



CALL TO ORDER

MINUTES

A. Minutes of January 10, 2023

OLD BUSINESS

NEW BUSINESS

A. Zoning Amendment

- 1) Request from **Gillsville Investment, LLC** to amend an existing Planned Unit Development (P-U-D) zoning on a 219.65± acres tract located northeast of the intersection of Athens Highway and Gillsville Highway, and southeast of the intersection of Athens Highway and Gaines Mill Road (a/k/a **2242 Gaines Mill Road, SE; 2579 and 2581 Gillsville Highway, SE**).

Ward Number: Three

Tax Parcel Number(s): 15-022C-000-010 and 15-023-000-014

Request: Single-family homes and townhomes

MISCELLANEOUS

ADJOURNMENT



CITY OF GAINESVILLE

Planning and Appeals Board Agenda Request

Item Created: February 24, 2023
Date Submitted: February 24, 2023
Final Approval Date: February 24, 2023
Presenter: Matt Tate, Community & Economic Development Dept Deputy Director
Item of Business: Minutes of January 10, 2023
Meeting Date: March 14, 2023

Purpose of Request:

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

Facts & Issues / History & Background:

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

Department Recommendation:

Approval of the minutes as presented.

Department Director:

Rusty Ligon

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. 2023-01-10 PAB DRAFT minutes

GAINESVILLE PLANNING AND APPEALS BOARD
DRAFT MINUTES OF MEETING
JANUARY 10, 2023

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

Members Present: Chairman Doug Carter, Vice-Chair Jane Fleming and Board Members Rich White, Kelvin Simmons, Ryan Thompson and Rick Young

Members Absent: Board Member Eddie Martin

Staff Present: Community & Economic Deputy Director Matt Tate and Recording Secretary Gwen Fleming

Others Present: Council Member George Wangemann

RECOGNITION

Chairman Carter welcomed Board Member Rick Young to the Planning and Appeals Board and also expressed appreciation for Carmen Delgado years of service on the Planning and Appeals Board.

MINUTES OF NOVEMBER 8, 2022

There was a motion to approve the minutes as presented.

Motion made by Board Member Thompson
Motion seconded by Board Member Simmons
Vote – 6 favor, 1 absent (Martin)

OLD BUSINESS

NEW BUSINESS

A. Annexation Request

- 1) Request from **Jaime Torres** to annex a 0.35± acre tract located on the north side of Mountain View Road, between Atlanta Highway and Memorial Park Place (a/k/a **1930 and 1942 Mountain View Road**) and to establish a zoning of Residential-II (R-II).
Ward Number: Five
Tax Parcel Number(s): 08-009-007-002 and 002A
Request: Four townhomes

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

The applicant is proposing to annex the subject property with a zoning of Residential-II (R-II) in order to connect to sewer for a maximum of four townhome units. The surrounding uses include the Plaza Tapatia which is located in the city and single-family homes which are located in the county. The property is zoned Residential-II (R-II) within unincorporated Hall County and consists of two parcels with two older rental homes. The proposed townhomes will be two stories and approximately 1,260 square feet of heated floor space and a one-car garage. Access is planned from one driveway on Mountain View Road.

The City of Gainesville Comprehensive Plan places the property within the *Commercial* future land use category and within the *Westside* Character Area which supports single-family, multi-family, office, retail and general mixed-use. It is staff's opinion that the proposed rental townhomes will serve as a transitional use between the adjacent commercial and single-family property.

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

Applicant Presentation: **Jason Smith** with JM Smith Engineering, 317 Woodmont Road, Cornelia, stated he is representing the applicant which operates a real estate office and owns a strip center located in the vicinity. Mr. Smith said the applicant currently rents the two homes but wants to have something nicer in the neighborhood. He stated he is glad to answer any questions.

FAVOR: None

OPPOSE: None

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

Conditions

1. The development shall be generally consistent with the site plan and the architectural style of the elevation drawings submitted with this annexation application to include a mixture of cementitious siding and brick or stone materials on the front and two sides of the building. In addition, each townhome unit shall be constructed with architectural roof shingles and provide for a side-by-side or tandem two car garage.
2. All outdoor equipment and items such as trash receptacles, grills, recreational equipment and such shall be screened from view from Mountain View Road and Memorial Park Place.
3. All access point design for the subject property shall be submitted for review by Hall County Public Works, and approval of said design shall be required prior to issuance of a building permit. All required access/traffic/sidewalk improvements associated with the proposed development shall be at the full expense of the developer/property owner.
4. An updated as-built boundary survey/plat of the subject property, indicating all improvements required for the proposed use, shall be recorded prior to obtaining a Certificate of Occupancy.

Motion made by Board Member Thompson
Motion seconded by Board Member White
Vote – 6 favor, 1 absent (Martin)

- 2) Request from **Rochester & Associates, LLC** to annex a 3.674± acres tract located on the north side of Aviation Boulevard, between Queen City Parkway and Dorsey Street (a/k/a **1010 Aviation Boulevard**) and to establish a zoning of Heavy Industrial (H-I).

Ward Number: Four

Tax Parcel Number(s): 00-051-002-011 (Part)

Request: Expansion of poultry freezer and processing

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

The applicant is proposing to annex the subject property with a zoning of Heavy Industrial (H-I) in order to connect to sewer for the expansion of the Mar-Jac Poultry facility.

The property is zoned Heavy Industrial (I-II) within unincorporated Hall County and consists of an asphalt parking lot that was formerly part of the State of Georgia Department of Driver Services (DDS) established in 1990. The surrounding uses include the Lee Gilmer Airport, Mar-Jac poultry processing plant, Georgia Department of Driver Services, Pilgrim's Pride. Flat Creek and the Southern Railway are located along the northerly boundary. The proposal includes the addition of processing and freezer space totaling 156,000 square feet. Operations will include food processing, storage and distribution, processing support and freezer storage. The proposed building will be a maximum of 75-feet in height which will adhere to the Airport Overlay Zone standards. An additional 90+ employees are anticipated over three shifts. Existing access to the Mar-Jac poultry processing plant will remain. An additional driveway is planned off of Aviation Boulevard for truck access.

The Gainesville Comprehensive Plan places the property within the *Industrial* land use category and the *Economic Development Gateways* character area which supports industrial uses.

The Planning Division staff is recommending **conditional approval** of this annexation request with **Heavy Industrial (H-I)** zoning, based on the Comprehensive Plan and the adjacent industrial uses.

Applicant Presentation: **Bradley Dunckel**, Rochester & Associates, 425 Oak Street, stated he is representing Mar-Jac Poultry's request for annexation and rezoning to Heavy Industrial. He explained the request is for the expansion of the existing processing and freezer operation on Aviation Boulevard which is a long-time corporation of the City. Mr. Dunckel stated he will be glad to answer any questions and would appreciate a positive recommendation for the request.

FAVOR: None

OPPOSE: None

There was a motion to recommend conditional approval of the annexation request for the expansion of poultry freezer and processing and establish zoning as Heavy Industrial (H-I) with the following conditions:

Conditions

1. Prior to a certificate of occupancy being issued for the subject property, a Traffic Impact Study shall be required if determined necessary by the Gainesville Public Works Department Director.

2. **All access point design for the subject property shall require review and approval by the Gainesville Public Works Department Director. All required access/traffic/sidewalk improvements associated with the proposed development along Aviation Boulevard or any additional improvements identified within the Traffic Impact Study, if determined necessary, shall be at the full expense of the developer/property owner.**
3. **An updated as-built survey/plat shall be required combining the subject property with the adjacent property owned by Mar-Jac Poultry, Inc.**

Motion made by Board Member Thompson
Motion seconded by Board Member Simmons
Vote – 6 favor, 1 absent (Martin)

ADJOURNMENT

There was a motion to adjourn the meeting at 5:41 p.m.

Motion made by Board Member Simmons
Motion seconded by Board Member White
Vote – 6 favor, 1 absent (Martin)

Respectfully submitted,

Doug Carter, Chairman

Gwen Fleming, Recording Secretary



CITY OF GAINESVILLE

Planning and Appeals Board Agenda Request

Item Created: February 24, 2023
Date Submitted: February 24, 2023
Final Approval Date: February 27, 2023
Presenter: Matt Tate, Community & Economic Development Dept Deputy Director
Item of Business: Request from **Gillsville Investment, LLC** to amend an existing Planned Unit Development (P-U-D) zoning on a 219.65± acres tract located northeast of the intersection of Athens Highway and Gillsville Highway, and southeast of the intersection of Athens Highway and Gaines Mill Road (a/k/a **2242 Gaines Mill Road, SE; 2579 and 2581 Gillsville Highway, SE**).
Meeting Date: March 14, 2023

Purpose of Request:

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

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

Facts & Issues / History & Background:

Department Recommendation:

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

Department Director:

Rusty Ligon

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. Staff Recommendation Report
2. Location Maps
3. Glassmanor Ridge Narrative
4. Glassmanor Ridge Site Plan
5. Glassmanor Ridge Amenity and Entry Sign
6. Single-family home Product
7. Townhome Product
8. Revised Traffic Impact Study

**GAINESVILLE PLANNING and APPEALS BOARD
STAFF RECOMMENDATION**

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

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

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

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

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

Traffic Impact Study

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

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

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

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

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

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

▪ **Adjacent Land Use and Zoning**

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

- **Other Departmental Comments**

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

- **Zoning History**

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

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

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

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

2018 - A request by Geosam Capital US (Atlanta), LP to amend an 85.45± acres portion of a 220± acres tract located at 0 Gaines Mill Road zoned Planned Unit Development (P-U-D) for 100-single-family homes was approved with conditions.

2014 - A request by Alcovy-20, Inc. to amend a 26.10± acre tract located at 0, 2108 and 2125 Wilson Drive zoned Planned Unit Development (P-U-D) for a 55-lot single-family subdivision was approved with conditions.

2012 - A request by Gainesville Truck Center to annex a 14.03± acres tract located at 2145 Athens Highway with a zoning of Light Industrial (L-I) for sewer for an existing truck center was approved.

- **Staff Analysis**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

▪ **Staff Recommendation**

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

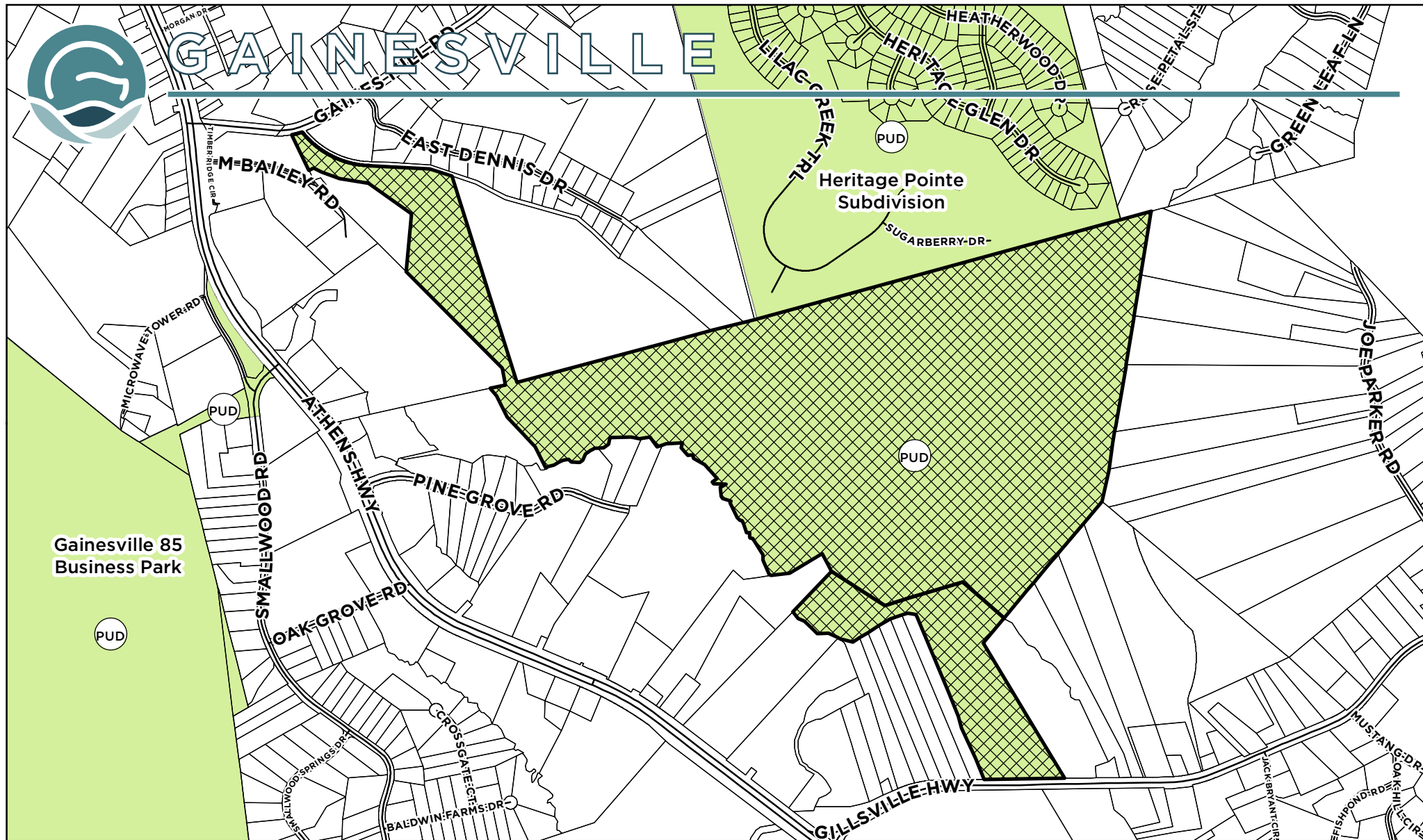
Conditions

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

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



GAINESVILLE



Applicant: **GILLSVILLE INVESTMENT, LLC**

ZONING AMENDMENT REQUEST

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

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

Request:

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



Subject Property



Meeting Date: 03/14/2023

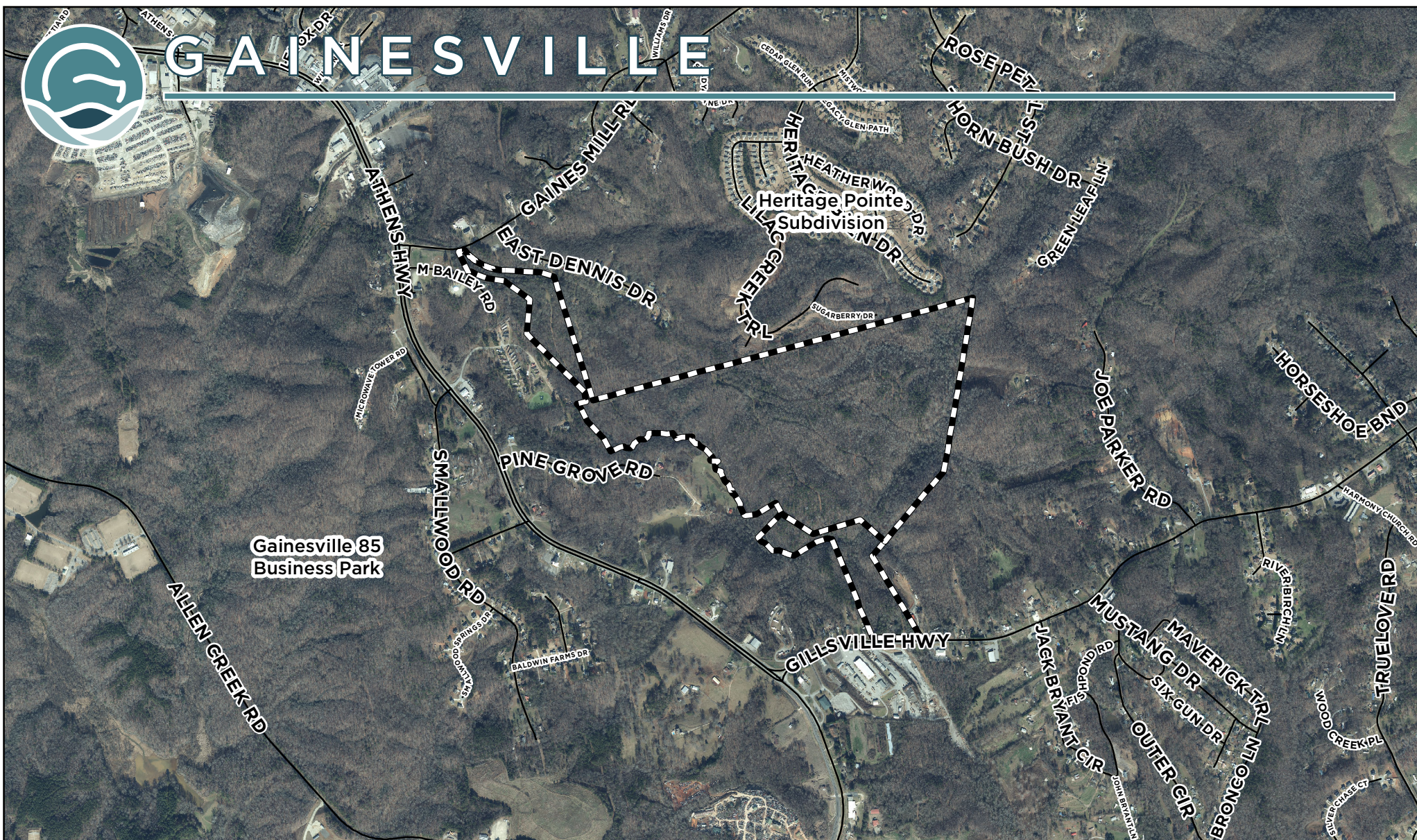
Map Prepared: 02/21/2023

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

SCALE: 1" = 1,000'



GAINESVILLE



Applicant: **GILLSVILLE INVESTMENT, LLC**

ZONING AMENDMENT REQUEST

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

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

Request:

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



Subject Property

Aerial from 2021



Meeting Date: 03/14/2023

Map Prepared: 02/21/2023

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

SCALE: 1" = 1,667'

