Work Session Agenda
Thursday, January 30, 2025, 9:00 AM
Administration Building, Boardroom (3rd Floor)
300 Henry Ward Way, Gainesville, GA 30501
Mayor or Mayor Pro Tem Presides

DEPARTMENT ISSUES:

Tourism

- Tourism Update for the 4th Quarter 2024 — Robyn Lynch

Financial Services

- Resolution: Declaration of Surplus Property — Brenda Carpio

Community & Economic Development

- **Public Hearing Item: February 4, 2025 Council Meeting** — Abb Hayes
  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): 01-119-003-041A. **Request: Mixed-use development**.

CITY MANAGER ISSUES:

MAYOR/COUNCIL ISSUES:

- Ex-Officio Report(s)

CITY ATTORNEY ISSUES:

CITY CLERK ISSUES:

PUBLIC HEARING:

- Intent to Opt Out of Homestead Exemption — Bryan Lackey

EXECUTIVE SESSION:

ADJOURNMENT:

Final: Tuesday, January 28, 2025, 8:56 AM

CITY OF GAINESVILLE

Work Session Agenda Request

Item Created:	December 26, 2024
Date Submitted:	January 23, 2025
Final Approval Date:	January 28, 2025
Presenter:	Robyn Lynch, Tourism Director
Item of Business:	Tourism Update for the 4th Quarter 2024
Meeting Date:	January 30, 2025

Purpose of Request:
To present information on activities and statistics in the 4th quarter of the year 2024.

Facts & Issues / History & Background:

Department Recommendation:
N/A

Department Director:
Robyn Lynch

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. Q4 2024 Council Presentation

explore

GAINESVILLE

Q4 2024

EXPLOREGAINESVILLE.ORG

MAIN STREET

- Squarecrows- 61 entries!
- Trick or Treat on the Square- estimated 6K Attendance
- 44 participating downtown businesses, and 30 “Candy Stop” sponsors, for a total of 74 trick or treat locations!

tourism

MAIN STREET

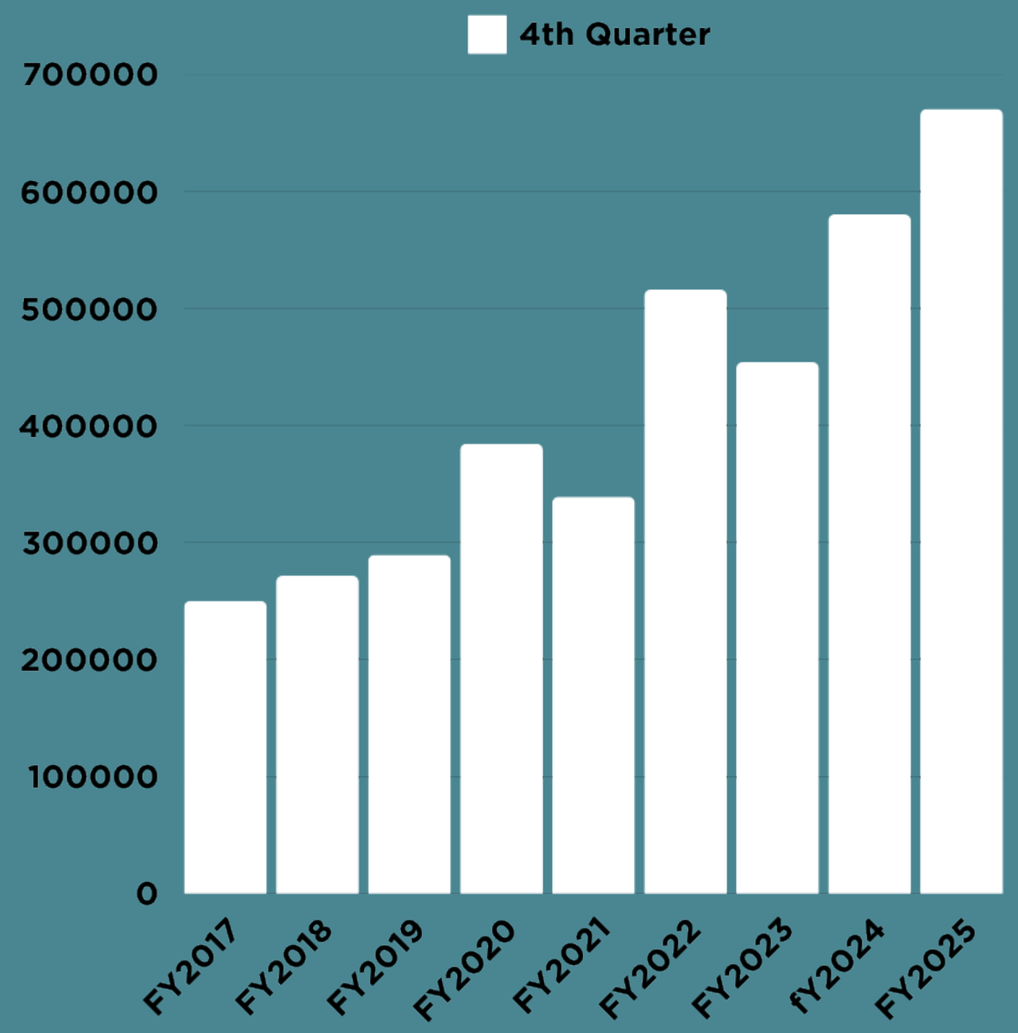
- **JINGLE MINGLE- ESTIMATED 7K ATTENDANCE**
- **SMALL BUSINESS SATURDAY**

Tourism

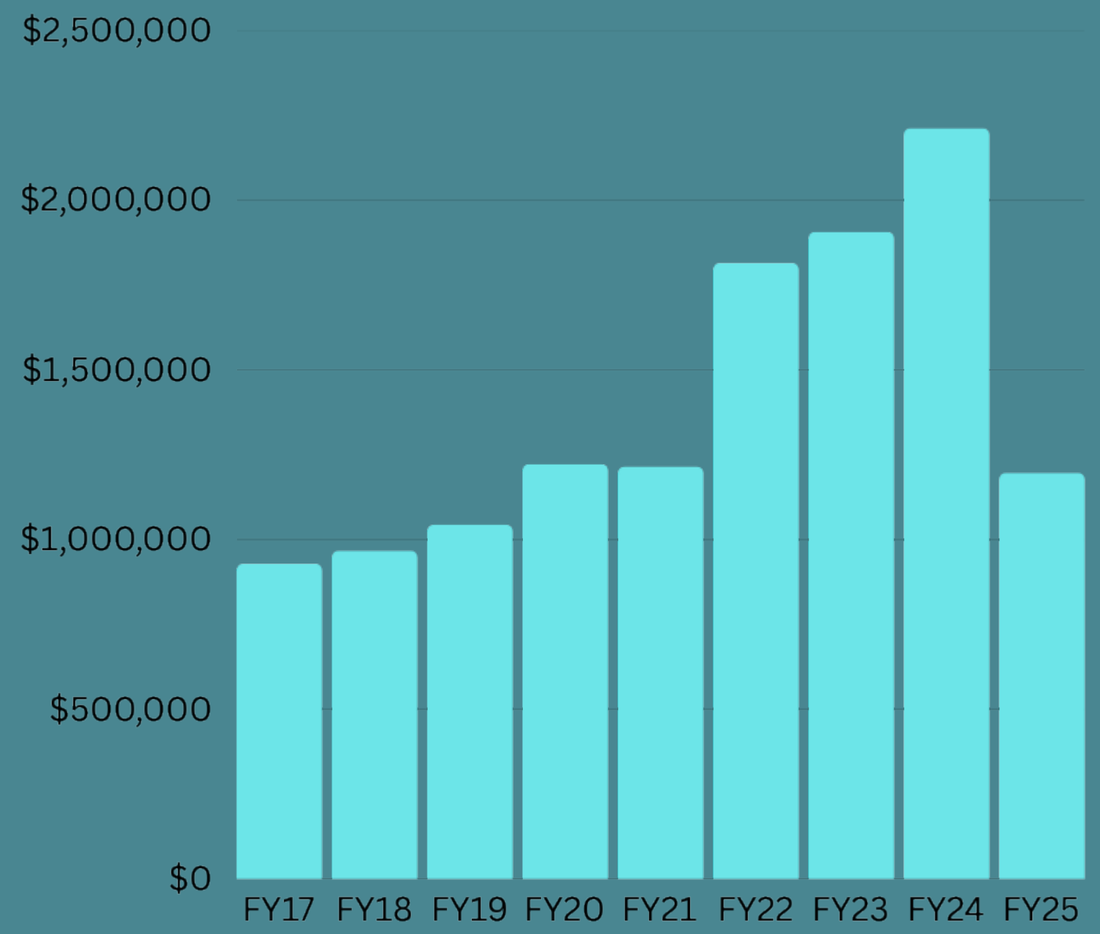
MAIN STREET

- Christmas on Green Street-
  - estimated 20K Attendance
  - Retractable Cone Bars were the biggest success!

Tourism



4th Quarter Comparisons



FY17-FY25 Annual Comparison

Tourism

COMMUNITY ENGAGEMENT/OUTREACH

- Mobilize Main Street
- Lanier Village Presentation
- LLOP Foundation Campaign Kick-Off
- Jackson EMC Board Meeting
- HUB Cities Presentation
- DCA Board Meeting
- Wisdom Keepers
- Storytime with Jesse
- GA Entertainment Site Visit

Economic Impact $998k

GROUP TRAVEL (CONVENTION AND VISITORS BUREAU)

- Hosted **Georgia Theater Conference** with **1000 attending** October 16-19th. Economic impact of $540k and estimated 700 room nights. The mobile welcome center was on site and handed out cross body bags and information for attendees at the Downtown Brenau Center.

- **Georgia State Square-dance Convention** October 31-November 2. Over 300 attendees rent out the entire Civic Center and generate 325k in economic impact. The Gainesville CVB investment assists with covering partial rental costs (around $1500) and room night totals over 300.

- **Farm Fresh Ontario** tour group. FFO is an agritourism group based out of Ontario Canada. 40 farmers arrived in Atlanta on November 11 and then chartered a bus to Gainesville where they stayed at The Marriot Courtyard for 2 days. The cool bus took them to 10 different agritourism locations in the region.

- Attended the GACVB Sales Symposium December 9-10

- Appointed VP of the Northeast Georgia Mountain Travel Association.

- **Awarded GDA Conference** (August 2025), **Windjammers Unlimited Conference** (July 2025)

LAKE LANIER OLYMPIC PARK

SEVEN
PLAZA EVENTS

THIRTYSEVEN
BOATHOUSE EVENTS

2024
128,720 CARS =
321,800
VISITORS
Record year and did not count January

Economic Impact $8,870,223

SPORTS

Notable Events (October – December)

- Motul **Petit Le Mans**: This year saw record-breaking attendance, with an estimated 100,000+ attendees.
- **Peach Belt Cross Country Championships**: This event was hosted in partnership with UNG, with all teams housed in Gainesville.
- **575 Volleyball** established a new partnership with Gainesville City Schools, attracting ~1,000 participants per tournament. They hosted six multi-day tournaments in December alone.
- *Baseball/Softball*: We hosted several major events, including:
  - Southern Sports Promotion **Single A State Championship**
  - RBI Tournaments **Fall State Championship**
  - RBI Tournaments **Future Pros All-American Games** (player invite-only)

film READY GAINESVILLE

- Attended GA Entertainment Signature 100 event and made lots of connections to industry
- Joining Entertainment Tourism Alliance of GA
- 3 productions from Oct. – Dec filmed in Gainesville-Hall County (that we are aware of)
- Have sent our Resource Guide out to 5 scouts since it was built last quarter
- NBC made for TV movie filming in March

NOTABLE UPCOMING EVENTS

January - March 2025

- Rowing Spring Break Teams
  - New in 2025 - Yale!
- GHSA 4A State Dual wrestling Championship
- Rotary Annual Gala
- NEGAMT Travel Association Conference
- GA Bass Nation Jr Championship
- Collegiate Rowing Scrimmage
- Mutts on Main
- John Ferris Regatta
- Sunset Soiree @ The Boathouse

CITY OF GAINESVILLE

Work Session Agenda Request

Item Created:	January 17, 2025
Date Submitted:	January 17, 2025
Final Approval Date:	January 28, 2025
Presenter:	Brenda Carpio, Budget and Purchasing Manager
Item of Business:	Resolution: Declaration of Surplus Property
Meeting Date:	January 30, 2025

Purpose of Request:
Requesting Council declare the property on the attached listings as surplus for public sale or disposal.

Facts & Issues / History & Background:
The City's Capital Asset policy dictates the procedure for transferring assets that have outlived their useful life to surplus. This policy has been followed with the assets listed on Attachment A and B. Finance periodically requests that property be declared surplus in order to sell or dispose of property in a timely and orderly manner. Surplus property that was purchased by the City is offered to other City departments before a sale takes place. Property seized or confiscated by the Police department is not offered to City departments.

Department Recommendation:
Adopt the resolution declaring the property listed on Attachments A and B as surplus.

Department Director:
Jeremy Perry

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

Amount Requested: N/A **Sources of Funds: N/A**

Finance Comments:
N/A

Administrative Comments:
N/A

Attachments:
1. Resolution: Declaration of Surplus Property
2. Attachment A - Tagged 01.2025
3. Attachment B- Non-Tagged 01.2025

RESOLUTION BR-2025 - ___

Declaration of Surplus Property

WHEREAS, the City Finance staff recommends that the attached list (Attachment A and B) of property be declared surplus and made available for the sale or donation in accordance with Resolution BR-90-81 adopting the City's Purchasing Policies and Procedures; and

WHEREAS, it has been determined that the attached list of property has served beyond its useful life and the City Finance staff believes that the method of disposal shall be by sale at auction to the highest bidder in accordance with the policies and procedure, or dispensation in a manner approved by the City Manager; and

WHEREAS, the City Finance staff shall set a date, place and time for the appropriate sale; and

WHEREAS, the method of disposal of surplus property shall be an auction, utilizing GovDeals, an online auction company recommended by the Georgia Municipal Association, with concurrence of the City Attorney, City Clerk, and City Manager in accordance with the policies and procedures, or dispensation in a manner approved by the City Manager; and

WHEREAS, funds derived from the sale of surplus property shall be deposited to the appropriate fund and account as determined by the Chief Financial Officer.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby declare this property surplus and available for public sale or disposal as approved by the City Manager, and that any item not sold at the sale shall be disposed of in an appropriate manner with concurrence of the City Manager.

Adopted this _____ day of _____, 2025.

_____

W. Samuel Couvillon, Mayor

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

ATTEST:

_____

Denise O. Jordan, City Clerk

Tagged Assets

Asset #	Asset Description	Dept #	Purchase Date	Attachment A Purchase Cost
	PW. Street Maintenance			
14529	Kubota Worksavor Rotary Broom	4200	01/02/2014	$ 4,730.67
15093	Dirt Dog Grapple Bucket	4200	02/25/2015	$ 2,850.00
12779	Mikasa Wacker Packer	4200	11/15/2007	$ 2,750.00
12775	Bobcat Sweeper Attachment	4200	11/07/2007	$ 2,717.45
12777	Husqvarna Walk Behind Concrete Saw	4200	12/27/2007	$ 4,350.00
17647	Yanmar Bucket	4200	10/14/2019	$ 1,700.00
11793	Vermeer BC1400 Wood Chipper	4200	09/09/2004	$ 30,775.00
15485	Seal Master Patch Trailer	4200	05/24/2016	$ 13,037.00
16219	Terrain King Mower for Tractor	4200	08/14/2017	$ 37,295.94
9445	1997 GMC 3500 HD Small Dump Truck	4200	10/30/1996	$ 23,696.00
14956	1999 International Dump Truck	4200	01/20/1999	$ 64,397.00
11174	Meyer Snow Plow	4200	03/10/2003	$ 2,929.34
15897	Hydraulic Snow Plow	4200	10/11/1999	$ 7,280.00
15899	Hydraulic Spreader	4200	01/11/2000	$ 8,785.00
	PW. Cemetery			
16172	Hustler X-ONE Zero Turn Mower	4950	10/16/2017	$ 7,322.88
14600	Hustler Zero Turn Mower	4950	04/18/2014	$ 7,458.80
12287	2007 Ford F-250	4950	08/22/2006	$ 18,127.39
	PW. Stormwater			
11416	2004 International 4300 Dump Truck	4250	11/20/2003	$ 41,738.00
	CVB			
19949	1999 Thomas School Bus	7540.04	10/03/2023	Donated
	Police			
14786	2014 Chevrolet Caprice #4908	3200	12/01/2014	$ 42,178.72
14787	2014 Chevrolet Caprice #4909	3200	12/01/2014	$ 42,178.72
14267	2013 Chevrolet Caprice #4857	3200	09/13/2013	$ 36,470.66
13230	2010 Ford Expedition #4714	3200	08/26/2010	$ 31,278.00
15454	2006 Ford Expedition	3200	02/26/2016	$ 8,179.00
13680	2008 Ford Taurus	3200	04/08/2011	$ 19,358.08
12356	2004 Chevrolet Colorado	3200	07/24/2006	$ 18,840.00
14259	2013 Chevrolet Caprice #4854	3200	09/13/2013	$ 36,470.66
14783	2014 Chevrolet Caprice #4905	3200	12/01/2014	$ 42,178.72
14675	2014 Chevrolet Caprice #4883	3200	07/01/2014	$ 37,450.59
14371	Rescue Phone Quad, Phone & Cable	3200	10/29/2013	$ 5,995.00
	Fire			
15801	Fire Safety House (Camper)	3500	06/24/1999	$ 18,162.00
	Community Service Center			
15934	CMA L-1X Commercial Dishwasher	5510	06/20/2017	$ 3,255.00
	Golf			
11670	Yamaha U-Max Utility Cart	6135	05/21/2004	$ 4,000.00
12838	Toro Groundsmaster 4500D	6135	01/28/2008	$ 39,698.84
11027	Massey Ferguson 360 Tractor	6135	08/04/1987	$ 13,205.00
	Department of Water Resources			
12728	2007 Mack Dump Truck	4330.00	08/28/2007	$ 105,890.00
12186	2006 Ford Vactor Truck	4330.00	07/01/2006	$ 206,760.00
12160	2001 Mack Semi- Tractor	4335.09	12/13/2005	$ 49,500.00
13764	2011 Ford F-150 4x4	4430.07	10/19/2011	$ 18,300.00
13216	Pressure Washer	4430.07	05/09/1997	$ 1,804.65
19847	ELMO Visual Presenter	4430.07	08/01/2001	$ 2,050.00
19846	Proximo Desktop Projector	4430.07	08/01/2001	$ 5,095.00
14282	Hach CL-17 Chlorine Analyzer	4430.07	03/15/2013	$ 3,432.04
12709	Prominent Diaphragm Pump	4430.07	08/03/2007	$ 1,636.01
11924	Hach CL-17 Chlorine Analyzer	4430.07	03/21/2005	$ 2,736.50
15398	2016 Ford F-150	4440.00	02/24/2016	$ 21,758.00
14113	2013 Ford F-150 Regular Cab	4975.00	12/10/2012	$ 16,659.00
14810	2014 Ford F-150 Regular Cab	4975.00	02/15/2015	$ 17,708.00
14112	2013 Ford Transit Connection XLT	4980.00	04/16/2013	$ 22,490.00
13774	2011 Ford F-150 4x4	4980.00	09/12/2011	$ 21,150.00
4779	Cambridge Microscope	4980.00	06/08/1990	$ 1,738.90

Non-Tagged Assets

Attachment B

Asset #	Asset Description	Dept #	Comments
	Police		
NO TAG	7-Miscellaneous Bicycles/ 2-Electric Toy Cycles	3200	BELOW THRESHOLD
NO TAG	4- Miscellaneous Sets of Golf Clubs with Bags	3200	BELOW THRESHOLD
	Vehicle Services		
NO TAG	Miscellaneous Vehicle and Truck Parts	4990	BELOW THRESHOLD

CITY OF GAINESVILLE

Work Session Agenda Request

Item Created:	January 17, 2025
Date Submitted:	January 23, 2025
Final Approval Date:	January 28, 2025
Presenter:	Abb Hayes, City Attorney
Item of Business:	**Public Hearing Item: February 4, 2025 Council Meeting** 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): 01-119-003-041A. **Request: Mixed-use development**.
Meeting Date:	January 30, 2025

Purpose of Request:
To provide an overview of the following zoning request as presented at the January 14, 2025, Planning and Appeals Board meeting.

Facts & Issues / History & Background:
The applicant is requesting to rezone the subject property for a mixed-use development. The development features 303,444± square feet of commercial area, complete with major and junior retail anchors, restaurants, 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 Peal Nix Parkway. Access will remain from Pearl Nix Parkway, Dawsonville Highway and Shallowford Road with the addition of a third access drive off of Pearl Nix Parkway.

The entire development is anticipated to be built out over a period of 7 years to include 3 phases.
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.
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.

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.

Department Recommendation:

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

SAMPLE MOTIONS:

Approval of Ordinance 2025- :
I move to approve the ordinance to rezone the subject property from Regional Business (R-B) to Planned Unit Development (P-U-D) with thirteen conditions as presented.

Denial of the Request:
I move to deny the request.

Department Director:
Rusty Ligon

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

Amount Requested: **Sources of Funds:**

Finance Comments:

Administrative Comments:

Attachments:

1. Legal Ad
2. PAB Recommendation Report
3. Proposed Rezoning Ordinance
4. Location maps
5. Narrative
6. Concept Plan
7. Architectural Renderings
8. Traffic Impact Study

Inc., as grantee, as nominee for Wolfe Financial, Inc. dba Integrity Mortgae Group, its successors and assigns dated 10/2/2012 and recorded in Deed Book 7074 Page 495 Hall County, Georgia records; as last transferred to or acquired by US BANK TRUST NATIONAL ASSOCIATION, NOT IN ITS INDIVIDUAL CAPACITY BUT SOLELY AS OWNER TRUSTEE FOR VRMTG ASSET TRUST, conveying the after-described property to secure a Note in the original principal amount of $240,000.00, with interest at the rate specified therein, there will be sold by the undersigned at public outcry to the highest bidder for cash before the Courthouse door of Hall County, Georgia (or such other area as designated by Order of the Superior Court of said county), within the legal hours of sale on February 4, 2025 (being the first Tuesday of said month unless said date falls on a Federal Holiday, in which case being the first Wednesday of said month), the following described property:
ALL THAT TRACT OR PARCEL OF LAND, TOGETHER WITH IMPROVEMENTS THEREON, LYING AND BEING IN LAND LOT 115 OF THE 10TH LAND DISTRICT OF HALL COUNTY, GEORGIA, BEING A PORTION OF THE AREA DESIGNATED AS SALES AREA (FUTURE LOTS) LYING NORTHEAST OF LOT NO. I OF THE LANIER WOODS NORTH SUBDIVISION, AS SHOWN ON SUBDIVISION SURVEY RECORDED IN PLAT BOOK O0050, PAGE 262, HALL COUNTY, GEORGIA PLAT RECORDS, WHICH TRACT OF LAND IS MORE FULLY SHOWN ON SURVEY OF THE PROPERTY OF ROBERT J. DYAR AND BIRDIE M. DYAR, PREPARED BY OWEN PATTON, GEORGIA REGISTERED SURVEYOR, DATED JULY 11 , 1978, RECORDED IN PLAT BOOK O0072, PAGE 69 OF THE HALL COUNTY, GEORGIA PLAT RECORDS, AND WHICH PLATS ARE INCORPORATED HEREIN BY REFERENCE FOR A MORE COMPLETE DESCRIPTION OF SAID PROPERTY.
LESS AND EXCEPT: A FIVE FOOT (5') STRIP OF LAND AS SHOWN ON PLAT BOOK O0111, PAGE 245 OF THE HALL COUNTY, GEORGIA PLAT RECORDS, AND WHICH PLAT IS HEREBY INCORPORATED BY REFERENCE FOR A MORE COMPLETE DESCRIPTION OF THE LESS AND EXCEPT PROPERTY.
Subject to any and all easements, rights of way, protective covenants or restrictive covenants, or public utilities of record.
The debt secured by said Security Deed has been and is hereby declared due because of, among other possible events of default, failure to pay the indebtedness as and when due and in the manner provided in the Note and Security Deed. The debt remaining in default, this sale will be made for the purpose of paying the same and all expenses of this sale, as provided in the Security Deed and by law, including attorney's fees (notice of intent to collect attorney's fees having been given).
Said property is commonly known as **3712 Corinth Drive, Gainesville, GA 30506** together with all fixtures and personal property attached to and constituting a part of said property, if any. To the best knowledge and belief of the undersigned, the party (or parties) in possession of the subject property is (are): Robert Keith Abernathy or tenant or tenants.
Nationstar Mortgage LLC d/b/a Mr. Cooper is the entity or individual designated, who shall have full authority to negotiate, amend and modify all terms of the mortgage.
Nationstar Mortgage LLC d/b/a Mr. Cooper 8950 Cypress Waters Blvd. Coppell, TX 75019 1-888-480-2432
Note, however, that such entity or individual is not required by law to negotiate, amend or modify the terms of the loan.
Said property will be sold subject to: (a) any outstanding ad valorem taxes (including taxes which are a lien, but not yet due and payable), (b) unpaid water or sewage bills that constitute a lien against the property whether due and payable or not yet due and payable and which may not be of record, (c) the right of redemption of any taxing authority, (d) any matters which might be disclosed by an accurate survey and inspection of the property, and (e) any assessments, liens, encumbrances, zoning ordinances, restrictions, covenants, and matters of record superior to the Security Deed first set out above.
The sale will be conducted subject to (1) confirmation that the sale is not prohibited under the U.S. Bankruptcy Code; and (2) final confirmation and audit of the status of the loan with the holder of the Security Deed. Pursuant to O.C.G.A. Section 9-13-172.1, which allows for certain procedures regarding the rescission of judicial and non-judicial sales in the State of Georgia, the Deed Under Power and other foreclosure documents may not be provided until final confirmation and audit of the status of the loan as provided immediately above.
US BANK TRUST NATIONAL ASSOCIATION, NOT IN ITS INDIVIDUAL CAPACITY BUT SOLELY AS OWNER TRUSTEE FOR VRMTG ASSET TRUST as agent and Attorney in Fact for Robert Keith Abernathy Aldridge Pite, LLP, Six Piedmont Center, 3525 Piedmont Road, N.E., Suite 700, Atlanta, Georgia 30305, (404) 994-7400.
1006-454A
THIS LAW FIRM MAY BE ACTING AS A DEBT COLLECTOR ATTEMPTING TO COLLECT A DEBT. ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE. 1006-454A
142398 01/08,15,22,29

Local Government

Announcement for the Workforce Development Board Meeting
The Georgia Mountains Workforce Development Board will hold its regular scheduled meeting on Thursday, January 30, 2025, at 4:00 p.m.
The meeting will be held at the Hall County Government Center located at 2875 Browns Bridge Rd., Gainesville, GA 30504.
142788 1/15

Miscellaneous

ABANDONED MOTOR VEHICLE ADVERTISEMENT NOTICE (TOWING OR STORAGE COMPANY)
You are hereby notified, in accordance with OCGA 40-11-19 (a) (2), that each of the below-referenced vehicles are subject to a lien and a petition may be filed in court to foreclose a lien for all amounts owed. If the lien is foreclosed, a court shall order the sale of the vehicle to satisfy the debt.
The vehicles subject to liens as stated above are identified as:
These vehicles are currently located at:
Statewide Wrecker Service Inc., 2513 Murphy Blvd., Gainesville, GA 30504:
2004 Monterey Explorer 233 Boat, RGFDA185L304, SC1814CC
Anyone with an ownership interest in any of these vehicles should contact the following business immediately:
Business Name: Statewide Wrecker Service, Inc.
Address: PO Box 875, Lilburn, GA 30048
Telephone #: 770-279-8424
142445 01/08,15

