates must also be evaluated in the context of other market factors such as occupancy levels at existing communities, proposed facilities and/or new residences, the design of the communities, and existing and proposed marketing efforts.

The project penetration rate for Avemore is calculated for age 65+ households with annual incomes of \$35,000 or more and of those who own a home within the market area (entrance fee market) and for age 65+ households with incomes of \$50,000 or more (rental market). As the final build-out of the project is currently unknown, three different project sizes were evaluated including 100, 125, and 150 IL residences.

- The projected (2022) project penetration rates for an entrance fee product do not exceed 0.5%, regardless of product size. This indicates that half of one percent or fewer of eligible age 65+ households would need to be captured from within the market area to fill all proposed residences.
- The projected (2022) project penetration rates for a rental product (total market) are all at 0.6% or lower.

Avemore: Required Penetration To Fill Proposed IL Residences (Market with Incomes of \$35K to \$100K)

Product type	Entrance Fee			Rental		
Income for target IL resident	\$35K to \$100K and Own Home			\$50,000		
Proposed Residences	100	125	150	100	125	150
Proposed residences at 95% operating occupancy	95	119	143	95	119	143
Percent of residences to be filled from Market Area	85%			85%		
Total residences to be filled from within the Market Area	81	101	121	81	101	121
Projected market pool (2022)	24,785			19,053		
Projected penetration rate (2022)	0.3%	0.4%	0.5%	0.4%	0.5%	0.6%

Assisted Living

Brooks Adams ran the demand estimation model for AL residences in the age- (75+), income- (at least \$50,000 in annualized income) and need-qualified households in the PMA. Qualifications for need include national statistics on those needing assistance with activities of daily living and instrumental activities of daily living and who also are likely to seek out a formal care setting.

The estimate indicates forecast (2022) need for a very large number of AL residences in the PMA – in excess of 270 units.

- The estimate indicates need beyond that which is currently being accommodated in existing communities in the PMA. It further assumes that 10% of AL residences would be filled by those originating beyond the boundaries of the PMA (10% outside fill), which is considered conservative and very achievable, especially considering the number of potential adult child households residing with in the PMA.
- This estimate includes 293 market-rate residences in seven communities within the PMA, including:
 - Benton House of Douglasville
 - Brookdale Carrollton
 - Carrollton Manor - Autumn Square Assisted Living
 - Cottage Landing
 - Grace Senior Living of Douglasville
 - The Stewart House Retirement Living
 - The Oaks - Carrollton

Avemore: Forecast Need for Assisted Living

Market Area		Primary Market Area			
Target market by age		75-84	85+		
Population by age		12,607	3,509		
- % likely to utilize nursing care		3.60%	13.77%		
= Non-nursing-eligible population		12,153	3,026		
x % with disability & needs assistance		21.9%	30.2%		
x % likely to seek formal care setting		33%	33%		
Assisted living need by age		878	302		
- AL residences (current)		209	72		
= Remaining unsupplied demand		669	230		
% Draw from Primary Market Area		90%	90%		
= Demand adjusted for draw from PMA		743	255		
x Target-market income (\$50K to \$75K)	12.3%	91	9.4%	24	Total
x Target-market income (\$75K to \$100K)	7.7%	57	4.7%	12	115
x Target-market income (\$100K+)	10.4%	77	6.6%	17	69
Total Private-pay market for Assisted Living (2022)		225		53	94

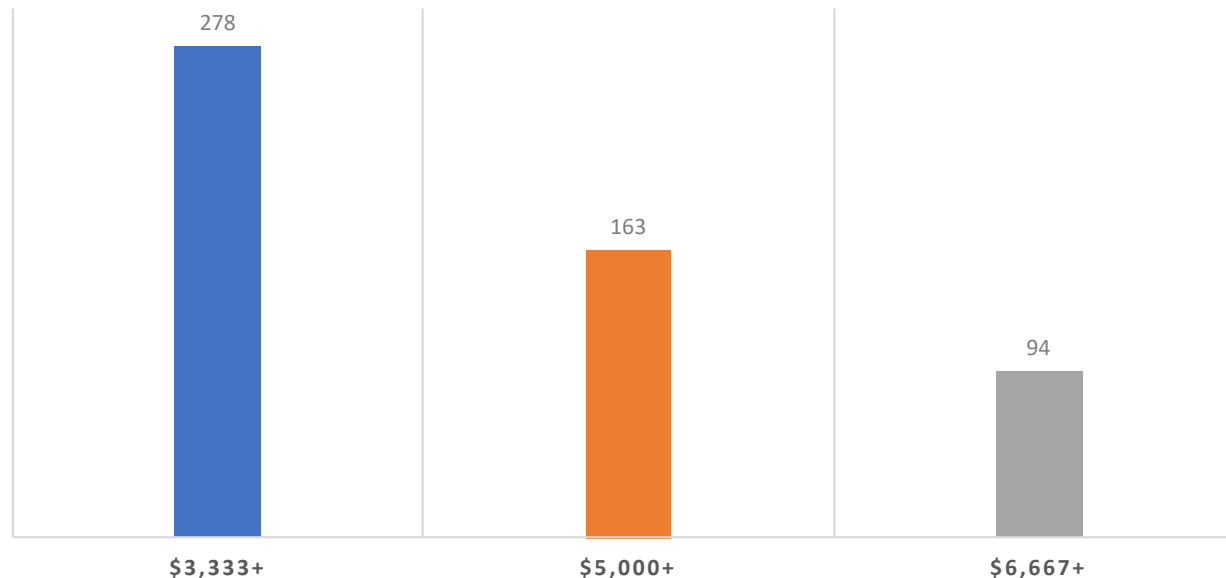
Assisted Living Market Segmentation by Price Point

An examination of market depth by monthly fee price point begins with the methodology outlined above that estimates overall depth in the CMA. The estimated market pool indicated from the above analysis is then categorized according to the projected distribution of household incomes by 2022 (data on income provided by *Nielsen Claritas*). This is particularly useful for Assisted Living as market depth varies rather dramatically by price point.

It is important to note that market depth in this chart is cumulative to the left – meaning that those who could afford \$6,667+/month could also afford lower price points. As visually evidenced in the chart below, ranges of projected market depth are as follows for varying rental price points:

- \$3,333 per month+: 278 residences
- \$5,000 per month+: 163 residences
- \$6,667 per month+: 94 residences

DEMAND FOR ASSISTED LIVING BY INCOME (2022)



Memory Care (Assisted Living)

The Memory Care within an AL setting need/demand estimation includes assumptions of an increasing prevalence of Alzheimer's disease and related dementias (ADRD) with age, combined with an estimation of this population that is likely to seek out a formal care setting as opposed to an informal caregiver such as a family member. It also accounts for the portion of the market that could afford care in such a setting.

The estimate indicates current unmet need for up to 180 new MC residences in the PMA by 2022 but for only 108 such residences from the primary income market (\$75,000+).

- In the case of Memory Care, it is likely that the primary income market is a more accurate reflection of true market depth by affordability in this category as the average monthly fee for MC in this market is over \$5,200. In order to afford \$5,200/month, an household would need to earn approximately \$78,000 per year.
- The estimate indicates need beyond that which is currently being accommodated in existing communities in the PMA. It further assumes that 10% percent of MC residences would be filled by those originating beyond the boundaries of the PMA (10% percent outside fill).
 - It is important to note that a thoughtfully planned and designed MC residence that is effectively programmed and aggressively marketed can expect to draw a greater percentage of residents from beyond its PMA. Therefore, if Avemore has a stand-out program and design, and if it is effectively marketed, it could be expected to increase its outside fill percentage to above 10%.
- The estimate includes 46 market-rate residences in three communities within the PMA, including:
 - Benton House of Douglasville
 - Cottage Landing
 - The Oaks - Carrollton

Avemore: Forecast Need for Memory Care Residences

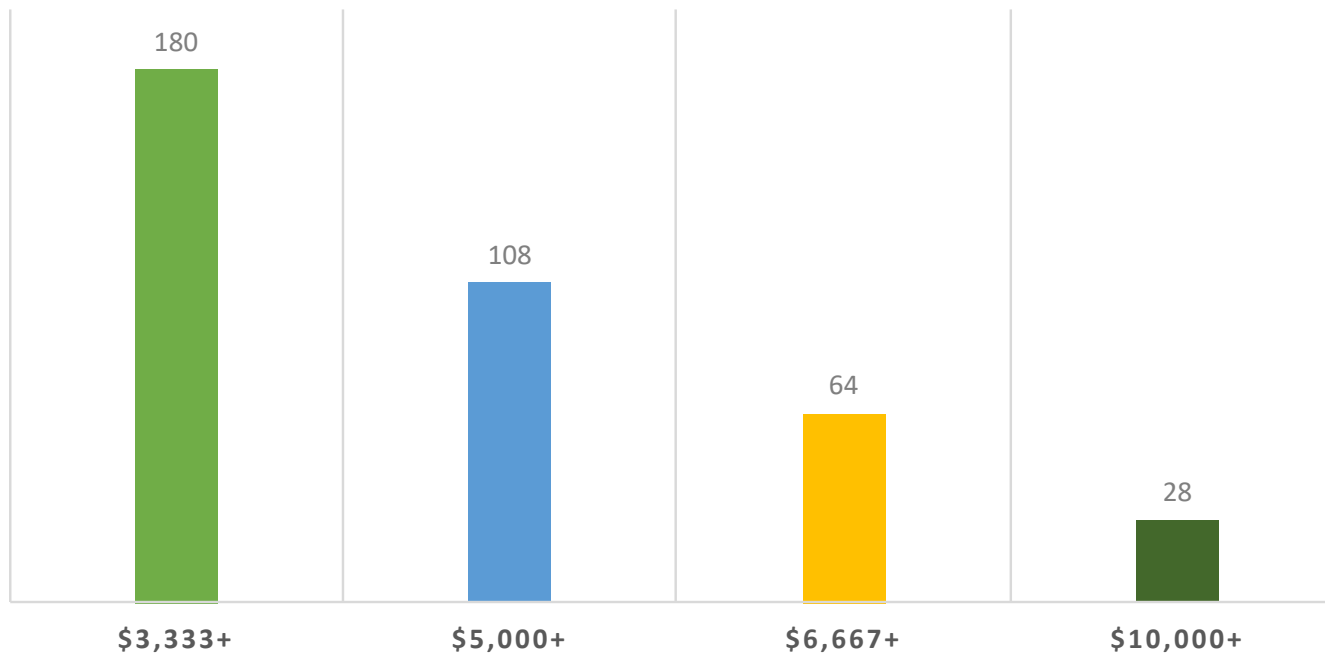
Market Area			Primary Market Area						
Target Market by Age			65-74		75-84		85+		
Population by age			25,777		12,607		3,509		
<i>Less percent nursing-eligible by age</i>			<i>.94%</i>		<i>3.6%</i>		<i>13.8%</i>		
= Non-nursing-eligible population			25,535		12,153		3,026		
<i>x Percent with probable dementia</i>			<i>1.1%</i>		<i>6.5%</i>		<i>24.2%</i>		
= Probably dementia population (non-nursing)			281		790		732		
<i>x Percentage estimated to receive formal care</i>			<i>33%</i>		<i>33%</i>		<i>33%</i>		
=Total need for institutional care (age 65+)			93		261		242		
<i>- Residential dementia care units (current)</i>			<i>7</i>		<i>20</i>		<i>19</i>		
= Remaining unsupplied demand			86		241		223		
<i>% Draw from Care Market Area</i>			<i>90%</i>		<i>90%</i>		<i>90%</i>		
= Demand adjusted for draw from CMA			95		267		248		
Segmented for Private-Pay Market			65-74		75-84		85+		Total
<i>x Target-market income (\$50K to \$75K)</i>			<i>16.8%</i>	<i>16</i>	<i>12.3%</i>	<i>33</i>	<i>9.4%</i>	<i>23</i>	72
<i>x Target-market income (\$75K to \$100K)</i>			<i>12.5%</i>	<i>12</i>	<i>7.7%</i>	<i>20</i>	<i>4.7%</i>	<i>12</i>	44
<i>x Target-market income (\$100K to \$150K)</i>			<i>10.7%</i>	<i>10</i>	<i>5.4%</i>	<i>14</i>	<i>4.6%</i>	<i>11</i>	36
<i>x Target-market income (\$150K+)</i>			<i>9.9%</i>	<i>9</i>	<i>5.0%</i>	<i>13</i>	<i>2.0%</i>	<i>5</i>	28
2022: Projected private-pay market for Memory Care			47		81		51		180

Memory Care (Assisted Living) Market Segmentation by Price Point

As with general care Assisted Living, an examination of market depth by monthly fee price point for Memory Care begins with the methodology outlined above that estimates overall depth in the PMA only. The estimated market pool indicated from the above analysis is then categorized according to the projected distribution of household incomes by 2022 (data on income provided by *Nielsen Claritas*).

- The chart below indicates need for up to 180 MC residences at a price point of at least \$3,333 per month, but demand for 108 MC residences at a higher price point of \$5,000/month and for 64 residences at a price point exceeding \$6,500.

DEMAND FOR MEMORY CARE BY INCOME (2022)



October 26, 2018

Ms. Lenise Lyons
City of Villa Rica
571 West Bankhead Highway
Villa Rica, GA 30180

Re: DRI #2858- The Avemore Village

Dear Ms. Lyons:

The Three Rivers Regional Commission (TRRC) has completed its review of the Development of Regional Impact (DRI) for the project The Avemore Village proposed to be located in the City of Villa Rica. The Three Rivers Regional Commission conducted a careful review of the information submitted by the local government and comments from potentially affected agencies. The following comments were received from various affected parties and areas, and are provided for your consideration below and as an enclosure with this letter:

- Northwest Georgia Regional Commission (Julianne Meadows):

"This type of development would seem to meet a need for additional supportive and inclusive senior housing in North Georgia. Additionally, if any of the extant historic structures are determined to be eligible for inclusion on the National Register, a preliminary determination request could be prepared. "

- City of Villa Rica:

Please describe the effects (positive or negative) that the proposed project could have on your jurisdiction:

Positives

1. Possibility of a Tax Allocation District on the Corridor
2. Development of the parcels leads to significant and necessary sewer upgrades on Highway 61.
3. Development of a difficult parcel, due to topography and other physical features, such as the Williams Farm and Camp Lucretia site.
4. The Villa Rica Gold Nugget Trail Plan proposed to be located through the site.
5. Interparcel road access for the Charleston Place subdivision

Negatives

1. Lack of a public housing element to the development plan.
2. Proposed residential component lacks density, and some single family residential square footages do not meet our Unified Development Code standards.
3. Lack of an adequate proposed plan for the phasing of the overall development.
4. Additional households could impact the schools in the area.
5. Lack of detailed economic impact analysis.

Form Completed by: Lenise Lyons

Title: Planning and Zoning Specialist

- Paul Jarrell, TRRC Historic Preservation Planner:

Ms. Dutton,

Upon review of the DRI listed above, I offer the following comments. My main concern is the impacts the proposed project would have on the historic and National Register listed Willams Family Farm. The applicants acknowledgement of the historic property and its significance is shown in the description of the proposed project. But, the project narrative and the site plan presented only shows the house and a small portion of the historic site as part of the planned development. This National Register of Historic Places property contains not only the house but includes the surrounding setting, historic landscape, and portions of the original roadway. The property also includes remnants of the Civilian Conservation Corps portion of the farm site. It is imperative that the historic farmhouse and the maximum portion of the historic setting should be preserved as part of the development.

Respectfully,

Paul Jarrell

Paul Jarrell
Planner
Three Rivers Regional Commission
PO Box 1600
Franklin, GA 30217
Direct Line: 770-254-4506
Office: 770-854-6026
Fax: 706-675-0448

The Three Rivers Regional Commission reviewed the proposed project with regards to regional and interjurisdictional impact and consistency with the Department of Community Affairs (DCA) Quality Community Objectives, Three Rivers Regional Plan, and the Three Rivers Regionally Important Resource Plan. After review of the information, TRRC staff notes that the proposed development site lies within the developing area of the Regional Development Patterns map of the 2013 Three Rivers Regional Plan. The proposed site also lies within the redevelopment and infill opportunity area of the Areas Requiring Special Attention map in the 2013 Three Rivers Regional Plan. The site is located just south of Interstate 20 on Highway 61 site in the City of Villa Rica near Bay Springs Middle School on the south end of the project and near major retail such as Home Depot and many fast food establishments on the north end of the project. It currently is home to a historic farm and is mostly wooded. This area is recommended to be used for neighborhood commercial centers, open space/parks, civic and public uses, mixed used developments, traditional residential neighborhoods, multi-family residential, and single-family residential.

Please be advised that this concludes the DRI Review Process and the City of Villa Rica may proceed with the final official action it deems appropriate regarding the proposed project, but it is encouraged to take the materials presented in the DRI report into consideration when rendering its decision. The enclosed



Jim Thornton, Chairman
Kirk R. Fjelstul, Executive Director

Counties Served: Butts, Carroll, Coweta, Heard, Lamar,
Meriwether, Pike, Spalding, Troup and Upson

information is advisory in nature and under no circumstances should be considered as binding or infringing upon the host jurisdiction's right to determine for itself the appropriateness of development within its boundaries.

Sincerely,

Kimberly Dutton
Planner

Enclosure

Cc: Affected Local Governments and Other Interested Parties
Georgia Department of Community Affairs
Winchester Real Estate Group

Development of Regional Impact Comments from Affected Parties

Project ID: DRI #2858– Avemore Village (City of Villa Rica)

Commenting Organization: Northwest Georgia Regional Commission

Street Address: PO Box 1798

City: Rome **State:** GA **Zip Code:** 30162

Contact Person: Julianne Meadows **Phone:** (706) 936-3428 **Email:** jmeadows@nwgrc.org

**Do you believe your jurisdiction will be affected
by the proposed development?**

YES

☒

NO

☐

Please describe the effects (positive or negative) that the proposed project could have on your jurisdiction:

This type of development would seem to meet a need for additional supportive and inclusive senior housing in North Georgia. Additionally, if any of the extant historic structures are determined to be eligible for inclusion on the National Register, a preliminary determination request could be prepared.

Form Completed by: Julianne Meadows

Title: Director of Regional Planning

Signature:



Date:

10/8/18

Mail, Fax, or Email this form to:

Kimberly Dutton
Three Rivers Regional Commission
PO Box 1600
Franklin, GA 30217
P: 770-854-6026
F: 706-675-0448

E: ksdutton@threeriversrc.com

Comments on DRI #2858 will be accepted beginning on Monday, October 8, 2018.

All comments are due by Tuesday, October 23, 2018.