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

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

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

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

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

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

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

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

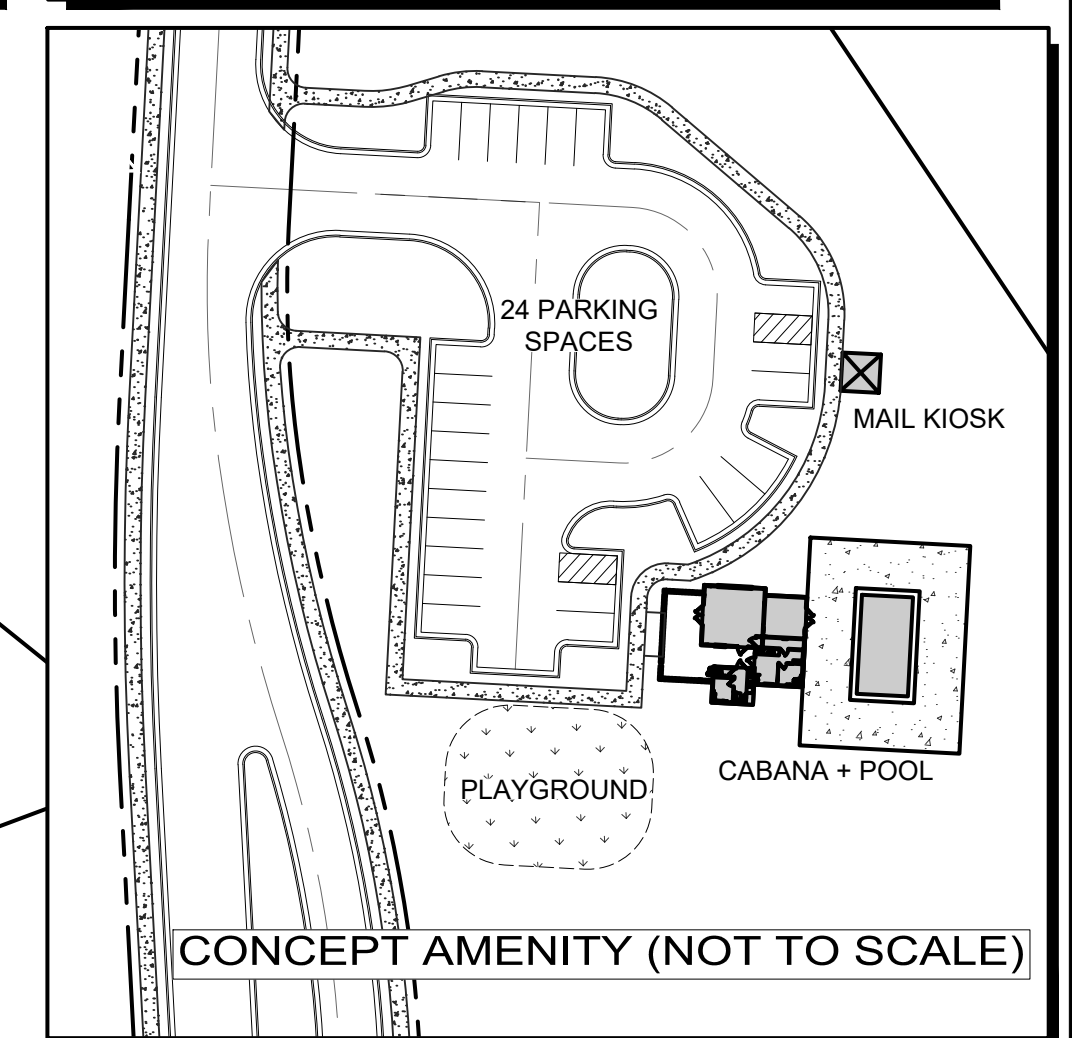
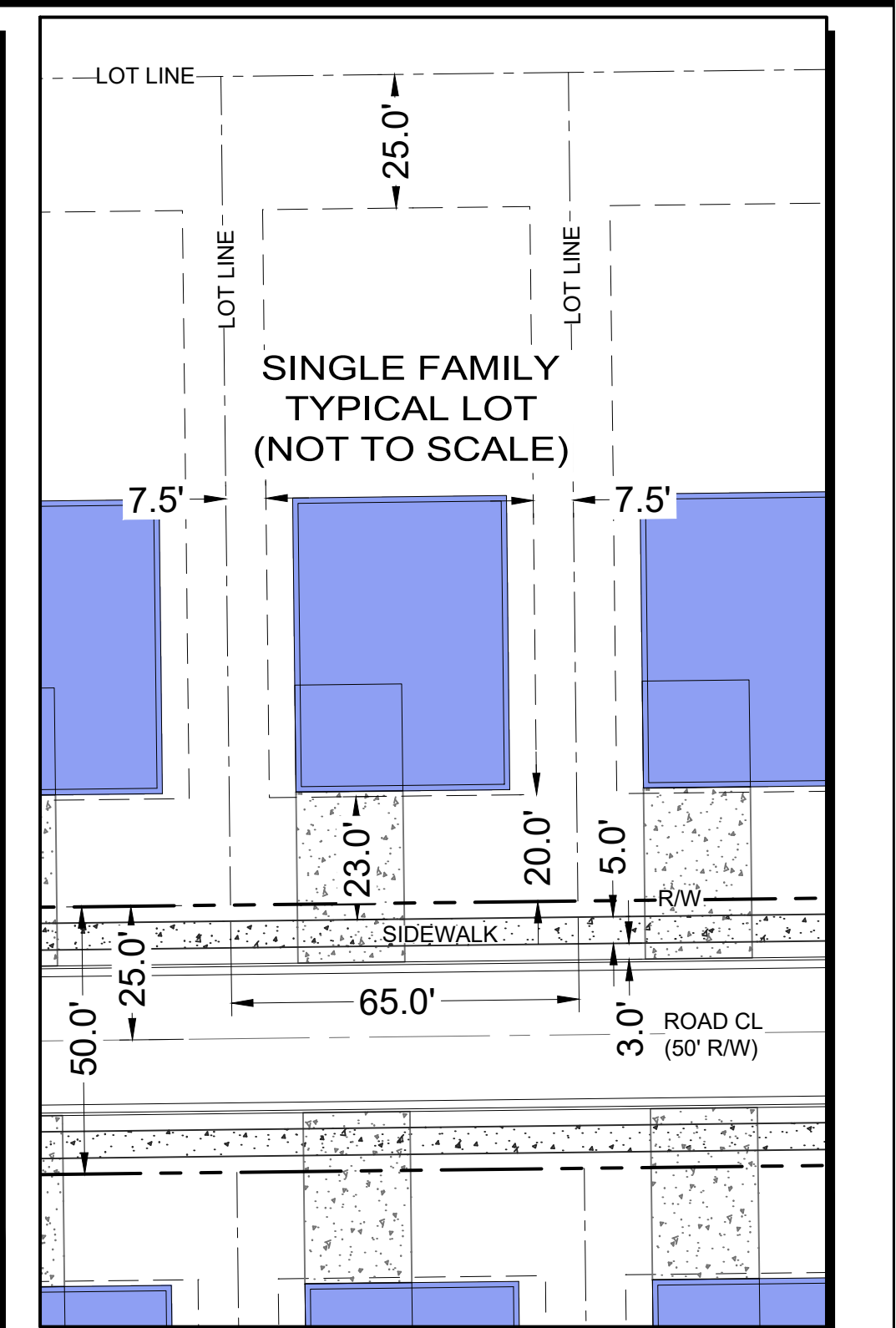
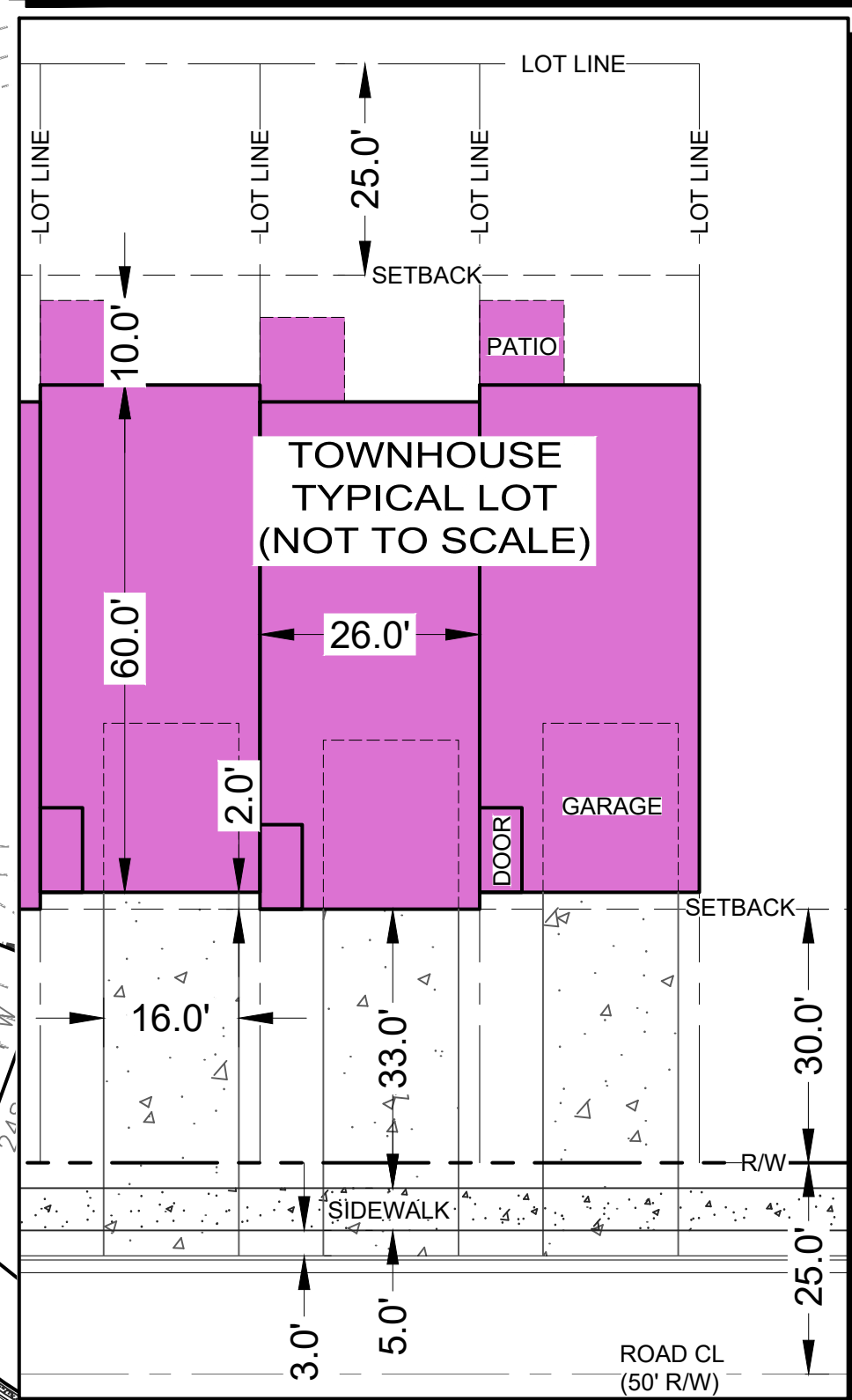
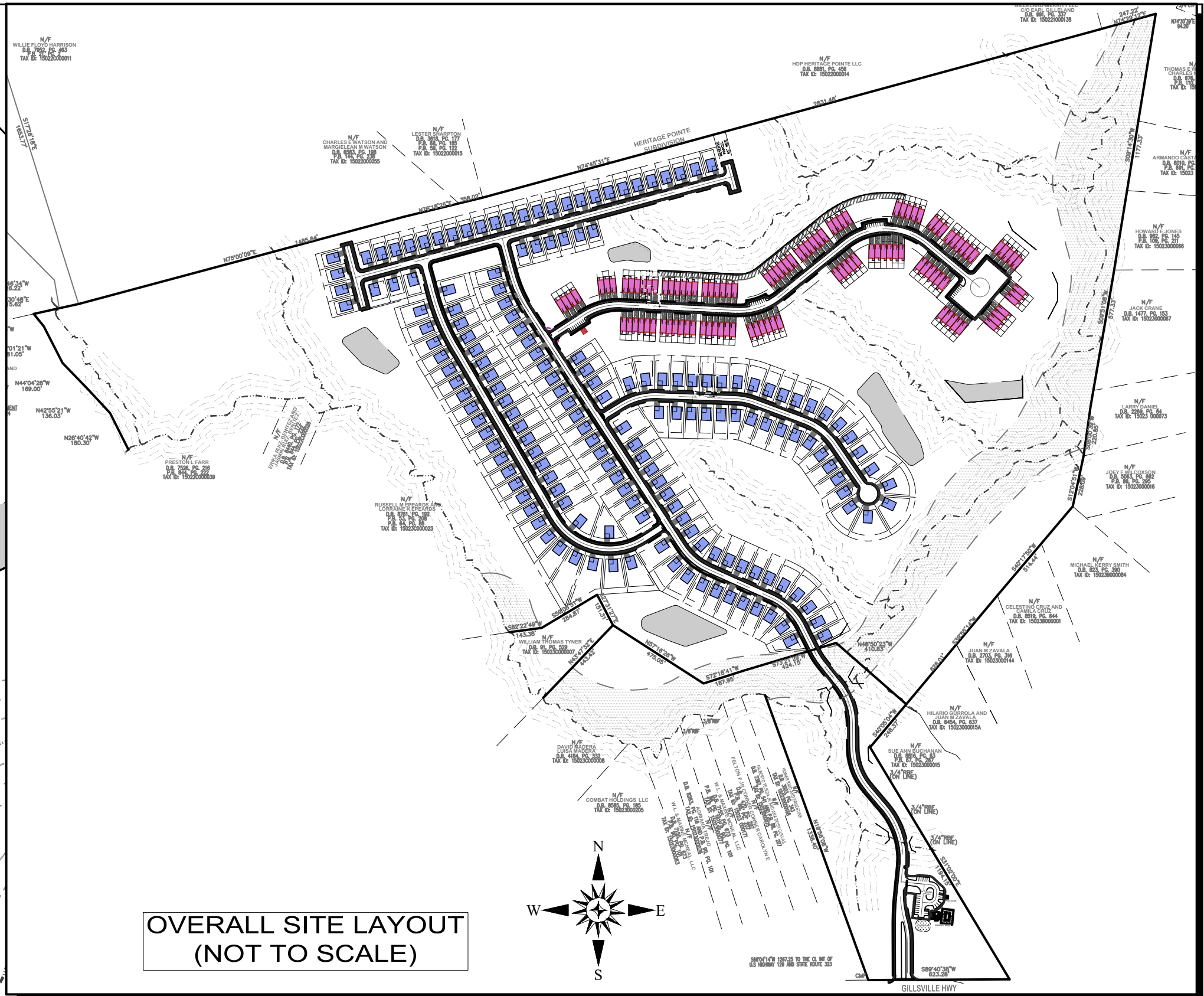
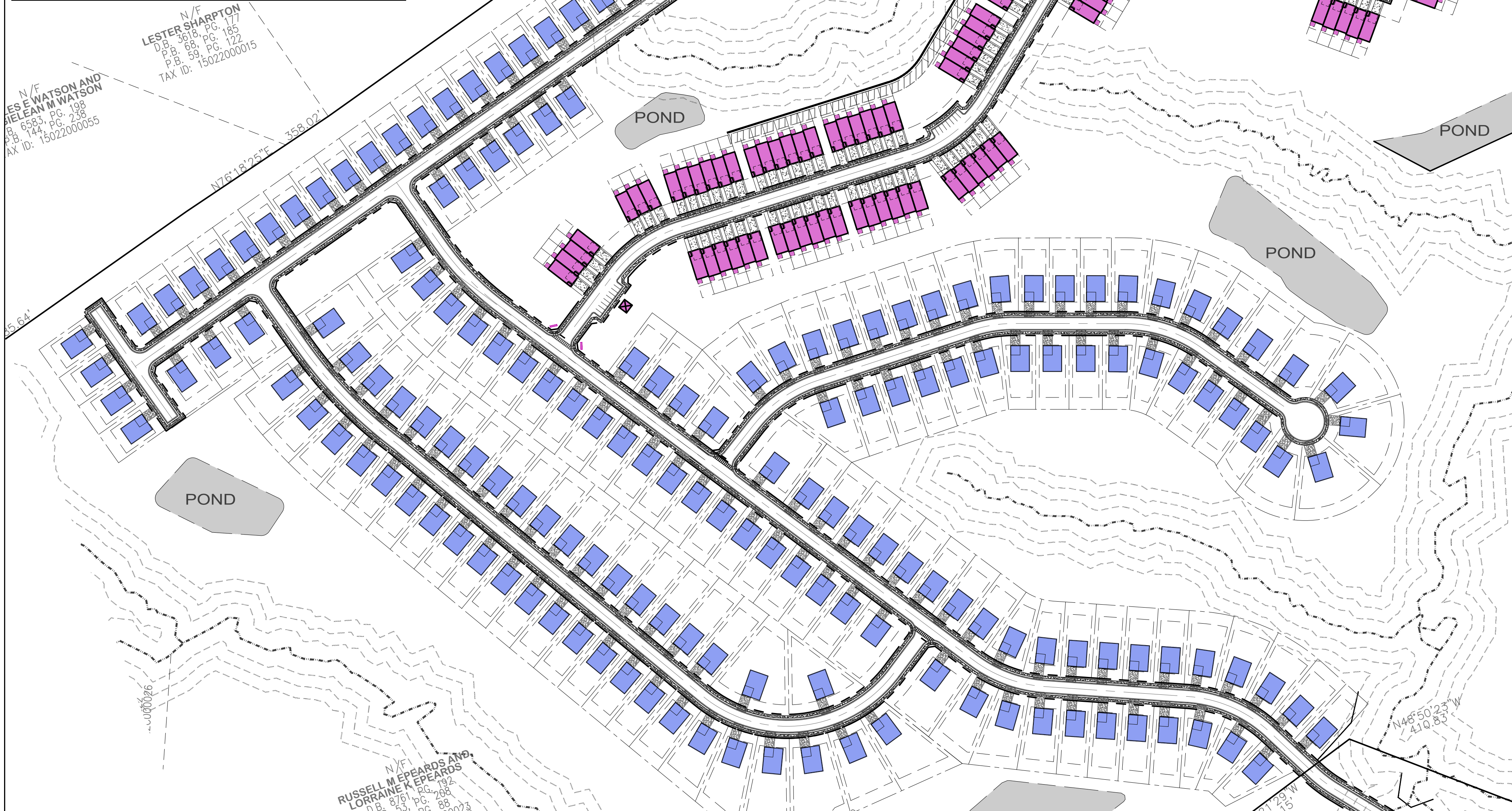
There were 6 conditions included in the original approved zoning. We proposed those same 6 conditions be made a part of this rezoning amendment.

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

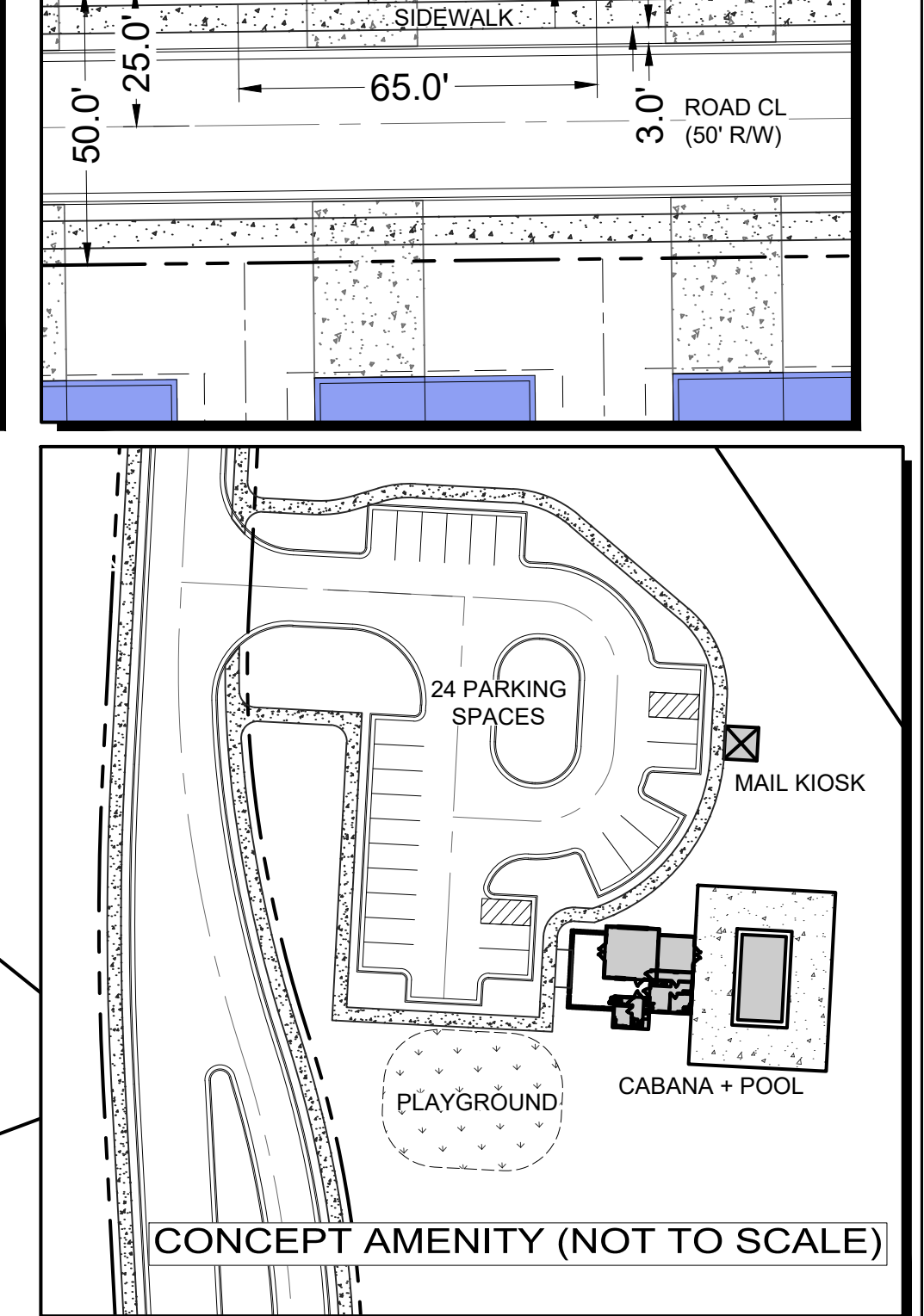
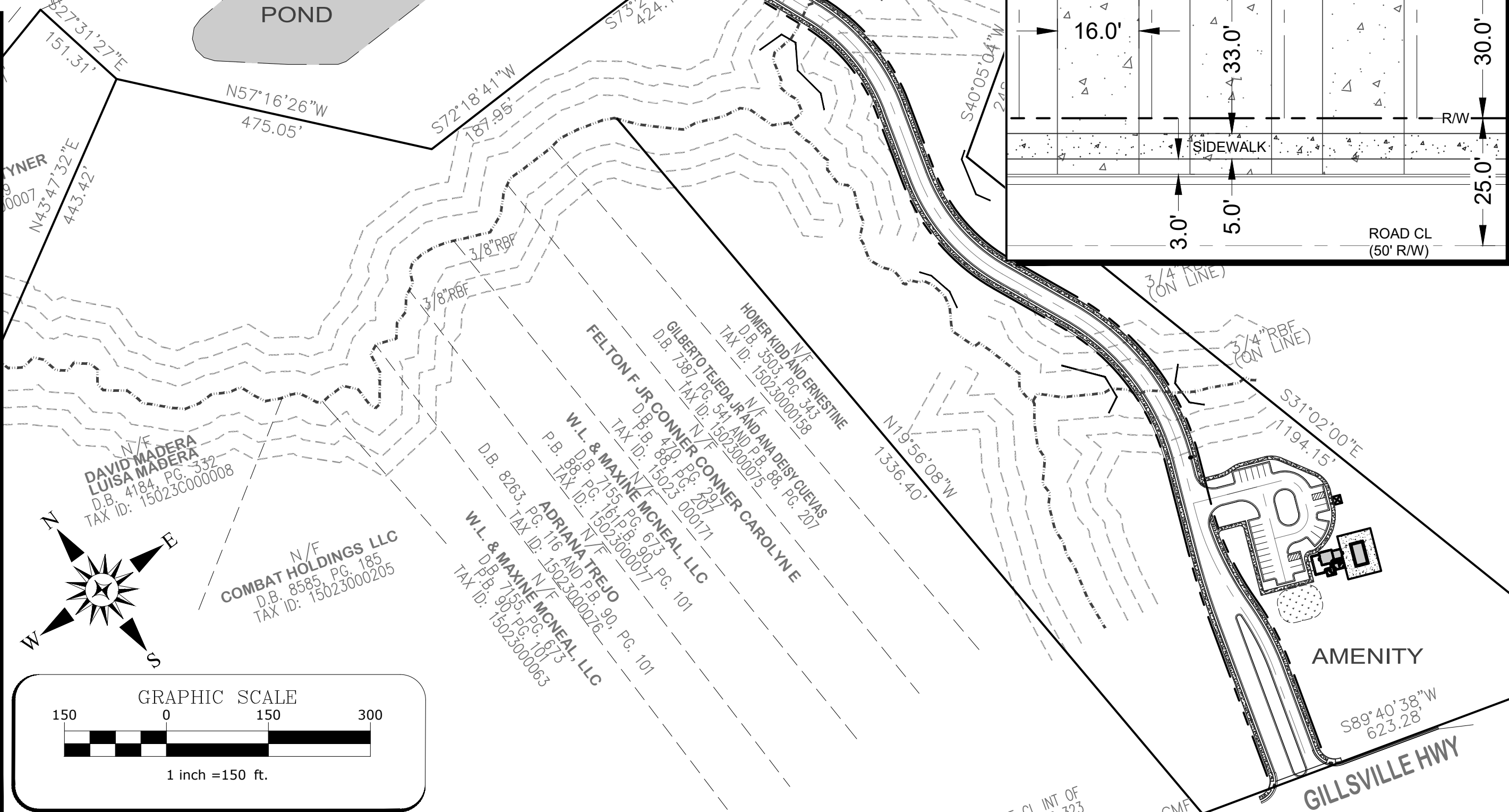
Respectfully submitted this 27th day of January, 2023.

