



CALL TO ORDER

MINUTES

A. Minutes of November 12, 2024

OLD BUSINESS

NEW BUSINESS

A. Rezoning

- 1) Request from **Branch Lakeshore Associates, LP** to rezone a 48.86± acres tract located on the southwest side of the intersection of Dawsonville Highway and Pearl Nix Parkway, having road frontage on east side of Shallowford Road and at the terminus of Plaza Drive and Arthur Lane (a/k/a **150 Pearl Nix Parkway, SW**) from Regional Business (R-B) to Planned Unit Development (P-U-D).

Ward Number:	Five
Tax Parcel Number(s):	01-119-003-014A
Request:	Mixed-use development

MISCELLANEOUS

ADJOURNMENT



CITY OF GAINESVILLE

Planning and Appeals Board Agenda Request

Item Created: December 18, 2024
Date Submitted: December 26, 2024
Final Approval Date: December 27, 2024
Presenter: Matt Tate, Community & Economic Development Dept Deputy Director
Item of Business: Minutes of November 12, 2024
Meeting Date: January 14, 2025

Purpose of Request:

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

Facts & Issues / History & Background:

The draft minutes were reviewed by the Office & Records Coordinator and the Community 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. 2024-11-12 PAB DRAFT minutes

GAINESVILLE PLANNING AND APPEALS BOARD
DRAFT MINUTES OF MEETING
NOVEMBER 12, 2024

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

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

Members Absent: None

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

Others Present: Council Member Barbara Brooks

MINUTES OF SEPTEMBER 10, 2024

There was a motion to approve the minutes as presented.

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

OLD BUSINESS

NEW BUSINESS

A. Annexation Request

- 1) Request from **Grand Communities, LLC** to annex a 2.559± acres tract located on the east side of Crystal Drive, between Mountain View Drive and Springview Drive (a/k/a **1936 Crystal Drive**) and to establish a zoning of Planned Unit Development (P-U-D).
Ward Number: One
Tax Parcel Number(s): 00-090-002-001
Request: 53 single-family detached homes and 88 single-family attached townhomes

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

The applicant is proposing to annex 2.559± acres with a zoning of Planned Unit Development (P-U-D) and rezone 33.82± acres from Residential-I (R-I) to Planned Unit Development (P-U-D), for a total of 36.38± acres.

The 2.559± acres tract is currently zoned Residential-I (R-I) and is an unincorporated County island and is undeveloped. The 33.82± acres tract is located within the city limits and consists of six parcels with four residential structures, of which two are occupied. This property contains a sanitary sewer line and stream that traverse the property.

The adjacent uses include single-family homes to the north, south and west. Commercial and multi-family uses are present on the east side of Thompson Bridge Road and include the Cielo At Thompson apartments, Chattahoochee shopping center, Brown Eyed Girl Upscale Resale, Pro Touch Landscapes, House Dressing Outdoors and Cabinetry By Collier / Custom

Kitchens. Other nearby uses include the Linwood Nature Preserve and the Linwood Water Treatment Plant which are located northwest of the property adjacent to Lake Lanier.

The proposed “Sapphire Springs” residential development includes 141 for sale residential units consisting of 53 single-family detached homes and 88 single-family attached townhomes. It is anticipated construction will occur over a period of 48 months (12 months developing the site and 36 months of home construction). A single full access road is proposed from Thompson Bridge Road with the addition of a dedicated southbound right turn lane. A gated emergency access is proposed from Crystal Drive. A traffic study was required for this proposed development which estimates there will be 1,228 total daily trips, 85 AM peak hour and 107 peak hour trips.

The single-family homes include a mixture of ranch and two-story homes ranging from 1,200 to 3,100 square feet in size with two-car garages. The townhomes are two-stories, ranging from 1,550 to 1,850 square feet in size with a mixture of 1 and 2 car garages. Amenities include a community club house, pool, playground, mulch trail, common green space and mail kiosk of which will be maintained by a mandatory Homeowners Association (HOA).

The Future Land Use Map for the City of Gainesville places most of the property within the *General Mixed-Use* land use category and the smaller unincorporated area within the *Single-Family Residential* land use category which supports a mixture of housing types at densities ranging from two to four dwelling units per acre. The proposed residential density is 3.86 dwelling units per acre.

According to the Character Area map for the City of Gainesville, most of the subject property is located within the *Lake District* and a smaller portion of the property is located within the *Traditional Neighborhoods* Character Area which anticipated new housing as a major source of growth for the area that should feature a wide range of product, from townhouses to high-end single-family detached homes.

The Planning Division staff is recommending **conditional approval** of this annexation and rezoning request with **P-U-D zoning** based on the Comprehensive Plan, the existing approved use for the property and the adjacent mixture of uses.

Applicant Presentation: Attorney Ethan Underwood with Miles Hansford, LLC, 202 Tribble Gap Road, Cumming, representing the applicant stated the development is the least dense/impactful project from previous proposed projects and complies with the Comprehensive Plan. Mr. Underwood presented a power point presentation and stated a secondary access is required which would be gated on Crystal Drive for city emergency personnel only. He mentioned concerns from neighbors at a community meeting were the change in zoning from R-I to P-U-D but said the city’s vision for the area is for a general mixed-use development which will allow for more dense development, significant green space being preserved, privacy with the stream in the middle of the property and providing an undisturbed area separating the townhomes and single-family detached areas. He stated the price point was another question from neighbors and advised the detached homes will range from 1,700 to 3,000 sq ft starting in the low 400,000’s and townhomes ranging from 1,500 to 1,800 sq ft starting in the 300,000’s and reviewed renderings of the architectural styles on the power point. Mr. Underwood stated erosion control was a concern and the development will protect downstream property owners by following both city regulations and Georgia EPD, along with obtaining a Corp or Engineers permit regulated by the Federal Game and Fish and the plan will be designed and controlled regarding water being diverted onto neighbor’s property. Light spillage was a concern from neighbors which Mr. Underwood stated will not be a burden due

to the buffer and the City code currently has lighting requirements. He stated the neighbors concern regarding the access design being too close to Mountain View Drive and was advised by land planners for the development that the proposed location works but stated GDOT will have final approval for it. He cited the staff condition that stated the access be more centralized which would create more traffic driving through the neighborhood. Access on the western portion of the property as shown would be better from an aesthetic standpoint allowing access either to the townhome section or detached section. Mr. Underwood stated the proposed density will be under four units per acre which is a medium density and is in between the current uses of surrounding properties. He stated R.S. Webb & Associates conducted a record search of the property with no findings of historic preservation list of properties, no known archeological sites or cemeteries on the property. A physical inspection of the property will be done and confirmed before the City Council meeting.

FAVOR: None

OPPOSE: **Scotty Ball**, 2713 High Vista Point, stated Mr. Underwood did an excellent job reaching out to the neighborhood regarding the proposed plan which is not a bad concept but there are too many lots which are small lots with basically no setbacks. He spoke about the acreage and lots, green space and stated he has an issue with the density. Mr. Ball was concerned about the traffic on Thompson Bridge Road along with the one access and agrees with the city of shifting it to allow more site distance. The other concern was the traffic study report and whether the annual growth rate of 1.3 percent being a valid growth rate for Gainesville and Hall County. He spoke about the building and new developments and the streets have not been expanded with more people coming into the area. He asked the board to think about those things but does not want to prohibit the use of someone's property, as the proposal is not a bad concept but the density is too much. Mr. Ball stated he believes the project could be completed without changing the zoning.

Matt Boedy, 234 Mountain View Drive, spoke about his neighborhood being residential housing and preferred for it not to change. He stated there was no history of the city approving a move from R-I to P-U-D zoning and is the basis for the project. The other concern he mentioned was the traffic and making a left turn at the curve being dangerous. Mr. Boedy stated he suggested at the neighborhood meeting the entrance be moved back into the middle of property allowing the possibility of a traffic light at the shopping center. He mentioned there being a dedicated righthand turn lane but it's impossible to turn left with the curve of the street.

John Rogers, 3711 Happy Valley Drive, stated he has a family connection to property and the previous owner of it, W.A. Roper actually was involved in a fatal vehicle accident on Thompson Bridge Road. He stated the concern for the project that it needs a traffic light or two with the amount of traffic being a very populated area. He stated he was not against the project but must give the developer some marching orders in order to know what needs to be done.

Rebuttal: **Attorney Underwood**, appreciated comments and concerns from neighbors but believes traffic on State Route 60 will not warrant a traffic signal for a single subdivision. In response to Mr. Ball's concern, he stated there will be a total of a 40 foot buffer with 20 feet being undisturbed with an additional 20 feet graded/planted buffer. Mr. Underwood asked to modify conditions six, nine and fourteen. The request for condition 6 be modified with 1) a minimum roof pitch of 6/12 instead of 8/12 to avoid some houses not being able to be constructed; 2) a water table only be required on the front facade where the sides are not visible from the right-of-way; and 3) clarification that the front porch depth of 5 feet will not apply to stoops or prohibit them. The last sentence of condition 9 be deleted so as to not

require additional bioretention facilities above what is already required; and lastly remove the second sentence of condition 14 which requires the road access on Thompson Bridge Road to be shifted more central to the development.

Board Comments: Board Member Fleming stated the suggested entrance is a very dangerous and busy location and wanted to know who would have the final decision for the entrance location and if there would be an additional traffic study. Mr. Underwood stated a land disturbance permit will be required by GDOT for design and approval. No additional traffic count or study would be required. He understood the concerns but GDOT would have final decision.

Board Member Young asked for clarification from Mr. Tate regarding the final decision for traffic signal would be from GDOT and he said it would.

Chairman Carter asked Mr. Tate for clarification regarding the R-I zoning and the requested P-U-D zoning would be for the opportunity of a mixture of townhouse and single-family homes. Mr. Tate stated the current R-I zoning does not allow the attached townhomes and reduced lot sizes for the detached homes.

Vice Chair Thompson stated he would not modify any of the conditions and would like to see the entrance moved further north on Thompson Bridge Road if the project goes forward and possibly GDOT might agree with the current proposed location and approve it. He stated all that have lived on those roads agree that it would potentially cause more problems than help. He also reminded Mr. Underwood the board is a recommending board and hopefully could have it figured out before the City Council meeting. **Board Member Young** was in agreement with the comments from Vice Chair Thompson.

There was a motion to recommend conditional approval of the annexation request for 53 single-family detached homes and 88 single-family attached townhomes and establish zoning as Planned Unit Development (P-U-D) with the following conditions:

Conditions

1. The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.
2. The total number of residential units shall not exceed 141 units. The maximum number of single-family attached townhomes shall be 88. Apartments are not an approved use for the property.
3. A mandatory Homeowners Association (HOA) shall be required for the proposed development providing for the financial management, architectural controls, enforcement of community standards and management of all common areas. The Board will be established and operated by the developer until such time the powers are transferred to the HOA(s). A covenant shall be required to be recorded for the proposed development stating that no more than 20% of the total residential units may be rented.
4. Any proposed single-family detached lots and attached townhome lots encroaching within the State 25-foot undisturbed stream buffer must first receive approval from

the Environmental Protection Division (EPD) prior to the issuance of a land development permit for those lots.

5. Prior to permits being issued for the residential uses, each contractor/developer shall provide architectural renderings of the proposed single-family detached homes and attached townhomes for the review and approval of the Community and Economic Development Department Director.
6. All exterior wall front, sides, and rear of the single-family detached homes, townhomes, and multi-family units shall consist of a variety of building materials consistent with architectural themes and styles determined by the applicant. Foundation water tables of matching brick or stone material, that also covers all exposed foundation walls, will be used where architecturally compatible. Vinyl siding shall only be permitted on soffit areas.

Other architectural requirements will include:

- Carriage style garage doors with decorative hardware or other embellishments shall be used on all single-family detached homes and townhomes;
- The roofing material used on all single-family detached homes and townhomes shall be 3-tab architectural/dimensional style asphalt shingles or metal as appropriate to the architectural style of each home as determined by the builder.
- All roofs and gables shall be of a pitch no less than 8/12. This condition shall not apply to dormers, porches, bay windows, and third floor retreats;
- All overhangs including gables and side gables will have a minimum of a 12-inch overhang on all sides;
- If dormers are included, they will not be taller than the main roof;
- All roof vents, pipes, and other roof equipment (except chimneys) shall be located on the rear elevations and shall be painted to match the color of the roof;
- The developer shall use a variety of techniques to avoid the monotonous appearance of identical single-family detached homes and attached townhome buildings. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, and other similar techniques so that no single-family detached house or townhome building is the same as any house or townhome building directly in front or on either adjacent side of the structure;
- The exterior materials for all homes shall consist of a mixture of brick, stone, fiber cement siding, cedar shake or wood siding to include at minimum a 3 foot architectural water table of brick or stone materials on the front and sides of the single-family detached homes and townhome buildings;
- No above-ground swimming pools shall be permitted;
- No window air conditioning unit may be installed;
- No exterior blank, windowless walls will be constructed;
- All single-family detached house plans will have front or side loaded two-car garages;
- All townhomes will have front or rear entry and a mixture of one and two garages;
- Street lighting will be provided throughout the development;
- All front porches of single-family detached homes shall have a minimum depth of 5';
- Windows are restricted to single hung or double hung windows.

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

- 7. All trash receptacles shall be screened from view from the road and adjacent properties.**
- 8. Outdoor lighting used in this development shall be of non-spill design and placed in a manner so as to minimize direct visibility by the adjacent properties per Unified Land Development Code standards.**
- 9. The proposed erosion control and water quality measures for the development shall at minimum meet the Georgia Storm Water Management Manual requirements. The developer shall also construct additional bioretention facilities within the development to help further remove contaminants and sedimentation from Lake Lanier, per the approval of the Gainesville Department of Water Resources.**
- 10. A Uniform Sign Plan as identified within the Gainesville Unified Land Development Code shall be required from the developer and is subject to approval by the Gainesville Community and Economic Development Director. All signs shall be limited to indirect lighting. All signs shall be located outside of utility areas and shall not block visibility of vehicular traffic.**
- 11. The development shall include a minimum fifty foot (50') wide perimeter buffer fronting Thompson Bridge Road consisting of 25' natural/undisturbed buffer and a 25' wide planted buffer. In addition, a minimum forty foot (40') wide perimeter buffer consisting of a 20' natural/undisturbed buffer and a 20' wide planted buffer shall be required adjacent to all of the existing single-family communities and Crystal Drive. The planted portion of the buffers shall include at minimum a staggered row of evergreen trees consisting of a mixture of Cryptomeria, Arborvitae and Eastern Red Cedar trees at a minimum height of 10 feet. The location, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.**
- 12. The front yard of each lot shall be sodded and planted with at least one 3" caliper in size hardwood tree.**
- 13. All proposed detention ponds shall be fenced and landscaped in order to mitigate the view from all roads and adjacent properties. All fencing and landscaping materials shall be approved by the Community and Economic Development Department Director.**
- 14. Access to the development shall be limited to Thompson Bridge Road except for a gated, emergency-only access road off of Crystal Drive. The proposed Thompson Bridge Road access shall be located more central to the development frontage upon Georgia Department of Transportation (GDOT) approving the intersection sight distance standards. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director and GDOT.**
- 15. Other than the development of the emergency-only access road at Crystal Drive, construction access shall be limited to Thompson Bridge Road.**
- 16. All new streets shall meet the standards within the current Gainesville Unified Land Development Code, unless varied herein and approved by the Gainesville Public**

Works Department. All costs associated with the improvements shall be at the full expense of the developer.

- 17. Covenants shall be put in place by the developer restricting against the parking of boats, trailers, and campers within driveways or streets. In addition, no on street parking shall be permitted for vehicles.**

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

B. Rezoning Request

- 1) Request from **Grand Communities, LLC** to rezone a 33.82± acres tract located on the west side of Thompson Bridge Road, between Mountain View Drive and Springview Drive (a/k/a **0, 1799, 1805, 1825, 1829 and 1981 Thompson Bridge Road, NW**) from Residential-I (R-I) to Planned Unit Development (P-U-D).
Ward Number: One
Tax Parcel Number(s): 00-090-002-021, 022, 023, 024 and 032; 01-090-002-021
Request: 53 single-family detached homes and 88 single-family attached townhomes

There was a motion to recommend conditional approval to rezone the subject property for 53 single-family detached homes and 88 single-family attached townhomes from Residential-I (R-I) to Planned Unit Development (P-U-D) with the following conditions:

Conditions

- 1. The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.**
- 2. The total number of residential units shall not exceed 141 units. The maximum number of single-family attached townhomes shall be 88. Apartments are not an approved use for the property.**
- 3. A mandatory Homeowners Association (HOA) shall be required for the proposed development providing for the financial management, architectural controls, enforcement of community standards and management of all common areas. The Board will be established and operated by the developer until such time the powers are transferred to the HOA(s). A covenant shall be required to be recorded for the proposed development stating that no more than 20% of the total residential units may be rented.**
- 4. Any proposed single-family detached lots and attached townhome lots encroaching within the State 25-foot undisturbed stream buffer must first receive approval from the Environmental Protection Division (EPD) prior to the issuance of a land development permit for those lots.**
- 5. Prior to permits being issued for the residential uses, each contractor/developer shall provide architectural renderings of the proposed single-family detached**

homes and attached townhomes for the review and approval of the Community and Economic Development Department Director.

6. All exterior wall front, sides, and rear of the single-family detached homes, townhomes, and multi-family units shall consist of a variety of building materials consistent with architectural themes and styles determined by the applicant. Foundation water tables of matching brick or stone material, that also covers all exposed foundation walls, will be used where architecturally compatible. Vinyl siding shall only be permitted on soffit areas.

Other architectural requirements will include:

- Carriage style garage doors with decorative hardware or other embellishments shall be used on all single-family detached homes and townhomes;
- The roofing material used on all single-family detached homes and townhomes shall be 3-tab architectural/dimensional style asphalt shingles or metal as appropriate to the architectural style of each home as determined by the builder.
- All roofs and gables shall be of a pitch no less than 8/12. This condition shall not apply to dormers, porches, bay windows, and third floor retreats;
- All overhangs including gables and side gables will have a minimum of a 12-inch overhang on all sides;
- If dormers are included, they will not be taller than the main roof;
- All roof vents, pipes, and other roof equipment (except chimneys) shall be located on the rear elevations and shall be painted to match the color of the roof;
- The developer shall use a variety of techniques to avoid the monotonous appearance of identical single-family detached homes and attached townhome buildings. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, and other similar techniques so that no single-family detached house or townhome building is the same as any house or townhome building directly in front or on either adjacent side of the structure;
- The exterior materials for all homes shall consist of a mixture of brick, stone, fiber cement siding, cedar shake or wood siding to include at minimum a 3 foot architectural water table of brick or stone materials on the front and sides of the single-family detached homes and townhome buildings;
- No above-ground swimming pools shall be permitted;
- No window air conditioning unit may be installed;
- No exterior blank, windowless walls will be constructed;
- All single-family detached house plans will have front or side loaded two-car garages;
- All townhomes will have front or rear entry and a mixture of one and two garages;
- Street lighting will be provided throughout the development;
- All front porches of single-family detached homes shall have a minimum depth of 5';
- Windows are restricted to single hung or double hung windows.

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

- 7. All trash receptacles shall be screened from view from the road and adjacent properties.**
- 8. Outdoor lighting used in this development shall be of non-spill design and placed in a manner so as to minimize direct visibility by the adjacent properties per Unified Land Development Code standards.**
- 9. The proposed erosion control and water quality measures for the development shall at minimum meet the Georgia Storm Water Management Manual requirements. The developer shall also construct additional bioretention facilities within the development to help further remove contaminants and sedimentation from Lake Lanier, per the approval of the Gainesville Department of Water Resources.**
- 10. A Uniform Sign Plan as identified within the Gainesville Unified Land Development Code shall be required from the developer and is subject to approval by the Gainesville Community and Economic Development Director. All signs shall be limited to indirect lighting. All signs shall be located outside of utility areas and shall not block visibility of vehicular traffic.**
- 11. The development shall include a minimum fifty foot (50') wide perimeter buffer fronting Thompson Bridge Road consisting of 25' natural/undisturbed buffer and a 25' wide planted buffer. In addition, a minimum forty foot (40') wide perimeter buffer consisting of a 20' natural/undisturbed buffer and a 20' wide planted buffer shall be required adjacent to all of the existing single-family communities and Crystal Drive. The planted portion of the buffers shall include at minimum a staggered row of evergreen trees consisting of a mixture of Cryptomeria, Arborvitae and Eastern Red Cedar trees at a minimum height of 10 feet. The location, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.**
- 12. The front yard of each lot shall be sodded and planted with at least one 3" caliper in size hardwood tree.**
- 13. All proposed detention ponds shall be fenced and landscaped in order to mitigate the view from all roads and adjacent properties. All fencing and landscaping materials shall be approved by the Community and Economic Development Department Director.**
- 14. Access to the development shall be limited to Thompson Bridge Road except for a gated, emergency-only access road off of Crystal Drive. The proposed Thompson Bridge Road access shall be located more central to the development frontage upon Georgia Department of Transportation (GDOT) approving the intersection sight distance standards. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director and GDOT.**
- 15. Other than the development of the emergency-only access road at Crystal Drive, construction access shall be limited to Thompson Bridge Road.**
- 16. All new streets shall meet the standards within the current Gainesville Unified Land Development Code, unless varied herein and approved by the Gainesville Public Works Department. All costs associated with the improvements shall be at the full expense of the developer.**

17. Covenants shall be put in place by the developer restricting against the parking of boats, trailers, and campers within driveways or streets. In addition, no on street parking shall be permitted for vehicles.

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

C. Code Amendment Request

- 1) Request from the **City of Gainesville** to amend Chapter 9-21-1, entitled “Planning and Appeals Board, to include amendments to Section 9-21-1-1 entitled “Establishment and Continuation” and Section 9-21-1-2 entitled “Appointments, Terms of Office and Vacancies” of the Unified Land Development Code for the City of Gainesville, Georgia.

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

The City of Gainesville is proposing to amend Section 9-21-1-1, entitled Establishment and Continuation and Section 9-21-1-2, entitled Appointments, Terms of Office and Vacancies of Unified Land Development Code to establish staggered term limits for the Planning and Appeals Board members. The initial term limits for Seats 1 and 2 will be one year. Seats 3, 4 and 5 will serve an initial term of two years. Seat 6 and 7 will serve an initial term of three years. After the initial terms expire, all seats, including the chairperson and vice-chairperson will be appointed by the Governing Body to three-year terms.

FAVOR: None

OPPOSE: None

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

Motion made by Vice Chair Thompson
Motion seconded by Board Member Young
Vote – 6 favor, 1 vacant

ADJOURNMENT

There was a motion to adjourn the meeting at 6:10 p.m.

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

Respectfully submitted,

Doug Carter, Chairman

Gwen Fleming, Recording Secretary



CITY OF GAINESVILLE

Planning and Appeals Board Agenda Request

Item Created: December 18, 2024

Date Submitted: December 26, 2024

Final Approval Date: December 30, 2024

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

Item of Business: Request from **Branch Lakeshore Associates, LP** to rezone a 48.86± acres tract located on the southwest side of the intersection of Dawsonville Highway and Pearl Nix Parkway, having road frontage on east side of Shallowford Road and at the terminus of Plaza Drive and Arthur Lane (a/k/a **150 Pearl Nix Parkway, SW**) from Regional Business (R-B) to Planned Unit Development (P-U-D).

Meeting Date: January 14, 2025

Purpose of Request:

The applicant is requesting to rezone the subject property for a mixed-use development. The development features 301,000± square feet of commercial area, complete with major and junior retail anchors, entertainment space and associated parking; mixed-use and green spaces; 95-room hotel; 80 residential townhomes and 652 multi-family apartments. As part of the overall square footage, the existing Belk woman's department store will remain and the Dick's Sporting Goods store will be relocated closer to Pearl Nix Parkway. Access will remain from Pearl Nix Parkway, Dawsonville Highway and Shallowford Road with an addition of a third access drive off of Pearl Nix Parkway.

Phase 1 of the development is estimated to begin in Q4-2025, which involves demolition of the mall (with the exception of Belk's), building a new location on site for Dick's Sporting Goods, and remodeling the Belk's store with an exterior entry. Both stores are to remain open during this time and a significant amount of grading and site development will occur over a period of approximately eighteen (18) months. Phase 2 is expected to commence Q1-2027, and would entail construction of the first of two multifamily buildings consisting of not less than 326 units. The second multi-family building and townhomes are anticipated to be constructed at a later date.

Adjacent properties include numerous commercial uses, Walmart/Lowe's, Washington Square Shopping Center, Little-Davenport Funeral Home, and the Gainesville High School campus. Single-family homes are located to the north and east within the Lakeshore Heights and Tower Heights neighborhoods, and within unincorporated Hall County to the south and west.

Facts & Issues / History & Background:

Department Recommendation:

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

Department Director:

Rusty Ligon

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. Staff Recommendation Report
2. Location maps
3. Narrative
4. Concept Plan
5. Architectural Renderings
6. Traffic Impact Study

**GAINESVILLE PLANNING and APPEALS BOARD
STAFF RECOMMENDATION**

Applicant and Property Owner..... Branch Lakeshore Associates, LP
Location..... 150 Pearl Nix Parkway, SW
Request..... Rezone from R-B to P-U-D
Size 48.86± acres
Ward..... Five
Proposed Use..... Mixed-use development
Planning Division Staff Recommendation **Approval, with conditions**
Date..... January 14, 2025

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

The applicant proposes to rezone the subject property for a mixed-use development known as “Lakeshore”. The development features 303,444± square feet of commercial (211,944± sf retail, 73,500± sf restaurant, 18,000± sf office), complete with major and junior retail anchors, dining, entertainment space and associated parking; mixed-use and green spaces; 95-room hotel; 80 residential townhomes and 652 multi-family apartments. As part of the overall square footage, the existing Belk woman's department store will remain and the Dick's Sporting Goods store will be relocated closer to Pearl Nix Parkway. Access will remain from Pearl Nix Parkway, Dawsonville Highway and Shallowford Road with an addition of a third access drive off of Pearl Nix Parkway.

The subject property is the site of the Lakeshore Mall which was established in 1970. According to Hall County tax records, the total square footage of all of the existing buildings is 505,898 square feet. The Sears department store was closed on March of 2019. The JCPenney department store was closed on June of 2020. The property is located within the Gateway Corridor Overlay Zone and is within the Westside Tax Allocation District (TAD) of which the applicant intends to file a formal application for TAD funds.

Phasing

Phase 1: To begin in Q3-2026 - (12-18 months from commencement)
Includes demolition of the mall (with the exception of Belk Women's Department), building a new location on site for Dick's Sporting Goods, and remodeling the Belk's store with an exterior entry. Both stores will remain open and a significant amount of demo, grading, utility work, roads and infrastructure site work will occur over a period of approximately 12-18 months.

Phase 2: To begin between Q4-2027 and Q1-2028 - (18-36 months from commencement)
This phase will be in tandem with the conclusion of Phase 1. Includes construction of the first of two multifamily buildings consisting of not less than 326 units. This also includes the construction of major retail, restaurants, office, greenspace, and possibly townhomes.

Phase 3: (36+ months)
Includes the “rest” of the buildout including the second multi-family building and the hotel.

The anticipated build-out for the entire development is 7+ years depending on market conditions.

General Standards

- The outer perimeter of the property will have a minimum 20-foot building setback. There will be no setbacks along internal streets, which shall remain private. However, the townhome units will be setback a minimum of 18-feet from the back of the curb to accommodate driveways.
- Property should occur to facilitate the sale or transfer of one or more segments of the development, the boundary lines created in furtherance thereof shall not have setbacks or buffers associated therewith.
- Exterior building materials shall include, but not be limited to brick masonry, stone masonry, split-face block masonry, EIFS, wood or cement board siding.
- Parking requirements shall meet or exceed the City of Gainesville parking requirements as to number of spaces, size and accessible spaces as it relates to the following: multifamily, retail, restaurant, mixed-use, townhomes, hotel, and office/maintenance.
- Signage and any decorative mural will be uniform and architecturally consistent with internal or external lighting per the exhibit "B" sign concepts provided with this application.
- Dumpsters, compactors, and similar equipment, as well as all service areas, loading areas, ground or roof top HVAC equipment, will be screened from view from all adjacent residential uses, public and private roads.
- Onsite green infrastructure such as permeable pavers, bioretention ponds and swales, stormwater planters, and underground infiltration, strategically designed and located to minimize sedimentation and to filter runoff from yards, pavement, and buildings, with the goal of minimizing the amount of unfiltered runoff, fertilizer, and other contaminants entering Lake Lanier from the development. Branch will otherwise comply with all applicable provisions of the City's stormwater ordinance.
- Walls visible from the street will have split face block appearance with colors enhancing and playing off architectural elements in the development. Any retaining walls shall be upgraded modular block walls or of higher quality. There is no perimeter fencing contemplated; to the extent any fencing is necessary or desirable, no chain link fencing shall be permitted.
- "Internal roads", streets, alleys, driveways, and sidewalks shown on the plan are to be privately owned and maintained with a public access easement granted for vehicular and pedestrian traffic, shall include a minimum five foot (5') sidewalk along one side of internal private streets, and shall otherwise meet the standards within the Code. Pervious paving, not including gravel, may be allowed for the single-family homes per the approval of the Gainesville Public Works Director. All lots will have frontage on internal roads or in the case of townhouses onto alleys which connect to internal roads. Streetscape dimensions for all internal road sections shall approximate those shown on the Civil Site Concept Plan. Designated areas of internal roads may be periodically closed to vehicles to provide for street fairs, farmers' markets, events, etc. as long as vehicular and pedestrian traffic routes are maintained to provide access to all parts of the site (including for emergency vehicles).
- Prohibited uses: Extended stay hotels; Motels/hotels with rooms accessed from the exterior of the building; Adult novelty stores; Adult bookstore and adult entertainment centers; Group homes; Crisis centers; Advertising display manufacturing and billboard advertisement; Pawn shops; Dollar-type stores; Thrift, consignment or re-sale stores; Massage parlors (provided this shall not be construed as excluding businesses where massage therapy or services are offered as part of a spa-like experience, including franchised concepts such as Hand and Stone, Massage Envy, or Woodhouse) Tobacco or vaping stores; Tire stores; Auto parts stores; Auto body shops; Automobile sales establishments (provided one boutique auto sales showroom not to exceed 10,000 square feet shall be permitted and outside car storage display shall be limited to three vehicles; Marine sales or repair stores; Automated or non-automated car washes; Truck

stops; Tattoo or piercing parlors; Psychics, fortune tellers, clairvoyants and the like; Concrete plant; Coin-laundry facilities; Dry cleaning plant (pick-up and delivery stations without drive-thru and facilities which use ecologically safe cleaning methods such as GreenEarth® technology are not prohibited); Laundry (industrial); Dumping, disposal, incineration or transfer station for refuse; Industrial or manufacturing facility; Junk yard or salvage yard; Kennel (pet shops are not prohibited); Lockers for frozen food or cold storage (provided grocery stores and cold storage within restaurants are not prohibited); Machine shop; Mausoleum; Mini-warehouse; Prison, detention or correction facility; Refining of petroleum or its products.

Townhome Standards

- 80 townhomes (two-story)
- Minimum heated floor space of 1,000 square feet
- Minimum 2 bedrooms and 2 baths
- Side/Building Separation: 0-10 feet between buildings
- Rear Setback/Buffer: 15' or 10' from internal (newly created) property line
- Front Setback: minimum of 18-feet from the back of the curb to accommodate driveways.
- It is the intent for the individual homes to be developed as townhomes on one common property boundary with no individual property lines. The developer reserves the right to develop as a (A) condominium subdivision or (B) traditional subdivision with the following minimum lot standards for each (lot size, lot width, road frontage)
- Primary exterior building materials shall include fiber cement lap siding and fiber cement board and batten siding on all elevations. Accent material application shall include fiber cement shake siding, brick and cultured stone accents shall be utilized on front and visual elevations of the buildings. Masonry block or concrete retaining walls shall be finished with stucco
- Roof materials and pitches shall be approved by the Community and Economic Development Director
- All front yards shall be sodded with grass
- Amenity to include a Dog Park (Bark Park) and green space

Apartment Standards

- 652 units (four-story buildings)
- Minimum heated floor space of 650 square feet
- One, two, and three-bedrooms
- Primary exterior building materials shall include fiber cement lap siding and fiber cement board and batten siding on all elevations. Accent material application shall include fiber cement shake siding, brick and cultured stone accents shall be utilized on front and visual elevations of the buildings. Retaining site walls shall be constructed of masonry block or poured in place concrete shall be finished with stucco
- Metal roofs may be utilized on accent roofed areas
- 9-foot ceilings with crown molding & chair rail accents & custom designed cabinetry
- Appliances include: Refrigerator, Dishwasher, Microwave Oven & Disposal
- Resort style swimming pools, private courtyards, parking decks

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Little-Davenport Funeral Home, Firestone Auto Service, Retail Strip Centers Lakeshore Heights Neighborhood, Masonic Lodge	Office and Institutional (O-I) Regional Business (R-B) General Business (G-B) Residential-I (R-I)
South	Retail Strip Center, Auto Repair Shop, Single-Family Home	Neighborhood Business (N-B) Highway Business (H-B) -County
East	Retail Strip Centers (Washington Square), (Lakeshore Village), Lancaster Music, Tower Heights Neighborhood	Regional Business (R-B) General Business (G-B) Residential-I (R-I)
West	American Salon & Spa, Angle Automotive, Hillside Beverage Superstore, Retail Strip Centers, TitleMax, Walmart, Lowe's, Foxhole Guns & Archery, Single-Family Homes	General Business (G-B) Planned Unit Development (PUD) Regional Business (R-B) Highway Business (H-B) -County Residential-I (R-I) -County

Other significant uses within the area include the Gainesville High School campus and the Alta Vista Cemetery.

▪ **Traffic Summary**

A Traffic Impact Study was conducted for the proposed development in November of 2024. A brief summary of the findings is provided below. The entire study is provided as part of the supporting documents.

An average traffic growth rate of 2.0% was established for each year for a 7-year period for the expected background growth in traffic through year 2030, build-out of the project. The estimated total daily trips include 6,862 trips entering and 6,863 trips exiting; 582 AM Peak Hour trips entering /577 AM trips exiting; 412 PM Peak Hour trips entering / 240 PM trips exiting.

Studied intersections:

1. Dawsonville Hwy at McEver Road/Private Driveway (signalized)
2. Dawsonville Hwy at Green Hill Circle/Private Driveway (signalized)
3. Dawsonville Hwy at Shallowford Road/Private Driveway (signalized)
4. Dawsonville Hwy at Private Driveway (unsignalized)
5. Dawsonville Hwy at Lakeshore Drive/Site Driveway A (signalized)
6. Dawsonville Hwy at Site Driveway B (unsignalized)
7. Dawsonville Hwy /John W Morrow Jr Pkwy at Pearl Nix Pkwy (signalized)
8. John W Morrow Jr Pkwy at Alta Vista Road/Rainey Street (signalized)
9. John W Morrow Jr Pkwy at Washington Street/Private Driveway (signalized)
10. Jesse Jewell Pkwy at John W Morrow Jr Pkwy/Queens City Pkwy (signalized)
11. Shallowford Road at Plaza Drive/Private Driveway (signalized)
12. Pearl Nix Pkwy at Site Driveway C (unsignalized)
13. Shallowford Road at Skelton Road (signalized)
14. Pearl Nix Pkwy at Site Driveway D/Private Driveway (signalized)
15. Pearl Nix Pkwy at Shallowford Road/West End Avenue (signalized)
16. Browns Bridge Road (SR 369) at Pearl Nix Pkwy (signalized)

The majority of study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours under Projected 2030 build conditions. The intersection of Jesse Jewell Pkwy/John Morrow Jr Pkwy/Queen City Pkwy is projected to operate at a failing LOS during both peak hours under the Projected 2030 build conditions.

Based on the results of this study, the following improvements are recommended:

1. *Jesse Jewell Pkwy/John W Morrow Jr Pkwy/ Queen City Pkwy*
 - Construct an additional southbound left-turn lane along Jesse Jewell Pkwy to create dual southbound left-turn lanes.
 - Install a southbound right-turn overlap phase.
2. *Dawsonville Highway at Lakeshore Drive/Site Driveway A*
 - Improve side streets to include new left-turn lanes per current GDOT standard.
3. *Shallowford Road at Plaza Drive/Private Driveway*
 - Construct an exclusive northbound right-turn deceleration lane along Shallowford Rd.
4. *Pearl Nix Pkwy at Site Driveway C*
 - Construct an exclusive southbound right-turn deceleration lane along Pearl Nix Pkwy.
 - Monitor intersection for future traffic signalization.
5. *Pearl Nix Pkwy at Site Driveway E*
 - Create a new driveway with right-in/right- out access along Pearl Nix Pkwy (with one (1) ingress lane and one (1) egress lane).

▪ **Other Departmental Comments**

Coordination will be required from the Gainesville Public Works Department and the Georgia Department of Transportation (GDOT) regarding access improvements to the site.

The Georgia Mountains Regional Commission (GMRC) provided a regional review of the proposal (DRI Project #4335) and has determined the proposed action does not present any potential adverse inter-jurisdictional impacts.

▪ **Zoning History**

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

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

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

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

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

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

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

▪ **Staff Analysis**

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

The subject property is located along a major corridor between downtown Gainesville and the Dawsonville Highway shopping district. The adjacent/nearby properties consist of a mixture of residential, office, commercial and public uses. The proposed mixed-use redevelopment of the property appears consistent with the adjacent/nearby properties and the Comprehensive Plan.

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

The subject property has served as a shopping mall (Lakeshore Mall) for over 55 years which has influenced commercial growth within the surrounding area. While the mall property has served as the regional shopping hub for Gainesville, the regional draw to the property has been in decline for more than 25 years. Given the scale of the development, the proposed redevelopment will increase traffic loads and vehicle turning movements along Pearl Nix Parkway, Dawsonville Highway and Shallowford Road. It is also anticipated that the mixture of residential and commercial uses will increase pedestrian traffic. The development will be phased over 7+ years which will help absorb the impacts over a period of time.

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

It is staff's opinion the proposal is consistent with the Comprehensive Plan. The Future Development Map for the City of Gainesville places the property within the *General Mixed-Use* land use category which includes areas containing or planned for a mixture of land uses including office, neighborhood retail, detached residential and attached residential.

The Character Area map for the City of Gainesville places the subject property within the *West Side* character area. Land uses allowed in the West Side include higher density residential, mixed-use, commercial, light industrial, public and institutional and parks and recreation. Increasing the quality of existing and new housing, as well as housing affordability should be prioritized. General mixed-use, multi-family residential and higher density single-family residential are appropriate land uses.

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

The property is currently zoned Regional Business (R-B) which permits the proposed commercial and office uses but does not permit residential townhomes or apartments by right. The proposed zoning of Planned Unit Development (P-U-D) is a site-specific zoning that allows for a mixture of uses and assures the developer will adhere to the proposed development quality and standards as presented by the applicant and any associated zoning conditions. Given the property has underperformed for many years, the proposed residential and hotel component of the

development should help sustain the proposed retail and entertainment uses within the property and surrounding area.

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

Existing water and sewer are currently on site and there is sufficient capacity.

Gainesville Fire Station #1 located off of Queen City Parkway is approximately 1.5± miles from the subject property and currently serves the site. The Gainesville Police Department currently patrols the area. Growth in general will place additional strain on public safety services.

According to the Traffic Study for the proposed rezoning request, the estimated total daily trips include 6,862 trips entering and 6,863 trips exiting; 582 AM Peak Hour trips entering / 577 AM trips exiting; 412 PM Peak Hour trips entering / 240 PM trips exiting. As identified on the concept plan and traffic study, the development proposes access/intersection improvements to include the addition/extension of turning lanes improve turning movements on Dawsonville Highway (signalized), Pearl Nix Parkway (signalized and unsignalized) and Shallowford Road (signalized).

The proposed request will have impact on the City School System given a total of 732 residential units are proposed. The actual number of estimated school aged children is unknown at this time. The developer does not anticipate the multi-family residences would be occupied by a significant amount of persons or families with school age children given the type of amenities provided and some of the rental units are studio, one and two bedroom units. Centennial Arts Academy and Gainesville High School are located adjacent to the subject property to the north.

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

The Comprehensive Plan specifically identified the subject property as one of three potential redevelopment areas. The vision for the Lakeshore Mall redevelopment plan is to transform the mall into a mixed-use town center that attracts Gainesville residents and visitors and connects into other cultural and community resources in the city, such as Longwood Park, Alta Vista Cemetery, and the future Jesse Jewell Parkway West Redevelopment Area.

The anticipated future uses for the surrounding area include residential and non-residential uses given the surrounding mixture of uses and availability of sewer. Recent redevelopment within the nearby area includes the Walton Harbor apartments and the Tessa Shallowford rental townhome/cottage community currently under development.

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

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

▪ **Staff Recommendation**

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

Conditions

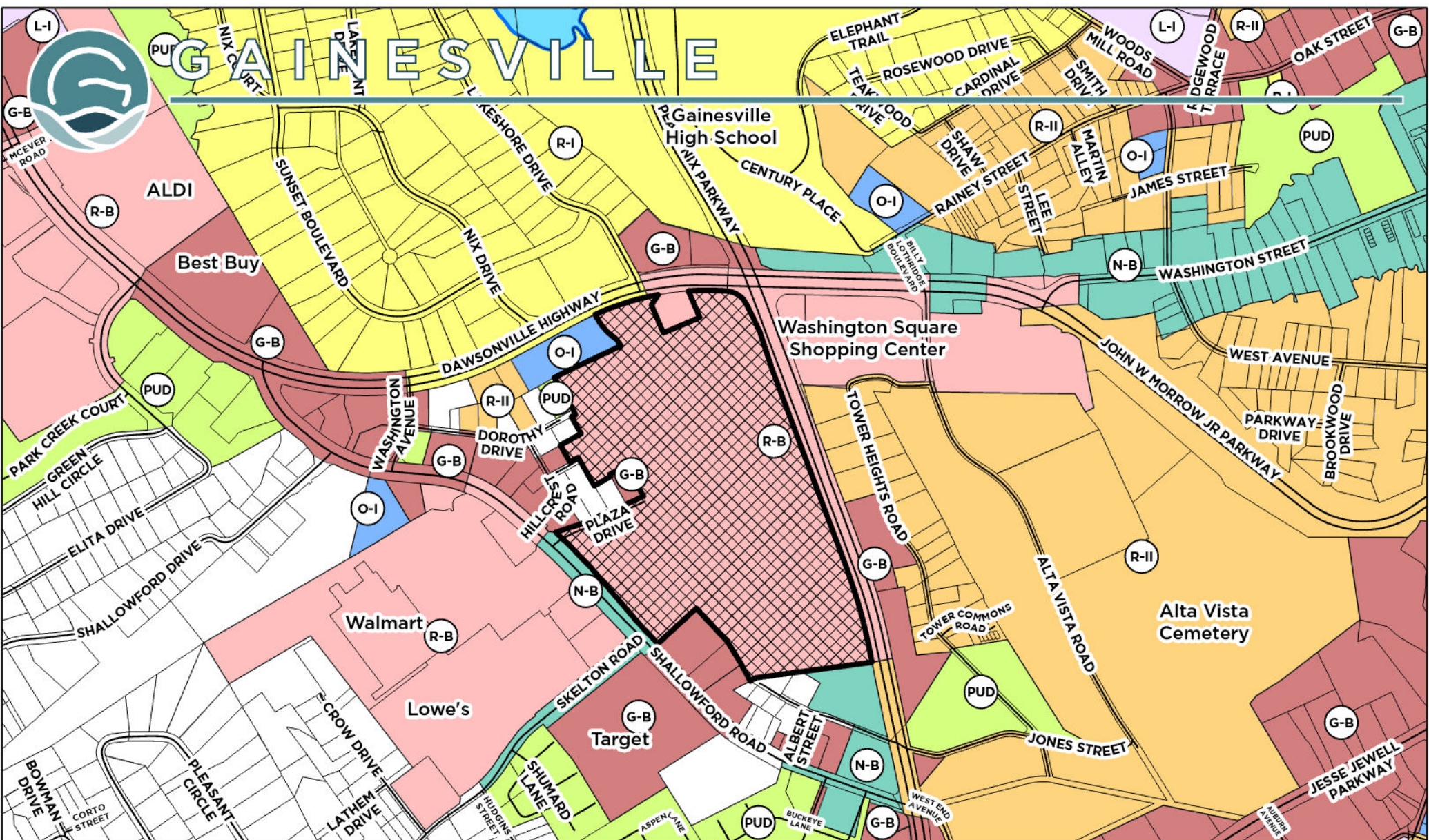
1. The development standards within the applicant's narrative, concept plans and architectural renderings shall be made part of the zoning ordinance, and shall be consistent with the concept plans and architectural renderings submitted with this application, subject to the approval of the Community & Economic Development Director. Any zoning conditions adopted as part of this zoning ordinance that conflict with these documents shall take precedence over the applicant's development standards.
2. The total number of residential units shall not exceed 732 units. The maximum number of single-family attached townhomes shall not exceed 80 units. The maximum number of multi-family apartments shall not exceed 652 units.
3. Prohibited uses within the development shall include Extended stay hotels; Motels/hotels with rooms accessed from the exterior of the building; Adult novelty stores; Adult bookstore and adult entertainment centers; Group homes; Crisis centers; Advertising display manufacturing and billboard advertisement; Pawn shops; Dollar-type stores; Thrift, consignment or re-sale stores; Massage parlors (provided this shall not be construed as excluding businesses where massage therapy or services are offered as part of a spa-like experience, including franchised concepts such as Hand and Stone, Massage Envy, or Woodhouse) Tobacco or vaping stores; Tire stores; Auto parts stores; Auto body shops; Automobile sales establishments (provided one boutique auto sales showroom not to exceed 10,000 square feet shall be permitted and outside car storage display shall be limited to three vehicles; Marine sales or repair stores; Automated or non-automated car washes; Truck stops; Tattoo or piercing parlors; Psychics, fortune tellers, clairvoyants and the like; Concrete plant; Coin-laundry facilities; Dry cleaning plant (pick-up and delivery stations without drive-thru and facilities which use ecologically safe cleaning methods such as GreenEarth® technology are not prohibited); Laundry (industrial); Dumping, disposal, incineration or transfer station for refuse; Industrial or manufacturing facility; Junk yard or salvage yard; Kennel (pet shops are not prohibited); Lockers for frozen food or cold storage (provided grocery stores and cold storage within restaurants are not prohibited); Machine shop; Mausoleum; Mini-warehouse; Prison, detention or correction facility; Refining of petroleum or its products.
4. The contractor/developer shall provide architectural renderings of the residential townhomes for the review and approval of the Community and Economic Development Department Director prior to submitting for permits.
5. All exterior wall front, sides, and rear of the townhomes shall consist of a variety of building materials consistent with architectural themes and styles determined by the applicant.

Other architectural requirements will include:

- The exterior materials for all townhomes shall consist of a mixture of brick, stone, fiber cement siding, cedar shake or wood siding to include at minimum a 3 foot architectural water table of brick or stone materials on the front and sides of the townhome buildings;
 - Foundation water tables of matching brick or stone material, that also covers all exposed foundation walls, will be used where architecturally compatible. Vinyl siding shall only be permitted on soffit areas.
 - Carriage style garage doors with decorative hardware or other embellishments shall be used on all townhomes;
 - The roofing material used on all townhomes shall be 3-tab architectural/dimensional style asphalt shingles or metal as appropriate to the architectural style of each home as determined by the builder.
 - All townhome roofs and gables shall be of a pitch no less than 8/12. This condition shall not apply to dormers, porches, bay windows, and third floor retreats;
 - All overhangs including gables and side gables will have a minimum of a 12-inch overhang on all sides;
 - If dormers are included, they will not be taller than the main roof;
 - The developer shall use a variety of techniques to avoid the monotonous appearance of identical townhome buildings. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, and other similar techniques so that no townhome building is the same as any townhome building directly in front or on either adjacent side of the structure;
 - All townhomes shall have front or rear entry and a mixture of one and two garages;
6. All exterior retaining walls visible from Dawsonville Highway, Pearl Nix Parkway and Shallowford Road shall consist of, or be faced with stacked stone or masonry rock materials not to include split faced block materials.
7. All frontage landscape areas shall be sodded with grass and contain minimum 3-inch caliper size hardwood trees.
8. The proposed erosion control and water quality measures for the development shall at minimum meet the Georgia Storm Water Management Manual requirements. The developer shall also construct bioretention (if allowed by soil conditions) or similar facilities within the development to help further remove contaminants and sedimentation from Lake Lanier, per the approval of the Gainesville Department of Water Resources.
9. 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 (GDOT). All required access/traffic/sidewalk improvements associated with the proposed development or any access

improvements that border the subject property as identified within the Traffic Impact Study shall be at the full expense of the developer/property owner.

10. All proposed roads shall meet City standards. Sidewalks shall be provided on both sides of all proposed roads and drive aisles/parking areas at a minimum width of 5-feet, with the exception of the entry drives from Shallowford Road and Dawsonville Highway and townhomes, which may be single-sided. The sidewalks shall extend and connect to the existing sidewalk network on Dawsonville Highway and Shallowford Road and any new sidewalks along Pearl Nix Parkway.
11. All service areas, loading areas, ground or roof top HVAC equipment for the commercial uses shall be screened from view from all adjacent uses and roads; on-grade landscaping shall be considered acceptable as a means of screening.
12. Outdoor lighting used in this development shall be of non-spill design and placed in a manner so as to minimize direct visibility by the adjacent properties.
13. A uniform sign plan shall be required for the proposed development subject to the approval of the Community and Economic Development Department Director. Signage exhibits submitted with the application or of substantially similar design shall be considered acceptable.



Applicant: BRANCH LAKESHORE ASSOCIATES, LP		Request: Rezone +/- 48.86 AC tract currently zoned Regional Business (R-B) to Planned Unit Development (P-U-D) for a mixed-use development.	
REZONING REQUEST			
Subject Property Address: 150 Pearl Nix Parkway	Tax Parcel: 01-119-003-041A	 Subject Property	
Meeting Date: 01/14/2025 Map Prepared: 12/16/2024			
			Scale: 1" = 700'



GAINESVILLE



Applicant: BRANCH LAKESHORE ASSOCIATES, LP		Request: Rezone +/- 48.86 AC tract currently zoned Regional Business (R-B) to Planned Unit Development (P-U-D) for a mixed-use development.	
REZONING REQUEST			
Subject Property Address: 150 Pearl Nix Parkway	Tax Parcel: 01-119-003-041A	 Subject Property	Aerial from 2023
	Meeting Date: 01/14/2025 Map Prepared: 12/16/2024		
			Scale: 1" = 700'



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**CITY OF GAINESVILLE NARRATIVE REPORT REGARDING LAKESHORE MALL
REZONING PETITION FOR 48.86 ACRES OF LAND BOUNDED BY SHALLOWFORD
ROAD, PEARL NIX PARKWAY, AND DAWSONVILLE HIGHWAY
IN GAINESVILLE, HALL COUNTY, GEORGIA**

PROPERTY OWNER: BRANCH LAKESHORE ASSOCIATES, LP

APPLICANT: BRANCH LAKESHORE ASSOCIATES, LP

REQUESTED ZONING: PLANNED UNIT DEVELOPMENT (PUD)

FACT SHEET

OVERVIEW

The proposal for consideration is the re-development of a 48.86 acres (+/-) parcel historically known as “**Lakeshore Mall**” for mixed land-use in the City of Gainesville, Hall County, Georgia. Currently zoned as Regional Business District (R-B), Branch Lakeshore Associates, LP, proposes the site to be re-zoned as a Planned Unit Development (PUD) that includes a mix of retail establishments, office, restaurants, hotel/hospitality, townhomes, and multi-family residential, and is conceptually referred to sometimes herein in the main as “**Lakeshore.**” The plans shown herein and exhibits hereto are conceptual in nature and may change as market conditions warrant.

LOCATION

The site comprises the southwest quadrant formed by the intersections of Dawsonville Highway (as a northern boundary) and Pearl Nix Parkway (as an eastern boundary) and is also bounded to the west by Shallowford Road.

SIZE

Total property size is 48.86 acres, more or less.

COMMERCIAL/OFFICE DEVELOPMENT

Lakeshore will include up to 303,444 square feet of retail, restaurant, office, and mixed-use development, plus a hotel concept with up to 95 keys, similar to the design concepts in Exhibits “A” (sometimes referred to as the “Civil Site Concept Plan”) and “B” (sometimes referred to as the “Architectural Concepts”).

RESIDENTIAL DEVELOPMENT

The proposed site plan includes plans for up to eighty (80) single family residential homes and up to six hundred fifty-two (652) multi-family apartment units. The proposed single-family home design would be townhomes consistent with the quality and design of the multi-family concepts depicted on Exhibit “B”. The multi-family design will be similar to that reflected in Exhibit “B”.

I. INTRODUCTION

This application seeks approval of the Gainesville City Council to rezone as PUD the tract consisting of 48.86 acres (+/-) located at the southwest quadrant of the intersection of Dawsonville Highway and Pearl Nix Parkway. The legal description for all tracts (hereinafter “**Property**”) is attached hereto as Exhibit “A”. The Property was initially developed in the 1960s as Lakeshore Mall. Located along the Dawsonville Highway corridor, which has seen significant growth and redevelopment over the past ten years, changing market trends for retail shopping and proximity of living space to shopping and employment opportunities have made the traditional “mall”

concept challenging to maintain. The Property is within the Longwood Cove commercial district, identified by the City's 2040 Comprehensive Plan as "one of the most pressing redevelopment areas in the city" The City's 2040 Comprehensive Plan goes on to describe "repositioning of Lakeshore Mall as a premium retail center [as] a primary short-term development goal, while long-term conversion of the mall into a mixed-use 'town center' is highly desirable." Branch is requesting a zoning designation of Planned Unit Development (PUD) in order to provide a mix of uses including neighborhood commercial and others. The request will comply with and further the vision and opportunities of the City of Gainesville 2040 Comprehensive Plan.

The applicant is Branch Lakeshore Associates, LP, an affiliate of Branch Properties, L.P. (collectively "**Branch**"), which has extensive experience in project development, including several existing projects in Hall County and the City of Gainesville. The principals of Branch who will be primarily involved with this project include Nicholas B. Telesca and Jack T. Haylett. Mr. Telesca serves as Chairman of Branch and is a member of Branch's Executive Committee. He joined the former Branch and Associates in 1993 and subsequently served as the President of Branch Properties, L.P. from its formation in 1995 until its acquisition by Regency Centers Corporation in 1997. Prior to joining Branch and Associates, Mr. Telesca was a partner from 1988 to 1993 with The Simpson Organization, Inc., a real estate investment banking firm. Mr. Telesca holds a Bachelor of Science degree in Economics from LeMoyne College and a Juris Doctor degree from Emory University.

Mr. Haylett is a Partner and serves as Development Director for Branch. Mr. Haylett serves as project executive for Lakeshore, and joined Branch Properties, LLC in 2000. Previously, he was a Project Manager with The Whiting-Turner Contracting Company, a top-five domestic construction manager in the United States. Mr. Haylett has developed a broad range of multifamily residential developments ranging from garden style to high density to mixed use. He also has extensive experience with retail projects including grocery-anchored neighborhood centers and regional power centers. Mr. Haylett holds a Bachelor of Science degree in Building Construction and Contracting from Georgia Southern University.

II. PHASING

While a development timeline for a project of this scope is difficult to forecast, and remains subject to market conditions and the interest rate environment over a period of time, Branch's plan is to commence Phase 1 of the development in Q3-2026, which involves razing of the current mall (with the exception of Belk's), building a new location on site for Dick's Sporting Goods, and converting the Belk's store to exterior entry. Both Belk's and Dick's Sporting Goods would remain open during this time. This phase entails a significant amount of grading and site development work, and under ideal conditions would last approximately eighteen (18) months from commencement. Phase 2 is expected to commence toward the conclusion of Phase 1 (somewhere between Q4-2027 and Q1-2028), and would entail construction of the first of two multi-family residence buildings, each consisting of not less than 326 units (as described herein and as shown on Exhibit "A"). Phase 2 is expected to take approximately 18 months from its start. Branch does not anticipate that the multi-family residences would be occupied by any significant amount of persons or families with school age children. Development of the remainder of the project (Phase 3) as shown in the supporting exhibits would continue thereafter, estimated to be sometime on or after 36 months

from commencement of Phase 1. A summary of the phases with expected activities to occur within each phase is as follows:

- a. Phase 1 (12-18 months): Branch anticipates this phase to commence 3rd quarter of 2026 with the partial demolition of the existing mall to facilitate the relocation of Dick's. Continuation of Phase 1 would see demolition of the remainder of the mall (excepting Belk's), utility work, roads, infrastructure, and the new Dick's location;
- b. Phase 2 (estimated to be 18-36 months from "commencement", it may begin earlier, in tandem with the conclusion of Phase 1): construction of major retail, restaurants, office, and greenspace, as well as multi-family residential building 1 (app. 326 units) and possibly townhomes; and
- c. Phase 3 (36+ months): the remainder of the buildout (to include the second multi-family residential building and hotel).

III. PROPOSED AND PROHIBITED USES

Branch proposes to develop the Property to serve as a mixed-use community that combines shopping, dining, entertainment, living, and working, in a manner consistent with a Planned Unit Development. The proposed community would feature a commercial area, complete with major and junior retail anchors and associated parking; a potential hotel; free-standing restaurant and retail locations; multi-tenant retail buildings; mixed-use spaces; single family residential homes; multi-family residential; and green spaces. This Planned Unit Development proposes multi-land use (different land uses situated next to one another), not necessarily, but not excluding, mixed use development, to be interconnected and interrelated. Exhibit "A" is a conceptual plan for the Property. The square footages for various mixed-uses is approximate, but not limited, to those outlined as follows:

Retail:	211,944 SF
Restaurant:	73,500 SF
Office:	18,000 SF
Hotel:	95 Keys
Townhomes:	80 Units
MFR:	652 Units

Branch reserves the right to modify the building locations, drives, parking areas and building dimensions shown on Exhibit "A" to accommodate market demand so long as the maximum square footages and parking ratios stated herein are substantially maintained.

Prohibited uses for the Property shall include:

- extended stay hotels;
- motels/hotels with rooms accessed from the exterior of the building;
- adult novelty stores;
- group homes;
- crisis centers;
- adult bookstore and adult entertainment centers;

- advertising display manufacturing and billboard advertisement;
- pawn shops;
- dollar-type stores;
- massage parlors (provided this shall not be construed as excluding businesses where massage therapy or services are offered as part of a spa-like experience, including franchised concepts such as Hand and Stone, Massage Envy, or Woodhouse);
- tobacco or vaping stores;
- tire stores;
- auto parts stores;
- auto body shops;
- automobile sales establishments (provided one boutique auto sales showroom not to exceed 10,000 square feet shall be permitted and outside car storage display shall be limited to three (3) vehicles);
- marine sales or repair stores;
- automated or non-automated car washes;
- truck stops;
- coin-laundry facilities;
- tattoo or piercing parlors;
- psychics, fortune tellers, clairvoyants and the like;
- concrete plant;
- dry cleaning plant (pick-up and delivery stations without drive-thru and facilities which use ecologically safe cleaning methods such as GreenEarth[®] technology are not prohibited);
- dumping, disposal, incineration or transfer station for refuse;;
- industrial or manufacturing facility;
- junk yard or salvage yard;
- kennel (pet shops are not prohibited);
- laundry (industrial);
- lockers for frozen food or cold storage (provided grocery stores and cold storage within restaurants are not prohibited);
- machine shop;
- mausoleum;
- mini-warehouse;
- prison, detention or correction facility;
- refining of petroleum or its products; and
- thrift, consignment or re-sale store.

Open containers of alcoholic beverages (not to exceed twelve ounces, and to be contained in paper or plastic cups emblazoned with the name of the establishment from which served and/or “Lakeshore”) shall be permitted in the development provided the same are served on a “to go” basis from establishments within the development and are consumed within the development’s open or common areas (but not to include parking lots or decks).

IV. DESIGN GUIDELINES AND DEVELOPMENT STANDARDS

A. Signage / Internal Roads / Future Interior Property Lines

Branch's development objective is to create Gainesville/Hall County's newest mixed-use development. Signage is critical to this objective. Accordingly, signage throughout the development will be uniform and consistent. Each sign, whether a small wayfinding interior sign or a large monument or project identification sign, will be architecturally consistent and lit or back-lit as often as possible. Please see Exhibit "B" for proposed sign locations and design concepts. Branch reserves the right to modify the attached sign location plan as necessary while adhering to the community development theme.

Unless noted otherwise, all "internal roads", streets, alleys, driveways, and sidewalks shown on the plan are to be privately owned and maintained with a public access easement granted for vehicular and pedestrian traffic, shall include a minimum five foot (5') sidewalk along one side of internal private streets, and shall otherwise meet the standards within the City's Unified Land Development Code. Pervious paving, not including gravel, may be allowed for the single-family homes per the approval of the Gainesville Public Works Director. All lots will have frontage on internal roads or in the case of townhouses onto alleys which connect to internal roads. Streetscape dimensions for all internal road sections shall approximate those shown on the Civil Site Concept Plan. Designated areas of internal roads may be periodically closed to vehicles to provide for street fairs, farmers' markets, events, etc. as long as vehicular and pedestrian traffic routes are maintained to provide access to all parts of the site (including for emergency vehicles).

In the event any future subdivision of the Property should occur to facilitate the sale or transfer of one or more segments of the development, the boundary lines created in furtherance thereof shall not have setbacks or buffers associated therewith.

B. Architectural Guidelines -- General

The architectural style shall be in accordance with the following:

- Exterior building materials shall include, but not be limited to brick masonry, stone masonry, split-face block masonry, EIFS, wood or cement board siding.
- Architectural elements shall be reasonably consistent throughout the development. However, with different property uses, there will naturally be different exterior elevation designs. Exhibit "B" depicts proposed conceptual elevations of the buildings, respectively, for retail, restaurant, and mixed-use. Design and quality of hotel, single family residences, and multi-family residences would be consistent with these.

Dumpsters, compactors, and similar equipment, as well as all service areas, loading areas, ground or roof top HVAC equipment, will be screened from view from all adjacent residential uses, public and private roads.

Building Setbacks shall be as follows:

- a. Setbacks along Shallowford Road, Pearl Nix Parkway, and Dawsonville Highway shall be as depicted on the Site Plan;
- b. No setbacks along internal streets, which shall remain private.

Landscaping shall be professionally designed and professionally maintained throughout the development and shall contain a mixture of evergreen and deciduous trees. The Community and Economic Development Director shall have the final determination on the number, location and type of trees to be planted.

Development of the site walls will be visible from the street and will have a split face block appearance with colors enhancing and playing off architectural elements in the development. Any retaining walls shall be upgraded modular block walls or of higher quality. There is no perimeter fencing contemplated; to the extent any fencing is necessary or desirable, no chain link fencing shall be permitted. All Parking Decks shall be controlled access.

Lighting from building, parking, and landscape lighting will be contained within the bounds of the Property. Extra care will be taken when the outer perimeter of the Property abuts an existing residential property.

C. Architectural Guidelines – Townhome Single Family Home Residence

The architectural style shall be in accordance with Exhibit “B” and the following:

- Single family residences with 2 bedrooms and 2 baths or larger
- Heated floor space shall be no less than 1,000 square feet
- Primary exterior building materials shall include fiber cement lap siding and fiber cement board and batten siding on all elevations. Accent material application shall include fiber cement shake siding, brick and cultured stone accents shall be utilized on front and visual elevations of the buildings. Masonry block or concrete retaining walls shall be finished with stucco.
- All front yards of proposed new single-family residential dwellings shall be sodded with grass.
- Roof materials and pitches shall be approved by the Community and Economic Development Director.
- It is the intent for the individual homes to be developed as townhomes on one common property boundary with no individual property lines. The developer reserves the right to develop as a (A) condominium subdivision or (B) traditional subdivision with the following minimum lot standards for each (lot size, lot width, road frontage):

- Side/Building Separation: 0-10 feet between buildings
- Rear Setback/Buffer: 15' or 10' from internal (newly created) property line
- Front Setback: 18' from back of curb (with no sidewalk) to accommodate driveways

D. Architectural Guidelines – Multi-Family Residence

Apartments & Amenities:

- 9-foot ceilings with crown molding & chair rail accents & custom designed cabinetry
- Appliances include: Refrigerator, Dishwasher, Microwave Oven & Disposal
- One, two, and three-bedroom apartment homes
- Heated floor space shall be no less than 650 square feet
- Resort style swimming pool

The architectural style shall be in accordance with Exhibit “B” and the following:

- Primary exterior building materials shall include fiber cement lap siding and fiber cement board and batten siding on all elevations. Accent material application shall include fiber cement shake siding, brick and cultured stone accents shall be utilized on front and visual elevations of the buildings. Retaining site walls shall be constructed of masonry block or poured in place concrete shall be finished with stucco.
- Metal roofs may be utilized on accent roofed areas.

E. Parking & Entrance/Exit Roads

Parking requirements shall meet or exceed the City of Gainesville parking requirements as to number of spaces, size and accessible spaces as it relates to the following: multifamily, retail, restaurant, mixed-use, townhomes, hotel, and office/maintenance.

The main entrances to the development shall occur at the existing major signalized intersections along Dawsonville Highway, Pearl Nix Parkway, and Shallowford Road. A proposed right in / right out access point is to be located immediately to the north of the existing signalized access along Pearl Nix Parkway. Branch will relocate a third existing, non-signalized access point further to the north along Pearl Nix Parkway from the proposed right in / right out access point, by moving it south from its present location away from Dawsonville Highway, and in connection therewith will make median improvements to align with the relocated access point. The developer reserves the right to create an additional right in / right out access point along Dawsonville Highway to the west of existing signalized access if agreeable easement rights may be obtained from the adjacent owner.

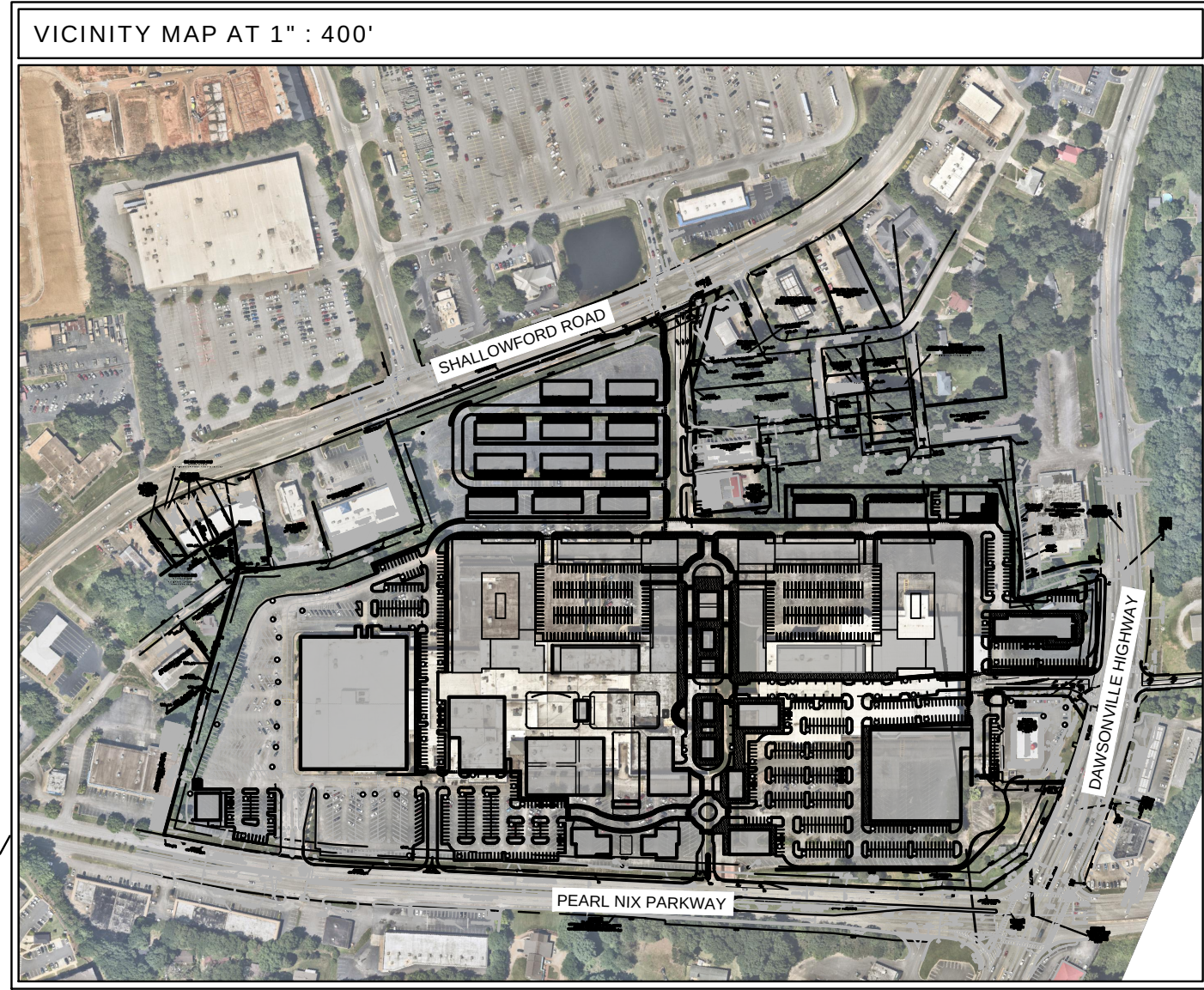
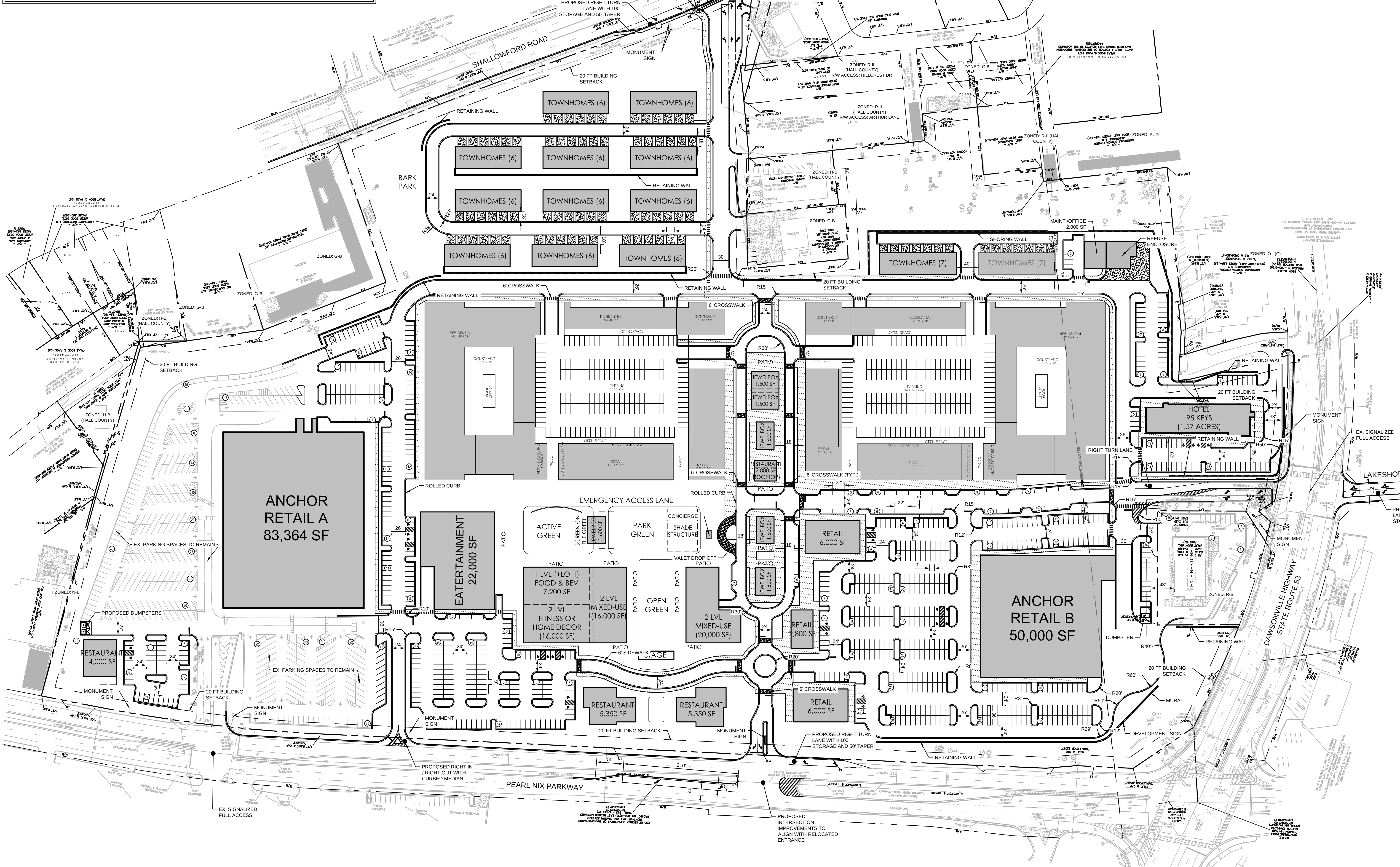
The traffic study submitted by Branch in connection with its Development of Regional Impact (“*DRP*”) Study to the Georgia Mountains Regional Commission is incorporated by reference herein. Any required access/traffic/sidewalk improvements associated with the proposed development shall be reviewed and approved by the Georgia Department of Transportation and the Gainesville Public Works Director and any additional improvements shall be at the full expense of Branch.

F. Detention; Stormwater Management

Onsite stormwater detention is not required for the Property due to proximity to Lake Lanier, with discharges into existing underground stormwater pipes. Branch shall address storm water management concerns through onsite green infrastructure such as permeable pavers, bioretention ponds and swales, stormwater planters, and underground infiltration, strategically designed and located to minimize sedimentation and to filter runoff from yards, pavement, and buildings, with the goal of minimizing the amount of unfiltered runoff, fertilizer, and other contaminants entering Lake Lanier from the development. Branch will otherwise comply with all applicable provisions of the City’s stormwater ordinance.

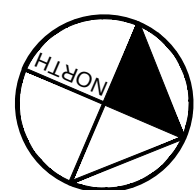
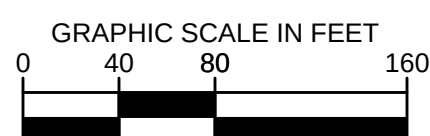
V. CONCLUSION

For the foregoing reasons, Branch respectfully requests that the within and foregoing rezoning application be approved according to (and by incorporation of) the foregoing standards and conditions, together with any variances necessary to permit the development as proposed herein and in the materials tendered in support hereof; provided, however, to the extent any conditions adopted by the City Council in connection with approval of the foregoing are in conflict herewith, such conditions shall take precedence over the foregoing.

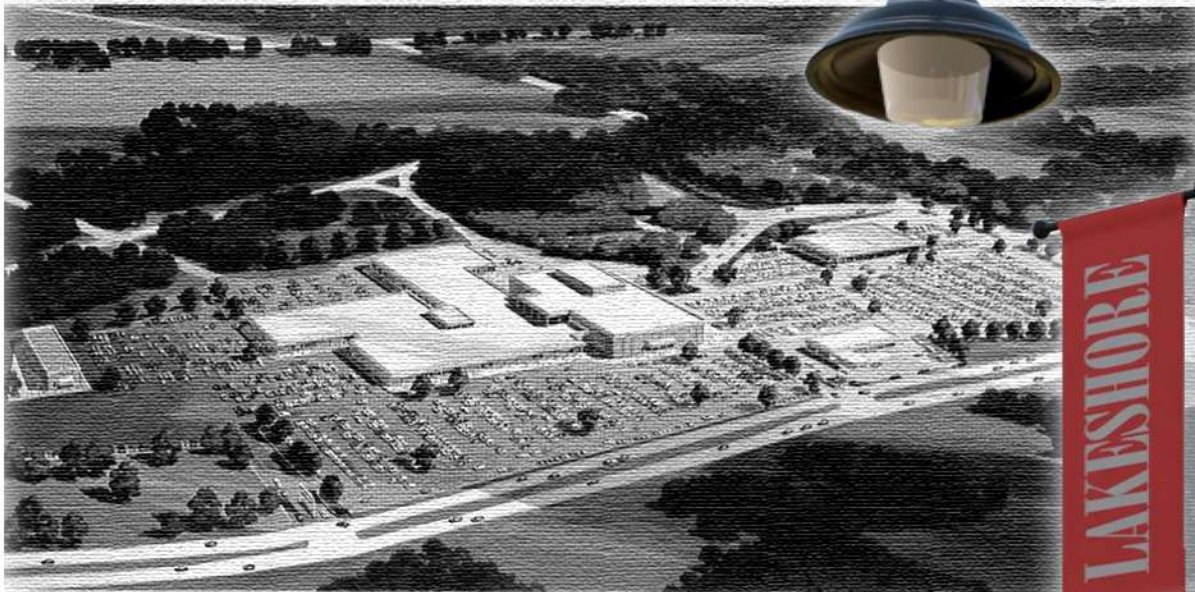


UTILITY PROVIDERS
1. DOMESTIC WATER SERVICE IS PROVIDED BY THE CITY OF GAINESVILLE 2. SANITARY SEWAGE SERVICE IS PROVIDED BY THE CITY OF GAINESVILLE
STORMWATER MANAGEMENT NOTE
DUE TO PROXIMITY TO LAKE LANIER, ONSITE STORMWATER DETENTION IS NOT REQUIRED. DURING THE LAND DISTURBANCE REVIEW PHASE OF THE PROJECT, ADDITIONAL TIMING ANALYSIS WILL BE ANALYZED TO SHOW NO IMPACT DUE TO ELIMINATING ONSITE DETENTION STORAGE. THE EXISTING AND PROPOSED STORMWATER DISCHARGES INTO EXISTING UNDERGROUND STORMWATER PIPES BEFORE DISCHARGING INTO LAKE LANIER. DURING THE LAND DISTURBANCE REVIEW PHASE HYDRAULIC STUDIES WILL BE ANALYZED OF THE DOWNSTREAM EXISTING UNDERGROUND STORMWATER PIPES TO CONFIRM CAPACITY. AS SO, CHANNEL PROTECTION WILL NOT BE REQUIRED. RUNOFF REDUCTION/ WATER QUALITY SHALL BE ACHIEVED USING ONSITE GREEN INFRASTRUCTURE SUCH AS PERMEABLE PAVEMENT, BIORETENTION POND/SWALES, STORMWATER PLANTERS, UNDERGROUND INFILTRATION, ETC.

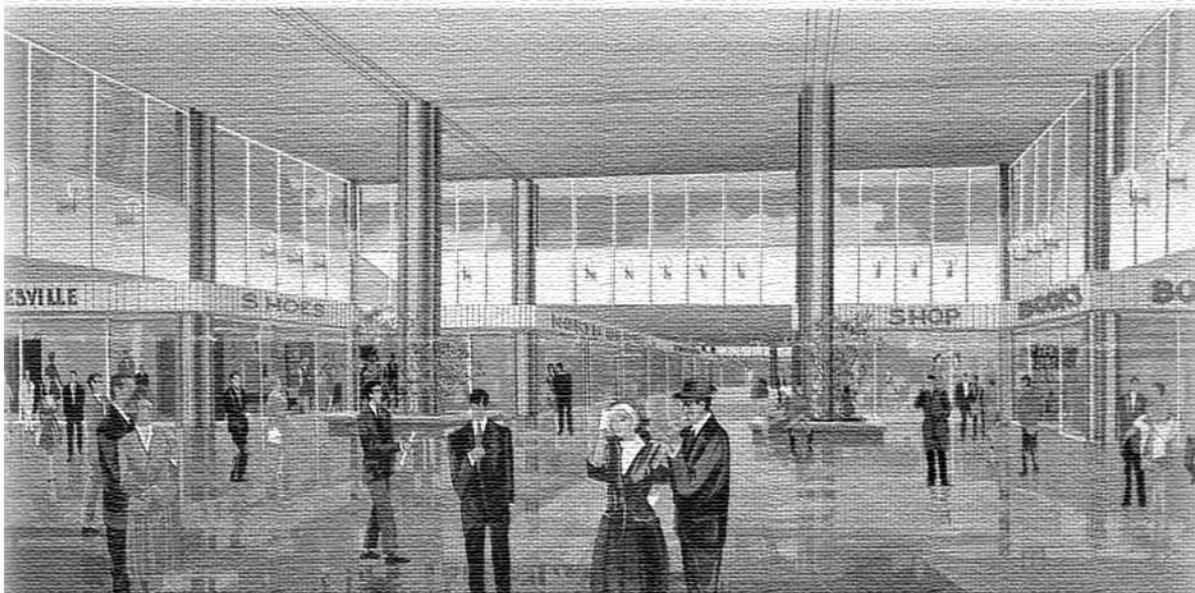
SITE NOTES	
1.	THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS FROM AN ELECTRONIC FILE PROVIDED BY THE PRESTON PARTNERSHIP, DATED 09/19/2024 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT BUILDING INFORMATION.
2.	EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY PATTON LAND SURVEYING, LLC, DATED 09/05/2023.
3.	ALL DIMENSIONS ARE FROM FACE OF CURB TO FACE OF CURB UNLESS OTHERWISE NOTED.
4.	SIDEWALK INSTALLED AGAINST BACK OF CURB SHALL BE INSTALLED PER THE PLAN AS MEASURED FROM THE BACK OF CURB.
5.	ALL SIGNAGE AND STRIPING MUST MEET THE LATEST REQUIREMENTS SET FORTH BY MUTCD, GDOT, AND GEORGIA STATE CODE.
6.	REFERENCE LANDSCAPE PLANS FOR ALL HARDSCAPE AND LANDSCAPE DETAILS AND SPECIFICATIONS.

[illegible]

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LAKE SHORE PLAZA
GAINESVILLE, GEORGIA



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REGIONAL SHOPPING CENTER**
ENCLOSED-AIR CONDITIONED MALL



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10 AUBURN AVENUE, ATLANTA, GEORGIA

LAKE SHORE
ESTABLISHED 1970 ~ REIMAGINED 2024
DESIGN INSPIRATION PACKAGE



**BRANCH
PROPERTIES**
NOVEMBER 22, 2024



LAKE SHORE



BRANCH
PROPERTIES

NOVEMBER 22, 2024

MONUMENT SIGNS

SIMILAR DESIGN TO THAT OF AN ENTRANCE SIGN, ALTHOUGH LIMITED TO A SINGLE SIGN PER DRIVE AND INCLUSIVE OF TENANT PANELS APPLIED TO THE FEATURE WALL

OUTPARCEL MONUMENT SIGNS



ENTRANCE SIGNS

LAKESHORE LETTERING AND/OR LOGO BUILT UPON A FEATURE WALL. SIGN LOCATION COULD BE CENTRAL TO THE DRIVE OR POSITIONED ON EITHER ONE OR TWO SIDES OF THE ENTRANCE



DECORATIVE MURAL

VARIOUS PROFESSIONAL MURALS ON RETAINING WALLS THROUGHOUT SITE (PENDING ARTWORK APPROVALS)



DEVELOPMENT SIGN

LAKESHORE LETTERING AND/OR LOGO WHICH MAY BE STAND ALONE, BUILT UPON A BASE, OR ON A RETAINING WALL. SIGNAGE TO BE SIZED TO ENSURE VISIBILITY FOR ONCOMING MOTORISTS.



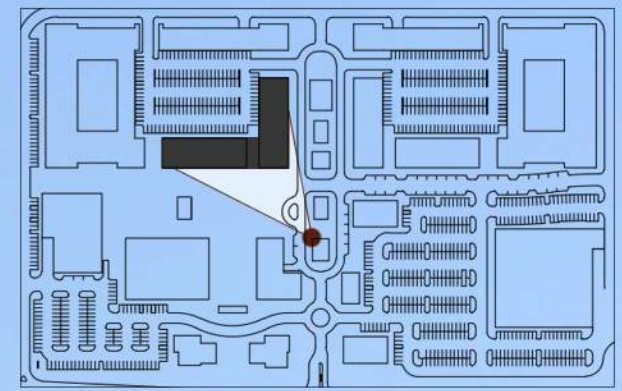
LAKESHORE



BRANCH
PROPERTIES

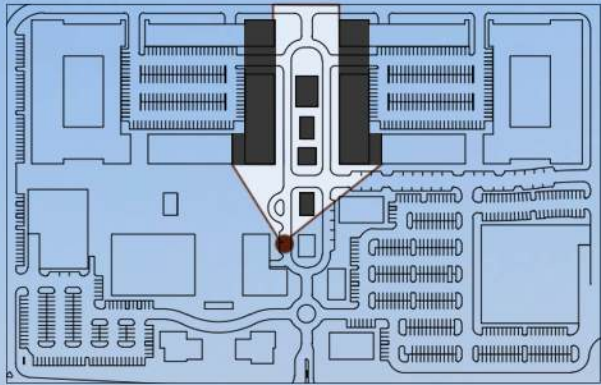
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LAKE SHORE



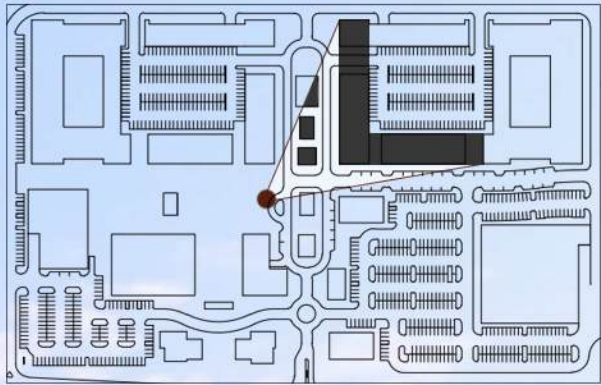
BRANCH
PROPERTIES
NOVEMBER 22, 2024

LAKESHORE



BRANCH
PROPERTIES
NOVEMBER 22, 2024

LAKESHORE



BRANCH
PROPERTIES

NOVEMBER 22, 2024

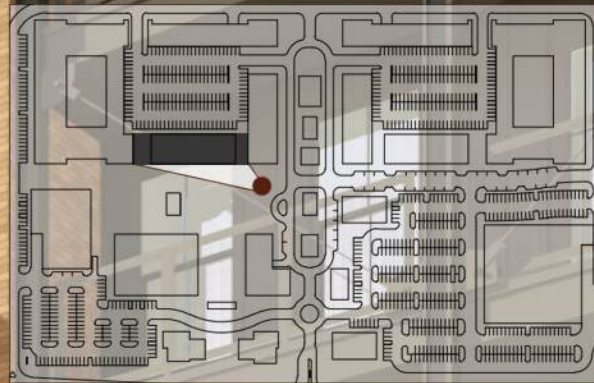
LAKE SHORE



BRANCH
PROPERTIES

NOVEMBER 22, 2024

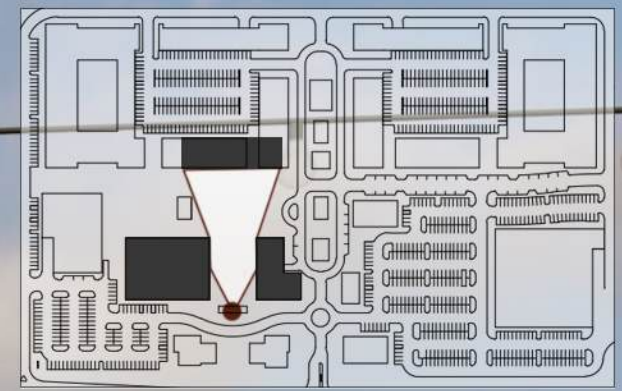
LAKE SHORE



BRANCH
PROPERTIES

NOVEMBER 22, 2024

LAKE SHORE



BRANCH
PROPERTIES

NOVEMBER 22, 2024



Traffic Impact Study

Lakeshore Mall Redevelopment DRI

City of Gainesville, Georgia

Report Prepared:

November 2024

Prepared for:

Branch Lakeshore Associates, LLC

Prepared by:

Kimley»Horn

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
019675011

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1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the *Lakeshore Mall Redevelopment DRI* development, which is expected to be completed in 2030 (referred to herein as “build-out year”). A DRI number will be assigned to the project once the “DRI Form 1 Information” is filed by the City of Gainesville with the Department of Community Affairs. This study evaluates the impact of constructing 80 townhomes, 652 multi-family residential units, 95 hotel rooms, 18,000 SF of medical office building space, 83,364 SF of department store space, 128,580 SF of retail space, and 73,500 SF of restaurant space. The 48.86-acre site is located in the southwest quadrant of the intersection of Dawsonville Highway (SR 53 Conn)/John W Morrow Jr Parkway (SR 53 Conn) at Pearl Nix Parkway in the City of Gainesville, Georgia. As currently envisioned, the existing Lakeshore Mall will be partially redeveloped to consist of a large mixed-use development.

All current uses on the site will be demolished except the 83,364 SF Belk department store will remain the same and is included as part of the redevelopment. Gross trips for the Belk department store were estimated using the *Institute of Transportation Engineers’ (ITE) Trip Generation Manual, 11th Edition, 2021* equations for the department store land use.

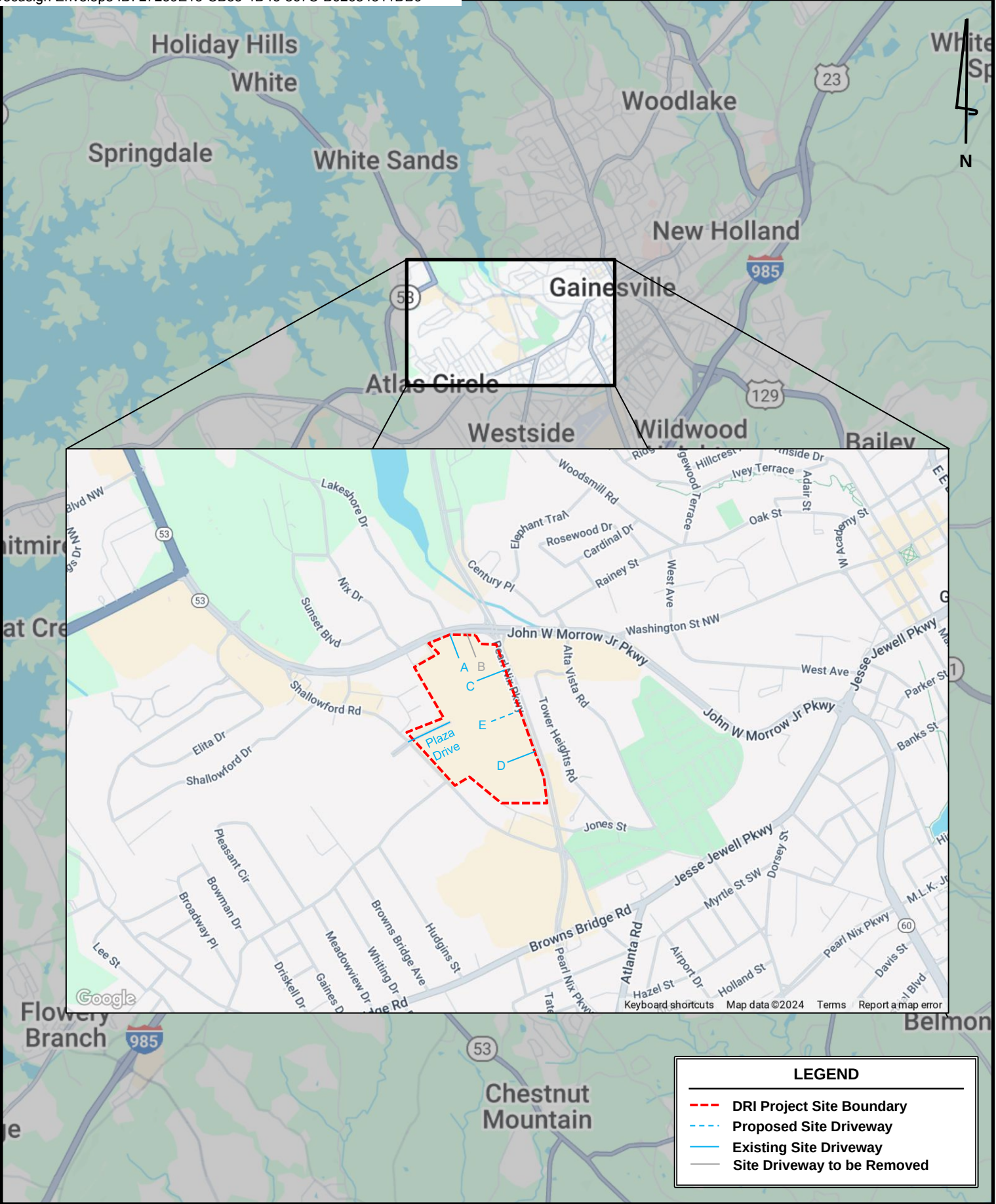
Figure 1 provides a location map of the project site. **Figure 2** and **Figure 3** provide aerial imagery that captures the project site and the study roadway network. A site plan is also included in **Appendix A**.

2.0 STUDY AREA DETERMINATION

The study area consists of the following sixteen (16) intersections:

- 1. Dawsonville Highway (SR 53/SR 53 Conn) at McEver Road (SR 53)/Private Driveway (signalized)
- 2. Dawsonville Highway (SR 53 Conn) at Green Hill Circle/Private Driveway (signalized)
- 3. Dawsonville Highway (SR 53 Conn) at Shallowford Road/Private Driveway (signalized)
- 4. Dawsonville Highway (SR 53 Conn) at Private Driveway (unsignalized)
- 5. Dawsonville Highway (SR 53 Conn) at Lakeshore Drive/Site Driveway A (signalized)
- 6. Dawsonville Highway (SR 53 Conn) at Site Driveway B (unsignalized)
- 7. Dawsonville Highway (SR 53 Conn)/John W Morrow Jr Parkway (SR 53 Conn) at Pearl Nix Parkway (signalized)
- 8. John W Morrow Jr Parkway (SR 53 Conn) at Alta Vista Road/Rainey Street (signalized)
- 9. John W Morrow Jr Parkway (SR 53 Conn) at Washington Street/Private Driveway (signalized)
- 10. Jesse Jewell Parkway (SR 60/SR 369) at John W Morrow Jr Parkway (SR 53 Conn)/Queens City Parkway (SR 53 Conn/SR 60) (signalized)
- 11. Shallowford Road at Plaza Drive/Private Driveway (signalized)
- 12. Pearl Nix Parkway at Site Driveway C (unsignalized)
- 13. Shallowford Road at Skelton Road (signalized)
- 14. Pearl Nix Parkway at Site Driveway D/Private Driveway (signalized)
- 15. Pearl Nix Parkway at Shallowford Road/West End Avenue (signalized)
- 16. Browns Bridge Road (SR 369) at Pearl Nix Parkway (signalized)

For purposes of the traffic impact study McEver Road (SR 53), Green Hill Circle, Plaza Drive, Skelton Road, West End Avenue, John W Morrow Jr Parkway (SR 53 Conn), Browns Bridge Road (SR 369), Site Driveway C, and Site Driveway D are considered to have an east-west orientation. Lakeshore Drive, Pearl Nix Parkway, Alta Vista Road, Rainey Street, Washington Street, Jesse Jewell Parkway (SR 60/SR 369), Site Driveway A, and Site Driveway B are considered to have a north-south orientation. Dawsonville Highway (SR 53/SR 53 Conn) and Shallowford Road are considered to have both an east-west orientation and north-south orientation. The study intersections are shown on **Figure 4**.

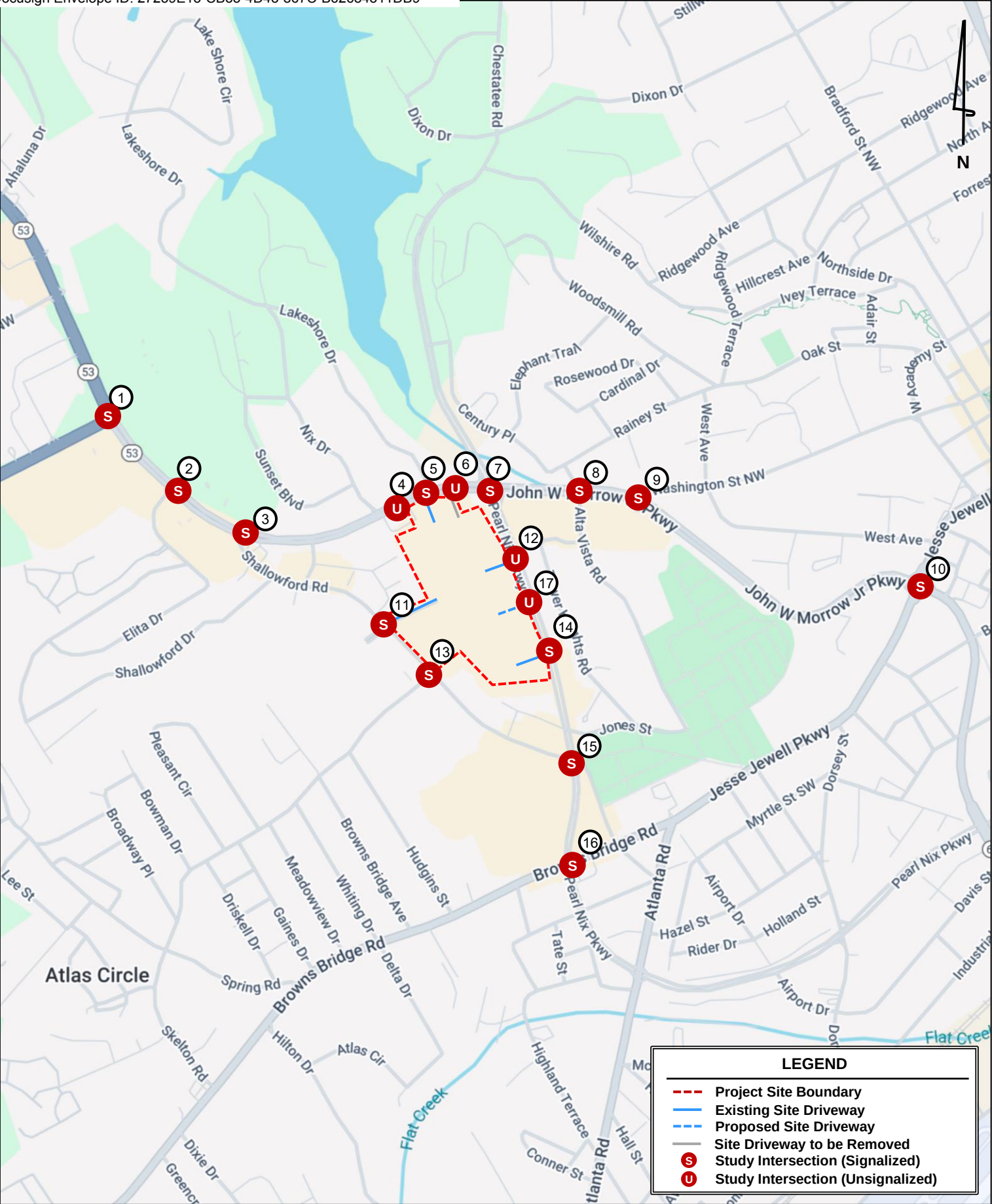




LEGEND	
---	Project Site Boundary



LEGEND	
---	Project Site Boundary
---	Proposed Site Driveway
---	Existing Site Driveway
---	Site Driveway to be Removed



3.0 EXISTING TRAFFIC CONDITIONS

The roadways within the study network have the following characteristics:

Dawsonville Highway (SR 53/SR 53 Conn) is a divided, four-lane, principal arterial with a posted speed limit of 45 MPH north of Shallowford Road and 35 MPH south of Shallowford Road. GDOT counts taken east of Shallowford Road indicate an AADT of 31,000 vehicles per day in 2023.

John W Morrow Jr Parkway (SR 53 Conn) is a divided, four-lane, principal arterial with a posted speed limit of 35 MPH in the vicinity of the study network. GDOT counts taken west of Washington Street indicate an AADT of 21,900 vehicles per day in 2023. GDOT counts taken east of Washington Street indicate an AADT of 23,300 vehicles per day in 2023.

Browns Bridge Road (SR 369) is a divided, four-lane lane (with center two-way left-turn lane (TWLTL)), minor arterial with a posted speed limit of 35 MPH in the vicinity of the study network. GDOT counts taken east of Pearl Nix Parkway indicate an AADT of 26,300 vehicles per day in 2023.

Jesse Jewell Parkway (SR 60/SR 369) is a divided, four-lane lane (with center two-way left-turn lane (TWLTL)), with a posted speed limit of 35 MPH in the vicinity of the study network. North of John W Morrow Jr Parkway (SR 53 Conn), Jesse Jewell Parkway (SR 60/SR 369) is a principal arterial and south of John W Morrow Jr Parkway (SR 53 Conn), Jesse Jewell Parkway (SR 60/SR 369) is a minor arterial. GDOT counts taken north of John W Morrow Jr Parkway (SR 53 Conn) indicate an AADT of 38,100 vehicles per day in 2023. GDOT counts taken south of John W Morrow Jr Parkway (SR 53 Conn) indicate an AADT of 29,400 vehicles per day in 2023.

Pearl Nix Parkway is a divided, four-lane, minor arterial. The roadway has a posted speed limit of 45 MPH for the northbound traffic from just north of Browns Bridge Road (SR 369) and continues south and the rest of the roadway in the study network has a posted speed limit of 35 MPH. GDOT counts taken south of John W Morrow Jr Parkway (SR 53 Conn) indicate an AADT of 8,240 vehicles per day in 2023. GDOT counts taken north of Browns Bridge Road (SR 369) indicate an AADT of 14,200 vehicles per day in 2023.

McEver Road (SR 53) is a divided, four-lane, principal arterial with a posted speed limit of 45 MPH in the vicinity of the study network. GDOT counts taken west of Dawsonville Highway (SR 53/SR 53 Conn) indicate an AADT of 25,600 vehicles per day in 2023.

Green Hill Circle is an undivided, two-lane, local roadway with a posted speed limit of 25 MPH in the vicinity of the study network. There are no GDOT count stations along Green Hill Circle.

Shallowford Road is a divided, four-lane (with center two-way left-turn lane (TWLTL)), minor arterial with a posted speed limit of 35 MPH in the vicinity of the study network. GDOT counts taken west of Pearl Nix Parkway indicate an AADT of 16,300 vehicles per day in 2023.



Lakeshore Drive is an undivided, two-lane, local roadway with a posted speed limit of 30 MPH in the vicinity of the study network. Lakeshore Drive serves a subdivision and dead-ends approximately 5,375 feet north of Dawsonville Highway (SR 53 Conn). There are no GDOT count stations along Lakeshore Drive.

Alta Vista Road is an undivided, two-lane, local roadway with a no posted speed limit in the vicinity of the study network. Alta Vista Road dead-ends approximately 3,000 feet south of John W Morrow Jr Parkway (SR 53 Conn). There are no GDOT count stations along Alta Vista Road.

Rainey Street is an undivided, four-lane, major collector with a no posted speed limit in the vicinity of the study network. There are no GDOT count stations along Alta Vista Road.

Washington Street is a divided, two-lane (with center two-way left-turn lane (TWLTL)), minor arterial with no posted speed limit in the vicinity of the study network. GDOT counts taken east of John W Morrow Jr Parkway (SR 53 Conn) indicate an AADT of 11,100 vehicles per day in 2023.

Plaza Drive is an undivided, two-lane, local roadway with no posted speed limit in the vicinity of the study network. Plaza Drive serves the existing Lakeshore Mall. There are no GDOT count stations along Plaza Drive.

Skelton Road is an undivided, two-lane, major collector with a posted speed limit of 30 MPH in the vicinity of the study network. GDOT counts taken west of Shallowford Road indicate an AADT of 5,960 vehicles per day in 2023.

West End Avenue is an undivided, two-lane, local roadway with a posted speed limit of 30 MPH in the vicinity of the study network. There are no GDOT count stations along West End Avenue.



Vehicle peak hour turning movement counts were performed at the following study intersections:

- 1. Dawsonville Highway (SR 53/SR 53 Conn) at McEver Road (SR 53)/Private Driveway (signalized)
- 2. Dawsonville Highway (SR 53 Conn) at Green Hill Circle/Private Driveway (signalized)
- 3. Dawsonville Highway (SR 53 Conn) at Shallowford Road/Private Driveway (signalized)
- 5. Dawsonville Highway (SR 53 Conn) at Lakeshore Drive/Site Driveway A (signalized)
- 6. Dawsonville Highway (SR 53 Conn) at Site Driveway B (unsignalized)
- 7. Dawsonville Highway (SR 53 Conn)/John W Morrow Jr Parkway (SR 53 Conn) at Pearl Nix Parkway (signalized)
- 8. John W Morrow Jr Parkway (SR 53 Conn) at Alta Vista Road/Rainey Street (signalized)
- 9. John W Morrow Jr Parkway (SR 53 Conn) at Washington Street/Private Driveway (signalized)
- 10. Jesse Jewell Parkway (SR 60/SR 369) at John W Morrow Jr Parkway (SR 53 Conn)/Queens City Parkway (SR 53 Conn/SR 60) (signalized)
- 11. Shallowford Road at Plaza Drive/Private Driveway (signalized)
- 12. Pearl Nix Parkway at Site Driveway C (unsignalized)
- 13. Shallowford Road at Skelton Road (signalized)
- 14. Pearl Nix Parkway at Site Driveway D/Private Driveway (signalized)
- 15. Pearl Nix Parkway at Shallowford Road/West End Avenue (signalized)
- 16. Browns Bridge Road (SR 369) at Pearl Nix Parkway (signalized)

The turning movement counts were performed on Wednesday May 3, 2023 and Tuesday May 9, 2023.

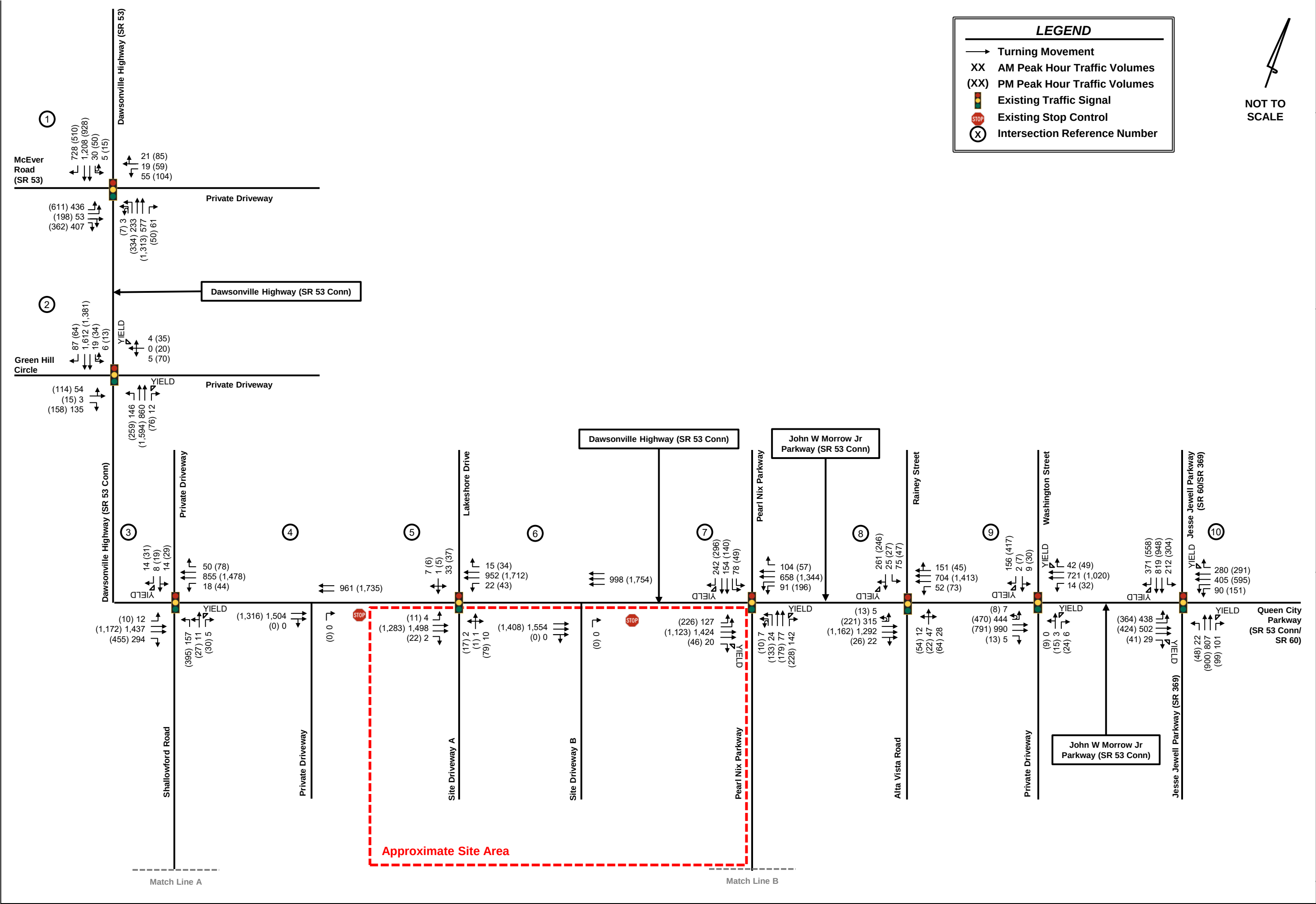
Vehicle peak hour turning movement counts were performed during the AM period (7:00 AM to 9:00 AM) and the PM period (4:00 PM to 6:00 PM). Raw traffic counts are provided in **Appendix D**.