ABANDONED MOTOR VEHICLE PETITION ADVERTISEMENT
You are hereby notified, in accordance with O.C.G.A. Section 40-11-19.1, that petitions were filed in the Magistrate Court of HALL County to foreclose liens against the vehicles listed below for all amounts owed. If a lien is foreclosed, the Court shall order the sale of the vehicle to satisfy the debt. The present location of the vehicles is: Statewide Wrecker Service, Inc. 2315 Murphy Blvd, Gainesville, GA 30504
Anyone with an ownership interest in a vehicle listed herein may file an answer to the petition on or before: 01/30/2025
2000 Audi TT, TRUUC28N5Y1060680, NO TAG, MV-2024-211616
2018 Chevrolet Malibu, 1G1ZE5SX3JF212821, CXS9409 (GA), MV-2024-211613
MAG 40-10
142610 1/8, 1/15

ABANDONED MOTOR VEHICLE PETITION ADVERTISEMENT
You are hereby notified, in accordance with O.C.G.A. Section 40-11-19.1, that petitions were filed in the Magistrate Court of HALL County to foreclose liens against the vehicles listed below for all amounts owed. If a lien is foreclosed, the Court shall order the sale of the vehicle to satisfy the debt. The present location of the vehicles is: Statewide Wrecker Service, Inc. 2315 Murphy Blvd, Gainesville, GA 30504
Anyone with an ownership interest in a vehicle listed herein may file an answer to the petition on or before: 02/05/2025
2007 Chrysler Pacifica, 2A8GF68X97R334666, RMX3729 (GA), MV-2024-211711
2007 Chevrolet Silverado, 2GCEK13M771682040, NO TAG, MV-2024-211710
2018 Jeep Cherokee, 1C4PJLCBXJD510604, CYN1277 (GA), MV-2024-211706
2015 Nissan Altima, 1N4AL3AP6FC289570, SGC7870 (GA), MV-2024-211709
2020 Kia Rio, 3KPA24AD4LE311885, CUB5215 (GA), MV-2024-211708
2006 Toyota Corolla iM, 1NXBR32E56Z575958, SFI1261(GA), MV-2024-211707
MAG 40-10
142712 1/15, 1/22

IN THE SUPERIOR COURT OF HALL COUNTY
STATE OF GEORGIA
CIVIL ACTION NO. 2023CV001455
MAGNOLIA STATION-LULA HOMEOWNERS ASSOCIATION, INC, PLAINTIFF VS.
JASON MCADAMS, DEFENDANT
TO: JASON MCADAMS
6377 WOODLAND STATION DRIVE
LULA, GEORGIA 30554 (LAST KNOWN ADDRESS)
NOTICE OF PUBLICATION
By order for service by publication dated the 31st day of December, 2024, you are hereby notified that on the 15th day of August, Magnolia Station-Lula Homeowners Association, Inc. filed suit against you for breach of covenants and damages concerning the property located at 6377 Woodland Station Drive Lula, Georgia 30554. You are required to file with the Clerk of the Superior Court, and to serve upon Plaintiff's Attorney, Darrelyn S. Hughes at Lueder, Larkin, & Hunter, LLC 5900 Windward Parkway, Suite 390, Alpharetta, GA 30005 an answer in writing within sixty (60) days of the date of the order of publication.
WITNESS the Honorable Jason J. Deal
Judge of the Superior Court for Hall County.
This 7th day of January, 2025.
CLERK OF SUPERIOR COURT
HALL COUNTY, STATE OF GEORGIA.
142775 1/15, 22, 29, 2/5

Name Changes

IN SUPERIOR COURT OF HALL COUNTY
STATE OF GEORGIA
In re the Name Change of: Shah Dilshad Abduljabar, Petitioner.
Civil Action Case No. 2024CV002225BCO
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner filed a petition in Hall County Superior Court on December 16, 2024, to change Petitioner's name from: Shah Dilshad Abduljabar to Shah Kende. Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed.
Dated 12/16/2024
Shah
Petitioner, Pro se
Name:Shah Dilshad Abduljabar
Address: 6763 Scarlet Oak Way Flowery Branch, GA 30542
Phone: 678-549-6752
Email: dilshadshah2006@gmail.com
142094 12/25, 1/1, 8, 15

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change of: KELLY DIANE KNOWLES, Petitioner.
CIVIL ACTION FILE NO. 2024CV002228
ACTION FILE NO.
NOTICE OF PETITION TO CHANGE NAME
You are hereby notified that on the 16th day of December, 2024, KELLY DIANE KNOWLES filed a Petition in the Superior Court of Hall County, Georgia, Case No. 2024CV002228, to change her name. If granted, Petitioner's name shall be changed to KELLI DIANE KNOWLES. Notice is hereby given pursuant to law to any interested or affected party to appear in said Court and to file objections to such name change. Objections must be filed with said Court within 30 days of the filing of said Petition.
Respectfully submitted,
DEMING PARKER, LLC
JANELLE N. RICHARDS
Attorney for Petitioner
Georgia Bar No. 940357
2200 Century Parkway NE, Suite 800
Atlanta, Georgia 30345 (404) 636-4900
jrichards@deminglaw.com
142126 12/25, 1/1, 8, 15

IN THE SUPERIOR COURT OF HALL COUNTY
STATE OF GEORGIA
In re the Name Change of: Angela Dawn Simonton, Petitioner.
Civil Action Case No. 2025CV000010BCO
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner filed a petition in Hall County Superior Court on January 3, 2025, to change Petitioner's name from: Angela Dawn Simonton to: Angela Dawn Ritter.
Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed.
Date: January 3, 2025
Angela Simonton, Petitioner, Pro se
Name: Angela Simonton
Address: 4104 Portland Trail Gainesville, GA 30506
Phone: 770-519-5254
Email: adr127623@gmail.com
142697 1/15, 22, 29, 2/5

IN THE SUPERIOR COURT OF HALL COUNTY
STATE OF GEORGIA
In re the Name Change of:
Bryan Flores Cortes, Petitioner.
Civil Action Case No. 2025CV000025
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner file a petition in Hall County Superior Court on January 7, 2025, to change Petitioner's name from Bryan Flores Cortes to Bryan Flores. Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed.
Date: 01/06/25
Bryan Flores
Petitioner, Pro se
Name: Bryan Flores
Address: 2136 Dixie Dr. Gainesville, GA 30504
Phone: 678-570-0547
Email: bflores0904@yahoo.com
142774 1/15, 22, 29, 2/5

IN THE SUPERIOR COURT OF HALL COUNTY
STATE OF GEORGIA
In re the Name Change of:
Mia Reaves, Petitioner.
Civil Action Case No. 2024CV002247
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner file a petition in Hall County Superior Court on December 19, 2024, to change Petitioner's name from Mia Reaves to Milo Reaves. Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed.
Date: 12/19/2024
Mia Reaves Petitioner, Pro se
Name: 5065 Old Winder Hwy Braselton, GA 30517
Phone: 770-361-7890
Email: lilimariereaves@gmail.com
142253 1/1, 8, 15, 22

IN THE SUPERIOR COURT OF HALL COUNTY
STATE OF GEORGIA
In re the Name Change of:
Rhonda Clarene Holladay-Wood, Petitioner.
Civil Action Case No. 2024CV002244KFG
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner file a petition in Hall County Superior Court on, 2024, to change Petitioner's name from: Rhonda Clarene Holladay-Wood to: Rhonda Clarene Wood. Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed.
Date: 12/18/2024
Rhonda Clarene Holladay-Wood
Petitioner, Pro se
Name: Rhonda Clarene Holladay-Wood
Address: 5425 Barberry Ave. Oakwood, GA 30566
Phone: 706-300-4641
Email: rcholladay6@aol.com
142214 12/25, 1/1, 8, 25

Public Hearings

NOTICE is hereby given that the **Hall County Planning Commission** shall conduct a public hearing at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia, at 5:15 p.m. on Monday, February 17, 2025 to consider the following:
1. 3792 Tanners Mill Road | Variance | to reduce the minimum road frontage | on an 8.56± acre tract located on the north side of Tanners Mill Road approximately 1,021 feet from its intersection with Tanners Ridge Road | Zoned AR-1; Tax Parcel 15029 000003B | **Proposed Use: 3-lot subdivision** | * Commission District 1 | **Steven P. Gilliam, applicant**
2. 2695 & 2661 White Sulphur Road | Amend conditions of zoning | on a combined 6.0± acre tract located on the northwest side of White Sulphur Road at its intersection with Navajo Circle | Zoned PID; Tax Parcels 09113 000073 & 000074 | **Proposed Use: Outdoor storage** | ** Commission District 3 | **Robert (Bo) Schill, applicant**
3. 0 & 2010 Candler Road | Amend conditions of zoning | to allow additional office/warehouse buildings | on a combined 59.62± acre tract located on the west side of Candler Road, approximately 1,665 feet from its intersection with Lee Land Road | Zoned I-2 (GCOD), Tax Parcels 15031A000001 & 000002 | **Proposed Use: Industrial uses** | ** Commission District 3 | **Paden Dunagan, applicant**
4. 4844, 4841 & 4865 Cagle Road | Rezone | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a combined 101.57± acre tract located on the southeast side of Cornelia Highway at its intersection with Cagle Road | Zoned AR-1; Tax Parcels 09091 000001, 000002, & 000003. | **Proposed Use: 248-lot residential development** | ** Commission District 3 | **The Revive Land Group, LLC, applicant**
5. 3509 & 3595 Tanners Mill Circle; 3250, 3260, 3262, 3264 & 3334 Tanners Mill Road; 4824 & 4836 Weaver Road & 3585 Jones Lane | Rezone | from Agricultural Residential 1 (AR-1) to Planned Commercial Development (PCD) | on a combined 497.93± acre tract located on the west side of Tanners Mill Road approximately 853 feet from its intersection with Weaver Road | Zoned AR-1; Tax Parcels 15029 000031, 000059, 15025 000004G, 000066, 000065, 000004I, & 000003A (pt.), 15029 000151, 000027A, & 000030 | **Proposed Use: Ministry and retreat center** | ** Commission District 1 | **Rochester | DCCM, applicant**
6. 5709 McEver Road | Rezone | from Agricultural Residential 1 (AR-1) to Planned Commercial Development (PCD) | on a 6.38± acre tract located on the south side of McEver Road at its intersection with Lights Ferry Road | Zoned AR-1: Tax Parcels 08111 003005 | **Proposed Use: Commercial development** | ** Commission District 2 | **Mustaq Moosa, applicant**
NOTE: In accordance with Georgia law, anyone who
(a) wishes to express opposition to the proposed rezoning and (b) has made, within two years immediately preceding the filing of the proposed rezoning, campaign contributions aggregating $250 or more to a member of the County Commission shall file a disclosure of contributions with the Planning Department at least five (5) days prior to the first hearing of the proposed rezoning by the County Commission. (OCGA § 36-67A-3[C]).
*The Planning Commission's decision will be the final action taken unless appealed to the Board of Commissioners. To do so, file an application with the Planning Department within 30 days of the Planning Commission's decision.
The Hall County Board of Commissioners will hear appeals at a public hearing Thursday, March 27, 2025, at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.
**The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on Thursday, March 27, 2025. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.
142835 1/15

NOTICE OF PUBLIC HEARING ON PROPOSED AMENDMENTS TO THE GAINESVILLE ZONING MAP
Notice is hereby given that the **Gainesville City Council** will conduct a public hearing on **Tuesday, February 4, 2025 at 5:30 p.m.** in the **Gainesville Justice Center** (Municipal Courtroom at the Public Safety Complex), 701 Queen City Parkway in Gainesville on the following requests:
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): 01-119-003-041A
Request: Mixed-use development
Additional information is available from the Community and Economic Development Department, Planning Division, by calling 770-531-6570.
NOTE: In accordance with Georgia law, anyone who wishes to express opposition to the proposed zoning action, and hasmade, within two years immediately preceding the filing of the proposed zoning action, campaign contributions aggregating $250 or more to a local government official who will consider the application, shall file a disclosure of contribution(s) with thePlanning Division at least five (5) days prior to the first reading of the proposed zoning action by the City Council. (OCGA §36-67A-3 3 {c})
142809 1/15

Zoning Ordinance Text Amendments
A public hearing will be held on February 20th, 2025, at 6:00 PM at the City of Flowery Branch City Hall to consider text amendments to Article 6, Article 9, addition of legacy zoning categories, revising the required Public Hearing advertisement notice time and the addition of net density. Interested parties may contact Planning and Community Development at 770.967.6378.
142834 1/15

Public Sales/Auctions

Extra Space Storage, on behalf of itself or its affiliates, Life Storage or Storage Express, will hold a public auction to sell personal property described below belonging to those individuals listed below at the location indicated:
1010 Dawsonville Hwy Gainesville GA 30501
1/23/2025 12:00pm
Anthony Sweezer
1484
Furniture, table, tv's, appliances, electronics
Jesus Vargas
1435
household goods
The auction will be listed and advertised on www.storagetreasures.com. Purchases must be made with cash only and paid at the above referenced facility in order to complete the transaction. Extra Space Storage may refuse any bid and may rescind any purchase up until the winning bidder takes possession of the personal property.
The auction will be listed and advertised on www.storagetreasures.com. Purchases must be made with cash only and paid at the above referenced facility in order to complete the transaction. Extra Space Storage may refuse any bid and may rescind any purchase up until the winning bidder takes possession of the personal property.
142500 1/8, 1/15

Extra Space Storage, on behalf of itself or its affiliates, Life Storage or Storage Express, will hold a public auction to sell personal property described below belonging to those individuals listed below at the location indicated:
Extra Space Storage
891 W Ridge Rd
Gainesville, GA 30501
January 31, 2025
1:00 PM

GAINESVILLE PLANNING and APPEALS BOARD
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**
Planning & Appeals Board 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 Peal 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 Roade, SW; 1448 and 1450 Hudgins Street, SW from Neighborhood Business (N-B) and General Business (G-B) to 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.**

Excerpts from the January 14, 2025 PAB Meeting Minutes

Applicant Presentation: Attorney Bo Weber, 303 Jesse Jewell Parkway, Suite 310, representing the applicant introduced Branch Associates Principal & Chairman Nick Telesca and Principal Jack Haylett as the Development Director and serving as the Project Executor for the project. Mr. Weber stated the project being presented follows and checks all the boxes for the 2040 Comprehensive Plan for the Lakeshore Mall area. He stated Nick would speak about the history of Branch and Jack regarding the specifics of the project. He thanked Rusty and Matt for all their hard work for the past several months and would appreciate the Board giving approval to City Council.

Nick Telesca, 3340 Peachtree Road, NE, Atlanta, stated they are excited to present the project to staff and board members and developing a high-quality project for the community. He advised Branch has been in existence since 1973 located in Atlanta and operating in the southeastern United States which have developed/acquired over 180 shopping centers. Mr. Telesca stated Branch owns two projects in Gainesville including the recently completed development of the Limestone Publix and own the Villages Shops of Gainesville on Dawsonville Highway. Mr. Telesca stated the mall property was acquired two to three years ago working through tenant issues and was apparent working with Bryan, Rusty and Matt that the project was “ripe” for redevelopment. He stated Lakeshore has a special place in the heart of the community but many of the old malls have seen better days and it’s time to look forward into the future. He stated the renderings and site plan are a model Avalon type project and plan to bring a number of restaurant and entertainment type tenants to support Dick’s and Belk.

Jack Haylett, 7095 Shadow Lane, Cumming, stated there were two constraints for the site being Dick’s and Belk with long-term leases which negotiations have been completed. He said Dick’s would be relocated and “de-malling” Belk along with building a new front façade to it. Mr. Haylett explained the PowerPoint presentation site plan stating the center would be a retail

district with “eatertainments” to include almost one acre of greenspace divided into three distinct separate areas with the bottom center having a stage for entertainment and two other active greens separated by a restaurant/food & beverage. He mentioned the multifamily areas with 600+ class-A units which spill out into the active greens, the four-sided glass jewel boxes in the center would be for small shopping such as an ice-cream store or taco stand. He then spoke about the phasing with the full design taking about a year with construction to begin third and fourth quarter of 2026. He mentioned the existing Dicks will stay open with the construction of the Dicks and the back entrance will be open to the public which is expected to take eighteen months to complete. He stated during that time, the mall will be demolished, de-mall the Belk and install the utilities and roads including water and sewer which will be relocated through the middle of the site. Mr. Haylett stated once the Dicks is built within the next eighteen months for a total of three years, the entire retail will be built. He stated the second multi-family phase and will be built once the first phase is complete and will be a parking lot or grassed area until then. He spoke about the elevations were chosen with architects taking pictures of different buildings in Gainesville and the consultants chose the best of window details along with brick details and colors which took months. He said the elevations have arches, black metal and black windows, and red brick along with tan brick and will look harmoniously with the Boot Barn and new buildings in Gainesville. Mr. Haylett mentioned the traffic study studied sixteen intersections surrounding the development. Most of the intersections were doing well and mentioned a few suggestions such as decel lanes and turn lanes which will be completed as suggested in the study.

FAVOR: None

OPPOSE: Pat Horgan, 1004 Lakemont Drive, stated most of the neighbors he spoke with are generally favorable for the mall to be redeveloped but there some serious concerns he wanted to mentioned. Chairman Carter stated the Board received a copy of the email he had sent to Mr. Tate. The first concern he mentioned was the zoning and did not want commercial development to expand across the street into the residential area. The second concern was the traffic on Dawsonville Highway which has been at capacity for five years. He stated it was learned not much could be done about the traffic with GDOT not doing the McEver Bypass. The Alahuna development with over 900 units to be developed will add thousands of daily trips that will cause serious problems. He mentioned the content of the development should be looked at closely and the residential development should be downsized to fit the existing infrastructure. Mr. Horgan stated any infrastructure development should be done prior to or during development instead of waiting to the end to find out it’s too late. The third concern was Lake Lanier speaking about a past incident regarding silt getting into the cove and suggested protections be in place and enforced along with knowing which party would be responsible for covering the cost if future cleanup is required.

Mandy Harris, 1459 Douglas Drive, stated she agreed with Mr. Horgan and believes traffic on Dawsonville Highway is a huge issue. She quested if the traffic study considered the new development or would like to be considered with the Alahuna development traffic from the 900 homes. Mrs. Harris requested the apartment density be reduced with the new apartments being added on Shallowford/Pearl Nix and did not want a situation with empty or unrented apartments. She stated with high dollar housing will not meet the need of affordable housing.

Anthie Sutterfield, 3188 Venue Drive, stated she received all her information from reading the newspaper articles. She believes the applicant should make repairs to the parking lot immediately for the community instead of waiting since the applicant has owned the property already for two years. Another concern was traffic with the new development on Shallowford Road coming in and asked it be considered in the traffic study since it will be completed before the mall project is done. Mrs. Sutterfield mentioned owning a large electrical contracting business in Memphis before moving to the area and would like to know more information about a DRI form which was mentioned in the paper and is not explained. The next concern was the

TAD and comments about it being the largest Gainesville has ever had. She asked questions such as what would Gainesville be giving up, the amount of it and would it be for the apartments or just the hotel, and would they get the tax advantage up front. She wanted to know about a DRI and the reason the state would be involved. Mrs. Sutterfield also asked the percentage of apartments in the city are occupied at this time.

Chairman Carter stated tax dollars would come in on retail sales along with the Special Purpose Local Option Sales Tax for the school system and infrastructure improvements. He explained the TAD is approved by a different committee involving local educators, school superintendent and others in the community being a completely different issue and not under the Planning and Appeals Board authority. Chairman Carter explained a DRI is needed when a development surpasses a certain size. He stated he was unsure of the current percentage of apartments being occupied but there is a housing need for workers such as the NEGA Health System which has 12,000 employees.

Rebuttal:

Chairman Carter asked Attorney Weber, Mr. Telesca and Mr. Haylett to address questions and concerns from citizens with the first one regarding expanding the development into Lakeshore Heights. The next concern was run-off into Lake Lanier and the cove at Longwood Park including requirements from local and state.

Attorney Weber answered there were no plans to expand the project to the other side of Dawsonville Highway. He stated there would be onsite green infrastructure to include permeable pavers, retention ponds, swells, stormwater planters, underground infiltration and best management practices regarding run-off issues. Mr. Haylett stated the site currently is 95% impervious with suspended solids including brake dust are going into the lake currently but once the project is complete, the water leaving the site will be 100% cleaner. It will go through proper water quality and meet all requirements.

Board Member Young commented since the project was from the 1970's and operating under those conditions but everything will be current with water quality and environmental concerns/impact will be brought up to 2025 standards. Mr. Haylett agreed and currently all water is running off and zero water quality at present. Mr. Telesca agreed and stated all water will be captured and treated.

Chairman Carter stated the next concern was infrastructure on the project along with acceleration and deceleration lanes and waiting until later verses making the necessary improvements first to ensure it is done and current shopping center pot-holes on the site. They answered by stating part of the agreement with Dick's and Belk was all intersections will be improved per the parking study in the first phase. Mr. Telesca stated with a massive demolition planned for the project and trying to balance the cost benefit but a number of repairs have been made to roofs and the parking lot and after 12 months will look at what needs to be done. They wanted to be careful as to the amount of money invested in a project that will be torn down within eighteen months.

Chairman Carter mentioned the timeframe of six to seven years of phasing and concerns about the apartments and townhomes being phased similar to the Solis project. Mr. Haylett stated it would be phased since 652 units would be too much at once, the first phase will be 326 apartments built and hope to lease 20 units a month. While those are filling up, then second phase will begin which will take two years to build. Attorney Weber commented the site would accommodate up to 1,000 units but the developer chose to maintain quality to reduce to two-thirds the site could actually support.

Vice Chair Thompson stated from his understanding it would be four years before any

apartments would be on the market. Mr. Haylett replied it would be 36 months from start time with the parking deck and first building and with the tearing down the mall with steel and glass will be nine months. Attorney Weber stated the utility relocation specific to the site will be very time consuming.

Board Member Young asked about the target rent for the apartments and if the townhomes would it be fee simple or all rentals. Mr. Haylett stated all townhomes would be fee simple but unsure of range but possibly 400,000 to 600,000 but a developer had not been chosen. He mentioned apartments in Gainesville are around $221 a square foor and hopefully in a few years a little more. He said the average square footage will be 900 along with some having 600/700 square foot. The majority or sixty percent will be one bedroom, thirty-five percent two bedroom and five percent three bedroom for couples and individuals with very few families. Chairman Carter stated the concept of live/work/play developments is to live on site, enjoy restaurants and shop without getting in a vehicle.

Board Member Simmons questioned the amount of 652 apartments verses 80 townhomes. Mr. Telesca stated in terms of lifestyle centers being developed around the country and to have the look/feel/density, it requires multifamily. This gives a human scale with three to four stories allowing to build the main streets, build the jewel boxes and to provide the number of residents necessary to support the project. He stated the city and developer wanted a for sale component and the site laid out for 80 townhomes but the townhome density could not support the village/lifestyle part of the center which is the heart and soul of the project. The lifestyle centers actually brings to the communities a project with amenities that people want including active programs for a community center for all of Gainesville.

Board Member Young stated he had reviewed the resume of Branch and wondered how many other shopping malls Branch had rescued in the past. Mr. Telesca mentioned two projects with the largest project in Belview, Tennessee that included Sears and JC Penney as anchors, lease negotiations with both tenants, a TAD in the project, demolished the entire center, built over 600,000 square feet of retail space, had a big box component including a lifestyle component and added 350 apartments. He also mentioned another development in Atlanta called West Village Project which won an award with the Atlanta Regional Commission fifteen years ago, developed 4 phases, 900 apartments, 118 townhomes, 120 stacked flats, 68,000 square feet of retail plus a medical office building and not including other retail and multi-family projects developed across the southeastern United States.

Board Member DeFoor mentioned with the small percentage of two and three bedrooms in the apartments that there would not be many children and minimal impact on the city school system. Attorney Weber stated less than five percent of the occupants in those units would have school age children.

There was a motion to recommend conditional approval to rezone the subject property for a mixed-use development from Regional Business (R-B) to Planned Unit Development (P-U-D) with the following conditions:

<u>Conditions</u>

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.**
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Motion made by Board Member Young
Motion seconded by Board Member Simmons
Vote – 6 favor, 1 absent (Fleming)

Passed: _____

AN ORDINANCE

No. 2025-

AN ORDINANCE AMENDING THE ZONING MAP OF THE CITY OF GAINESVILLE, GEORGIA, BY CHANGING THE ZONING ON 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, WITH CONDITIONS (P-U-D-c); TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

BE IT HEREBY ORDAINED BY THE GOVERNING BODY OF THE CITY OF GAINESVILLE, GEORGIA, AS FOLLOWS:

SECTION I

That from and after the passage of this Ordinance the following described lands shall be zoned and so designated on the Zoning Map of the City of Gainesville as **Planned Unit Development, with conditions (P-U-D-c)**.

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.**
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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.

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Legal Description

All that tract or parcel of land lying and being in Land Lots 164 & 165, 9th Land District, City of Gainesville, Hall County, Georgia as shown on a ALTA/NSPS Land Title Survey prepared by Patton Land Surveying, LLC, for Branch Lakeshore Associates, L.P., Habersham Partners, LLC and First American Title Insurance Company, dated July 26th, 2022, last revised October 21, 2022 and being more particularly described as follows:

Commencing at the centerline intersection of State Route No. 53 Connector (Dawsonville Highway) (varying width right-of-way)(per the Georgia Department of Transportation right-of-

way map, Project NH-065-3(36)) and Pearl Nix Parkway (varying width right-of-way) located at Georgia State Plane Coordinate Northing 1563201.05, Easting 2393996.97, Georgia West Zone, North American Datum of 1983/2007 adjustment, THENCE South 04 degrees 46 minutes 28 seconds West for a distance of 133.01 feet to a 1/2" rebar pin and cap found stamped "Smallwood #2767" at the Southeasterly mitered right-of-way corner located at the Southeasterly corner of the intersection of said State Route No. 53 & Pearl Nix Parkway and said point being the TRUE POINT OF BEGINNING.