This request for comments has been sent to the following potentially affected parties: TRRC Council; NWGRC, ARC; City/county chief elected officials and key staff in the following counties: Douglas, Carroll, Haralson, Paulding and School superintendents in the preceding counties; Development authorities of the preceding counties; GA Department of Natural Resources; GA Department of Transportation; Georgia Environmental Finance Authority; GA Department of Public Health; Carroll County Water Authority and Carroll EMC

Development of Regional Impact Comments from Affected Parties

Project ID: DRI #2858-- Avemore Village (City of Villa Rica)

Commenting Organization: City of Villa Rica, Georgia

Street Address: 571 W Bankhead Hwy

City: Villa Rica **State:** Georgia **Zip Code:** 30180

Contact Person: Lenise Lyons **Phone:** 678-840-1225 **Email:** llyons@villarica.org

**Do you believe your jurisdiction will be affected
by the proposed development?**

YES

☒

NO

☐

Please describe the effects (positive or negative) that the proposed project could have on your jurisdiction:

Positives

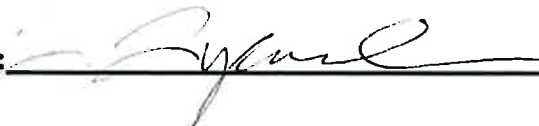
1. Possibility of a Tax Allocation District on the Corridor
2. Development of the parcels leads to significant and necessary sewer upgrades on Highway 61.
3. Development of a difficult parcel, due to topography and other physical features, such as the Williams Farm and Camp Lucretia site.
4. The Villa Rica Gold Nugget Trail Plan proposed to be located through the site.
5. Interparcel road access for the Charleston Place subdivision

Negatives

1. Lack of a public housing element to the development plan.
2. Proposed residential component lacks density, and some single family residential square footages do not meet our Unified Development Code standards.
3. Lack of an adequate proposed plan for the phasing of the overall development.
4. Additional households could impact the schools in the area.
5. Lack of detailed economic impact analysis.

Form Completed by: Lenise Lyons

Title: Planning and Zoning Specialist

Signature: 

Date: October 23, 2018

Mail, Fax, or Email this form to: Kimberly Dutton
Three Rivers Regional Commission
PO Box 1600
Franklin, GA 30217
P: 770-854-6026
F: 706-675-0448
E: ksdutton@threeriversrc.com

Comments on DRI #2858 will be accepted beginning on Monday, October 8, 2018.

All comments are due by Tuesday, October 23, 2018.

This request for comments has been sent to the following potentially affected parties: TRRC Council; NWGRC, ARC; City/county chief elected officials and key staff in the following counties: Douglas, Carroll, Haralson, Paulding and School superintendents in the preceding counties; Development authorities of the preceding counties; GA Department of Natural Resources; GA Department of Transportation; Georgia Environmental Finance Authority; GA Department of Public Health; Carroll County Water Authority and Carroll EMC

Kim Dutton

From: Paul Jarrell
Sent: Friday, October 26, 2018 12:11 PM
To: Kim Dutton
Subject: DRI #2858

Ms. Dutton,

Upon review of the DRI listed above, I offer the following comments. My main concern is the impacts the proposed project would have on the historic and National Register listed Willams Family Farm. The applicants acknowledgement of the historic property and its significance is shown in the description of the proposed project. But, the project narrative and the site plan presented only shows the house and a small portion of the historic site as part of the planned development. This National Register of Historic Places property contains not only the house but includes the surrounding setting, historic landscape, and portions of the original roadway. The property also includes remnants of the Civilian Conservation Corps portion of the farm site. It is imperative that the historic farmhouse and the maximum portion of the historic setting should be preserved as part of the development.

Respectfully,

Paul Jarrell

Paul Jarrell
Planner
Three Rivers Regional Commission
PO Box 1600
Franklin, GA 30217
Direct Line: 770-254-4506
Office: 770-854-6026
Fax: 706-675-0448

Confidentiality Notice: The information contained in this email message and all attachments are the property of the Three Rivers Regional Commission contains information that may be confidential, proprietary, copyrighted and/or legally privileged and protected by federal and state law. It is intended solely for the use of the individual or entity named in the email. If you are not the intended recipient, you are hereby notified that any reading, dissemination, copying, distribution or other use of this message or its attachments is strictly prohibited. The sender has not waived any applicable privilege by sending the accompanying transmission. If you have received this transmission in error, please notify the sender by return email or by telephone and delete the message and all attachments, copies and backups from your system. Thank you!



Ronald Conners <rbconners@gmail.com>

Avemore Village, Waters of the U.S./State Waters

1 message

lornacamp@aol.com <lornacamp@aol.com>

Fri, Sep 7, 2018 at 5:16 PM

To: rbconners@gmail.com, jbass@georgiaandwest.com

Ron Conners:

I attached the sketch showing the approximate location of waters of the United States and State waters that we found on the Avemore Village project. I thought Jay Davis told me on the phone that there was a pond on the site, that we could drive straight to it and that it was dry this time of year. We did not find a pond. If he can show me the location on the map, I will review that area.

In summary, wetland boundaries (A, B, C, D, E, F and G) are flagged in the field with pink wetland flagging as noted on the sketch. The start of Streams #1, #5, #6 and #7 is flagged in the field with double pink/black striped flagging tape. There is pink/black striped flagging along the stream channels at confluences and in areas where the channel is not clearly defined.

There are several ditches/gullies that carry stormwater only and are not considered waters of the United States/State waters. These are not shown on the sketch. I showed the old swimming pool--it's a relatively large area next to Stream #2. There is a springhouse at E Wetland and a springbox at F Wetland. G Wetland is a spring located up a rocky slope.

Please contact me if you have any questions.

Thanks.

Lorna

*Lorna J. Campbell, PWS
Campbell Environmental, Inc.
2328 Sanford Road
Decatur, GA 30033
404 321-4642 office
404 219-7920 cell
lornacamp@aol.com*



AvemoreApproxWaters9-7-18.PDF
863K

- USE ZONES**
- A POCKET NEIGHBORHOOD 1
26.6 AC, 12 HOMES
 - B POCKET NEIGHBORHOOD 2
35.48 AC, 81 HOMES
 - C CTRG. CLUB, INDEPENDENT, ASSISTED AND HEALTHCARE
35.05 AC, 140, 160 LI. UNITS, 28 ASSISTED LEVEL
 - D RETAIL AND OFFICE
7.58 AC, 34,450 SQ. FT. LEVEL, 3 LEVELS
 - E MIXED USE
16.67 AC, 119,550 SQ. FT. LEVEL, 3 LEVELS
 - F HISTORIC GOLDWORTH FARM
1.32 + 1.82 + INCLUDED IN COMMERCIAL DESIGN
 - G WORSHIP CENTER
2.57 AC, 18,500 SQ. FT. LEVEL, 2 LEVELS
 - H HYBRID HOMES
2.28 AC, 36 UNITS
 - I ALLOTION EASEMENT-PICNIC AREA, PARK/TRAILS
16.29 AC
 - J POCKET NEIGHBORHOOD 3
26.95 AC, 38 HOMES
 - K FUTURE SINGLE FAMILY
5.02 AC
 - L POWER EASEMENT AND TOWER
8.04 AC + 83 AC
- TOTAL SITE: 220.38 AC**



THE AVEMORE VILLAGE

CONCEPTUAL MASTER PLAN

PLANNING COMMISSION CHAIRMAN

DATE

COMMUNITY DEVELOPMENT DIRECTOR

DATE



SCALE: 1" = 100'





CITY OF VILLA RICA

City Council Packet

SUBJECT: 2018-19 Street Resurfacing List (Discussion)

CITY COUNCIL AGENDA DATE: December 11, 2018

DATE: December 3, 2018

PREPARED BY: Bobby C. Elliott, P.E.

FISCAL IMPACT:

ANNUAL –

CAPITAL –

OTHER –

FUNDING SOURCE: Douglas and Carroll County SPLOST and Builder Contributions

PURPOSE: Please find attached a listing of streets that have been evaluated and prioritized by City staff for re-surfacing in 2018-19. The listing totals some 6.71 miles and will exceed our available funds. The list has three different funding sources associated with it. Carroll County SPLOST, Douglas County SPLOST and private funding in the form of builder contributions at time of permitting in subdivision developments. (Southwoods at Mirror Lake)

BACKGROUND: The City's roadway network is becoming larger and larger and it is important to resurface as many streets as funding will allow. It is estimated that we should have \$750 to \$800 thousand to spend this year.

STAFF RECOMMENDATION: Requesting Direction from City Council to proceed in the advertising and bid process.

IMPACT:

MOTION: I make a motion to move forward with the bidding process on the 2018-19 Street Resurfacing List.

2018-19 RESURFACING VARIOUS CITY ROADS (6.71 MILES)
CITY OF VILLA RICA PROJECT #2018-19-01

Number	Road Summary of Information			Length FT.	Gen. Width
	ROADWAY	FROM:	TO:		
1	Bedrock	Chreekhead Drive	Dead End (Cul-De-Sac)	574	24
		Prop. Constr: Superpave Design TP II	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching	Required Striping:		
2	Creekhead Drive	Dead End (North)	Dead End (South)		
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime	1,250	24
		ASP LEV, Patching	Required Striping:		
3	Commerce Drive	Hwy 78	Dead End (Waffle House)	2,150	26
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching, Edge Mill	Required Striping: CL		
4	South Street	Hwy 78	Meadowlark Drive	1,622	24
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching, Edge Mill	Required Striping: CL, EL		
5	Leslie Drive	Old Tanyard Road	Hillcrest Drive	2,262	18
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching, Edge Mill	Required Striping: CL		
6	Maple Valley Drive	South Wilson	Dead End (Cul-De-Sac)	2,103	20
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching, Edge Mill	Required Striping: CL		
7	Hickory Trail	Maple Valley Drive	Dead End (Cul-De-Sac)	340	20
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching, Edge Mill	Required Striping:		
8	South Dogwood Street	Hwy 78	South Carroll Road	2,215	19
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching, Edge Mill	Required Striping: CL		
9	Mirror Lake Boulevard	I-20 Bridge	Shoreline Parkway	2,700	60
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching, Milling	Required Striping: CL, SB, EL, RPMS		
10	Conners Road	Mirror Lake Boulevard	Southlake Parkway	2,250	60
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching, Milling	Required Striping: CL,SB, EL, RPMS		
11	Villa Trace	Hwy 78	Dead End	2,210	24
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching, Full Depth Mill	Required Striping:		
12	South Lassetter Circle	Villa Trace	Dead End	1,410	20
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching, Edge Mill	Required Striping:		
13	Arrow Bend	South Lassetter Circle	Dead End (Cul-De-Sac)	637	21.5
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching, Edge Mill	Required Striping:		

2018-19 RESURFACING VARIOUS CITY ROADS (6.71 MILES)
CITY OF VILLA RICA PROJECT #2018-19-01

Number	Road Summary of Information			Length FT.	Gen. Width
	ROADWAY	FROM:	TO:		
14	Green Court	South Lassetter Circle	Dead End (Cul-De-Sac)	135	20
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching, Edge Mill	Required Striping:		
15	North Lassetter Circle	Villa Trace	Dead End	1,155	21
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching, Edge Mill	Required Striping:		
16	North Lassetter Court	North Lassetter Court	Dead End (Cul-De-Sac)	76	20
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching, Edge Mill	Required Striping:		
17	Meadowlark Drive	Clearview Drive	Dead End	692	20
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching, Edge Mill	Required Striping:		
18	Magnolia Street	Dallas Hwy (Hwy 61)	Rockmart Road	425	25
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching, Edge Mill	Required Striping:		
19	LakeFall Court	LakeBreeze Court	Dead End (Cul-De-Sac)	260	20
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching, Edge Mill	Required Striping:		
20	LakeMoore Cove	Liberty Road	Dead End (cul-de-sac)	590	20
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching, Edge Mill	Required Striping:		
21	Barber Drive	Stockmar Road	Dallas Hwy	500	15
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		Full Base (6" GAB)	Required Striping:		
22	Daniel Road	I-20 Bridge	Gravel Section (County Line)	4,647	25
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching, Edge Mill	Required Striping: CL, EL		
23	Division Street	North Avenue	Northside Drive	375	20
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		Full Base (6" GAB)	Required Striping:		
24	Longview Drive	6th Street	Dead End	136	12
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		Full Base (6" GAB)	Required Striping:		
25	6th Street	Thomas Dorsey Drive	Dead End	612	12
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		Full Base (6" GAB)	Required Striping:		
26	West Gordon Street	North Candler Street	Dead End	520	14
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		Full Base (6" GAB)	Required Striping:		

2018-19 RESURFACING VARIOUS CITY ROADS (6.71 MILES)
CITY OF VILLA RICA PROJECT #2018-19-01

Number	Road Summary of Information			Length FT.	Gen. Width
	ROADWAY	FROM:	TO:		
27	Parker Street	Thomas Dorsey Dr.	Dead End	341	13
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		Full Base (6" GAB)	Required Striping:		
28	Cleghorn Street	Veterans Memorial Hwy	Anderson Road	1,839	20
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching, Edge Mill	Required Striping: CL		
29	Elm Circle	North Avenue	North Avenue	1,400	20
		Prop. Constr: Superpave Design TP II,	SPE: 9.5MM@125#, TP II, GPS ONLY, INCL. BITUM MATL & "H" Lime		
		ASP LEV, Patching, Edge Mill	Required Striping: CL		

			Total Footage	35,426	6.71 Miles

	Fleet Drive (Ind. Park)	Various Locations			
		Deep Patching		700 YD²	



Agenda Item:_____

CITY OF VILLA RICA

City Council Meeting Agenda Item Cover Sheet

SUBJECT: 2019 Budget Amendment
AGENDA DATE: 12-11-2018

DATE PREPARED: 11-29-2018
PREPARED BY: Sarah Hefty

AMOUNT: See Exhibit A
GL ACCOUNT #:
FUNDING SOURCE:
BUDGETED ITEM?

PURPOSE: To adopt ordinance amending the 2019 budget.

MOTION: I make a motion to adopt the ordinance to approve an amendment to the budget for the fiscal year 2019 for the City pursuant to Section 2-71 of the City Charter.

City of Villa Rica
Exhibit A
Proposed 2019 Budget Amendments

December 11, 2018

GENERAL FUND CAPITAL PROJECTS

Item	Account Name	Account Type		Notes	Amount
13 350-372040	Other Donations	Revenue	Increase	Norfolk Sourthern Foundation Grant for Police Dept	5,000.00
14 350-3210-542500	Equipment	Expenditure	Increase	Additional Body Cameras for PD	5,000.00
Total Change					
Expenditures					5,000.00
Revenues					5,000.00
					-

2008 SPLOST

Item	Account Name	Account Type		Notes	Amount
				New Sign at Customer Service building and Staircase between	
15 320-1590-541300	Buildings	Expense	Increase	Customer Service and City Hall	15,000.00
16 320-1320-541300	Buildings	Expense	Decrease	Reduce money for Old Library remodel	(15,000.00)
17 320-3210-542500	Equipment	Expense	Increase	Additional Body Cameras for PD	12,200.00
18 320-1535-542500	Equipment	Expense	Decrease	Savings for Court Room Audio-Visual Equip	(12,200.00)
Total Change					
Expenditures					-
Revenues					-
					-

STATE SEIZURE FUNDS

Item	Account Name	Account Type		Notes	Amount
19 312-381000	Use of Fund Balance	Revenue	Increase	Additional Body Cameras for PD	1,200.00
20 312-3210-542500	Equipment	Expenditure	Increase	Additional Body Cameras for PD	1,200.00
Total Change					
Expenditures					1,200.00
Revenues					1,200.00
					-

STATE OF GEORGIA

ORDINANCE NO. _____

CITY OF VILLA RICA

**AN ORDINANCE TO APPROVE AN AMENDMENT TO THE BUDGET
FOR THE FISCAL YEAR 2019 FOR THE CITY
PURSUANT TO SECTION 2-71 OF THE CITY CHARTER**

WHEREAS, the Mayor and City Council adopted the 2019 Budget on September 13, 2018, which incorporated all of the various funds of the City; and

WHEREAS, the Mayor and Council have determined it appropriate to amend the budget for the reasons set forth herein.

WHEREAS, the Mayor and Council have reviewed the proposed budget; and

WHEREAS, each of the funds, as amended, has a balanced budget, such that anticipated revenues equal or exceed proposed expenditures.

NOW, THEREFORE, the Mayor and City Council of the City of Villa Rica, Georgia, hereby ordain as follows:

Section 1. That the City of Villa Rica, Georgia, hereby amends the Budget for Fiscal Year 2019, said budget amendment being described as Amendment No. 13-20, attached hereto and incorporated as Exhibit A.

Section 2. That any increase or decrease in appropriations or revenue of any fund or for any department; the establishment of new capital projects; or the establishment of new grant projects other than those expectations provided for herein, shall require approval of the City Council.

Section 3. That the City Manager and his/her designee may promulgate all necessary internal rules, regulations and policies to ensure that this Budget Amendment Ordinance is followed.

Section 4. This Resolution shall be effective immediately upon its adoption.

1. It is hereby declared to be the intention of the Mayor and City Council that all sections, paragraphs, sentences, clauses and phrases of this Ordinance are and were, upon their enactment, believed by the Mayor and City Council to be fully valid, enforceable and constitutional.

2. It is hereby declared to be the intention of the Mayor and City Council that, to the greatest extent allowed by law, each and every section, paragraph, sentence, clause or phrase of this Ordinance is severable from every other section, paragraph, sentence,

clause or phrase of same. It is hereby further declared to be the intention of the Mayor and City Council that, to the greatest extent allowed by law, no section, paragraph, sentence, clause or phrase of this Ordinance is mutually dependent upon any other section, paragraph, sentence, clause or phrase of same.

3. In the event that any phrase, clause, sentence, paragraph or section of this Ordinance shall, for any reason whatsoever, be declared invalid, unconstitutional or otherwise unenforceable by the valid judgment or decree of any court of competent jurisdiction, it is the express intent of the Mayor and City Council that such invalidity, unconstitutionality, or unenforceability shall, to the greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable any of the remaining phrases, clauses, sentences, paragraphs or sections of the same and that, to the greatest extent allowed by law, all remaining phrases, clauses, sentences, paragraphs and sections of the Ordinance shall remain valid, constitutional, enforceable, and of full force and effect.

4. All ordinances or resolutions and parts of ordinances or resolutions in conflict herewith are expressly repealed.

5. The within ordinance shall become effective upon its adoption.

SO ORDAINED AND EFFECTIVE this the _____ day of _____, 2018.

Approved:

Jeff Reese, Mayor

As to form:

C. David Mecklin, Jr., City Attorney

Attest:

Alisa Doyal, City Clerk



Agenda Item: _____

CITY OF VILLA RICA

City Council Meeting Agenda Item Cover Sheet

SUBJECT: Credit Card Fees (for Discussion Purposes)

AGENDA DATE: 12-11-2018

DATE PREPARED: 11-29-2018

PREPARED BY: Sarah Hefty

AMOUNT: n/a

GL ACCOUNT #:

FUNDING SOURCE:

BUDGETED ITEM?

PURPOSE: To discuss credit card fees and the possibility of passing the fees to the customers.

BACKGROUND:

Currently, the City absorbs all credit card fees for payments processed at Customer Service, Parks and Recreation, Library and Pine Mountain. Court passes the fee onto the customer.

Five Years of Credit Card Fees

	2014	2015	2016	2017	2018 (9 mos)
Utilities	\$ 37,475.18	\$ 42,285.13	\$ 48,987.05	\$ 59,377.75	\$ 51,049.59
Community Dev.	\$ 467.49	\$ 1,032.52	\$ 1,989.67	\$ 3,177.35	\$ 13,551.72
Recreation	2,143.74	2,931.24	4,065.77	2,837.54	2,240.85
Pine Mountain	3,225.40	2,854.59	2,053.07	5,712.65	2,406.18
Library	-	-	-	124.61	267.23
Court	5,286.46	1,715.98	-	-	-
	\$ 48,598.27	\$ 50,819.46	\$ 57,095.56	\$ 71,229.90	\$ 69,515.57

STAFF RECOMMENDATION: n/a

MOTION: n/a



Agenda Item: _____

CITY OF VILLA RICA

City Council Meeting Agenda Item Cover Sheet

SUBJECT: 2018 update of Main Street Advisory Board Bylaws
AGENDA DATE: 12/11/2018

DATE PREPARED: 11/29/2018
PREPARED BY: Janet Chumley

AMOUNT: N/A
GL ACCOUNT #: N/A
FUNDING SOURCE: N/A
BUDGETED ITEM: N/A

PURPOSE: Update the current Bylaws for Main Street Advisory Board-last updated 12/30/2015. The Bylaws were adopted by the Main Street Advisory Board in September of 2015.