Peak hours for study intersections are shown in **Table 1**.

Table 1: Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. Dawsonville Highway (SR 53/SR 53 Conn) at McEver Road (SR 53)/Private Driveway	7:30 – 8:30	5:00 – 6:00
2. Dawsonville Highway (SR 53 Conn) at Green Hill Circle/Private Driveway	7:30 – 8:30	4:45 – 5:45
3. Dawsonville Highway (SR 53 Conn) at Shallowford Road/Private Driveway	7:30 – 8:30	4:15 – 5:15
5. Dawsonville Highway (SR 53 Conn) at Lakeshore Drive/Site Driveway A	7:30 – 8:30	4:30 – 5:30
6. Dawsonville Highway (SR 53 Conn) at Site Driveway B	7:30 – 8:30	4:45 – 5:45
7. Dawsonville Highway (SR 53 Conn)/John W Morrow Jr Parkway (SR 53 Conn) at Pearl Nix Parkway	7:15 – 8:15	4:30 – 5:30
8. John W Morrow Jr Parkway (SR 53 Conn) at Alta Vista Road/Rainey Street	7:30 – 8:30	4:30 – 5:30
9. John W Morrow Jr Parkway (SR 53 Conn) at Washington Street/Private Driveway	7:30 – 8:30	4:30 – 5:30
10. Jesse Jewell Parkway (SR 60/SR 369) at John W Morrow Jr Parkway (SR 53 Conn)/Queens City Parkway (SR 53 Conn/SR 60)	7:30 – 8:30	4:30 – 5:30
11. Shallowford Road at Plaza Drive/Private Driveway	8:00 – 9:00	4:30 – 5:30
12. Pearl Nix Parkway at Site Driveway C	7:30 – 8:30	4:45 – 5:45
13. Shallowford Road at Skelton Road	7:30 – 8:30	4:30 – 5:30
14. Pearl Nix Parkway at Site Driveway D/Private Driveway	7:30 – 8:30	4:45 – 5:45
15. Pearl Nix Parkway at Shallowford Road/West End Avenue	7:30 – 8:30	4:45 – 5:45
16. Browns Bridge Road (SR 369) at Pearl Nix Parkway	7:30 – 8:30	4:30 – 5:30

Additionally, three (3) 24-Hour volume counts were performed. One was located along Dawsonville Highway (SR 53/SR 53 Conn), east of Shallowford Road, to align with existing GDOT count station 139-0258, another was located along Pearl Nix Parkway, north of Shallowford Road, to align with existing GDOT count station 139-0709, and the third was located along Shallowford Road, north of Skelton Road, to align with existing GDOT count station 139-0647. The complete traffic count data is provided in **Appendix C**.

Figure 5 and **Figure 6** illustrate the Existing 2023 peak hour traffic volumes at the study intersections as well as the existing roadway geometry (intersection layout).



LEGEND

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Turning Movement

XX

AM Peak Hour Traffic Volumes

(XX)

PM Peak Hour Traffic Volumes

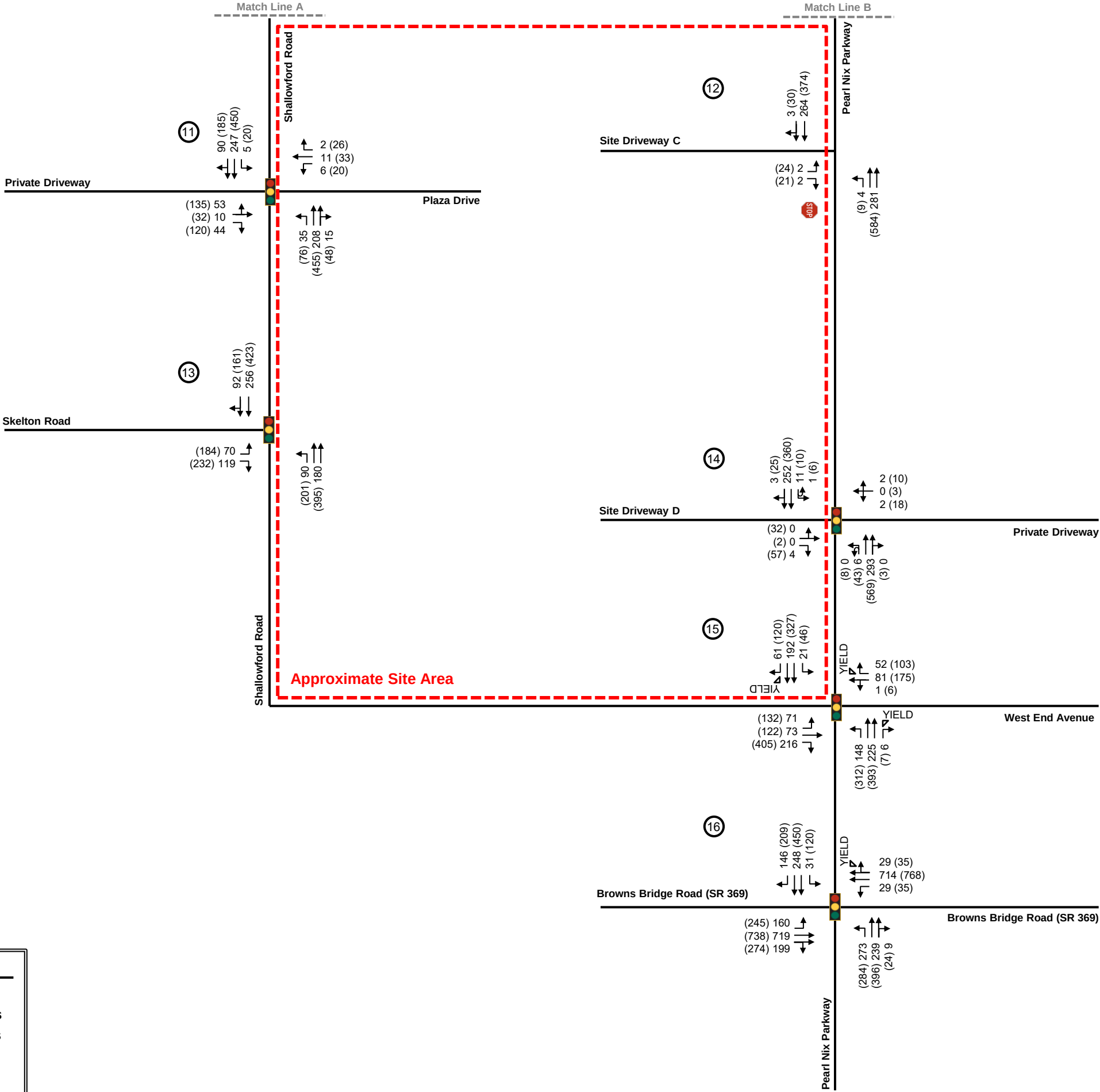
Existing Traffic Signal

STOP

Existing Stop Control

X

Intersection Reference Number



4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

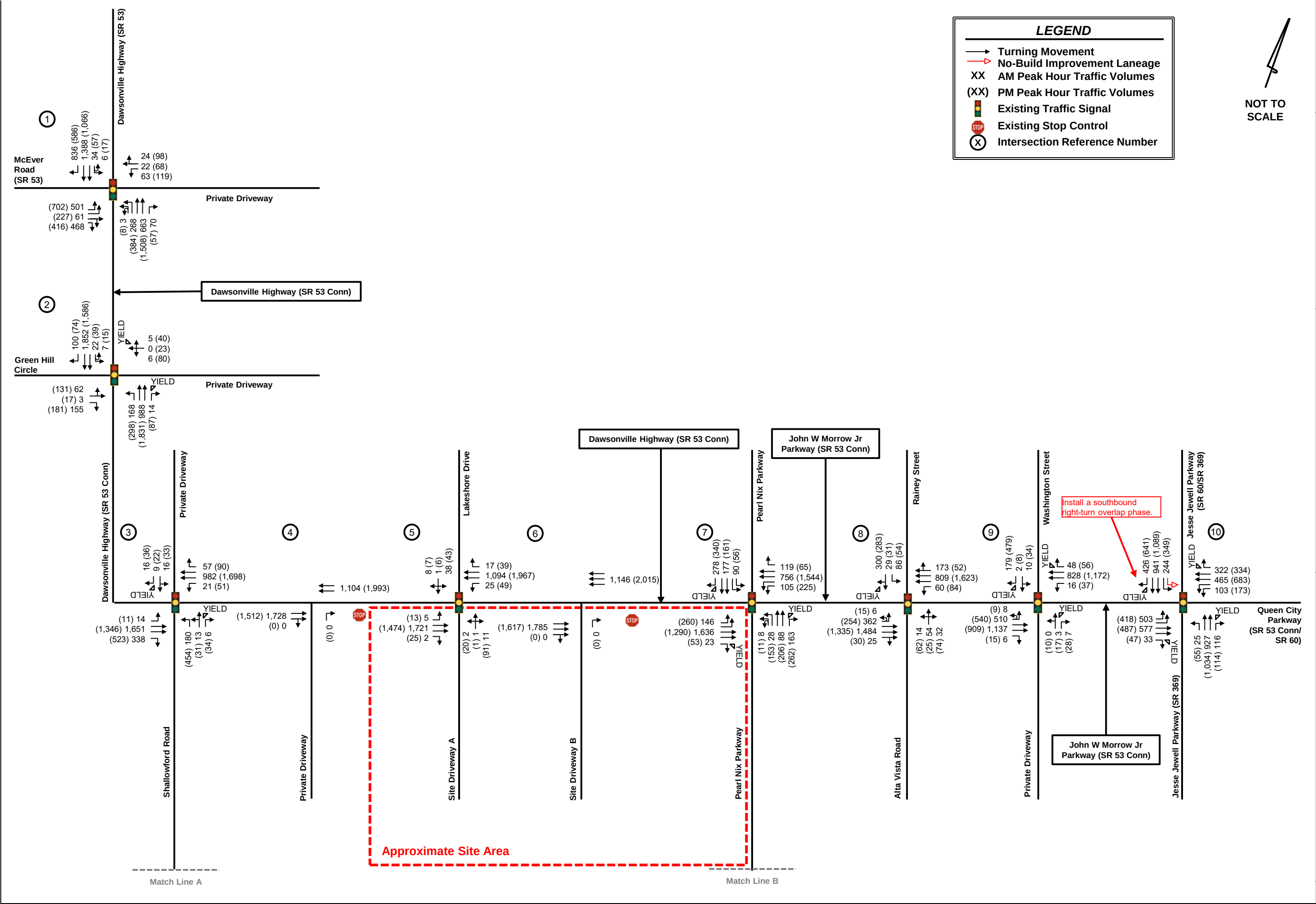
Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the *Lakeshore Mall Redevelopment DRI* development. The Existing 2023 peak hour traffic volumes were increased by 2.0% per year for seven (7) years to account for the expected background growth in traffic through year 2030, build-out of the project. **Figure 7** and **Figure 8** illustrates the Projected 2030 No-Build traffic volumes.

4.1 FUTURE PROGRAMMED PROJECTS

The GDOT GeoPI system and the 2024 TSPLOST list of Hall County were researched to identify any currently programmed transportation projects that may impact the study network during the analysis period. Three (3) programmed projects were identified:

Table 2: Programmed Improvements			
#	Construction Year	Project ID	Project Description
1	-	PI 0015702	Improve northbound and southbound through movement congestion along SR 53/SR 53 Connector. This project proposes to connect existing right-turn lanes in each direction from Ahaluna Drive to Shallowford Road to create an additional through lane for each direction along SR 53/SR 53 Connector. The project will also create R-CUT intersections at Beechwood Road and McEver Shopping center Driveway.
2	2024	PI 0016118	Constructing medianettes along Browns Bridge Road (SR 369) from Skelton Road to John W. Morrow Jr Parkway (SR 53 Conn). A mid-block crossing with RRFBs on each side of the road will be provided at Armour Street.
3	-	TSPLOST-05	Extend Hilton Drive north of Browns Bridge Road (SR 369) to Skelton Road then follow Skelton Road east to terminate at Shallowford Road.

Because the construction year of PI 0016118 is before the build-out of the *Lakeshore Mall Redevelopment DRI*, changes to the study network were assumed under future Projected 2030 No-Build conditions. The project fact sheets and concept graphics (if available) for the above projects can be found in **Appendix E**.





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5.0 PROJECT TRAFFIC

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

5.1 PROJECT SITE ACCESS

Access to the site will be provided via four (4) existing site driveways and one (1) proposed site driveway. One (1) existing site driveway is proposed to be removed. The site driveways are shown on the proposed site plan in **Appendix A**. A brief description of the site driveway is as follows:

- **Site Driveway A** – an existing, full-movement driveway located at the signalized intersection of Dawsonville Highway (SR 53 Conn) at Lakeshore Drive/Site Driveway A (Intersection 5). The intersection is proposed to remain signalized and have one (1) ingress lane and one (1) egress lane on the site.
- **Site Driveway B** – an existing, unsignalized, right-in/right-out (RIRO) driveway along Dawsonville Highway (SR 53 Conn) located approximately 250' east of Site Driveway A. This driveway is proposed to be removed from the development.
- **Site Driveway C** – an existing, unsignalized, full-movement driveway along Pearl Nix Parkway located approximately 700' south of Dawsonville Highway (SR 53 Conn) (Intersection 12). The intersection is proposed to remain unsignalized and have two (2) ingress lanes and two (2) egress lanes on the site.
- **Site Driveway D** – an existing, full-movement driveway located at the signalized intersection of Pearl Nix Parkway at Site Driveway D/Private Driveway (Intersection 14). The intersection is proposed to remain as a signalized driveway with two (2) ingress lanes and two (2) egress lanes on the site.
- **Site Driveway E** – a proposed, right-in/right-out (RIRO) driveway along Pearl Nix Parkway located approximately 1,425' south of Dawsonville Highway (SR 53 Conn). The intersection is proposed to be side-street stop controlled and have one (1) ingress lane and one (1) egress lane on the site.
- **Plaza Drive** – an existing, full-movement driveway located at the signalized intersection of Shallowford Road at Plaza Drive/Private Driveway (Intersection 11). The intersection is proposed to remain as a signalized driveway with one (1) ingress lane and three (3) egress lanes on the site.
- **Private Driveway** – an existing, right-in/right-out driveway along Dawsonville Highway (SR 53 Conn) approximately 250' west of Lakeshore Drive (Intersection 4). This driveway serves an adjacent property along Dawsonville Highway (SR 53 Conn). The adjacent property has an existing connection to the Lakeshore Mall development that is proposed to remain.



The site driveways provide vehicular access to the entire development. Internal, private roadways throughout the site provide access to all buildings and parking facilities. Refer to the site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

5.2 TRIP GENERATION

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

- Land Use 215: Single-Family Attached Housing
- Land Use 221: Multi-Family Housing (Mid-Rise)
- Land Use 310: Hotel
- Land Use 720: Medical-Dental Office Building
- Land Use 821: Shopping Plaza (40-150K) No Supermarket
- Land Use 875: Department Store
- Land Use 932: High-Turnover (Sit-Down) Restaurant

Table 3 summarizes the net trip generation for the proposed development upon full build-out (2030). **Appendix D** provides the detailed trip generation worksheet for the proposed development. Reductions to gross trips are considered in the analysis, including internal capture (mixed-use) reductions and pass-by reductions.

Mixed-Use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway.

Pass-by reductions are taken for a site when traffic normally traveling along a roadway may choose to visit a retail establishment that is along the vehicle’s path. These trips were already on the road, and would therefore only be new trips on the driveways. The retail establishments proposed for the project are expected to generate pass-by trips.

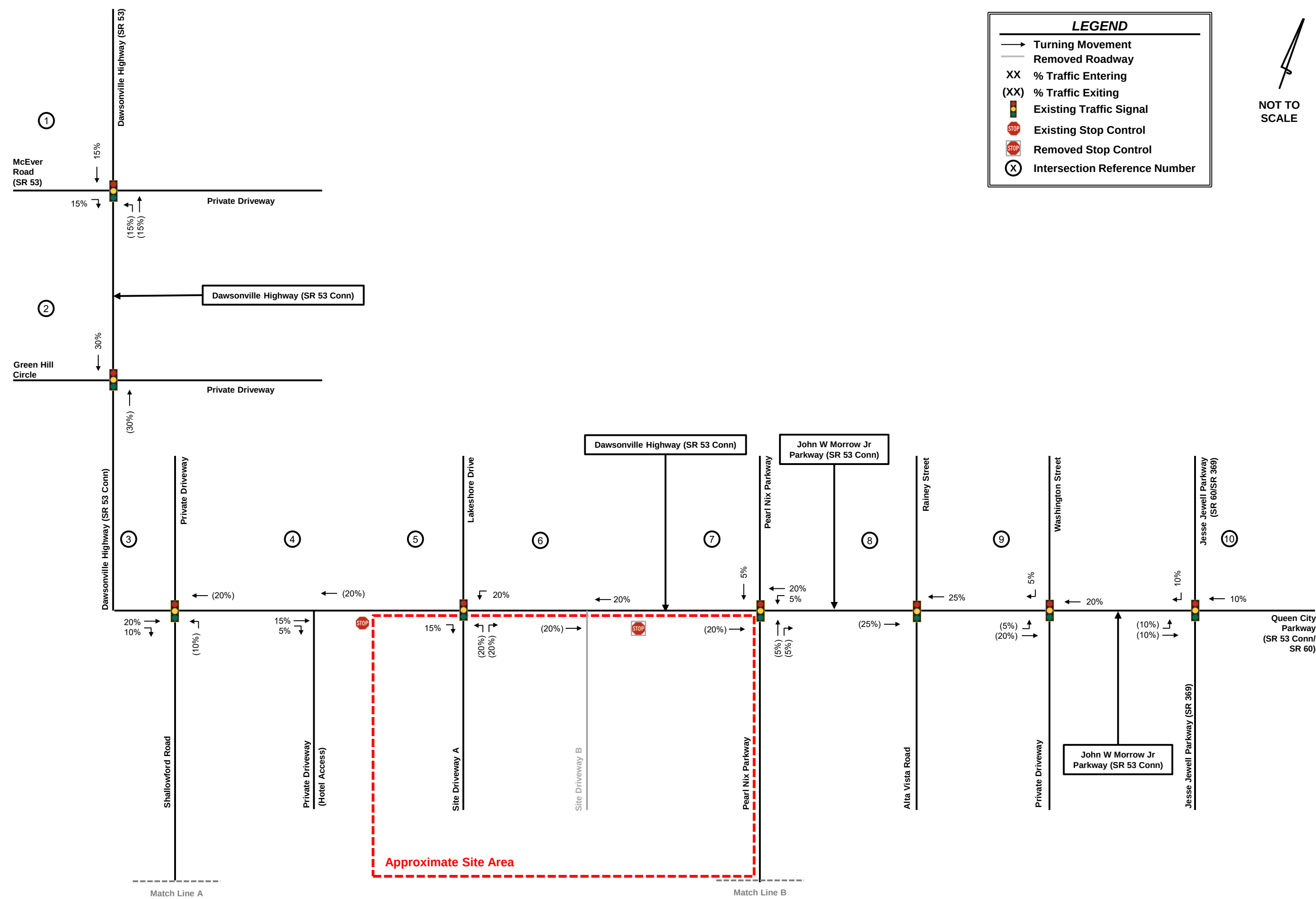
It is important to note that the existing 83,364 SF Belk department store will remain the same as part of the redevelopment. For this reason, all trips currently generated by the existing Lakeshore Mall site were not removed from the system, in order to present a conservative analysis. (In other words, even with 83,364 SF of existing building remaining on site, no existing volume was deleted or deducted from the network).

Table 3: Project Trip Generation Summary

Land Use (Intensity)	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
Single-Family Attached Housing (80 units)	215	280	279	9	27	26	18
Multi-Family Housing (Mid-Rise) (652 units)	221	1,532	1,532	63	212	156	99
Hotel (95 rooms)	310	303	303	22	18	21	21
Medical-Dental Office Building (18,000 SF)	720	332	333	40	11	21	49
Shopping Plaza (40-150K) No Supermarket (128,580 SF)	821	4,341	4,341	138	84	327	340
Department Store (83,364 SF)	875	954	953	31	17	82	81
High-Turnover (Sit-Down) Restaurant (73,500 SF)	932	3,939	3,940	387	316	406	259
Total Gross Trips		11,681	11,681	690	685	1,039	867
<i>Internal Capture Reduction</i>		<i>-1,632</i>	<i>-1,632</i>	<i>-108</i>	<i>-108</i>	<i>-473</i>	<i>-473</i>
<i>Pass-By Reduction</i>		<i>-3,187</i>	<i>-3,186</i>	<i>-0</i>	<i>-0</i>	<i>-154</i>	<i>-154</i>
Total Net New Trips		6,862	6,863	582	577	412	240

5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of adding new trips (project trips) related to the proposed development was based on a review of land uses and population densities in the area, and a review of the existing travel patterns in the area. A detailed trip distribution and assignment for the residential land use is shown in **Figure 9** and **Figure 10**, and a detailed trip distribution and assignment for the non-residential land use is shown in **Figure 11** and **Figure 12**. Based on trip generation from **Table 3** and the anticipated trip distribution, new project trips were assigned to the study roadway network. **Figure 13** and **Figure 14** illustrate the new project trips distributed throughout the study network for the Projected 2030 Build conditions. **Figure 15** and **Figure 16** illustrate the Projected 2030 Build traffic volumes for the AM and PM peak hours. **Appendix E** provides intersection volume worksheets for all study intersections.



LEGEND

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Turning Movement

Proposed Site Driveway

XX

% Traffic Entering

(XX)

% Traffic Exiting

Existing Traffic Signal

Existing Stop Control

Proposed Stop Control

Intersection Reference Number

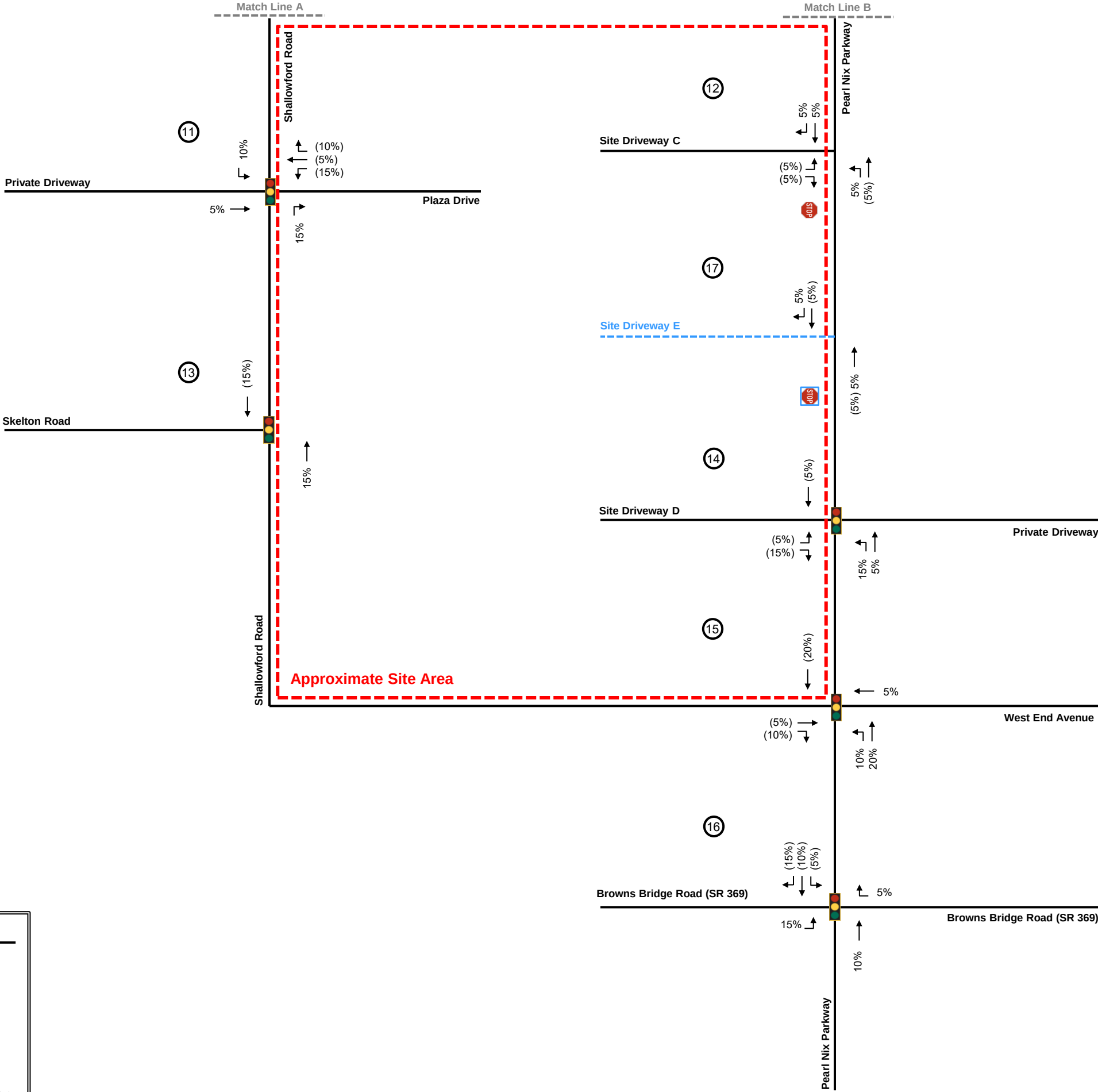


Figure 10

Residential Trip Distribution and Assignment

Lakeshore Mall Redevelopment DRI Transportation Analysis

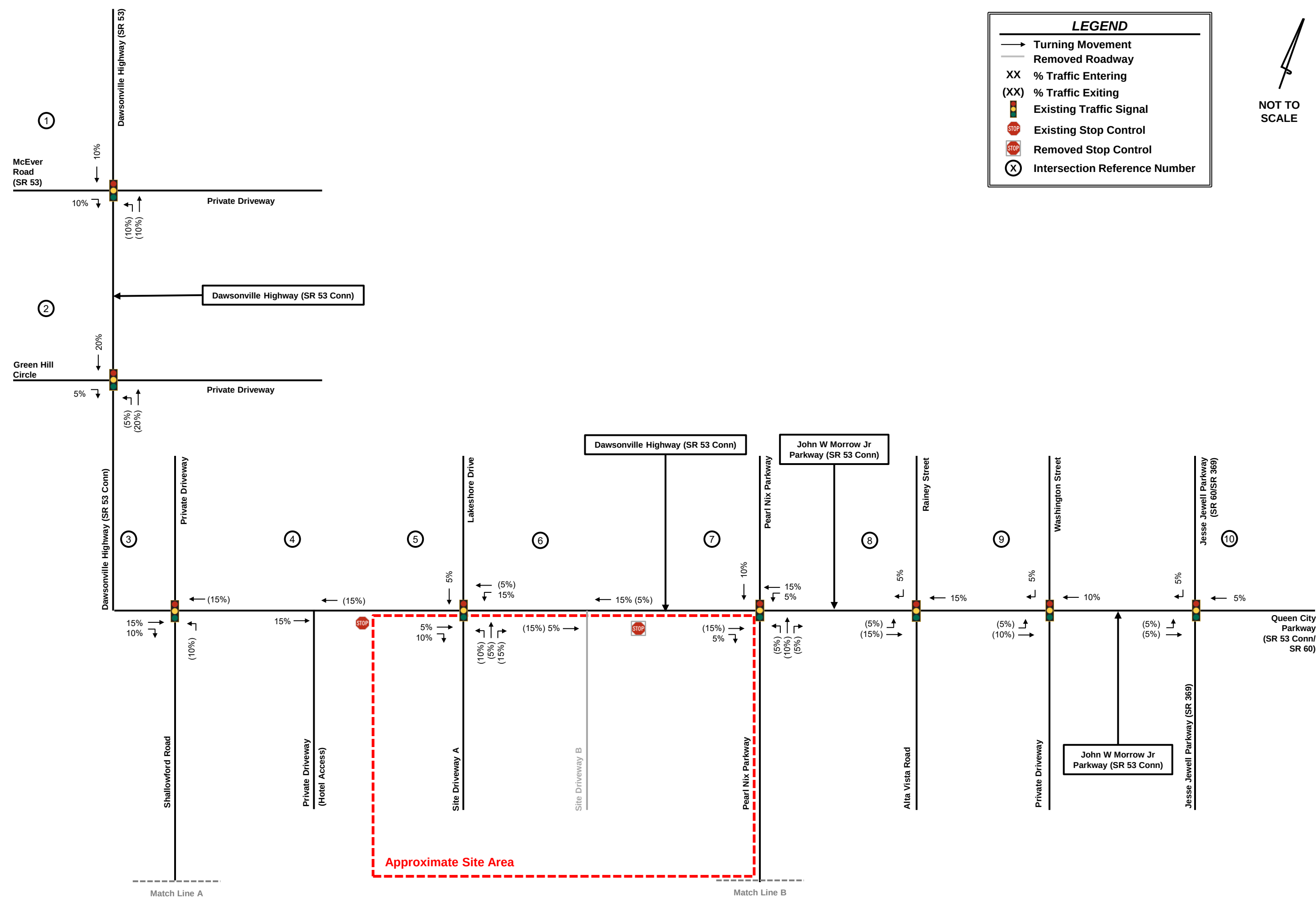


Figure 11
Non-Residential
Trip Distribution and
Assignment

Lakeshore Mall Redevelopment DRI
Transportation Analysis

LEGEND

→

Turning Movement

Proposed Site Driveway

XX

% Traffic Entering

(XX)

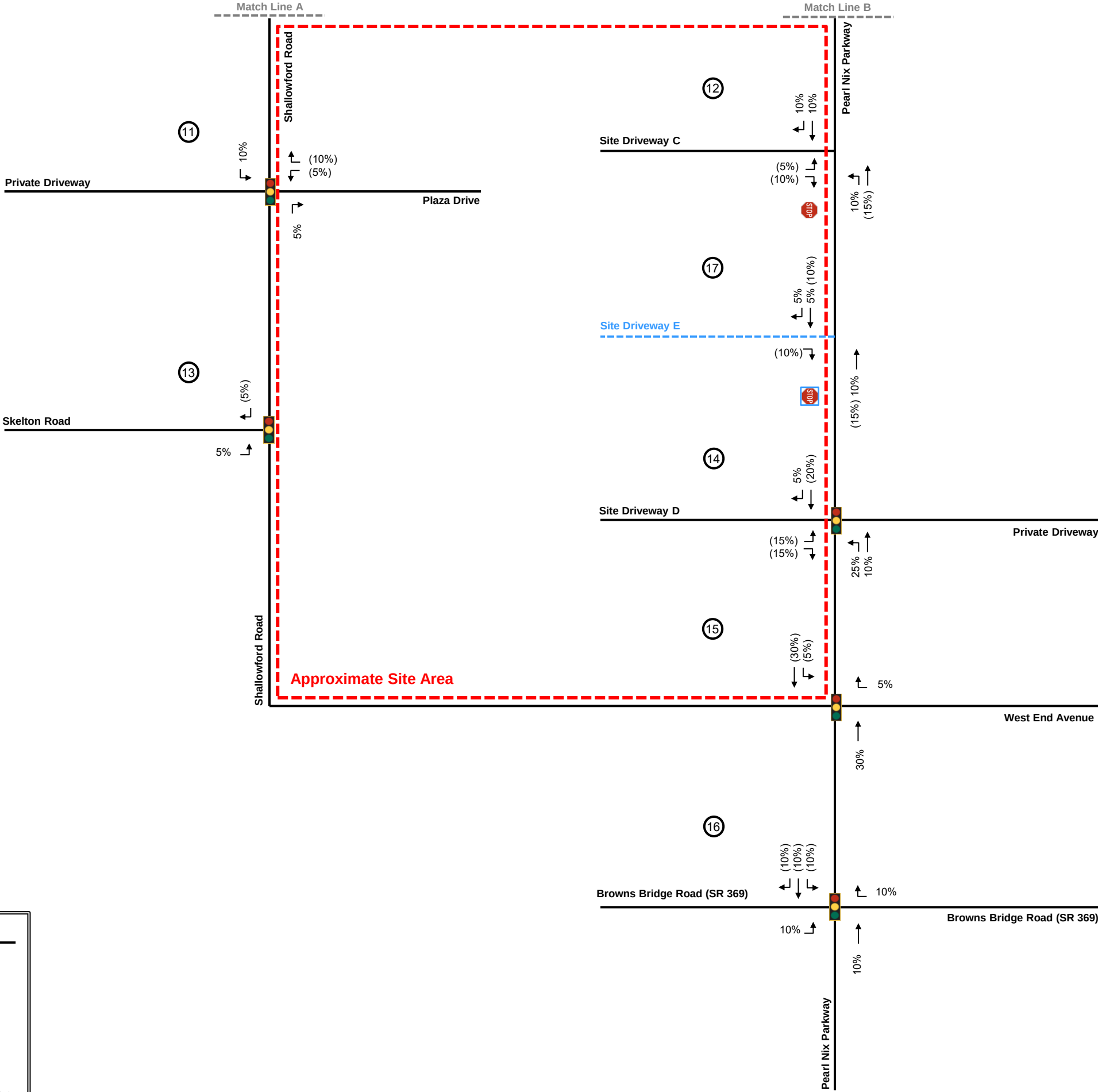
% Traffic Exiting

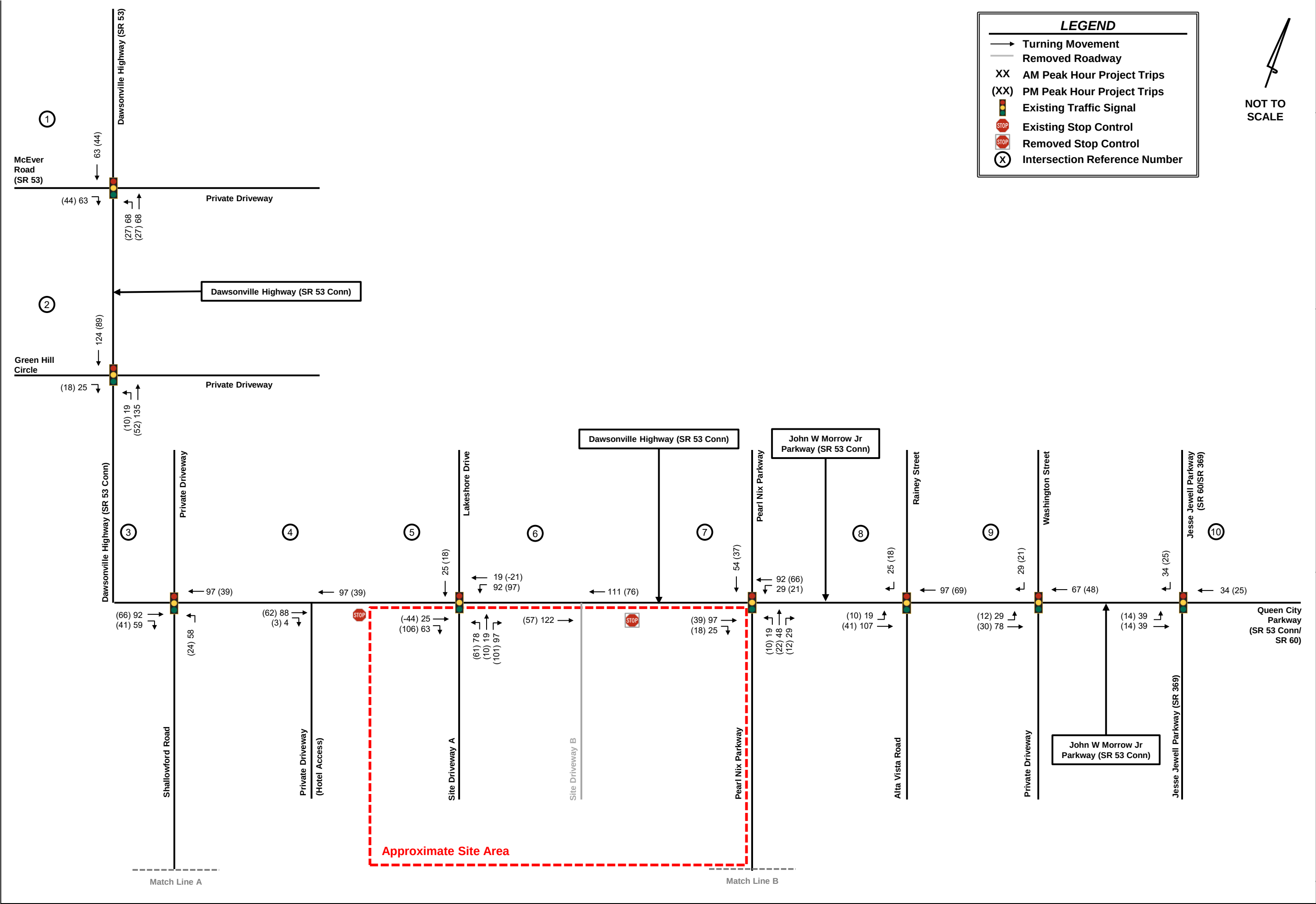
Existing Traffic Signal

Existing Stop Control

Proposed Stop Control

Intersection Reference Number





LEGEND

→

Turning Movement

Proposed Site Driveway

XX

AM Peak Hour Project Trips

(XX)

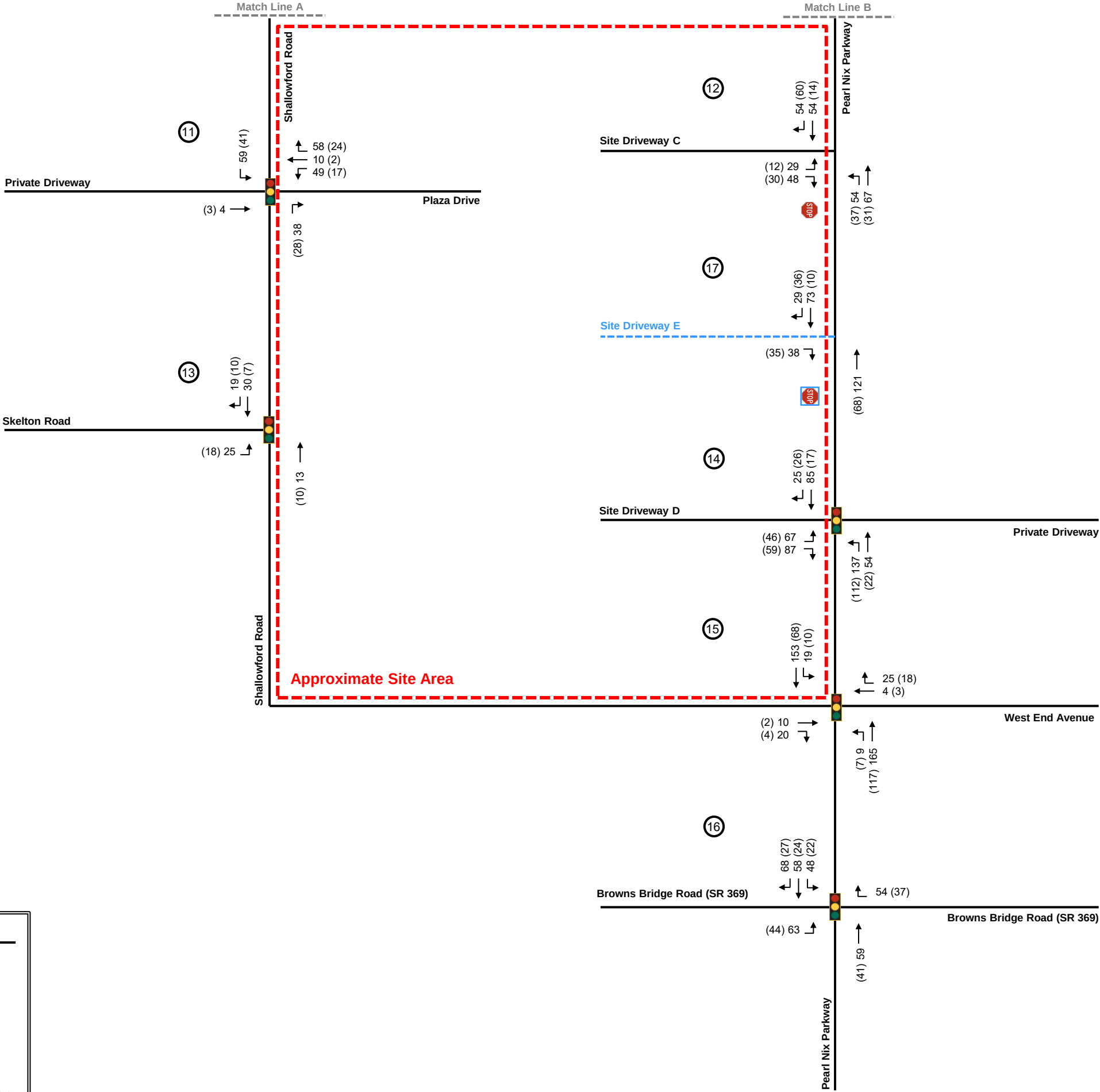
PM Peak Hour Project Trips

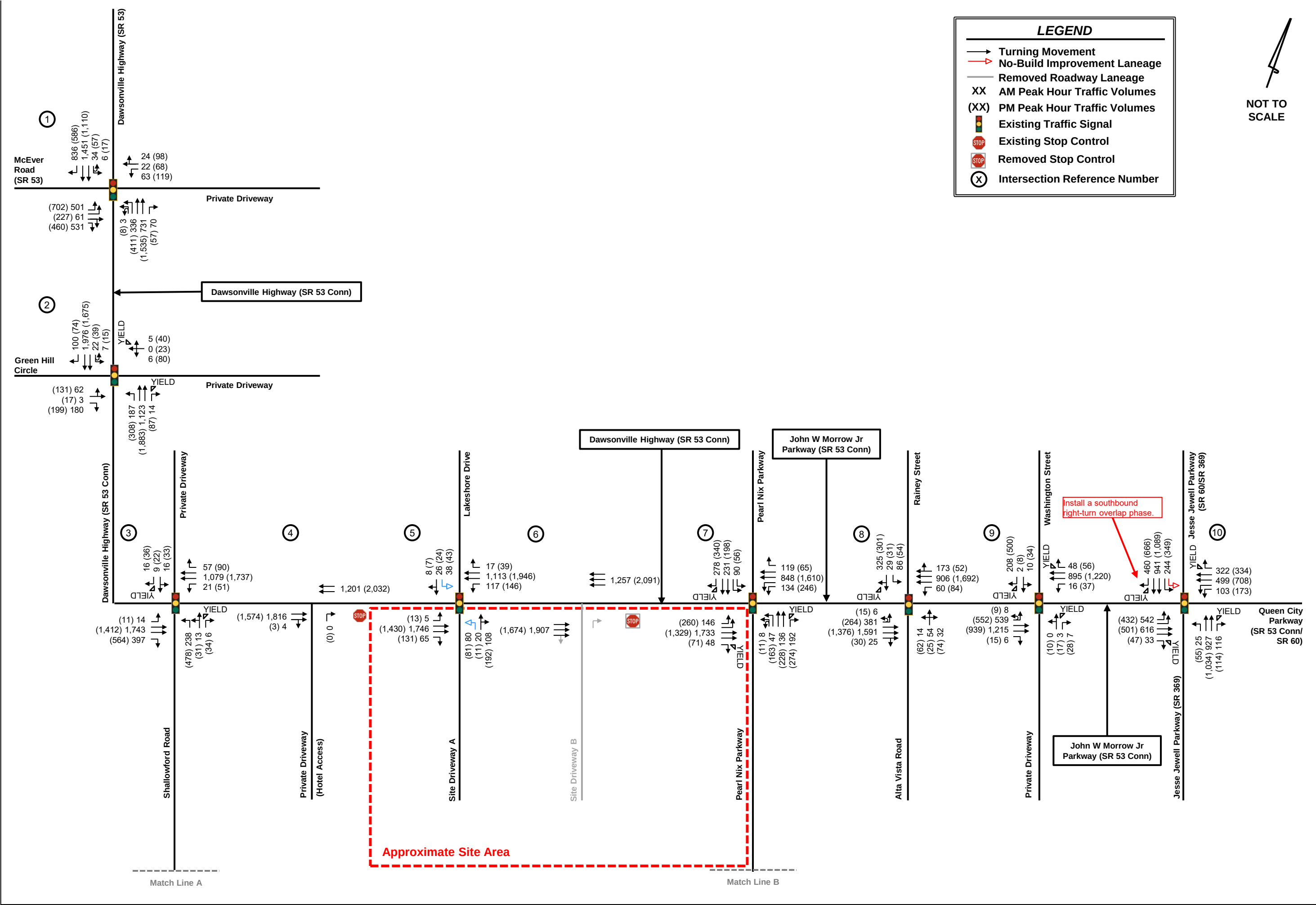
Existing Traffic Signal

Existing Stop Control

Proposed Stop Control

Intersection Reference Number





LEGEND

→

Turning Movement

→

Proposed Build Laneage

XX

AM Peak Hour Traffic Volumes

(XX)

PM Peak Hour Traffic Volumes

Existing Traffic Signal

STOP

Existing Stop Control

STOP

Proposed Stop Control

(X)

Intersection Reference Number

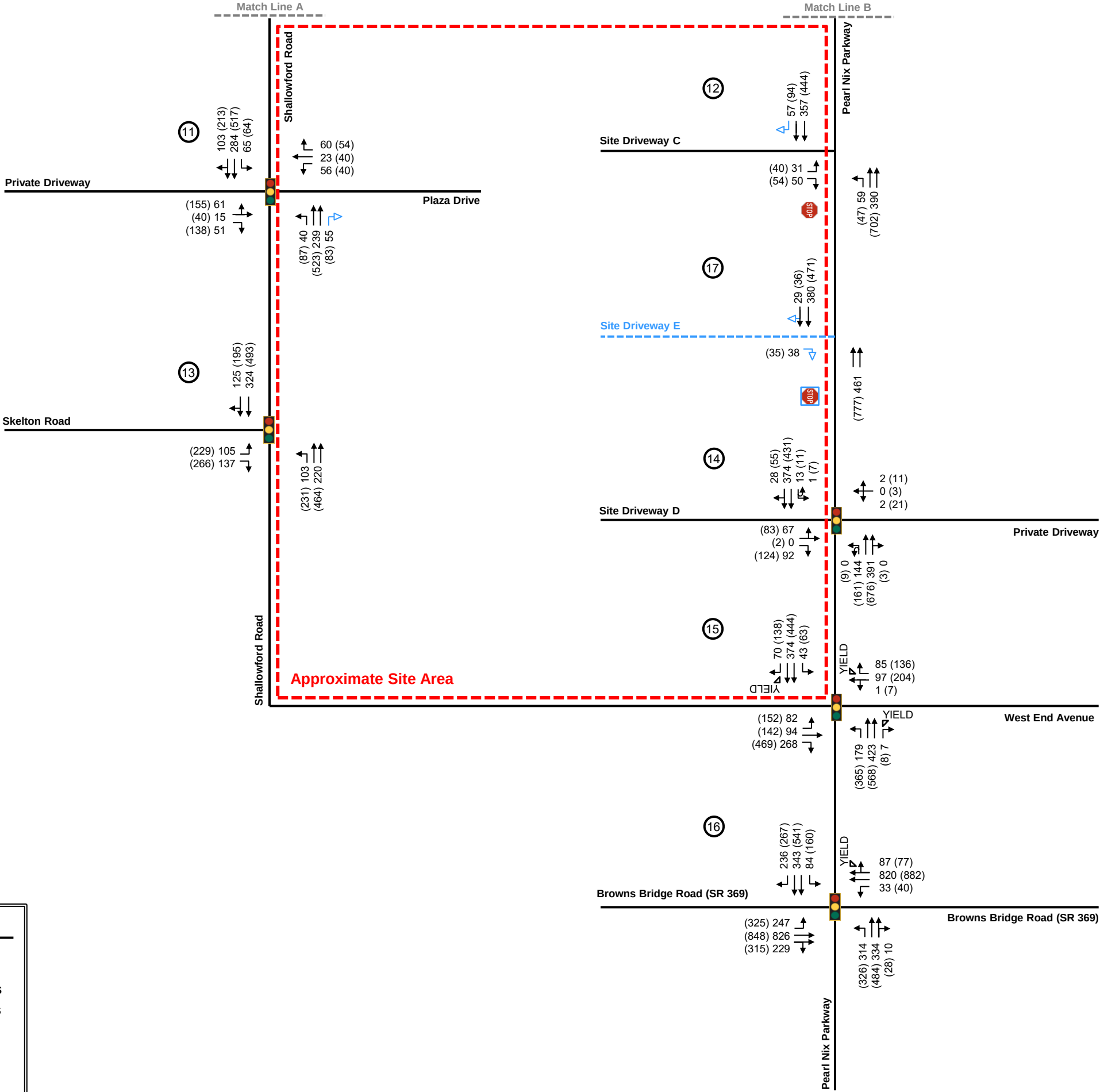


Figure 16

Projected 2030
Build Conditions

Lakeshore Mall Redevelopment DRI
Transportation Analysis

6.0 LEVEL-OF-SERVICE ANALYSIS

Level-of-service determinations were made for the weekday AM and PM peak hours for the study network intersections using *Synchro, Version 12.0*. *Synchro* software uses methodologies contained in the *Highway Capacity Manual, 6th Edition* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

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

Levels-of-service for unsignalized intersections, with stop control on the minor street only, are reported for the side-street approaches and major street left-turns. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience considerable delay turning onto a major roadway.

Levels-of-service for signalized intersections are reported for the intersection as a whole. One or movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

In addition to the Existing 2023 conditions, an analysis was performed for the AM and PM peak hours under Projected 2030 No-Build and Build traffic conditions. The results of the LOS analysis are summarized for the AM and PM peak hours in **Table 4**, **Table 5**, and **Table 6**. The *Synchro* analysis reports are included in **Appendix G**.

Table 4: Existing 2023 LOS Summary LOS (Delay in Seconds)			
Intersection	Approach/ Movement	Existing 2023	
		AM Peak	PM Peak
1. Dawsonville Highway (SR 53/SR 53 Conn) at McEver Road (SR 53)/Private Driveway (signalized)	Overall	F (90.2)	D (47.4)
2. Dawsonville Highway (SR 53 Conn) at Green Hill Circle/Private Driveway (signalized)	Overall	A (5.7)	B (14.1)
3. Dawsonville Highway (SR 53 Conn) at Shallowford Road/Private Driveway (signalized)	Overall	B (10.9)	D (35.7)
4. Dawsonville Highway (SR 53 Conn) at Private Driveway (unsignalized)	NB	A (0.0)	A (0.0)
5. Dawsonville Highway (SR 53 Conn) at Lakeshore Drive/Site Driveway A (signalized)	Overall	A (2.3)	A (9.8)
6. Dawsonville Highway (SR 53 Conn) at Site Driveway B (unsignalized)	NB	A (0.0)	A (0.0)
7. Dawsonville Highway (SR 53 Conn)/John W Morrow Jr Parkway (SR 53 Conn) at Pearl Nix Parkway (signalized)	Overall	D (35.3)	D (45.4)
8. John W Morrow Jr Parkway (SR 53 Conn) at Alta Vista Road/Rainey Street (signalized)	Overall	B (11.5)	C (30.7)
9. John W Morrow Jr Parkway (SR 53 Conn) at Washington Street/Private Driveway (signalized)	Overall	C (20.7)	D (54.2)
10. Jesse Jewell Parkway (SR 60/SR 369) at John W Morrow Jr Parkway (SR 53 Conn)/Queens City Parkway (SR 53 Conn/SR 60) (signalized)	Overall	D (48.5)	D (51.4)
11. Shallowford Road at Plaza Drive/Private Driveway (signalized)	Overall	B (15.4)	B (18.9)
12. Pearl Nix Parkway at Site Driveway C (unsignalized)	NBL	A (7.5)	A (7.7)
	EB	A (9.4)	B (11.1)
13. Shallowford Road at Skelton Road (signalized)	Overall	B (13.8)	B (16.7)
14. Pearl Nix Parkway at Site Driveway D/Private Driveway (signalized)	Overall	B (10.8)	B (14.1)
15. Pearl Nix Parkway at Shallowford Road/West End Avenue (signalized)	Overall	B (17.4)	C (25.8)
16. Browns Bridge Road (SR 369) at Pearl Nix Parkway (signalized)	Overall	D (37.2)	D (46.0)
17. Pearl Nix Parkway at Site Driveway E (unsignalized)	EB		

As shown in Table 4, the analysis indicates that under Existing 2023 conditions, all intersections, except for one, currently operate at an acceptable level-of-service during the AM and PM peak hours.

**Table 5: Projected 2030 No-Build LOS Summary***LOS (Delay in Seconds)*

Intersection	Approach/ Movement	Projected 2030 No-Build	
		AM Peak	PM Peak
1. Dawsonville Highway (SR 53/SR 53 Conn) at McEver Road (SR 53)/Private Driveway (signalized)	Overall	D (47.5)*	D (51.3)*
2. Dawsonville Highway (SR 53 Conn) at Green Hill Circle/Private Driveway (signalized)	Overall	A (6.1)	C (25.2)
3. Dawsonville Highway (SR 53 Conn) at Shallowford Road/Private Driveway (signalized)	Overall	B (11.8)	D (46.6)
4. Dawsonville Highway (SR 53 Conn) at Private Driveway (unsignalized)	NB	A (0.0)	A (0.0)
5. Dawsonville Highway (SR 53 Conn) at Lakeshore Drive/Site Driveway A (signalized)	Overall	A (2.5)	B (10.9)
6. Dawsonville Highway (SR 53 Conn) at Site Driveway B (unsignalized)	NB	A (0.0)	A (0.0)
7. Dawsonville Highway (SR 53 Conn)/John W Morrow Jr Parkway (SR 53 Conn) at Pearl Nix Parkway (signalized)	Overall	D (43.5)	D (48.1)*
8. John W Morrow Jr Parkway (SR 53 Conn) at Alta Vista Road/Rainey Street (signalized)	Overall	B (18.9)	C (31.5)
9. John W Morrow Jr Parkway (SR 53 Conn) at Washington Street/Private Driveway (signalized)	Overall	C (23.5)	D (53.3)*
10. Jesse Jewell Parkway (SR 60/SR 369) at John W Morrow Jr Parkway (SR 53 Conn)/Queens City Parkway (SR 53 Conn/SR 60) (signalized)	Overall	E (57.0)	E (66.4)
11. Shallowford Road at Plaza Drive/Private Driveway (signalized)	Overall	B (15.8)	B (19.8)
12. Pearl Nix Parkway at Site Driveway C (unsignalized)	NBL	A (7.6)	A (7.8)
	EB	A (9.7)	B (11.9)
13. Shallowford Road at Skelton Road (signalized)	Overall	B (14.1)	B (17.3)
14. Pearl Nix Parkway at Site Driveway D/Private Driveway (signalized)	Overall	B (11.0)	B (14.4)
15. Pearl Nix Parkway at Shallowford Road/West End Avenue (signalized)	Overall	B (17.9)	C (32.9)
16. Browns Bridge Road (SR 369) at Pearl Nix Parkway (signalized)	Overall	D (42.0)	D (53.3)
17. Pearl Nix Parkway at Site Driveway E (unsignalized)	EB		

*Signal timing splits adjusted for increase in traffic volumes.

As shown in **Table 5**, one intersection is projected to operate at a failing LOS during both AM and PM peak hours under the Projected 2030 No-Build conditions.



Table 6 below summarizes the results of the LOS analysis under Projected 2030 Build conditions.

Table 6: Projected 2030 Build LOS Summary <i>LOS (Delay in Seconds)</i>			
Intersection	Approach/ Movement	Projected 2030 Build	
		AM Peak	PM Peak
1. Dawsonville Highway (SR 53/SR 53 Conn) at McEver Road (SR 53)/Private Driveway (signalized)	Overall	D (52.6)*	D (51.7)*
2. Dawsonville Highway (SR 53 Conn) at Green Hill Circle/Private Driveway (signalized)	Overall	A (7.1)	C (25.6)
3. Dawsonville Highway (SR 53 Conn) at Shallowford Road/Private Driveway (signalized)	Overall	B (17.8)	D (48.4)
4. Dawsonville Highway (SR 53 Conn) at Private Driveway (unsignalized)	NB	A (0.0)	A (0.0)
5. Dawsonville Highway (SR 53 Conn) at Lakeshore Drive/Site Driveway A (signalized)	Overall	A (9.0)	C (22.3)
6. Dawsonville Highway (SR 53 Conn) at Site Driveway B (unsignalized)	NB		
7. Dawsonville Highway (SR 53 Conn)/John W Morrow Jr Parkway (SR 53 Conn) at Pearl Nix Parkway (signalized)	Overall	D (52.7)	D (54.2)*
8. John W Morrow Jr Parkway (SR 53 Conn) at Alta Vista Road/Rainey Street (signalized)	Overall	C (23.9)	C (33.6)
9. John W Morrow Jr Parkway (SR 53 Conn) at Washington Street/Private Driveway (signalized)	Overall	C (30.6)	D (53.5)*
10. Jesse Jewell Parkway (SR 60/SR 369) at John W Morrow Jr Parkway (SR 53 Conn)/Queens City Parkway (SR 53 Conn/SR 60) (signalized)	Overall	E (58.8)	E (69.5)
11. Shallowford Road at Plaza Drive/Private Driveway (signalized)	Overall	B (19.5)	C (20.5)
12. Pearl Nix Parkway at Site Driveway C (unsignalized)	NBL	A (7.9)	A (8.0)
	EB	B (10.8)	B (12.3)
13. Shallowford Road at Skelton Road (signalized)	Overall	B (14.3)	B (17.4)
14. Pearl Nix Parkway at Site Driveway D/Private Driveway (signalized)	Overall	B (14.6)	B (17.1)
15. Pearl Nix Parkway at Shallowford Road/West End Avenue (signalized)	Overall	B (19.1)	C (35.0)
16. Browns Bridge Road (SR 369) at Pearl Nix Parkway (signalized)	Overall	D (49.0)	D (54.2)*
17. Pearl Nix Parkway at Site Driveway E (unsignalized)	EB	A (9.0)	A (9.1)

*Signal timing splits adjusted for increase in traffic volumes.



As shown in **Table 6**, the analysis indicates that under Projected 2030 Build conditions, the majority of intersections are projected to operate at an acceptable level-of-service during the AM and PM peak hours. One intersection is projected to operate at a failing LOS during both peak hours under the Projected 2030 Build conditions.

The following system improvements are recommended to improve the failing LOS during both peak hours under the Projected 2030 No-Build and Projected 2030 Build conditions:

- Intersection 10: Jesse Jewell Parkway (SR 60/SR 369) at John W Morrow Jr Parkway (SR 53 Conn)/Queens City Parkway (SR 53 Conn/SR 60)
 - Construct an additional southbound left-turn lane along Jesse Jewell Parkway (SR 60/SR 369) to create dual southbound left-turn lanes.
 - Install a southbound right-turn overlap phase.

Table 7 shows the LOS results with the listed improvements.

Table 7: Projected 2030 Improved LOS Summary					
LOS (Delay in Seconds)					
Intersection	Approach/ Movement	Projected 2030 No-Build		Projected 2030 Build	
		AM Peak	PM Peak	AM Peak	PM Peak
10. Jesse Jewell Parkway (SR 60/SR 369) at John W Morrow Jr Parkway (SR 53 Conn)/Queens City Parkway (SR 53 Conn/SR 60) (signalized)	Overall	D (49.3)	D (54.6)	D (51.4)	D (54.6)

As shown in **Table 7**, with the above listed improvements, all study intersections are projected to operate at an acceptable LOS during all peak hours under the Projected 2030 No-Build and Projected 2030 Build conditions.

7.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the *Lakeshore Mall Redevelopment DRI* development located in the southwest quadrant of the intersection of Dawsonville Highway (SR 53 Conn)/John W Morrow Jr Parkway (SR 53 Conn) at Pearl Nix Parkway in the City of Gainesville, Georgia. A DRI number will be assigned to the project once the “DRI Form 1 Information” is filed by the City of Gainesville with the Department of Community Affairs. The development, which is approximately 48.86 acres in size, will include 80 townhomes, 652 multi-family residential units, 95 hotel rooms, 18,000 SF of medical office building space, 83,364 SF of department store space, 128,580 SF of retail space, and 73,500 SF of restaurant space. All current uses on the site will be demolished except the 83,364 SF Belk department store will remain the same and is included as part of the redevelopment. Gross trips for the Belk department store were estimated using the *Institute of Transportation Engineers’ (ITE) Trip Generation Manual, 11th Edition, 2021* equations for the department store land use.

The study network, which consists of sixteen (16) intersections, was analyzed for the weekday AM and PM peak hours under Existing 2023 conditions, Projected 2030 No-Build conditions (seven years of background traffic growth), Projected 2030 Build conditions (Projected 2030 No-Build conditions plus traffic generated by the proposed *Lakeshore Mall Redevelopment DRI* development).

The majority of study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours under Projected 2030 Build conditions. Two intersections are projected to operate at a failing LOS during both peak hours under the Projected 2030 No-Build and Projected 2030 build conditions.

The site driveways are projected to operate at an acceptable LOS during the AM and PM peak hours under Projected 2030 Build conditions.

Kimley-Horn and Associates, Inc. recommends both system and site access improvements based on the results of the analysis.

7.1 SYSTEM IMPROVEMENTS

Based on the results of this study, Kimley-Horn and Associates, Inc. recommends the following system improvements to serve the background traffic conditions (note: this would be the improvements needed to serve the traffic based on the existing conditions plus background growth).

- Intersection 10: Jesse Jewell Parkway (SR 60/SR 369) at John W Morrow Jr Parkway (SR 53 Conn)/Queens City Parkway (SR 53 Conn/SR 60)
 - Construct an additional southbound left-turn lane along Jesse Jewell Parkway (SR 60/SR 369) to create dual southbound left-turn lanes.
 - Install a southbound right-turn overlap phase.

7.2 INTERSECTION/SITE ACCESS IMPROVEMENT RECOMMENDATIONS

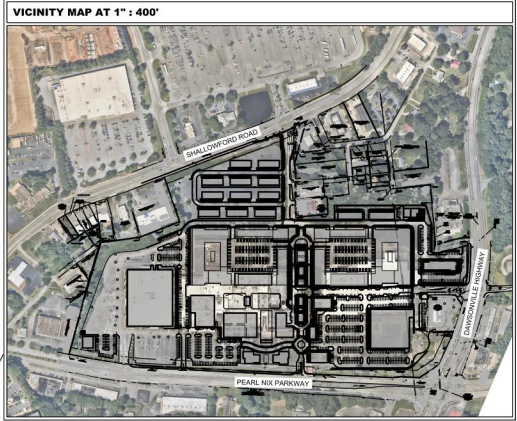
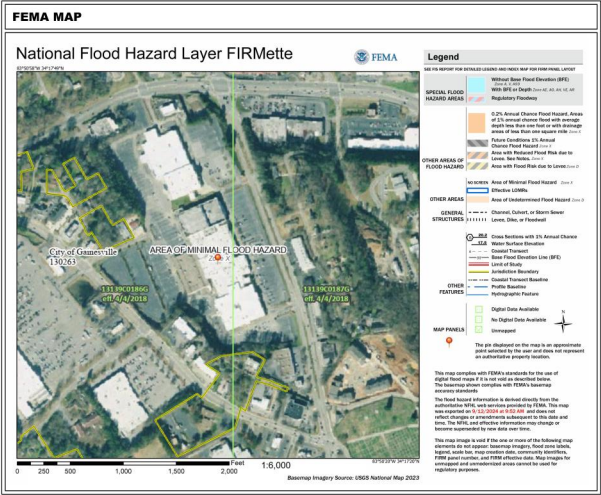
Based on the results of this study, Kimley-Horn and Associates, Inc. recommends the following site-access improvements to serve the Projected 2030 Build traffic conditions (note: this would be the improvements needed to serve the traffic associated with the *Lakeshore Mall Redevelopment DRI* site).

- Intersection 5: Dawsonville Highway (SR 53 Conn) at Lakeshore Drive/Site Driveway A
 - Improve side streets to include new left-turn lanes per current GDOT standard.
- Intersection 11: Shallowford Road at Plaza Drive/Private Driveway
 - Construct an exclusive northbound right-turn deceleration lane along Shallowford Road.
- Intersection 12: Pearl Nix Parkway at Site Driveway C
 - Construct an exclusive southbound right-turn deceleration lane along Pearl Nix Parkway.
 - Monitor intersection for future traffic signalization.
- Intersection 17: Pearl Nix Parkway at Site Driveway E
 - Create a new driveway with right-in/right-out access along Pearl Nix Parkway (with one (1) ingress lane and one (1) egress lane).



APPENDIX A: SITE PLAN

Site Plan



SITE DEVELOPMENT SUMMARY	
SITE SUMMARY:	
CURRENT ZONING:	R-8 REGIONAL BUSINESS DISTRICT
PROPOSED ZONING:	PUD (PLANNED UNIT DEVELOPMENT)
SITE AREA:	48.86 ACRES
BUILDING SETBACK:	
- FRONT:	0 FT
- SIDE:	0 FT
- REAR:	0 FT
LANDSCAPE SETBACK:	
- FRONT:	0 FT
- SIDE:	0 FT
- REAR:	0 FT
PROPOSED LAND USES & DENSITIES:	
MULTIFAMILY RESIDENTIAL	652 UNITS
RETAIL	211,944 SF
RESTAURANT	73,500 SF
MEDICAL OFFICE BUILDING	18,000 SF
TOWNHOMES	80 UNITS
HOTEL	95 KEYS
OFFICE/MAIN	2,000 SF
PARKING SUMMARY:	
REQUIRED PARKING:	
MULTIFAMILY (652 UNITS)	2,737 SPACES (TOTAL)
RETAIL (211,944 SF)	1,044 SPACES (1.5 SPACES/UNIT)
RESTAURANT (73,500 SF)	771 SPACES (1 SPACE/275 SF)
MEDICAL OFFICE (18,000 SF)	588 SPACES (1 SPACE/125 SF)
TOWNHOMES (80 UNITS)	72 SPACES (1 SPACE/250 SF)
HOTEL (95 KEYS)	160 SPACES (2 SPACES/UNIT)
OFFICE/MAIN (2,000 SF)	95 SPACES (1 SPACE/200 SF)
MAXIMUM PARKING:	
MULTIFAMILY (652 UNITS)	3,824 SPACES (TOTAL)
RETAIL (211,944 SF)	1,434 SPACES (2.2 SPACES/UNIT)
RESTAURANT (73,500 SF)	1,044 SPACES (1.5 SPACES/UNIT)
MEDICAL OFFICE (18,000 SF)	843 SPACES (1 SPACE/251.4 SF)
TOWNHOMES (80 UNITS)	801 SPACES (1 SPACE/88.9 SF)
HOTEL (95 KEYS)	120 SPACES (1 SPACE/150 SF)
OFFICE/MAIN (2,000 SF)	320 SPACES (4 SPACES/UNIT)
PROVIDED PARKING:	
MULTIFAMILY (652 UNITS)	3,234 SPACES (TOTAL)
RETAIL (211,944 SF)	1,044 SPACES (1.5 SPACES/UNIT)
RESTAURANT (73,500 SF)	843 SPACES (1 SPACE/251.4 SF)
MEDICAL OFFICE (18,000 SF)	801 SPACES (1 SPACE/88.9 SF)
TOWNHOMES (80 UNITS)	120 SPACES (1 SPACE/150 SF)
HOTEL (95 KEYS)	320 SPACES (4 SPACES/UNIT)
OFFICE/MAIN (2,000 SF)	99 SPACES (1.05 SPACES/UNIT)

- UTILITY PROVIDERS**
- DOMESTIC WATER SERVICE IS PROVIDED BY THE CITY OF GAINESVILLE
 - SANITARY SEWAGE SERVICE IS PROVIDED BY THE CITY OF GAINESVILLE

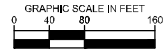
STORMWATER MANAGEMENT NOTE

DUE TO PROXIMITY TO LAKE LANIER, ONSITE STORMWATER DETENTION IS NOT REQUIRED, DURING THE LAND DISTURBANCE REVIEW PHASE OF THE PROJECT, ADDITIONAL TIMING ANALYSIS WILL BE ANALYZED TO SHOW NO IMPACT DUE TO ELIMINATING ONSITE DETENTION STORAGE.

THE EXISTING AND PROPOSED STORMWATER DISCHARGES INTO EXISTING UNDERGROUND STORMWATER PIPES BEFORE DISCHARGING INTO LAKE LANIER. DURING THE LAND DISTURBANCE REVIEW PHASE HYDRAULIC STUDIES WILL BE ANALYZED OF THE DOWNSIDE EXISTING UNDERGROUND STORMWATER PIPES TO CONFIRM CAPACITY, AS SO, CHANNEL PROTECTION WILL NOT BE REQUIRED.

RUNOFF REDUCTION/ WATER QUALITY SHALL BE ACHIEVED USING ONSITE GREEN INFRASTRUCTURE SUCH AS PERMEABLE PAVERS, SHORT-RETENTION PONDS/VALES, STORMWATER PLANTERS, UNDERGROUND INFILTRATION, ETC.

- SITE NOTES**
- THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS FROM AN ELECTRIFICING FILE PROVIDED BY THE PRESTON PARTNERSHIP, DATED 09/18/2024 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT BUILDING INFORMATION.
 - EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY PATTON LAND SURVEYING, LLC, DATED 09/05/2023.
 - ALL DIMENSIONS ARE FROM FACE OF CURB TO FACE OF CURB UNLESS OTHERWISE NOTED.
 - SIDEWALK INSTALLED AGAINST BACK OF CURB SHALL BE INSTALLED PER THE PLAN AS MEASURED FROM THE BACK OF CURB.
 - ALL SIGNAGE AND STRIPING MUST MEET THE LATEST REQUIREMENTS SET FORTH BY MUTCD, GDOT, AND GEORGIA STATE CODE.
 - REFERENCE LANDSCAPE PLANS FOR ALL HARDSCAPE AND LANDSCAPE DETAILS AND SPECIFICATIONS.



Kimley»Horn

11720 AMBER PARK DRIVE
SUITE 200
ALPHARETTA, GEORGIA 30009

PHONE 770.619.4290
WWW.KIMLEY-HORN.COM
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BRANCH PROPERTIES

3340 TEACH-TREE ROAD, NE
SUITE 2775
ATLANTA, GA 30328

LAKESHORE MALL REDEVELOPMENT

150 PEARL NIX PKWY SW
GAINESVILLE, GA 30601

PROJECT NO. 11819006

TITLE



DESIGNED BY: KHP
REVIEWED BY: MAP
DATE: 02.02.2024
PROJECT NO.: 11819006

REZONING SITE PLAN

SHEET NUMBER

SHEET 1



APPENDIX B: TRAFFIC COUNT DATA

Traffic Count Data



[Click here for Map](#)

Peak Hour Turning Movement Count
Hall County, GA



www.marrtraffic.com

Sunday, March 5, 2023	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
0730 - 0745	76	142	15	0	233	6	349	195	2	552	117	7	108	0	232	8	3	3	0	14	
0745 - 0800	58	146	16	1	221	6	346	213	1	566	109	10	119	0	238	8	4	3	0	15	
0800 - 0815	41	150	15	0	206	6	253	153	2	414	130	24	116	0	270	20	6	8	0	34	
0815 - 0830	58	139	15	2	214	12	260	167	0	439	80	12	64	0	156	19	6	7	0	32	
Total	233	577	61	3	874	30	1208	728	5	1971	436	53	407	0	896	55	19	21	0	95	
Approach %	26.66	66.02	6.98	0.34	-	1.52	61.29	36.94	0.25	-	48.66	5.92	45.42	0.00	-	57.89	20.00	22.11	0.00	-	
PHF	0.77	0.96	0.95	0.38	0.94	0.63	0.87	0.85	0.63	0.87	0.84	0.55	0.86	0.00	0.83	0.69	0.79	0.66	0.00	0.70	

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0730 - 0745	74	128	15	0	217	6	337	192	2	537	106	7	99	0	212	7	3	3	0	13	979
0745 - 0800	56	136	16	1	209	5	332	208	1	546	100	9	108	0	217	7	3	3	0	13	985
0800 - 0815	41	138	15	0	194	5	245	148	2	400	121	24	111	0	256	19	6	6	0	31	881
0815 - 0830	56	127	14	2	199	12	253	159	0	424	70	11	62	0	143	17	6	4	0	27	793
Total	227	529	60	3	819	28	1167	707	5	1907	397	51	380	0	828	50	18	16	0	84	3638
Approach %	27.72	64.59	7.33	0.37	-	1.47	61.20	37.07	0.26	-	47.95	6.16	45.89	0.00	-	59.52	21.43	19.05	0.00	-	-
PHF	0.77	0.96	0.94	0.38	0.94	0.58	0.87	0.85	0.63	0.87	0.82	0.53	0.86	0.00	0.81	0.66	0.75	0.67	0.00	0.68	0.92

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0730 - 0745	2	9	0	0	11	0	7	3	0	10	11	0	9	0	20	1	0	0	0	1	42
0745 - 0800	0	8	0	0	8	1	8	4	0	13	5	1	11	0	17	0	1	0	0	1	39
0800 - 0815	0	7	0	0	7	1	6	3	0	10	7	0	4	0	11	1	0	2	0	3	31
0815 - 0830	2	5	1	0	8	0	5	7	0	12	4	0	0	0	4	0	0	2	0	2	26
Total	4	29	1	0	34	2	26	17	0	45	27	1	24	0	52	2	1	4	0	7	138
Approach %	11.76	85.29	2.94	0.00	-	4.44	57.78	37.78	0.00	-	51.92	1.92	46.15	0.00	-	28.57	14.29	57.14	0.00	-	-
PHF	0.50	0.81	0.25	0.00	0.77	0.50	0.81	0.61	0.00	0.87	0.61	0.25	0.55	0.00	0.65	0.50	0.25	0.50	0.00	0.58	0.82

Combination Trucks (8-13)

Time		Northbound					Southbound					Eastbound					Westbound					Int Total
		GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
		Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0730 - 0745		0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
0745 - 0800		2	2	0	0	4	0	6	1	0	7	4	0	0	0	4	1	0	0	0	1	16
0800 - 0815		0	5	0	0	5	0	2	2	0	4	2	0	1	0	3	0	0	0	0	0	12
0815 - 0830		0	7	0	0	7	0	2	1	0	3	6	1	2	0	9	2	0	1	0	3	22
Total		2	19	0	0	21	0	15	4	0	19	12	1	3	0	16	3	0	1	0	4	60
Approach %		9.52	90.48	0.00	0.00	-	0.00	78.95	21.05	0.00	-	75.00	6.25	18.75	0.00	-	75.00	0.00	25.00	0.00	-	-
PHF		0.25	0.68	0.00	0.00	0.75	0.00	0.63	0.50	0.00	0.68	0.50	0.25	0.38	0.00	0.44	0.38	0.00	0.25	0.00	0.33	0.68

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
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	
0800 - 0815	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	



[Click here for Map](#)

Peak Hour Turning Movement Count
Hall County, GA



www.marrtraffic.com

Sunday, March 5, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
1700 - 1715	5.1	5.2	5.3	5.4		5.5	5.6	5.7	5.8		5.9	5.10	5.11	5.12		5.13	5.14	5.15	5.16		
1715 - 1730	110	308	17	0	435	16	239	117	2	374	134	42	79	0	255	31	13	18	0	62	
1730 - 1745	84	312	11	3	410	12	247	140	4	403	162	53	105	0	320	31	18	23	0	72	
1745 - 1800	82	331	10	1	424	10	210	120	2	342	173	58	90	0	321	23	13	22	0	58	
	58	362	12	3	435	12	232	133	7	384	142	45	88	0	275	19	15	22	0	56	
Total	334	1313	50	7	1704	50	928	510	15	1503	611	198	362	0	1171	104	59	85	0	248	
Approach %	19.60	77.05	2.93	0.41	-	3.33	61.74	33.93	1.00	-	52.18	16.91	30.91	0.00	-	41.94	23.79	34.27	0.00	-	
PHF	0.76	0.91	0.74	0.58	0.98	0.78	0.94	0.91	0.54	0.93	0.88	0.85	0.86	0.00	0.91	0.84	0.82	0.92	0.00	0.86	

Passenger Vehicles (1-3)

Passenger Vehicles (2+)		Northbound					Southbound					Eastbound					Westbound					Int
		GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
		Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
Time	5.1	5.2	5.3	5.4		5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total	
1700 - 1715	110	297	17	0	424	15	233	109	2	359	133	42	78	0	253	31	12	18	0	61	1097	
1715 - 1730	84	307	11	3	405	12	242	131	4	389	159	53	104	0	316	30	18	23	0	71	1181	
1730 - 1745	82	325	10	1	418	9	206	116	2	333	172	57	90	0	319	23	13	22	0	58	1128	
1745 - 1800	57	352	11	3	423	12	226	124	7	369	141	45	88	0	274	18	15	22	0	55	1121	
Total	333	1281	49	7	1670	48	907	480	15	1450	605	197	360	0	1162	102	58	85	0	245	4527	
Approach %	19.94	76.71	2.93	0.42	-	3.31	62.55	33.10	1.03	-	52.07	16.95	30.98	0.00	-	41.63	23.67	34.69	0.00	-	-	
PHF	0.76	0.91	0.72	0.58	0.98	0.80	0.94	0.92	0.54	0.93	0.88	0.86	0.87	0.00	0.91	0.82	0.81	0.92	0.00	0.86	0.96	

Single Unit Trucks (4-7)

Single Unit Trucks (4-7)		Northbound					Southbound					Eastbound					Westbound					Int
		GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
		Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
Time	5.1	5.2	5.3	5.4	Total	5.1	5.2	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total		
1700 - 1715	0	4	0	0	4	1	2	7	0	10	1	0	0	0	1	0	1	0	0	1	16	
1715 - 1730	0	2	0	0	2	0	4	5	0	9	3	0	0	0	3	1	0	0	0	1	15	
1730 - 1745	0	3	0	0	3	1	2	4	0	7	1	0	0	0	1	0	0	0	0	0	11	
1745 - 1800	1	4	0	0	5	0	4	5	0	9	1	0	0	0	1	0	0	0	0	0	15	
Total	1	13	0	0	14	2	12	21	0	35	6	0	0	0	6	1	1	0	0	2	57	
Approach %	7.14	92.86	0.00	0.00	-	5.71	34.29	60.00	0.00	-	100.00	0.00	0.00	0.00	-	50.00	50.00	0.00	0.00	-	-	
PHF	0.25	0.81	0.00	0.00	0.70	0.50	0.75	0.75	0.00	0.88	0.50	0.00	0.00	0.00	0.50	0.25	0.25	0.00	0.00	0.50	0.89	

Combination Trucks (8-13)

Simulation Week 6 (0-12)																					
Time	Northbound					Southbound					Eastbound					Westbound					Int
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1700 - 1715	0	7	0	0	7	0	4	1	0	5	0	0	1	0	1	0	0	0	0	0	13
1715 - 1730	0	3	0	0	3	0	1	4	0	5	0	0	1	0	1	0	0	0	0	0	9
1730 - 1745	0	3	0	0	3	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	6
1745 - 1800	0	6	1	0	7	0	2	4	0	6	0	0	0	0	0	1	0	0	0	1	14
Total	0	19	1	0	20	0	9	9	0	18	0	1	2	0	3	1	0	0	0	1	42
Approach %	0.00	95.00	5.00	0.00	-	0.00	50.00	50.00	0.00	-	0.00	33.33	66.67	0.00	-	100.00	0.00	0.00	0.00	-	-
PHF	0.00	0.68	0.25	0.00	0.71	0.00	0.56	0.56	0.00	0.75	0.00	0.25	0.50	0.00	0.75	0.25	0.00	0.00	0.00	0.25	0.75

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
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	
1745 - 1800	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

Hall County, GA



www.marrtraffic.com

Site 5 of 12

GA-53 Dawsonville Hwy
GA-53 Hwy 53 (North)
GA-53 Hwy 53 (West)
Driveway

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.298670°, -83.856994°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0700 - 0715	45	100	10	0	155	5	250	150	0	405	60	11	43	0	114	9	3	2	0	14	688
0715 - 0730	50	122	12	2	186	1	279	171	0	451	78	5	64	0	147	11	2	4	0	17	801
0730 - 0745	76	142	15	0	233	6	349	195	2	552	117	7	108	0	232	8	3	3	0	14	1031
0745 - 0800	58	146	16	1	221	6	346	213	1	566	109	10	119	0	238	8	4	3	0	15	1040
Hourly Total	229	510	53	3	795	18	1224	729	3	1974	364	33	334	0	731	36	12	12	0	60	3560
0800 - 0815	41	150	15	0	206	6	253	153	2	414	130	24	116	0	270	20	6	8	0	34	924
0815 - 0830	58	139	15	2	214	12	260	167	0	439	80	12	64	0	156	19	6	7	0	32	841
0830 - 0845	61	131	36	0	228	8	205	128	2	343	82	12	61	1	156	17	15	11	0	43	770
0845 - 0900	46	131	22	2	201	11	198	96	4	309	96	18	64	0	178	22	13	4	0	39	727
Hourly Total	206	551	88	4	849	37	916	544	8	1505	388	66	305	1	760	78	40	30	0	148	3262
Grand Total	435	1061	141	7	1644	55	2140	1273	11	3479	752	99	639	1	1491	114	52	42	0	208	6822
Approach %	26.46	64.54	8.58	0.43	-	1.58	61.51	36.59	0.32	-	50.44	6.64	42.86	0.07	-	54.81	25.00	20.19	0.00	-	
Intersection %	6.38	15.55	2.07	0.10	24.10	0.81	31.37	18.66	0.16	51.00	11.02	1.45	9.37	0.01	21.86	1.67	0.76	0.62	0.00	3.05	
PHF	0.77	0.96	0.95	0.38	0.94	0.63	0.87	0.85	0.63	0.87	0.84	0.55	0.86	0.00	0.83	0.69	0.79	0.66	0.00	0.70	0.92

1600 - 1800 (Sunday 2h Session) (03-05-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1600 - 1615	93	245	21	4	363	28	224	134	3	389	150	33	80	0	263	41	23	16	0	80	1095
1615 - 1630	95	302	23	4	424	18	257	118	4	397	160	38	84	1	283	37	18	19	0	74	1178
1630 - 1645	75	306	19	2	402	15	230	123	8	376	137	43	89	0	269	37	27	24	0	88	1135
1645 - 1700	99	290	16	2	407	18	232	130	2	382	164	36	86	0	286	37	14	22	0	73	1148
Hourly Total	362	1143	79	12	1596	79	943	505	17	1544	611	150	339	1	1101	152	82	81	0	315	4556
1700 - 1715	110	308	17	0	435	16	239	117	2	374	134	42	79	0	255	31	13	18	0	62	1126
1715 - 1730	84	312	11	3	410	12	247	140	4	403	162	53	105	0	320	31	18	23	0	72	1205
1730 - 1745	82	331	10	1	424	10	210	120	2	342	173	58	90	0	321	23	13	22	0	58	1145
1745 - 1800	58	362	12	3	435	12	232	133	7	384	142	45	88	0	275	19	15	22	0	56	1150
Hourly Total	334	1313	50	7	1704	50	928	510	15	1503	611	198	362	0	1171	104	59	85	0	248	4626
Grand Total	696	2456	129	19	3300	129	1871	1015	32	3047	1222	348	701	1	2272	256	141	166	0	563	9182
Approach %	21.09	74.42	3.91	0.58	-	4.23	61.40	33.31	1.05	-	53.79	15.32	30.85	0.04	-	45.47	25.04	29.48	0.00	-	-
Intersection %	7.58	26.75	1.40	0.21	35.94	1.40	20.38	11.05	0.35	33.18	13.31	3.79	7.63	0.01	24.74	2.79	1.54	1.81	0.00	6.13	-
PHF	0.76	0.91	0.74	0.58	0.98	0.78	0.94	0.91	0.54	0.93	0.88	0.85	0.86	0.00	0.91	0.84	0.82	0.92	0.00	0.86	0.96

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

Hall County, GA



www.marrtraffic.com

Site 5 of 12

GA-53 Dawsonville Hwy
GA-53 Hwy 53 (North)
GA-53 Hwy 53 (West)
Driveway

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.298670°, -83.856994°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0700 - 0715	45	91	10	0	146	5	239	146	0	390	57	10	39	0	106	9	3	1	0	13	655
0715 - 0730	47	115	12	2	176	1	273	165	0	439	70	3	63	0	136	11	2	4	0	17	768
0730 - 0745	74	128	15	0	217	6	337	192	2	537	106	7	99	0	212	7	3	3	0	13	979
0745 - 0800	56	136	16	1	209	5	332	208	1	546	100	9	108	0	217	7	3	3	0	13	985
Hourly Total	222	470	53	3	748	17	1181	711	3	1912	333	29	309	0	671	34	11	11	0	56	3387
0800 - 0815	41	138	15	0	194	5	245	148	2	400	121	24	111	0	256	19	6	6	0	31	881
0815 - 0830	56	127	14	2	199	12	253	159	0	424	70	11	62	0	143	17	6	4	0	27	793
0830 - 0845	60	115	36	0	211	8	199	114	2	323	74	12	59	1	146	17	13	11	0	41	721
0845 - 0900	45	117	22	2	186	10	189	90	4	293	86	16	63	0	165	21	13	4	0	38	682
Hourly Total	202	497	87	4	790	35	886	511	8	1440	351	63	295	1	710	74	38	25	0	137	3077
Grand Total	424	967	140	7	1538	52	2067	1222	11	3352	684	92	604	1	1381	108	49	36	0	193	6464
Approach %	27.57	62.87	9.10	0.46	-	1.55	61.66	36.46	0.33	-	49.53	6.66	43.74	0.07	-	55.96	25.39	18.65	0.00	-	
Intersection %	6.56	14.96	2.17	0.11	23.79	0.80	31.98	18.90	0.17	51.86	10.58	1.42	9.34	0.02	21.36	1.67	0.76	0.56	0.00	2.99	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1600 - 1615	92	238	21	4	355	28	207	119	3	357	146	33	78	0	257	41	22	16	0	79	1048
1615 - 1630	95	297	22	4	418	18	240	112	4	374	157	38	82	1	278	37	18	18	0	73	1143
1630 - 1645	75	299	19	2	395	15	216	116	8	355	134	43	89	0	266	37	27	24	0	88	1104
1645 - 1700	96	284	15	2	397	18	218	123	2	361	157	35	86	0	278	36	14	21	0	71	1107
Hourly Total	358	1118	77	12	1565	79	881	470	17	1447	594	149	335	1	1079	151	81	79	0	311	4402
1700 - 1715	110	297	17	0	424	15	233	109	2	359	133	42	78	0	253	31	12	18	0	61	1097
1715 - 1730	84	307	11	3	405	12	242	131	4	389	159	53	104	0	316	30	18	23	0	71	1181
1730 - 1745	82	325	10	1	418	9	206	116	2	333	172	57	90	0	319	23	13	22	0	58	1128
1745 - 1800	57	352	11	3	423	12	226	124	7	369	141	45	88	0	274	18	15	22	0	55	1121
Hourly Total	333	1281	49	7	1670	48	907	480	15	1450	605	197	360	0	1162	102	58	85	0	245	4527
Grand Total	691	2399	126	19	3235	127	1788	950	32	2897	1199	346	695	1	2241	253	139	164	0	556	8929
Approach %	21.36	74.16	3.89	0.59	-	4.38	61.72	32.79	1.10	-	53.50	15.44	31.01	0.04	-	45.50	25.00	29.50	0.00	-	-
Intersection %	7.74	26.87	1.41	0.21	36.23	1.42	20.02	10.64	0.36	32.44	13.43	3.88	7.78	0.01	25.10	2.83	1.56	1.84	0.00	6.23	-

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

Hall County, GA



www.marrtraffic.com

Site 5 of 12

GA-53 Dawsonville Hwy
GA-53 Hwy 53 (North)
GA-53 Hwy 53 (West)
Driveway

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.298670°, -83.856994°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0700 - 0715	0	4	0	0	4	0	6	2	0	8	2	1	3	0	6	0	0	1	0	1	19
0715 - 0730	3	4	0	0	7	0	5	6	0	11	6	0	1	0	7	0	0	0	0	0	25
0730 - 0745	2	9	0	0	11	0	7	3	0	10	11	0	9	0	20	1	0	0	0	1	42
0745 - 0800	0	8	0	0	8	1	8	4	0	13	5	1	11	0	17	0	1	0	0	1	39
Hourly Total	5	25	0	0	30	1	26	15	0	42	24	2	24	0	50	1	1	1	0	3	125
0800 - 0815	0	7	0	0	7	1	6	3	0	10	7	0	4	0	11	1	0	2	0	3	31
0815 - 0830	2	5	1	0	8	0	5	7	0	12	4	0	0	0	4	0	0	2	0	2	26
0830 - 0845	1	9	0	0	10	0	5	8	0	13	6	0	2	0	8	0	0	0	0	0	31
0845 - 0900	1	9	0	0	10	1	6	5	0	12	8	1	1	0	10	1	0	0	0	1	33
Hourly Total	4	30	1	0	35	2	22	23	0	47	25	1	7	0	33	2	0	4	0	6	121
Grand Total	9	55	1	0	65	3	48	38	0	89	49	3	31	0	83	3	1	5	0	9	246
Approach %	13.85	84.62	1.54	0.00	-	3.37	53.93	42.70	0.00	-	59.04	3.61	37.35	0.00	-	33.33	11.11	55.56	0.00	-	
Intersection %	3.66	22.36	0.41	0.00	26.42	1.22	19.51	15.45	0.00	36.18	19.92	1.22	12.60	0.00	33.74	1.22	0.41	2.03	0.00	3.66	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1600 - 1615	1	2	0	0	3	0	10	11	0	21	2	0	2	0	4	0	0	0	0	0	28
1615 - 1630	0	1	1	0	2	0	11	1	0	12	2	0	2	0	4	0	0	1	0	1	19
1630 - 1645	0	4	0	0	4	0	6	3	0	9	3	0	0	0	3	0	0	0	0	0	16
1645 - 1700	3	2	1	0	6	0	5	3	0	8	4	1	0	0	5	1	0	1	0	2	21
Hourly Total	4	9	2	0	15	0	32	18	0	50	11	1	4	0	16	1	0	2	0	3	84
1700 - 1715	0	4	0	0	4	1	2	7	0	10	1	0	0	0	1	0	1	0	0	1	16
1715 - 1730	0	2	0	0	2	0	4	5	0	9	3	0	0	0	3	1	0	0	0	1	15
1730 - 1745	0	3	0	0	3	1	2	4	0	7	1	0	0	0	1	0	0	0	0	0	11
1745 - 1800	1	4	0	0	5	0	4	5	0	9	1	0	0	0	1	0	0	0	0	0	15
Hourly Total	1	13	0	0	14	2	12	21	0	35	6	0	0	0	6	1	1	0	0	2	57
Grand Total	5	22	2	0	29	2	44	39	0	85	17	1	4	0	22	2	1	2	0	5	141
Approach %	17.24	75.86	6.90	0.00	-	2.35	51.76	45.88	0.00	-	77.27	4.55	18.18	0.00	-	40.00	20.00	40.00	0.00	-	
Intersection %	3.55	15.60	1.42	0.00	20.57	1.42	31.21	27.66	0.00	60.28	12.06	0.71	2.84	0.00	15.60	1.42	0.71	1.42	0.00	3.55	

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



Hall County, GA

www.marrtraffic.com

Site 5 of 12

GA-53 Dawsonville Hwy
GA-53 Hwy 53 (North)
GA-53 Hwy 53 (West)
Driveway

Date

Sunday, March 5, 2023

Weather

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Lat/Long

34.298670°, -83.856994°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0700 - 0715	0	5	0	0	5	0	5	2	0	7	1	0	1	0	2	0	0	0	0	0	14
0715 - 0730	0	3	0	0	3	0	1	0	0	1	2	2	0	0	4	0	0	0	0	0	8
0730 - 0745	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
0745 - 0800	2	2	0	0	4	0	6	1	0	7	4	0	0	0	4	1	0	0	0	1	16
Hourly Total	2	15	0	0	17	0	17	3	0	20	7	2	1	0	10	1	0	0	0	1	48
0800 - 0815	0	5	0	0	5	0	2	2	0	4	2	0	1	0	3	0	0	0	0	0	12
0815 - 0830	0	7	0	0	7	0	2	1	0	3	6	1	2	0	9	2	0	1	0	3	22
0830 - 0845	0	7	0	0	7	0	1	6	0	7	2	0	0	0	2	0	2	0	0	2	18
0845 - 0900	0	5	0	0	5	0	3	1	0	4	2	1	0	0	3	0	0	0	0	0	12
Hourly Total	0	24	0	0	24	0	8	10	0	18	12	2	3	0	17	2	2	1	0	5	64
Grand Total	2	39	0	0	41	0	25	13	0	38	19	4	4	0	27	3	2	1	0	6	112
Approach %	4.88	95.12	0.00	0.00	-	0.00	65.79	34.21	0.00	-	70.37	14.81	14.81	0.00	-	50.00	33.33	16.67	0.00	-	
Intersection %	1.79	34.82	0.00	0.00	36.61	0.00	22.32	11.61	0.00	33.93	16.96	3.57	3.57	0.00	24.11	2.68	1.79	0.89	0.00	5.36	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1600 - 1615	0	5	0	0	5	0	7	4	0	11	2	0	0	0	2	0	1	0	0	1	19
1615 - 1630	0	4	0	0	4	0	6	5	0	11	1	0	0	0	1	0	0	0	0	0	16
1630 - 1645	0	3	0	0	3	0	8	4	0	12	0	0	0	0	0	0	0	0	0	0	15
1645 - 1700	0	4	0	0	4	0	9	4	0	13	3	0	0	0	3	0	0	0	0	0	20
Hourly Total	0	16	0	0	16	0	30	17	0	47	6	0	0	0	6	0	1	0	0	1	70
1700 - 1715	0	7	0	0	7	0	4	1	0	5	0	0	1	0	1	0	0	0	0	0	13
1715 - 1730	0	3	0	0	3	0	1	4	0	5	0	0	1	0	1	0	0	0	0	0	9
1730 - 1745	0	3	0	0	3	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	6
1745 - 1800	0	6	1	0	7	0	2	4	0	6	0	0	0	0	0	1	0	0	0	1	14
Hourly Total	0	19	1	0	20	0	9	9	0	18	0	1	2	0	3	1	0	0	0	1	42
Grand Total	0	35	1	0	36	0	39	26	0	65	6	1	2	0	9	1	1	0	0	2	112
Approach %	0.00	97.22	2.78	0.00	-	0.00	60.00	40.00	0.00	-	66.67	11.11	22.22	0.00	-	50.00	50.00	0.00	0.00	-	
Intersection %	0.00	31.25	0.89	0.00	32.14	0.00	34.82	23.21	0.00	58.04	5.36	0.89	1.79	0.00	8.04	0.89	0.89	0.00	0.00	1.79	

Classified Turn Movement Count || Bikes

Hall County, GA



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Site 5 of 12

GA-53 Dawsonville Hwy
GA-53 Hwy 53 (North)
GA-53 Hwy 53 (West)
Driveway

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.298670°, -83.856994°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	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

Hall County, GA


Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 5 of 12

GA-53 Dawsonville Hwy

GA-53 Hwy 53 (North)

GA-53 Hwy 53 (West)

Driveway

Date

Sunday, March 5, 2023

Lat/Long

34.298670°, -83.856994°

Weather

Fair

61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound							
	GA-53 Dawsonville Hwy			GA-53 Hwy 53 (North)			GA-53 Hwy 53 (West)			Driveway							
TIME	EB 5a	WB 5b		App Total	EB 5c	WB 5d		App Total	NB 5e	SB 5f		App Total	NB 5g	SB 5h		App Total	Int Total
0700 - 0715	0	0		0	0	0		0	0	0		0	0	0		0	0
0715 - 0730	0	0		0	0	0		0	0	0		0	0	0		0	0
0730 - 0745	0	0		0	0	0		0	0	0		0	0	0		0	0
0745 - 0800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0800 - 0815	0	0		0	1	0		1	0	0		0	0	0		0	1
0815 - 0830	0	0		0	0	0		0	1	0		1	0	1		1	2
0830 - 0845	0	1		1	0	0		0	0	0		0	0	0		0	1
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	1		1	1	0		1	1	0		1	0	1		1	4
Grand Total	0	1		1	1	0		1	1	0		1	0	1		1	4
Approach %	0.00	100.00		-	100.00	0.00		-	100.00	0.00		-	0.00	100.00		-	
Intersection %	0.00	25.00		25.00	25.00	0.00		25.00	25.00	0.00		25.00	0.00	25.00		25.00	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Pedestrians

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total
	GA-53 Dawsonville Hwy				GA-53 Hwy 53 (North)				GA-53 Hwy 53 (West)				Driveway				
	EB 5a	WB 5b		App Total	EB 5c	WB 5d		App Total	NB 5e	SB 5f		App Total	NB 5g	SB 5h		App Total	
1600 - 1615	0	0		0	0	0		0	0	1		1	0	0		0	1
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	2		2	0	0		0	2
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	3		3	0	0		0	3
1700 - 1715	0	0		0	0	1		1	0	0		0	0	0		0	1
1715 - 1730	0	1		1	0	0		0	1	0		1	0	0		0	2
1730 - 1745	1	0		1	0	0		0	0	0		0	0	0		0	1
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	1	1		2	0	1		1	1	0		1	0	0		0	4
Grand Total	1	1		2	0	1		1	1	3		4	0	0		0	7
Approach %	50.00	50.00		-	0.00	100.00		-	25.00	75.00		-	0.00	0.00		-	
Intersection %	14.29	14.29		28.57	0.00	14.29		14.29	14.29	42.86		57.14	0.00	0.00		0.00	

Start Date: 3/5/2023	GA-53 Dawsonville Hwy Northbound			GA-53 Hwy 53 (North) Southbound			GA-53 Hwy 53 (West) Eastbound			Driveway Westbound			Total
Time	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	45	100	10	5	250	150	60	11	43	9	3	2	688
07:15 AM - 07:30 AM	50	122	12	1	279	171	78	5	64	11	2	4	801
07:30 AM - 07:45 AM	76	142	15	6	349	195	117	7	108	8	3	3	1031
07:45 AM - 08:00 AM	58	146	16	6	346	213	109	10	119	8	4	3	1040
08:00 AM - 08:15 AM	41	150	15	6	253	153	130	24	116	20	6	8	925
08:15 AM - 08:30 AM	58	139	15	12	260	167	80	12	64	19	6	7	843
08:30 AM - 08:45 AM	61	131	36	8	205	128	82	12	61	17	15	11	771
08:45 AM - 09:00 AM	46	131	22	11	198	96	96	18	64	22	13	4	727
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	93	245	21	28	224	134	150	33	80	41	23	16	1096
04:15 PM - 04:30 PM	95	302	23	18	257	118	160	38	84	37	18	19	1178
04:30 PM - 04:45 PM	75	306	19	15	230	123	137	43	89	37	27	24	1137
04:45 PM - 05:00 PM	99	290	16	18	232	130	164	36	86	37	14	22	1148
05:00 PM - 05:15 PM	110	308	17	16	239	117	134	42	79	31	13	18	1127
05:15 PM - 05:30 PM	84	312	11	12	247	140	162	53	105	31	18	23	1207
05:30 PM - 05:45 PM	82	331	10	10	210	120	173	58	90	23	13	22	1146
05:45 PM - 06:00 PM	58	362	12	12	232	133	142	45	88	19	15	22	1150
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

All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville 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		
0730 - 0745	16	1	36	0	53	0	0	0	0	0	3	411	33	1	448	36	229	3	0	268	769	
0745 - 0800	18	0	28	0	46	1	0	1	0	2	6	468	13	2	489	34	212	0	0	246	783	
0800 - 0815	10	0	36	0	46	0	0	3	0	3	8	420	22	1	451	30	184	2	0	216	716	
0815 - 0830	10	2	35	0	47	4	0	0	0	4	2	313	19	2	336	46	235	7	0	288	675	
Total	54	3	135	0	192	5	0	4	0	9	19	1612	87	6	1724	146	860	12	0	1018	2943	
Approach %	28.13	1.56	70.31	0.00	-	55.56	0.00	44.44	0.00	-	1.10	93.50	5.05	0.35	-	14.34	84.48	1.18	0.00	-	-	
PHF	0.75	0.38	0.94	0.00	0.91	0.31	0.00	0.33	0.00	0.56	0.59	0.86	0.66	0.75	0.88	0.79	0.91	0.43	0.00	0.88	0.94	

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0730 - 0745	16	1	33	0	50	0	0	0	0	0	3	391	32	1	427	36	214	3	0	253	730	
0745 - 0800	18	0	27	0	45	1	0	1	0	2	6	440	12	2	460	33	197	0	0	230	737	
0800 - 0815	8	0	33	0	41	0	0	3	0	3	8	406	20	1	435	29	176	2	0	207	686	
0815 - 0830	10	2	34	0	46	4	0	0	0	4	2	298	19	2	321	46	221	7	0	274	645	
Total	52	3	127	0	182	5	0	4	0	9	19	1535	83	6	1643	144	808	12	0	964	2798	
Approach %	28.57	1.65	69.78	0.00	-	55.56	0.00	44.44	0.00	-	1.16	93.43	5.05	0.37	-	14.94	83.82	1.24	0.00	-	-	
PHF	0.72	0.38	0.93	0.00	0.91	0.31	0.00	0.33	0.00	0.56	0.59	0.87	0.65	0.75	0.89	0.78	0.91	0.43	0.00	0.88	0.95	

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App. Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App. Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App. Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App. Total		
0730 - 0745	0	0	3	0	3	0	0	0	0	0	0	16	1	0	17	0	13	0	0	13	33	
0745 - 0800	0	0	1	0	1	0	0	0	0	0	0	19	1	0	20	0	9	0	0	9	30	
0800 - 0815	2	0	2	0	4	0	0	0	0	0	0	10	2	0	12	1	4	0	0	5	21	
0815 - 0830	0	0	1	0	1	0	0	0	0	0	0	9	0	0	9	0	8	0	0	8	18	
Total	2	0	7	0	9	0	0	0	0	0	0	54	4	0	58	1	34	0	0	35	102	
Approach %	22.22	0.00	77.78	0.00	-	0.00	0.00	0.00	0.00	-	0.00	93.10	6.90	0.00	-	2.86	97.14	0.00	0.00	-	-	
PHF	0.25	0.00	0.58	0.00	0.56	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.50	0.00	0.73	0.25	0.65	0.00	0.00	0.67	0.77	

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	1	6	0	0	7	16	
0800 - 0815	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	9	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	6	0	0	6	12	
Total	0	0	1	0	1	0	0	0	0	0	0	23	0	0	23	1	18	0	0	19	43	
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	5.26	94.74	0.00	0.00	-	-	
PHF	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.64	0.00	0.00	0.64	0.25	0.75	0.00	0.00	0.68	0.67	

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
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	
0800 - 0815	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	


[Click here for Map](#)

Peak Hour Turning Movement Count

Hall County, GA


www.marrtraffic.com

Tuesday, May 9, 2023	
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. Total
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1645 - 1700	36	4	37	0	77	16	5	5	0	26	9	345	16	3	373	60	414	23	0	497	973
1700 - 1715	19	1	34	0	54	13	5	8	0	26	5	384	14	5	408	51	410	17	1	479	967
1715 - 1730	31	7	45	0	83	19	4	15	0	38	11	339	16	2	368	72	392	16	0	480	969
1730 - 1745	28	3	42	0	73	22	6	7	0	35	9	313	18	3	343	72	378	20	3	473	924
Total	114	15	158	0	287	70	20	35	0	125	34	1381	64	13	1492	255	1594	76	4	1929	3833
Approach %	39.72	5.23	55.05	0.00	-	56.00	16.00	28.00	0.00	-	2.28	92.56	4.29	0.87	-	13.22	82.63	3.94	0.21	-	-
PHF	0.79	0.54	0.88	0.00	0.86	0.80	0.83	0.58	0.00	0.82	0.77	0.90	0.89	0.65	0.91	0.89	0.96	0.83	0.33	0.97	0.98

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)						
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total		
1645 - 1700	35	4	36	0	75	15	5	5	0	25	8	337	16	3	364	60	406	23	0	489	953	
1700 - 1715	19	1	34	0	54	13	5	8	0	26	5	376	14	5	400	51	401	17	1	470	950	
1715 - 1730	31	7	45	0	83	19	4	15	0	38	11	330	16	2	359	72	384	16	0	472	952	
1730 - 1745	28	3	42	0	73	22	6	7	0	35	9	302	18	3	332	69	370	20	3	462	902	
Total	113	15	157	0	285	69	20	35	0	124	33	1345	64	13	1455	252	1561	76	4	1893	3757	
Approach %	39.65	5.26	55.09	0.00	-	55.65	16.13	28.23	0.00	-	2.27	92.44	4.40	0.89	-	13.31	82.46	4.01	0.21	-	-	
PHF	0.81	0.54	0.87	0.00	0.86	0.78	0.83	0.58	0.00	0.82	0.75	0.89	0.89	0.65	0.91	0.88	0.96	0.83	0.33	0.97	0.99	

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int. Total
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1645 - 1700	1	0	1	0	2	1	0	0	0	1	1	5	0	0	6	0	2	0	0	2	11
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	6	9
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	7	0	0	7	14
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	2	6	0	0	8	13
Total	1	0	1	0	2	1	0	0	0	1	1	20	0	0	21	2	21	0	0	23	47
Approach %	50.00	0.00	50.00	0.00	-	100.00	0.00	0.00	0.00	-	4.76	95.24	0.00	0.00	-	8.70	91.30	0.00	0.00	-	-
PHF	0.25	0.00	0.25	0.00	0.25	0.25	0.00	0.00	0.00	0.25	0.25	0.71	0.00	0.00	0.75	0.25	0.75	0.00	0.00	0.72	0.84

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville 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		
	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total		
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	6	9	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	8	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	1	2	0	0	3	9	
Total	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	1	12	0	0	13	29	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	7.69	92.31	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	0.67	0.00	0.00	0.67	0.25	0.50	0.00	0.00	0.54	0.81	

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
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	-	-	
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	0.00	

Classified Turn Movement Count || All vehicles

Hall County, GA



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Site 1 of 3

Green Hill Cir
Driveway
GA-53 Dawsonville Hwy (West)
GA-53 Dawsonville Hwy (East)

Date

Tuesday, May 9, 2023

Weather

Mostly Cloudy
75°F

Lat/Long

34.296786°, -83.854834°

0700 - 0900 (Weekday 2h Session) (05-09-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	12	0	20	0	32	1	0	5	0	6	1	300	15	1	317	9	165	1	0	175	530
0715 - 0730	16	0	26	0	42	0	0	1	0	1	1	346	19	1	367	43	179	1	0	223	633
0730 - 0745	16	1	36	0	53	0	0	0	0	0	3	411	33	1	448	36	229	3	0	268	769
0745 - 0800	18	0	28	0	46	1	0	1	0	2	6	468	13	2	489	34	212	0	0	246	783
Hourly Total	62	1	110	0	173	2	0	7	0	9	11	1525	80	5	1621	122	785	5	0	912	2715
0800 - 0815	10	0	36	0	46	0	0	3	0	3	8	420	22	1	451	30	184	2	0	216	716
0815 - 0830	10	2	35	0	47	4	0	0	0	4	2	313	19	2	336	46	235	7	0	288	675
0830 - 0845	9	0	28	0	37	2	0	1	0	3	1	276	19	1	297	48	187	4	1	240	577
0845 - 0900	8	1	37	0	46	1	1	3	0	5	3	304	17	1	325	36	224	14	0	274	650
Hourly Total	37	3	136	0	176	7	1	7	0	15	14	1313	77	5	1409	160	830	27	1	1018	2618
Grand Total	99	4	246	0	349	9	1	14	0	24	25	2838	157	10	3030	282	1615	32	1	1930	5333
Approach %	28.37	1.15	70.49	0.00	-	37.50	4.17	58.33	0.00	-	0.83	93.66	5.18	0.33	-	14.61	83.68	1.66	0.05	-	
Intersection %	1.86	0.08	4.61	0.00	6.54	0.17	0.02	0.26	0.00	0.45	0.47	53.22	2.94	0.19	56.82	5.29	30.28	0.60	0.02	36.19	
PHF	0.75	0.38	0.94	0.00	0.91	0.31	0.00	0.33	0.00	0.56	0.59	0.86	0.66	0.75	0.88	0.79	0.91	0.43	0.00	0.88	0.94