Thence leaving said mitered right-of-way line and following the Westerly right-of-way line of said Pearl Nix Parkway the following courses:

Thence South 20 degrees 36 minutes 27 seconds East for a distance of 104.55 feet to a 1/2" rebar pin and cap found stamped "Smallwood #2767"; Thence South 28 degrees 01 minutes 16 seconds East for a distance of 55.04 feet to a point to a 1/2" rebar pin and cap found stamped "Smallwood #2767"; Thence South 20 degrees 49 minutes 00 seconds East for a distance of 179.97 feet to a 1/2" rebar pin set; Thence South 20 degrees 28 minutes 44 seconds East for a distance of 1141.89 feet to a point to a 1/2" rebar pin and cap found stamped "Arcadis"; Thence along a curve to the right having a radius of 2804.42 feet and an arc length of 412.57 feet, being subtended by a chord of South 16 degrees 19 minutes 01 seconds East for a distance of 412.20 feet to a 1/2" rebar pin and cap found stamped "Arcadis"; Thence South 12 degrees 09 minutes 35 seconds East for a distance of 102.85 feet to a 1/2" rebar pin found;

Thence leaving the Westerly right-of-way line of said Pearl Nix Parkway the following courses:

Thence South 81 degrees 32 minutes 49 seconds West for a distance of 385.56 feet to a 1/2" rebar pin & cap found stamped "Arcadis"; Thence South 83 degrees 03 minutes 46 seconds West for a distance of 285.08 feet to a 1/2" rebar pin found; Thence North 23 degrees 31 minutes 38 seconds West for a distance of 86.23 feet to a 1/2" rebar pin set; Thence North 31 degrees 19 minutes 56 seconds West for a distance of 141.72 feet to a 1/2" rebar pin found; Thence North 44 degrees 25 minutes 01 seconds West for a distance of 139.70 feet to a 1/2" rebar pin set; Thence North 44 degrees 39 minutes 20 seconds West for a distance of 99.82 feet to a point to a 1" open top pin found; Thence South 47 degrees 48 minutes 42 seconds West for a distance of 267.63 feet to a point on the Easterly right-of-way line of Shallowford Road (90' wide right-of-way);

Thence following the Easterly right-of-way line of said Shallowford Road the following courses:

Thence North 44 degrees 14 minutes 13 seconds West for a distance of 303.23 feet to a 1/2" rebar pin and cap found stamped "Smallwood #2767; Thence North 43 degrees 16 minutes 47 seconds West for a distance of 268.77 feet to a 1/2" rebar pin and cap found stamped "Smallwood #2767"; Thence along a curve to the left having a radius of 2890.79 feet and an arc length of 261.75 feet, being subtended by a chord of North 46 degrees 42 minutes 34 seconds West for a distance of 261.66 feet to a 1/2" rebar pin & cap found stamped "Patton"; Thence North 49 degrees 04 minutes 49 seconds West for a distance of 20.37 feet to a 1/2" rebar pin & cap found stamped "Patton"; Thence North 40 degrees 58 minutes 57 seconds East for a distance of 16.15 feet to a 1/2" rebar pin & cap found stamped "Patton";

Thence leaving the Easterly right-of-way line of said Shallowford Road the following courses:

Thence North 84 degrees 08 minutes 22 seconds East for a distance of 29.83 feet to a PK nail set; Thence North 82 degrees 01 minutes 20 seconds East for a distance of 130.09 feet to a 1/2" rebar pin set; Thence North 82 degrees 09 minutes 05 seconds East for a distance of 70.31 feet to a 1/2" rebar pin and cap found stamped "Arcadis"; Thence North 61 degrees 33 minutes

06 seconds East for a distance of 99.42 feet to a PK Nail found; Thence North 68 degrees 44 minutes 57 seconds East for a distance of 107.67 feet to a 1/2" rebar pin found; Thence North 65 degrees 38 minutes 43 seconds East for a distance of 99.81 feet to a 1/2" rebar pin found; Thence North 28 degrees 54 minutes 20 seconds West for a distance of 183.61 feet to a 1/2" rebar pin found; Thence South 63 degrees 53 minutes 55 seconds West for a distance of 100.21 feet to a 1/2" solid pin found; Thence South 29 degrees 00 minutes 41 seconds East for a distance of 12.10 feet to a 1/2" rebar pin found; Thence South 59 degrees 34 minutes 53 seconds West for a distance of 49.75 feet to a 1/2" rebar pin set; Thence South 59 degrees 54 minutes 08 seconds West for a distance of 50.00 feet to a 1/2" rebar pin found; Thence North 28 degrees 56 minutes 19 seconds West for a distance of 140.45 feet to a 1/2" open top pin found; Thence North 30 degrees 14 minutes 25 seconds West for a distance of 29.56 feet to a 1/2" rebar pin found and cap “unreadable”; Thence South 61 degrees 11 minutes 12 seconds West for a distance of 48.86 feet to a 1/2" rebar pin & cap found stamped “Patton”; Thence North 30 degrees 32 minutes 41 seconds West for a distance of 101.07 feet to a 1/2" rebar pin found; Thence North 61 degrees 34 minutes 44 seconds East for a distance of 124.40 feet to a 1/2" rebar pin found; Thence North 30 degrees 26 minutes 15 seconds West for a distance of 107.37 feet to a 1/2" rebar pin found; Thence North 60 degrees 28 minutes 22 seconds East for a distance of 25.20 feet to a 1/2" rebar pin and cap found stamped “Arcadis”; Thence North 29 degrees 37 minutes 09 seconds West for a distance of 31.80 feet to a 3/4” crimp top pin found; Thence North 29 degrees 38 minutes 39 seconds West for a distance of 195.04 feet to 5/8" rebar pin found; Thence North 61 degrees 08 minutes 53 seconds East for a distance of 100.07 feet to an iron pin found (metal post); Thence North 61 degrees 03 minutes 50 seconds East for a distance of 102.27 feet to a point; Thence North 54 degrees 49 minutes 37 seconds East for a distance of 40.66 feet to a point; Thence North 60 degrees 50 minutes 16 seconds East for a distance of 50.50 feet to a point; Thence North 69 degrees 46 minutes 16 seconds East for a distance of 50.00 feet to a point; Thence North 39 degrees 40 minutes 44 seconds West for a distance of 98.90 feet to a point; Thence North 35 degrees 50 minutes 44 seconds West for a distance of 50.00 feet to a point; Thence North 26 degrees 37 minutes 02 seconds West for a distance of 45.35 feet to a concrete r/w monument found on the Southerly right-of-way line of said State Route No. 53 Connector (Dawsonville Highway);

Thence following the Southerly right-of-way line of said State Route No. 53 Connector (Dawsonville Highway) the following courses;

Thence North 66 degrees 09 minutes 38 seconds East for a distance of 42.75 feet to a point; Thence along a curve to the right having a radius of 1339.63 feet and an arc length of 267.03 feet, being subtended by a chord of North 71 degrees 57 minutes 55 seconds East for a distance of 266.59 feet to a PK nail set; Thence South 55 degrees 31 minutes 16 seconds East for a distance of 34.66 feet to a 1/2” rebar pin found; Thence North 18 degrees 12 minutes 38 seconds East for a distance of 28.70 feet to a 1/2” rebar pin set; Thence along a curve to the right having a radius of 1339.63 feet and an arc length of 38.06 feet, being subtended by a chord of North 80 degrees 07 minutes 40 seconds East for a distance of 38.06 feet to a 1/2” rebar pin & cap found stamped “Patton” on the Westerly line of that certain parcel of land as described in Deed Book 8758, Pages 61-64, Hall County, Georgia deed records and as shown on Plat Book 880, Page 52, Hall County, Georgia plat records;

Thence leaving the Southerly right-of-way line of said State Route No. 53 and following the Westerly, Southerly and Easterly line of said Deed Book 8758, Pages 61-64 and Plat Book 880, Page 52 the following courses:

Thence South 33 degrees 50 minutes 35 seconds West for a distance of 66.84 feet to a 1/2” rebar pin set; Thence South 23 degrees 01 minutes 10 seconds East for a distance of 161.12 feet to a point; Thence North 66 degrees 50 minutes 49 seconds East for a distance of 208.04

feet to a 1/2” rebar pin & cap found stamped “Patton”; Thence North 23 degrees 18 minutes 15 seconds West for a distance of 149.89 feet to a 1/2” rebar pin & cap found stamped “Patton” on the Southerly right-of-way line of said State Route No. 53 Connector (Dawsonville Highway);

Thence leaving the Easterly line of said Deed Book 8758, Pages 61-64 and Plat Book 880, Page 52 and following the Southerly right-of-way line of said State Route No. 53 Connector (Dawsonville Highway) the following courses;

Thence along a curve to the right having a radius of 1339.63 feet and an arc length of 88.34 feet, being subtended by a chord of North 89 degrees 36 minutes 57 seconds East for a distance of 88.32 feet to a concrete right-of-way monument found; Thence South 88 degrees 15 minutes 59 seconds East for a distance of 115.79 feet to a PK nail found at the Northwesterly corner of the mitered right-of-way corner located at the Southeasterly corner of the intersection of said State Route No. 53 & Pearl Nix Parkway;

Thence leaving the Southerly right-of-way line of said State Route No. 53 Connector (Dawsonville Highway) and following said mitered right-of-way line the following course:

Thence South 57 degrees 27 minutes 57 seconds East for a distance of 133.45 feet to a 1/2" rebar pin and cap found stamped “Smallwood #2767” and said point being the POINT OF BEGINNING.

Said property contains 49.10 acres, more or less

LESS AND EXCEPT:
0.84 acres conveyed by Limited Warranty Deed from Stockbridge Lakeshore, LLC to Palmetto Gainesville-Dawsonville Hwy, LLC, dated March 5, 2021, filed March 15, 2021, recorded in Deed Book 8758, page 61, Hall County, Georgia Records. (Note: Plat reference in this deed should be to Plat Book 880, pages 52-54, rather than Plat Book 800, pages 52-54).

SECTION II

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

SECTION III

If any portion of this Ordinance shall be held to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect or impair the remaining portions unless it clearly appears that such other parts are wholly and necessarily dependent upon the part held to be invalid or unconstitutional.

SECTION IV

This Ordinance is enacted as an amendment to the Code of the City of Gainesville, Georgia, and is to be codified as a part of Section 9-1-1-5.

SECTION V

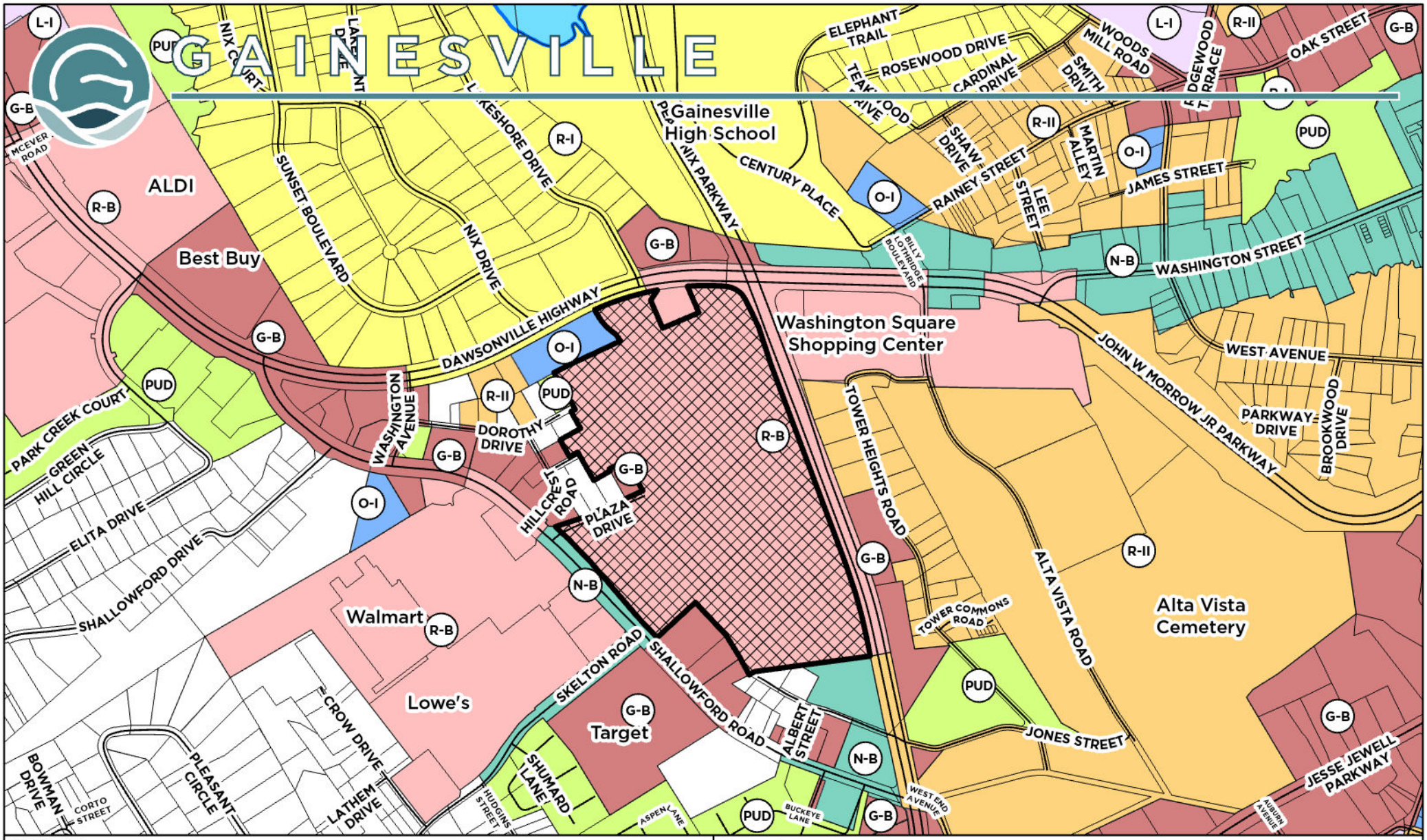
The effective date of this Ordinance shall be upon approval by the governing body of the City of Gainesville, Georgia.

_____
W. Samuel Couvillon, Mayor

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

ATTEST:

_____
Denise O. Jordan, City Clerk



Applicant:

BRANCH LAKESHORE ASSOCIATES, LP

REZONING REQUEST

Request:
Rezone +/- 48.86 AC tract currently zoned Regional Business (R-B) to Planned Unit Development (P-U-D) for a mixed-use development.

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

0 350 700 1,050 1,400 Feet

Scale: 1" = 700'

N W E S

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

0 350 700 1,050 1,400 Feet

Scale: 1" = 700'

N W E S

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 ("***DRI***") 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.

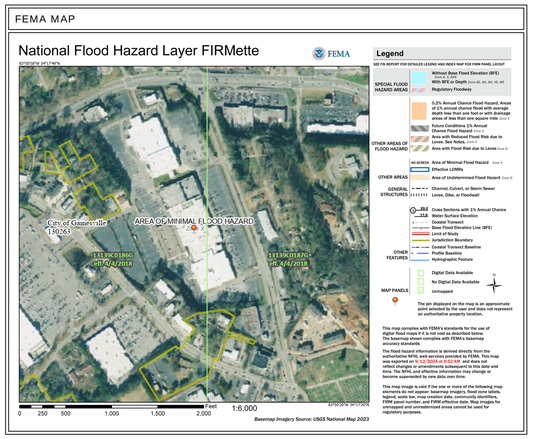
F. Detention; Stormwater Management

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.

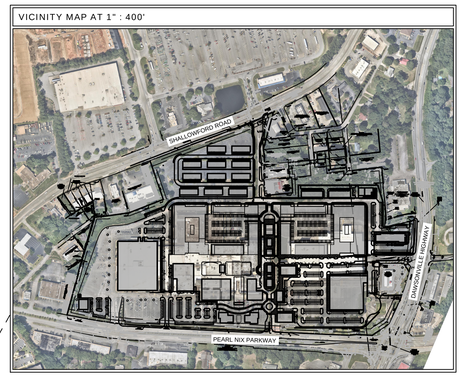
V. CONCLUSION

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.

FEMA MAP



VICINITY MAP AT 1" : 400'



SITE DEVELOPMENT SUMMARY

SITE SUMMARY:

CURRENT ZONING:	R-B REGIONAL BUISNESS DISTRICT
PROPOSED ZONING:	PUD (PLANNED UNIT DEVELOPMENT)
SITE AREA:	48.86 ACRES
BUILDING SETBACK:	
- SHALLOWFORD RD:	20 FT
- PEARL NIX PKWY	20 FT
- DAWSONVILLE HWY	20 FT
- REAR	20 FT
LANDSCAPE SETBACK:	
- SHALLOWFORD RD:	0 FT
- PEARL NIX PKWY	0 FT
- DAWSONVILLE HWY	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:	**2,737 SPACES (TOTAL)**
MULTIFAMILY (652 UNITS)	1,044 SPACES (1.6 SPACES/ UNIT)
RETAIL (211,944 SF)	771 SPACES (1 SPACE/ 275 SF)
RESTAURANT (73,500 SF)	588 SPACES (1 SPACE/ 125 SF)
MEDICAL OFFICE (18,000 SF)	72 SPACES (1 SPACE/ 250 SF)
TOWNHOMES (80 UNITS)	160 SPACES (2 SPACES/UNIT)
HOTEL (95 KEYS)	95 SPACES (1 SPACE/ UNIT)
OFFICE/MAIN. (2,000 SF)	7 SPACES (1 SPACE/ 300 SF)
MAXIMUM PARKING:	**3,824 SPACES (TOTAL)**
MULTIFAMILY (652 UNITS)	1,434 SPACES (2.2 SPACES/ UNIT)
RETAIL (211,944 SF)	848 SPACES (1 SPACE/ 250 SF)
RESTAURANT (73,500 SF)	980 SPACES (1 SPACE/ 75 SF)
MEDICAL OFFICE (18,000 SF)	120 SPACES (1 SPACE/ 150 SF)
TOWNHOMES (80 UNITS)	320 SPACES (4 SPACE/UNIT)
HOTEL (95 KEYS)	114 SPACES (1.2 SPACE/ UNIT)
OFFICE/MAIN. (2,000 SF)	8 SPACES (1 SPACE/ 250 SF)
PROVIDED PARKING:	**3,234 SPACES** (TOTAL)
MULTIFAMILY (652 UNITS)	1,044 SPACES (1.6 SPACES/ UNIT)
RETAIL (211,944 SF)	843 SPACES (1 SPACE/ 251.4 SF)
RESTAURANT (73,500 SF)	801 SPACES (1 SPACE/ 89.9 SF)
MEDICAL OFFICE (18,000 SF)	120 SPACES (1 SPACE/ 91.60 SF)
TOWNHOMES (80 UNITS)	320 SPACES (4 SPACE/UNIT)
HOTEL (95 KEYS)	99 SPACES (1.05 SPACE/ UNIT)
OFFICE/MAIN. (2,000 SF)	7 SPACES (1 SPACE/ 285.7 SF)

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

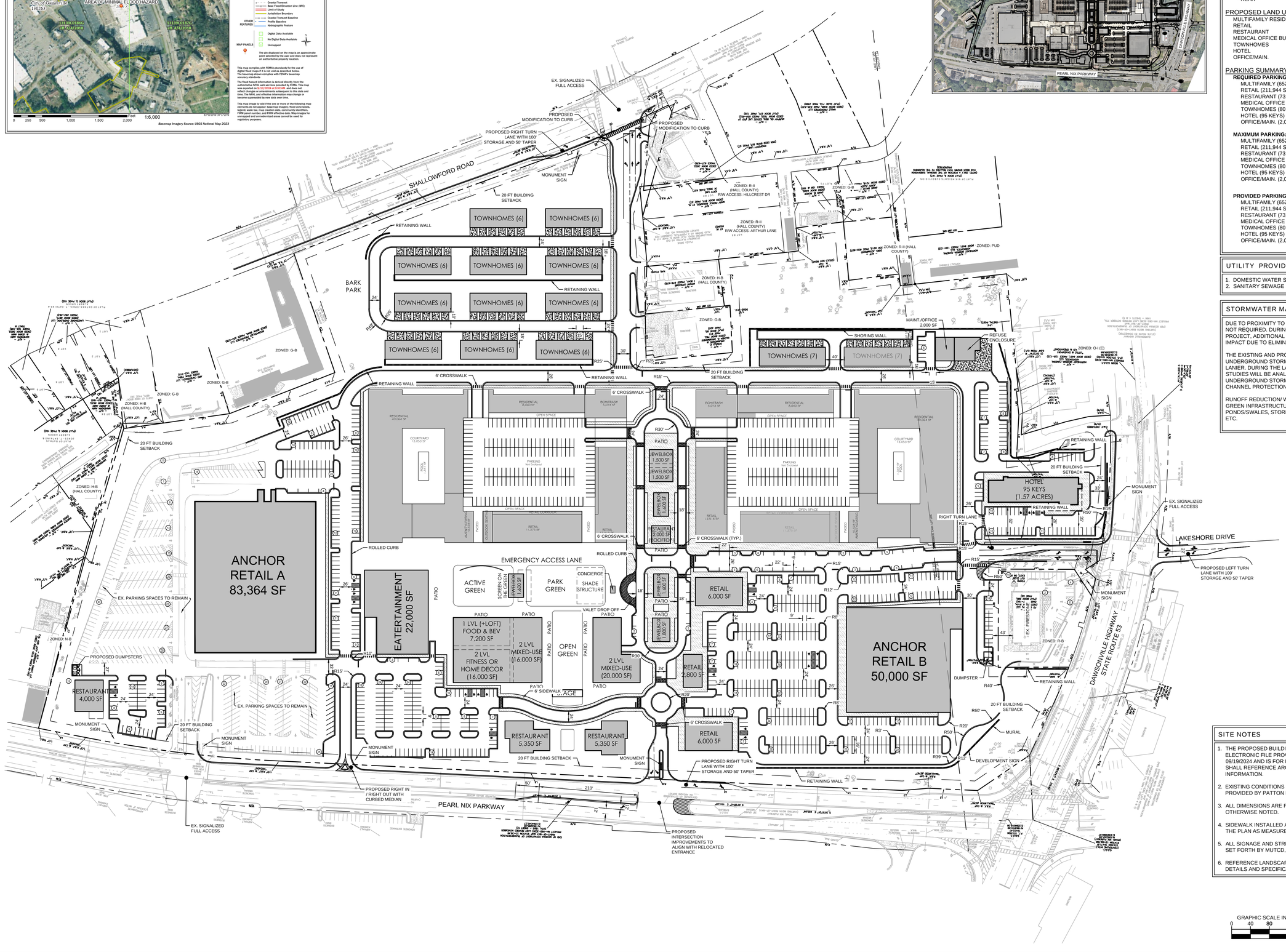
DUE TO PROXIMITY TO LAKE LANIER, ONSITE STORMWATER DETENTION IS NOT REQUIRED. DURING THE LAND DISTURBANCE REVIEW PHASE OF THE PROJECT, ADDITIONAL TIMING ANALYSIS WILL BE ANALYZED TO SHOW NO IMPACT DUE TO ELIMINATING ONSITE DETENTION STORAGE.

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 PAVERS, BIORETENTION PONDS/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.



GRAPHIC SCALE IN FEET
0 40 80 160

811 Know what's below. Call before you dig.

Drawing name: K:\ALP_PP\011816006_Lakeshore Mall\CAD\Plansheets\C2.00 - SITE PLAN.dwg C2.00 REZONING SITE PLAN Jan 08, 2025 9:43am by: kush.patel

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BRANCH PROPERTIES
PHONE:404-832-8900
WWW.BRANCHPROP.COM
3340 PEACHTREE ROAD, NE
SUITE 2770
ATLANTA, GA 30326

No.	REVISION DESCRIPTIONS	DATE	BY
	CITY OF GAINESVILLE REZONING SUBMITTAL	11/22/2024	KHP

PROJECT
LAKESHORE MALL REDEVELOPMENT
PIN 01119 003041A, LAND LOT 164 & 165 9TH DISTRICT
150 PEARL NIX PKWY SW
GAINESVILLE, GA 30501

GEORGIA REGISTERED No. PE044634 PROFESSIONAL ENGINEER MARK A. PUTNAM 11-22-24

GSWCC CERT. (LEVEL II)	0000076495
DRAWN BY	KHP
DESIGNED BY	KHP
REVIEWED BY	MAP
DATE	00.00.0000
PROJECT NO.	11816006

TITLE
REZONING SITE PLAN

SHEET NUMBER
SHEET 1

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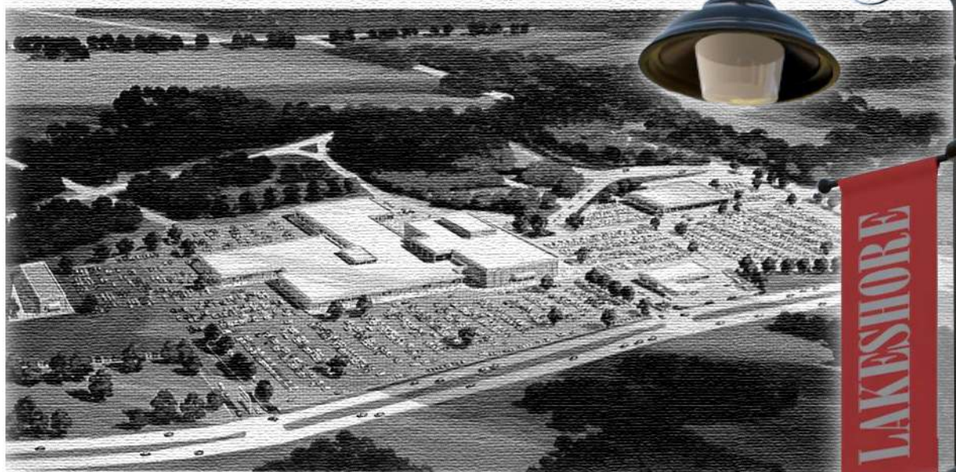
NOW LEASING!

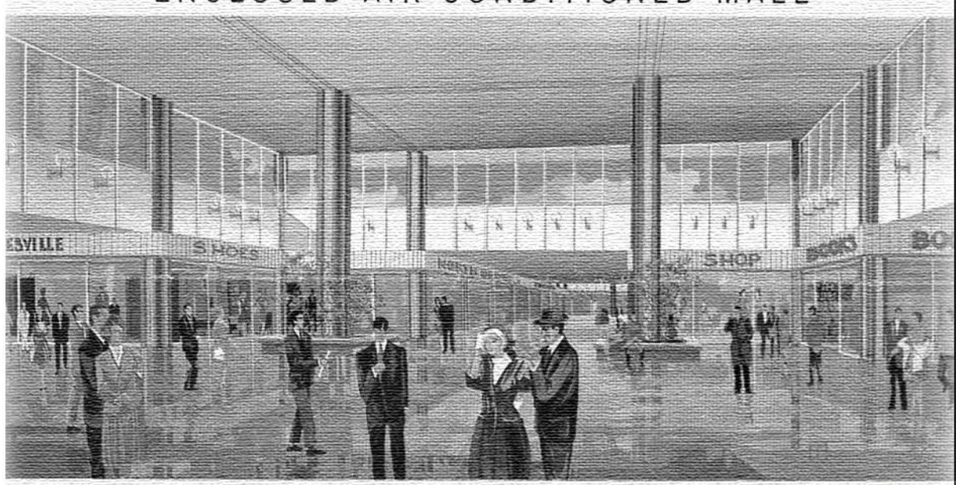
LAKESHORE PLAZA

GAINESVILLE, GEORGIA



NORTHEAST GEORGIA'S REGIONAL SHOPPING CENTER

ENCLOSED-AIR CONDITIONED MALL



EXCLUSIVE LEASING AGENTS

SHARP-BOYLSTON CO

REALTORS

10 AUBURN AVENUE, ATLANTA, GEORGIA

LAKESHORE

ESTABLISHED 1970 ~ REIMAGINED 2024

DESIGN INSPIRATION PACKAGE

BRANCH PROPERTIES

NOVEMBER 22, 2024

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LAKESHORE

BRANCH PROPERTIES

NOVEMBER 22, 2024

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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.

BRANCH PROPERTIES

NOVEMBER 22, 2024

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

LAKESHORE

BRANCH
PROPERTIES

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LAKESHORE

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LAKESHORE

BRANCH
PROPERTIES

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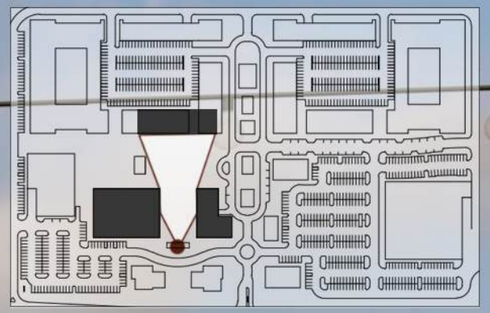
Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

LAKESHORE



BRANCH
PROPERTIES

NOVEMBER 22, 2024

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

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GEORGIA REGISTERED No. PE050559 PROFESSIONAL ENGINEER OLIVIA COOK

11/22/2024

Prepared by:

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Kimley»Horn

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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**.

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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**.