McKinley Homes

Bill Schmidt
VP of Land Acquisition



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



GLASSMANOR RIDGE
GILLSVILLE HWY

GAINESVILLE, GA

McKINLEY
CONSTRUCTION LLC

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

DATE

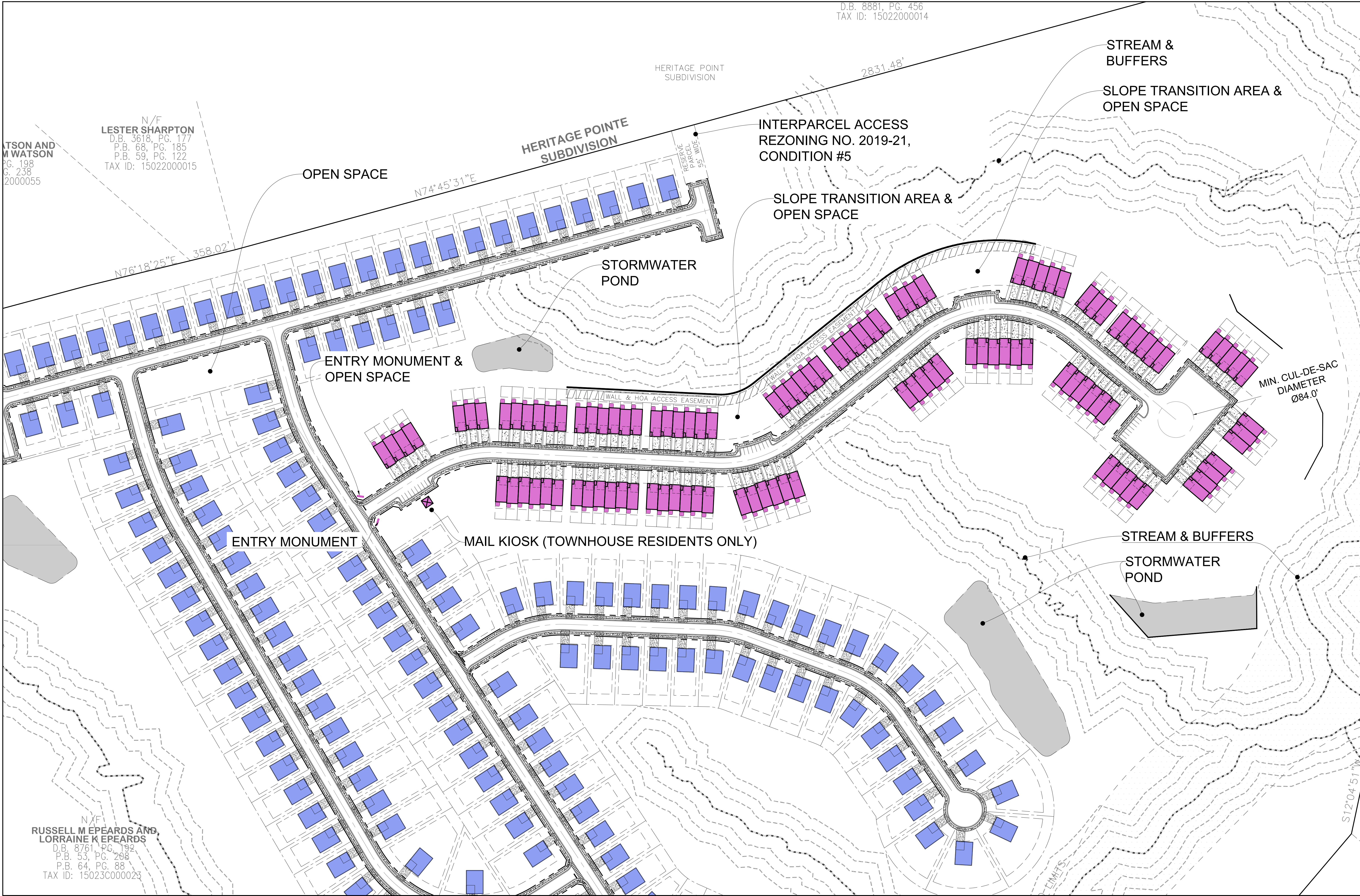
01/30/2023

SHEET TITLE

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

SITE PLAN

SHEET 1 OF 2



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

ATSON AND
M WATSON
PG. 198
G. 238
2000055

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

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

GLASSMANOR RIDGE
GILLSVILLE HWY

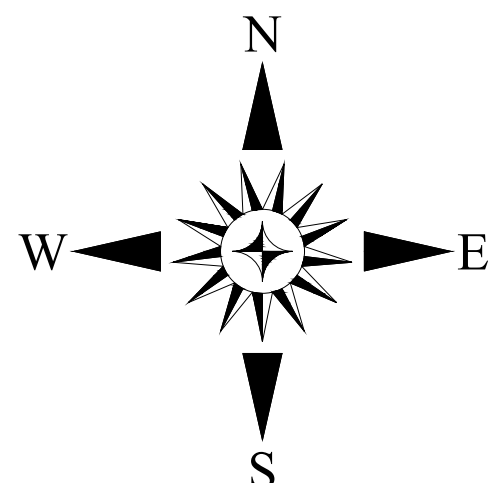
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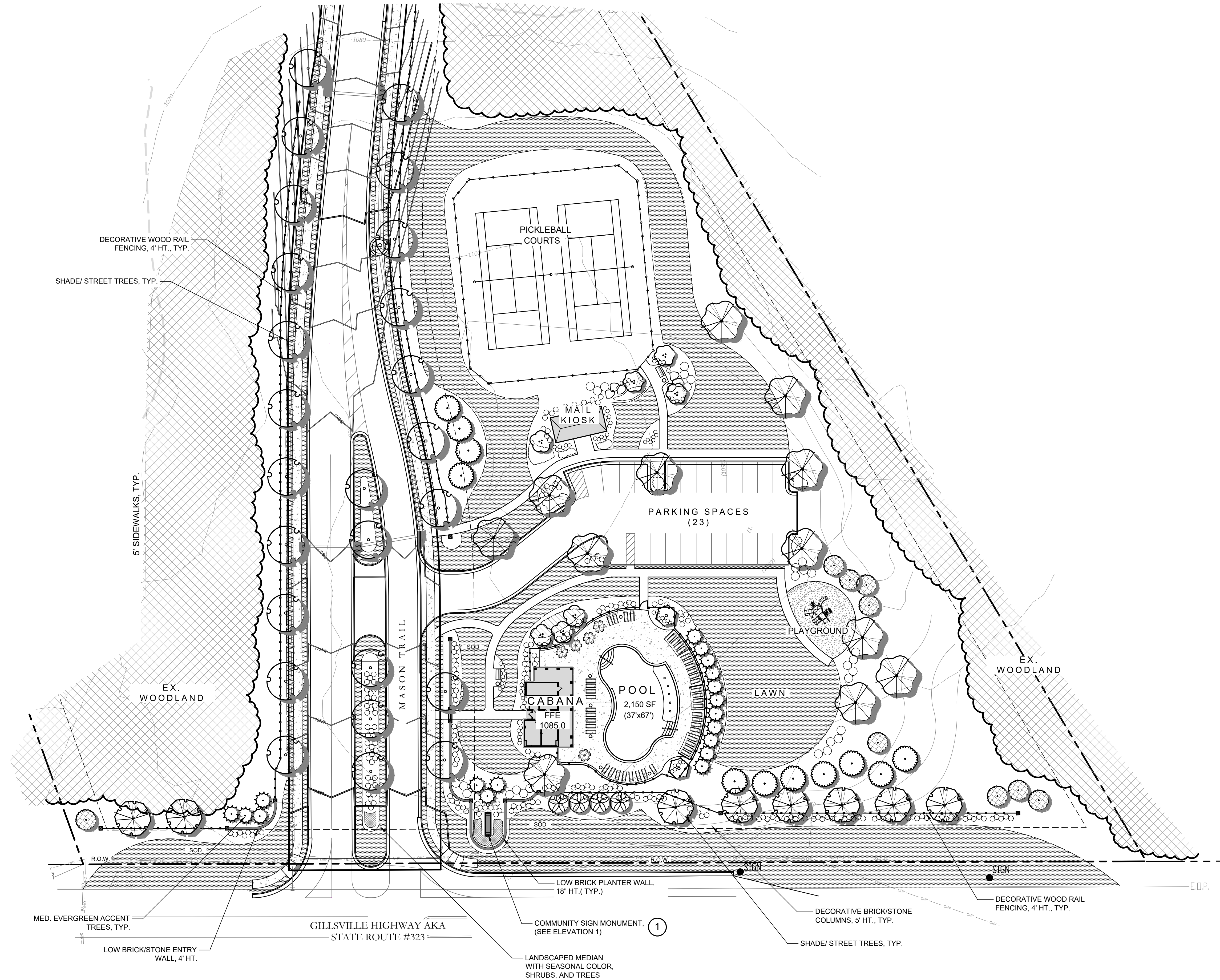
McKINLEY
CONSTRUCTION LLC

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

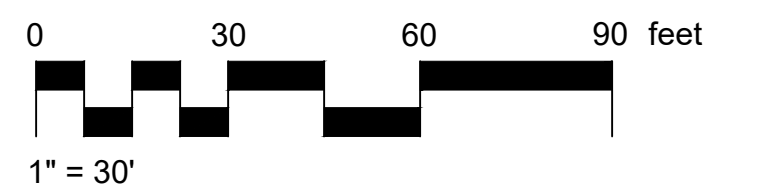
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01/30/2023

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





NORTH



GLASSMANOR RIDGE

CITY OF GAINESVILLE, GEORGIA

2 / 3 / 2023

22.071

OVERALL ENTRANCE/ AMENITY CONCEPT

SHEET 1 OF 3

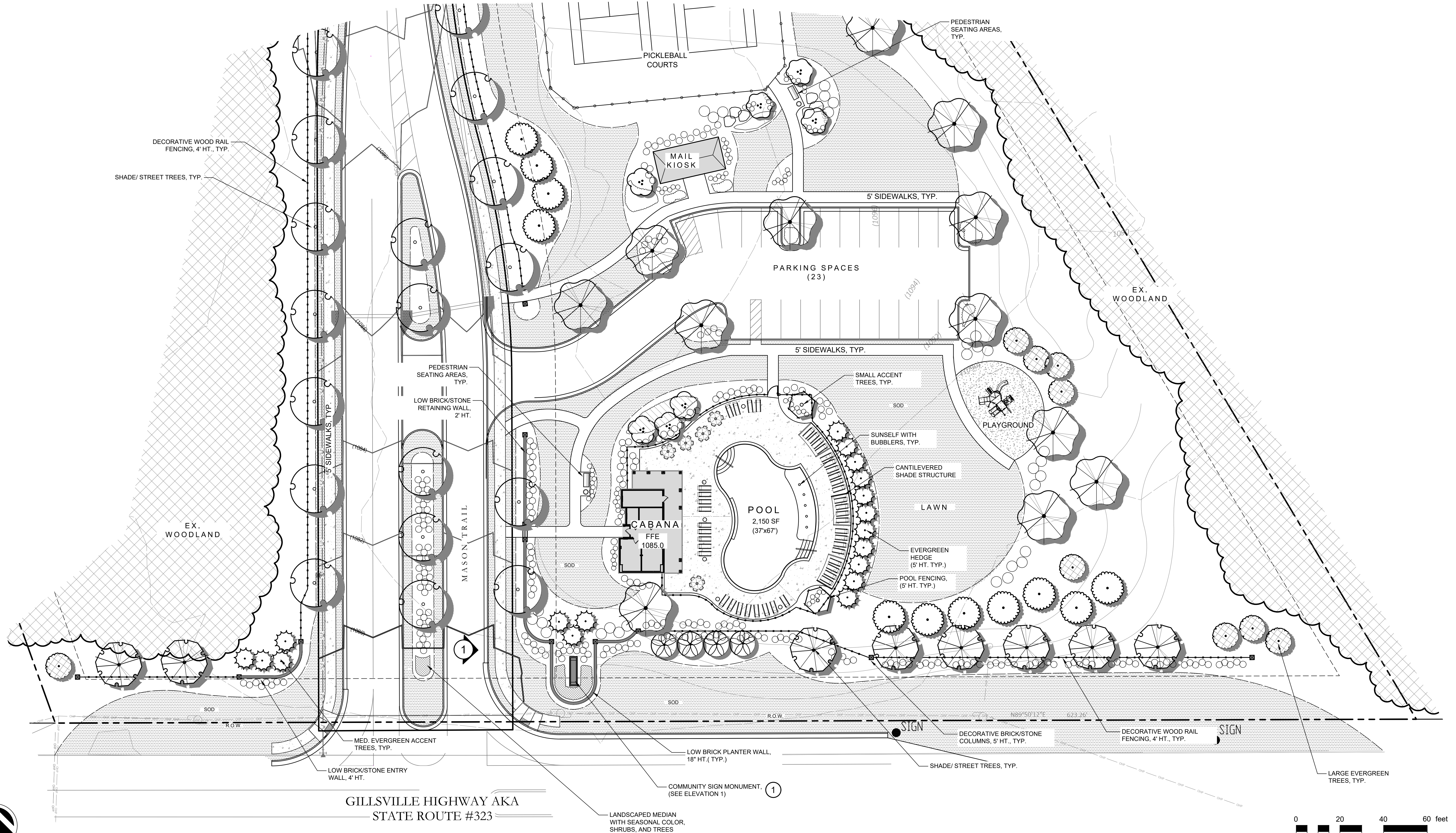
PREPARED FOR:



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



Brunson & Company
LANDSCAPE ARCHITECTS



GLASSMANOR RIDGE

CITY OF GAINESVILLE, GEORGIA

2 / 3 / 2023

22.071

ENTRANCE/AMENITY
CONCEPT ENLARGED

SHEET 2 OF 3

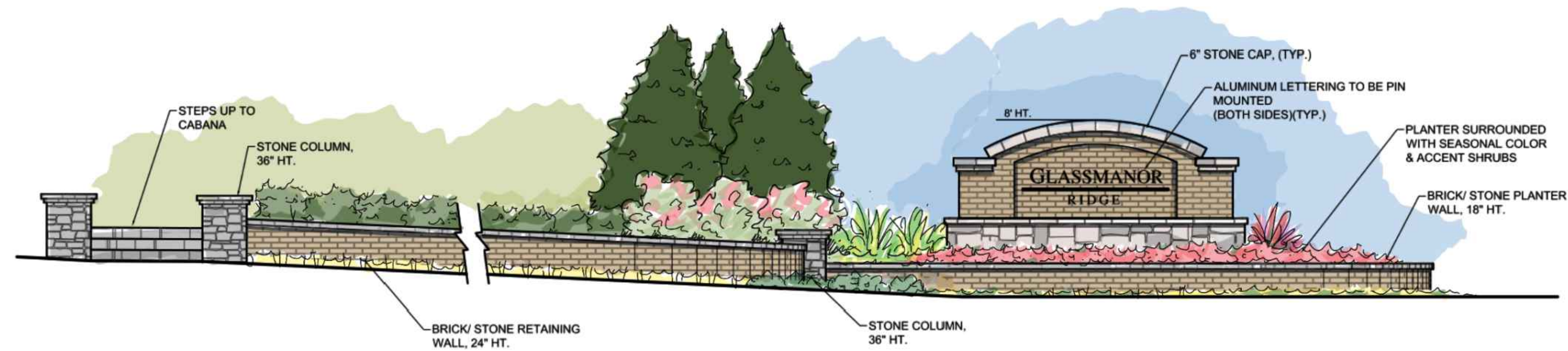
PREPARED FOR:



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



Brunson & Company
LANDSCAPE ARCHITECTS



1 COMMUNITY IDENTIFICATION MONUMENT - CONCEPT ELEVATION
NTS

GLASSMANOR RIDGE

CITY OF GAINESVILLE , GEORGIA

2 / 3 / 2023

22.071

CONCEPT ENTRANCE ELEVATIONS

SHEET 3 OF 3

PREPARED FOR:



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



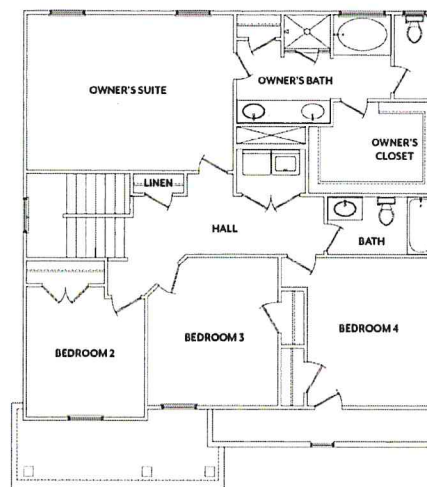
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LANDSCAPE ARCHITECTS

Single Family Homes



SWINDON

2,101 SQ. FT.



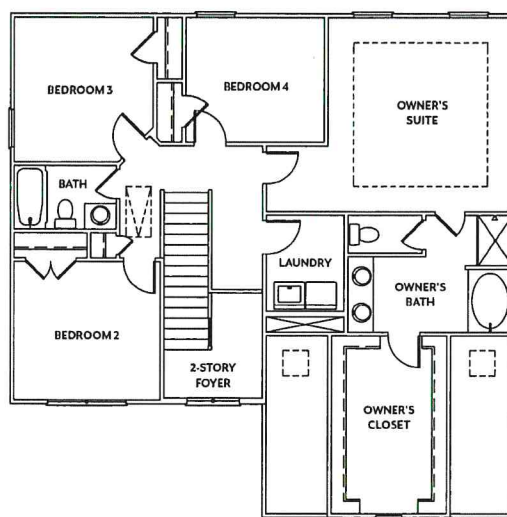
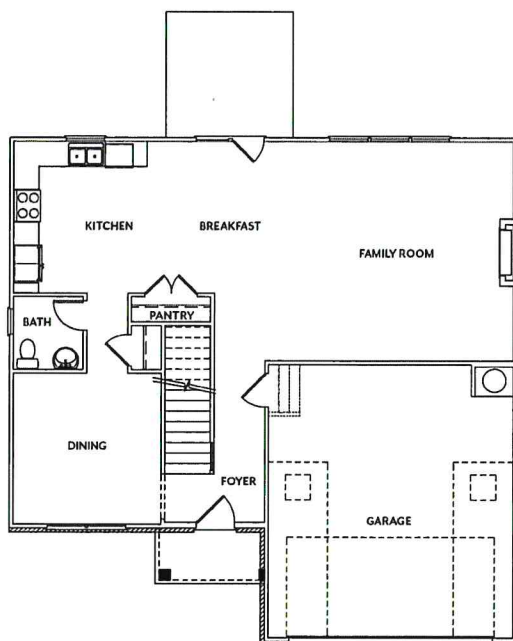
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COLEHILL

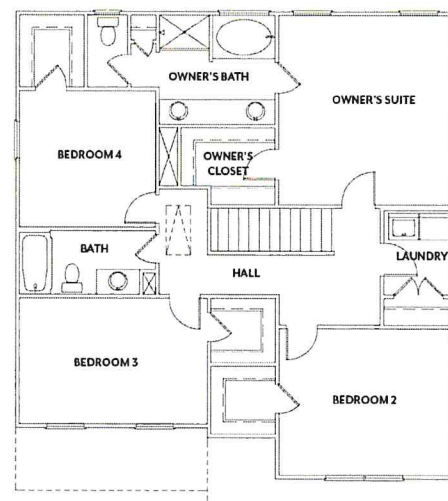
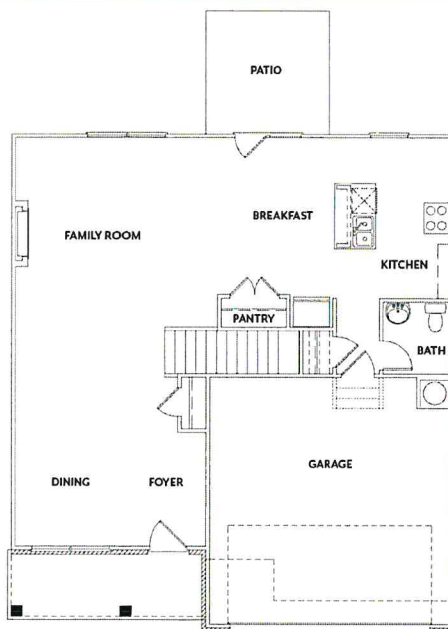
2,232 SQ. FT.