1600 - 1800 (Weekday 2h Session) (05-09-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	20	2	34	0	56	20	5	6	0	31	9	317	17	1	344	68	382	23	0	473	904
1615 - 1630	20	1	41	0	62	18	5	13	0	36	10	317	15	1	343	53	390	19	2	464	905
1630 - 1645	15	1	32	0	48	12	4	3	0	19	3	333	16	2	354	68	396	24	1	489	910
1645 - 1700	36	4	37	0	77	16	5	5	0	26	9	345	16	3	373	60	414	23	0	497	973
Hourly Total	91	8	144	0	243	66	19	27	0	112	31	1312	64	7	1414	249	1582	89	3	1923	3692
1700 - 1715	19	1	34	0	54	13	5	8	0	26	5	384	14	5	408	51	410	17	1	479	967
1715 - 1730	31	7	45	0	83	19	4	15	0	38	11	339	16	2	368	72	392	16	0	480	969
1730 - 1745	28	3	42	0	73	22	6	7	0	35	9	313	18	3	343	72	378	20	3	473	924
1745 - 1800	24	6	31	0	61	12	2	5	0	19	7	362	18	4	391	85	382	16	1	484	955
Hourly Total	102	17	152	0	271	66	17	35	0	118	32	1398	66	14	1510	280	1562	69	5	1916	3815
Grand Total	193	25	296	0	514	132	36	62	0	230	63	2710	130	21	2924	529	3144	158	8	3839	7507
Approach %	37.55	4.86	57.59	0.00	-	57.39	15.65	26.96	0.00	-	2.15	92.68	4.45	0.72	-	13.78	81.90	4.12	0.21	-	
Intersection %	2.57	0.33	3.94	0.00	6.85	1.76	0.48	0.83	0.00	3.06	0.84	36.10	1.73	0.28	38.95	7.05	41.88	2.10	0.11	51.14	
PHF	0.79	0.54	0.88	0.00	0.86	0.80	0.83	0.58	0.00	0.82	0.77	0.90	0.89	0.65	0.91	0.89	0.96	0.83	0.33	0.97	0.98

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

Hall County, GA



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Site 1 of 3

Green Hill Cir
Driveway
GA-53 Dawsonville Hwy (West)
GA-53 Dawsonville Hwy (East)

Date

Tuesday, May 9, 2023

Weather

Mostly Cloudy
75°F

Lat/Long

34.296786°, -83.854834°

0700 - 0900 (Weekday 2h Session) (05-09-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	12	0	20	0	32	1	0	5	0	6	1	285	14	1	301	8	154	1	0	163	502
0715 - 0730	15	0	25	0	40	0	0	1	0	1	1	333	18	1	353	41	172	1	0	214	608
0730 - 0745	16	1	33	0	50	0	0	0	0	0	3	391	32	1	427	36	214	3	0	253	730
0745 - 0800	18	0	27	0	45	1	0	1	0	2	6	440	12	2	460	33	197	0	0	230	737
Hourly Total	61	1	105	0	167	2	0	7	0	9	11	1449	76	5	1541	118	737	5	0	860	2577
0800 - 0815	8	0	33	0	41	0	0	3	0	3	8	406	20	1	435	29	176	2	0	207	686
0815 - 0830	10	2	34	0	46	4	0	0	0	4	2	298	19	2	321	46	221	7	0	274	645
0830 - 0845	9	0	27	0	36	2	0	1	0	3	1	259	19	1	280	48	173	4	1	226	545
0845 - 0900	8	1	36	0	45	1	1	3	0	5	3	295	16	1	315	36	210	14	0	260	625
Hourly Total	35	3	130	0	168	7	1	7	0	15	14	1258	74	5	1351	159	780	27	1	967	2501
Grand Total	96	4	235	0	335	9	1	14	0	24	25	2707	150	10	2892	277	1517	32	1	1827	5078
Approach %	28.66	1.19	70.15	0.00	-	37.50	4.17	58.33	0.00	-	0.86	93.60	5.19	0.35	-	15.16	83.03	1.75	0.05	-	
Intersection %	1.89	0.08	4.63	0.00	6.60	0.18	0.02	0.28	0.00	0.47	0.49	53.31	2.95	0.20	56.95	5.45	29.87	0.63	0.02	35.98	

1600 - 1800 (Weekday 2h Session) (05-09-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	20	2	33	0	55	20	5	6	0	31	9	302	16	1	328	68	375	23	0	466	880
1615 - 1630	19	1	41	0	61	18	5	13	0	36	10	307	15	1	333	51	381	19	2	453	883
1630 - 1645	15	1	32	0	48	12	4	3	0	19	3	325	16	2	346	68	387	24	1	480	893
1645 - 1700	35	4	36	0	75	15	5	5	0	25	8	337	16	3	364	60	406	23	0	489	953
Hourly Total	89	8	142	0	239	65	19	27	0	111	30	1271	63	7	1371	247	1549	89	3	1888	3609
1700 - 1715	19	1	34	0	54	13	5	8	0	26	5	376	14	5	400	51	401	17	1	470	950
1715 - 1730	31	7	45	0	83	19	4	15	0	38	11	330	16	2	359	72	384	16	0	472	952
1730 - 1745	28	3	42	0	73	22	6	7	0	35	9	302	18	3	332	69	370	20	3	462	902
1745 - 1800	24	6	31	0	61	12	2	5	0	19	7	353	18	4	382	85	375	16	1	477	939
Hourly Total	102	17	152	0	271	66	17	35	0	118	32	1361	66	14	1473	277	1530	69	5	1881	3743
Grand Total	191	25	294	0	510	131	36	62	0	229	62	2632	129	21	2844	524	3079	158	8	3769	7352
Approach %	37.45	4.90	57.65	0.00	-	57.21	15.72	27.07	0.00	-	2.18	92.55	4.54	0.74	-	13.90	81.69	4.19	0.21	-	
Intersection %	2.60	0.34	4.00	0.00	6.94	1.78	0.49	0.84	0.00	3.11	0.84	35.80	1.75	0.29	38.68	7.13	41.88	2.15	0.11	51.26	

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



Hall County, GA

www.marrtraffic.com

Site 1 of 3

Green Hill Cir
Driveway
GA-53 Dawsonville Hwy (West)
GA-53 Dawsonville Hwy (East)

Date

Tuesday, May 9, 2023

Weather

Mostly Cloudy
75°F

Lat/Long

34.296786°, -83.854834°

0700 - 0900 (Weekday 2h Session) (05-09-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	12	1	0	13	1	6	0	0	7	20
0715 - 0730	1	0	1	0	2	0	0	0	0	0	0	11	1	0	12	2	2	0	0	4	18
0730 - 0745	0	0	3	0	3	0	0	0	0	0	0	16	1	0	17	0	13	0	0	13	33
0745 - 0800	0	0	1	0	1	0	0	0	0	0	0	19	1	0	20	0	9	0	0	9	30
Hourly Total	1	0	5	0	6	0	0	0	0	0	0	58	4	0	62	3	30	0	0	33	101
0800 - 0815	2	0	2	0	4	0	0	0	0	0	0	10	2	0	12	1	4	0	0	5	21
0815 - 0830	0	0	1	0	1	0	0	0	0	0	0	9	0	0	9	0	8	0	0	8	18
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	6	0	0	6	17
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	7	0	0	7	12
Hourly Total	2	0	3	0	5	0	0	0	0	0	0	34	3	0	37	1	25	0	0	26	68
Grand Total	3	0	8	0	11	0	0	0	0	0	0	92	7	0	99	4	55	0	0	59	169
Approach %	27.27	0.00	72.73	0.00	-	0.00	0.00	0.00	0.00	-	0.00	92.93	7.07	0.00	-	6.78	93.22	0.00	0.00	-	
Intersection %	1.78	0.00	4.73	0.00	6.51	0.00	0.00	0.00	0.00	0.00	0.00	54.44	4.14	0.00	58.58	2.37	32.54	0.00	0.00	34.91	

1600 - 1800 (Weekday 2h Session) (05-09-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	0	0	1	0	1	0	0	0	0	0	0	12	1	0	13	0	5	0	0	5	19
1615 - 1630	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	2	7	0	0	9	15
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	8
1645 - 1700	1	0	1	0	2	1	0	0	0	1	1	5	0	0	6	0	2	0	0	2	11
Hourly Total	2	0	2	0	4	1	0	0	0	1	1	26	1	0	28	2	18	0	0	20	53
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	6	9
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	7	0	0	7	14
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	2	6	0	0	8	13
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	4	0	0	4	9
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	2	23	0	0	25	45
Grand Total	2	0	2	0	4	1	0	0	0	1	1	46	1	0	48	4	41	0	0	45	98
Approach %	50.00	0.00	50.00	0.00	-	100.00	0.00	0.00	0.00	-	2.08	95.83	2.08	0.00	-	8.89	91.11	0.00	0.00	-	
Intersection %	2.04	0.00	2.04	0.00	4.08	1.02	0.00	0.00	0.00	1.02	1.02	46.94	1.02	0.00	48.98	4.08	41.84	0.00	0.00	45.92	

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

Hall County, GA



www.marrtraffic.com

Site 1 of 3

Green Hill Cir
Driveway
GA-53 Dawsonville Hwy (West)
GA-53 Dawsonville Hwy (East)

Date

Tuesday, May 9, 2023

Weather

Mostly Cloudy
75°F

Lat/Long

34.296786°, -83.854834°

0700 - 0900 (Weekday 2h Session) (05-09-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	8
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	7
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	1	6	0	0	7	16
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	1	18	0	0	19	37
0800 - 0815	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	9
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	6	0	0	6	12
0830 - 0845	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6	0	8	0	0	8	15
0845 - 0900	0	0	1	0	1	0	0	0	0	0	0	5	0	0	5	0	7	0	0	7	13
Hourly Total	0	0	3	0	3	0	0	0	0	0	0	21	0	0	21	0	25	0	0	25	49
Grand Total	0	0	3	0	3	0	0	0	0	0	0	39	0	0	39	1	43	0	0	44	86
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	2.27	97.73	0.00	0.00	-	
Intersection %	0.00	0.00	3.49	0.00	3.49	0.00	0.00	0.00	0.00	0.00	0.00	45.35	0.00	0.00	45.35	1.16	50.00	0.00	0.00	51.16	

1600 - 1800 (Weekday 2h Session) (05-09-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	7
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	9
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	6	9
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	15	0	0	15	30
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	8
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	1	2	0	0	3	9
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	1	9	0	0	10	27
Grand Total	0	0	0	0	0	0	0	0	0	0	0	32	0	0	32	1	24	0	0	25	57
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	4.00	96.00	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	56.14	0.00	0.00	56.14	1.75	42.11	0.00	0.00	43.86	

Classified Turn Movement Count || Bikes

Hall County, GA



www.marrtraffic.com

Site 1 of 3

Green Hill Cir
Driveway
GA-53 Dawsonville Hwy (West)
GA-53 Dawsonville Hwy (East)

Date

Tuesday, May 9, 2023

Weather

Mostly Cloudy
75°F

Lat/Long

34.296786°, -83.854834°

0700 - 0900 (Weekday 2h Session) (05-09-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-09-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	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

Hall County, GA


Marr Traffic
DATA COLLECTION

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Site 1 of 3

Green Hill Cir
Driveway
GA-53 Dawsonville Hwy (West)
GA-53 Dawsonville Hwy (East)

Date

Tuesday, May 9, 2023

Lat/Long

34.296786°, -83.854834°

Weather

Mostly Cloudy
75°F

0700 - 0900 (Weekday 2h Session) (05-09-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total
	Green Hill Cir			Driveway			GA-53 Dawsonville Hwy (West)			GA-53 Dawsonville Hwy (East)			
	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	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	1	0	1	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	1	0	1	0	0	0	0	0	1
Approach %	0.00	0.00	-	100.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

1600 - 1800 (Weekday 2h Session) (05-09-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total
	Green Hill Cir			Driveway			GA-53 Dawsonville Hwy (West)			GA-53 Dawsonville Hwy (East)			
	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	4	0	4	0	0	0	0	0	0	0	0	0	4
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	4	0	4	0	0	0	0	0	0	0	0	0	4
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	4	0	4	0	0	0	0	0	0	0	0	0	4
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-
Intersection %	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Start Date: 5/9/2023	Green Hill Cir Northbound			Driveway Southbound			GA-53 Dawsonville Hwy (West) Eastbound			GA-53 Dawsonville Hwy (East) Westbound			
Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	12	0	20	1	0	5	1	300	15	9	165	1	530
07:15 AM - 07:30 AM	16	0	26	0	0	1	1	346	19	43	179	1	633
07:30 AM - 07:45 AM	16	1	36	0	0	0	3	411	33	36	229	3	769
07:45 AM - 08:00 AM	18	0	28	1	0	1	6	468	13	34	212	0	783
08:00 AM - 08:15 AM	10	0	36	0	0	3	8	420	22	30	184	2	716
08:15 AM - 08:30 AM	10	2	35	4	0	0	2	313	19	46	235	7	675
08:30 AM - 08:45 AM	9	0	28	2	0	1	1	276	19	48	187	4	578
08:45 AM - 09:00 AM	8	1	37	1	1	3	3	304	17	36	224	14	650
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	20	2	34	20	5	6	9	317	17	68	382	23	904
04:15 PM - 04:30 PM	20	1	41	18	5	13	10	317	15	53	390	19	909
04:30 PM - 04:45 PM	15	1	32	12	4	3	3	333	16	68	396	24	910
04:45 PM - 05:00 PM	36	4	37	16	5	5	9	345	16	60	414	23	973
05:00 PM - 05:15 PM	19	1	34	13	5	8	5	384	14	51	410	17	967
05:15 PM - 05:30 PM	31	7	45	19	4	15	11	339	16	72	392	16	969
05:30 PM - 05:45 PM	28	3	42	22	6	7	9	313	18	72	378	20	924
05:45 PM - 06:00 PM	24	6	31	12	2	5	7	362	18	85	382	16	955
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
Hall County, GA



www.marrtraffic.com

Sunday, March 5, 2023	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Shallowford Rd					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville 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	
0730 - 0745	37	1	1	0	39	4	1	1	0	6	1	382	63	0	446	5	228	8	0	241	732
0745 - 0800	47	4	0	0	51	5	2	3	0	10	3	417	78	0	498	3	204	5	0	212	771
0800 - 0815	32	2	3	0	37	4	4	2	0	10	3	362	89	0	454	4	177	24	1	206	707
0815 - 0830	41	4	1	0	46	1	1	8	0	10	5	276	64	0	345	4	246	13	1	264	665
Total	157	11	5	0	173	14	8	14	0	36	12	1437	294	0	1743	16	855	50	2	923	2875
Approach %	90.75	6.36	2.89	0.00	-	38.89	22.22	38.89	0.00	-	0.69	82.44	16.87	0.00	-	1.73	92.63	5.42	0.22	-	-
PHF	0.84	0.69	0.42	0.00	0.85	0.70	0.50	0.44	0.00	0.90	0.60	0.86	0.83	0.00	0.88	0.80	0.87	0.52	0.50	0.87	0.93

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Shallowford Rd					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0730 - 0745	32	0	0	0	32	4	0	1	0	5	1	362	61	0	424	5	220	8	0	233	694
0745 - 0800	43	4	0	0	47	5	2	3	0	10	3	396	77	0	476	3	194	5	0	202	735
0800 - 0815	31	2	3	0	36	4	4	2	0	10	3	351	88	0	442	4	166	24	1	195	683
0815 - 0830	40	4	1	0	45	1	1	8	0	10	5	264	63	0	332	4	230	13	1	248	635
Total	146	10	4	0	160	14	7	14	0	35	12	1373	289	0	1674	16	810	50	2	878	2747
Approach %	91.25	6.25	2.50	0.00	-	40.00	20.00	40.00	0.00	-	0.72	82.02	17.26	0.00	-	1.82	92.26	5.69	0.23	-	-
PHF	0.85	0.63	0.33	0.00	0.85	0.70	0.44	0.44	0.00	0.88	0.60	0.87	0.82	0.00	0.88	0.80	0.88	0.52	0.50	0.89	0.93

Single Unit Trucks (4-7)

Single Unit Trucks (%)																					
Time	Northbound					Southbound					Eastbound					Westbound					Int. Total
	Shallowford Rd					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App. Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App. Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App. Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App. Total	
0730 - 0745	5	0	1	0	6	0	1	0	0	1	0	15	1	0	16	0	6	0	0	6	29
0745 - 0800	3	0	0	0	3	0	0	0	0	0	0	15	1	0	16	0	8	0	0	8	27
0800 - 0815	1	0	0	0	1	0	0	0	0	0	0	9	1	0	10	0	6	0	0	6	17
0815 - 0830	1	0	0	0	1	0	0	0	0	0	0	7	1	0	8	0	8	0	0	8	17
Total	10	0	1	0	11	0	1	0	0	1	0	46	4	0	50	0	28	0	0	28	90
Approach %	90.91	0.00	9.09	0.00	-	0.00	100.00	0.00	0.00	-	0.00	92.00	8.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.50	0.00	0.25	0.00	0.46	0.00	0.25	0.00	0.00	0.25	0.00	0.77	1.00	0.00	0.78	0.00	0.88	0.00	0.00	0.88	0.78

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Shallowford Rd					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 7.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 7.14	Right 6.15	U-Turn 6.16	App Total	
0730 - 0745	0	1	0	0	1	0	0	0	0	0	0	5	1	0	6	0	2	0	0	2	9
0745 - 0800	1	0	0	0	1	0	0	0	0	0	0	6	0	0	6	0	2	0	0	2	9
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	7
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	8	0	0	8	13
Total	1	1	0	0	2	0	0	0	0	0	0	18	1	0	19	0	17	0	0	17	38
Approach %	50.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	94.74	5.26	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.25	0.25	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.25	0.00	0.79	0.00	0.53	0.00	0.00	0.53	0.73

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Shallowford Rd					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
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	
0800 - 0815	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	
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

Hall County, GA


www.marrtraffic.com

Sunday, March 5, 2023	
Period	1600 - 1800
Peak Hour	1615 - 1715

* 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
	Shallowford Rd					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 7.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 7.14	Right 6.15	U-Turn 6.16	App Total	
1615 - 1630	94	5	8	0	107	9	7	12	0	28	4	322	117	1	444	11	351	22	0	384	963
1630 - 1645	103	9	5	0	117	10	4	9	0	23	2	296	105	0	403	12	352	23	1	388	931
1645 - 1700	108	5	6	0	119	4	5	6	0	15	2	287	113	0	402	5	333	13	0	351	887
1700 - 1715	90	8	11	0	109	6	3	4	0	13	1	267	120	0	388	15	442	20	0	477	987
Total	395	27	30	0	452	29	19	31	0	79	9	1172	455	1	1637	43	1478	78	1	1600	3768
Approach %	87.39	5.97	6.64	0.00	-	36.71	24.05	39.24	0.00	-	0.55	71.59	27.79	0.06	-	2.69	92.38	4.88	0.06	-	-
PHF	0.91	0.75	0.68	0.00	0.95	0.73	0.68	0.65	0.00	0.71	0.56	0.91	0.95	0.25	0.92	0.72	0.84	0.85	0.25	0.84	0.95

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Shallowford Rd					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)						
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total		
1615 - 1630	94	5	8	0	107	8	7	11	0	26	4	302	113	1	420	11	340	22	0	373	926	
1630 - 1645	103	9	5	0	117	10	4	9	0	23	2	286	104	0	392	12	342	23	1	378	910	
1645 - 1700	108	5	6	0	119	4	5	6	0	15	2	273	113	0	388	5	324	13	0	342	864	
1700 - 1715	89	8	11	0	108	6	3	4	0	13	1	261	119	0	381	15	428	20	0	463	965	
Total	394	27	30	0	451	28	19	30	0	77	9	1122	449	1	1581	43	1434	78	1	1556	3665	
Approach %	87.36	5.99	6.65	0.00	-	36.36	24.68	38.96	0.00	-	0.57	70.97	28.40	0.06	-	2.76	92.16	5.01	0.06	-	-	
PHF	0.91	0.75	0.68	0.00	0.95	0.70	0.68	0.68	0.00	0.74	0.56	0.93	0.94	0.25	0.94	0.72	0.84	0.85	0.25	0.84	0.95	

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int.	Total
	Shallowford Rd					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)						
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 7.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 7.14	Right 6.15	U-Turn 6.16	App Total		
1615 - 1630	0	0	0	0	0	1	0	1	0	2	0	11	4	0	15	0	6	0	0	6	23	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	9	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	5	0	0	5	12	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	7	0	0	7	11	
Total	0	0	0	0	0	1	0	1	0	2	0	25	5	0	30	0	23	0	0	23	55	
Approach %	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	0.00	83.33	16.67	0.00	-	0.00	100.00	0.00	0.00	-	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.25	0.00	0.57	0.31	0.00	0.50	0.00	0.82	0.00	0.00	0.82	0.60	

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int.	Total
	Shallowford Rd					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)						
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 7.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total		
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	5	0	0	5	14	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	5	0	0	5	12	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	4	0	0	4	11	
1700 - 1715	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	7	0	0	7	11	
Total	1	0	0	0	1	0	0	0	0	0	0	25	1	0	26	0	21	0	0	21	48	
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	96.15	3.85	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	0.69	0.25	0.00	0.72	0.00	0.75	0.00	0.00	0.75	0.86	

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Shallowford Rd					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)						
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total		
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	
1700 - 1715	0	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	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	0.00	

Classified Turn Movement Count || All vehicles

Hall County, GA



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Site 6 of 12

Shallowford Rd
Driveway
GA-53 Dawsonville Hwy (West)
GA-53 Dawsonville Hwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.295491°, -83.852666°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Shallowford Rd					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
0700 - 0715	26	0	0	0	26	11	2	2	0	15	1	256	56	0	313	4	146	3	0	153	507
0715 - 0730	27	0	0	0	27	1	0	1	0	2	0	309	71	0	380	1	195	0	0	196	605
0730 - 0745	37	1	1	0	39	4	1	1	0	6	1	382	63	0	446	5	228	8	0	241	732
0745 - 0800	47	4	0	0	51	5	2	3	0	10	3	417	78	0	498	3	204	5	0	212	771
Hourly Total	137	5	1	0	143	21	5	7	0	33	5	1364	268	0	1637	13	773	16	0	802	2615
0800 - 0815	32	2	3	0	37	4	4	2	0	10	3	362	89	0	454	4	177	24	1	206	707
0815 - 0830	41	4	1	0	46	1	1	8	0	10	5	276	64	0	345	4	246	13	1	264	665
0830 - 0845	44	1	5	0	50	5	1	8	0	14	2	260	52	1	315	4	192	7	0	203	582
0845 - 0900	53	2	1	0	56	4	2	3	0	9	3	257	79	0	339	6	221	11	0	238	642
Hourly Total	170	9	10	0	189	14	8	21	0	43	13	1155	284	1	1453	18	836	55	2	911	2596
Grand Total	307	14	11	0	332	35	13	28	0	76	18	2519	552	1	3090	31	1609	71	2	1713	5211
Approach %	92.47	4.22	3.31	0.00	-	46.05	17.11	36.84	0.00	-	0.58	81.52	17.86	0.03	-	1.81	93.93	4.14	0.12	-	
Intersection %	5.89	0.27	0.21	0.00	6.37	0.67	0.25	0.54	0.00	1.46	0.35	48.34	10.59	0.02	59.30	0.59	30.88	1.36	0.04	32.87	
PHF	0.84	0.69	0.42	0.00	0.85	0.70	0.50	0.44	0.00	0.90	0.60	0.86	0.83	0.00	0.88	0.80	0.87	0.52	0.50	0.87	0.93

1600 - 1800 (Sunday 2h Session) (03-05-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Shallowford Rd					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
1600 - 1615	129	9	7	0	145	13	5	9	0	27	2	282	109	0	393	7	319	20	0	346	911
1615 - 1630	94	5	8	0	107	9	7	12	0	28	4	322	117	1	444	11	351	22	0	384	963
1630 - 1645	103	9	5	0	117	10	4	9	0	23	2	296	105	0	403	12	352	23	1	388	931
1645 - 1700	108	5	6	0	119	4	5	6	0	15	2	287	113	0	402	5	333	13	0	351	887
Hourly Total	434	28	26	0	488	36	21	36	0	93	10	1187	444	1	1642	35	1355	78	1	1469	3692
1700 - 1715	90	8	11	0	109	6	3	4	0	13	1	267	120	0	388	15	442	20	0	477	987
1715 - 1730	91	11	6	0	108	20	10	8	0	38	5	288	98	0	391	11	369	35	0	415	952
1730 - 1745	92	9	9	0	110	8	6	3	0	17	1	307	103	0	411	10	330	34	1	375	913
1745 - 1800	94	8	6	0	108	2	11	6	0	19	5	268	110	0	383	18	353	25	0	396	906
Hourly Total	367	36	32	0	435	36	30	21	0	87	12	1130	431	0	1573	54	1494	114	1	1663	3758
Grand Total	801	64	58	0	923	72	51	57	0	180	22	2317	875	1	3215	89	2849	192	2	3132	7450
Approach %	86.78	6.93	6.28	0.00	-	40.00	28.33	31.67	0.00	-	0.68	72.07	27.22	0.03	-	2.84	90.96	6.13	0.06	-	
Intersection %	10.75	0.86	0.78	0.00	12.39	0.97	0.68	0.77	0.00	2.42	0.30	31.10	11.74	0.01	43.15	1.19	38.24	2.58	0.03	42.04	
PHF	0.91	0.75	0.68	0.00	0.95	0.73	0.68	0.65	0.00	0.71	0.56	0.91	0.95	0.25	0.92	0.72	0.84	0.85	0.25	0.84	0.95

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

Hall County, GA



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Site 6 of 12

Shallowford Rd
Driveway
GA-53 Dawsonville Hwy (West)
GA-53 Dawsonville Hwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.295491°, -83.852666°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Shallowford Rd					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0700 - 0715	26	0	0	0	26	11	2	2	0	15	1	246	55	0	302	4	135	3	0	142	485
0715 - 0730	27	0	0	0	27	1	0	1	0	2	0	295	69	0	364	1	184	0	0	185	578
0730 - 0745	32	0	0	0	32	4	0	1	0	5	1	362	61	0	424	5	220	8	0	233	694
0745 - 0800	43	4	0	0	47	5	2	3	0	10	3	396	77	0	476	3	194	5	0	202	735
Hourly Total	128	4	0	0	132	21	4	7	0	32	5	1299	262	0	1566	13	733	16	0	762	2492
0800 - 0815	31	2	3	0	36	4	4	2	0	10	3	351	88	0	442	4	166	24	1	195	683
0815 - 0830	40	4	1	0	45	1	1	8	0	10	5	264	63	0	332	4	230	13	1	248	635
0830 - 0845	41	1	5	0	47	5	1	8	0	14	2	249	49	1	301	4	177	7	0	188	550
0845 - 0900	52	2	1	0	55	4	2	3	0	9	3	249	79	0	331	6	206	11	0	223	618
Hourly Total	164	9	10	0	183	14	8	21	0	43	13	1113	279	1	1406	18	779	55	2	854	2486
Grand Total	292	13	10	0	315	35	12	28	0	75	18	2412	541	1	2972	31	1512	71	2	1616	4978
Approach %	92.70	4.13	3.17	0.00	-	46.67	16.00	37.33	0.00	-	0.61	81.16	18.20	0.03	-	1.92	93.56	4.39	0.12	-	
Intersection %	5.87	0.26	0.20	0.00	6.33	0.70	0.24	0.56	0.00	1.51	0.36	48.45	10.87	0.02	59.70	0.62	30.37	1.43	0.04	32.46	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Shallowford Rd					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
1600 - 1615	129	9	7	0	145	13	5	9	0	27	2	266	103	0	371	6	314	19	0	339	882
1615 - 1630	94	5	8	0	107	8	7	11	0	26	4	302	113	1	420	11	340	22	0	373	926
1630 - 1645	103	9	5	0	117	10	4	9	0	23	2	286	104	0	392	12	342	23	1	378	910
1645 - 1700	108	5	6	0	119	4	5	6	0	15	2	273	113	0	388	5	324	13	0	342	864
Hourly Total	434	28	26	0	488	35	21	35	0	91	10	1127	433	1	1571	34	1320	77	1	1432	3582
1700 - 1715	89	8	11	0	108	6	3	4	0	13	1	261	119	0	381	15	428	20	0	463	965
1715 - 1730	90	11	5	0	106	20	10	8	0	38	5	281	98	0	384	11	365	35	0	411	939
1730 - 1745	92	9	9	0	110	8	6	3	0	17	1	301	102	0	404	10	324	34	1	369	900
1745 - 1800	93	8	6	0	107	2	11	6	0	19	5	262	109	0	376	18	342	25	0	385	887
Hourly Total	364	36	31	0	431	36	30	21	0	87	12	1105	428	0	1545	54	1459	114	1	1628	3691
Grand Total	798	64	57	0	919	71	51	56	0	178	22	2232	861	1	3116	88	2779	191	2	3060	7273
Approach %	86.83	6.96	6.20	0.00	-	39.89	28.65	31.46	0.00	-	0.71	71.63	27.63	0.03	-	2.88	90.82	6.24	0.07	-	-
Intersection %	10.97	0.88	0.78	0.00	12.64	0.98	0.70	0.77	0.00	2.45	0.30	30.69	11.84	0.01	42.84	1.21	38.21	2.63	0.03	42.07	-

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



www.marrtraffic.com

Hall County, GA

Site 6 of 12

Shallowford Rd
Driveway
GA-53 Dawsonville Hwy (West)
GA-53 Dawsonville Hwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.295491°, -83.852666°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Shallowford Rd					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	5	0	0	5	12
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	12	1	0	13	0	5	0	0	5	18
0730 - 0745	5	0	1	0	6	0	1	0	0	1	0	15	1	0	16	0	6	0	0	6	29
0745 - 0800	3	0	0	0	3	0	0	0	0	0	0	15	1	0	16	0	8	0	0	8	27
Hourly Total	8	0	1	0	9	0	1	0	0	1	0	48	4	0	52	0	24	0	0	24	86
0800 - 0815	1	0	0	0	1	0	0	0	0	0	0	9	1	0	10	0	6	0	0	6	17
0815 - 0830	1	0	0	0	1	0	0	0	0	0	0	7	1	0	8	0	8	0	0	8	17
0830 - 0845	2	0	0	0	2	0	0	0	0	0	0	7	3	0	10	0	12	0	0	12	24
0845 - 0900	1	0	0	0	1	0	0	0	0	0	0	6	0	0	6	0	8	0	0	8	15
Hourly Total	5	0	0	0	5	0	0	0	0	0	0	29	5	0	34	0	34	0	0	34	73
Grand Total	13	0	1	0	14	0	1	0	0	1	0	77	9	0	86	0	58	0	0	58	159
Approach %	92.86	0.00	7.14	0.00	-	0.00	100.00	0.00	0.00	-	0.00	89.53	10.47	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	8.18	0.00	0.63	0.00	8.81	0.00	0.63	0.00	0.00	0.63	0.00	48.43	5.66	0.00	54.09	0.00	36.48	0.00	0.00	36.48	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Shallowford Rd					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	9	6	0	15	0	3	1	0	4	19
1615 - 1630	0	0	0	0	0	1	0	1	0	2	0	11	4	0	15	0	6	0	0	6	23
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	9
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	5	0	0	5	12
Hourly Total	0	0	0	0	0	1	0	1	0	2	0	31	10	0	41	0	19	1	0	20	63
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	7	0	0	7	11
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	3	0	0	3	6
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	6	0	0	6	12
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	13	3	0	16	0	18	0	0	18	34
Grand Total	0	0	0	0	0	1	0	1	0	2	0	44	13	0	57	0	37	1	0	38	97
Approach %	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	0.00	77.19	22.81	0.00	-	0.00	97.37	2.63	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	1.03	0.00	1.03	0.00	2.06	0.00	45.36	13.40	0.00	58.76	0.00	38.14	1.03	0.00	39.18	

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



Hall County, GA

www.marrtraffic.com

Site 6 of 12

Shallowford Rd
Driveway
GA-53 Dawsonville Hwy (West)
GA-53 Dawsonville Hwy (East)

Date

Sunday, March 5, 2023

Weather

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34.295491°, -83.852666°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Shallowford Rd					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	6	0	0	6	10
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	6	0	0	6	9
0730 - 0745	0	1	0	0	1	0	0	0	0	0	0	5	1	0	6	0	2	0	0	2	9
0745 - 0800	1	0	0	0	1	0	0	0	0	0	0	6	0	0	6	0	2	0	0	2	9
Hourly Total	1	1	0	0	2	0	0	0	0	0	0	17	2	0	19	0	16	0	0	16	37
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	7
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	8	0	0	8	13
0830 - 0845	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	8
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	7	0	0	7	9
Hourly Total	1	0	0	0	1	0	0	0	0	0	0	13	0	0	13	0	23	0	0	23	37
Grand Total	2	1	0	0	3	0	0	0	0	0	0	30	2	0	32	0	39	0	0	39	74
Approach %	66.67	33.33	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	93.75	6.25	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	2.70	1.35	0.00	0.00	4.05	0.00	0.00	0.00	0.00	0.00	0.00	40.54	2.70	0.00	43.24	0.00	52.70	0.00	0.00	52.70	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Shallowford Rd					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	1	2	0	0	3	10
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	5	0	0	5	14
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	5	0	0	5	12
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	4	0	0	4	11
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	29	1	0	30	1	16	0	0	17	47
1700 - 1715	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	7	0	0	7	11
1715 - 1730	1	0	1	0	2	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	8
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7
1745 - 1800	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	7
Hourly Total	3	0	1	0	4	0	0	0	0	0	0	12	0	0	12	0	17	0	0	17	33
Grand Total	3	0	1	0	4	0	0	0	0	0	0	41	1	0	42	1	33	0	0	34	80
Approach %	75.00	0.00	25.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	97.62	2.38	0.00	-	2.94	97.06	0.00	0.00	-	
Intersection %	3.75	0.00	1.25	0.00	5.00	0.00	0.00	0.00	0.00	0.00	0.00	51.25	1.25	0.00	52.50	1.25	41.25	0.00	0.00	42.50	

Classified Turn Movement Count || Bikes

Hall County, GA



www.marrtraffic.com

Site 6 of 12

Shallowford Rd
Driveway
GA-53 Dawsonville Hwy (West)
GA-53 Dawsonville Hwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.295491°, -83.852666°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Shallowford Rd					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	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 (Sunday 2h Session) (03-05-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Shallowford Rd					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	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

Hall County, GA



www.marrtraffic.com

Site 6 of 12

Shallowford Rd
Driveway
GA-53 Dawsonville Hwy (West)
GA-53 Dawsonville Hwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.295491°, -83.852666°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound				
	Shallowford Rd			Driveway			GA-53 Dawsonville Hwy (West)			GA-53 Dawsonville Hwy (East)				
TIME	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total	Int Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	1	1	0	1	1	1	0	1	0	0	0	3	
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	1	1	1	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	1	1	0	1	1	1	0	1	0	1	1	4	
Grand Total	0	1	1	0	1	1	1	0	1	0	1	1	4	
Approach %	0.00	100.00	-	0.00	100.00	-	100.00	0.00	-	0.00	100.00	-		
Intersection %	0.00	25.00	25.00	0.00	25.00	25.00	25.00	0.00	25.00	0.00	25.00	25.00		

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Pedestrians

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total
	Shallowford Rd				Driveway				GA-53 Dawsonville Hwy (West)				GA-53 Dawsonville Hwy (East)				
	EB 6a	WB 6b	App Total		EB 6c	WB 6d	App Total		NB 6e	SB 6f	App Total		NB 6g	SB 6h	App Total		
1600 - 1615	1	1	2		0	0	0		0	0	0		0	1	0	1	3
1615 - 1630	0	1	1		0	0	0		0	0	0		0	1	0	1	2
1630 - 1645	0	0	0		0	0	0		0	0	0		0	0	0	0	0
1645 - 1700	1	0	1		1	0	1		1	0	0		0	0	0	0	2
Hourly Total	2	2	4		0	1	1		1	0	0		0	2	0	2	7
1700 - 1715	0	0	0		0	0	0		0	0	0		0	0	0	0	0
1715 - 1730	1	0	1		1	0	0		0	0	1		1	0	0	0	2
1730 - 1745	0	0	0		0	0	0		0	1	1		2	0	0	0	2
1745 - 1800	0	3	3		3	0	0		0	0	0		0	0	0	0	3
Hourly Total	1	3	4		0	0	0		0	1	2		3	0	0	0	7
Grand Total	3	5	8		0	1		1	1	2		3	2	0		2	14
Approach %	37.50	62.50	-		0.00	100.00		-	33.33	66.67		-	100.00	0.00		-	
Intersection %	21.43	35.71	57.14		0.00	7.14		7.14	7.14	14.29		21.43	14.29	0.00		14.29	

Start Date: 3/5/2023	Shallowford Rd Northbound			Driveway Southbound			GA-53 Dawsonville Hwy (West) Eastbound			GA-53 Dawsonville Hwy (East) Westbound			Total
Time	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	26	0	0	11	2	2	1	256	56	4	146	3	507
07:15 AM - 07:30 AM	27	0	0	1	0	1	0	309	71	1	195	0	605
07:30 AM - 07:45 AM	37	1	1	4	1	1	1	382	63	5	228	8	732
07:45 AM - 08:00 AM	47	4	0	5	2	3	3	417	78	3	204	5	771
08:00 AM - 08:15 AM	32	2	3	4	4	2	3	362	89	4	177	24	710
08:15 AM - 08:30 AM	41	4	1	1	1	8	5	276	64	4	246	13	665
08:30 AM - 08:45 AM	44	1	5	5	1	8	2	260	52	4	192	7	583
08:45 AM - 09:00 AM	53	2	1	4	2	3	3	257	79	6	221	11	642
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	129	9	7	13	5	9	2	282	109	7	319	20	914
04:15 PM - 04:30 PM	94	5	8	9	7	12	4	322	117	11	351	22	965
04:30 PM - 04:45 PM	103	9	5	10	4	9	2	296	105	12	352	23	931
04:45 PM - 05:00 PM	108	5	6	4	5	6	2	287	113	5	333	13	889
05:00 PM - 05:15 PM	90	8	11	6	3	4	1	267	120	15	442	20	987
05:15 PM - 05:30 PM	91	11	6	20	10	8	5	288	98	11	369	35	954
05:30 PM - 05:45 PM	92	9	9	8	6	3	1	307	103	10	330	34	915
05:45 PM - 06:00 PM	94	8	6	2	11	6	5	268	110	18	353	25	909
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

Hall County, GA


www.marrtraffic.com

Sunday, March 5, 2023	
Period	0700 - 0900
Peak Hour	0730 - 0830

* 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
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total 7.5	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total 7.9	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total 7.13	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total 7.17	
0730 - 0745	0	1	1	0	2	5	0	2	0	7	0	391	0	0	391	2	240	3	2	247	647
0745 - 0800	0	0	2	0	2	11	1	1	0	13	2	427	1	0	430	4	240	1	0	245	690
0800 - 0815	2	0	4	0	6	13	0	2	0	15	0	346	0	0	346	7	215	9	0	231	598
0815 - 0830	0	0	3	0	3	4	0	2	0	6	2	334	1	0	337	4	257	2	3	266	612
Total	2	1	10	0	13	33	1	7	0	41	4	1498	2	0	1504	17	952	15	5	989	2547
Approach %	15.38	7.69	76.92	0.00	-	80.49	2.44	17.07	0.00	-	0.27	99.60	0.13	0.00	-	1.72	96.26	1.52	0.51	-	-
PHF	0.25	0.25	0.63	0.00	0.54	0.63	0.25	0.88	0.00	0.68	0.50	0.88	0.50	0.00	0.87	0.61	0.93	0.42	0.42	0.93	0.92

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)						
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total		
0730 - 0745	0	1	1	0	2	5	0	2	0	7	0	370	0	0	370	2	229	2	1	234	613	
0745 - 0800	0	0	2	0	2	11	1	1	0	13	1	399	1	0	401	4	228	1	0	233	649	
0800 - 0815	2	0	4	0	6	12	0	2	0	14	0	337	0	0	337	7	208	8	0	223	580	
0815 - 0830	0	0	3	0	3	4	0	2	0	6	2	321	1	0	324	4	240	2	3	249	582	
Total	2	1	10	0	13	32	1	7	0	40	3	1427	2	0	1432	17	905	13	4	939	2424	
Approach %	15.38	7.69	76.92	0.00	-	80.00	2.50	17.50	0.00	-	0.21	99.65	0.14	0.00	-	1.81	96.38	1.38	0.43	-	-	
PHF	0.25	0.25	0.63	0.00	0.54	0.67	0.25	0.88	0.00	0.71	0.38	0.89	0.50	0.00	0.89	0.61	0.94	0.41	0.33	0.94	0.93	

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int. Total
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	7	1	1	9	24
0745 - 0800	0	0	0	0	0	0	0	0	0	0	1	22	0	0	23	0	8	0	0	8	31
0800 - 0815	0	0	0	0	0	1	0	0	0	1	0	7	0	0	7	0	5	1	0	6	14
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	9	0	0	9	16
Total	0	0	0	0	0	1	0	0	0	1	1	51	0	0	52	0	29	2	1	32	85
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	1.92	98.08	0.00	0.00	-	0.00	90.63	6.25	3.13	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25	0.58	0.00	0.00	0.57	0.00	0.81	0.50	0.25	0.89	0.69

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)						
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total		
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	4	0	0	4	10	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	4	0	0	4	10	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	8	0	0	8	14	
Total	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	0	18	0	0	18	38	
Approach %	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.83	0.00	0.00	0.83	0.00	0.56	0.00	0.00	0.56	0.68	

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)						
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total		
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	
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	
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	-	-	
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	0.00	



[Click here for Map](#)

Peak Hour Turning Movement Count
Hall County, GA



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Sunday, March 5, 2023	
Period	1600 - 1800
Peak Hour	1630 - 1730

* 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
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville 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		
1630 - 1645	5	0	16	0	21	9	3	0	0	12	1	330	5	0	336	13	434	11	0	458	827	
1645 - 1700	5	0	21	0	26	14	0	1	0	15	4	332	6	0	342	13	379	8	2	402	785	
1700 - 1715	4	0	20	0	24	8	0	2	0	10	3	283	5	0	291	6	439	7	0	452	777	
1715 - 1730	3	1	22	0	26	6	2	3	0	11	2	338	6	1	347	7	460	8	2	477	861	
Total	17	1	79	0	97	37	5	6	0	48	10	1283	22	1	1316	39	1712	34	4	1789	3250	
Approach %	17.53	1.03	81.44	0.00	-	77.08	10.42	12.50	0.00	-	0.76	97.49	1.67	0.08	-	2.18	95.70	1.90	0.22	-	-	
PHF	0.85	0.25	0.90	0.00	0.93	0.66	0.42	0.50	0.00	0.80	0.63	0.95	0.92	0.25	0.95	0.75	0.93	0.77	0.50	0.94	0.94	

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
1630 - 1645	5	0	16	0	21	9	3	0	0	12	1	316	4	0	321	13	421	11	0	445	799
1645 - 1700	5	0	21	0	26	14	0	1	0	15	4	317	6	0	327	13	367	8	2	390	758
1700 - 1715	4	0	20	0	24	8	0	2	0	10	3	276	5	0	284	6	425	7	0	438	756
1715 - 1730	3	1	22	0	26	5	1	3	0	9	2	329	6	1	338	7	453	8	2	470	843
Total	17	1	79	0	97	36	4	6	0	46	10	1238	21	1	1270	39	1666	34	4	1743	3156
Approach %	17.53	1.03	81.44	0.00	-	78.26	8.70	13.04	0.00	-	0.79	97.48	1.65	0.08	-	2.24	95.58	1.95	0.23	-	-
PHF	0.85	0.25	0.90	0.00	0.93	0.64	0.33	0.50	0.00	0.77	0.63	0.94	0.88	0.25	0.94	0.75	0.92	0.77	0.50	0.93	0.94

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)						
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App. Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App. Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App. Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App. Total		
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	8	0	0	8	16	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	7	0	0	7	13	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	6	0	0	6	10	
1715 - 1730	0	0	0	0	0	1	1	0	0	2	0	4	0	0	4	0	4	0	0	4	10	
Total	0	0	0	0	0	1	1	0	0	2	0	22	0	0	22	0	25	0	0	25	49	
Approach %	0.00	0.00	0.00	0.00	-	50.00	50.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.25	0.00	0.69	0.00	0.00	0.69	0.00	0.78	0.00	0.00	0.78	0.77	

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)						
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total		
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	5	0	0	5	12	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	5	0	0	5	14	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	8	0	0	8	11	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	8	
Total	0	0	0	0	0	0	0	0	0	0	0	23	1	0	24	0	21	0	0	21	45	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	95.83	4.17	0.00	-	0.00	100.00	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	0.64	0.25	0.00	0.67	0.00	0.66	0.00	0.00	0.66	0.80	

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)						
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total		
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	
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	
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	-	-	
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	0.00	

Classified Turn Movement Count || All vehicles

Hall County, GA



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Site 7 of 12

Driveway
Lakeshore Dr
GA-53 Dawsonville Hwy (West)
GA-53 Dawsonville Hwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.296612°, -83.846070°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
0700 - 0715	0	0	4	0	4	6	0	1	0	7	0	280	0	0	280	4	157	2	0	163	454
0715 - 0730	0	0	2	0	2	10	0	1	0	11	1	333	0	0	334	3	198	4	3	208	555
0730 - 0745	0	1	1	0	2	5	0	2	0	7	0	391	0	0	391	2	240	3	2	247	647
0745 - 0800	0	0	2	0	2	11	1	1	0	13	2	427	1	0	430	4	240	1	0	245	690
Hourly Total	0	1	9	0	10	32	1	5	0	38	3	1431	1	0	1435	13	835	10	5	863	2346
0800 - 0815	2	0	4	0	6	13	0	2	0	15	0	346	0	0	346	7	215	9	0	231	598
0815 - 0830	0	0	3	0	3	4	0	2	0	6	2	334	1	0	337	4	257	2	3	266	612
0830 - 0845	1	1	5	0	7	6	0	0	0	6	0	244	2	0	246	5	251	6	0	262	521
0845 - 0900	0	0	7	0	7	8	0	1	0	9	0	272	3	0	275	6	233	4	1	244	535
Hourly Total	3	1	19	0	23	31	0	5	0	36	2	1196	6	0	1204	22	956	21	4	1003	2266
Grand Total	3	2	28	0	33	63	1	10	0	74	5	2627	7	0	2639	35	1791	31	9	1866	4612
Approach %	9.09	6.06	84.85	0.00	-	85.14	1.35	13.51	0.00	-	0.19	99.55	0.27	0.00	-	1.88	95.98	1.66	0.48	-	
Intersection %	0.07	0.04	0.61	0.00	0.72	1.37	0.02	0.22	0.00	1.60	0.11	56.96	0.15	0.00	57.22	0.76	38.83	0.67	0.20	40.46	
PHF	0.25	0.25	0.63	0.00	0.54	0.63	0.25	0.88	0.00	0.68	0.50	0.88	0.50	0.00	0.87	0.61	0.93	0.42	0.42	0.93	0.92

1600 - 1800 (Sunday 2h Session) (03-05-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
1600 - 1615	5	2	16	0	23	8	1	3	0	12	4	320	10	0	334	11	421	7	0	439	808
1615 - 1630	1	1	21	0	23	8	2	1	0	11	2	320	5	1	328	16	382	2	2	402	764
1630 - 1645	5	0	16	0	21	9	3	0	0	12	1	330	5	0	336	13	434	11	0	458	827
1645 - 1700	5	0	21	0	26	14	0	1	0	15	4	332	6	0	342	13	379	8	2	402	785
Hourly Total	16	3	74	0	93	39	6	5	0	50	11	1302	26	1	1340	53	1616	28	4	1701	3184
1700 - 1715	4	0	20	0	24	8	0	2	0	10	3	283	5	0	291	6	439	7	0	452	777
1715 - 1730	3	1	22	0	26	6	2	3	0	11	2	338	6	1	347	7	460	8	2	477	861
1730 - 1745	2	1	17	0	20	9	1	3	0	13	3	325	9	0	337	12	367	10	1	390	760
1745 - 1800	3	1	10	0	14	7	0	3	0	10	2	284	5	0	291	8	365	12	1	386	701
Hourly Total	12	3	69	0	84	30	3	11	0	44	10	1230	25	1	1266	33	1631	37	4	1705	3099
Grand Total	28	6	143	0	177	69	9	16	0	94	21	2532	51	2	2606	86	3247	65	8	3406	6283
Approach %	15.82	3.39	80.79	0.00	-	73.40	9.57	17.02	0.00	-	0.81	97.16	1.96	0.08	-	2.52	95.33	1.91	0.23	-	
Intersection %	0.45	0.10	2.28	0.00	2.82	1.10	0.14	0.25	0.00	1.50	0.33	40.30	0.81	0.03	41.48	1.37	51.68	1.03	0.13	54.21	
PHF	0.85	0.25	0.90	0.00	0.93	0.66	0.42	0.50	0.00	0.80	0.63	0.95	0.92	0.25	0.95	0.75	0.93	0.77	0.50	0.94	0.94

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

Hall County, GA



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Site 7 of 12

Driveway
Lakeshore Dr
GA-53 Dawsonville Hwy (West)
GA-53 Dawsonville Hwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.296612°, -83.846070°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
0700 - 0715	0	0	4	0	4	6	0	1	0	7	0	271	0	0	271	4	147	2	0	153	435
0715 - 0730	0	0	2	0	2	9	0	1	0	10	1	325	0	0	326	3	190	2	3	198	536
0730 - 0745	0	1	1	0	2	5	0	2	0	7	0	370	0	0	370	2	229	2	1	234	613
0745 - 0800	0	0	2	0	2	11	1	1	0	13	1	399	1	0	401	4	228	1	0	233	649
Hourly Total	0	1	9	0	10	31	1	5	0	37	2	1365	1	0	1368	13	794	7	4	818	2233
0800 - 0815	2	0	4	0	6	12	0	2	0	14	0	337	0	0	337	7	208	8	0	223	580
0815 - 0830	0	0	3	0	3	4	0	2	0	6	2	321	1	0	324	4	240	2	3	249	582
0830 - 0845	1	1	5	0	7	6	0	0	0	6	0	234	2	0	236	5	234	6	0	245	494
0845 - 0900	0	0	7	0	7	8	0	1	0	9	0	262	3	0	265	6	216	4	1	227	508
Hourly Total	3	1	19	0	23	30	0	5	0	35	2	1154	6	0	1162	22	898	20	4	944	2164
Grand Total	3	2	28	0	33	61	1	10	0	72	4	2519	7	0	2530	35	1692	27	8	1762	4397
Approach %	9.09	6.06	84.85	0.00	-	84.72	1.39	13.89	0.00	-	0.16	99.57	0.28	0.00	-	1.99	96.03	1.53	0.45	-	
Intersection %	0.07	0.05	0.64	0.00	0.75	1.39	0.02	0.23	0.00	1.64	0.09	57.29	0.16	0.00	57.54	0.80	38.48	0.61	0.18	40.07	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
1600 - 1615	5	2	16	0	23	8	1	3	0	12	4	304	10	0	318	11	414	6	0	431	784
1615 - 1630	1	1	21	0	23	8	2	1	0	11	2	304	5	1	312	16	374	2	2	394	740
1630 - 1645	5	0	16	0	21	9	3	0	0	12	1	316	4	0	321	13	421	11	0	445	799
1645 - 1700	5	0	21	0	26	14	0	1	0	15	4	317	6	0	327	13	367	8	2	390	758
Hourly Total	16	3	74	0	93	39	6	5	0	50	11	1241	25	1	1278	53	1576	27	4	1660	3081
1700 - 1715	4	0	20	0	24	8	0	2	0	10	3	276	5	0	284	6	425	7	0	438	756
1715 - 1730	3	1	22	0	26	5	1	3	0	9	2	329	6	1	338	7	453	8	2	470	843
1730 - 1745	2	1	17	0	20	8	1	3	0	12	3	319	9	0	331	12	362	10	1	385	748
1745 - 1800	3	1	10	0	14	6	0	3	0	9	2	279	5	0	286	8	356	12	1	377	686
Hourly Total	12	3	69	0	84	27	2	11	0	40	10	1203	25	1	1239	33	1596	37	4	1670	3033
Grand Total	28	6	143	0	177	66	8	16	0	90	21	2444	50	2	2517	86	3172	64	8	3330	6114
Approach %	15.82	3.39	80.79	0.00	-	73.33	8.89	17.78	0.00	-	0.83	97.10	1.99	0.08	-	2.58	95.26	1.92	0.24	-	
Intersection %	0.46	0.10	2.34	0.00	2.89	1.08	0.13	0.26	0.00	1.47	0.34	39.97	0.82	0.03	41.17	1.41	51.88	1.05	0.13	54.47	

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



Hall County, GA

www.marrtraffic.com

Site 7 of 12

Driveway
Lakeshore Dr
GA-53 Dawsonville Hwy (West)
GA-53 Dawsonville Hwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.296612°, -83.846070°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	5	0	0	5	12
0715 - 0730	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	0	5	2	0	7	13
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	7	1	1	9	24
0745 - 0800	0	0	0	0	0	0	0	0	0	0	1	22	0	0	23	0	8	0	0	8	31
Hourly Total	0	0	0	0	0	1	0	0	0	1	1	49	0	0	50	0	25	3	1	29	80
0800 - 0815	0	0	0	0	0	1	0	0	0	1	0	7	0	0	7	0	5	1	0	6	14
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	9	0	0	9	16
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	10	0	0	10	18
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	11	0	0	11	18
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	29	0	0	29	0	35	1	0	36	66
Grand Total	0	0	0	0	0	2	0	0	0	2	1	78	0	0	79	0	60	4	1	65	146
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	1.27	98.73	0.00	0.00	-	0.00	92.31	6.15	1.54	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	1.37	0.00	0.00	0.00	1.37	0.68	53.42	0.00	0.00	54.11	0.00	41.10	2.74	0.68	44.52	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	3	1	0	4	13
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	5	0	0	5	15
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	8	0	0	8	16
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	7	0	0	7	13
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	33	0	0	33	0	23	1	0	24	57
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	6	0	0	6	10
1715 - 1730	0	0	0	0	0	1	1	0	0	2	0	4	0	0	4	0	4	0	0	4	10
1730 - 1745	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	2	0	0	2	5
1745 - 1800	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	6	0	0	6	11
Hourly Total	0	0	0	0	0	3	1	0	0	4	0	14	0	0	14	0	18	0	0	18	36
Grand Total	0	0	0	0	0	3	1	0	0	4	0	47	0	0	47	0	41	1	0	42	93
Approach %	0.00	0.00	0.00	0.00	-	75.00	25.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	97.62	2.38	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	3.23	1.08	0.00	0.00	4.30	0.00	50.54	0.00	0.00	50.54	0.00	44.09	1.08	0.00	45.16	

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

Hall County, GA



www.marrtraffic.com

Site 7 of 12

Driveway
Lakeshore Dr
GA-53 Dawsonville Hwy (West)
GA-53 Dawsonville Hwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.296612°, -83.846070°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	7
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	4	0	0	4	10
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	4	0	0	4	10
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	16	0	0	16	33
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	8	0	0	8	14
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	7	0	0	7	9
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	6	9
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	23	0	0	23	36
Grand Total	0	0	0	0	0	0	0	0	0	0	0	30	0	0	30	0	39	0	0	39	69
Approach %	0.00	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	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	43.48	0.00	0.00	43.48	0.00	56.52	0.00	0.00	56.52	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	4	0	0	4	11
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	3	0	0	3	9
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	5	0	0	5	12
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	5	0	0	5	14
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	28	1	0	29	0	17	0	0	17	46
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	8	0	0	8	11
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	8
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	17	0	0	17	30
Grand Total	0	0	0	0	0	0	0	0	0	0	0	41	1	0	42	0	34	0	0	34	76
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	97.62	2.38	0.00	-	0.00	100.00	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	53.95	1.32	0.00	55.26	0.00	44.74	0.00	0.00	44.74	

Classified Turn Movement Count || Bikes

Hall County, GA



www.marrtraffic.com

Site 7 of 12

Driveway
Lakeshore Dr
GA-53 Dawsonville Hwy (West)
GA-53 Dawsonville Hwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.296612°, -83.846070°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	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

Hall County, GA

Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 7 of 12

Driveway
Lakeshore Dr
GA-53 Dawsonville Hwy (West)
GA-53 Dawsonville Hwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.296612°, -83.846070°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total
	Driveway			Lakeshore Dr			GA-53 Dawsonville Hwy (West)			GA-53 Dawsonville Hwy (East)			
	EB 7a	WB 7b	App Total	EB 7c	WB 7d	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	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	1	0	1	1	0	1	0	0	0	2
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	1	1	0	1	0	0	0	2
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	1	0	1	0	0	0	0	0	0	1
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	1	0	1	0	0	0	0	0	0	1
Grand Total	0	0	0	2	0	2	1	0	1	0	0	0	3
Approach %	0.00	0.00	-	100.00	0.00	-	100.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	66.67	0.00	66.67	33.33	0.00	33.33	0.00	0.00	0.00	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total
	Driveway		App Total	Lakeshore Dr		App Total	GA-53 Dawsonville Hwy (West)		App Total	GA-53 Dawsonville Hwy (East)		App Total	
	EB 7a	WB 7b		EB 7c	WB 7d		NB 7e	SB 7f		NB 7g	SB 7h		
1600 - 1615	1	0	1	0	0	0	0	0	1	0	0	0	2
1615 - 1630	1	0	1	0	0	0	0	0	0	0	0	0	1
1630 - 1645	0	2	2	0	0	0	0	1	0	1	0	2	5
1645 - 1700	0	0	0	0	1	0	1	0	0	0	0	0	1
Hourly Total	2	2	4	1	1	0	1	1	1	2	0	2	9
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	1	0	1	0	0	0	0	0	0	0	1	0	2
1745 - 1800	0	0	0	0	0	1	1	0	0	0	0	1	2
Hourly Total	1	0	1	1	0	1	1	0	0	0	1	1	4
Grand Total	3	2	5	1	1	2	1	1	2	1	3	4	13
Approach %	60.00	40.00	-	50.00	50.00	-	50.00	50.00	-	25.00	75.00	-	
Intersection %	23.08	15.38	38.46	7.69	7.69	15.38	7.69	7.69	15.38	7.69	23.08	30.77	

Start Date: 3/5/2023	Driveway Northbound			Lakeshore Dr Southbound			GA-53 Dawsonville Hwy (West) Eastbound			GA-53 Dawsonville Hwy (East) Westbound			Total
Time	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	0	4	6	0	1	0	280	0	4	157	2	454
07:15 AM - 07:30 AM	0	0	2	10	0	1	1	333	0	3	198	4	555
07:30 AM - 07:45 AM	0	1	1	5	0	2	0	391	0	2	240	3	649
07:45 AM - 08:00 AM	0	0	2	11	1	1	2	427	1	4	240	1	690
08:00 AM - 08:15 AM	2	0	4	13	0	2	0	346	0	7	215	9	598
08:15 AM - 08:30 AM	0	0	3	4	0	2	2	334	1	4	257	2	613
08:30 AM - 08:45 AM	1	1	5	6	0	0	0	244	2	5	251	6	521
08:45 AM - 09:00 AM	0	0	7	8	0	1	0	272	3	6	233	4	535
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	5	2	16	8	1	3	4	320	10	11	421	7	810
04:15 PM - 04:30 PM	1	1	21	8	2	1	2	320	5	16	382	2	765
04:30 PM - 04:45 PM	5	0	16	9	3	0	1	330	5	13	434	11	832
04:45 PM - 05:00 PM	5	0	21	14	0	1	4	332	6	13	379	8	786
05:00 PM - 05:15 PM	4	0	20	8	0	2	3	283	5	6	439	7	777
05:15 PM - 05:30 PM	3	1	22	6	2	3	2	338	6	7	460	8	861
05:30 PM - 05:45 PM	2	1	17	9	1	3	3	325	9	12	367	10	762
05:45 PM - 06:00 PM	3	1	10	7	0	3	2	284	5	8	365	12	703
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



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Peak Hour Turning Movement Count
Hall County, GA



www.marrtraffic.com

Sunday, March 5, 2023	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound										Eastbound				Westbound				Int Total		
	Driveway										GA-53 Dawsonville Hwy (West)				GA-53 Dawsonville Hwy (East)						
			Right 8.1		App Total					App Total	Thru 8.2	Right 8.3		App Total	Thru 8.4			App Total			
0730 - 0745	-	-	0	-	0	-	-	-	-	0	-	405	0	-	405	-	258	-	258	663	
0745 - 0800	-	-	0	-	0	-	-	-	-	0	-	447	0	-	447	-	240	-	240	687	
0800 - 0815	-	-	0	-	0	-	-	-	-	0	-	367	0	-	367	-	247	-	247	614	
0815 - 0830	-	-	0	-	0	-	-	-	-	0	-	335	0	-	335	-	253	-	253	588	
Total	0	0	0	0	0	0	0	0	0	0	0	1554	0	0	1554	0	998	0	0	998	2552
Approach %	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.00	0.00	0.87	0.00	0.97	0.00	0.00	0.97	0.93

Passenger Vehicles (1-3)

Passenger Vehicles (2+)		Northbound										Eastbound				Westbound				Int	
		Driveway					App Total	GA-53 Dawsonville Hwy (West)				App Total	GA-53 Dawsonville Hwy (East)				App Total				
				Right 8.1						Thru 8.2	Right 8.3				Thru 8.4						
Time																					
0730 - 0745	-	-	0	-	0	-	-	-	-	0	-	383	0	-	383	-	242	-	242	625	
0745 - 0800	-	-	0	-	0	-	-	-	-	0	-	418	0	-	418	-	230	-	230	648	
0800 - 0815	-	-	0	-	0	-	-	-	-	0	-	357	0	-	357	-	236	-	236	593	
0815 - 0830	-	-	0	-	0	-	-	-	-	0	-	322	0	-	322	-	240	-	240	562	
Total	0	0	0	0	0	0	0	0	0	0	0	1480	0	0	1480	0	948	0	0	948	2428
Approach %	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.00	0.00	0.89	0.00	0.98	0.00	0.00	0.98

Single Unit Trucks (4-7)

Time	Northbound										Eastbound				Westbound				Int Total		
	Driveway										GA-53 Dawsonville Hwy (West)				GA-53 Dawsonville Hwy (East)						
			Right 8.1		App Total					App Total	Thru 8.2	Right 8.3		App Total	Thru 8.4			App Total			
0730 - 0745	-	-	0	-	0	-	-	-	-	0	-	16	0	-	16	-	11	-	-	11	27
0745 - 0800	-	-	0	-	0	-	-	-	-	0	-	22	0	-	22	-	5	-	-	5	27
0800 - 0815	-	-	0	-	0	-	-	-	-	0	-	8	0	-	8	-	8	-	-	8	16
0815 - 0830	-	-	0	-	0	-	-	-	-	0	-	7	0	-	7	-	5	-	-	5	12
Total	0	0	0	0	0	0	0	0	0	0	0	53	0	0	53	0	29	0	0	29	82
Approach %	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.60	0.00	0.66	0.00	0.00	0.66	0.76

Combination Trucks (8-13)

Time		Northbound										Eastbound				Westbound				Int	
		Driveway										GA-53 Dawsonville Hwy (West)				GA-53 Dawsonville Hwy (East)					
				Right 8.1		App Total					App Total		Thru 8.2	Right 8.3		App Total		Thru 8.4			
0730 - 0745	-	-	0	-	0	-	-	-	-	0	-	6	0	-	6	-	5	-	-	5	11
0745 - 0800	-	-	0	-	0	-	-	-	-	0	-	7	0	-	7	-	5	-	-	5	12
0800 - 0815	-	-	0	-	0	-	-	-	-	0	-	2	0	-	2	-	3	-	-	3	5
0815 - 0830	-	-	0	-	0	-	-	-	-	0	-	6	0	-	6	-	8	-	-	8	14
Total		0	0	0	0	0	0	0	0	0	0	21	0	0	21	0	21	0	0	21	42
Approach %		0.00	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		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.00	0.66	0.00	0.00	0.66
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.00	0.66	0.00	0.00	0.66

Bikes

Time	Northbound										Eastbound				Westbound				Int Total
	Driveway										GA-53 Dawsonville Hwy (West)				GA-53 Dawsonville Hwy (East)				
			Right 8.1		App Total					App Total	Thru 8.2	Right 8.3		App Total	Thru 8.4			App Total	
0730 - 0745	-	-	0	-	0	-	-	-	-	0	-	0	0	-	0	-	-	0	0
0745 - 0800	-	-	0	-	0	-	-	-	-	0	-	0	0	-	0	-	-	0	0
0800 - 0815	-	-	0	-	0	-	-	-	-	0	-	0	0	-	0	-	-	0	0
0815 - 0830	-	-	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



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Peak Hour Turning Movement Count
Hall County, GA



www.marrtraffic.com

Sunday, March 5, 2023	
Period	1600 - 1800
Peak Hour	1645 - 1745

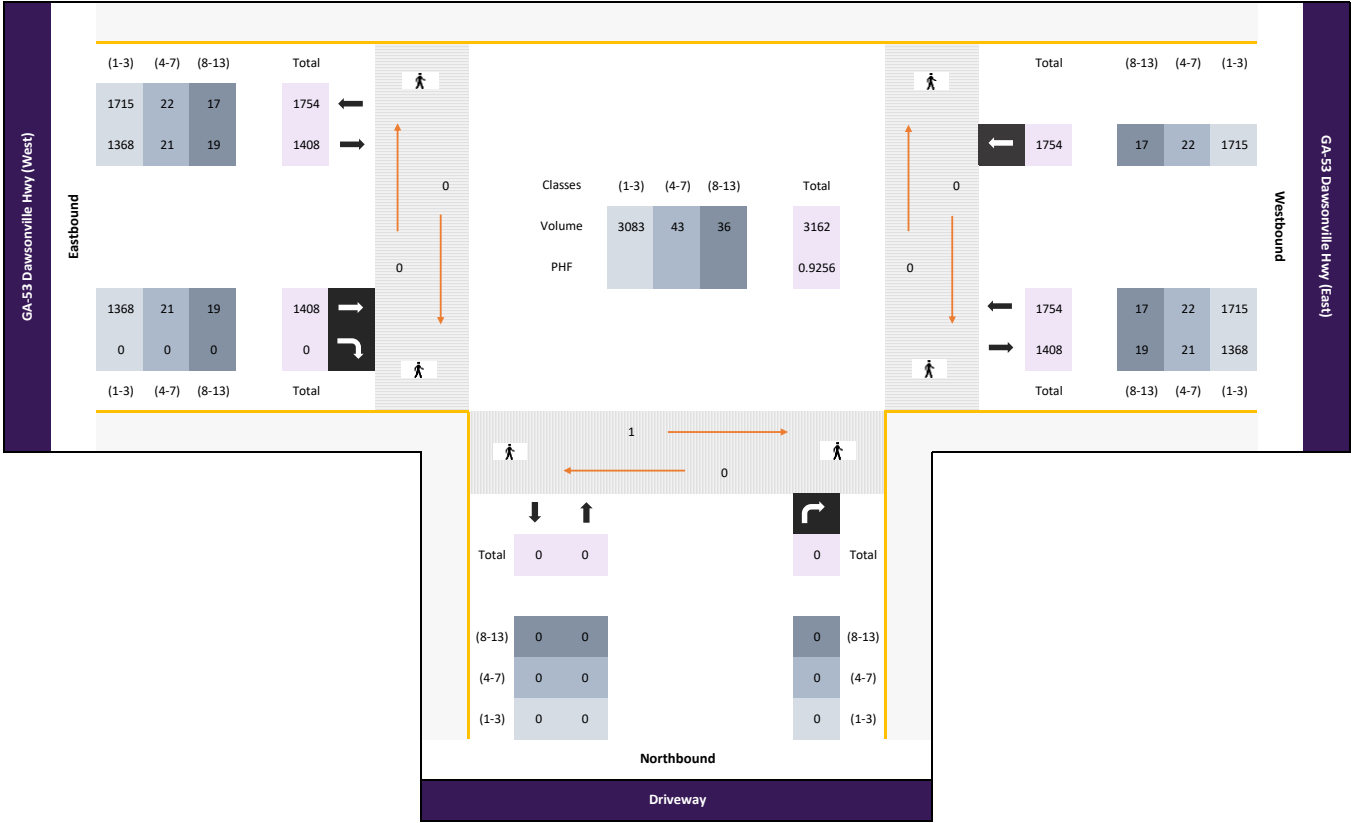
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound										Eastbound				Westbound				Int Total	
	Driveway										GA-53 Dawsonville Hwy (West)				GA-53 Dawsonville Hwy (East)					
			Right 8.1		App Total						App Total	Thru 8.2	Right 8.3		App Total	Thru 8.4				App Total
1645 - 1700	-	-	0	-	0	-	-	-	-	0	-	369	0	-	369	-	418	-	418	787
1700 - 1715	-	-	0	-	0	-	-	-	-	0	-	296	0	-	296	-	442	-	442	738
1715 - 1730	-	-	0	-	0	-	-	-	-	0	-	382	0	-	382	-	472	-	472	854
1730 - 1745	-	-	0	-	0	-	-	-	-	0	-	361	0	-	361	-	422	-	422	783
Total	0	0	0	0	0	0	0	0	0	0	0	1408	0	0	1408	0	1754	0	1754	3162
Approach %	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.92	0.00	0.00	0.92	0.00	0.93	0.00	0.00	0.93

Passenger Vehicles (1-3)

Passenger Vehicles (2+)		Northbound										Eastbound				Westbound				Int Total	
		Driveway					App Total	GA-53 Dawsonville Hwy (West)				App Total	GA-53 Dawsonville Hwy (East)								
				Right 8.1						Thru 8.2	Right 8.3				Thru 8.4						
Time																					
1645 - 1700	-	-	0	-	0	-	-	-	-	0	-	352	0	-	352	-	405	-	-	405	757
1700 - 1715	-	-	0	-	0	-	-	-	-	0	-	291	0	-	291	-	428	-	-	428	719
1715 - 1730	-	-	0	-	0	-	-	-	-	0	-	371	0	-	371	-	466	-	-	466	837
1730 - 1745	-	-	0	-	0	-	-	-	-	0	-	354	0	-	354	-	416	-	-	416	770
Total	0	0	0	0	0	0	0	0	0	0	0	1368	0	0	1368	0	1715	0	0	1715	3083
Approach %	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.92	0.00	0.00	0.92	0.00	0.92	0.00	0.00	0.92

Single Unit Trucks (4-7)

Time	Northbound										Eastbound				Westbound				Int Total		
	Driveway										GA-53 Dawsonville Hwy (West)				GA-53 Dawsonville Hwy (East)						
			Right 8.1		App Total					App Total	Thru 8.2	Right 8.3		App Total	Thru 8.4			App Total			
1645 - 1700	-	-	0	-	0	-	-	-	-	0	-	10	0	-	10	-	9	-	-	9	19
1700 - 1715	-	-	0	-	0	-	-	-	-	0	-	3	0	-	3	-	7	-	-	7	10
1715 - 1730	-	-	0	-	0	-	-	-	-	0	-	6	0	-	6	-	3	-	-	3	9
1730 - 1745	-	-	0	-	0	-	-	-	-	0	-	2	0	-	2	-	3	-	-	3	5
Total	0	0	0	0	0	0	0	0	0	0	0	21	0	0	21	0	22	0	0	22	43
Approach %	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53	0.00	0.00	0.53	0.00	0.61	0.00	0.00	0.61	0.57

Combination Trucks (8-13)

Time		Northbound										Eastbound				Westbound				Int Total	
		Driveway										GA-53 Dawsonville Hwy (West)				GA-53 Dawsonville Hwy (East)					
				Right 8.1		App Total					App Total		Thru 8.2	Right 8.3		App Total		Thru 8.4			
1645 - 1700	-	-	0	-	0	-	-	-	-	0	-	7	0	-	7	-	4	-	-	4	11
1700 - 1715	-	-	0	-	0	-	-	-	-	0	-	2	0	-	2	-	7	-	-	7	9
1715 - 1730	-	-	0	-	0	-	-	-	-	0	-	5	0	-	5	-	3	-	-	3	8
1730 - 1745	-	-	0	-	0	-	-	-	-	0	-	5	0	-	5	-	3	-	-	3	8
Total		0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	17	0	0	17	36
Approach %		0.00	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		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.68	0.00	0.00	0.68	0.00	0.61	0.00	0.00	0.61
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.68	0.00	0.00	0.68	0.00	0.61	0.00	0.00	0.61

Bikes

Time	Northbound										Eastbound				Westbound				Int Total
	Driveway										GA-53 Dawsonville Hwy (West)				GA-53 Dawsonville Hwy (East)				
			Right 8.1		App Total					App Total	Thru 8.2	Right 8.3		App Total	Thru 8.4			App Total	
1645 - 1700	-	-	0	-	0	-	-	-	-	0	-	0	0	-	0	-	-	0	0
1700 - 1715	-	-	0	-	0	-	-	-	-	0	-	0	0	-	0	-	-	0	0
1715 - 1730	-	-	0	-	0	-	-	-	-	0	-	0	0	-	0	-	-	0	0
1730 - 1745	-	-	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

Hall County, GA



Marr Traffic
DATA COLLECTION

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Site 8 of 12

Driveway

GA-53 Dawsonville Hwy (West)

GA-53 Dawsonville Hwy (East)

Date

Sunday, March 5, 2023

Weather

Fair

61°F

Lat/Long

34.296659°, -83.845117°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

All vehicles

Northbound			
Driveway			
TIME	Right 8.1	App Total	
0700 - 0715	0	0	
0715 - 0730	0	0	
0730 - 0745	0	0	
0745 - 0800	0	0	
Hourly Total	0	0	
0800 - 0815	0	0	
0815 - 0830	0	0	
0830 - 0845	0	0	
0845 - 0900	0	0	
Hourly Total	0	0	
Grand Total	0	0	
Approach %	0.00	-	
Intersection %	0.00	0.00	
PHF	0.00	0.00	

Eastbound				Westbound			
GA-53 Dawsonville Hwy (West)				GA-53 Dawsonville Hwy (East)			
Thru 8.2	Right 8.3	App Total		Thru 8.4	App Total	Int Total	
291	0	291		162	162	453	
349	0	349		214	214	563	
405	0	405		258	258	663	
447	0	447		240	240	687	
1492	0	1492		874	874	2366	
367	0	367		247	247	614	
335	0	335		253	253	588	
248	0	248		269	269	517	
288	0	288		247	247	535	
1238	0	1238		1016	1016	2254	
2730	0	2730		1890	1890	4620	
100.00	0.00	-		100.00	-	-	
59.09	0.00	59.09		40.91	40.91		
0.87	0.00	0.87		0.97	0.97	0.93	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

All vehicles

Northbound			
Driveway			
TIME	Right 8.1	App Total	
1600 - 1615	0	0	
1615 - 1630	0	0	
1630 - 1645	0	0	
1645 - 1700	0	0	
Hourly Total	0	0	
1700 - 1715	0	0	
1715 - 1730	0	0	
1730 - 1745	0	0	
1745 - 1800	0	0	
Hourly Total	0	0	
Grand Total	0	0	
Approach %	0.00	-	
Intersection %	0.00	0.00	
PHF	0.00	0.00	

Eastbound				Westbound			
GA-53 Dawsonville Hwy (West)				GA-53 Dawsonville Hwy (East)			
Thru 8.2	Right 8.3	App Total		Thru 8.4	App Total	Int Total	
350	0	350		444	444	794	
357	0	357		410	410	767	
341	0	341		435	435	776	
369	0	369		418	418	787	
1417	0	1417		1707	1707	3124	
296	0	296		442	442	738	
382	0	382		472	472	854	
361	0	361		422	422	783	
294	0	294		361	361	655	
1333	0	1333		1697	1697	3030	
2750	0	2750		3404	3404	6154	
100.00	0.00	-		100.00	-	-	
44.69	0.00	44.69		55.31	55.31		
0.92	0.00	0.92		0.93	0.93	0.93	

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

Hall County, GA



Marr Traffic
DATA COLLECTION

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Site 8 of 12

Driveway

GA-53 Dawsonville Hwy (West)
GA-53 Dawsonville Hwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.296659°, -83.845117°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

Northbound			
Driveway			
TIME	Right 8.1		App Total
0700 - 0715	0		0
0715 - 0730	0		0
0730 - 0745	0		0
0745 - 0800	0		0
Hourly Total	0		0
0800 - 0815	0		0
0815 - 0830	0		0
0830 - 0845	0		0
0845 - 0900	0		0
Hourly Total	0		0
Grand Total	0		0
Approach %	0.00		-
Intersection %	0.00		0.00

Eastbound				Westbound			
GA-53 Dawsonville Hwy (West)				GA-53 Dawsonville Hwy (East)			
Thru 8.2	Right 8.3		App Total	Thru 8.4		App Total	Int Total
281	0		281	153		153	434
342	0		342	204		204	546
383	0		383	242		242	625
418	0		418	230		230	648
1424	0		1424	829		829	2253
357	0		357	236		236	593
322	0		322	240		240	562
238	0		238	252		252	490
278	0		278	229		229	507
1195	0		1195	957		957	2152
2619	0		2619	1786		1786	4405
100.00	0.00		-	100.00		-	-
59.46	0.00		59.46	40.54		40.54	-

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

Northbound			
Driveway			
TIME	Right 8.1		App Total
1600 - 1615	0		0
1615 - 1630	0		0
1630 - 1645	0		0
1645 - 1700	0		0
Hourly Total	0		0
1700 - 1715	0		0
1715 - 1730	0		0
1730 - 1745	0		0
1745 - 1800	0		0
Hourly Total	0		0
Grand Total	0		0
Approach %	0.00		-
Intersection %	0.00		0.00

Eastbound				Westbound			
GA-53 Dawsonville Hwy (West)				GA-53 Dawsonville Hwy (East)			
Thru 8.2	Right 8.3		App Total	Thru 8.4		App Total	Int Total
334	0		334	436		436	770
341	0		341	401		401	742
329	0		329	424		424	753
352	0		352	405		405	757
1356	0		1356	1666		1666	3022
291	0		291	428		428	719
371	0		371	466		466	837
354	0		354	416		416	770
287	0		287	352		352	639
1303	0		1303	1662		1662	2965
2659	0		2659	3328		3328	5987
100.00	0.00		-	100.00		-	-
44.41	0.00		44.41	55.59		55.59	-

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



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Hall County, GA

Site 8 of 12

Driveway

GA-53 Dawsonville Hwy (West)

GA-53 Dawsonville Hwy (East)

Date

Sunday, March 5, 2023

Weather

Fair

61°F

Lat/Long

34.296659°, -83.845117°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

Northbound			
Driveway			
TIME	Right 8.1		App Total
0700 - 0715	0		0
0715 - 0730	0		0
0730 - 0745	0		0
0745 - 0800	0		0
Hourly Total	0		0
0800 - 0815	0		0
0815 - 0830	0		0
0830 - 0845	0		0
0845 - 0900	0		0
Hourly Total	0		0
Grand Total	0		0
Approach %	0.00		-
Intersection %	0.00		0.00

Eastbound				Westbound			
GA-53 Dawsonville Hwy (West)				GA-53 Dawsonville Hwy (East)			
Thru 8.2	Right 8.3		App Total	Thru 8.4		App Total	Int Total
8	0		8	4		4	12
5	0		5	9		9	14
16	0		16	11		11	27
22	0		22	5		5	27
51	0		51	29		29	80
8	0		8	8		8	16
7	0		7	5		5	12
8	0		8	9		9	17
7	0		7	14		14	21
30	0		30	36		36	66
81	0		81	65		65	146
100.00	0.00		-	100.00		-	
55.48	0.00		55.48	44.52		44.52	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

Northbound			
Driveway			
TIME	Right 8.1		App Total
1600 - 1615	0		0
1615 - 1630	0		0
1630 - 1645	0		0
1645 - 1700	0		0
Hourly Total	0		0
1700 - 1715	0		0
1715 - 1730	0		0
1730 - 1745	0		0
1745 - 1800	0		0
Hourly Total	0		0
Grand Total	0		0
Approach %	0.00		-
Intersection %	0.00		0.00

Eastbound				Westbound			
GA-53 Dawsonville Hwy (West)				GA-53 Dawsonville Hwy (East)			
Thru 8.2	Right 8.3		App Total	Thru 8.4		App Total	Int Total
9	0		9	3		3	12
11	0		11	5		5	16
3	0		3	7		7	10
10	0		10	9		9	19
33	0		33	24		24	57
3	0		3	7		7	10
6	0		6	3		3	9
2	0		2	3		3	5
6	0		6	5		5	11
17	0		17	18		18	35
50	0		50	42		42	92
100.00	0.00		-	100.00		-	
54.35	0.00		54.35	45.65		45.65	

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



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Hall County, GA

Site 8 of 12

Driveway

GA-53 Dawsonville Hwy (West)

GA-53 Dawsonville Hwy (East)

Date

Sunday, March 5, 2023

Weather

Fair

61°F

Lat/Long

34.296659°, -83.845117°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

Northbound			
Driveway			
TIME	Right 8.1		App Total
0700 - 0715	0		0
0715 - 0730	0		0
0730 - 0745	0		0
0745 - 0800	0		0
Hourly Total	0		0
0800 - 0815	0		0
0815 - 0830	0		0
0830 - 0845	0		0
0845 - 0900	0		0
Hourly Total	0		0
Grand Total	0		0
Approach %	0.00		-
Intersection %	0.00		0.00

Eastbound				Westbound			
GA-53 Dawsonville Hwy (West)				GA-53 Dawsonville Hwy (East)			
Thru 8.2	Right 8.3		App Total	Thru 8.4		App Total	Int Total
2	0		2	5		5	7
2	0		2	1		1	3
6	0		6	5		5	11
7	0		7	5		5	12
17	0		17	16		16	33
2	0		2	3		3	5
6	0		6	8		8	14
2	0		2	8		8	10
3	0		3	4		4	7
13	0		13	23		23	36
30	0		30	39		39	69
100.00	0.00		-	100.00		-	
43.48	0.00		43.48	56.52		56.52	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

Northbound			
Driveway			
TIME	Right 8.1		App Total
1600 - 1615	0		0
1615 - 1630	0		0
1630 - 1645	0		0
1645 - 1700	0		0
Hourly Total	0		0
1700 - 1715	0		0
1715 - 1730	0		0
1730 - 1745	0		0
1745 - 1800	0		0
Hourly Total	0		0
Grand Total	0		0
Approach %	0.00		-
Intersection %	0.00		0.00

Eastbound				Westbound			
GA-53 Dawsonville Hwy (West)				GA-53 Dawsonville Hwy (East)			
Thru 8.2	Right 8.3		App Total	Thru 8.4		App Total	Int Total
7	0		7	5		5	12
5	0		5	4		4	9
9	0		9	4		4	13
7	0		7	4		4	11
28	0		28	17		17	45
2	0		2	7		7	9
5	0		5	3		3	8
5	0		5	3		3	8
1	0		1	4		4	5
13	0		13	17		17	30
41	0		41	34		34	75
100.00	0.00		-	100.00		-	
54.67	0.00		54.67	45.33		45.33	

Start Date: 3/5/2023													
Time	Driveway Northbound			Southbound			GA-53 Dawsonville Hwy (West) Eastbound			GA-53 Dawsonville 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	0	0	0	0	0	0	0	291	0	0	162	0	453
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	349	0	0	214	0	563
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	405	0	0	258	0	663
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	447	0	0	240	0	687
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	367	0	0	247	0	614
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	335	0	0	253	0	588
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	248	0	0	269	0	517
08:45 AM - 09:00 AM	0	0	0	0	0	0	0	288	0	0	247	0	535
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	0	0	0	0	0	0	350	0	0	444	0	795
04:15 PM - 04:30 PM	0	0	0	0	0	0	0	357	0	0	410	0	768
04:30 PM - 04:45 PM	0	0	0	0	0	0	0	341	0	0	435	0	776
04:45 PM - 05:00 PM	0	0	0	0	0	0	0	369	0	0	418	0	787
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	296	0	0	442	0	738
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	382	0	0	472	0	854
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	361	0	0	422	0	784
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	294	0	0	361	0	658
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
Hall County, GA



www.marrtraffic.com

Sunday, March 5, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int			
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-53 Dawsonville Hwy					GA-53 John W Morrow Jr Pkwy (East)								
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total				
0715 - 0730	9.1	9.2	9.3	9.4	1	49	9.5	9.6	9.7	9.8	0	133	52	295	1	1	349	9.13	9.14	9.15	9.16	0	202	733
0730 - 0745	8	24	38	1	71	26	50	77	0	153	19	383	5	0	407	17	159	38	0	0	214	845		
0745 - 0800	6	21	44	4	75	16	34	54	0	104	25	415	6	0	446	28	182	9	0	0	219	844		
0800 - 0815	4	10	40	1	55	5	26	53	0	84	30	331	8	0	369	30	176	12	0	0	218	726		
Total	24	77	142	7	250	78	154	242	0	474	126	1424	20	1	1571	91	658	104	0	0	853	3148		
Approach %	9.60	30.80	56.80	2.80	-	16.46	32.49	51.05	0.00	-	8.02	90.64	1.27	0.06	-	10.67	77.14	12.19	0.00	-	-	-		
PHF	0.75	0.80	0.81	0.44	0.83	0.63	0.77	0.79	0.00	0.77	0.61	0.86	0.63	0.25	0.88	0.76	0.90	0.58	0.00	0.97	0.93			

Passenger Vehicles (1-3)

Passenger Vehicles (x 2)		Northbound					Southbound					Eastbound					Westbound					Int
		Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-53 Dawsonville Hwy					GA-53 John W Morrow Jr Pkwy (East)					
		Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
Time	0715 - 0730	5	22	18	1	46	28	44	56	0	128	52	288	1	1	342	15	133	44	0	192	708
	0730 - 0745	8	24	38	1	71	26	50	74	0	150	17	366	4	0	387	17	150	38	0	205	813
	0745 - 0800	6	21	42	4	73	14	34	54	0	102	24	388	6	0	418	26	170	7	0	203	796
	0800 - 0815	4	9	39	1	53	4	26	53	0	83	30	320	8	0	358	29	167	10	0	206	700
Total		23	76	137	7	243	72	154	237	0	463	123	1362	19	1	1505	87	620	99	0	806	3017
Approach %		9.47	31.28	56.38	2.88	-	15.55	33.26	51.19	0.00	-	8.17	90.50	1.26	0.07	-	10.79	76.92	12.28	0.00	-	-
PHF		0.72	0.79	0.82	0.44	0.83	0.64	0.77	0.80	0.00	0.77	0.59	0.88	0.59	0.25	0.90	0.75	0.91	0.56	0.00	0.98	0.93

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-53 Dawsonville Hwy					GA-53 John W Morrow Jr Pkwy (East)					
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 10.0	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
0715 - 0730	1	0	2	0	3	3	0	2	0	5	0	5	0	0	5	1	6	1	0	8	21
0730 - 0745	0	0	0	0	0	0	0	3	0	3	2	13	1	0	16	0	5	0	0	5	24
0745 - 0800	0	0	2	0	2	2	0	0	0	2	1	20	0	0	21	2	7	2	0	11	36
0800 - 0815	0	1	1	0	2	1	0	0	0	1	0	8	0	0	8	1	6	2	0	9	20
Total	1	1	5	0	7	6	0	5	0	11	3	46	1	0	50	4	24	5	0	33	101
Approach %	14.29	14.29	71.43	0.00	-	54.55	0.00	45.45	0.00	-	6.00	92.00	2.00	0.00	-	12.12	72.73	15.15	0.00	-	-
PHF	0.25	0.25	0.63	0.00	0.58	0.50	0.00	0.42	0.00	0.55	0.38	0.58	0.25	0.00	0.60	0.50	0.86	0.63	0.00	0.75	0.70

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-53 Dawsonville Hwy					GA-53 John W Morrow Jr Pkwy (East)					
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	8
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	5	0	0	5	12
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
Total	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	14	0	0	14	30
Approach %	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.57	0.00	0.00	0.57	0.00	0.70	0.00	0.00	0.70	0.63

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-53 Dawsonville Hwy					GA-53 John W Morrow Jr Pkwy (East)					
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
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	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	



[Click here for Map](#)

Peak Hour Turning Movement Count
Hall County, GA



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Sunday, March 5, 2023	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-53 Dawsonville Hwy					GA-53 John W Morrow Jr Pkwy (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1630 - 1645	27	24	59	2	112	8	24	71	0	103	55	271	13	0	339	56	361	18	0	435	989
1645 - 1700	28	51	52	2	133	13	36	67	0	116	57	292	17	1	367	41	303	12	1	357	973
1700 - 1715	30	49	57	3	139	13	42	75	0	130	60	250	7	0	317	49	344	17	1	411	997
1715 - 1730	48	55	60	3	166	13	38	83	2	136	53	310	9	0	372	48	336	10	0	394	1068
Total	133	179	228	10	550	47	140	296	2	485	225	1123	46	1	1395	194	1344	57	2	1597	4027
Approach %	24.18	32.55	41.45	1.82	-	9.69	28.87	61.03	0.41	-	16.13	80.50	3.30	0.07	-	12.15	84.16	3.57	0.13	-	-
PHF	0.69	0.81	0.95	0.83	0.83	0.90	0.83	0.89	0.25	0.89	0.94	0.91	0.68	0.25	0.94	0.87	0.93	0.79	0.50	0.92	0.94

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-53 Dawsonville Hwy					GA-53 John W Morrow Jr Pkwy (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	
	9.1	9.2	9.3	9.4	Total	9.5	9.6	9.7	9.8	Total	9.9	10.0	9.11	9.12	Total	9.13	9.14	9.15	9.16	Total	
1630 - 1645	26	23	57	2	108	8	24	71	0	103	54	257	13	0	324	56	351	17	0	424	959
1645 - 1700	27	51	52	2	132	13	35	67	0	115	56	276	17	1	350	41	292	11	1	345	942
1700 - 1715	29	49	57	3	138	13	41	75	0	129	60	245	7	0	312	49	334	17	1	401	980
1715 - 1730	48	55	60	3	166	13	36	82	2	133	53	301	9	0	363	47	329	10	0	386	1048
Total	130	178	226	10	544	47	136	295	2	480	223	1079	46	1	1349	193	1306	55	2	1556	3929
Approach %	23.90	32.72	41.54	1.84	-	9.79	28.33	61.46	0.42	-	16.53	79.99	3.41	0.07	-	12.40	83.93	3.53	0.13	-	-
PHF	0.68	0.81	0.94	0.83	0.82	0.90	0.83	0.90	0.25	0.90	0.93	0.90	0.68	0.25	0.93	0.86	0.93	0.81	0.50	0.92	0.94

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-53 Dawsonville Hwy					GA-53 John W Morrow Jr Pkwy (East)					
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 10.0	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
1630 - 1645	1	1	2	0	4	0	0	0	0	0	1	5	0	0	6	0	5	1	0	6	16
1645 - 1700	1	0	0	0	1	0	1	0	0	1	1	9	0	0	10	0	7	1	0	8	20
1700 - 1715	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	7	0	0	7	11
1715 - 1730	0	0	0	0	0	0	2	1	0	3	0	5	0	0	5	1	4	0	0	5	13
Total	2	1	2	0	5	0	4	1	0	5	2	22	0	0	24	1	23	2	0	26	60
Approach %	40.00	20.00	40.00	0.00	-	0.00	80.00	20.00	0.00	-	8.33	91.67	0.00	0.00	-	3.85	88.46	7.69	0.00	-	-
PHF	0.50	0.25	0.25	0.00	0.31	0.00	0.50	0.25	0.00	0.42	0.50	0.61	0.00	0.00	0.60	0.25	0.82	0.50	0.00	0.81	0.75

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-53 Dawsonville Hwy					GA-53 John W Morrow Jr Pkwy (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	5	0	0	5	14
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	4	0	0	4	11
1700 - 1715	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	6
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7
Total	1	0	0	0	1	0	0	0	0	0	0	22	0	0	22	0	15	0	0	15	38
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	0.61	0.00	0.00	0.61	0.00	0.75	0.00	0.00	0.75	0.68

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-53 Dawsonville Hwy					GA-53 John W Morrow Jr Pkwy (East)					
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
1630 - 1645	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	
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	
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



Hall County, GA

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Site 9 of 12

Pearl Nix Pkwy (South)
Pearl Nix Pkwy (North)
GA-53 Dawsonville Hwy
GA-53 John W Morrow Jr Pkwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.296715°, -83.844033°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-53 Dawsonville Hwy					GA-53 John W Morrow Jr Pkwy (East)					
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
0700 - 0715	8	19	18	2	47	29	29	42	0	100	24	262	0	1	287	16	111	51	0	178	612
0715 - 0730	6	22	20	1	49	31	44	58	0	133	52	295	1	1	349	16	141	45	0	202	733
0730 - 0745	8	24	38	1	71	26	50	77	0	153	19	383	5	0	407	17	159	38	0	214	845
0745 - 0800	6	21	44	4	75	16	34	54	0	104	25	415	6	0	446	28	182	9	0	219	844
Hourly Total	28	86	120	8	242	102	157	231	0	490	120	1355	12	2	1489	77	593	143	0	813	3034
0800 - 0815	4	10	40	1	55	5	26	53	0	84	30	331	8	0	369	30	176	12	0	218	726
0815 - 0830	8	11	30	0	49	9	17	49	0	75	30	301	3	0	334	37	201	11	0	249	707
0830 - 0845	15	9	34	1	59	7	24	54	0	85	21	222	5	0	248	20	192	4	1	217	609
0845 - 0900	13	17	31	1	62	16	16	41	1	74	25	251	10	2	288	21	186	4	1	212	636
Hourly Total	40	47	135	3	225	37	83	197	1	318	106	1105	26	2	1239	108	755	31	2	896	2678
Grand Total	68	133	255	11	467	139	240	428	1	808	226	2460	38	4	2728	185	1348	174	2	1709	5712
Approach %	14.56	28.48	54.60	2.36	-	17.20	29.70	52.97	0.12	-	8.28	90.18	1.39	0.15	-	10.83	78.88	10.18	0.12	-	
Intersection %	1.19	2.33	4.46	0.19	8.18	2.43	4.20	7.49	0.02	14.15	3.96	43.07	0.67	0.07	47.76	3.24	23.60	3.05	0.04	29.92	
PHF	0.75	0.80	0.81	0.44	0.83	0.63	0.77	0.79	0.00	0.77	0.61	0.86	0.63	0.25	0.88	0.76	0.90	0.58	0.00	0.97	0.93

1600 - 1800 (Sunday 2h Session) (03-05-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-53 Dawsonville Hwy					GA-53 John W Morrow Jr Pkwy (East)					
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
1600 - 1615	26	45	50	0	121	15	39	74	0	128	38	290	6	1	335	37	328	9	0	374	958
1615 - 1630	22	41	65	4	132	14	45	67	1	127	65	285	10	0	360	49	310	11	0	370	989
1630 - 1645	27	24	59	2	112	8	24	71	0	103	55	271	13	0	339	56	361	18	0	435	989
1645 - 1700	28	51	52	2	133	13	36	67	0	116	57	292	17	1	367	41	303	12	1	357	973
Hourly Total	103	161	226	8	498	50	144	279	1	474	215	1138	46	2	1401	183	1302	50	1	1536	3909
1700 - 1715	30	49	57	3	139	13	42	75	0	130	60	250	7	0	317	49	344	17	1	411	997
1715 - 1730	48	55	60	3	166	13	38	83	2	136	53	310	9	0	372	48	336	10	0	394	1068
1730 - 1745	38	53	52	4	147	17	36	70	1	124	65	277	15	1	358	52	288	8	1	349	978
1745 - 1800	22	52	38	0	112	10	28	53	0	91	40	245	15	0	300	48	269	18	2	337	840
Hourly Total	138	209	207	10	564	53	144	281	3	481	218	1082	46	1	1347	197	1237	53	4	1491	3883
Grand Total	241	370	433	18	1062	103	288	560	4	955	433	2220	92	3	2748	380	2539	103	5	3027	7792
Approach %	22.69	34.84	40.77	1.69	-	10.79	30.16	58.64	0.42	-	15.76	80.79	3.35	0.11	-	12.55	83.88	3.40	0.17	-	-
Intersection %	3.09	4.75	5.56	0.23	13.63	1.32	3.70	7.19	0.05	12.26	5.56	28.49	1.18	0.04	35.27	4.88	32.58	1.32	0.06	38.85	-
PHF	0.69	0.81	0.95	0.83	0.83	0.90	0.83	0.89	0.25	0.89	0.94	0.91	0.68	0.25	0.94	0.87	0.93	0.79	0.50	0.92	0.94

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



Hall County, GA

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Site 9 of 12

Pearl Nix Pkwy (South)
 Pearl Nix Pkwy (North)
 GA-53 Dawsonville Hwy
 GA-53 John W Morrow Jr Pkwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
 61°F

Lat/Long

34.296715°, -83.844033°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-53 Dawsonville Hwy					GA-53 John W Morrow Jr Pkwy (East)					
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
0700 - 0715	8	19	18	2	47	25	29	40	0	94	24	249	0	1	274	14	103	51	0	168	583
0715 - 0730	5	22	18	1	46	28	44	56	0	128	52	288	1	1	342	15	133	44	0	192	708
0730 - 0745	8	24	38	1	71	26	50	74	0	150	17	366	4	0	387	17	150	38	0	205	813
0745 - 0800	6	21	42	4	73	14	34	54	0	102	24	388	6	0	418	26	170	7	0	203	796
Hourly Total	27	86	116	8	237	93	157	224	0	474	117	1291	11	2	1421	72	556	140	0	768	2900
0800 - 0815	4	9	39	1	53	4	26	53	0	83	30	320	8	0	358	29	167	10	0	206	700
0815 - 0830	8	11	29	0	48	9	17	49	0	75	30	289	3	0	322	37	184	10	0	231	676
0830 - 0845	14	9	32	1	56	7	24	54	0	85	21	212	5	0	238	19	176	3	1	199	578
0845 - 0900	13	16	30	1	60	16	16	41	1	74	25	241	10	2	278	21	170	4	1	196	608
Hourly Total	39	45	130	3	217	36	83	197	1	317	106	1062	26	2	1196	106	697	27	2	832	2562
Grand Total	66	131	246	11	454	129	240	421	1	791	223	2353	37	4	2617	178	1253	167	2	1600	5462
Approach %	14.54	28.85	54.19	2.42	-	16.31	30.34	53.22	0.13	-	8.52	89.91	1.41	0.15	-	11.13	78.31	10.44	0.13	-	
Intersection %	1.21	2.40	4.50	0.20	8.31	2.36	4.39	7.71	0.02	14.48	4.08	43.08	0.68	0.07	47.91	3.26	22.94	3.06	0.04	29.29	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-53 Dawsonville Hwy					GA-53 John W Morrow Jr Pkwy (East)					
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
1600 - 1615	26	40	50	0	116	15	39	74	0	128	36	281	6	1	324	37	320	8	0	365	933
1615 - 1630	22	40	63	4	129	14	45	66	1	126	62	270	10	0	342	48	301	11	0	360	957
1630 - 1645	26	23	57	2	108	8	24	71	0	103	54	257	13	0	324	56	351	17	0	424	959
1645 - 1700	27	51	52	2	132	13	35	67	0	115	56	276	17	1	350	41	292	11	1	345	942
Hourly Total	101	154	222	8	485	50	143	278	1	472	208	1084	46	2	1340	182	1264	47	1	1494	3791
1700 - 1715	29	49	57	3	138	13	41	75	0	129	60	245	7	0	312	49	334	17	1	401	980
1715 - 1730	48	55	60	3	166	13	36	82	2	133	53	301	9	0	363	47	329	10	0	386	1048
1730 - 1745	38	53	52	4	147	16	36	70	1	123	64	271	15	1	351	51	280	8	1	340	961
1745 - 1800	22	52	38	0	112	10	28	52	0	90	40	237	14	0	291	48	263	18	2	331	824
Hourly Total	137	209	207	10	563	52	141	279	3	475	217	1054	45	1	1317	195	1206	53	4	1458	3813
Grand Total	238	363	429	18	1048	102	284	557	4	947	425	2138	91	3	2657	377	2470	100	5	2952	7604
Approach %	22.71	34.64	40.94	1.72	-	10.77	29.99	58.82	0.42	-	16.00	80.47	3.42	0.11	-	12.77	83.67	3.39	0.17	-	
Intersection %	3.13	4.77	5.64	0.24	13.78	1.34	3.73	7.33	0.05	12.45	5.59	28.12	1.20	0.04	34.94	4.96	32.48	1.32	0.07	38.82	

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

Hall County, GA



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Site 9 of 12

Pearl Nix Pkwy (South)
 Pearl Nix Pkwy (North)
 GA-53 Dawsonville Hwy
 GA-53 John W Morrow Jr Pkwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
 61°F

Lat/Long

34.296715°, -83.844033°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-53 Dawsonville Hwy					GA-53 John W Morrow Jr Pkwy (East)					
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
0700 - 0715	0	0	0	0	0	3	0	2	0	5	0	9	0	0	9	2	3	0	0	5	19
0715 - 0730	1	0	2	0	3	3	0	2	0	5	0	5	0	0	5	1	6	1	0	8	21
0730 - 0745	0	0	0	0	0	0	0	3	0	3	2	13	1	0	16	0	5	0	0	5	24
0745 - 0800	0	0	2	0	2	2	0	0	0	2	1	20	0	0	21	2	7	2	0	11	36
Hourly Total	1	0	4	0	5	8	0	7	0	15	3	47	1	0	51	5	21	3	0	29	100
0800 - 0815	0	1	1	0	2	1	0	0	0	1	0	8	0	0	8	1	6	2	0	9	20
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	9	1	0	10	17
0830 - 0845	1	0	2	0	3	0	0	0	0	0	0	8	0	0	8	1	8	1	0	10	21
0845 - 0900	0	1	1	0	2	0	0	0	0	0	0	7	0	0	7	0	12	0	0	12	21
Hourly Total	1	2	4	0	7	1	0	0	0	1	0	30	0	0	30	2	35	4	0	41	79
Grand Total	2	2	8	0	12	9	0	7	0	16	3	77	1	0	81	7	56	7	0	70	179
Approach %	16.67	16.67	66.67	0.00	-	56.25	0.00	43.75	0.00	-	3.70	95.06	1.23	0.00	-	10.00	80.00	10.00	0.00	-	
Intersection %	1.12	1.12	4.47	0.00	6.70	5.03	0.00	3.91	0.00	8.94	1.68	43.02	0.56	0.00	45.25	3.91	31.28	3.91	0.00	39.11	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-53 Dawsonville Hwy					GA-53 John W Morrow Jr Pkwy (East)					
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
1600 - 1615	0	5	0	0	5	0	0	0	0	0	2	4	0	0	6	0	3	1	0	4	15
1615 - 1630	0	1	2	0	3	0	0	1	0	1	3	8	0	0	11	0	6	0	0	6	21
1630 - 1645	1	1	2	0	4	0	0	0	0	0	1	5	0	0	6	0	5	1	0	6	16
1645 - 1700	1	0	0	0	1	0	1	0	0	1	1	9	0	0	10	0	7	1	0	8	20
Hourly Total	2	7	4	0	13	0	1	1	0	2	7	26	0	0	33	0	21	3	0	24	72
1700 - 1715	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	7	0	0	7	11
1715 - 1730	0	0	0	0	0	0	2	1	0	3	0	5	0	0	5	1	4	0	0	5	13
1730 - 1745	0	0	0	0	0	1	0	0	0	1	1	2	0	0	3	1	1	0	0	2	6
1745 - 1800	0	0	0	0	0	0	0	1	0	1	0	5	1	0	6	0	3	0	0	3	10
Hourly Total	0	0	0	0	0	1	3	2	0	6	1	15	1	0	17	2	15	0	0	17	40
Grand Total	2	7	4	0	13	1	4	3	0	8	8	41	1	0	50	2	36	3	0	41	112
Approach %	15.38	53.85	30.77	0.00	-	12.50	50.00	37.50	0.00	-	16.00	82.00	2.00	0.00	-	4.88	87.80	7.32	0.00	-	
Intersection %	1.79	6.25	3.57	0.00	11.61	0.89	3.57	2.68	0.00	7.14	7.14	36.61	0.89	0.00	44.64	1.79	32.14	2.68	0.00	36.61	

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



Hall County, GA

www.marrtraffic.com

Site 9 of 12

Pearl Nix Pkwy (South)
 Pearl Nix Pkwy (North)
 GA-53 Dawsonville Hwy
 GA-53 John W Morrow Jr Pkwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
 61°F

Lat/Long

34.296715°, -83.844033°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-53 Dawsonville Hwy					GA-53 John W Morrow Jr Pkwy (East)					
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
0700 - 0715	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	5	0	0	5	10
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	8
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	5	0	0	5	12
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	17	0	0	17	0	16	0	0	16	34
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
0815 - 0830	0	0	1	0	1	0	0	0	0	0	0	5	0	0	5	0	8	0	0	8	14
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	8	0	0	8	10
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
Hourly Total	0	0	1	0	1	0	0	0	0	0	0	13	0	0	13	0	23	0	0	23	37
Grand Total	0	0	1	0	1	1	0	0	0	1	0	30	0	0	30	0	39	0	0	39	71
Approach %	0.00	0.00	100.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	1.41	0.00	1.41	1.41	0.00	0.00	0.00	1.41	0.00	42.25	0.00	0.00	42.25	0.00	54.93	0.00	0.00	54.93	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-53 Dawsonville Hwy					GA-53 John W Morrow Jr Pkwy (East)					
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	5	0	0	5	10
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	1	3	0	0	4	11
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	5	0	0	5	14
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	4	0	0	4	11
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	28	0	0	28	1	17	0	0	18	46
1700 - 1715	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	6
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	7	0	0	7	11
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
Hourly Total	1	0	0	0	1	0	0	0	0	0	0	13	0	0	13	0	16	0	0	16	30
Grand Total	1	0	0	0	1	0	0	0	0	0	0	41	0	0	41	1	33	0	0	34	76
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	-	2.94	97.06	0.00	0.00	-	
Intersection %	1.32	0.00	0.00	0.00	1.32	0.00	0.00	0.00	0.00	0.00	0.00	53.95	0.00	0.00	53.95	1.32	43.42	0.00	0.00	44.74	

Classified Turn Movement Count || Bikes

Hall County, GA



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Site 9 of 12

Pearl Nix Pkwy (South)
 Pearl Nix Pkwy (North)
 GA-53 Dawsonville Hwy
 GA-53 John W Morrow Jr Pkwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
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Lat/Long

34.296715°, -83.844033°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-53 Dawsonville Hwy					GA-53 John W Morrow Jr Pkwy (East)					
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-53 Dawsonville Hwy					GA-53 John W Morrow Jr Pkwy (East)					
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	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

Hall County, GA



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Site 9 of 12

Pearl Nix Pkwy (South)
 Pearl Nix Pkwy (North)
 GA-53 Dawsonville Hwy
 GA-53 John W Morrow Jr Pkwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
 61°F

Lat/Long

34.296715°, -83.844033°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound				
	Pearl Nix Pkwy (South)			Pearl Nix Pkwy (North)			GA-53 Dawsonville Hwy			GA-53 John W Morrow Jr Pkwy (East)				
TIME	EB 9a	WB 9b	App Total	EB 9c	WB 9d	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total	Int Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	1	0	1	0	0	0	0	0	0	1	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	1	0	1	0	0	0	0	0	0	1	
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	1	0	1	0	0	0	0	0	0	1	
Approach %	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-		
Intersection %	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00		

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Pearl Nix Pkwy (South)			Pearl Nix Pkwy (North)			GA-53 Dawsonville Hwy			GA-53 John W Morrow Jr Pkwy (East)				
	EB 9a	WB 9b	App Total	EB 9c	WB 9d	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h			
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	1	0	1	0	0	0	0	0	1	1	0	0	0	2
1630 - 1645	0	0	0	0	1	1	1	0	0	0	0	0	0	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	1	0	1	1	1	1	1	2	0	0	0	4
1700 - 1715	0	0	0	0	0	0	0	1	1	2	0	0	0	2
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	1	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	1	0	0	0	0	1	1	2	0	0	0	3
Grand Total	1	1	2	0	1	1	1	2	2	4	0	0	0	7
Approach %	50.00	50.00	-	0.00	100.00	-	50.00	50.00	-	0.00	0.00	-	-	-
Intersection %	14.29	14.29	28.57	0.00	14.29	14.29	28.57	28.57	57.14	0.00	0.00	0.00	0.00	-