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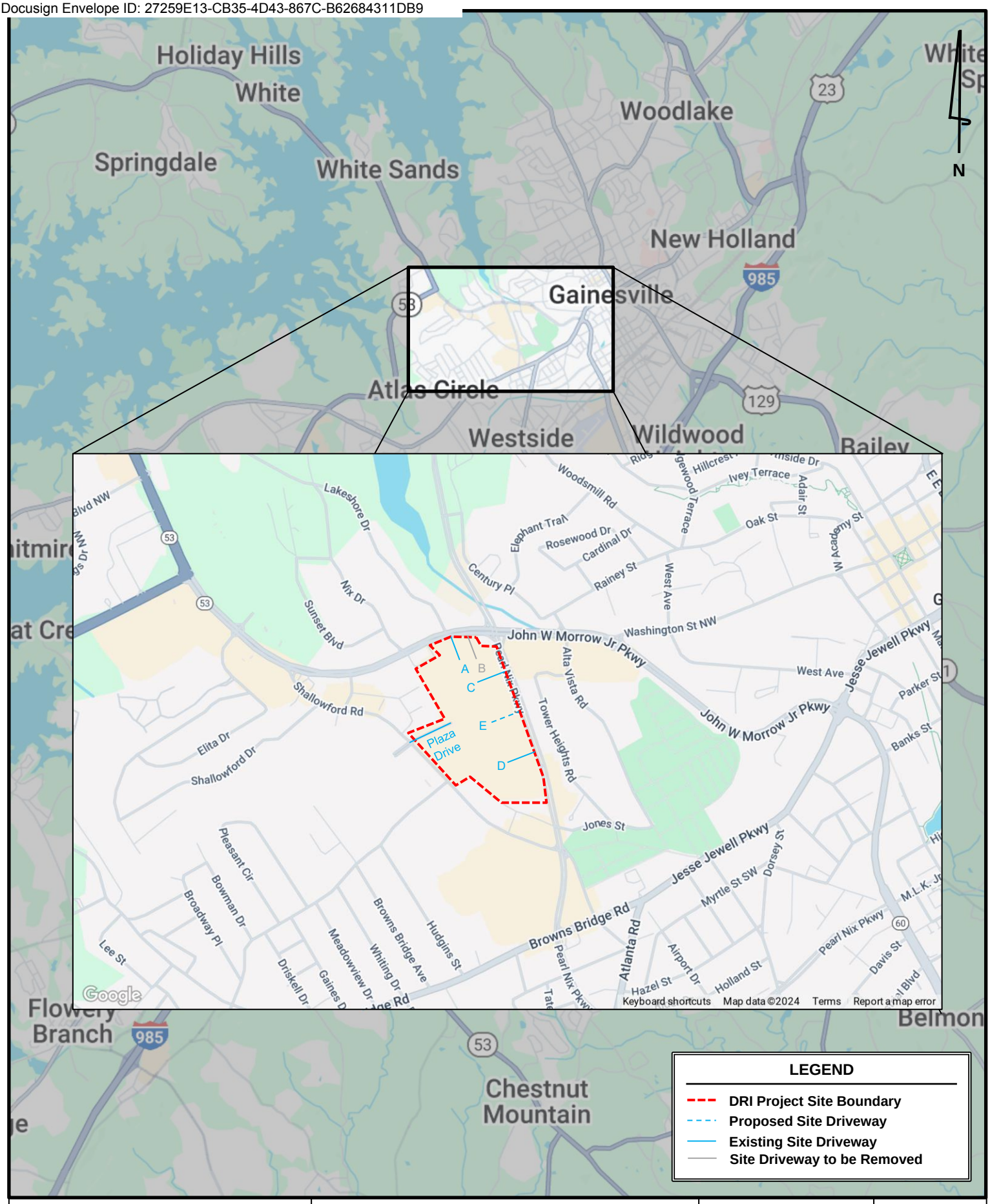

Kimley»Horn	*Lakeshore Mall Redevelopment DRI* Transportation Analysis	Site Location Map	Figure 1
			Page 3

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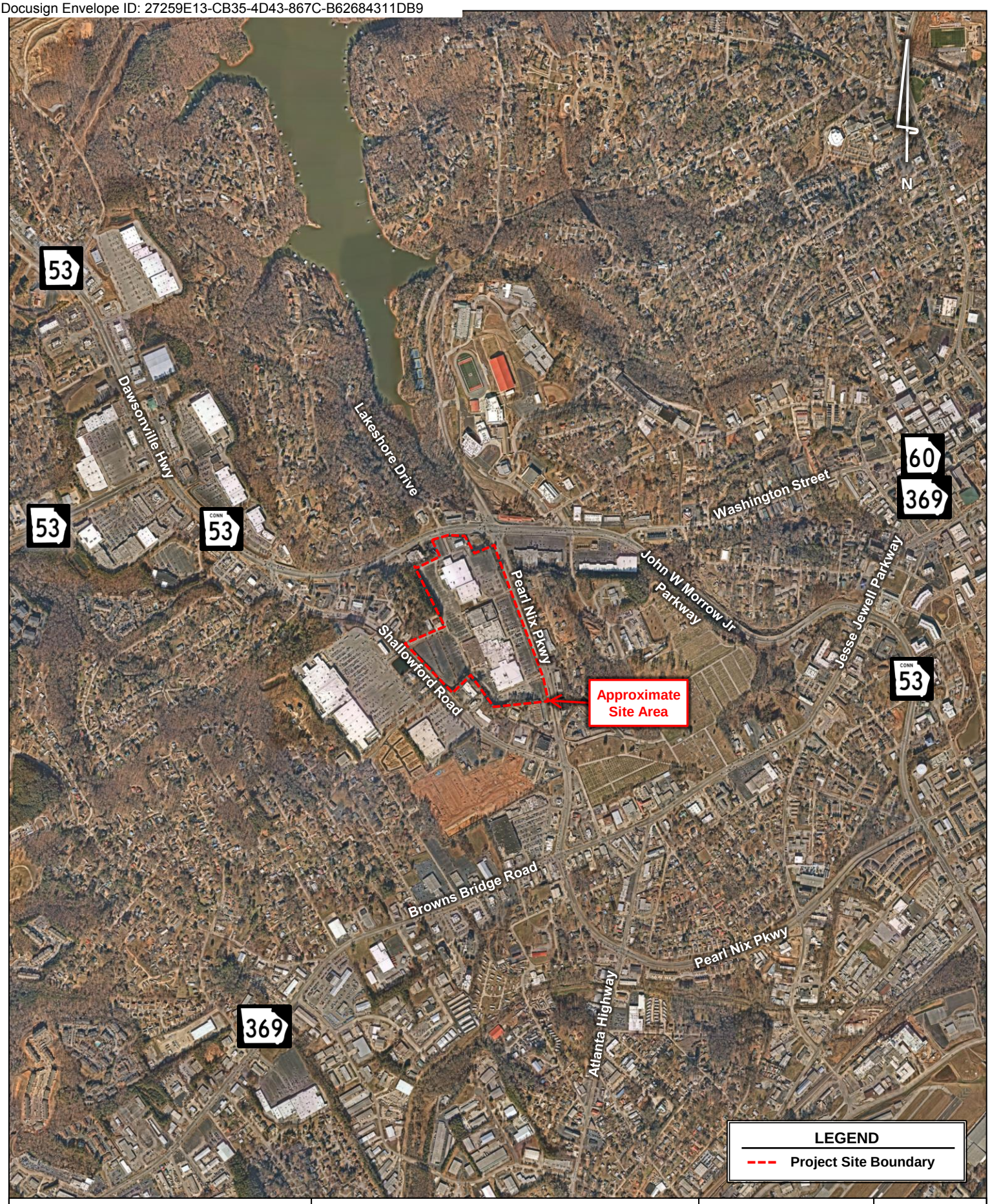
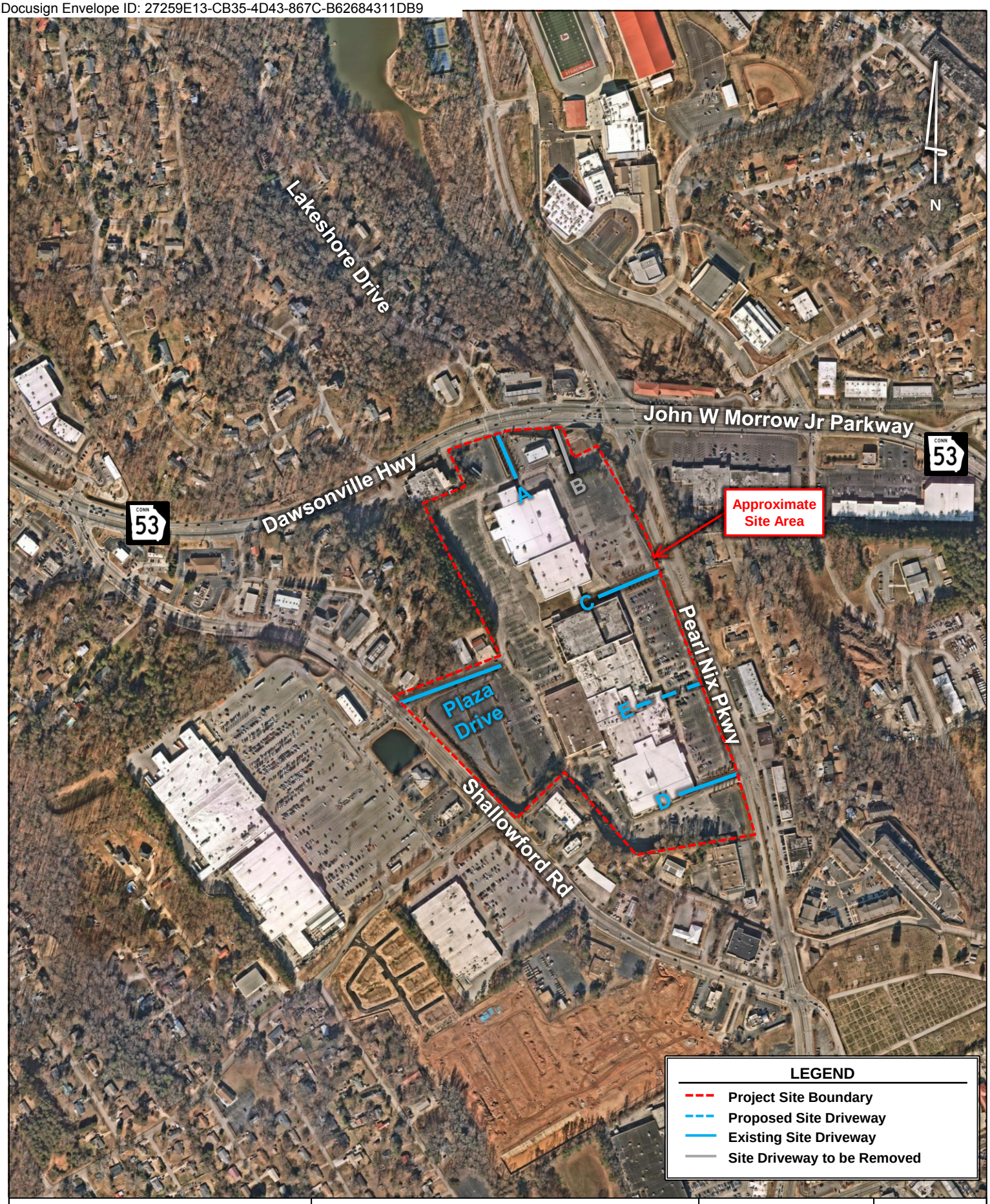
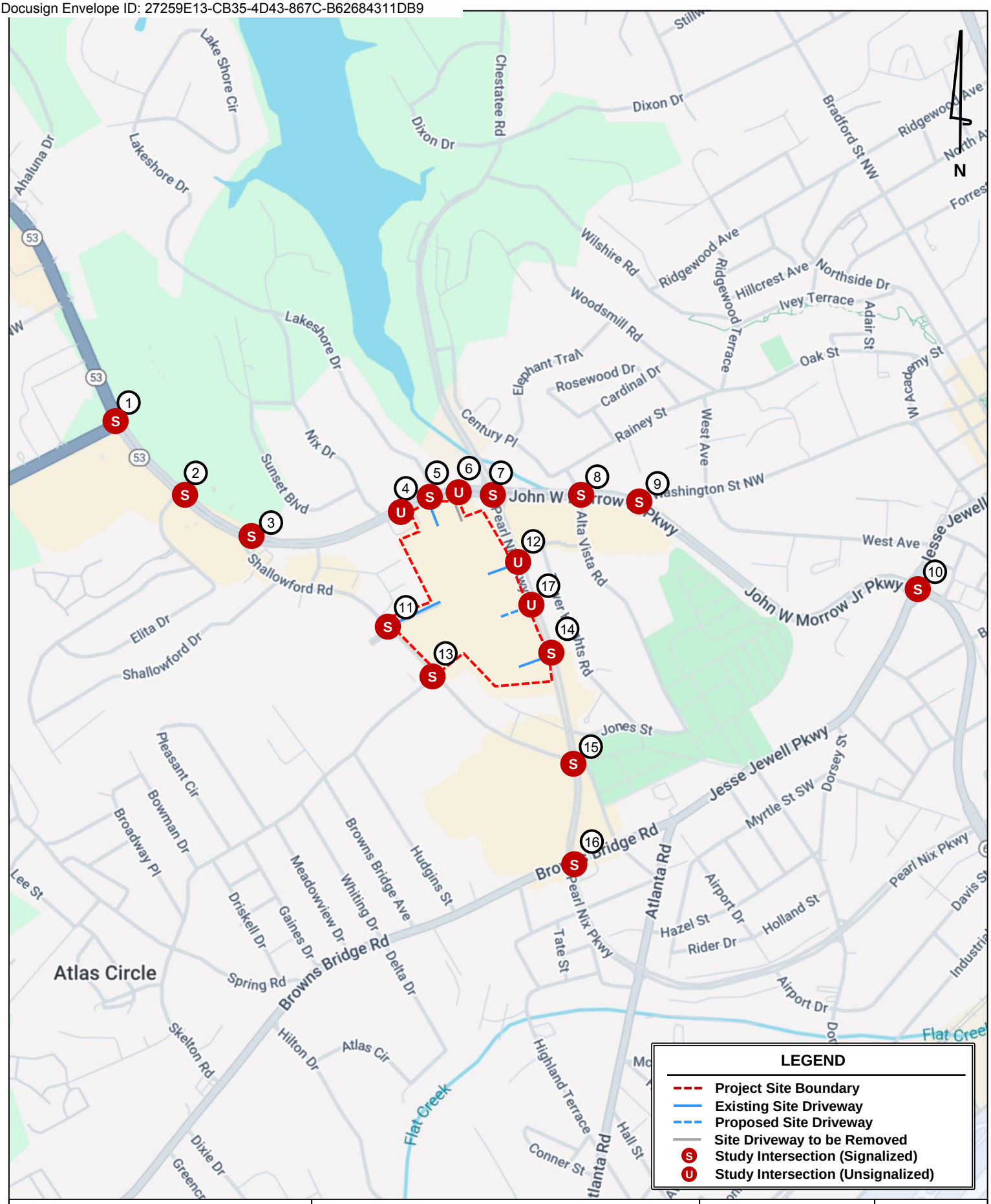


Kimley»Horn	***Lakeshore Mall Redevelopment DRI*** **Transportation Analysis**	**Site Aerial (Zoomed Out)**	**Figure 2**
			Page 4



Kimley»Horn	*Lakeshore Mall Redevelopment DRI* **Transportation Analysis**	**Site Aerial (Zoomed In)**	**Figure 3** **Page 5**



Kimley»Horn	***Lakeshore Mall Redevelopment DRI*** **Transportation Analysis**	**Study Intersections**	**Figure 4**
			Page 6

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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.

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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.

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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**.

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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).

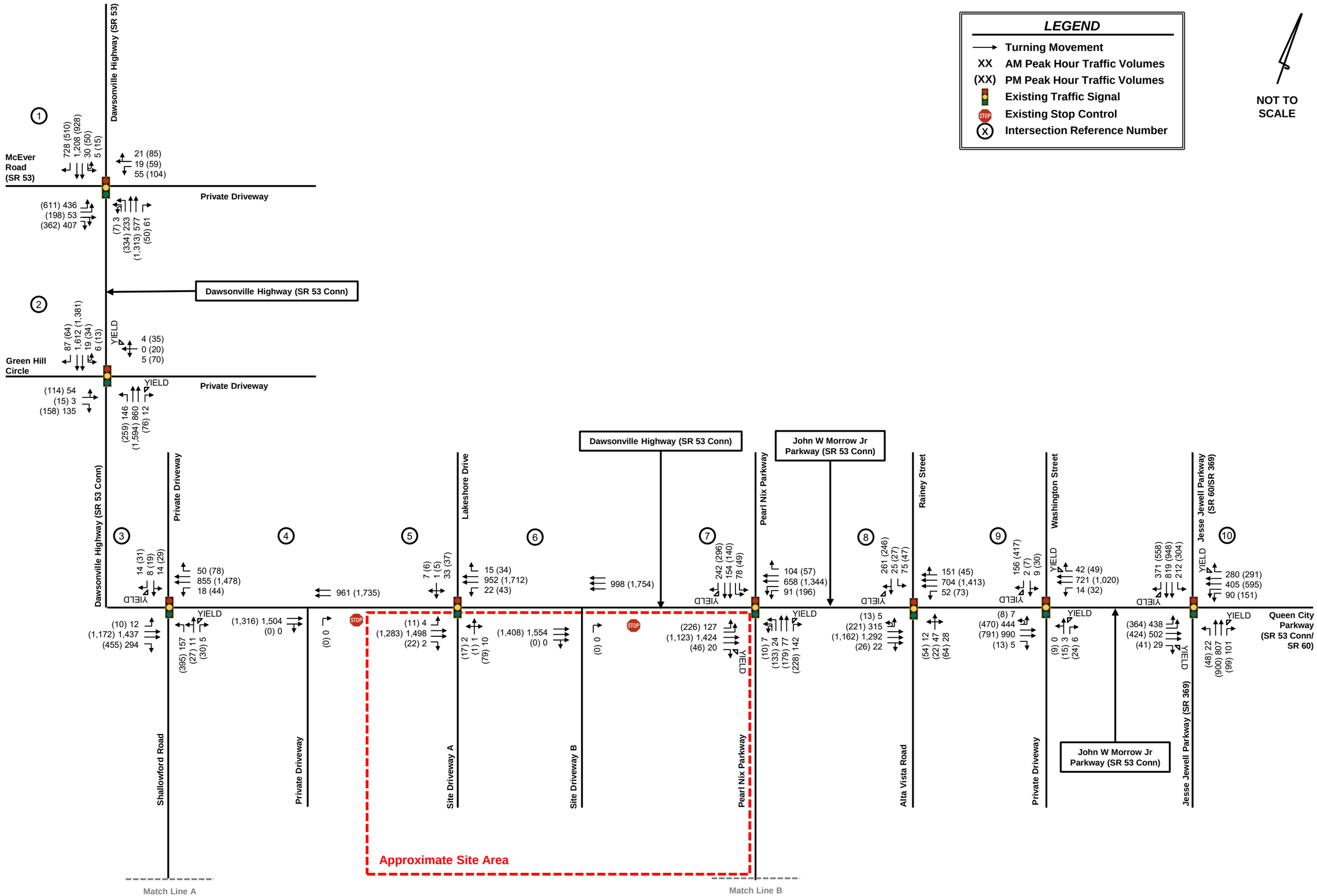

Figure 5

Existing 2023 Conditions

Lakeshore Mall Redevelopment DRI
Transportation Analysis

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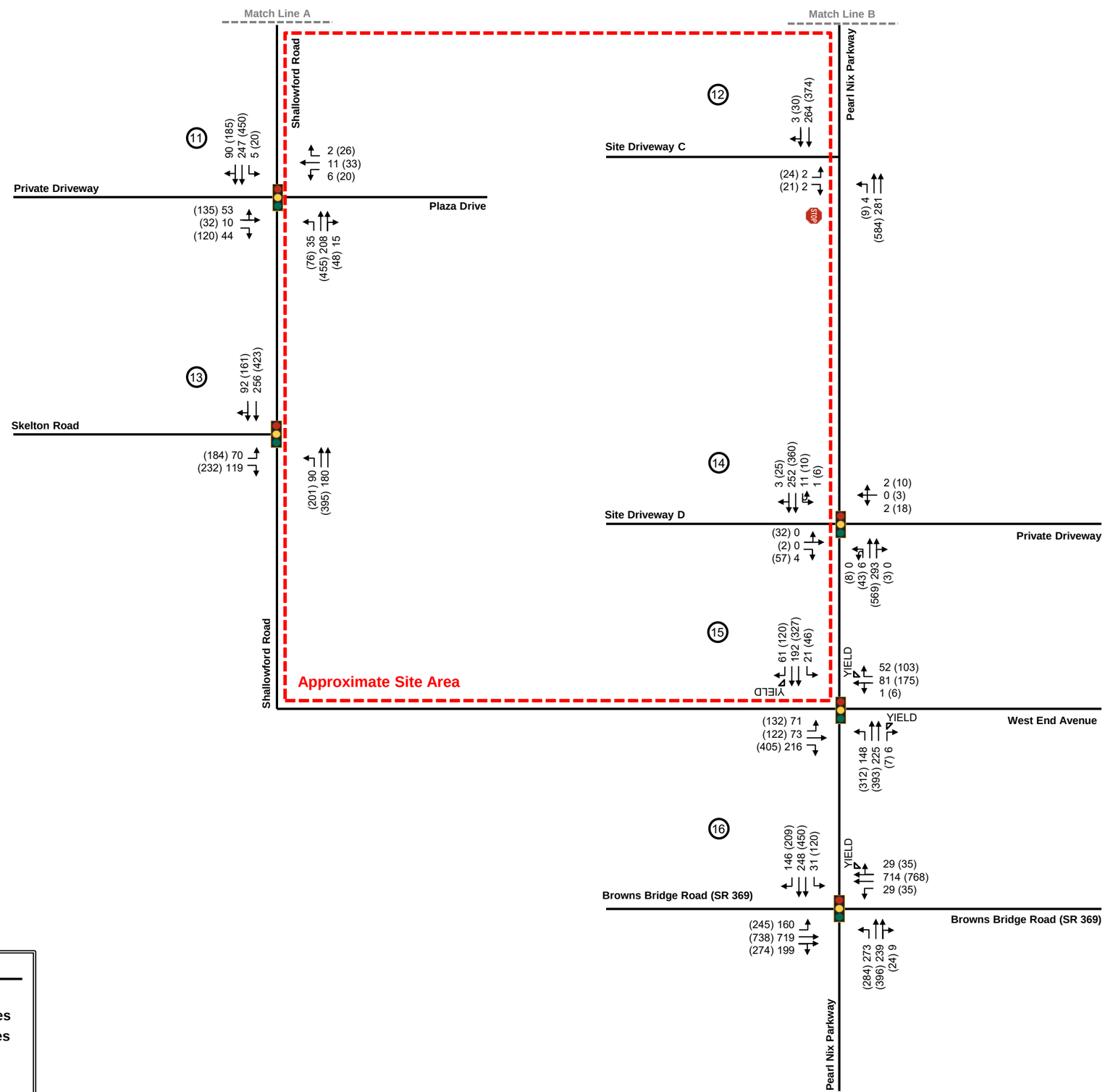

NOT TO SCALE

LEGEND

- Turning Movement
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- Existing Traffic Signal
- Existing Stop Control
- (X) Intersection Reference Number

Figure 6

Existing 2023 Conditions

Lakeshore Mall Redevelopment DRI
Transportation Analysis

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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**.

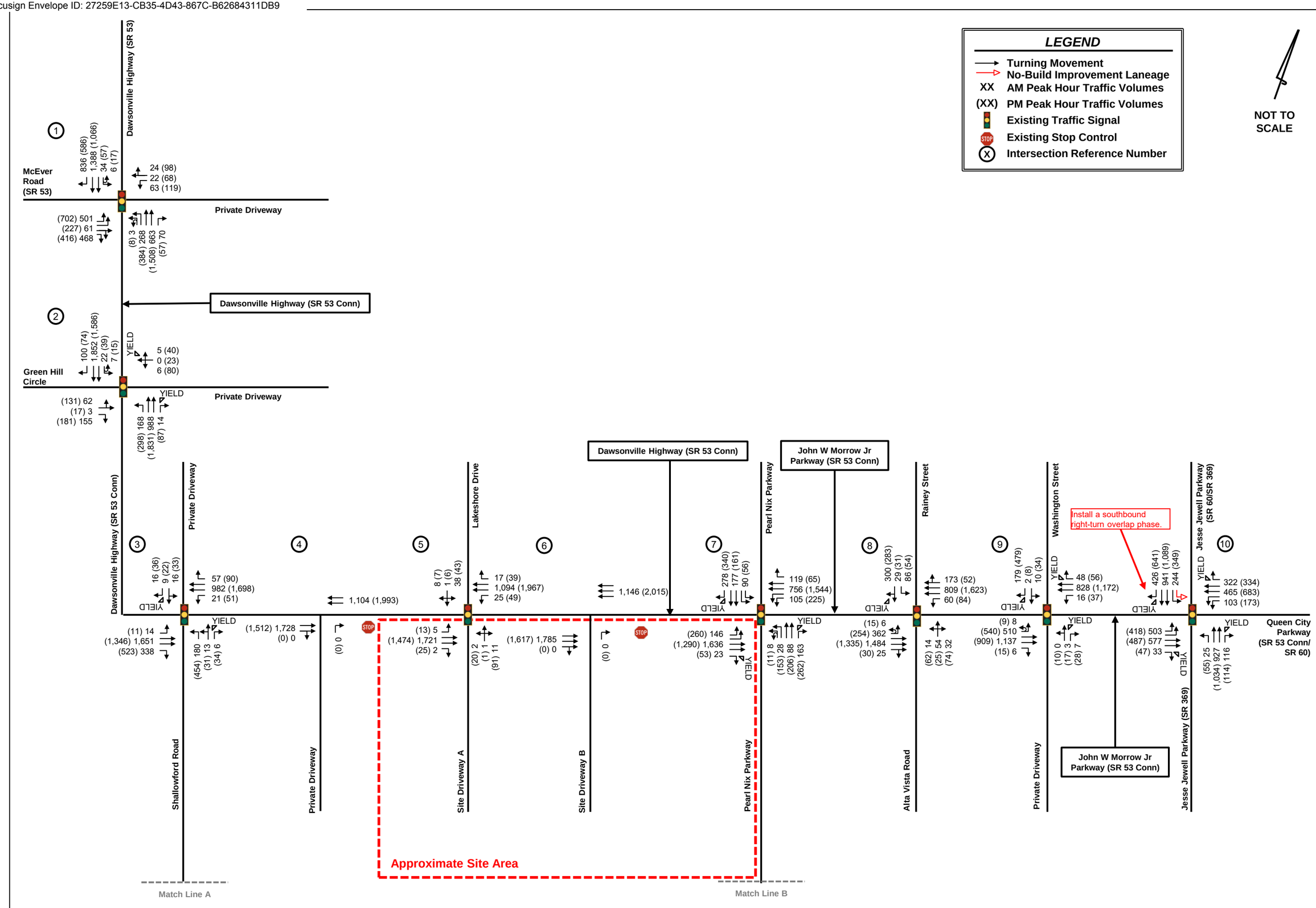


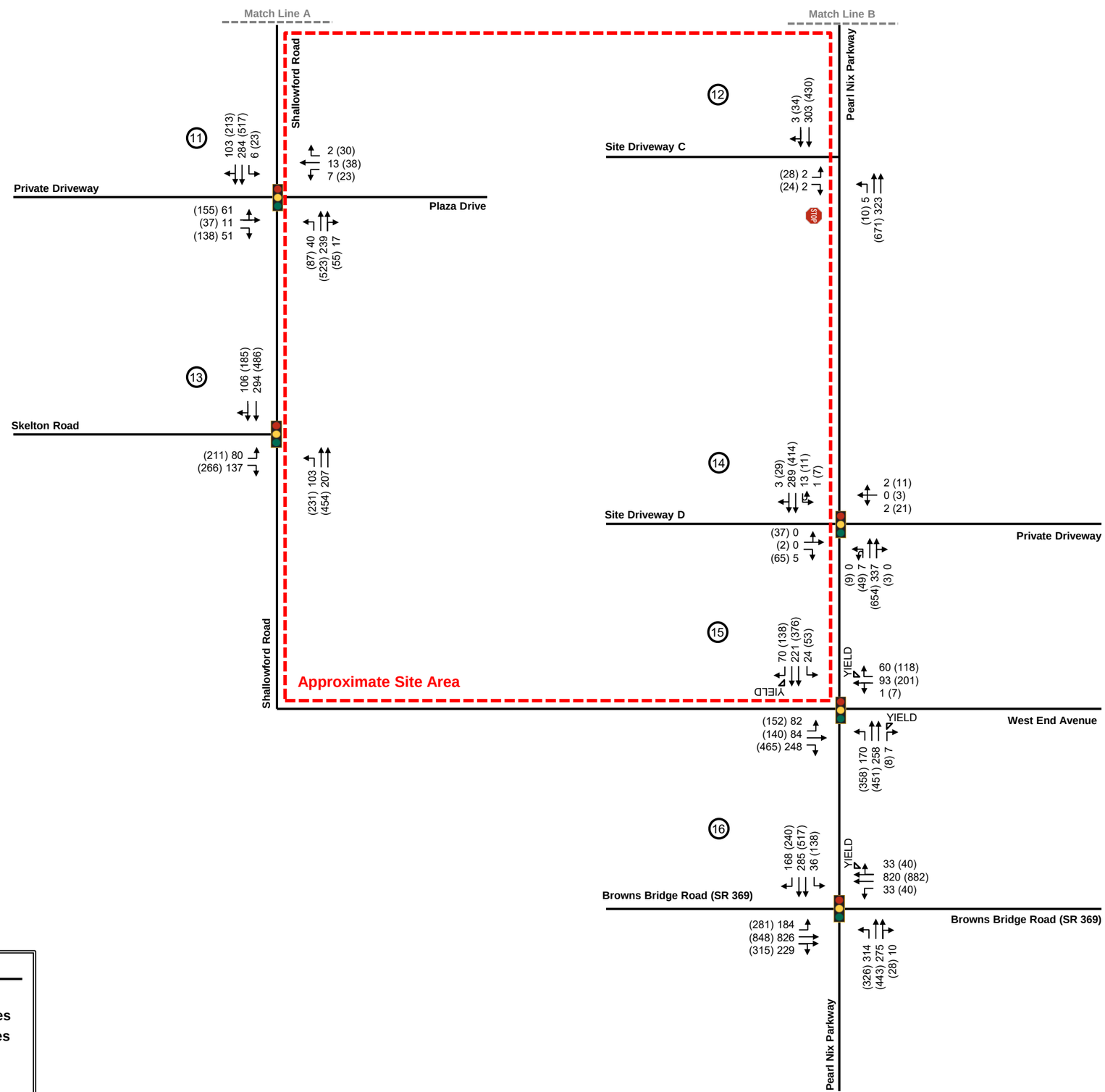
Figure 7

Projected 2030 No-Build Conditions

Lakeshore Mall Redevelopment DRI
Transportation Analysis

Kimley»Horn

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9



NOT TO SCALE

LEGEND

- Turning Movement
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- Existing Traffic Signal
- Existing Stop Control
- (X) Intersection Reference Number

Figure 8

Projected 2030 No-Build Conditions

Lakeshore Mall Redevelopment DRI
Transportation Analysis

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Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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.