MALLOW

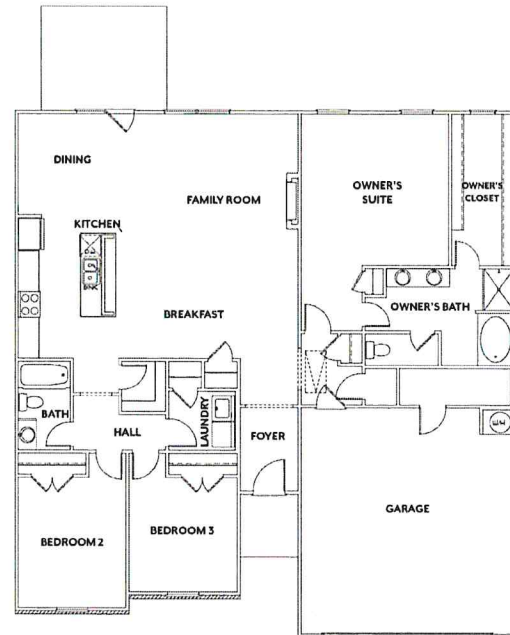
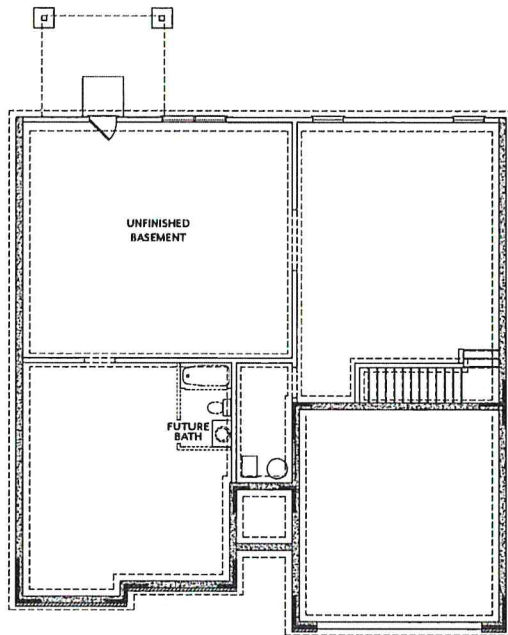
2,148 SQ. FT.





BRENTWATER

1,819 SQ. FT.



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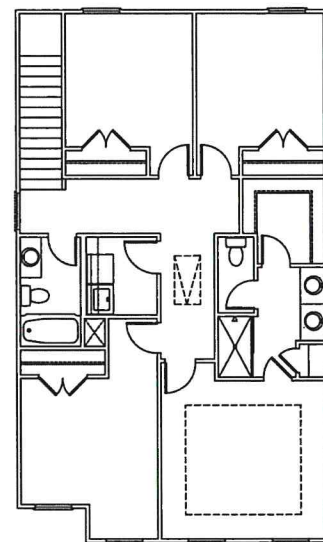
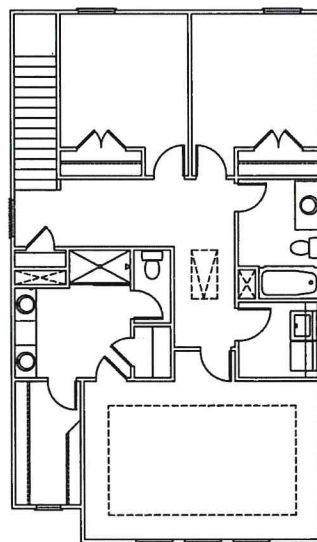
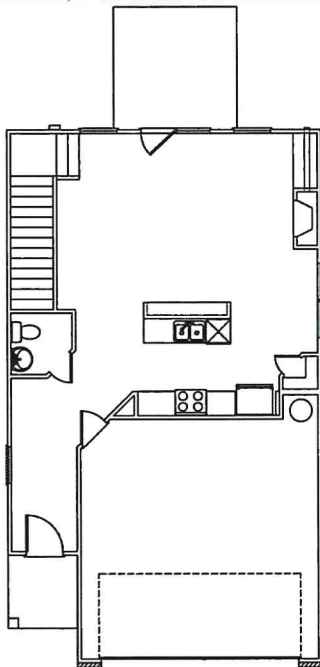


Townhomes



THE BURTON

1,733 Sq. Ft.



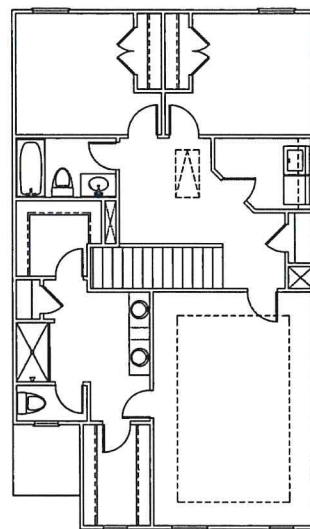
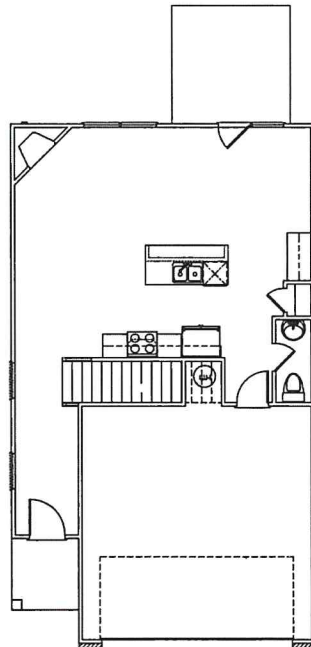
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THE HARTWELL

1,703 Sq. Ft.



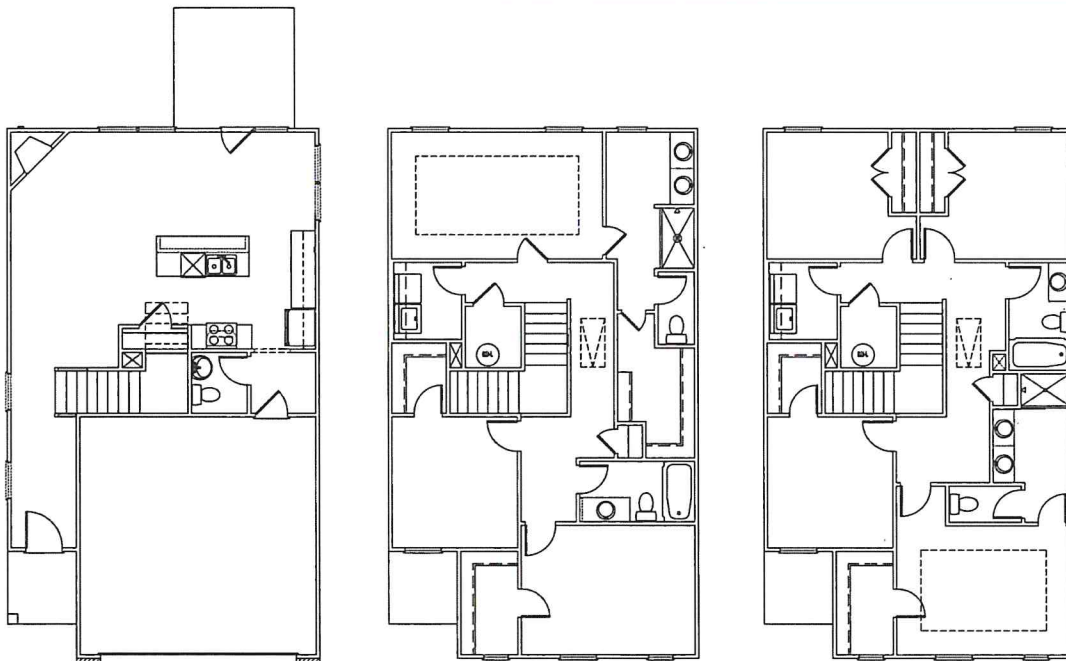
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THE OCONEE

1,700 Sq. Ft.



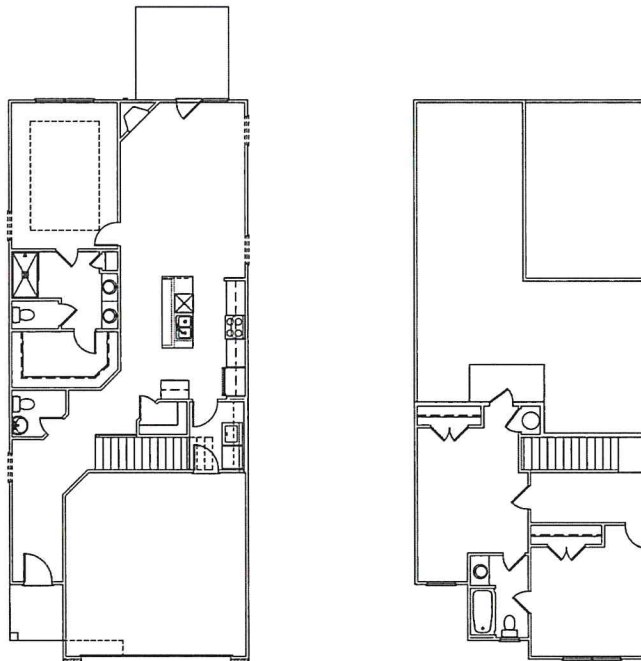
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THE LANIER

1,663 Sq. Ft.



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Gillsville Highway TIS Traffic Impact Study

May 26, 2022

Prepared For:

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

Prepared By:

Lowe Engineers
990 Hammond Drive, Suite 900
Atlanta, GA 30328
(770) 857-8401

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Appendix

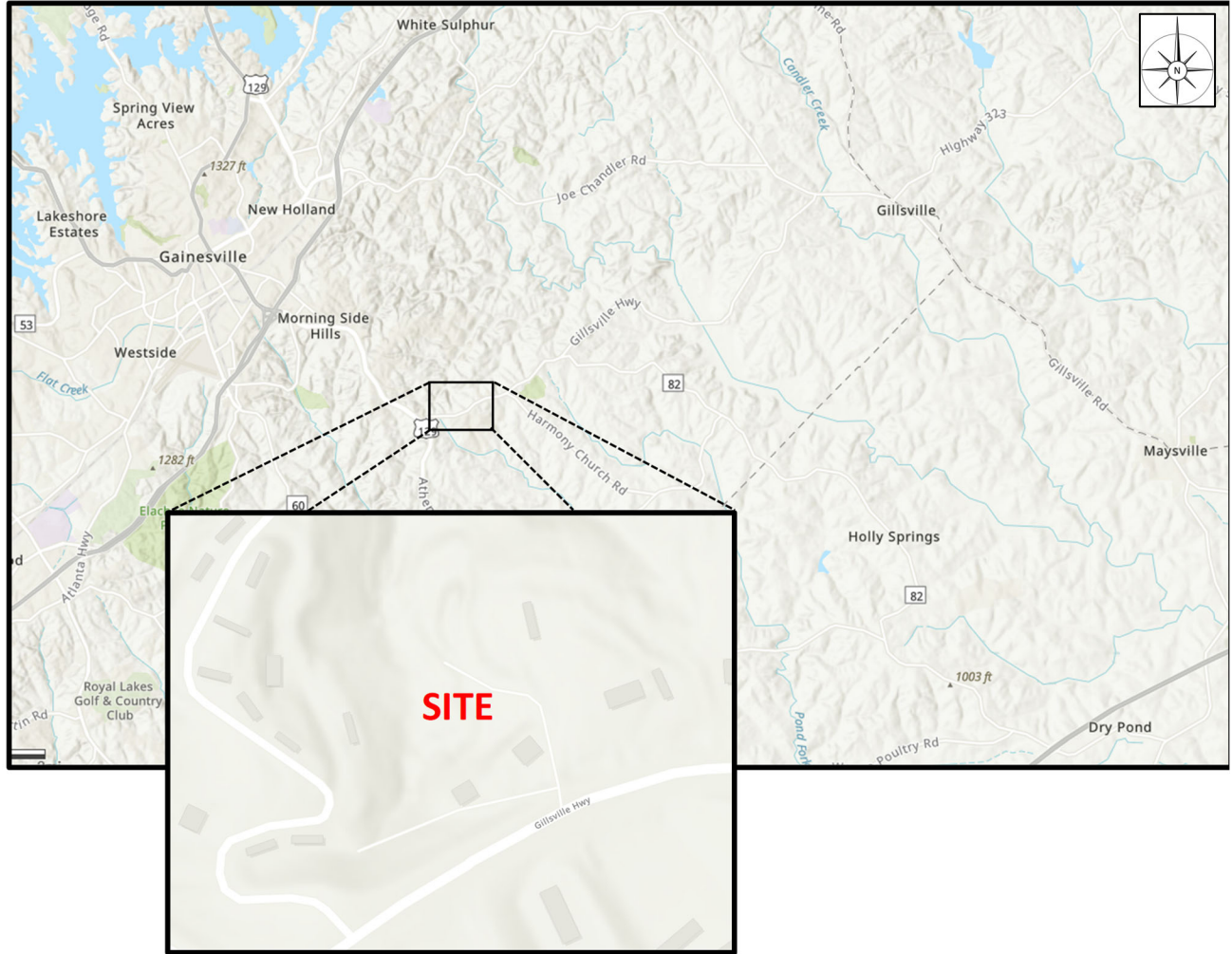
Appendix A: Traffic Counts
Appendix B: Synchro and Signal Timing
Appendix C: Growth Rate Analysis

1 Project Description

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

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

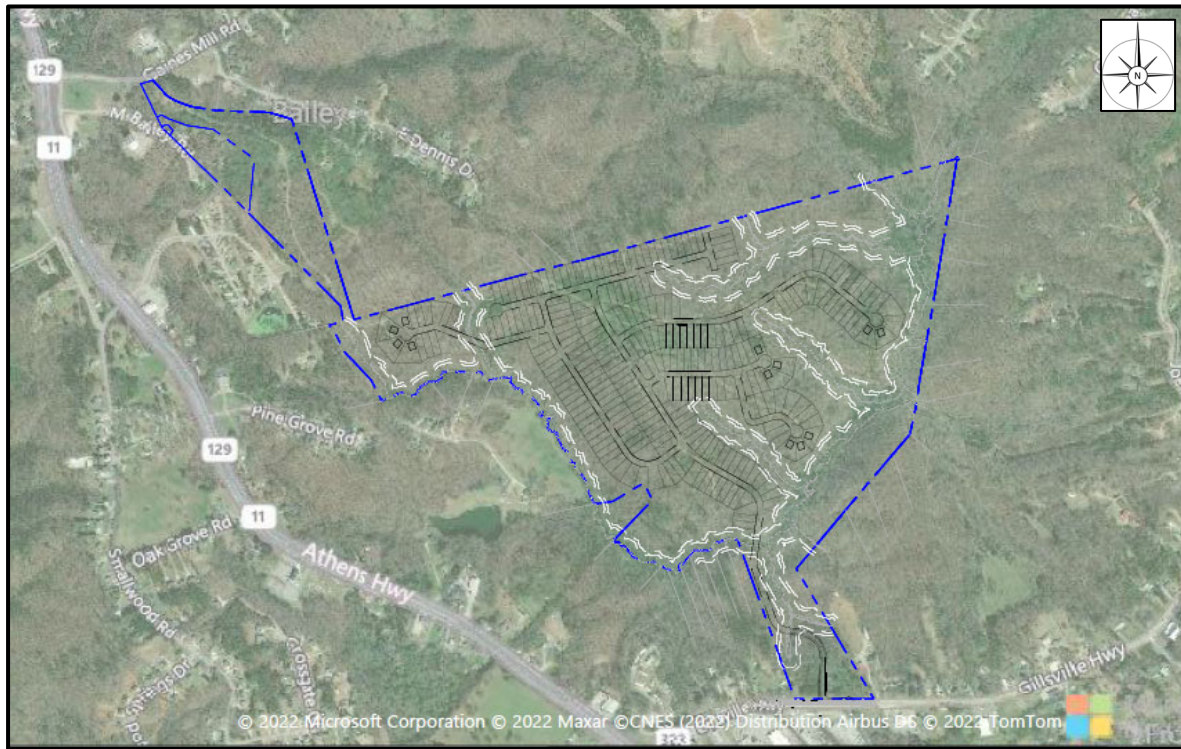
Figure 1: Site Location Map



Gillsville Highway - TIS
Hall County, GA



Figure 2: Aerial



2 Existing Conditions

2.1 Transportation Facilities Description

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

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

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

2.2 Study Network

The following intersections were analyzed as part of this report.

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

The existing lane geometry shown in Figure 3.

2.3 Traffic Data

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

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

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

Table 1: Covid Adjustment Factor

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

	AM	PM
Adjustment Factor	1.00	1.07

Figure 3: Existing Lane Geometry

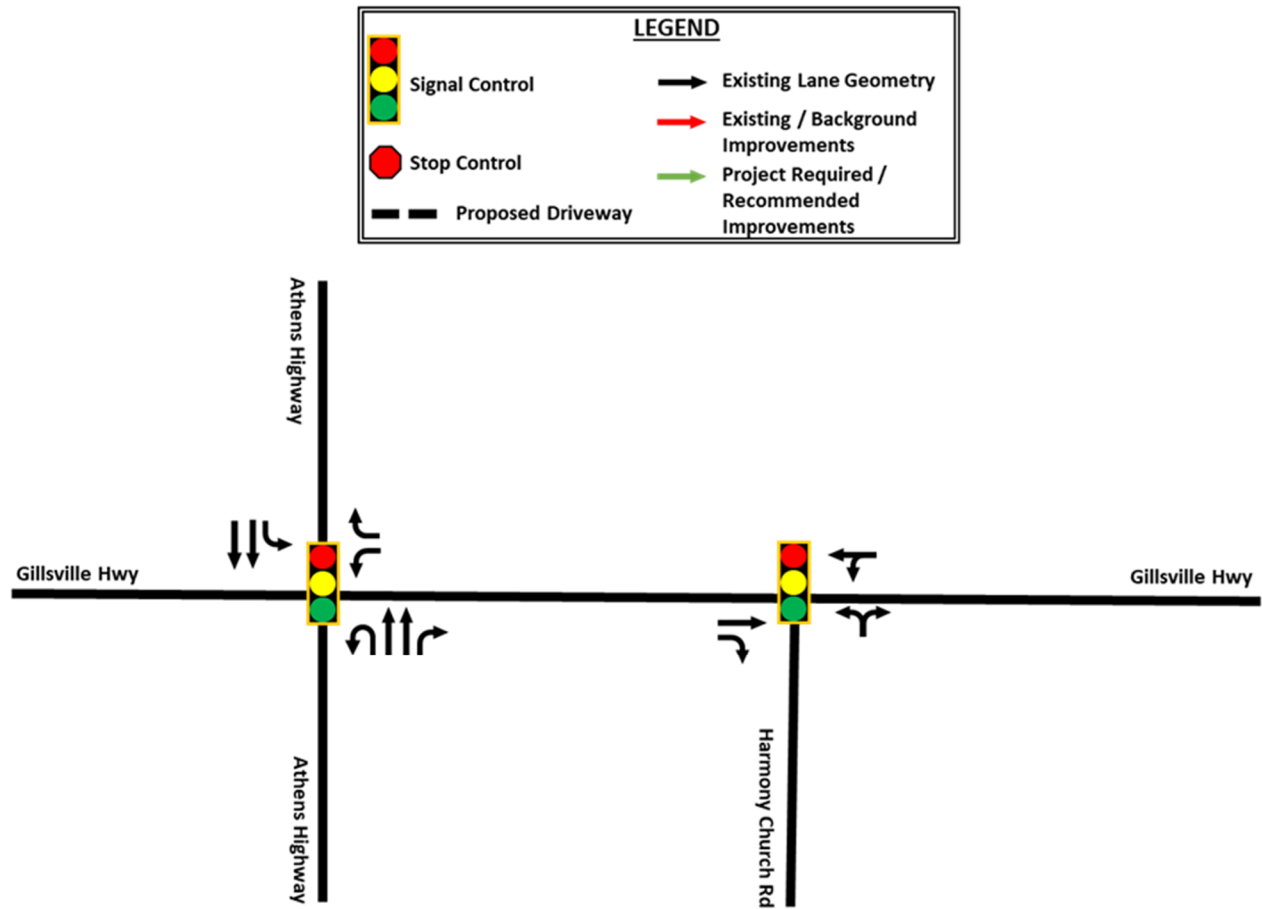
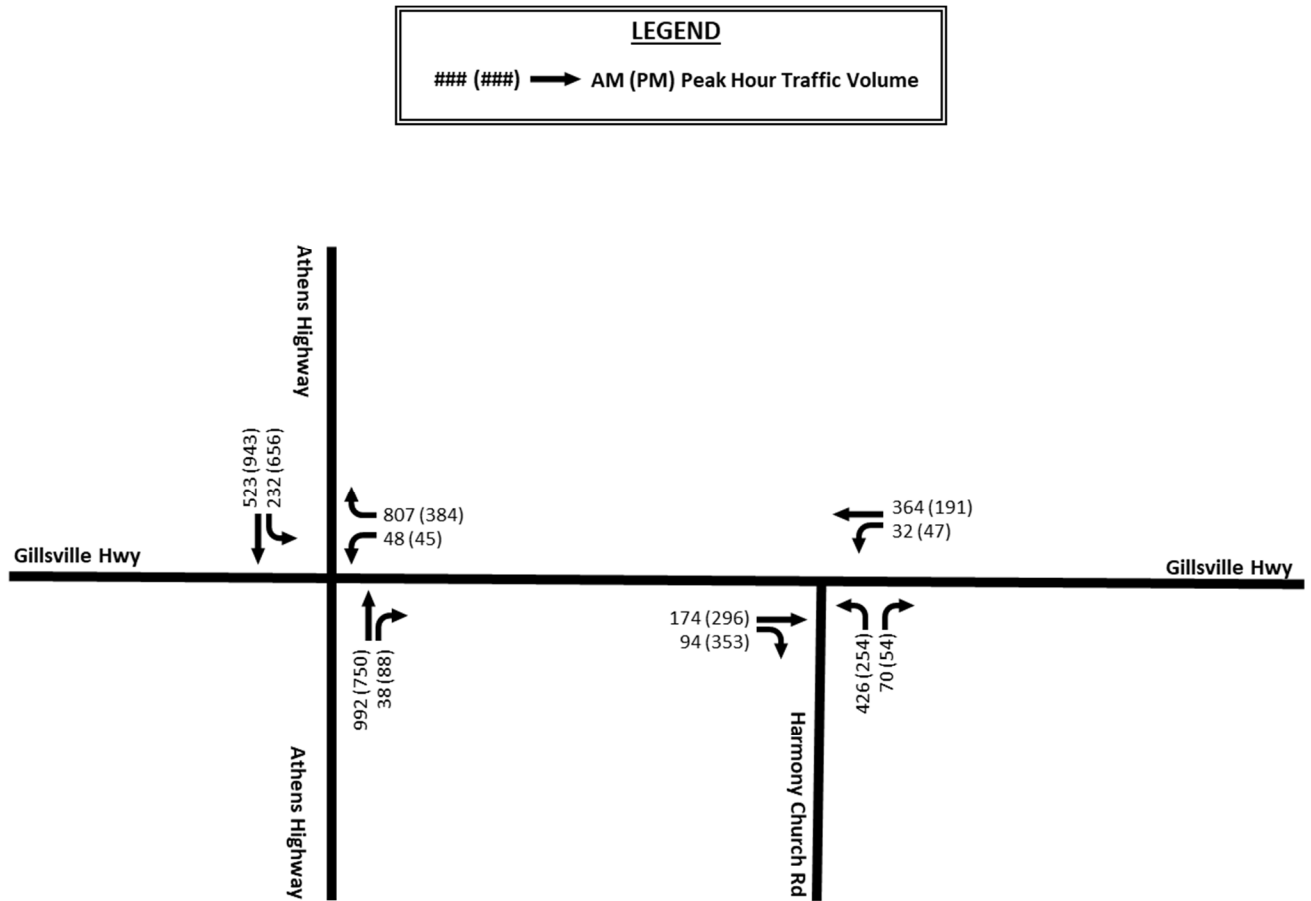