Start Date: 3/5/2023	Pearl Nix Pkwy (South)			Pearl Nix Pkwy (North)			GA-53 Dawsonville Hwy			A-53 John W Morrow Jr Pkwy (East)			Total
Time	Northbound			Southbound			Eastbound			Westbound			
	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	8	19	18	29	29	42	24	262	0	16	111	51	612
07:15 AM - 07:30 AM	6	22	20	31	44	58	52	295	1	16	141	45	733
07:30 AM - 07:45 AM	8	24	38	26	50	77	19	383	5	17	159	38	846
07:45 AM - 08:00 AM	6	21	44	16	34	54	25	415	6	28	182	9	844
08:00 AM - 08:15 AM	4	10	40	5	26	53	30	331	8	30	176	12	726
08:15 AM - 08:30 AM	8	11	30	9	17	49	30	301	3	37	201	11	707
08:30 AM - 08:45 AM	15	9	34	7	24	54	21	222	5	20	192	4	609
08:45 AM - 09:00 AM	13	17	31	16	16	41	25	251	10	21	186	4	636
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	26	45	50	15	39	74	38	290	6	37	328	9	958
04:15 PM - 04:30 PM	22	41	65	14	45	67	65	285	10	49	310	11	991
04:30 PM - 04:45 PM	27	24	59	8	24	71	55	271	13	56	361	18	991
04:45 PM - 05:00 PM	28	51	52	13	36	67	57	292	17	41	303	12	973
05:00 PM - 05:15 PM	30	49	57	13	42	75	60	250	7	49	344	17	999
05:15 PM - 05:30 PM	48	55	60	13	38	83	53	310	9	48	336	10	1068
05:30 PM - 05:45 PM	38	53	52	17	36	70	65	277	15	52	288	8	978
05:45 PM - 06:00 PM	22	52	38	10	28	53	40	245	15	48	269	18	841
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
Hall County, GA



www.marrtraffic.com

Tuesday, May 9, 2023	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Alta Vista Rd					Billy Lothridge Blvd NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (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	
0730 - 0745	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	App	2.9	2.10	2.11	2.12	App	2.13	2.14	2.15	2.16	App	
0745 - 0800	3	5	4	0	12	13	3	58	0	74	84	339	4	2	429	10	187	38	2	237	
0800 - 0815	3	9	10	0	22	13	7	64	0	84	93	380	4	3	480	7	138	33	1	179	
0815 - 0830	4	22	6	0	32	22	5	76	0	103	79	321	9	0	409	20	173	45	1	239	
	2	11	8	0	21	27	10	63	0	100	59	252	5	0	316	11	206	35	0	252	
Total	12	47	28	0	87	75	25	261	0	361	315	1292	22	5	1634	48	704	151	4	907	
Approach %	13.79	54.02	32.18	0.00	-	20.78	6.93	72.30	0.00	-	19.28	79.07	1.35	0.31	-	5.29	77.62	16.65	0.44	-	
PHF	0.75	0.53	0.70	0.00	0.68	0.69	0.63	0.86	0.00	0.88	0.85	0.85	0.61	0.42	0.85	0.60	0.85	0.84	0.50	0.90	

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Alta Vista Rd					Billy Lothridge Blvd NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (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 3.0	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0730 - 0745	1	5	4	0	10	13	3	57	0	73	78	323	4	2	407	10	173	34	2	219	709
0745 - 0800	3	9	10	0	22	13	5	62	0	80	81	365	3	3	452	7	126	26	1	160	714
0800 - 0815	4	20	6	0	30	22	3	74	0	99	76	308	9	0	393	20	165	41	1	227	749
0815 - 0830	1	7	8	0	16	27	9	63	0	99	59	240	4	0	303	10	192	35	0	237	655
Total	9	41	28	0	78	75	20	256	0	351	294	1236	20	5	1555	47	656	136	4	843	2827
Approach %	11.54	52.56	35.90	0.00	-	21.37	5.70	72.93	0.00	-	18.91	79.49	1.29	0.32	-	5.58	77.82	16.13	0.47	-	-
PHF	0.56	0.51	0.70	0.00	0.65	0.69	0.56	0.86	0.00	0.89	0.91	0.85	0.56	0.42	0.86	0.59	0.85	0.83	0.50	0.89	0.94

Single Unit Trucks (4-7)

Single Link Weeks (7-7)	Northbound					Southbound					Eastbound					Westbound					Int
	Alta Vista Rd					Billy Lothridge Blvd NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
Time	2.1	2.2	2.3	2.4		2.5	2.6	2.7	2.8		2.9	2.10	2.11	2.12		2.13	2.14	2.15	2.16		
0730 - 0745	2	0	0	0	2	0	0	1	0	1	6	11	0	0	17	0	11	4	0	15	
0745 - 0800	0	0	0	0	0	0	2	2	0	4	12	8	1	0	21	0	4	7	0	11	
0800 - 0815	0	2	0	0	2	0	2	2	0	4	3	8	0	0	11	0	3	3	0	6	
0815 - 0830	1	4	0	0	5	0	1	0	0	1	0	7	0	0	7	1	8	0	0	9	
Total	3	6	0	0	9	0	5	5	0	10	21	34	1	0	56	1	26	14	0	41	
Approach %	33.33	66.67	0.00	0.00	-	0.00	50.00	50.00	0.00	-	37.50	60.71	1.79	0.00	-	2.44	63.41	34.15	0.00	-	
PHF	0.38	0.38	0.00	0.00	0.45	0.00	0.63	0.63	0.00	0.63	0.44	0.77	0.25	0.00	0.67	0.25	0.59	0.50	0.00	0.68	
																				0.81	

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Alta Vista Rd					Billy Lothridge Blvd NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (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	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	8
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	8	0	0	8	15
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	5	1	0	6	11
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	6	0	0	6	12
Total	0	0	0	0	0	0	0	0	0	0	0	22	1	0	23	0	22	1	0	23	46
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	95.65	4.35	0.00	-	0.00	95.65	4.35	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	0.79	0.25	0.00	0.82	0.00	0.69	0.25	0.00	0.72	0.77

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Alta Vista Rd					Billy Lothridge Blvd NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (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	
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	
0800 - 0815	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	



[Click here for Map](#)

Peak Hour Turning Movement Count
Hall County, GA



www.marrtraffic.com

Tuesday, May 9, 2023	
Period	1600 - 1800
Peak Hour	1630 - 1730

* 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
	Alta Vista Rd					Billy Lothridge Blvd NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (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		
1630 - 1645	17	6	20	0	43	18	6	82	0	106	67	292	5	3	367	22	316	8	0	346	862	
1645 - 1700	11	5	13	0	29	8	4	53	0	65	43	285	9	4	341	16	374	13	1	404	839	
1700 - 1715	10	6	16	0	32	11	10	67	0	88	57	287	6	4	354	16	345	12	1	374	848	
1715 - 1730	16	5	15	0	36	10	8	44	0	62	54	298	6	2	360	17	378	12	0	407	865	
Total	54	22	64	0	140	47	28	246	0	321	221	1162	26	13	1422	71	1413	45	2	1531	3414	
Approach %	38.57	15.71	45.71	0.00	-	14.64	8.72	76.64	0.00	-	15.54	81.72	1.83	0.91	-	4.64	92.29	2.94	0.13	-	-	
PHF	0.79	0.92	0.80	0.00	0.81	0.65	0.70	0.75	0.00	0.76	0.82	0.97	0.72	0.81	0.97	0.81	0.93	0.87	0.50	0.94	0.99	

Passenger Vehicles (1-3)

Passenger Vehicles (P+V)		Northbound					Southbound					Eastbound					Westbound					Int
		Alta Vista Rd					Billy Lothridge Blvd NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
		Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
Time	2.1	2.2	2.3	2.4		2.5	2.6	2.7	2.8		2.9	2.10	2.11	2.12		2.13	2.14	2.15	2.16		Total	
1630 - 1645	17	6	20	0	43	18	5	82	0	105	64	283	5	3	355	22	309	7	0	338	841	
1645 - 1700	11	5	13	0	29	8	4	53	0	65	43	277	9	4	333	15	364	13	1	393	820	
1700 - 1715	10	6	16	0	32	11	8	67	0	86	57	278	6	4	345	16	337	12	1	366	829	
1715 - 1730	16	5	15	0	36	10	8	43	0	61	54	286	6	2	348	17	369	12	0	398	843	
Total	54	22	64	0	140	47	25	245	0	317	218	1124	26	13	1381	70	1379	44	2	1495	3333	
Approach %	38.57	15.71	45.71	0.00	-	14.83	7.89	77.29	0.00	-	15.79	81.39	1.88	0.94	-	4.68	92.24	2.94	0.13	-	-	
PHF	0.79	0.92	0.80	0.00	0.81	0.65	0.78	0.75	0.00	0.75	0.85	0.98	0.72	0.81	0.97	0.80	0.93	0.85	0.50	0.94	0.99	

Single Unit Trucks (4-7)

Single Unit Trucks (4-7)		Northbound					Southbound					Eastbound					Westbound					Int	Total
		Alta Vista Rd					Billy Lothridge Blvd NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (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		0	0	0	0	0	0	0	0	0	3	4	0	0	7	0	2	1	0	3	10		
1630 - 1645		0	0	0	0	0	0	0	0	0	0	6	0	0	6	1	4	0	0	5	11		
1645 - 1700		0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	11		
1700 - 1715		0	0	0	0	0	2	0	0	2	0	9	0	0	9	0	7	0	0	7	17		
1715 - 1730		0	0	0	0	0	0	1	0	1	0	9	0	0	9	0	7	0	0	7	17		
Total		0	0	0	0	0	0	2	1	0	3	3	23	0	0	26	1	18	1	0	20	49	
Approach %		0.00	0.00	0.00	0.00	-	0.00	66.67	33.33	0.00	-	11.54	88.46	0.00	0.00	-	5.00	90.00	5.00	0.00	-	-	
PHF		0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.38	0.25	0.64	0.00	0.00	0.72	0.25	0.64	0.25	0.00	0.71	0.72	

Combination Trucks (8-13)

Time		Northbound					Southbound					Eastbound					Westbound					Int	Total
		Alta Vista Rd					Billy Lothridge Blvd NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (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		
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	5	0	0	5	10		
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	6	0	0	6	8		
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	8		
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5		
Total		0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	16	0	0	16	31		
Approach %		0.00	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		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.00	0.67	0.00	0.00	0.67	0.78		

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Alta Vista Rd					Billy Lothridge Blvd NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (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		
1630 - 1645	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
1645 - 1700	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	
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	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	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	

Classified Turn Movement Count || All vehicles

Hall County, GA



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Site 2 of 3

Alta Vista Rd
Billy Lothridge Blvd NW
GA-53 John W Morrow Jr Pkwy (West)
GA-53 John W Morrow Jr Pkwy (East)

Date

Tuesday, May 9, 2023

Weather

Mostly Cloudy
75°F

Lat/Long

34.296653°, -83.841252°

0700 - 0900 (Weekday 2h Session) (05-09-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Alta Vista Rd					Billy Lothridge Blvd NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (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	12	0	13	7	1	24	0	32	39	263	2	1	305	9	134	14	1	158	508
0715 - 0730	2	7	6	0	15	12	2	40	0	54	58	285	1	1	345	11	156	21	0	188	602
0730 - 0745	3	5	4	0	12	13	3	58	0	74	84	339	4	2	429	10	187	38	2	237	752
0745 - 0800	3	9	10	0	22	13	7	64	0	84	93	380	4	3	480	7	138	33	1	179	765
Hourly Total	9	21	32	0	62	45	13	186	0	244	274	1267	11	7	1559	37	615	106	4	762	2627
0800 - 0815	4	22	6	0	32	22	5	76	0	103	79	321	9	0	409	20	173	45	1	239	783
0815 - 0830	2	11	8	0	21	27	10	63	0	100	59	252	5	0	316	11	206	35	0	252	689
0830 - 0845	5	2	6	0	13	7	3	27	0	37	40	259	4	2	305	11	160	15	0	186	541
0845 - 0900	1	2	5	1	9	12	4	33	0	49	42	220	13	0	275	15	180	14	0	209	542
Hourly Total	12	37	25	1	75	68	22	199	0	289	220	1052	31	2	1305	57	719	109	1	886	2555
Grand Total	21	58	57	1	137	113	35	385	0	533	494	2319	42	9	2864	94	1334	215	5	1648	5182
Approach %	15.33	42.34	41.61	0.73	-	21.20	6.57	72.23	0.00	-	17.25	80.97	1.47	0.31	-	5.70	80.95	13.05	0.30	-	
Intersection %	0.41	1.12	1.10	0.02	2.64	2.18	0.68	7.43	0.00	10.29	9.53	44.75	0.81	0.17	55.27	1.81	25.74	4.15	0.10	31.80	
PHF	0.75	0.53	0.70	0.00	0.68	0.69	0.63	0.86	0.00	0.88	0.85	0.85	0.61	0.42	0.85	0.60	0.85	0.84	0.50	0.90	0.95

1600 - 1800 (Weekday 2h Session) (05-09-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Alta Vista Rd					Billy Lothridge Blvd NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (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	8	1	18	0	27	14	2	62	0	78	61	300	7	2	370	25	351	16	0	392	867
1615 - 1630	19	11	17	0	47	12	8	47	0	67	62	242	10	1	315	12	320	12	0	344	773
1630 - 1645	17	6	20	0	43	18	6	82	0	106	67	292	5	3	367	22	316	8	0	346	862
1645 - 1700	11	5	13	0	29	8	4	53	0	65	43	285	9	4	341	16	374	13	1	404	839
Hourly Total	55	23	68	0	146	52	20	244	0	316	233	1119	31	10	1393	75	1361	49	1	1486	3341
1700 - 1715	10	6	16	0	32	11	10	67	0	88	57	287	6	4	354	16	345	12	1	374	848
1715 - 1730	16	5	15	0	36	10	8	44	0	62	54	298	6	2	360	17	378	12	0	407	865
1730 - 1745	7	2	12	0	21	11	3	45	0	59	46	274	8	1	329	19	332	8	2	361	770
1745 - 1800	7	2	17	0	26	12	9	56	0	77	51	284	5	0	340	11	305	9	0	325	768
Hourly Total	40	15	60	0	115	44	30	212	0	286	208	1143	25	7	1383	63	1360	41	3	1467	3251
Grand Total	95	38	128	0	261	96	50	456	0	602	441	2262	56	17	2776	138	2721	90	4	2953	6592
Approach %	36.40	14.56	49.04	0.00	-	15.95	8.31	75.75	0.00	-	15.89	81.48	2.02	0.61	-	4.67	92.14	3.05	0.14	-	
Intersection %	1.44	0.58	1.94	0.00	3.96	1.46	0.76	6.92	0.00	9.13	6.69	34.31	0.85	0.26	42.11	2.09	41.28	1.37	0.06	44.80	
PHF	0.79	0.92	0.80	0.00	0.81	0.65	0.70	0.75	0.00	0.76	0.82	0.97	0.72	0.81	0.97	0.81	0.93	0.87	0.50	0.94	0.99

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

Hall County, GA



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Site 2 of 3

Alta Vista Rd
 Billy Lothridge Blvd NW
 GA-53 John W Morrow Jr Pkwy (West)
 GA-53 John W Morrow Jr Pkwy (East)

Date

Tuesday, May 9, 2023

Weather

Mostly Cloudy
 75°F

Lat/Long

34.296653°, -83.841252°

0700 - 0900 (Weekday 2h Session) (05-09-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Alta Vista Rd					Billy Lothridge Blvd NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (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	10	0	11	7	0	23	0	30	36	253	2	1	292	9	124	13	1	147	480
0715 - 0730	2	7	5	0	14	11	2	39	0	52	55	272	1	1	329	11	149	20	0	180	575
0730 - 0745	1	5	4	0	10	13	3	57	0	73	78	323	4	2	407	10	173	34	2	219	709
0745 - 0800	3	9	10	0	22	13	5	62	0	80	81	365	3	3	452	7	126	26	1	160	714
Hourly Total	7	21	29	0	57	44	10	181	0	235	250	1213	10	7	1480	37	572	93	4	706	2478
0800 - 0815	4	20	6	0	30	22	3	74	0	99	76	308	9	0	393	20	165	41	1	227	749
0815 - 0830	1	7	8	0	16	27	9	63	0	99	59	240	4	0	303	10	192	35	0	237	655
0830 - 0845	5	2	5	0	12	7	3	27	0	37	39	243	3	2	287	11	148	15	0	174	510
0845 - 0900	1	2	5	1	9	11	4	32	0	47	42	211	11	0	264	15	169	14	0	198	518
Hourly Total	11	31	24	1	67	67	19	196	0	282	216	1002	27	2	1247	56	674	105	1	836	2432
Grand Total	18	52	53	1	124	111	29	377	0	517	466	2215	37	9	2727	93	1246	198	5	1542	4910
Approach %	14.52	41.94	42.74	0.81	-	21.47	5.61	72.92	0.00	-	17.09	81.22	1.36	0.33	-	6.03	80.80	12.84	0.32	-	
Intersection %	0.37	1.06	1.08	0.02	2.53	2.26	0.59	7.68	0.00	10.53	9.49	45.11	0.75	0.18	55.54	1.89	25.38	4.03	0.10	31.41	

1600 - 1800 (Weekday 2h Session) (05-09-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Alta Vista Rd					Billy Lothridge Blvd NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (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	8	1	18	0	27	14	1	61	0	76	61	286	7	2	356	24	346	15	0	385	844
1615 - 1630	19	9	17	0	45	12	8	45	0	65	62	236	9	1	308	12	315	11	0	338	756
1630 - 1645	17	6	20	0	43	18	5	82	0	105	64	283	5	3	355	22	309	7	0	338	841
1645 - 1700	11	5	13	0	29	8	4	53	0	65	43	277	9	4	333	15	364	13	1	393	820
Hourly Total	55	21	68	0	144	52	18	241	0	311	230	1082	30	10	1352	73	1334	46	1	1454	3261
1700 - 1715	10	6	16	0	32	11	8	67	0	86	57	278	6	4	345	16	337	12	1	366	829
1715 - 1730	16	5	15	0	36	10	8	43	0	61	54	286	6	2	348	17	369	12	0	398	843
1730 - 1745	7	2	12	0	21	11	3	45	0	59	46	268	8	1	323	19	327	8	2	356	759
1745 - 1800	7	2	17	0	26	12	9	56	0	77	51	279	5	0	335	11	299	9	0	319	757
Hourly Total	40	15	60	0	115	44	28	211	0	283	208	1111	25	7	1351	63	1332	41	3	1439	3188
Grand Total	95	36	128	0	259	96	46	452	0	594	438	2193	55	17	2703	136	2666	87	4	2893	6449
Approach %	36.68	13.90	49.42	0.00	-	16.16	7.74	76.09	0.00	-	16.20	81.13	2.03	0.63	-	4.70	92.15	3.01	0.14	-	
Intersection %	1.47	0.56	1.98	0.00	4.02	1.49	0.71	7.01	0.00	9.21	6.79	34.01	0.85	0.26	41.91	2.11	41.34	1.35	0.06	44.86	

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

Hall County, GA



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Site 2 of 3
Alta Vista Rd
Billy Lothridge Blvd NW
GA-53 John W Morrow Jr Pkwy (West)
GA-53 John W Morrow Jr Pkwy (East)

Date
Tuesday, May 9, 2023

Weather
Mostly Cloudy
75°F

Lat/Long
34.296653°, -83.841252°

0700 - 0900 (Weekday 2h Session) (05-09-2023)
Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Alta Vista Rd					Billy Lothridge Blvd NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (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	2	0	2	0	1	1	0	2	3	6	0	0	9	0	5	1	0	6	19
0715 - 0730	0	0	1	0	1	1	0	1	0	2	3	11	0	0	14	0	4	1	0	5	22
0730 - 0745	2	0	0	0	2	0	0	1	0	1	6	11	0	0	17	0	11	4	0	15	35
0745 - 0800	0	0	0	0	0	0	2	2	0	4	12	8	1	0	21	0	4	7	0	11	36
Hourly Total	2	0	3	0	5	1	3	5	0	9	24	36	1	0	61	0	24	13	0	37	112
0800 - 0815	0	2	0	0	2	0	2	2	0	4	3	8	0	0	11	0	3	3	0	6	23
0815 - 0830	1	4	0	0	5	0	1	0	0	1	0	7	0	0	7	1	8	0	0	9	22
0830 - 0845	0	0	1	0	1	0	0	0	0	0	1	9	0	0	10	0	4	0	0	4	15
0845 - 0900	0	0	0	0	0	1	0	1	0	2	0	5	1	0	6	0	5	0	0	5	13
Hourly Total	1	6	1	0	8	1	3	3	0	7	4	29	1	0	34	1	20	3	0	24	73
Grand Total	3	6	4	0	13	2	6	8	0	16	28	65	2	0	95	1	44	16	0	61	185
Approach %	23.08	46.15	30.77	0.00	-	12.50	37.50	50.00	0.00	-	29.47	68.42	2.11	0.00	-	1.64	72.13	26.23	0.00	-	
Intersection %	1.62	3.24	2.16	0.00	7.03	1.08	3.24	4.32	0.00	8.65	15.14	35.14	1.08	0.00	51.35	0.54	23.78	8.65	0.00	32.97	

1600 - 1800 (Weekday 2h Session) (05-09-2023)
Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Alta Vista Rd					Billy Lothridge Blvd NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (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	1	0	0	1	0	9	0	0	9	0	3	1	0	4	14
1615 - 1630	0	2	0	0	2	0	0	2	0	2	0	3	1	0	4	0	4	1	0	5	13
1630 - 1645	0	0	0	0	0	0	0	0	0	0	3	4	0	0	7	0	2	1	0	3	10
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	1	4	0	0	5	11
Hourly Total	0	2	0	0	2	0	1	2	0	3	3	22	1	0	26	1	13	3	0	17	48
1700 - 1715	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	0	5	0	0	5	11
1715 - 1730	0	0	0	0	0	0	0	1	0	1	0	9	0	0	9	0	7	0	0	7	17
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5
Hourly Total	0	0	0	0	0	0	2	1	0	3	0	15	0	0	15	0	18	0	0	18	36
Grand Total	0	2	0	0	2	0	3	3	0	6	3	37	1	0	41	1	31	3	0	35	84
Approach %	0.00	100.00	0.00	0.00	-	0.00	50.00	50.00	0.00	-	7.32	90.24	2.44	0.00	-	2.86	88.57	8.57	0.00	-	
Intersection %	0.00	2.38	0.00	0.00	2.38	0.00	3.57	3.57	0.00	7.14	3.57	44.05	1.19	0.00	48.81	1.19	36.90	3.57	0.00	41.67	

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



Hall County, GA

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Site 2 of 3
Alta Vista Rd
Billy Lothridge Blvd NW
GA-53 John W Morrow Jr Pkwy (West)
GA-53 John W Morrow Jr Pkwy (East)

Date
Tuesday, May 9, 2023

Weather
Mostly Cloudy
75°F

Lat/Long
34.296653°, -83.841252°

0700 - 0900 (Weekday 2h Session) (05-09-2023) Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Alta Vista Rd					Billy Lothridge Blvd NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (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	4	0	0	4	0	5	0	0	5	9
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	8
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	8	0	0	8	15
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	19	0	0	19	37
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	5	1	0	6	11
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	6	0	0	6	12
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8	0	8	0	0	8	16
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	6	0	0	6	11
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	21	3	0	24	0	25	1	0	26	50
Grand Total	0	0	0	0	0	0	0	0	0	0	0	39	3	0	42	0	44	1	0	45	87
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	92.86	7.14	0.00	-	0.00	97.78	2.22	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	44.83	3.45	0.00	48.28	0.00	50.57	1.15	0.00	51.72	

1600 - 1800 (Weekday 2h Session) (05-09-2023) Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Alta Vista Rd					Billy Lothridge Blvd NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (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	5	0	0	5	1	2	0	0	3	9
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	5	0	0	5	10
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	6	0	0	6	8
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	15	0	0	15	1	14	0	0	15	31
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	8
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	8
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	10	0	0	10	27
Grand Total	0	0	0	0	0	0	0	1	0	1	0	32	0	0	32	1	24	0	0	25	58
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	100.00	0.00	0.00	-	4.00	96.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.72	0.00	1.72	0.00	55.17	0.00	0.00	55.17	1.72	41.38	0.00	0.00	43.10	

Classified Turn Movement Count || Bikes

Hall County, GA



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Site 2 of 3
Alta Vista Rd
Billy Lothridge Blvd NW
GA-53 John W Morrow Jr Pkwy (West)
GA-53 John W Morrow Jr Pkwy (East)

Date
Tuesday, May 9, 2023

Weather
Mostly Cloudy
75°F

Lat/Long
34.296653°, -83.841252°

0700 - 0900 (Weekday 2h Session) (05-09-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Alta Vista Rd					Billy Lothridge Blvd NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (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	
Hourly Total	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	
0815 - 0830	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	
0845 - 0900	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	
Grand 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	-	
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) (05-09-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Alta Vista Rd					Billy Lothridge Blvd NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	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	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Pedestrian Count | All vehicles

Hall County, GA



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Site 2 of 3

Alta Vista Rd
Billy Lothridge Blvd NW
GA-53 John W Morrow Jr Pkwy (West)
GA-53 John W Morrow Jr Pkwy (East)

Date

Tuesday, May 9, 2023

Weather

Mostly Cloudy
75°F

Lat/Long

34.296653°, -83.841252°

0700 - 0900 (Weekday 2h Session) (05-09-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound				
	Alta Vista Rd			Billy Lothridge Blvd NW			GA-53 John W Morrow Jr Pkwy (West)			GA-53 John W Morrow Jr Pkwy (East)				
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	3	0	3	0	0	0	0	0	0	6	0	6	9	
Hourly Total	3	0	3	0	0	0	0	0	0	6	0	6	9	
0800 - 0815	0	0	0	0	0	0	0	0	0	2	1	3	3	
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	2	0	2	0	0	0	0	0	0	2	1	3	5	
Hourly Total	2	0	2	0	0	0	0	0	0	4	2	6	8	
Grand Total	5	0	5	0	0	0	0	0	0	10	2	12	17	
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	83.33	16.67	-		
Intersection %	29.41	0.00	29.41	0.00	0.00	0.00	0.00	0.00	0.00	58.82	11.76	70.59		

1600 - 1800 (Weekday 2h Session) (05-09-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound				
	Alta Vista Rd			Billy Lothridge Blvd NW			GA-53 John W Morrow Jr Pkwy (West)			GA-53 John W Morrow Jr Pkwy (East)				
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	1	1	0	0	0	0	0	0	1	2	3	4	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	1	1	0	0	0	0	0	0	1	2	3	4	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	1	0	1	0	1	1	0	0	0	1	0	1	3	
1745 - 1800	0	0	0	0	0	0	0	0	0	1	0	1	1	
Hourly Total	1	0	1	0	1	1	0	0	0	2	0	2	4	
Grand Total	1	1	2	0	1	1	0	0	0	3	2	5	8	
Approach %	50.00	50.00	-	0.00	100.00	-	0.00	0.00	-	60.00	40.00	-		
Intersection %	12.50	12.50	25.00	0.00	12.50	12.50	0.00	0.00	0.00	37.50	25.00	62.50		

Start Date: 5/9/2023	Alta Vista Rd Northbound			Billy Lothridge Blvd NW Southbound			A-53 John W Morrow Jr Pkwy (West) Eastbound			A-53 John W Morrow Jr Pkwy (East) Westbound			Total
Time	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	1	0	12	7	1	24	39	263	2	9	134	14	508
07:15 AM - 07:30 AM	2	7	6	12	2	40	58	285	1	11	156	21	602
07:30 AM - 07:45 AM	3	5	4	13	3	58	84	339	4	10	187	38	752
07:45 AM - 08:00 AM	3	9	10	13	7	64	93	380	4	7	138	33	774
08:00 AM - 08:15 AM	4	22	6	22	5	76	79	321	9	20	173	45	786
08:15 AM - 08:30 AM	2	11	8	27	10	63	59	252	5	11	206	35	689
08:30 AM - 08:45 AM	5	2	6	7	3	27	40	259	4	11	160	15	541
08:45 AM - 09:00 AM	1	2	5	12	4	33	42	220	13	15	180	14	547
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	8	1	18	14	2	62	61	300	7	25	351	16	867
04:15 PM - 04:30 PM	19	11	17	12	8	47	62	242	10	12	320	12	773
04:30 PM - 04:45 PM	17	6	20	18	6	82	67	292	5	22	316	8	866
04:45 PM - 05:00 PM	11	5	13	8	4	53	43	285	9	16	374	13	839
05:00 PM - 05:15 PM	10	6	16	11	10	67	57	287	6	16	345	12	848
05:15 PM - 05:30 PM	16	5	15	10	8	44	54	298	6	17	378	12	865
05:30 PM - 05:45 PM	7	2	12	11	3	45	46	274	8	19	332	8	773
05:45 PM - 06:00 PM	7	2	17	12	9	56	51	284	5	11	305	9	769
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



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Peak Hour Turning Movement Count
Hall County, GA



www.marrtraffic.com

Sunday, March 5, 2023	
Period	0700 - 0900
Peak Hour	0730 - 0830

* 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
	Driveway					Washington St NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
0730 - 0745	0	0	0	0	0	1	0	34	0	35	85	281	0	0	366	2	171	8	0	181	582
0745 - 0800	0	1	0	0	1	2	0	39	0	41	122	287	0	0	409	1	186	10	0	197	648
0800 - 0815	0	1	3	0	4	3	1	45	0	49	134	197	2	4	337	3	192	14	2	211	601
0815 - 0830	0	1	3	0	4	3	1	38	0	42	103	225	3	3	334	6	172	10	0	188	568
Total	0	3	6	0	9	9	2	156	0	167	444	990	5	7	1446	12	721	42	2	777	2399
Approach %	0.00	33.33	66.67	0.00	-	5.39	1.20	93.41	0.00	-	30.71	68.46	0.35	0.48	-	1.54	92.79	5.41	0.26	-	-
PHF	0.00	0.75	0.50	0.00	0.56	0.75	0.50	0.87	0.00	0.85	0.83	0.86	0.42	0.44	0.88	0.50	0.94	0.75	0.25	0.92	0.93

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Washington St NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
0730 - 0745	0	0	0	0	0	1	0	34	0	35	83	259	0	0	342	2	159	7	0	168	
0745 - 0800	0	1	0	0	1	2	0	39	0	41	120	270	0	0	390	1	175	10	0	186	
0800 - 0815	0	1	3	0	4	3	1	44	0	48	131	187	2	4	324	3	177	13	2	195	
0815 - 0830	0	1	3	0	4	3	1	37	0	41	103	216	3	3	325	5	156	10	0	171	
Total	0	3	6	0	9	9	2	154	0	165	437	932	5	7	1381	11	667	40	2	720	
Approach %	0.00	33.33	66.67	0.00	-	5.45	1.21	93.33	0.00	-	31.64	67.49	0.36	0.51	-	1.53	92.64	5.56	0.28	-	
PHF	0.00	0.75	0.50	0.00	0.56	0.75	0.50	0.88	0.00	0.86	0.83	0.86	0.42	0.44	0.89	0.55	0.94	0.77	0.25	0.92	

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int. Total
	Driveway					Washington St NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App. Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App. Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App. Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App. Total	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	2	15	0	0	17	0	7	1	0	8	25
0745 - 0800	0	0	0	0	0	0	0	0	0	0	2	11	0	0	13	0	8	0	0	8	21
0800 - 0815	0	0	0	0	0	0	0	1	0	1	3	8	0	0	11	0	11	1	0	12	24
0815 - 0830	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	8	0	0	8	13
Total	0	0	0	0	0	0	0	2	0	2	7	38	0	0	45	0	34	2	0	36	83
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	15.56	84.44	0.00	0.00	-	0.00	94.44	5.56	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50	0.58	0.63	0.00	0.00	0.66	0.00	0.77	0.50	0.00	0.75	0.83

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Washington St NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	5	0	0	5	12
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	3	0	0	3	9
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	6
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	1	8	0	0	9	14
Total	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	1	20	0	0	21	41
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	4.76	95.24	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	0.71	0.00	0.00	0.71	0.25	0.63	0.00	0.00	0.58	0.73

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Washington St NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	Int Total
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
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
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	-	-
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	0.00



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Peak Hour Turning Movement Count
Hall County, GA



www.marrtraffic.com

Sunday, March 5, 2023	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Driveway					Washington St NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
1630 - 1645	4	7	5	0	16	6	3	108	0	117	120	200	2	1	323	10	260	13	0	283	739
1645 - 1700	3	3	5	0	11	3	1	85	0	89	120	199	2	0	321	7	255	14	1	277	698
1700 - 1715	0	3	6	0	9	13	1	124	0	138	103	186	2	5	296	3	253	13	0	269	712
1715 - 1730	2	2	8	0	12	8	2	100	0	110	127	206	7	2	342	11	252	9	0	272	736
Total	9	15	24	0	48	30	7	417	0	454	470	791	13	8	1282	31	1020	49	1	1101	2885
Approach %	18.75	31.25	50.00	0.00	-	6.61	1.54	91.85	0.00	-	36.66	61.70	1.01	0.62	-	2.82	92.64	4.45	0.09	-	-
PHF	0.56	0.54	0.75	0.00	0.75	0.58	0.58	0.84	0.00	0.82	0.93	0.96	0.46	0.40	0.94	0.70	0.98	0.88	0.25	0.97	0.98

Passenger Vehicles (1-3)

Passenger Vehicles (x 100)	Northbound					Southbound					Eastbound					Westbound					Int
	Driveway					Washington St NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
Time	4	6	5	0	15	6	3	108	0	117	118	189	2	1	310	10	249	13	0	272	714
1630 - 1645	3	3	5	0	11	3	1	84	0	88	120	185	2	0	307	7	244	14	1	266	672
1700 - 1715	0	3	6	0	9	13	1	124	0	138	102	181	2	5	290	3	241	13	0	257	694
1715 - 1730	2	2	8	0	12	8	2	99	0	109	127	198	7	2	334	11	248	8	0	267	722
Total	9	14	24	0	47	30	7	415	0	452	467	753	13	8	1241	31	982	48	1	1062	2802
Approach %	19.15	29.79	51.06	0.00	-	6.64	1.55	91.81	0.00	-	37.63	60.68	1.05	0.64	-	2.92	92.47	4.52	0.09	-	-
PHF	0.56	0.58	0.75	0.00	0.78	0.58	0.58	0.84	0.00	0.82	0.92	0.95	0.46	0.40	0.93	0.70	0.99	0.86	0.25	0.98	0.97

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Driveway					Washington St NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
1630 - 1645	0	1	0	0	1	0	0	0	0	0	1	6	0	0	7	0	7	0	0	7	15
1645 - 1700	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	0	6	0	0	6	13
1700 - 1715	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	6	0	0	6	10
1715 - 1730	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	1	1	0	2	6
Total	0	1	0	0	1	0	0	2	0	2	2	18	0	0	20	0	20	1	0	21	44
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	10.00	90.00	0.00	0.00	-	0.00	95.24	4.76	0.00	-	-
PHF	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.50	0.00	0.50	0.50	0.75	0.00	0.00	0.71	0.00	0.71	0.25	0.00	0.75	0.73

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Driveway					Washington St NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	4	0	0	4	10
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	5	0	0	5	13
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	6	0	0	6	8
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	8
Total	0	0	0	0	0	0	0	0	0	0	1	20	0	0	21	0	18	0	0	18	39
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	4.76	95.24	0.00	0.00	-	0.00	100.00	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	0.25	0.63	0.00	0.00	0.66	0.00	0.75	0.00	0.00	0.75	0.75

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Driveway					Washington St NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
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
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
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	-	-
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	0.00

Classified Turn Movement Count || All vehicles

Hall County, GA



www.marrtraffic.com

Site 10 of 12

Driveway
Washington St NW
GA-53 John W Morrow Jr Pkwy (West)
GA-53 John W Morrow Jr Pkwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.296347°, -83.838967°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Washington St NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
0700 - 0715	0	0	0	0	0	2	0	26	0	28	61	248	0	0	309	0	153	4	0	157	494
0715 - 0730	0	0	0	0	0	6	0	32	0	38	78	243	0	0	321	0	185	4	1	190	549
0730 - 0745	0	0	0	0	0	1	0	34	0	35	85	281	0	0	366	2	171	8	0	181	582
0745 - 0800	0	1	0	0	1	2	0	39	0	41	122	287	0	0	409	1	186	10	0	197	648
Hourly Total	0	1	0	0	1	11	0	131	0	142	346	1059	0	0	1405	3	695	26	1	725	2273
0800 - 0815	0	1	3	0	4	3	1	45	0	49	134	197	2	4	337	3	192	14	2	211	601
0815 - 0830	0	1	3	0	4	3	1	38	0	42	103	225	3	3	334	6	172	10	0	188	568
0830 - 0845	0	3	2	0	5	5	1	43	0	49	75	156	0	1	232	6	165	9	1	181	467
0845 - 0900	0	2	1	0	3	2	1	43	0	46	78	170	1	0	249	7	176	15	0	198	496
Hourly Total	0	7	9	0	16	13	4	169	0	186	390	748	6	8	1152	22	705	48	3	778	2132
Grand Total	0	8	9	0	17	24	4	300	0	328	736	1807	6	8	2557	25	1400	74	4	1503	4405
Approach %	0.00	47.06	52.94	0.00	-	7.32	1.22	91.46	0.00	-	28.78	70.67	0.23	0.31	-	1.66	93.15	4.92	0.27	-	
Intersection %	0.00	0.18	0.20	0.00	0.39	0.54	0.09	6.81	0.00	7.45	16.71	41.02	0.14	0.18	58.05	0.57	31.78	1.68	0.09	34.12	
PHF	0.00	0.75	0.50	0.00	0.56	0.75	0.50	0.87	0.00	0.85	0.83	0.86	0.42	0.44	0.88	0.50	0.94	0.75	0.25	0.92	0.93

1600 - 1800 (Sunday 2h Session) (03-05-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Washington St NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
1600 - 1615	1	2	4	0	7	5	2	97	0	104	99	209	2	0	310	5	255	15	1	276	697
1615 - 1630	4	6	13	0	23	4	0	85	0	89	100	188	5	1	294	9	285	10	0	304	710
1630 - 1645	4	7	5	0	16	6	3	108	0	117	120	200	2	1	323	10	260	13	0	283	739
1645 - 1700	3	3	5	0	11	3	1	85	0	89	120	199	2	0	321	7	255	14	1	277	698
Hourly Total	12	18	27	0	57	18	6	375	0	399	439	796	11	2	1248	31	1055	52	2	1140	2844
1700 - 1715	0	3	6	0	9	13	1	124	0	138	103	186	2	5	296	3	253	13	0	269	712
1715 - 1730	2	2	8	0	12	8	2	100	0	110	127	206	7	2	342	11	252	9	0	272	736
1730 - 1745	1	2	9	0	12	6	1	81	0	88	118	197	1	1	317	2	230	16	1	249	666
1745 - 1800	1	4	2	0	7	7	1	61	0	69	108	205	1	1	315	4	218	11	0	233	624
Hourly Total	4	11	25	0	40	34	5	366	0	405	456	794	11	9	1270	20	953	49	1	1023	2738
Grand Total	16	29	52	0	97	52	11	741	0	804	895	1590	22	11	2518	51	2008	101	3	2163	5582
Approach %	16.49	29.90	53.61	0.00	-	6.47	1.37	92.16	0.00	-	35.54	63.15	0.87	0.44	-	2.36	92.83	4.67	0.14	-	-
Intersection %	0.29	0.52	0.93	0.00	1.74	0.93	0.20	13.27	0.00	14.40	16.03	28.48	0.39	0.20	45.11	0.91	35.97	1.81	0.05	38.75	-
PHF	0.56	0.54	0.75	0.00	0.75	0.58	0.58	0.84	0.00	0.82	0.93	0.96	0.46	0.40	0.94	0.70	0.98	0.88	0.25	0.97	0.98

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



Hall County, GA

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Site 10 of 12

Driveway
Washington St NW
GA-53 John W Morrow Jr Pkwy (West)
GA-53 John W Morrow Jr Pkwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.296347°, -83.838967°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Washington St NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
0700 - 0715	0	0	0	0	0	2	0	26	0	28	60	233	0	0	293	0	145	3	0	148	469
0715 - 0730	0	0	0	0	0	5	0	32	0	37	76	230	0	0	306	0	171	3	1	175	518
0730 - 0745	0	0	0	0	0	1	0	34	0	35	83	259	0	0	342	2	159	7	0	168	545
0745 - 0800	0	1	0	0	1	2	0	39	0	41	120	270	0	0	390	1	175	10	0	186	618
Hourly Total	0	1	0	0	1	10	0	131	0	141	339	992	0	0	1331	3	650	23	1	677	2150
0800 - 0815	0	1	3	0	4	3	1	44	0	48	131	187	2	4	324	3	177	13	2	195	571
0815 - 0830	0	1	3	0	4	3	1	37	0	41	103	216	3	3	325	5	156	10	0	171	541
0830 - 0845	0	3	2	0	5	3	1	41	0	45	74	143	0	1	218	6	153	9	1	169	437
0845 - 0900	0	2	1	0	3	2	1	42	0	45	77	161	1	0	239	7	160	14	0	181	468
Hourly Total	0	7	9	0	16	11	4	164	0	179	385	707	6	8	1106	21	646	46	3	716	2017
Grand Total	0	8	9	0	17	21	4	295	0	320	724	1699	6	8	2437	24	1296	69	4	1393	4167
Approach %	0.00	47.06	52.94	0.00	-	6.56	1.25	92.19	0.00	-	29.71	69.72	0.25	0.33	-	1.72	93.04	4.95	0.29	-	
Intersection %	0.00	0.19	0.22	0.00	0.41	0.50	0.10	7.08	0.00	7.68	17.37	40.77	0.14	0.19	58.48	0.58	31.10	1.66	0.10	33.43	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Washington St NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
1600 - 1615	1	2	4	0	7	5	2	97	0	104	98	195	2	0	295	5	246	14	1	266	672
1615 - 1630	4	6	13	0	23	4	0	85	0	89	99	176	5	1	281	9	277	10	0	296	689
1630 - 1645	4	6	5	0	15	6	3	108	0	117	118	189	2	1	310	10	249	13	0	272	714
1645 - 1700	3	3	5	0	11	3	1	84	0	88	120	185	2	0	307	7	244	14	1	266	672
Hourly Total	12	17	27	0	56	18	6	374	0	398	435	745	11	2	1193	31	1016	51	2	1100	2747
1700 - 1715	0	3	6	0	9	13	1	124	0	138	102	181	2	5	290	3	241	13	0	257	694
1715 - 1730	2	2	8	0	12	8	2	99	0	109	127	198	7	2	334	11	248	8	0	267	722
1730 - 1745	1	2	9	0	12	6	1	80	0	87	118	190	1	1	310	2	223	16	1	242	651
1745 - 1800	1	4	2	0	7	7	1	61	0	69	108	199	1	1	309	4	213	10	0	227	612
Hourly Total	4	11	25	0	40	34	5	364	0	403	455	768	11	9	1243	20	925	47	1	993	2679
Grand Total	16	28	52	0	96	52	11	738	0	801	890	1513	22	11	2436	51	1941	98	3	2093	5426
Approach %	16.67	29.17	54.17	0.00	-	6.49	1.37	92.13	0.00	-	36.54	62.11	0.90	0.45	-	2.44	92.74	4.68	0.14	-	
Intersection %	0.29	0.52	0.96	0.00	1.77	0.96	0.20	13.60	0.00	14.76	16.40	27.88	0.41	0.20	44.89	0.94	35.77	1.81	0.06	38.57	

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



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Hall County, GA

Site 10 of 12

Driveway
Washington St NW
GA-53 John W Morrow Jr Pkwy (West)
GA-53 John W Morrow Jr Pkwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.296347°, -83.838967°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Washington St NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	1	13	0	0	14	0	3	1	0	4	18
0715 - 0730	0	0	0	0	0	1	0	0	0	1	2	10	0	0	12	0	11	1	0	12	25
0730 - 0745	0	0	0	0	0	0	0	0	0	0	2	15	0	0	17	0	7	1	0	8	25
0745 - 0800	0	0	0	0	0	0	0	0	0	0	2	11	0	0	13	0	8	0	0	8	21
Hourly Total	0	0	0	0	0	1	0	0	0	1	7	49	0	0	56	0	29	3	0	32	89
0800 - 0815	0	0	0	0	0	0	0	1	0	1	3	8	0	0	11	0	11	1	0	12	24
0815 - 0830	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	8	0	0	8	13
0830 - 0845	0	0	0	0	0	2	0	2	0	4	1	9	0	0	10	0	6	0	0	6	20
0845 - 0900	0	0	0	0	0	0	0	1	0	1	1	6	0	0	7	0	11	1	0	12	20
Hourly Total	0	0	0	0	0	2	0	5	0	7	5	27	0	0	32	0	36	2	0	38	77
Grand Total	0	0	0	0	0	3	0	5	0	8	12	76	0	0	88	0	65	5	0	70	166
Approach %	0.00	0.00	0.00	0.00	-	37.50	0.00	62.50	0.00	-	13.64	86.36	0.00	0.00	-	0.00	92.86	7.14	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	1.81	0.00	3.01	0.00	4.82	7.23	45.78	0.00	0.00	53.01	0.00	39.16	3.01	0.00	42.17	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Washington St NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	4	1	0	5	11
1615 - 1630	0	0	0	0	0	0	0	0	0	0	1	7	0	0	8	0	4	0	0	4	12
1630 - 1645	0	1	0	0	1	0	0	0	0	0	1	6	0	0	7	0	7	0	0	7	15
1645 - 1700	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	0	6	0	0	6	13
Hourly Total	0	1	0	0	1	0	0	1	0	1	3	24	0	0	27	0	21	1	0	22	51
1700 - 1715	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	6	0	0	6	10
1715 - 1730	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	1	1	0	2	6
1730 - 1745	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	3	0	0	3	6
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	1	0	3	8
Hourly Total	0	0	0	0	0	0	0	2	0	2	1	13	0	0	14	0	12	2	0	14	30
Grand Total	0	1	0	0	1	0	0	3	0	3	4	37	0	0	41	0	33	3	0	36	81
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	9.76	90.24	0.00	0.00	-	0.00	91.67	8.33	0.00	-	
Intersection %	0.00	1.23	0.00	0.00	1.23	0.00	0.00	3.70	0.00	3.70	4.94	45.68	0.00	0.00	50.62	0.00	40.74	3.70	0.00	44.44	

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



Hall County, GA

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Site 10 of 12

Driveway
Washington St NW
GA-53 John W Morrow Jr Pkwy (West)
GA-53 John W Morrow Jr Pkwy (East)

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0700 - 0900 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Washington St NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
TIME	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	7
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	5	0	0	5	12
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	3	0	0	3	9
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	16	0	0	16	34
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	6
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	1	8	0	0	9	14
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	6	0	0	6	10
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	8
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	1	23	0	0	24	38
Grand Total	0	0	0	0	0	0	0	0	0	0	0	32	0	0	32	1	39	0	0	40	72
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	2.50	97.50	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	44.44	0.00	0.00	44.44	1.39	54.17	0.00	0.00	55.56	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Washington St NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	5	0	0	5	14
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	4	0	0	4	9
1630 - 1645	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	4	0	0	4	10
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	5	0	0	5	13
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	27	0	0	28	0	18	0	0	18	46
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	6	0	0	6	8
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	8
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	4	0	0	4	9
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	16	0	0	16	29
Grand Total	0	0	0	0	0	0	0	0	0	0	1	40	0	0	41	0	34	0	0	34	75
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	2.44	97.56	0.00	0.00	-	0.00	100.00	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	1.33	53.33	0.00	0.00	54.67	0.00	45.33	0.00	0.00	45.33	

Classified Turn Movement Count || Bikes

Hall County, GA



www.marrtraffic.com

Site 10 of 12

Driveway
Washington St NW
GA-53 John W Morrow Jr Pkwy (West)
GA-53 John W Morrow Jr Pkwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.296347°, -83.838967°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Washington St NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	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	
Hourly Total	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	
0815 - 0830	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	
0845 - 0900	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	
Grand 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	-	
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 (Sunday 2h Session) (03-05-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Washington St NW					GA-53 John W Morrow Jr Pkwy (West)					GA-53 John W Morrow Jr Pkwy (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	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	
1645 - 1700	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	
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	
1745 - 1800	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	
Grand 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	-	
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

Hall County, GA



www.marrtraffic.com

Site 10 of 12

Driveway
Washington St NW
GA-53 John W Morrow Jr Pkwy (West)
GA-53 John W Morrow Jr Pkwy (East)

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.296347°, -83.838967°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total
	Driveway			Washington St NW			GA-53 John W Morrow Jr Pkwy (West)			GA-53 John W Morrow Jr Pkwy (East)			
	EB 10a	WB 10b	App Total	EB 10c	WB 10d	App Total	NB 10e	SB 10f	App Total	NB 10g	SB 10h	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	1	1	0	0	0	0	1	0	2
Hourly Total	0	0	0	0	1	1	0	0	0	0	1	0	2
Grand Total	0	0	0	0	1	1	0	0	0	0	1	0	2
Approach %	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	50.00	50.00	0.00	0.00	0.00	50.00	0.00	50.00	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Pedestrians

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total
	Driveway				Washington St NW				GA-53 John W Morrow Jr Pkwy (West)				GA-53 John W Morrow Jr Pkwy (East)				
	EB 10a	WB 10b	App Total		EB 10c	WB 10d	App Total		NB 10e	SB 10f	App Total		NB 10g	SB 10h	App Total		
1600 - 1615	0	0	0		0	0	0		0	0	0		0	0	0		0
1615 - 1630	0	0	0		0	0	1		1	0	0		0	0	0		0
1630 - 1645	0	0	0		0	0	1		1	1	0		1	0	1		1
1645 - 1700	0	0	0		0	0	0		0	0	0		0	0	0		0
Hourly Total	0	0	0		0	0	2		2	1	0		1	0	1		1
1700 - 1715	0	0	0		0	0	0		0	0	0		0	0	0		0
1715 - 1730	0	0	0		0	0	0		0	0	0		0	0	0		0
1730 - 1745	0	0	0		0	0	0		0	0	1		1	0	0		0
1745 - 1800	0	0	0		0	0	0		0	0	0		0	0	1		1
Hourly Total	0	0	0		0	0	0		0	0	1		1	0	1		1
Grand Total	0	0	0		0	0	2		2	1	1		2	0	2		2
Approach %	0.00	0.00			-	0.00	100.00		-	50.00	50.00		-	0.00	100.00		-
Intersection %	0.00	0.00			0.00	0.00	33.33		33.33	16.67	16.67		33.33	0.00	33.33		33.33

Start Date: 3/5/2023	Driveway Northbound			Washington St NW Southbound			A-53 John W Morrow Jr Pkwy (West) Eastbound			A-53 John W Morrow Jr Pkwy (East) Westbound			Total
Time	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	0	0	2	0	26	61	248	0	0	153	4	494
07:15 AM - 07:30 AM	0	0	0	6	0	32	78	243	0	0	185	4	549
07:30 AM - 07:45 AM	0	0	0	1	0	34	85	281	0	2	171	8	582
07:45 AM - 08:00 AM	0	1	0	2	0	39	122	287	0	1	186	10	648
08:00 AM - 08:15 AM	0	1	3	3	1	45	134	197	2	3	192	14	601
08:15 AM - 08:30 AM	0	1	3	3	1	38	103	225	3	6	172	10	568
08:30 AM - 08:45 AM	0	3	2	5	1	43	75	156	0	6	165	9	467
08:45 AM - 09:00 AM	0	2	1	2	1	43	78	170	1	7	176	15	498
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	1	2	4	5	2	97	99	209	2	5	255	15	697
04:15 PM - 04:30 PM	4	6	13	4	0	85	100	188	5	9	285	10	711
04:30 PM - 04:45 PM	4	7	5	6	3	108	120	200	2	10	260	13	742
04:45 PM - 05:00 PM	3	3	5	3	1	85	120	199	2	7	255	14	698
05:00 PM - 05:15 PM	0	3	6	13	1	124	103	186	2	3	253	13	712
05:15 PM - 05:30 PM	2	2	8	8	2	100	127	206	7	11	252	9	736
05:30 PM - 05:45 PM	1	2	9	6	1	81	118	197	1	2	230	16	667
05:45 PM - 06:00 PM	1	4	2	7	1	61	108	205	1	4	218	11	625
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



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Peak Hour Turning Movement Count
Hall County, GA



www.marrtraffic.com

Tuesday, May 9, 2023	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int
	GA-369 Jesse Jewell Pkwy (South)					GA-369 Jesse Jewell Pkwy (North)					GA-53 John W Morrow Jr Pkwy					GA-53 Queen City Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	
0730 - 0745	4	213	20	0	237	61	219	95	0	375	118	137	10	0	265	17	107	60	0	184	1061
0745 - 0800	3	204	31	0	238	56	220	85	2	363	103	161	5	0	269	23	82	80	0	185	1055
0800 - 0815	8	182	29	0	219	42	164	89	0	295	119	110	6	0	235	24	113	72	0	209	958
0815 - 0830	7	208	21	0	236	49	216	102	2	369	98	94	8	0	200	26	103	68	0	197	1002
Total	22	807	101	0	930	208	819	371	4	1402	438	502	29	0	969	90	405	280	0	775	4076
Approach %	2.37	86.77	10.86	0.00	-	14.84	58.42	26.46	0.29	-	45.20	51.81	2.99	0.00	-	11.61	52.26	36.13	0.00	-	-
PHF	0.69	0.95	0.81	0.00	0.98	0.85	0.93	0.91	0.50	0.93	0.92	0.78	0.73	0.00	0.90	0.87	0.90	0.88	0.00	0.93	0.96

Passenger Vehicles (1-3)

Passenger Vehicles (P+3)		Northbound					Southbound					Eastbound					Westbound					Int
		GA-369 Jesse Jewell Pkwy (South)					GA-369 Jesse Jewell Pkwy (North)					GA-53 John W Morrow Jr Pkwy					GA-53 Queen City Pkwy					
		Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
Time	3.1	3.2	3.3	3.4		3.5	3.6	3.7	3.8		3.9	3.10	3.11	3.12		3.13	3.14	3.15	3.16			
0730 - 0745	4	204	19	0	227	58	212	90	0	360	112	129	10	0	251	16	99	57	0	172	1010	
0745 - 0800	3	202	31	0	236	55	215	75	2	347	100	155	5	0	260	22	74	78	0	174	1017	
0800 - 0815	8	168	27	0	203	38	163	84	0	285	111	103	6	0	220	22	110	67	0	199	907	
0815 - 0830	7	193	21	0	221	48	206	97	2	353	94	89	8	0	191	26	94	66	0	186	951	
Total	22	767	98	0	887	199	796	346	4	1345	417	476	29	0	922	86	377	268	0	731	3885	
Approach %	2.48	86.47	11.05	0.00	-	14.80	59.18	25.72	0.30	-	45.23	51.63	3.15	0.00	-	11.76	51.57	36.66	0.00	-	-	
PHF	0.69	0.94	0.79	0.00	0.94	0.86	0.93	0.89	0.50	0.93	0.93	0.77	0.73	0.00	0.89	0.83	0.86	0.86	0.00	0.92	0.96	

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-369 Jesse Jewell Pkwy (South)					GA-369 Jesse Jewell Pkwy (North)					GA-53 John W Morrow Jr Pkwy					GA-53 Queen City Pkwy					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0730 - 0745	0	9	0	0	9	2	6	5	0	13	3	6	0	0	9	1	8	3	0	12	43
0745 - 0800	0	2	0	0	2	1	3	8	0	12	2	3	0	0	5	1	1	2	0	4	23
0800 - 0815	0	11	1	0	12	3	1	3	0	7	6	2	0	0	8	2	3	4	0	9	36
0815 - 0830	0	9	0	0	9	0	7	2	0	9	2	2	0	0	4	0	4	1	0	5	27
Total	0	31	1	0	32	6	17	18	0	41	13	13	0	0	26	4	16	10	0	30	129
Approach %	0.00	96.88	3.13	0.00	-	14.63	41.46	43.90	0.00	-	50.00	50.00	0.00	0.00	-	13.33	53.33	33.33	0.00	-	-
PHF	0.00	0.70	0.25	0.00	0.67	0.50	0.61	0.56	0.00	0.79	0.54	0.54	0.00	0.00	0.72	0.50	0.50	0.63	0.00	0.63	0.75

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	GA-369 Jesse Jewell Pkwy (South)					GA-369 Jesse Jewell Pkwy (North)					GA-53 John W Morrow Jr Pkwy					GA-53 Queen City Pkwy					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0730 - 0745	0	0	1	0	1	1	1	0	0	2	3	2	0	0	5	0	0	0	0	0	8
0745 - 0800	0	0	0	0	0	0	2	2	0	4	1	3	0	0	4	0	7	0	0	7	15
0800 - 0815	0	3	1	0	4	1	0	2	0	3	2	5	0	0	7	0	0	1	0	1	15
0815 - 0830	0	6	0	0	6	1	3	3	0	7	2	3	0	0	5	0	5	1	0	6	24
Total	0	9	2	0	11	3	6	7	0	16	8	13	0	0	21	0	12	2	0	14	62
Approach %	0.00	81.82	18.18	0.00	-	18.75	37.50	43.75	0.00	-	38.10	61.90	0.00	0.00	-	0.00	85.71	14.29	0.00	-	-
PHF	0.00	0.38	0.50	0.00	0.46	0.75	0.50	0.58	0.00	0.57	0.67	0.65	0.00	0.00	0.75	0.00	0.43	0.50	0.00	0.50	0.65

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int
	GA-369 Jesse Jewell Pkwy (South)					GA-369 Jesse Jewell Pkwy (North)					GA-53 John W Morrow Jr Pkwy					GA-53 Queen City Pkwy					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
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	
0800 - 0815	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	



[Click here for Map](#)

Peak Hour Turning Movement Count
Hall County, GA



www.marrtraffic.com

Tuesday, May 9, 2023	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int
	GA-369 Jesse Jewell Pkwy (South)					GA-369 Jesse Jewell Pkwy (North)					GA-53 John W Morrow Jr Pkwy					GA-53 Queen City Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
1630 - 1645	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	
1645 - 1700	13	259	34	0	306	72	252	126	1	451	80	82	9	1	172	38	155	72	0	265	
1700 - 1715	13	218	18	0	249	68	226	145	2	441	102	115	7	0	224	44	136	70	0	250	
1715 - 1730	12	210	24	0	246	72	227	155	0	454	90	140	13	0	243	39	176	70	0	285	
	10	213	23	0	246	88	243	132	1	464	91	87	12	0	190	30	128	79	0	237	
Total	48	900	99	0	1047	300	948	558	4	1810	363	424	41	1	829	151	595	291	0	1037	
Approach %	4.58	85.96	9.46	0.00	-	16.57	52.38	30.83	0.22	-	43.79	51.15	4.95	0.12	-	14.56	57.38	28.06	0.00	-	
PHF	0.92	0.87	0.73	0.00	0.86	0.85	0.94	0.90	0.50	0.98	0.89	0.76	0.79	0.25	0.85	0.86	0.85	0.92	0.00	0.91	

Passenger Vehicles (1-3)

Time		Northbound					Southbound					Eastbound					Westbound					Int Total
		GA-369 Jesse Jewell Pkwy (South)					GA-369 Jesse Jewell Pkwy (North)					GA-53 John W Morrow Jr Pkwy					GA-53 Queen City Pkwy					
		Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1630 - 1645	13	250	32	0	295	71	247	122	1	441	78	79	9	1	167	37	151	71	0	259	1162	
1645 - 1700	13	213	18	0	244	68	218	142	2	430	97	110	7	0	214	42	132	68	0	242	1130	
1700 - 1715	12	208	24	0	244	67	218	152	0	437	85	136	13	0	234	39	172	68	0	279	1194	
1715 - 1730	10	207	21	0	238	88	237	131	1	457	90	84	12	0	186	29	125	79	0	233	1114	
Total	48	878	95	0	1021	294	920	547	4	1765	350	409	41	1	801	147	580	286	0	1013	4600	
Approach %	4.70	85.99	9.30	0.00	-	16.66	52.12	30.99	0.23	-	43.70	51.06	5.12	0.12	-	14.51	57.26	28.23	0.00	-	-	
PHF	0.92	0.88	0.74	0.00	0.87	0.84	0.93	0.90	0.50	0.97	0.90	0.75	0.79	0.25	0.86	0.88	0.84	0.91	0.00	0.91	0.96	

Single Unit Trucks (4-7)

Single Unit Trucks (4-7)		Northbound					Southbound					Eastbound					Westbound					Int Total
		GA-369 Jesse Jewell Pkwy (South)					GA-369 Jesse Jewell Pkwy (North)					GA-53 John W Morrow Jr Pkwy					GA-53 Queen City Pkwy					
		Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
Time		0	8	2	0	10	1	5	1	0	7	1	1	0	0	2	1	2	1	0	4	23
1630 - 1645		0	5	0	0	5	0	7	1	0	8	4	2	0	0	6	0	1	1	0	2	21
1645 - 1700		0	2	0	0	2	3	7	1	0	11	2	1	0	0	3	0	3	1	0	4	20
1700 - 1715		0	5	2	0	7	0	4	0	0	4	0	1	0	0	1	1	2	0	0	3	15
1715 - 1730																						
Total		0	20	4	0	24	4	23	3	0	30	7	5	0	0	12	2	8	3	0	13	79
Approach %		0.00	83.33	16.67	0.00	-	13.33	76.67	10.00	0.00	-	58.33	41.67	0.00	0.00	-	15.38	61.54	23.08	0.00	-	-
PHF		0.00	0.63	0.50	0.00	0.60	0.33	0.82	0.75	0.00	0.68	0.44	0.63	0.00	0.00	0.50	0.50	0.67	0.75	0.00	0.81	0.86

Combination Trucks (8-13)

Continuation: Westbound (S 12)																					
Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-369 Jesse Jewell Pkwy (South)					GA-369 Jesse Jewell Pkwy (North)					GA-53 John W Morrow Jr Pkwy					GA-53 Queen City Pkwy					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1630 - 1645	0	1	0	0	1	0	0	3	0	3	1	2	0	0	3	0	2	0	0	2	9
1645 - 1700	0	0	0	0	0	0	1	2	0	3	1	3	0	0	4	2	3	1	0	6	13
1700 - 1715	0	0	0	0	0	2	2	2	0	6	3	3	0	0	6	0	1	1	0	2	14
1715 - 1730	0	1	0	0	1	0	2	1	0	3	1	2	0	0	3	0	1	0	0	1	8
Total	0	2	0	0	2	2	5	8	0	15	6	10	0	0	16	2	7	2	0	11	44
Approach %	0.00	100.00	0.00	0.00	-	13.33	33.33	53.33	0.00	-	37.50	62.50	0.00	0.00	-	18.18	63.64	18.18	0.00	-	-
PHF	0.00	0.50	0.00	0.00	0.50	0.25	0.63	0.67	0.00	0.63	0.50	0.83	0.00	0.00	0.67	0.25	0.58	0.50	0.00	0.46	0.79

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-369 Jesse Jewell Pkwy (South)					GA-369 Jesse Jewell Pkwy (North)					GA-53 John W Morrow Jr Pkwy					GA-53 Queen City Pkwy					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1630 - 1645	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	
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	
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



Hall County, GA

www.marrtraffic.com

Site 3 of 3
GA-369 Jesse Jewell Pkwy (South)
GA-369 Jesse Jewell Pkwy (North)
GA-53 John W Morrow Jr Pkwy
GA-53 Queen City Pkwy

Date
Tuesday, May 9, 2023

Lat/Long
34.294001°, -83.829654°

Weather
Mostly Cloudy
75°F

0700 - 0900 (Weekday 2h Session) (05-09-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-369 Jesse Jewell Pkwy (South)					GA-369 Jesse Jewell Pkwy (North)					GA-53 John W Morrow Jr Pkwy					GA-53 Queen City Pkwy					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0700 - 0715	4	197	11	0	212	63	212	75	3	353	100	100	8	0	208	22	64	41	0	127	900
0715 - 0730	3	209	13	0	225	51	220	97	2	370	122	99	9	0	230	17	73	76	0	166	991
0730 - 0745	4	213	20	0	237	61	219	95	0	375	118	137	10	0	265	17	107	60	0	184	1061
0745 - 0800	3	204	31	0	238	56	220	85	2	363	103	161	5	0	269	23	82	80	0	185	1055
Hourly Total	14	823	75	0	912	231	871	352	7	1461	443	497	32	0	972	79	326	257	0	662	4007
0800 - 0815	8	182	29	0	219	42	164	89	0	295	119	110	6	0	235	24	113	72	0	209	958
0815 - 0830	7	208	21	0	236	49	216	102	2	369	98	94	8	0	200	26	103	68	0	197	1002
0830 - 0845	5	203	20	0	228	45	201	80	1	327	87	96	5	0	188	27	79	64	0	170	913
0845 - 0900	6	198	18	0	222	49	204	79	3	335	94	74	8	1	177	25	87	52	0	164	898
Hourly Total	26	791	88	0	905	185	785	350	6	1326	398	374	27	1	800	102	382	256	0	740	3771
Grand Total	40	1614	163	0	1817	416	1656	702	13	2787	841	871	59	1	1772	181	708	513	0	1402	7778
Approach %	2.20	88.83	8.97	0.00	-	14.93	59.42	25.19	0.47	-	47.46	49.15	3.33	0.06	-	12.91	50.50	36.59	0.00	-	
Intersection %	0.51	20.75	2.10	0.00	23.36	5.35	21.29	9.03	0.17	35.83	10.81	11.20	0.76	0.01	22.78	2.33	9.10	6.60	0.00	18.03	
PHF	0.69	0.95	0.81	0.00	0.98	0.85	0.93	0.91	0.50	0.93	0.92	0.78	0.73	0.00	0.90	0.87	0.90	0.88	0.00	0.93	0.96

1600 - 1800 (Weekday 2h Session) (05-09-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-369 Jesse Jewell Pkwy (South)					GA-369 Jesse Jewell Pkwy (North)					GA-53 John W Morrow Jr Pkwy					GA-53 Queen City Pkwy					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1600 - 1615	11	234	36	0	281	71	227	133	3	434	103	102	12	0	217	24	121	53	0	198	1130
1615 - 1630	7	181	32	0	220	65	184	138	1	388	106	114	14	0	234	35	147	73	0	255	1097
1630 - 1645	13	259	34	0	306	72	252	126	1	451	80	82	9	1	172	38	155	72	0	265	1194
1645 - 1700	13	218	18	0	249	68	226	145	2	441	102	115	7	0	224	44	136	70	0	250	1164
Hourly Total	44	892	120	0	1056	276	889	542	7	1714	391	413	42	1	847	141	559	268	0	968	4585
1700 - 1715	12	210	24	0	246	72	227	155	0	454	90	140	13	0	243	39	176	70	0	285	1228
1715 - 1730	10	213	23	0	246	88	243	132	1	464	91	87	12	0	190	30	128	79	0	237	1137
1730 - 1745	7	206	27	1	241	69	220	147	1	437	98	111	12	0	221	40	144	69	0	253	1152
1745 - 1800	13	222	32	1	268	48	206	142	2	398	80	94	9	0	183	29	124	62	0	215	1064
Hourly Total	42	851	106	2	1001	277	896	576	4	1753	359	432	46	0	837	138	572	280	0	990	4581
Grand Total	86	1743	226	2	2057	553	1785	1118	11	3467	750	845	88	1	1684	279	1131	548	0	1958	9166
Approach %	4.18	84.74	10.99	0.10	-	15.95	51.49	32.25	0.32	-	44.54	50.18	5.23	0.06	-	14.25	57.76	27.99	0.00	-	-
Intersection %	0.94	19.02	2.47	0.02	22.44	6.03	19.47	12.20	0.12	37.82	8.18	9.22	0.96	0.01	18.37	3.04	12.34	5.98	0.00	21.36	-
PHF	0.92	0.87	0.73	0.00	0.86	0.85	0.94	0.90	0.50	0.98	0.89	0.76	0.79	0.25	0.85	0.86	0.85	0.92	0.00	0.91	0.96

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



Hall County, GA

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Site 3 of 3
GA-369 Jesse Jewell Pkwy (South)
GA-369 Jesse Jewell Pkwy (North)
GA-53 John W Morrow Jr Pkwy
GA-53 Queen City Pkwy

Date
Tuesday, May 9, 2023

Weather
Mostly Cloudy
75°F

Lat/Long
34.294001°, -83.829654°

0700 - 0900 (Weekday 2h Session) (05-09-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-369 Jesse Jewell Pkwy (South)					GA-369 Jesse Jewell Pkwy (North)					GA-53 John W Morrow Jr Pkwy					GA-53 Queen City Pkwy					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0700 - 0715	4	187	11	0	202	60	208	71	3	342	95	92	8	0	195	22	57	38	0	117	856
0715 - 0730	3	197	12	0	212	47	215	91	2	355	116	92	8	0	216	16	66	75	0	157	940
0730 - 0745	4	204	19	0	227	58	212	90	0	360	112	129	10	0	251	16	99	57	0	172	1010
0745 - 0800	3	202	31	0	236	55	215	75	2	347	100	155	5	0	260	22	74	78	0	174	1017
Hourly Total	14	790	73	0	877	220	850	327	7	1404	423	468	31	0	922	76	296	248	0	620	3823
0800 - 0815	8	168	27	0	203	38	163	84	0	285	111	103	6	0	220	22	110	67	0	199	907
0815 - 0830	7	193	21	0	221	48	206	97	2	353	94	89	8	0	191	26	94	66	0	186	951
0830 - 0845	5	195	19	0	219	40	189	76	1	306	82	89	5	0	176	25	71	60	0	156	857
0845 - 0900	6	179	16	0	201	46	196	75	3	320	88	71	8	1	168	23	78	50	0	151	840
Hourly Total	26	735	83	0	844	172	754	332	6	1264	375	352	27	1	755	96	353	243	0	692	3555
Grand Total	40	1525	156	0	1721	392	1604	659	13	2668	798	820	58	1	1677	172	649	491	0	1312	7378
Approach %	2.32	88.61	9.06	0.00	-	14.69	60.12	24.70	0.49	-	47.58	48.90	3.46	0.06	-	13.11	49.47	37.42	0.00	-	
Intersection %	0.54	20.67	2.11	0.00	23.33	5.31	21.74	8.93	0.18	36.16	10.82	11.11	0.79	0.01	22.73	2.33	8.80	6.65	0.00	17.78	

1600 - 1800 (Weekday 2h Session) (05-09-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-369 Jesse Jewell Pkwy (South)					GA-369 Jesse Jewell Pkwy (North)					GA-53 John W Morrow Jr Pkwy					GA-53 Queen City Pkwy					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1600 - 1615	11	228	34	0	273	70	224	130	3	427	101	96	12	0	209	24	118	52	0	194	1103
1615 - 1630	7	176	32	0	215	63	176	136	1	376	105	110	13	0	228	33	145	72	0	250	1069
1630 - 1645	13	250	32	0	295	71	247	122	1	441	78	79	9	1	167	37	151	71	0	259	1162
1645 - 1700	13	213	18	0	244	68	218	142	2	430	97	110	7	0	214	42	132	68	0	242	1130
Hourly Total	44	867	116	0	1027	272	865	530	7	1674	381	395	41	1	818	136	546	263	0	945	4464
1700 - 1715	12	208	24	0	244	67	218	152	0	437	85	136	13	0	234	39	172	68	0	279	1194
1715 - 1730	10	207	21	0	238	88	237	131	1	457	90	84	12	0	186	29	125	79	0	233	1114
1730 - 1745	7	206	26	1	240	67	207	145	1	420	92	108	12	0	212	39	141	64	0	244	1116
1745 - 1800	13	215	31	1	260	48	195	138	2	383	78	94	9	0	181	26	122	59	0	207	1031
Hourly Total	42	836	102	2	982	270	857	566	4	1697	345	422	46	0	813	133	560	270	0	963	4455
Grand Total	86	1703	218	2	2009	542	1722	1096	11	3371	726	817	87	1	1631	269	1106	533	0	1908	8919
Approach %	4.28	84.77	10.85	0.10	-	16.08	51.08	32.51	0.33	-	44.51	50.09	5.33	0.06	-	14.10	57.97	27.94	0.00	-	
Intersection %	0.96	19.09	2.44	0.02	22.52	6.08	19.31	12.29	0.12	37.80	8.14	9.16	0.98	0.01	18.29	3.02	12.40	5.98	0.00	21.39	

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

Hall County, GA



www.marrtraffic.com

Site 3 of 3

GA-369 Jesse Jewell Pkwy (South)

GA-369 Jesse Jewell Pkwy (North)

GA-53 John W Morrow Jr Pkwy

GA-53 Queen City Pkwy

Date

Tuesday, May 9, 2023

Lat/Long

34.294001°, -83.829654°

Weather

Mostly Cloudy

75°F

0700 - 0900 (Weekday 2h Session) (05-09-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-369 Jesse Jewell Pkwy (South)					GA-369 Jesse Jewell Pkwy (North)					GA-53 John W Morrow Jr Pkwy					GA-53 Queen City Pkwy					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0700 - 0715	0	8	0	0	8	3	3	2	0	8	3	5	0	0	8	0	4	2	0	6	30
0715 - 0730	0	9	1	0	10	3	3	4	0	10	5	4	1	0	10	1	4	1	0	6	36
0730 - 0745	0	9	0	0	9	2	6	5	0	13	3	6	0	0	9	1	8	3	0	12	43
0745 - 0800	0	2	0	0	2	1	3	8	0	12	2	3	0	0	5	1	1	2	0	4	23
Hourly Total	0	28	1	0	29	9	15	19	0	43	13	18	1	0	32	3	17	8	0	28	132
0800 - 0815	0	11	1	0	12	3	1	3	0	7	6	2	0	0	8	2	3	4	0	9	36
0815 - 0830	0	9	0	0	9	0	7	2	0	9	2	2	0	0	4	0	4	1	0	5	27
0830 - 0845	0	7	1	0	8	4	9	0	0	13	2	5	0	0	7	1	5	4	0	10	38
0845 - 0900	0	17	2	0	19	2	6	2	0	10	4	1	0	0	5	2	2	2	0	6	40
Hourly Total	0	44	4	0	48	9	23	7	0	39	14	10	0	0	24	5	14	11	0	30	141
Grand Total	0	72	5	0	77	18	38	26	0	82	27	28	1	0	56	8	31	19	0	58	273
Approach %	0.00	93.51	6.49	0.00	-	21.95	46.34	31.71	0.00	-	48.21	50.00	1.79	0.00	-	13.79	53.45	32.76	0.00	-	
Intersection %	0.00	26.37	1.83	0.00	28.21	6.59	13.92	9.52	0.00	30.04	9.89	10.26	0.37	0.00	20.51	2.93	11.36	6.96	0.00	21.25	

1600 - 1800 (Weekday 2h Session) (05-09-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-369 Jesse Jewell Pkwy (South)					GA-369 Jesse Jewell Pkwy (North)					GA-53 John W Morrow Jr Pkwy					GA-53 Queen City Pkwy					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1600 - 1615	0	5	2	0	7	1	1	2	0	4	2	2	0	0	4	0	1	1	0	2	17
1615 - 1630	0	4	0	0	4	1	4	1	0	6	0	2	0	0	2	2	1	1	0	4	16
1630 - 1645	0	8	2	0	10	1	5	1	0	7	1	1	0	0	2	1	2	1	0	4	23
1645 - 1700	0	5	0	0	5	0	7	1	0	8	4	2	0	0	6	0	1	1	0	2	21
Hourly Total	0	22	4	0	26	3	17	5	0	25	7	7	0	0	14	3	5	4	0	12	77
1700 - 1715	0	2	0	0	2	3	7	1	0	11	2	1	0	0	3	0	3	1	0	4	20
1715 - 1730	0	5	2	0	7	0	4	0	0	4	0	1	0	0	1	1	2	0	0	3	15
1730 - 1745	0	0	1	0	1	2	11	1	0	14	2	1	0	0	3	0	2	5	0	7	25
1745 - 1800	0	5	1	0	6	0	8	1	0	9	0	0	0	0	0	3	2	3	0	8	23
Hourly Total	0	12	4	0	16	5	30	3	0	38	4	3	0	0	7	4	9	9	0	22	83
Grand Total	0	34	8	0	42	8	47	8	0	63	11	10	0	0	21	7	14	13	0	34	160
Approach %	0.00	80.95	19.05	0.00	-	12.70	74.60	12.70	0.00	-	52.38	47.62	0.00	0.00	-	20.59	41.18	38.24	0.00	-	
Intersection %	0.00	21.25	5.00	0.00	26.25	5.00	29.38	5.00	0.00	39.38	6.88	6.25	0.00	0.00	13.13	4.38	8.75	8.13	0.00	21.25	

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



Hall County, GA

www.marrtraffic.com

Site 3 of 3
GA-369 Jesse Jewell Pkwy (South)
GA-369 Jesse Jewell Pkwy (North)
GA-53 John W Morrow Jr Pkwy
GA-53 Queen City Pkwy

Date
Tuesday, May 9, 2023

Weather
Mostly Cloudy
75°F

Lat/Long
34.294001°, -83.829654°

0700 - 0900 (Weekday 2h Session) (05-09-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-369 Jesse Jewell Pkwy (South)					GA-369 Jesse Jewell Pkwy (North)					GA-53 John W Morrow Jr Pkwy					GA-53 Queen City Pkwy					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0700 - 0715	0	2	0	0	2	0	1	2	0	3	2	3	0	0	5	0	3	1	0	4	14
0715 - 0730	0	3	0	0	3	1	2	2	0	5	1	3	0	0	4	0	3	0	0	3	15
0730 - 0745	0	0	1	0	1	1	1	0	0	2	3	2	0	0	5	0	0	0	0	0	8
0745 - 0800	0	0	0	0	0	0	2	2	0	4	1	3	0	0	4	0	7	0	0	7	15
Hourly Total	0	5	1	0	6	2	6	6	0	14	7	11	0	0	18	0	13	1	0	14	52
0800 - 0815	0	3	1	0	4	1	0	2	0	3	2	5	0	0	7	0	0	1	0	1	15
0815 - 0830	0	6	0	0	6	1	3	3	0	7	2	3	0	0	5	0	5	1	0	6	24
0830 - 0845	0	1	0	0	1	1	3	4	0	8	3	2	0	0	5	1	3	0	0	4	18
0845 - 0900	0	2	0	0	2	1	2	2	0	5	2	2	0	0	4	0	7	0	0	7	18
Hourly Total	0	12	1	0	13	4	8	11	0	23	9	12	0	0	21	1	15	2	0	18	75
Grand Total	0	17	2	0	19	6	14	17	0	37	16	23	0	0	39	1	28	3	0	32	127
Approach %	0.00	89.47	10.53	0.00	-	16.22	37.84	45.95	0.00	-	41.03	58.97	0.00	0.00	-	3.13	87.50	9.38	0.00	-	
Intersection %	0.00	13.39	1.57	0.00	14.96	4.72	11.02	13.39	0.00	29.13	12.60	18.11	0.00	0.00	30.71	0.79	22.05	2.36	0.00	25.20	

1600 - 1800 (Weekday 2h Session) (05-09-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-369 Jesse Jewell Pkwy (South)					GA-369 Jesse Jewell Pkwy (North)					GA-53 John W Morrow Jr Pkwy					GA-53 Queen City Pkwy					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1600 - 1615	0	1	0	0	1	0	2	1	0	3	0	4	0	0	4	0	2	0	0	2	10
1615 - 1630	0	1	0	0	1	1	4	1	0	6	1	2	1	0	4	0	1	0	0	1	12
1630 - 1645	0	1	0	0	1	0	0	3	0	3	1	2	0	0	3	0	2	0	0	2	9
1645 - 1700	0	0	0	0	0	0	1	2	0	3	1	3	0	0	4	2	3	1	0	6	13
Hourly Total	0	3	0	0	3	1	7	7	0	15	3	11	1	0	15	2	8	1	0	11	44
1700 - 1715	0	0	0	0	0	2	2	2	0	6	3	3	0	0	6	0	1	1	0	2	14
1715 - 1730	0	1	0	0	1	0	2	1	0	3	1	2	0	0	3	0	1	0	0	1	8
1730 - 1745	0	0	0	0	0	0	2	1	0	3	4	2	0	0	6	1	1	0	0	2	11
1745 - 1800	0	2	0	0	2	0	3	3	0	6	2	0	0	0	2	0	0	0	0	0	10
Hourly Total	0	3	0	0	3	2	9	7	0	18	10	7	0	0	17	1	3	1	0	5	43
Grand Total	0	6	0	0	6	3	16	14	0	33	13	18	1	0	32	3	11	2	0	16	87
Approach %	0.00	100.00	0.00	0.00	-	9.09	48.48	42.42	0.00	-	40.63	56.25	3.13	0.00	-	18.75	68.75	12.50	0.00	-	
Intersection %	0.00	6.90	0.00	0.00	6.90	3.45	18.39	16.09	0.00	37.93	14.94	20.69	1.15	0.00	36.78	3.45	12.64	2.30	0.00	18.39	

Classified Turn Movement Count || Bikes

Hall County, GA



www.marrtraffic.com

Site 3 of 3
GA-369 Jesse Jewell Pkwy (South)
GA-369 Jesse Jewell Pkwy (North)
GA-53 John W Morrow Jr Pkwy
GA-53 Queen City Pkwy

Date
Tuesday, May 9, 2023

Weather
Mostly Cloudy
75°F

Lat/Long
34.294001°, -83.829654°

0700 - 0900 (Weekday 2h Session) (05-09-2023)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	GA-369 Jesse Jewell Pkwy (South)					GA-369 Jesse Jewell Pkwy (North)					GA-53 John W Morrow Jr Pkwy					GA-53 Queen City Pkwy					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	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) (05-09-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-369 Jesse Jewell Pkwy (South)					GA-369 Jesse Jewell Pkwy (North)					GA-53 John W Morrow Jr Pkwy					GA-53 Queen City Pkwy					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	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

Hall County, GA



www.marrtraffic.com

Site 3 of 3

GA-369 Jesse Jewell Pkwy (South)
 GA-369 Jesse Jewell Pkwy (North)
 GA-53 John W Morrow Jr Pkwy
 GA-53 Queen City Pkwy

Date

Tuesday, May 9, 2023

Weather

Mostly Cloudy
 75°F

Lat/Long

34.294001°, -83.829654°

0700 - 0900 (Weekday 2h Session) (05-09-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound				
	GA-369 Jesse Jewell Pkwy (South)			GA-369 Jesse Jewell Pkwy (North)			GA-53 John W Morrow Jr Pkwy			GA-53 Queen City Pkwy				
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	2	1	3	3	
0715 - 0730	0	0	0	1	0	1	0	0	0	1	1	2	3	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	1	1	4	2	6	2	1	3	10	
Hourly Total	0	0	0	2	0	2	4	2	6	5	3	8	16	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	1	1	1	
0815 - 0830	0	1	1	0	1	1	0	2	2	2	0	2	6	
0830 - 0845	0	1	1	1	0	1	0	2	2	1	1	2	6	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	2	2	1	1	2	0	4	4	3	2	5	13	
Grand Total	0	2	2	3	1	4	4	6	10	8	5	13	29	
Approach %	0.00	100.00	-	75.00	25.00	-	40.00	60.00	-	61.54	38.46	-		
Intersection %	0.00	6.90	6.90	10.34	3.45	13.79	13.79	20.69	34.48	27.59	17.24	44.83		

1600 - 1800 (Weekday 2h Session) (05-09-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound				
	GA-369 Jesse Jewell Pkwy (South)			GA-369 Jesse Jewell Pkwy (North)			GA-53 John W Morrow Jr Pkwy			GA-53 Queen City Pkwy				
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total	
1600 - 1615	0	0	0	0	0	0	2	0	2	2	1	3	5	
1615 - 1630	0	0	0	0	0	0	3	0	3	0	1	1	4	
1630 - 1645	0	0	0	1	0	1	1	0	1	0	0	0	2	
1645 - 1700	1	0	1	1	1	2	0	1	1	1	2	3	7	
Hourly Total	1	0	1	2	1	3	6	1	7	3	4	7	18	
1700 - 1715	0	1	1	0	1	1	1	0	1	2	0	2	5	
1715 - 1730	1	0	1	0	0	0	3	1	4	2	2	4	9	
1730 - 1745	0	0	0	0	1	1	0	1	1	2	1	3	5	
1745 - 1800	0	0	0	0	0	0	2	0	2	1	0	1	3	
Hourly Total	1	1	2	0	2	2	6	2	8	7	3	10	22	
Grand Total	2	1	3	2	3	5	12	3	15	10	7	17	40	
Approach %	66.67	33.33	-	40.00	60.00	-	80.00	20.00	-	58.82	41.18	-		
Intersection %	5.00	2.50	7.50	5.00	7.50	12.50	30.00	7.50	37.50	25.00	17.50	42.50		

Start Date: 5/9/2023	GA-369 Jesse Jewell Pkwy (South)			GA-369 Jesse Jewell Pkwy (North)			GA-53 John W Morrow Jr Pkwy			GA-53 Queen City Pkwy			
	Northbound			Southbound			Eastbound			Westbound			
Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	4	197	11	63	212	75	100	100	8	22	64	41	903
07:15 AM - 07:30 AM	3	209	13	51	220	97	122	99	9	17	73	76	994
07:30 AM - 07:45 AM	4	213	20	61	219	95	118	137	10	17	107	60	1061
07:45 AM - 08:00 AM	3	204	31	56	220	85	103	161	5	23	82	80	1065
08:00 AM - 08:15 AM	8	182	29	42	164	89	119	110	6	24	113	72	959
08:15 AM - 08:30 AM	7	208	21	49	216	102	98	94	8	26	103	68	1008
08:30 AM - 08:45 AM	5	203	20	45	201	80	87	96	5	27	79	64	919
08:45 AM - 09:00 AM	6	198	18	49	204	79	94	74	8	25	87	52	898
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	11	234	36	71	227	133	103	102	12	24	121	53	1135
04:15 PM - 04:30 PM	7	181	32	65	184	138	106	114	14	35	147	73	1101
04:30 PM - 04:45 PM	13	259	34	72	252	126	80	82	9	38	155	72	1196
04:45 PM - 05:00 PM	13	218	18	68	226	145	102	115	7	44	136	70	1171
05:00 PM - 05:15 PM	12	210	24	72	227	155	90	140	13	39	176	70	1233
05:15 PM - 05:30 PM	10	213	23	88	243	132	91	87	12	30	128	79	1146
05:30 PM - 05:45 PM	7	206	27	69	220	147	98	111	12	40	144	69	1157
05:45 PM - 06:00 PM	13	222	32	48	206	142	80	94	9	29	124	62	1067
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
Hall County, GA



www.marrtraffic.com

Sunday, March 5, 2023	
Period	0700 - 0900
Peak Hour	0800 - 0900

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Shallowford Rd (South)					Shallowford Rd (North)					Driveway					Plaza Dr					
	Left 4.1	Thru 4.2	Right 4.3		App Total	Left 4.4	Thru 4.5	Right 4.6		App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total	Left 4.11	Thru 4.12	Right 4.13	U-Turn 4.14	App Total	
0800 - 0815	8	57	2	-	67	0	71	17	-	88	9	2	9	0	20	2	2	0	0	4	179
0815 - 0830	9	60	4	-	73	2	73	16	-	91	14	0	11	0	25	2	4	2	0	8	197
0830 - 0845	11	38	6	-	55	0	54	27	-	81	13	6	13	0	32	1	2	0	0	3	171
0845 - 0900	7	53	3	-	63	3	49	30	-	82	17	2	11	0	30	1	3	0	0	4	179
Total	35	208	15	0	258	5	247	90	0	342	53	10	44	0	107	6	11	2	0	19	726
Approach %	13.57	80.62	5.81	0.00	-	1.46	72.22	26.32	0.00	-	49.53	9.35	41.12	0.00	-	31.58	57.89	10.53	0.00	-	-
PHF	0.80	0.87	0.63	0.00	0.88	0.42	0.85	0.75	0.00	0.94	0.78	0.42	0.85	0.00	0.84	0.75	0.69	0.25	0.00	0.59	0.92

Passenger Vehicles (1-3)

Passenger Vehicles (x 2)		Northbound					Southbound					Eastbound					Westbound					Int
		Shallowford Rd (South)					Shallowford Rd (North)					Driveway					Plaza Dr					
		Left 4.1	Thru 4.2	Right 4.3		App Total	Left 4.4	Thru 4.5	Right 4.6		App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total	Left 4.11	Thru 4.12	Right 4.13	U-Turn 4.14	App Total	
Time		8	55	2	-	65	0	70	17	-	87	9	2	8	0	19	2	2	0	0	4	175
0815 - 0830		9	58	4	-	71	2	73	15	-	90	14	0	10	0	24	2	3	2	0	7	192
0830 - 0845		11	37	6	-	54	0	53	26	-	79	13	6	12	0	31	1	2	0	0	3	167
0845 - 0900		7	52	3	-	62	3	48	29	-	80	16	2	10	0	28	1	3	0	0	4	174
Total		35	202	15	0	252	5	244	87	0	336	52	10	40	0	102	6	10	2	0	18	708
Approach %		13.89	80.16	5.95	0.00	-	1.49	72.62	25.89	0.00	-	50.98	9.80	39.22	0.00	-	33.33	55.56	11.11	0.00	-	-
PHF		0.80	0.87	0.63	0.00	0.89	0.42	0.84	0.75	0.00	0.93	0.81	0.42	0.83	0.00	0.82	0.75	0.83	0.25	0.00	0.64	0.92

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Shallowford Rd (South)					Shallowford Rd (North)					Driveway					Plaza Dr					
	Left 4.1	Thru 4.2	Right 4.3		App Total	Left 4.4	Thru 4.5	Right 4.6		App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total	Left 4.11	Thru 4.12	Right 4.13	U-Turn 4.14	App Total	
0800 - 0815	0	2	0	-	2	0	1	0	-	1	0	0	1	0	1	0	0	0	0	0	4
0815 - 0830	0	1	0	-	1	0	0	1	-	1	0	0	1	0	1	0	1	0	0	1	4
0830 - 0845	0	1	0	-	1	0	1	1	-	2	0	0	1	0	1	0	0	0	0	0	4
0845 - 0900	0	1	0	-	1	0	1	1	-	2	1	0	1	0	2	0	0	0	0	0	5
Total	0	5	0	0	5	0	3	3	0	6	1	0	4	0	5	0	1	0	0	1	17
Approach %	0.00	100.00	0.00	0.00	-	0.00	50.00	50.00	0.00	-	20.00	0.00	80.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.63	0.00	0.00	0.63	0.00	0.75	0.75	0.00	0.75	0.25	0.00	1.00	0.00	0.63	0.00	0.25	0.00	0.00	0.25	0.85

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Shallowford Rd (South)					Shallowford Rd (North)					Driveway					Plaza Dr					
	Left 4.1	Thru 4.2	Right 4.3		App Total	Left 4.4	Thru 4.5	Right 4.6		App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total	Left 4.11	Thru 4.12	Right 4.13	U-Turn 4.14	App Total	
0800 - 0815	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	1	0	-	1	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	1
0830 - 0845	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
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.25	0.00	0.00	0.25	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	0.25

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					
	Shallowford Rd (South)					Shallowford Rd (North)					Driveway					Plaza Dr					
	Left 4.1	Thru 4.2	Right 4.3		App Total	Left 4.4	Thru 4.5	Right 4.6		App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total	Left 4.11	Thru 4.12	Right 4.13	U-Turn 4.14	App Total	Int Total
0800 - 0815	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
0830 - 0845	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
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	-	-
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	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count
Hall County, GA



www.marrtraffic.com

Sunday, March 5, 2023	
Period	1600 - 1800
Peak Hour	1630 - 1730

* 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
	Shallowford Rd (South)					Shallowford Rd (North)					Driveway					Plaza Dr						
	Left 4.1	Thru 4.2	Right 4.3		App Total	Left 4.4	Thru 4.5	Right 4.6		App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total	Left 4.11	Thru 4.12	Right 4.13	U-Turn 4.14	App Total		
1630 - 1645	16	108	12	-	136	6	123	46	-	175	27	8	23	1	59	10	9	9	0	28	398	
1645 - 1700	13	114	8	-	135	4	95	36	-	135	31	9	33	0	73	3	11	5	0	19	362	
1700 - 1715	22	127	17	-	166	4	109	56	-	169	32	6	35	0	73	3	6	5	0	14	422	
1715 - 1730	25	106	12	-	143	6	123	47	-	176	44	10	29	0	83	4	7	7	0	18	420	
Total	76	455	49	0	580	20	450	185	0	655	134	33	120	1	288	20	33	26	0	79	1602	
Approach %	13.10	78.45	8.45	0.00	-	3.05	68.70	28.24	0.00	-	46.53	11.46	41.67	0.35	-	25.32	41.77	32.91	0.00	-	-	
PHF	0.76	0.90	0.72	0.00	0.87	0.83	0.91	0.83	0.00	0.93	0.76	0.83	0.86	0.25	0.87	0.50	0.75	0.72	0.00	0.71	0.95	

Passenger Vehicles (1-3)

Passenger Vehicles (2-5)		Northbound					Southbound					Eastbound					Westbound					Int
		Shallowford Rd (South)					Shallowford Rd (North)					Driveway					Plaza Dr					
		Left 4.1	Thru 4.2	Right 4.3		App Total	Left 4.4	Thru 4.5	Right 4.6		App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total	Left 4.11	Thru 4.12	Right 4.13	U-Turn 4.14	App Total	
Time	1630 - 1645	16	108	11	-	135	6	122	46	-	174	26	8	23	1	58	10	9	9	0	28	395
1645 - 1700	13	114	8	-	135	4	95	36	-	135	31	8	33	0	72	3	11	5	0	19	361	
1700 - 1715	22	125	17	-	164	4	109	56	-	169	32	6	35	0	73	3	6	5	0	14	420	
1715 - 1730	25	106	12	-	143	6	121	47	-	174	42	10	29	0	81	4	7	7	0	18	416	
Total	76	453	48	0	577	20	447	185	0	652	131	32	120	1	284	20	33	26	0	79	1592	
Approach %	13.17	78.51	8.32	0.00	-	3.07	68.56	28.37	0.00	-	46.13	11.27	42.25	0.35	-	25.32	41.77	32.91	0.00	-	-	
PHF	0.76	0.91	0.71	0.00	0.88	0.83	0.92	0.83	0.00	0.94	0.78	0.80	0.86	0.25	0.88	0.50	0.75	0.72	0.00	0.71	0.95	

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Shallowford Rd (South)					Shallowford Rd (North)					Driveway					Plaza Dr					
	Left 4.1	Thru 4.2	Right 4.3		App Total	Left 4.4	Thru 4.5	Right 4.6		App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total	Left 4.11	Thru 4.12	Right 4.13	U-Turn 4.14	App Total	
1630 - 1645	0	0	0	-	0	0	1	0	-	1	1	0	0	0	1	0	0	0	0	0	2
1645 - 1700	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	1	0	-	1	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	-	0	0	2	0	-	2	1	0	0	0	1	0	0	0	0	0	3
Total	0	1	0	0	1	0	3	0	0	3	2	0	0	0	2	0	0	0	0	0	6
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.25	0.00	0.00	0.25	0.00	0.38	0.00	0.00	0.38	0.50	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50

Combination Trucks (8-13)

Time		Northbound					Southbound					Eastbound					Westbound					Int	Total
		Shallowford Rd (South)					Shallowford Rd (North)					Driveway					Plaza Dr						
		Left 4.1	Thru 4.2	Right 4.3		App Total	Left 4.4	Thru 4.5	Right 4.6		App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total	Left 4.11	Thru 4.12	Right 4.13	U-Turn 4.14	App Total		
1630 - 1645	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	
1700 - 1715	0	1	0	-	1	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	1	
1715 - 1730	0	0	0	-	0	0	0	0	-	0	1	0	0	0	0	1	0	0	0	0	0	1	
Total		0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	
Approach %		0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-	
PHF		0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.50	

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Shallowford Rd (South)					Shallowford Rd (North)					Driveway					Plaza Dr					
	Left 4.1	Thru 4.2	Right 4.3		App Total	Left 4.4	Thru 4.5	Right 4.6		App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total	Left 4.11	Thru 4.12	Right 4.13	U-Turn 4.14	App Total	
1630 - 1645	0	0	1	-	1	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	1
1645 - 1700	0	0	0	-	0	0	0	0	-	0	0	1	0	0	1	0	0	0	0	0	1
1700 - 1715	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
Total	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.50

Classified Turn Movement Count || All vehicles

Hall County, GA



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Site 4 of 12

Shallowford Rd (South)

Shallowford Rd (North)

Driveway

Plaza Dr

Date

Sunday, March 5, 2023

Weather

Fair

61°F

Lat/Long

34.292928°, -83.847590°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

All vehicles

	Northbound				Southbound				Eastbound						Westbound					
	Shallowford Rd (South)				Shallowford Rd (North)				Driveway						Plaza Dr					
TIME	Left 4.1	Thru 4.2	Right 4.3	App Total	Left 4.4	Thru 4.5	Right 4.6	App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total	Left 4.11	Thru 4.12	Right 4.13	U-Turn 4.14	App Total	Int Total	
0700 - 0715	2	21	1	24	1	67	12	80	2	3	6	0	11	0	0	2	0	2	117	
0715 - 0730	6	43	0	49	0	74	9	83	5	1	2	0	8	0	0	2	0	2	142	
0730 - 0745	8	40	5	53	0	86	9	95	8	0	5	0	13	3	0	0	0	3	164	
0745 - 0800	7	50	0	57	2	79	16	97	3	2	8	0	13	0	3	0	0	3	170	
Hourly Total	23	154	6	183	3	306	46	355	18	6	21	0	45	3	3	4	0	10	593	
0800 - 0815	8	57	2	67	0	71	17	88	9	2	9	0	20	2	2	0	0	4	179	
0815 - 0830	9	60	4	73	2	73	16	91	14	0	11	0	25	2	4	2	0	8	197	
0830 - 0845	11	38	6	55	0	54	27	81	13	6	13	0	32	1	2	0	0	3	171	
0845 - 0900	7	53	3	63	3	49	30	82	17	2	11	0	30	1	3	0	0	4	179	
Hourly Total	35	208	15	258	5	247	90	342	53	10	44	0	107	6	11	2	0	19	726	
Grand Total	58	362	21	441	8	553	136	697	71	16	65	0	152	9	14	6	0	29	1319	
Approach %	13.15	82.09	4.76	-	1.15	79.34	19.51	-	46.71	10.53	42.76	0.00	-	31.03	48.28	20.69	0.00	-		
Intersection %	4.40	27.45	1.59	33.43	0.61	41.93	10.31	52.84	5.38	1.21	4.93	0.00	11.52	0.68	1.06	0.45	0.00	2.20		
PHF	0.80	0.87	0.63	0.88	0.42	0.85	0.75	0.94	0.78	0.42	0.85	0.00	0.84	0.75	0.69	0.25	0.00	0.59	0.92	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

All vehicles

TIME	Northbound				Southbound				Eastbound						Westbound					
	Shallowford Rd (South)				Shallowford Rd (North)				Driveway						Plaza Dr					
	Left 4.1	Thru 4.2	Right 4.3	App Total	Left 4.4	Thru 4.5	Right 4.6	App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total	Left 4.11	Thru 4.12	Right 4.13	U-Turn 4.14	App Total	Int Total	
1600 - 1615	21	130	8	159	7	109	53	169	39	7	26	0	72	10	5	12	0	27	427	
1615 - 1630	10	94	7	111	3	99	41	143	43	8	31	0	82	6	13	6	0	25	361	
1630 - 1645	16	108	12	136	6	123	46	175	27	8	23	1	59	10	9	9	0	28	398	
1645 - 1700	13	114	8	135	4	95	36	135	31	9	33	0	73	3	11	5	0	19	362	
Hourly Total	60	446	35	541	20	426	176	622	140	32	113	1	286	29	38	32	0	99	1548	
1700 - 1715	22	127	17	166	4	109	56	169	32	6	35	0	73	3	6	5	0	14	422	
1715 - 1730	25	106	12	143	6	123	47	176	44	10	29	0	83	4	7	7	0	18	420	
1730 - 1745	18	107	9	134	9	90	37	136	36	8	30	0	74	8	13	1	0	22	366	
1745 - 1800	22	94	8	124	5	115	33	153	39	6	24	0	69	5	2	10	0	17	363	
Hourly Total	87	434	46	567	24	437	173	634	151	30	118	0	299	20	28	23	0	71	1571	
Grand Total	147	880	81	1108	44	863	349	1256	291	62	231	1	585	49	66	55	0	170	3119	
Approach %	13.27	79.42	7.31	-	3.50	68.71	27.79	-	49.74	10.60	39.49	0.17	-	28.82	38.82	32.35	0.00	-		
Intersection %	4.71	28.21	2.60	35.52	1.41	27.67	11.19	40.27	9.33	1.99	7.41	0.03	18.76	1.57	2.12	1.76	0.00	5.45		
PHF	0.76	0.90	0.72	0.87	0.83	0.91	0.83	0.93	0.76	0.83	0.86	0.25	0.87	0.50	0.75	0.72	0.00	0.71	0.95	

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

Hall County, GA



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Site 4 of 12

Shallowford Rd (South)

Shallowford Rd (North)

Driveway

Plaza Dr

Date

Sunday, March 5, 2023

Weather

Fair

61°F

Lat/Long

34.292928°, -83.847590°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Shallowford Rd (South)					Shallowford Rd (North)					Driveway					Plaza Dr					
	Left 4.1	Thru 4.2	Right 4.3		App Total	Left 4.4	Thru 4.5	Right 4.6		App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total	Left 4.11	Thru 4.12	Right 4.13	U-Turn 4.14	App Total	
0700 - 0715	2	20	1		23	1	63	11		75	2	3	6	0	11	0	0	2	0	2	111
0715 - 0730	6	42	0		48	0	73	8		81	5	1	2	0	8	0	0	1	0	1	138
0730 - 0745	8	36	5		49	0	85	9		94	8	0	5	0	13	3	0	0	0	3	159
0745 - 0800	7	45	0		52	2	79	16		97	3	2	7	0	12	0	3	0	0	3	164
Hourly Total	23	143	6		172	3	300	44		347	18	6	20	0	44	3	3	3	0	9	572
0800 - 0815	8	55	2		65	0	70	17		87	9	2	8	0	19	2	2	0	0	4	175
0815 - 0830	9	58	4		71	2	73	15		90	14	0	10	0	24	2	3	2	0	7	192
0830 - 0845	11	37	6		54	0	53	26		79	13	6	12	0	31	1	2	0	0	3	167
0845 - 0900	7	52	3		62	3	48	29		80	16	2	10	0	28	1	3	0	0	4	174
Hourly Total	35	202	15		252	5	244	87		336	52	10	40	0	102	6	10	2	0	18	708
Grand Total	58	345	21		424	8	544	131		683	70	16	60	0	146	9	13	5	0	27	1280
Approach %	13.68	81.37	4.95		-	1.17	79.65	19.18		-	47.95	10.96	41.10	0.00	-	33.33	48.15	18.52	0.00	-	
Intersection %	4.53	26.95	1.64		33.13	0.63	42.50	10.23		53.36	5.47	1.25	4.69	0.00	11.41	0.70	1.02	0.39	0.00	2.11	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Shallowford Rd (South)				App Total	Shallowford Rd (North)				App Total	Driveway				App Total	Plaza Dr				App Total	
	Left 4.1	Thru 4.2	Right 4.3			Left 4.4	Thru 4.5	Right 4.6			Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10		Left 4.11	Thru 4.12	Right 4.13	U-Turn 4.14		
1600 - 1615	21	130	8		159	7	102	53		162	39	7	26	0	72	10	5	12	0	27	420
1615 - 1630	10	92	7		109	3	94	40		137	43	8	30	0	81	6	13	6	0	25	352
1630 - 1645	16	108	11		135	6	122	46		174	26	8	23	1	58	10	9	9	0	28	395
1645 - 1700	13	114	8		135	4	95	36		135	31	8	33	0	72	3	11	5	0	19	361
Hourly Total	60	444	34		538	20	413	175		608	139	31	112	1	283	29	38	32	0	99	1528
1700 - 1715	22	125	17		164	4	109	56		169	32	6	35	0	73	3	6	5	0	14	420
1715 - 1730	25	106	12		143	6	121	47		174	42	10	29	0	81	4	7	7	0	18	416
1730 - 1745	18	106	9		133	9	89	36		134	35	8	30	0	73	7	13	1	0	21	361
1745 - 1800	22	93	8		123	5	114	33		152	39	6	24	0	69	5	2	10	0	17	361
Hourly Total	87	430	46		563	24	433	172		629	148	30	118	0	296	19	28	23	0	70	1558
Grand Total	147	874	80		1101	44	846	347		1237	287	61	230	1	579	48	66	55	0	169	3086
Approach %	13.35	79.38	7.27		-	3.56	68.39	28.05		-	49.57	10.54	39.72	0.17	-	28.40	39.05	32.54	0.00	-	
Intersection %	4.76	28.32	2.59		35.68	1.43	27.41	11.24		40.08	9.30	1.98	7.45	0.03	18.76	1.56	2.14	1.78	0.00	5.48	

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



www.marrtraffic.com

Hall County, GA

Site 4 of 12

Shallowford Rd (South)

Shallowford Rd (North)

Driveway

Plaza Dr

Date

Sunday, March 5, 2023

Weather

Fair

61°F

Lat/Long

34.292928°, -83.847590°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound					Westbound					Int Total
	Shallowford Rd (South)				Shallowford Rd (North)				Driveway					Plaza Dr					
	Left 4.1	Thru 4.2	Right 4.3	App Total	Left 4.4	Thru 4.5	Right 4.6	App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total	Left 4.11	Thru 4.12	Right 4.13	U-Turn 4.14	App Total	
0700 - 0715	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3
0715 - 0730	0	1	0	1	0	1	1	2	0	0	0	0	0	0	0	1	0	1	4
0730 - 0745	0	3	0	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
0745 - 0800	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	9	0	9	0	5	1	6	0	0	0	0	0	0	0	1	0	1	16
0800 - 0815	0	2	0	2	0	1	0	1	0	0	1	0	1	0	0	0	0	0	4
0815 - 0830	0	1	0	1	0	0	1	1	0	0	1	0	1	0	1	0	0	1	4
0830 - 0845	0	1	0	1	0	1	1	2	0	0	1	0	1	0	0	0	0	0	4
0845 - 0900	0	1	0	1	0	1	1	2	1	0	1	0	2	0	0	0	0	0	5
Hourly Total	0	5	0	5	0	3	3	6	1	0	4	0	5	0	1	0	0	1	17
Grand Total	0	14	0	14	0	8	4	12	1	0	4	0	5	0	1	1	0	2	33
Approach %	0.00	100.00	0.00	-	0.00	66.67	33.33	-	20.00	0.00	80.00	0.00	-	0.00	50.00	50.00	0.00	-	
Intersection %	0.00	42.42	0.00	42.42	0.00	24.24	12.12	36.36	3.03	0.00	12.12	0.00	15.15	0.00	3.03	3.03	0.00	6.06	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound						Westbound						Int Total
	Shallowford Rd (South)				Shallowford Rd (North)				Driveway						Plaza Dr						
	Left 4.1	Thru 4.2	Right 4.3	App Total	Left 4.4	Thru 4.5	Right 4.6	App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total	Left 4.11	Thru 4.12	Right 4.13	U-Turn 4.14	App Total			
1600 - 1615	0	0	0	0	0	6	0	6	6	0	0	0	0	0	0	0	0	0	0	6	
1615 - 1630	0	2	0	2	0	4	1	5	5	0	0	1	0	1	0	0	0	0	0	8	
1630 - 1645	0	0	0	0	0	1	0	1	1	1	0	0	0	1	0	0	0	0	0	2	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	2	0	2	2	0	11	1	12	1	0	1	0	2	0	0	0	0	0	16	
1700 - 1715	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1715 - 1730	0	0	0	0	0	2	0	2	2	1	0	0	0	1	0	0	0	0	0	3	
1730 - 1745	0	0	0	0	0	1	1	2	2	1	0	0	0	1	1	0	0	0	1	4	
1745 - 1800	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
Hourly Total	0	1	0	1	1	0	4	1	5	2	0	0	0	2	1	0	0	0	1	9	
Grand Total	0	3	0	3	3	0	15	2	17	3	0	1	0	4	1	0	0	0	1	25	
Approach %	0.00	100.00	0.00	-	-	0.00	88.24	11.76	-	75.00	0.00	25.00	0.00	-	100.00	0.00	0.00	0.00	-		
Intersection %	0.00	12.00	0.00	12.00	12.00	0.00	60.00	8.00	68.00	12.00	0.00	4.00	0.00	16.00	4.00	0.00	0.00	0.00	4.00		

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

Hall County, GA



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Site 4 of 12

Shallowford Rd (South)

Shallowford Rd (North)

Driveway

Plaza Dr

Date

Sunday, March 5, 2023

Weather

Fair

61°F

Lat/Long

34.292928°, -83.847590°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound						Westbound						Int Total
	Shallowford Rd (South)				Shallowford Rd (North)				Driveway						Plaza Dr						
	Left 4.1	Thru 4.2	Right 4.3	App Total	Left 4.4	Thru 4.5	Right 4.6	App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total	Left 4.11	Thru 4.12	Right 4.13	U-Turn 4.14	App Total			
0700 - 0715	0	1	0	1	0	1	1	2	0	0	0	0	0	0	0	0	0	0	3		
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0730 - 0745	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
0745 - 0800	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1		
Hourly Total	0	2	0	2	0	1	1	2	0	0	1	0	1	0	0	0	0	0	5		
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0815 - 0830	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
0830 - 0845	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		
Hourly Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Grand Total	0	3	0	3	0	1	1	2	0	0	1	0	1	0	0	0	0	0	6		
Approach %	0.00	100.00	0.00	-	0.00	50.00	50.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-			
Intersection %	0.00	50.00	0.00	50.00	0.00	16.67	16.67	33.33	0.00	0.00	16.67	0.00	16.67	0.00	0.00	0.00	0.00	0.00			