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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, <u>all</u> trips currently generated by the existing Lakeshore Mall site were <u>not</u> 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, <u>no</u> existing volume was deleted or deducted from the network).

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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**
Internal Capture Reduction		*-1,632*	*-1,632*	*-108*	*-108*	*-473*	*-473*
Pass-By Reduction		*-3,187*	*-3,186*	*-0*	*-0*	*-154*	*-154*
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.

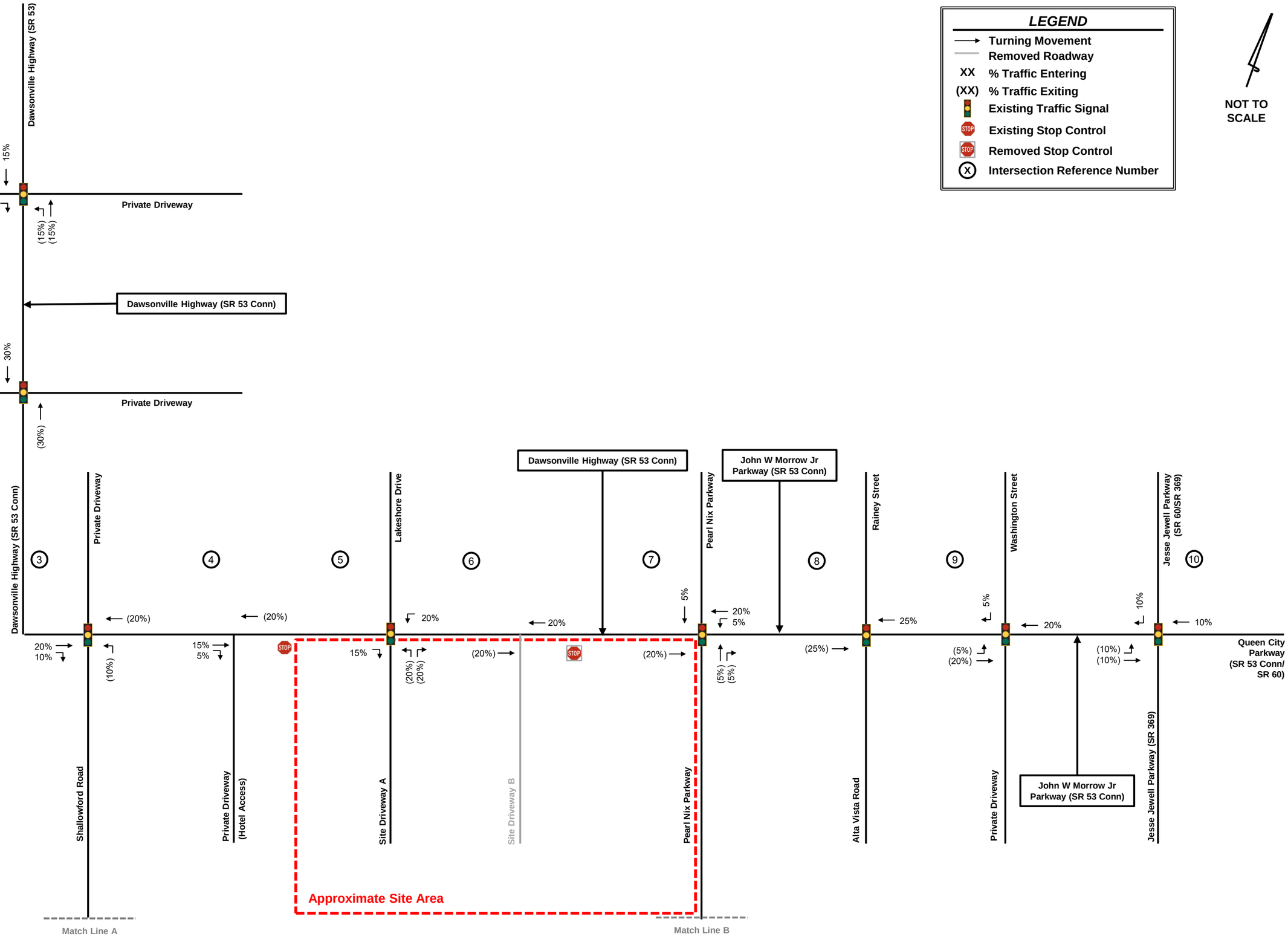

Figure 9

Residential Trip Distribution and Assignment

Lakeshore Mall Redevelopment DRI
Transportation Analysis

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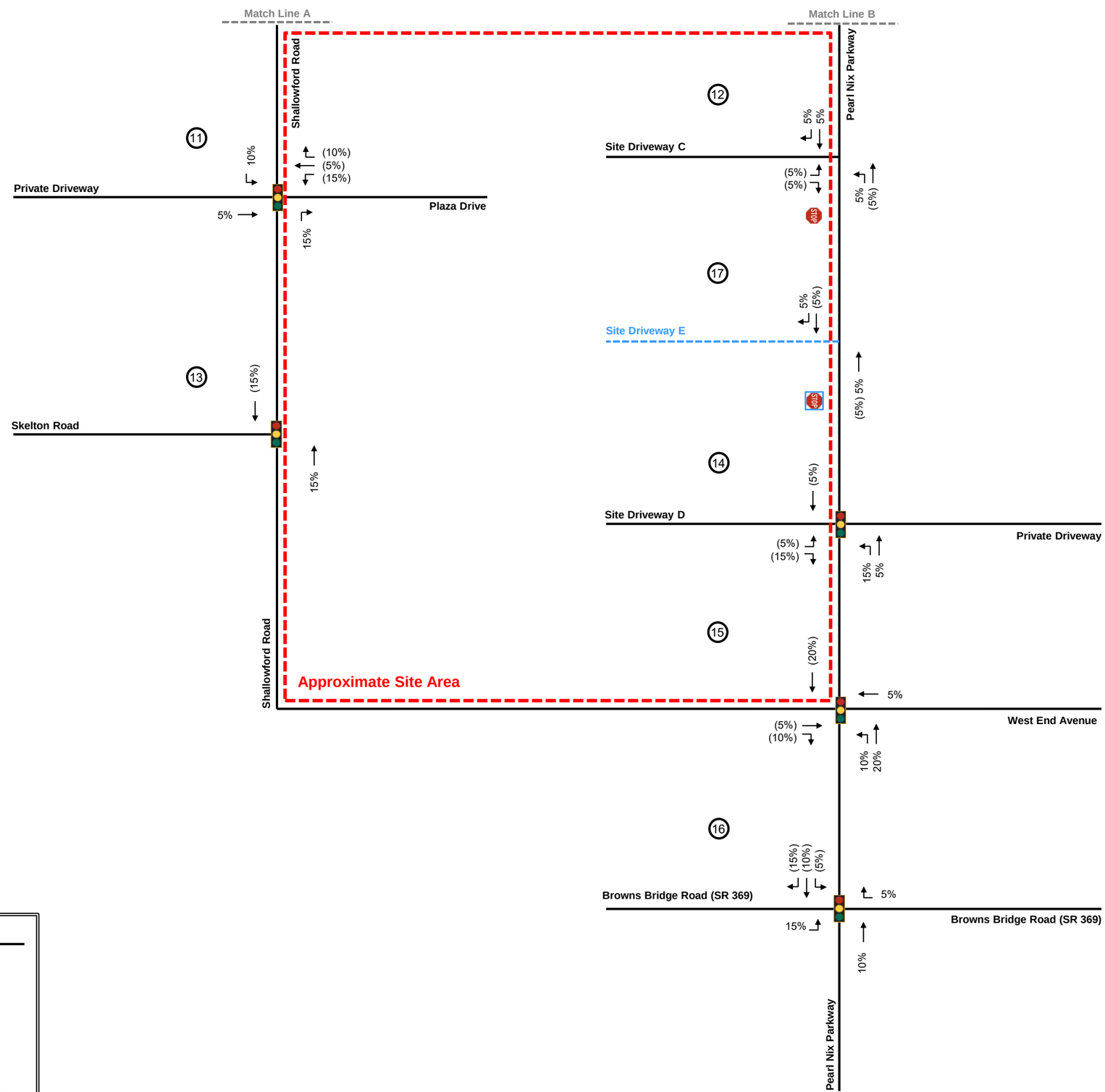

NOT TO SCALE

LEGEND

- Turning Movement
- Proposed Site Driveway
- XX % Traffic Entering
- (XX) % Traffic Exiting
- Existing Traffic Signal
- Existing Stop Control
- Proposed Stop Control
- (X) Intersection Reference Number

Figure 10

Residential Trip Distribution and Assignment

Lakeshore Mall Redevelopment DRI
Transportation Analysis

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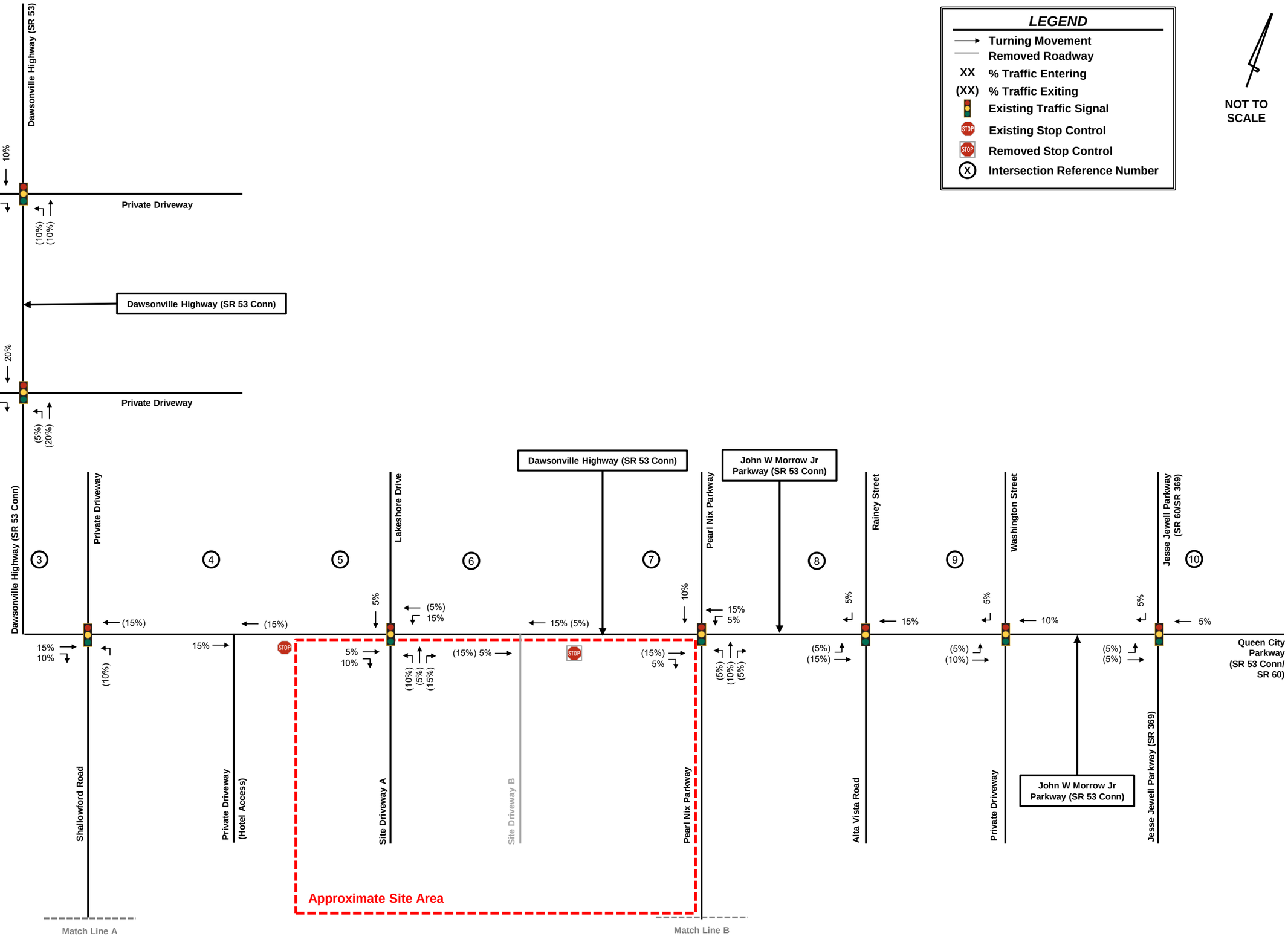
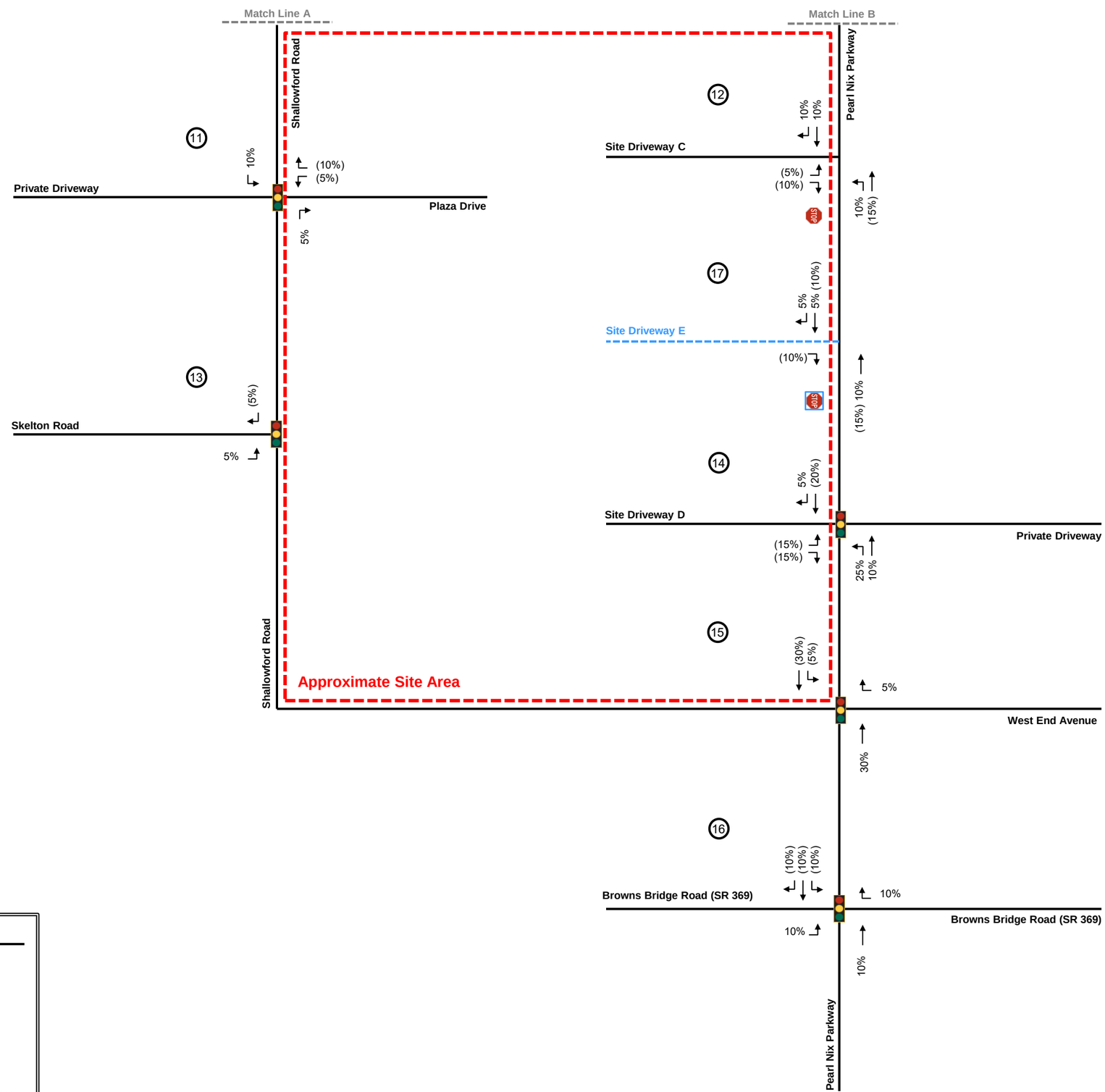


Figure 11

Non-Residential Trip Distribution and Assignment

Lakeshore Mall Redevelopment DRI
Transportation Analysis

Kimley»Horn



NOT TO SCALE

Figure 12

Non-Residential Trip Distribution and Assignment

Lakeshore Mall Redevelopment DRI
Transportation Analysis

Kimley»Horn

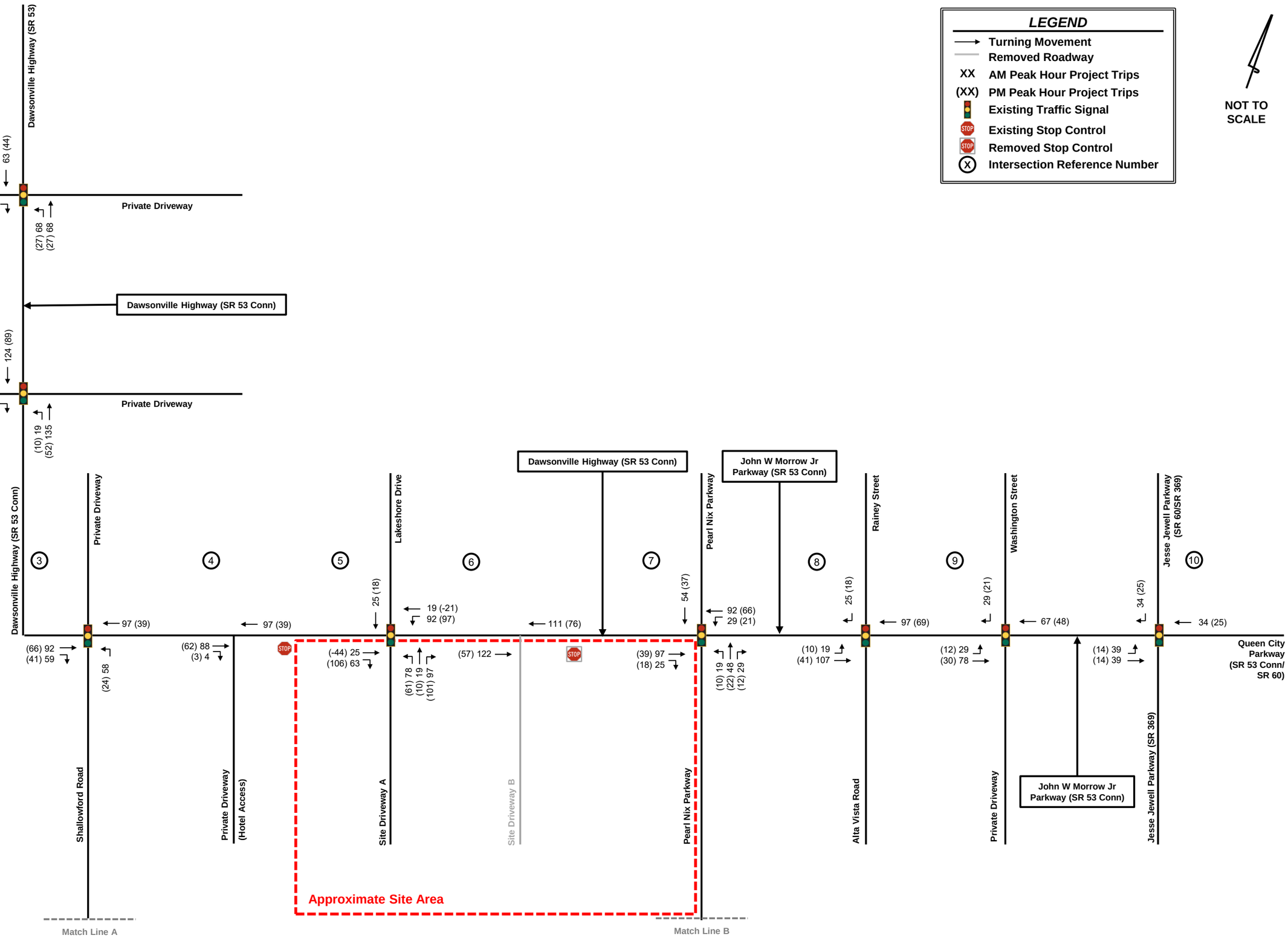


Figure 13

Project Trips

Lakeshore Mall Redevelopment DRI
Transportation Analysis

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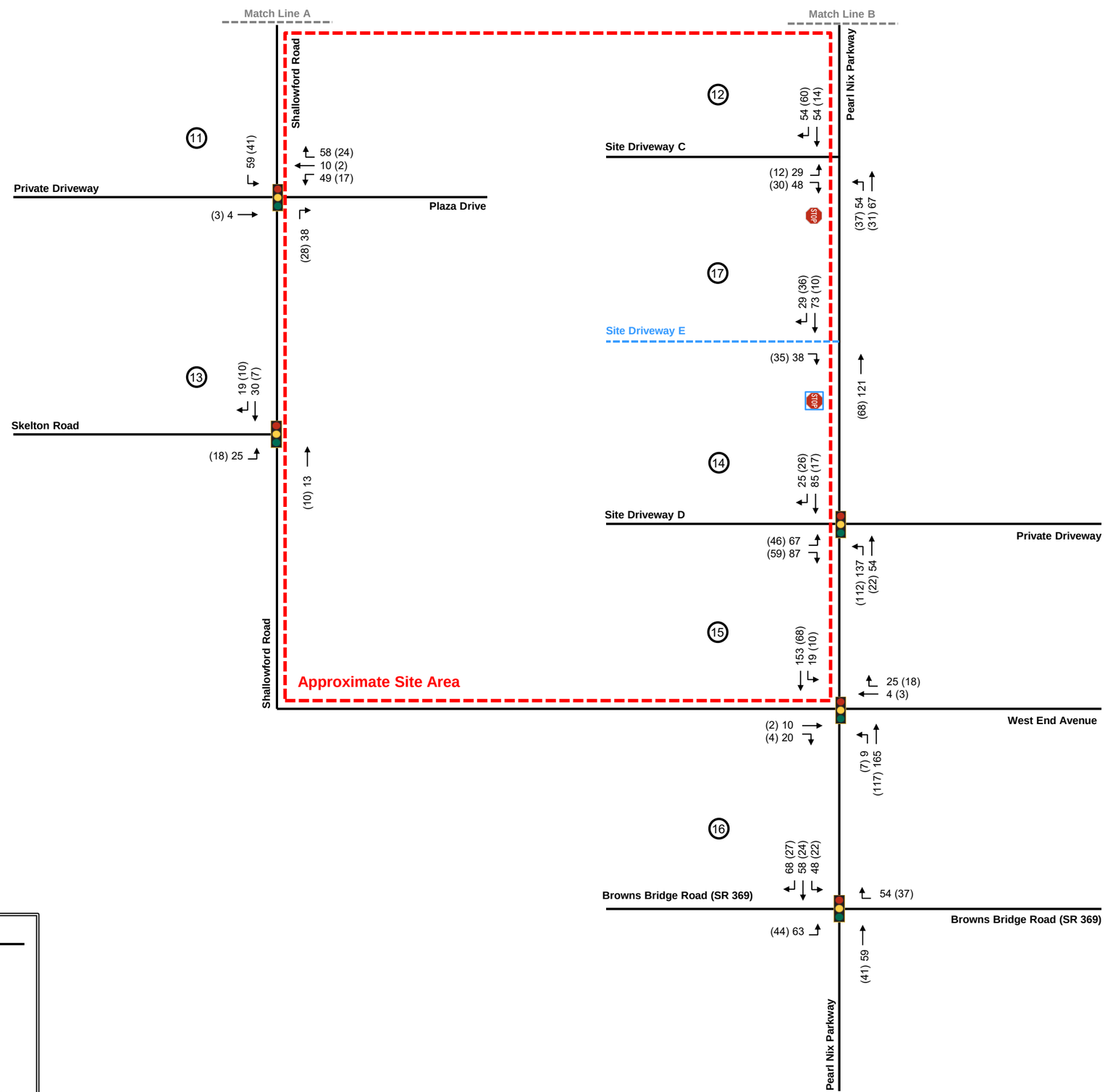


NOT TO SCALE

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
- (X) Intersection Reference Number