BACKGROUND: Periodically the Main Street Board will review the Bylaws and make occasional changes or updates. The board moved to do so in October. All seven members reviewed the bylaws. They were approved and voted on in the November 2018 Advisory Board meeting.

The original Bylaws that were created have been attached (September of 2015). The updated Bylaws are also attached. Changes are highlighted in red.

STAFF RECOMMENDATION: Staff recommends the updated Bylaws voted on by the Main Street Advisory Board be approved by City Council.

IMPACT: The updated Main Street Bylaws will more accurately reflect the communities understanding of the board and the standards it operates under.

MOTION: I move that we accept the updated Bylaws for the Main Street Advisory Board.

City of Villa Rica

Main Street Advisory Board

Bylaws

Adopted September 22, 2015

ARTICLE I

Name

The name of the organization shall be the City of Villa Rica Main Street Advisory Board (hereinafter the “Advisory Board” or the “Board”).

ARTICLE II

Purposes

Section 2.1 Advisory Board Purpose

The Advisory Board and its committees (the “Main Street Committees” or “Committee”) work with the Main Street Manager (the “Manager”) to carry out the goals of the Main Street Program (the “Program”). The Advisory Board does not handle the day-to-day affairs of the Program, but provides additional insights, input, strategy recommendations, and policy to support the Program. The Advisory Board will assist the Main Street Manager in a number of ways including the following: (1) promote and market downtown as a desirable location for businesses, and aim to achieve full use and occupancy of the downtown district; (2) fund raising for the Program and for special projects, including identifying and utilizing local, state, federal, and private sources including grants and contributions; (3) make policy recommendations and assist in strategic planning and goal setting for the Program; (4) encourage appropriate high-quality design in the maintenance, renovation and re-use of buildings in the Villa Rica Main Street Central Business District (as defined herein); (5) sponsor events and promotional activities in the Villa Rica Main Street Central Business District that foster a sense of community, encourage tourism, and promotes business development; (6) recruiting dedicated volunteers and board members; (7) advocate for the Program and ensure that the Program is carrying out its mission and vision; and such other assistance as the Advisory Board and the Main Street Manager deem necessary.

Section 2.2 Scope of Power

The Advisory Board shall have no right, power or authority to obligate or bind the City of Villa Rica (the “City”) in any manner whatsoever. The Advisory Board is not a governing board but is advisory in nature with no power of authority over day-to-day operations of the Program or the Main Street Manager.

Section 2.3 Main Street Program Purpose

The Program is sponsored and governed by the City, and is a division of the City's Community Development Department. The Program works to maintain a strong, viable, and broad-based downtown revitalization program that embraces the implementation of best downtown development practices in accordance to the Georgia Main Street Program and the National Main Street Center's guiding principles and Main Street Approach.

ARTICLE III

Boundaries

The map below indicates the boundaries of the Villa Rica Main Street Central Business District (the "Central Business District"). The primary focus area of the Central Business District will be defined by portions of South Carroll Road, Main Street, East Montgomery Street, West Montgomery Street, South Candler, North Candler Street, North Avenue, West Wilson Street, East Wilson Street, Westview Drive, Temple Street, South Carroll, North Carroll, and West Bankhead Highway as shown on the Central Business District map, attached hereto at Appendix A and incorporated herein by this express reference.

ARTICLE IV

Advisory Board Members

Section 4.1 Members

The Advisory Board shall consist of seven (7) members ("Board Members") solicited by current Board Members and the Main Street Manager, with official appointment made by City Council. Board Members will serve staggered terms and shall be appointed for one-, two-, and three-year terms, respectively. No Board Member shall serve more than two consecutive three-year terms without stepping down from serving for at least one year. Appointments to the Board for the upcoming calendar year shall be made at a meeting in November, or at some other time, as approved by a majority vote of the Board, to ensure that official appointment by City Council has been made by the Board's first meeting of the next calendar year. All Board Members shall commit to working, volunteering, or participating, on behalf of the Program, in at least two of the Program's sponsored events.

Section 4.2 Qualifications of Advisory Board Members

Persons selected for appointment to the Advisory Board by current Board Members and/or the Main Street Manager shall have interests and/or experience in economic development of downtown areas or in historic preservation, and be willing to actively participate. The make-up of the Advisory Board should strive for diversity, seeking representation from public and private groups. There will not be a majority of any occupation on the Advisory Board. Board Members must be of sound mind and of legal age to serve. The composition of the background, experiences, and occupations of the Board Member's comprising the Advisory Board shall be consistent with the Georgia Main Street Annual Standards of Accreditation.

Section 4.3 Resignation

A Board Member wishing to resign from the Advisory Board shall submit a letter of resignation to the Main Street Manager, Board President, or Vice President. Upon Receipt of a Board Member's resignation, the Main Street Manager, Board President, or Vice President must present

the Board Member's resignation to the entire Advisory Board. A Board Member resigning from the Board must expressly state whether the resignation is with immediate effect or provide a date the resignation will take effect. If a Board Member submits his/her resignation, whether to be effective immediately or at a future date, a Vacancy occurs on the tenth day after the date of its receipt by the Advisory Board. The Advisory Board may not refuse to accept a resignation, however during the 10-day waiting period; the resigning Board Member may rescind his/her resignation with a majority of vote of the Board Members. The Board Member who initially sought resignation shall not be permitted to participate in the vote, or the discussion preceding the vote, considering whether that Board Member's desire to rescind his/her resignation will be permitted.

Section 4.4 Vacancies

If a Vacancy occurs on the Advisory Board because of death, resignation, refusal to serve, or for a reason other than the normal expiration of a term of office; the Board shall propose a new candidate to fill the Vacancy by majority vote of the remaining Board Members. The candidate shall become a Board Member with the approval of the City Council. The Board Member filling such Vacancy shall fill the unexpired term of his/her predecessor.

ARTICLE V Officers

Section 5.1 Officers and Elections

The officers of the Advisory Board ("Board Officers") shall consist of a President, Vice-President, Treasurer, and Secretary. Board Officers shall be elected by a majority vote of the Advisory Board at the first regular meeting after the annual City Council Advisory Board appointment process.

No person shall be elected President who has not served at least one year on the Advisory Board.

Section 5.2 Terms of Office

Board Officers shall serve for a term of one year.

Section 5.3 Board Officer Vacancies

In the event of a vacancy in the office of President, the Vice President shall serve as President.

In the event of a vacancy in the offices of Vice President, Treasurer, or Secretary the Advisory Board shall elect a replacement and successor Board Officer by majority vote of Board Members at the next regularly scheduled meeting, or as soon as reasonably practical for the unexpired term.

If possible, the Board Officer creating the vacancy shall continue to serve until the vacancy is filled.

Section 5.4 Duties

- A. President, whose duties include chairing all meetings of the Board, acting as a representative of the Board in functions requiring such representation, and acting as the Board liaison to support the Main Street Manager in facilitating the goals of the Program.
- B. Vice President, who shall assume all duties outlined for the President in his/her absence.
- C. Treasurer, who shall keep record of all income and expenses for the Main Street budget and the Main Street fundraising account. At the Annual Meeting, and at regular Advisory Board meetings, the Treasurer will provide a report and summary statement on the financial affairs of the Program.
- D. Secretary, whose duties include recording the minutes at meetings of the Board, presenting said minutes to the Board for review and acceptance by the Board, and maintaining Program records that result from Board meetings. The Secretary shall mail copies of the Minutes of each membership meeting to all members within 15 days from the conclusion of each meeting.
- E. Temporary Officers. In cases of absence or disability of an Officer of the Program, the remaining Officers may vote to delegate the powers and duties of such Officer to any other Officer or Member of the Board.
- F. Removal. Officers who fail to fulfill their duties and have three consecutive unexcused absences from regular Board meetings may be removed from office by a vote of the Board.

ARTICLE VI

Meetings

Section 6.1 Regular Meetings

Regular meetings of the Board shall be held not less than eight (8) times during a calendar year, unless the Main Street Manager, in conjunction with the Board President, deems necessary by any or all parties. Meetings of the Advisory Board shall be held in the City Hall conference room, located at 571 W. Bankhead Hwy., Villa Rica, GA 30180, or such other place as designated by the Advisory Board. Regular meetings shall be held on the third Friday of the month, unless such day falls on a city observed holiday, in which event the regular meeting for that month shall be postponed to the following month at the same hour and place.

Section 6.2 Agenda

Items may be placed on the agenda by the Main Street Manager, Board President, or at the request of a Board Member. The party (or individual) requesting the agenda item will be responsible for the initial presentation at the meeting. Items included on the agenda must be submitted to the Main Street Manager no later than one week before the Advisory Board meeting at which the agenda item will be considered. Agenda packets for regular meetings will be provided to the Members in advance of the scheduled Board meeting. Agenda packets will contain the posted agenda, typed minutes of the last meeting, and any other necessary documents.

Section 6.3 Special Called Meetings

The Board President, Main Street Manager, or at least a quorum of the Advisory Board may, when deemed necessary, call special meetings of the Advisory Board.

Section 6.4 Quorum

A quorum is required for the purpose of transacting all business of the Board at any regularly scheduled meeting of the Main Street Advisory Board. No action of the Advisory Board or any individual Board Member shall be an official action of the Program unless approved by a majority of Board Members present at an official board meeting. A quorum shall consist of four (4) voting Board Members. If a quorum is not present or represented at any meeting of the Advisory Board, a majority of the Board Members entitled to vote thereat, present in person, may adjourn the meeting, until a quorum shall be present or represented. At such adjourned meeting at which a quorum shall be present or represented, any business may be transacted which might have been transacted at the meeting as originally notified.

Section 6.5 Call to Order

Advisory Board meetings will be called to order by the Board President, or if absent, by the Vice President. In the absence of both the President and Vice President, the meeting shall be called to order by the Secretary, and a temporary President shall be elected to preside over the meeting.

Section 6.6 Notice

Written or electronic notice of every meeting of the Board stating the place, date, and hour of the meeting, shall be given either personally or by mail to each member not less than five (5) days before the date of the meeting.

Section 6.7 Attendance

Board Members are required to attend Board meetings and be prepared to discuss the issues on the agenda. A Member shall notify the Main Street Manager or Board President if the Member is unable to attend a meeting. Any Board Member missing three regularly scheduled meetings shall be contacted by the President, or his/her designee, regarding the absentee Board Member's desire to continue to serve. In the event a Board Member misses more than four regularly scheduled meetings during a calendar year, they shall be automatically removed from the Board and his/her position shall be filled pursuant to Section 4.4 of these Bylaws.

Section 6.8 Voting

When a quorum is present at any meeting, the vote of a majority of the Board Members present in person decides any question brought before such meeting, unless the question is one upon which the express provisions of law or these Bylaws require a different vote, in which case such express provisions shall govern and control the decision of the question. Each Board Member shall at every meeting of the Advisory Board be entitled to one vote. No Board Member may vote by proxy.

The Main Street Manager shall be a non-voting member of the Advisory Board and the Manager, or his/her designee, shall be present at all meetings of the Advisory Board.

Section 6.9 Electronic Voting

Board Members, by providing an e-mail address to receive electronic transmission, consent to electronic transmission of information (including meeting notices) and to conduct votes via electronic transmission. Such votes are considered final action on the matter if there is unanimous

consent of the Advisory Board. After two successive failed attempts to contact a Board Member by electronic means, consent by that Board Member will be considered to be revoked.

Section 6.10 Public Participation

In accordance with City Policy, the public is welcome and invited to attend Board meetings and to speak on any item on the agenda. A person wishing to address the Board must sign up to speak in accordance with the policy of the City Council concerning participation and general public comment at public meetings. Sign-up sheets will be available and should be submitted to the Main Street Manager prior to the start of the meeting. If any written materials are to be provided to the Board, a copy shall also be provided to the Main Street Manager for inclusion in the minutes of the meeting. Speakers shall be allowed a maximum of three (3) minutes to speak, but may take up to six (6) minutes if another individual who signs up to speak yields the time to the speaker. A person who disrupts the meeting may be asked to leave and be removed.

Section 6.11 Open Meetings

Public notice of Board meetings shall be provided in accordance with the provisions of the Georgia Open Meetings Act. All Board meetings and deliberations shall be open to the public, except for properly noticed closed session matters, and shall be conducted in accordance with the provisions of the Georgia Open Meetings Act.

Section 6.12 Closed Sessions

The Board may conduct closed sessions as allowed by law, on properly noticed closed session matters, such as consultation with attorney on legal matters, deliberation regarding the value of real property, competitive utility matters, and economic development negotiations. A certified agenda shall be made of all closed sessions of Board meetings.

Section 6.13 Board Orientation

All new members of the Main Street Advisory Board shall participate in an orientation program familiarizing themselves with the goals and objectives of the program and with their responsibilities.

Section 6.14 Annual Meeting

An annual meeting of the Board shall be held at the first regular meeting of the new calendar year for the purposes of electing officers and transacting such other business.

ARTICLE VII Reports to City Council

The Advisory Board shall meet with City Council, as requested, to provide reports and to determine how the Board may best serve the City of Villa Rica. Board Reports will be made at a regularly scheduled Council meeting. The Board must submit an annual report to City Council each year.

ARTICLE VIII Committees

Section 8.1 Structure

In an effort to revitalize the downtown district through historic preservation-based economic development, the Program will utilize the Main Street Four-Point Approach, and other applicable guiding principles and Main Street Approach of the National Main Street Center and Georgia Main Street Program, to leverage success. The Program will have the following standing Main Street Committees:

- A. Organization Committee. The Organization Committee plays a key role in keeping the board, committees, and program-of-work in good shape by attracting people and money to the organization. The City of Villa Rica Main Street Advisory Board will function as the Organization Committee.
- B. Economic Development Committee. The Economic Development Committee promotes the interests of downtown businesses and assists the Main Street Manager in recruiting desirable businesses to the Central Business District.
- C. Design Committee. The City of Villa Rica Historic Preservation Board will function as the Design Committee to protect and improve Villa Rica's built and natural environment through historic preservation.
- D. Promotion Committee. The Promotion Committee fosters good will among residents and attracts tourists by participating in and coordinating special events and promotional activities. The Committee also assists in the implementation of marketing initiatives for the district.

The Program shall also have other committees and ad hoc bodies as the Advisory Board and Main Street Manager may from time to time establish in accordance with the Georgia Main Street Program and the National Main Street Center's guiding principles and Main Street Approach. Main Street Committees must submit a written report to the Main Street Manager one week prior to each regularly scheduled Board meeting. Main Street Committees must also submit minutes of each meeting to the Main Street Manager.

Section 8.2 Committee Members

Main Street Committees shall consist of not less than three (3) members, and shall have as chairperson who shall be responsible for directing and coordinating the affairs of the Main Street Committee. At least one Board member must be represented on each Main Street Committee. The terms of the Main Street Committees shall be for one year.

Main Street Committees will be appointed by the Main Street Manager and Board President with the approval of the Advisory Board. Main Street Committees need not be limited to the Program's downtown businesses, but can have representatives from other relevant areas of the community.

ARTICLE IX Main Street Program Manager

The Main Street Manager is an employee of the City that reports directly to the Community Development Director as illustrated in the Main Street Organizational Chart attached hereto as Appendix B and is incorporated herein by this express reference. The Main Street Manager shall manage the daily operations of the Program and shall be responsible for the coordination and the implementation of the Program's policies and projects and such other duties as may be required. The Main Street Manager shall serve as a liaison between the Advisory Board and Main Street Committees. The office of the Main Street Manager shall be located within the downtown district in accordance to Georgia Department of Community Affairs guidelines. The Manager will maintain information regarding the revitalization in the Central Business District.

ARTICLE X

Finances and General Provisions

Section 10.1 Fiscal Year.

The fiscal year of the Program will begin on the first day of January, and end on the last day of December of each year. On the first year of creation, the fiscal year will begin upon creation and end on the last day of December.

Section 10.2 Funds.

The Advisory Board and the Board Members have no authority to expend funds or to incur or make an obligation on behalf of the City unless authorized and approved by City Council. Board Members may be reimbursed for expenses authorized and approved by City Council and the Advisory Board. The Advisory Board shall have the authority to administer the monies from the Main Street Fundraising Account with the support of the City. The Advisory Board is required to submit a report of all fundraising incoming and spending to the Main Street Manager and the City Council in a timely manner.

Section 10.3 Year-End Financial Statement.

Within two months after the close of the fiscal year, the Treasurer will prepare a year-end financial statement showing in reasonable detail the source and application of the previous year's funds and the financial condition of the Program. This statement will be presented to the Advisory Board at a regular Board meeting. All finances, accounts, and monies of the Program will be audited by, and in coordination, with the City.

ARTICLE XI

Books and Records

Correct books of account of the activities and transactions of the Program shall be kept at the office of the Program. These shall include a minute book, which shall contain a copy of these Bylaws and all minutes of meetings of the Advisory Board, work plans, and vision and mission statements.

ARTICLE XII

Conflict of Interest

Any Board Member who has a financial, personal, or official interest in, or conflict (or appearance of a conflict) with any matter pending before the Advisory Board, of such nature that it prevents

or may prevent that Board Member from acting on the matter in an impartial manner, shall disclose such conflict and the Board shall abide by the following protocol:

- A. Abstinance from Vote. When any conflict of interest is relevant to a matter requiring action by the Advisory Board, the interested person shall call it to the attention of the Board or its appropriate Committee and such person shall not vote on the matter; provided however, any Board Member disclosing a possible conflict of interest may be counted in determining the presence of a quorum at a meeting of the Advisory Board or a Committee thereof.
- B. Absence from Discussion. Unless requested to remain present during the meeting, the person having the conflict shall retire from the room in which the Advisory Board or its Committee is meeting and shall not participate in the final deliberation or decision regarding the matter under consideration. However, that person shall provide the Board or Committee with any and all relevant information.
- C. Minutes. The minutes of the meeting of the Advisory Board or one of its Committees shall reflect that the conflict of interest was disclosed and that the interested person was not present during the final discussion or vote, and did not vote. When there is doubt as to whether a conflict of interest exists, the matter shall be resolved by a vote of the Advisory Board or its Committee, excluding the person concerning whose situation the doubt has arisen.

Section 12.1 Annual Review.

A copy of this conflict of interest bylaw shall be furnished to each Board Member and Officer who is presently serving the Program, or who may hereafter become associated with the Program. This policy shall be reviewed annually for the information and guidance of Board Members, Officers, and staff members. Any new Board Members or Officers shall be advised of this policy upon undertaking the duties of such office.

ARTICLE XIII Amendments

The Advisory Board shall have the power to alter, amend, or repeal the Bylaws or adopt new Bylaws by a quorum vote at a duly called meeting of the Board. However, the Board's proposed amendments to the Bylaws must be approved by City Council. Bylaw amendments are not effective until approved by City Council.