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound						Westbound						Int Total
	Shallowford Rd (South)				Shallowford Rd (North)				Driveway						Plaza Dr						
	Left 4.1	Thru 4.2	Right 4.3	App Total	Left 4.4	Thru 4.5	Right 4.6	App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total	Left 4.11	Thru 4.12	Right 4.13	U-Turn 4.14	App Total			
1600 - 1615	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1615 - 1630	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1630 - 1645	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	
Hourly Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1700 - 1715	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1715 - 1730	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
1730 - 1745	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1745 - 1800	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Hourly Total	0	3	0	3	3	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
Grand Total	0	3	0	3	3	0	2	0	2	1	0	0	0	1	0	0	0	0	0	6	
Approach %	0.00	100.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-		
Intersection %	0.00	50.00	0.00	50.00	0.00	33.33	0.00	33.33	16.67	0.00	0.00	0.00	16.67	0.00	0.00	0.00	0.00	0.00			

Classified Turn Movement Count || Bikes

Hall County, GA



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Site 4 of 12

Shallowford Rd (South)
Shallowford Rd (North)
Driveway
Plaza Dr

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.292928°, -83.847590°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Bikes

	Northbound					Southbound					Eastbound							Westbound						
	Shallowford Rd (South)					Shallowford Rd (North)					Driveway							Plaza Dr						
TIME	Left 4.1	Thru 4.2	Right 4.3		App Total	Left 4.4	Thru 4.5	Right 4.6		App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total	Left 4.11	Thru 4.12	Right 4.13	U-Turn 4.14	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			
0715 - 0730	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			
0745 - 0800	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			
0800 - 0815	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			
0830 - 0845	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			
Hourly Total	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			
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	-			
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			

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Bikes

TIME	Northbound				Southbound				Eastbound						Westbound						Int Total
	Shallowford Rd (South)				Shallowford Rd (North)				Driveway						Plaza Dr						
	Left 4.1	Thru 4.2	Right 4.3	App Total	Left 4.4	Thru 4.5	Right 4.6	App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total	Left 4.11	Thru 4.12	Right 4.13	U-Turn 4.14	App Total			
1600 - 1615	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	
1630 - 1645	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
Hourly Total	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
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	
1745 - 1800	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	
Grand Total	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
Approach %	0.00	0.00	100.00	-	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-			
Intersection %	0.00	0.00	50.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	0.00	50.00	0.00	0.00	0.00	0.00			

Pedestrian Count | All vehicles

Hall County, GA



www.marrtraffic.com

Site 4 of 12

Shallowford Rd (South)

Shallowford Rd (North)

Driveway

Plaza Dr

Date

Sunday, March 5, 2023

Weather

Fair

61°F

Lat/Long

34.292928°, -83.847590°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Shallowford Rd (South)			Shallowford Rd (North)			Driveway			Plaza Dr			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	1	1	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	1	1	0	0	0	0	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	1	0	0	0	0	0	0	0	1	1	2
0800 - 0815	0	0	0	0	1	1	1	0	1	1	0	0	2
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	1	1	1	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	1	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	1	2	3	0	1	1	0	0	4
Grand Total	0	1	1	1	2	3	0	1	1	0	1	1	6
Approach %	0.00	100.00	-	33.33	66.67	-	0.00	100.00	-	0.00	100.00	-	
Intersection %	0.00	16.67	16.67	16.67	33.33	50.00	0.00	16.67	16.67	0.00	16.67	16.67	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total	
	Shallowford Rd (South)			Shallowford Rd (North)			Driveway			Plaza Dr				
	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total		
1600 - 1615	0	0	0	0	1	1	0	0	0	0	3	0	3	4
1615 - 1630	0	2	2	0	1	1	1	0	0	0	2	4	6	9
1630 - 1645	0	0	0	0	0	0	0	0	0	0	3	0	3	3
1645 - 1700	2	0	2	2	1	1	2	0	0	0	1	1	2	6
Hourly Total	2	2	4	4	1	3	4	0	0	0	9	5	14	22
1700 - 1715	0	0	0	0	0	1	1	0	0	0	0	1	1	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	1	1
1730 - 1745	0	0	0	0	1	0	1	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	0	0	1	1	2	0	0	0	0	3	3	5
Grand Total	2	2	4	2	4	6	0	0	0	9	8	17	27	
Approach %	50.00	50.00	-	33.33	66.67	-	0.00	0.00	-	52.94	47.06	-	-	
Intersection %	7.41	7.41	14.81	7.41	14.81	22.22	0.00	0.00	0.00	33.33	29.63	62.96	-	

Start Date: 3/5/2023	Shallowford Rd (South)			Shallowford Rd (North)			Driveway			Plaza Dr			Total
Time	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	2	21	1	1	67	12	2	3	6	0	0	2	118
07:15 AM - 07:30 AM	6	43	0	0	74	9	5	1	2	0	0	2	142
07:30 AM - 07:45 AM	8	40	5	0	86	9	8	0	5	3	0	0	165
07:45 AM - 08:00 AM	7	50	0	2	79	16	3	2	8	0	3	0	170
08:00 AM - 08:15 AM	8	57	2	0	71	17	9	2	9	2	2	0	181
08:15 AM - 08:30 AM	9	60	4	2	73	16	14	0	11	2	4	2	197
08:30 AM - 08:45 AM	11	38	6	0	54	27	13	6	13	1	2	0	172
08:45 AM - 09:00 AM	7	53	3	3	49	30	17	2	11	1	3	0	180
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	21	130	8	7	109	53	39	7	26	10	5	12	431
04:15 PM - 04:30 PM	10	94	7	3	99	41	43	8	31	6	13	6	370
04:30 PM - 04:45 PM	16	108	12	6	123	46	27	8	23	10	9	9	401
04:45 PM - 05:00 PM	13	114	8	4	95	36	31	9	33	3	11	5	368
05:00 PM - 05:15 PM	22	127	17	4	109	56	32	6	35	3	6	5	424
05:15 PM - 05:30 PM	25	106	12	6	123	47	44	10	29	4	7	7	421
05:30 PM - 05:45 PM	18	107	9	9	90	37	36	8	30	8	13	1	367
05:45 PM - 06:00 PM	22	94	8	5	115	33	39	6	24	5	2	10	364
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
Hall County, GA



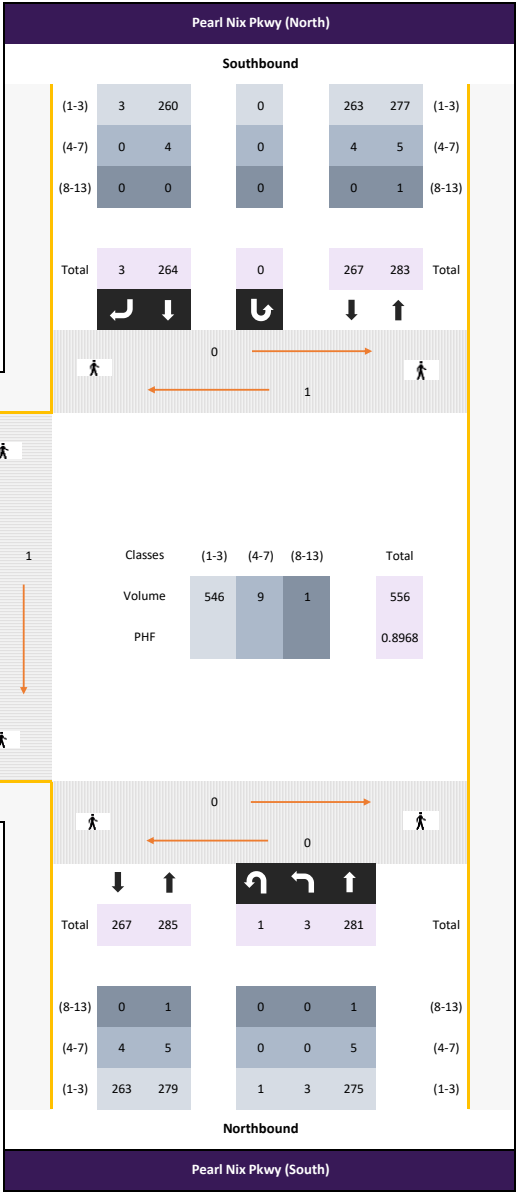
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Sunday, March 5, 2023	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Driveway

(1-3)	(4-7)	(8-13)	Total
6	0	0	6
4	0	0	4
0	0	0	0
2	0	0	2
2	0	0	2
(1-3)	(4-7)	(8-13)	Total



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

Time	Northbound					Southbound					Eastbound					Int Total	
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway						
	Left 11.1	Thru 11.2	U-Turn 11.3	App Total		Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Right 11.8	U-Turn 11.9	App Total				
0730 - 0745	0	72	-	1	73	-	75	0	0	75	1	-	0	0	1	-	149
0745 - 0800	1	80	-	0	81	-	71	0	0	71	1	-	2	0	3	-	155
0800 - 0815	0	67	-	0	67	-	66	1	0	67	0	-	0	0	0	-	134
0815 - 0830	2	62	-	0	64	-	52	2	0	54	0	-	0	0	0	-	118
Total	3	281	0	1	285	0	264	3	0	267	2	0	2	0	4	0	556
Approach %	1.05	98.60	0.00	0.35	-	0.00	98.88	1.12	0.00	-	50.00	0.00	50.00	0.00	-	0.00	0.00
PHF	0.38	0.88	0.00	0.25	0.88	0.00	0.88	0.38	0.00	0.89	0.50	0.00	0.25	0.00	0.33	0.00	0.90

Passenger Vehicles (1-3)

Time		Northbound					Southbound					Eastbound					Int Total				
		Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)					Driveway										
		Left 11.1	Thru 11.2	U-Turn 11.3	App Total		Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7		Right 11.8	U-Turn 11.9	App Total						
0730 - 0745	0	71	-	1	72	-	74	0	0	74	1	-	0	0	1	-	-	-	-	0	147
0745 - 0800	1	79	-	0	80	-	69	0	0	69	1	-	2	0	3	-	-	-	-	0	152
0800 - 0815	0	66	-	0	66	-	65	1	0	66	0	-	0	0	0	-	-	-	-	0	132
0815 - 0830	2	59	-	0	61	-	52	2	0	54	0	-	0	0	0	-	-	-	-	0	115
Total	3	275	0	1	279	0	260	3	0	263	2	0	2	0	4	0	0	0	0	0	546
Approach %	1.08	98.57	0.00	0.36	-	0.00	98.86	1.14	0.00	-	50.00	0.00	50.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.38	0.87	0.00	0.25	0.87	0.00	0.88	0.38	0.00	0.89	0.50	0.00	0.25	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.90

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Int Total	
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway						
	Left 11.1	Thru 11.2	U-Turn 11.3	App Total		Thru 11.4	Right 11.5	U-Turn 11.6	App Total		Left 11.7	Right 11.8	U-Turn 11.9	App Total			
0730 - 0745	0	1	-	0	1	-	1	0	0	1	0	-	0	0	0	-	2
0745 - 0800	0	1	-	0	1	-	2	0	0	2	0	-	0	0	0	-	3
0800 - 0815	0	1	-	0	1	-	1	0	0	1	0	-	0	0	0	-	2
0815 - 0830	0	2	-	0	2	-	0	0	0	0	0	-	0	0	0	-	2
Total	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	9
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	-
PHF	0.00	0.63	0.00	0.00	0.63	0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.75

Combination Trucks (8-13)

Time		Northbound					Southbound					Eastbound					Int					
		Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway										
		Left 11.1	Thru 11.2	U-Turn 11.3	App Total		Thru 11.4	Right 11.5	U-Turn 11.6	App Total		Left 11.7		Right 11.8	U-Turn 11.9	App Total						
0730 - 0745	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
0800 - 0815	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	0	-	-	-	-	0	0
0815 - 0830	0	1	-	0	1	-	0	0	0	0	0	0	-	0	0	0	0	-	-	-	0	1
Total		0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %		0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF		0.00	0.25	0.00	0.00	0.25	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	0.25

Bikes

Time	Northbound					Southbound					Eastbound					Int						
	Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)				Driveway													
	Left 11.1	Thru 11.2	U-Turn 11.3	App Total		Thru 11.4	Right 11.5	U-Turn 11.6	App Total		Left 11.7		Right 11.8	U-Turn 11.9	App Total						App Total	Total
0730 - 0745	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
0800 - 0815	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
Total	0	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	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	0.00	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count
Hall County, GA



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Sunday, March 5, 2023	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Classified Turn Movement Count || All vehicles

Hall County, GA



Marr Traffic
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Site 11 of 12

Pearl Nix Pkwy (South)

Pearl Nix Pkwy (North)

Driveway

Date

Sunday, March 5, 2023

Weather

Fair

61°F

Lat/Long

34.294792°, -83.843241°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)				Driveway				
	Left 11.1	Thru 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Right 11.8	U-Turn 11.9	App Total	
0700 - 0715	0	45	0	45	44	3	0	47	1	0	0	1	93
0715 - 0730	0	51	0	51	65	0	0	65	0	0	0	0	116
0730 - 0745	0	72	1	73	75	0	0	75	1	0	0	1	149
0745 - 0800	1	80	0	81	71	0	0	71	1	2	0	3	155
Hourly Total	1	248	1	250	255	3	0	258	3	2	0	5	513
0800 - 0815	0	67	0	67	66	1	0	67	0	0	0	0	134
0815 - 0830	2	62	0	64	52	2	0	54	0	0	0	0	118
0830 - 0845	1	61	0	62	49	3	0	52	0	0	0	0	114
0845 - 0900	0	53	2	55	45	0	0	45	0	1	0	1	101
Hourly Total	3	243	2	248	212	6	0	218	0	1	0	1	467
Grand Total	4	491	3	498	467	9	0	476	3	3	0	6	980
Approach %	0.80	98.59	0.60	-	98.11	1.89	0.00	-	50.00	50.00	0.00	-	
Intersection %	0.41	50.10	0.31	50.82	47.65	0.92	0.00	48.57	0.31	0.31	0.00	0.61	
PHF	0.38	0.88	0.25	0.88	0.88	0.38	0.00	0.89	0.50	0.25	0.00	0.33	0.90

1600 - 1800 (Sunday 2h Session) (03-05-2023)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)				Driveway				
	Left 11.1	Thru 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Right 11.8	U-Turn 11.9	App Total	
1600 - 1615	2	115	0	117	71	11	0	82	7	4	0	11	210
1615 - 1630	5	137	0	142	90	18	0	108	10	5	0	15	265
1630 - 1645	1	113	0	114	85	10	0	95	11	6	0	17	226
1645 - 1700	2	131	1	134	88	7	0	95	7	5	0	12	241
Hourly Total	10	496	1	507	334	46	0	380	35	20	0	55	942
1700 - 1715	2	142	1	145	97	5	0	102	8	8	0	16	263
1715 - 1730	2	171	0	173	87	12	0	99	6	4	0	10	282
1730 - 1745	1	140	0	141	102	6	0	108	3	4	0	7	256
1745 - 1800	2	120	0	122	77	14	0	91	7	6	0	13	226
Hourly Total	7	573	1	581	363	37	0	400	24	22	0	46	1027
Grand Total	17	1069	2	1088	697	83	0	780	59	42	0	101	1969
Approach %	1.56	98.25	0.18	-	89.36	10.64	0.00	-	58.42	41.58	0.00	-	
Intersection %	0.86	54.29	0.10	55.26	35.40	4.22	0.00	39.61	3.00	2.13	0.00	5.13	
PHF	0.88	0.85	0.50	0.86	0.92	0.63	0.00	0.94	0.75	0.66	0.00	0.70	0.92

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

Hall County, GA

Marr Traffic
DATA COLLECTION

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Site 11 of 12

Pearl Nix Pkwy (South)

Pearl Nix Pkwy (North)

Driveway

Date

Sunday, March 5, 2023

Lat/Long

34.294792°, -83.843241°

Weather

Fair

61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)				Driveway				
	Left 11.1	Thru 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Right 11.8	U-Turn 11.9	App Total	
0700 - 0715	0	43	0	43	43	2	0	45	1	0	0	1	89
0715 - 0730	0	50	0	50	64	0	0	64	0	0	0	0	114
0730 - 0745	0	71	1	72	74	0	0	74	1	0	0	1	147
0745 - 0800	1	79	0	80	69	0	0	69	1	2	0	3	152
Hourly Total	1	243	1	245	250	2	0	252	3	2	0	5	502
0800 - 0815	0	66	0	66	65	1	0	66	0	0	0	0	132
0815 - 0830	2	59	0	61	52	2	0	54	0	0	0	0	115
0830 - 0845	1	61	0	62	49	3	0	52	0	0	0	0	114
0845 - 0900	0	49	2	51	44	0	0	44	0	1	0	1	96
Hourly Total	3	235	2	240	210	6	0	216	0	1	0	1	457
Grand Total	4	478	3	485	460	8	0	468	3	3	0	6	959
Approach %	0.82	98.56	0.62	-	98.29	1.71	0.00	-	50.00	50.00	0.00	-	
Intersection %	0.42	49.84	0.31	50.57	47.97	0.83	0.00	48.80	0.31	0.31	0.00	0.63	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)				Driveway				
	Left 11.1	Thru 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Right 11.8	U-Turn 11.9	App Total	
1600 - 1615	2	109	0	111	71	11	0	82	7	4	0	11	204
1615 - 1630	5	133	0	138	89	18	0	107	10	5	0	15	260
1630 - 1645	1	110	0	111	85	10	0	95	10	6	0	16	222
1645 - 1700	2	130	1	133	87	7	0	94	7	5	0	12	239
Hourly Total	10	482	1	493	332	46	0	378	34	20	0	54	925
1700 - 1715	2	141	1	144	96	5	0	101	8	8	0	16	261
1715 - 1730	2	170	0	172	84	12	0	96	6	4	0	10	278
1730 - 1745	1	140	0	141	101	6	0	107	3	4	0	7	255
1745 - 1800	2	120	0	122	76	14	0	90	7	6	0	13	225
Hourly Total	7	571	1	579	357	37	0	394	24	22	0	46	1019
Grand Total	17	1053	2	1072	689	83	0	772	58	42	0	100	1944
Approach %	1.59	98.23	0.19	-	89.25	10.75	0.00	-	58.00	42.00	0.00	-	
Intersection %	0.87	54.17	0.10	55.14	35.44	4.27	0.00	39.71	2.98	2.16	0.00	5.14	

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



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DATA COLLECTION

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Hall County, GA

Site 11 of 12

Pearl Nix Pkwy (South)

Pearl Nix Pkwy (North)

Driveway

Date

Sunday, March 5, 2023

Weather

Fair

61°F

Lat/Long

34.294792°, -83.843241°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)				Driveway				
	Left 11.1	Thru 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Right 11.8	U-Turn 11.9	App Total	
0700 - 0715	0	2	0	2	1	1	0	2	0	0	0	0	4
0715 - 0730	0	1	0	1	1	0	0	1	0	0	0	0	2
0730 - 0745	0	1	0	1	1	0	0	1	0	0	0	0	2
0745 - 0800	0	1	0	1	2	0	0	2	0	0	0	0	3
Hourly Total	0	5	0	5	5	1	0	6	0	0	0	0	11
0800 - 0815	0	1	0	1	1	0	0	1	0	0	0	0	2
0815 - 0830	0	2	0	2	0	0	0	0	0	0	0	0	2
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	4	0	4	1	0	0	1	0	0	0	0	5
Hourly Total	0	7	0	7	2	0	0	2	0	0	0	0	9
Grand Total	0	12	0	12	7	1	0	8	0	0	0	0	20
Approach %	0.00	100.00	0.00	-	87.50	12.50	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	60.00	0.00	60.00	35.00	5.00	0.00	40.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)				Driveway				
	Left 11.1	Thru 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Right 11.8	U-Turn 11.9	App Total	
1600 - 1615	0	6	0	6	0	0	0	0	0	0	0	0	6
1615 - 1630	0	4	0	4	0	0	0	0	0	0	0	0	4
1630 - 1645	0	3	0	3	0	0	0	0	0	0	0	0	3
1645 - 1700	0	1	0	1	1	0	0	1	0	0	0	0	2
Hourly Total	0	14	0	14	1	0	0	1	0	0	0	0	15
1700 - 1715	0	0	0	0	1	0	0	1	0	0	0	0	1
1715 - 1730	0	1	0	1	3	0	0	3	0	0	0	0	4
1730 - 1745	0	0	0	0	1	0	0	1	0	0	0	0	1
1745 - 1800	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	1	0	1	6	0	0	6	0	0	0	0	7
Grand Total	0	15	0	15	7	0	0	7	0	0	0	0	22
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	68.18	0.00	68.18	31.82	0.00	0.00	31.82	0.00	0.00	0.00	0.00	

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

Hall County, GA



Marr Traffic
DATA COLLECTION

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Site 11 of 12

Pearl Nix Pkwy (South)

Pearl Nix Pkwy (North)

Driveway

Date

Sunday, March 5, 2023

Weather

Fair

61°F

Lat/Long

34.294792°, -83.843241°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Int Total
	Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)				Driveway				
	Left 11.1	Thru 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Right 11.8	U-Turn 11.9	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	1	0	1	0	0	0	0	0	0	0	0	1
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	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Int Total
	Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)				Driveway				
	Left 11.1	Thru 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Right 11.8	U-Turn 11.9	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	1	0	0	1	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	0	0	1	0	0	0	0	1
1700 - 1715	0	1	0	1	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	1	0	0	1	0	0	0	0	2
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	50.00	0.00	50.00	50.00	0.00	0.00	50.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

Hall County, GA



Marr Traffic
DATA COLLECTION

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Site 11 of 12

Pearl Nix Pkwy (South)

Pearl Nix Pkwy (North)

Driveway

Date

Sunday, March 5, 2023

Weather

Fair

61°F

Lat/Long

34.294792°, -83.843241°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Bikes

TIME	Northbound				Southbound				Eastbound				Int Total
	Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)				Driveway				
	Left 11.1	Thru 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Right 11.8	U-Turn 11.9	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	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 (Sunday 2h Session) (03-05-2023)

Bikes

TIME	Northbound				Southbound				Eastbound				Int Total
	Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)				Driveway				
	Left 11.1	Thru 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Right 11.8	U-Turn 11.9	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	1	0	0	1	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	1	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	

Pedestrian Count | All vehicles

Hall County, GA



Marr Traffic
DATA COLLECTION

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Site 11 of 12

Pearl Nix Pkwy (South)

Pearl Nix Pkwy (North)

Driveway

Date

Sunday, March 5, 2023

Weather

Fair

61°F

Lat/Long

34.294792°, -83.843241°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Int Total
	Pearl Nix Pkwy (South)			Pearl Nix Pkwy (North)			Driveway			
	EB 11a	WB 11b	App Total	EB 11c	WB 11d	App Total	NB 11e	SB 11f	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	1	1	0	1	1	2
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	1	0	1	1	2
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	1	0	1	1	2
Approach %	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	50.00	50.00	0.00	50.00	50.00	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound				Int Total
	Pearl Nix Pkwy (South)			Pearl Nix Pkwy (North)			Driveway				
	EB 11a	WB 11b	App Total	EB 11c	WB 11d	App Total	NB 11e	SB 11f	App Total		
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	1	1	0	0	0	1
Hourly Total	0	0	0	0	0	1	1	0	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	1	0	1	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	0	1	0	0	0	1
Grand Total	0	0	0	0	1	1	2	0	0	0	2
Approach %	0.00	0.00	-	50.00	50.00	-	0.00	0.00	-	-	
Intersection %	0.00	0.00	0.00	50.00	50.00	100.00	0.00	0.00	0.00	0.00	

Start Date: 3/5/2023	Pearl Nix Pkwy (South) Northbound			Pearl Nix Pkwy (North) Southbound			Driveway Eastbound			Westbound			Total
Time	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	45	0	0	44	3	1	0	0	0	0	0	93
07:15 AM - 07:30 AM	0	51	0	0	65	0	0	0	0	0	0	0	116
07:30 AM - 07:45 AM	0	72	0	0	75	0	1	0	0	0	0	0	151
07:45 AM - 08:00 AM	1	80	0	0	71	0	1	0	2	0	0	0	155
08:00 AM - 08:15 AM	0	67	0	0	66	1	0	0	0	0	0	0	134
08:15 AM - 08:30 AM	2	62	0	0	52	2	0	0	0	0	0	0	118
08:30 AM - 08:45 AM	1	61	0	0	49	3	0	0	0	0	0	0	114
08:45 AM - 09:00 AM	0	53	0	0	45	0	0	0	1	0	0	0	101
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	2	115	0	0	71	11	7	0	4	0	0	0	210
04:15 PM - 04:30 PM	5	137	0	0	90	18	10	0	5	0	0	0	265
04:30 PM - 04:45 PM	1	113	0	0	85	10	11	0	6	0	0	0	226
04:45 PM - 05:00 PM	2	131	0	0	88	7	7	0	5	0	0	0	242
05:00 PM - 05:15 PM	2	142	0	0	97	5	8	0	8	0	0	0	263
05:15 PM - 05:30 PM	2	171	0	0	87	12	6	0	4	0	0	0	282
05:30 PM - 05:45 PM	1	140	0	0	102	6	3	0	4	0	0	0	257
05:45 PM - 06:00 PM	2	120	0	0	77	14	7	0	6	0	0	0	226
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
Hall County, GA



www.marrtraffic.com

Sunday, March 5, 2023	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume





[Click here for Map](#)

Peak Hour Turning Movement Count
Hall County, GA



www.marrtraffic.com

Sunday, March 5, 2023	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound										Int Total
	Shallowford Rd (South)					Shallowford Rd (North)					Skelton Rd										
	Left 3.1	Thru 3.2			App Total		Thru 3.3	Right 3.4	U-Turn 3.5	App Total	Left 3.6		Right 3.7	U-Turn 3.8	App Total					App Total	
1630 - 1645	51	106	-	-	157	-	107	42	1	150	34	-	56	0	90	-	-	-	-	0	397
1645 - 1700	50	89	-	-	139	-	99	35	0	134	44	-	56	0	100	-	-	-	-	0	373
1700 - 1715	48	107	-	-	155	-	107	40	0	147	60	-	49	0	109	-	-	-	-	0	411
1715 - 1730	52	93	-	-	145	-	110	44	0	154	46	-	71	0	117	-	-	-	-	0	416
Total	201	395	0	0	596	0	423	161	1	585	184	0	232	0	416	0	0	0	0	0	1597
Approach %	33.72	66.28	0.00	0.00	-	0.00	72.31	27.52	0.17	-	44.23	0.00	55.77	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.97	0.92	0.00	0.00	0.95	0.00	0.96	0.91	0.25	0.95	0.77	0.00	0.82	0.00	0.89	0.00	0.00	0.00	0.00	0.00	0.96

Passenger Vehicles (1-3)

Passenger Vehicles (2-5)	Northbound					Southbound					Eastbound										Int Total
	Shallowford Rd (South)					Shallowford Rd (North)					Skelton Rd										
	Left 3.1	Thru 3.2			App Total		Thru 3.3	Right 3.4	U-Turn 3.5	App Total	Left 3.6		Right 3.7	U-Turn 3.8	App Total					App Total	
Time																					
1630 - 1645	51	106	-	-	157	-	106	42	1	149	34	-	56	0	90	-	-	-	-	0	
1645 - 1700	50	89	-	-	139	-	99	35	0	134	44	-	56	0	100	-	-	-	-	0	
1700 - 1715	48	106	-	-	154	-	105	40	0	145	60	-	49	0	109	-	-	-	-	0	
1715 - 1730	52	93	-	-	145	-	109	43	0	152	46	-	71	0	117	-	-	-	-	0	
Total	201	394	0	0	595	0	419	160	1	580	184	0	232	0	416	0	0	0	0	0	
Approach %	33.78	66.22	0.00	0.00	-	0.00	72.24	27.59	0.17	-	44.23	0.00	55.77	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.97	0.93	0.00	0.00	0.95	0.00	0.96	0.93	0.25	0.95	0.77	0.00	0.82	0.00	0.89	0.00	0.00	0.00	0.00	0.96	

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound										Int Total
	Shallowford Rd (South)					Shallowford Rd (North)					Skelton Rd										
	Left 3.1	Thru 3.2			App Total		Thru 3.3	Right 3.4	U-Turn 3.5	App Total	Left 3.6		Right 3.7	U-Turn 3.8	App Total					App Total	
1630 - 1645	0	0	-	-	0	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	1
1645 - 1700	0	0	-	-	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1700 - 1715	0	0	-	-	0	-	2	0	0	2	0	-	0	0	0	-	-	-	-	0	2
1715 - 1730	0	0	-	-	0	-	1	1	0	2	0	-	0	0	0	-	-	-	-	0	2
Total	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	5
Approach %	0.00	0.00	0.00	0.00	-	0.00	80.00	20.00	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	0.50	0.25	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63

Combination Trucks (8-13)

Time		Northbound					Southbound					Eastbound										Int Total
		Shallowford Rd (South)					Shallowford Rd (North)					Skelton Rd										
		Left 3.1	Thru 3.2			App Total		Thru 3.3	Right 3.4	U-Turn 3.5	App Total	Left 3.6		Right 3.7	U-Turn 3.8	App Total					App Total	
1630 - 1645	0	0	-	-	0	-	0	0	0	0	0	-	0	0	0	0	-	-	-	-	0	
1645 - 1700	0	0	-	-	0	-	0	0	0	0	0	-	0	0	0	0	-	-	-	-	0	
1700 - 1715	0	1	-	-	1	-	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	
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-	
PHF	0.00	0.25	0.00	0.00	0.25	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	0.25	

Bikes

Time	Northbound					Southbound					Eastbound											
	Shallowford Rd (South)					Shallowford Rd (North)					Skelton Rd											
	Left 3.1	Thru 3.2			App Total		Thru 3.3	Right 3.4	U-Turn 3.5	App Total	Left 3.6		Right 3.7	U-Turn 3.8	App Total					App Total	Int Total	
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
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
Total	0	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	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	0.00	0.00

Classified Turn Movement Count || All vehicles

Hall County, GA



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Site 3 of 12

Shallowford Rd (South)
Shallowford Rd (North)
Skelton Rd

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.291551°, -83.846089°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

All vehicles

	Northbound				Southbound					Eastbound				
	Shallowford Rd (South)				Shallowford Rd (North)					Skelton Rd				
TIME	Left 3.1	Thru 3.2	App Total	Thru 3.3	Right 3.4	U-Turn 3.5	App Total	Left 3.6	Right 3.7	U-Turn 3.8	App Total	Int Total		
0700 - 0715	9	20	29	48	23	0	71	7	20	0	27	127		
0715 - 0730	13	35	48	57	20	0	77	11	27	0	38	163		
0730 - 0745	18	34	52	72	21	0	93	18	32	0	50	195		
0745 - 0800	18	37	55	65	23	0	88	17	34	0	51	194		
Hourly Total	58	126	184	242	87	0	329	53	113	0	166	679		
0800 - 0815	30	54	84	59	22	0	81	15	28	0	43	208		
0815 - 0830	24	55	79	60	26	0	86	20	25	0	45	210		
0830 - 0845	28	34	62	46	23	0	69	20	29	0	49	180		
0845 - 0900	22	46	68	46	15	0	61	19	31	0	50	179		
Hourly Total	104	189	293	211	86	0	297	74	113	0	187	777		
Grand Total	162	315	477	453	173	0	626	127	226	0	353	1456		
Approach %	33.96	66.04	-	72.36	27.64	0.00	-	35.98	64.02	0.00	-			
Intersection %	11.13	21.63	32.76	31.11	11.88	0.00	42.99	8.72	15.52	0.00	24.24			
PHF	0.75	0.82	0.80	0.89	0.88	0.00	0.94	0.88	0.88	0.00	0.93	0.96		

1600 - 1800 (Sunday 2h Session) (03-05-2023)

All vehicles

	Northbound				Southbound				Eastbound				Int Total		
	Shallowford Rd (South)				Shallowford Rd (North)				Skelton Rd						
TIME	Left 3.1	Thru 3.2		App Total		Thru 3.3	Right 3.4	U-Turn 3.5	App Total	Left 3.6		Right 3.7	U-Turn 3.8	App Total	
1600 - 1615	46	106		152		108	40	0	148	47		59	0	106	406
1615 - 1630	41	81		122		104	33	0	137	37		64	0	101	360
1630 - 1645	51	106		157		107	42	1	150	34		56	0	90	397
1645 - 1700	50	89		139		99	35	0	134	44		56	0	100	373
Hourly Total	188	382		570		418	150	1	569	162		235	0	397	1536
1700 - 1715	48	107		155		107	40	0	147	60		49	0	109	411
1715 - 1730	52	93		145		110	44	0	154	46		71	0	117	416
1730 - 1745	50	88		138		84	43	0	127	42		40	0	82	347
1745 - 1800	46	85		131		100	47	0	147	43		59	0	102	380
Hourly Total	196	373		569		401	174	0	575	191		219	0	410	1554
Grand Total	384	755		1139		819	324	1	1144	353		454	0	807	3090
Approach %	33.71	66.29		-		71.59	28.32	0.09	-	43.74		56.26	0.00	-	
Intersection %	12.43	24.43		36.86		26.50	10.49	0.03	37.02	11.42		14.69	0.00	26.12	
PHF	0.97	0.92		0.95		0.96	0.91	0.25	0.95	0.77		0.82	0.00	0.89	0.96

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

Hall County, GA



www.marrtraffic.com

Site 3 of 12

Shallowford Rd (South)
Shallowford Rd (North)
Skelton Rd

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.291551°, -83.846089°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Int Total	
	Shallowford Rd (South)				Shallowford Rd (North)				Skelton Rd					
TIME	Left 3.1	Thru 3.2		App Total		Thru 3.3	Right 3.4	U-Turn 3.5	App Total	Left 3.6		Right 3.7	U-Turn 3.8	App Total
0700 - 0715	9	18		27		46	22	0	68	7		20	0	27
0715 - 0730	12	34		46		55	20	0	75	11		26	0	37
0730 - 0745	16	32		48		71	21	0	92	17		31	0	48
0745 - 0800	18	34		52		64	23	0	87	15		32	0	47
Hourly Total	55	118		173		236	86	0	322	50		109	0	159
0800 - 0815	30	52		82		58	22	0	80	14		26	0	40
0815 - 0830	23	54		77		59	26	0	85	19		25	0	44
0830 - 0845	26	34		60		45	22	0	67	20		27	0	47
0845 - 0900	20	45		65		43	15	0	58	19		27	0	46
Hourly Total	99	185		284		205	85	0	290	72		105	0	177
Grand Total	154	303		457		441	171	0	612	122		214	0	336
Approach %	33.70	66.30		-		72.06	27.94	0.00	-	36.31		63.69	0.00	-
Intersection %	10.96	21.57		32.53		31.39	12.17	0.00	43.56	8.68		15.23	0.00	23.91

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Int Total	
	Shallowford Rd (South)				Shallowford Rd (North)				Skelton Rd					
TIME	Left 3.1	Thru 3.2		App Total		Thru 3.3	Right 3.4	U-Turn 3.5	App Total	Left 3.6		Right 3.7	U-Turn 3.8	App Total
1600 - 1615	46	106		152		104	35	0	139	47		57	0	104
1615 - 1630	41	80		121		102	31	0	133	36		61	0	97
1630 - 1645	51	106		157		106	42	1	149	34		56	0	90
1645 - 1700	50	89		139		99	35	0	134	44		56	0	100
Hourly Total	188	381		569		411	143	1	555	161		230	0	391
1700 - 1715	48	106		154		105	40	0	145	60		49	0	109
1715 - 1730	52	93		145		109	43	0	152	46		71	0	117
1730 - 1745	50	87		137		84	42	0	126	42		40	0	82
1745 - 1800	45	83		128		100	47	0	147	43		58	0	101
Hourly Total	195	369		564		398	172	0	570	191		218	0	409
Grand Total	383	750		1133		809	315	1	1125	352		448	0	800
Approach %	33.80	66.20		-		71.91	28.00	0.09	-	44.00		56.00	0.00	-
Intersection %	12.52	24.53		37.05		26.46	10.30	0.03	36.79	11.51		14.65	0.00	26.16

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

Hall County, GA



Marr Traffic
DATA COLLECTION

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Site 3 of 12

Shallowford Rd (South)
Shallowford Rd (North)
Skelton Rd

Date

Sunday, March 5, 2023

Weather

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61°F

Lat/Long

34.291551°, -83.846089°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

	Northbound			App Total	Southbound				App Total	Eastbound				Int Total
	Shallowford Rd (South)				Shallowford Rd (North)					Skelton Rd				
TIME	Left 3.1	Thru 3.2			Thru 3.3	Right 3.4	U-Turn 3.5		Left 3.6		Right 3.7	U-Turn 3.8	App Total	
0700 - 0715	0	1		1	1	1	0	2	0		0	0	0	3
0715 - 0730	1	0		1	2	0	0	2	0		1	0	1	4
0730 - 0745	1	2		3	1	0	0	1	1		1	0	2	6
0745 - 0800	0	3		3	0	0	0	0	2		1	0	3	6
Hourly Total	2	6		8	4	1	0	5	3		3	0	6	19
0800 - 0815	0	1		1	1	0	0	1	1		1	0	2	4
0815 - 0830	1	1		2	1	0	0	1	1		0	0	1	4
0830 - 0845	1	0		1	1	1	0	2	0		2	0	2	5
0845 - 0900	1	1		2	3	0	0	3	0		1	0	1	6
Hourly Total	3	3		6	6	1	0	7	2		4	0	6	19
Grand Total	5	9		14	10	2	0	12	5		7	0	12	38
Approach %	35.71	64.29		-	83.33	16.67	0.00	-	41.67		58.33	0.00	-	
Intersection %	13.16	23.68		36.84	26.32	5.26	0.00	31.58	13.16		18.42	0.00	31.58	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

TIME	Northbound			App Total	Southbound				App Total	Eastbound				Int Total
	Shallowford Rd (South)				Shallowford Rd (North)					Skelton Rd				
	Left 3.1	Thru 3.2			Thru 3.3	Right 3.4	U-Turn 3.5			Left 3.6		Right 3.7	U-Turn 3.8	
1600 - 1615	0	0		0	4	3	0	7	0		2	0	2	9
1615 - 1630	0	1		1	2	2	0	4	1		2	0	3	8
1630 - 1645	0	0		0	1	0	0	1	0		0	0	0	1
1645 - 1700	0	0		0	0	0	0	0	0		0	0	0	0
Hourly Total	0	1		1	7	5	0	12	1		4	0	5	18
1700 - 1715	0	0		0	2	0	0	2	0		0	0	0	2
1715 - 1730	0	0		0	1	1	0	2	0		0	0	0	2
1730 - 1745	0	0		0	0	1	0	1	0		0	0	0	1
1745 - 1800	0	1		1	0	0	0	0	0		1	0	1	2
Hourly Total	0	1		1	3	2	0	5	0		1	0	1	7
Grand Total	0	2		2	10	7	0	17	1		5	0	6	25
Approach %	0.00	100.00		-	58.82	41.18	0.00	-	16.67		83.33	0.00	-	
Intersection %	0.00	8.00		8.00	40.00	28.00	0.00	68.00	4.00		20.00	0.00	24.00	

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

Hall County, GA



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Site 3 of 12

Shallowford Rd (South)
Shallowford Rd (North)
Skelton Rd

Date

Sunday, March 5, 2023

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Lat/Long

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0700 - 0900 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Int Total	
	Shallowford Rd (South)				Shallowford Rd (North)				Skelton Rd					
	Left 3.1	Thru 3.2		App Total	Thru 3.3	Right 3.4	U-Turn 3.5	App Total	Left 3.6		Right 3.7	U-Turn 3.8		App Total
0700 - 0715	0	1		1	1	0	0	1	0		0	0	0	2
0715 - 0730	0	1		1	0	0	0	0	0		0	0	0	1
0730 - 0745	1	0		1	0	0	0	0	0		0	0	0	1
0745 - 0800	0	0		0	1	0	0	1	0		1	0	1	2
Hourly Total	1	2		3	2	0	0	2	0		1	0	1	6
0800 - 0815	0	1		1	0	0	0	0	0		1	0	1	2
0815 - 0830	0	0		0	0	0	0	0	0		0	0	0	0
0830 - 0845	1	0		1	0	0	0	0	0		0	0	0	1
0845 - 0900	1	0		1	0	0	0	0	0		3	0	3	4
Hourly Total	2	1		3	0	0	0	0	0		4	0	4	7
Grand Total	3	3		6	2	0	0	2	0		5	0	5	13
Approach %	50.00	50.00		-	100.00	0.00	0.00	-	0.00		100.00	0.00	-	
Intersection %	23.08	23.08		46.15	15.38	0.00	0.00	15.38	0.00		38.46	0.00	38.46	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Int Total	
	Shallowford Rd (South)				Shallowford Rd (North)				Skelton Rd					
	Left 3.1	Thru 3.2		App Total	Thru 3.3	Right 3.4	U-Turn 3.5	App Total	Left 3.6		Right 3.7	U-Turn 3.8		App Total
1600 - 1615	0	0		0	0	2	0	2	0		0	0	0	2
1615 - 1630	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
1645 - 1700	0	0		0	0	0	0	0	0		0	0	0	0
Hourly Total	0	0		0	0	2	0	2	0		0	0	0	2
1700 - 1715	0	1		1	0	0	0	0	0		0	0	0	1
1715 - 1730	0	0		0	0	0	0	0	0		0	0	0	0
1730 - 1745	0	1		1	0	0	0	0	0		0	0	0	1
1745 - 1800	1	1		2	0	0	0	0	0		0	0	0	2
Hourly Total	1	3		4	0	0	0	0	0		0	0	0	4
Grand Total	1	3		4	0	2	0	2	0		0	0	0	6
Approach %	25.00	75.00		-	0.00	100.00	0.00	-	0.00		0.00	0.00	-	
Intersection %	16.67	50.00		66.67	0.00	33.33	0.00	33.33	0.00		0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

Hall County, GA



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DATA COLLECTION

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Site 3 of 12

Shallowford Rd (South)
Shallowford Rd (North)
Skelton Rd

Date

Sunday, March 5, 2023

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0700 - 0900 (Sunday 2h Session) (03-05-2023)

Bikes

	Northbound				Southbound				Eastbound				Int Total	
	Shallowford Rd (South)				Shallowford Rd (North)				Skelton Rd					
TIME	Left 3.1	Thru 3.2		App Total	Thru 3.3	Right 3.4	U-Turn 3.5	App Total	Left 3.6		Right 3.7	U-Turn 3.8	App Total	
0700 - 0715	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
0730 - 0745	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
Hourly Total	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
0815 - 0830	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
0845 - 0900	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
Grand Total	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	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Bikes

TIME	Northbound				Southbound				Eastbound				Int Total	
	Shallowford Rd (South)			App Total	Shallowford Rd (North)			App Total	Skelton Rd			App Total		
	Left 3.1	Thru 3.2			Thru 3.3	Right 3.4	U-Turn 3.5		Left 3.6	Right 3.7	U-Turn 3.8			
1600 - 1615	0	0		0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0		0	0	0	0	0	0	1	0	1	1	1
1630 - 1645	0	0		0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0		0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0		0	0	0	0	0	0	1	0	1	1	1
1700 - 1715	0	0		0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0		0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0		0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0		0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0		0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0		0	0	0	0	0	0	1	0	1	1	1
Approach %	0.00	0.00		-	0.00	0.00	0.00	-	0.00	100.00	0.00	-		
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00		

Pedestrian Count | All vehicles

Hall County, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 3 of 12

Shallowford Rd (South)
Shallowford Rd (North)
Skelton Rd

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.291551°, -83.846089°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Int Total
	Shallowford Rd (South)			Shallowford Rd (North)			Skelton Rd			
	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	1	1	2	0	0	0	0	1	1	3
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	2	2	2
Hourly Total	1	1	2	0	0	0	0	2	1	5
Grand Total	1	1	2	0	0	0	0	2	1	5
Approach %	50.00	50.00	-	0.00	0.00	-	66.67	33.33	-	
Intersection %	20.00	20.00	40.00	0.00	0.00	0.00	40.00	20.00	60.00	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Int Total
	Shallowford Rd (South)			Shallowford Rd (North)			Skelton Rd			
	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	
1600 - 1615	0	1	1	0	0	0	0	0	0	1
1615 - 1630	1	1	2	0	0	0	0	0	0	2
1630 - 1645	1	0	1	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	1	1
Hourly Total	2	2	4	0	0	0	0	0	1	5
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	2	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	3	3
Grand Total	2	2	4	0	0	0	0	0	4	8
Approach %	50.00	50.00	-	0.00	0.00	-	0.00	0.00	100.00	-
Intersection %	25.00	25.00	50.00	0.00	0.00	0.00	0.00	0.00	50.00	

Start Date: 3/5/2023	Shallowford Rd (South)			Shallowford Rd (North)			Skelton Rd			Westbound			Total
Time	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	9	20	0	0	48	23	7	0	20	0	0	0	127
07:15 AM - 07:30 AM	13	35	0	0	57	20	11	0	27	0	0	0	163
07:30 AM - 07:45 AM	18	34	0	0	72	21	18	0	32	0	0	0	195
07:45 AM - 08:00 AM	18	37	0	0	65	23	17	0	34	0	0	0	194
08:00 AM - 08:15 AM	30	54	0	0	59	22	15	0	28	0	0	0	208
08:15 AM - 08:30 AM	24	55	0	0	60	26	20	0	25	0	0	0	213
08:30 AM - 08:45 AM	28	34	0	0	46	23	20	0	29	0	0	0	180
08:45 AM - 09:00 AM	22	46	0	0	46	15	19	0	31	0	0	0	181
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	46	106	0	0	108	40	47	0	59	0	0	0	407
04:15 PM - 04:30 PM	41	81	0	0	104	33	37	0	64	0	0	0	362
04:30 PM - 04:45 PM	51	106	0	0	107	42	34	0	56	0	0	0	398
04:45 PM - 05:00 PM	50	89	0	0	99	35	44	0	56	0	0	0	374
05:00 PM - 05:15 PM	48	107	0	0	107	40	60	0	49	0	0	0	411
05:15 PM - 05:30 PM	52	93	0	0	110	44	46	0	71	0	0	0	417
05:30 PM - 05:45 PM	50	88	0	0	84	43	42	0	40	0	0	0	349
05:45 PM - 06:00 PM	46	85	0	0	100	47	43	0	59	0	0	0	380
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
Hall County, GA



www.marrtraffic.com

Sunday, March 5, 2023	
Period	0700 - 0900
Peak Hour	0730 - 0830

* 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
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway (West)					Driveway (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
0730 - 0745	0	74	0	0	74	4	67	1	0	72	0	0	1	0	1	0	0	0	0	0	147
0745 - 0800	3	88	0	0	91	4	69	1	1	75	0	0	0	0	0	0	0	0	0	0	166
0800 - 0815	2	66	0	0	68	2	65	0	0	67	0	0	0	0	0	0	0	1	0	1	136
0815 - 0830	1	65	0	0	66	1	51	1	0	53	0	0	3	0	3	2	0	1	0	3	125
Total	6	293	0	0	299	11	252	3	1	267	0	0	4	0	4	2	0	2	0	4	574
Approach %	2.01	97.99	0.00	0.00	-	4.12	94.38	1.12	0.37	-	0.00	0.00	100.00	0.00	-	50.00	0.00	50.00	0.00	-	-
PHF	0.50	0.83	0.00	0.00	0.82	0.69	0.91	0.75	0.25	0.89	0.00	0.00	0.33	0.00	0.33	0.25	0.00	0.50	0.00	0.33	0.86

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway (West)					Driveway (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
0730 - 0745	0	73	0	0	73	4	66	1	0	71	0	0	1	0	1	0	0	0	0	0	145
0745 - 0800	3	86	0	0	89	4	67	1	1	73	0	0	0	0	0	0	0	0	0	0	162
0800 - 0815	2	65	0	0	67	2	64	0	0	66	0	0	0	0	0	0	0	1	0	1	134
0815 - 0830	1	61	0	0	62	1	50	1	0	52	0	0	3	0	3	2	0	1	0	3	120
Total	6	285	0	0	291	11	247	3	1	262	0	0	4	0	4	2	0	2	0	4	561
Approach %	2.06	97.94	0.00	0.00	-	4.20	94.27	1.15	0.38	-	0.00	0.00	100.00	0.00	-	50.00	0.00	50.00	0.00	-	-
PHF	0.50	0.83	0.00	0.00	0.82	0.69	0.92	0.75	0.25	0.90	0.00	0.00	0.33	0.00	0.33	0.25	0.00	0.50	0.00	0.33	0.87

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway (West)					Driveway (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App. Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App. Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App. Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App. Total	
0730 - 0745	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0745 - 0800	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
0800 - 0815	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0815 - 0830	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	0	7	0	0	7	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	12
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.58	0.00	0.00	0.58	0.00	0.63	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway (West)					Driveway (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
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	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.25	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	0.25	

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway (West)					Driveway (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
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	
0800 - 0815	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	



[Click here for Map](#)

Peak Hour Turning Movement Count
Hall County, GA



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Sunday, March 5, 2023	
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
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway (West)					Driveway (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
1645 - 1700	16	120	2	3	141	3	85	3	4	95	5	1	15	0	21	6	2	1	0	9	266
1700 - 1715	12	140	1	1	154	1	99	9	0	109	9	0	12	0	21	6	0	3	0	9	293
1715 - 1730	5	163	0	3	171	5	79	7	1	92	13	0	16	0	29	1	0	3	0	4	296
1730 - 1745	10	146	0	1	157	1	97	6	1	105	5	1	14	0	20	5	1	3	0	9	291
Total	43	569	3	8	623	10	360	25	6	401	32	2	57	0	91	18	3	10	0	31	1146
Approach %	6.90	91.33	0.48	1.28	-	2.49	89.78	6.23	1.50	-	35.16	2.20	62.64	0.00	-	58.06	9.68	32.26	0.00	-	-
PHF	0.67	0.87	0.38	0.67	0.91	0.50	0.91	0.69	0.38	0.92	0.62	0.50	0.89	0.00	0.78	0.75	0.38	0.83	0.00	0.86	0.97

Passenger Vehicles (1-3)

Passenger Vehicles (x 100)	Northbound					Southbound					Eastbound					Westbound					Int
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway (West)					Driveway (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
Time																					
1645 - 1700	16	119	2	3	140	3	84	3	4	94	5	1	15	0	21	6	2	1	0	9	264
1700 - 1715	12	139	1	1	153	1	98	9	0	108	9	0	12	0	21	6	0	3	0	9	291
1715 - 1730	5	162	0	3	170	5	76	7	1	89	13	0	16	0	29	1	0	3	0	4	292
1730 - 1745	10	146	0	1	157	1	96	6	1	104	5	1	14	0	20	5	1	3	0	9	290
Total	43	566	3	8	620	10	354	25	6	395	32	2	57	0	91	18	3	10	0	31	1137
Approach %	6.94	91.29	0.48	1.29	-	2.53	89.62	6.33	1.52	-	35.16	2.20	62.64	0.00	-	58.06	9.68	32.26	0.00	-	-
PHF	0.67	0.87	0.38	0.67	0.91	0.50	0.90	0.69	0.38	0.91	0.62	0.50	0.89	0.00	0.78	0.75	0.38	0.83	0.00	0.86	0.97

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway (West)					Driveway (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
1645 - 1700	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1700 - 1715	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
1730 - 1745	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	8
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.50	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway (West)					Driveway (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.25	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	0.25	

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway (West)					Driveway (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	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

Hall County, GA



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Site 12 of 12

Pearl Nix Pkwy (South)

Pearl Nix Pkwy (North)

Driveway (West)

Driveway (East)

Date

Sunday, March 5, 2023

Weather

Fair

61°F

Lat/Long

34.292094°, -83.842091°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway (West)					Driveway (East)					
TIME	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	Int Total
0700 - 0715	0	43	0	0	43	1	44	2	0	47	0	0	1	0	1	0	0	0	0	0	91
0715 - 0730	0	53	0	0	53	3	61	0	1	65	0	0	0	0	0	2	0	0	0	2	120
0730 - 0745	0	74	0	0	74	4	67	1	0	72	0	0	1	0	1	0	0	0	0	0	147
0745 - 0800	3	88	0	0	91	4	69	1	1	75	0	0	0	0	0	0	0	0	0	0	166
Hourly Total	3	258	0	0	261	12	241	4	2	259	0	0	2	0	2	2	0	0	0	2	524
0800 - 0815	2	66	0	0	68	2	65	0	0	67	0	0	0	0	0	0	0	1	0	1	136
0815 - 0830	1	65	0	0	66	1	51	1	0	53	0	0	3	0	3	2	0	1	0	3	125
0830 - 0845	5	59	0	1	65	2	45	0	1	48	0	0	1	0	1	0	0	0	0	0	114
0845 - 0900	1	55	0	1	57	3	45	1	0	49	1	0	3	0	4	0	0	0	0	0	110
Hourly Total	9	245	0	2	256	8	206	2	1	217	1	0	7	0	8	2	0	2	0	4	485
Grand Total	12	503	0	2	517	20	447	6	3	476	1	0	9	0	10	4	0	2	0	6	1009
Approach %	2.32	97.29	0.00	0.39	-	4.20	93.91	1.26	0.63	-	10.00	0.00	90.00	0.00	-	66.67	0.00	33.33	0.00	-	
Intersection %	1.19	49.85	0.00	0.20	51.24	1.98	44.30	0.59	0.30	47.18	0.10	0.00	0.89	0.00	0.99	0.40	0.00	0.20	0.00	0.59	
PHF	0.50	0.83	0.00	0.00	0.82	0.69	0.91	0.75	0.25	0.89	0.00	0.00	0.33	0.00	0.33	0.25	0.00	0.50	0.00	0.33	0.86

1600 - 1800 (Sunday 2h Session) (03-05-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway (West)					Driveway (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
1600 - 1615	8	118	0	1	127	2	67	4	1	74	9	0	15	0	24	3	1	3	0	7	232
1615 - 1630	13	135	1	0	149	5	82	7	0	94	4	1	13	0	18	0	0	0	0	0	261
1630 - 1645	13	107	1	3	124	4	83	5	0	92	10	0	15	0	25	4	0	1	0	5	246
1645 - 1700	16	120	2	3	141	3	85	3	4	95	5	1	15	0	21	6	2	1	0	9	266
Hourly Total	50	480	4	7	541	14	317	19	5	355	28	2	58	0	88	13	3	5	0	21	1005
1700 - 1715	12	140	1	1	154	1	99	9	0	109	9	0	12	0	21	6	0	3	0	9	293
1715 - 1730	5	163	0	3	171	5	79	7	1	92	13	0	16	0	29	1	0	3	0	4	296
1730 - 1745	10	146	0	1	157	1	97	6	1	105	5	1	14	0	20	5	1	3	0	9	291
1745 - 1800	8	116	2	0	126	3	74	5	0	82	2	0	10	0	12	5	0	0	0	5	225
Hourly Total	35	565	3	5	608	10	349	27	2	388	29	1	52	0	82	17	1	9	0	27	1105
Grand Total	85	1045	7	12	1149	24	666	46	7	743	57	3	110	0	170	30	4	14	0	48	2110
Approach %	7.40	90.95	0.61	1.04	-	3.23	89.64	6.19	0.94	-	33.53	1.76	64.71	0.00	-	62.50	8.33	29.17	0.00	-	
Intersection %	4.03	49.53	0.33	0.57	54.45	1.14	31.56	2.18	0.33	35.21	2.70	0.14	5.21	0.00	8.06	1.42	0.19	0.66	0.00	2.27	
PHF	0.67	0.87	0.38	0.67	0.91	0.50	0.91	0.69	0.38	0.92	0.62	0.50	0.89	0.00	0.78	0.75	0.38	0.83	0.00	0.86	0.97

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

Hall County, GA



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Site 12 of 12

Pearl Nix Pkwy (South)

Pearl Nix Pkwy (North)

Driveway (West)

Driveway (East)

Date

Sunday, March 5, 2023

Weather

Fair

61°F

Lat/Long

34.292094°, -83.842091°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway (West)					Driveway (East)					
TIME	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	Int Total
0700 - 0715	0	42	0	0	42	1	43	2	0	46	0	0	1	0	1	0	0	0	0	0	89
0715 - 0730	0	52	0	0	52	3	60	0	1	64	0	0	0	0	0	0	0	0	0	0	116
0730 - 0745	0	73	0	0	73	4	66	1	0	71	0	0	1	0	1	0	0	0	0	0	145
0745 - 0800	3	86	0	0	89	4	67	1	1	73	0	0	0	0	0	0	0	0	0	0	162
Hourly Total	3	253	0	0	256	12	236	4	2	254	0	0	2	0	2	0	0	0	0	0	512
0800 - 0815	2	65	0	0	67	2	64	0	0	66	0	0	0	0	0	0	0	1	0	1	134
0815 - 0830	1	61	0	0	62	1	50	1	0	52	0	0	3	0	3	2	0	1	0	3	120
0830 - 0845	5	59	0	1	65	2	45	0	1	48	0	0	1	0	1	0	0	0	0	0	114
0845 - 0900	1	52	0	1	54	3	45	1	0	49	1	0	2	0	3	0	0	0	0	0	106
Hourly Total	9	237	0	2	248	8	204	2	1	215	1	0	6	0	7	2	0	2	0	4	474
Grand Total	12	490	0	2	504	20	440	6	3	469	1	0	8	0	9	2	0	2	0	4	986
Approach %	2.38	97.22	0.00	0.40	-	4.26	93.82	1.28	0.64	-	11.11	0.00	88.89	0.00	-	50.00	0.00	50.00	0.00	-	
Intersection %	1.22	49.70	0.00	0.20	51.12	2.03	44.62	0.61	0.30	47.57	0.10	0.00	0.81	0.00	0.91	0.20	0.00	0.20	0.00	0.41	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway (West)					Driveway (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
1600 - 1615	8	112	0	1	121	2	67	4	1	74	9	0	15	0	24	3	1	3	0	7	226
1615 - 1630	13	132	1	0	146	5	81	7	0	93	4	1	13	0	18	0	0	0	0	0	257
1630 - 1645	12	103	1	3	119	4	83	5	0	92	10	0	14	0	24	4	0	1	0	5	240
1645 - 1700	16	119	2	3	140	3	84	3	4	94	5	1	15	0	21	6	2	1	0	9	264
Hourly Total	49	466	4	7	526	14	315	19	5	353	28	2	57	0	87	13	3	5	0	21	987
1700 - 1715	12	139	1	1	153	1	98	9	0	108	9	0	12	0	21	6	0	3	0	9	291
1715 - 1730	5	162	0	3	170	5	76	7	1	89	13	0	16	0	29	1	0	3	0	4	292
1730 - 1745	10	146	0	1	157	1	96	6	1	104	5	1	14	0	20	5	1	3	0	9	290
1745 - 1800	8	116	1	0	125	3	73	5	0	81	2	0	10	0	12	4	0	0	0	4	222
Hourly Total	35	563	2	5	605	10	343	27	2	382	29	1	52	0	82	16	1	9	0	26	1095
Grand Total	84	1029	6	12	1131	24	658	46	7	735	57	3	109	0	169	29	4	14	0	47	2082
Approach %	7.43	90.98	0.53	1.06	-	3.27	89.52	6.26	0.95	-	33.73	1.78	64.50	0.00	-	61.70	8.51	29.79	0.00	-	
Intersection %	4.03	49.42	0.29	0.58	54.32	1.15	31.60	2.21	0.34	35.30	2.74	0.14	5.24	0.00	8.12	1.39	0.19	0.67	0.00	2.26	

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

Hall County, GA



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Site 12 of 12

Pearl Nix Pkwy (South)

Pearl Nix Pkwy (North)

Driveway (West)

Driveway (East)

Date

Sunday, March 5, 2023

Weather

Fair

61°F

Lat/Long

34.292094°, -83.842091°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total	
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway (West)					Driveway (East)						
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total		
0700 - 0715	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
0715 - 0730	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0	2	4
0730 - 0745	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	4
0745 - 0800	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4	4
Hourly Total	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	2	0	0	0	0	2	12
0800 - 0815	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2
0815 - 0830	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4	4
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4	4
Hourly Total	0	7	0	0	7	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	10	10
Grand Total	0	12	0	0	12	0	7	0	0	7	0	0	1	0	1	2	0	0	0	0	2	22
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	54.55	0.00	0.00	54.55	0.00	31.82	0.00	0.00	31.82	0.00	0.00	4.55	0.00	4.55	9.09	0.00	0.00	0.00	9.09		

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway (West)					Driveway (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
1600 - 1615	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1615 - 1630	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1630 - 1645	1	4	0	0	5	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	6
1645 - 1700	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	1	14	0	0	15	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	17
1700 - 1715	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
1730 - 1745	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3
Hourly Total	0	1	1	0	2	0	6	0	0	6	0	0	0	0	0	1	0	0	0	1	9
Grand Total	1	15	1	0	17	0	7	0	0	7	0	0	1	0	1	1	0	0	0	1	26
Approach %	5.88	88.24	5.88	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	100.00	0.00	0.00	0.00	-	
Intersection %	3.85	57.69	3.85	0.00	65.38	0.00	26.92	0.00	0.00	26.92	0.00	0.00	3.85	0.00	3.85	3.85	0.00	0.00	0.00	3.85	

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

Hall County, GA



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Site 12 of 12

Pearl Nix Pkwy (South)

Pearl Nix Pkwy (North)

Driveway (West)

Driveway (East)

Date

Sunday, March 5, 2023

Lat/Long

34.292094°, -83.842091°

Weather

Fair

61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway (West)					Driveway (East)					
TIME	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway (West)					Driveway (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	50.00	0.00	0.00	50.00	0.00	50.00	0.00	0.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

Hall County, GA



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Site 12 of 12

Pearl Nix Pkwy (South)

Pearl Nix Pkwy (North)

Driveway (West)

Driveway (East)

Date

Sunday, March 5, 2023

Weather

Fair

61°F

Lat/Long

34.292094°, -83.842091°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway (West)					Driveway (East)					
TIME	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	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 (Sunday 2h Session) (03-05-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway (West)					Driveway (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	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

Hall County, GA



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Site 12 of 12

Pearl Nix Pkwy (South)

Pearl Nix Pkwy (North)

Driveway (West)

Driveway (East)

Date

Sunday, March 5, 2023

Lat/Long

34.292094°, -83.842091°

Weather

Fair

61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound				
	Pearl Nix Pkwy (South)			Pearl Nix Pkwy (North)			Driveway (West)			Driveway (East)				
TIME	EB 12a	WB 12b	App Total	EB 12c	WB 12d	App Total	NB 12e	SB 12f	App Total	NB 12g	SB 12h	App Total	Int Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	1	1	0	0	0	1	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	1	1	0	0	0	1	
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	1	1	0	0	0	1	
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	0.00	0.00	0.00	-	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Pearl Nix Pkwy (South)			Pearl Nix Pkwy (North)			Driveway (West)			Driveway (East)				
	EB 12a	WB 12b	App Total	EB 12c	WB 12d	App Total	NB 12e	SB 12f	App Total	NB 12g	SB 12h			
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	1	0	1	0	0	0	1
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	1	0	1	0	0	0	1
Grand Total	0	0	0	0	0	0	0	1	0	1	0	0	0	1
Approach %	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	-

Start Date: 3/5/2023	Pearl Nix Pkwy (South)			Pearl Nix Pkwy (North)			Driveway (West)			Driveway (East)			
	Northbound			Southbound			Eastbound			Westbound			
Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	43	0	1	44	2	0	0	1	0	0	0	91
07:15 AM - 07:30 AM	0	53	0	3	61	0	0	0	0	2	0	0	120
07:30 AM - 07:45 AM	0	74	0	4	67	1	0	0	1	0	0	0	148
07:45 AM - 08:00 AM	3	88	0	4	69	1	0	0	0	0	0	0	166
08:00 AM - 08:15 AM	2	66	0	2	65	0	0	0	0	0	0	1	136
08:15 AM - 08:30 AM	1	65	0	1	51	1	0	0	3	2	0	1	125
08:30 AM - 08:45 AM	5	59	0	2	45	0	0	0	1	0	0	0	114
08:45 AM - 09:00 AM	1	55	0	3	45	1	1	0	3	0	0	0	110
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	8	118	0	2	67	4	9	0	15	3	1	3	232
04:15 PM - 04:30 PM	13	135	1	5	82	7	4	1	13	0	0	0	261
04:30 PM - 04:45 PM	13	107	1	4	83	5	10	0	15	4	0	1	246
04:45 PM - 05:00 PM	16	120	2	3	85	3	5	1	15	6	2	1	266
05:00 PM - 05:15 PM	12	140	1	1	99	9	9	0	12	6	0	3	293
05:15 PM - 05:30 PM	5	163	0	5	79	7	13	0	16	1	0	3	297
05:30 PM - 05:45 PM	10	146	0	1	97	6	5	1	14	5	1	3	291
05:45 PM - 06:00 PM	8	116	2	3	74	5	2	0	10	5	0	0	225
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



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Peak Hour Turning Movement Count
Hall County, GA



www.marrtraffic.com

Sunday, March 5, 2023	
Period	0700 - 0900
Peak Hour	0730 - 0830

* 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
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave						
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App		
	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total		
0730 - 0745	24	55	2	0	81	9	48	16	0	73	18	19	61	0	98	0	13	11	0	24	276	
0745 - 0800	37	68	1	0	106	6	57	9	0	72	20	13	58	0	91	0	17	14	0	31	300	
0800 - 0815	41	58	1	0	100	3	46	19	0	68	14	20	43	0	77	0	27	15	0	42	287	
0815 - 0830	46	44	2	0	92	3	41	17	0	61	19	21	54	0	94	1	24	12	0	37	284	
Total	148	225	6	0	379	21	192	61	0	274	71	73	216	0	360	1	81	52	0	134	1147	
Approach %	39.05	59.37	1.58	0.00	-	7.66	70.07	22.26	0.00	-	19.72	20.28	60.00	0.00	-	0.75	60.45	38.81	0.00	-	-	
PHF	0.80	0.83	0.75	0.00	0.89	0.58	0.84	0.80	0.00	0.94	0.89	0.87	0.89	0.00	0.92	0.25	0.75	0.87	0.00	0.80	0.96	

Passenger Vehicles (1-3)

Passenger Vehicles (2+)		Northbound					Southbound					Eastbound					Westbound					Int	Total
		Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave						
		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	0730 - 0745	19	54	2	0	75	8	46	16	0	70	18	19	58	0	95	0	13	11	0	24	264	
	0745 - 0800	34	66	1	0	101	6	56	9	0	71	19	13	56	0	88	0	17	14	0	31	291	
	0800 - 0815	41	58	1	0	100	3	43	19	0	65	14	18	41	0	73	0	26	14	0	40	278	
	0815 - 0830	45	42	2	0	89	3	41	17	0	61	19	21	53	0	93	1	24	12	0	37	280	
	Total	139	220	6	0	365	20	186	61	0	267	70	71	208	0	349	1	80	51	0	132	1113	
	Approach %	38.08	60.27	1.64	0.00	-	7.49	69.66	22.85	0.00	-	20.06	20.34	59.60	0.00	-	0.76	60.61	38.64	0.00	-		
	PHF	0.77	0.83	0.75	0.00	0.90	0.63	0.83	0.80	0.00	0.94	0.92	0.85	0.90	0.00	0.92	0.25	0.77	0.91	0.00	0.83	0.96	

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
	2.1	2.2	2.3	2.4		2.5	2.6	2.7	2.8		2.9	2.10	2.11	2.12		2.13	2.14	2.15	2.16		
0730 - 0745	3	1	0	0	4	1	2	0	0	3	0	0	3	0	3	0	0	0	0	0	10
0745 - 0800	3	2	0	0	5	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	7
0800 - 0815	0	0	0	0	0	0	3	0	0	3	0	2	2	0	4	0	1	1	0	2	9
0815 - 0830	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	7	5	0	0	12	1	6	0	0	7	1	2	5	0	8	0	1	1	0	2	29
Approach %	58.33	41.67	0.00	0.00	-	14.29	85.71	0.00	0.00	-	12.50	25.00	62.50	0.00	-	0.00	50.00	50.00	0.00	-	
PHF	0.58	0.63	0.00	0.00	0.60	0.25	0.50	0.00	0.00	0.58	0.25	0.25	0.42	0.00	0.50	0.00	0.25	0.25	0.00	0.25	0.73

Combination Trucks (8-13)

Continuation: Westbound (0-12)																						
Time	Northbound					Southbound					Eastbound					Westbound						
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave						
	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	
0730 - 0745	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	
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	1	0	1	0	0	0	0	0	1	
Total	2	0	0	0	2	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	5	
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	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	0.00	0.38	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.63	

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
	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	
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	
0800 - 0815	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	
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
Hall County, GA



www.marrtraffic.com

Sunday, March 5, 2023	
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

All Vehicles	Northbound										Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave										
	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	73	87	1	0	161	9	81	27	0	117	39	32	102	0	173	1	42	19	0	62	513					
1700 - 1715	93	94	0	0	187	15	98	25	0	138	29	33	103	0	165	2	46	25	0	73	563					
1715 - 1730	74	112	3	0	189	8	70	36	0	114	27	32	118	0	177	1	49	34	0	84	564					
1730 - 1745	72	101	3	0	176	14	78	32	0	124	37	25	82	0	144	2	38	25	0	65	509					
Total	312	394	7	0	713	46	327	120	0	493	132	122	405	0	659	6	175	103	0	284	2149					
Approach %	43.76	55.26	0.98	0.00	-	9.33	66.33	24.34	0.00	-	20.03	18.51	61.46	0.00	-	2.11	61.62	36.27	0.00	-	-					
PHF	0.84	0.88	0.58	0.00	0.94	0.77	0.83	0.83	0.00	0.89	0.85	0.92	0.86	0.00	0.93	0.75	0.89	0.76	0.00	0.85	0.95					

Passenger Vehicles (1-3)

Passenger Vehicles (P+3)	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	2.1	2.2	2.3	2.4		2.5	2.6	2.7	2.8		2.9	3.0	2.10	2.11	2.12		2.13	2.14	2.15	2.16	
1645 - 1700	73	86	1	0	160	9	79	27	0	115	39	32	102	0	173	1	42	19	0	62	510
1700 - 1715	92	93	0	0	185	15	97	25	0	137	29	33	101	0	163	2	44	25	0	71	556
1715 - 1730	74	112	3	0	189	8	67	36	0	111	27	32	117	0	176	1	49	34	0	84	560
1730 - 1745	71	101	3	0	175	14	76	32	0	122	37	25	81	0	143	2	38	24	0	64	504
Total	310	392	7	0	709	46	319	120	0	485	132	122	401	0	655	6	173	102	0	281	2130
Approach %	43.72	55.29	0.99	0.00	-	9.48	65.77	24.74	0.00	-	20.15	18.63	61.22	0.00	-	2.14	61.57	36.30	0.00	-	-
PHF	0.84	0.88	0.58	0.00	0.94	0.77	0.82	0.83	0.00	0.89	0.85	0.92	0.86	0.00	0.93	0.75	0.88	0.75	0.00	0.84	0.95

Single Unit Trucks (4-7)

Single Unit Trucks (477)	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
	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	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	2	0	0	2	
1715 - 1730	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	
Total	0	1	0	0	1	0	8	0	0	8	0	0	4	0	4	0	2	0	0	2	
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.25	0.00	0.67	0.00	0.00	0.67	0.00	0.00	0.50	0.00	0.50	0.00	0.25	0.00	0.00	0.25	

Combination Trucks (8-13)

Combination Trucks (8-15)																						
Time	Northbound					Southbound					Eastbound					Westbound					Int Total	
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave						
	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	0	
1700 - 1715	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	-	
PHF	0.50	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.38	

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.25	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	0.25	

Classified Turn Movement Count || All vehicles

Hall County, GA



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Site 2 of 12

Pearl Nix Pkwy (South)
Pearl Nix Pkwy (North)
Shallowford Rd
West End Ave

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.289120°, -83.841291°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
	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	15	28	1	0	44	6	36	6	0	48	9	18	45	0	72	0	9	9	0	18	182
0715 - 0730	28	33	0	0	61	6	46	8	0	60	10	23	43	0	76	1	14	11	0	26	223
0730 - 0745	24	55	2	0	81	9	48	16	0	73	18	19	61	0	98	0	13	11	0	24	276
0745 - 0800	37	68	1	0	106	6	57	9	0	72	20	13	58	0	91	0	17	14	0	31	300
Hourly Total	104	184	4	0	292	27	187	39	0	253	57	73	207	0	337	1	53	45	0	99	981
0800 - 0815	41	58	1	0	100	3	46	19	0	68	14	20	43	0	77	0	27	15	0	42	287
0815 - 0830	46	44	2	0	92	3	41	17	0	61	19	21	54	0	94	1	24	12	0	37	284
0830 - 0845	33	42	2	0	77	4	37	8	0	49	15	20	37	0	72	1	28	11	0	40	238
0845 - 0900	49	32	1	0	82	8	29	9	0	46	18	17	39	0	74	0	19	12	0	31	233
Hourly Total	169	176	6	0	351	18	153	53	0	224	66	78	173	0	317	2	98	50	0	150	1042
Grand Total	273	360	10	0	643	45	340	92	0	477	123	151	380	0	654	3	151	95	0	249	2023
Approach %	42.46	55.99	1.56	0.00	-	9.43	71.28	19.29	0.00	-	18.81	23.09	58.10	0.00	-	1.20	60.64	38.15	0.00	-	
Intersection %	13.49	17.80	0.49	0.00	31.78	2.22	16.81	4.55	0.00	23.58	6.08	7.46	18.78	0.00	32.33	0.15	7.46	4.70	0.00	12.31	
PHF	0.80	0.83	0.75	0.00	0.89	0.58	0.84	0.80	0.00	0.94	0.89	0.87	0.89	0.00	0.92	0.25	0.75	0.87	0.00	0.80	0.96

1600 - 1800 (Sunday 2h Session) (03-05-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
	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	81	74	1	0	156	14	61	34	0	109	39	31	92	0	162	0	36	19	0	55	482
1615 - 1630	66	105	0	0	171	9	57	24	0	90	26	32	119	0	177	5	35	27	0	67	505
1630 - 1645	84	83	0	0	167	13	64	32	0	109	32	31	103	0	166	1	40	8	0	49	491
1645 - 1700	73	87	1	0	161	9	81	27	0	117	39	32	102	0	173	1	42	19	0	62	513
Hourly Total	304	349	2	0	655	45	263	117	0	425	136	126	416	0	678	7	153	73	0	233	1991
1700 - 1715	93	94	0	0	187	15	98	25	0	138	29	33	103	0	165	2	46	25	0	73	563
1715 - 1730	74	112	3	0	189	8	70	36	0	114	27	32	118	0	177	1	49	34	0	84	564
1730 - 1745	72	101	3	0	176	14	78	32	0	124	37	25	82	0	144	2	38	25	0	65	509
1745 - 1800	78	90	0	0	168	12	61	24	0	97	25	28	112	0	165	2	43	17	0	62	492
Hourly Total	317	397	6	0	720	49	307	117	0	473	118	118	415	0	651	7	176	101	0	284	2128
Grand Total	621	746	8	0	1375	94	570	234	0	898	254	244	831	0	1329	14	329	174	0	517	4119
Approach %	45.16	54.25	0.58	0.00	-	10.47	63.47	26.06	0.00	-	19.11	18.36	62.53	0.00	-	2.71	63.64	33.66	0.00	-	
Intersection %	15.08	18.11	0.19	0.00	33.38	2.28	13.84	5.68	0.00	21.80	6.17	5.92	20.17	0.00	32.27	0.34	7.99	4.22	0.00	12.55	
PHF	0.84	0.88	0.58	0.00	0.94	0.77	0.83	0.83	0.00	0.89	0.85	0.92	0.86	0.00	0.93	0.75	0.89	0.76	0.00	0.85	0.95

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

Hall County, GA



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Site 2 of 12

Pearl Nix Pkwy (South)
Pearl Nix Pkwy (North)
Shallowford Rd
West End Ave

Date

Sunday, March 5, 2023

Weather

Fair
61°F

Lat/Long

34.289120°, -83.841291°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
	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	13	27	1	0	41	6	34	6	0	46	9	17	42	0	68	0	9	9	0	18	173
0715 - 0730	27	32	0	0	59	6	45	8	0	59	10	23	43	0	76	1	14	11	0	26	220
0730 - 0745	19	54	2	0	75	8	46	16	0	70	18	19	58	0	95	0	13	11	0	24	264
0745 - 0800	34	66	1	0	101	6	56	9	0	71	19	13	56	0	88	0	17	14	0	31	291
Hourly Total	93	179	4	0	276	26	181	39	0	246	56	72	199	0	327	1	53	45	0	99	948
0800 - 0815	41	58	1	0	100	3	43	19	0	65	14	18	41	0	73	0	26	14	0	40	278
0815 - 0830	45	42	2	0	89	3	41	17	0	61	19	21	53	0	93	1	24	12	0	37	280
0830 - 0845	29	42	2	0	73	4	37	8	0	49	14	20	36	0	70	1	27	11	0	39	231
0845 - 0900	46	30	1	0	77	8	29	9	0	46	16	16	35	0	67	0	19	11	0	30	220
Hourly Total	161	172	6	0	339	18	150	53	0	221	63	75	165	0	303	2	96	48	0	146	1009
Grand Total	254	351	10	0	615	44	331	92	0	467	119	147	364	0	630	3	149	93	0	245	1957
Approach %	41.30	57.07	1.63	0.00	-	9.42	70.88	19.70	0.00	-	18.89	23.33	57.78	0.00	-	1.22	60.82	37.96	0.00	-	
Intersection %	12.98	17.94	0.51	0.00	31.43	2.25	16.91	4.70	0.00	23.86	6.08	7.51	18.60	0.00	32.19	0.15	7.61	4.75	0.00	12.52	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	81	69	1	0	151	14	61	34	0	109	38	31	88	0	157	0	36	19	0	55	472
1615 - 1630	65	102	0	0	167	9	57	24	0	90	24	32	116	0	172	5	35	27	0	67	496
1630 - 1645	84	80	0	0	164	13	62	32	0	107	32	31	101	0	164	1	40	8	0	49	484
1645 - 1700	73	86	1	0	160	9	79	27	0	115	39	32	102	0	173	1	42	19	0	62	510
Hourly Total	303	337	2	0	642	45	259	117	0	421	133	126	407	0	666	7	153	73	0	233	1962
1700 - 1715	92	93	0	0	185	15	97	25	0	137	29	33	101	0	163	2	44	25	0	71	556
1715 - 1730	74	112	3	0	189	8	67	36	0	111	27	32	117	0	176	1	49	34	0	84	560
1730 - 1745	71	101	3	0	175	14	76	32	0	122	37	25	81	0	143	2	38	24	0	64	504
1745 - 1800	76	89	0	0	165	12	59	24	0	95	25	28	111	0	164	2	43	16	0	61	485
Hourly Total	313	395	6	0	714	49	299	117	0	465	118	118	410	0	646	7	174	99	0	280	2105
Grand Total	616	732	8	0	1356	94	558	234	0	886	251	244	817	0	1312	14	327	172	0	513	4067
Approach %	45.43	53.98	0.59	0.00	-	10.61	62.98	26.41	0.00	-	19.13	18.60	62.27	0.00	-	2.73	63.74	33.53	0.00	-	
Intersection %	15.15	18.00	0.20	0.00	33.34	2.31	13.72	5.75	0.00	21.79	6.17	6.00	20.09	0.00	32.26	0.34	8.04	4.23	0.00	12.61	

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

Hall County, GA



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Site 2 of 12

Pearl Nix Pkwy (South)

Pearl Nix Pkwy (North)

Shallowford Rd

West End Ave

Date

Sunday, March 5, 2023

Weather

Fair

61°F

Lat/Long

34.289120°, -83.841291°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
	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	1	0	0	2	0	2	0	0	2	0	1	2	0	3	0	0	0	0	0	7
0715 - 0730	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
0730 - 0745	3	1	0	0	4	1	2	0	0	3	0	0	3	0	3	0	0	0	0	0	10
0745 - 0800	3	2	0	0	5	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	7
Hourly Total	8	5	0	0	13	1	6	0	0	7	1	1	5	0	7	0	0	0	0	0	27
0800 - 0815	0	0	0	0	0	0	3	0	0	3	0	2	2	0	4	0	1	1	0	2	9
0815 - 0830	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0830 - 0845	3	0	0	0	3	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	5
0845 - 0900	2	2	0	0	4	0	0	0	0	0	1	1	2	0	4	0	0	1	0	1	9
Hourly Total	6	4	0	0	10	0	3	0	0	3	2	3	5	0	10	0	1	2	0	3	26
Grand Total	14	9	0	0	23	1	9	0	0	10	3	4	10	0	17	0	1	2	0	3	53
Approach %	60.87	39.13	0.00	0.00	-	10.00	90.00	0.00	0.00	-	17.65	23.53	58.82	0.00	-	0.00	33.33	66.67	0.00	-	
Intersection %	26.42	16.98	0.00	0.00	43.40	1.89	16.98	0.00	0.00	18.87	5.66	7.55	18.87	0.00	32.08	0.00	1.89	3.77	0.00	5.66	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
	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	5	0	0	5	0	0	0	0	0	1	0	4	0	5	0	0	0	0	0	10
1615 - 1630	1	3	0	0	4	0	0	0	0	0	2	0	3	0	5	0	0	0	0	0	9
1630 - 1645	0	3	0	0	3	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	6
1645 - 1700	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	1	12	0	0	13	0	3	0	0	3	3	0	9	0	12	0	0	0	0	0	28
1700 - 1715	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	2	0	0	2	5
1715 - 1730	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	4
1730 - 1745	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	3
1745 - 1800	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	0	1	0	1	5
Hourly Total	0	1	0	0	1	0	8	0	0	8	0	0	5	0	5	0	2	1	0	3	17
Grand Total	1	13	0	0	14	0	11	0	0	11	3	0	14	0	17	0	2	1	0	3	45
Approach %	7.14	92.86	0.00	0.00	-	0.00	100.00	0.00	0.00	-	17.65	0.00	82.35	0.00	-	0.00	66.67	33.33	0.00	-	
Intersection %	2.22	28.89	0.00	0.00	31.11	0.00	24.44	0.00	0.00	24.44	6.67	0.00	31.11	0.00	37.78	0.00	4.44	2.22	0.00	6.67	

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

Hall County, GA



www.marrtraffic.com

Site 2 of 12

Pearl Nix Pkwy (South)
Pearl Nix Pkwy (North)
Shallowford Rd
West End Ave

Date

Sunday, March 5, 2023

Weather

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34.289120°, -83.841291°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
	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	0	1	0	1	0	0	0	0	0	2
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	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
Hourly Total	3	0	0	0	3	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	6
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	1	0	1	0	0	0	0	0	1
0830 - 0845	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0845 - 0900	1	0	0	0	1	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	4
Hourly Total	2	0	0	0	2	0	0	0	0	0	1	0	3	0	4	0	1	0	0	1	7
Grand Total	5	0	0	0	5	0	0	0	0	0	1	0	6	0	7	0	1	0	0	1	13
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	14.29	0.00	85.71	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	38.46	0.00	0.00	0.00	38.46	0.00	0.00	0.00	0.00	0.00	7.69	0.00	46.15	0.00	53.85	0.00	7.69	0.00	0.00	7.69	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1700 - 1715	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
1745 - 1800	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Grand Total	4	0	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	6
Approach %	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	66.67	0.00	0.00	0.00	66.67	0.00	16.67	0.00	0.00	16.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.67	0.00	16.67	

Classified Turn Movement Count || Bikes

Hall County, GA



www.marrtraffic.com

Site 2 of 12

Pearl Nix Pkwy (South)
Pearl Nix Pkwy (North)
Shallowford Rd
West End Ave

Date

Sunday, March 5, 2023

Weather

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61°F

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34.289120°, -83.841291°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Pedestrian Count | All vehicles

Hall County, GA



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Site 2 of 12

Pearl Nix Pkwy (South)
 Pearl Nix Pkwy (North)
 Shallowford Rd
 West End Ave

Date

Sunday, March 5, 2023

Weather

Fair
 61°F

Lat/Long

34.289120°, -83.841291°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Pearl Nix Pkwy (South)			Pearl Nix Pkwy (North)			Shallowford Rd			West End Ave				
	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	1	0	1	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	1	0	1	1
0730 - 0745	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
Hourly Total	0	0	0	0	1	0	1	0	0	0	1	0	1	2
0800 - 0815	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
0830 - 0845	0	0	0	0	0	1	1	0	1	1	0	0	0	2
0845 - 0900	0	0	0	0	0	0	0	0	1	1	0	1	1	2
Hourly Total	0	0	0	0	0	1	1	0	2	2	0	1	1	4
Grand Total	0	0	0	0	1	1	2	0	2	2	1	1	2	6
Approach %	0.00	0.00	-	50.00	50.00	-	0.00	100.00	-	50.00	50.00	-	-	-
Intersection %	0.00	0.00	0.00	16.67	16.67	33.33	0.00	33.33	33.33	16.67	16.67	33.33	33.33	33.33

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Pearl Nix Pkwy (South)			Pearl Nix Pkwy (North)			Shallowford Rd			West End Ave				
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total		
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	1	0	1	0	0	0	1
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	1	0	1	0	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0	1	1	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	1	0	1	1	1	0	1	0	0	0	0	0	0	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	1	1	1	0	1	0	1	1	0	0	0	3
Grand Total	1	0	1	1	0	1	1	1	1	2	0	0	0	4
Approach %	100.00	0.00	-	100.00	0.00	-	50.00	50.00	-	0.00	0.00	-	-	-
Intersection %	25.00	0.00	25.00	25.00	0.00	25.00	25.00	25.00	50.00	0.00	0.00	0.00	0.00	-

Start Date: 3/5/2023	Pearl Nix Pkwy (South)			Pearl Nix Pkwy (North)			Shallowford Rd			West End Ave			
	Northbound			Southbound			Eastbound			Westbound			
Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	15	28	1	6	36	6	9	18	45	0	9	9	183
07:15 AM - 07:30 AM	28	33	0	6	46	8	10	23	43	1	14	11	224
07:30 AM - 07:45 AM	24	55	2	9	48	16	18	19	61	0	13	11	276
07:45 AM - 08:00 AM	37	68	1	6	57	9	20	13	58	0	17	14	300
08:00 AM - 08:15 AM	41	58	1	3	46	19	14	20	43	0	27	15	287
08:15 AM - 08:30 AM	46	44	2	3	41	17	19	21	54	1	24	12	284
08:30 AM - 08:45 AM	33	42	2	4	37	8	15	20	37	1	28	11	240
08:45 AM - 09:00 AM	49	32	1	8	29	9	18	17	39	0	19	12	235
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	81	74	1	14	61	34	39	31	92	0	36	19	482
04:15 PM - 04:30 PM	66	105	0	9	57	24	26	32	119	5	35	27	506
04:30 PM - 04:45 PM	84	83	0	13	64	32	32	31	103	1	40	8	491
04:45 PM - 05:00 PM	73	87	1	9	81	27	39	32	102	1	42	19	513
05:00 PM - 05:15 PM	93	94	0	15	98	25	29	33	103	2	46	25	564
05:15 PM - 05:30 PM	74	112	3	8	70	36	27	32	118	1	49	34	564
05:30 PM - 05:45 PM	72	101	3	14	78	32	37	25	82	2	38	25	511
05:45 PM - 06:00 PM	78	90	0	12	61	24	25	28	112	2	43	17	492
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
Hall County, GA



www.marrtraffic.com

Sunday, March 5, 2023	
Period	0700 - 0900
Peak Hour	0730 - 0830

* 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
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (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	
	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	
0730 - 0745	56	45	3	0	104	7	79	30	0	116	34	183	58	0	275	10	159	10	0	179	674
0745 - 0800	68	72	1	0	141	8	66	43	0	117	46	192	61	0	299	5	185	5	0	195	752
0800 - 0815	86	59	0	2	147	11	48	33	0	92	52	163	45	0	260	6	181	6	0	193	692
0815 - 0830	60	63	5	1	129	5	55	40	0	100	28	181	35	0	244	8	189	8	0	205	678
Total	270	239	9	3	521	31	248	146	0	425	160	719	199	0	1078	29	714	29	0	772	2796
Approach %	51.82	45.87	1.73	0.58	-	7.29	58.35	34.35	0.00	-	14.84	66.70	18.46	0.00	-	3.76	92.49	3.76	0.00	-	-
PHF	0.78	0.83	0.45	0.38	0.89	0.70	0.78	0.85	0.00	0.91	0.77	0.94	0.82	0.00	0.90	0.73	0.94	0.73	0.00	0.94	0.93

Passenger Vehicles (1-3)

Passenger Vehicles (± 5)		Northbound					Southbound					Eastbound					Westbound					Int Total
		Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
		Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
Time	0730 - 0745	49	39	2	0	90	7	76	28	0	111	33	177	56	0	266	10	154	10	0	174	641
	0745 - 0800	63	69	1	0	133	8	64	43	0	115	46	190	57	0	293	5	180	5	0	190	731
	0800 - 0815	80	56	0	2	138	11	46	31	0	88	52	154	41	0	247	6	175	6	0	187	660
	0815 - 0830	59	59	5	1	124	5	54	39	0	98	28	163	32	0	223	8	184	8	0	200	645
	Total	251	223	8	3	485	31	240	141	0	412	159	684	186	0	1029	29	693	29	0	751	2677
	Approach %	51.75	45.98	1.65	0.62	-	7.52	58.25	34.22	0.00	-	15.45	66.47	18.08	0.00	-	3.86	92.28	3.86	0.00	-	-
	PHF	0.78	0.81	0.40	0.38	0.88	0.70	0.79	0.82	0.00	0.90	0.76	0.90	0.82	0.00	0.88	0.73	0.94	0.73	0.00	0.94	0.92

Single Unit Trucks (4-7)

Time		Northbound					Southbound					Eastbound					Westbound					Int
		Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
		Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0730 - 0745	4	5	1	0	10	0	3	1	0	4	1	4	1	0	6	0	5	0	0	5	25	
0745 - 0800	4	3	0	0	7	0	1	0	0	1	0	2	3	0	5	0	2	0	0	2	15	
0800 - 0815	5	3	0	0	8	0	2	2	0	4	0	6	2	0	8	0	4	0	0	4	24	
0815 - 0830	1	3	0	0	4	0	0	1	0	1	0	12	1	0	13	0	2	0	0	2	20	
Total		14	14	1	0	29	0	6	4	0	10	1	24	7	0	32	0	13	0	0	13	84
Approach %		48.28	48.28	3.45	0.00	-	0.00	60.00	40.00	0.00	-	3.13	75.00	21.88	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF		0.70	0.70	0.25	0.00	0.73	0.00	0.50	0.50	0.00	0.63	0.25	0.50	0.58	0.00	0.62	0.00	0.65	0.00	0.00	0.65	0.84

Combination Trucks (8-13)

Northbound																						Southbound					Eastbound					Westbound					
Pearl Nix Pkwy (South)																						Pearl Nix Pkwy (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
Time	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Int												
	1.1	1.2	1.3	1.4			1.5	1.6	1.7	1.8			1.9	1.10	1.11	1.12			1.13	1.14	1.15	1.16															
0730 - 0745	3	1	0	0	0	4	0	0	1	0	0	1	0	2	1	0	0	3	0	0	0	0	0	0	8												
0745 - 0800	1	0	0	0	0	1	0	1	0	0	0	1	0	0	1	0	1	0	1	3	0	0	0	3	6												
0800 - 0815	1	0	0	0	0	1	0	0	0	0	0	0	0	3	2	0	0	5	0	2	0	0	0	2	8												
0815 - 0830	0	1	0	0	0	1	0	1	0	0	0	1	0	6	2	0	0	8	0	3	0	0	0	3	13												
Total						5	2	0	0	0	7	0	2	1	0	0	3	0	11	6	0	0	17	0	8	35											
Approach %						71.43	28.57	0.00	0.00	-	-	0.00	66.67	33.33	0.00	-	0.00	64.71	35.29	0.00	-	0.00	100.00	0.00	0.00	-											
PHF						0.42	0.50	0.00	0.00	0.44	0.00	0.50	0.25	0.00	0.75	0.00	0.46	0.75	0.00	0.53	0.00	0.67	0.00	0.00	0.67	0.67											

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
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	
0800 - 0815	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	



[Click here for Map](#)

Peak Hour Turning Movement Count
Hall County, GA



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Sunday, March 5, 2023	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1630 - 1645	69	106	4	0	179	31	125	41	1	198	54	181	58	0	293	11	191	11	0	213	883
1645 - 1700	58	80	6	0	144	25	95	50	1	171	56	211	67	0	334	8	204	8	0	220	869
1700 - 1715	76	96	10	1	183	27	118	69	2	216	70	196	71	0	337	9	168	9	0	186	922
1715 - 1730	80	104	4	0	188	32	112	49	1	194	65	150	78	0	293	7	205	7	0	219	894
Total	283	386	24	1	694	115	450	209	5	779	245	738	274	0	1257	35	768	35	0	838	3568
Approach %	40.78	55.62	3.46	0.14	-	14.76	57.77	26.83	0.64	-	19.49	58.71	21.80	0.00	-	4.18	91.65	4.18	0.00	-	-
PHF	0.88	0.91	0.60	0.25	0.92	0.90	0.90	0.76	0.63	0.90	0.88	0.87	0.88	0.00	0.93	0.80	0.94	0.80	0.00	0.95	0.97

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1630 - 1645	67	103	4	0	174	31	122	41	1	195	52	174	55	0	281	11	181	11	0	203	853
1645 - 1700	56	78	6	0	140	25	93	49	1	168	56	205	61	0	322	8	199	8	0	215	845
1700 - 1715	74	95	10	1	180	27	115	67	2	211	70	194	67	0	331	8	162	8	0	178	900
1715 - 1730	77	104	4	0	185	32	110	48	1	191	65	146	72	0	283	7	198	7	0	212	871
Total	274	380	24	1	679	115	440	205	5	765	243	719	255	0	1217	34	740	34	0	808	3469
Approach %	40.35	55.96	3.53	0.15	-	15.03	57.52	26.80	0.65	-	19.97	59.08	20.95	0.00	-	4.21	91.58	4.21	0.00	-	-
PHF	0.89	0.91	0.60	0.25	0.92	0.90	0.90	0.76	0.63	0.91	0.87	0.88	0.89	0.00	0.92	0.77	0.93	0.77	0.00	0.94	0.96

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1630 - 1645	0	3	0	0	3	0	3	0	0	3	2	4	2	0	8	0	7	0	0	7	21
1645 - 1700	2	2	0	0	4	0	2	1	0	3	0	6	6	0	12	0	4	0	0	4	23
1700 - 1715	1	0	0	0	1	0	3	2	0	5	0	2	2	0	4	0	3	0	0	3	13
1715 - 1730	2	0	0	0	2	0	2	1	0	3	0	3	6	0	9	0	4	0	0	4	18
Total	5	5	0	0	10	0	10	4	0	14	2	15	16	0	33	0	18	0	0	18	75
Approach %	50.00	50.00	0.00	0.00	-	0.00	71.43	28.57	0.00	-	6.06	45.45	48.48	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.63	0.42	0.00	0.00	0.63	0.00	0.83	0.50	0.00	0.70	0.25	0.63	0.67	0.00	0.69	0.00	0.64	0.00	0.00	0.64	0.82

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1630 - 1645	2	0	0	0	2	0	0	0	0	0	0	3	1	0	4	0	3	0	0	3	9
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1700 - 1715	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	1	3	1	0	5	9
1715 - 1730	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	5
Total	4	1	0	0	5	0	0	0	0	0	0	4	3	0	7	1	10	1	0	12	24
Approach %	80.00	20.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	57.14	42.86	0.00	-	8.33	83.33	8.33	0.00	-	-
PHF	0.50	0.25	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.38	0.00	0.44	0.25	0.83	0.25	0.00	0.60	0.67

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1630 - 1645	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	
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	
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

Hall County, GA



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Site 1 of 12

Pearl Nix Pkwy (South)
 Pearl Nix Pkwy (North)
 GA-369 Browns Bridge Rd (West)
 GA-369 Browns Bridge Rd (East)

Date

Sunday, March 5, 2023

Weather

Fair
 61°F

Lat/Long

34.286213°, -83.841491°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	45	33	2	1	81	6	61	20	0	87	17	135	51	0	203	12	152	12	0	176	547
0715 - 0730	50	40	4	0	94	13	44	35	1	93	32	126	29	0	187	7	173	7	1	188	562
0730 - 0745	56	45	3	0	104	7	79	30	0	116	34	183	58	0	275	10	159	10	0	179	674
0745 - 0800	68	72	1	0	141	8	66	43	0	117	46	192	61	0	299	5	185	5	0	195	752
Hourly Total	219	190	10	1	420	34	250	128	1	413	129	636	199	0	964	34	669	34	1	738	2535
0800 - 0815	86	59	0	2	147	11	48	33	0	92	52	163	45	0	260	6	181	6	0	193	692
0815 - 0830	60	63	5	1	129	5	55	40	0	100	28	181	35	0	244	8	189	8	0	205	678
0830 - 0845	54	39	2	1	96	13	31	21	0	65	28	157	49	0	234	4	150	4	0	158	553
0845 - 0900	50	58	5	0	113	13	43	30	0	86	32	191	45	0	268	8	141	8	0	157	624
Hourly Total	250	219	12	4	485	42	177	124	0	343	140	692	174	0	1006	26	661	26	0	713	2547
Grand Total	469	409	22	5	905	76	427	252	1	756	269	1328	373	0	1970	60	1330	60	1	1451	5082
Approach %	51.82	45.19	2.43	0.55	-	10.05	56.48	33.33	0.13	-	13.65	67.41	18.93	0.00	-	4.14	91.66	4.14	0.07	-	
Intersection %	9.23	8.05	0.43	0.10	17.81	1.50	8.40	4.96	0.02	14.88	5.29	26.13	7.34	0.00	38.76	1.18	26.17	1.18	0.02	28.55	
PHF	0.78	0.83	0.45	0.38	0.89	0.70	0.78	0.85	0.00	0.91	0.77	0.94	0.82	0.00	0.90	0.73	0.94	0.73	0.00	0.94	0.93

1600 - 1800 (Sunday 2h Session) (03-05-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	58	84	5	0	147	35	90	47	0	172	39	204	65	0	308	13	212	13	0	238	865
1615 - 1630	65	109	10	1	185	30	105	44	0	179	61	175	66	0	302	15	182	15	0	212	878
1630 - 1645	69	106	4	0	179	31	125	41	1	198	54	181	58	0	293	11	191	11	0	213	883
1645 - 1700	58	80	6	0	144	25	95	50	1	171	56	211	67	0	334	8	204	8	0	220	869
Hourly Total	250	379	25	1	655	121	415	182	2	720	210	771	256	0	1237	47	789	47	0	883	3495
1700 - 1715	76	96	10	1	183	27	118	69	2	216	70	196	71	0	337	9	168	9	0	186	922
1715 - 1730	80	104	4	0	188	32	112	49	1	194	65	150	78	0	293	7	205	7	0	219	894
1730 - 1745	58	89	5	3	155	30	102	39	2	173	60	197	73	0	330	7	190	7	0	204	862
1745 - 1800	80	108	2	2	192	18	104	46	0	168	63	155	54	0	272	5	150	5	0	160	792
Hourly Total	294	397	21	6	718	107	436	203	5	751	258	698	276	0	1232	28	713	28	0	769	3470
Grand Total	544	776	46	7	1373	228	851	385	7	1471	468	1469	532	0	2469	75	1502	75	0	1652	6965
Approach %	39.62	56.52	3.35	0.51	-	15.50	57.85	26.17	0.48	-	18.96	59.50	21.55	0.00	-	4.54	90.92	4.54	0.00	-	-
Intersection %	7.81	11.14	0.66	0.10	19.71	3.27	12.22	5.53	0.10	21.12	6.72	21.09	7.64	0.00	35.45	1.08	21.56	1.08	0.00	23.72	-
PHF	0.88	0.91	0.60	0.25	0.92	0.90	0.90	0.76	0.63	0.90	0.88	0.87	0.88	0.00	0.93	0.80	0.94	0.80	0.00	0.95	0.97

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

Hall County, GA



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Site 1 of 12

Pearl Nix Pkwy (South)
 Pearl Nix Pkwy (North)
 GA-369 Browns Bridge Rd (West)
 GA-369 Browns Bridge Rd (East)

Date

Sunday, March 5, 2023

Weather

Fair
 61°F

Lat/Long

34.286213°, -83.841491°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	42	30	2	1	75	6	56	19	0	81	17	125	49	0	191	12	150	12	0	174	521
0715 - 0730	47	37	4	0	88	13	44	34	1	92	31	120	26	0	177	7	166	7	1	181	538
0730 - 0745	49	39	2	0	90	7	76	28	0	111	33	177	56	0	266	10	154	10	0	174	641
0745 - 0800	63	69	1	0	133	8	64	43	0	115	46	190	57	0	293	5	180	5	0	190	731
Hourly Total	201	175	9	1	386	34	240	124	1	399	127	612	188	0	927	34	650	34	1	719	2431
0800 - 0815	80	56	0	2	138	11	46	31	0	88	52	154	41	0	247	6	175	6	0	187	660
0815 - 0830	59	59	5	1	124	5	54	39	0	98	28	163	32	0	223	8	184	8	0	200	645
0830 - 0845	52	36	2	1	91	13	30	19	0	62	28	148	42	0	218	4	142	4	0	150	521
0845 - 0900	49	56	5	0	110	13	42	29	0	84	31	175	40	0	246	8	134	8	0	150	590
Hourly Total	240	207	12	4	463	42	172	118	0	332	139	640	155	0	934	26	635	26	0	687	2416
Grand Total	441	382	21	5	849	76	412	242	1	731	266	1252	343	0	1861	60	1285	60	1	1406	4847
Approach %	51.94	44.99	2.47	0.59	-	10.40	56.36	33.11	0.14	-	14.29	67.28	18.43	0.00	-	4.27	91.39	4.27	0.07	-	
Intersection %	9.10	7.88	0.43	0.10	17.52	1.57	8.50	4.99	0.02	15.08	5.49	25.83	7.08	0.00	38.39	1.24	26.51	1.24	0.02	29.01	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	56	82	5	0	143	35	87	45	0	167	38	193	60	0	291	13	205	13	0	231	832
1615 - 1630	65	107	10	1	183	29	102	44	0	175	60	162	61	0	283	15	182	15	0	212	853
1630 - 1645	67	103	4	0	174	31	122	41	1	195	52	174	55	0	281	11	181	11	0	203	853
1645 - 1700	56	78	6	0	140	25	93	49	1	168	56	205	61	0	322	8	199	8	0	215	845
Hourly Total	244	370	25	1	640	120	404	179	2	705	206	734	237	0	1177	47	767	47	0	861	3383
1700 - 1715	74	95	10	1	180	27	115	67	2	211	70	194	67	0	331	8	162	8	0	178	900
1715 - 1730	77	104	4	0	185	32	110	48	1	191	65	146	72	0	283	7	198	7	0	212	871
1730 - 1745	56	88	5	3	152	30	100	38	2	170	60	193	72	0	325	7	183	7	0	197	844
1745 - 1800	77	108	2	2	189	18	103	45	0	166	62	151	48	0	261	5	145	5	0	155	771
Hourly Total	284	395	21	6	706	107	428	198	5	738	257	684	259	0	1200	27	688	27	0	742	3386
Grand Total	528	765	46	7	1346	227	832	377	7	1443	463	1418	496	0	2377	74	1455	74	0	1603	6769
Approach %	39.23	56.84	3.42	0.52	-	15.73	57.66	26.13	0.49	-	19.48	59.66	20.87	0.00	-	4.62	90.77	4.62	0.00	-	
Intersection %	7.80	11.30	0.68	0.10	19.88	3.35	12.29	5.57	0.10	21.32	6.84	20.95	7.33	0.00	35.12	1.09	21.50	1.09	0.00	23.68	

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

Hall County, GA



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Site 1 of 12

Pearl Nix Pkwy (South)
 Pearl Nix Pkwy (North)
 GA-369 Browns Bridge Rd (West)
 GA-369 Browns Bridge Rd (East)

Date

Sunday, March 5, 2023

Weather

Fair
 61°F

Lat/Long

34.286213°, -83.841491°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	3	2	0	0	5	0	4	1	0	5	0	6	2	0	8	0	2	0	0	2	20
0715 - 0730	2	2	0	0	4	0	0	1	0	1	1	5	1	0	7	0	4	0	0	4	16
0730 - 0745	4	5	1	0	10	0	3	1	0	4	1	4	1	0	6	0	5	0	0	5	25
0745 - 0800	4	3	0	0	7	0	1	0	0	1	0	2	3	0	5	0	2	0	0	2	15
Hourly Total	13	12	1	0	26	0	8	3	0	11	2	17	7	0	26	0	13	0	0	13	76
0800 - 0815	5	3	0	0	8	0	2	2	0	4	0	6	2	0	8	0	4	0	0	4	24
0815 - 0830	1	3	0	0	4	0	0	1	0	1	0	12	1	0	13	0	2	0	0	2	20
0830 - 0845	1	2	0	0	3	0	1	1	0	2	0	4	5	0	9	0	3	0	0	3	17
0845 - 0900	1	2	0	0	3	0	0	1	0	1	1	12	5	0	18	0	3	0	0	3	25
Hourly Total	8	10	0	0	18	0	3	5	0	8	1	34	13	0	48	0	12	0	0	12	86
Grand Total	21	22	1	0	44	0	11	8	0	19	3	51	20	0	74	0	25	0	0	25	162
Approach %	47.73	50.00	2.27	0.00	-	0.00	57.89	42.11	0.00	-	4.05	68.92	27.03	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	12.96	13.58	0.62	0.00	27.16	0.00	6.79	4.94	0.00	11.73	1.85	31.48	12.35	0.00	45.68	0.00	15.43	0.00	0.00	15.43	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	1	2	0	0	3	0	2	2	0	4	1	9	3	0	13	0	5	0	0	5	25
1615 - 1630	0	2	0	0	2	1	2	0	0	3	1	10	5	0	16	0	0	0	0	0	21
1630 - 1645	0	3	0	0	3	0	3	0	0	3	2	4	2	0	8	0	7	0	0	7	21
1645 - 1700	2	2	0	0	4	0	2	1	0	3	0	6	6	0	12	0	4	0	0	4	23
Hourly Total	3	9	0	0	12	1	9	3	0	13	4	29	16	0	49	0	16	0	0	16	90
1700 - 1715	1	0	0	0	1	0	3	2	0	5	0	2	2	0	4	0	3	0	0	3	13
1715 - 1730	2	0	0	0	2	0	2	1	0	3	0	3	6	0	9	0	4	0	0	4	18
1730 - 1745	1	0	0	0	1	0	2	1	0	3	0	4	1	0	5	0	4	0	0	4	13
1745 - 1800	2	0	0	0	2	0	1	1	0	2	0	4	6	0	10	0	5	0	0	5	19
Hourly Total	6	0	0	0	6	0	8	5	0	13	0	13	15	0	28	0	16	0	0	16	63
Grand Total	9	9	0	0	18	1	17	8	0	26	4	42	31	0	77	0	32	0	0	32	153
Approach %	50.00	50.00	0.00	0.00	-	3.85	65.38	30.77	0.00	-	5.19	54.55	40.26	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	5.88	5.88	0.00	0.00	11.76	0.65	11.11	5.23	0.00	16.99	2.61	27.45	20.26	0.00	50.33	0.00	20.92	0.00	0.00	20.92	

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

Hall County, GA



www.marrtraffic.com

Site 1 of 12

Pearl Nix Pkwy (South)
 Pearl Nix Pkwy (North)
 GA-369 Browns Bridge Rd (West)
 GA-369 Browns Bridge Rd (East)

Date

Sunday, March 5, 2023

Weather

Fair
 61°F

Lat/Long

34.286213°, -83.841491°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	0	1	0	0	1	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	6
0715 - 0730	1	1	0	0	2	0	0	0	0	0	0	1	2	0	3	0	3	0	0	3	8
0730 - 0745	3	1	0	0	4	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	8
0745 - 0800	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3	6
Hourly Total	5	3	0	0	8	0	2	1	0	3	0	7	4	0	11	0	6	0	0	6	28
0800 - 0815	1	0	0	0	1	0	0	0	0	0	0	3	2	0	5	0	2	0	0	2	8
0815 - 0830	0	1	0	0	1	0	1	0	0	1	0	6	2	0	8	0	3	0	0	3	13
0830 - 0845	1	1	0	0	2	0	0	1	0	1	0	5	2	0	7	0	5	0	0	5	15
0845 - 0900	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	4	0	0	4	9
Hourly Total	2	2	0	0	4	0	2	1	0	3	0	18	6	0	24	0	14	0	0	14	45
Grand Total	7	5	0	0	12	0	4	2	0	6	0	25	10	0	35	0	20	0	0	20	73
Approach %	58.33	41.67	0.00	0.00	-	0.00	66.67	33.33	0.00	-	0.00	71.43	28.57	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	9.59	6.85	0.00	0.00	16.44	0.00	5.48	2.74	0.00	8.22	0.00	34.25	13.70	0.00	47.95	0.00	27.40	0.00	0.00	27.40	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	0	2	0	0	2	6
1615 - 1630	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	4
1630 - 1645	2	0	0	0	2	0	0	0	0	0	0	3	1	0	4	0	3	0	0	3	9
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	3	0	0	0	3	0	1	0	0	1	0	8	2	0	10	0	6	0	0	6	20
1700 - 1715	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	1	3	1	0	5	9
1715 - 1730	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	5
1730 - 1745	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5
1745 - 1800	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Hourly Total	4	2	0	0	6	0	0	0	0	0	1	1	2	0	4	1	9	1	0	11	21
Grand Total	7	2	0	0	9	0	1	0	0	1	1	9	4	0	14	1	15	1	0	17	41
Approach %	77.78	22.22	0.00	0.00	-	0.00	100.00	0.00	0.00	-	7.14	64.29	28.57	0.00	-	5.88	88.24	5.88	0.00	-	
Intersection %	17.07	4.88	0.00	0.00	21.95	0.00	2.44	0.00	0.00	2.44	2.44	21.95	9.76	0.00	34.15	2.44	36.59	2.44	0.00	41.46	