Figure 4: Existing Traffic Volumes



2.4 Existing Capacity Analysis

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

Table 2: Existing Conditions Capacity Analysis

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

Gillsville Hwy at Athens Hwy

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

Gillsville Hwy at Harmony Church Rd

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

3 Background Conditions

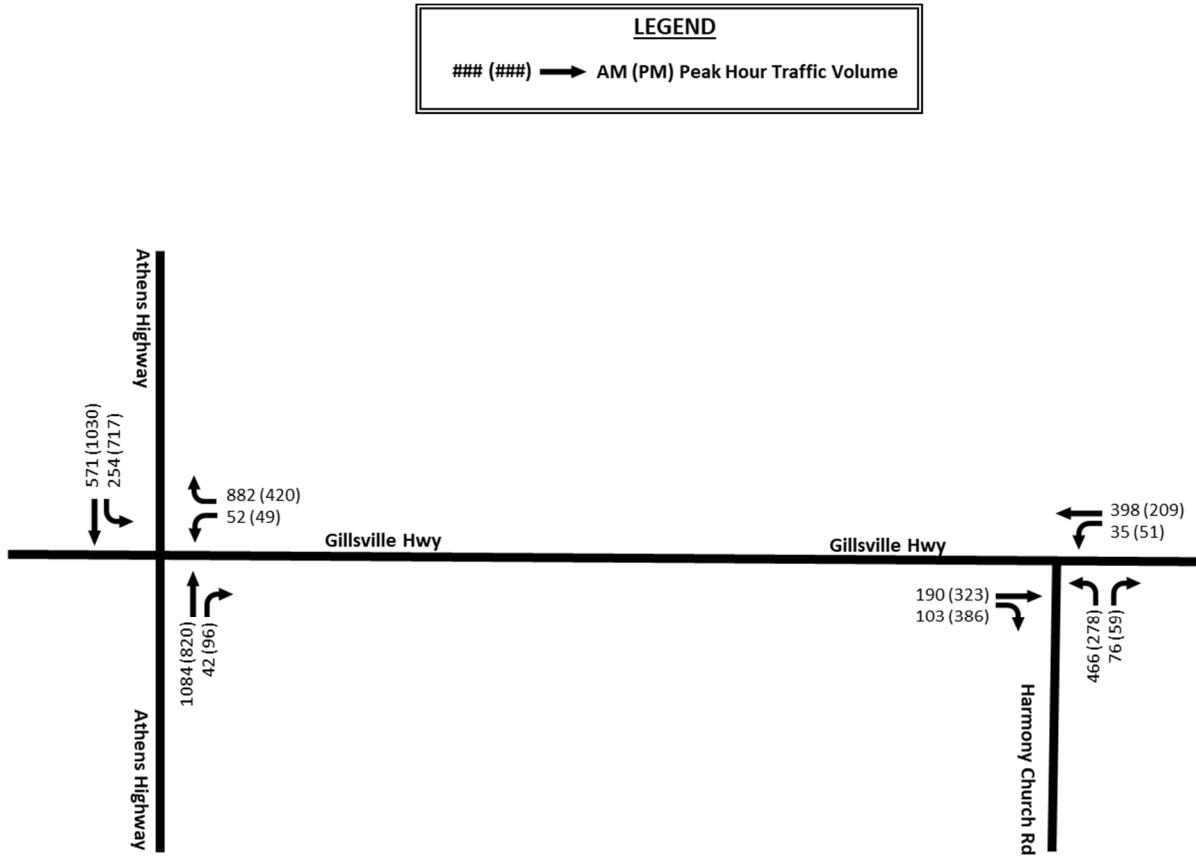
3.1 Background Traffic Growth

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

3.2 Background Lane Geometry

Background lane geometry is the same as existing conditions

Figure 5: Background (2023) Traffic Volumes



3.3 Background Capacity Analysis

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

Table 3: Background Conditions Capacity Analysis

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

Gillsville Hwy at Athens Hwy

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

Gillsville Hwy at Harmony Church Rd

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

3.3.1 Background Conditions Alternatives Analysis

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

Table 4: Background Alternative Conditions Capacity Analysis

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

Gillsville Hwy at Athens Hwy

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

4 Build Conditions

4.1 Trip Generation

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

Table 5: Trip Generation Summary

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

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

4.2 Trip Distribution

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

The trip distribution is shown graphically in Figure 6.

4.3 Turn Lane Warrant Analysis

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

Gillsville Hwy at Site Driveway (Full Access)

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

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

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

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

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

Figure 6: Trip Distribution

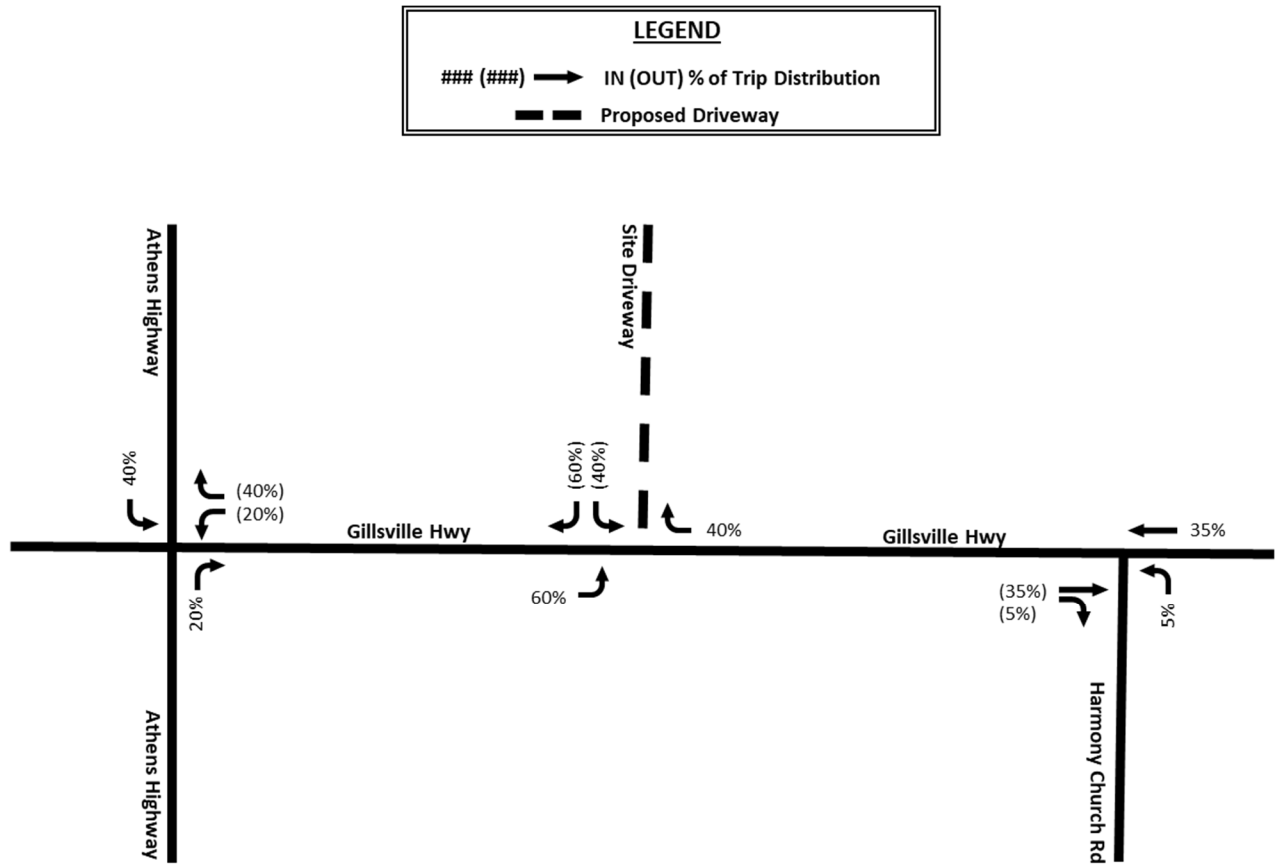


Figure 7: Project Trips

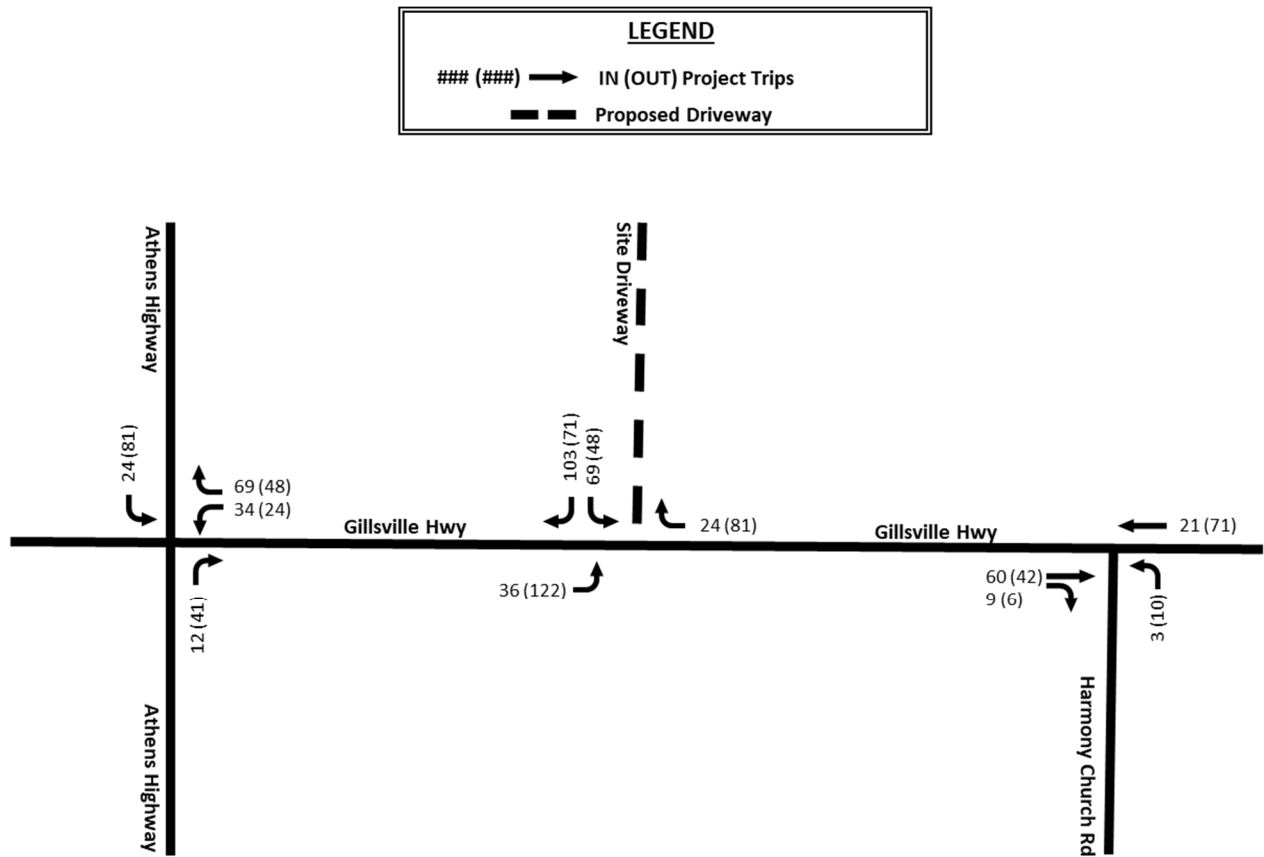


Figure 8: Build (2023) Traffic Volumes

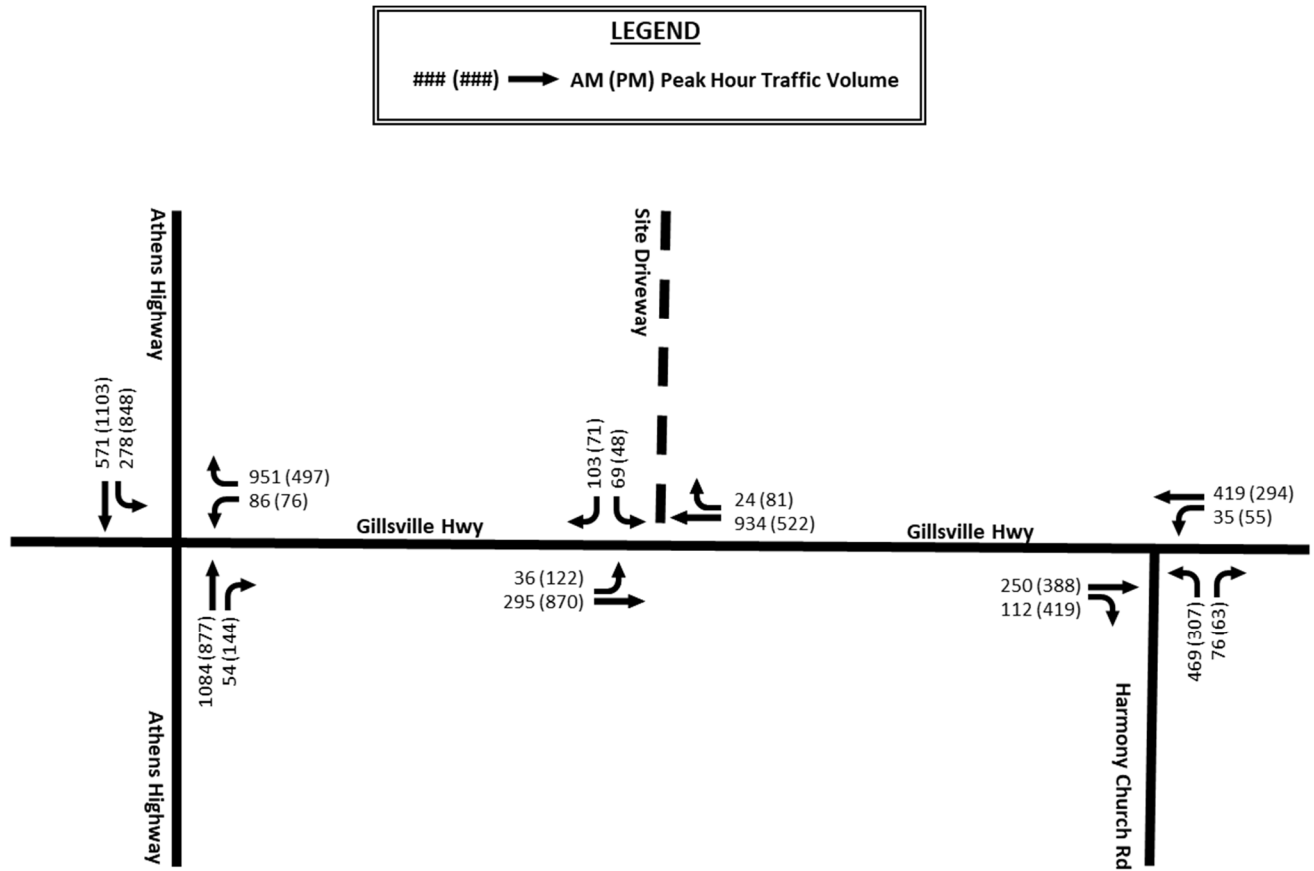
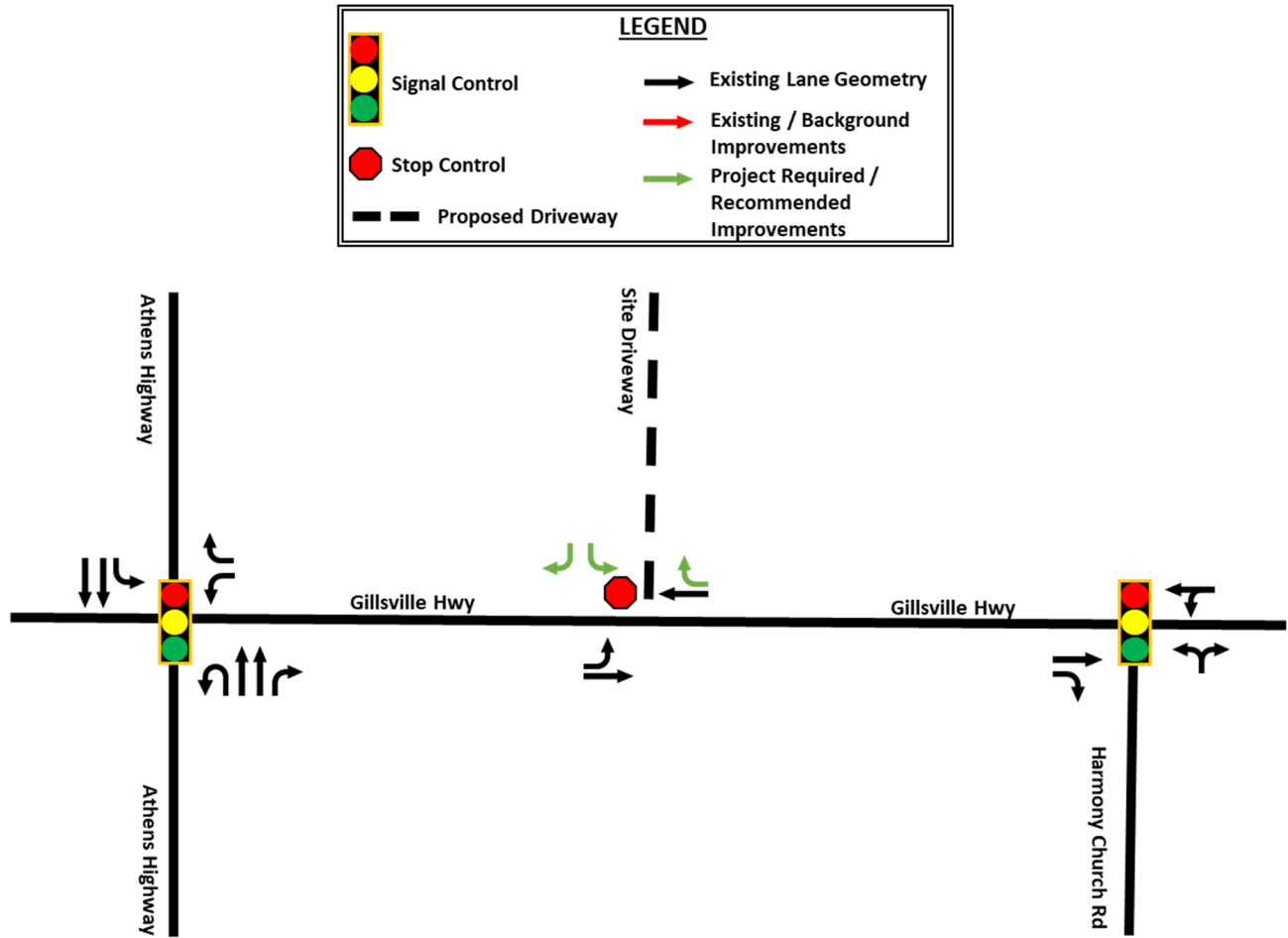


Figure 9: Build (2023) Lane Geometry



4.4 Build Capacity Analysis

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

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

Table 6: Build Conditions Capacity Analysis

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

Gillsville Hwy at Athens Hwy

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

Gillsville Hwy at Site Driveway

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

Gillsville Hwy at Harmony Church Rd

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

4.4.1 Build Conditions Alternatives Analysis

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

Table 7: Build AM Alternative Conditions Capacity Analysis

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

Gillsville Hwy at Athens Hwy

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

Gillsville Hwy at Site Driveway

- Adjusting the signalized intersection resolves spillback queueing at the intersection