Appendix A

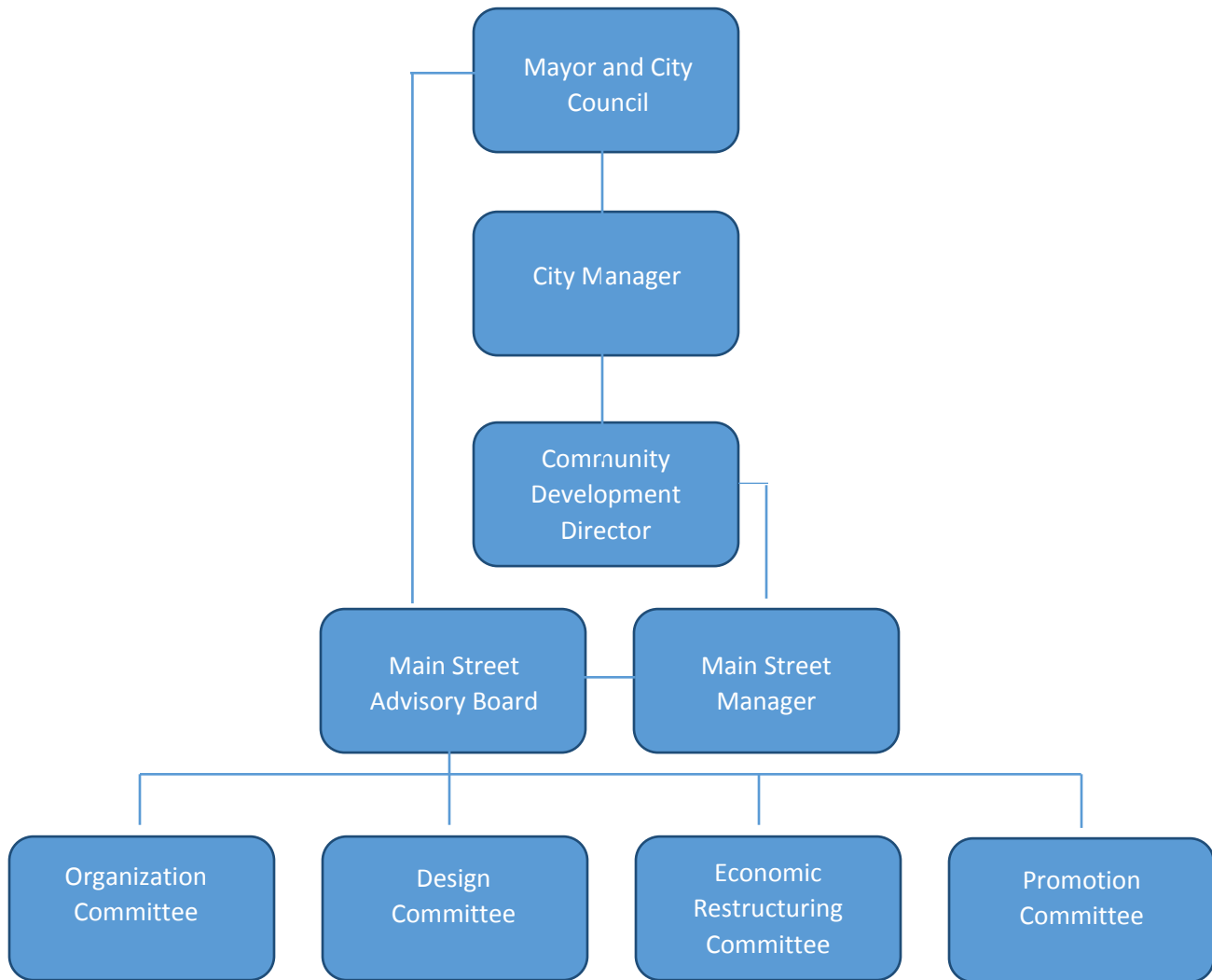
Villa Rica Main Street Downtown Central Business District



Appendix B

Main Street Villa Rica Organizational Chart

City Sponsored Program



City of Villa Rica

Main Street Advisory Board

Bylaws

Adopted September 22, 2015

ARTICLE I

Name

The name of the organization shall be the City of Villa Rica Main Street Advisory Board (hereinafter the “Advisory Board” or the “Board”).

ARTICLE II

Purposes

Section 2.1 Advisory Board Purpose

The Advisory Board and its committees (the “Main Street Committees” or “Committee”) work with the Main Street Manager (the “Manager”) to carry out the goals of the Main Street Program (the “Program”). The Advisory Board does not handle the day-to-day affairs of the Program, but provides additional insights, input, strategy recommendations, and policy to support the Program. The Advisory Board will assist the Main Street Manager in a number of ways including the following: (1) promote and market downtown as a desirable location for businesses, and aim to achieve full use and occupancy of the downtown district; (2) fund raising for the Program and for special projects, including identifying and utilizing local, state, federal, and private sources including grants and contributions; (3) make policy recommendations and assist in strategic planning and goal setting for the Program; (4) encourage appropriate high-quality design in the maintenance, renovation and re-use of buildings in the Villa Rica Main Street Central Business District (as defined herein); (5) sponsor events and promotional activities in the Villa Rica Main Street Central Business District that foster a sense of community, encourage tourism, and promotes business development; (6) recruiting dedicated volunteers and board members; (7) advocate for the Program and ensure that the Program is carrying out its mission and vision; and such other assistance as the Advisory Board and the Main Street Manager deem necessary.

Section 2.2 Scope of Power

The Advisory Board shall have no right, power or authority to obligate or bind the City of Villa Rica (the “City”) in any manner whatsoever. The Advisory Board is not a governing board but is advisory in nature with no power of authority over day-to-day operations of the Program or the Main Street Manager.

Section 2.3 Main Street Program Purpose

The Program is sponsored and governed by the City, and is a division of the City's Community Development Department. The Program works to maintain a strong, viable, and broad-based downtown revitalization program that embraces the implementation of best downtown development practices in accordance to the Georgia Main Street Program and the National Main Street Center's guiding principles and Main Street Approach.

ARTICLE III Boundaries

The map below indicates the boundaries of the Villa Rica Main Street Central Business District (the "Central Business District"). The primary focus area of the Central Business District will be defined by portions of South Carroll Road, Main Street, East Montgomery Street, West Montgomery Street, South Candler, North Candler Street, North Avenue, West Wilson Street, East Wilson Street, Westview Drive, Temple Street, South Carroll, North Carroll, and West Bankhead Highway as shown on the Central Business District map, attached hereto at Appendix A and incorporated herein by this express reference.

ARTICLE IV Advisory Board Members

Section 4.1 Members

The Advisory Board shall consist of seven (7) members ("Board Members") solicited by current Board Members and the Main Street Manager, with official appointment made by City Council. Board Members will serve staggered terms and shall be appointed for one, two, and three-year terms, respectively. All Board Members shall commit to working, volunteering, or participating, on behalf of the Program, in at least two of the Program's sponsored events.

Section 4.2 Qualifications of Advisory Board Members

Persons selected for appointment to the Advisory Board by current Board Members and/or the Main Street Manager shall have interests and/or experience in economic development of downtown areas or in historic preservation, and be willing to actively participate. The make-up of the Advisory Board should strive for diversity, seeking representation from public and private groups. There will not be a majority of any occupation on the Advisory Board. Board Members must be of sound mind and of legal age to serve. The composition of the background, experiences, and occupations of the Board Member's comprising the Advisory Board shall be consistent with the Georgia Main Street Annual Standards of Accreditation.

Section 4.3 Resignation

A Board Member wishing to resign from the Advisory Board shall submit a letter of resignation to the Main Street Manager, Board President, or Vice President. Upon Receipt of a Board Member's resignation, the Main Street Manager, Board President, or Vice President must present the Board Member's resignation to the entire Advisory Board. A Board Member resigning from the Board must expressly state whether the resignation is with immediate effect or provide a date the resignation will take effect. If a Board Member submits his/her resignation, whether to be effective immediately or at a future date, a Vacancy occurs on the tenth day after the date of its

receipt by the Advisory Board. The Advisory Board may not refuse to accept a resignation, however during the 10-day waiting period; the resigning Board Member may rescind his/her resignation with a majority of vote of the Board Members. The Board Member who initially sought resignation shall not be permitted to participate in the vote, or the discussion preceding the vote, considering whether that Board Member's desire to rescind his/her resignation will be permitted.

Section 4.4 Vacancies

If a Vacancy occurs on the Advisory Board because of death, resignation, refusal to serve, or for a reason other than the normal expiration of a term of office; the Board shall propose a new candidate to fill the Vacancy by majority vote of the remaining Board Members. The candidate shall become a Board Member with the approval of the City Council. The Board Member filling such Vacancy shall fill the unexpired term of his/her predecessor.

ARTICLE V Officers

Section 5.1 Officers and Elections

The officers of the Advisory Board ("Board Officers") shall consist of a President, Vice-President, Treasurer, and Secretary. Board Officers shall be elected by a majority vote of the Advisory Board at the first regular meeting after the annual City Council Advisory Board appointment process.

No person shall be elected President who has not served at least one year on the Advisory Board.

Section 5.2 Terms of Office

Board Officers shall serve for a ~~term of one year~~. **Elected Annually.**

Section 5.3 Board Officer Vacancies

In the event of a vacancy in the office of President, the Vice President shall serve as President.

In the event of a vacancy in the offices of Vice President, Treasurer, or Secretary the Advisory Board shall elect a replacement and successor Board Officer by majority vote of Board Members at the next regularly scheduled meeting, or as soon as reasonably practical for the unexpired term.

If possible, the Board Officer creating the vacancy shall continue to serve until the vacancy is filled.

Section 5.4 Duties

- A. President, whose duties include chairing all meetings of the Board, acting as a representative of the Board in functions requiring such representation, and acting as the Board liaison to support the Main Street Manager in facilitating the goals of the Program.

- B. Vice President, who shall assume all duties outlined for the President in his/her absence.
- C. Treasurer, who shall keep record of all income and expenses for the Main Street budget and the Main Street fundraising account. At the Annual Meeting, and at regular Advisory Board meetings, the Treasurer will provide a report and summary statement on the financial affairs of the Program.
- D. Secretary, whose duties include recording the minutes at meetings of the Board, presenting said minutes to the Board for review and acceptance by the Board, and maintaining Program records that result from Board meetings. The Secretary shall mail copies of the Minutes of each membership meeting to all members within 15 days from the conclusion of each meeting.
- E. Temporary Officers. In cases of absence or disability of an Officer of the Program, the remaining Officers may vote to delegate the powers and duties of such Officer to any other Officer or Member of the Board.
- F. Removal. Officers who fail to fulfill their duties and have three consecutive unexcused absences from regular Board meetings may be removed from office by a vote of the Board.

ARTICLE VI

Meetings

Section 6.1 Regular Meetings

Regular meetings of the Board shall be held not less than eight (8) times during a calendar year, unless the Main Street Manager, in conjunction with the Board President, deems necessary by any or all parties. Meetings of the Advisory Board shall be held in the City Hall conference room, located at 571 W. Bankhead Hwy., Villa Rica, GA 30180, or such other place as designated by the Advisory Board. Regular meetings shall be held on the third Friday of the month, unless such day falls on a city observed holiday, in which event the regular meeting for that month shall be postponed to the following month at the same hour and place.

Section 6.2 Agenda

Items may be placed on the agenda by the Main Street Manager, Board President, or at the request of a Board Member. The party (or individual) requesting the agenda item will be responsible for the initial presentation at the meeting. Items included on the agenda must be submitted to the Main Street Manager no later than one week before the Advisory Board meeting at which the agenda item will be considered. Agenda packets for regular meetings will be provided to the Members in advance of the scheduled Board meeting. Agenda packets will contain the posted agenda, typed minutes of the last meeting, and any other necessary documents.

Section 6.3 Special Called Meetings

The Board President, Main Street Manager, or at least a quorum of the Advisory Board may, when deemed necessary, call special meetings of the Advisory Board.

Section 6.4 Quorum

A quorum is required for the purpose of transacting all business of the Board at any regularly scheduled meeting of the Main Street Advisory Board. No action of the Advisory Board or any individual Board Member shall be an official action of the Program unless approved by a majority of Board Members present at an official board meeting. A quorum shall consist of four (4) voting Board Members. If a quorum is not present or represented at any meeting of the Advisory Board, a majority of the Board Members entitled to vote thereat, present in person, may adjourn the meeting, until a quorum shall be present or represented. At such adjourned meeting at which a quorum shall be present or represented, any business may be transacted which might have been transacted at the meeting as originally notified.

Section 6.5 Call to Order

Advisory Board meetings will be called to order by the Board President, or if absent, by the Vice President. In the absence of both the President and Vice President, the meeting shall be called to order by the Secretary, and a temporary President shall be elected to preside over the meeting.

Section 6.6 Notice

Written or electronic notice of every meeting of the Board stating the place, date, and hour of the meeting, shall be given either personally or by mail to each member not less than five (5) days before the date of the meeting.

Section 6.7 Attendance

Board Members are required to attend Board meetings and be prepared to discuss the issues on the agenda. A Member shall notify the Main Street Manager or Board President if the Member is unable to attend a meeting. Any Board Member missing three regularly scheduled meetings shall be contacted by the President, or his/her designee, regarding the absentee Board Member's desire to continue to serve. In the event a Board Member misses more than four regularly scheduled meetings during a calendar year, they shall be automatically removed from the Board and his/her position shall be filled pursuant to Section 4.4 of these Bylaws.

Section 6.8 Voting

When a quorum is present at any meeting, the vote of a majority of the Board Members present in person decides any question brought before such meeting, unless the question is one upon which the express provisions of law or these Bylaws require a different vote, in which case such express provisions shall govern and control the decision of the question. Each Board Member shall at every meeting of the Advisory Board be entitled to one vote. No Board Member may vote by proxy.

The Main Street Manager shall be a non-voting member of the Advisory Board and the Manager, or his/her designee, shall be present at all meetings of the Advisory Board.

Section 6.9 Electronic Voting

Board Members, by providing an e-mail address to receive electronic transmission, consent to electronic transmission of information (including meeting notices) and to conduct votes via electronic transmission. Such votes are considered final action on the matter if there is unanimous consent of the Advisory Board. After two successive failed attempts to contact a Board Member by electronic means, consent by that Board Member will be considered to be revoked.

Section 6.10 Public Participation

In accordance with City Policy, the public is welcome and invited to attend Board meetings and to speak on any item on the agenda. A person wishing to address the Board must sign up to speak in accordance with the policy of the City Council concerning participation and general public comment at public meetings. Sign-up sheets will be available and should be submitted to the Main Street Manager prior to the start of the meeting. If any written materials are to be provided to the Board, a copy shall also be provided to the Main Street Manager for inclusion in the minutes of the meeting. Speakers shall be allowed a maximum of three (3) minutes to speak, but may take up to six (6) minutes if another individual who signs up to speak yields the time to the speaker. A person who disrupts the meeting may be asked to leave and be removed.

Section 6.11 Open Meetings

Public notice of Board meetings shall be provided in accordance with the provisions of the Georgia Open Meetings Act. All Board meetings and deliberations shall be open to the public, except for properly noticed closed session matters, and shall be conducted in accordance with the provisions of the Georgia Open Meetings Act.

Section 6.12 Closed Sessions

The Board may conduct closed sessions as allowed by law, on properly noticed closed session matters, such as consultation with attorney on legal matters, deliberation regarding the value of real property, competitive utility matters, and economic development negotiations. A certified agenda shall be made of all closed sessions of Board meetings.

Section 6.13 Board Orientation

All new members of the Main Street Advisory Board shall participate in an orientation program familiarizing themselves with the goals and objectives of the program and with their responsibilities.

Section 6.14 Annual Meeting

An annual meeting of the Board shall be held at the first regular meeting of the new calendar year for the purposes of electing officers and transacting such other business. This follows in line with the city's annual calendar.

ARTICLE VII Reports to City Council

The Advisory Board shall meet with City Council, as requested, to provide reports and to determine how the Board may best serve the City of Villa Rica. Board Reports will be made at a regularly scheduled Council meeting. The Board must submit an annual report to City Council each year.

ARTICLE VIII Committees

Section 8.1 Structure

In an effort to revitalize the downtown district through historic preservation-based economic development, the Program will utilize the Main Street Four-Point Approach, and other applicable guiding principles and Main Street Approach of the National Main Street Center and Georgia Main Street Program, to leverage success. The Program will have the following standing Main Street Committees:

- A. Organization Committee: The Organization Committee plays a key role in keeping the board, committees, and program-of-work in good shape by attracting people and money to the organization. **The focus is on ensuring that organizational resources (partners, funding volunteers, etc.) are mobilized to effectively implement the community's transformative strategies.**
- B. Economic Development Committee: The Economic Development Committee promotes the interests of downtown businesses and assists the Main Street Manager in recruiting desirable businesses to the Central Business District.
- C. Design Committee: Supports the community's transformation by enhancing the physical elements of downtown while capitalizing on the unique assets that set the commercial district apart. **To enhance the downtown appeal to the residents of Villa Rica and visitors alike with attention to public space through creation of pedestrian friendly streets, inclusion of public art in unexpected areas, visual merchandising, adaptive reuse of older historic buildings (via approval of Historic Preservation Committee) and more efficiently-designed buildings.**
- D. Promotion Committee: The Promotion Committee fosters good will among residents and attracts tourists by participating in and coordinating special events and promotional activities. The Committee also assists in the implementation of marketing initiatives for the district.

The Program shall also have other committees and ad hoc bodies as the Advisory Board and Main Street Manager may from time to time establish in accordance with the Georgia Main Street Program and the National Main Street Center's guiding principles and Main Street Approach. Main Street Committees must submit a written report to the Main Street Manager one week prior to each regularly scheduled Board meeting. Main Street Committees must also submit minutes of each meeting to the Main Street Manager.

Section 8.2 Committee Members

Main Street Committees shall consist of not less than three (3) members, and shall have as chairperson who shall be responsible for directing and coordinating the affairs of the Main Street Committee. At least one Board member must be represented on each Main Street Committee. The terms of the Main Street Committees shall be for one year.

Main Street Committees will be appointed by the Main Street Manager and Board President with the approval of the Advisory Board. Main Street Committees need not be limited to the Program's downtown businesses, but can have representatives from other relevant areas of the community.

ARTICLE IX

Main Street Program Manager

The Main Street Manager is an employee of the City that reports directly to **Director of Economic Development** ~~Community Development Director~~ as illustrated in the Main Street Organizational Chart attached hereto as Appendix B and is incorporated herein by this express reference. The Main Street Manager shall manage the daily operations of the Program and shall be responsible for the coordination and the implementation of the Program's policies and projects and such other duties as may be required. The Main Street Manager shall serve as a liaison between the Advisory Board and Main Street Committees. The office of the Main Street Manager shall be located within the downtown district in accordance to Georgia Department of Community Affairs guidelines. The Manager will maintain information regarding the revitalization in the Central Business District.

ARTICLE X

Finances and General Provisions

Section 10.1 Fiscal Year.

The fiscal year of the Program will begin on the first day of January, and end on the last day of December of each year. On the first year of creation, the fiscal year will begin upon creation and end on the last day of December.

Section 10.2 Funds.

The Advisory Board and the Board Members have no authority to expend funds or to incur or make an obligation on behalf of the City unless authorized and approved by City Council. Board Members may be reimbursed for expenses authorized and approved by City Council and the Advisory Board. The Advisory Board shall have the authority to administer the monies from the Main Street Fundraising Account with the support of the City. The Advisory Board is required to submit a report of all fundraising incoming and spending to the Main Street Manager and the City Council in a timely manner.