Classified Turn Movement Count || Bikes

Hall County, GA



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Site 1 of 12

Pearl Nix Pkwy (South)
 Pearl Nix Pkwy (North)
 GA-369 Browns Bridge Rd (West)
 GA-369 Browns Bridge Rd (East)

Date

Sunday, March 5, 2023

Weather

Fair
 61°F

Lat/Long

34.286213°, -83.841491°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
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	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
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	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	0.00	50.00	0.00	0.00	50.00	0.00	50.00	0.00	0.00	0.00	0.00	0.00	

Pedestrian Count | All vehicles

Hall County, GA



www.marrtraffic.com

Site 1 of 12

Pearl Nix Pkwy (South)
 Pearl Nix Pkwy (North)
 GA-369 Browns Bridge Rd (West)
 GA-369 Browns Bridge Rd (East)

Date

Sunday, March 5, 2023

Weather

Fair
 61°F

Lat/Long

34.286213°, -83.841491°

0700 - 0900 (Sunday 2h Session) (03-05-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Pearl Nix Pkwy (South)			Pearl Nix Pkwy (North)			GA-369 Browns Bridge Rd (West)			GA-369 Browns Bridge Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	2	2	0	0	0	0	0	0	2
0730 - 0745	0	1	1	1	0	1	1	0	1	0	0	0	3
0745 - 0800	1	1	2	2	0	0	0	0	0	0	0	0	2
Hourly Total	1	2	3	1	2	3	1	0	1	0	0	0	7
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	1	0	1	1
0830 - 0845	0	1	1	1	0	0	0	4	1	5	1	0	7
0845 - 0900	0	0	0	0	1	1	0	1	1	1	0	1	3
Hourly Total	0	1	1	1	1	1	4	2	6	2	1	3	11
Grand Total	1	3	4	2	2	4	5	2	7	2	1	3	18
Approach %	25.00	75.00	-	50.00	50.00	-	71.43	28.57	-	66.67	33.33	-	
Intersection %	5.56	16.67	22.22	11.11	11.11	22.22	27.78	11.11	38.89	11.11	5.56	16.67	

1600 - 1800 (Sunday 2h Session) (03-05-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total
	Pearl Nix Pkwy (South)			Pearl Nix Pkwy (North)			GA-369 Browns Bridge Rd (West)			GA-369 Browns Bridge Rd (East)			
	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	1	1	2	0	2	0	0	0	3
1630 - 1645	0	0	0	0	0	0	1	1	2	1	0	1	3
1645 - 1700	0	0	0	0	0	0	7	0	7	0	0	0	7
Hourly Total	0	0	0	0	1	1	10	1	11	1	0	1	13
1700 - 1715	0	1	1	1	1	2	2	0	2	0	1	1	6
1715 - 1730	0	4	4	0	0	0	4	1	5	0	0	0	9
1730 - 1745	0	0	0	0	2	2	1	1	2	0	1	1	5
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	5	5	3	1	4	7	2	9	0	2	2	20
Grand Total	0	5	5	3	2	5	17	3	20	1	2	3	33
Approach %	0.00	100.00	-	60.00	40.00	-	85.00	15.00	-	33.33	66.67	-	
Intersection %	0.00	15.15	15.15	9.09	6.06	15.15	51.52	9.09	60.61	3.03	6.06	9.09	

Start Date: 3/5/2023	Pearl Nix Pkwy (South)			Pearl Nix Pkwy (North)			GA-369 Browns Bridge Rd (West)			GA-369 Browns Bridge Rd (East)			
	Northbound			Southbound			Eastbound			Westbound			
Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	45	33	2	6	61	20	17	135	51	12	152	12	547
07:15 AM - 07:30 AM	50	40	4	13	44	35	32	126	29	7	173	7	564
07:30 AM - 07:45 AM	56	45	3	7	79	30	34	183	58	10	159	10	677
07:45 AM - 08:00 AM	68	72	1	8	66	43	46	192	61	5	185	5	754
08:00 AM - 08:15 AM	86	59	0	11	48	33	52	163	45	6	181	6	692
08:15 AM - 08:30 AM	60	63	5	5	55	40	28	181	35	8	189	8	679
08:30 AM - 08:45 AM	54	39	2	13	31	21	28	157	49	4	150	4	560
08:45 AM - 09:00 AM	50	58	5	13	43	30	32	191	45	8	141	8	627
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	58	84	5	35	90	47	39	204	65	13	212	13	865
04:15 PM - 04:30 PM	65	109	10	30	105	44	61	175	66	15	182	15	881
04:30 PM - 04:45 PM	69	106	4	31	125	41	54	181	58	11	191	11	886
04:45 PM - 05:00 PM	58	80	6	25	95	50	56	211	67	8	204	8	876
05:00 PM - 05:15 PM	76	96	10	27	118	69	70	196	71	9	168	9	928
05:15 PM - 05:30 PM	80	104	4	32	112	49	65	150	78	7	205	7	903
05:30 PM - 05:45 PM	58	89	5	30	102	39	60	197	73	7	190	7	867
05:45 PM - 06:00 PM	80	108	2	18	104	46	63	155	54	5	150	5	792
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



APPENDIX C: TRIP GENERATION WORKSHEET

Trip Generation Worksheet

Trip Generation Analysis (11th Ed.)										
Lakeshore Mall Redevelopment										
Gainesville, GA										
Land Use	Intensity			Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Proposed Site Traffic										
215	Single-Family Attached Housing	80	d.u.	559	36	9	27	44	26	18
221	Multi-Family Housing (Mid-Rise)	652	d.u.	3,064	275	63	212	255	156	99
310	Hotel	95	rooms	606	40	22	18	42	21	21
720	Medical-Dental Office Building	18,000	s.f.	665	51	40	11	70	21	49
821	Shopping Plaza (40-150K) No Supermarket	128,580	s.f.	8,682	222	138	84	667	327	340
875	Department Store	83,364	s.f.	1,907	48	31	17	163	82	81
932	High-Turnover (Sit-Down) Restaurant	73,500	s.f.	7,879	703	387	316	665	406	259
Gross Trips										
Residential Trips				23,362	1,375	690	685	1,906	1,039	867
<i>Mixed-Use Reductions</i>				3,623	311	72	239	299	182	117
<i>Alternative Mode Reductions</i>				-1,293	-56	-5	-51	-188	-114	-74
Adjusted Residential Trips				0	0	0	0	0	0	0
				2,330	255	67	188	111	68	43
Hotel Trips				606	40	22	18	42	21	21
<i>Mixed-Use Reductions</i>				-216	-7	-1	-6	-39	-22	-17
<i>Alternative Mode Reductions</i>				0	0	0	0	0	0	0
Adjusted Hotel Trips				390	33	21	12	3	-1	4
Office Trips				665	51	40	11	70	21	49
<i>Mixed-Use Reductions</i>				-130	-20	-10	-10	-31	-18	-13
<i>Alternative Mode Reductions</i>				0	0	0	0	0	0	0
Adjusted Office Trips				535	31	30	1	39	3	36
Retail Trips				10,589	270	169	101	830	409	421
<i>Mixed-Use Reductions</i>				-932	-38	-22	-16	-373	-160	-213
<i>Alternative Mode Reductions</i>				0	0	0	0	0	0	0
<i>Pass By Reductions (Based on ITE Rates)</i>				-3,283	0	0	0	-155	-78	-78
Adjusted Retail Trips				6,374	232	147	85	302	171	130
Restaurant Trips				7,879	703	387	316	665	406	259
<i>Mixed-Use Reductions</i>				-693	-95	-70	-25	-315	-159	-156
<i>Alternative Mode Reductions</i>				0	0	0	0	0	0	0
<i>Pass By Reductions (Based on ITE Rates)</i>				-3,090	0	0	0	-151	-76	-76
Adjusted Restaurant Trips				4,096	608	317	291	199	171	27
<i>Mixed-Use Reductions - TOTAL</i>				-3,264	-216	-108	-108	-946	-473	-473
<i>Alternative Mode Reductions - TOTAL</i>				0	0	0	0	0	0	0
<i>Pass-By Reductions - TOTAL</i>				-6,373	0	0	0	-306	-154	-154
New Trips				13,725	1,159	582	577	654	412	240
Driveway Volumes				20,098	1,159	582	577	960	566	394
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APPENDIX D: INTERSECTION VOLUME WORKSHEETS

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Dawsonville Highway (SR 53 Conn) @ McEver Road (SR 53) / Private Driveway
AM PEAK HOUR

Description	Dawsonville Highway (SR 53 Conn)				Dawsonville Highway (SR 53)				McEver Road (SR 53)			Private Driveway		
	U-Turn	Northbound Left	Through	Right	U-Turn	Southbound Left	Through	Right	Left	Eastbound Through	Right	Left	Westbound Through	Right
Observed 2023 Traffic Volumes	3	233	577	61	5	30	1,208	728	436	53	407	55	19	21
Pedestrians	0				1				1			1		
Conflicting Pedestrians	0	1		1	1	1		1	1		0	0		1
Heavy Vehicles	0	6	48	1	0	2	41	21	39	2	27	5	1	5
Heavy Vehicle %	2%	3%	8%	2%	2%	7%	3%	3%	9%	4%	7%	9%	5%	24%
Peak Hour Factor	0.92				0.92				0.92			0.92		
Adjustment														
Adjusted 2023 Volumes	3	233	577	61	5	30	1208	728	436	53	407	55	19	21
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment														
Adjacent Development Traffic														
2030 Background Traffic	3	268	663	70	6	34	1,388	836	501	61	468	63	22	24
Project Trips														
Trip Distribution IN							15%				15%			
Trip Distribution OUT		15%	15%											
Residential Trips	0	28	28	0	0	0	10	0	0	0	10	0	0	0
Trip Distribution IN							15%				15%			
Trip Distribution OUT		15%	15%											
Hotel Trips	0	2	2	0	0	0	3	0	0	0	3	0	0	0
Trip Distribution IN							10%				10%			
Trip Distribution OUT		10%	10%											
Office Trips	0	0	0	0	0	0	3	0	0	0	3	0	0	0
Trip Distribution IN							10%				10%			
Trip Distribution OUT		10%	10%											
Retail Trips	0	9	9	0	0	0	15	0	0	0	15	0	0	0
Trip Distribution IN							10%				10%			
Trip Distribution OUT		10%	10%											
Restaurant Trips	0	29	29	0	0	0	32	0	0	0	32	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	68	68	0	0	0	63	0	0	0	63	0	0	0
2030 Buildout Total	3	336	731	70	6	34	1,451	836	501	61	531	63	22	24

PM PEAK HOUR

Description	Dawsonville Highway (SR 53 Conn)				Dawsonville Highway (SR 53)				McEver Road (SR 53)			Private Driveway		
	U-Turn	Northbound Left	Through	Right	U-Turn	Southbound Left	Through	Right	Left	Eastbound Through	Right	Left	Westbound Through	Right
Observed 2023 Traffic Volumes	7	334	1,313	50	15	50	928	510	611	198	362	104	59	85
Pedestrians	2				1				1			0		
Conflicting Pedestrians	1	1		0	1	0		1	1		2	2		1
Heavy Vehicles	0	3	32	1	0	2	21	30	6	1	2	2	1	0
Heavy Vehicle %	2%	2%	2%	2%	2%	4%	2%	6%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.96				0.96				0.96			0.96		
Adjustment														
Adjusted 2023 Volumes	7	334	1313	50	15	50	928	510	611	198	362	104	59	85
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment														
Adjacent Development Traffic														
2030 Background Traffic	8	384	1,508	57	17	57	1,066	586	702	227	416	119	68	98
Project Trips														
Trip Distribution IN							15%				15%			
Trip Distribution OUT		15%	15%											
Residential Trips	0	6	6	0	0	0	10	0	0	0	10	0	0	0
Trip Distribution IN							15%				15%			
Trip Distribution OUT		15%	15%											
Hotel Trips	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							10%				10%			
Trip Distribution OUT		10%	10%											
Office Trips	0	4	4	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							10%				10%			
Trip Distribution OUT		10%	10%											
Retail Trips	0	13	13	0	0	0	17	0	0	0	17	0	0	0
Trip Distribution IN							10%				10%			
Trip Distribution OUT		10%	10%											
Restaurant Trips	0	3	3	0	0	0	17	0	0	0	17	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	27	27	0	0	0	44	0	0	0	44	0	0	0
2030 Buildout Total	8	411	1,535	57	17	57	1,110	586	702	227	460	119	68	98

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INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Dawsonville Highway (SR 53 Conn) @ Green Hill Circle / Private Driveway
AM PEAK HOUR

Description	Dawsonville Highway (SR 53 Conn)			Dawsonville Highway (SR 53)				Green Hill Circle			Private Driveway		
	Northbound			Southbound				Eastbound			Westbound		
	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	146	860	12	6	19	1,612	87	54	3	135	5	0	4
Pedestrians	0			0				0			0		
Conflicting Pedestrians	0		0	0	0		0	0		0	0		0
Heavy Vehicles	2	52	0	0	0	77	4	2	0	8	0	0	0
Heavy Vehicle %	2%	6%	2%	2%	2%	5%	5%	4%	2%	6%	2%	0%	2%
Peak Hour Factor	0.94			0.94				0.94			0.94		
Adjustment													
Adjusted 2023 Volumes	146	860	12	6	19	1612	87	54	3	135	5	0	4
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment													
Adjacent Development Traffic													
2030 Background Traffic	168	988	14	7	22	1,852	100	62	3	155	6	0	5
Project Trips													
Trip Distribution IN						30%							
Trip Distribution OUT		30%											
Residential Trips	0	56	0	0	0	20	0	0	0	0	0	0	0
Trip Distribution IN						30%							
Trip Distribution OUT		30%											
Hotel Trips	0	4	0	0	0	6	0	0	0	0	0	0	0
Trip Distribution IN						20%				5%			
Trip Distribution OUT	5%	20%											
Office Trips	0	0	0	0	0	6	0	0	0	2	0	0	0
Trip Distribution IN						20%				5%			
Trip Distribution OUT	5%	20%											
Retail Trips	4	17	0	0	0	29	0	0	0	7	0	0	0
Trip Distribution IN						20%				5%			
Trip Distribution OUT	5%	20%											
Restaurant Trips	15	58	0	0	0	63	0	0	0	16	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	19	135	0	0	0	124	0	0	0	25	0	0	0
2030 Buildout Total	187	1,123	14	7	22	1,976	100	62	3	180	6	0	5

PM PEAK HOUR

Description	Dawsonville Highway (SR 53 Conn)			Dawsonville Highway (SR 53)				Green Hill Circle			Private Driveway		
	Northbound			Southbound				Eastbound			Westbound		
	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	259	1,594	76	13	34	1,381	64	114	15	158	70	20	35
Pedestrians	0			0				0			0		
Conflicting Pedestrians	0		0	0	0		0	0		0	0		0
Heavy Vehicles	3	33	0	0	1	36	0	1	0	1	1	0	0
Heavy Vehicle %	2%	2%	2%	2%	3%	3%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.98			0.98				0.98			0.98		
Adjustment													
Adjusted 2023 Volumes	259	1594	76	13	34	1381	64	114	15	158	70	20	35
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment													
Adjacent Development Traffic													
2030 Background Traffic	298	1,831	87	15	39	1,586	74	131	17	181	80	23	40
Project Trips													
Trip Distribution IN						30%							
Trip Distribution OUT		30%											
Residential Trips	0	13	0	0	0	20	0	0	0	0	0	0	0
Trip Distribution IN						30%							
Trip Distribution OUT		30%											
Hotel Trips	0	1	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN						20%				5%			
Trip Distribution OUT	5%	20%											
Office Trips	2	7	0	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN						20%				5%			
Trip Distribution OUT	5%	20%											
Retail Trips	7	26	0	0	0	34	0	0	0	9	0	0	0
Trip Distribution IN						20%				5%			
Trip Distribution OUT	5%	20%											
Restaurant Trips	1	5	0	0	0	34	0	0	0	9	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	10	52	0	0	0	89	0	0	0	18	0	0	0
2030 Buildout Total	308	1,883	87	15	39	1,675	74	131	17	199	80	23	40

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INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Dawsonville Highway (SR 53 Conn) / DawsonvilleHighway (SR 53 Conn) @ Shallowford Road / Private Driveway
AM PEAK HOUR

Description	Shallowford Road			Private Driveway			Dawsonville Highway (SR 53 Conn)			Dawsonville Highway (SR 53 Conn)		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	157	11	5	14	8	14	12	1,437	294	18	855	50
Pedestrians	1			1			1			0		
Conflicting Pedestrians	1		0	0		1	1		1	1		1
Heavy Vehicles	11	1	1	0	1	0	0	64	5	0	45	0
Heavy Vehicle %	7%	9%	20%	2%	13%	2%	2%	4%	2%	2%	5%	2%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment												
Adjusted 2023 Volumes	157	11	5	14	8	14	12	1437	294	18	855	50
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	180	13	6	16	9	16	14	1,651	338	21	982	57
Project Trips												
Trip Distribution IN								20%	10%			
Trip Distribution OUT	10%										20%	
Residential Trips	19	0	0	0	0	0	0	13	7	0	38	0
Trip Distribution IN								20%	10%			
Trip Distribution OUT	10%										20%	
Hotel Trips	1	0	0	0	0	0	0	4	2	0	2	0
Trip Distribution IN								15%	10%			
Trip Distribution OUT	10%										15%	
Office Trips	0	0	0	0	0	0	0	5	3	0	0	0
Trip Distribution IN								15%	10%			
Trip Distribution OUT	10%										15%	
Retail Trips	9	0	0	0	0	0	0	22	15	0	13	0
Trip Distribution IN								15%	10%			
Trip Distribution OUT	10%										15%	
Restaurant Trips	29	0	0	0	0	0	0	48	32	0	44	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	58	0	0	0	0	0	0	92	59	0	97	0
2030 Buildout Total	238	13	6	16	9	16	14	1,743	397	21	1,079	57

PM PEAK HOUR

Description	Shallowford Road			Private Driveway			Dawsonville Highway (SR 53 Conn)			Dawsonville Highway (SR 53 Conn)		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	395	27	30	29	19	31	10	1,172	455	44	1,478	78
Pedestrians	2			1			0			1		
Conflicting Pedestrians	0		1	1		0	1		2	2		1
Heavy Vehicles	1	3	0	1	0	1	0	50	6	0	44	0
Heavy Vehicle %	2%	11%	2%	3%	2%	3%	2%	4%	2%	2%	3%	2%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2023 Volumes	395	27	30	29	19	31	10	1172	455	44	1478	78
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	454	31	34	33	22	36	11	1,346	523	51	1,698	90
Project Trips												
Trip Distribution IN								20%	10%			
Trip Distribution OUT	10%										20%	
Residential Trips	4	0	0	0	0	0	0	14	7	0	9	0
Trip Distribution IN								20%	10%			
Trip Distribution OUT	10%										20%	
Hotel Trips	0	0	0	0	0	0	0	0	0	0	1	0
Trip Distribution IN								15%	10%			
Trip Distribution OUT	10%										15%	
Office Trips	4	0	0	0	0	0	0	0	0	0	5	0
Trip Distribution IN								15%	10%			
Trip Distribution OUT	10%										15%	
Retail Trips	13	0	0	0	0	0	0	26	17	0	20	0
Trip Distribution IN								15%	10%			
Trip Distribution OUT	10%										15%	
Restaurant Trips	3	0	0	0	0	0	0	26	17	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	24	0	0	0	0	0	0	66	41	0	39	0
2030 Buildout Total	478	31	34	33	22	36	11	1,412	564	51	1,737	90

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Dawsonville Highway (SR 53 Conn) @ Private Driveway
AM PEAK HOUR

Description	Private Driveway			Southbound			Dawsonville Highway (SR 53 Conn) Eastbound			Dawsonville Highway (SR 53 Conn) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	0	0	1,504	0	0	961	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	72	0	0	47	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2023 Volumes	0	0	0	0	0	0	0	1504	0	0	961	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	0	0	0	0	0	0	0	1,728	0	0	1,104	0
Project Trips												
Trip Distribution IN								15%	5%			
Trip Distribution OUT											20%	
Residential Trips	0	0	0	0	0	0	0	10	3	0	38	0
Trip Distribution IN								15%	5%			
Trip Distribution OUT											20%	
Hotel Trips	0	0	0	0	0	0	0	3	1	0	2	0
Trip Distribution IN								15%				
Trip Distribution OUT											15%	
Office Trips	0	0	0	0	0	0	0	5	0	0	0	0
Trip Distribution IN								15%				
Trip Distribution OUT											15%	
Retail Trips	0	0	0	0	0	0	0	22	0	0	13	0
Trip Distribution IN								15%				
Trip Distribution OUT											15%	
Restaurant Trips	0	0	0	0	0	0	0	48	0	0	44	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	88	4	0	97	0
2030 Buildout Total	0	0	0	0	0	0	0	1,816	4	0	1,201	0

PM PEAK HOUR

Description	Private Driveway			Southbound			Dawsonville Highway (SR 53 Conn) Eastbound			Dawsonville Highway (SR 53 Conn) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	0	0	1,316	0	0	1,735	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	0	0	0	0	0	46	0	0	46	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment												
Adjusted 2023 Volumes	0	0	0	0	0	0	0	1316	0	0	1735	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	0	0	0	0	0	0	0	1,512	0	0	1,993	0
Project Trips												
Trip Distribution IN								15%	5%			
Trip Distribution OUT											20%	
Residential Trips	0	0	0	0	0	0	0	10	3	0	9	0
Trip Distribution IN								15%	5%			
Trip Distribution OUT											20%	
Hotel Trips	0	0	0	0	0	0	0	0	0	0	1	0
Trip Distribution IN								15%				
Trip Distribution OUT											15%	
Office Trips	0	0	0	0	0	0	0	0	0	0	5	0
Trip Distribution IN								15%				
Trip Distribution OUT											15%	
Retail Trips	0	0	0	0	0	0	0	26	0	0	20	0
Trip Distribution IN								15%				
Trip Distribution OUT											15%	
Restaurant Trips	0	0	0	0	0	0	0	26	0	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	62	3	0	39	0
2030 Buildout Total	0	0	0	0	0	0	0	1,574	3	0	2,032	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Dawsonville Highway (SR 53 Conn) @ Site Driveway A / Lakeshore Drive
AM PEAK HOUR

Description	Site Driveway A			Lakeshore Drive			Dawsonville Highway (SR 53 Conn)			Dawsonville Highway (SR 53 Conn)		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	2	1	10	33	1	7	4	1,498	2	22	952	15
Pedestrians	0			2			1			0		
Conflicting Pedestrians	1		0	0		1	2		0	0		2
Heavy Vehicles	0	0	0	1	0	0	1	71	0	1	47	2
Heavy Vehicle %	2%	2%	2%	3%	2%	2%	25%	5%	2%	5%	5%	13%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2023 Volumes	2	1	10	33	1	7	4	1498	2	22	952	15
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	2	1	11	38	1	8	5	1,721	2	25	1,094	17
Project Trips												
Trip Distribution IN									15%	20%		
Trip Distribution OUT	20%		20%									
Residential Trips	38	0	38	0	0	0	0	0	10	13	0	0
Trip Distribution IN									15%	20%		
Trip Distribution OUT	20%		20%									
Hotel Trips	2	0	2	0	0	0	0	0	3	4	0	0
Trip Distribution IN					5%			5%	10%	15%		
Trip Distribution OUT	10%	5%	15%								5%	
Office Trips	0	0	0	0	2	0	0	2	3	5	0	0
Trip Distribution IN					5%			5%	10%	15%		
Trip Distribution OUT	10%	5%	15%								5%	
Retail Trips	9	4	13	0	7	0	0	7	15	22	4	0
Trip Distribution IN					5%			5%	10%	15%		
Trip Distribution OUT	10%	5%	15%								5%	
Restaurant Trips	29	15	44	0	16	0	0	16	32	48	15	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	78	19	97	0	25	0	0	25	63	92	19	0
2030 Buildout Total	80	20	108	38	26	8	5	1,746	65	117	1,113	17

PM PEAK HOUR

Description	Site Driveway A			Lakeshore Drive			Dawsonville Highway (SR 53 Conn)			Dawsonville Highway (SR 53 Conn)		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	17	1	79	37	5	6	11	1,283	22	43	1,712	34
Pedestrians	2			1			1			2		
Conflicting Pedestrians	1		2	2		1	1		2	2		1
Heavy Vehicles	0	0	0	1	1	0	0	45	1	0	46	0
Heavy Vehicle %	2%	2%	2%	3%	20%	2%	2%	4%	5%	2%	3%	2%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment												
Adjusted 2023 Volumes	17	1	79	37	5	6	11	1283	22	43	1712	34
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	20	1	91	43	6	7	13	1,474	25	49	1,967	39
Project Trips												
Trip Distribution IN									15%	20%		
Trip Distribution OUT	20%		20%									
Residential Trips	9	0	9	0	0	0	0	0	10	14	0	0
Trip Distribution IN									15%	20%		
Trip Distribution OUT	20%		20%									
Hotel Trips	1	0	1	0	0	0	0	0	0	0	0	0
Trip Distribution IN					5%			5%	10%	15%		
Trip Distribution OUT	10%	5%	15%								5%	
Office Trips	4	2	5	0	0	0	0	0	0	0	2	0
Trip Distribution IN					5%			5%	10%	15%		
Trip Distribution OUT	10%	5%	15%								5%	
Retail Trips	13	7	20	0	9	0	0	9	17	26	7	0
Trip Distribution IN					5%			5%	10%	15%		
Trip Distribution OUT	10%	5%	15%								5%	
Restaurant Trips	3	1	4	0	9	0	0	9	17	26	1	0
Pass-By Trips	31	0	62	0	0	0	0	-62	62	31	-31	0
Total Project Trips	61	10	101	0	18	0	0	-44	106	97	-21	0
2030 Buildout Total	81	11	192	43	24	7	13	1,430	131	146	1,946	39

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INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Dawsonville Highway (SR 53 Conn) @ Site Driveway B
AM PEAK HOUR

Description	Site Driveway B			Southbound			Dawsonville Highway (SR 53 Conn) Eastbound			Dawsonville Highway (SR 53 Conn) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	0	0	1,554	0	0	998	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	74	0	0	50	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment												
Adjusted 2023 Volumes	0	0	0	0	0	0	0	1554	0	0	998	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	0	0	0	0	0	0	0	1,785	0	0	1,146	0
Project Trips												
Trip Distribution IN											20%	
Trip Distribution OUT								20%				
Residential Trips	0	0	0	0	0	0	0	38	0	0	13	0
Trip Distribution IN											20%	
Trip Distribution OUT								20%				
Hotel Trips	0	0	0	0	0	0	0	2	0	0	4	0
Trip Distribution IN								5%			15%	
Trip Distribution OUT								15%			5%	
Office Trips	0	0	0	0	0	0	0	2	0	0	5	0
Trip Distribution IN								5%			15%	
Trip Distribution OUT								15%			5%	
Retail Trips	0	0	0	0	0	0	0	20	0	0	26	0
Trip Distribution IN								5%			15%	
Trip Distribution OUT								15%			5%	
Restaurant Trips	0	0	0	0	0	0	0	60	0	0	63	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	122	0	0	111	0
2030 Buildout Total	0	0	0	0	0	0	0	1,907	0	0	1,257	0

PM PEAK HOUR

Description	Site Driveway B			Southbound			Dawsonville Highway (SR 53 Conn) Eastbound			Dawsonville Highway (SR 53 Conn) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	0	0	1,408	0	0	1,754	0
Pedestrians	1			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		1	1		0
Heavy Vehicles	0	3	0	0	0	0	0	40	0	0	39	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	2%	0%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment												
Adjusted 2023 Volumes	0	0	0	0	0	0	0	1408	0	0	1754	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	0	0	0	0	0	0	0	1,617	0	0	2,015	0
Project Trips												
Trip Distribution IN											20%	
Trip Distribution OUT								20%				
Residential Trips	0	0	0	0	0	0	0	9	0	0	14	0
Trip Distribution IN											20%	
Trip Distribution OUT								20%				
Hotel Trips	0	0	0	0	0	0	0	1	0	0	0	0
Trip Distribution IN								5%			15%	
Trip Distribution OUT								15%			5%	
Office Trips	0	0	0	0	0	0	0	5	0	0	2	0
Trip Distribution IN								5%			15%	
Trip Distribution OUT								15%			5%	
Retail Trips	0	0	0	0	0	0	0	29	0	0	33	0
Trip Distribution IN								5%			15%	
Trip Distribution OUT								15%			5%	
Restaurant Trips	0	0	0	0	0	0	0	13	0	0	27	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	57	0	0	76	0
2030 Buildout Total	0	0	0	0	0	0	0	1,674	0	0	2,091	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #7: Dawsonville Highway (SR 53 Conn) / John W Morrow Jr Parkway (SR 53 Conn) @ Pearl Nix Parkway
AM PEAK HOUR

Description	Pearl Nix Parkway				Pearl Nix Parkway			Dawsonville Highway (SR 53 Conn)			John W Morrow Jr Parkway (SR 53 Conn)		
	U-Turn	Northbound	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	7	24	77	142	78	154	242	127	1,424	20	91	658	104
Pedestrians		0				1			0			0	
Conflicting Pedestrians	0	0		0	0		0	1		0	0		1
Heavy Vehicles	0	1	1	5	6	0	5	3	62	1	4	38	5
Heavy Vehicle %	2%	4%	2%	4%	8%	2%	2%	2%	4%	5%	4%	6%	5%
Peak Hour Factor		0.93				0.93			0.93			0.93	
Adjustment													
Adjusted 2023 Volumes	7	24	77	142	78	154	242	127	1424	20	91	658	104
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment													
Adjacent Development Traffic													
2030 Background Traffic	8	28	88	163	90	177	278	146	1,636	23	105	756	119
Project Trips													
Trip Distribution IN						5%					5%	20%	
Trip Distribution OUT			5%	5%					20%				
Residential Trips	0	0	9	9	0	3	0	0	38	0	3	13	0
Trip Distribution IN						5%					5%	20%	
Trip Distribution OUT			5%	5%					20%				
Hotel Trips	0	0	1	1	0	1	0	0	2	0	1	4	0
Trip Distribution IN						10%				5%	5%	15%	
Trip Distribution OUT		5%	10%	5%					15%				
Office Trips	0	0	0	0	0	3	0	0	0	2	2	5	0
Trip Distribution IN						10%				5%	5%	15%	
Trip Distribution OUT		5%	10%	5%					15%				
Retail Trips	0	4	9	4	0	15	0	0	13	7	7	22	0
Trip Distribution IN						10%				5%	5%	15%	
Trip Distribution OUT		5%	10%	5%					15%				
Restaurant Trips	0	15	29	15	0	32	0	0	44	16	16	48	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	19	48	29	0	54	0	0	97	25	29	92	0
2030 Buildout Total	8	47	136	192	90	231	278	146	1,733	48	134	848	119

PM PEAK HOUR

Description	Pearl Nix Parkway				Pearl Nix Parkway			Dawsonville Highway (SR 53 Conn)			John W Morrow Jr Parkway (SR 53 Conn)		
	U-Turn	Northbound	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	10	133	179	228	49	140	296	226	1,123	46	196	1,344	57
Pedestrians		0				1			3			0	
Conflicting Pedestrians	0	3		0	0		3	1		0	0		1
Heavy Vehicles	0	3	1	2	0	4	1	2	44	0	1	38	2
Heavy Vehicle %	2%	2%	2%	2%	2%	3%	2%	2%	4%	2%	2%	3%	4%
Peak Hour Factor		0.94				0.94			0.94			0.94	
Adjustment													
Adjusted 2023 Volumes	10	133	179	228	49	140	296	226	1123	46	196	1344	57
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment													
Adjacent Development Traffic													
2030 Background Traffic	11	153	206	262	56	161	340	260	1,290	53	225	1,544	65
Project Trips													
Trip Distribution IN						5%					5%	20%	
Trip Distribution OUT			5%	5%					20%				
Residential Trips	0	0	2	2	0	3	0	0	9	0	3	14	0
Trip Distribution IN						5%					5%	20%	
Trip Distribution OUT			5%	5%					20%				
Hotel Trips	0	0	0	0	0	0	0	0	1	0	0	0	0
Trip Distribution IN						10%				5%	5%	15%	
Trip Distribution OUT		5%	10%	5%					15%				
Office Trips	0	2	4	2	0	0	0	0	5	0	0	0	0
Trip Distribution IN						10%				5%	5%	15%	
Trip Distribution OUT		5%	10%	5%					15%				
Retail Trips	0	7	13	7	0	17	0	0	20	9	9	26	0
Trip Distribution IN						10%				5%	5%	15%	
Trip Distribution OUT		5%	10%	5%					15%				
Restaurant Trips	0	1	3	1	0	17	0	0	4	9	9	26	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	10	22	12	0	37	0	0	39	18	21	66	0
2030 Buildout Total	11	163	228	274	56	198	340	260	1,329	71	246	1,610	65

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INTERSECTION VOLUME DEVELOPMENT

Intersection #8: John W Morrow Jr Parkway (SR 53 Conn) @ Alta Vista Road / Rainey Street
AM PEAK HOUR

Description	Alta Vista Road Northbound			Rainey Street Southbound			John W Morrow Jr Parkway (SR 53 Conn) Eastbound				John W Morrow Jr Parkway (SR 53 Conn) Westbound		
	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	12	47	28	75	25	261	5	315	1,292	22	52	704	151
Pedestrians	3			0			0				9		
Conflicting Pedestrians	0		9	9		0	0	0		3	3		0
Heavy Vehicles	3	6	0	0	5	5	0	21	56	2	1	48	15
Heavy Vehicle %	25%	13%	2%	2%	20%	2%	2%	7%	4%	9%	2%	7%	10%
Peak Hour Factor	0.95			0.95			0.95				0.95		
Adjustment													
Adjusted 2023 Volumes	12	47	28	75	25	261	5	315	1292	22	52	704	151
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment													
Adjacent Development Traffic													
2030 Background Traffic	14	54	32	86	29	300	6	362	1,484	25	60	809	173
Project Trips													
Trip Distribution IN												25%	
Trip Distribution OUT									25%				
Residential Trips	0	0	0	0	0	0	0	0	47	0	0	17	0
Trip Distribution IN												25%	
Trip Distribution OUT									25%				
Hotel Trips	0	0	0	0	0	0	0	0	3	0	0	5	0
Trip Distribution IN						5%						15%	
Trip Distribution OUT								5%	15%				
Office Trips	0	0	0	0	0	2	0	0	0	0	0	5	0
Trip Distribution IN						5%						15%	
Trip Distribution OUT								5%	15%				
Retail Trips	0	0	0	0	0	7	0	4	13	0	0	22	0
Trip Distribution IN						5%						15%	
Trip Distribution OUT								5%	15%				
Restaurant Trips	0	0	0	0	0	16	0	15	44	0	0	48	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	25	0	19	107	0	0	97	0
2030 Buildout Total	14	54	32	86	29	325	6	381	1,591	25	60	906	173

PM PEAK HOUR

Description	Alta Vista Road Northbound			Rainey Street Southbound			John W Morrow Jr Parkway (SR 53 Conn) Eastbound				John W Morrow Jr Parkway (SR 53 Conn) Westbound		
	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	54	22	64	47	27	246	13	221	1,162	26	73	1,413	45
Pedestrians	1			0			0				3		
Conflicting Pedestrians	0		3	3		0	0	0		1	1		0
Heavy Vehicles	0	3	0	0	2	1	0	3	38	0	1	34	1
Heavy Vehicle %	2%	14%	2%	2%	7%	2%	2%	2%	3%	2%	2%	2%	2%
Peak Hour Factor	0.99			0.99			0.99				0.99		
Adjustment													
Adjusted 2023 Volumes	54	22	64	47	27	246	13	221	1162	26	73	1413	45
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment													
Adjacent Development Traffic													
2030 Background Traffic	62	25	74	54	31	283	15	254	1,335	30	84	1,623	52
Project Trips													
Trip Distribution IN												25%	
Trip Distribution OUT									25%				
Residential Trips	0	0	0	0	0	0	0	0	11	0	0	17	0
Trip Distribution IN												25%	
Trip Distribution OUT									25%				
Hotel Trips	0	0	0	0	0	0	0	0	1	0	0	0	0
Trip Distribution IN						5%						15%	
Trip Distribution OUT								5%	15%				
Office Trips	0	0	0	0	0	0	0	2	5	0	0	0	0
Trip Distribution IN						5%						15%	
Trip Distribution OUT								5%	15%				
Retail Trips	0	0	0	0	0	9	0	7	20	0	0	26	0
Trip Distribution IN						5%						15%	
Trip Distribution OUT								5%	15%				
Restaurant Trips	0	0	0	0	0	9	0	1	4	0	0	26	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	18	0	10	41	0	0	69	0
2030 Buildout Total	62	25	74	54	31	301	15	264	1,376	30	84	1,692	52

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INTERSECTION VOLUME DEVELOPMENT

Intersection #9: John W Morrow Jr Parkway (SR 53 Conn) @ Private Driveway / Washington Street
AM PEAK HOUR

Description	Private Driveway			Washington Street			John W Morrow Jr Parkway (SR 53 Conn)				John W Morrow Jr Parkway (SR 53 Conn)		
	Northbound			Southbound			Eastbound				Westbound		
	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	3	6	9	2	156	7	444	990	5	14	721	42
Pedestrians	0			0			0				0		
Conflicting Pedestrians	0		0	0		0	0	0	58	0	0	54	0
Heavy Vehicles	0	0	0	0	0	2	0	7	58	0	1	54	2
Heavy Vehicle %	0%	2%	2%	2%	2%	2%	2%	2%	6%	2%	7%	7%	5%
Peak Hour Factor	0.93			0.93			0.93				0.93		
Adjustment													
Adjusted 2023 Volumes	0	3	6	9	2	156	7	444	990	5	14	721	42
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment													
Adjacent Development Traffic													
2030 Background Traffic	0	3	7	10	2	179	8	510	1,137	6	16	828	48
Project Trips													
Trip Distribution IN						5%						20%	
Trip Distribution OUT								5%	20%				
Residential Trips	0	0	0	0	0	3	0	9	38	0	0	13	0
Trip Distribution IN						5%						20%	
Trip Distribution OUT								5%	20%				
Hotel Trips	0	0	0	0	0	1	0	1	2	0	0	4	0
Trip Distribution IN						5%						10%	
Trip Distribution OUT								5%	10%				
Office Trips	0	0	0	0	0	2	0	0	0	0	0	3	0
Trip Distribution IN						5%						10%	
Trip Distribution OUT								5%	10%				
Retail Trips	0	0	0	0	0	7	0	4	9	0	0	15	0
Trip Distribution IN						5%						10%	
Trip Distribution OUT								5%	10%				
Restaurant Trips	0	0	0	0	0	16	0	15	29	0	0	32	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	29	0	29	78	0	0	67	0
2030 Buildout Total	0	3	7	10	2	208	8	539	1,215	6	16	895	48

PM PEAK HOUR

Description	Private Driveway			Washington Street			John W Morrow Jr Parkway (SR 53 Conn)				John W Morrow Jr Parkway (SR 53 Conn)		
	Northbound			Southbound			Eastbound				Westbound		
	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	9	15	24	30	7	417	8	470	791	13	32	1,020	49
Pedestrians	0			1			1				1		
Conflicting Pedestrians	1		1	1		1	1	1		0	0		1
Heavy Vehicles	0	1	0	0	0	2	0	3	38	0	0	38	1
Heavy Vehicle %	2%	7%	2%	2%	2%	2%	2%	2%	5%	2%	2%	4%	2%
Peak Hour Factor	0.98			0.98			0.98				0.98		
Adjustment													
Adjusted 2023 Volumes	9	15	24	30	7	417	8	470	791	13	32	1020	49
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment													
Adjacent Development Traffic													
2030 Background Traffic	10	17	28	34	8	479	9	540	909	15	37	1,172	56
Project Trips													
Trip Distribution IN						5%						20%	
Trip Distribution OUT								5%	20%				
Residential Trips	0	0	0	0	0	3	0	2	9	0	0	14	0
Trip Distribution IN						5%						20%	
Trip Distribution OUT								5%	20%				
Hotel Trips	0	0	0	0	0	0	0	0	1	0	0	0	0
Trip Distribution IN						5%						10%	
Trip Distribution OUT								5%	10%				
Office Trips	0	0	0	0	0	0	0	2	4	0	0	0	0
Trip Distribution IN						5%						10%	
Trip Distribution OUT								5%	10%				
Retail Trips	0	0	0	0	0	9	0	7	13	0	0	17	0
Trip Distribution IN						5%						10%	
Trip Distribution OUT								5%	10%				
Restaurant Trips	0	0	0	0	0	9	0	1	3	0	0	17	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	21	0	12	30	0	0	48	0
2030 Buildout Total	10	17	28	34	8	500	9	552	939	15	37	1,220	56

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INTERSECTION VOLUME DEVELOPMENT

: Jewell Parkway (SR 369) / Jesse Jewell Parkway (SR 60/SR 369) @ John W Morrow Jr Parkway (SR 53 Conn) / Queen City Parkwa
AM PEAK HOUR

Description	Jesse Jewell Parkway (SR 369)			Jesse Jewell Parkway (SR 60/SR 369)			John W Morrow Jr Parkway (SR 53 Conn)			Queen City Parkway (SR 53 Conn/SR 369)		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	22	807	101	212	819	371	438	502	29	90	405	280
Pedestrians		1			2			8			6	
Conflicting Pedestrians	8		6	6		8	2		1	1		2
Heavy Vehicles	0	40	3	9	23	25	21	26	0	4	28	12
Heavy Vehicle %	2%	5%	3%	4%	3%	7%	5%	5%	2%	4%	7%	4%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2023 Volumes	22	807	101	212	819	371	438	502	29	90	405	280
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	25	927	116	244	941	426	503	577	33	103	465	322
Project Trips												
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Residential Trips	0	0	0	0	0	7	19	19	0	0	7	0
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Hotel Trips	0	0	0	0	0	2	1	1	0	0	2	0
Trip Distribution IN						5%					5%	
Trip Distribution OUT							5%	5%				
Office Trips	0	0	0	0	0	2	0	0	0	0	2	0
Trip Distribution IN						5%					5%	
Trip Distribution OUT							5%	5%				
Retail Trips	0	0	0	0	0	7	4	4	0	0	7	0
Trip Distribution IN						5%					5%	
Trip Distribution OUT							5%	5%				
Restaurant Trips	0	0	0	0	0	16	15	15	0	0	16	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	34	39	39	0	0	34	0
2030 Buildout Total	25	927	116	244	941	460	542	616	33	103	499	322

PM PEAK HOUR

Description	Jesse Jewell Parkway (SR 369)			Jesse Jewell Parkway (SR 60/SR 369)			John W Morrow Jr Parkway (SR 53 Conn)			Queen City Parkway (SR 53 Conn/SR 369)		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	48	900	99	304	948	558	364	424	41	151	595	291
Pedestrians		3			4			7			9	
Conflicting Pedestrians	7		9	9		7	4		3	3		4
Heavy Vehicles	0	22	4	6	28	11	13	15	0	4	15	5
Heavy Vehicle %	2%	2%	4%	2%	3%	2%	4%	4%	2%	3%	3%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2023 Volumes	48	900	99	304	948	558	364	424	41	151	595	291
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	55	1,034	114	349	1,089	641	418	487	47	173	683	334
Project Trips												
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Residential Trips	0	0	0	0	0	7	4	4	0	0	7	0
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN						5%					5%	
Trip Distribution OUT							5%	5%				
Office Trips	0	0	0	0	0	0	2	2	0	0	0	0
Trip Distribution IN						5%					5%	
Trip Distribution OUT							5%	5%				
Retail Trips	0	0	0	0	0	9	7	7	0	0	9	0
Trip Distribution IN						5%					5%	
Trip Distribution OUT							5%	5%				
Restaurant Trips	0	0	0	0	0	9	1	1	0	0	9	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	25	14	14	0	0	25	0
2030 Buildout Total	55	1,034	114	349	1,089	666	432	501	47	173	708	334

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INTERSECTION VOLUME DEVELOPMENT

Intersection #11: Shallowford Road @ Private Driveway / Plaza Drive
AM PEAK HOUR

Description	Shallowford Road Northbound			Shallowford Road Southbound			Private Driveway Eastbound			Plaza Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	35	208	15	5	247	90	53	10	44	6	11	2
Pedestrians	0			3			1			0		
Conflicting Pedestrians	1		0	0		1	3		0	0		3
Heavy Vehicles	0	6	0	0	3	3	1	0	4	0	1	0
Heavy Vehicle %	2%	3%	2%	2%	2%	3%	2%	2%	9%	2%	9%	2%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2023 Volumes	35	208	15	5	247	90	53	10	44	6	11	2
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	40	239	17	6	284	103	61	11	51	7	13	2
Project Trips												
Trip Distribution IN			15%	10%				5%				
Trip Distribution OUT										15%	5%	10%
Residential Trips	0	0	10	7	0	0	0	3	0	28	9	19
Trip Distribution IN			15%	10%				5%				
Trip Distribution OUT										15%	5%	10%
Hotel Trips	0	0	3	2	0	0	0	1	0	2	1	1
Trip Distribution IN			5%	10%								
Trip Distribution OUT										5%		10%
Office Trips	0	0	2	3	0	0	0	0	0	0	0	0
Trip Distribution IN			5%	10%								
Trip Distribution OUT										5%		10%
Retail Trips	0	0	7	15	0	0	0	0	0	4	0	9
Trip Distribution IN			5%	10%								
Trip Distribution OUT										5%		10%
Restaurant Trips	0	0	16	32	0	0	0	0	0	15	0	29
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	38	59	0	0	0	4	0	49	10	58
2030 Buildout Total	40	239	55	65	284	103	61	15	51	56	23	60

PM PEAK HOUR

Description	Shallowford Road Northbound			Shallowford Road Southbound			Private Driveway Eastbound			Plaza Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	76	455	48	20	450	185	135	32	120	20	33	26
Pedestrians	2			3			0			7		
Conflicting Pedestrians	0		7	7		0	3		2	2		3
Heavy Vehicles	0	3	0	0	3	0	3	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2023 Volumes	76	455	48	20	450	185	135	32	120	20	33	26
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	87	523	55	23	517	213	155	37	138	23	38	30
Project Trips												
Trip Distribution IN			15%	10%				5%				
Trip Distribution OUT										15%	5%	10%
Residential Trips	0	0	10	7	0	0	0	3	0	6	2	4
Trip Distribution IN			15%	10%				5%				
Trip Distribution OUT										15%	5%	10%
Hotel Trips	0	0	0	0	0	0	0	0	0	1	0	0
Trip Distribution IN			5%	10%								
Trip Distribution OUT										5%		10%
Office Trips	0	0	0	0	0	0	0	0	0	2	0	4
Trip Distribution IN			5%	10%								
Trip Distribution OUT										5%		10%
Retail Trips	0	0	9	17	0	0	0	0	0	7	0	13
Trip Distribution IN			5%	10%								
Trip Distribution OUT										5%		10%
Restaurant Trips	0	0	9	17	0	0	0	0	0	1	0	3
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	28	41	0	0	0	3	0	17	2	24
2030 Buildout Total	87	523	83	64	517	213	155	40	138	40	40	54

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INTERSECTION VOLUME DEVELOPMENT

Intersection #12: Pearl Nix Parkway @ Site Driveway C
AM PEAK HOUR

Description	Pearl Nix Parkway Northbound			Pearl Nix Parkway Southbound			Site Driveway C Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	4	281	0	0	264	3	2	0	2	0	0	0
Pedestrians	0			1			1			0		
Conflicting Pedestrians	1		0	0		1	1		0	0		1
Heavy Vehicles	0	6	0	0	4	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor	0.90			0.90			0.90			0.90		
Adjustment												
Adjusted 2023 Volumes	4	281	0	0	264	3	2	0	2	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	5	323	0	0	303	3	2	0	2	0	0	0
Project Trips												
Trip Distribution IN	5%				5%	5%						
Trip Distribution OUT		5%					5%		5%			
Residential Trips	3	9	0	0	3	3	9	0	9	0	0	0
Trip Distribution IN	5%				5%	5%						
Trip Distribution OUT		5%					5%		5%			
Hotel Trips	1	1	0	0	1	1	1	0	1	0	0	0
Trip Distribution IN	10%				10%	10%						
Trip Distribution OUT		15%					5%		10%			
Office Trips	3	0	0	0	3	3	0	0	0	0	0	0
Trip Distribution IN	10%				10%	10%						
Trip Distribution OUT		15%					5%		10%			
Retail Trips	15	13	0	0	15	15	4	0	9	0	0	0
Trip Distribution IN	10%				10%	10%						
Trip Distribution OUT		15%					5%		10%			
Restaurant Trips	32	44	0	0	32	32	15	0	29	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	54	67	0	0	54	54	29	0	48	0	0	0
2030 Buildout Total	59	390	0	0	357	57	31	0	50	0	0	0

PM PEAK HOUR

Description	Pearl Nix Parkway Northbound			Pearl Nix Parkway Southbound			Site Driveway C Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	9	584	0	0	374	30	24	0	21	0	0	0
Pedestrians	0			2			0			0		
Conflicting Pedestrians	0		0	0		0	2		0	0		2
Heavy Vehicles	0	3	0	0	6	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2023 Volumes	9	584	0	0	374	30	24	0	21	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	10	671	0	0	430	34	28	0	24	0	0	0
Project Trips												
Trip Distribution IN	5%				5%	5%						
Trip Distribution OUT		5%					5%		5%			
Residential Trips	3	2	0	0	3	3	2	0	2	0	0	0
Trip Distribution IN	5%				5%	5%						
Trip Distribution OUT		5%					5%		5%			
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	10%				10%	10%						
Trip Distribution OUT		15%					5%		10%			
Office Trips	0	5	0	0	0	0	2	0	4	0	0	0
Trip Distribution IN	10%				10%	10%						
Trip Distribution OUT		15%					5%		10%			
Retail Trips	17	20	0	0	17	17	7	0	13	0	0	0
Trip Distribution IN	10%				10%	10%						
Trip Distribution OUT		15%					5%		10%			
Restaurant Trips	17	4	0	0	17	17	1	0	3	0	0	0
Pass-By Trips	0	0	0	0	-23	23	0	0	8	0	0	0
Total Project Trips	37	31	0	0	14	60	12	0	30	0	0	0
2030 Buildout Total	47	702	0	0	444	94	40	0	54	0	0	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection #13: Shallowford Road @ Skelton Road
AM PEAK HOUR

Description	Shallowford Road Northbound			Shallowford Road Southbound			Skelton Road Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	90	180	0	0	256	92	70	0	119	0	0	0
Pedestrians	2			0			1			0		
Conflicting Pedestrians	1		0	0		1	0		2	2		0
Heavy Vehicles	3	8	0	0	4	0	5	0	5	0	0	0
Heavy Vehicle %	3%	4%	0%	0%	2%	2%	7%	0%	4%	0%	0%	0%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjustment												
Adjusted 2023 Volumes	90	180	0	0	256	92	70	0	119	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	103	207	0	0	294	106	80	0	137	0	0	0
Project Trips												
Trip Distribution IN		15%										
Trip Distribution OUT					15%							
Residential Trips	0	10	0	0	28	0	0	0	0	0	0	0
Trip Distribution IN		15%										
Trip Distribution OUT					15%							
Hotel Trips	0	3	0	0	2	0	0	0	0	0	0	0
Trip Distribution IN							5%					
Trip Distribution OUT						5%						
Office Trips	0	0	0	0	0	0	2	0	0	0	0	0
Trip Distribution IN							5%					
Trip Distribution OUT						5%						
Retail Trips	0	0	0	0	0	4	7	0	0	0	0	0
Trip Distribution IN							5%					
Trip Distribution OUT						5%						
Restaurant Trips	0	0	0	0	0	15	16	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	13	0	0	30	19	25	0	0	0	0	0
2030 Buildout Total	103	220	0	0	324	125	105	0	137	0	0	0

PM PEAK HOUR

Description	Shallowford Road Northbound			Shallowford Road Southbound			Skelton Road Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	201	395	0	0	423	161	184	0	232	0	0	0
Pedestrians	1			0			2			0		
Conflicting Pedestrians	2		0	0		2	0		1	1		0
Heavy Vehicles	0	3	0	0	4	1	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjustment												
Adjusted 2023 Volumes	201	395	0	0	423	161	184	0	232	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	231	454	0	0	486	185	211	0	266	0	0	0
Project Trips												
Trip Distribution IN		15%										
Trip Distribution OUT					15%							
Residential Trips	0	10	0	0	6	0	0	0	0	0	0	0
Trip Distribution IN		15%										
Trip Distribution OUT					15%							
Hotel Trips	0	0	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN							5%					
Trip Distribution OUT						5%						
Office Trips	0	0	0	0	0	2	0	0	0	0	0	0
Trip Distribution IN							5%					
Trip Distribution OUT						5%						
Retail Trips	0	0	0	0	0	7	9	0	0	0	0	0
Trip Distribution IN							5%					
Trip Distribution OUT						5%						
Restaurant Trips	0	0	0	0	0	1	9	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	10	0	0	7	10	18	0	0	0	0	0
2030 Buildout Total	231	464	0	0	493	195	229	0	266	0	0	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection #14: Pearl Nix Parkway @ Site Driveway D / Private Driveway
AM PEAK HOUR

Description	Pearl Nix Parkway				Pearl Nix Parkway				Site Driveway D			Private Driveway		
	U-Turn	Northbound	Left	Through	Right	U-Turn	Southbound	Left	Through	Right	Left	Eastbound	Through	Right
Observed 2023 Traffic Volumes	0	6	293	0		1	11	252	3		0	0	4	2
Pedestrians		0					0					1		0
Conflicting Pedestrians	0	1		0		0	0		1		0		0	0
Heavy Vehicles	0	0	8	0		0	0	5	0		0	0	0	0
Heavy Vehicle %	0%	2%	3%	0%		2%	2%	2%	2%		0%	0%	2%	2%
Peak Hour Factor		0.86					0.86					0.86		0.86
Adjustment														
Adjusted 2023 Volumes	0	6	293	0		1	11	252	3		0	0	4	2
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%		2.0%	2.0%	2.0%	2.0%		2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149		1.149	1.149	1.149	1.149		1.149	1.149	1.149	1.149
New Road Adjustment														
Adjacent Development Traffic														
2030 Background Traffic	0	7	337	0		1	13	289	3		0	0	5	2
Project Trips														
Trip Distribution IN		15%	5%											
Trip Distribution OUT								5%			5%		15%	
Residential Trips	0	10	3	0		0	0	9	0		9	0	28	0
Trip Distribution IN		15%	5%											
Trip Distribution OUT								5%			5%		15%	
Hotel Trips	0	3	1	0		0	0	1	0		1	0	2	0
Trip Distribution IN		25%	10%						5%					
Trip Distribution OUT								20%			15%		15%	
Office Trips	0	8	3	0		0	0	0	2		0	0	0	0
Trip Distribution IN		25%	10%						5%					
Trip Distribution OUT								20%			15%		15%	
Retail Trips	0	37	15	0		0	0	17	7		13	0	13	0
Trip Distribution IN		25%	10%						5%					
Trip Distribution OUT								20%			15%		15%	
Restaurant Trips	0	79	32	0		0	0	58	16		44	0	44	0
Pass-By Trips	0	0	0	0		0	0	0	0		0	0	0	0
Total Project Trips	0	137	54	0		0	0	85	25		67	0	87	0
2030 Buildout Total	0	144	391	0		1	13	374	28		67	0	92	2

PM PEAK HOUR

Description	Pearl Nix Parkway				Pearl Nix Parkway				Site Driveway D			Private Driveway		
	U-Turn	Northbound	Left	Through	Right	U-Turn	Southbound	Left	Through	Right	Left	Eastbound	Through	Right
Observed 2023 Traffic Volumes	8	43	569	3		6	10	360	25		32	2	57	18
Pedestrians		0					0					1		0
Conflicting Pedestrians	0	1		0		0	0		1		0		0	0
Heavy Vehicles	0	0	3	0		0	0	6	0		0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%		2%	2%	2%	2%		2%	2%	2%	2%
Peak Hour Factor		0.97					0.97					0.97		0.97
Adjustment														
Adjusted 2023 Volumes	8	43	569	3		6	10	360	25		32	2	57	18
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%		2.0%	2.0%	2.0%	2.0%		2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149		1.149	1.149	1.149	1.149		1.149	1.149	1.149	1.149
New Road Adjustment														
Adjacent Development Traffic														
2030 Background Traffic	9	49	654	3		7	11	414	29		37	2	65	21
Project Trips														
Trip Distribution IN		15%	5%											
Trip Distribution OUT								5%			5%		15%	
Residential Trips	0	10	3	0		0	0	2	0		2	0	6	0
Trip Distribution IN		15%	5%											
Trip Distribution OUT								5%			5%		15%	
Hotel Trips	0	0	0	0		0	0	0	0		0	0	1	0
Trip Distribution IN		25%	10%						5%					
Trip Distribution OUT								20%			15%		15%	
Office Trips	0	1	0	0		0	0	7	0		5	0	5	0
Trip Distribution IN		25%	10%						5%					
Trip Distribution OUT								20%			15%		15%	
Retail Trips	0	43	17	0		0	0	26	9		20	0	20	0
Trip Distribution IN		25%	10%						5%					
Trip Distribution OUT								20%			15%		15%	
Restaurant Trips	0	43	17	0		0	0	5	9		4	0	4	0
Pass-By Trips	0	15	-15	0		0	0	-23	8		15	0	23	0
Total Project Trips	0	112	22	0		0	0	17	26		46	0	59	0
2030 Buildout Total	9	161	676	3		7	11	431	55		83	2	124	21

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INTERSECTION VOLUME DEVELOPMENT

Intersection #15: Pearl Nix Parkway @ Shallowford Road / West End Avenue
AM PEAK HOUR

Description	Pearl Nix Parkway Northbound			Pearl Nix Parkway Southbound			Shallowford Road Eastbound			West End Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	148	225	6	21	192	61	71	73	216	1	81	52
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	9	5	0	1	6	0	1	2	8	0	1	1
Heavy Vehicle %	6%	2%	2%	5%	3%	2%	2%	3%	4%	2%	2%	2%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjustment												
Adjusted 2023 Volumes	148	225	6	21	192	61	71	73	216	1	81	52
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	170	258	7	24	221	70	82	84	248	1	93	60
Project Trips												
Trip Distribution IN	10%	20%									5%	
Trip Distribution OUT					20%			5%	10%			
Residential Trips	7	13	0	0	38	0	0	9	19	0	3	0
Trip Distribution IN	10%	20%									5%	
Trip Distribution OUT					20%			5%	10%			
Hotel Trips	2	4	0	0	2	0	0	1	1	0	1	0
Trip Distribution IN		30%										5%
Trip Distribution OUT				5%	30%							
Office Trips	0	9	0	0	0	0	0	0	0	0	0	2
Trip Distribution IN		30%										5%
Trip Distribution OUT				5%	30%							
Retail Trips	0	44	0	4	26	0	0	0	0	0	0	7
Trip Distribution IN		30%										5%
Trip Distribution OUT				5%	30%							
Restaurant Trips	0	95	0	15	87	0	0	0	0	0	0	16
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	9	165	0	19	153	0	0	10	20	0	4	25
2030 Buildout Total	179	423	7	43	374	70	82	94	268	1	97	85

PM PEAK HOUR

Description	Pearl Nix Parkway Northbound			Pearl Nix Parkway Southbound			Shallowford Road Eastbound			West End Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	312	393	7	46	327	120	132	122	405	6	175	103
Pedestrians	1			1			1			0		
Conflicting Pedestrians	1		0	0		1	1		1	1		1
Heavy Vehicles	2	3	0	0	8	0	0	0	4	0	2	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2023 Volumes	312	393	7	46	327	120	132	122	405	6	175	103
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	358	451	8	53	376	138	152	140	465	7	201	118
Project Trips												
Trip Distribution IN	10%	20%									5%	
Trip Distribution OUT					20%			5%	10%			
Residential Trips	7	14	0	0	9	0	0	2	4	0	3	0
Trip Distribution IN	10%	20%									5%	
Trip Distribution OUT					20%			5%	10%			
Hotel Trips	0	0	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN		30%										5%
Trip Distribution OUT				5%	30%							
Office Trips	0	1	0	2	11	0	0	0	0	0	0	0
Trip Distribution IN		30%										5%
Trip Distribution OUT				5%	30%							
Retail Trips	0	51	0	7	39	0	0	0	0	0	0	9
Trip Distribution IN		30%										5%
Trip Distribution OUT				5%	30%							
Restaurant Trips	0	51	0	1	8	0	0	0	0	0	0	9
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	7	117	0	10	68	0	0	2	4	0	3	18
2030 Buildout Total	365	568	8	63	444	138	152	142	469	7	204	136

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INTERSECTION VOLUME DEVELOPMENT

Intersection #16: Browns Bridge Road (SR 369) @ Pearl Nix Parkway
AM PEAK HOUR

Description	Pearl Nix Parkway Northbound			Pearl Nix Parkway Southbound			Browns Bridge Road (SR 369) Eastbound			Browns Bridge Road (SR 369) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	273	239	9	31	248	146	160	719	199	29	714	29
Pedestrians	3			1			1			1		
Conflicting Pedestrians	1		1	1		1	1		3	3		1
Heavy Vehicles	19	16	1	0	8	5	1	35	13	0	21	0
Heavy Vehicle %	7%	7%	11%	2%	3%	3%	2%	5%	7%	2%	3%	2%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment												
Adjusted 2023 Volumes	273	239	9	31	248	146	160	719	199	29	714	29
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	314	275	10	36	285	168	184	826	229	33	820	33
Project Trips												
Trip Distribution IN		10%					15%					5%
Trip Distribution OUT				5%	10%	15%						
Residential Trips	0	7	0	9	19	28	10	0	0	0	0	3
Trip Distribution IN		10%					15%					5%
Trip Distribution OUT				5%	10%	15%						
Hotel Trips	0	2	0	1	1	2	3	0	0	0	0	1
Trip Distribution IN		10%					10%					10%
Trip Distribution OUT				10%	10%	10%						
Office Trips	0	3	0	0	0	0	3	0	0	0	0	3
Trip Distribution IN		10%					10%					10%
Trip Distribution OUT				10%	10%	10%						
Retail Trips	0	15	0	9	9	9	15	0	0	0	0	15
Trip Distribution IN		10%					10%					10%
Trip Distribution OUT				10%	10%	10%						
Restaurant Trips	0	32	0	29	29	29	32	0	0	0	0	32
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	59	0	48	58	68	63	0	0	0	0	54
2030 Buildout Total	314	334	10	84	343	236	247	826	229	33	820	87

PM PEAK HOUR

Description	Pearl Nix Parkway Northbound			Pearl Nix Parkway Southbound			Browns Bridge Road (SR 369) Eastbound			Browns Bridge Road (SR 369) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	284	386	24	120	450	209	245	738	274	35	768	35
Pedestrians	5			2			16			2		
Conflicting Pedestrians	16		2	2		16	2		5	5		2
Heavy Vehicles	9	3	0	0	10	4	2	19	19	1	28	1
Heavy Vehicle %	3%	2%	2%	2%	2%	2%	2%	3%	7%	3%	4%	3%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment												
Adjusted 2023 Volumes	284	386	24	120	450	209	245	738	274	35	768	35
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	326	443	28	138	517	240	281	848	315	40	882	40
Project Trips												
Trip Distribution IN		10%					15%					5%
Trip Distribution OUT				5%	10%	15%						
Residential Trips	0	7	0	2	4	6	10	0	0	0	0	3
Trip Distribution IN		10%					15%					5%
Trip Distribution OUT				5%	10%	15%						
Hotel Trips	0	0	0	0	0	1	0	0	0	0	0	0
Trip Distribution IN		10%					10%					10%
Trip Distribution OUT				10%	10%	10%						
Office Trips	0	0	0	4	4	4	0	0	0	0	0	0
Trip Distribution IN		10%					10%					10%
Trip Distribution OUT				10%	10%	10%						
Retail Trips	0	17	0	13	13	13	17	0	0	0	0	17
Trip Distribution IN		10%					10%					10%
Trip Distribution OUT				10%	10%	10%						
Restaurant Trips	0	17	0	3	3	3	17	0	0	0	0	17
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	41	0	22	24	27	44	0	0	0	0	37
2030 Buildout Total	326	484	28	160	541	267	325	848	315	40	882	77

INTERSECTION VOLUME DEVELOPMENT

Intersection #17: Pearl Nix Parkway @ Site Driveway E
AM PEAK HOUR

Description	Pearl Nix Parkway Northbound			Pearl Nix Parkway Southbound			Site Driveway E Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	296	0	0	267	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	8	0	0	5	0	0	0	0	0	0	0
Heavy Vehicle %	0%	3%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.86			0.86			0.86			0.86		
Adjustment												
Adjusted 2023 Volumes	0	296	0	0	267	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	0	340	0	0	307	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		5%				5%						
Trip Distribution OUT		5%			5%							
Residential Trips	0	12	0	0	9	3	0	0	0	0	0	0
Trip Distribution IN		5%				5%						
Trip Distribution OUT		5%			5%							
Hotel Trips	0	2	0	0	1	1	0	0	0	0	0	0
Trip Distribution IN		10%			5%	5%						
Trip Distribution OUT		15%			10%				10%			
Office Trips	0	3	0	0	2	2	0	0	0	0	0	0
Trip Distribution IN		10%			5%	5%						
Trip Distribution OUT		15%			10%				10%			
Retail Trips	0	28	0	0	16	7	0	0	9	0	0	0
Trip Distribution IN		10%			5%	5%						
Trip Distribution OUT		15%			10%				10%			
Restaurant Trips	0	76	0	0	45	16	0	0	29	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	121	0	0	73	29	0	0	38	0	0	0
2030 Buildout Total	0	461	0	0	380	29	0	0	38	0	0	0

PM PEAK HOUR

Description	Pearl Nix Parkway Northbound			Pearl Nix Parkway Southbound			Site Driveway E Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	617	0	0	401	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	0	0	6	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment												
Adjusted 2023 Volumes	0	617	0	0	401	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149	1.149
New Road Adjustment												
Adjacent Development Traffic												
2030 Background Traffic	0	709	0	0	461	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		5%				5%						
Trip Distribution OUT		5%			5%							
Residential Trips	0	5	0	0	2	3	0	0	0	0	0	0
Trip Distribution IN		5%				5%						
Trip Distribution OUT		5%			5%							
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		10%			5%	5%						
Trip Distribution OUT		15%			10%				10%			
Office Trips	0	5	0	0	4	0	0	0	4	0	0	0
Trip Distribution IN		10%			5%	5%						
Trip Distribution OUT		15%			10%				10%			
Retail Trips	0	37	0	0	22	9	0	0	13	0	0	0
Trip Distribution IN		10%			5%	5%						
Trip Distribution OUT		15%			10%				10%			
Restaurant Trips	0	21	0	0	12	9	0	0	3	0	0	0
Pass-By Trips	0	0	0	0	-30	15	0	0	15	0	0	0
Total Project Trips	0	68	0	0	10	36	0	0	35	0	0	0
2030 Buildout Total	0	777	0	0	471	36	0	0	35	0	0	0

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APPENDIX E: PROGRAMMED PROJECT FACT SHEETS

Programmed Project Fact Sheets



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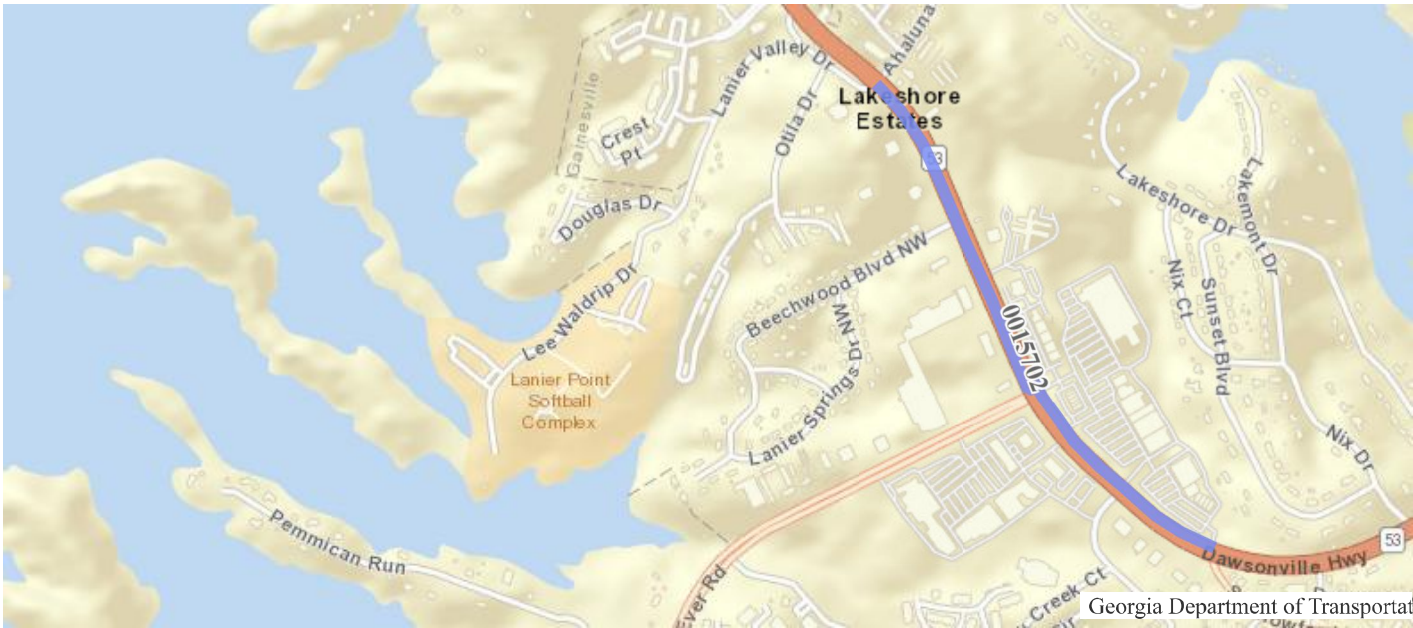
SR 53 FROM CS 921/AHALUNA DRIVE TO CS 966/SHALLOWFORD ROAD

Project ID:	0015702	Notice to Proceed Date:
Project Manager:	Andrew Bryant	Construction Percent Complete:
Office:	Program Delivery	Current Completion Date:
County:	Hall	Work Completion Date:
Congressional District:	009	Construction Contract Amount:
State Senate District.:	049	Construction Contractor:
State House District:	029	Preconstruction Status Report
Project Type:	Reconstruction/Rehabilitation	Construction Status Report
Project Status:	Construction Work Program	
Right of Way Authorization:	11/5/2020	Contact Us

Project Description:

The proposed project will improve congestion for northbound and southbound through movements on SR 53/SR 53 Conn. by connecting existing right-turn auxiliary lanes between Ahaluna Drive and Shallowford Road. This will create an approximate 0.83 miles segment with three through lanes in each direction. The proposed project will also modify the existing median on SR 53 at Beechwood Boulevard into an R-CUT median to prohibit eastbound left turns from Beechwood Boulevard onto SR 53. The proposed project will also install a dual R-CUT median at the existing median opening on SR 53 between the McEver Corners Shopping Center and the unnamed access road adjacent to Jackson EMC (1000 Dawsonville Hwy, Gainesville, Georgia 30501). This intersection is located between Beechwood Boulevard and McEver Road.

Activity	Program Year	Cost Estimate	Date of Last Estimate
UTL (Utilities)		\$74,463.00	6/27/2023
CST (Construction)		\$3,282,414.41	11/8/2022
PE (Preliminary Engineering)	2017	\$1,420,800.00	
ROW (Right of Way)	2021	\$691,168.09	11/17/2020



Project Documents
Approved Concept Reports
0015702_L&D_Tear Sheet_FEB2021.pdf
0015702_L&D_JAN2021.pdf
0015702_L&D_AD_FEB2021.pdf



Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
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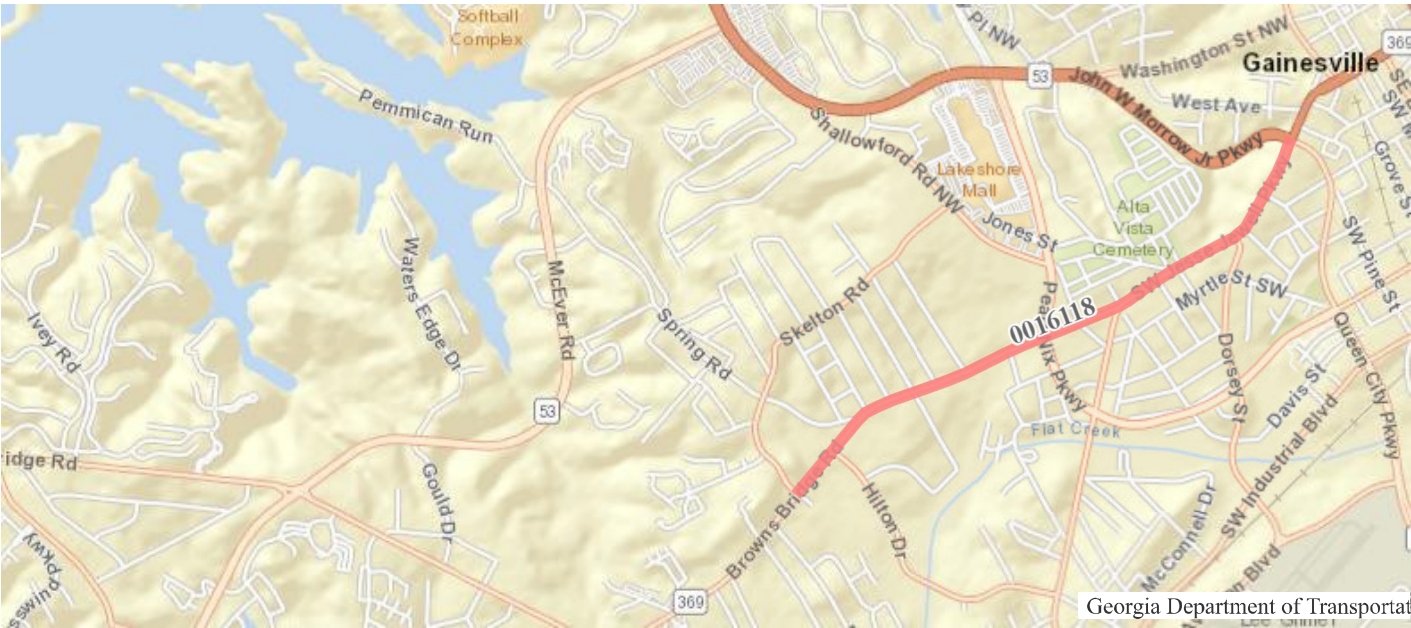
SR 369 FROM SKELTON ROAD TO SR 53 CONN - VRU

Project ID:	0016118	Notice to Proceed Date:	9/27/2024
Project Manager:	Quondrekka Singleton	Construction Percent Complete:	0.00%
Office:	Program Delivery	Current Completion Date:	7/31/2025
County:	Hall	Work Completion Date:	
Congressional District:	009	Construction Contract Amount:	
State Senate District.:	049	Construction Contractor:	VERTICAL EARTH INCORPORATED
State House District:	029	Preconstruction Status Report	
Project Type:	Safety	Construction Status Report	
Project Status:	Under Construction		
Right of Way Authorization:		Contact Us	

Project Description:

The project is located in the City of Gainesville, Hall County. The proposed project will install a raised concrete medianettes in the existing two-way left turn lane along SR 369/Browns Bridge Road from Skelton Road to SR 53 Connector/John W Morrow Parkway at/near the following locations: Spring Rd & Gaines Dr., W. Carter St & Pearl Nix Pkwy, Atlanta Hwy. and Armour St. . The medianette at Armour St. will include a midblock crossing which will be a " Z- crossing" with staggered crosswalks and Rectangular Rapid Flashing Beacons (RRFB) installed on each side of the roadway.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2019	\$715,000.00	
CST (Construction)	2024	\$789,187.51	5/25/2023



Project Documents
There are no items to show in this view.



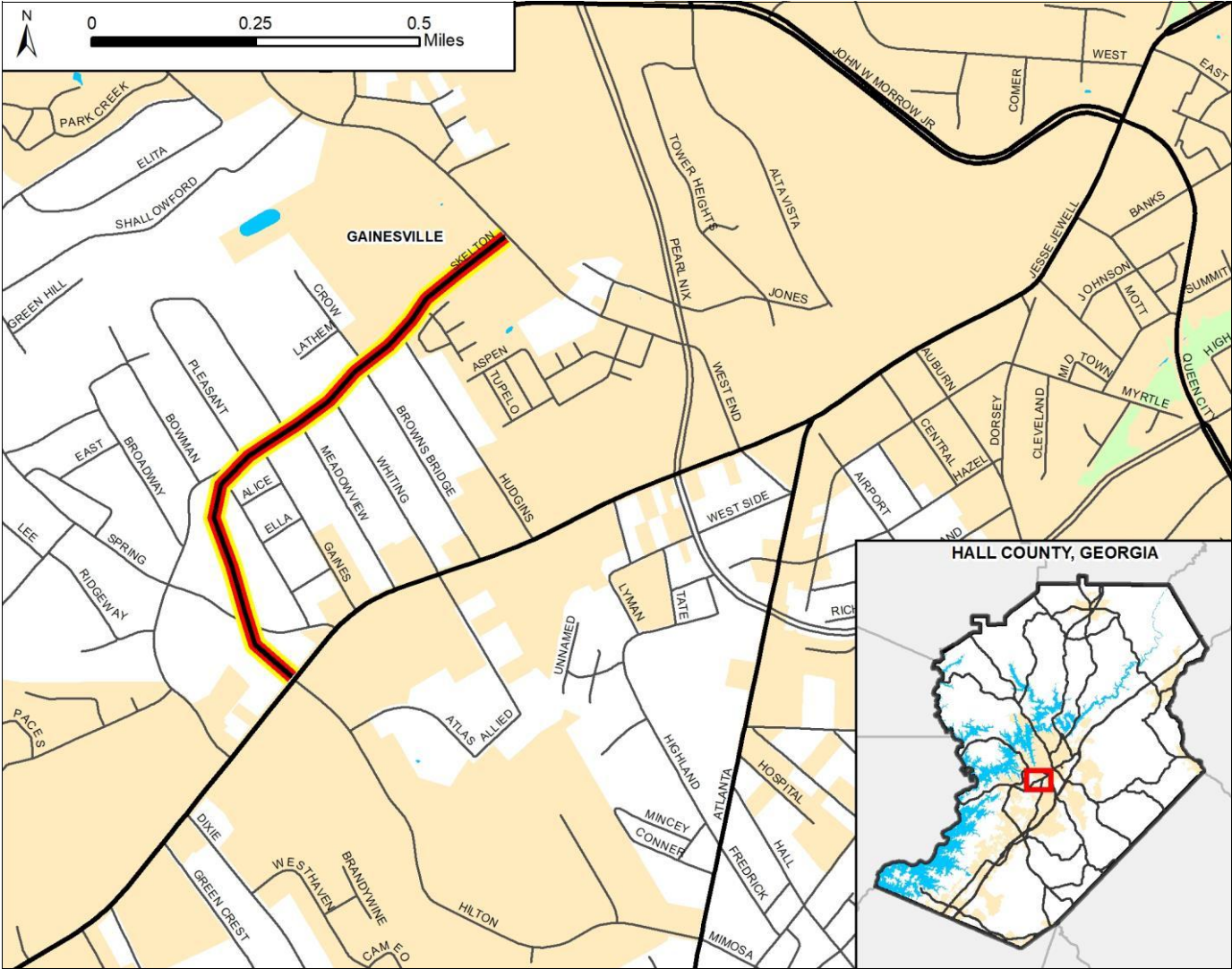
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TSPLOST – November 2024

Project Name Hilton Drive Extension	Number TSPLOST-05	Capacity Adding Yes
	GHMPO No. N/A	GDOT No. N/A
Local Rd. Name Hilton Drive	Improvement Type New Roadway	
US/State Rd. Name N/A	City Gainesville	
Project Description Extension of Hilton Drive from current terminus at Browns Bridge Road to the Skelton Road/Shallowford Road intersection.		
Length (miles) 0.95 mi	Exist. Lanes 0	
Bike / Ped. TBD	Future Lanes 2	

Total Cost: \$26,000,000



APPENDIX F: SYNCHRO ANALYSIS REPORTS

Synchro Analysis Reports

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

1: Dawsonville Highway (SR 53 Conn)/Dawsonville Highway (SR 53) & McEver Road (SR 53) Private Drive

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	→	↱	↰	→	↱	↰	→	↱	↰	→	↱
Traffic Volume (veh/h)	436	53	407	55	19	21	236	577	61	35	1208	728
Future Volume (veh/h)	436	53	407	55	19	21	236	577	61	35	1208	728
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1767	1841	1796	1767	1826	1544	1856	1781	1870	1796	1856	1856
Adj Flow Rate, veh/h	474	0	481	60	21	23	257	627	66	38	1313	791
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	4	7	9	5	24	3	8	2	7	3	3
Cap, veh/h	538	0	501	159	35	38	877	1939	907	48	1232	549
Arrive On Green	0.16	0.00	0.17	0.04	0.04	0.04	0.51	1.00	1.00	0.03	0.35	0.35
Sat Flow, veh/h	3365	0	3035	1682	793	869	3428	3385	1584	1711	3526	1571
Grp Volume(v), veh/h	474	0	481	60	0	44	257	627	66	38	1313	791
Grp Sat Flow(s),veh/h/ln	1682	0	1518	1682	0	1662	1714	1692	1584	1711	1763	1571
Q Serve(g_s), s	20.7	0.0	13.6	5.1	0.0	3.9	6.5	0.0	0.0	3.3	52.4	32.1
Cycle Q Clear(g_c), s	20.7	0.0	13.6	5.1	0.0	3.9	6.5	0.0	0.0	3.3	52.4	32.1
Prop In Lane	1.00		1.00	1.00		0.52	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	538	0	501	159	0	72	877	1939	907	48	1232	549
V/C Ratio(X)	0.88	0.00	0.96	0.38	0.00	0.61	0.29	0.32	0.07	0.79	1.07	1.44
Avail Cap(c_a), veh/h	734	0	763	248	0	207	877	1939	907	146	1232	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.6	0.0	20.6	64.8	0.0	70.5	28.8	0.0	0.0	72.4	48.8	18.3
Incr Delay (d2), s/veh	9.5	0.0	18.2	1.5	0.0	8.3	0.3	0.4	0.1	24.5	45.2	208.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.4	0.0	10.0	4.1	0.0	3.3	4.4	0.2	0.1	3.2	40.8	65.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.1	0.0	38.7	66.3	0.0	78.7	29.1	0.4	0.1	96.9	94.0	227.0
LnGrp LOS	E		D	E		E	C	A	A	F	F	F
Approach Vol, veh/h		955			104			950			2142	
Approach Delay, s/veh		54.8			71.6			8.2			143.2	
Approach LOS		D			E			A			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	45.9	59.0	31.3	13.8	11.4	93.4	13.0	32.1				
Change Period (Y+Rc), s	* 7.5	6.6	7.3	7.3	7.2	* 7.5	6.5	7.3				
Max Green Setting (Gmax), s	* 18	52.4	32.7	18.7	12.8	* 57	14.5	37.7				
Max Q Clear Time (g_c+I1), s	8.5	54.4	22.7	5.9	5.3	2.0	7.1	15.6				
Green Ext Time (p_c), s	0.9	0.0	1.3	0.1	0.0	10.3	0.1	2.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			90.2									
HCM 6th LOS			F									
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

2: Dawsonville Highway (SR 53 Conn) & Green Hill Circle/Private Driveway

Existing 2023 Conditions AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱	↰	↱	↰	↱
Traffic Volume (veh/h)	54	3	135	5	0	4	146	860	12	25	1612	87
Future Volume (veh/h)	54	3	135	5	0	4	146	860	12	25	1612	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1870	1811	1870	1900	1870	1870	1811	1870	1870	1826	1826
Adj Flow Rate, veh/h	57	3	144	5	0	4	155	915	13	27	1715	93
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	2	6	2	0	2	2	6	2	2	5	5
Cap, veh/h	198	9	170	94	10	54	319	2787	1284	484	2510	1119
Arrive On Green	0.11	0.11	0.11	0.11	0.00	0.11	0.09	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1364	84	1535	512	94	485	1781	3441	1585	603	3469	1547
Grp Volume(v), veh/h	60	0	144	9	0	0	155	915	13	27	1715	93
Grp Sat Flow(s),veh/h/ln	1447	0	1535	1091	0	0	1781	1721	1585	603	1735	1547
Q Serve(g_s), s	0.0	0.0	13.8	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	13.8	5.7	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.95		1.00	0.56		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	207	0	170	158	0	0	319	2787	1284	484	2510	1119
V/C Ratio(X)	0.29	0.00	0.85	0.06	0.00	0.00	0.49	0.33	0.01	0.06	0.68	0.08
Avail Cap(c_a), veh/h	421	0	400	367	0	0	402	2787	1284	484	2510	1119
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.94	0.94	0.94	0.61	0.61	0.61
Uniform Delay (d), s/veh	61.8	0.0	65.5	59.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	11.0	0.1	0.0	0.0	1.1	0.3	0.0	0.1	0.9	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	0.0	10.0	0.6	0.0	0.0	1.7	0.2	0.0	0.0	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.6	0.0	76.5	59.7	0.0	0.0	4.8	0.3	0.0	0.1	0.9	0.1
LnGrp LOS	E		E	E			A	A	A	A	A	A
Approach Vol, veh/h		204			9			1083			1835	
Approach Delay, s/veh		72.4			59.7			0.9			0.9	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.0	114.5		22.5		127.5		22.5				
Change Period (Y+Rc), s	6.0	6.0		5.9		6.0		5.9				
Max Green Setting (Gmax), s	14.0	79.0		39.1		99.0		39.1				
Max Q Clear Time (g_c+1.3), s	15.3	2.0		7.7		2.0		15.8				
Green Ext Time (p_c), s	0.2	51.0		0.0		17.0		0.8				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	5.7
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

3: Shallowford Road/Private Driveway & Dawsonville Highway (SR 53 Corridor)

Existing 2023 Conditions AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱	↰	↱	↱		↱	↱
Traffic Volume (veh/h)	12	1437	294	18	855	50	157	11	5	14	8	14
Future Volume (veh/h)	12	1437	294	18	855	50	157	11	5	14	8	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1826	1870	1796	1767	1604	1870	1707	1870
Adj Flow Rate, veh/h	13	1545	316	19	919	54	178	0	5	15	9	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	2	2	5	2	7	9	20	2	13	2
Cap, veh/h	404	2499	1132	244	2676	1222	243	0	96	29	17	44
Arrive On Green	0.95	0.95	0.95	0.01	0.52	0.52	0.07	0.00	0.07	0.03	0.03	0.03
Sat Flow, veh/h	578	3497	1584	1781	3469	1584	3421	0	1353	1035	621	1571
Grp Volume(v), veh/h	13	1545	316	19	919	54	178	0	5	24	0	15
Grp Sat Flow(s),veh/h/ln	578	1749	1584	1781	1735	1584	1711	0	1353	1656	0	1571
Q Serve(g_s), s	0.6	8.0	2.0	0.4	23.3	2.5	7.6	0.0	0.5	2.1	0.0	1.4
Cycle Q Clear(g_c), s	15.4	8.0	2.0	0.4	23.3	2.5	7.6	0.0	0.5	2.1	0.0	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.62		1.00
Lane Grp Cap(c), veh/h	404	2499	1132	244	2676	1222	243	0	96	47	0	44
V/C Ratio(X)	0.03	0.62	0.28	0.08	0.34	0.04	0.73	0.00	0.05	0.51	0.00	0.34
Avail Cap(c_a), veh/h	404	2499	1132	320	2676	1222	714	0	282	156	0	148
HCM Platoon Ratio	1.33	1.33	1.33	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	2.8	1.3	1.1	5.3	13.9	8.9	68.3	0.0	65.0	71.9	0.0	71.5
Incr Delay (d2), s/veh	0.1	0.8	0.4	0.1	0.4	0.1	4.2	0.0	0.2	8.5	0.0	4.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	2.8	1.1	0.3	15.5	1.5	6.3	0.0	0.3	1.9	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	2.9	2.0	1.5	5.3	14.3	9.0	72.5	0.0	65.2	80.4	0.0	76.0
LnGrp LOS	A	A	A	A	B	A	E		E	F		E
Approach Vol, veh/h	1874			992			183			39		
Approach Delay, s/veh	1.9			13.8			72.3			78.7		
Approach LOS	A			B			E			E		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.5	114.0		10.1		122.5		17.3				
Change Period (Y+Rc), s	5.8	6.8		5.9		6.8		6.7				
Max Green Setting (Gmax), s	9.2	70.2		14.1		85.2		31.3				
Max Q Clear Time (g_c+I), s	12.4	17.4		4.1		25.3		9.6				
Green Ext Time (p_c), s	0.0	39.0		0.1		17.8		0.6				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 10.9

HCM 6th LOS B

Notes

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

User approved volume balancing among the lanes for turning movement.

HCM 6th TWSC

Lakeshore Mall Redevelopment DRI

4: Private Driveway & Dawsonville Highway (SR 53 Conn)

Existing 2023 Conditions AM Peak

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1504	0	0	961	0	0
Future Vol, veh/h	1504	0	0	961	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	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	0	0	5	0	0
Mvmt Flow	1635	0	0	1045	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 818
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.9
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.3
Pot Cap-1 Maneuver	-	- 0	- 0 *465
Stage 1	-	- 0	- 0 -
Stage 2	-	- 0	- 0 -
Platoon blocked, %	-	-	- - - 1
Mov Cap-1 Maneuver	-	-	- - - *465
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q (veh)	-	-	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

5: Private Driveway/Lakeshore Drive & Dawsonville Highway (SR 53 Corridor) Existing 2023 Conditions AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	1498	2	22	952	15	2	1	10	33	1	7
Future Volume (veh/h)	4	1498	2	22	952	15	2	1	10	33	1	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1530	1826	1870	1826	1826	1707	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	4	1628	2	24	1035	16	2	1	11	36	1	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	25	5	2	5	5	13	2	2	2	3	2	2
Cap, veh/h	404	2759	1259	324	2795	1164	32	11	56	94	3	12
Arrive On Green	0.01	1.00	1.00	0.04	1.00	1.00	0.04	0.04	0.04	0.04	0.04	0.04
Sat Flow, veh/h	1457	3469	1583	1739	3469	1445	110	240	1286	1164	69	267
Grp Volume(v), veh/h	4	1628	2	24	1035	16	14	0	0	45	0	0
Grp Sat Flow(s),veh/h/ln	1457	1735	1583	1739	1735	1445	1637	0	0	1499	0	0
Q Serve(g_s), s	0.1	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.4	0.0	0.0	1.2	0.0	0.0	4.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.14		0.79	0.80		0.18
Lane Grp Cap(c), veh/h	404	2759	1259	324	2795	1164	99	0	0	109	0	0
V/C Ratio(X)	0.01	0.59	0.00	0.07	0.37	0.01	0.14	0.00	0.00	0.41	0.00	0.00
Avail Cap(c_a), veh/h	481	2759	1259	397	2795	1164	258	0	0	254	0	0
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.0	0.0	0.0	2.5	0.0	0.0	69.2	0.0	0.0	70.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.1	0.4	0.0	0.6	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.6	0.0	0.2	0.3	0.0	1.0	0.0	0.0	3.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.0	0.9	0.0	2.6	0.4	0.0	69.8	0.0	0.0	73.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E			E		
Approach Vol, veh/h		1634			1075			14			45	
Approach Delay, s/veh		0.9			0.4			69.8			73.0	
Approach LOS		A			A			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	128.1		14.8	8.8	126.5		14.8				
Change Period (Y+Rc), s	6.4	* 7.2		8.2	5.6	* 7.2		8.2				
Max Green Setting (Gmax), s	8.6	* 98		21.8	9.4	* 98		21.8				
Max Q Clear Time (g_c+I1), s	2.1	2.0		6.3	2.4	2.0		3.2				
Green Ext Time (p_c), s	0.0	22.7		0.1	0.0	52.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			2.3									
HCM 6th LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th TWSC

Lakeshore Mall Redevelopment DRI

6: Private Dirveway & Dawsonville Highway (SR 53 Conn)

Existing 2023 Conditions AM Peak

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑		↑
Traffic Vol, veh/h	1554	0	0	998	0	0
Future Vol, veh/h	1554	0	0	998	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	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	0	0	5	0	0
Mvmt Flow	1671	0	0	1073	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 836
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 7.1
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.9
Pot Cap-1 Maneuver	-	-	0 - 0 *551
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	- - - 1
Mov Cap-1 Maneuver	-	-	- - - *551
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q (veh)	-	-	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

7: Pearl Nix Parkway & Dawsonville Highway (SR 53 Conn)/John W Morrow Parkway (SR 53 Conn)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	1424	20	91	658	104	31	77	142	78	154	242
Future Volume (veh/h)	127	1424	20	91	658	104	31	77	142	78	154	242
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1826	1841	1811	1826	1841	1870	1841	1781	1870	1870
Adj Flow Rate, veh/h	137	1531	22	98	708	112	33	83	153	84	166	260
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	5	4	6	5	4	2	4	8	2	2
Cap, veh/h	1156	1588	702	493	910	409	68	576	253	124	634	283
Arrive On Green	0.67	0.91	0.91	0.29	0.53	0.53	0.02	0.16	0.16	0.04	0.18	0.18
Sat Flow, veh/h	3456	3497	1546	3401	3441	1546	3401	3554	1560	3291	3554	1585
Grp Volume(v), veh/h	137	1531	22	98	708	112	33	83	153	84	166	260
Grp Sat Flow(s),veh/h/ln	1728	1749	1546	1700	1721	1546	1700	1777	1560	1646	1777	1585
Q Serve(g_s), s	2.1	48.6	0.2	3.3	24.7	6.0	1.4	3.0	6.5	3.8	6.0	24.2
Cycle Q Clear(g_c), s	2.1	48.6	0.2	3.3	24.7	6.0	1.4	3.0	6.5	3.8	6.0	24.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1156	1588	702	493	910	409	68	576	253	124	634	283
V/C Ratio(X)	0.12	0.96	0.03	0.20	0.78	0.27	0.49	0.14	0.61	0.68	0.26	0.92
Avail Cap(c_a), veh/h	1156	1686	745	493	1659	745	163	661	290	178	661	295
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	6.0	2.1	46.7	31.8	27.4	72.7	53.9	13.3	71.3	53.1	60.6
Incr Delay (d2), s/veh	0.0	15.6	0.1	0.2	6.3	1.6	5.3	0.1	2.8	6.3	0.5	33.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	10.2	0.2	2.5	13.6	4.1	1.2	2.4	9.0	3.1	4.9	18.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.9	21.6	2.2	46.9	38.1	29.0	78.1	54.0	16.0	77.6	53.6	93.6
LnGrp LOS	B	C	A	D	D	C	E	D	B	E	D	F
Approach Vol, veh/h	1690				918				269			
Approach Delay, s/veh	20.9				37.9				35.4			
Approach LOS	C				D				D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	58.0	47.4	10.8	33.9	29.5	75.8	12.5	32.1				
Change Period (Y+Rc), s	* 7.8	* 7.7	7.8	7.1	* 7.8	7.7	6.9	* 7.8				
Max Green Setting (Gmax), s	* 13	* 72	7.2	27.9	* 12	72.3	8.1	* 28				
Max Q Clear Time (g_c+I1), s	4.1	26.7	3.4	26.2	5.3	50.6	5.8	8.5				
Green Ext Time (p_c), s	0.2	12.5	0.0	0.6	0.1	17.5	0.0	0.9				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	35.3
HCM 6th LOS	D

Notes

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

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

8: Alta Vista Road/Rainey Street & John W Morrow Jr Parkway (SR 53 Corridor) 2023 Conditions AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰ ↱ ↲ ↳	↱ ↲ ↳		↰ ↱ ↲ ↳	↱ ↲ ↳			↰ ↱ ↲ ↳		↰ ↱ ↲ ↳	↱ ↲ ↳	
Traffic Volume (veh/h)	320	1292	22	52	704	151	12	47	28	75	25	261
Future Volume (veh/h)	320	1292	22	52	704	151	12	47	28	75	25	261
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1841	1767	1870	1796	1752	1530	1707	1870	1870	1604	1870
Adj Flow Rate, veh/h	337	1360	23	55	741	159	13	49	29	79	26	275
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	4	9	2	7	10	25	13	2	2	20	2
Cap, veh/h	553	2990	51	297	2021	429	37	118	60	172	30	318
Arrive On Green	0.24	1.00	1.00	0.06	1.00	1.00	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1711	5089	86	1781	4048	860	36	462	233	1314	118	1246
Grp Volume(v), veh/h	337	895	488	55	597	303	91	0	0	79	0	301
Grp Sat Flow(s),veh/h/ln	1711	1675	1825	1781	1635	1638	732	0	0	1314	0	1364
Q Serve(g_s), s	15.3	0.0	0.0	2.3	0.1	0.1	1.3	0.0	0.0	0.0	0.0	31.6
Cycle Q Clear(g_c), s	15.3	0.0	0.0	2.3	0.1	0.1	33.0	0.0	0.0	32.4	0.0	31.6
Prop In Lane	1.00		0.05	1.00		0.52	0.14		0.32	1.00		0.91
Lane Grp Cap(c), veh/h	553	1968	1072	297	1632	818	214	0	0	172	0	348
V/C Ratio(X)	0.61	0.45	0.45	0.19	0.37	0.37	0.42	0.00	0.00	0.46	0.00	0.86
Avail Cap(c_a), veh/h	806	1968	1072	349	1632	818	263	0	0	216	0	394
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.89	0.89	0.89	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	16.6	0.1	0.1	45.6	0.0	0.0	53.7	0.0	53.4
Incr Delay (d2), s/veh	0.7	0.5	0.9	0.3	0.6	1.1	1.3	0.0	0.0	1.9	0.0	16.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	0.2	0.5	1.7	0.3	0.5	5.1	0.0	0.0	5.4	0.0	18.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.7	0.5	0.9	16.9	0.6	1.2	46.9	0.0	0.0	55.6	0.0	69.8
LnGrp LOS	B	A	A	B	A	A	D			E		E
Approach Vol, veh/h		1720			955			91			380	
Approach Delay, s/veh		2.8			1.7			46.9			66.9	
Approach LOS		A			A			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	33.8	81.2		45.0	10.6	94.4		45.0				
Change Period (Y+Rc), s	5.5	6.3		6.7	6.1	6.3		6.7				
Max Green Setting (Gmax), s	40.5	47.7		43.3	8.9	78.7		43.3				
Max Q Clear Time (g_c+1), s	17.3	2.1		34.4	4.3	2.0		35.0				
Green Ext Time (p_c), s	1.0	14.5		1.5	0.0	31.8		0.2				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	11.5
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

9: Private Driveway/Washington Street & John W Morrow Jr Parkway (SR 50 Corridor)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	451	990	5	14	721	42	0	3	6	9	2	156
Future Volume (veh/h)	451	990	5	14	721	42	0	3	6	9	2	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1811	1870	1796	1796	1826	1900	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	485	1065	5	15	775	45	0	3	6	10	2	168
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	2	7	7	5	0	2	2	2	2	2
Cap, veh/h	594	2519	1160	344	2177	987	0	223	189	187	33	189
Arrive On Green	0.07	0.49	0.49	0.02	0.64	0.64	0.00	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1781	3441	1585	1711	3413	1547	0	1870	1585	1195	281	1585
Grp Volume(v), veh/h	485	1065	5	15	775	45	0	3	6	12	0	168
Grp Sat Flow(s),veh/h/ln	1781	1721	1585	1711	1706	1547	0	1870	1585	1476	0	1585
Q Serve(g_s), s	12.5	29.8	0.2	0.5	16.0	1.6	0.0	0.2	0.5	0.6	0.0	15.7
Cycle Q Clear(g_c), s	12.5	29.8	0.2	0.5	16.0	1.6	0.0	0.2	0.5	1.0	0.0	15.7
Prop In Lane	1.00		1.00	1.00		1.00	0.00		1.00	0.83		1.00
Lane Grp Cap(c), veh/h	594	2519	1160	344	2177	987	0	223	189	220	0	189
V/C Ratio(X)	0.82	0.42	0.00	0.04	0.36	0.05	0.00	0.01	0.03	0.05	0.00	0.89
Avail Cap(c_a), veh/h	1034	2519	1160	415	2177	987	0	281	238	265	0	238
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.77	0.77	0.77	0.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.7	17.9	10.3	9.9	12.7	10.1	0.0	58.3	58.4	58.6	0.0	65.1
Incr Delay (d2), s/veh	2.6	0.5	0.0	0.0	0.4	0.1	0.0	0.0	0.1	0.1	0.0	26.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.9	18.8	0.1	0.3	9.7	1.0	0.0	0.2	0.4	0.8	0.0	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.3	18.3	10.3	10.0	13.1	10.2	0.0	58.3	58.5	58.7	0.0	91.8
LnGrp LOS	B	B	B	A	B	B		E	E	E		F
Approach Vol, veh/h		1555			835			9			180	
Approach Delay, s/veh		16.7			12.9			58.4			89.6	
Approach LOS		B			B			E			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	32.9	101.7		25.4	8.8	115.8		25.4				
Change Period (Y+Rc), s	6.8	6.0		7.5	6.5	6.0		7.5				
Max Green Setting (Gmax), s	53.2	54.0		22.5	8.5	99.0		22.5				
Max Q Clear Time (g_c+1.5), s	14.5	18.0		17.7	2.5	31.8		2.5				
Green Ext Time (p_c), s	1.6	12.2		0.2	0.0	22.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			20.7									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

10: Jesse Jewell Parkway (SR 369)/Jesse Jewell Parkway (SR 60/SR 369) & John W. Morrow Parkway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	438	502	29	90	405	280	22	807	101	212	819	371
Future Volume (veh/h)	438	502	29	90	405	280	22	807	101	212	819	371
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1870	1841	1796	1841	1870	1826	1856	1841	1856	1796
Adj Flow Rate, veh/h	456	523	30	94	422	292	23	841	105	221	853	386
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	2	4	7	4	2	5	3	4	3	7
Cap, veh/h	508	952	434	137	569	259	230	1486	670	337	1719	738
Arrive On Green	0.15	0.27	0.27	0.04	0.17	0.17	0.02	0.43	0.43	0.08	0.49	0.49
Sat Flow, veh/h	3374	3469	1582	3401	3413	1554	1781	3469	1564	1753	3526	1515
Grp Volume(v), veh/h	456	523	30	94	422	292	23	841	105	221	853	386
Grp Sat Flow(s),veh/h/ln1687	1735	1582	1700	1706	1554	1781	1735	1564	1753	1763	1515	
Q Serve(g_s), s	19.9	19.3	2.1	4.1	17.6	21.7	1.1	27.4	3.6	10.3	24.5	26.3
Cycle Q Clear(g_c), s	19.9	19.3	2.1	4.1	17.6	21.7	1.1	27.4	3.6	10.3	24.5	26.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	508	952	434	137	569	259	230	1486	670	337	1719	738
V/C Ratio(X)	0.90	0.55	0.07	0.69	0.74	1.13	0.10	0.57	0.16	0.66	0.50	0.52
Avail Cap(c_a), veh/h	585	952	434	313	619	282	304	1486	670	422	1719	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.6	46.5	40.3	71.0	59.4	47.0	23.9	32.4	9.1	24.0	26.0	26.4
Incr Delay (d2), s/veh	14.4	0.6	0.1	2.3	4.1	94.7	0.1	1.6	0.5	1.2	1.0	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.4	13.0	1.5	3.3	12.6	22.9	0.8	17.5	4.2	7.7	15.8	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.9	47.1	40.3	73.3	63.5	141.7	24.0	33.9	9.6	25.3	27.0	29.1
LnGrp LOS	E	D	D	E	E	F	C	C	A	C	C	C
Approach Vol, veh/h	1009			808			969			1460		
Approach Delay, s/veh	60.4			92.9			31.1			27.3		
Approach LOS	E			F			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.8	79.8	12.2	47.1	19.7	70.9	28.6	30.8				
Change Period (Y+Rc), s	7.7	6.7	6.2	* 6	7.2	6.7	6.0	5.8				
Max Green Setting (Gmax), s	9.3	61.3	13.8	* 39	19.8	51.3	26.0	27.2				
Max Q Clear Time (g_c+1), s	13.5	28.3	6.1	21.3	12.3	29.4	21.9	23.7				
Green Ext Time (p_c), s	0.0	17.1	0.1	3.3	0.2	10.9	0.7	1.1				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	48.5
HCM 6th LOS	D

Notes

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

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

HCM 6th Signalized Intersection Summary

11: Shallowford Road & Private Driveway/Plaza Drive

Lakeshore Mall Redevelopment DRI
Existing 2023 Conditions AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩
Traffic Volume (veh/h)	53	10	44	6	11	2	35	208	15	5	247	90
Future Volume (veh/h)	53	10	44	6	11	2	35	208	15	5	247	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1767	1870	1767	1870	1870	1856	1870	1870	1870	1856
Adj Flow Rate, veh/h	58	11	48	7	12	2	38	226	16	5	268	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	9	2	9	2	2	3	2	2	2	3
Cap, veh/h	98	19	96	50	50	44	738	2252	158	815	1666	595
Arrive On Green	0.06	0.06	0.06	0.03	0.03	0.03	0.03	0.67	0.67	0.01	0.65	0.65
Sat Flow, veh/h	1509	286	1476	1781	1767	1554	1781	3341	235	1781	2566	916
Grp Volume(v), veh/h	69	0	48	7	12	2	38	119	123	5	184	182
Grp Sat Flow(s),veh/h/ln	1795	0	1476	1781	1767	1554	1781	1763	1813	1781	1777	1705
Q Serve(g_s), s	4.1	0.0	3.5	0.4	0.7	0.1	0.8	2.6	2.6	0.1	4.4	4.6
Cycle Q Clear(g_c), s	4.1	0.0	3.5	0.4	0.7	0.1	0.8	2.6	2.6	0.1	4.4	4.6
Prop In Lane	0.84		1.00	1.00		1.00	1.00		0.13	1.00		0.54
Lane Grp Cap(c), veh/h	116	0	96	50	50	44	738	1188	1222	815	1154	1107
V/C Ratio(X)	0.59	0.00	0.50	0.14	0.24	0.05	0.05	0.10	0.10	0.01	0.16	0.16
Avail Cap(c_a), veh/h	380	0	313	303	300	264	834	1188	1222	956	1154	1107
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98
Uniform Delay (d), s/veh	50.0	0.0	49.7	52.1	52.3	52.0	5.8	6.3	6.3	6.5	7.5	7.6
Incr Delay (d2), s/veh	4.8	0.0	4.0	1.2	2.4	0.4	0.0	0.2	0.2	0.0	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.6	0.0	2.5	0.4	0.6	0.1	0.5	1.7	1.7	0.1	3.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.8	0.0	53.8	53.4	54.7	52.4	5.9	6.4	6.4	6.5	7.8	7.9
LnGrp LOS	D		D	D	D	D	A	A	A	A	A	A
Approach Vol, veh/h		117			21			280			371	
Approach Delay, s/veh		54.4			54.1			6.4			7.8	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	77.7		9.4	6.3	80.5		13.8				
Change Period (Y+Rc), s	5.6	6.3		6.3	5.6	6.3		6.7				
Max Green Setting (Gmax), s	9.4	33.7		18.7	9.4	33.7		23.3				
Max Q Clear Time (g_c+1.2), s	12.8	6.6		2.7	2.1	4.6		6.1				
Green Ext Time (p_c), s	0.0	5.3		0.0	0.0	3.4		0.4				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	15.4
HCM 6th LOS	B

Notes

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

HCM 6th TWSC

12: Pearl Nix Parkway & Site Driveway C

Lakeshore Mall Redevelopment DRI
Existing 2023 Conditions AM Peak

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	4	281	264	3
Future Vol, veh/h	2	2	4	281	264	3
Conflicting Peds, #/hr	1	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	4	312	293	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	461	149	297	0	-	0
Stage 1	296	-	-	-	-	-
Stage 2	165	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	*713	*975	*1459	-	-	-
Stage 1	*920	-	-	-	-	-
Stage 2	*847	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*710	*974	*1457	-	-	-
Mov Cap-2 Maneuver	*710	-	-	-	-	-
Stage 1	*917	-	-	-	-	-
Stage 2	*846	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	9.4	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	* 1457	-	710	974	-	-
HCM Lane V/C Ratio	0.003	-	0.003	0.002	-	-
HCM Control Delay (s/veh)	7.5	-	10.1	8.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q (veh)	0	-	0	0	-	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th Signalized Intersection Summary 13: Shallowford Road & Skelton Road

Lakeshore Mall Redevelopment DRI
Existing 2023 Conditions AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	119	90	180	256	92
Future Volume (veh/h)	70	119	90	180	256	92
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1841	1856	1841	1870	1870
Adj Flow Rate, veh/h	73	124	94	188	267	96
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	4	3	4	2	2
Cap, veh/h	172	157	826	2726	1747	613
Arrive On Green	0.10	0.10	0.04	0.78	1.00	1.00
Sat Flow, veh/h	1711	1560	1767	3589	2672	905
Grp Volume(v), veh/h	73	124	94	188	182	181
Grp Sat Flow(s),veh/h/ln	1711	1560	1767	1749	1777	1707
Q Serve(g_s), s	4.4	8.5	1.6	1.4	0.0	0.0
Cycle Q Clear(g_c), s	4.4	8.5	1.6	1.4	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.53
Lane Grp Cap(c), veh/h	172	157	826	2726	1204	1156
V/C Ratio(X)	0.42	0.79	0.11	0.07	0.15	0.16
Avail Cap(c_a), veh/h	440	401	1047	2726	1204	1156
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.93	0.93	0.99	0.99
Uniform Delay (d), s/veh	46.5	48.4	4.0	2.8	0.0	0.0
Incr Delay (d2), s/veh	1.7	8.6	0.1	0.0	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	6.6	0.9	0.7	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	48.2	57.0	4.0	2.9	0.3	0.3
LnGrp LOS	D	E	A	A	A	A
Approach Vol, veh/h	197			282	363	
Approach Delay, s/veh	53.7			3.3	0.3	
Approach LOS	D			A	A	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.2	81.0		17.7		92.3
Change Period (Y+Rc), s	6.5	6.5		6.7		6.5
Max Green Setting (Gmax), s	18.5	43.5		28.3		68.5
Max Q Clear Time (g_c+I1), s	3.6	2.0		10.5		3.4
Green Ext Time (p_c), s	0.2	6.0		0.5		3.3
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			13.8			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

14: Pearl Nix Parkway & Site Driveway D/Private Driveway

Existing 2023 Conditions AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↩	↩		↩	↩	↩	↩		↩	↩	↩
Traffic Volume (veh/h)	0	0	4	2	0	2	6	293	0	12	252	3
Future Volume (veh/h)	0	0	4	2	0	2	6	293	0	12	252	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1900	1870	1870	1856	1900	1870	1870	1870
Adj Flow Rate, veh/h	0	0	5	2	0	2	7	341	0	14	293	3
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	2	2	0	2	2	3	0	2	2	2
Cap, veh/h	0	13	11	5	0	5	467	1065	0	476	1037	11
Arrive On Green	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.30	0.00	0.02	0.29	0.29
Sat Flow, veh/h	0	1900	1585	852	0	852	1781	3618	0	1781	3604	37
Grp Volume(v), veh/h	0	0	5	4	0	0	7	341	0	14	144	152
Grp Sat Flow(s),veh/h/ln	0	1900	1585	1704	0	0	1781	1763	0	1781	1777	1864
Q Serve(g_s), s	0.0	0.0	0.1	0.1	0.0	0.0	0.1	2.6	0.0	0.2	2.2	2.2
Cycle Q Clear(g_c), s	0.0	0.0	0.1	0.1	0.0	0.0	0.1	2.6	0.0	0.2	2.2	2.2
Prop In Lane	0.00		1.00	0.50		0.50	1.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	0	13	11	9	0	0	467	1065	0	476	511	536
V/C Ratio(X)	0.00	0.00	0.47	0.43	0.00	0.00	0.01	0.32	0.00	0.03	0.28	0.28
Avail Cap(c_a), veh/h	0	1044	871	691	0	0	1419	3946	0	940	1989	2086
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	17.2	17.2	0.0	0.0	8.7	9.4	0.0	8.5	9.6	9.6
Incr Delay (d2), s/veh	0.0	0.0	33.4	33.8	0.0	0.0	0.0	0.6	0.0	0.0	1.1	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.2	0.2	0.0	0.0	0.0	1.4	0.0	0.1	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	50.6	51.0	0.0	0.0	8.7	10.0	0.0	8.5	10.7	10.6
LnGrp LOS			D	D			A	A		A	B	B
Approach Vol, veh/h		5			4			348			310	
Approach Delay, s/veh		50.6			51.0			10.0			10.6	
Approach LOS		D			D			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	16.6		6.1	6.4	16.1		6.1				
Change Period (Y+Rc), s	5.3	6.1		5.9	6.1	6.1		5.9				
Max Green Setting (Gmax), s	38.9	38.9		19.1	18.9	38.9		14.1				
Max Q Clear Time (g_c+I), s	12.2	4.6		2.1	2.1	4.2		2.1				
Green Ext Time (p_c), s	0.0	5.6		0.0	0.0	4.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			10.8									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

15: Pearl Nix Parkway & Shallowford Road/West End Avenue

Existing 2023 Conditions AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↗		↖	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (veh/h)	71	73	216	1	81	52	148	225	6	21	192	61
Future Volume (veh/h)	71	73	216	1	81	52	148	225	6	21	192	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1856	1841	1870	1870	1870	1811	1870	1870	1826	1856	1870
Adj Flow Rate, veh/h	74	76	225	1	84	54	154	234	6	22	200	64
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	4	2	2	2	6	2	2	5	3	2
Cap, veh/h	354	541	455	73	256	218	199	1051	469	46	729	328
Arrive On Green	0.05	0.29	0.29	0.14	0.14	0.14	0.12	0.30	0.30	0.03	0.21	0.21
Sat Flow, veh/h	1781	1856	1560	7	1858	1585	1725	3554	1585	1739	3526	1585
Grp Volume(v), veh/h	74	76	225	85	0	54	154	234	6	22	200	64
Grp Sat Flow(s),veh/h/ln	1781	1856	1560	1865	0	1585	1725	1777	1585	1739	1763	1585
Q Serve(g_s), s	1.7	1.5	6.1	0.0	0.0	1.5	4.4	2.5	0.1	0.6	2.4	1.7
Cycle Q Clear(g_c), s	1.7	1.5	6.1	2.1	0.0	1.5	4.4	2.5	0.1	0.6	2.4	1.7
Prop In Lane	1.00		1.00	0.01		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	541	455	329	0	218	199	1051	469	46	729	328
V/C Ratio(X)	0.21	0.14	0.50	0.26	0.00	0.25	0.77	0.22	0.01	0.48	0.27	0.20
Avail Cap(c_a), veh/h	783	842	708	732	0	563	2507	2362	1053	1156	1648	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	13.3	14.9	19.7	0.0	19.5	21.8	13.5	12.6	24.3	16.9	16.6
Incr Delay (d2), s/veh	0.1	0.1	0.6	0.4	0.0	0.6	2.4	0.4	0.0	8.0	0.4	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	1.0	3.5	1.6	0.0	1.0	3.1	1.6	0.1	0.6	1.6	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.1	13.4	15.5	20.2	0.0	20.1	24.2	13.8	12.7	32.3	17.3	17.2
LnGrp LOS	B	B	B	C		C	C	B	B	C	B	B
Approach Vol, veh/h	375			139			394			286		
Approach Delay, s/veh	15.2			20.2			17.9			18.5		
Approach LOS	B			C			B			B		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	16.8		21.8	7.6	21.3	7.8	14.0				
Change Period (Y+Rc), s	6.3	6.3		7.0	6.3	6.3	5.2	7.0				
Max Green Setting (Gmax), s	23.7	23.7		23.0	33.7	33.7	14.8	18.0				
Max Q Clear Time (g_c+10), s	4.4	4.4		8.1	2.6	4.5	3.7	4.1				
Green Ext Time (p_c), s	0.2	2.4		0.8	0.0	3.6	0.1	0.5				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 17.4

HCM 6th LOS B

Notes

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

HCM 6th Signalized Intersection Summary

16: Pearl Nix Parkway & Browns Bridge Road (SR 369)

Lakeshore Mall Redevelopment DRI
Existing 2023 Conditions AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	719	199	29	714	29	273	239	9	31	248	146
Future Volume (veh/h)	160	719	199	29	714	29	273	239	9	31	248	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1826	1796	1870	1856	1870	1796	1796	1737	1870	1856	1856
Adj Flow Rate, veh/h	172	773	214	31	768	31	294	257	10	33	267	157
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	7	2	3	2	7	7	11	2	3	3
Cap, veh/h	384	1391	385	276	1655	67	371	870	34	230	438	195
Arrive On Green	0.06	0.52	0.52	0.02	0.48	0.48	0.16	0.26	0.26	0.02	0.12	0.12
Sat Flow, veh/h	1781	2683	743	1781	3454	139	1711	3349	130	1781	3526	1569
Grp Volume(v), veh/h	172	500	487	31	392	407	294	130	137	33	267	157
Grp Sat Flow(s),veh/h/ln	1781	1735	1691	1781	1763	1830	1711	1706	1773	1781	1763	1569
Q Serve(g_s), s	7.3	29.2	29.2	1.3	22.3	22.4	21.9	9.2	9.3	2.4	10.8	14.6
Cycle Q Clear(g_c), s	7.3	29.2	29.2	1.3	22.3	22.4	21.9	9.2	9.3	2.4	10.8	14.6
Prop In Lane	1.00		0.44	1.00		0.08	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	384	899	877	276	844	877	371	443	460	230	438	195
V/C Ratio(X)	0.45	0.56	0.56	0.11	0.46	0.46	0.79	0.29	0.30	0.14	0.61	0.81
Avail Cap(c_a), veh/h	424	899	877	328	844	877	403	474	493	315	604	269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	19.5	24.4	24.4	20.8	26.2	26.2	45.4	44.5	44.5	55.3	62.2	63.9
Incr Delay (d2), s/veh	0.4	2.5	2.5	0.1	1.8	1.8	9.2	0.4	0.4	0.2	1.6	12.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	18.3	18.0	1.0	14.9	15.4	15.3	7.0	7.4	2.0	8.5	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.8	26.9	27.0	20.8	28.0	27.9	54.6	44.9	45.0	55.5	63.8	76.2
LnGrp LOS	B	C	C	C	C	C	D	D	D	E	E	E
Approach Vol, veh/h	1159			830			561			457		
Approach Delay, s/veh	25.9			27.7			50.0			67.5		
Approach LOS	C			C			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.5	78.4	30.2	24.9	10.6	84.3	9.8	45.3				
Change Period (Y+Rc), s	7.2	6.5	6.1	6.3	7.0	6.5	6.1	6.3				
Max Green Setting (Gmax), s	12.8	58.5	26.9	25.7	8.0	63.5	10.9	41.7				
Max Q Clear Time (g_c+1.3), s	19.3	24.4	23.9	16.6	3.3	31.2	4.4	11.3				
Green Ext Time (p_c), s	0.1	11.1	0.2	1.7	0.0	14.4	0.0	1.7				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	37.2
HCM 6th LOS	D

Notes

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

1: Dawsonville Highway (SR 53 Conn)/Dawsonville Highway (SR 53) & McEver Road (SR 53) Private Drive

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (veh/h)	611	198	362	104	59	85	341	1313	50	65	928	510
Future Volume (veh/h)	611	198	362	104	59	85	341	1313	50	65	928	510
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1841	1870	1811
Adj Flow Rate, veh/h	636	334	292	108	61	89	355	1368	52	68	967	531
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	2	6
Cap, veh/h	639	403	340	200	67	98	666	1744	777	85	1246	537
Arrive On Green	0.18	0.22	0.22	0.07	0.10	0.10	0.39	0.98	0.98	0.05	0.35	0.35
Sat Flow, veh/h	3563	1870	1581	1781	685	999	3456	3554	1583	1753	3554	1533
Grp Volume(v), veh/h	636	334	292	108	0	150	355	1368	52	68	967	531
Grp Sat Flow(s),veh/h/ln	1781	1870	1581	1781	0	1683	1728	1777	1583	1753	1777	1533
Q Serve(g_s), s	28.5	27.3	18.1	8.6	0.0	14.1	12.7	5.0	0.1	6.1	38.8	32.5
Cycle Q Clear(g_c), s	28.5	27.3	18.1	8.6	0.0	14.1	12.7	5.0	0.1	6.1	38.8	32.5
Prop In Lane	1.00		1.00	1.00		0.59	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	639	403	340	200	0	165	666	1744	777	85	1246	537
V/C Ratio(X)	1.00	0.83	0.86	0.54	0.00	0.91	0.53	0.78	0.07	0.80	0.78	0.99
Avail Cap(c_a), veh/h	639	403	340	376	0	165	666	1744	777	140	1386	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.79	0.79	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.6	60.0	24.5	59.6	0.0	71.4	43.6	0.8	0.8	75.3	46.4	18.0
Incr Delay (d2), s/veh	34.3	13.6	19.2	2.3	0.0	44.5	0.9	2.9	0.1	15.9	4.8	36.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	22.3	20.4	13.3	7.4	0.0	12.9	8.0	2.1	0.1	5.6	24.5	22.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	99.9	73.6	43.7	61.9	0.0	115.9	44.5	3.7	0.9	91.2	51.2	53.9
LnGrp LOS	F	E	D	E		F	D	A	A	F	D	D
Approach Vol, veh/h		1262			258			1775			1566	
Approach Delay, s/veh		79.9			93.3			11.8			53.8	
Approach LOS		E			F			B			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	38.3	62.7	36.0	23.0	15.0	86.0	17.3	41.7				
Change Period (Y+Rc), s	* 7.5	6.6	7.3	7.3	7.2	* 7.5	6.5	7.3				
Max Green Setting (Gmax), s	* 25	62.4	28.7	15.7	12.8	* 74	26.5	18.7				
Max Q Clear Time (g_c+I1), s	14.7	40.8	30.5	16.1	8.1	7.0	10.6	29.3				
Green Ext Time (p_c), s	1.3	15.2	0.0	0.0	0.0	33.1	0.2	0.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	47.4
HCM 6th LOS	D

Notes

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

User approved volume balancing among the lanes for turning movement.