Figure 14

Project Trips

Lakeshore Mall Redevelopment DRI
Transportation Analysis

Kimley»Horn

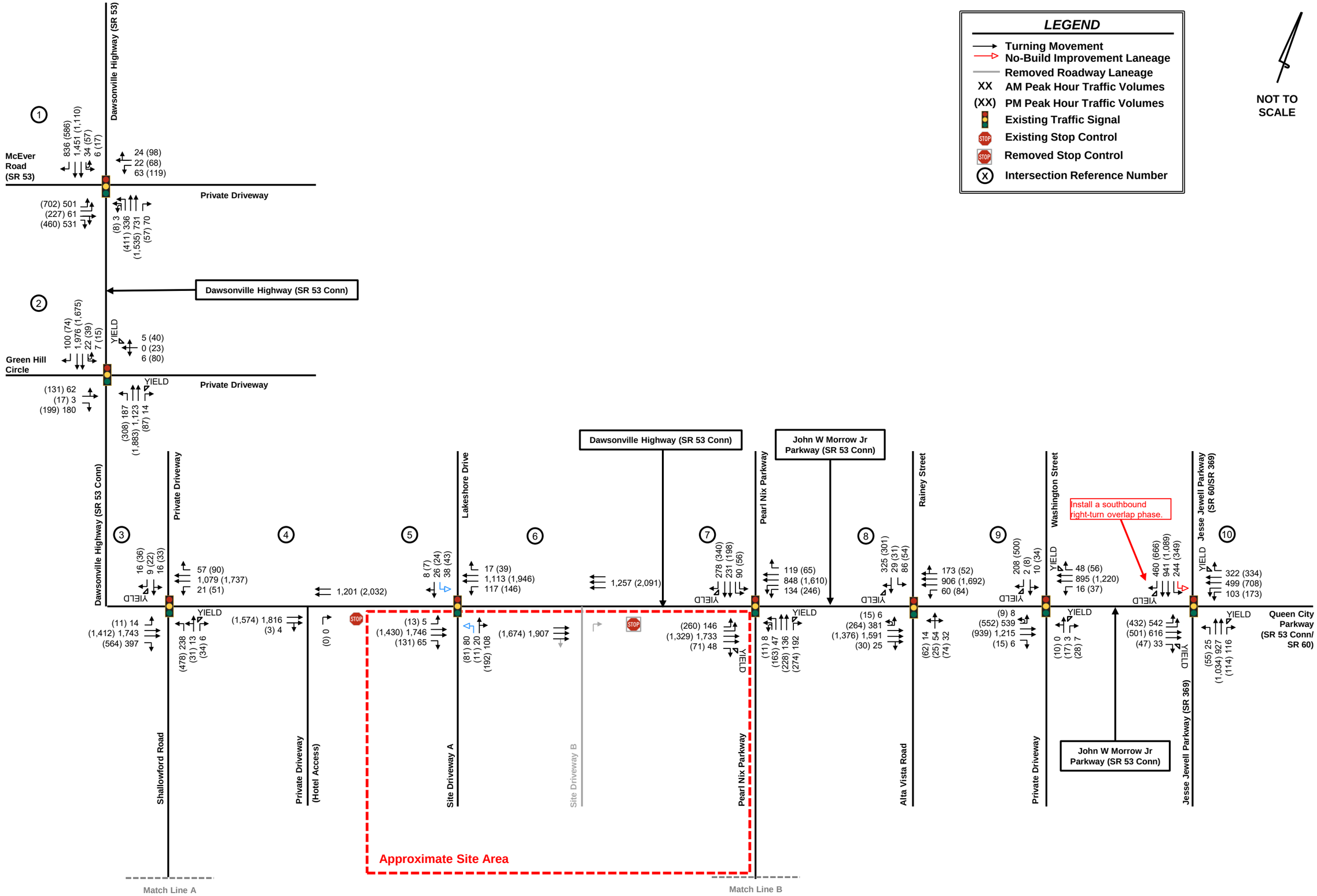
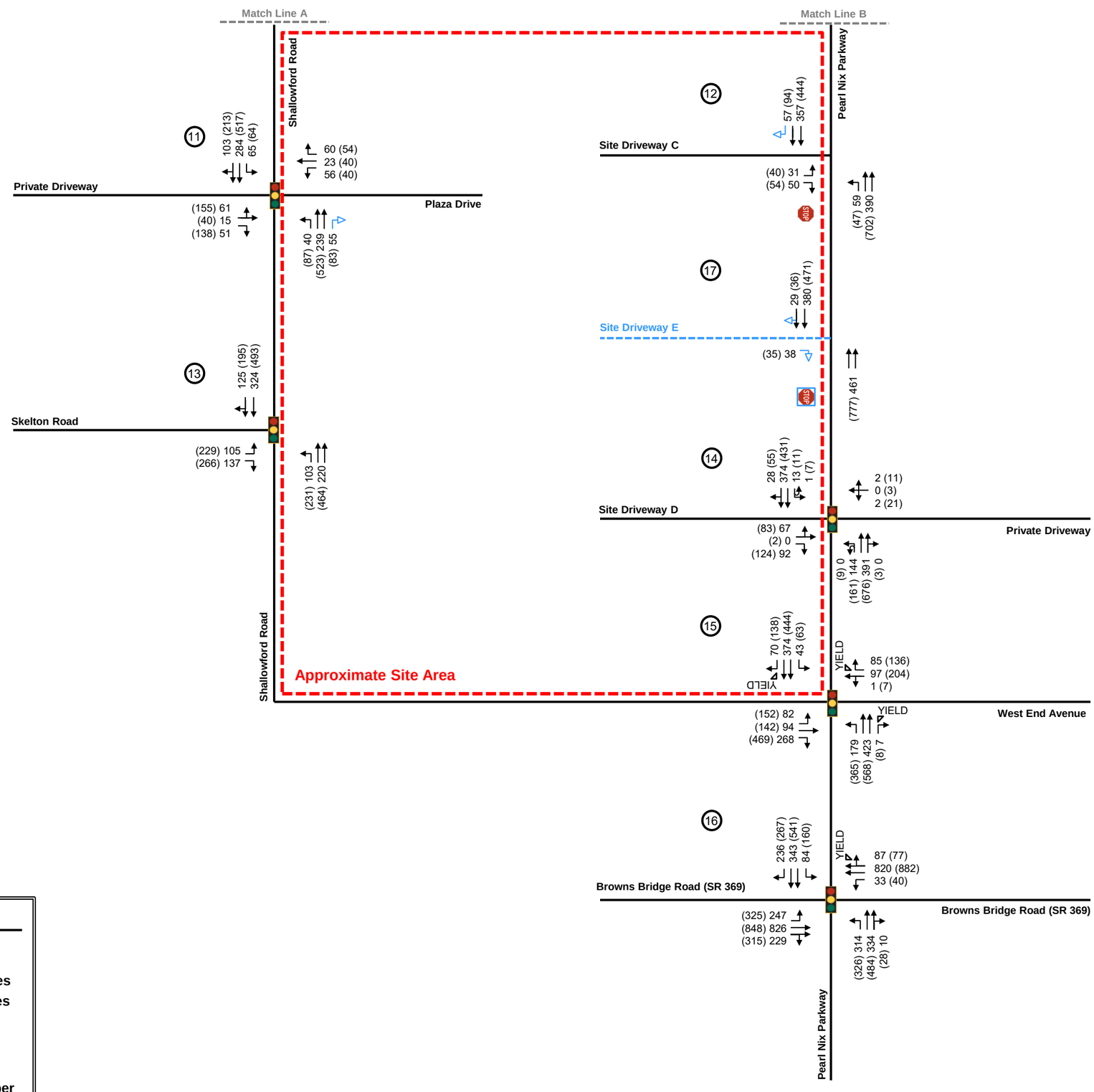


Figure 15

Projected 2030 Build Conditions

Lakeshore Mall Redevelopment DRI
Transportation Analysis

Kimley»Horn



NOT TO SCALE

LEGEND

- Turning Movement
- Proposed Build Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- Existing Traffic Signal
- Existing Stop Control
- Proposed Stop Control
- (X) Intersection Reference Number

Figure 16

Projected 2030 Build Conditions

Lakeshore Mall Redevelopment DRI
Transportation Analysis

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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**.

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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.

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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.

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

Table 6: Projected 2030 Build LOS Summary
LOS (Delay in Seconds)

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.

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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.

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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.

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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).

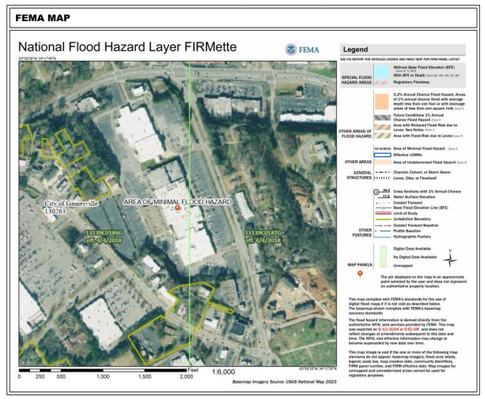
Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

APPENDIX A: SITE PLAN

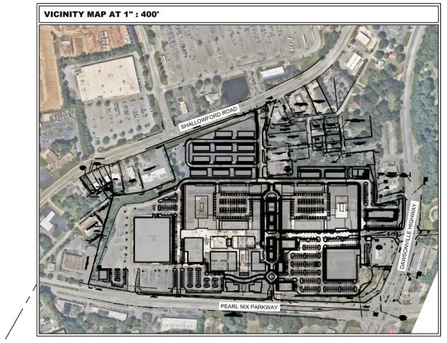
Site Plan

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

FEMA MAP



VICINITY MAP AT 1" : 400'



SITE DEVELOPMENT SUMMARY

SITE SUMMARY:

CURRENT ZONING:	R-B REGIONAL BUISNESS DISTRICT
PROPOSED ZONING:	PUD (PLANNED UNIT DEVELOPMENT)
SITE AREA:	46.86 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:	**2,737 SPACES (TOTAL)**
MULTIFAMILY (652 UNITS)	1,044 SPACES (1.6 SPACES/ UNIT)
RETAIL (211,944 SF)	771 SPACES (1 SPACE/ 275 SF)
RESTAURANT (73,500 SF)	588 SPACES (1 SPACE/ 125 SF)
MEDICAL OFFICE (18,000 SF)	72 SPACES (1 SPACE/ 250 SF)
TOWNHOMES (80 UNITS)	160 SPACES (2 SPACES/UNIT)
HOTEL (95 KEYS)	95 SPACES (1 SPACE/ UNIT)
OFFICE/MAIN. (2,000 SF)	7 SPACES (1 SPACE/ 300 SF)
MAXIMUM PARKING:	**3,824 SPACES (TOTAL)**
MULTIFAMILY (652 UNITS)	1,434 SPACES (2.2 SPACES/ UNIT)
RETAIL (211,944 SF)	848 SPACES (1 SPACE/ 250 SF)
RESTAURANT (73,500 SF)	980 SPACES (1 SPACE/ 75 SF)
MEDICAL OFFICE (18,000 SF)	120 SPACES (1 SPACE/ 150 SF)
TOWNHOMES (80 UNITS)	320 SPACES (4 SPACES/UNIT)
HOTEL (95 KEYS)	114 SPACES (1.2 SPACE/ UNIT)
OFFICE/MAIN. (2,000 SF)	8 SPACES (1 SPACE/ 250 SF)
PROVIDED PARKING:	**3,234 SPACES** (TOTAL)
MULTIFAMILY (652 UNITS)	1,044 SPACES (1.6 SPACES/ UNIT)
RETAIL (211,944 SF)	843 SPACES (1 SPACE/ 251.4 SF)
RESTAURANT (73,500 SF)	801 SPACES (1 SPACE/ 89.9 SF)
MEDICAL OFFICE (18,000 SF)	120 SPACES (1 SPACE/ 91.66 SF)
TOWNHOMES (80 UNITS)	320 SPACES (4 SPACES/UNIT)
HOTEL (95 KEYS)	99 SPACES (1.05 SPACE/ UNIT)
OFFICE/MAIN. (2,000 SF)	7 SPACES (1 SPACE/ 285.7 SF)

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 PAVERS, BIORETENTION PONDS/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.

GRAPHIC SCALE IN FEET 0 40 80 160

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Kimley»Horn
PHONE 770.619.4290
WWW.KIMLEY-HORN.COM
11720 AMBER PARK DRIVE
PARKWOOD BUSINESS CENTER II
ALPHARETTA, GEORGIA 30009
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BRANCH PROPERTIES
PHONE 404-532-6900
WWW.BRANCHPROP.COM
3060 PEACHTREE ROAD, NE
SUITE 855
ATLANTA, GA 30326

DATE	BY	
11/22/2024	KHP	CITY OF GAINESVILLE REZONING SUBMITTAL

PROJECT
LAKESHORE MALL REDEVELOPMENT
PIN 07119 00304-1A
LAND LOT 304 & 305
6TH DISTRICT
150 PEARL NIX PKWY SW
GAINESVILLE, GA 30501

GEORGIA REGISTERED PROFESSIONAL ENGINEER No. PE044634 MARK A. PUTNAM 11-22-24

GSWCC CERT. (LEVEL II)	0000076495
DRAWN BY	KHP
DESIGNED BY	KHP
REVIEWED BY	MAP
DATE	00.00.0000
PROJECT NO.	11818006

TITLE
REZONING SITE PLAN

SHEET NUMBER
SHEET 1

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\ALP_PRJ\118180006_Lakeshore Mall\CAD\Plansheets\C2.00 - SITE PLAN.dwg C2.00 REZONING SITE PLAN Nov 21, 2024 11:14am by mark.putnam

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Traffic Count Data

Click here for Map

Peak Hour Turning Movement Count

Hall County, GA

Marr Traffic DATA COLLECTION

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

GA-53 Hwy 53 (North) — Southbound

(1-3)	707	1167	28	5	1907	947	(1-3)
(4-7)	17	26	2	0	45	60	(4-7)
(8-13)	4	15	0	0	19	32	(8-13)
Total	728	1208	30	5	1971	1039	Total

1 → 0

GA-53 Hwy 53 (West) — Eastbound

(1-3)	(4-7)	(8-13)	Total
952	22	6	980
828	52	16	896
0	0	0	0
397	27	12	436
51	1	1	53
380	24	3	407
(1-3)	(4-7)	(8-13)	Total

0 ↑ 1 ↓

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3638	138	60	3836
PHF				0.9221

Driveway — Westbound

Total	(8-13)	(4-7)	(1-3)
21	1	4	16
19	0	1	18
55	3	2	50
0	0	0	0
95	4	7	84
144	1	4	139
Total	(8-13)	(4-7)	(1-3)

1 ↑ 0 ↓

0 → 0

GA-53 Dawsonville Hwy — Northbound

Total	1673	874	3	233	577	61	Total
(8-13)	21	21	0	2	19	0	(8-13)
(4-7)	52	34	0	4	29	1	(4-7)
(1-3)	1600	819	3	227	529	60	(1-3)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
Time	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	Int Total
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
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
Total	233	577	61	3	874	30	1208	728	5	1971	436	53	407	0	896	55	19	21	0	95	3836
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**	**0.92**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
Time	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	Int 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)

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
Time	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	Int 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)

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
Time	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	Int 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

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
Time	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	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**

Click here for Map

Peak Hour Turning Movement Count

Hall County, GA

Marr Traffic DATA COLLECTION

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

GA-53 Hwy 53 (North) — Southbound

(1-3)	480	907	48	15	1450	1986	(1-3)
(4-7)	21	12	2	0	35	19	(4-7)
(8-13)	9	9	0	0	18	19	(8-13)
Total	510	928	50	15	1503	2024	Total

0

1

GA-53 Hwy 53 (West) — Eastbound

(1-3)	(4-7)	(8-13)	Total
871	23	9	903
1162	6	3	1171
0	0	0	0
605	6	0	611
197	0	1	198
360	0	2	362
(1-3)	(4-7)	(8-13)	Total

0

1

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	4527	57	42	4626
PHF				0.9598

Driveway — Westbound

Total	(8-13)	(4-7)	(1-3)
85	0	0	85
59	0	1	58
104	1	1	102
0	0	0	0
248	1	2	245
298	2	2	294
Total	(8-13)	(4-7)	(1-3)

0

0

1

1

GA-53 Dawsonville Hwy — Northbound

Total	1401	1704	7	334	1313	50	Total
(8-13)	12	20	0	0	19	1	(8-13)
(4-7)	13	14	0	1	13	0	(4-7)
(1-3)	1376	1670	7	333	1281	49	(1-3)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
Time	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	Int Total
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
Total	334	1313	50	7	1704	50	928	510	15	1503	611	198	362	0	1171	104	59	85	0	248	4626
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**	**0.96**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
Time	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	Int 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)

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
Time	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	Int 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)

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
Time	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	Int 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

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
Time	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	Int Total
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
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**

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Classified Turn Movement 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)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
TIME	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	Int 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

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
TIME	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	Int 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**

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

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)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
TIME	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	Int 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)

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
TIME	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	Int 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	

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

Hall County, GA

Marr Traffic DATA COLLECTION
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Site 5 of 12
GA-53 Dawsonville Hwy
GA-53 Hwy 53 (North)
GA-53 Hwy 53 (West)
Driveway

Date
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Lat/Long
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61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
TIME	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	Int 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)

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
TIME	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	Int 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	

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

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)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
TIME	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	Int 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)

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
TIME	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	Int 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	

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Classified Turn Movement Count || Bikes

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)
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
TIME	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	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

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 Dawsonville Hwy					GA-53 Hwy 53 (North)					GA-53 Hwy 53 (West)					Driveway					
TIME	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	Int 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

	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
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			
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	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

Click here for Map

Peak Hour Turning Movement Count

Hall County, GA

Marr Traffic DATA COLLECTION

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

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	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	Total
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)

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	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	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)

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	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	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)

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	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	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

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	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	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

Marr Traffic DATA COLLECTION

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

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	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	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)

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	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	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)

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	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	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)

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	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	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

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	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	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**

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Classified Turn Movement Count || All vehicles

Hall County, GA

Marr Traffic DATA COLLECTION
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

Lat/Long
34.296786°, -83.854834°

Weather
Mostly Cloudy
75°F

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

	Northbound					Southbound					Eastbound					Westbound					
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	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	Int 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

	Northbound					Southbound					Eastbound					Westbound					
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	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	Int 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**

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

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)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	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	Int 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)

	Northbound					Southbound					Eastbound					Westbound					
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	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	Int 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	

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

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)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	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	Int 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)

	Northbound					Southbound					Eastbound					Westbound					
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	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	Int 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	

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

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

Lat/Long
34.296786°, -83.854834°

Weather
Mostly Cloudy
75°F

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

	Northbound					Southbound					Eastbound					Westbound					
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	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	Int 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)

	Northbound					Southbound					Eastbound					Westbound					
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	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	Int 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	

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Classified Turn Movement Count || Bikes

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)
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	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	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

	Northbound					Southbound					Eastbound					Westbound					
	Green Hill Cir					Driveway					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	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	Int 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	

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Pedestrian Count || All vehicles

Hall County, GA

Marr Traffic DATA COLLECTION
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

Lat/Long
34.296786°, -83.854834°

Weather
Mostly Cloudy
75°F

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

	Northbound			Southbound			Eastbound			Westbound			
	Green Hill Cir			Driveway			GA-53 Dawsonville Hwy (West)			GA-53 Dawsonville Hwy (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	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	1	0	1	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	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**	**1**
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 (Weekday 2h Session) (05-09-2023)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Green Hill Cir			Driveway			GA-53 Dawsonville Hwy (West)			GA-53 Dawsonville Hwy (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
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	-	
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	

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

Marr Traffic DATA COLLECTION

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

Driveway

Southbound

(1-3)	14	7	14	0	35	72	(1-3)
(4-7)	0	1	0	0	1	0	(4-7)
(8-13)	0	0	0	0	0	1	(8-13)
Total	14	8	14	0	36	73	Total

0

1

GA-53 Dawsonville Hwy (West)

Eastbound

(1-3)	(4-7)	(8-13)	Total
970	38	18	1026
1674	50	19	1743
0	0	0	0
12	0	0	12
1373	46	18	1437
289	4	1	294
(1-3)	(4-7)	(8-13)	Total

0

1

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	2747	90	38	2875
PHF				0.9322

0

0

GA-53 Dawsonville Hwy (East)

Westbound

Total	(8-13)	(4-7)	(1-3)
50	0	0	50
855	17	28	810
16	0	0	16
2	0	0	2
923	17	28	878
1458	18	47	1393
Total	(8-13)	(4-7)	(1-3)

0

1

Shallowford Rd

Northbound

Total	318	173	0	157	11	5	Total
(8-13)	1	2	0	1	1	0	(8-13)
(4-7)	5	11	0	10	0	1	(4-7)
(1-3)	312	160	0	146	10	4	(1-3)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	6.1	6.2	6.3	6.4	Total	6.5	6.6	6.7	6.8	Total	6.9	6.10	6.11	6.12	Total	6.13	6.14	6.15	6.16	Total	Total
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)

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	6.1	6.2	6.3	6.4	Total	6.5	6.6	6.7	6.8	Total	6.9	6.10	6.11	6.12	Total	6.13	6.14	6.15	6.16	Total	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)

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	6.1	6.2	6.3	6.4	Total	6.5	6.6	6.7	6.8	Total	6.9	6.10	6.11	6.12	Total	6.13	6.14	6.15	6.16	Total	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)

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	6.1	6.2	6.3	6.4	Total	6.5	6.6	6.7	6.8	Total	6.9	6.10	6.11	6.12	Total	6.13	6.14	6.15	6.16	Total	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

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	6.1	6.2	6.3	6.4	Total	6.5	6.6	6.7	6.8	Total	6.9	6.10	6.11	6.12	Total	6.13	6.14	6.15	6.16	Total	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

Marr Traffic DATA COLLECTION

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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

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	6.1	6.2	6.3	6.4	Total	6.5	6.6	6.7	6.8	Total	6.9	6.10	6.11	6.12	Total	6.13	6.14	6.15	6.16	Total	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)

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	6.1	6.2	6.3	6.4	Total	6.5	6.6	6.7	6.8	Total	6.9	6.10	6.11	6.12	Total	6.13	6.14	6.15	6.16	Total	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)

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	6.1	6.2	6.3	6.4	Total	6.5	6.6	6.7	6.8	Total	6.9	6.10	6.11	6.12	Total	6.13	6.14	6.15	6.16	Total	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)

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	6.1	6.2	6.3	6.4	Total	6.5	6.6	6.7	6.8	Total	6.9	6.10	6.11	6.12	Total	6.13	6.14	6.15	6.16	Total	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

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	6.1	6.2	6.3	6.4	Total	6.5	6.6	6.7	6.8	Total	6.9	6.10	6.11	6.12	Total	6.13	6.14	6.15	6.16	Total	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**

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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

Lat/Long
34.295491°, -83.852666°

Weather
Fair
61°F

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

	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
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**

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Hall County, GA

Marr Traffic DATA COLLECTION
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

Lat/Long
34.295491°, -83.852666°

Weather
Fair
61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)
Passenger Vehicles (1-3)

	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	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)

	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
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	

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Hall County, GA

Marr Traffic DATA COLLECTION
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

Lat/Long
34.295491°, -83.852666°

Weather
Fair
61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)
Single Unit Trucks (4-7)

	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	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)

	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
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	

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

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.295491°, -83.852666°

Weather
Fair
61°F

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)

	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
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	

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Classified Turn Movement Count || Bikes

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.295491°, -83.852666°

Weather
Fair
61°F

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

	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
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	

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Pedestrian 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

Lat/Long
34.295491°, -83.852666°

Weather
Fair
61°F

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

	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
1600 - 1615	1	1	2	0	0	0	0	0	0	1	0	1	3
1615 - 1630	0	1	1	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
1645 - 1700	1	0	1	0	1	1	0	0	0	0	0	0	2
Hourly Total	2	2	**4**	0	1	**1**	0	0	**0**	2	0	**2**	**7**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	1	0	1	0	0	0	0	1	1	0	0	0	2
1730 - 1745	0	0	0	0	0	0	1	1	2	0	0	0	2
1745 - 1800	0	3	3	0	0	0	0	0	0	0	0	0	3
Hourly Total	1	3	**4**	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			
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	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

Marr Traffic DATA COLLECTION

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

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	7.1	7.2	7.3	7.4	Total	7.5	7.6	7.7	7.8	Total	7.9	7.10	7.11	7.12	Total	7.13	7.14	7.15	7.16	Total	Total
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)

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	7.1	7.2	7.3	7.4	Total	7.5	7.6	7.7	7.8	Total	7.9	7.10	7.11	7.12	Total	7.13	7.14	7.15	7.16	Total	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)

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	7.1	7.2	7.3	7.4	Total	7.5	7.6	7.7	7.8	Total	7.9	7.10	7.11	7.12	Total	7.13	7.14	7.15	7.16	Total	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)

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	7.1	7.2	7.3	7.4	Total	7.5	7.6	7.7	7.8	Total	7.9	7.10	7.11	7.12	Total	7.13	7.14	7.15	7.16	Total	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

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	7.1	7.2	7.3	7.4	Total	7.5	7.6	7.7	7.8	Total	7.9	7.10	7.11	7.12	Total	7.13	7.14	7.15	7.16	Total	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

Marr Traffic DATA COLLECTION

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

Lakeshore Dr — Southbound

(1-3)	6	4	36	0	46	45	(1-3)
(4-7)	0	1	1	0	2	0	(4-7)
(8-13)	0	0	0	0	0	0	(8-13)
Total	6	5	37	0	48	45	Total

1

0

GA-53 Dawsonville Hwy (West) — Eastbound

(1-3)	(4-7)	(8-13)	Total
1690	25	21	1736
1270	22	24	1316
1	0	0	1
10	0	0	10
1238	22	23	1283
21	0	1	22
(1-3)	(4-7)	(8-13)	Total

0

1

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3156	49	45	3250
PHF				0.9437

GA-53 Dawsonville Hwy (East) — Westbound

Total	(8-13)	(4-7)	(1-3)
34	0	0	34
1712	21	25	1666
39	0	0	39
4	0	0	4
1789	21	25	1743
1403	23	23	1357
Total	(8-13)	(4-7)	(1-3)

2

0

0

2

Driveway — Northbound

Total	66	97	0	17	1	79	Total
(8-13)	1	0	0	0	0	0	(8-13)
(4-7)	1	0	0	0	0	0	(4-7)
(1-3)	64	97	0	17	1	79	(1-3)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
Time	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	Int Total
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)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
Time	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	Int 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)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
Time	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	Int 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)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
Time	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	Int 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

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
Time	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	Int 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**

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Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Hall County, GA

Site 7 of 12
Driveway
Lakeshore Dr
GA-53 Dawsonville Hwy (West)
GA-53 Dawsonville Hwy (East)

Date
Sunday, March 5, 2023

Lat/Long
34.296612°, -83.846070°

Weather
Fair
61°F

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

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	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	Int 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

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	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	Int 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**

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

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

Lat/Long
34.296612°, -83.846070°

Weather
Fair
61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	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	Int 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)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	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	Int 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	

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

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.296612°, -83.846070°

Weather
Fair
61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	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	Int 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)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	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	Int 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	

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

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

Lat/Long
34.296612°, -83.846070°

Weather
Fair
61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	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	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	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)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	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	Int 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	

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Classified Turn Movement Count || Bikes

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

Lat/Long
34.296612°, -83.846070°

Weather
Fair
61°F

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

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	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	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

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Lakeshore Dr					GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
TIME	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	Int 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	

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Pedestrian Count || All vehicles

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.296612°, -83.846070°

Weather
Fair
61°F

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

	Northbound			Southbound			Eastbound			Westbound			
	Driveway			Lakeshore Dr			GA-53 Dawsonville Hwy (West)			GA-53 Dawsonville Hwy (East)			
TIME	EB 7a	WB 7b	App Total	EB 7c	WB 7d	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	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	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

	Northbound			Southbound			Eastbound			Westbound			
	Driveway			Lakeshore Dr			GA-53 Dawsonville Hwy (West)			GA-53 Dawsonville Hwy (East)			
TIME	EB 7a	WB 7b	App Total	EB 7c	WB 7d	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
1600 - 1615	1	0	1	0	0	0	0	1	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	1	0	1	0	2	2	5
1645 - 1700	0	0	0	1	0	1	0	0	0	0	0	0	1
Hourly Total	2	2	**4**	1	0	**1**	1	1	**2**	0	2	**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	1	0	1	2
1745 - 1800	0	0	0	0	1	1	0	0	0	0	1	1	2
Hourly Total	1	0	**1**	0	1	**1**	0	0	**0**	1	1	**2**	**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			
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	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

Click here for Map

Peak Hour Turning Movement Count

Hall County, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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