Section 10.3 Year-End Financial Statement.

Within two months after the close of the fiscal year, the Treasurer will prepare a year-end financial statement showing in reasonable detail the source and application of the previous year's funds and the financial condition of the Program. This statement will be presented to the Advisory Board at a regular Board meeting. All finances, accounts, and monies of the Program will be audited by, and in coordination, with the City.

ARTICLE XI

Books and Records

Correct books of account of the activities and transactions of the Program shall be kept at the office of the Program. These shall include a minute book, which shall contain a copy of these Bylaws and all minutes of meetings of the Advisory Board, work plans, and vision and mission statements.

ARTICLE XII

Conflict of Interest

Any Board Member who has a financial, personal, or official interest in, or conflict (or appearance of a conflict) with any matter pending before the Advisory Board, of such nature that it prevents or may prevent that Board Member from acting on the matter in an impartial manner, shall disclose such conflict and the Board shall abide by the following protocol:

- A. Abstinance from Vote. When any conflict of interest is relevant to a matter requiring action by the Advisory Board, the interested person shall call it to the attention of the Board or its appropriate Committee and such person shall not vote on the matter; provided however, any Board Member disclosing a possible conflict of interest may be counted in determining the presence of a quorum at a meeting of the Advisory Board or a Committee thereof.
- B. Absence from Discussion. Unless requested to remain present during the meeting, the person having the conflict shall retire from the room in which the Advisory Board or its Committee is meeting and shall not participate in the final deliberation or decision regarding the matter under consideration. However, that person shall provide the Board or Committee with any and all relevant information.
- C. Minutes. The minutes of the meeting of the Advisory Board or one of its Committees shall reflect that the conflict of interest was disclosed and that the interested person was not present during the final discussion or vote, and did not vote. When there is doubt as to whether a conflict of interest exists, the matter shall be resolved by a vote of the Advisory Board or its Committee, excluding the person concerning whose situation the doubt has arisen.

Section 12.1 Annual Review.

A copy of this conflict of interest bylaw shall be furnished to each Board Member and Officer who is presently serving the Program, or who may hereafter become associated with the Program. This policy shall be reviewed annually for the information and guidance of Board Members, Officers, and staff members. Any new Board Members or Officers shall be advised of this policy upon undertaking the duties of such office.

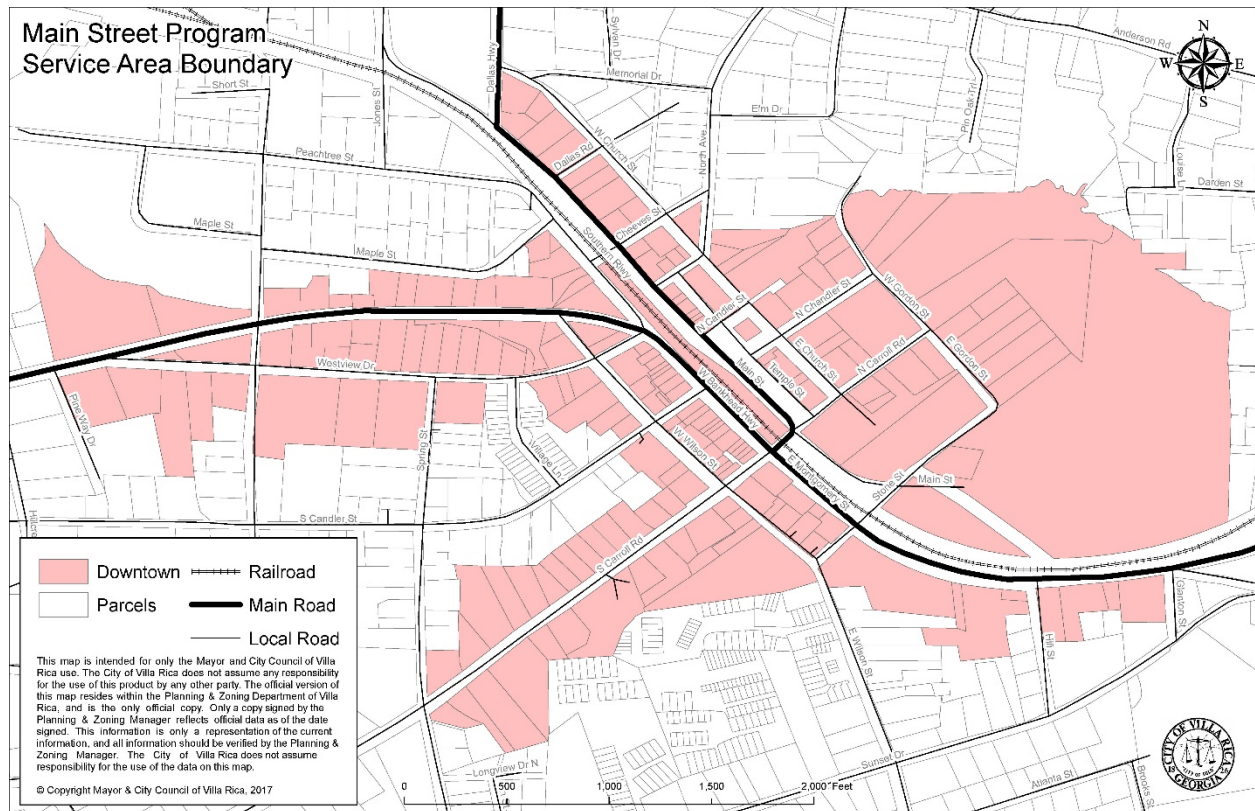
ARTICLE XIII

Amendments

The Advisory Board shall have the power to alter, amend, or repeal the Bylaws or adopt new Bylaws by a quorum vote at a duly called meeting of the Board. However, the Board's proposed amendments to the Bylaws must be approved by City Council. Bylaw amendments are not effective until approved by City Council.

Appendix A

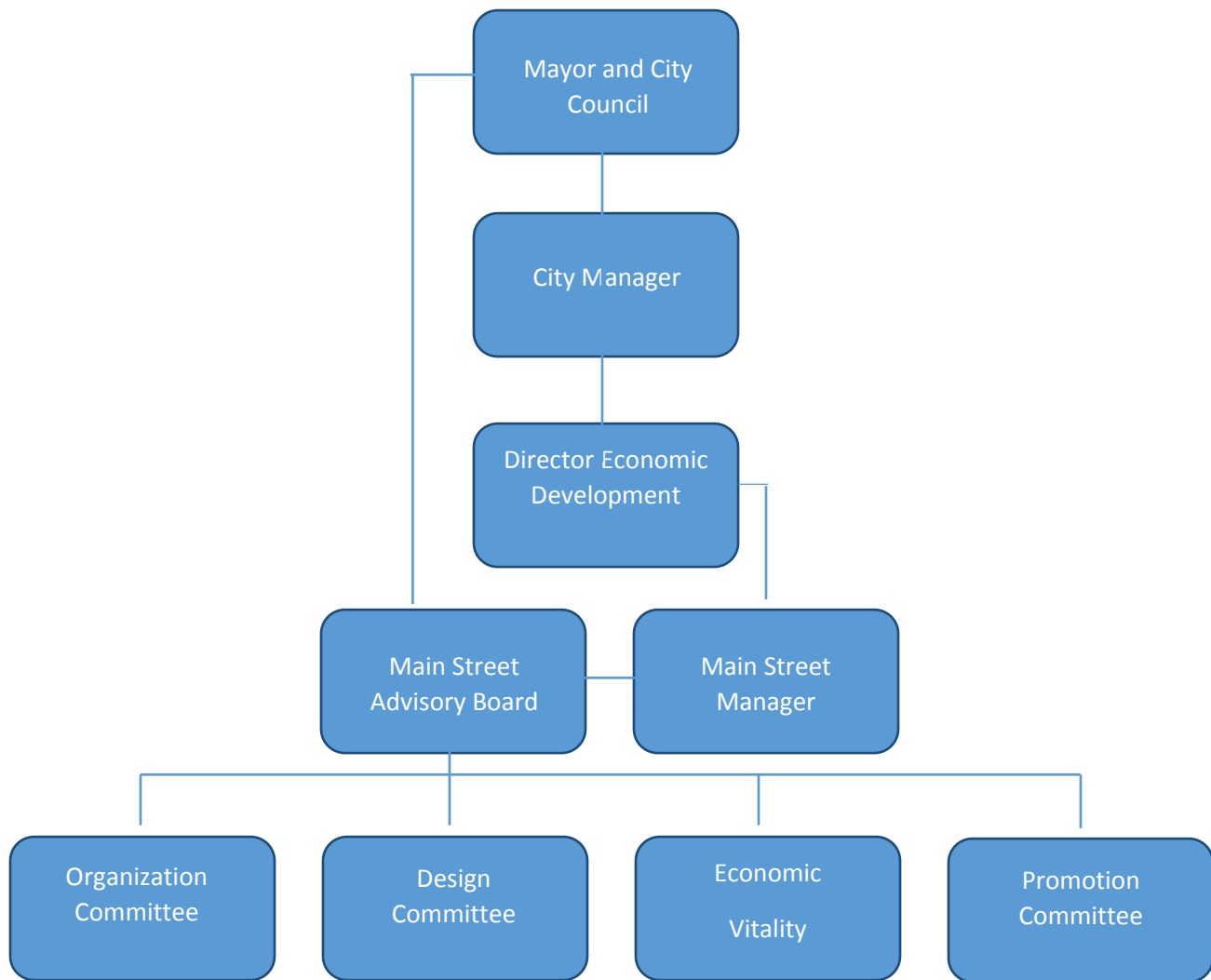
Villa Rica Main Street Downtown Central Business District



Appendix B

Main Street Villa Rica Organizational Chart

City Sponsored Program





Agenda Item: _____

CITY OF VILLA RICA

City Council Meeting Agenda Item Cover Sheet

SUBJECT: 2019 The MILL Amphitheater Rental agreement
AGENDA DATE: 12/11/2018

DATE PREPARED: 11/29/2018
PREPARED BY: Janet Chumley

AMOUNT: N/A
GL ACCOUNT #: N/A
FUNDING SOURCE: N/A
BUDGETED ITEM: N/A

PURPOSE: To provide updated rules and rental agreement for The MILL Amphitheater for 2019.

BACKGROUND: The Main Street Board spoke on October Advisory Board meeting to update the rental agreement for The MILL Amphitheater for 2019. All seven members reviewed the rental agreement. They voted and unanimously approved the agreement in the November 2018 Main Street Advisory Board meeting. The original rental agreement was created by Parks and Recreation staff.

Changes/updates are highlighted in red.

STAFF RECOMMENDATION: Staff recommends the updated MILL Amphitheater rental agreement voted on by the Main Street Advisory Board be approved by City Council.

IMPACT: The updated MILL Amphitheater rental agreement will more accurately reflect the communities understanding of the rules and regulations to rent The MILL Amphitheater which is a performance venue.

MOTION: I move that we accept the updated MILL Amphitheater rental agreement for 2019.

City of Villa Rica Main Street

Lease Agreement for use of THE MILL Amphitheater

This lease agreement made and entered into on _____, by and between the
DATE OF AGREEMENT
City of Villa Rica Main St. office herein referred to as "Lessor" and

PERSON Representing _____, for the purpose
COMPANY/GROUP
of _____, herein referred to as "Lessee", agrees to the following
EVENT/SCHEDULED USE
terms and conditions of this Lease Agreement as stated in this Contract.

Lessee will pay a security deposit of \$200.00 unless otherwise stated, upon signing lease agreement, returnable upon inspection and approval by the Main Street Manager or their designee after the end of the rental. **PRICE DOES NOT INCLUDE SETUP OF TENTS, TABLES, CHAIRS, ETC.**

THE MILL amphitheater (CAPACITY 1200) \$300/4 hours max + \$200 Security Deposit
(security deposit is returned after event if no issues)

Concession Stand (not stocked)	\$100	_____
Tents (10 x 10) (45 tents total)	\$25	_____
Chairs	\$1.00 each	_____
Tables	\$5.00 each	_____
Tables (8')	\$5 each	_____
Tables (6')	\$5 each	_____
Tables (60" round)	\$5 each	_____

Additional Rental Costs

\$ _____

Due two weeks prior to event date

Personnel Fees:

Maintenance Supervisor	\$30 per hour (4 hr. minimum) (large event requires 2 staff minimum)
Maintenance Technician	\$25 per hour (4 hr. minimum)
Security	TBD based upon type of event (over 200 people requires security)

Prices are subject to change without notice

Date(s) of Facility Use: _____ Time(s) of Use: _____

\$200 Security Deposit Paid: _____ Date Paid: _____ Method of Payment (no credit card): _____

\$300 Rental Fee Paid: _____ Date Paid: _____ Method of Payment (credit card – call GDP): _____

Rental Fee Due by (date) _____ **Paid Rental Receipt #:** _____

Lessee Mailing Address: _____

Lessee Phone Numbers: (Hm) _____ (Wrk) _____ (Cell) _____ (Fax) _____

By their signature below, USER WILL INDEMNIFY owner of the property, the City of Villa Rica staff, customers and invitees and save them harmless from and against any and all claims, damages, actions, liability and expense in connection with loss of life, personal injury, and/or damage to property arising from or out of occupancy or use of the premises, or any part thereof, or any part of the City of Villa Rica property, or occasional wholly or in part by an act of omission of user, its agents, members or affiliates.

Lessee

Date

Staff Person

Date

Lessee agrees, by their signature, to abide by this lease agreement including all rules-Pages 2 & 3)

THE MILL Amphitheater RULES AND REGULATIONS

- Prior to the acceptance of a lease for certain facilities, a statement of the activities planned or use intended, including a projected number of participants, adults present, a list or schedule of events must be presented in writing to Main St office.
- Signs and banners promoting the event shall be approved in writing by the Main Street office in advance and must be in accordance with all City of Villa Rica sign ordinances. Signs and banners shall be removed immediately following the event.
- LED signage application must be submitted to the Main Street Office for approval in order to promote event on THE MILL's marquee.
- Keys to facilities are issued once the deposit and rental fee is paid. Control of city-owned keys is the responsibility of the Lessee as signed on pg. 1. Keys shall be returned within two business days of the rental, or deposit will not be returned.
- Before a Lessee may obtain a lease agreement for any portion of the park facility, a **\$200 security deposit** must be received to protect the City of Villa Rica and its facilities against any damages that may occur. Once this deposit is received, **event will be placed on calendar**.
- Prior to any advertising for the event a rental fee (**\$300**) must be paid no later than **two weeks prior** to scheduled event.
- This \$200 security deposit will be returned to the Lessee after the facility is inspected and deemed clean and acceptable. If the facility does not meet inspection criteria, the Main Street office will retain the full deposit, even if the repair or cleaning of the facility does not require the full amount.
- Refunds available **ONLY** if cancellation is made **two weeks** before the rental date. Booking of facilities followed by a pattern of cancellations may result in loss of rental privileges for a period determined by the Main Street office.
- The Main Street Office reserves the right to cancel events or activities due to severe weather or when use may cause unnecessary damage to the facility. If the Main Street Office cancels the event due to severe weather or unforeseen emergencies, Lessee will be refunded any fees for that date or additional dates, *if applicable*.
- Parking at THE MILL Amphitheater is limited (130 spaces), and rental of this facility does not necessarily imply that parking will be available adjacent to this venue for all event-goers.
- Lessee/activity sponsors are liable for personal injury to participants and/or spectators. The Lessee must sign the **Hold Harmless Agreement**, and if deemed necessary, may be required to produce a liability insurance policy for participants and spectators, naming the City of Villa Rica as an additional insured.
- In case of an emergency, Lessee should call 911 for assistance.
- **10:00 pm** sound ordinance shall be adhered to, and facility will be closed no later than **11:00 pm**.
- Stage lighting shall be turned off at the conclusion of the event. Failure to do so will result in loss of deposit.
- The City of Villa Rica and the Main Street office as administrators of the facilities under their care are not responsible for the loss or theft of any personal items left by Lessees.
- The use of radios, amplified sound devices, musical instruments, etc. are strictly limited to volumes audible to the immediate area or amenity leased.
- The use of profanity, racial or personal slurs or other socially unacceptable behavior is prohibited.
- In certain instances, Lessor may require the presence of a staff member or an off-duty Villa Rica Police Department Officer at a function presented by Lessee. Salary for such staff person or for a Villa Rica officer will be paid by Lessee in addition to the cost of the lease agreement and security deposit and at an amount to be determined at lease signing.
- The use of pyrotechnics, candles, portable stoves, grills, sterno-type warmers, or other fire producing devices or materials are strictly prohibited on The MILL Amphitheater property without written permission from the Main Street office.
- Lessee is responsible for all permits as required by law or ordinance for business, tents, food vending, etc. All concessions are subject to Department of Health regulations relative to food service.
- Entrance fees (*gate fees*) are subject to approval by the Main Street Office and shall be for the immediate area only. Admission fees shall not be charged to general park users without prior written permission of the Main Street office.
- At Management's discretion, a \$300 damage deposit may be required for social events. If all rules and regulations are followed and there are no damages to the facility, the \$300 will be returned to you by check within 14 days of the event.

APPENDIX A

ALLOWED:

- Food and non-alcoholic beverages
- Small coolers (6-drink capacity)
- Flameless candles
- Lawn chairs (low profile)
- Blankets (please be courteous of space)
- Purses, bags and backpacks: *May be subject to search by security personnel prior to entering The MILL Amphitheater.*

PROHIBITED:

- Smoking is not permitted at The MILL Amphitheater-there is designated smoking areas, look for “Smoking Area” signs. Violation of this policy may result in expulsion from The MILL Amphitheater. Smoking is strictly prohibited in all seating areas including the pit and lawn areas. This includes electronic/vapor cigarettes.
- Illegal drugs/substances
- No alcoholic beverages can be brought in
- No PETS of any kind (only registered working animals are permitted)
- Tents or staking
- Umbrellas
- Glass containers
- No weapons of any kind
- No skateboards

GUEST CONDUCT:

- Guests are expected to behave respectfully and in accordance with venue policy, state and local laws. Any guest that is acting in a manner that venue management deems unsafe can be subject to eviction. If a guest violates a state or local law they will be subject to any tickets or punishment deemed necessary by local law enforcement.

EVENT LISTINGS:

- A complete list of events can be found on www.downtownvillarica.com
- Villa Rica Main Street and The MILL Amphitheater Facebook pages.

LAWN SEATING:

- The lawn is always first come, first serve. There are no assigned seats on the lawn, unless reserved seating is available.

X

Signature of Lessee agrees, by their signature to rules and regulations

Date

Provide copy of driver's license.

Restroom Lock Box Code:



Agenda Item: _____

CITY OF VILLA RICA

City Council Meeting Agenda Item Cover Sheet

SUBJECT: Downtown Development Authority Appointments

AGENDA DATE: 12/11/2018

DATE PREPARED: 11/29/2018

PREPARED BY: Janet Chumley and Tom Barber

AMOUNT: n/a

FUNDING SOURCE: n/a

GL ACCOUNT #: n/a

BUDGETED ITEM? n/a

PURPOSE: The seven-member Downtown Development Authority is appointed by the City Council and oversees the revitalization and redevelopment of the central business district. They are responsible to help develop and promote the public good and general welfare, trade, commerce, industry and employment opportunities in downtown. Members must either own a business in downtown or have an economic interest in the downtown. Term: 4 years | Members: 7

BACKGROUND: The terms of three members of the DDA have expired: Carl R. Peabody on 04/01/2018, Ryan Clark on 04/01/2018 and Charlene M. Gilmore on 05/13/2018. Charlene Gilmore does not seek reappointment. Mr. Clark has not attended the state-mandated DDA training and is therefore not eligible for reappointment. Bryan White has resigned his seat. His term was set to expire on 7/13/19.