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

2: Dawsonville Highway (SR 53 Conn) & Green Hill Circle/Private Drive

Existing 2023 Conditions PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱	↱	↰	↱	↱
Traffic Volume (veh/h)	114	15	158	70	20	35	259	1594	76	47	1381	64
Future Volume (veh/h)	114	15	158	70	20	35	259	1594	76	47	1381	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1856	1856	1870
Adj Flow Rate, veh/h	116	15	161	71	20	36	264	1627	78	48	1409	65
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	2
Cap, veh/h	190	19	239	63	20	19	403	2754	1228	236	2368	1065
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.13	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	979	127	1585	186	136	128	1781	3554	1585	285	3526	1585
Grp Volume(v), veh/h	131	0	161	127	0	0	264	1627	78	48	1409	65
Grp Sat Flow(s),veh/h/ln	1106	0	1585	450	0	0	1781	1777	1585	285	1763	1585
Q Serve(g_s), s	0.0	0.0	15.4	5.8	0.0	0.0	7.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	18.3	0.0	15.4	24.1	0.0	0.0	7.8	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.89		1.00	0.56		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	209	0	239	103	0	0	403	2754	1228	236	2368	1065
V/C Ratio(X)	0.63	0.00	0.67	1.23	0.00	0.00	0.65	0.59	0.06	0.20	0.60	0.06
Avail Cap(c_a), veh/h	209	0	239	103	0	0	664	2754	1228	236	2368	1065
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.69	0.69	0.69	0.70	0.70	0.70
Uniform Delay (d), s/veh	65.5	0.0	64.2	74.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	5.8	0.0	7.3	164.7	0.0	0.0	1.3	0.6	0.1	1.4	0.8	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.0	11.0	15.1	0.0	0.0	4.1	0.4	0.0	0.2	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.3	0.0	71.5	239.3	0.0	0.0	6.8	0.6	0.1	1.4	0.8	0.1
LnGrp LOS	E		E	F			A	A	A	A	A	A
Approach Vol, veh/h		292			127			1969			1522	
Approach Delay, s/veh		71.4			239.3			1.5			0.8	
Approach LOS		E			F			A			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.5	113.5		30.0		130.0		30.0				
Change Period (Y+Rc), s	6.0	6.0		5.9		6.0		5.9				
Max Green Setting (Gmax), s	34.0	84.0		24.1		124.0		24.1				
Max Q Clear Time (g_c+1.0), s	19.8	2.0		26.1		2.0		20.3				
Green Ext Time (p_c), s	0.7	41.4		0.0		57.2		0.5				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 14.1

HCM 6th LOS B

Notes

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

3: Shallowford Road/Private Driveway & Dawsonville Highway (SR 53 Corridor) Existing 2023 Conditions PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1172	455	44	1478	78	395	27	30	29	19	31
Future Volume (veh/h)	10	1172	455	44	1478	78	395	27	30	29	19	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1856	1870	1870	1870	1870	1856	1870	1856
Adj Flow Rate, veh/h	11	1234	479	46	1556	82	436	0	32	31	20	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	2	2	3	2	2	2	2	3	2	3
Cap, veh/h	185	2217	1004	184	2458	1104	498	0	221	46	30	65
Arrive On Green	0.21	0.21	0.21	0.03	0.70	0.70	0.14	0.00	0.14	0.04	0.04	0.04
Sat Flow, veh/h	306	3497	1584	1781	3526	1583	3563	0	1582	1103	712	1561
Grp Volume(v), veh/h	11	1234	479	46	1556	82	436	0	32	51	0	33
Grp Sat Flow(s),veh/h/ln	306	1749	1584	1781	1763	1583	1781	0	1582	1815	0	1561
Q Serve(g_s), s	4.9	50.5	42.5	1.4	38.3	2.6	19.2	0.0	2.8	4.4	0.0	3.3
Cycle Q Clear(g_c), s	33.0	50.5	42.5	1.4	38.3	2.6	19.2	0.0	2.8	4.4	0.0	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.61		1.00
Lane Grp Cap(c), veh/h	185	2217	1004	184	2458	1104	498	0	221	76	0	65
V/C Ratio(X)	0.06	0.56	0.48	0.25	0.63	0.07	0.88	0.00	0.14	0.67	0.00	0.51
Avail Cap(c_a), veh/h	185	2217	1004	238	2458	1104	630	0	280	183	0	157
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	43.1	40.0	19.0	13.1	7.7	67.5	0.0	60.4	75.6	0.0	75.1
Incr Delay (d2), s/veh	0.5	0.8	1.2	0.3	1.3	0.1	10.8	0.0	0.3	9.9	0.0	6.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	31.0	24.6	1.2	21.2	1.7	14.5	0.0	2.1	4.1	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.8	43.9	41.2	19.3	14.4	7.9	78.3	0.0	60.7	85.5	0.0	81.0
LnGrp LOS	D	D	D	B	B	A	E		E	F		F
Approach Vol, veh/h	1724			1684			468			84		
Approach Delay, s/veh	43.2			14.2			77.1			83.8		
Approach LOS	D			B			E			F		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.2	108.2		12.6		118.4		29.1				
Change Period (Y+Rc), s	5.8	6.8		5.9		6.8		6.7				
Max Green Setting (Gmax), s	9.2	81.2		16.1		96.2		28.3				
Max Q Clear Time (g_c+1.4), s	13.4	52.5		6.4		40.3		21.2				
Green Ext Time (p_c), s	0.0	22.0		0.2		37.2		1.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 35.7

HCM 6th LOS D

Notes

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

User approved volume balancing among the lanes for turning movement.

HCM 6th TWSC

Lakeshore Mall Redevelopment DRI

4: Private Driveway & Dawsonville Highway (SR 53 Conn)

Existing 2023 Conditions PM Peak

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1316	0	0	1735	0	0
Future Vol, veh/h	1316	0	0	1735	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	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	0	0	3	0	0
Mvmt Flow	1400	0	0	1846	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 700
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.9
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.3
Pot Cap-1 Maneuver	-	-	0 - 0 *543
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	- - - 1
Mov Cap-1 Maneuver	-	-	- - - *543
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q (veh)	-	-	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

5: Private Driveway/Lakeshore Drive & Dawsonville Highway (SR 53 Corridor) Existing 2023 Conditions PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1283	22	43	1712	34	17	1	79	37	5	6
Future Volume (veh/h)	11	1283	22	43	1712	34	17	1	79	37	5	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1826	1870	1856	1870	1870	1870	1870	1856	1604	1870
Adj Flow Rate, veh/h	12	1365	18	46	1821	27	18	1	1	39	5	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	4	5	2	3	2	2	2	2	3	20	2
Cap, veh/h	263	2735	1208	301	2790	1253	125	7	5	104	11	3
Arrive On Green	0.01	0.52	0.52	0.05	1.00	1.00	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1781	3497	1545	1781	3526	1583	1389	118	79	1049	192	56
Grp Volume(v), veh/h	12	1365	18	46	1821	27	20	0	0	46	0	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1545	1781	1763	1583	1586	0	0	1297	0	0
Q Serve(g_s), s	0.2	40.3	0.9	0.8	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	0.2	40.3	0.9	0.8	0.0	0.0	1.8	0.0	0.0	5.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.90		0.05	0.85		0.04
Lane Grp Cap(c), veh/h	263	2735	1208	301	2790	1253	137	0	0	119	0	0
V/C Ratio(X)	0.05	0.50	0.01	0.15	0.65	0.02	0.15	0.00	0.00	0.39	0.00	0.00
Avail Cap(c_a), veh/h	336	2735	1208	357	2790	1253	362	0	0	315	0	0
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.4	17.9	8.5	8.5	0.0	0.0	71.6	0.0	0.0	73.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.7	0.0	0.2	1.2	0.0	0.5	0.0	0.0	2.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	24.8	0.5	0.8	0.8	0.0	1.5	0.0	0.0	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.5	18.5	8.5	8.7	1.2	0.0	72.1	0.0	0.0	75.2	0.0	0.0
LnGrp LOS	A	B	A	A	A	A	E			E		
Approach Vol, veh/h		1395			1894			20			46	
Approach Delay, s/veh		18.3			1.4			72.1			75.2	
Approach LOS		B			A			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	133.8		17.7	10.0	132.3		17.7				
Change Period (Y+Rc), s	6.4	* 7.2		8.2	5.6	* 7.2		8.2				
Max Green Setting (Gmax), s	8.6	* 95		34.8	9.4	* 95		34.8				
Max Q Clear Time (g_c+I1), s	2.2	2.0		7.3	2.8	42.3		3.8				
Green Ext Time (p_c), s	0.0	63.0		0.2	0.0	29.4		0.1				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	9.8
HCM 6th LOS	A

Notes

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

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

HCM 6th TWSC

Lakeshore Mall Redevelopment DRI

6: Private Driveway & Dawsonville Highway (SR 53 Conn)

Existing 2023 Conditions PM Peak

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑		↑
Traffic Vol, veh/h	1408	0	0	1754	0	0
Future Vol, veh/h	1408	0	0	1754	0	0
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	0	0	2	0	0
Mvmt Flow	1514	0	0	1886	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 758
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 7.1
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.9
Pot Cap-1 Maneuver	-	- 0	- 0 *607
Stage 1	-	- 0	- 0 -
Stage 2	-	- 0	- 0 -
Platoon blocked, %	-	-	- - - 1
Mov Cap-1 Maneuver	-	-	- - - *606
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q (veh)	-	-	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

7: Pearl Nix Parkway & Dawsonville Highway (SR 53 Conn)/John W Morrow Parkway (SR 53 Conn)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	1123	46	196	1344	57	143	179	228	49	140	296
Future Volume (veh/h)	226	1123	46	196	1344	57	143	179	228	49	140	296
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1856	1841	1870	1870	1870	1870	1856	1870
Adj Flow Rate, veh/h	240	1195	49	209	1430	61	152	190	243	52	149	315
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	4	2	2	3	4	2	2	2	2	3	2
Cap, veh/h	525	1257	569	756	1503	664	199	740	329	86	615	275
Arrive On Green	0.30	0.72	0.72	0.44	0.85	0.85	0.06	0.21	0.21	0.02	0.17	0.17
Sat Flow, veh/h	3456	3497	1584	3456	3526	1559	3456	3554	1578	3456	3526	1577
Grp Volume(v), veh/h	240	1195	49	209	1430	61	152	190	243	52	149	315
Grp Sat Flow(s),veh/h/ln	1728	1749	1584	1728	1763	1559	1728	1777	1578	1728	1763	1577
Q Serve(g_s), s	9.0	48.6	1.2	6.2	50.7	1.0	6.9	7.2	15.8	2.4	5.8	27.9
Cycle Q Clear(g_c), s	9.0	48.6	1.2	6.2	50.7	1.0	6.9	7.2	15.8	2.4	5.8	27.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	525	1257	569	756	1503	664	199	740	329	86	615	275
V/C Ratio(X)	0.46	0.95	0.09	0.28	0.95	0.09	0.77	0.26	0.74	0.61	0.24	1.15
Avail Cap(c_a), veh/h	525	1296	587	756	1593	704	371	842	374	175	615	275
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	21.3	9.8	36.9	10.5	6.8	74.3	53.0	27.8	77.2	56.9	66.0
Incr Delay (d2), s/veh	0.6	16.1	0.3	0.2	12.9	0.2	6.0	0.2	6.6	6.7	0.4	99.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	20.9	1.1	4.5	11.4	0.7	5.9	5.8	10.9	2.1	4.8	27.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.0	37.3	10.1	37.0	23.4	7.1	80.4	53.2	34.4	84.0	57.4	165.5
LnGrp LOS	D	D	B	D	C	A	F	D	C	F	E	F
Approach Vol, veh/h	1484			1700			585			516		
Approach Delay, s/veh	38.7			24.5			52.5			126.1		
Approach LOS	D			C			D			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.1	75.9	17.0	35.0	42.8	65.2	10.9	41.1				
Change Period (Y+Rc), s	* 7.8	* 7.7	7.8	7.1	* 7.8	7.7	6.9	* 7.8				
Max Green Setting (Gmax), s	* 13	* 72	17.2	27.9	* 25	59.3	8.1	* 38				
Max Q Clear Time (g_c+I1), s	11.0	52.7	8.9	29.9	8.2	50.6	4.4	17.8				
Green Ext Time (p_c), s	0.2	15.5	0.3	0.0	0.6	6.9	0.0	1.9				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	45.4
HCM 6th LOS	D

Notes

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

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

8: Alta Vista Road/Rainey Street & John W Morrow Jr Parkway (SR 53 Corridor) 2023 Conditions PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳		↰ ↱ ↲ ↳	↰ ↱ ↲ ↳			↰ ↱ ↲ ↳		↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	
Traffic Volume (veh/h)	234	1162	26	73	1413	45	54	22	64	47	27	246
Future Volume (veh/h)	234	1162	26	73	1413	45	54	22	64	47	27	246
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1870	1870	1870	1870	1870	1870	1796	1870
Adj Flow Rate, veh/h	236	1174	26	74	1427	45	55	22	65	47	27	248
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	3	2	2	2	2	2	2	2	2	7	2
Cap, veh/h	288	3043	67	357	2823	89	80	38	73	238	38	352
Arrive On Green	0.15	1.00	1.00	0.01	0.18	0.18	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	5099	113	1781	5085	160	193	150	290	1308	151	1389
Grp Volume(v), veh/h	236	777	423	74	955	517	142	0	0	47	0	275
Grp Sat Flow(s),veh/h/ln	1781	1689	1835	1781	1702	1841	633	0	0	1308	0	1540
Q Serve(g_s), s	9.5	0.0	0.0	2.9	40.4	40.4	12.3	0.0	0.0	0.0	0.0	25.9
Cycle Q Clear(g_c), s	9.5	0.0	0.0	2.9	40.4	40.4	38.2	0.0	0.0	8.3	0.0	25.9
Prop In Lane	1.00		0.06	1.00		0.09	0.39		0.46	1.00		0.90
Lane Grp Cap(c), veh/h	288	2016	1095	357	1890	1022	192	0	0	238	0	391
V/C Ratio(X)	0.82	0.39	0.39	0.21	0.51	0.51	0.74	0.00	0.00	0.20	0.00	0.70
Avail Cap(c_a), veh/h	504	2016	1095	459	1890	1022	206	0	0	252	0	407
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	0.72	0.72	0.72	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.4	0.0	0.0	14.6	45.6	45.6	64.3	0.0	0.0	47.6	0.0	54.2
Incr Delay (d2), s/veh	3.7	0.4	0.7	0.2	0.7	1.3	12.4	0.0	0.0	0.4	0.0	5.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.2	0.4	2.2	24.8	26.8	10.6	0.0	0.0	2.8	0.0	16.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.2	0.4	0.7	14.9	46.3	46.9	76.6	0.0	0.0	48.0	0.0	59.4
LnGrp LOS	C	A	A	B	D	D	E			D		E
Approach Vol, veh/h	1436			1546			142			322		
Approach Delay, s/veh	4.9			45.0			76.6			57.7		
Approach LOS	A			D			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	95.1		47.3	10.9	101.8		47.3				
Change Period (Y+Rc), s	5.5	6.3		6.7	6.1	6.3		6.7				
Max Green Setting (Gmax), s	31.5	67.7		42.3	13.9	84.7		42.3				
Max Q Clear Time (g_c+1), s	11.5	42.4		27.9	4.9	2.0		40.2				
Green Ext Time (p_c), s	0.6	18.2		1.7	0.1	25.4		0.1				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	30.7
HCM 6th LOS	C

Notes

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

9: Private Driveway/Washington Street & John W Morrow Jr Parkway (SR 58 Cor)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	478	791	13	32	1020	49	9	15	24	30	7	417
Future Volume (veh/h)	478	791	13	32	1020	49	9	15	24	30	7	417
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1841	1870	1870	1796	1870	1870	1870	1870
Adj Flow Rate, veh/h	488	807	13	33	1041	50	9	15	24	31	7	426
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	5	2	2	4	2	2	7	2	2	2	2
Cap, veh/h	505	2247	1026	416	1720	779	31	38	321	45	6	321
Arrive On Green	0.36	1.00	1.00	0.02	0.49	0.49	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1781	3469	1584	1781	3497	1583	3	188	1583	18	30	1583
Grp Volume(v), veh/h	488	807	13	33	1041	50	24	0	24	38	0	426
Grp Sat Flow(s),veh/h/ln	1781	1735	1584	1781	1749	1583	191	0	1583	48	0	1583
Q Serve(g_s), s	25.1	0.0	0.0	1.5	34.5	2.7	0.2	0.0	2.0	0.5	0.0	32.5
Cycle Q Clear(g_c), s	25.1	0.0	0.0	1.5	34.5	2.7	32.5	0.0	2.0	32.5	0.0	32.5
Prop In Lane	1.00		1.00	1.00		1.00	0.37		1.00	0.82		1.00
Lane Grp Cap(c), veh/h	505	2247	1026	416	1720	779	70	0	321	51	0	321
V/C Ratio(X)	0.97	0.36	0.01	0.08	0.61	0.06	0.34	0.00	0.07	0.75	0.00	1.33
Avail Cap(c_a), veh/h	669	2247	1026	468	1720	779	70	0	321	51	0	321
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.63	0.63	0.63	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	0.0	19.1	29.4	21.3	54.1	0.0	51.6	75.5	0.0	63.8
Incr Delay (d2), s/veh	22.4	0.4	0.0	0.1	1.0	0.1	2.9	0.0	0.1	46.1	0.0	166.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.7	0.2	0.0	1.1	19.7	1.8	1.5	0.0	1.5	4.0	0.0	42.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.9	0.4	0.0	19.2	30.4	21.4	57.0	0.0	51.7	121.5	0.0	230.1
LnGrp LOS	D	A	A	B	C	C	E		D	F		F
Approach Vol, veh/h	1308			1124			48			464		
Approach Delay, s/veh	15.9			29.7			54.4			221.2		
Approach LOS	B			C			D			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	35.3	84.7		40.0	10.3	109.7		40.0				
Change Period (Y+Rc), s	6.8	6.0		7.5	6.5	6.0		7.5				
Max Green Setting (Gmax), s	43.2	64.0		32.5	8.5	99.0		32.5				
Max Q Clear Time (g_c+Q), s	27.1	36.5		34.5	3.5	2.0		34.5				
Green Ext Time (p_c), s	1.4	15.0		0.0	0.0	14.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	54.2											
HCM 6th LOS	D											
Notes												

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

10: Jesse Jewell Parkway (SR 369)/Jesse Jewell Parkway (SR 60/SR 369) & John W. Morrow Parkway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↗	↑↑	↗	↗	↑↑	↗
Traffic Volume (veh/h)	364	424	41	151	595	291	48	900	99	304	948	558
Future Volume (veh/h)	364	424	41	151	595	291	48	900	99	304	948	558
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1870	1856	1856	1870	1870	1870	1841	1870	1856	1870
Adj Flow Rate, veh/h	379	442	43	157	620	303	50	938	103	317	988	581
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	2	3	3	2	2	2	4	2	3	2
Cap, veh/h	404	881	398	200	685	306	192	1462	638	358	1747	781
Arrive On Green	0.12	0.25	0.25	0.06	0.19	0.19	0.03	0.41	0.41	0.12	0.50	0.50
Sat Flow, veh/h	3401	3497	1578	3428	3526	1575	1781	3554	1550	1781	3526	1576
Grp Volume(v), veh/h	379	442	43	157	620	303	50	938	103	317	988	581
Grp Sat Flow(s),veh/h/ln	1700	1749	1578	1714	1763	1575	1781	1777	1550	1781	1763	1576
Q Serve(g_s), s	17.7	17.3	3.4	7.2	27.5	26.4	2.6	33.8	4.4	16.0	31.4	47.1
Cycle Q Clear(g_c), s	17.7	17.3	3.4	7.2	27.5	26.4	2.6	33.8	4.4	16.0	31.4	47.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	404	881	398	200	685	306	192	1462	638	358	1747	781
V/C Ratio(X)	0.94	0.50	0.11	0.78	0.91	0.99	0.26	0.64	0.16	0.88	0.57	0.74
Avail Cap(c_a), veh/h	404	881	398	339	732	327	224	1462	638	608	1747	781
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.9	51.2	46.0	74.3	63.0	47.6	27.1	37.7	13.1	29.6	28.3	32.3
Incr Delay (d2), s/veh	28.9	0.4	0.1	2.5	14.1	45.8	0.3	2.2	0.5	4.3	1.3	6.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.2	12.1	2.4	5.9	19.7	20.5	2.0	21.5	4.6	11.5	19.6	26.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	98.8	51.7	46.1	76.9	77.1	93.5	27.3	39.8	13.6	33.8	29.6	38.6
LnGrp LOS	F	D	D	E	E	F	C	D	B	C	C	D
Approach Vol, veh/h		864			1080			1091			1886	
Approach Delay, s/veh		72.1			81.7			36.8			33.1	
Approach LOS		E			F			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	86.0	15.6	46.3	25.6	72.5	25.0	36.9				
Change Period (Y+Rc), s	7.7	6.7	6.2	* 6	7.2	6.7	6.0	5.8				
Max Green Setting (Gmax), s	7.3	74.3	15.8	* 36	40.8	41.3	19.0	33.2				
Max Q Clear Time (g_c+1.6	14.6	49.1	9.2	19.3	18.0	35.8	19.7	29.5				
Green Ext Time (p_c), s	0.0	17.9	0.1	2.7	0.4	4.1	0.0	1.6				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 51.4

HCM 6th LOS D

Notes

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

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

HCM 6th Signalized Intersection Summary

11: Shallowford Road & Private Driveway/Plaza Drive

Lakeshore Mall Redevelopment DRI
Existing 2023 Conditions PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱	↰	↱	↰	↱	↰	↱	↰	↱	↰
Traffic Volume (veh/h)	135	32	120	20	33	26	76	455	48	20	450	185
Future Volume (veh/h)	135	32	120	20	33	26	76	455	48	20	450	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	34	126	21	35	27	80	479	51	21	474	195
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	44	197	80	84	70	499	1948	207	606	1433	585
Arrive On Green	0.13	0.13	0.13	0.04	0.04	0.04	0.08	1.00	1.00	0.02	0.58	0.58
Sat Flow, veh/h	1451	347	1574	1781	1870	1553	1781	3239	344	1781	2456	1003
Grp Volume(v), veh/h	176	0	126	21	35	27	80	262	268	21	342	327
Grp Sat Flow(s),veh/h/ln	1798	0	1574	1781	1870	1553	1781	1777	1806	1781	1777	1683
Q Serve(g_s), s	11.4	0.0	9.1	1.4	2.2	2.0	2.1	0.0	0.0	0.6	11.9	12.1
Cycle Q Clear(g_c), s	11.4	0.0	9.1	1.4	2.2	2.0	2.1	0.0	0.0	0.6	11.9	12.1
Prop In Lane	0.81		1.00	1.00		1.00	1.00		0.19	1.00		0.60
Lane Grp Cap(c), veh/h	226	0	197	80	84	70	499	1068	1086	606	1037	982
V/C Ratio(X)	0.78	0.00	0.64	0.26	0.42	0.39	0.16	0.25	0.25	0.03	0.33	0.33
Avail Cap(c_a), veh/h	379	0	332	278	291	242	570	1068	1086	708	1037	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.92	0.92	0.92
Uniform Delay (d), s/veh	50.9	0.0	49.9	55.4	55.8	55.7	9.3	0.0	0.0	9.5	12.9	12.9
Incr Delay (d2), s/veh	5.8	0.0	3.4	1.7	3.3	3.5	0.1	0.4	0.4	0.0	0.8	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.0	6.9	1.2	2.0	1.6	1.4	0.2	0.2	0.4	8.2	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.6	0.0	53.3	57.1	59.1	59.2	9.4	0.4	0.4	9.5	13.7	13.8
LnGrp LOS	E		D	E	E	E	A	A	A	A	B	B
Approach Vol, veh/h		302			83			610			690	
Approach Delay, s/veh		55.2			58.6			1.6			13.6	
Approach LOS		E			E			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.3	76.3		11.7	8.1	78.4		21.8				
Change Period (Y+Rc), s	5.6	6.3		6.3	5.6	6.3		6.7				
Max Green Setting (Gmax), s	41.7	41.7		18.7	9.4	41.7		25.3				
Max Q Clear Time (g_c+14), s	14.1	14.1		4.2	2.6	2.0		13.4				
Green Ext Time (p_c), s	0.1	10.6		0.2	0.0	9.1		1.1				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	18.9
HCM 6th LOS	B

Notes

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

HCM 6th TWSC

12: Pearl Nix Parkway & Site Driveway C

Lakeshore Mall Redevelopment DRI

Existing 2023 Conditions PM Peak

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰	↱	↰	↱	↱	↱
Traffic Vol, veh/h	24	21	9	584	374	30
Future Vol, veh/h	24	21	9	584	374	30
Conflicting Peds, #/hr	2	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	125	-	-	-
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	26	23	10	635	407	33
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	764	220	440	0	-	0
Stage 1	424	-	-	-	-	-
Stage 2	340	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	480	*944	1342	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	477	*944	1342	-	-	-
Mov Cap-2 Maneuver	477	-	-	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s/v	11.1	0.1	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1342	-	477	944	-	-
HCM Lane V/C Ratio	0.007	-	0.055	0.024	-	-
HCM Control Delay (s/veh)	7.7	-	13	8.9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	0.1	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 6th Signalized Intersection Summary 13: Shallowford Road & Skelton Road

Lakeshore Mall Redevelopment DRI
Existing 2023 Conditions PM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	184	232	201	395	423	161
Future Volume (veh/h)	184	232	201	395	423	161
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	192	242	209	411	441	168
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	312	278	657	2540	1507	569
Arrive On Green	0.18	0.18	0.06	0.71	1.00	1.00
Sat Flow, veh/h	1781	1585	1781	3647	2615	952
Grp Volume(v), veh/h	192	242	209	411	310	299
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1697
Q Serve(g_s), s	12.0	17.8	5.1	4.5	0.0	0.0
Cycle Q Clear(g_c), s	12.0	17.8	5.1	4.5	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.56
Lane Grp Cap(c), veh/h	312	278	657	2540	1062	1014
V/C Ratio(X)	0.61	0.87	0.32	0.16	0.29	0.30
Avail Cap(c_a), veh/h	494	440	819	2540	1062	1014
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.74	0.74	0.95	0.95
Uniform Delay (d), s/veh	45.7	48.2	7.1	5.5	0.0	0.0
Incr Delay (d2), s/veh	2.0	10.9	0.2	0.1	0.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.3	12.5	3.3	2.7	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	47.7	59.0	7.3	5.6	0.7	0.7
LnGrp LOS	D	E	A	A	A	A
Approach Vol, veh/h	434			620	609	
Approach Delay, s/veh	54.0			6.2	0.7	
Approach LOS	D			A	A	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.1	78.2		27.7		92.3
Change Period (Y+Rc), s	6.5	6.5		6.7		6.5
Max Green Setting (Gmax), s	18.5	48.5		33.3		73.5
Max Q Clear Time (g_c+I1), s	7.1	2.0		19.8		6.5
Green Ext Time (p_c), s	0.4	11.4		1.2		7.9
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			16.7			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

14: Pearl Nix Parkway & Site Driveway D/Private Driveway

Existing 2023 Conditions PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱		↰	↱	
Traffic Volume (veh/h)	32	2	57	18	3	10	51	569	3	16	360	25
Future Volume (veh/h)	32	2	57	18	3	10	51	569	3	16	360	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	2	59	19	3	10	53	587	3	16	371	26
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	8	120	37	6	20	480	1337	7	395	1073	75
Arrive On Green	0.08	0.08	0.08	0.04	0.04	0.04	0.05	0.37	0.37	0.02	0.32	0.32
Sat Flow, veh/h	1684	102	1585	1023	161	538	1781	3625	19	1781	3369	235
Grp Volume(v), veh/h	35	0	59	32	0	0	53	288	302	16	195	202
Grp Sat Flow(s),veh/h/ln	1786	0	1585	1722	0	0	1781	1777	1867	1781	1777	1828
Q Serve(g_s), s	0.9	0.0	1.7	0.8	0.0	0.0	0.9	5.7	5.7	0.3	3.9	3.9
Cycle Q Clear(g_c), s	0.9	0.0	1.7	0.8	0.0	0.0	0.9	5.7	5.7	0.3	3.9	3.9
Prop In Lane	0.94		1.00	0.59		0.31	1.00		0.01	1.00		0.13
Lane Grp Cap(c), veh/h	135	0	120	63	0	0	480	655	689	395	566	582
V/C Ratio(X)	0.26	0.00	0.49	0.51	0.00	0.00	0.11	0.44	0.44	0.04	0.34	0.35
Avail Cap(c_a), veh/h	734	0	651	522	0	0	1110	1487	1562	730	1487	1529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	0.0	20.6	22.0	0.0	0.0	9.6	11.0	11.0	10.4	12.1	12.1
Incr Delay (d2), s/veh	1.2	0.0	3.7	7.5	0.0	0.0	0.0	1.7	1.6	0.0	1.3	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	1.2	0.8	0.0	0.0	0.5	3.7	3.8	0.2	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.5	0.0	24.4	29.5	0.0	0.0	9.7	12.7	12.6	10.4	13.4	13.4
LnGrp LOS	C		C	C			A	B	B	B	B	B
Approach Vol, veh/h		94			32			643			413	
Approach Delay, s/veh		23.3			29.5			12.4			13.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	23.2		9.4	8.6	20.9		7.6				
Change Period (Y+Rc), s	5.3	6.1		5.9	6.1	6.1		5.9				
Max Green Setting (Gmax), s	9.7	38.9		19.1	18.9	38.9		14.1				
Max Q Clear Time (g_c+I), s	12.3	7.7		3.7	2.9	5.9		2.8				
Green Ext Time (p_c), s	0.0	9.5		0.3	0.0	6.1		0.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			14.1									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

15: Pearl Nix Parkway & Shallowford Road/West End Avenue

Existing 2023 Conditions PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	122	405	6	175	103	312	393	7	46	327	120
Future Volume (veh/h)	132	122	405	6	175	103	312	393	7	46	327	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	128	426	6	184	108	328	414	7	48	344	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	315	579	490	59	263	228	381	1253	558	79	650	289
Arrive On Green	0.09	0.31	0.31	0.14	0.14	0.14	0.21	0.35	0.35	0.04	0.18	0.18
Sat Flow, veh/h	1781	1870	1584	21	1824	1582	1781	3554	1584	1781	3554	1581
Grp Volume(v), veh/h	139	128	426	190	0	108	328	414	7	48	344	126
Grp Sat Flow(s),veh/h/ln	1781	1870	1584	1845	0	1582	1781	1777	1584	1781	1777	1581
Q Serve(g_s), s	4.2	3.4	17.0	0.4	0.0	4.2	11.8	5.7	0.2	1.8	5.8	4.7
Cycle Q Clear(g_c), s	4.2	3.4	17.0	6.5	0.0	4.2	11.8	5.7	0.2	1.8	5.8	4.7
Prop In Lane	1.00		1.00	0.03		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	315	579	490	322	0	228	381	1253	558	79	650	289
V/C Ratio(X)	0.44	0.22	0.87	0.59	0.00	0.47	0.86	0.33	0.01	0.61	0.53	0.44
Avail Cap(c_a), veh/h	555	645	546	548	0	427	1968	1795	800	900	1263	562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	17.1	21.8	27.2	0.0	26.2	25.3	15.8	14.0	31.3	24.7	24.2
Incr Delay (d2), s/veh	0.4	0.1	12.7	1.8	0.0	1.6	2.3	0.6	0.0	7.7	1.4	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	2.4	12.0	5.2	0.0	2.9	8.5	3.9	0.1	1.6	4.4	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.8	17.2	34.4	29.0	0.0	27.8	27.5	16.4	14.1	39.0	26.1	26.4
LnGrp LOS	C	B	C	C		C	C	B	B	D	C	C
Approach Vol, veh/h	693			298			749			518		
Approach Delay, s/veh	28.5			28.5			21.2			27.4		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.6	18.5		27.6	9.2	29.8	11.0	16.6				
Change Period (Y+Rc), s	6.3	6.3		7.0	6.3	6.3	5.2	7.0				
Max Green Setting (Gmax), s	23.7	23.7		23.0	33.7	33.7	14.8	18.0				
Max Q Clear Time (g_c+1.3g), s	13.8	7.8		19.0	3.8	7.7	6.2	8.5				
Green Ext Time (p_c), s	0.5	4.1		0.8	0.1	6.4	0.1	1.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 25.8

HCM 6th LOS C

Notes

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

HCM 6th Signalized Intersection Summary 16: Pearl Nix Parkway & Browns Bridge Road (SR 369)

Lakeshore Mall Redevelopment DRI
Existing 2023 Conditions PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	738	274	35	768	35	284	386	24	120	450	209
Future Volume (veh/h)	245	738	274	35	768	35	284	386	24	120	450	209
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.98	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1856	1796	1856	1841	1856	1856	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	253	761	282	36	792	36	293	398	25	124	464	215
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	7	3	4	3	3	2	2	2	2	2
Cap, veh/h	382	1265	468	243	1483	67	335	814	51	302	575	249
Arrive On Green	0.09	0.50	0.50	0.02	0.44	0.44	0.15	0.24	0.24	0.07	0.16	0.16
Sat Flow, veh/h	1781	2515	932	1767	3406	155	1767	3392	212	1781	3554	1538
Grp Volume(v), veh/h	253	533	510	36	407	421	293	208	215	124	464	215
Grp Sat Flow(s),veh/h/ln	1781	1763	1685	1767	1749	1812	1767	1777	1827	1781	1777	1538
Q Serve(g_s), s	12.2	34.5	34.5	1.8	27.4	27.4	21.5	16.1	16.2	9.2	20.1	21.8
Cycle Q Clear(g_c), s	12.2	34.5	34.5	1.8	27.4	27.4	21.5	16.1	16.2	9.2	20.1	21.8
Prop In Lane	1.00		0.55	1.00		0.09	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	382	886	847	243	761	789	335	426	438	302	575	249
V/C Ratio(X)	0.66	0.60	0.60	0.15	0.53	0.53	0.88	0.49	0.49	0.41	0.81	0.86
Avail Cap(c_a), veh/h	641	886	847	287	761	789	380	426	438	409	593	257
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	24.2	28.4	28.4	25.7	33.2	33.2	46.1	52.3	52.4	50.7	64.6	65.3
Incr Delay (d2), s/veh	0.9	3.0	3.2	0.1	2.7	2.6	17.7	1.0	1.0	0.6	7.0	21.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	21.7	20.9	1.4	17.9	18.5	16.4	11.6	12.0	7.3	14.4	14.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.1	31.4	31.5	25.8	35.9	35.8	63.8	53.4	53.4	51.3	71.6	87.2
LnGrp LOS	C	C	C	C	D	D	E	D	D	D	E	F
Approach Vol, veh/h	1296			864			716			803		
Approach Delay, s/veh	30.2			35.5			57.6			72.7		
Approach LOS	C			D			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.8	76.1	29.9	32.2	11.0	86.9	17.4	44.7				
Change Period (Y+Rc), s	7.2	6.5	6.1	6.3	7.0	6.5	6.1	6.3				
Max Green Setting (Gmax), s	37.8	41.5	27.9	26.7	8.0	71.5	20.9	33.7				
Max Q Clear Time (g_c+1.2), s	14.2	29.4	23.5	23.8	3.8	36.5	11.2	18.2				
Green Ext Time (p_c), s	0.4	6.5	0.3	1.2	0.0	16.1	0.1	2.3				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 46.0

HCM 6th LOS D

Notes

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

1: Dawsonville Highway (SR 53 Conn)/Dawsonville Highway (SR 53) & McEver Road (SR 53) Private Drive

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (veh/h)	501	61	468	63	22	24	271	663	70	40	1388	836
Future Volume (veh/h)	501	61	468	63	22	24	271	663	70	40	1388	836
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1767	1841	1796	1767	1826	1544	1856	1781	1870	1796	1856	1856
Adj Flow Rate, veh/h	545	212	164	68	24	0	295	721	35	43	1509	498
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	4	7	9	5	24	3	8	2	7	3	3
Cap, veh/h	606	319	264	166	68	0	578	1880	880	55	1490	664
Arrive On Green	0.18	0.17	0.17	0.05	0.04	0.00	0.34	1.00	1.00	0.03	0.42	0.42
Sat Flow, veh/h	3365	1841	1520	1682	1826	0	3428	3385	1584	1711	3526	1571
Grp Volume(v), veh/h	545	212	164	68	24	0	295	721	35	43	1509	498
Grp Sat Flow(s),veh/h/ln	1682	1841	1520	1682	1826	0	1714	1692	1584	1711	1763	1571
Q Serve(g_s), s	23.8	16.1	10.1	5.8	1.9	0.0	10.3	0.0	0.0	3.7	63.4	21.2
Cycle Q Clear(g_c), s	23.8	16.1	10.1	5.8	1.9	0.0	10.3	0.0	0.0	3.7	63.4	21.2
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	606	319	264	166	68	0	578	1880	880	55	1490	664
V/C Ratio(X)	0.90	0.66	0.62	0.41	0.35	0.00	0.51	0.38	0.04	0.79	1.01	0.75
Avail Cap(c_a), veh/h	734	450	372	257	228	0	578	1880	880	100	1490	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.2	57.9	26.3	65.2	70.5	0.0	44.7	0.0	0.0	72.1	43.3	10.2
Incr Delay (d2), s/veh	12.5	2.5	2.5	1.7	3.2	0.0	1.0	0.6	0.1	22.1	26.5	7.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.4	12.1	6.9	4.7	1.7	0.0	7.2	0.3	0.0	3.5	41.6	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.6	60.4	28.8	66.9	73.7	0.0	45.7	0.6	0.1	94.2	69.8	17.8
LnGrp LOS	E	E	C	E	E		D	A	A	F	F	B
Approach Vol, veh/h		921			92			1051			2050	
Approach Delay, s/veh		62.0			68.7			13.2			57.7	
Approach LOS		E			E			B			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.8	70.0	34.3	12.9	12.0	90.8	13.9	33.3				
Change Period (Y+Rc), s	* 7.5	6.6	7.3	7.3	7.2	* 7.5	6.5	7.3				
Max Green Setting (Gmax), s	* 6.5	63.4	32.7	18.7	8.8	* 61	15.5	36.7				
Max Q Clear Time (g_c+I1), s	12.3	65.4	25.8	3.9	5.7	2.0	7.8	18.1				
Green Ext Time (p_c), s	0.0	0.0	1.3	0.0	0.0	12.0	0.1	1.6				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	47.5
HCM 6th LOS	D

Notes

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

User approved volume balancing among the lanes for turning movement.

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

2: Dawsonville Highway (SR 53 Conn) & Green Hill Circle/Private Drive

Private Drive 2020 No-Build Conditions AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	3	155	6	0	5	168	988	14	29	1852	100
Future Volume (veh/h)	62	3	155	6	0	5	168	988	14	29	1852	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1811	1870	1900	1870	1870	1811	1870	1870	1826	1826
Adj Flow Rate, veh/h	66	3	165	6	0	5	179	1051	15	31	1970	106
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	2	6	2	0	2	2	6	2	2	5	5
Cap, veh/h	210	9	191	94	11	57	273	2739	1262	423	2461	1098
Arrive On Green	0.12	0.12	0.12	0.12	0.00	0.12	0.09	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1310	69	1535	459	85	454	1781	3441	1585	529	3469	1547
Grp Volume(v), veh/h	69	0	165	11	0	0	179	1051	15	31	1970	106
Grp Sat Flow(s),veh/h/ln	1379	0	1535	998	0	0	1781	1721	1585	529	1735	1547
Q Serve(g_s), s	0.0	0.0	15.8	0.0	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.3	0.0	15.8	7.4	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.96		1.00	0.55		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	0	191	162	0	0	273	2739	1262	423	2461	1098
V/C Ratio(X)	0.32	0.00	0.86	0.07	0.00	0.00	0.66	0.38	0.01	0.07	0.80	0.10
Avail Cap(c_a), veh/h	413	0	400	350	0	0	356	2739	1262	423	2461	1098
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.90	0.90	0.90	0.54	0.54	0.54
Uniform Delay (d), s/veh	60.6	0.0	64.4	57.9	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	10.8	0.1	0.0	0.0	2.5	0.4	0.0	0.2	1.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	0.0	11.1	0.7	0.0	0.0	2.4	0.3	0.0	0.0	1.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.5	0.0	75.2	58.0	0.0	0.0	6.8	0.4	0.0	0.2	1.6	0.1
LnGrp LOS	E		E	E			A	A	A	A	A	A
Approach Vol, veh/h		234			11			1245			2107	
Approach Delay, s/veh		71.1			58.0			1.3			1.5	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.0	112.4		24.6		125.4		24.6				
Change Period (Y+Rc), s	6.0	6.0		5.9		6.0		5.9				
Max Green Setting (Gmax), s	14.0	79.0		39.1		99.0		39.1				
Max Q Clear Time (g_c+10), s	10.5	2.0		9.4		2.0		17.8				
Green Ext Time (p_c), s	0.3	60.8		0.0		21.6		0.9				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			6.1									
HCM 6th LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

3: Shallowford Road/Private Driveway & Dawsonville Highway (SR 58/238) - Build Conditions AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	1651	338	21	982	57	180	13	6	16	9	16
Future Volume (veh/h)	14	1651	338	21	982	57	180	13	6	16	9	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1826	1870	1796	1767	1604	1870	1707	1870
Adj Flow Rate, veh/h	15	1775	363	23	1056	61	204	0	6	17	10	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	2	2	5	2	7	9	20	2	13	2
Cap, veh/h	338	2459	1114	198	2645	1208	270	0	107	31	18	46
Arrive On Green	0.94	0.94	0.94	0.01	0.51	0.51	0.08	0.00	0.08	0.03	0.03	0.03
Sat Flow, veh/h	504	3497	1584	1781	3469	1584	3421	0	1354	1042	613	1571
Grp Volume(v), veh/h	15	1775	363	23	1056	61	204	0	6	27	0	17
Grp Sat Flow(s),veh/h/ln	504	1749	1584	1781	1735	1584	1711	0	1354	1655	0	1571
Q Serve(g_s), s	1.1	15.2	3.2	0.5	28.1	2.9	8.8	0.0	0.6	2.4	0.0	1.6
Cycle Q Clear(g_c), s	20.3	15.2	3.2	0.5	28.1	2.9	8.8	0.0	0.6	2.4	0.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.63		1.00
Lane Grp Cap(c), veh/h	338	2459	1114	198	2645	1208	270	0	107	49	0	46
V/C Ratio(X)	0.04	0.72	0.33	0.12	0.40	0.05	0.76	0.00	0.06	0.55	0.00	0.37
Avail Cap(c_a), veh/h	338	2459	1114	270	2645	1208	714	0	282	156	0	148
HCM Platoon Ratio	1.33	1.33	1.33	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.4	1.9	1.5	6.4	15.6	9.4	67.7	0.0	63.9	71.8	0.0	71.4
Incr Delay (d2), s/veh	0.1	0.9	0.4	0.1	0.5	0.1	4.3	0.0	0.2	9.5	0.0	4.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	4.0	1.6	0.3	18.1	1.7	7.2	0.0	0.4	2.1	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.6	2.8	1.9	6.5	16.0	9.5	72.0	0.0	64.1	81.3	0.0	76.3
LnGrp LOS	A	A	A	A	B	A	E		E	F		E
Approach Vol, veh/h	2153			1140			210			44		
Approach Delay, s/veh	2.7			15.5			71.8			79.4		
Approach LOS	A			B			E			E		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.9	112.3		10.3		121.2		18.5				
Change Period (Y+Rc), s	5.8	6.8		5.9		6.8		6.7				
Max Green Setting (Gmax), s	9.2	70.2		14.1		85.2		31.3				
Max Q Clear Time (g_c+12.5), s	12.5	22.3		4.4		30.1		10.8				
Green Ext Time (p_c), s	0.0	40.8		0.1		21.4		0.6				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 11.8

HCM 6th LOS B

Notes

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

User approved volume balancing among the lanes for turning movement.

HCM 6th TWSC

Lakeshore Mall Redevelopment DRI

4: Private Driveway & Dawsonville Highway (SR 53 Conn)

Projected 2030 No-Build Conditions AM Peak

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1728	0	0	1104	0	0
Future Vol, veh/h	1728	0	0	1104	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	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	0	0	5	0	0
Mvmt Flow	1878	0	0	1200	0	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	-	-	-	939
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	*362
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*362
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		NB		
HCM Control Delay, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s/veh)	0	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q (veh)	-	-	-	-		
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

5: Private Driveway/Lakeshore Drive & Dawsonville Highway (SR 63 Corridor)

No-Build Conditions AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1721	2	25	1094	17	2	1	11	38	1	8
Future Volume (veh/h)	5	1721	2	25	1094	17	2	1	11	38	1	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1530	1826	1870	1826	1826	1707	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	5	1871	2	27	1189	18	2	1	12	41	1	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	25	5	2	5	5	13	2	2	2	3	2	2
Cap, veh/h	356	2738	1249	275	2776	1156	32	11	63	100	3	13
Arrive On Green	0.01	1.00	1.00	0.05	1.00	1.00	0.05	0.05	0.05	0.05	0.05	0.05
Sat Flow, veh/h	1457	3469	1583	1739	3469	1445	97	230	1308	1168	64	264
Grp Volume(v), veh/h	5	1871	2	27	1189	18	15	0	0	51	0	0
Grp Sat Flow(s),veh/h/ln	1457	1735	1583	1739	1735	1445	1635	0	0	1496	0	0
Q Serve(g_s), s	0.1	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.4	0.0	0.0	1.3	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.13		0.80	0.80		0.18
Lane Grp Cap(c), veh/h	356	2738	1249	275	2776	1156	106	0	0	116	0	0
V/C Ratio(X)	0.01	0.68	0.00	0.10	0.43	0.02	0.14	0.00	0.00	0.44	0.00	0.00
Avail Cap(c_a), veh/h	430	2738	1249	345	2776	1156	258	0	0	254	0	0
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.1	0.0	0.0	2.6	0.0	0.0	68.6	0.0	0.0	70.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.2	0.5	0.0	0.6	0.0	0.0	2.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	1.0	0.0	0.2	0.3	0.0	1.0	0.0	0.0	3.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.2	1.4	0.0	2.8	0.5	0.0	69.2	0.0	0.0	72.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E			E		
Approach Vol, veh/h	1878			1234			15			51		
Approach Delay, s/veh	1.4			0.5			69.2			72.8		
Approach LOS	A			A			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	127.2		15.5	9.0	125.6		15.5				
Change Period (Y+Rc), s	6.4	* 7.2		8.2	5.6	* 7.2		8.2				
Max Green Setting (Gmax), s	8.6	* 98		21.8	9.4	* 98		21.8				
Max Q Clear Time (g_c+I1), s	2.1	2.0		6.9	2.4	2.0		3.3				
Green Ext Time (p_c), s	0.0	29.3		0.1	0.0	66.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	2.5
HCM 6th LOS	A

Notes

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

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

HCM 6th TWSC

Lakeshore Mall Redevelopment DRI

6: Private Driveway & Dawsonville Highway (SR 53 Conn)

Projected 2030 No-Build Conditions AM Peak

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑		↑
Traffic Vol, veh/h	1785	0	0	1146	0	0
Future Vol, veh/h	1785	0	0	1146	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	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	0	0	5	0	0
Mvmt Flow	1919	0	0	1232	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 960
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 7.1
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.9
Pot Cap-1 Maneuver	-	-	0 - 0 *499
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	- - - 1
Mov Cap-1 Maneuver	-	-	- - - *499
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q (veh)	-	-	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

7: Pearl Nix Parkway & Dawsonville Highway (SR 53 Conn)/John W. Morrow Jr. Parkway (SR 53 Conn)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	1636	23	105	756	119	36	88	163	90	177	278
Future Volume (veh/h)	146	1636	23	105	756	119	36	88	163	90	177	278
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1826	1841	1811	1826	1841	1870	1841	1781	1870	1870
Adj Flow Rate, veh/h	157	1759	25	113	813	128	39	95	175	97	190	299
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	5	4	6	5	4	2	4	8	2	2
Cap, veh/h	1016	1686	745	367	1019	458	73	593	260	138	661	295
Arrive On Green	0.59	0.96	0.96	0.22	0.59	0.59	0.02	0.17	0.17	0.04	0.19	0.19
Sat Flow, veh/h	3456	3497	1546	3401	3441	1546	3401	3554	1560	3291	3554	1585
Grp Volume(v), veh/h	157	1759	25	113	813	128	39	95	175	97	190	299
Grp Sat Flow(s),veh/h/ln	1728	1749	1546	1700	1721	1546	1700	1777	1560	1646	1777	1585
Q Serve(g_s), s	3.1	72.3	0.1	4.2	27.4	6.1	1.7	3.4	8.3	4.4	6.9	27.9
Cycle Q Clear(g_c), s	3.1	72.3	0.1	4.2	27.4	6.1	1.7	3.4	8.3	4.4	6.9	27.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1016	1686	745	367	1019	458	73	593	260	138	661	295
V/C Ratio(X)	0.15	1.04	0.03	0.31	0.80	0.28	0.54	0.16	0.67	0.70	0.29	1.01
Avail Cap(c_a), veh/h	1016	1686	745	367	1659	745	163	661	290	178	661	295
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	2.7	0.7	54.1	27.1	22.8	72.7	53.5	16.0	70.9	52.5	61.0
Incr Delay (d2), s/veh	0.1	34.2	0.1	0.4	6.0	1.4	6.0	0.1	5.2	8.4	0.5	56.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	14.5	0.1	3.2	13.9	4.0	1.4	2.8	6.0	3.6	5.6	22.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.5	36.9	0.8	54.5	33.1	24.2	78.6	53.6	21.2	79.3	53.0	117.1
LnGrp LOS	C	F	A	D	C	C	E	D	C	E	D	F
Approach Vol, veh/h	1941			1054			309			586		
Approach Delay, s/veh	35.3			34.4			38.4			90.1		
Approach LOS	D			C			D			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	51.9	52.1	11.0	35.0	24.0	80.0	13.2	32.8				
Change Period (Y+Rc), s	* 7.8	* 7.7	7.8	7.1	* 7.8	7.7	6.9	* 7.8				
Max Green Setting (Gmax), s	* 13	* 72	7.2	27.9	* 12	72.3	8.1	* 28				
Max Q Clear Time (g_c+I1), s	5.1	29.4	3.7	29.9	6.2	74.3	6.4	10.3				
Green Ext Time (p_c), s	0.3	14.7	0.0	0.0	0.1	0.0	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	43.5											
HCM 6th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

8: Alta Vista Road/Rainey Street & John W Morrow Jr Parkway (SP 53 Conn) Build Conditions AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳		↰ ↱ ↲ ↳	↰ ↱ ↲ ↳			↰ ↱ ↲ ↳		↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	
Traffic Volume (veh/h)	368	1484	25	60	809	173	14	54	32	86	29	300
Future Volume (veh/h)	368	1484	25	60	809	173	14	54	32	86	29	300
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1841	1767	1870	1796	1752	1530	1707	1870	1870	1604	1870
Adj Flow Rate, veh/h	387	1562	26	63	852	182	15	57	34	91	31	316
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	4	9	2	7	10	25	13	2	2	20	2
Cap, veh/h	478	2850	47	245	1787	379	35	114	57	164	34	351
Arrive On Green	0.31	1.00	1.00	0.04	0.59	0.59	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1711	5091	85	1781	4048	859	27	404	204	1300	122	1244
Grp Volume(v), veh/h	387	1028	560	63	687	347	106	0	0	91	0	347
Grp Sat Flow(s),veh/h/ln	1711	1675	1825	1781	1635	1638	635	0	0	1300	0	1366
Q Serve(g_s), s	19.9	0.0	0.0	2.9	18.1	18.3	2.0	0.0	0.0	0.6	0.0	36.7
Cycle Q Clear(g_c), s	19.9	0.0	0.0	2.9	18.1	18.3	38.7	0.0	0.0	39.2	0.0	36.7
Prop In Lane	1.00		0.05	1.00		0.52	0.14		0.32	1.00		0.91
Lane Grp Cap(c), veh/h	478	1876	1022	245	1443	723	206	0	0	164	0	385
V/C Ratio(X)	0.81	0.55	0.55	0.26	0.48	0.48	0.51	0.00	0.00	0.56	0.00	0.90
Avail Cap(c_a), veh/h	677	1876	1022	296	1443	723	216	0	0	172	0	394
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.42	0.42	0.42	0.82	0.82	0.82	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.5	0.0	0.0	21.4	21.0	21.1	43.7	0.0	0.0	53.5	0.0	51.9
Incr Delay (d2), s/veh	2.2	0.5	0.9	0.5	0.9	1.9	2.0	0.0	0.0	3.5	0.0	22.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.9	0.2	0.5	2.2	10.2	10.5	5.8	0.0	0.0	6.5	0.0	21.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.6	0.5	0.9	21.9	22.0	22.9	45.6	0.0	0.0	57.1	0.0	74.8
LnGrp LOS	B	A	A	C	C	C	D			E		E
Approach Vol, veh/h	1975			1097			106			438		
Approach Delay, s/veh	4.0			22.3			45.6			71.1		
Approach LOS	A			C			D			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	38.5	72.5		49.0	10.7	90.3		49.0				
Change Period (Y+Rc), s	5.5	6.3		6.7	6.1	6.3		6.7				
Max Green Setting (Gmax), s	40.5	47.7		43.3	8.9	78.7		43.3				
Max Q Clear Time (g_c+1), s	21.9	20.3		41.2	4.9	2.0		40.7				
Green Ext Time (p_c), s	1.1	13.8		0.6	0.0	40.1		0.1				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 18.9

HCM 6th LOS B

Notes

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

9: Private Driveway/Washington Street & John W Morrow Jr Parkway (SR 58 Con)

Printed 3/20/2018 10:58 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱	↱	↰	↱	↱		↰	↱		↰	↱
Traffic Volume (veh/h)	518	1137	6	16	828	48	0	3	7	10	2	179
Future Volume (veh/h)	518	1137	6	16	828	48	0	3	7	10	2	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1811	1870	1796	1796	1826	1900	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	557	1223	6	17	890	52	0	3	8	11	2	192
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	2	7	7	5	0	2	2	2	2	2
Cap, veh/h	589	2464	1135	321	1927	874	0	250	212	207	34	212
Arrive On Green	0.17	0.72	0.72	0.02	0.56	0.56	0.00	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1781	3441	1585	1711	3413	1547	0	1870	1585	1213	254	1585
Grp Volume(v), veh/h	557	1223	6	17	890	52	0	3	8	13	0	192
Grp Sat Flow(s),veh/h/ln	1781	1721	1585	1711	1706	1547	0	1870	1585	1467	0	1585
Q Serve(g_s), s	21.1	23.5	0.2	0.6	23.0	2.3	0.0	0.2	0.7	0.7	0.0	17.9
Cycle Q Clear(g_c), s	21.1	23.5	0.2	0.6	23.0	2.3	0.0	0.2	0.7	1.1	0.0	17.9
Prop In Lane	1.00		1.00	1.00		1.00	0.00		1.00	0.85		1.00
Lane Grp Cap(c), veh/h	589	2464	1135	321	1927	874	0	250	212	241	0	212
V/C Ratio(X)	0.95	0.50	0.01	0.05	0.46	0.06	0.00	0.01	0.04	0.05	0.00	0.91
Avail Cap(c_a), veh/h	924	2464	1135	389	1927	874	0	281	238	264	0	238
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.71	0.71	0.71	0.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	9.4	6.1	13.3	19.2	14.7	0.0	56.4	56.6	56.7	0.0	64.0
Incr Delay (d2), s/veh	12.1	0.6	0.0	0.0	0.6	0.1	0.0	0.0	0.1	0.1	0.0	32.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.4	13.0	0.1	0.4	13.4	1.5	0.0	0.2	0.5	0.8	0.0	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.8	10.0	6.1	13.3	19.8	14.8	0.0	56.4	56.6	56.8	0.0	96.3
LnGrp LOS	C	B	A	B	B	B		E	E	E		F
Approach Vol, veh/h	1786			959			11			205		
Approach Delay, s/veh	17.4			19.4			56.6			93.8		
Approach LOS	B			B			E			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	31.7	90.7		27.6	9.0	113.4		27.6				
Change Period (Y+Rc), s	6.8	6.0		7.5	6.5	6.0		7.5				
Max Green Setting (Gmax), s	53.2	54.0		22.5	8.5	99.0		22.5				
Max Q Clear Time (g_c+2.1), s	23.5	25.0		19.9	2.6	25.5		2.7				
Green Ext Time (p_c), s	1.9	13.1		0.2	0.0	28.6		0.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 23.5

HCM 6th LOS C

Notes

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

10: Jesse Jewell Parkway (SR 369)/Jesse Jewell Parkway (SR 369) & John W. Morrow Parkway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑	↗	↔	↑	↗	↔	↑	↗	↔	↑	↗
Traffic Volume (veh/h)	503	577	33	103	465	322	25	927	116	244	941	426
Future Volume (veh/h)	503	577	33	103	465	322	25	927	116	244	941	426
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1870	1841	1796	1841	1870	1826	1856	1841	1856	1796
Adj Flow Rate, veh/h	524	601	34	107	484	335	26	966	121	254	980	444
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	2	4	7	4	2	5	3	4	3	7
Cap, veh/h	567	1004	458	151	575	262	186	1366	616	302	1646	707
Arrive On Green	0.17	0.29	0.29	0.04	0.17	0.17	0.02	0.39	0.39	0.10	0.47	0.47
Sat Flow, veh/h	3374	3469	1582	3401	3413	1554	1781	3469	1563	1753	3526	1514
Grp Volume(v), veh/h	524	601	34	107	484	335	26	966	121	254	980	444
Grp Sat Flow(s),veh/h/ln	1687	1735	1582	1700	1706	1554	1781	1735	1563	1753	1763	1514
Q Serve(g_s), s	22.9	22.3	2.3	4.7	20.6	21.9	1.3	35.1	4.4	12.6	30.8	33.2
Cycle Q Clear(g_c), s	22.9	22.3	2.3	4.7	20.6	21.9	1.3	35.1	4.4	12.6	30.8	33.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	567	1004	458	151	575	262	186	1366	616	302	1646	707
V/C Ratio(X)	0.92	0.60	0.07	0.71	0.84	1.28	0.14	0.71	0.20	0.84	0.60	0.63
Avail Cap(c_a), veh/h	585	1004	458	313	619	282	257	1366	616	361	1646	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.5	45.8	38.7	70.7	60.4	46.7	27.4	38.2	10.2	30.0	29.5	30.2
Incr Delay (d2), s/veh	18.8	0.9	0.1	2.3	9.3	151.6	0.1	3.1	0.7	12.2	1.6	4.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.5	14.6	1.7	3.7	14.7	29.9	1.0	21.9	5.3	10.3	19.3	18.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.3	46.7	38.8	73.0	69.7	198.3	27.5	41.3	10.9	42.3	31.1	34.4
LnGrp LOS	F	D	D	E	E	F	C	D	B	D	C	C
Approach Vol, veh/h		1159			926			1113			1678	
Approach Delay, s/veh		61.7			116.6			37.7			33.7	
Approach LOS		E			F			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	76.7	12.9	49.4	21.9	65.8	31.2	31.1				
Change Period (Y+Rc), s	7.7	6.7	6.2	* 6	7.2	6.7	6.0	5.8				
Max Green Setting (Gmax), s	9.3	61.3	13.8	* 39	19.8	51.3	26.0	27.2				
Max Q Clear Time (g_c+13.3), s	13.3	35.2	6.7	24.3	14.6	37.1	24.9	23.9				
Green Ext Time (p_c), s	0.0	17.1	0.1	3.5	0.2	9.2	0.3	1.2				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 57.0

HCM 6th LOS E

Notes

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

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

HCM 6th Signalized Intersection Summary

11: Shallowford Road & Private Driveway/Plaza Drive

Lakeshore Mall Redevelopment DRI
Projected 2030 No-Build Conditions AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱	↰	↱	↰	↱	↰	↱	↰	↱	↰
Traffic Volume (veh/h)	61	11	51	7	13	2	40	239	17	6	284	103
Future Volume (veh/h)	61	11	51	7	13	2	40	239	17	6	284	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1767	1870	1767	1870	1870	1856	1870	1870	1870	1856
Adj Flow Rate, veh/h	66	12	55	8	14	2	43	260	18	7	309	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	9	2	9	2	2	3	2	2	2	3
Cap, veh/h	107	19	104	54	54	47	694	2222	153	781	1643	584
Arrive On Green	0.07	0.07	0.07	0.03	0.03	0.03	0.03	0.66	0.66	0.01	0.64	0.64
Sat Flow, veh/h	1518	276	1478	1781	1767	1554	1781	3346	230	1781	2569	913
Grp Volume(v), veh/h	78	0	55	8	14	2	43	136	142	7	212	209
Grp Sat Flow(s),veh/h/ln	1794	0	1478	1781	1767	1554	1781	1763	1814	1781	1777	1705
Q Serve(g_s), s	4.6	0.0	4.0	0.5	0.9	0.1	0.9	3.1	3.1	0.2	5.4	5.5
Cycle Q Clear(g_c), s	4.6	0.0	4.0	0.5	0.9	0.1	0.9	3.1	3.1	0.2	5.4	5.5
Prop In Lane	0.85		1.00	1.00		1.00	1.00		0.13	1.00		0.54
Lane Grp Cap(c), veh/h	126	0	104	54	54	47	694	1171	1205	781	1136	1091
V/C Ratio(X)	0.62	0.00	0.53	0.15	0.26	0.04	0.06	0.12	0.12	0.01	0.19	0.19
Avail Cap(c_a), veh/h	380	0	313	303	300	264	787	1171	1205	917	1136	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	0.96	0.96	0.96
Uniform Delay (d), s/veh	49.7	0.0	49.4	51.9	52.1	51.8	6.2	6.7	6.7	6.8	8.1	8.1
Incr Delay (d2), s/veh	4.8	0.0	4.1	1.2	2.6	0.4	0.0	0.2	0.2	0.0	0.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	2.9	0.4	0.8	0.1	0.6	2.0	2.1	0.1	3.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	0.0	53.4	53.2	54.7	52.1	6.2	6.9	6.9	6.8	8.5	8.5
LnGrp LOS	D		D	D	D	D	A	A	A	A	A	A
Approach Vol, veh/h		133			24			321			428	
Approach Delay, s/veh		54.1			54.0			6.8			8.5	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	76.7		9.6	6.6	79.3		14.5				
Change Period (Y+Rc), s	5.6	6.3		6.3	5.6	6.3		6.7				
Max Green Setting (Gmax), s	9.4	33.7		18.7	9.4	33.7		23.3				
Max Q Clear Time (g_c+I2), s	12.5	7.5		2.9	2.2	5.1		6.6				
Green Ext Time (p_c), s	0.0	6.1		0.0	0.0	3.9		0.5				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	15.8
HCM 6th LOS	B

Notes

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

HCM 6th TWSC

12: Pearl Nix Parkway & Site Driveway C

Lakeshore Mall Redevelopment DRI
Projected 2030 No-Build Conditions AM Peak

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	5	323	303	3
Future Vol, veh/h	2	2	5	323	303	3
Conflicting Peds, #/hr	1	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	6	359	337	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	533	171	341	0	-	0
Stage 1	340	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	636	*975	1403	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	821	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	632	*974	1402	-	-	-
Mov Cap-2 Maneuver	632	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	9.7	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1402	-	632	974	-	-
HCM Lane V/C Ratio	0.004	-	0.004	0.002	-	-
HCM Control Delay (s/veh)	7.6	-	10.7	8.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q (veh)	0	-	0	0	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 6th Signalized Intersection Summary

13: Shallowford Road & Skelton Road

Lakeshore Mall Redevelopment DRI
Projected 2030 No-Build Conditions AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	80	137	103	207	294	106
Future Volume (veh/h)	80	137	103	207	294	106
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1841	1856	1841	1870	1870
Adj Flow Rate, veh/h	83	143	107	216	306	110
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	4	3	4	2	2
Cap, veh/h	191	174	783	2688	1715	604
Arrive On Green	0.11	0.11	0.04	0.77	1.00	1.00
Sat Flow, veh/h	1711	1560	1767	3589	2669	907
Grp Volume(v), veh/h	83	143	107	216	209	207
Grp Sat Flow(s),veh/h/ln	1711	1560	1767	1749	1777	1706
Q Serve(g_s), s	5.0	9.9	1.9	1.7	0.0	0.0
Cycle Q Clear(g_c), s	5.0	9.9	1.9	1.7	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.53
Lane Grp Cap(c), veh/h	191	174	783	2688	1183	1136
V/C Ratio(X)	0.44	0.82	0.14	0.08	0.18	0.18
Avail Cap(c_a), veh/h	300	274	1003	2688	1183	1136
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.91	0.91	0.99	0.99
Uniform Delay (d), s/veh	45.6	47.8	4.4	3.1	0.0	0.0
Incr Delay (d2), s/veh	1.6	10.7	0.1	0.1	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	7.8	1.1	0.9	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	47.2	58.5	4.4	3.2	0.3	0.3
LnGrp LOS	D	E	A	A	A	A
Approach Vol, veh/h	226			323	416	
Approach Delay, s/veh	54.4			3.6	0.3	
Approach LOS	D			A	A	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.3	79.7		18.9		91.1
Change Period (Y+Rc), s	6.5	6.5		6.7		6.5
Max Green Setting (Gmax), s	18.5	52.5		19.3		77.5
Max Q Clear Time (g_c+I1), s	3.9	2.0		11.9		3.7
Green Ext Time (p_c), s	0.2	7.3		0.4		3.9
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			14.1			
HCM 6th LOS			B			

Notes

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

14: Pearl Nix Parkway & Site Driveway D/Private Driveway

Projected 2030 No-Build Conditions AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱		↰	↱	
Traffic Volume (veh/h)	0	0	5	2	0	2	7	337	0	14	289	3
Future Volume (veh/h)	0	0	5	2	0	2	7	337	0	14	289	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1900	1870	1870	1856	1900	1870	1870	1870
Adj Flow Rate, veh/h	0	0	6	2	0	2	8	392	0	16	336	3
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	2	2	0	2	2	3	0	2	2	2
Cap, veh/h	0	15	13	5	0	5	455	1086	0	460	1066	10
Arrive On Green	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.31	0.00	0.02	0.30	0.30
Sat Flow, veh/h	0	1900	1585	852	0	852	1781	3618	0	1781	3609	32
Grp Volume(v), veh/h	0	0	6	4	0	0	8	392	0	16	165	174
Grp Sat Flow(s),veh/h/ln	0	1900	1585	1704	0	0	1781	1763	0	1781	1777	1864
Q Serve(g_s), s	0.0	0.0	0.1	0.1	0.0	0.0	0.1	3.1	0.0	0.2	2.5	2.6
Cycle Q Clear(g_c), s	0.0	0.0	0.1	0.1	0.0	0.0	0.1	3.1	0.0	0.2	2.5	2.6
Prop In Lane	0.00		1.00	0.50		0.50	1.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	0	15	13	9	0	0	455	1086	0	460	525	551
V/C Ratio(X)	0.00	0.00	0.47	0.43	0.00	0.00	0.02	0.36	0.00	0.03	0.32	0.32
Avail Cap(c_a), veh/h	0	2106	1757	681	0	0	1340	2989	0	863	1003	1052
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	17.4	17.5	0.0	0.0	8.6	9.5	0.0	8.4	9.7	9.7
Incr Delay (d2), s/veh	0.0	0.0	28.7	33.8	0.0	0.0	0.0	0.7	0.0	0.0	1.2	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.3	0.2	0.0	0.0	0.1	1.7	0.0	0.1	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	46.1	51.3	0.0	0.0	8.6	10.2	0.0	8.4	10.9	10.8
LnGrp LOS			D	D			A	B		A	B	B
Approach Vol, veh/h		6			4			400			355	
Approach Delay, s/veh		46.1			51.3			10.2			10.8	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	17.0		6.2	6.5	16.5		6.1				
Change Period (Y+Rc), s	5.3	6.1		5.9	6.1	6.1		5.9				
Max Green Setting (Gmax), s	29.9	29.9		39.1	17.9	19.9		14.1				
Max Q Clear Time (g_c+I2), s	12.2	5.1		2.1	2.1	4.6		2.1				
Green Ext Time (p_c), s	0.0	5.8		0.0	0.0	3.6		0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			11.0									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

15: Pearl Nix Parkway & Shallowford Road/West End Avenue

Projected 2030 No-Build Conditions AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	84	248	1	93	60	170	258	7	24	221	70
Future Volume (veh/h)	82	84	248	1	93	60	170	258	7	24	221	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1856	1841	1870	1870	1870	1811	1870	1870	1826	1856	1870
Adj Flow Rate, veh/h	85	88	258	1	97	62	177	269	7	25	230	73
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	4	2	2	2	6	2	2	5	3	2
Cap, veh/h	349	545	458	72	254	217	227	1043	465	51	674	303
Arrive On Green	0.06	0.29	0.29	0.14	0.14	0.14	0.13	0.29	0.29	0.03	0.19	0.19
Sat Flow, veh/h	1781	1856	1560	6	1859	1585	1725	3554	1585	1739	3526	1585
Grp Volume(v), veh/h	85	88	258	98	0	62	177	269	7	25	230	73
Grp Sat Flow(s),veh/h/ln	1781	1856	1560	1865	0	1585	1725	1777	1585	1739	1763	1585
Q Serve(g_s), s	2.0	1.8	7.2	0.0	0.0	1.8	5.1	3.0	0.2	0.7	2.9	2.0
Cycle Q Clear(g_c), s	2.0	1.8	7.2	2.4	0.0	1.8	5.1	3.0	0.2	0.7	2.9	2.0
Prop In Lane	1.00		1.00	0.01		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	349	545	458	326	0	217	227	1043	465	51	674	303
V/C Ratio(X)	0.24	0.16	0.56	0.30	0.00	0.29	0.78	0.26	0.02	0.49	0.34	0.24
Avail Cap(c_a), veh/h	766	835	702	726	0	558	2487	2343	1045	1146	1635	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	13.4	15.3	20.1	0.0	19.8	21.5	13.8	12.8	24.4	17.9	17.5
Incr Delay (d2), s/veh	0.2	0.1	0.8	0.5	0.0	0.7	2.2	0.5	0.0	7.5	0.6	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	1.2	4.1	1.8	0.0	1.2	3.5	1.9	0.1	0.7	2.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.2	13.5	16.1	20.6	0.0	20.6	23.7	14.3	12.9	31.9	18.5	18.4
LnGrp LOS	B	B	B	C		C	C	B	B	C	B	B
Approach Vol, veh/h	431			160			453			328		
Approach Delay, s/veh	15.6			20.6			17.9			19.5		
Approach LOS	B			C			B			B		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	3.0	16.1		22.0	7.8	21.3	8.0	14.0				
Change Period (Y+Rc), s	6.3	6.3		7.0	6.3	6.3	5.2	7.0				
Max Green Setting (Gmax), s	3.7	23.7		23.0	33.7	33.7	14.8	18.0				
Max Q Clear Time (g_c+I1), s	4.9			9.2	2.7	5.0	4.0	4.4				
Green Ext Time (p_c), s	0.2	2.8		0.9	0.0	4.1	0.1	0.5				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 17.9

HCM 6th LOS B

Notes

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

HCM 6th Signalized Intersection Summary 16: Pearl Nix Parkway & Browns Bridge Road (SR 369)

Lakeshore Mall Redevelopment DRI
Projected 2030 No-Build Conditions AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	826	229	33	820	33	314	275	10	36	285	168
Future Volume (veh/h)	184	826	229	33	820	33	314	275	10	36	285	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1826	1796	1870	1856	1870	1796	1796	1737	1870	1856	1856
Adj Flow Rate, veh/h	198	888	246	35	882	35	338	296	11	39	306	181
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	7	2	3	2	7	7	11	2	3	3
Cap, veh/h	327	1302	360	208	1507	60	402	973	36	244	487	217
Arrive On Green	0.07	0.49	0.49	0.03	0.44	0.44	0.18	0.29	0.29	0.03	0.14	0.14
Sat Flow, veh/h	1781	2683	742	1781	3456	137	1711	3356	124	1781	3526	1569
Grp Volume(v), veh/h	198	574	560	35	450	467	338	150	157	39	306	181
Grp Sat Flow(s),veh/h/ln	1781	1735	1691	1781	1763	1831	1711	1706	1774	1781	1763	1569
Q Serve(g_s), s	9.0	38.2	38.3	1.6	29.0	29.0	24.7	10.3	10.3	2.8	12.3	16.9
Cycle Q Clear(g_c), s	9.0	38.2	38.3	1.6	29.0	29.0	24.7	10.3	10.3	2.8	12.3	16.9
Prop In Lane	1.00		0.44	1.00		0.07	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	327	841	820	208	768	798	402	495	514	244	487	217
V/C Ratio(X)	0.61	0.68	0.68	0.17	0.59	0.59	0.84	0.30	0.31	0.16	0.63	0.83
Avail Cap(c_a), veh/h	348	841	820	257	768	798	404	495	514	325	604	269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	24.0	29.7	29.7	25.6	32.0	32.0	43.1	41.5	41.5	53.5	61.0	63.0
Incr Delay (d2), s/veh	1.9	4.4	4.6	0.2	3.2	3.1	14.2	0.4	0.4	0.2	1.6	16.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	23.5	23.1	1.3	18.9	19.5	17.5	7.8	8.0	2.3	9.4	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.8	34.2	34.3	25.8	35.3	35.2	57.3	41.9	41.9	53.7	62.6	79.6
LnGrp LOS	C	C	C	C	D	D	E	D	D	D	E	E
Approach Vol, veh/h	1332			952			645			526		
Approach Delay, s/veh	33.0			34.9			50.0			67.8		
Approach LOS	C			C			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.2	71.9	32.9	27.0	10.8	79.3	10.1	49.8				
Change Period (Y+Rc), s	7.2	6.5	6.1	6.3	7.0	6.5	6.1	6.3				
Max Green Setting (Gmax), s	12.8	58.5	26.9	25.7	8.0	63.5	10.9	41.7				
Max Q Clear Time (g_c+1.0), s	11.0	31.0	26.7	18.9	3.6	40.3	4.8	12.3				
Green Ext Time (p_c), s	0.1	12.0	0.0	1.7	0.0	14.0	0.0	2.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	42.0
HCM 6th LOS	D

Notes

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

1: Dawsonville Highway (SR 53 Conn)/Dawsonville Highway (SR 53) & McEver Road (SR 53) Private Drive

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	→	↱	↰	→	↱	↰	→	↱	↰	→	↱
Traffic Volume (veh/h)	702	227	416	119	68	98	392	1508	57	74	1066	586
Future Volume (veh/h)	702	227	416	119	68	98	392	1508	57	74	1066	586
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1841	1870	1811
Adj Flow Rate, veh/h	731	236	168	124	71	69	408	1571	27	77	1110	340
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	2	6
Cap, veh/h	639	378	320	266	82	79	617	1738	775	95	1310	565
Arrive On Green	0.18	0.20	0.20	0.08	0.09	0.09	0.36	0.98	0.98	0.05	0.37	0.37
Sat Flow, veh/h	3563	1870	1580	1781	868	844	3456	3554	1583	1753	3554	1534
Grp Volume(v), veh/h	731	236	168	124	0	140	408	1571	27	77	1110	340
Grp Sat Flow(s),veh/h/ln	1781	1870	1580	1781	0	1712	1728	1777	1583	1753	1777	1534
Q Serve(g_s), s	28.7	18.4	10.0	9.9	0.0	12.9	15.9	13.2	0.1	7.0	45.9	16.6
Cycle Q Clear(g_c), s	28.7	18.4	10.0	9.9	0.0	12.9	15.9	13.2	0.1	7.0	45.9	16.6
Prop In Lane	1.00		1.00	1.00		0.49	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	639	378	320	266	0	161	617	1738	775	95	1310	565
V/C Ratio(X)	1.14	0.62	0.53	0.47	0.00	0.87	0.66	0.90	0.03	0.81	0.85	0.60
Avail Cap(c_a), veh/h	639	378	320	425	0	168	617	1738	775	140	1386	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.68	0.68	0.68	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.7	58.3	24.8	59.3	0.0	71.5	47.3	1.0	0.9	74.8	46.4	13.7
Incr Delay (d2), s/veh	82.4	3.2	1.6	1.3	0.0	34.9	2.1	5.8	0.1	19.5	6.9	4.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	29.4	13.9	7.0	8.2	0.0	11.7	9.3	3.7	0.1	6.5	28.6	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	148.0	61.5	26.5	60.6	0.0	106.5	49.4	6.8	0.9	94.3	53.3	18.4
LnGrp LOS	F	E	C	E		F	D	A	A	F	D	B
Approach Vol, veh/h		1135			264			2006			1527	
Approach Delay, s/veh		112.0			84.9			15.4			47.6	
Approach LOS		F			F			B			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.1	65.6	36.0	22.3	15.9	85.8	18.7	39.7				
Change Period (Y+Rc), s	* 7.5	6.6	7.3	7.3	7.2	* 7.5	6.5	7.3				
Max Green Setting (Gmax), s	* 25	62.4	28.7	15.7	12.8	* 74	26.5	18.7				
Max Q Clear Time (g_c+I1), s	17.9	47.9	30.7	14.9	9.0	15.2	11.9	20.4				
Green Ext Time (p_c), s	1.2	11.1	0.0	0.1	0.0	37.3	0.3	0.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	51.3
HCM 6th LOS	D

Notes

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

User approved volume balancing among the lanes for turning movement.

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

2: Dawsonville Highway (SR 53 Conn) & Green Hill Circle/Private Drive

2030 No-Build Conditions PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱	↰	↱	↰	↱
Traffic Volume (veh/h)	131	17	181	80	23	40	298	1831	87	54	1586	74
Future Volume (veh/h)	131	17	181	80	23	40	298	1831	87	54	1586	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1856	1856	1870
Adj Flow Rate, veh/h	134	17	185	82	23	41	304	1868	89	55	1618	76
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	2
Cap, veh/h	191	19	239	48	15	11	374	2754	1228	192	2328	1047
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.15	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	984	125	1585	85	102	73	1781	3554	1585	223	3526	1585
Grp Volume(v), veh/h	151	0	185	146	0	0	304	1868	89	55	1618	76
Grp Sat Flow(s),veh/h/ln	1109	0	1585	259	0	0	1781	1777	1585	223	1763	1585
Q Serve(g_s), s	0.0	0.0	18.0	2.7	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	21.4	0.0	18.0	24.1	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.89		1.00	0.56		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	0	239	74	0	0	374	2754	1228	192	2328	1047
V/C Ratio(X)	0.72	0.00	0.77	1.97	0.00	0.00	0.81	0.68	0.07	0.29	0.69	0.07
Avail Cap(c_a), veh/h	210	0	239	74	0	0	615	2754	1228	192	2328	1047
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.54	0.54	0.54	0.58	0.58	0.58
Uniform Delay (d), s/veh	66.8	0.0	65.3	74.5	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	11.4	0.0	14.7	480.5	0.0	0.0	2.4	0.7	0.1	2.2	1.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.1	0.0	13.0	22.9	0.0	0.0	4.7	0.5	0.0	0.2	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.2	0.0	80.0	555.0	0.0	0.0	8.3	0.7	0.1	2.2	1.0	0.1
LnGrp LOS	E		F	F			A	A	A	A	A	A
Approach Vol, veh/h		336			146			2261			1749	
Approach Delay, s/veh		79.2			555.0			1.7			1.0	
Approach LOS		E			F			A			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	18.3	111.7		30.0		130.0		30.0				
Change Period (Y+Rc), s	6.0	6.0		5.9		6.0		5.9				
Max Green Setting (Gmax), s	34.0	84.0		24.1		124.0		24.1				
Max Q Clear Time (g_c+1), s	11.5	2.0		26.1		2.0		23.4				
Green Ext Time (p_c), s	0.8	53.0		0.0		75.5		0.1				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	25.2
HCM 6th LOS	C

Notes

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

3: Shallowford Road/Private Driveway & Dawsonville Highway (SR 58 Conn)

Pre-50 CMM No-Build Conditions PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1346	523	51	1698	90	454	31	34	33	22	36
Future Volume (veh/h)	11	1346	523	51	1698	90	454	31	34	33	22	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1856	1870	1870	1870	1870	1856	1870	1856
Adj Flow Rate, veh/h	12	1417	551	54	1787	95	502	0	36	35	23	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	2	2	3	2	2	2	2	3	2	3
Cap, veh/h	107	2139	968	149	2384	1070	558	0	248	50	33	72
Arrive On Green	0.20	0.20	0.20	0.02	0.45	0.45	0.16	0.00	0.16	0.05	0.05	0.05
Sat Flow, veh/h	242	3497	1583	1781	3526	1583	3563	0	1582	1096	720	1562
Grp Volume(v), veh/h	12	1417	551	54	1787	95	502	0	36	58	0	38
Grp Sat Flow(s),veh/h/ln	242	1749	1583	1781	1763	1583	1781	0	1582	1816	0	1562
Q Serve(g_s), s	7.4	59.7	50.2	1.7	67.2	5.5	22.1	0.0	3.1	5.0	0.0	3.8
Cycle Q Clear(g_c), s	64.2	59.7	50.2	1.7	67.2	5.5	22.1	0.0	3.1	5.0	0.0	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.60		1.00
Lane Grp Cap(c), veh/h	107	2139	968	149	2384	1070	558	0	248	83	0	72
V/C Ratio(X)	0.11	0.66	0.57	0.36	0.75	0.09	0.90	0.00	0.15	0.70	0.00	0.53
Avail Cap(c_a), veh/h	107	2139	968	200	2384	1070	630	0	280	183	0	157
HCM Platoon Ratio	0.33	0.33	0.33	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.54	1.00	1.00	1.00	0.97	0.00	0.97	1.00	0.00	1.00
Uniform Delay (d), s/veh	76.9	48.6	44.8	26.0	32.5	15.7	66.2	0.0	58.2	75.2	0.0	74.6
Incr Delay (d2), s/veh	1.1	0.9	1.3	0.6	2.2	0.2	14.5	0.0	0.3	10.0	0.0	5.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	34.9	27.4	1.9	39.9	3.7	16.6	0.0	2.3	4.7	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.0	49.5	46.2	26.5	34.7	15.8	80.7	0.0	58.5	85.2	0.0	80.6
LnGrp LOS	E	D	D	C	C	B	F		E	F		F
Approach Vol, veh/h	1980			1936			538			96		
Approach Delay, s/veh	48.8			33.6			79.3			83.4		
Approach LOS	D			C			E			F		
Timer - Assigned Phs	1	2	4		6		8					
Phs Duration (G+Y+Rc), s	10.3	104.7	13.2		115.0		31.8					
Change Period (Y+Rc), s	5.8	6.8	5.9		6.8		6.7					
Max Green Setting (Gmax), s	9.2	81.2	16.1		96.2		28.3					
Max Q Clear Time (g_c+1.5), s	13.7	66.2	7.0		69.2		24.1					
Green Ext Time (p_c), s	0.0	13.5	0.2		23.6		0.8					
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				46.6								
HCM 6th LOS				D								
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

HCM 6th TWSC

Lakeshore Mall Redevelopment DRI

4: Private Driveway & Dawsonville Highway (SR 53 Conn)

Projected 2030 No-Build Conditions PM Peak

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1512	0	0	1993	0	0
Future Vol, veh/h	1512	0	0	1993	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	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	0	0	3	0	0
Mvmt Flow	1609	0	0	2120	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 805
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.9
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.3
Pot Cap-1 Maneuver	-	- 0	- 0 *465
Stage 1	-	- 0	- 0 -
Stage 2	-	- 0	- 0 -
Platoon blocked, %	-	-	- - - 1
Mov Cap-1 Maneuver	-	-	- - - *465
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q (veh)	-	-	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

5: Private Driveway/Lakeshore Drive & Dawsonville Highway (SR 63 Corridor)

No-Build Conditions PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1474	25	49	1967	39	20	1	91	43	6	7
Future Volume (veh/h)	13	1474	25	49	1967	39	20	1	91	43	6	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1826	1870	1856	1870	1870	1870	1870	1856	1604	1870
Adj Flow Rate, veh/h	14	1568	27	52	2093	41	21	1	97	46	6	7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	4	5	2	3	2	2	2	2	3	20	2
Cap, veh/h	223	2813	1243	352	2866	1287	37	2	53	72	4	5
Arrive On Green	0.03	1.00	1.00	0.06	1.00	1.00	0.04	0.04	0.04	0.04	0.04	0.04
Sat Flow, veh/h	1781	3497	1545	1781	3526	1583	292	42	1471	889	116	135
Grp Volume(v), veh/h	14	1568	27	52	2093	41	119	0	0	59	0	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1545	1781	1763	1583	1804	0	0	1140	0	0
Q Serve(g_s), s	0.2	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	0.8	0.0	0.0	5.8	0.0	0.0	5.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.18		0.82	0.78		0.12
Lane Grp Cap(c), veh/h	223	2813	1243	352	2866	1287	92	0	0	81	0	0
V/C Ratio(X)	0.06	0.56	0.02	0.15	0.73	0.03	1.30	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	270	2813	1243	384	2866	1287	92	0	0	81	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.6	0.0	0.0	2.2	0.0	0.0	78.0	0.0	0.0	78.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.8	0.0	0.2	1.7	0.0	192.2	0.0	0.0	27.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.6	0.0	0.4	1.2	0.0	14.5	0.0	0.0	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	2.7	0.8	0.0	2.4	1.7	0.0	270.2	0.0	0.0	105.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	F			F		
Approach Vol, veh/h	1609				2186				119			
Approach Delay, s/veh	0.8				1.7				270.2			
Approach LOS	A				A				F			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	137.3		14.0	10.1	135.9		14.0				
Change Period (Y+Rc), s	6.4	* 7.2		8.2	5.6	* 7.2		8.2				
Max Green Setting (Gmax), s	6.6	1.3E+02		5.8	7.4	1.3E+02		5.8				
Max Q Clear Time (g_c+I1), s	2.2	2.0		7.8	2.8	2.0		7.8				
Green Ext Time (p_c), s	0.0	94.4		0.0	0.0	55.6		0.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 10.9

HCM 6th LOS B

Notes

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

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

HCM 6th TWSC

Lakeshore Mall Redevelopment DRI

6: Private Dirveway & Dawsonville Highway (SR 53 Conn)

Projected 2030 No-Build Conditions PM Peak

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑		↑
Traffic Vol, veh/h	1617	0	0	2015	0	0
Future Vol, veh/h	1617	0	0	2015	0	0
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	0	0	2	0	0
Mvmt Flow	1739	0	0	2167	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 871
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 7.1
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.9
Pot Cap-1 Maneuver	-	-	0 - 0 *558
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	- - - 1
Mov Cap-1 Maneuver	-	-	- - - *557
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q (veh)	-	-	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

7: Pearl Nix Parkway & Dawsonville Highway (SR 53 Conn)/John W Morrow Jr Parkway (SR 53 Conn)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	1290	53	225	1544	65	164	206	262	56	161	340
Future Volume (veh/h)	260	1290	53	225	1544	65	164	206	262	56	161	340
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1856	1841	1870	1870	1870	1870	1856	1870
Adj Flow Rate, veh/h	277	1372	56	239	1643	69	174	219	279	60	171	362
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	4	2	2	3	4	2	2	2	2	3	2
Cap, veh/h	566	1362	617	760	1571	695	215	968	430	97	835	374
Arrive On Green	0.33	0.78	0.78	0.44	0.89	0.89	0.06	0.27	0.27	0.03	0.24	0.24
Sat Flow, veh/h	3456	3497	1584	3456	3526	1559	3456	3554	1580	3456	3526	1579
Grp Volume(v), veh/h	277	1372	56	239	1643	69	174	219	279	60	171	362
Grp Sat Flow(s),veh/h/ln	1728	1749	1584	1728	1763	1559	1728	1777	1580	1728	1763	1579
Q Serve(g_s), s	10.3	62.3	1.3	7.2	71.3	0.8	8.0	7.6	19.4	2.7	6.2	36.3
Cycle Q Clear(g_c), s	10.3	62.3	1.3	7.2	71.3	0.8	8.0	7.6	19.4	2.7	6.2	36.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	566	1362	617	760	1571	695	215	968	430	97	835	374
V/C Ratio(X)	0.49	1.01	0.09	0.31	1.05	0.10	0.81	0.23	0.65	0.62	0.20	0.97
Avail Cap(c_a), veh/h	566	1362	617	760	1571	695	220	968	430	240	835	374
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	17.7	10.2	37.0	8.7	4.9	74.1	45.1	31.0	76.9	49.0	60.4
Incr Delay (d2), s/veh	0.7	26.2	0.3	0.2	32.7	0.2	19.3	0.1	3.4	6.4	0.3	38.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.4	22.7	1.0	5.2	15.8	0.6	7.4	6.2	12.4	2.4	5.0	25.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.1	43.9	10.5	37.1	41.4	5.1	93.4	45.2	34.4	83.3	49.2	98.8
LnGrp LOS	D	F	B	D	F	A	F	D	C	F	D	F
Approach Vol, veh/h	1705			1951			672			593		
Approach Delay, s/veh	43.7			39.6			53.2			82.9		
Approach LOS	D			D			D			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.5	79.0	17.8	45.0	43.5	70.0	11.4	51.4				
Change Period (Y+Rc), s	* 7.8	* 7.7	7.8	7.1	* 7.8	7.7	6.9	* 7.8				
Max Green Setting (Gmax), s	* 11	* 71	10.2	37.9	* 19	62.3	11.1	* 38				
Max Q Clear Time (g_c+I1), s	12.3	73.3	10.0	38.3	9.2	64.3	4.7	21.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.5	0.0	0.1	2.1				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 48.1

HCM 6th LOS D

Notes

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

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

8: Alta Vista Road/Rainey Street & John W Morrow Jr Parkway (SR 53 Conn)

SR 53 Conn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	1335	30	84	1623	52	62	25	74	54	31	283
Future Volume (veh/h)	269	1335	30	84	1623	52	62	25	74	54	31	283
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1870	1870	1870	1870	1870	1870	1796	1870
Adj Flow Rate, veh/h	272	1348	30	85	1639	53	63	25	75	55	31	286
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	3	2	2	2	2	2	2	2	2	7	2
Cap, veh/h	293	2967	66	312	2654	86	70	34	62	237	40	367
Arrive On Green	0.20	1.00	1.00	0.02	0.35	0.35	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	5099	113	1781	5080	164	146	128	234	1295	151	1390
Grp Volume(v), veh/h	272	893	485	85	1098	594	163	0	0	55	0	317
Grp Sat Flow(s),veh/h/ln	1781	1689	1835	1781	1702	1841	508	0	0	1295	0	1540
Q Serve(g_s), s	12.9	0.0	0.0	3.5	42.8	42.8	11.8	0.0	0.0	0.0	0.0	30.5
Cycle Q Clear(g_c), s	12.9	0.0	0.0	3.5	42.8	42.8	42.3	0.0	0.0	9.7	0.0	30.5
Prop In Lane	1.00		0.06	1.00		0.09	0.39		0.46	1.00		0.90
Lane Grp Cap(c), veh/h	293	1965	1068	312	1778	962	165	0	0	237	0	407
V/C Ratio(X)	0.93	0.45	0.45	0.27	0.62	0.62	0.99	0.00	0.00	0.23	0.00	0.78
Avail Cap(c_a), veh/h	470	1965	1068	405	1778	962	165	0	0	237	0	407
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	0.54	0.54	0.54	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.2	0.0	0.0	16.7	38.7	38.7	67.8	0.0	0.0	46.8	0.0	54.5
Incr Delay (d2), s/veh	9.8	0.4	0.7	0.3	0.9	1.6	65.4	0.0	0.0	0.5	0.0	9.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.5	0.2	0.4	2.7	24.3	26.3	15.0	0.0	0.0	3.3	0.0	19.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.0	0.4	0.7	16.9	39.6	40.4	133.2	0.0	0.0	47.3	0.0	63.8
LnGrp LOS	D	A	A	B	D	D	F			D		E
Approach Vol, veh/h	1650			1777			163			372		
Approach Delay, s/veh	6.8			38.8			133.2			61.3		
Approach LOS	A			D			F			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.1	89.9		49.0	11.6	99.4		49.0				
Change Period (Y+Rc), s	5.5	6.3		6.7	6.1	6.3		6.7				
Max Green Setting (Gmax), s	21.5	67.7		42.3	13.9	84.7		42.3				
Max Q Clear Time (g_c+1.5), s	14.9	44.8		32.5	5.5	2.0		44.3				
Green Ext Time (p_c), s	0.7	18.6		1.6	0.1	32.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				31.5								
HCM 6th LOS				C								
Notes												

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

9: Private Driveway/Washington Street & John W Morrow Jr Parkway (SR 58 Cor)

Printed: 2/20/2024 1:58 PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	549	909	15	37	1172	56	10	17	28	34	8	479
Future Volume (veh/h)	549	909	15	37	1172	56	10	17	28	34	8	479
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1841	1870	1870	1796	1870	1870	1870	1870
Adj Flow Rate, veh/h	560	928	11	38	1196	23	10	17	2	35	8	120
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	5	2	2	4	2	2	7	2	2	2	2
Cap, veh/h	415	2264	1034	418	1924	871	31	38	312	41	5	312
Arrive On Green	0.25	1.00	1.00	0.03	0.55	0.55	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1781	3469	1584	1781	3497	1584	1	195	1583	2	28	1583
Grp Volume(v), veh/h	560	928	11	38	1196	23	27	0	2	43	0	120
Grp Sat Flow(s),veh/h/ln	1781	1735	1584	1781	1749	1584	195	0	1583	29	0	1583
Q Serve(g_s), s	20.2	0.0	0.0	1.5	37.4	1.1	0.0	0.0	0.2	0.0	0.0	10.5
Cycle Q Clear(g_c), s	20.2	0.0	0.0	1.5	37.4	1.1	31.5	0.0	0.2	31.5	0.0	10.5
Prop In Lane	1.00		1.00	1.00		1.00	0.37		1.00	0.81		1.00
Lane Grp Cap(c), veh/h	415	2264	1034	418	1924	871	69	0	312	47	0	312
V/C Ratio(X)	1.35	0.41	0.01	0.09	0.62	0.03	0.39	0.00	0.01	0.92	0.00	0.39
Avail Cap(c_a), veh/h	415	2264	1034	468	1924	871	69	0	312	47	0	312
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.48	0.48	0.48	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.5	0.0	0.0	14.7	24.6	16.4	54.9	0.0	51.7	76.1	0.0	55.8
Incr Delay (d2), s/veh	171.3	0.5	0.0	0.0	0.7	0.0	3.5	0.0	0.0	102.9	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	40.4	0.3	0.0	1.1	20.0	0.7	1.8	0.0	0.1	5.6	0.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	194.8	0.5	0.0	14.8	25.3	16.5	58.4	0.0	51.7	179.0	0.0	56.6
LnGrp LOS	F	A	A	B	C	B	E		D	F		E
Approach Vol, veh/h	1499			1257			29			163		
Approach Delay, s/veh	73.1			24.9			57.9			88.9		
Approach LOS	E			C			E			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.0	94.0		39.0	10.6	110.4		39.0				
Change Period (Y+Rc), s	6.8	6.0		7.5	6.5	6.0		7.5				
Max Green Setting (Gmax), s	20.2	88.0		31.5	8.5	100.0		31.5				
Max Q Clear Time (g_c+2.2), s	20.2	39.4		33.5	3.5	2.0		33.5				
Green Ext Time (p_c), s	0.0	23.6		0.0	0.0	18.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 53.3