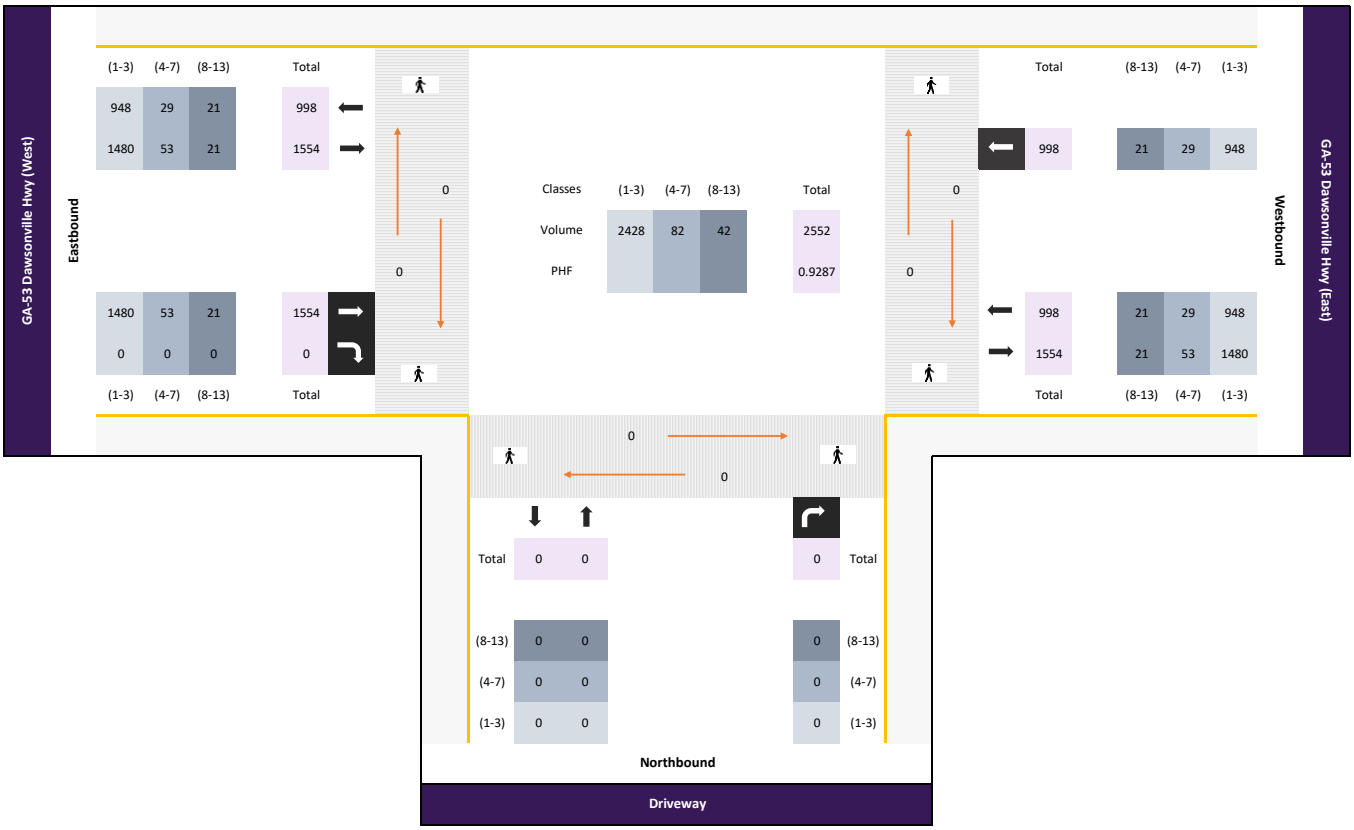
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound										Eastbound					Westbound					
	Driveway										GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
Time			Right 8.1		App Total					App Total		Thru 8.2	Right 8.3		App Total		Thru 8.4			App Total	Int 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)

	Northbound										Eastbound					Westbound					
	Driveway										GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
Time			Right 8.1		App Total					App Total		Thru 8.2	Right 8.3		App Total		Thru 8.4			App Total	Int Total
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	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	0.89	0.00	0.00	**0.89**	0.00	0.98	0.00	0.00	**0.98**	**0.94**

Single Unit Trucks (4-7)

	Northbound										Eastbound					Westbound					
	Driveway										GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
Time			Right 8.1		App Total					App Total		Thru 8.2	Right 8.3		App Total		Thru 8.4			App Total	Int 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)

	Northbound										Eastbound					Westbound					
	Driveway										GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
Time			Right 8.1		App Total					App Total		Thru 8.2	Right 8.3		App Total		Thru 8.4			App Total	Int Total
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	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**	**0.75**

Bikes

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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

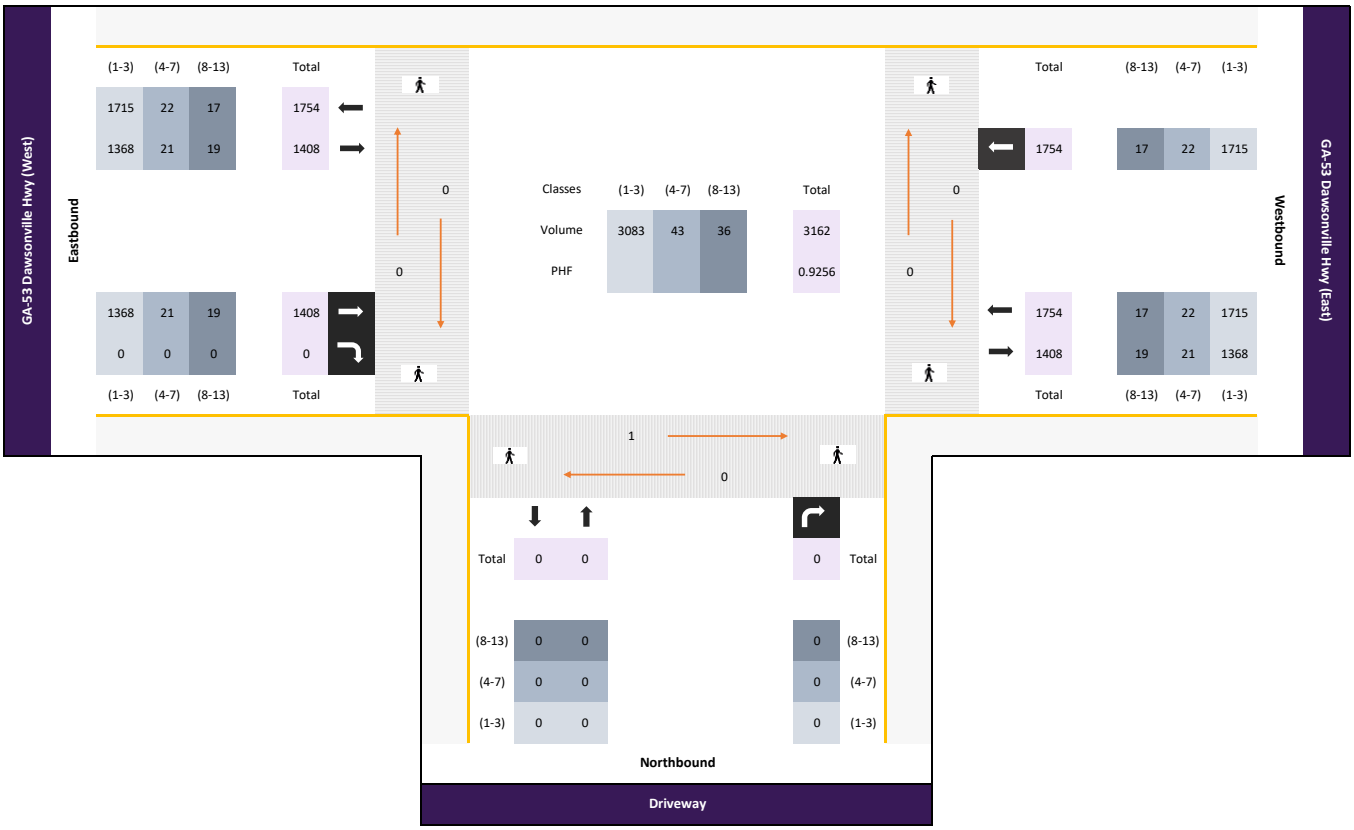
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound										Eastbound					Westbound					
	Driveway										GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
Time			Right 8.1		App Total					App Total		Thru 8.2	Right 8.3		App Total		Thru 8.4			App Total	Int 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	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**	**0.93**

Passenger Vehicles (1-3)

	Northbound										Eastbound					Westbound					
	Driveway										GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
Time			Right 8.1		App Total					App Total		Thru 8.2	Right 8.3		App Total		Thru 8.4			App Total	Int Total
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	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	0.92	0.00	0.00	**0.92**	**0.92**

Single Unit Trucks (4-7)

	Northbound										Eastbound					Westbound					
	Driveway										GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
Time			Right 8.1		App Total					App Total		Thru 8.2	Right 8.3		App Total		Thru 8.4			App Total	Int 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)

	Northbound										Eastbound					Westbound					
	Driveway										GA-53 Dawsonville Hwy (West)					GA-53 Dawsonville Hwy (East)					
Time			Right 8.1		App Total					App Total		Thru 8.2	Right 8.3		App Total		Thru 8.4			App Total	Int Total
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	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**	**0.82**

Bikes

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Lat/Long
34.296659°, -83.845117°

Weather
Fair
61°F

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

	Northbound		Eastbound			Westbound		
	Driveway		GA-53 Dawsonville Hwy (West)			GA-53 Dawsonville Hwy (East)		
TIME	Right 8.1	App Total	Thru 8.2	Right 8.3	App Total	Thru 8.4	App Total	Int Total
0700 - 0715	0	0	291	0	291	162	162	453
0715 - 0730	0	0	349	0	349	214	214	563
0730 - 0745	0	0	405	0	405	258	258	663
0745 - 0800	0	0	447	0	447	240	240	687
Hourly Total	0	**0**	1492	0	**1492**	874	**874**	**2366**
0800 - 0815	0	0	367	0	367	247	247	614
0815 - 0830	0	0	335	0	335	253	253	588
0830 - 0845	0	0	248	0	248	269	269	517
0845 - 0900	0	0	288	0	288	247	247	535
Hourly Total	0	**0**	1238	0	**1238**	1016	**1016**	**2254**
Grand Total	0	**0**	2730	0	**2730**	1890	**1890**	**4620**
Approach %	0.00	-	100.00	0.00	-	100.00	-	
Intersection %	0.00	0.00	59.09	0.00	59.09	40.91	40.91	
PHF	0.00	**0.00**	0.87	0.00	**0.87**	0.97	**0.97**	**0.93**

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

	Northbound		Eastbound			Westbound		
	Driveway		GA-53 Dawsonville Hwy (West)			GA-53 Dawsonville Hwy (East)		
TIME	Right 8.1	App Total	Thru 8.2	Right 8.3	App Total	Thru 8.4	App Total	Int Total
1600 - 1615	0	0	350	0	350	444	444	794
1615 - 1630	0	0	357	0	357	410	410	767
1630 - 1645	0	0	341	0	341	435	435	776
1645 - 1700	0	0	369	0	369	418	418	787
Hourly Total	0	**0**	1417	0	**1417**	1707	**1707**	**3124**
1700 - 1715	0	0	296	0	296	442	442	738
1715 - 1730	0	0	382	0	382	472	472	854
1730 - 1745	0	0	361	0	361	422	422	783
1745 - 1800	0	0	294	0	294	361	361	655
Hourly Total	0	**0**	1333	0	**1333**	1697	**1697**	**3030**
Grand Total	0	**0**	2750	0	**2750**	3404	**3404**	**6154**
Approach %	0.00	-	100.00	0.00	-	100.00	-	
Intersection %	0.00	0.00	44.69	0.00	44.69	55.31	55.31	
PHF	0.00	**0.00**	0.92	0.00	**0.92**	0.93	**0.93**	**0.93**

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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

Lat/Long
34.296659°, -83.845117°

Weather
Fair
61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)
Passenger Vehicles (1-3)

	Northbound		Eastbound			Westbound		
	Driveway		GA-53 Dawsonville Hwy (West)			GA-53 Dawsonville Hwy (East)		
TIME	Right 8.1	App Total	Thru 8.2	Right 8.3	App Total	Thru 8.4	App Total	Int Total
0700 - 0715	0	0	281	0	281	153	153	434
0715 - 0730	0	0	342	0	342	204	204	546
0730 - 0745	0	0	383	0	383	242	242	625
0745 - 0800	0	0	418	0	418	230	230	648
Hourly Total	0	**0**	1424	0	**1424**	829	**829**	**2253**
0800 - 0815	0	0	357	0	357	236	236	593
0815 - 0830	0	0	322	0	322	240	240	562
0830 - 0845	0	0	238	0	238	252	252	490
0845 - 0900	0	0	278	0	278	229	229	507
Hourly Total	0	**0**	1195	0	**1195**	957	**957**	**2152**
Grand Total	0	**0**	2619	0	**2619**	1786	**1786**	**4405**
Approach %	0.00	-	100.00	0.00	-	100.00	-	
Intersection %	0.00	0.00	59.46	0.00	59.46	40.54	40.54	

1600 - 1800 (Sunday 2h Session) (03-05-2023)
Passenger Vehicles (1-3)

	Northbound		Eastbound			Westbound		
	Driveway		GA-53 Dawsonville Hwy (West)			GA-53 Dawsonville Hwy (East)		
TIME	Right 8.1	App Total	Thru 8.2	Right 8.3	App Total	Thru 8.4	App Total	Int Total
1600 - 1615	0	0	334	0	334	436	436	770
1615 - 1630	0	0	341	0	341	401	401	742
1630 - 1645	0	0	329	0	329	424	424	753
1645 - 1700	0	0	352	0	352	405	405	757
Hourly Total	0	**0**	1356	0	**1356**	1666	**1666**	**3022**
1700 - 1715	0	0	291	0	291	428	428	719
1715 - 1730	0	0	371	0	371	466	466	837
1730 - 1745	0	0	354	0	354	416	416	770
1745 - 1800	0	0	287	0	287	352	352	639
Hourly Total	0	**0**	1303	0	**1303**	1662	**1662**	**2965**
Grand Total	0	**0**	2659	0	**2659**	3328	**3328**	**5987**
Approach %	0.00	-	100.00	0.00	-	100.00	-	
Intersection %	0.00	0.00	44.41	0.00	44.41	55.59	55.59	

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

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

Lat/Long
34.296659°, -83.845117°

Weather
Fair
61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)
Single Unit Trucks (4-7)

	Northbound		Eastbound			Westbound		
	Driveway		GA-53 Dawsonville Hwy (West)			GA-53 Dawsonville Hwy (East)		
TIME	Right 8.1	App Total	Thru 8.2	Right 8.3	App Total	Thru 8.4	App Total	Int Total
0700 - 0715	0	0	8	0	8	4	4	12
0715 - 0730	0	0	5	0	5	9	9	14
0730 - 0745	0	0	16	0	16	11	11	27
0745 - 0800	0	0	22	0	22	5	5	27
Hourly Total	0	**0**	51	0	**51**	29	**29**	**80**
0800 - 0815	0	0	8	0	8	8	8	16
0815 - 0830	0	0	7	0	7	5	5	12
0830 - 0845	0	0	8	0	8	9	9	17
0845 - 0900	0	0	7	0	7	14	14	21
Hourly Total	0	**0**	30	0	**30**	36	**36**	**66**
Grand Total	0	**0**	81	0	**81**	65	**65**	**146**
Approach %	0.00	-	100.00	0.00	-	100.00	-	
Intersection %	0.00	0.00	55.48	0.00	55.48	44.52	44.52	

1600 - 1800 (Sunday 2h Session) (03-05-2023)
Single Unit Trucks (4-7)

	Northbound		Eastbound			Westbound		
	Driveway		GA-53 Dawsonville Hwy (West)			GA-53 Dawsonville Hwy (East)		
TIME	Right 8.1	App Total	Thru 8.2	Right 8.3	App Total	Thru 8.4	App Total	Int Total
1600 - 1615	0	0	9	0	9	3	3	12
1615 - 1630	0	0	11	0	11	5	5	16
1630 - 1645	0	0	3	0	3	7	7	10
1645 - 1700	0	0	10	0	10	9	9	19
Hourly Total	0	**0**	33	0	**33**	24	**24**	**57**
1700 - 1715	0	0	3	0	3	7	7	10
1715 - 1730	0	0	6	0	6	3	3	9
1730 - 1745	0	0	2	0	2	3	3	5
1745 - 1800	0	0	6	0	6	5	5	11
Hourly Total	0	**0**	17	0	**17**	18	**18**	**35**
Grand Total	0	**0**	50	0	**50**	42	**42**	**92**
Approach %	0.00	-	100.00	0.00	-	100.00	-	
Intersection %	0.00	0.00	54.35	0.00	54.35	45.65	45.65	

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

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

Lat/Long
34.296659°, -83.845117°

Weather
Fair
61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)
Combination Trucks (8-13)

	Northbound		Eastbound			Westbound		
	Driveway		GA-53 Dawsonville Hwy (West)			GA-53 Dawsonville Hwy (East)		
TIME	Right 8.1	App Total	Thru 8.2	Right 8.3	App Total	Thru 8.4	App Total	Int Total
0700 - 0715	0	0	2	0	2	5	5	7
0715 - 0730	0	0	2	0	2	1	1	3
0730 - 0745	0	0	6	0	6	5	5	11
0745 - 0800	0	0	7	0	7	5	5	12
Hourly Total	0	**0**	17	0	**17**	16	**16**	**33**
0800 - 0815	0	0	2	0	2	3	3	5
0815 - 0830	0	0	6	0	6	8	8	14
0830 - 0845	0	0	2	0	2	8	8	10
0845 - 0900	0	0	3	0	3	4	4	7
Hourly Total	0	**0**	13	0	**13**	23	**23**	**36**
Grand Total	0	**0**	30	0	**30**	39	**39**	**69**
Approach %	0.00	-	100.00	0.00	-	100.00	-	
Intersection %	0.00	0.00	43.48	0.00	43.48	56.52	56.52	

1600 - 1800 (Sunday 2h Session) (03-05-2023)
Combination Trucks (8-13)

	Northbound		Eastbound			Westbound		
	Driveway		GA-53 Dawsonville Hwy (West)			GA-53 Dawsonville Hwy (East)		
TIME	Right 8.1	App Total	Thru 8.2	Right 8.3	App Total	Thru 8.4	App Total	Int Total
1600 - 1615	0	0	7	0	7	5	5	12
1615 - 1630	0	0	5	0	5	4	4	9
1630 - 1645	0	0	9	0	9	4	4	13
1645 - 1700	0	0	7	0	7	4	4	11
Hourly Total	0	**0**	28	0	**28**	17	**17**	**45**
1700 - 1715	0	0	2	0	2	7	7	9
1715 - 1730	0	0	5	0	5	3	3	8
1730 - 1745	0	0	5	0	5	3	3	8
1745 - 1800	0	0	1	0	1	4	4	5
Hourly Total	0	**0**	13	0	**13**	17	**17**	**30**
Grand Total	0	**0**	41	0	**41**	34	**34**	**75**
Approach %	0.00	-	100.00	0.00	-	100.00	-	
Intersection %	0.00	0.00	54.67	0.00	54.67	45.33	45.33	

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Classified Turn Movement Count || Bikes

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

Lat/Long
34.296659°, -83.845117°

Weather
Fair
61°F

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

	Northbound		Eastbound			Westbound		
	Driveway		GA-53 Dawsonville Hwy (West)			GA-53 Dawsonville Hwy (East)		
TIME	Right 8.1	App Total	Thru 8.2	Right 8.3	App Total	Thru 8.4	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	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
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	0	**0**	0	**0**	**0**
Grand Total	0	**0**	0	0	**0**	0	**0**	**0**
Approach %	0.00	-	0.00	0.00	-	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

	Northbound		Eastbound			Westbound		
	Driveway		GA-53 Dawsonville Hwy (West)			GA-53 Dawsonville Hwy (East)		
TIME	Right 8.1	App Total	Thru 8.2	Right 8.3	App Total	Thru 8.4	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	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
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	0	**0**	0	0	**0**	0	**0**	**0**
Grand Total	0	**0**	0	0	**0**	0	**0**	**0**
Approach %	0.00	-	0.00	0.00	-	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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Pedestrian 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

Lat/Long
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Weather
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0700 - 0900 (Sunday 2h Session) (03-05-2023)
Pedestrians

	Northbound				Eastbound				Westbound				
	Driveway				GA-53 Dawsonville Hwy (West)				GA-53 Dawsonville Hwy (East)				
TIME	EB 8a	WB 8b		App Total	NB 8e	SB 8f		App Total	NB 8g	SB 8h		App Total	Int 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	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	0		**0**	0	0		**0**	**0**
Approach %	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	

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

	Northbound				Eastbound				Westbound				
	Driveway				GA-53 Dawsonville Hwy (West)				GA-53 Dawsonville Hwy (East)				
TIME	EB 8a	WB 8b		App Total	NB 8e	SB 8f		App Total	NB 8g	SB 8h		App Total	Int Total
1600 - 1615	1	0		1	0	0		0	0	0		0	1
1615 - 1630	1	0		1	0	0		0	0	0		0	1
1630 - 1645	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0
Hourly Total	2	0		**2**	0	0		**0**	0	0		**0**	**2**
1700 - 1715	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0
1730 - 1745	1	0		1	0	0		0	0	0		0	1
1745 - 1800	0	1		1	1	0		1	1	0		1	3
Hourly Total	1	1		**2**	1	0		**1**	1	0		**1**	**4**
Grand Total	3	1		**4**	1	0		**1**	1	0		**1**	**6**
Approach %	75.00	25.00		-	100.00	0.00		-	100.00	0.00		-	
Intersection %	50.00	16.67		66.67	16.67	0.00		16.67	16.67	0.00		16.67	

Start Date: 3/5/2023	Driveway Northbound			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	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

Marr Traffic DATA COLLECTION

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

Pearl Nix Pkwy (North)

Southbound

(1-3)	237	154	72	0	463	298	(1-3)
(4-7)	5	0	6	0	11	9	(4-7)
(8-13)	0	0	0	0	0	0	(8-13)
Total	242	154	78	0	474	307	Total

1

0

GA-53 Dawsonville Hwy

Eastbound

(1-3)	(4-7)	(8-13)	Total
881	30	14	925
1505	50	16	1571
1	0	0	1
123	3	0	126
1362	46	16	1424
19	1	0	20
(1-3)	(4-7)	(8-13)	Total

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3017	101	30	3148
PHF				0.9314

GA-53 John W Morrow Jr Pkwy (East)

Westbound

Total	(8-13)	(4-7)	(1-3)
104	0	5	99
658	14	24	620
91	0	4	87
0	0	0	0
853	14	33	806
1644	16	57	1571
Total	(8-13)	(4-7)	(1-3)

0

0

0

0

Pearl Nix Pkwy (South)

Northbound

Total	272	250	7	24	77	142	Total
(8-13)	0	0	0	0	0	0	(8-13)
(4-7)	5	7	0	1	1	5	(4-7)
(1-3)	267	243	7	23	76	137	(1-3)

All vehicles

	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	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	Int Total
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
0800 - 0815	4	10	40	1	55	5	26	53	0	84	30	331	8	0	369	30	176	12	0	218	726
Total	24	77	142	7	250	78	154	242	0	474	126	1424	20	1	1571	91	658	104	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)

	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	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	Int Total
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)

	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	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	Int 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)

	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	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	Int 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

	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	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	Int Total
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
0800 - 0815	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

Marr Traffic DATA COLLECTION

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

Pearl Nix Pkwy (North)

Southbound

(1-3)	295	136	47	2	480	458	(1-3)
(4-7)	1	4	0	0	5	5	(4-7)
(8-13)	0	0	0	0	0	0	(8-13)
Total	296	140	47	2	485	463	Total

0

1

GA-53 Dawsonville Hwy

Eastbound

(1-3)	(4-7)	(8-13)	Total
1732	26	16	1774
1349	24	22	1395
1	0	0	1
223	2	0	225
1079	22	22	1123
46	0	0	46
(1-3)	(4-7)	(8-13)	Total

1

2

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3929	60	38	4027
PHF				0.9426

0

0

GA-53 John W Morrow Jr Pkwy (East)

Westbound

Total	(8-13)	(4-7)	(1-3)
57	0	2	55
1344	15	23	1306
194	0	1	193
2	0	0	2
1597	15	26	1556
1400	22	24	1354
Total	(8-13)	(4-7)	(1-3)

0

0

Pearl Nix Pkwy (South)

Northbound

Total	390	550	10	133	179	228	Total
(8-13)	0	1	0	1	0	0	(8-13)
(4-7)	5	5	0	2	1	2	(4-7)
(1-3)	385	544	10	130	178	226	(1-3)

All vehicles

	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	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	Int 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)

	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	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	Int 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)

	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	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	Int 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)

	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	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	Int 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

	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	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	Int 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**

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Classified Turn Movement Count || All vehicles

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.296715°, -83.844033°

Weather
Fair
61°F

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

	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	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	Int 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

	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	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	Int 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**

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

Marr Traffic DATA COLLECTION
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Hall County, GA

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

Lat/Long
34.296715°, -83.844033°

Weather
Fair
61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)
Passenger Vehicles (1-3)

	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	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	Int 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)

	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	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	Int 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	

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

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.296715°, -83.844033°

Weather
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0700 - 0900 (Sunday 2h Session) (03-05-2023)
Single Unit Trucks (4-7)

	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	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	Int 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)

	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	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	Int 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	

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

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.296715°, -83.844033°

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)					GA-53 Dawsonville Hwy					GA-53 John W Morrow Jr Pkwy (East)					
TIME	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	Int 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)

	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	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	Int 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	

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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

Lat/Long
34.296715°, -83.844033°

Weather
Fair
61°F

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

	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	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	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

	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	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	Int 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	

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Pedestrian Count || All vehicles

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.296715°, -83.844033°

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)			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

	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
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	1	0	1	0	0	0	0	1	1	0	0	0	2
1630 - 1645	0	0	0	0	1	1	1	0	1	0	0	0	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	1	**1**	1	1	**2**	0	0	**0**	**4**
1700 - 1715	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
1730 - 1745	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	1
Hourly Total	0	1	**1**	0	0	**0**	1	1	**2**	0	0	**0**	**3**
Grand Total	1	1	**2**	0	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	

Start Date: 3/5/2023	Pearl Nix Pkwy (South) Northbound			Pearl Nix Pkwy (North) Southbound			GA-53 Dawsonville Hwy Eastbound			GA-53 John W Morrow Jr Pkwy (Eas 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	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

Marr Traffic DATA COLLECTION

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

Billy Lothridge Blvd NW (Southbound)

(1-3)	256	20	75	0	351	471	(1-3)
(4-7)	5	5	0	0	10	41	(4-7)
(8-13)	0	0	0	0	0	1	(8-13)
Total	261	25	75	0	361	513	Total

0

0

GA-53 John W Morrow Jr Pkwy (West) (Eastbound)

(1-3)	(4-7)	(8-13)	Total
926	34	22	982
1555	56	23	1634
5	0	0	5
294	21	0	315
1236	34	22	1292
20	1	1	22
(1-3)	(4-7)	(8-13)	Total

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	2827	116	46	2989
PHF				0.9543

GA-53 John W Morrow Jr Pkwy (East) (Westbound)

Total	(8-13)	(4-7)	(1-3)
151	1	14	136
704	22	26	656
48	0	1	47
4	0	0	4
907	23	41	843
1399	22	34	1343
Total	(8-13)	(4-7)	(1-3)

1

8

3

0

Alta Vista Rd (Northbound)

Total	95	87	0	12	47	28	Total
(8-13)	1	0	0	0	0	0	(8-13)
(4-7)	7	9	0	3	6	0	(4-7)
(1-3)	87	78	0	9	41	28	(1-3)

All vehicles

	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	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	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
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
Total	12	47	28	0	87	75	25	261	0	361	315	1292	22	5	1634	48	704	151	4	907	2989
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**	**0.95**

Passenger Vehicles (1-3)

	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	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	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)

	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	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	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
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
Total	3	6	0	0	9	0	5	5	0	10	21	34	1	0	56	1	26	14	0	41	116
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)

	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	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	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

	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	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	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

Marr Traffic DATA COLLECTION

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

Billy Lothridge Blvd NW (Southbound)

	(1-3)	(4-7)	(8-13)	Total
(1-3)	245	25	47	0
(4-7)	1	2	0	0
(8-13)	0	0	0	0
Total	246	27	47	0

317	284	(1-3)
3	4	(4-7)
0	0	(8-13)
320	288	Total

0

0

GA-53 John W Morrow Jr Pkwy (West) (Eastbound)

	(1-3)	(4-7)	(8-13)	Total
	1691	19	16	1726
	1381	26	15	1422
	13	0	0	13
	218	3	0	221
	1124	23	15	1162
	26	0	0	26
	(1-3)	(4-7)	(8-13)	Total

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3333	49	31	3413
PHF				0.9867

2

1

GA-53 John W Morrow Jr Pkwy (East) (Westbound)

	Total	(8-13)	(4-7)	(1-3)
	45	0	1	44
	1413	16	18	1379
	71	0	1	70
	2	0	0	2
	1531	16	20	1495
	1275	15	23	1237
	Total	(8-13)	(4-7)	(1-3)

0

1

Alta Vista Rd (Northbound)

Total	124	140	0	54	22	64	Total
(8-13)	0	0	0	0	0	0	(8-13)
(4-7)	3	0	0	0	0	0	(4-7)
(1-3)	121	140	0	54	22	64	(1-3)