In summary, we need to fill four positions. Current applicants include Matt Momtahan, Debbie Hohenstein, Ellen Wynn McBrayer, Thomas Bruno and Michael Young. Mr. Momtahan and Mr. Young currently serve on the Main St Advisory Board, as does Mr. Peabody.

DDA RECOMMENDATION: The DDA Board voted in October to recommend the reappointment of Carl Peabody and Ryan Clark. They also voted to recommend the appointment of Matthew Momtahan. During their November meeting the DDA Board voted to create a sub-committee to recruit and interview candidates for the DDA Board.

STAFF RECOMMENDATION: Staff recommends reappointing Carl R. Peabody to serve another term expiring 04/01/22. We also recommend adding Matthew Momtahan for a term expiring on 04/01/22 and adding Debbie Hohenstein for a term expiring on 07/13/19. We suggest that we wait for the Board's recommendation for the fourth position before taking additional action.

MOTION: I make a motion to reappoint Carl Peabody to a term expiring on 4/1/22, Matt Momtahan to a term expiring on 4/1/22, and Debbie Hohenstein to a term expiring 7/13/19.



Applicant Name: <u>Matthew Momtahan</u>	
Occupation: <u>Attorney</u>	Employer: <u>Self</u>
Home Address: <u>263 Augusta Woods Drive</u>	City: <u>Villa Rica</u> Zip: <u>30180</u>
Home Phone: <u>()</u>	Home E-Mail: <u>MattMomtahan@gmail.com</u>
Work Phone: <u>(470) 284-2500</u>	Work E-Mail: <u>Matthew@MomtahanLaw.com</u>
Cell Phone: <u>(770) 656-2013</u>	Preferred E-Mail: ☒ Home ☐ Work
Name and address of the business entity you own, located within the city limits of Villa Rica (if applicable) _____	
The Momtahan Law Firm, 254 S. Carroll Rd., Ste. B, P.O. Box 1034, Villa Rica, Georgia 30180	

City of Villa Rica

BOARD OR COMMISSION APPLICATION

Page 2 of 4

- a) Which Board(s) or Commission(s) do you wish to be appointed to? Downtown Development Authority
- b) How long have you been a resident of the City of Villa Rica? 5 Years 11 Months
- c) Are you current with all of your financial obligations to the City? ☒ Yes ☐ No
- d) Are you willing and available to attend training sessions on-site and/or off-site if provided by the City? ☒ Yes ☐ No
- e) Available Boards and Commissions and their terms and meeting schedules are listed at the end of this application. Are you able to meet the attendance requirements of the position for which you are applying? ☒ Yes ☐ No
- f) Do you know of any circumstances that would result in you having to abstain from voting on any action before the Board or Commission? ☐ Yes ☒ No If yes, please explain:
- _____
- _____
- _____
- g) Do you or your employer, or your spouse, child, relative or their employers, do business with the City of Villa Rica ☐ Yes ☒ No If yes, please explain:
- _____
- _____
- _____
- h) Do you have any employment or contractual relationship with the City of Villa Rica that would create a continuing or frequently recurring conflict with regard to your participation on a Board or Commission? ☐ Yes ☒ No If yes, please explain:
- _____
- _____

i) Please briefly explain your reasons for wishing to serve on the Board or Commission you select:

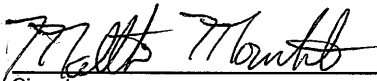
Would like to assist in continuing the revitalization of downtown Villa Rica.

j) Are you willing to be considered for appointment to any of the other Boards or Commissions of the City if a position is not available on the Board or Commission of your first choice? ☐ Yes ☒ No If yes, please list the Boards or Commissions for which you would like to be considered (in order of interest):

I am willing to continue serving on the Main Street Board and the Villa Rica Development Authority, but I am not
interested in being considered for any further boards in addition to Main Street, the VRDA, and DDA.

APPLICANT STATEMENT

I understand that I am applying for appointment to a Board or Commission and that the appointing authority may require an interview prior to consideration for appointment; that I will be required to take an oath of office to uphold the City's charter and ordinances; that I may be removed from office for any reason permitted by law or City charter; and that my application will remain on file for consideration for a period of six months, after which time, I will need to file a new application. I agree to comply at all times with all requirements of the office for which I am applying and to which I may be appointed. All statements and information provided in this application are true to the best of my knowledge.


Signature

Matthew Montalson
Printed Name

8/31/2018
Date

Please return signed application to: Alisa Doyal, City Clerk
City of Villa Rica
571 W. Bankhead Hwy
Villa Rica, GA 30180

Fax: 770-459-7003
Email: adoyal@villarica.org

Questions? Contact the City Clerk at 678-840-1212



City of Villa Rica
571 W. Bankhead Highway
Villa Rica, GA 30180



APPLICATION FOR BOARD OR COMMISSION
APPOINTMENT

Citizens provide a great insight and knowledge to City government. An avenue that the City of Villa Rica uses to get this insight is through the various Boards and Commissions of the City of Villa Rica. The members of the Boards and Commissions make decisions and help recommend and review policies for the City of Villa Rica and its Mayor and Council. This questionnaire will assist the Mayor and Council in the review process and in determining applicant eligibility requirements and qualifications for Board or Commission membership.

Questions to consider before applying for membership on a Board or Commission:

- Do I fully understand what this Board or Commission expects from me?
- Am I committed to the goals and mission of this Board or Commission?
- Can I afford the demands on my time, resources and energy?
- Will I attend meetings regularly, making them a priority for the duration of my appointment?
- Am I willing to perform a reasonable amount of work outside of regularly scheduled Board or Commission meetings and prepare for each meeting?
- Can I work effectively with the other members of the Board or Commission?
- Am I willing to participate in necessary Board or Commission training, education and development activities that will improve my effectiveness in my position?

APPLICANT INFORMATION

Applicant Name: Deborah Hohenstein

Occupation: Realtor / Broker Employer: Real Living Georgia Life Realty

Home Address: 724 Moss Ferry Rd City: Villa Rica Zip: 30180

Home Phone: (404) 852-6770 Home E-Mail: Debbie @ Georgia Life Realty - GA

Work Phone: (770) 456-2600 Work E-Mail: - same -

Cell Phone: (404) 852-6770 Preferred E-Mail: ☐ Home ☒ Work

Name and address of the business entity you own, located within the city limits of Villa Rica (if applicable) Real Living Georgia Life Realty - 211 Main St. VR

- a) Which Board(s) or Commission(s) do you wish to be appointed to? DDA
- b) How long have you been a resident of the City of Villa Rica? 38 Years — Months
- c) Are you current with all of your financial obligations to the City? ☒ Yes ☐ No
- d) Are you willing and available to attend training sessions on-site and/or off-site if provided by the City? ☒ Yes ☐ No
- e) Available Boards and Commissions and their terms and meeting schedules are listed at the end of this application. Are you able to meet the attendance requirements of the position for which you are applying? ☒ Yes ☐ No
- f) Do you know of any circumstances that would result in you having to abstain from voting on any action before the Board or Commission? ☒ Yes ☐ No If yes, please explain:

Anything pertaining to the Building I rent

I would exclude myself 211 main street

- g) Do you or your employer, or your spouse, child, relative or their employers, do business with the City of Villa Rica ☐ Yes ☒ No If yes, please explain:

- h) Do you have any employment or contractual relationship with the City of Villa Rica that would create a continuing or frequently recurring conflict with regard to your participation on a Board or Commission? ☐ Yes ☒ No If yes, please explain:

- i) Please briefly explain your reasons for wishing to serve on the Board or Commission you select:

To stay involved in Community - it is important for
my industry

- j) Are you willing to be considered for appointment to any of the other Boards or Commissions of the City if a position is not available on the Board or Commission of your first choice? ☐ Yes ☒ No If yes, please list the Boards or Commissions for which you would like to be considered (in order of interest):

- Currently on Cemetery Commission

APPLICANT STATEMENT

I understand that I am applying for appointment to a Board or Commission and that the appointing authority may require an interview prior to consideration for appointment; that I will be required to take an oath of office to uphold the City's charter and ordinances; that I may be removed from office for any reason permitted by law or City charter; and that my application will remain on file for consideration for a period of six months, after which time, I will need to file a new application. I agree to comply at all times with all requirements of the office for which I am applying and to which I may be appointed. All statements and information provided in this application are true to the best of my knowledge.


Signature

Deborah Hohenstein
Printed Name

11/09/18
Date

Please return signed application to: Alisa Doyal, City Clerk
City of Villa Rica
571 W. Bankhead Hwy
Villa Rica, GA 30180

Fax: 770-459-7003
Email: adoyal@villarica.org

Questions? Contact the City Clerk at 678-840-1212

BOARD AND COMMISSION INFORMATION

Board of Appeals (BOA): The BOA is a quasi-judicial body that provides the public with a final administrative review process for appeals relating to a wide range of City determinations. The Board strives to provide an efficient, fair and expeditious public hearing and decision-making process before an impartial panel as a last step in the City's permit issuance process. The Board hears and decides appeals involving the granting, denial, suspension, or revocation of permits, licenses, and other use entitlements by various City commissions and departments. The granting or denial of variances and other determinations by the P&Z Commission. Term: 3 years | Members: 5

Downtown Development Authority (DDA): The DDA's mission is to oversee the revitalization and redevelopment of the central business district and to develop and promote for the public good and general welfare, trade, commerce, industry and employment opportunities. Members must either own a business or have an economic interest in the downtown. A member of the City Council is permitted to serve on the DDA. Term: 4 years | Members: 7

Historic Preservation Commission (HPC): This six-member commission is appointed by the City Council and administers the historic regulations in the City of Villa Rica. Commissioners review requests for retaining wall grants, revolving loan applications, building permit applications and demolition permit requests. Term: 3 years | Members: 6

Housing Authority Board (HAB): The function and responsibility of the HAB is to plan, develop, and administer a public housing program for the City of Villa Rica. Members are appointed by the Mayor for indefinite terms.

Library Advisory Board (LAB): Acts in an advisory capacity to the branch manager of the Villa Rica Public Library. Members work with the Branch Manager to establish operational policies for the library for approval by the City Council and West Georgia Regional Library System, assist the Branch Manager with the annual budget request to the City Council, adopts bylaws and regulations for internal operations, makes recommendations through the City Manager to the Mayor and City Council concerning the library, solicits donations of money and/or property for the benefit of the library, and represents the library to the community. The City Manager, Branch Manager and WGRL Director serve as nonvoting members. Term: 3 years | Members: 7

Main Street Advisory Board (MSAB): This seven-member Board commission is appointed by the City Council and works to promote and create a thriving central business district in Downtown Villa Rica and along primary entrance corridors into the central downtown business district. Term: 2 years | Members: 7

Planning & Zoning Commission (P&Z): The P&Z advises the City Council in decisions pertaining to amendments to the Comprehensive Plan, the Zoning Ordinance and applications for development. The Commission is charged with developing and maintaining the Comprehensive Plan and submitting the plan and its elements to the City Council. The Commission also reviews and makes recommendations regarding changes to the Comprehensive Plan land use map. The Commission hears, reviews and makes recommendations regarding all applications for subdivision site plans, specific plans and phased and conditional use permit applications. Term: 1 year | Members: 5

Recreation Advisory Commission (RAC): The purpose of the RAC is to make recommendations to the City Council regarding parks and recreation plans, policies, programs and projects. Term: 3 years | Members: 7

Villa Rica Cemetery Committee: Functions include making recommendations to the City Manager on all aspects of the management and operations of the city's cemeteries. Term: 3 years | Members: 6

Villa Rica Development Authority (VRDA): The VRDA exists to provide bond financing for community and economic development projects with a goal of increasing job opportunities within the community, supporting education and health care, and providing housing for underserved communities, all of which benefit the residents of the city of Villa Rica and the state of Georgia. Term: 4 years | Members: 7

PROCEDURES FOR BOARD OR COMMISSION APPOINTMENT

- 1) Approximately four weeks before the end of a Board or Commission term, the City Clerk will notify the Mayor and City Council and the members of the Board or Committee affected of the positions and citizens whose terms will be expiring.
- 2) The City Clerk will cause this information to be posted via the City's website, electronic newsletter or other means to inform the residents in the city. This notice will also include qualifications (if any) to serve. The Mayor and City Council will set the timeframe for the acceptance of applicants.
- 3) Applications may be sent to the City Clerk. The Mayor and City Council may interview candidates at its discretion. The Mayor and City Council retains all responsibilities and rights to select candidates, nominate and confirm appointments as required by the City Charter and Code of Ordinances.
- 4) After any appointment, the new Board or Commission member, as well as the other members of that Board or Commission will receive a letter notifying them of their appointment and be scheduled to be administered an Oath of Office.

Please return signed application to: Alisa Doyal, City Clerk
City of Villa Rica
571 W. Bankhead Hwy
Villa Rica, GA 30180

Fax: 770-459-7003
Email: adoyal@villarica.org

Questions? Contact the City Clerk at 678-840-1212



Agenda Item: _____

CITY OF VILLA RICA

City Council Meeting Agenda Item Cover Sheet

SUBJECT: Purchase of budgeted mowing equipment for Grounds Maintenance Crews
AGENDA DATE: 12/11/18

DATE PREPARED: 11/27/18
PREPARED BY: Charles Davis

AMOUNT: \$64194.72
GL ACCOUNT #: 350-4910-542500
FUNDING SOURCE: Capital Projects- General Fund
BUDGETED ITEM? Yes

PURPOSE: To upgrade all older mowers and related equipment to larger, more efficient models that will reduce downtime and have excellent parts availability in order to make all our crews more productive. This equipment request is a the key part of improving the performance of the City's new centralized Grounds Maintenance Department now under my direction. Many of our mowers are well over 5 years old and require extensive maintenance and expense to keep them running. This will equip all 3 work crews equally with matching equipment that will make grounds maintenance much more efficient. All mowing equipment requested is commercial heavy-duty grade and on State Contract through ACE Hardware in Douglasville. We have an excellent relationship with this company. We receive priority service for all of our parts or repair needs. I plan to sell all older equipment on GovDeals.com to recoup about \$15,000.00 of the acquisition costs of the new equipment.

BACKGROUND: All of this equipment was budgeted under the restructuring of the Public Works Grounds Maintenance Department. The only mowing equipment that has been replaced in the past few years is some of what has been stolen at the maintenance buildings at V-Plex and Gold Dust. All mowing equipment is now stored, locked, and secured in the Avanti building protected by using modern trailer security equipment and high-resolution security cameras.

STAFF RECOMMENDATION: To approve purchasing the budgeted equipment as listed, so staff can have it here in time for start of the March 2019 cutting season.

IMPACT: This equipment will increase our Grounds Maintenance Staff efficiency, along with all 3-inmate crew's productivity and safety.

MOTION: I make a motion to approve the purchase of this budgeted equipment.

DATE
11/26/18
TIME
09:18
SALESMAN
024/024
STORE
1

Terminal: 15

DOUGLASVILLE ACE HARDWARE
AND OUTDOOR POWER EQUIPMENT
6530 CHURCH STREET
D'VILLE, GA 30134 942-7044

INVOICE
855617
P/O NUMBER
MARK
WORK ORDER
PAGE
1 of 1

BILL TO ACCOUNT: 619
CITY OF VILLA RICA 571 W. BANKHEAD HWY. VILLA RICA, GA 30180

SHIP TO ACCOUNT: 55901
CITY OF VILLA RICA RECREATION 571 W. BANKHEAD HWY VILLA RICA, GA 30180 MARK GRIZZARD

Tax Exempt # 586000691

No returns or service warranties without receipt.
No returns on belts, electrical or ignition items.
A 15% restocking fee on return of special orders.

Shipped VIA: CUSTOMER PICKUP
Department: 1

ORD	SHIP	B/O	LINE	PART NUMBER	DESCRIPTION	LIST	NET	AMOUNT
3	3		EXE	LZS749AKC724A1	LAZER S 72 IN 749 KOH	12699.00	9989.00	29967.00
2	2		EXE	LZX801GKA60600	LAZER X 60 IN 801 KA	11399.00	9437.22	18874.44
6	6		STQ	BR600	STIHL BACKPACK BLOWER	489.95	394.96	2369.76
6	6		STQ	FS240R	STIHL TRIMMER 37.7CC	599.95	473.96	2843.76
4	4		STQ	FC96	STIHL EDGER	449.95	355.46	1421.84
5	5		STQ	MS170	30CC 16 INCH BAR	179.95	142.16	710.80
5	5		EXE	ECX180CKA21000	COMM 21IN SP FJ180 KA	1099.00	1039.00	5195.00
3	3		STQ	HT103	POLE PRUNER 31CC 12IN	599.95	473.96	1421.88
4	4		STQ	HL91K	HEDGE TRIMMER EXT	439.95	347.56	1390.24

THANK YOU VERY MUCH FOR THE
OPPORTUNITY, WE SINCERELY
APPRECIATE YOUR BUSINESS.

QUOTE ONLY

State Contract

SUB TOTAL	64194.72
MISC	0.00
LABOR	0.00
Tax: 7.000	0.00
DOWN PAYMENT	
INVOICE TOTAL	64194.72



LAZER Z S-SERIES

More power. More features. More productivity.

With the top-rated Lazer Z S-Series of zero turn riders, you can choose from eight different engines, including an eco-friendly, Electronic Fuel Injection (EFI) (<https://www.exmark.com/products/mowers/efi>), propane option. Four UltraCut™ Series 4 cutting deck (<https://www.exmark.com/Exmark-Advantage/Features/Decks>) sizes are available in 52, 60 or 72 inches. Want tough? Try a 10-gauge, formed and continuously seam-welded top and a 7-gauge side skirts. All with welded spindle mounting sites and full-floating 4-point suspension with four adjustable anti-scalp rollers. Select 2018 Lazer Z S-Series models offer Smart Controller (). This easy-to-use interface has a wealth of user data like fuel level, interlock status, PTO and total hours, maintenance reminders and machine health status.