5 Recommendations and Conclusions

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

Gillsville Hwy at Athens Hwy

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

Gillsville Hwy at Site Driveway

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

Gillsville Hwy at Harmony Church Rd

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

Appendix A: Traffic Counts



[Click here for Map](#)

Peak Hour Turning Movement Count

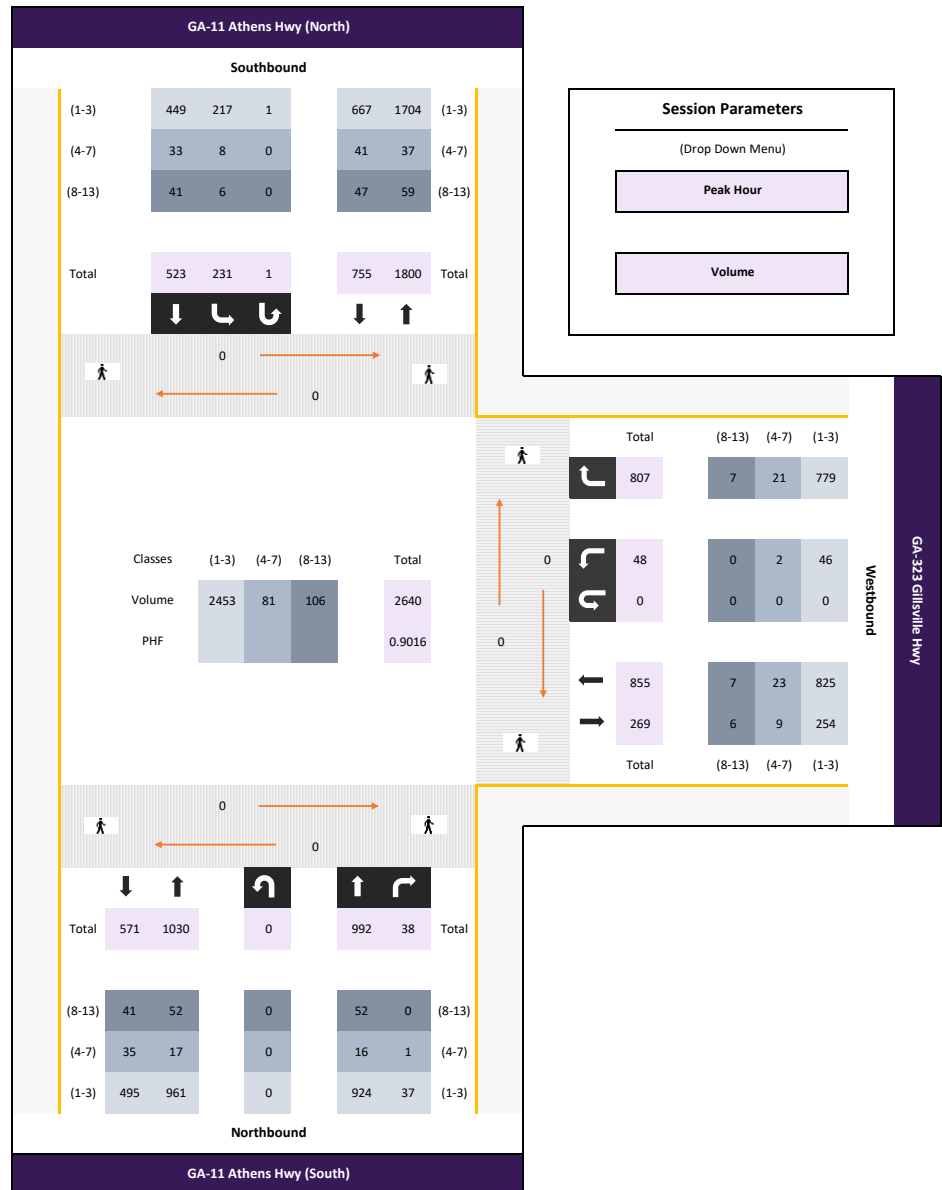
Gillsville, GA



www.marrtraffic.com

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

* the Peak Hour Diagram does not include Bikes



All vehicles

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

Passenger Vehicles (1-3)

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

Single Unit Trucks (4-7)

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

Combination Trucks (8-13)

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

Bikes

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



[Click here for Map](#)

Peak Hour Turning Movement Count

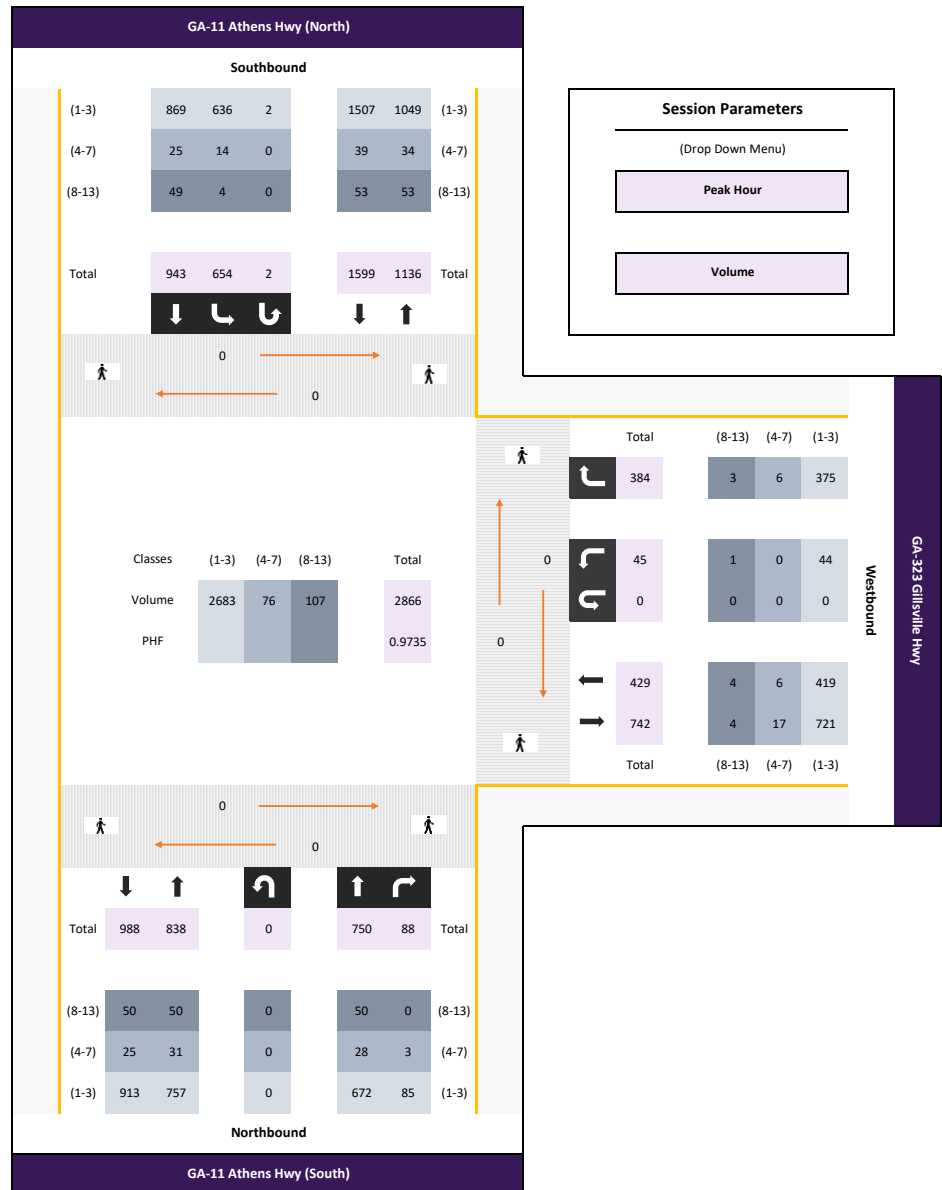
Gillsville, GA



www.marrtraffic.com

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

* the Peak Hour Diagram does not include Bikes



All vehicles

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

Passenger Vehicles (1-3)

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

Single Unit Trucks (4-7)

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

Combination Trucks (8-13)

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

Bikes

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

Classified Turn Movement Count || All vehicles



Gillsville, GA

www.marrtraffic.com

Site 1 of 2

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

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.260108°, -83.765768°

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

All vehicles

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

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

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

All vehicles

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

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

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



Gillsville, GA

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Site 1 of 2

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

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.260108°, -83.765768°

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

Passenger Vehicles (1-3)

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

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

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

Passenger Vehicles (1-3)

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

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

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

Gillsville, GA



Marr Traffic
DATA COLLECTION

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Site 1 of 2

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

GA-323 Gillsville Hwy

Date

Tuesday, May 3, 2022

Lat/Long

34.260108°, -83.765768°

Weather

Mostly Cloudy
76°F

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

Single Unit Trucks (4-7)

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

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

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

Single Unit Trucks (4-7)

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

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

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



Gillsville, GA

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Site 1 of 2

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

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.260108°, -83.765768°

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

Combination Trucks (8-13)

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

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

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

Combination Trucks (8-13)

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

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

Marr Traffic
DATA COLLECTION

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34.260108°, -83.765768°

[illegible]

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

Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Lat/Long
34.260108°, -83.765768°

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

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

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



[Click here for Map](#)

Peak Hour Turning Movement Count

Gillsville, GA



www.marrtraffic.com

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

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

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

Passenger Vehicles (1-3)

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

Single Unit Trucks (4-7)

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

Combination Trucks (8-13)

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

Bikes

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



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Peak Hour Turning Movement Count

Gillsville, GA



www.marrtraffic.com

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

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Harmony Church Rd					Driveway					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
1645 - 1700	53	1	11	0	65	0	0	1	0	1	0	72	89	0	161	15	38	1	0	54	281
1700 - 1715	61	1	17	0	79	1	3	1	0	5	1	76	61	0	138	15	43	1	0	59	281
1715 - 1730	67	0	12	0	79	0	1	0	0	1	0	75	103	0	178	9	53	0	0	62	320
1730 - 1745	73	0	14	0	87	0	0	0	0	0	0	73	100	0	173	8	57	0	0	65	325
Total	254	2	54	0	310	1	4	2	0	7	1	296	353	0	650	47	191	2	0	240	1207
Approach %	81.94	0.65	17.42	0.00	-	14.29	57.14	28.57	0.00	-	0.15	45.54	54.31	0.00	-	19.58	79.58	0.83	0.00	-	
PHF	0.87	0.50	0.79	0.00	0.89	0.25	0.33	0.50	0.00	0.35	0.25	0.97	0.86	0.00	0.91	0.78	0.84	0.50	0.00	0.92	0.93

Passenger Vehicles (1-3)

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

Single Unit Trucks (4-7)

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

Combination Trucks (8-13)

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

Bikes

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

Classified Turn Movement Count || All vehicles

Gillsville, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 2 of 2

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

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.266560°, -83.742659°

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

All vehicles

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

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

All vehicles

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

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

Gillsville, GA



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Site 2 of 2

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

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.266560°, -83.742659°

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

Passenger Vehicles (1-3)

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

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

Passenger Vehicles (1-3)

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

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

Gillsville, GA



www.marrtraffic.com

Site 2 of 2

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

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.266560°, -83.742659°

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

Single Unit Trucks (4-7)

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

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

Single Unit Trucks (4-7)

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

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



Gillsville, GA

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Site 2 of 2

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

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.266560°, -83.742659°

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

Combination Trucks (8-13)

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

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

Combination Trucks (8-13)

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

Classified Turn Movement Count || Bikes

Gillsville, GA



Marr Traffic
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Site 2 of 2

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

Date

Tuesday, May 3, 2022

Lat/Long

34.266560°, -83.742659°

Weather

Mostly Cloudy
76°F

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

Bikes

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

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

Bikes

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

Pedestrian Count | All vehicles

Gillsville, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 2 of 2

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

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.266560°, -83.742659°

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

Pedestrians

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

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

Pedestrians

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

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

Bi-Directional Class Count || NB EB 15min

Gillsville, GA

Site 3
 GA-323 Gillsville Hwy,
 east of Driveway

Date
 Tuesday, May 3, 2022

Weather
 Mostly Cloudy
 76°F

Lat/Long
 34.261331°, -83.761386°

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

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

Session Total	19	5425	1213	33	98	40	0	12	94	0	0	0	0	6934
Session Average	0.20	56.51	12.64	0.34	1.02	0.42	0.00	0.13	0.98	0.00	0.00	0.00	0.00	72.23
Session Percentage	0.27	78.24	17.49	0.48	1.41	0.58	0.00	0.17	1.36	0.00	0.00	0.00	0.00	0.00
AM Peak Hour	0945 - 1045	0700 - 0800	0630 - 0730	0600 - 0700	0930 - 1030	0845 - 0945	-	0645 - 0745	0800 - 0900	-	-	-	-	0645 - 0745
AM Peak Volume	2	185	57	8	9	4	0	1	12	0	0	0	0	257
Noon Peak Hour	1000 - 1100	1445 - 1545	1445 - 1545	1330 - 1430	1215 - 1315	1030 - 1130	-	1130 - 1230	1130 - 1230	-	-	-	-	1445 - 1545
Noon Peak Volume	4	446	69	4	14	13	0	3	10	0	0	0	0	532
PM Peak Hour	1545 - 1645	1715 - 1815	1730 - 1830	1530 - 1630	1600 - 1700	1530 - 1630	-	1615 - 1715	1915 - 2015	-	-	-	-	1715 - 1815
PM Peak Volume	137	337	337	7	7	7	0	181	0	0	0	0	0	263

Bi-Directional Class Count || SB WB 15min

Gillsville, GA



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Site 3
GA-323 Gillsville Hwy,
east of Driveway

Date
Tuesday, May 3, 2022

Weather
Mostly Cloudy
76°F

Lat/Long
34.261331°, -83.761386°



[Click here for Map](#)

0000 - 2400 (24h Session) (05-03-2022)
SB WB 15min

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

Session Total	16	5328	1586	31	109	48	0	13	93	0	0	0	0	7224
Session Average	0.17	55.50	16.52	0.32	1.14	0.50	0.00	0.14	0.97	0.00	0.00	0.00	0.00	75.25
Session Percentage	0.22	73.75	21.95	0.43	1.51	0.66	0.00	0.18	1.29	0.00	0.00	0.00	0.00	
AM Peak Hour	0615 - 0715	0700 - 0800	0630 - 0730	0545 - 0645	0700 - 0800	0930 - 1030	-	0600 - 0700	0630 - 0730	-	-	-	-	0700 - 0800
AM Peak Volume	2	566	253	6	14	9	0	1	11	0	0	0	0	834
Noon Peak Hour	1315 - 1415	1445 - 1545	1430 - 1530	1345 - 1445	1215 - 1315	1000 - 1100	-	1400 - 1500	1330 - 1430	-	-	-	-	1445 - 1545
Noon Peak Volume	3	313	89	6	12	6	0	4	8	0	0	0	0	424
PM Peak Hour	1500 - 1600	1730 - 1830	1500 - 1600	1545 - 1645	1500 - 1600	1515 - 1615	-	1615 - 1715	1500 - 1600	-	-	-	-	1730 - 1830
PM Peak Volume	3	367	81	26	7	0	0	0	0	0	0	0	0	454

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

Gillsville, GA



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Site 3
GA-323 Gillsville Hwy,
east of Driveway

Date
Tuesday, May 3, 2022

Weather
Mostly Cloudy
76°F

Lat/Long
34.261331°, -83.761386°

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

Bi-Directional 15min

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

Session Total	35	10753	2799	64	207	88	0	25	187	0	0	0	0	14158
Session Average	0.36	112.01	29.16	0.67	2.16	0.92	0.00	0.26	1.95	0.00	0.00	0.00	0.00	147.48
Session Percentage	0.25	75.95	19.77	0.45	1.46	0.62	0.00	0.18	1.32	0.00	0.00	0.00	0.00	
AM Peak Hour	0615 - 0715	0700 - 0800	0630 - 0730	0600 - 0700	0700 - 0800	0930 - 1030		0	0645 - 0745	0800 - 0900		-	-	0700 - 0800
AM Peak Volume	2	751	310	13	18	12	-	2	18	0	-	-	-	1087
Noon Peak Hour	1315 - 1415	1445 - 1545	1445 - 1545	1345 - 1445	1215 - 1315	1000 - 1100		0	1400 - 1500	1130 - 1230		-	-	1445 - 1545
Noon Peak Volume	5	759	156	10	26	12	-	7	15	0	-	-	-	956
PM Peak Hour	1515 - 1615	1715 - 1815	1730 - 1830	1545 - 1645	1600 - 1700	1530 - 1630		0	1615 - 1715	1615 - 1715		-	-	1715 - 1815
PM Peak Volume	86	374	385	265	271	270	-	0	0	0	-	-	-	1201

Bi-Directional Class Count || Volume Summary 15min

Gillsville, GA



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Site 3

GA-323 Gillsville Hwy,
east of Driveway

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.261331°, -83.761386°

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

Volume Summary 15min

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

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

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

Bi-Directional Class Count || NB EB 60min

Gillsville, GA

Site 3

GA-323 Gillsville Hwy,
east of Driveway

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.261331°, -83.761386°

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

NB EB 60min

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

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

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

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

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

Bi-Directional Class Count || SB WB 60min

Gillsville, GA

Site 3

GA-323 Gillsville Hwy,
east of Driveway

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.261331°, -83.761386°

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

SB WB 60min

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

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

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

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

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

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

Gillsville, GA

Site 3

GA-323 Gillsville Hwy,
east of Driveway

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.261331°, -83.761386°

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

Bi-Directional 60min

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

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

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

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

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

Bi-Directional Class Count || Volume Summary 60min

Gillsville, GA

Site 3

GA-323 Gillsville Hwy,
east of Driveway

Date

Tuesday, May 3, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

34.261331°, -83.761386°

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

Volume Summary 60min

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

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

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

Bi-Directional Class Count || Graphical Analysis NB EB

Gillsville, GA

Site 3

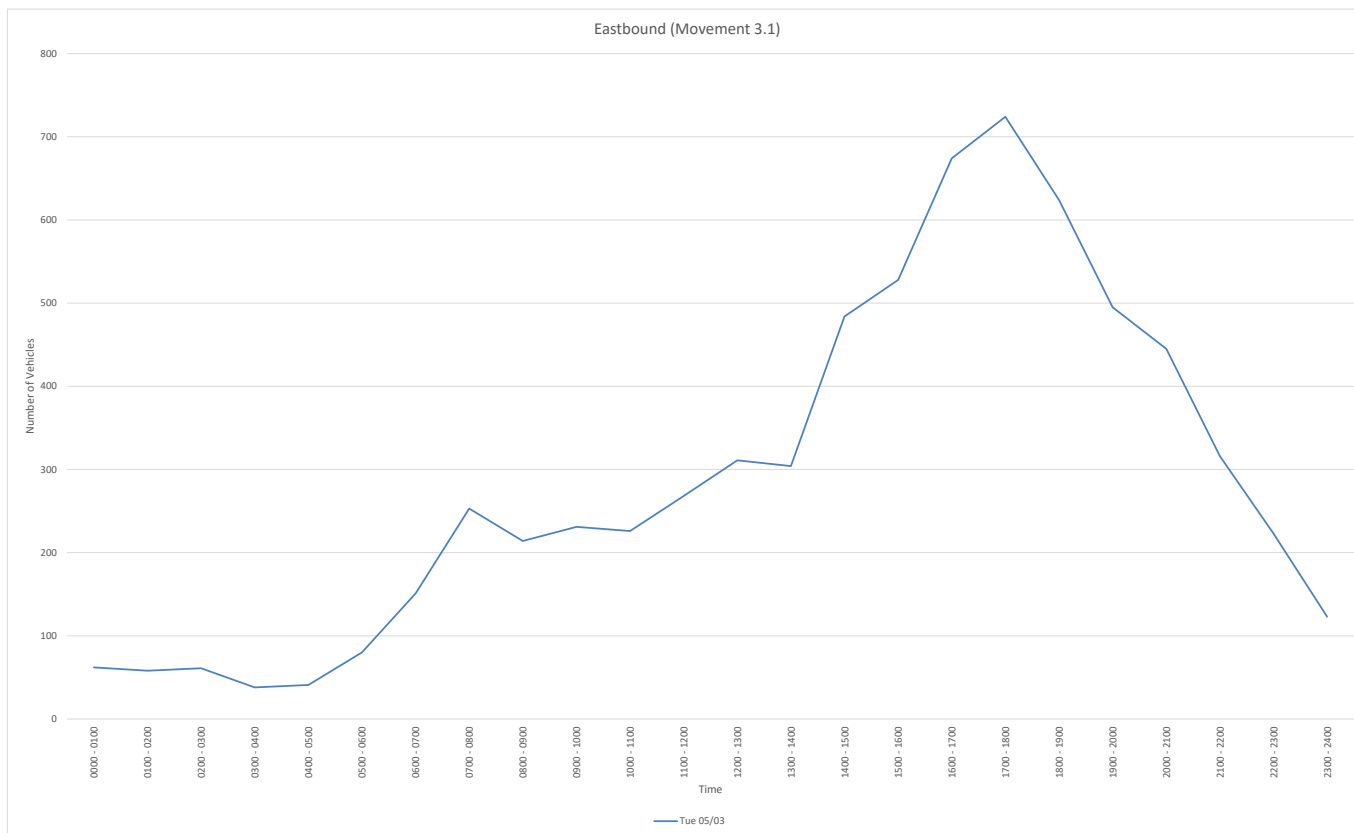
GA-323 Gillsville Hwy,
east of Driveway

Lat/Long

34.261331°, -83.761386°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Bi-Directional Class Count || Graphical Analysis SB WB