HCM 6th LOS D

Notes

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

10: Jesse Jewell Parkway (SR 369)/Jesse Jewell Parkway (SR 369) & John W. Morrow Parkway (SR 369)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑↑	↗	↔	↑↑	↗	↔	↑↑	↗	↔	↑↑	↗
Traffic Volume (veh/h)	418	487	47	173	683	334	55	1034	114	349	1089	641
Future Volume (veh/h)	418	487	47	173	683	334	55	1034	114	349	1089	641
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1870	1856	1856	1870	1870	1870	1841	1870	1856	1870
Adj Flow Rate, veh/h	435	507	49	180	711	348	57	1077	119	364	1134	668
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	2	3	3	2	2	2	4	2	3	2
Cap, veh/h	404	904	408	223	732	327	161	1184	516	386	1689	755
Arrive On Green	0.12	0.26	0.26	0.07	0.21	0.21	0.03	0.33	0.33	0.18	0.48	0.48
Sat Flow, veh/h	3401	3497	1578	3428	3526	1576	1781	3554	1547	1781	3526	1576
Grp Volume(v), veh/h	435	507	49	180	711	348	57	1077	119	364	1134	668
Grp Sat Flow(s),veh/h/ln	1700	1749	1578	1714	1763	1576	1781	1777	1547	1781	1763	1576
Q Serve(g_s), s	19.0	20.1	3.8	8.3	32.0	28.4	3.4	46.4	6.2	26.3	39.5	61.3
Cycle Q Clear(g_c), s	19.0	20.1	3.8	8.3	32.0	28.4	3.4	46.4	6.2	26.3	39.5	61.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	404	904	408	223	732	327	161	1184	516	386	1689	755
V/C Ratio(X)	1.08	0.56	0.12	0.81	0.97	1.06	0.35	0.91	0.23	0.94	0.67	0.88
Avail Cap(c_a), veh/h	404	904	408	339	732	327	187	1184	516	519	1689	755
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.5	51.4	45.4	73.8	62.9	46.3	34.5	51.0	19.0	48.4	32.0	37.7
Incr Delay (d2), s/veh	64.5	0.7	0.1	4.4	26.3	67.8	0.5	11.8	1.0	19.8	2.1	14.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.8	13.6	2.7	6.8	23.7	24.9	2.7	30.2	6.3	23.3	24.1	34.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	135.0	52.1	45.5	78.2	89.3	114.1	35.0	62.9	20.1	68.2	34.1	52.0
LnGrp LOS	F	D	D	E	F	F	C	E	C	E	C	D
Approach Vol, veh/h		991			1239			1253			2166	
Approach Delay, s/veh		88.2			94.6			57.5			45.4	
Approach LOS		F			F			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	83.4	16.6	47.4	36.0	60.0	25.0	39.0				
Change Period (Y+Rc), s	7.7	6.7	6.2	* 6	7.2	6.7	6.0	5.8				
Max Green Setting (Gmax), s	7.3	74.3	15.8	* 36	40.8	41.3	19.0	33.2				
Max Q Clear Time (g_c+1.5), s	15.4	63.3	10.3	22.1	28.3	48.4	21.0	34.0				
Green Ext Time (p_c), s	0.0	9.7	0.1	2.9	0.5	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 66.4

HCM 6th LOS E

Notes

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

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

HCM 6th Signalized Intersection Summary

11: Shallowford Road & Private Driveway/Plaza Drive

Lakeshore Mall Redevelopment DRI
Projected 2030 No-Build Conditions PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩
Traffic Volume (veh/h)	155	37	138	23	38	30	87	523	55	23	517	213
Future Volume (veh/h)	155	37	138	23	38	30	87	523	55	23	517	213
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	39	145	24	40	32	92	551	58	24	544	224
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	48	220	81	86	71	441	1895	199	560	1391	571
Arrive On Green	0.14	0.14	0.14	0.05	0.05	0.05	0.08	1.00	1.00	0.02	0.57	0.57
Sat Flow, veh/h	1451	347	1575	1781	1870	1554	1781	3243	340	1781	2452	1006
Grp Volume(v), veh/h	202	0	145	24	40	32	92	301	308	24	394	374
Grp Sat Flow(s),veh/h/ln	1798	0	1575	1781	1870	1554	1781	1777	1807	1781	1777	1682
Q Serve(g_s), s	13.1	0.0	10.5	1.6	2.5	2.4	2.6	0.0	0.0	0.7	14.8	14.9
Cycle Q Clear(g_c), s	13.1	0.0	10.5	1.6	2.5	2.4	2.6	0.0	0.0	0.7	14.8	14.9
Prop In Lane	0.81		1.00	1.00		1.00	1.00		0.19	1.00		0.60
Lane Grp Cap(c), veh/h	251	0	220	81	86	71	441	1038	1055	560	1008	954
V/C Ratio(X)	0.80	0.00	0.66	0.29	0.47	0.45	0.21	0.29	0.29	0.04	0.39	0.39
Avail Cap(c_a), veh/h	379	0	332	278	291	242	510	1038	1055	659	1008	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	0.88	0.88	0.88
Uniform Delay (d), s/veh	50.0	0.0	48.9	55.4	55.8	55.8	10.4	0.0	0.0	10.2	14.4	14.4
Incr Delay (d2), s/veh	7.3	0.0	3.4	2.0	3.9	4.4	0.2	0.5	0.5	0.0	1.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.6	0.0	7.8	1.4	2.3	1.9	1.7	0.3	0.3	0.5	9.8	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.3	0.0	52.3	57.4	59.8	60.2	10.6	0.5	0.5	10.2	15.4	15.5
LnGrp LOS	E		D	E	E	E	B	A	A	B	B	B
Approach Vol, veh/h		347			96			701			792	
Approach Delay, s/veh		55.2			59.3			1.8			15.3	
Approach LOS		E			E			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	74.4		11.8	8.4	76.4		23.5				
Change Period (Y+Rc), s	5.6	6.3		6.3	5.6	6.3		6.7				
Max Green Setting (Gmax), s	41.7	41.7		18.7	9.4	41.7		25.3				
Max Q Clear Time (g_c+1.6), s	16.9	16.9		4.5	2.7	2.0		15.1				
Green Ext Time (p_c), s	0.1	11.6		0.2	0.0	10.8		1.2				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	19.8
HCM 6th LOS	B

Notes

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

HCM 6th TWSC

12: Pearl Nix Parkway & Site Driveway C

Lakeshore Mall Redevelopment DRI
Projected 2030 No-Build Conditions PM Peak

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	24	10	671	430	34
Future Vol, veh/h	28	24	10	671	430	34
Conflicting Peds, #/hr	2	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	125	-	-	-
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	30	26	11	729	467	37
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	875	252	504	0	-	0
Stage 1	486	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	421	*924	1299	-	-	-
Stage 1	820	-	-	-	-	-
Stage 2	654	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	417	*924	1299	-	-	-
Mov Cap-2 Maneuver	417	-	-	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	654	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	11.9	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1299	-	417	924	-	-
HCM Lane V/C Ratio	0.008	-	0.073	0.028	-	-
HCM Control Delay (s/veh)	7.8	-	14.3	9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	0.1	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 6th Signalized Intersection Summary

13: Shallowford Road & Skelton Road

Lakeshore Mall Redevelopment DRI
Projected 2030 No-Build Conditions PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	211	266	231	454	486	185
Future Volume (veh/h)	211	266	231	454	486	185
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	220	277	241	473	506	193
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	352	313	614	2461	1420	539
Arrive On Green	0.20	0.20	0.07	0.69	1.00	1.00
Sat Flow, veh/h	1781	1585	1781	3647	2611	955
Grp Volume(v), veh/h	220	277	241	473	356	343
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1696
Q Serve(g_s), s	13.6	20.4	6.5	5.7	0.0	0.0
Cycle Q Clear(g_c), s	13.6	20.4	6.5	5.7	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.56
Lane Grp Cap(c), veh/h	352	313	614	2461	1002	956
V/C Ratio(X)	0.63	0.89	0.39	0.19	0.36	0.36
Avail Cap(c_a), veh/h	494	440	755	2461	1002	956
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.67	0.67	0.91	0.91
Uniform Delay (d), s/veh	44.1	46.8	8.3	6.5	0.0	0.0
Incr Delay (d2), s/veh	1.8	14.5	0.3	0.1	0.9	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.2	14.3	4.3	3.6	0.5	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	45.9	61.4	8.6	6.7	0.9	1.0
LnGrp LOS	D	E	A	A	A	A
Approach Vol, veh/h	497			714	699	
Approach Delay, s/veh	54.5			7.3	0.9	
Approach LOS	D			A	A	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.5	74.2		30.4		89.6
Change Period (Y+Rc), s	6.5	6.5		6.7		6.5
Max Green Setting (Gmax), s	18.5	48.5		33.3		73.5
Max Q Clear Time (g_c+I1), s	8.5	2.0		22.4		7.7
Green Ext Time (p_c), s	0.5	13.7		1.3		9.3
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			17.3			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

14: Pearl Nix Parkway & Site Driveway D/Private Driveway

Projected 2030 No-Build Conditions PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱		↰	↱	
Traffic Volume (veh/h)	37	2	65	21	3	11	58	654	3	18	414	29
Future Volume (veh/h)	37	2	65	21	3	11	58	654	3	18	414	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	2	67	22	3	11	60	674	3	19	427	30
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	7	123	41	6	21	480	1438	6	382	1169	82
Arrive On Green	0.08	0.08	0.08	0.04	0.04	0.04	0.06	0.40	0.40	0.02	0.35	0.35
Sat Flow, veh/h	1696	89	1585	1053	144	526	1781	3628	16	1781	3368	236
Grp Volume(v), veh/h	40	0	67	36	0	0	60	330	347	19	225	232
Grp Sat Flow(s),veh/h/ln	1786	0	1585	1723	0	0	1781	1777	1867	1781	1777	1828
Q Serve(g_s), s	1.1	0.0	2.0	1.0	0.0	0.0	1.0	6.9	6.9	0.3	4.7	4.8
Cycle Q Clear(g_c), s	1.1	0.0	2.0	1.0	0.0	0.0	1.0	6.9	6.9	0.3	4.7	4.8
Prop In Lane	0.95		1.00	0.61		0.31	1.00		0.01	1.00		0.13
Lane Grp Cap(c), veh/h	138	0	123	68	0	0	480	704	740	382	616	634
V/C Ratio(X)	0.29	0.00	0.55	0.53	0.00	0.00	0.13	0.47	0.47	0.05	0.36	0.37
Avail Cap(c_a), veh/h	682	0	605	486	0	0	1052	1382	1452	686	1382	1421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	22.2	23.6	0.0	0.0	9.5	11.2	11.2	10.2	12.2	12.2
Incr Delay (d2), s/veh	1.4	0.0	4.5	7.6	0.0	0.0	0.0	1.8	1.7	0.0	1.3	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	1.6	1.0	0.0	0.0	0.6	4.5	4.7	0.2	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.2	0.0	26.7	31.1	0.0	0.0	9.5	13.0	12.9	10.2	13.5	13.5
LnGrp LOS	C		C	C			A	B	B	B	B	B
Approach Vol, veh/h		107			36			737			476	
Approach Delay, s/veh		25.4			31.1			12.6			13.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	25.9		9.8	8.9	23.5		7.9				
Change Period (Y+Rc), s	5.3	6.1		5.9	6.1	6.1		5.9				
Max Green Setting (Gmax), s	9.7	38.9		19.1	18.9	38.9		14.1				
Max Q Clear Time (g_c+I2), s	12.3	8.9		4.0	3.0	6.8		3.0				
Green Ext Time (p_c), s	0.0	10.9		0.4	0.0	7.2		0.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			14.4									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

15: Pearl Nix Parkway & Shallowford Road/West End Avenue

Projected 2030 No-Build Conditions PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	→	↱		↰	↱	↰	↱	↱	↰	↱	↱
Traffic Volume (veh/h)	152	140	465	7	201	118	358	451	8	53	376	138
Future Volume (veh/h)	152	140	465	7	201	118	358	451	8	53	376	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	147	489	7	212	124	377	475	8	56	396	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	308	594	503	52	280	244	423	1354	603	81	670	298
Arrive On Green	0.10	0.32	0.32	0.15	0.15	0.15	0.24	0.38	0.38	0.05	0.19	0.19
Sat Flow, veh/h	1781	1870	1584	21	1820	1582	1781	3554	1584	1781	3554	1581
Grp Volume(v), veh/h	160	147	489	219	0	124	377	475	8	56	396	145
Grp Sat Flow(s),veh/h/ln	1781	1870	1584	1841	0	1582	1781	1777	1584	1781	1777	1581
Q Serve(g_s), s	5.5	4.5	23.4	1.2	0.0	5.5	15.7	7.3	0.2	2.4	7.8	6.3
Cycle Q Clear(g_c), s	5.5	4.5	23.4	8.7	0.0	5.5	15.7	7.3	0.2	2.4	7.8	6.3
Prop In Lane	1.00		1.00	0.03		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	308	594	503	332	0	244	423	1354	603	81	670	298
V/C Ratio(X)	0.52	0.25	0.97	0.66	0.00	0.51	0.89	0.35	0.01	0.69	0.59	0.49
Avail Cap(c_a), veh/h	481	594	503	477	0	372	1713	1563	697	783	1099	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	19.3	25.8	31.1	0.0	29.7	28.2	16.9	14.8	36.0	28.4	27.8
Incr Delay (d2), s/veh	0.6	0.2	32.7	2.3	0.0	1.7	2.6	0.6	0.0	10.5	1.8	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	3.3	18.7	7.1	0.0	3.9	10.8	5.2	0.2	2.2	6.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.6	19.5	58.5	33.4	0.0	31.5	30.9	17.5	14.8	46.5	30.2	30.4
LnGrp LOS	C	B	E	C		C	C	B	B	D	C	C
Approach Vol, veh/h	796			343			860			597		
Approach Delay, s/veh	44.3			32.7			23.3			31.7		
Approach LOS	D			C			C			C		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.5	20.8		31.4	9.8	35.5	12.5	18.8				
Change Period (Y+Rc), s	6.3	6.3		7.0	6.3	6.3	5.2	7.0				
Max Green Setting (Gmax), s	23.7	23.7		23.0	33.7	33.7	14.8	18.0				
Max Q Clear Time (g_c+1.7), s	9.8	9.8		25.4	4.4	9.3	7.5	10.7				
Green Ext Time (p_c), s	0.5	4.5		0.0	0.1	7.2	0.1	1.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 32.9

HCM 6th LOS C

Notes

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

HCM 6th Signalized Intersection Summary 16: Pearl Nix Parkway & Browns Bridge Road (SR 369)

Lakeshore Mall Redevelopment DRI
Projected 2030 No-Build Conditions PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	281	848	315	40	882	40	326	443	28	138	517	240
Future Volume (veh/h)	281	848	315	40	882	40	326	443	28	138	517	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1856	1796	1856	1841	1856	1856	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	290	874	325	41	909	41	336	457	29	142	533	247
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	7	3	4	3	3	2	2	2	2	2
Cap, veh/h	340	1192	442	180	1325	60	355	880	56	313	613	266
Arrive On Green	0.11	0.47	0.47	0.03	0.39	0.39	0.17	0.26	0.26	0.08	0.17	0.17
Sat Flow, veh/h	1781	2515	932	1767	3407	154	1767	3389	214	1781	3554	1541
Grp Volume(v), veh/h	290	612	587	41	467	483	336	239	247	142	533	247
Grp Sat Flow(s),veh/h/ln	1781	1763	1684	1767	1749	1812	1767	1777	1827	1781	1777	1541
Q Serve(g_s), s	15.2	44.7	45.1	2.2	35.6	35.6	24.4	18.4	18.5	10.4	23.4	25.3
Cycle Q Clear(g_c), s	15.2	44.7	45.1	2.2	35.6	35.6	24.4	18.4	18.5	10.4	23.4	25.3
Prop In Lane	1.00		0.55	1.00		0.08	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	340	836	799	180	680	705	355	461	474	313	613	266
V/C Ratio(X)	0.85	0.73	0.74	0.23	0.69	0.69	0.95	0.52	0.52	0.45	0.87	0.93
Avail Cap(c_a), veh/h	564	836	799	222	680	705	360	461	474	407	615	267
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.79	0.79	0.79
Uniform Delay (d), s/veh	31.2	33.9	34.0	31.4	40.7	40.7	44.3	50.7	50.7	48.9	64.4	65.2
Incr Delay (d2), s/veh	3.6	5.6	6.0	0.3	5.6	5.4	33.2	1.2	1.2	0.6	10.5	31.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.0	27.7	26.9	1.8	23.0	23.7	19.8	13.0	13.3	7.9	16.4	17.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.8	39.5	39.9	31.7	46.3	46.1	77.5	51.9	51.9	49.5	74.9	96.7
LnGrp LOS	C	D	D	C	D	D	E	D	D	D	E	F
Approach Vol, veh/h	1489			991			822			922		
Approach Delay, s/veh	38.8			45.6			62.4			76.8		
Approach LOS	D			D			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.8	68.7	32.6	33.9	11.2	82.4	18.6	47.8				
Change Period (Y+Rc), s	7.2	6.5	6.1	6.3	7.0	6.5	6.1	6.3				
Max Green Setting (Gmax), s	37.8	41.5	26.9	27.7	8.0	71.5	20.9	33.7				
Max Q Clear Time (g_c+1.2), s	17.2	37.6	26.4	27.3	4.2	47.1	12.4	20.5				
Green Ext Time (p_c), s	0.4	2.8	0.0	0.2	0.0	15.4	0.2	2.5				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	53.3
HCM 6th LOS	D

Notes

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

1: Dawsonville Highway (SR 53 Conn)/Dawsonville Highway (SR 53) & McEver Road (SR 53) Private Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	501	61	531	63	22	24	339	731	70	40	1451	836
Future Volume (veh/h)	501	61	531	63	22	24	339	731	70	40	1451	836
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1767	1841	1796	1767	1826	1544	1856	1781	1870	1796	1856	1856
Adj Flow Rate, veh/h	545	0	435	68	24	0	368	795	35	43	1577	637
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	4	7	9	5	24	3	8	2	7	3	3
Cap, veh/h	616	0	529	163	65	0	574	1876	878	55	1490	664
Arrive On Green	0.18	0.00	0.17	0.05	0.04	0.00	0.33	1.00	1.00	0.03	0.42	0.42
Sat Flow, veh/h	3365	0	3036	1682	1826	0	3428	3385	1584	1711	3526	1571
Grp Volume(v), veh/h	545	0	435	68	24	0	368	795	35	43	1577	637
Grp Sat Flow(s),veh/h/ln	1682	0	1518	1682	1826	0	1714	1692	1584	1711	1763	1571
Q Serve(g_s), s	23.7	0.0	14.0	5.8	1.9	0.0	13.6	0.0	0.0	3.7	63.4	30.8
Cycle Q Clear(g_c), s	23.7	0.0	14.0	5.8	1.9	0.0	13.6	0.0	0.0	3.7	63.4	30.8
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	616	0	529	163	65	0	574	1876	878	55	1490	664
V/C Ratio(X)	0.88	0.00	0.82	0.42	0.37	0.00	0.64	0.42	0.04	0.79	1.06	0.96
Avail Cap(c_a), veh/h	891	0	529	388	155	0	574	1876	878	89	1490	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.7	0.0	27.4	65.4	70.7	0.0	46.1	0.0	0.0	72.1	43.3	11.5
Incr Delay (d2), s/veh	7.8	0.0	10.1	1.8	3.6	0.0	2.6	0.6	0.1	22.2	40.5	26.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.9	0.0	9.7	4.7	1.8	0.0	8.8	0.3	0.0	3.5	46.4	20.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.5	0.0	37.6	67.2	74.3	0.0	48.6	0.6	0.1	94.3	83.8	37.7
LnGrp LOS	E		D	E	E		D	A	A	F	F	D
Approach Vol, veh/h	980			92			1198			2257		
Approach Delay, s/veh	54.2			69.0			15.4			71.0		
Approach LOS	D			E			B			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.6	70.0	34.8	12.6	12.0	90.6	14.0	33.4				
Change Period (Y+Rc), s	* 7.5	6.6	7.3	7.3	7.2	* 7.5	6.5	7.3				
Max Green Setting (Gmax), s	* 5.5	63.4	39.7	12.7	7.8	* 61	27.5	25.7				
Max Q Clear Time (g_c+I1), s	15.6	65.4	25.7	3.9	5.7	2.0	7.8	16.0				
Green Ext Time (p_c), s	0.0	0.0	1.8	0.0	0.0	13.8	0.1	1.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	52.6											
HCM 6th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

2: Dawsonville Highway (SR 53 Conn) & Green Hill Circle/Private Driveway

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↩	↩		↩	↩	↩	↩	↩	↩	↩	↩
Traffic Volume (veh/h)	62	3	180	6	0	5	187	1123	14	29	1976	100
Future Volume (veh/h)	62	3	180	6	0	5	187	1123	14	29	1976	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1870	1811	1870	1900	1870	1870	1811	1870	1870	1826	1826
Adj Flow Rate, veh/h	66	3	191	6	0	5	199	1195	15	31	2102	106
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	2	6	2	0	2	2	6	2	2	5	5
Cap, veh/h	235	10	217	107	11	67	256	2680	1235	367	2394	1068
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	0.10	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1324	68	1535	496	75	476	1781	3441	1585	462	3469	1547
Grp Volume(v), veh/h	69	0	191	11	0	0	199	1195	15	31	2102	106
Grp Sat Flow(s),veh/h/ln	1392	0	1535	1047	0	0	1781	1721	1585	462	1735	1547
Q Serve(g_s), s	0.0	0.0	18.3	0.0	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.1	0.0	18.3	7.1	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.96		1.00	0.55		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	244	0	217	185	0	0	256	2680	1235	367	2394	1068
V/C Ratio(X)	0.28	0.00	0.88	0.06	0.00	0.00	0.78	0.45	0.01	0.08	0.88	0.10
Avail Cap(c_a), veh/h	414	0	400	348	0	0	335	2680	1235	367	2394	1068
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.86	0.86	0.86	0.48	0.48	0.48
Uniform Delay (d), s/veh	58.3	0.0	63.1	55.7	0.0	0.0	8.7	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	10.8	0.0	0.0	0.0	7.1	0.5	0.0	0.2	2.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	0.0	12.5	0.7	0.0	0.0	3.5	0.3	0.0	0.0	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.9	0.0	73.9	55.7	0.0	0.0	15.8	0.5	0.0	0.2	2.5	0.1
LnGrp LOS	E		E	E			B	A	A	A	A	A
Approach Vol, veh/h		260			11			1409			2239	
Approach Delay, s/veh		69.9			55.7			2.6			2.3	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.4	109.5		27.2		122.8		27.2				
Change Period (Y+Rc), s	6.0	6.0		5.9		6.0		5.9				
Max Green Setting (Gmax), s	14.0	79.0		39.1		99.0		39.1				
Max Q Clear Time (g_c+17, s)	17.5	2.0		9.1		2.0		20.3				
Green Ext Time (p_c), s	0.3	64.7		0.0		27.4		1.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			7.1									
HCM 6th LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

3: Shallowford Road/Private Driveway & Dawsonville Highway (SR 63) Build Conditions AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱	↱	↰	↱	↱	↰	↱	↱	↰	↱	↱
Traffic Volume (veh/h)	14	1743	397	21	1079	57	238	13	6	16	9	16
Future Volume (veh/h)	14	1743	397	21	1079	57	238	13	6	16	9	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1826	1870	1796	1767	1604	1870	1707	1870
Adj Flow Rate, veh/h	15	1874	427	23	1160	61	266	0	6	17	10	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	2	2	5	2	7	9	20	2	13	2
Cap, veh/h	258	2394	1085	167	2581	1178	333	0	132	31	18	46
Arrive On Green	0.91	0.91	0.91	0.01	0.25	0.25	0.10	0.00	0.10	0.03	0.03	0.03
Sat Flow, veh/h	457	3497	1584	1781	3469	1584	3421	0	1355	1042	613	1571
Grp Volume(v), veh/h	15	1874	427	23	1160	61	266	0	6	27	0	17
Grp Sat Flow(s),veh/h/ln	457	1749	1584	1781	1735	1584	1711	0	1355	1655	0	1571
Q Serve(g_s), s	2.0	25.0	5.6	0.6	42.5	4.4	11.4	0.0	0.6	2.4	0.0	1.6
Cycle Q Clear(g_c), s	35.7	25.0	5.6	0.6	42.5	4.4	11.4	0.0	0.6	2.4	0.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.63		1.00
Lane Grp Cap(c), veh/h	258	2394	1085	167	2581	1178	333	0	132	49	0	46
V/C Ratio(X)	0.06	0.78	0.39	0.14	0.45	0.05	0.80	0.00	0.05	0.55	0.00	0.37
Avail Cap(c_a), veh/h	258	2394	1085	240	2581	1178	714	0	283	156	0	148
HCM Platoon Ratio	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.32	0.32	0.32	1.00	1.00	1.00	0.99	0.00	0.99	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.5	3.2	2.4	9.0	30.5	16.2	66.2	0.0	61.4	71.8	0.0	71.4
Incr Delay (d2), s/veh	0.1	0.9	0.3	0.1	0.6	0.1	4.4	0.0	0.1	9.5	0.0	4.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	5.1	2.5	0.4	27.4	2.8	8.9	0.0	0.4	2.1	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.7	4.1	2.7	9.1	31.1	16.2	70.6	0.0	61.5	81.3	0.0	76.3
LnGrp LOS	B	A	A	A	C	B	E		E	F		E
Approach Vol, veh/h		2316			1244			272			44	
Approach Delay, s/veh		3.9			30.0			70.4			79.4	
Approach LOS		A			C			E			E	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.9	109.5		10.3		118.4		21.3				
Change Period (Y+Rc), s	5.8	6.8		5.9		6.8		6.7				
Max Green Setting (Gmax), s	9.2	70.2		14.1		85.2		31.3				
Max Q Clear Time (g_c+1.2), s	11.6	37.7		4.4		44.5		13.4				
Green Ext Time (p_c), s	0.0	29.9		0.1		21.3		0.8				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 17.8

HCM 6th LOS B

Notes

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

User approved volume balancing among the lanes for turning movement.

HCM 6th TWSC

Lakeshore Mall Redevelopment DRI

4: Private Driveway & Dawsonville Highway (SR 53 Conn)

Projected 2030 Build Conditions AM Peak

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1816	4	0	1201	0	0
Future Vol, veh/h	1816	4	0	1201	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	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	0	0	5	0	0
Mvmt Flow	1974	4	0	1305	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 989
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.9
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.3
Pot Cap-1 Maneuver	-	-	0 - 0 *321
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	- - - 1
Mov Cap-1 Maneuver	-	-	- - - *321
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q (veh)	-	-	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

5: Private Driveway/Lakeshore Drive & Dawsonville Highway (SR 58) Control 2030 Build Conditions AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1746	65	117	1113	17	80	20	108	38	26	8
Future Volume (veh/h)	5	1746	65	117	1113	17	80	20	108	38	26	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1530	1826	1870	1826	1826	1707	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	5	1898	71	127	1210	18	87	22	117	41	28	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	25	5	2	5	5	13	2	2	2	3	2	2
Cap, veh/h	315	2412	1101	228	2497	1040	199	33	176	106	174	56
Arrive On Green	0.01	0.92	0.92	0.07	1.00	1.00	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1457	3469	1583	1739	3469	1445	1368	257	1364	1238	1355	436
Grp Volume(v), veh/h	5	1898	71	127	1210	18	87	0	139	41	0	37
Grp Sat Flow(s),veh/h/ln	1457	1735	1583	1739	1735	1445	1368	0	1621	1238	0	1791
Q Serve(g_s), s	0.2	22.7	0.5	3.3	0.0	0.0	9.1	0.0	12.3	4.9	0.0	2.8
Cycle Q Clear(g_c), s	0.2	22.7	0.5	3.3	0.0	0.0	11.8	0.0	12.3	17.2	0.0	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.84	1.00		0.24
Lane Grp Cap(c), veh/h	315	2412	1101	228	2497	1040	199	0	209	106	0	231
V/C Ratio(X)	0.02	0.79	0.06	0.56	0.48	0.02	0.44	0.00	0.67	0.39	0.00	0.16
Avail Cap(c_a), veh/h	390	2412	1101	275	2497	1040	222	0	236	127	0	260
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.7	2.6	1.7	9.4	0.0	0.0	63.4	0.0	62.3	70.4	0.0	58.1
Incr Delay (d2), s/veh	0.0	2.7	0.1	2.1	0.7	0.0	1.5	0.0	5.9	2.3	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	6.3	0.4	2.1	0.4	0.0	5.9	0.0	9.3	2.9	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.7	5.2	1.9	11.5	0.7	0.0	64.9	0.0	68.2	72.7	0.0	58.5
LnGrp LOS	A	A	A	B	A	A	E		E	E		E
Approach Vol, veh/h	1974			1355			226			78		
Approach Delay, s/veh	5.1			1.7			66.9			66.0		
Approach LOS	A			A			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	115.2		27.5	11.0	111.5		27.5				
Change Period (Y+Rc), s	6.4	* 7.2		8.2	5.6	* 7.2		8.2				
Max Green Setting (Gmax), s	8.6	* 98		21.8	9.4	* 98		21.8				
Max Q Clear Time (g_c+I1), s	2.2	2.0		19.2	5.3	24.7		14.3				
Green Ext Time (p_c), s	0.0	30.3		0.0	0.1	56.6		0.6				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	9.0											
HCM 6th LOS	A											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

7: Pearl Nix Parkway & Dawsonville Highway (SR 53 Conn)/John W. Wooten Jr Parkway (SR 53 Conn)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	146	1733	48	134	848	119	55	136	192	90	231	278
Future Volume (veh/h)	146	1733	48	134	848	119	55	136	192	90	231	278
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1826	1841	1811	1826	1841	1870	1841	1781	1870	1870
Adj Flow Rate, veh/h	157	1863	52	144	912	128	59	146	206	97	248	299
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	5	4	6	5	4	2	4	8	2	2
Cap, veh/h	898	1686	745	345	1113	500	95	616	271	138	661	295
Arrive On Green	0.52	0.96	0.96	0.20	0.65	0.65	0.03	0.17	0.17	0.04	0.19	0.19
Sat Flow, veh/h	3456	3497	1546	3401	3441	1546	3401	3554	1560	3291	3554	1585
Grp Volume(v), veh/h	157	1863	52	144	912	128	59	146	206	97	248	299
Grp Sat Flow(s),veh/h/ln	1728	1749	1546	1700	1721	1546	1700	1777	1560	1646	1777	1585
Q Serve(g_s), s	3.6	72.3	0.1	5.5	29.9	5.3	2.6	5.3	10.6	4.4	9.2	27.9
Cycle Q Clear(g_c), s	3.6	72.3	0.1	5.5	29.9	5.3	2.6	5.3	10.6	4.4	9.2	27.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	898	1686	745	345	1113	500	95	616	271	138	661	295
V/C Ratio(X)	0.17	1.11	0.07	0.42	0.82	0.26	0.62	0.24	0.76	0.70	0.38	1.01
Avail Cap(c_a), veh/h	898	1686	745	345	1659	745	163	661	290	178	661	295
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	2.7	0.7	56.0	23.2	18.8	72.1	53.4	18.5	70.9	53.4	61.0
Incr Delay (d2), s/veh	0.1	56.7	0.2	0.7	6.1	1.1	6.4	0.2	10.5	8.4	0.8	56.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	22.1	0.2	4.2	13.9	3.4	2.2	4.3	8.2	3.6	7.5	22.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.6	59.4	0.9	56.7	29.3	19.9	78.5	53.6	29.0	79.3	54.2	117.1
LnGrp LOS	C	F	A	E	C	B	E	D	C	E	D	F
Approach Vol, veh/h	2072			1184			411			644		
Approach Delay, s/veh	55.5			31.6			44.9			87.2		
Approach LOS	E			C			D			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	46.8	56.2	12.0	35.0	23.0	80.0	13.2	33.8				
Change Period (Y+Rc), s	* 7.8	* 7.7	7.8	7.1	* 7.8	7.7	6.9	* 7.8				
Max Green Setting (Gmax), s	* 13	* 72	7.2	27.9	* 12	72.3	8.1	* 28				
Max Q Clear Time (g_c+1.5), s	15.6	31.9	4.6	29.9	7.5	74.3	6.4	12.6				
Green Ext Time (p_c), s	0.3	16.5	0.0	0.0	0.2	0.0	0.0	1.3				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	52.7
HCM 6th LOS	D

Notes

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

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

8: Alta Vista Road/Rainey Street & John W Morrow Jr Parkway (SR 98 Corridor)

Project ID: 2020 Build Conditions AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳		↰ ↱ ↲ ↳	↰ ↱ ↲ ↳			↰ ↱ ↲ ↳		↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	
Traffic Volume (veh/h)	387	1591	25	60	906	173	14	54	32	86	29	325
Future Volume (veh/h)	387	1591	25	60	906	173	14	54	32	86	29	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1841	1767	1870	1796	1752	1530	1707	1870	1870	1604	1870
Adj Flow Rate, veh/h	407	1675	26	63	954	182	15	57	34	91	31	342
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	4	9	2	7	10	25	13	2	2	20	2
Cap, veh/h	450	2818	44	225	1745	332	32	101	50	145	33	361
Arrive On Green	0.33	1.00	1.00	0.03	0.42	0.42	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1711	5097	79	1781	4134	786	15	352	173	1300	113	1251
Grp Volume(v), veh/h	407	1101	600	63	754	382	106	0	0	91	0	373
Grp Sat Flow(s),veh/h/ln	1711	1675	1826	1781	1635	1651	540	0	0	1300	0	1364
Q Serve(g_s), s	21.7	0.0	0.0	3.0	26.0	26.1	2.3	0.0	0.0	0.1	0.0	40.1
Cycle Q Clear(g_c), s	21.7	0.0	0.0	3.0	26.0	26.1	42.4	0.0	0.0	42.5	0.0	40.1
Prop In Lane	1.00		0.04	1.00		0.48	0.14		0.32	1.00		0.92
Lane Grp Cap(c), veh/h	450	1852	1010	225	1380	697	183	0	0	145	0	394
V/C Ratio(X)	0.90	0.59	0.59	0.28	0.55	0.55	0.58	0.00	0.00	0.63	0.00	0.95
Avail Cap(c_a), veh/h	628	1852	1010	275	1380	697	183	0	0	145	0	394
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.26	0.26	0.26	0.76	0.76	0.76	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	0.0	23.3	32.6	32.6	43.5	0.0	0.0	53.3	0.0	52.2
Incr Delay (d2), s/veh	4.0	0.4	0.7	0.5	1.2	2.4	4.5	0.0	0.0	8.3	0.0	32.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.2	0.3	2.4	15.1	15.6	5.9	0.0	0.0	6.8	0.0	24.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.1	0.4	0.7	23.8	33.8	35.0	48.0	0.0	0.0	61.5	0.0	84.2
LnGrp LOS	C	A	A	C	C	C	D			E		F
Approach Vol, veh/h	2108			1199			106			464		
Approach Delay, s/veh	4.8			33.6			48.0			79.8		
Approach LOS	A			C			D			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.4	69.6		50.0	10.8	89.2		50.0				
Change Period (Y+Rc), s	5.5	6.3		6.7	6.1	6.3		6.7				
Max Green Setting (Gmax), s	40.5	47.7		43.3	8.9	78.7		43.3				
Max Q Clear Time (g_c+2.0), s	23.7	28.1		44.5	5.0	2.0		44.4				
Green Ext Time (p_c), s	1.2	12.2		0.0	0.0	44.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	23.9
HCM 6th LOS	C

Notes

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

9: Private Driveway/Washington Street & John W Morrow Jr Parkway (SR-53 Con)

Project R-253 Build Conditions AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	547	1215	6	16	895	48	0	3	7	10	2	208
Future Volume (veh/h)	547	1215	6	16	895	48	0	3	7	10	2	208
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1811	1870	1796	1796	1826	1900	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	588	1306	6	17	962	52	0	3	8	11	2	224
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	2	7	7	5	0	2	2	2	2	2
Cap, veh/h	619	2408	1109	270	1639	743	0	281	238	227	38	238
Arrive On Green	0.23	0.70	0.70	0.02	0.48	0.48	0.00	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1781	3441	1585	1711	3413	1547	0	1870	1585	1215	251	1585
Grp Volume(v), veh/h	588	1306	6	17	962	52	0	3	8	13	0	224
Grp Sat Flow(s),veh/h/ln	1781	1721	1585	1711	1706	1547	0	1870	1585	1466	0	1585
Q Serve(g_s), s	31.2	27.5	0.2	0.8	30.6	2.7	0.0	0.2	0.6	0.7	0.0	21.0
Cycle Q Clear(g_c), s	31.2	27.5	0.2	0.8	30.6	2.7	0.0	0.2	0.6	1.0	0.0	21.0
Prop In Lane	1.00		1.00	1.00		1.00	0.00		1.00	0.85		1.00
Lane Grp Cap(c), veh/h	619	2408	1109	270	1639	743	0	281	238	264	0	238
V/C Ratio(X)	0.95	0.54	0.01	0.06	0.59	0.07	0.00	0.01	0.03	0.05	0.00	0.94
Avail Cap(c_a), veh/h	833	2408	1109	338	1639	743	0	281	238	264	0	238
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.67	0.67	0.67	0.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.2	10.9	6.8	19.2	28.2	21.0	0.0	54.3	54.5	54.6	0.0	63.1
Incr Delay (d2), s/veh	15.3	0.8	0.0	0.1	1.0	0.1	0.0	0.0	0.1	0.1	0.0	42.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	31.2	15.0	0.1	0.6	17.4	1.8	0.0	0.2	0.5	0.8	0.0	16.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.5	11.7	6.8	19.2	29.3	21.1	0.0	54.3	54.5	54.7	0.0	105.7
LnGrp LOS	D	B	A	B	C	C		D	D	D		F
Approach Vol, veh/h	1900				1031				11		237	
Approach Delay, s/veh	22.4				28.7				54.5		102.9	
Approach LOS	C				C				D		F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	42.0	78.0		30.0	9.0	111.0		30.0				
Change Period (Y+Rc), s	6.8	6.0		7.5	6.5	6.0		7.5				
Max Green Setting (Gmax), s	53.2	54.0		22.5	8.5	99.0		22.5				
Max Q Clear Time (g_c+1.2), s	33.2	32.6		23.0	2.8	29.5		2.6				
Green Ext Time (p_c), s	1.9	11.9		0.0	0.0	31.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 30.6

HCM 6th LOS C

Notes

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

10: Jesse Jewell Parkway (SR 369)/Jesse Jewell Parkway (SR 60/SR 369) & John W. Morrow Parkway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	542	616	33	103	499	322	25	927	116	244	941	460
Future Volume (veh/h)	542	616	33	103	499	322	25	927	116	244	941	460
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1870	1841	1796	1841	1870	1826	1856	1841	1856	1796
Adj Flow Rate, veh/h	565	642	34	107	520	335	26	966	121	254	980	479
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	2	4	7	4	2	5	3	4	3	7
Cap, veh/h	585	1031	470	151	583	266	179	1335	601	298	1618	695
Arrive On Green	0.17	0.30	0.30	0.04	0.17	0.17	0.02	0.38	0.38	0.10	0.46	0.46
Sat Flow, veh/h	3374	3469	1582	3401	3413	1554	1781	3469	1563	1753	3526	1514
Grp Volume(v), veh/h	565	642	34	107	520	335	26	966	121	254	980	479
Grp Sat Flow(s),veh/h/ln	1687	1735	1582	1700	1706	1554	1781	1735	1563	1753	1763	1514
Q Serve(g_s), s	24.9	23.9	2.3	4.7	22.4	22.2	1.3	35.6	4.5	12.8	31.2	37.5
Cycle Q Clear(g_c), s	24.9	23.9	2.3	4.7	22.4	22.2	1.3	35.6	4.5	12.8	31.2	37.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	585	1031	470	151	583	266	179	1335	601	298	1618	695
V/C Ratio(X)	0.97	0.62	0.07	0.71	0.89	1.26	0.15	0.72	0.20	0.85	0.61	0.69
Avail Cap(c_a), veh/h	585	1031	470	313	619	282	250	1335	601	355	1618	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.6	45.5	37.9	70.7	60.8	46.5	28.2	39.3	10.4	30.7	30.4	32.1
Incr Delay (d2), s/veh	26.7	1.0	0.1	2.3	14.3	144.1	0.1	3.4	0.8	13.8	1.7	5.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.3	15.4	1.6	3.7	16.2	29.3	1.0	22.2	5.3	10.6	19.6	21.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.2	46.5	37.9	73.0	75.2	190.6	28.4	42.8	11.1	44.6	32.1	37.6
LnGrp LOS	F	D	D	E	E	F	C	D	B	D	C	D
Approach Vol, veh/h	1241			962			1113			1713		
Approach Delay, s/veh	65.3			115.1			39.0			35.5		
Approach LOS	E			F			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.0	75.6	12.9	50.6	22.1	64.4	32.0	31.4				
Change Period (Y+Rc), s	7.7	6.7	6.2	* 6	7.2	6.7	6.0	5.8				
Max Green Setting (Gmax), s	9.3	61.3	13.8	* 39	19.8	51.3	26.0	27.2				
Max Q Clear Time (g_c+13.3), s	13.3	39.5	6.7	25.9	14.8	37.6	26.9	24.4				
Green Ext Time (p_c), s	0.0	15.2	0.1	3.6	0.2	9.0	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 58.8

HCM 6th LOS E

Notes

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

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

HCM 6th Signalized Intersection Summary

11: Shallowford Road & Private Driveway/Plaza Drive

Lakeshore Mall Redevelopment DRI
Projected 2030 Build Conditions AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩
Traffic Volume (veh/h)	61	15	51	56	23	60	40	239	55	65	284	103
Future Volume (veh/h)	61	15	51	56	23	60	40	239	55	65	284	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1767	1870	1767	1870	1870	1856	1870	1870	1870	1856
Adj Flow Rate, veh/h	66	16	55	61	25	65	43	260	60	71	309	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	9	2	9	2	2	3	2	2	2	3
Cap, veh/h	105	26	108	118	117	104	652	2096	941	749	1545	549
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.04	0.79	0.79	0.04	0.60	0.60
Sat Flow, veh/h	1447	351	1479	1781	1767	1564	1781	3526	1584	1781	2569	913
Grp Volume(v), veh/h	82	0	55	61	25	65	43	260	60	71	212	209
Grp Sat Flow(s),veh/h/ln	1798	0	1479	1781	1767	1564	1781	1763	1584	1781	1777	1705
Q Serve(g_s), s	4.9	0.0	3.9	3.6	1.5	4.5	1.0	1.9	0.9	1.7	5.9	6.1
Cycle Q Clear(g_c), s	4.9	0.0	3.9	3.6	1.5	4.5	1.0	1.9	0.9	1.7	5.9	6.1
Prop In Lane	0.80		1.00	1.00		1.00	1.00		1.00	1.00		0.54
Lane Grp Cap(c), veh/h	131	0	108	118	117	104	652	2096	941	749	1069	1025
V/C Ratio(X)	0.63	0.00	0.51	0.52	0.21	0.63	0.07	0.12	0.06	0.09	0.20	0.20
Avail Cap(c_a), veh/h	381	0	313	303	300	266	745	2096	941	829	1069	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	0.95	0.95	0.95
Uniform Delay (d), s/veh	49.6	0.0	49.1	49.7	48.6	50.0	7.9	4.9	4.8	7.7	9.9	10.0
Incr Delay (d2), s/veh	4.9	0.0	3.7	3.5	0.9	6.1	0.0	0.1	0.1	0.1	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	0.0	2.8	3.1	1.2	3.5	0.7	1.2	0.6	1.1	4.1	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.4	0.0	52.8	53.1	49.5	56.1	7.9	5.0	4.9	7.7	10.3	10.4
LnGrp LOS	D		D	D	D	E	A	A	A	A	B	B
Approach Vol, veh/h		137			151			363			492	
Approach Delay, s/veh		53.8			53.8			5.3			10.0	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	72.5		13.6	10.0	71.7		14.7				
Change Period (Y+Rc), s	5.6	6.3		6.3	5.6	6.3		6.7				
Max Green Setting (Gmax), s	9.4	33.7		18.7	9.4	33.7		23.3				
Max Q Clear Time (g_c+1.0), s	13.0	8.1		6.5	3.7	3.9		6.9				
Green Ext Time (p_c), s	0.0	6.1		0.4	0.1	4.7		0.5				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	19.5
HCM 6th LOS	B

Notes

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

HCM 6th TWSC

12: Pearl Nix Parkway & Site Driveway C

Lakeshore Mall Redevelopment DRI

Projected 2030 Build Conditions AM Peak

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	50	59	390	357	57
Future Vol, veh/h	31	50	59	390	357	57
Conflicting Peds, #/hr	1	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	125	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	56	66	433	397	63
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	748	200	461	0	-	0
Stage 1	398	-	-	-	-	-
Stage 2	350	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	477	*955	1292	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	452	*954	1290	-	-	-
Mov Cap-2 Maneuver	452	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	10.8	1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1290	-	452	954	-	-
HCM Lane V/C Ratio	0.051	-	0.076	0.058	-	-
HCM Control Delay (s/veh)	7.9	-	13.6	9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q (veh)	0.2	-	0.2	0.2	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 6th Signalized Intersection Summary

13: Shallowford Road & Skelton Road

Lakeshore Mall Redevelopment DRI
Projected 2030 Build Conditions AM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	137	103	220	324	125
Future Volume (veh/h)	105	137	103	220	324	125
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1841	1856	1841	1870	1870
Adj Flow Rate, veh/h	109	143	107	229	338	130
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	4	3	4	2	2
Cap, veh/h	191	175	753	2686	1678	634
Arrive On Green	0.11	0.11	0.04	0.77	1.00	1.00
Sat Flow, veh/h	1711	1560	1767	3589	2615	953
Grp Volume(v), veh/h	109	143	107	229	236	232
Grp Sat Flow(s),veh/h/ln	1711	1560	1767	1749	1777	1698
Q Serve(g_s), s	6.6	9.9	1.9	1.8	0.0	0.0
Cycle Q Clear(g_c), s	6.6	9.9	1.9	1.8	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.56
Lane Grp Cap(c), veh/h	191	175	753	2686	1182	1130
V/C Ratio(X)	0.57	0.82	0.14	0.09	0.20	0.21
Avail Cap(c_a), veh/h	300	274	973	2686	1182	1130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.90	0.90	0.98	0.98
Uniform Delay (d), s/veh	46.3	47.8	4.4	3.2	0.0	0.0
Incr Delay (d2), s/veh	2.7	10.4	0.1	0.1	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	7.7	1.1	0.9	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	49.0	58.2	4.5	3.2	0.4	0.4
LnGrp LOS	D	E	A	A	A	A
Approach Vol, veh/h	252			336	468	
Approach Delay, s/veh	54.2			3.6	0.4	
Approach LOS	D			A	A	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.3	79.7		19.0		91.0
Change Period (Y+Rc), s	6.5	6.5		6.7		6.5
Max Green Setting (Gmax), s	18.5	52.5		19.3		77.5
Max Q Clear Time (g_c+I1), s	3.9	2.0		11.9		3.8
Green Ext Time (p_c), s	0.2	8.4		0.5		4.1

Intersection Summary

HCM 6th Ctrl Delay, s/veh	14.3
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

14: Pearl Nix Parkway & Site Driveway D/Private Driveway

Projected 2030 Build Conditions AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱		↰	↱	
Traffic Volume (veh/h)	67	0	92	2	0	2	144	391	0	14	374	28
Future Volume (veh/h)	67	0	92	2	0	2	144	391	0	14	374	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1900	1870	1870	1856	1900	1870	1870	1870
Adj Flow Rate, veh/h	78	0	107	2	0	2	167	455	0	16	435	33
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	2	2	0	2	2	3	0	2	2	2
Cap, veh/h	200	0	176	5	0	5	494	1370	0	461	993	75
Arrive On Green	0.11	0.00	0.11	0.01	0.00	0.01	0.10	0.39	0.00	0.02	0.30	0.30
Sat Flow, veh/h	1810	0	1585	852	0	852	1781	3618	0	1781	3348	253
Grp Volume(v), veh/h	78	0	107	4	0	0	167	455	0	16	230	238
Grp Sat Flow(s),veh/h/ln	1810	0	1585	1704	0	0	1781	1763	0	1781	1777	1824
Q Serve(g_s), s	2.0	0.0	3.1	0.1	0.0	0.0	3.0	4.4	0.0	0.3	5.1	5.1
Cycle Q Clear(g_c), s	2.0	0.0	3.1	0.1	0.0	0.0	3.0	4.4	0.0	0.3	5.1	5.1
Prop In Lane	1.00		1.00	0.50		0.50	1.00		0.00	1.00		0.14
Lane Grp Cap(c), veh/h	200	0	176	9	0	0	494	1370	0	461	527	541
V/C Ratio(X)	0.39	0.00	0.61	0.43	0.00	0.00	0.34	0.33	0.00	0.03	0.44	0.44
Avail Cap(c_a), veh/h	708	0	620	492	0	0	1014	2809	0	779	1416	1454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	0.0	20.7	24.2	0.0	0.0	10.1	10.5	0.0	11.5	13.9	13.9
Incr Delay (d2), s/veh	1.5	0.0	4.1	34.4	0.0	0.0	0.1	0.5	0.0	0.0	2.1	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.0	2.3	0.2	0.0	0.0	1.7	2.6	0.0	0.2	3.6	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.7	0.0	24.8	58.6	0.0	0.0	10.2	11.0	0.0	11.5	15.9	15.9
LnGrp LOS	C		C	E			B	B		B	B	B
Approach Vol, veh/h		185			4			622			484	
Approach Delay, s/veh		23.5			58.6			10.8			15.8	
Approach LOS		C			E			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	25.1		11.3	10.8	20.6		6.2				
Change Period (Y+Rc), s	5.3	6.1		5.9	6.1	6.1		5.9				
Max Green Setting (Gmax), s	9.7	38.9		19.1	18.9	38.9		14.1				
Max Q Clear Time (g_c+I), s	12.3	6.4		5.1	5.0	7.1		2.1				
Green Ext Time (p_c), s	0.0	7.6		0.7	0.2	7.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	14.6
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

15: Pearl Nix Parkway & Shallowford Road/West End Avenue

Projected 2030 Build Conditions AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱	↱		↰	↱	↰	↱	↱	↰	↱	↱
Traffic Volume (veh/h)	82	94	268	1	97	85	179	423	7	43	374	70
Future Volume (veh/h)	82	94	268	1	97	85	179	423	7	43	374	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1856	1841	1870	1870	1870	1811	1870	1870	1826	1856	1870
Adj Flow Rate, veh/h	85	98	279	1	101	89	186	441	7	45	390	73
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	4	2	2	2	6	2	2	5	3	2
Cap, veh/h	329	525	441	68	242	206	237	1091	487	79	759	341
Arrive On Green	0.06	0.28	0.28	0.13	0.13	0.13	0.14	0.31	0.31	0.05	0.22	0.22
Sat Flow, veh/h	1781	1856	1560	6	1859	1585	1725	3554	1585	1739	3526	1585
Grp Volume(v), veh/h	85	98	279	102	0	89	186	441	7	45	390	73
Grp Sat Flow(s),veh/h/ln	1781	1856	1560	1865	0	1585	1725	1777	1585	1739	1763	1585
Q Serve(g_s), s	2.1	2.1	8.4	0.0	0.0	2.8	5.6	5.3	0.2	1.4	5.2	2.0
Cycle Q Clear(g_c), s	2.1	2.1	8.4	2.7	0.0	2.8	5.6	5.3	0.2	1.4	5.2	2.0
Prop In Lane	1.00		1.00	0.01		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	329	525	441	311	0	206	237	1091	487	79	759	341
V/C Ratio(X)	0.26	0.19	0.63	0.33	0.00	0.43	0.79	0.40	0.01	0.57	0.51	0.21
Avail Cap(c_a), veh/h	720	794	668	690	0	531	2366	2229	994	1091	1555	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	14.6	16.8	21.5	0.0	21.5	22.4	14.7	13.0	25.1	18.6	17.3
Incr Delay (d2), s/veh	0.2	0.1	1.1	0.6	0.0	1.5	2.2	0.9	0.0	6.5	1.2	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	1.4	5.0	2.1	0.0	1.9	3.9	3.5	0.1	1.2	3.6	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.4	14.7	18.0	22.1	0.0	23.0	24.6	15.6	13.0	31.7	19.7	18.0
LnGrp LOS	B	B	B	C		C	C	B	B	C	B	B
Approach Vol, veh/h	462			191			634			508		
Approach Delay, s/veh	17.2			22.5			18.2			20.6		
Approach LOS	B			C			B			C		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	17.9		22.2	8.7	22.8	8.2	14.0				
Change Period (Y+Rc), s	6.3	6.3		7.0	6.3	6.3	5.2	7.0				
Max Green Setting (Gmax), s	23.7	23.7		23.0	33.7	33.7	14.8	18.0				
Max Q Clear Time (g_c+1), s	7.2	7.2		10.4	3.4	7.3	4.1	4.8				
Green Ext Time (p_c), s	0.3	4.3		0.9	0.1	6.9	0.1	0.6				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 19.1

HCM 6th LOS B

Notes

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

HCM 6th Signalized Intersection Summary 16: Pearl Nix Parkway & Browns Bridge Road (SR 369)

Lakeshore Mall Redevelopment DRI
Projected 2030 Build Conditions AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	826	229	33	820	87	314	334	10	84	343	236
Future Volume (veh/h)	247	826	229	33	820	87	314	334	10	84	343	236
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1826	1796	1870	1856	1870	1796	1796	1737	1870	1856	1856
Adj Flow Rate, veh/h	266	888	246	35	882	94	338	359	11	90	369	254
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	7	2	3	2	7	7	11	2	3	3
Cap, veh/h	297	1229	340	188	1276	136	400	981	30	317	604	269
Arrive On Green	0.09	0.46	0.46	0.03	0.40	0.40	0.17	0.29	0.29	0.05	0.17	0.17
Sat Flow, veh/h	1781	2683	742	1781	3213	342	1711	3381	103	1781	3526	1570
Grp Volume(v), veh/h	266	574	560	35	484	492	338	181	189	90	369	254
Grp Sat Flow(s),veh/h/ln	1781	1735	1691	1781	1763	1793	1711	1706	1778	1781	1763	1570
Q Serve(g_s), s	12.8	40.2	40.3	1.7	34.2	34.2	23.7	12.6	12.7	6.2	14.5	24.0
Cycle Q Clear(g_c), s	12.8	40.2	40.3	1.7	34.2	34.2	23.7	12.6	12.7	6.2	14.5	24.0
Prop In Lane	1.00		0.44	1.00		0.19	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	297	795	774	188	700	712	400	495	516	317	604	269
V/C Ratio(X)	0.89	0.72	0.72	0.19	0.69	0.69	0.84	0.37	0.37	0.28	0.61	0.94
Avail Cap(c_a), veh/h	297	795	774	237	700	712	412	495	516	351	604	269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	31.5	32.9	32.9	29.0	37.6	37.6	40.3	42.3	42.3	47.5	57.5	61.4
Incr Delay (d2), s/veh	26.7	5.6	5.8	0.2	5.5	5.5	14.2	0.5	0.5	0.3	1.8	37.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.4	24.9	24.4	1.4	22.3	22.6	16.9	9.1	9.4	5.0	10.6	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.2	38.5	38.8	29.2	43.1	43.0	54.5	42.8	42.8	47.8	59.3	98.7
LnGrp LOS	E	D	D	C	D	D	D	D	D	D	E	F
Approach Vol, veh/h	1400			1011			708			713		
Approach Delay, s/veh	42.4			42.6			48.4			71.9		
Approach LOS	D			D			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	66.0	32.0	32.0	10.8	75.2	14.1	49.8				
Change Period (Y+Rc), s	7.2	6.5	6.1	6.3	7.0	6.5	6.1	6.3				
Max Green Setting (Gmax), s	12.8	58.5	26.9	25.7	8.0	63.5	10.9	41.7				
Max Q Clear Time (g_c+1.4), s	14.8	36.2	25.7	26.0	3.7	42.3	8.2	14.7				
Green Ext Time (p_c), s	0.0	11.5	0.1	0.0	0.0	13.1	0.0	2.4				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	49.0
HCM 6th LOS	D

Notes

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

HCM 6th TWSC

17: Pearl Nix Parkway & Site Driveway E

Lakeshore Mall Redevelopment DRI
Projected 2030 Build Conditions AM Peak

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	
Traffic Vol, veh/h	0	38	0	461	380	29
Future Vol, veh/h	0	38	0	461	380	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	3	2	2
Mvmt Flow	0	44	0	536	442	34

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 238	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.94	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.32	- -	- -
Pot Cap-1 Maneuver	0 *934	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %	1	- -	- -
Mov Cap-1 Maneuver	- *934	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Control Delay, s/v	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 934	- -	- -
HCM Lane V/C Ratio	- 0.047	- -	- -
HCM Control Delay (s/veh)	- 9	- -	- -
HCM Lane LOS	- A	- -	- -
HCM 95th %tile Q (veh)	- 0.1	- -	- -

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

1: Dawsonville Highway (SR 53 Conn)/Dawsonville Highway (SR 53) & McEver Road (SR 53) Private Drive

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (veh/h)	702	227	460	119	68	98	419	1535	57	74	1110	586
Future Volume (veh/h)	702	227	460	119	68	98	419	1535	57	74	1110	586
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1841	1870	1811
Adj Flow Rate, veh/h	731	236	195	124	71	69	436	1599	27	77	1156	352
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	2	6
Cap, veh/h	639	378	320	263	82	79	595	1738	775	95	1333	575
Arrive On Green	0.18	0.20	0.20	0.08	0.09	0.09	0.34	0.98	0.98	0.05	0.38	0.38
Sat Flow, veh/h	3563	1870	1580	1781	868	844	3456	3554	1583	1753	3554	1534
Grp Volume(v), veh/h	731	236	195	124	0	140	436	1599	27	77	1156	352
Grp Sat Flow(s),veh/h/ln	1781	1870	1580	1781	0	1712	1728	1777	1583	1753	1777	1534
Q Serve(g_s), s	28.7	18.4	12.0	9.9	0.0	12.9	17.7	15.5	0.1	7.0	48.2	17.1
Cycle Q Clear(g_c), s	28.7	18.4	12.0	9.9	0.0	12.9	17.7	15.5	0.1	7.0	48.2	17.1
Prop In Lane	1.00		1.00	1.00		0.49	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	639	378	320	263	0	161	595	1738	775	95	1333	575
V/C Ratio(X)	1.14	0.62	0.61	0.47	0.00	0.87	0.73	0.92	0.03	0.81	0.87	0.61
Avail Cap(c_a), veh/h	639	378	320	423	0	168	595	1738	775	140	1386	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.65	0.65	0.65	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.7	58.3	25.9	59.3	0.0	71.5	49.2	1.1	0.9	74.8	46.3	13.4
Incr Delay (d2), s/veh	82.4	3.2	3.4	1.4	0.0	34.9	3.3	6.5	0.1	19.5	7.8	4.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	29.4	13.9	8.4	8.2	0.0	11.7	10.1	4.0	0.1	6.5	29.9	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	148.0	61.5	29.3	60.6	0.0	106.5	52.6	7.6	0.9	94.3	54.1	18.2
LnGrp LOS	F	E	C	E		F	D	A	A	F	D	B
Approach Vol, veh/h		1162			264			2062			1585	
Approach Delay, s/veh		110.5			84.9			17.0			48.1	
Approach LOS		F			F			B			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.0	66.6	36.0	22.3	15.9	85.8	18.7	39.7				
Change Period (Y+Rc), s	* 7.5	6.6	7.3	7.3	7.2	* 7.5	6.5	7.3				
Max Green Setting (Gmax), s	* 25	62.4	28.7	15.7	12.8	* 74	26.5	18.7				
Max Q Clear Time (g_c+I1), s	19.7	50.2	30.7	14.9	9.0	17.5	11.9	20.4				
Green Ext Time (p_c), s	1.1	9.8	0.0	0.1	0.0	37.2	0.3	0.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh

51.7

HCM 6th LOS

D

Notes

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

User approved volume balancing among the lanes for turning movement.

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

2: Dawsonville Highway (SR 53 Conn) & Green Hill Circle/Private Driveway

2030 Build Conditions PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱	↰	↱	↰	↱
Traffic Volume (veh/h)	131	17	199	80	23	40	308	1883	87	54	1675	74
Future Volume (veh/h)	131	17	199	80	23	40	308	1883	87	54	1675	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1856	1856	1870
Adj Flow Rate, veh/h	134	17	203	82	23	41	314	1921	89	55	1709	76
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	2
Cap, veh/h	191	19	239	48	15	11	362	2754	1228	184	2318	1042
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.16	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	984	125	1585	84	101	72	1781	3554	1585	212	3526	1585
Grp Volume(v), veh/h	151	0	203	146	0	0	314	1921	89	55	1709	76
Grp Sat Flow(s),veh/h/ln	1109	0	1585	258	0	0	1781	1777	1585	212	1763	1585
Q Serve(g_s), s	0.0	0.0	20.0	2.7	0.0	0.0	9.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	21.4	0.0	20.0	24.1	0.0	0.0	9.9	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.89		1.00	0.56		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	0	239	74	0	0	362	2754	1228	184	2318	1042
V/C Ratio(X)	0.72	0.00	0.85	1.97	0.00	0.00	0.87	0.70	0.07	0.30	0.74	0.07
Avail Cap(c_a), veh/h	210	0	239	74	0	0	598	2754	1228	184	2318	1042
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.51	0.51	0.51	0.55	0.55	0.55
Uniform Delay (d), s/veh	66.8	0.0	66.2	74.4	0.0	0.0	9.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	11.4	0.0	24.1	483.4	0.0	0.0	4.0	0.8	0.1	2.3	1.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.1	0.0	14.9	23.0	0.0	0.0	5.0	0.5	0.0	0.2	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.2	0.0	90.3	557.9	0.0	0.0	13.2	0.8	0.1	2.3	1.2	0.1
LnGrp LOS	E		F	F			B	A	A	A	A	A
Approach Vol, veh/h		354			146			2324			1840	
Approach Delay, s/veh		85.2			557.9			2.4			1.2	
Approach LOS		F			F			A			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	18.8	111.2		30.0		130.0		30.0				
Change Period (Y+Rc), s	6.0	6.0		5.9		6.0		5.9				
Max Green Setting (Gmax), s	34.0	84.0		24.1		124.0		24.1				
Max Q Clear Time (g_c+1), s	11.0	2.0		26.1		2.0		23.4				
Green Ext Time (p_c), s	0.9	57.0		0.0		79.2		0.1				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	25.6
HCM 6th LOS	C

Notes

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

3: Shallowford Road/Private Driveway & Dawsonville Highway (SR 63) Build Conditions PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1412	564	51	1737	90	478	31	34	33	22	36
Future Volume (veh/h)	11	1412	564	51	1737	90	478	31	34	33	22	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1856	1870	1870	1870	1870	1856	1870	1856
Adj Flow Rate, veh/h	12	1486	594	54	1828	95	527	0	36	35	23	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	2	2	3	2	2	2	2	3	2	3
Cap, veh/h	135	2237	1013	145	2483	1115	452	0	201	52	34	74
Arrive On Green	0.21	0.21	0.21	0.03	0.70	0.70	0.13	0.00	0.13	0.05	0.05	0.05
Sat Flow, veh/h	232	3497	1584	1781	3526	1583	3563	0	1581	1096	720	1563
Grp Volume(v), veh/h	12	1486	594	54	1828	95	527	0	36	58	0	38
Grp Sat Flow(s),veh/h/ln	232	1749	1584	1781	1763	1583	1781	0	1581	1816	0	1563
Q Serve(g_s), s	7.3	62.4	54.0	1.6	50.9	3.0	20.3	0.0	3.3	5.0	0.0	3.8
Cycle Q Clear(g_c), s	47.9	62.4	54.0	1.6	50.9	3.0	20.3	0.0	3.3	5.0	0.0	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.60		1.00
Lane Grp Cap(c), veh/h	135	2237	1013	145	2483	1115	452	0	201	86	0	74
V/C Ratio(X)	0.09	0.66	0.59	0.37	0.74	0.09	1.17	0.00	0.18	0.67	0.00	0.51
Avail Cap(c_a), veh/h	135	2237	1013	197	2483	1115	452	0	201	262	0	226
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	0.46	1.00	1.00	1.00	0.97	0.00	0.97	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.6	47.3	44.0	26.2	14.5	7.4	69.8	0.0	62.4	75.0	0.0	74.4
Incr Delay (d2), s/veh	0.6	0.7	1.2	0.6	2.0	0.2	95.8	0.0	0.4	8.8	0.0	5.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	35.7	28.8	2.0	27.0	1.9	23.0	0.0	2.4	4.7	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.2	48.1	45.2	26.8	16.5	7.6	165.7	0.0	62.8	83.8	0.0	79.8
LnGrp LOS	E	D	D	C	B	A	F		E	F		E
Approach Vol, veh/h	2092			1977			563			96		
Approach Delay, s/veh	47.3			16.4			159.1			82.2		
Approach LOS	D			B			F			F		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.3	109.2		13.5		119.5		27.0				
Change Period (Y+Rc), s	5.8	6.8		5.9		6.8		6.7				
Max Green Setting (Gmax), s	9.2	82.2		23.1		97.2		20.3				
Max Q Clear Time (g_c+1.6	13.6	64.4		7.0		52.9		22.3				
Green Ext Time (p_c), s	0.0	16.2		0.3		36.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 48.4

HCM 6th LOS D

Notes

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

User approved volume balancing among the lanes for turning movement.

HCM 6th TWSC

Lakeshore Mall Redevelopment DRI

4: Private Driveway & Dawsonville Highway (SR 53 Conn)

Projected 2030 Build Conditions PM Peak

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1574	3	0	2032	0	0
Future Vol, veh/h	1574	3	0	2032	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	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	0	0	3	0	0
Mvmt Flow	1674	3	0	2162	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 839
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.9
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.3
Pot Cap-1 Maneuver	-	- 0	- 0 *446
Stage 1	-	- 0	- 0 -
Stage 2	-	- 0	- 0 -
Platoon blocked, %	-	-	- - - 1
Mov Cap-1 Maneuver	-	-	- - - *446
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q (veh)	-	-	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

5: Private Driveway/Lakeshore Drive & Dawsonville Highway (SR 53) Control 2030 Build Conditions PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1430	131	146	1946	39	81	11	192	43	24	7
Future Volume (veh/h)	13	1430	131	146	1946	39	81	11	192	43	24	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1826	1870	1856	1870	1870	1870	1870	1856	1604	1870
Adj Flow Rate, veh/h	14	1521	139	155	2070	41	86	12	204	46	26	7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	4	5	2	3	2	2	2	2	3	20	2
Cap, veh/h	194	2241	990	211	2347	1054	272	16	276	109	223	60
Arrive On Green	0.01	0.43	0.43	0.09	1.00	1.00	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	3497	1545	1781	3526	1583	1372	89	1505	1154	1216	327
Grp Volume(v), veh/h	14	1521	139	155	2070	41	86	0	216	46	0	33
Grp Sat Flow(s),veh/h/ln	1781	1749	1545	1781	1763	1583	1372	0	1594	1154	0	1543
Q Serve(g_s), s	0.4	56.0	8.7	5.0	0.0	0.0	8.9	0.0	20.5	6.3	0.0	2.9
Cycle Q Clear(g_c), s	0.4	56.0	8.7	5.0	0.0	0.0	11.8	0.0	20.5	26.8	0.0	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		0.21
Lane Grp Cap(c), veh/h	194	2241	990	211	2347	1054	272	0	293	109	0	283
V/C Ratio(X)	0.07	0.68	0.14	0.73	0.88	0.04	0.32	0.00	0.74	0.42	0.00	0.12
Avail Cap(c_a), veh/h	264	2241	990	237	2347	1054	319	0	347	148	0	336
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.6	32.4	18.9	26.7	0.0	0.0	59.4	0.0	61.7	74.3	0.0	54.5
Incr Delay (d2), s/veh	0.2	1.7	0.3	10.0	5.2	0.1	0.7	0.0	6.7	2.6	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	33.8	6.1	7.6	3.1	0.0	5.8	0.0	13.9	3.5	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.8	34.1	19.2	36.6	5.2	0.1	60.1	0.0	68.4	76.9	0.0	54.7
LnGrp LOS	A	C	B	D	A	A	E		E	E		D
Approach Vol, veh/h	1674			2266			302			79		
Approach Delay, s/veh	32.6			7.3			66.0			67.6		
Approach LOS	C			A			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	113.7		37.6	12.7	109.7		37.6				
Change Period (Y+Rc), s	6.4	* 7.2		8.2	5.6	* 7.2		8.2				
Max Green Setting (Gmax), s	8.6	* 95		34.8	9.4	* 95		34.8				
Max Q Clear Time (g_c+I1), s	2.4	2.0		28.8	7.0	58.0		22.5				
Green Ext Time (p_c), s	0.0	74.6		0.1	0.1	27.5		1.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	22.3											
HCM 6th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

7: Pearl Nix Parkway & Dawsonville Highway (SR 53 Conn)/John W. Wrenn Jr Parkway (SR 53 Conn)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	1329	71	246	1610	65	174	228	274	56	198	340
Future Volume (veh/h)	260	1329	71	246	1610	65	174	228	274	56	198	340
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1856	1841	1870	1870	1870	1870	1856	1870
Adj Flow Rate, veh/h	277	1414	76	262	1713	69	185	243	291	60	211	362
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	4	2	2	3	4	2	2	2	2	3	2
Cap, veh/h	713	1340	607	950	1593	704	220	974	433	97	835	374
Arrive On Green	0.41	0.77	0.77	0.55	0.90	0.90	0.06	0.27	0.27	0.03	0.24	0.24
Sat Flow, veh/h	3456	3497	1584	3456	3526	1559	3456	3554	1580	3456	3526	1579
Grp Volume(v), veh/h	277	1414	76	262	1713	69	185	243	291	60	211	362
Grp Sat Flow(s),veh/h/ln	1728	1749	1584	1728	1763	1559	1728	1777	1580	1728	1763	1579
Q Serve(g_s), s	9.0	61.3	2.1	6.4	72.3	0.7	8.5	8.5	20.6	2.7	7.8	36.3
Cycle Q Clear(g_c), s	9.0	61.3	2.1	6.4	72.3	0.7	8.5	8.5	20.6	2.7	7.8	36.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	713	1340	607	950	1593	704	220	974	433	97	835	374
V/C Ratio(X)	0.39	1.06	0.13	0.28	1.08	0.10	0.84	0.25	0.67	0.62	0.25	0.97
Avail Cap(c_a), veh/h	713	1340	607	950	1593	704	220	974	433	240	835	374
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	18.7	12.9	27.5	7.7	4.3	74.1	45.3	32.0	76.9	49.6	60.4
Incr Delay (d2), s/veh	0.3	40.6	0.4	0.1	42.2	0.2	24.0	0.1	4.0	6.4	0.3	38.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	27.7	1.4	4.5	18.1	0.5	8.0	6.9	13.2	2.4	6.3	25.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.3	59.3	13.3	27.6	49.9	4.4	98.1	45.4	36.0	83.3	49.9	98.8
LnGrp LOS	D	F	B	C	F	A	F	D	D	F	D	F
Approach Vol, veh/h	1767			2044			719			633		
Approach Delay, s/veh	54.3			45.5			55.2			81.0		
Approach LOS	D			D			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	41.5	80.0	18.0	45.0	52.5	69.0	11.4	51.6				
Change Period (Y+Rc), s	7.8	* 7.7	7.8	7.1	* 7.8	7.7	6.9	* 7.8				
Max Green Setting (Gmax), s	9.9	* 72	10.2	37.9	* 20	61.3	11.1	* 38				
Max Q Clear Time (g_c+1), s	11.6	74.3	10.5	38.3	8.4	63.3	4.7	22.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.7	0.0	0.1	2.2				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	54.2
HCM 6th LOS	D

Notes

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

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

8: Alta Vista Road/Rainey Street & John W Morrow Jr Parkway (SR 68 Corridor)

Project ID: 2020 Build Conditions PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	279	1376	30	84	1692	52	62	25	74	54	31	301
Future Volume (veh/h)	279	1376	30	84	1692	52	62	25	74	54	31	301
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1870	1870	1870	1870	1870	1870	1796	1870
Adj Flow Rate, veh/h	282	1390	30	85	1709	53	63	25	75	55	31	304
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	3	2	2	2	2	2	2	2	2	7	2
Cap, veh/h	303	3068	66	309	2753	85	50	26	38	223	35	343
Arrive On Green	0.20	1.00	1.00	0.03	0.54	0.54	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	5103	110	1781	5088	158	76	105	154	1295	142	1396
Grp Volume(v), veh/h	282	920	500	85	1143	619	163	0	0	55	0	335
Grp Sat Flow(s),veh/h/ln	1781	1689	1836	1781	1702	1842	335	0	0	1295	0	1539
Q Serve(g_s), s	12.9	0.0	0.0	3.4	37.1	37.2	5.7	0.0	0.0	0.0	0.0	33.6
Cycle Q Clear(g_c), s	12.9	0.0	0.0	3.4	37.1	37.2	39.3	0.0	0.0	9.9	0.0	33.6
Prop In Lane	1.00		0.06	1.00		0.09	0.39		0.46	1.00		0.91
Lane Grp Cap(c), veh/h	303	2031	1104	309	1842	997	113	0	0	223	0	378
V/C Ratio(X)	0.93	0.45	0.45	0.27	0.62	0.62	1.44	0.00	0.00	0.25	0.00	0.89
Avail Cap(c_a), veh/h	480	2031	1104	404	1842	997	113	0	0	223	0	378
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.39	0.39	0.39	0.43	0.43	0.43	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.5	0.0	0.0	15.2	25.4	25.4	67.4	0.0	0.0	49.3	0.0	58.2
Incr Delay (d2), s/veh	8.7	0.3	0.5	0.2	0.7	1.3	239.6	0.0	0.0	0.6	0.0	21.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	0.1	0.3	2.6	19.2	20.8	21.1	0.0	0.0	3.4	0.0	21.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.2	0.3	0.5	15.4	26.0	26.6	307.0	0.0	0.0	49.8	0.0	79.7
LnGrp LOS	D	A	A	B	C	C	F			D		E
Approach Vol, veh/h	1702			1847			163			390		
Approach Delay, s/veh	6.3			25.8			307.0			75.5		
Approach LOS	A			C			F			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.1	92.9		46.0	11.5	102.5		46.0				
Change Period (Y+Rc), s	5.5	6.3		6.7	6.1	6.3		6.7				
Max Green Setting (Gmax), s	21.5	70.7		39.3	13.9	87.7		39.3				
Max Q Clear Time (g_c+1.5), s	14.9	39.2		35.6	5.4	2.0		41.3				
Green Ext Time (p_c), s	0.7	25.0		0.8	0.1	34.6		0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				33.6								
HCM 6th LOS				C								
Notes												

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

9: Private Driveway/Washington Street & John W Morrow Jr Parkway (SR-53 Con)

Project SR-53 Con Conditions PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	561	939	15	37	1220	56	10	17	28	34	8	500
Future Volume (veh/h)	561	939	15	37	1220	56	10	17	28	34	8	500
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1841	1870	1870	1796	1870	1870	1870	1870
Adj Flow Rate, veh/h	572	958	11	38	1245	20	10	17	3	35	8	156
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	5	2	2	4	2	2	7	2	2	2	2
Cap, veh/h	571	2102	960	285	1172	530	34	43	386	51	8	386
Arrive On Green	0.59	1.00	1.00	0.03	0.33	0.33	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	3469	1584	1781	3497	1583	11	176	1583	40	31	1583
Grp Volume(v), veh/h	572	958	11	38	1245	20	27	0	3	43	0	156
Grp Sat Flow(s),veh/h/ln	1781	1735	1584	1781	1749	1583	187	0	1583	71	0	1583
Q Serve(g_s), s	47.1	0.0	0.0	2.2	53.6	1.4	0.6	0.0	0.2	1.3	0.0	13.2
Cycle Q Clear(g_c), s	47.1	0.0	0.0	2.2	53.6	1.4	38.8	0.0	0.2	39.0	0.0	13.2
Prop In Lane	1.00		1.00	1.00		1.00	0.37		1.00	0.81		1.00
Lane Grp Cap(c), veh/h	571	2102	960	285	1172	530	76	0	386	58	0	386
V/C Ratio(X)	1.00	0.46	0.01	0.13	1.06	0.04	0.35	0.00	0.01	0.74	0.00	0.40
Avail Cap(c_a), veh/h	572	2102	960	345	1172	530	81	0	391	63	0	391
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.43	0.43	0.43	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.3	0.0	0.0	33.4	53.2	35.8	50.3	0.0	45.9	75.0	0.0	50.8
Incr Delay (d2), s/veh	35.8	0.6	0.0	0.1	36.8	0.1	2.8	0.0	0.0	34.3	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	28.3	0.3	0.0	1.8	36.7	1.0	1.6	0.0	0.2	4.2	0.0	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.2	0.6	0.0	33.5	90.0	35.9	53.1	0.0	45.9	109.3	0.0	51.5
LnGrp LOS	F	A	A	C	F	D	D		D	F		D
Approach Vol, veh/h	1541			1303			30			199		
Approach Delay, s/veh	23.5			87.5			52.4			64.0		
Approach LOS	C			F			D			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	54.0	59.3		46.7	10.6	102.7		46.7				
Change Period (Y+Rc), s	6.8	6.0		7.5	6.5	6.0		7.5				
Max Green Setting (Gmax), s	47.2	53.0		39.5	9.5	91.0		39.5				
Max Q Clear Time (g_c+1.5), s	49.1	55.6		41.0	4.2	2.0		40.8				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	19.6		0.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 53.5

HCM 6th LOS D

Notes

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

10: Jesse Jewell Parkway (SR 369)/Jesse Jewell Parkway (SR 60/SR 369) & John W. Morrow Parkway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	432	501	47	173	708	334	55	1034	114	349	1089	666
Future Volume (veh/h)	432	501	47	173	708	334	55	1034	114	349	1089	666
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1870	1856	1856	1870	1870	1870	1841	1870	1856	1870
Adj Flow Rate, veh/h	450	522	49	180	738	348	57	1077	119	364	1134	694
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	2	3	3	2	2	2	4	2	3	2
Cap, veh/h	404	904	408	223	732	327	159	1184	516	386	1689	755
Arrive On Green	0.12	0.26	0.26	0.07	0.21	0.21	0.03	0.33	0.33	0.18	0.48	0.48
Sat Flow, veh/h	3401	3497	1578	3428	3526	1576	1781	3554	1547	1781	3526	1576
Grp Volume(v), veh/h	450	522	49	180	738	348	57	1077	119	364	1134	694
Grp Sat Flow(s),veh/h/ln	1700	1749	1578	1714	1763	1576	1781	1777	1547	1781	1763	1576
Q Serve(g_s), s	19.0	20.8	3.8	8.3	33.2	28.4	3.4	46.4	6.2	26.3	39.5	65.6
Cycle Q Clear(g_c), s	19.0	20.8	3.8	8.3	33.2	28.4	3.4	46.4	6.2	26.3	39.5	65.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	404	904	408	223	732	327	159	1184	516	386	1689	755
V/C Ratio(X)	1.11	0.58	0.12	0.81	1.01	1.06	0.36	0.91	0.23	0.94	0.67	0.92
Avail Cap(c_a), veh/h	404	904	408	339	732	327	185	1184	516	519	1689	755
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.5	51.7	45.4	73.8	63.4	46.3	34.5	51.0	19.0	48.4	32.0	38.8
Incr Delay (d2), s/veh	78.3	0.9	0.1	4.4	35.5	67.8	0.5	11.8	1.0	19.8	2.1	18.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.2	14.1	2.7	6.8	25.6	24.9	2.7	30.2	6.3	23.3	24.1	37.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	148.8	52.6	45.5	78.2	98.9	114.1	35.0	62.9	20.1	68.2	34.1	56.9
LnGrp LOS	F	D	D	E	F	F	C	E	C	E	C	E
Approach Vol, veh/h		1021			1266			1253			2192	
Approach Delay, s/veh		94.6			100.1			57.5			47.0	
Approach LOS		F			F			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	83.4	16.6	47.4	36.0	60.0	25.0	39.0				
Change Period (Y+Rc), s	7.7	6.7	6.2	* 6	7.2	6.7	6.0	5.8				
Max Green Setting (Gmax), s	7.3	74.3	15.8	* 36	40.8	41.3	19.0	33.2				
Max Q Clear Time (g_c+I), s	15.4	67.6	10.3	22.8	28.3	48.4	21.0	35.2				
Green Ext Time (p_c), s	0.0	6.1	0.1	2.9	0.5	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 69.5

HCM 6th LOS E

Notes

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

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

HCM 6th Signalized Intersection Summary

11: Shallowford Road & Private Driveway/Plaza Drive

Lakeshore Mall Redevelopment DRI
Projected 2030 Build Conditions PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩
Traffic Volume (veh/h)	155	40	138	40	40	54	87	523	83	64	517	213
Future Volume (veh/h)	155	40	138	40	40	54	87	523	83	64	517	213
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	42	145	42	42	57	92	551	87	67	544	224
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	52	222	107	112	93	427	1970	873	561	1353	555
Arrive On Green	0.14	0.14	0.14	0.06	0.06	0.06	0.08	1.00	1.00	0.04	0.55	0.55
Sat Flow, veh/h	1430	369	1575	1781	1870	1561	1781	3554	1575	1781	2452	1006
Grp Volume(v), veh/h	205	0	145	42	42	57	92	551	87	67	394	374
Grp Sat Flow(s),veh/h/ln	1799	0	1575	1781	1870	1561	1781	1777	1575	1781	1777	1682
Q Serve(g_s), s	13.3	0.0	10.5	2.7	2.6	4.3	2.7	0.0	0.0	1.9	15.3	15.4
Cycle Q Clear(g_c), s	13.3	0.0	10.5	2.7	2.6	4.3	2.7	0.0	0.0	1.9	15.3	15.4
Prop In Lane	0.80		1.00	1.00		1.00	1.00		1.00	1.00		0.60
Lane Grp Cap(c), veh/h	254	0	222	107	112	93	427	1970	873	561	981	928
V/C Ratio(X)	0.81	0.00	0.65	0.39	0.38	0.61	0.22	0.28	0.10	0.12	0.40	0.40
Avail Cap(c_a), veh/h	379	0	332	278	291	243	496	1970	873	635	981	928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	0.87	0.87	0.87
Uniform Delay (d), s/veh	50.0	0.0	48.8	54.3	54.3	55.0	11.2	0.0	0.0	10.5	15.5	15.5
Incr Delay (d2), s/veh	7.7	0.0	3.2	2.4	2.1	6.3	0.2	0.3	0.2	0.1	1.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.7	0.0	7.8	2.3	2.3	3.3	1.8	0.1	0.1	1.3	10.1	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.6	0.0	52.0	56.7	56.3	61.4	11.4	0.3	0.2	10.6	16.5	16.6
LnGrp LOS	E		D	E	E	E	B	A	A	B	B	B
Approach Vol, veh/h		350			141			730			835	
Approach Delay, s/veh		55.3			58.5			1.7			16.1	
Approach LOS		E			E			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.4	72.5		13.5	10.1	72.8		23.6				
Change Period (Y+Rc), s	5.6	6.3		6.3	5.6	6.3		6.7				
Max Green Setting (Gmax), s	41.7	41.7		18.7	9.4	41.7		25.3				
Max Q Clear Time (g_c+1.4), s	17.4	17.4		6.3	3.9	2.0		15.3				
Green Ext Time (p_c), s	0.1	11.5		0.4	0.0	11.4		1.2				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 20.5
HCM 6th LOS C

Notes

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

HCM 6th TWSC

12: Pearl Nix Parkway & Site Driveway C

Lakeshore Mall Redevelopment DRI

Projected 2030 Build Conditions PM Peak

Intersection							
Int Delay, s/veh	1.1						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations							
Traffic Vol, veh/h	40	54	47	702	444	94	
Future Vol, veh/h	40	54	47	702	444	94	
Conflicting Peds, #/hr	2	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	0	125	-	-	150	
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	43	59	51	763	483	102	
Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	969	242	585	0	-	0	
Stage 1	483	-	-	-	-	-	
Stage 2	486	-	-	-	-	-	
Critical Hdwy	6.84	6.94	4.14	-	-	-	
Critical Hdwy Stg 1	5.84	-	-	-	-	-	
Critical Hdwy Stg 2	5.84	-	-	-	-	-	
Follow-up Hdwy	3.52	3.32	2.22	-	-	-	
Pot Cap-1 Maneuver	*378	*905	1235	-	-	-	
Stage 1	*854	-	-	-	-	-	
Stage 2	*584	-	-	-	-	-	
Platoon blocked, %	1	1	1	-	-	-	
Mov Cap-1 Maneuver	*362	*905	1235	-	-	-	
Mov Cap-2 Maneuver	*362	-	-	-	-	-	
Stage 1	*819	-	-	-	-	-	
Stage 2	*584	-	-	-	-	-	
Approach	EB		NB		SB		
HCM Control Delay, s/v	12.3		0.5		0		
HCM LOS	B						
Minor Lane/Major Mvmt	NBL		NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1235		-	362	905	-	-
HCM Lane V/C Ratio	0.041		-	0.12	0.065	-	-
HCM Control Delay (s/veh)	8		-	16.3	9.3	-	-
HCM Lane LOS	A		-	C	A	-	-
HCM 95th %tile Q (veh)	0.1		-	0.4	0.2	-	-
Notes							
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon	

HCM 6th Signalized Intersection Summary

13: Shallowford Road & Skelton Road

Lakeshore Mall Redevelopment DRI
Projected 2030 Build Conditions PM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	229	266	231	464	493	195
Future Volume (veh/h)	229	266	231	464	493	195
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	239	277	241	483	514	203
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	352	314	606	2460	1403	551
Arrive On Green	0.20	0.20	0.07	0.69	1.00	1.00
Sat Flow, veh/h	1781	1585	1781	3647	2584	979
Grp Volume(v), veh/h	239	277	241	483	366	351
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1692
Q Serve(g_s), s	14.9	20.4	6.5	5.8	0.0	0.0
Cycle Q Clear(g_c), s	14.9	20.4	6.5	5.8	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.58
Lane Grp Cap(c), veh/h	352	314	606	2460	1001	953
V/C Ratio(X)	0.68	0.88	0.40	0.20	0.37	0.37
Avail Cap(c_a), veh/h	494	440	748	2460	1001	953
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.65	0.65	0.91	0.91
Uniform Delay (d), s/veh	44.6	46.8	8.3	6.6	0.0	0.0
Incr Delay (d2), s/veh	2.3	14.3	0.3	0.1	0.9	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.1	14.2	4.3	3.7	0.5	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	46.9	61.1	8.6	6.7	0.9	1.0
LnGrp LOS	D	E	A	A	A	A
Approach Vol, veh/h	516			724	717	
Approach Delay, s/veh	54.5			7.3	1.0	
Approach LOS	D			A	A	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.5	74.1		30.4		89.6
Change Period (Y+Rc), s	6.5	6.5		6.7		6.5
Max Green Setting (Gmax), s	18.5	48.5		33.3		73.5
Max Q Clear Time (g_c+I1), s	8.5	2.0		22.4		7.8
Green Ext Time (p_c), s	0.5	14.1		1.4		9.6
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			17.4			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

14: Pearl Nix Parkway & Site Driveway D/Private Driveway

Projected 2030 Build Conditions PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱		↰	↱	
Traffic Volume (veh/h)	83	2	124	21	3	11	170	676	3	18	431	55
Future Volume (veh/h)	83	2	124	21	3	11	170	676	3	18	431	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	2	128	22	3	11	175	697	3	19	444	57
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	5	197	41	6	20	470	1407	6	354	947	121
Arrive On Green	0.12	0.12	0.12	0.04	0.04	0.04	0.10	0.39	0.39	0.02	0.30	0.30
Sat Flow, veh/h	1743	41	1585	1053	144	526	1781	3629	16	1781	3169	405
Grp Volume(v), veh/h	88	0	128	36	0	0	175	341	359	19	248	253
Grp Sat Flow(s),veh/h/ln	1783	0	1585	1723	0	0	1781	1777	1868	1781	1777	1797
Q Serve(g_s), s	2.5	0.0	4.2	1.1	0.0	0.0	3.5	7.9	7.9	0.4	6.2	6.3
Cycle Q Clear(g_c), s	2.5	0.0	4.2	1.1	0.0	0.0	3.5	7.9	7.9	0.4	6.2	6.3
Prop In Lane	0.98		1.00	0.61		0.31	1.00		0.01	1.00		0.23
Lane Grp Cap(c), veh/h	222	0	197	66	0	0	470	689	724	354	531	537
V/C Ratio(X)	0.40	0.00	0.65	0.54	0.00	0.00	0.37	0.50	0.50	0.05	0.47	0.47
Avail Cap(c_a), veh/h	626	0	556	446	0	0	916	1270	1335	630	1270	1284
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	0.0	22.7	25.7	0.0	0.0	11.1	12.6	12.6	12.7	15.5	15.6
Incr Delay (d2), s/veh	1.4	0.0	4.3	8.0	0.0	0.0	0.2	2.0	1.9	0.0	2.3	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	0.0	3.1	1.1	0.0	0.0	2.1	5.4	5.6	0.2	4.5	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.3	0.0	27.0	33.7	0.0	0.0	11.3	14.6	14.5	12.8	17.9	17.9
LnGrp LOS	C		C	C			B	B	B	B	B	B
Approach Vol, veh/h		216			36			875			520	
Approach Delay, s/veh		25.5			33.7			13.9			17.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	27.2		12.7	11.4	22.4		8.0				
Change Period (Y+Rc), s	5.3	6.1		5.9	6.1	6.1		5.9				
Max Green Setting (Gmax), s	9.7	38.9		19.1	18.9	38.9		14.1				
Max Q Clear Time (g_c+I), s	12.4	9.9		6.2	5.5	8.3		3.1				
Green Ext Time (p_c), s	0.0	11.2		0.9	0.2	7.9		0.1				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	17.1
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

15: Pearl Nix Parkway & Shallowford Road/West End Avenue

Projected 2030 Build Conditions PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	142	469	7	204	136	365	568	8	63	444	138
Future Volume (veh/h)	152	142	469	7	204	136	365	568	8	63	444	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	149	494	7	215	143	384	598	8	66	467	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	298	586	496	49	280	243	428	1407	627	87	727	323
Arrive On Green	0.10	0.31	0.31	0.15	0.15	0.15	0.24	0.40	0.40	0.05	0.20	0.20
Sat Flow, veh/h	1781	1870	1584	21	1821	1582	1781	3554	1584	1781	3554	1581
Grp Volume(v), veh/h	160	149	494	222	0	143	384	598	8	66	467	145
Grp Sat Flow(s),veh/h/ln	1781	1870	1584	1842	0	1582	1781	1777	1584	1781	1777	1581
Q Serve(g_s), s	5.8	4.8	25.2	1.5	0.0	6.8	16.9	9.9	0.2	3.0	9.7	6.5
Cycle Q Clear(g_c), s	5.8	4.8	25.2	9.3	0.0	6.8	16.9	9.9	0.2	3.0	9.7	6.5
Prop In Lane	1.00		1.00	0.03		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	298	586	496	329	0	243	428	1407	627	87	727	323
V/C Ratio(X)	0.54	0.25	1.00	0.68	0.00	0.59	0.90	0.43	0.01	0.76	0.64	0.45
Avail Cap(c_a), veh/h	454	586	496	452	0	352	1622	1479	659	742	1040	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	20.7	27.8	32.9	0.0	31.9	29.8	17.8	14.8	38.0	29.5	28.2
Incr Delay (d2), s/veh	0.7	0.2	39.4	2.5	0.0	2.4	2.8	0.7	0.0	13.0	2.0	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	3.6	20.7	7.7	0.0	4.9	11.6	7.0	0.2	2.8	7.5	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.1	20.9	67.1	35.4	0.0	34.2	32.6	18.5	14.9	51.1	31.5	30.3
LnGrp LOS	C	C	E	D		C	C	B	B	D	C	C
Approach Vol, veh/h	803			365			990			678		
Approach Delay, s/veh	50.2			35.0			23.9			33.2		
Approach LOS	D			C			C			C		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.8	22.9		32.3	10.3	38.3	12.9	19.4				
Change Period (Y+Rc), s	6.3	6.3		7.0	6.3	6.3	5.2	7.0				
Max Green Setting (Gmax), s	23.7	23.7		23.0	33.7	33.7	14.8	18.0				
Max Q Clear Time (g_c+1.0), s	11.7	11.7		27.2	5.0	11.9	7.8	11.3				
Green Ext Time (p_c), s	0.6	4.6		0.0	0.2	8.7	0.1	1.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 35.0

HCM 6th LOS C

Notes

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

HCM 6th Signalized Intersection Summary

16: Pearl Nix Parkway & Browns Bridge Road (SR 369)

Lakeshore Mall Redevelopment DRI
Projected 2030 Build Conditions PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	325	848	315	40	882	77	326	484	28	160	541	267
Future Volume (veh/h)	325	848	315	40	882	77	326	484	28	160	541	267
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1856	1796	1856	1841	1856	1856	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	335	874	302	41	909	76	336	499	26	165	558	47
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	7	3	4	3	3	2	2	2	2	2
Cap, veh/h	364	1294	446	208	1326	111	291	911	47	244	655	284
Arrive On Green	0.12	0.50	0.50	0.03	0.41	0.41	0.12	0.27	0.27	0.04	0.18	0.18
Sat Flow, veh/h	1781	2570	886	1767	3266	273	1767	3433	178	1781	3554	1544
Grp Volume(v), veh/h	335	599	577	41	487	498	336	258	267	165	558	47
Grp Sat Flow(s),veh/h/ln	1781	1763	1693	1767	1749	1790	1767	1777	1834	1781	1777	1544
Q Serve(g_s), s	17.0	40.9	41.1	2.2	36.6	36.6	19.9	19.9	20.0	6.9	24.3	4.1
Cycle Q Clear(g_c), s	17.0	40.9	41.1	2.2	36.6	36.6	19.9	19.9	20.0	6.9	24.3	4.1
Prop In Lane	1.00		0.52	1.00		0.15	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	364	887	852	208	710	727	291	472	487	244	655	284
V/C Ratio(X)	0.92	0.67	0.68	0.20	0.69	0.69	1.16	0.55	0.55	0.68	0.85	0.17
Avail Cap(c_a), veh/h	701	887	852	261	710	727	291	552	570	244	815	354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	30.5	29.9	29.9	28.6	39.1	39.1	48.5	50.5	50.5	57.2	63.2	54.9
Incr Delay (d2), s/veh	5.0	4.1	4.3	0.2	5.3	5.2	101.5	1.2	1.2	5.2	5.9	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.2	25.2	24.5	1.7	23.5	23.9	25.9	13.8	14.2	5.9	16.4	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.5	34.0	34.3	28.8	44.4	44.3	150.0	51.7	51.7	62.4	69.1	55.2
LnGrp LOS	D	C	C	C	D	D	F	D	D	E	E	E
Approach Vol, veh/h	1511			1026			861			770		
Approach Delay, s/veh	34.4			43.7			90.0			66.8		
Approach LOS	C			D			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.7	71.5	26.0	35.8	11.2	87.0	13.0	48.8				
Change Period (Y+Rc), s	7.2	6.5	6.1	6.3	7.0	6.5	6.1	6.3				
Max Green Setting (Gmax), s	49.8	27.5	19.9	36.7	9.0	68.5	6.9	49.7				
Max Q Clear Time (g_c+1.0), s	19.0	38.6	21.9	26.3	4.2	43.1	8.9	22.0				
Green Ext Time (p_c), s	0.5	0.0	0.0	3.2	0.0	15.4	0.0	3.6				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 54.2
HCM 6th LOS D

Notes

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

HCM 6th TWSC

17: Pearl Nix Parkway & Sit Driveway E

Lakeshore Mall Redevelopment DRI
Projected 2030 Build Conditions PM Peak

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗	↗	
Traffic Vol, veh/h	0	35	0	777	471	36
Future Vol, veh/h	0	35	0	777	471	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	0	801	486	37
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	262	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*905	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		1		-	-	-
Mov Cap-1 Maneuver	-	*905	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	9.1	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	- 905		-	-		
HCM Lane V/C Ratio	- 0.04		-	-		
HCM Control Delay (s/veh)	- 9.1		-	-		
HCM Lane LOS	- A		-	-		
HCM 95th %tile Q (veh)	- 0.1		-	-		
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

10: Jesse Jewell Parkway (SR 369)/Jesse Jewell Parkway (SR 369) & John W. Morrow Parkway (SR 369)

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↖ ↗	↖	↖ ↗	↖ ↗	↖	↖	↖ ↗	↖	↖ ↗	↖ ↗	↖
Traffic Volume (veh/h)	503	577	33	103	465	322	25	927	116	244	941	426
Future Volume (veh/h)	503	577	33	103	465	322	25	927	116	244	941	426
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1826	1826	1870	1841	1796	1841	1870	1826	1856	1841	1856	1796
Adj Flow Rate, veh/h	524	601	8	107	484	180	26	966	48	254	980	194
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	2	4	7	4	2	5	3	4	3	7
Cap, veh/h	571	980	447	151	548	249	217	1423	641	302	1670	717
Arrive On Green	0.17	0.28	0.28	0.04	0.16	0.16	0.02	0.41	0.41	0.09	0.47	0.47
Sat Flow, veh/h	3374	3469	1582	3401	3413	1554	1781	3469	1563	3401	3526	1515
Grp Volume(v), veh/h	524	601	8	107	484	180	26	966	48	254	980	194
Grp Sat Flow(s),veh/h/ln	1687	1735	1582	1700	1706	1554	1781	1735	1563	1700	1763	1515
Q Serve(g_s), s	22.9	22.5	0.5	4.7	20.8	14.3	1.3	34.1	1.6	11.0	30.4	11.6
Cycle Q Clear(g_c), s	22.9	22.5	0.5	4.7	20.8	14.3	1.3	34.1	1.6	11.0	30.4	11.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	571	980	447	151	548	249	217	1423	641	302	1670	717
V/C Ratio(X)	0.92	0.61	0.02	0.71	0.88	0.72	0.12	0.68	0.07	0.84	0.59	0.27
Avail Cap(c_a), veh/h	607	980	447	313	596	271	288	1423	641	449	1670	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.3	46.7	38.8	70.7	61.6	44.9	26.1	36.1	8.7	67.3	28.8	23.8
Incr Delay (d2), s/veh	17.0	1.0	0.0	2.3	13.6	7.7	0.1	2.6	0.2	5.9	1.5	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	9.9	0.2	2.1	10.0	6.1	0.5	14.9	1.1	5.0	13.1	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.3	47.7	38.8	73.0	75.2	52.6	26.2	38.8	9.0	73.2	30.3	24.8
LnGrp LOS	E	D	D	E	E	D	C	D	A	E	C	C
Approach Vol, veh/h		1133			771			1040			1428	
Approach Delay, s/veh		61.8			69.6			37.1			37.2	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	77.7	12.9	48.4	20.5	68.2	31.4	29.9				
Change Period (Y+Rc), s	7.7	6.7	6.2	* 6	7.2	6.7	6.0	5.8				
Max Green Setting (Gmax), s	9.3	61.3	13.8	* 39	19.8	51.3	27.0	26.2				
Max Q Clear Time (g_c+I1), s	3.3	32.4	6.7	24.5	13.0	36.1	24.9	22.8				
Green Ext Time (p_c), s	0.0	15.8	0.1	3.4	0.3	9.4	0.5	1.1				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 49.3

HCM 6th LOS D

Notes

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

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

10: Jesse Jewell Parkway (SR 369)/Jesse Jewell Parkway (SR 369) & John W. Morrow Parkway (SR 369)

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↗	↖	↖↗	↖↗	↖	↖	↖↗	↖	↖↗	↖↗	↖
Traffic Volume (veh/h)	418	487	47	173	683	334	55	1034	114	349	1089	641
Future Volume (veh/h)	418	487	47	173	683	334	55	1034	114	349	1089	641
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1841	1841	1870	1856	1856	1870	1870	1870	1841	1870	1856	1870
Adj Flow Rate, veh/h	435	507	10	180	711	151	57	1077	47	364	1134	418
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	2	3	3	2	2	2	4	2	3	2
Cap, veh/h	499	1057	477	227	790	353	155	1238	539	415	1533	685
Arrive On Green	0.15	0.30	0.30	0.07	0.22	0.22	0.03	0.35	0.35	0.12	0.43	0.43
Sat Flow, veh/h	3401	3497	1579	3428	3526	1577	1781	3554	1548	3456	3526	1575
Grp Volume(v), veh/h	435	507	10	180	711	151	57	1077	47	364	1134	418
Grp Sat Flow(s),veh/h/ln	1700	1749	1579	1714	1763	1577	1781	1777	1548	1728	1763	1575
Q Serve(g_s), s	20.0	18.9	0.7	8.3	31.4	11.2	3.3	45.3	2.1	16.6	42.9	32.7
Cycle Q Clear(g_c), s	20.0	18.9	0.7	8.3	31.4	11.2	3.3	45.3	2.1	16.6	42.9	32.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	499	1057	477	227	790	353	155	1238	539	415	1533	685
V/C Ratio(X)	0.87	0.48	0.02	0.79	0.90	0.43	0.37	0.87	0.09	0.88	0.74	0.61
Avail Cap(c_a), veh/h	871	1057	477	853	886	396	182	1238	539	752	1533	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.8	45.5	39.2	73.6	60.3	38.7	35.1	48.7	14.9	69.3	37.7	34.8
Incr Delay (d2), s/veh	4.6	0.3	0.0	2.4	11.0	0.6	0.5	8.5	0.3	2.4	3.2	4.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	8.3	0.3	3.7	15.2	4.4	1.5	21.4	1.3	7.5	19.1	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.4	45.9	39.2	76.0	71.3	39.3	35.6	57.2	15.2	71.7	40.9	38.8
LnGrp LOS	E	D	D	E	E	D	D	E	B	E	D	D
Approach Vol, veh/h		952			1042			1181			1916	
Approach Delay, s/veh		57.4			67.5			54.5			46.3	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	76.3	16.8	54.4	26.4	62.5	29.5	41.7				
Change Period (Y+Rc), s	7.7	6.7	6.2	* 6	7.2	6.7	6.0	5.8				
Max Green Setting (Gmax), s	7.3	45.3	39.8	* 41	34.8	18.3	41.0	40.2				
Max Q Clear Time (g_c+I1), s	5.3	44.9	10.3	20.9	18.6	47.3	22.0	33.4				
Green Ext Time (p_c), s	0.0	0.4	0.3	3.2	0.6	0.0	1.5	2.5				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	54.6
HCM 6th LOS	D

Notes

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

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

10: Jesse Jewell Parkway (SR 369)/Jesse Jewell Parkway (SR 369) & John W. Monroev Parkway

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↗	↖	↖↗	↖↗	↖	↖	↖↗	↖	↖↗	↖↗	↖
Traffic Volume (veh/h)	542	616	33	103	499	322	25	927	116	244	941	460
Future Volume (veh/h)	542	616	33	103	499	322	25	927	116	244	941	460
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1841	1796	1841	1870	1826	1856	1841	1856	1796
Adj Flow Rate, veh/h	565	642	9	107	520	181	26	966	40	254	980	204
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	2	4	7	4	2	5	3	4	3	7
Cap, veh/h	604	1040	474	151	573	261	39	1363	614	303	1609	691
Arrive On Green	0.18	0.30	0.30	0.04	0.17	0.17	0.02	0.39	0.39	0.09	0.46	0.46
Sat Flow, veh/h	3374	3469	1582	3401	3413	1554	1781	3469	1563	3401	3526	1514
Grp Volume(v), veh/h	565	642	9	107	520	181	26	966	40	254	980	204
Grp Sat Flow(s),veh/h/ln	1687	1735	1582	1700	1706	1554	1781	1735	1563	1700	1763	1514
Q Serve(g_s), s	24.8	23.9	0.6	4.7	22.4	14.2	2.2	35.1	1.4	11.0	31.4	12.7
Cycle Q Clear(g_c), s	24.8	23.9	0.6	4.7	22.4	14.2	2.2	35.1	1.4	11.0	31.4	12.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	604	1040	474	151	573	261	39	1363	614	303	1609	691
V/C Ratio(X)	0.94	0.62	0.02	0.71	0.91	0.69	0.66	0.71	0.07	0.84	0.61	0.30
Avail Cap(c_a), veh/h	607	1040	474	313	596	271	110	1363	614	517	1609	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.7	45.1	37.0	70.7	61.3	44.0	72.8	38.3	9.1	67.3	30.7	25.6
Incr Delay (d2), s/veh	20.1	1.0	0.0	2.3	17.2	6.6	6.9	3.1	0.2	2.4	1.7	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	10.4	0.2	2.1	11.1	6.0	1.1	15.4	0.9	4.9	13.7	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.9	46.1	37.0	73.0	78.5	50.6	79.7	41.5	9.3	69.7	32.4	26.7
LnGrp LOS	F	D	D	E	E	D	E	D	A	E	C	C
Approach Vol, veh/h		1216			808			1032			1438	
Approach Delay, s/veh		62.2			71.5			41.2			38.2	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	75.2	12.9	51.0	20.6	65.6	32.8	31.0				
Change Period (Y+Rc), s	7.7	6.7	6.2	* 6	7.2	6.7	6.0	5.8				
Max Green Setting (Gmax), s	9.3	61.3	13.8	* 39	22.8	48.3	27.0	26.2				
Max Q Clear Time (g_c+I1), s	4.2	33.4	6.7	25.9	13.0	37.1	26.8	24.4				
Green Ext Time (p_c), s	0.0	15.6	0.1	3.5	0.3	7.4	0.1	0.6				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	51.4
HCM 6th LOS	D

Notes

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

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

HCM 6th Signalized Intersection Summary

Lakeshore Mall Redevelopment DRI

10: Jesse Jewell Parkway (SR 369)/Jesse Jewell Parkway (SR 369) & John W. Monroev Parkway

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	432	501	47	173	708	334	55	1034	114	349	1089	666
Future Volume (veh/h)	432	501	47	173	708	334	55	1034	114	349	1089	666
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1870	1856	1856	1870	1870	1870	1841	1870	1856	1870
Adj Flow Rate, veh/h	450	522	10	180	738	159	57	1077	35	364	1134	441
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	2	3	3	2	2	2	4	2	3	2
Cap, veh/h	508	1083	489	226	806	361	73	1212	528	415	1471	894
Arrive On Green	0.15	0.31	0.31	0.07	0.23	0.23	0.04	0.34	0.34	0.12	0.42	0.42
Sat Flow, veh/h	3401	3497	1579	3428	3526	1577	1781	3554	1548	3456	3526	1575
Grp Volume(v), veh/h	450	522	10	180	738	159	57	1077	35	364	1134	441
Grp Sat Flow(s),veh/h/ln	1700	1749	1579	1714	1763	1577	1781	1777	1548	1728	1763	1575
Q Serve(g_s), s	20.8	19.4	0.7	8.3	32.7	10.2	5.1	45.8	2.4	16.6	44.2	5.5
Cycle Q Clear(g_c), s	20.8	19.4	0.7	8.3	32.7	10.2	5.1	45.8	2.4	16.6	44.2	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	508	1083	489	226	806	361	73	1212	528	415	1471	894
V/C Ratio(X)	0.89	0.48	0.02	0.80	0.92	0.44	0.78	0.89	0.07	0.88	0.77	0.49
Avail Cap(c_a), veh/h	680	1083	489	574	864	386	126	1212	528	838	1471	894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.7	44.8	38.4	73.7	60.2	28.9	76.0	49.8	35.5	69.2	40.0	8.7
Incr Delay (d2), s/veh	10.0	0.3	0.0	2.4	13.5	0.6	6.8	9.9	0.2	2.4	4.0	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	8.5	0.3	3.7	16.1	4.0	2.5	21.9	1.0	7.5	19.9	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.7	45.1	38.4	76.1	73.7	29.5	82.8	59.7	35.8	71.6	44.0	10.6
LnGrp LOS	E	D	D	E	E	C	F	E	D	E	D	B
Approach Vol, veh/h	982				1077				1169			
Approach Delay, s/veh	59.5				67.6				60.1			
Approach LOS	E				E				D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.2	73.5	16.7	55.6	26.4	61.3	29.9	42.4				
Change Period (Y+Rc), s	7.7	6.7	6.2	* 6	7.2	6.7	6.0	5.8				
Max Green Setting (Gmax), s	11.3	51.3	26.8	* 44	38.8	24.3	32.0	39.2				
Max Q Clear Time (g_c+I1), s	7.1	46.2	10.3	21.4	18.6	47.8	22.8	34.7				
Green Ext Time (p_c), s	0.0	4.5	0.3	3.5	0.6	0.0	1.2	1.9				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	54.6
HCM 6th LOS	D

Notes

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

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