4.7

68 Reviews [Write a Review \(/Review/WriteAReview?id=139&pr_merchant_i](#)

97% of respondents would recommend this to a friend

Available Models

[LZS651CKA484A2](#) [LZS740AKC524A2](#) [LZS740PKC60400](#)
[LZS740PKC72400](#) [LZS749AKC604A1](#) [LZS749AKC72400](#)
[LZS749AKC724A1](#) [LZS801GKA524A2](#) [LZS801GKA604A1](#)
[LZS850EKA604W0](#) [LZS850EKA724W0](#)

Model Specs

[LZS651CKA484A2](#) [LZS740AKC524A2](#) [LZS740PKC60400](#) [LZS740PKC72400](#) [LZS749AKC604A1](#) [LZS749AKC72400](#)
[LZS749AKC724A1](#) [LZS801GKA524A2](#) [LZS801GKA604A1](#) [LZS850EKA604W0](#) [LZS850EKA724W0](#)

SPECIFICATIONS FOR MODEL # LZS749AKC724A1

Equipment

Blade Spindles	No maintenance, sealed and non-greasable spindles; 7.75"-diameter cutter housing with 25mm(.98") diameter spindle shaft and splined blade driver.
Drive Tires	24 x 12-12, 4 ply Turf Master®
Tractor Frame	Unibody, welded, heavy-duty 1.5" x 3" tubular steel.
Steering Control	Hydraulically dampened twin levers, adjust fore and aft. Adjustable dampeners (3 positions) to customize drive responsiveness. Also adjustable to 2 height positions.
Front Caster Tires	13 x 6.5-6, smooth-tread, semi-pneumatic.
Parking Brake	Lever-actuated disc brake.
Seat	Deluxe, two-tone, bolstered suspension seat with Elastomeric Vibration Control material. Mounted on innovative Seat Isolation System that provides operator isolation in all three planes of motion as well as fore-aft slide and seat flip-up.
Electrical	12-volt battery with 20-amp alternator.
Onboard Intelligence	Smart Controller

Power Components

Engine Brand	Kohler®
--------------	---------

Power Components

Engine Model	ECV749
Engine Displacement	749
Engine Series	Command™ EFI
Fuel System	Electronic Fuel Injected
Engine Speed	3,750 RPM
Air Filter	Heavy-duty canister air filtration system
Fuel Type	Gas EFI
Fuel Capacity	12-gallon (45.4-L), single fuel tank with single fill location.
Fuel Indicator	Yes - electronic Sender
Drive	Hydro-Drive
Drive Description	Two Exmark exclusive Parker unitized pump and wheel motor systems with no hoses, integrated cooling fans, shock valve, 1.7-quart integrated reservoir, spin-on filter and heavy-duty components. 12 cc pumps and 14. 5 cubic inch motors.
Speed	Infinitely variable speed selection from 0–10.0 mph (16 kmph) forward, 0–6.0 mph (9.7 kmph) reverse.
Carb Compliant	Yes
Deck Lift	Standard; foot-controlled deck lift changes cutting height and lifts the deck to maneuver around obstacles, or place in transport position.
Safety Package	Operator Presence Controls (OPC) and drive system interlock, with safety interlock system indicators.
ROPS	2-post foldable ROPS standard with seat belt and latch.
PTO Engagement	MagStop electromagnetic 200-ft-lb clutch with spot brake
Drive Wheel Release	Allows unit movement without engine running.
Casters	.50" thick caster yoke arms.
Model Description	Lazer Z S-Series 26.5 HP* Koh EFI ECV749 w/72" UltraCut Series 4 Deck, Susp Seat & Wide Semi-Pneum *The gross horsepower of these gasoline engines was laboratory rated at 3600 rpm by the engine manufacturer in accordance with SAE J1940 or SAE J2723. As configured to meet safety, emission and operating requirements, the actual engine horsepower on these mowers may be significantly lower. **The gross horsepower of the 3TNV80FT was laboratory rated at 2600 rpm; the 3TNV86C was laboratory rated at 3000 rpm by the engine manufacturer in accordance with SAE J1995. As configured to meet safety, emission and operating requirements, the actual engine horsepower on these mowers may be significantly lower.

Decks

Width / Cutting Deck	72"
Deck Style	Floating Deck
Deck Style Description	Full-floating UltraCut Series 4. Side discharge standard, with molded discharge chute and option to bag or mulch.
Deck Construction	10-gauge top that is formed and continuously seam welded, 7-gauge side skirt and 7-gauge formed and welded spindle mounting locations for improved strength and reduced weight.
Blade Tip Speed	Approximately 18,500 fpm.
Cutting Heights	1.0" (2.5 cm) to 5.5" (11.8 cm) in 0.25" (0.64 cm) increments adjustable from operator's seat.
Blades	3 Blades at 24.50" Length

Dimensions

Width	84.9 in. (215.6 cm)
Length	86.1 in. (218.7 cm)

Dimensions

Height	70 in. (177.8 cm)
Curb Weight	1305



LAZER Z X-SERIES

What you get when you check all the boxes. And with our top-rated Lazer Z X-Series, there are plenty of boxes to check. For starters, you can choose from five rugged, commercial-grade engines, including high efficiency Electronic Fuel Injection (EFI) (<https://www.exmark.com/products/mowers/efi/lazer-z-efi>) options. Which also features our exclusive EGov and RED technology (<https://www.exmark.com/Exmark-Advantage/Features/Red>) which can boost fuel efficiency up to 41%. The X-Series also features our UltraCut™ Series 6 deck (<https://www.exmark.com/Exmark-Advantage/Features/Decks>) in 52-, 60- and 72-inch cutting widths. Whatever combination you choose, operators will ride in unrivaled comfort thanks to our unique seating system (<https://www.exmark.com/Exmark-Advantage/Features/Seating>). There's even a standard 12-volt adapter to keep devices charged. So, if you're looking for our top-of-the-line mower, the Lazer Z X-Series should be at the top of your list.

4.9

114 Reviews Write a Review (/Review/WriteARewiew?id=145&pr_merchant_

100% of respondents would recommend this to a friend

Available Models

- LZX740EKC526W0 LZX801CKA60600 LZX801CKA606C1
- LZX801GKA60600 LZX801GKA606NP LZX921GKA60600
- LZX921GKA72600 LZX921GKA726C1 LZX940EKC606W0
- LZX940EKC60RW0 LZX940EKC72RW0 LZX980EKC726W0

Model Specs

- LZX740EKC526W0 LZX801CKA60600 LZX801CKA606C1 LZX801GKA60600 LZX801GKA606NP LZX921GKA60600
- LZX921GKA72600 LZX921GKA726C1 LZX940EKC606W0 LZX940EKC60RW0 LZX940EKC72RW0 LZX980EKC726W0

SPECIFICATIONS FOR MODEL # LZX801GKA60600

Equipment

Blade Spindles	No maintenance, sealed and non-greasable spindles; 7.75"-diameter cutter housing with 30mm (1.18") diameter spindle shaft and splined blade driver.
Drive Tires	24 x 12.0-12, 4-ply Turf Master®
Tractor Frame	Unibody, welded, heavy-duty 1.5" x 3" tubular steel.
Steering Control	Hydraulically dampened twin levers, adjust fore and aft. Adjustable dampeners (3 positions) to customize drive responsiveness. Also adjustable to 2 height positions.
Front Caster Tires	13 x 6.5-6 smooth tread, semi-pneumatic tires.
Parking Brake	Lever-actuated disc brake.
Seat	Deluxe, two-tone, bolstered suspension seat with Elastomeric Vibration Control material. Mounted on innovative Seat Isolation System that provides operator isolation in all three planes of motion as well as fore-aft slide and seat flip-up.
Electrical	12-volt battery with 15-amp alternator.

Power Components

Power Components

Engine Brand	Kawasaki®
Engine Model	FX801V
Engine Displacement	852
Engine Series	V-Twin
Fuel System	Carbureted
Engine Speed	3,750 RPM
Air Filter	Heavy-duty canister air filtration system
Fuel Type	Gas Carbureted
Fuel Capacity	12-gallon (45.4-L), single fuel tank with single fill location.
Fuel Indicator	Yes - electronic Sender
Drive	Hydro-Drive
Drive Description	Two Exmark exclusive Parker unitized pump and wheel motor systems with no hoses, integrated cooling fans, shock valve, 1.7-quart integrated reservoir, spin-on filter and heavy-duty components. 16 cc pumps and 17.1 cubic inch motors.
Speed	Infinitely variable speed selection from 0–11.5 mph (18.5 kmph) forward, 0–6.0 mph (11.3 kmph) reverse
Carb Compliant	No
Deck Lift	Standard; foot-controlled deck lift changes cutting height and lifts the deck to maneuver around obstacles, or place in transport position.
Safety Package	Operator Presence Controls (OPC) and drive system interlock, with safety interlock system indicators.
ROPS	2-post foldable ROPS standard with seat belt and latch.
PTO Engagement	MagStop electromagnetic 200-ft-lb clutch with spot brake
Drive Wheel Release	Allows unit movement without engine running.
Casters	.50" thick caster yoke arms.
Model Description	Lazer Z X-Series 25.5 HP* Kaw FX801V w/60" UltraCut Series 6 Deck, Susp Seat & Wide Semi-Pneum *The gross horsepower of these gasoline engines was laboratory rated at 3600 rpm by the engine manufacturer in accordance with SAE J1940 or SAE J2723. As configured to meet safety, emission and operating requirements, the actual engine horsepower on these mowers may be significantly lower. **The gross horsepower of the 3TNV80FT was laboratory rated at 2600 rpm; the 3TNV68C was laboratory rated at 3000 rpm by the engine manufacturer in accordance with SAE J1995. As configured to meet safety, emission and operating requirements, the actual engine horsepower on these mowers may be significantly lower.

Decks

Width / Cutting Deck	60"
Deck Style	Floating Deck
Deck Style Description	Full-floating UltraCut Series 6 with heavy-duty spindle. Side discharge standard with the option to bag or mulch.
Deck Construction	10-gauge top that is formed and continuously seam welded, 7-gauge side skirt and 7-gauge formed and welded spindle mounting locations for improved strength and reduced weight.
Blade Tip Speed	Approximately 18,500 fpm.
Cutting Heights	1.0" (2.5 cm) to 5.5" (11.8 cm) in 0.25" (0.64 cm) increments adjustable from operator's seat.
Blades	3 Blades at 20.50" Length

Dimensions

Width	72.8 in. (184.9 cm)
-------	---------------------

Dimensions

Length	83.1 in. (211.1 cm)
Height	70 in. (177.8 cm)
Curb Weight	1215



Home > Products > STIHL Products > Blowers & Shredder Vacs > Professional Blowers > BR 600

BR 600

The all-in-one backpack blower that combines power, fuel efficiency, and durability.

Description



★★★★★ 4.8 / 5

96% of reviewers recommend this product.

[Read all 567 reviews](#)

[Write a review](#)

[Media Gallery](#)



[Get Local Price](#)

With its powerful, fuel-efficient engine, the BR 600 sets the standard for professional-grade blowers. It produces the highest air volume and velocity of all our **backpack blowers**, yet features a low-emission engine, making it a great choice in both urban and rural areas. No matter where the job takes you, the BR 600 blower is the ideal choice for heavy-duty cleanup.

See how the BR 600 compares to other brands. [View the fuel savings calculator.](#)

Are You Ready for a STIHL?

BR 600 Specifications - Professional Use

DISPLACEMENT	64.8 cc (3.96 cu. in.)
ENGINE POWER	2.8 kW (3.8 bhp)
WEIGHT	9.8 kg (21.6 lbs.)
FUEL CAPACITY	1400 cc (47.3 oz.)
BLOWING FORCE*	32 Newtons
AVG. AIR VELOCITY**	89 m/sec. (199 mph)
MAX. AIR VELOCITY**	106 m/sec. (238 mph)
AIR VOLUME AT NOZZLE**	1150 m³/h (677 cfm)
SOUND PRESSURE RATING**	75 dB(A)
POWER SOURCE	Gas

*Newton is the force needed to accelerate 1 kg of mass at the rate of 1 m/sec². **Tested in accordance with ANSI 175.2 standard. All specifications provided by Andreas STIHL AG, as of April 2016.



Are You Ready for a STIHL?

Important Information

Note: STIHL engine products with the Caring for Nature logo are cleaner than EPA Standards for exhaust emissions.

Note: STIHL recommends use of fuel with no more than 10% Ethanol content. Using fuel with greater than 10% Ethanol content may cause damage to your equipment and may void your STIHL warranty. [Learn More...](#)



Home > Products > STIHL Products > Trimmers & Brushcutters > Professional Trimmers > FS 240 R

FS 240 R

A loop handle trimmer built to handle tough cutting locations.

Description



★★★★☆ 4.3 / 5

82% of reviewers recommend this product.

[Read all 30 reviews](#)

[Write a review](#)

[Media Gallery](#)

[Get Local Price](#)

The STIHL FS 240 R professional trimmer combines a heavy-duty design with the versatility needed to handle a variety of challenging clearing situations. Providing 20% more fuel efficiency, the low-exhaust-emission engine, combined with the large (25.4 oz.) fuel tank, means you'll spend more time cutting and less time refueling. The FS 240 R is an ideal addition to any professional crew charged with cutting around ponds, along canals, in roadside ditches, and through heavy thickets.

Are You Ready for a STIHL?

FS 240 R Specifications - Professional Use

DISPLACEMENT	37.7 cc (2.3 cu. in.)
ENGINE POWER	1.7 kW (2.3 bhp)
WEIGHT*	6.6 kg (14.6 lbs)
FUEL CAPACITY	750 cc (25.4 oz.)
CUTTING SWATH	16.5"
POWER SOURCE	Gas

* Weight without cutting attachment or deflector.



Are You Ready for a STIHL?

Important Information



WARNING! Improper use of any power tool may cause serious or fatal injury. Read, understand and follow carefully the operating and safety instructions in your instruction manual before using such products.

STIHL products sold through U.S. STIHL Dealers are for distribution in the United States only.



Home > Products > STIHL Products > Edgers > Professional Edgers > FC 96

FC 96

A professional, straight-shaft edger powered by a proven low-emission engine.

Description



★★★★☆ 4.5 / 5

91% of reviewers recommend this product.

[Read all 11 reviews](#)

[Write a review](#)

[Get Local Price](#)

The STIHL FC 96 professional edger doesn't just clean up edges in your landscape, it cuts you a new one. The FC 96 has all the hardworking features of the FC 95 but has more power. Featuring a low-emission engine, it has a larger fuel tank providing 30% longer run times than the previous model. So whether you're touching up existing walkways or creating new lines in dense, compacted soil, this edger helps you achieve a clean, finished appearance. It even features a vertical pleated paper air filter for extended service intervals, one touch stop and an easy three-step start procedure enabled by the semi-automatic choke lever. When you need a powerful edger, the FC 96 will give you the edge you're looking for.

Are You Ready for a STIHL?

FC 96 Specifications - Professional Use

DISPLACEMENT	28.4 cc (1.73 cu. in.)
ENGINE POWER	0.95 kW (1.27 bhp)
FUEL CAPACITY	710 cc (24.0 oz.)
BLADE SIZE	20.3 cm (8.0 in.)
ARBOR SIZE	25.4 mm (1.0 in.)
GEAR RATIO AND BLADE SPEED	1:2.09 4,800 rpm
POWER SOURCE	gas
WEIGHT*	6.2 kg (13.7 lbs.)

*Dry weight.



Are You Ready for a STIHL?

Important Information

Note: STIHL engine products with the Caring for Nature logo are cleaner than EPA Standards for exhaust emissions.

Note: STIHL recommends use of fuel with no more than 10% Ethanol content. Using fuel with greater than 10% Ethanol content may cause damage to your equipment and may void your STIHL warranty. [Learn More...](#)





COMMERCIAL 21 X-SERIES

It is revved up and means business.

There's tough. Then there's this—the Commercial 21 X-Series self-propelled mower—with its front engine guard designed to protect the valve cover and other vital parts from trailer damage. And its formed, steel wear plates on the cutting deck edges to guard against the abrasion wear that comes with the job. If you're looking for performance and durability in a commercial-grade walk-behind mower, get yourself a Commercial 21 X-Series.

4.5

45 Reviews [Write a Review \(/Review/WriteAReview?id=26&pr_merchant_id](#)

91% of respondents would recommend this to a friend

Available Models

[ECX160CHN21000](#) [ECX180CKA21000](#) [ECX180CKA210BC](#)

Features



THE EXMARK SIGNATURE CUT

The cutting deck is a full five inches deep, delivering a consistently great cut whether you're bagging or mulching grass clippings.



EASY ON/OFF BAG DESIGN

Easy on/off bag design eliminates the need for levers and doors. The top fill feature allows the operator to check how full the bag is during operation.



PATENTED FRONT HEIGHT ADJUSTMENT

Innovative, simple and built to last, our patented front height adjustment eliminates the need for pivot-style adjusters. The single-point rear height adjustment allows the operator to quickly change the cutting height.



BAG CAPACITY

2.5 bushel capacity



Home > Products > STIHL Products > Pole Pruners > Professional Pole Pruners > HT 103

HT 103

A pole pruner designed for easy handling and reduced user fatigue.

Description



★★★★★ 4 / 5

83% of reviewers recommend this product.

[Read all 28 reviews](#)

[Write a review](#)

[Get Local Price](#)

Whether you are tackling low-hanging branches or trimming higher ones, you want to do your pruning jobs with ease and comfort. With the HT 103 Pole Pruner, get ready for a tool designed to reduce fatigue and improve handling. Its telescoping design increases rigidity while extending and easily locks into position, letting you prune high branches with precision. This reduced-weight pole pruner also has a large fuel tank providing 30% longer run times than previous models. Combined with features like the semi-automatic choke lever, one-touch stop, no-slip grip clamp and 1/4" STIHL PICCO™ Micro™ 3 (PM3) saw chain, you get a fast and convenient tool that makes clean cuts.

Are You Ready for a STIHL?

HT 103 Specifications - Professional Use

DISPLACEMENT	31.4 cc (1.9 cu. in.)
ENGINE POWER	1.05 kW (1.4 bhp)
OVERALL LENGTH	7'6" to 11'6"
FUEL CAPACITY	530 cc (18.0 oz.)
CHAIN OIL CAPACITY	220 cc (7.4 oz.)
OILOMATIC® Chain/Guide Bar Size	1/4" STIHL PICCO™ 71 PM3 / 30 cm (12")
POWER SOURCE	Gas
WEIGHT*	7 kg (15.5 lbs.) with cutting attachment

The actual listed guide bar length can vary from the effective cutting length based on the gear head design. *Dry weight.



Are You Ready for a STIHL?

Important Information

WARNING! Cutting blades are sharp. Do not touch or contact the blade with any part of your body. To reduce the risk of loss of control, always maintain secure footing. Improper use can result in serious or fatal injury.

WARNING! Risk of Electrocution: These tools are not insulated. Approaching or contacting electric power lines with tools may cause serious injury or death from electrocution. Electricity can jump from one point to another by means of arcing and/or may be conducted through damp branches. Maintain a clearance of at least 50 feet (15 meters) between the tools and any electrical line carrying live current. To reduce the risk of injury from falling objects, do not cut vertically above your head. Always wear a helmet and eye protection. Keep bystanders away. Use only STIHL authorized cutting attachments.

Danger! Risk of Electrocution: Pole pruners are not insulated. Approaching or contacting electric power lines with these tools may cause serious injury or death from electrocution. Electricity can jump from one point to another by means of arcing and/or may be conducted through damp branches. Maintain a clearance of at least 50 feet (15 meters) between the tools and any electrical line carrying a live current. To reduce the risk of injury from falling objects do not cut vertically above your head. Always wear a safety helmet and eye protection. Keep bystanders away. Use only STIHL authorized cutting attachments.



Home > Products > STIHL Products > Hedge Trimmers > Professional Hedge Trimmers > HL 91 K (0°)

HL 91 K (0°)

A professional hedge trimmer with high reach, low-emission engine and 24" blade.

Description



★★★★★ 5 / 5

100% of reviewers recommend this product.

[Read all 7 reviews](#)

[Write a review](#)

[Get Local Price](#)

Keep hard-to-reach hedges looking good with the STIHL HL 91 K (0°) extended reach hedge trimmer. Built for professional use, this mid-length hedge trimmer is lightweight and features a fixed-angle, 24" cutting blade. Easy to operate, the HL 91 K (0°) features a powerful, fuel-efficient, low-emission engine. Its compact design provides excellent maneuverability and includes an innovative ergonomic rubberized control handle with ECOSPEED throttle control, allowing for variable speed regulation. This convenient tool is designed to help professionals work longer with reduced fatigue.