Gillsville, GA

Site 3

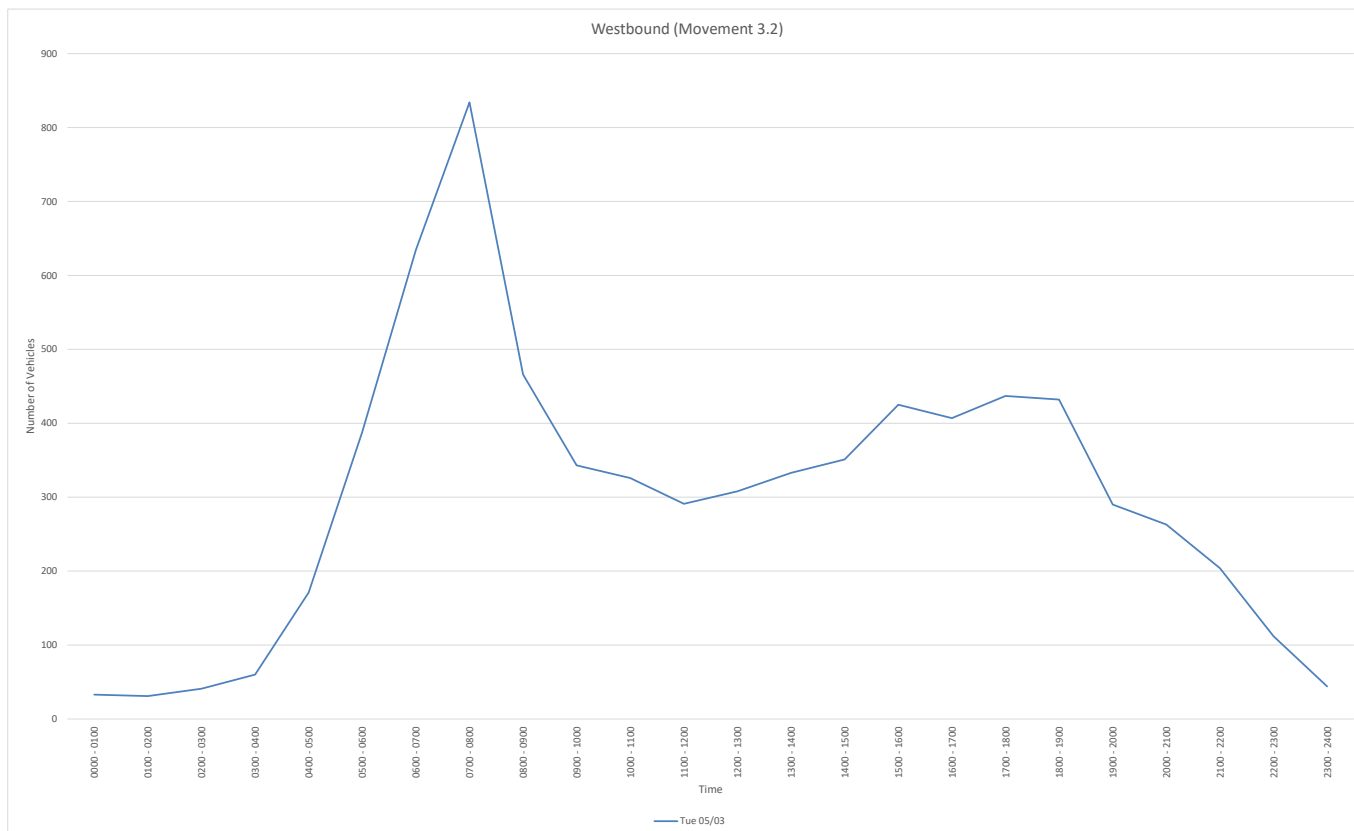
GA-323 Gillsville Hwy,
east of Driveway

Lat/Long

34.261331°, -83.761386°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



EB

File Name:

Start Date: 5/3/2022

Start Time: 0

Site Code: 3

Station ID: 1

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

Location 2:

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

WB

File Name:

Start Date: 5/3/2022

Start Time: 0

Site Code: 3

Station ID: 1

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

Location 2:

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

EB

File Name:

Start Date: 5/3/2022

Start Time: 0

Site Code: 3

Station ID: 1

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

Location 2:

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

WB

File Name:

Start Date: 5/3/2022

Start Time: 0

Site Code: 3

Station ID: 1

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

Location 2:

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

Appendix B: Synchro and Signal Timing

Timings

1: Athens Hwy & Gillsville Hwy

05/24/2022

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

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.65

Intersection Signal Delay: 124.6

Intersection LOS: F

Intersection Capacity Utilization 87.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: Athens Hwy & Gillsville Hwy



HCM 6th Signalized Intersection Summary

1: Athens Hwy & Gillsville Hwy

05/24/2022

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	48	807	0	992	38	232	523
Future Volume (veh/h)	48	807	0	992	38	232	523
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1841	1841		1796	1796	1737	1737
Adj Flow Rate, veh/h	59	0		1127	0	267	601
Peak Hour Factor	0.81	0.81		0.88	0.88	0.87	0.87
Percent Heavy Veh, %	4	4		7	7	11	11
Cap, veh/h	77			2344		441	2715
Arrive On Green	0.04	0.00		0.69	0.00	0.07	0.82
Sat Flow, veh/h	1753	1560		3503	1522	1654	3387
Grp Volume(v), veh/h	59	0		1127	0	267	601
Grp Sat Flow(s),veh/h/ln	1753	1560		1706	1522	1654	1650
Q Serve(g_s), s	3.0	0.0		13.9	0.0	3.8	3.6
Cycle Q Clear(g_c), s	3.0	0.0		13.9	0.0	3.8	3.6
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	77			2344		441	2715
V/C Ratio(X)	0.77			0.48		0.60	0.22
Avail Cap(c_a), veh/h	663			2344		548	2715
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	0.0		6.6	0.0	5.9	1.7
Incr Delay (d2), s/veh	14.6	0.0		0.7	0.0	1.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0		3.4	0.0	0.6	0.2
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	57.1	0.0		7.3	0.0	7.3	1.9
LnGrp LOS	E			A		A	A
Approach Vol, veh/h	59			1127			868
Approach Delay, s/veh	57.1			7.3			3.6
Approach LOS	E			A			A
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	12.2	67.8		9.9		80.0	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	12.0	56.0		34.0		74.0	
Max Q Clear Time (g_c+I1), s	5.8	15.9		5.0		5.6	
Green Ext Time (p_c), s	0.4	8.7		0.1		3.9	
Intersection Summary							
HCM 6th Ctrl Delay			7.1				
HCM 6th LOS			A				
Notes							
User approved ignoring U-Turning movement.							
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.							

Timings

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

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

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



HCM 6th Signalized Intersection Summary

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Volume (veh/h)	174	94	32	364	426	70
Future Volume (veh/h)	174	94	32	364	426	70
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1811	1811	1856	1856
Adj Flow Rate, veh/h	191	103	43	485	539	89
Peak Hour Factor	0.91	0.91	0.75	0.75	0.79	0.79
Percent Heavy Veh, %	5	5	6	6	3	3
Cap, veh/h	663	562	102	607	612	101
Arrive On Green	0.36	0.36	0.36	0.36	0.41	0.41
Sat Flow, veh/h	1826	1547	81	1672	1488	246
Grp Volume(v), veh/h	191	103	528	0	629	0
Grp Sat Flow(s),veh/h/ln	1826	1547	1753	0	1737	0
Q Serve(g_s), s	4.0	2.4	6.3	0.0	17.8	0.0
Cycle Q Clear(g_c), s	4.0	2.4	14.4	0.0	17.8	0.0
Prop In Lane		1.00	0.08		0.86	0.14
Lane Grp Cap(c), veh/h	663	562	710	0	714	0
V/C Ratio(X)	0.29	0.18	0.74	0.00	0.88	0.00
Avail Cap(c_a), veh/h	1098	930	1117	0	1501	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	12.0	11.6	15.3	0.0	14.5	0.0
Incr Delay (d2), s/veh	0.2	0.2	1.6	0.0	3.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.7	4.8	0.0	5.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.3	11.7	16.9	0.0	18.2	0.0
LnGrp LOS	B	B	B	A	B	A
Approach Vol, veh/h	294			528	629	
Approach Delay, s/veh	12.1			16.9	18.2	
Approach LOS	B			B	B	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	27.9		25.3		25.3	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	46.0		32.0		32.0	
Max Q Clear Time (g_c+I1), s	19.8		6.0		16.4	
Green Ext Time (p_c), s	2.1		1.3		2.9	
Intersection Summary						
HCM 6th Ctrl Delay			16.5			
HCM 6th LOS			B			
Notes						

Queuing and Blocking Report

Existing

05/24/2022

Intersection: 1: Athens Hwy & Gillsville Hwy

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

Intersection: 3: Harmony Church Rd & Gillsville Hwy

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

Network Summary

Network wide Queuing Penalty: 65

Timings

1: Athens Hwy & Gillsville Hwy

05/24/2022

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

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 106.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 28.3

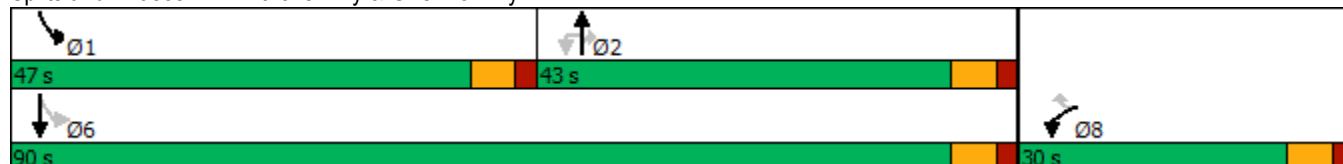
Intersection LOS: C

Intersection Capacity Utilization 80.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Athens Hwy & Gillsville Hwy



HCM 6th Signalized Intersection Summary

1: Athens Hwy & Gillsville Hwy

05/24/2022

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	48	411	0	803	94	702	1009
Future Volume (veh/h)	48	411	0	803	94	702	1009
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1870	1870		1737	1737	1781	1781
Adj Flow Rate, veh/h	56	0		882	0	747	1073
Peak Hour Factor	0.86	0.86		0.91	0.91	0.94	0.94
Percent Heavy Veh, %	2	2		11	11	8	8
Cap, veh/h	73			1468		784	2840
Arrive On Green	0.04	0.00		0.44	0.00	0.33	0.84
Sat Flow, veh/h	1781	1585		3387	1472	1697	3474
Grp Volume(v), veh/h	56	0		882	0	747	1073
Grp Sat Flow(s),veh/h/ln	1781	1585		1650	1472	1697	1692
Q Serve(g_s), s	3.1	0.0		20.3	0.0	29.5	7.5
Cycle Q Clear(g_c), s	3.1	0.0		20.3	0.0	29.5	7.5
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	73			1468		784	2840
V/C Ratio(X)	0.77			0.60		0.95	0.38
Avail Cap(c_a), veh/h	427			1468		912	2840
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	0.0		21.0	0.0	19.5	1.9
Incr Delay (d2), s/veh	15.2	0.0		1.8	0.0	17.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0		7.2	0.0	18.5	0.5
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	62.7	0.0		22.9	0.0	37.4	2.3
LnGrp LOS	E			C		D	A
Approach Vol, veh/h	56			882			1820
Approach Delay, s/veh	62.7			22.9			16.7
Approach LOS	E			C			B
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	39.5	50.5				90.0	10.1
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	41.0	37.0				84.0	24.0
Max Q Clear Time (g_c+I1), s	31.5	22.3				9.5	5.1
Green Ext Time (p_c), s	1.9	4.7				8.4	0.1
Intersection Summary							
HCM 6th Ctrl Delay			19.6				
HCM 6th LOS			B				
Notes							
User approved ignoring U-Turning movement.							
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.							

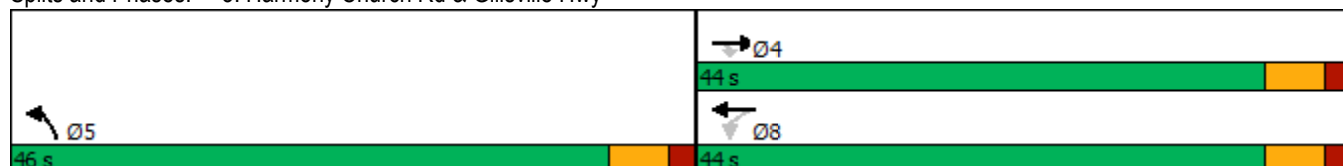
Timings

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

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

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



HCM 6th Signalized Intersection Summary

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

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

Queuing and Blocking Report

Existing

05/24/2022

Intersection: 1: Athens Hwy & Gillsville Hwy

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

Intersection: 3: Harmony Church Rd & Gillsville Hwy

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

Network Summary

Network wide Queuing Penalty: 165

Timings

1: Athens Hwy & Gillsville Hwy

05/24/2022

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

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.83

Intersection Signal Delay: 156.2

Intersection LOS: F

Intersection Capacity Utilization 94.6%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: Athens Hwy & Gillsville Hwy



HCM 6th Signalized Intersection Summary

1: Athens Hwy & Gillsville Hwy

05/24/2022

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	52	882	0	1084	42	254	571
Future Volume (veh/h)	52	882	0	1084	42	254	571
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1841	1841		1796	1796	1737	1737
Adj Flow Rate, veh/h	64	0		1232	0	292	656
Peak Hour Factor	0.81	0.81		0.88	0.88	0.87	0.87
Percent Heavy Veh, %	4	4		7	7	11	11
Cap, veh/h	84			2314		412	2704
Arrive On Green	0.05	0.00		0.68	0.00	0.07	0.82
Sat Flow, veh/h	1753	1560		3503	1522	1654	3387
Grp Volume(v), veh/h	64	0		1232	0	292	656
Grp Sat Flow(s),veh/h/ln	1753	1560		1706	1522	1654	1650
Q Serve(g_s), s	3.3	0.0		16.4	0.0	4.4	4.0
Cycle Q Clear(g_c), s	3.3	0.0		16.4	0.0	4.4	4.0
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	84			2314		412	2704
V/C Ratio(X)	0.76			0.53		0.71	0.24
Avail Cap(c_a), veh/h	660			2314		508	2704
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	0.0		7.3	0.0	8.9	1.8
Incr Delay (d2), s/veh	13.4	0.0		0.9	0.0	3.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0		4.2	0.0	1.5	0.3
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	55.9	0.0		8.2	0.0	12.4	2.1
LnGrp LOS	E			A		B	A
Approach Vol, veh/h	64			1232			948
Approach Delay, s/veh	55.9			8.2			5.2
Approach LOS	E			A			A
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	12.8	67.2		10.3		80.0	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	12.0	56.0		34.0		74.0	
Max Q Clear Time (g_c+I1), s	6.4	18.4		5.3		6.0	
Green Ext Time (p_c), s	0.4	9.8		0.1		4.3	
Intersection Summary							
HCM 6th Ctrl Delay			8.3				
HCM 6th LOS			A				
Notes							
User approved ignoring U-Turning movement.							
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.							

HCM 6th TWSC
2: Gillsville Hwy & Site Entrance

05/24/2022

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	295	934	0	0	0
Future Vol, veh/h	0	295	934	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	210	-	-	150	85	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	321	1015	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1015	0	0 1336 1015
Stage 1	-	-	- 1015 -
Stage 2	-	-	- 321 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	683	-	- 169 289
Stage 1	-	-	- 350 -
Stage 2	-	-	- 735 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	683	-	- 169 289
Mov Cap-2 Maneuver	-	-	- 279 -
Stage 1	-	-	- 350 -
Stage 2	-	-	- 735 -

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

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

Timings

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

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

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

↖ Ø2	→ Ø4
52 s	38 s
	↖ Ø8
	38 s

HCM 6th Signalized Intersection Summary

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Volume (veh/h)	190	103	35	398	466	76
Future Volume (veh/h)	190	103	35	398	466	76
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1811	1811	1856	1856
Adj Flow Rate, veh/h	209	113	47	531	590	96
Peak Hour Factor	0.91	0.91	0.75	0.75	0.79	0.79
Percent Heavy Veh, %	5	5	6	6	3	3
Cap, veh/h	639	542	76	576	769	125
Arrive On Green	0.35	0.35	0.35	0.35	0.52	0.52
Sat Flow, veh/h	1826	1547	94	1645	1492	243
Grp Volume(v), veh/h	209	113	578	0	687	0
Grp Sat Flow(s),veh/h/ln	1826	1547	1739	0	1737	0
Q Serve(g_s), s	7.5	4.6	18.7	0.0	28.3	0.0
Cycle Q Clear(g_c), s	7.5	4.6	28.8	0.0	28.3	0.0
Prop In Lane		1.00	0.08		0.86	0.14
Lane Grp Cap(c), veh/h	639	542	653	0	895	0
V/C Ratio(X)	0.33	0.21	0.89	0.00	0.77	0.00
Avail Cap(c_a), veh/h	655	555	667	0	895	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	21.3	20.3	28.0	0.0	17.3	0.0
Incr Delay (d2), s/veh	0.3	0.2	13.4	0.0	6.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	1.6	13.4	0.0	10.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.6	20.5	41.4	0.0	23.6	0.0
LnGrp LOS	C	C	D	A	C	A
Approach Vol, veh/h	322			578	687	
Approach Delay, s/veh	21.2			41.4	23.6	
Approach LOS	C			D	C	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	52.0		37.3		37.3	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	46.0		32.0		32.0	
Max Q Clear Time (g_c+I1), s	30.3		9.5		30.8	
Green Ext Time (p_c), s	2.2		1.4		0.5	
Intersection Summary						
HCM 6th Ctrl Delay			29.6			
HCM 6th LOS			C			
Notes						

Timings

1: Athens Hwy & Gillsville Hwy

05/24/2022

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

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 107.6

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.14

Intersection Signal Delay: 40.4

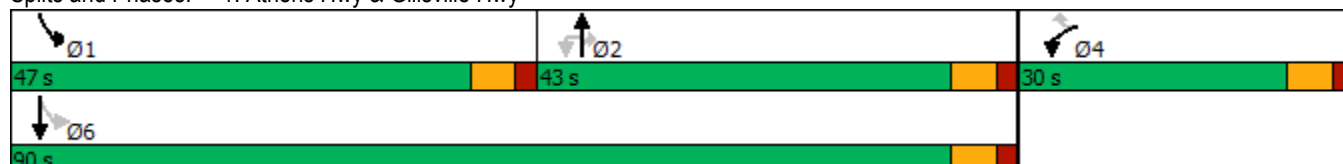
Intersection LOS: D

Intersection Capacity Utilization 85.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: Athens Hwy & Gillsville Hwy



HCM 6th Signalized Intersection Summary

1: Athens Hwy & Gillsville Hwy

05/24/2022

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	52	449	0	877	103	767	1103
Future Volume (veh/h)	52	449	0	877	103	767	1103
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1870	1870		1737	1737	1781	1781
Adj Flow Rate, veh/h	60	0		964	0	816	1173
Peak Hour Factor	0.86	0.86		0.91	0.91	0.94	0.94
Percent Heavy Veh, %	2	2		11	11	8	8
Cap, veh/h	78			1216		824	2831
Arrive On Green	0.04	0.00		0.37	0.00	0.41	0.84
Sat Flow, veh/h	1781	1585		3387	1472	1697	3474
Grp Volume(v), veh/h	60	0		964	0	816	1173
Grp Sat Flow(s),veh/h/ln	1781	1585		1650	1472	1697	1692
Q Serve(g_s), s	3.3	0.0		26.2	0.0	40.1	8.7
Cycle Q Clear(g_c), s	3.3	0.0		26.2	0.0	40.1	8.7
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	78			1216		824	2831
V/C Ratio(X)	0.76			0.79		0.99	0.41
Avail Cap(c_a), veh/h	426			1216		824	2831
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	0.0		28.3	0.0	22.5	2.1
Incr Delay (d2), s/veh	14.2	0.0		5.4	0.0	28.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0		10.2	0.0	15.4	0.7
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	61.7	0.0		33.6	0.0	51.3	2.5
LnGrp LOS	E			C		D	A
Approach Vol, veh/h	60			964			1989
Approach Delay, s/veh	61.7			33.6			22.5
Approach LOS	E			C			C
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	47.0	43.0		10.4		90.0	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	41.0	37.0		24.0		84.0	
Max Q Clear Time (g_c+I1), s	42.1	28.2		5.3		10.7	
Green Ext Time (p_c), s	0.0	3.8		0.1		9.7	

Intersection Summary

HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

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

HCM 6th TWSC
2: Gillsville Hwy & Site Entrance

05/24/2022

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	870	522	0	0	0
Future Vol, veh/h	0	870	522	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	210	-	-	150	85	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	946	567	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	567	0	0 1513 567
Stage 1	-	-	- 567 -
Stage 2	-	-	- 946 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1005	-	- 132 523
Stage 1	-	-	- 568 -
Stage 2	-	-	- 377 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1005	-	- 132 523
Mov Cap-2 Maneuver	-	-	- 264 -
Stage 1	-	-	- 568 -
Stage 2	-	-	- 377 -

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

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

Timings

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

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

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

↖ Ø5	→ Ø4
46 s	44 s
	↖ Ø8
	44 s

HCM 6th Signalized Intersection Summary

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

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

Queuing and Blocking Report

Background

05/24/2022

Intersection: 1: Athens Hwy & Gillsville Hwy

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

Intersection: 2: Gillsville Hwy & Site Entrance

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

Intersection: 3: Harmony Church Rd & Gillsville Hwy

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

Network Summary

Network wide Queuing Penalty: 246

Queuing and Blocking Report

Background

05/24/2022

Intersection: 1: Athens Hwy & Gillsville Hwy

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

Intersection: 2: Gillsville Hwy & Site Entrance

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

Intersection: 3: Harmony Church Rd & Gillsville Hwy

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

Network Summary

Network wide Queuing Penalty: 508

Timings

1: Athens Hwy & Gillsville Hwy

05/25/2022

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

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.83

Intersection Signal Delay: 156.2

Intersection LOS: F

Intersection Capacity Utilization 94.6%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: Athens Hwy & Gillsville Hwy

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

HCM 6th Signalized Intersection Summary

1: Athens Hwy & Gillsville Hwy

05/25/2022

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	52	882	0	1084	42	254	571
Future Volume (veh/h)	52	882	0	1084	42	254	571
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1841	1841		1796	1796	1737	1737
Adj Flow Rate, veh/h	64	0		1232	0	292	656
Peak Hour Factor	0.81	0.81		0.88	0.88	0.87	0.87
Percent Heavy Veh, %	4	4		7	7	11	11
Cap, veh/h	84			2314		412	2704
Arrive On Green	0.05	0.00		0.68	0.00	0.07	0.82
Sat Flow, veh/h	1753	1560		3503	1522	1654	3387
Grp Volume(v), veh/h	64	0		1232	0	292	656
Grp Sat Flow(s),veh/h/ln	1753	1560		1706	1522	1654	1650
Q Serve(g_s), s	3.3	0.0		16.4	0.0	4.4	4.0
Cycle Q Clear(g_c), s	3.3	0.0		16.4	0.0	4.4	4.0
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	84			2314		412	2704
V/C Ratio(X)	0.76			0.53		0.71	0.24
Avail Cap(c_a), veh/h	660			2314		508	2704
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	0.0		7.3	0.0	8.9	1.8
Incr Delay (d2), s/veh	13.4	0.0		0.9	0.0	3.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0		4.2	0.0	1.5	0.3
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	55.9	0.0		8.2	0.0	12.4	2.1
LnGrp LOS	E			A		B	A
Approach Vol, veh/h	64			1232			948
Approach Delay, s/veh	55.9			8.2			5.2
Approach LOS	E			A			A
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	12.8	67.2		10.3		80.0	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	12.0	56.0		34.0		74.0	
Max Q Clear Time (g_c+I1), s	6.4	18.4		5.3		6.0	
Green Ext Time (p_c), s	0.4	9.8		0.1		4.3	
Intersection Summary							
HCM 6th Ctrl Delay			8.3				
HCM 6th LOS			A				
Notes							
User approved ignoring U-Turning movement.							
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.							