Are You Ready for a STIHL?

HL 91 K (0°) Specifications - Professional Use

DISPLACEMENT	24.1 cc (1.5 cu. in.)
ENGINE POWER	0.9 kW (1.2 bhp)
FUEL CAPACITY	540 cc (18.3 oz.)
BLADE LENGTH	60 cm (24 in.)
SHAFT LENGTH	76 cm (30 in.)
OVERALL LENGTH	168 cm (66 in.)
CUTTING ATTACHMENT	24" / 0° head
WEIGHT*	5.4 kg (11.9 lbs.)

*Dry weight.



Are You Ready for a STIHL?

Important Information

Note: STIHL engine products with the Caring for Nature logo are cleaner than EPA Standards for exhaust emissions.

Note: STIHL recommends use of fuel with no more than 10% Ethanol content. Using fuel with greater than 10% Ethanol content may cause damage to your equipment and may void your STIHL warranty. [Learn More...](#)



WARNING! Improper use of any power tool may cause serious or fatal injury. Read, understand and follow carefully the operating and safety instructions in your instruction manual before using such products.



Agenda Item: _____

CITY OF VILLA RICA

City Council Meeting Agenda Item Cover Sheet

SUBJECT: Purchase of 2 budgeted 20-foot landscape trailers for Grounds Maintenance
AGENDA DATE: 12/11/18

DATE PREPARED: 11/27/18
PREPARED BY: Charles Davis

AMOUNT: \$7412.00
GL ACCOUNT #: 350-4910-542500
FUNDING SOURCE: Capital Projects- General Fund
BUDGETED ITEM? Yes

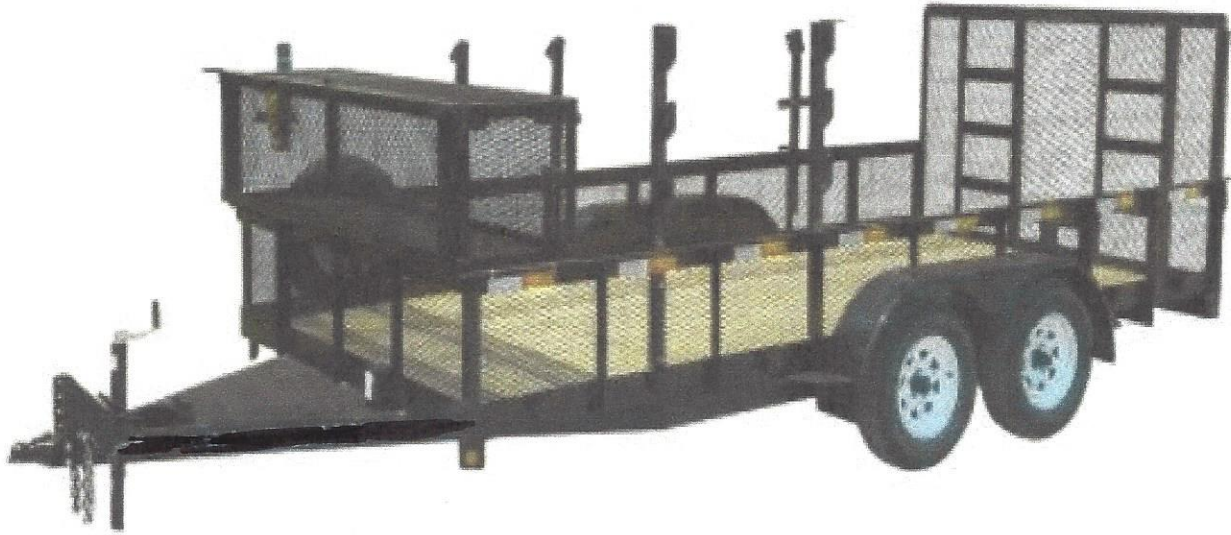
PURPOSE: To equip our 3 inmate crews with equally capable trailers to carry all their equipment to job sites in one trip. Currently we have one 20-foot landscape trailer I purchased 4 years ago, which allows that crew to take all their equipment with them and not have to come back and forth to load and unload additional equipment throughout the day. The other 2 inmate crew trailers are 14 foot and 16-foot-long models. By having all 3 trailers equally equipped and loaded with what they need to use all day long will greatly increase active working time, instead of travel time to and from the shop. Every trip back and forth to the shop to get additional equipment leaves 6 men not doing anything productive during the drive time to get additional equipment for their daily tasks.

BACKGROUND: These trailers were budgeted under the restructuring of the Public Works Grounds Maintenance Department that has been placed under my management. We need these two 20-foot trailers to both update the older trailers, but mostly so we can be more productive moving forward as we continue to take on a greater workload and get ready for the cutting season in 2019. All trailers and mowing equipment are now stored, locked, and secured in the Avanti building protected by using modern trailer security equipment and high-resolution security cameras. We went to several other vendors, but these were the few that were willing custom build to our specs, not sell us something ready made that we would have to modify. These 3 bids are the least expensive that meet our unique equipment needs and have the capability to what we need.

STAFF RECOMMENDATION: To approve purchasing the budgeted trailers from the local vendor, Putt-N Around Golf Carts for \$3706.00 each equipped as listed, for a total cost of \$7412.00. We need to order these trailers, so they are here for start of the 2019 cutting season.

IMPACT: This equipment will increase our Grounds Maintenance Staff efficiency, along with the 3-inmate crew's productivity and safety.

MOTION: I make a motion to approve the purchase of this budgeted equipment.



This is an image of a trailer like we are requesting for our crews.

New Horizons Outdoors, Inc.

4429 Bankhead Highway

Douglasville, GA 30134

Phone: (770) 949-9644 Fax: (770) 949-0590

Email: Horizo7854@aol.com

Estimate

Date	Estimate #
10/23/2018	1987

Name / Address
City of Villa Rica 106 Temple Street Villa Rica, Ga. 30180 (770) 459-3578

			Project
Description	Qty	Rate	Total
New 2018 Bye-Rite 7 x 20 Utility Trailer (GVW: 7,000 / Wood Floor) VIN# 7F3B1CX23JR001486	1	2,745.00	2,745.00T
Lockable Weed Eater Rack (Holds 3)	2	199.95	399.90T
Install Weed Eater Racks	2	30.00	60.00
Misc. Materials Used To Fabricate Landscape Box	1	200.00	200.00T
Fabricate, Prime, Paint & Install Landscape Boxes	1	225.00	225.00
		Subtotal	\$3,629.90
*** THIS IS A PRELIMINARY ESTIMATE. ADDITIONAL CHANGES TO THE ESTIMATE MAY BE REQUIRED FOR THE ACTUAL REPAIR ***		Sales Tax (0.0%)	\$0.00
		Total	\$3,629.90



277 East Montgomery Street
 Villa Rica, GA 30180
 678.941.3920
pnagolfcarts@outlook.com

Sales ~ Service ~ Parts ~ Accessories ~ Rental

Trailer Buyers Order

Name City of Villa Rica

Year: 2018

Charles Davis

Make: Stryker

Address _____

Model: 7x20 EH

Serial Number: QUOTE

Phone 770-550-6099

email: cdavis@villarica.org

QUANTITY	DESCRIPTION	UNIT PRICE	LINE TOTAL
1	7x20 HD Tandem Axle / Tube Rail Utility Trailer w/ (2) 3,500# axles (no brakes, no gate)		\$2,721.00
	- Add brakes on both axles		\$410.00
	- Split 5' fold up gate in place of fold up ramps		\$145.00
	- 3' Dovetail		\$45.00
	- Upgrade to LED lights		\$27.50
1	-Landscape Basket		\$220.00
2	-Weedeater Rack (on each side)	\$68.75	\$137.50
ALL TRAILERS ARE SOLD WITH A ONE YEAR LIMITED MANUFACTURER WARRANTY. TRAILER ARE WARRANTIED AGAINST MANUFACTURER DEFECT ONLY. WARPED BOARDS, BENT AXLES AND METAL RUST ARE SPECIFICALLY EXCLUDED FROM THIS WARRANTY. PUTT-N-AROUND GOLF CARTS IS/ARE NOT RESPONSIBLE FOR ACCIDENTS OR INJURY CAUSED DURING THE USAGE OF ANY TRAILER.		Subtotal	\$3,706.00
		Tax	EXEMPT
		TOTAL	\$3,706.00

THANK YOU FOR YOUR BUSINESS!

Be Sure To Ask About Our New Freight Pricing!

Kaufman
Trailers

Celebrating
Over
25 Years
of Manufacturing
Quality Trailers

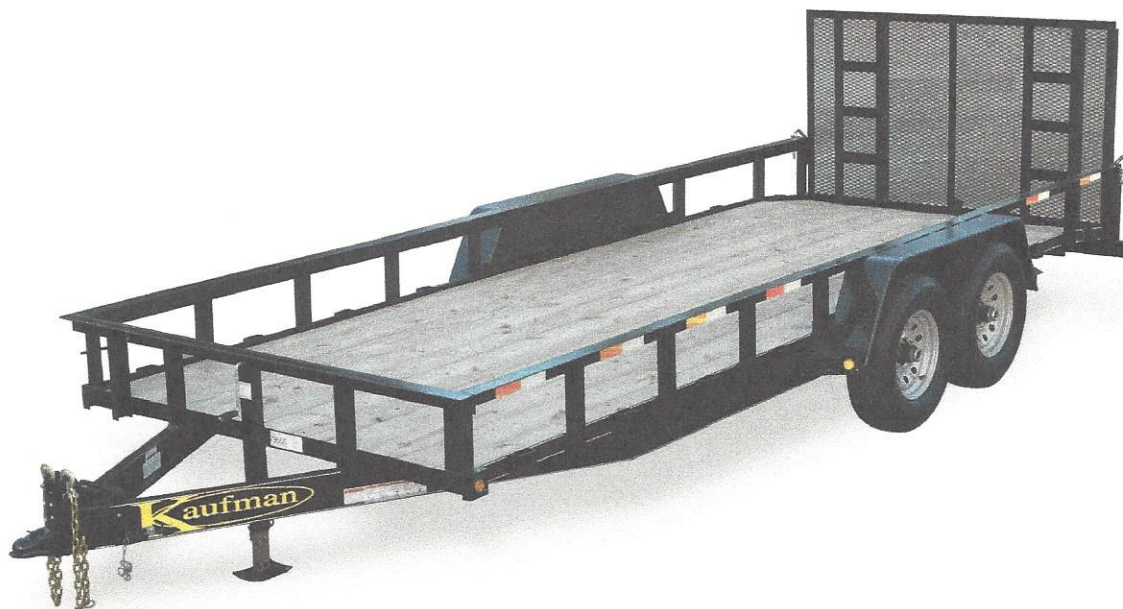
866-455-7444

www.KaufmanTrailers.com



High Quality Trailers Delivered Anywhere At Factory-Direct Pricing

Standard Landscape Utility Trailer 10000 GVWR - 20 ft.



\$3,290.00 Factory Direct - *Base Price - As needed equipped - \$4390⁰⁰ each*

Kaufman's Standard Landscape Utility Trailer 10000 GVWR model features a 3x3x3/16" angle mainframe and top rails with 3" channel cross members. The 5" channel wrap around tongue has an adjustable 2 5/16 coupler. Standard features include 5,200 lb. axles with D range bias tires, 7K drop foot jack, stake pocket tie downs, and heavy duty diamond plate fenders, as well as an upgrade to the 20' length. The rubber mounted sealed beam lights are fully enclosed in a tubing tailboard.

Kaufman Standard Utility Trailers are an industry leader and great value. Each includes a wrap around channel tongue, four wheel brakes, treated flooring, new wheels and tires, and dovetail. The sealed beam lights are enclosed in a tubing tailboard. A spring assist gate is standard on all tandem landscape utility trailer models.

Contact our customer service team today to find out how easy it is to have your own Standard Landscape Utility Trailer 10000 GVWR model delivered direct to your door.

Standard Landscape Utility Trailer 10000 GVWR - 20 ft.

1/5

Rugged. Reliable. And Best Of All... Affordable.

Be Sure To Ask About Our New Freight Pricing!

Kaufman
Trailers

Celebrating
Over
25 Years
of Manufacturing
Quality Trailers

866-455-7444

www.KaufmanTrailers.com



High Quality Trailers Delivered Anywhere At Factory-Direct Pricing

Additional Lengths

Product Number	Length	Price	Additional Info
FB-5.2K-16	16 ft.	\$3,270.00	Tongue: 5 in. Channel Frame: 3 in. x 3 in. x 3/16 in. angle Crosspiece: 3 in. Channel Centers: 24 in. Top Rail: 3 in. x 3 in. x 3/16 in. angle Ramp Runners: 2 1/2 in. x 2 1/2 in. x 3/8 in. angle
FB-5.2K-18	18 ft.	\$3,280.00	Tongue: 5 in. Channel Frame: 3 in. x 3 in. x 3/16 in. angle Crosspiece: 3 in. Channel Centers: 24 in. Top Rail: 3 in. x 3 in. x 3/16 in. angle Ramp Runners: 2 1/2 in. x 2 1/2 in. x 3/8 in. angle
FB-5.2K-20	20 ft.	\$3,290.00	Tongue: 5 in. Channel Frame: 3 in. x 3 in. x 3/16 in. angle Crosspiece: 3 in. Channel Centers: 24 in. Top Rail: 3 in. x 3 in. x 3/16 in. angle Ramp Runners: 2 1/2 in. x 2 1/2 in. x 3/8 in. angle
FB-5.2K-22	22 ft.	\$3,490.00	Tongue: 5 in. Channel Frame: 3 in. x 3 in. x 3/16 in. angle Crosspiece: 3 in. Channel Centers: 24 in. Top Rail: 3 in. x 3 in. x 3/16 in. angle Ramp Runners: 2 1/2 in. x 2 1/2 in. x 3/8 in. angle
FB-5.2K-24	24 ft.	\$3,690.00	Tongue: 5 in. Channel Frame: 3 in. x 3 in. x 3/16 in. angle Crosspiece: 3 in. Channel Centers: 24 in. Top Rail: 3 in. x 3 in. x 3/16 in. angle Ramp Runners: 2 1/2 in. x 2 1/2 in. x 3/8 in. angle

Standard Landscape Utility Trailer 10000 GVWR - 20 ft.

5/5

Rugged. Reliable. And Best Of All... Affordable.

Be Sure To Ask About Our New Freight Pricing!

Kaufman
Trailers

Celebrating
Over
25 Years
of Manufacturing
Quality Trailers

866-455-7444

www.KaufmanTrailers.com



High Quality Trailers Delivered Anywhere At Factory-Direct Pricing

Available Options - Base Price Does Not Include Options

Spare tire and Rim (Bias)	\$100.00
Radial upgrade	\$120.00
Spare tire and rim (Radial)	\$130.00
5 ft. Heavy duty spring assist split gate (Capacity: 10,000 lb. piece of equipment)	\$400.00
16 in. mesh sides price is for 20 ft. trailer. Price increases \$50 per 2 ft. of trailer length.	\$500.00
24 in. mesh sides price is for 20 ft. trailer. Price increases \$75 per 2 ft. of trailer length.	\$750.00
Gooseneck	\$700.00
Gas can rack	\$80.00
Back-pack blower rack	\$80.00
"STIHL" style blower rack	\$80.00
Water cooler rack	\$80.00
Hand tool rack	\$100.00
3-level week-eater rack	(2) \$150.00
Chain box and lockable lid	\$100.00
Mesh landscaper toolbox	\$400.00

Total Cost with options: \$4390⁰⁰



Agenda Item: _____

CITY OF VILLA RICA

City Council Meeting Agenda Item Cover Sheet

SUBJECT: Watchguard body camera(s) with home chargers and car kit(s)

AGENDA DATE: 12/11/2018

DATE PREPARED: 11/29/2018

PREPARED BY: Chief Michael P. Mansour

AMOUNT: \$18,400.00

GL ACCOUNT #: Railroad grant - \$5,000
Other - \$13,400

PURPOSE: to equip all uniformed patrol officers with a body camera. This purchase will allow us to equip all remaining officers with body camera's, all officers with home chargers for their camera's and equip all compatible cars with camera kits.

BACKGROUND: We began a program in recent years to equip all uniformed officers with body cameras. This purchase will complete the program goal.

STAFF RECOMMENDATION: Purchase the equipment through Watchguard video. We have been using Watchguard equipment for many years and have been very satisfied with their product.

IMPACT: We began a program in recent years to equip all uniformed officers with body cameras. This purchase will complete the departments' and the city's program goal.

MOTION: I make a motion that we allow the police department to purchase the remaining body camera(s) and equipment at the cost of \$18,400.00.



4RE/VISTA Price Quote

CUSTOMER: Villa Rica Police Department

ISSUED: 11/1/2018 4:27 PM

EXPIRATION: 12/1/2018 6:00 AM

Attn: Accounts Payable,
101 Main St.,
Villa Rica, GA, United States,
30180-2007

**TOTAL PROJECT ESTIMATED AT:
\$18,400.00**

ATTENTION: Capt. Scott Parker

SALES CONTACT: DeDe Summerville

PHONE: 770-459-5149

DIRECT: (469) 342-8917

E-MAIL: sparker@villarica.org

E-MAIL:
DSummerville@WatchGuardVideo.com

4RE and VISTA Proposal

VISTA HD Cameras and Options

Part Number	Detail	Qty	Direct	Discount	Total Price
VIS-EXT-WIF-001	VISTA HD Wi-Fi Extended Capacity Wearable Camera with 9 hours continuous HD recording. Includes one camera mount, 32 GB of storage, Wi-Fi docking base, Smart PoE Switch, cables and 1 year warranty.	6.00	\$1,445.00	\$0.00	\$8,670.00
VIS-EXT-WIF-001	VISTA HD WiFi Additional Camera Only	6.00	\$995.00	\$0.00	\$5,970.00
VIS-CHG-BS2-KIT	VISTA Charging Base R2 Kit, incl. Power and USB Cables	28.00	\$95.00	\$0.00	\$2,660.00

VISTA HD Warranties

Part Number	Detail	Qty	Direct	Discount	Total Price
WAR-VIS-CAM-1ST	Warranty, VISTA 1st Year (Months 1-12) Included	12.00	\$0.00	\$0.00	\$0.00

Evidence Library 4 Web Software and Licensing

Part Number	Detail	Qty	Direct	Discount	Total Price
KEY-EL4-DEV-004	Evidence Library 4 Web VISTA Combo-Discount Device License Key	12.00	\$75.00	\$0.00	\$900.00

Shipping and Handling

Part Number	Detail	Qty	Direct	Discount	Total Price
Freight	Shipping/Handling and Processing Charges	1.00	\$200.00	\$0.00	\$200.00
					\$18,400.00

Total Estimated Tax, may vary from State to State \$0.00

Configuration Discounts \$0.00

Additional Quote Discount \$0.00

415 E. Exchange Parkway • Allen, TX • 75002
Toll Free (800) 605-6734 • Main (972) 423-9777 • Fax (972) 423-9778
www.WatchGuardVideo.com



4RE/VISTA Price Quote

Total Amount

\$18,400.00

NOTE: This is only an estimate for 4RE & VISTA related hardware, software and WG Technical Services. Actual costs related to a turn-key operation requires more detailed discussion and analysis, which will define actual back-office costs and any costs associated with configuration, support and installation. Please contact your sales representative for more details.

To accept this quotation, sign, date and return with Purchase Order: _____ DATE: _____