HCM 6th TWSC
2: Gillsville Hwy & Site Entrance

05/25/2022

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	295	934	0	0	0
Future Vol, veh/h	0	295	934	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	210	-	-	150	85	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	321	1015	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1015	0	0 1336 1015
Stage 1	-	-	- 1015 -
Stage 2	-	-	- 321 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	683	-	- 169 289
Stage 1	-	-	- 350 -
Stage 2	-	-	- 735 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	683	-	- 169 289
Mov Cap-2 Maneuver	-	-	- 279 -
Stage 1	-	-	- 350 -
Stage 2	-	-	- 735 -

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

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

Queuing and Blocking Report Background

05/25/2022

Intersection: 1: Athens Hwy & Gillsville Hwy

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

Intersection: 2: Gillsville Hwy & Site Entrance

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

Zone Summary

Zone wide Queuing Penalty: 0

Timings

1: Athens Hwy & Gillsville Hwy

05/24/2022

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

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.98

Intersection Signal Delay: 187.4

Intersection LOS: F

Intersection Capacity Utilization 99.3%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: Athens Hwy & Gillsville Hwy

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

HCM 6th Signalized Intersection Summary

1: Athens Hwy & Gillsville Hwy

05/24/2022

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	90	958	0	1084	55	279	571
Future Volume (veh/h)	90	958	0	1084	55	279	571
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1841	1841		1796	1796	1737	1737
Adj Flow Rate, veh/h	111	0		1232	0	321	656
Peak Hour Factor	0.81	0.81		0.88	0.88	0.87	0.87
Percent Heavy Veh, %	4	4		7	7	11	11
Cap, veh/h	143			2184		403	2608
Arrive On Green	0.08	0.00		0.64	0.00	0.09	0.79
Sat Flow, veh/h	1753	1560		3503	1522	1654	3387
Grp Volume(v), veh/h	111	0		1232	0	321	656
Grp Sat Flow(s),veh/h/ln	1753	1560		1706	1522	1654	1650
Q Serve(g_s), s	5.8	0.0		19.0	0.0	5.7	4.9
Cycle Q Clear(g_c), s	5.8	0.0		19.0	0.0	5.7	4.9
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	143			2184		403	2608
V/C Ratio(X)	0.78			0.56		0.80	0.25
Avail Cap(c_a), veh/h	637			2184		472	2608
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	0.0		9.5	0.0	12.5	2.6
Incr Delay (d2), s/veh	8.7	0.0		1.1	0.0	8.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0		5.5	0.0	3.4	0.7
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	50.9	0.0		10.6	0.0	20.5	2.8
LnGrp LOS	D			B		C	A
Approach Vol, veh/h	111			1232			977
Approach Delay, s/veh	50.9			10.6			8.6
Approach LOS	D			B			A
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	14.1	65.9		13.6		80.0	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	12.0	56.0		34.0		74.0	
Max Q Clear Time (g_c+I1), s	7.7	21.0		7.8		6.9	
Green Ext Time (p_c), s	0.4	9.7		0.3		4.3	
Intersection Summary							
HCM 6th Ctrl Delay			11.7				
HCM 6th LOS			B				
Notes							
User approved ignoring U-Turning movement.							
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.							

HCM 6th TWSC
2: Gillsville Hwy & Site Entrance

05/24/2022

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	38	295	934	25	76	114
Future Vol, veh/h	38	295	934	25	76	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	210	-	-	150	85	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	321	1015	27	83	124
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1042	0	-	0	1418	1015
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	403	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	667	-	-	-	151	289
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	667	-	-	-	142	289
Mov Cap-2 Maneuver	-	-	-	-	256	-
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	675	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.2	0		26.1		
HCM LOS	D					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	667	-	-	-	256	289
HCM Lane V/C Ratio	0.062	-	-	-	0.323	0.429
HCM Control Delay (s)	10.8	-	-	-	25.6	26.5
HCM Lane LOS	B	-	-	-	D	D
HCM 95th %tile Q(veh)	0.2	-	-	-	1.3	2

Timings

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

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

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

↖ Ø2	→ Ø4
52 s	38 s
	↖ Ø8
	38 s

HCM 6th Signalized Intersection Summary

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Volume (veh/h)	257	113	35	420	469	76
Future Volume (veh/h)	257	113	35	420	469	76
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1811	1811	1856	1856
Adj Flow Rate, veh/h	282	124	47	560	594	96
Peak Hour Factor	0.91	0.91	0.75	0.75	0.79	0.79
Percent Heavy Veh, %	5	5	6	6	3	3
Cap, veh/h	649	550	74	580	763	123
Arrive On Green	0.36	0.36	0.36	0.36	0.51	0.51
Sat Flow, veh/h	1826	1547	88	1630	1494	241
Grp Volume(v), veh/h	282	124	607	0	691	0
Grp Sat Flow(s),veh/h/ln	1826	1547	1718	0	1737	0
Q Serve(g_s), s	10.6	5.1	21.1	0.0	29.1	0.0
Cycle Q Clear(g_c), s	10.6	5.1	31.7	0.0	29.1	0.0
Prop In Lane		1.00	0.08		0.86	0.14
Lane Grp Cap(c), veh/h	649	550	654	0	888	0
V/C Ratio(X)	0.43	0.23	0.93	0.00	0.78	0.00
Avail Cap(c_a), veh/h	649	550	654	0	888	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	22.1	20.3	28.7	0.0	17.9	0.0
Incr Delay (d2), s/veh	0.5	0.2	19.7	0.0	6.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	1.8	15.5	0.0	11.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.6	20.5	48.4	0.0	24.5	0.0
LnGrp LOS	C	C	D	A	C	A
Approach Vol, veh/h	406			607	691	
Approach Delay, s/veh	21.9			48.4	24.5	
Approach LOS	C			D	C	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	52.0		38.0		38.0	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	46.0		32.0		32.0	
Max Q Clear Time (g_c+I1), s	31.1		12.6		33.7	
Green Ext Time (p_c), s	2.1		1.8		0.0	
Intersection Summary						
HCM 6th Ctrl Delay			32.4			
HCM 6th LOS			C			
Notes						

Intersection: 1: Athens Hwy & Gillsville Hwy

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

Intersection: 2: Gillsville Hwy & Site Entrance

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

Intersection: 3: Harmony Church Rd & Gillsville Hwy

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

Network Summary

Network wide Queuing Penalty: 1059

Timings

1: Athens Hwy & Gillsville Hwy

05/24/2022

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

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 108.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.29

Intersection Signal Delay: 55.7

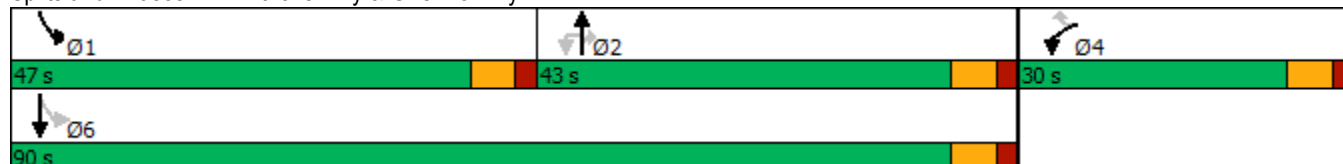
Intersection LOS: E

Intersection Capacity Utilization 90.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: Athens Hwy & Gillsville Hwy



HCM 6th Signalized Intersection Summary

1: Athens Hwy & Gillsville Hwy

05/24/2022

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	77	499	0	877	145	852	1103
Future Volume (veh/h)	77	499	0	877	145	852	1103
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1870	1870		1737	1737	1781	1781
Adj Flow Rate, veh/h	90	0		964	0	906	1173
Peak Hour Factor	0.86	0.86		0.91	0.91	0.94	0.94
Percent Heavy Veh, %	2	2		11	11	8	8
Cap, veh/h	116			1189		801	2768
Arrive On Green	0.07	0.00		0.36	0.00	0.40	0.82
Sat Flow, veh/h	1781	1585		3387	1472	1697	3474
Grp Volume(v), veh/h	90	0		964	0	906	1173
Grp Sat Flow(s),veh/h/ln	1781	1585		1650	1472	1697	1692
Q Serve(g_s), s	5.1	0.0		27.1	0.0	41.0	9.9
Cycle Q Clear(g_c), s	5.1	0.0		27.1	0.0	41.0	9.9
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	116			1189		801	2768
V/C Ratio(X)	0.77			0.81		1.13	0.42
Avail Cap(c_a), veh/h	416			1189		801	2768
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	0.0		29.7	0.0	23.9	2.6
Incr Delay (d2), s/veh	10.3	0.0		6.1	0.0	74.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0		10.7	0.0	31.6	1.3
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	57.6	0.0		35.8	0.0	98.4	3.1
LnGrp LOS	E			D		F	A
Approach Vol, veh/h	90			964			2079
Approach Delay, s/veh	57.6			35.8			44.6
Approach LOS	E			D			D
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	47.0	43.0		12.7		90.0	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	41.0	37.0		24.0		84.0	
Max Q Clear Time (g_c+I1), s	43.0	29.1		7.1		11.9	
Green Ext Time (p_c), s	0.0	3.5		0.2		9.7	

Intersection Summary

HCM 6th Ctrl Delay	42.3
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

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

HCM 6th TWSC
2: Gillsville Hwy & Site Entrance

05/24/2022

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	127	870	522	85	50	75
Future Vol, veh/h	127	870	522	85	50	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	210	-	-	150	85	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	138	946	567	92	54	82

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	659	0	0 1789 567
Stage 1	-	-	- 567 -
Stage 2	-	-	- 1222 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	929	-	- 89 523
Stage 1	-	-	- 568 -
Stage 2	-	-	- 278 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	929	-	- 76 523
Mov Cap-2 Maneuver	-	-	- 193 -
Stage 1	-	-	- 483 -
Stage 2	-	-	- 278 -

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

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

Timings

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

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

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

↖ Ø5	→ Ø4
46 s	44 s
	↖ Ø8
	44 s

HCM 6th Signalized Intersection Summary

3: Harmony Church Rd & Gillsville Hwy

05/24/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Volume (veh/h)	390	419	308	2	308	63
Future Volume (veh/h)	390	419	308	2	308	63
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1841	1841	1870	1870
Adj Flow Rate, veh/h	429	460	335	2	346	71
Peak Hour Factor	0.91	0.91	0.92	0.92	0.89	0.89
Percent Heavy Veh, %	3	3	4	4	2	2
Cap, veh/h	1022	866	360	2	397	82
Arrive On Green	0.55	0.55	0.55	0.55	0.28	0.28
Sat Flow, veh/h	1856	1572	464	3	1444	296
Grp Volume(v), veh/h	429	460	337	0	418	0
Grp Sat Flow(s),veh/h/ln	1856	1572	467	0	1745	0
Q Serve(g_s), s	9.3	12.8	28.7	0.0	15.8	0.0
Cycle Q Clear(g_c), s	9.3	12.8	38.0	0.0	15.8	0.0
Prop In Lane		1.00	0.99		0.83	0.17
Lane Grp Cap(c), veh/h	1022	866	361	0	480	0
V/C Ratio(X)	0.42	0.53	0.93	0.00	0.87	0.00
Avail Cap(c_a), veh/h	1022	866	361	0	1012	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	9.0	9.8	23.5	0.0	23.8	0.0
Incr Delay (d2), s/veh	0.3	0.6	30.6	0.0	5.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.6	8.4	0.0	6.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.3	10.4	54.1	0.0	28.9	0.0
LnGrp LOS	A	B	D	A	C	A
Approach Vol, veh/h	889			337	418	
Approach Delay, s/veh	9.9			54.1	28.9	
Approach LOS	A			D	C	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	25.0		44.0		44.0	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	40.0		38.0		38.0	
Max Q Clear Time (g_c+I1), s	17.8		14.8		40.0	
Green Ext Time (p_c), s	1.2		4.3		0.0	
Intersection Summary						
HCM 6th Ctrl Delay			23.8			
HCM 6th LOS			C			
Notes						

Intersection: 1: Athens Hwy & Gillsville Hwy

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	137	251	470	475	206	770	1130	1102
Average Queue (ft)	58	78	315	260	22	675	689	583
95th Queue (ft)	115	229	446	402	153	896	1534	1383
Link Distance (ft)		781	961	961			1074	1074
Upstream Blk Time (%)							31	2
Queuing Penalty (veh)							0	0
Storage Bay Dist (ft)	650				230	520		
Storage Blk Time (%)			13	5		45		
Queuing Penalty (veh)			0	8		245		

Intersection: 2: Gillsville Hwy & Site Entrance

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	88	22	103	73
Average Queue (ft)	35	2	33	32
95th Queue (ft)	70	13	74	54
Link Distance (ft)				807
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	210	150	85	
Storage Blk Time (%)			3	0
Queuing Penalty (veh)			2	0

Intersection: 3: Harmony Church Rd & Gillsville Hwy

Movement	EB	EB	B5	WB	NB
Directions Served	T	R	T	LT	LR
Maximum Queue (ft)	489	68	86	441	297
Average Queue (ft)	255	51	6	407	165
95th Queue (ft)	443	59	46	427	257
Link Distance (ft)	416		1249	389	482
Upstream Blk Time (%)	3			98	
Queuing Penalty (veh)	27			0	
Storage Bay Dist (ft)		25			
Storage Blk Time (%)	35	18			
Queuing Penalty (veh)	147	71			

Network Summary

Network wide Queuing Penalty: 500

Timings

1: Athens Hwy & Gillsville Hwy

05/25/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	86	951	1084	54	278	571
Future Volume (vph)	86	951	1084	54	278	571
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2	6	
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	24.0	24.0	11.0	24.0
Total Split (s)	40.0	40.0	62.0	62.0	18.0	80.0
Total Split (%)	33.3%	33.3%	51.7%	51.7%	15.0%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Max	Max	None	Max
Act Effect Green (s)	34.0	34.0	56.0	56.0	74.0	74.0
Actuated g/C Ratio	0.28	0.28	0.47	0.47	0.62	0.62
v/c Ratio	0.22	1.97	0.78	0.08	1.30	0.33
Control Delay	34.3	464.5	31.3	5.9	187.7	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	464.5	31.3	5.9	187.7	11.6
LOS	C	F	C	A	F	B
Approach Delay	428.9		30.1			69.3
Approach LOS	F		C			E

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.97

Intersection Signal Delay: 184.7

Intersection LOS: F

Intersection Capacity Utilization 98.9%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: Athens Hwy & Gillsville Hwy



HCM 6th Signalized Intersection Summary

1: Athens Hwy & Gillsville Hwy

05/25/2022

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	86	951	0	1084	54	278	571
Future Volume (veh/h)	86	951	0	1084	54	278	571
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1841	1841		1796	1796	1737	1737
Adj Flow Rate, veh/h	106	0		1232	0	320	656
Peak Hour Factor	0.81	0.81		0.88	0.88	0.87	0.87
Percent Heavy Veh, %	4	4		7	7	11	11
Cap, veh/h	137			2196		404	2618
Arrive On Green	0.08	0.00		0.64	0.00	0.09	0.79
Sat Flow, veh/h	1753	1560		3503	1522	1654	3387
Grp Volume(v), veh/h	106	0		1232	0	320	656
Grp Sat Flow(s),veh/h/ln	1753	1560		1706	1522	1654	1650
Q Serve(g_s), s	5.5	0.0		18.8	0.0	5.6	4.8
Cycle Q Clear(g_c), s	5.5	0.0		18.8	0.0	5.6	4.8
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	137			2196		404	2618
V/C Ratio(X)	0.77			0.56		0.79	0.25
Avail Cap(c_a), veh/h	639			2196		476	2618
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	0.0		9.3	0.0	12.3	2.5
Incr Delay (d2), s/veh	8.9	0.0		1.0	0.0	7.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0		5.4	0.0	3.2	0.6
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	51.1	0.0		10.3	0.0	19.9	2.7
LnGrp LOS	D			B		B	A
Approach Vol, veh/h	106			1232			976
Approach Delay, s/veh	51.1			10.3			8.3
Approach LOS	D			B			A
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	14.0	66.0		13.3		80.0	
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	
Max Green Setting (Gmax), s	12.0	56.0		34.0		74.0	
Max Q Clear Time (g_c+I1), s	7.6	20.8		7.5		6.8	
Green Ext Time (p_c), s	0.4	9.7		0.3		4.3	
Intersection Summary							
HCM 6th Ctrl Delay			11.4				
HCM 6th LOS			B				
Notes							
User approved ignoring U-Turning movement.							
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.							

HCM 6th TWSC
2: Gillsville Hwy & Site Entrance

05/25/2022

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	295	934	24	69	103
Future Vol, veh/h	36	295	934	24	69	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	210	-	-	150	85	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	321	1015	26	75	112
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1041	0	-	0	1414	1015
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	399	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	668	-	-	-	152	289
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	678	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	668	-	-	-	143	289
Mov Cap-2 Maneuver	-	-	-	-	257	-
Stage 1	-	-	-	-	330	-
Stage 2	-	-	-	-	678	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.2	0		24.9		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	668	-	-	-	257	289
HCM Lane V/C Ratio	0.059	-	-	-	0.292	0.387
HCM Control Delay (s)	10.7	-	-	-	24.7	25.1
HCM Lane LOS	B	-	-	-	C	D
HCM 95th %tile Q(veh)	0.2	-	-	-	1.2	1.8

Intersection: 1: Athens Hwy & Gillsville Hwy

Movement	WB	NB	NB	SB	SB	SB
Directions Served	L	T	T	L	T	T
Maximum Queue (ft)	145	277	247	272	122	80
Average Queue (ft)	68	160	124	127	41	30
95th Queue (ft)	118	253	225	228	94	73
Link Distance (ft)		961	961		1074	1074
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	650			520		
Storage Blk Time (%)		0	0			
Queuing Penalty (veh)		0	0			

Intersection: 2: Gillsville Hwy & Site Entrance

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	66	108	102
Average Queue (ft)	18	47	46
95th Queue (ft)	48	93	83
Link Distance (ft)			807
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	210	85	
Storage Blk Time (%)		3	0
Queuing Penalty (veh)		3	0

Intersection: 3: Harmony Church Rd & Gillsville Hwy

Movement	EB	EB	WB	NB
Directions Served	T	R	LT	LR
Maximum Queue (ft)	329	67	440	351
Average Queue (ft)	148	45	288	166
95th Queue (ft)	264	64	474	285
Link Distance (ft)	416		389	482
Upstream Blk Time (%)			21	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	41	5		
Queuing Penalty (veh)	46	14		

Network Summary

Network wide Queuing Penalty: 63

Appendix C: Growth Rate Analysis

Historic AADT Growth Rates

Segment		Gillsville Hwy	
Source	GDOT		
Link	https://gdottrafficdata.drakewell.com/s		
Class	Principal Arterial		
Year	A/E	AADT	Growth
2020	E	11,100	-6.7%
2019	A	11,900	6.3%
2018	E	11,200	1.8%
2017	E	11,000	1.9%
2016	E	10,800	2.9%
2015	A	10,500	
Averages			
2016		2019	4.3%

Population Growth Rates

Actual Growth Rates

Location		Gainesville	
Source	Google		
Year	Population	Growth	
2020	41,464	3.7%	
2019	39,991	3.5%	
2018	38,624	3.6%	
2017	37,291		
Averages			
2020	2017	3.6%	

Location		
Hall County		
Source		Google
2020	201,434	1.4%
2019	198,667	1.4%
2018	195,961	1.6%
2017	192,865	
Averages		
2020	2017	1.5%