All vehicles

	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	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
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)

	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	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
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)

	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	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
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
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
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)

	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	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
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	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**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.67	0.00	0.00	**0.67**	**0.78**

Bikes

	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	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
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
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**

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Classified Turn Movement Count || All vehicles

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.296653°, -83.841252°

Weather
Mostly Cloudy
75°F

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

	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	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	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

	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	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
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**

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

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.296653°, -83.841252°

Weather
Mostly Cloudy
75°F

0700 - 0900 (Weekday 2h Session) (05-09-2023)
Passenger Vehicles (1-3)

	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	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	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)

	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	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
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	

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

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.296653°, -83.841252°

Weather
Mostly Cloudy
75°F

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

	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	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	0	0	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)

	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	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
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	

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.296653°, -83.841252°

Weather
Mostly Cloudy
75°F

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

	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	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	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)

	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	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
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	

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Classified Turn Movement Count || Bikes

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.296653°, -83.841252°

Weather
Mostly Cloudy
75°F

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

	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	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

	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	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
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	

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Pedestrian Count || All vehicles

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.296653°, -83.841252°

Weather
Mostly Cloudy
75°F

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			Billy Lothridge Blvd NW			A-53 John W Morrow Jr Pkwy (We			A-53 John W Morrow Jr Pkwy (Eas			
	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	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

Click here for Map

Peak Hour Turning Movement Count

Hall County, GA

Marr Traffic DATA COLLECTION

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

Washington St NW (Southbound)

(1-3)	154	2	9	0	165	480	(1-3)
(4-7)	2	0	0	0	2	9	(4-7)
(8-13)	0	0	0	0	0	0	(8-13)
Total	156	2	9	0	167	489	Total

0

0

GA-53 John W Morrow Jr Pkwy (West) (Eastbound)

(1-3)	(4-7)	(8-13)	Total
828	36	20	884
1381	45	20	1446
7	0	0	7
437	7	0	444
932	38	20	990
5	0	0	5
(1-3)	(4-7)	(8-13)	Total

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	2275	83	41	2399
PHF				0.9255

GA-53 John W Morrow Jr Pkwy (East) (Westbound)

Total	(8-13)	(4-7)	(1-3)
42	0	2	40
721	20	34	667
12	1	0	11
2	0	0	2
777	21	36	720
1007	20	38	949
Total	(8-13)	(4-7)	(1-3)

0

0

0

0

Driveway (Northbound)

Total	19	9	0	0	3	6	Total
(8-13)	1	0	0	0	0	0	(8-13)
(4-7)	0	0	0	0	0	0	(4-7)
(1-3)	18	9	0	0	3	6	(1-3)

All vehicles

	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
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)

	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
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
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
Total	0	3	6	0	9	9	2	154	0	165	437	932	5	7	1381	11	667	40	2	720	2275
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**	**0.92**

Single Unit Trucks (4-7)

	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
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)

	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
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

	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
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

Marr Traffic DATA COLLECTION

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

Washington St NW (Southbound)

	(1-3)	(4-7)	(8-13)	Total
(1-3)	415	7	30	0
(4-7)	2	0	0	0
(8-13)	0	0	0	0
Total	417	7	30	0

	Total	(1-3)
(1-3)	452	529
(4-7)	2	4
(8-13)	0	1
Total	454	534

0

1

GA-53 John W Morrow Jr Pkwy (West) (Eastbound)

	(1-3)	(4-7)	(8-13)	Total
	1414	22	18	1454
	1241	20	21	1282
	8	0	0	8
	467	2	1	470
	753	18	20	791
	13	0	0	13
	(1-3)	(4-7)	(8-13)	Total

0

1

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	2802	44	39	2885
PHF				0.976

GA-53 John W Morrow Jr Pkwy (East) (Westbound)

	Total	(8-13)	(4-7)	(1-3)
	49	0	1	48
	1020	18	20	982
	31	0	0	31
	1	0	0	1
	1101	18	21	1062
	846	20	18	808
	Total	(8-13)	(4-7)	(1-3)

1

0

0

0

Driveway (Northbound)

Total	51	48	0	9	15	24	Total
(8-13)	0	0	0	0	0	0	(8-13)
(4-7)	0	1	0	0	1	0	(4-7)
(1-3)	51	47	0	9	14	24	(1-3)

All vehicles

	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
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)

	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
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
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)

	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
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)

	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
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

	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
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**

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Classified Turn Movement Count || All vehicles

Hall County, GA

Marr Traffic DATA COLLECTION
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

Lat/Long
34.296347°, -83.838967°

Weather
Fair
61°F

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

	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	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

	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
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**

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

Hall County, GA

Marr Traffic DATA COLLECTION
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

Lat/Long
34.296347°, -83.838967°

Weather
Fair
61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)
Passenger Vehicles (1-3)

	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	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)

	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
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	

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

Hall County, GA

Marr Traffic DATA COLLECTION
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

Lat/Long
34.296347°, -83.838967°

Weather
Fair
61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)
Single Unit Trucks (4-7)

	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	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)

	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
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	

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

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.296347°, -83.838967°

Weather
Fair
61°F

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)

	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
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	

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Classified Turn Movement Count || Bikes

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
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Weather
Fair
61°F

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

	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	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

	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
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	

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Pedestrian Count || All vehicles

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.296347°, -83.838967°

Weather
Fair
61°F

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

	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	EB 10a	WB 10b	App Total	EB 10c	WB 10d	App Total	NB 10e	SB 10f	App Total	NB 10g	SB 10h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	1	1	0	0	0	1	0	1	2
Hourly Total	0	0	**0**	0	1	**1**	0	0	**0**	1	0	**1**	**2**
Grand Total	0	0	**0**	0	1	**1**	0	0	**0**	1	0	**1**	**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

	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	EB 10a	WB 10b	App Total	EB 10c	WB 10d	App Total	NB 10e	SB 10f	App Total	NB 10g	SB 10h	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	1	1	0	0	0	0	0	0	1
1630 - 1645	0	0	0	0	1	1	1	0	1	0	1	1	3
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	2	**2**	1	0	**1**	0	1	**1**	**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	1	1	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	1	**1**	**2**
Grand Total	0	0	**0**	0	2	**2**	1	1	**2**	0	2	**2**	**6**
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 (Wes Eastbound			A-53 John W Morrow Jr Pkwy (Eas 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	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

Click here for Map

Peak Hour Turning Movement Count

Hall County, GA

Marr Traffic DATA COLLECTION

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

GA-369 Jesse Jewell Pkwy (North) — Southbound

(1-3)	346	796	199	4	1345	1456	(1-3)
(4-7)	18	17	6	0	41	54	(4-7)
(8-13)	7	6	3	0	16	19	(8-13)
Total	371	819	208	4	1402	1529	Total

1

1

GA-53 John W Morrow Jr Pkwy — Eastbound

(1-3)	(4-7)	(8-13)	Total
745	34	19	798
922	26	21	969
0	0	0	0
417	13	8	438
476	13	13	502
29	0	0	29
(1-3)	(4-7)	(8-13)	Total

4

4

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3885	129	62	4076
PHF				0.9604

GA-53 Queen City Pkwy — Westbound

Total	(8-13)	(4-7)	(1-3)
280	2	10	268
405	12	16	377
90	0	4	86
0	0	0	0
775	14	30	731
811	18	20	773
Total	(8-13)	(4-7)	(1-3)

2

4

0

1

GA-369 Jesse Jewell Pkwy (South) — Northbound

Total	938	930	0	22	807	101	Total
(8-13)	6	11	0	0	9	2	(8-13)
(4-7)	21	32	0	0	31	1	(4-7)
(1-3)	911	887	0	22	767	98	(1-3)

All vehicles

	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
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)

	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
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)

	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
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)

	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
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

	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
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

Marr Traffic DATA COLLECTION

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

GA-369 Jesse Jewell Pkwy (North) — Southbound

(1-3)	547	920	294	4	1765	1518	(1-3)
(4-7)	3	23	4	0	30	30	(4-7)
(8-13)	8	5	2	0	15	10	(8-13)
Total	558	948	300	4	1810	1558	Total

2

2

GA-53 John W Morrow Jr Pkwy — Eastbound

(1-3)	(4-7)	(8-13)	Total
1176	11	15	1202
801	12	16	829
1	0	0	1
350	7	6	363
409	5	10	424
41	0	0	41
(1-3)	(4-7)	(8-13)	Total

2

5

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	4600	79	44	4723
PHF				0.9615

4

5

GA-53 Queen City Pkwy — Westbound

Total	(8-13)	(4-7)	(1-3)
291	2	3	286
595	7	8	580
151	2	2	147
0	0	0	0
1037	11	13	1013
823	12	13	798
Total	(8-13)	(4-7)	(1-3)

2

1

GA-369 Jesse Jewell Pkwy (South) — Northbound

Total	1140	1047	0	48	900	99	Total
(8-13)	7	2	0	0	2	0	(8-13)
(4-7)	25	24	0	0	20	4	(4-7)
(1-3)	1108	1021	0	48	878	95	(1-3)

All vehicles

	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
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
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
Total	48	900	99	0	1047	300	948	558	4	1810	363	424	41	1	829	151	595	291	0	1037	4723
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**	**0.96**

Passenger Vehicles (1-3)

	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
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)

	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
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
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
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)

	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
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

	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
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**

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Classified Turn Movement Count || All vehicles

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.294001°, -83.829654°

Weather
Mostly Cloudy
75°F

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

	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	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

	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
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**

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.294001°, -83.829654°

Weather
Mostly Cloudy
75°F

0700 - 0900 (Weekday 2h Session) (05-09-2023)
Passenger Vehicles (1-3)

	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	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)

	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
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	

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Hall County, GA

Marr Traffic DATA COLLECTION
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)

	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	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)

	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
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	

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

Hall County, GA

Marr Traffic DATA COLLECTION
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)
Combination Trucks (8-13)

	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	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)

	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
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	

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Classified Turn Movement Count || Bikes

Hall County, GA

Marr Traffic DATA COLLECTION
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)
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

	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
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	

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Pedestrian Count || All vehicles

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.294001°, -83.829654°

Weather
Mostly Cloudy
75°F

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	1	0	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) Northbound			GA-369 Jesse Jewell Pkwy (North) Southbound			GA-53 John W Morrow Jr Pkwy Eastbound			GA-53 Queen City Pkwy 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

Marr Traffic DATA COLLECTION

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

Shallowford Rd (North) — Southbound

(1-3)	87	244	5	336	256	(1-3)
(4-7)	3	3	0	6	6	(4-7)
(8-13)	0	0	0	0	1	(8-13)
Total	90	247	5	342	263	Total

1

2

Driveway — Eastbound

(1-3)	(4-7)	(8-13)	Total
132	4	0	136
102	5	0	107
0	0	0	0
52	1	0	53
10	0	0	10
40	4	0	44
(1-3)	(4-7)	(8-13)	Total

1

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	708	17	1	726
PHF				0.9213

0

0

Plaza Dr — Westbound

Total	(8-13)	(4-7)	(1-3)
2	0	0	2
11	0	1	10
6	0	0	6
0	0	0	0
19	0	1	18
30	0	0	30
Total	(8-13)	(4-7)	(1-3)

0

0

Shallowford Rd (South) — Northbound

Total	297	258	35	208	15	Total
(8-13)	0	1	0	1	0	(8-13)
(4-7)	7	5	0	5	0	(4-7)
(1-3)	290	252	35	202	15	(1-3)

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
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)

	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
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
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)

	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
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)

	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
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

	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
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

Marr Traffic DATA COLLECTION

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

Shallowford Rd (North) — Southbound

(1-3)	185	447	20	652	610	(1-3)
(4-7)	0	3	0	3	3	(4-7)
(8-13)	0	0	0	0	2	(8-13)
Total	185	450	20	655	615	Total

1

2

Driveway — Eastbound

(1-3)	(4-7)	(8-13)	Total
295	0	0	295
284	2	1	287
1	0	0	1
131	2	1	134
32	0	0	32
120	0	0	120
(1-3)	(4-7)	(8-13)	Total

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1592	6	2	1600
PHF				0.9491

3

4

Plaza Dr — Westbound

Total	(8-13)	(4-7)	(1-3)
26	0	0	26
33	0	0	33
20	0	0	20
0	0	0	0
79	0	0	79
100	0	0	100
Total	(8-13)	(4-7)	(1-3)

2

0

Shallowford Rd (South) — Northbound

Total	590	579	76	455	48	Total
(8-13)	0	1	0	1	0	(8-13)
(4-7)	3	1	0	1	0	(4-7)
(1-3)	587	577	76	453	48	(1-3)

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
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)

	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
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)

	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
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)

	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
1630 - 1645	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
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	0	0	-	0	1	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

	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
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**

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Classified Turn Movement Count || All vehicles

Hall County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 4 of 12
Shallowford Rd (South)
Shallowford Rd (North)
Driveway
Plaza Dr

Date
Sunday, March 5, 2023

Lat/Long
34.292928°, -83.847590°

Weather
Fair
61°F

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

	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
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**

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Hall County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 4 of 12
Shallowford Rd (South)
Shallowford Rd (North)
Driveway
Plaza Dr

Date
Sunday, March 5, 2023

Lat/Long
34.292928°, -83.847590°

Weather
Fair
61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)
Passenger Vehicles (1-3)

	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	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)

	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
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	

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

Hall County, GA

Marr Traffic DATA COLLECTION
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Site 4 of 12
Shallowford Rd (South)
Shallowford Rd (North)
Driveway
Plaza Dr

Date
Sunday, March 5, 2023

Lat/Long
34.292928°, -83.847590°

Weather
Fair
61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)
Single Unit Trucks (4-7)

	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	3	0	3	0	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)

	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
1600 - 1615	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	6
1615 - 1630	0	2	0	2	0	4	1	5	0	0	1	0	1	0	0	0	0	0	8
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
Hourly Total	0	2	0	**2**	0	11	1	**12**	1	0	1	0	**2**	0	0	0	0	**0**	**16**
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
1730 - 1745	0	0	0	0	0	1	1	2	1	0	0	0	1	1	0	0	0	1	4
1745 - 1800	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	**1**	0	4	1	**5**	2	0	0	0	**2**	1	0	0	0	**1**	**9**
Grand Total	0	3	0	**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	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	

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

Hall County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 4 of 12
Shallowford Rd (South)
Shallowford Rd (North)
Driveway
Plaza Dr

Date
Sunday, March 5, 2023

Lat/Long
34.292928°, -83.847590°

Weather
Fair
61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)
Combination Trucks (8-13)

	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	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)

	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
1600 - 1615	0	0	0	0	0	1	0	1	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	1
1630 - 1645	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
Hourly Total	0	0	0	**0**	0	2	0	**2**	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	1
1715 - 1730	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	1
1745 - 1800	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	**3**	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	**4**
Grand Total	0	3	0	**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	-	
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	

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Classified Turn Movement Count || Bikes

Hall County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 4 of 12
Shallowford Rd (South)
Shallowford Rd (North)
Driveway
Plaza Dr

Date
Sunday, March 5, 2023

Lat/Long
34.292928°, -83.847590°

Weather
Fair
61°F

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	-	
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	

1600 - 1800 (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
1600 - 1615	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
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
Hourly Total	0	0	1	**1**	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
1715 - 1730	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
1745 - 1800	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	1	**1**	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	50.00	0.00	0.00	50.00	0.00	0.00	0.00	0.00	0.00	

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Pedestrian Count || All vehicles

Hall County, GA

Marr Traffic DATA COLLECTION
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Site 4 of 12
Shallowford Rd (South)
Shallowford Rd (North)
Driveway
Plaza Dr

Date
Sunday, March 5, 2023

Lat/Long
34.292928°, -83.847590°

Weather
Fair
61°F

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	0	1	1	0	0	0	2
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	1	0	1	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	1	1	0	0	0	0	0	0	1
Hourly Total	0	0	**0**	1	2	**3**	0	1	**1**	0	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

	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
1600 - 1615	0	0	0	0	1	1	0	0	0	3	0	3	4
1615 - 1630	0	2	2	0	1	1	0	0	0	2	4	6	9
1630 - 1645	0	0	0	0	0	0	0	0	0	3	0	3	3
1645 - 1700	2	0	2	1	1	2	0	0	0	1	1	2	6
Hourly Total	2	2	**4**	1	3	**4**	0	0	**0**	9	5	**14**	**22**
1700 - 1715	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	1	1	1
1730 - 1745	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	1	1	1
Hourly Total	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) Northbound			Shallowford Rd (North) Southbound			Driveway Eastbound			Plaza Dr 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	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

Marr Traffic DATA COLLECTION

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

	Northbound					Southbound					Eastbound										
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway										
Time	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	Int Total
0730 - 0745	0	72	-	1	73	-	75	0	0	75	1	-	0	0	1	-	-	-	-	0	149
0745 - 0800	1	80	-	0	81	-	71	0	0	71	1	-	2	0	3	-	-	-	-	0	155
0800 - 0815	0	67	-	0	67	-	66	1	0	67	0	-	0	0	0	-	-	-	-	0	134
0815 - 0830	2	62	-	0	64	-	52	2	0	54	0	-	0	0	0	-	-	-	-	0	118
Total	3	281	0	1	285	0	264	3	0	267	2	0	2	0	4	0	0	0	0	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	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	0.00	0.00	0.00	**0.00**	**0.90**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound										
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway										
Time	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	Int 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)

	Northbound					Southbound					Eastbound										
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway										
Time	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	Int Total
0730 - 0745	0	1	-	0	1	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	2
0745 - 0800	0	1	-	0	1	-	2	0	0	2	0	-	0	0	0	-	-	-	-	0	3
0800 - 0815	0	1	-	0	1	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	2
0815 - 0830	0	2	-	0	2	-	0	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	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	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	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound										
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway										
Time	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	Int Total
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
0800 - 0815	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	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	-	
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

	Northbound					Southbound					Eastbound										
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway										
Time	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	Int Total
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
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
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

Marr Traffic DATA COLLECTION

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

	Northbound					Southbound					Eastbound										
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway										
Time	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	Int Total
1645 - 1700	2	131	-	1	134	-	88	7	0	95	7	-	5	0	12	-	-	-	-	0	241
1700 - 1715	2	142	-	1	145	-	97	5	0	102	8	-	8	0	16	-	-	-	-	0	263
1715 - 1730	2	171	-	0	173	-	87	12	0	99	6	-	4	0	10	-	-	-	-	0	282
1730 - 1745	1	140	-	0	141	-	102	6	0	108	3	-	4	0	7	-	-	-	-	0	256
Total	7	584	0	2	593	0	374	30	0	404	24	0	21	0	45	0	0	0	0	0	1042
Approach %	1.18	98.48	0.00	0.34	-	0.00	92.57	7.43	0.00	-	53.33	0.00	46.67	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.88	0.85	0.00	0.50	**0.86**	0.00	0.92	0.63	0.00	**0.94**	0.75	0.00	0.66	0.00	**0.70**	0.00	0.00	0.00	0.00	**0.00**	**0.92**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound										
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway										
Time	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	Int Total
1645 - 1700	2	130	-	1	133	-	87	7	0	94	7	-	5	0	12	-	-	-	-	0	239
1700 - 1715	2	141	-	1	144	-	96	5	0	101	8	-	8	0	16	-	-	-	-	0	261
1715 - 1730	2	170	-	0	172	-	84	12	0	96	6	-	4	0	10	-	-	-	-	0	278
1730 - 1745	1	140	-	0	141	-	101	6	0	107	3	-	4	0	7	-	-	-	-	0	255
Total	7	581	0	2	590	0	368	30	0	398	24	0	21	0	45	0	0	0	0	0	1033
Approach %	1.19	98.47	0.00	0.34	-	0.00	92.46	7.54	0.00	-	53.33	0.00	46.67	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.88	0.85	0.00	0.50	**0.86**	0.00	0.91	0.63	0.00	**0.93**	0.75	0.00	0.66	0.00	**0.70**	0.00	0.00	0.00	0.00	**0.00**	**0.93**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound										
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway										
Time	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	Int Total
1645 - 1700	0	1	-	0	1	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	2
1700 - 1715	0	0	-	0	0	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	1
1715 - 1730	0	1	-	0	1	-	3	0	0	3	0	-	0	0	0	-	-	-	-	0	4
1730 - 1745	0	0	-	0	0	-	1	0	0	1	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)

	Northbound					Southbound					Eastbound										
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway										
Time	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	Int Total
1645 - 1700	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	1
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
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

	Northbound					Southbound					Eastbound										
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Driveway										
Time	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	Int Total
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
1730 - 1745	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**

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Classified Turn Movement Count || All vehicles

Hall County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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)
All vehicles

	Northbound				Southbound				Eastbound				
	Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)				Driveway				
TIME	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	Int 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

	Northbound				Southbound				Eastbound				
	Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)				Driveway				
TIME	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	Int 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**

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Hall County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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)

	Northbound				Southbound				Eastbound				
	Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)				Driveway				
TIME	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	Int 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)

	Northbound				Southbound				Eastbound				
	Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)				Driveway				
TIME	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	Int 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	

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

Hall County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)				Driveway				
TIME	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	Int 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)

	Northbound				Southbound				Eastbound				
	Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)				Driveway				
TIME	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	Int 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	

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Hall County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)				Driveway				
TIME	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	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	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)

	Northbound				Southbound				Eastbound				
	Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)				Driveway				
TIME	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	Int 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
www.marrtraffic.com

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)
Bikes

	Northbound				Southbound				Eastbound				
	Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)				Driveway				
TIME	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	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	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

	Northbound				Southbound				Eastbound				
	Pearl Nix Pkwy (South)				Pearl Nix Pkwy (North)				Driveway				
TIME	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	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	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	

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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

Lat/Long
34.294792°, -83.843241°

Weather
Fair
61°F

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

	Northbound			Southbound			Eastbound			
	Pearl Nix Pkwy (South)			Pearl Nix Pkwy (North)			Driveway			
TIME	EB 11a	WB 11b	App Total	EB 11c	WB 11d	App Total	NB 11e	SB 11f	App Total	Int 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

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

Start Date: 3/5/2023	Pearl Nix Pkwy (South) Northbound			Pearl Nix Pkwy (North) Southbound			Driveway 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	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

Marr Traffic DATA COLLECTION

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

	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					App Total	Int Total
0730 - 0745	18	34	-	-	52	-	72	21	0	93	18	-	32	0	50	-	-	-	-	0	195
0745 - 0800	18	37	-	-	55	-	65	23	0	88	17	-	34	0	51	-	-	-	-	0	194
0800 - 0815	30	54	-	-	84	-	59	22	0	81	15	-	28	0	43	-	-	-	-	0	208
0815 - 0830	24	55	-	-	79	-	60	26	0	86	20	-	25	0	45	-	-	-	-	0	210
Total	90	180	0	0	270	0	256	92	0	348	70	0	119	0	189	0	0	0	0	0	807
Approach %	33.33	66.67	0.00	0.00	-	0.00	73.56	26.44	0.00	-	37.04	0.00	62.96	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.75	0.82	0.00	0.00	**0.80**	0.00	0.89	0.88	0.00	**0.94**	0.88	0.00	0.88	0.00	**0.93**	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Passenger Vehicles (1-3)

	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					App Total	Int Total
0730 - 0745	16	32	-	-	48	-	71	21	0	92	17	-	31	0	48	-	-	-	-	0	188
0745 - 0800	18	34	-	-	52	-	64	23	0	87	15	-	32	0	47	-	-	-	-	0	186
0800 - 0815	30	52	-	-	82	-	58	22	0	80	14	-	26	0	40	-	-	-	-	0	202
0815 - 0830	23	54	-	-	77	-	59	26	0	85	19	-	25	0	44	-	-	-	-	0	206
Total	87	172	0	0	259	0	252	92	0	344	65	0	114	0	179	0	0	0	0	0	782
Approach %	33.59	66.41	0.00	0.00	-	0.00	73.26	26.74	0.00	-	36.31	0.00	63.69	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.73	0.80	0.00	0.00	**0.79**	0.00	0.89	0.88	0.00	**0.93**	0.86	0.00	0.89	0.00	**0.93**	0.00	0.00	0.00	0.00	**0.00**	**0.95**

Single Unit Trucks (4-7)

	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					App Total	Int Total
0730 - 0745	1	2	-	-	3	-	1	0	0	1	1	-	1	0	2	-	-	-	-	0	6
0745 - 0800	0	3	-	-	3	-	0	0	0	0	2	-	1	0	3	-	-	-	-	0	6
0800 - 0815	0	1	-	-	1	-	1	0	0	1	1	-	1	0	2	-	-	-	-	0	4
0815 - 0830	1	1	-	-	2	-	1	0	0	1	1	-	0	0	1	-	-	-	-	0	4
Total	2	7	0	0	9	0	3	0	0	3	5	0	3	0	8	0	0	0	0	0	20
Approach %	22.22	77.78	0.00	0.00	-	0.00	100.00	0.00	0.00	-	62.50	0.00	37.50	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.58	0.00	0.00	**0.75**	0.00	0.75	0.00	0.00	**0.75**	0.63	0.00	0.75	0.00	**0.67**	0.00	0.00	0.00	0.00	**0.00**	**0.83**

Combination Trucks (8-13)

	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					App Total	Int Total
0730 - 0745	1	0	-	-	1	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	1
0745 - 0800	0	0	-	-	0	-	1	0	0	1	0	-	1	0	1	-	-	-	-	0	2
0800 - 0815	0	1	-	-	1	-	0	0	0	0	0	-	1	0	1	-	-	-	-	0	2
0815 - 0830	0	0	-	-	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
Total	1	1	0	0	2	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	5
Approach %	50.00	50.00	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	-	
PHF	0.25	0.25	0.00	0.00	**0.50**	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.50	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Bikes

	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					App Total	Int Total
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
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
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

Marr Traffic DATA COLLECTION

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

	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					App Total	Int 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)

	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					App Total	Int Total
1630 - 1645	51	106	-	-	157	-	106	42	1	149	34	-	56	0	90	-	-	-	-	0	396
1645 - 1700	50	89	-	-	139	-	99	35	0	134	44	-	56	0	100	-	-	-	-	0	373
1700 - 1715	48	106	-	-	154	-	105	40	0	145	60	-	49	0	109	-	-	-	-	0	408
1715 - 1730	52	93	-	-	145	-	109	43	0	152	46	-	71	0	117	-	-	-	-	0	414
Total	201	394	0	0	595	0	419	160	1	580	184	0	232	0	416	0	0	0	0	0	1591
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	**0.00**	**0.96**

Single Unit Trucks (4-7)

	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					App Total	Int 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)

	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					App Total	Int 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	1
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

	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					App Total	Int 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	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
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**

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Classified Turn Movement 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

Lat/Long
34.291551°, -83.846089°

Weather
Fair
61°F

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				
	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
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**

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

Marr Traffic DATA COLLECTION

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				
	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	18	27	46	22	0	68	7	20	0	27	122
0715 - 0730	12	34	46	55	20	0	75	11	26	0	37	158
0730 - 0745	16	32	48	71	21	0	92	17	31	0	48	188
0745 - 0800	18	34	52	64	23	0	87	15	32	0	47	186
Hourly Total	55	118	**173**	236	86	0	**322**	50	109	0	**159**	**654**
0800 - 0815	30	52	82	58	22	0	80	14	26	0	40	202
0815 - 0830	23	54	77	59	26	0	85	19	25	0	44	206
0830 - 0845	26	34	60	45	22	0	67	20	27	0	47	174
0845 - 0900	20	45	65	43	15	0	58	19	27	0	46	169
Hourly Total	99	185	**284**	205	85	0	**290**	72	105	0	**177**	**751**
Grand Total	154	303	**457**	441	171	0	**612**	122	214	0	**336**	**1405**
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				
	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
1600 - 1615	46	106	152	104	35	0	139	47	57	0	104	395
1615 - 1630	41	80	121	102	31	0	133	36	61	0	97	351
1630 - 1645	51	106	157	106	42	1	149	34	56	0	90	396
1645 - 1700	50	89	139	99	35	0	134	44	56	0	100	373
Hourly Total	188	381	**569**	411	143	1	**555**	161	230	0	**391**	**1515**
1700 - 1715	48	106	154	105	40	0	145	60	49	0	109	408
1715 - 1730	52	93	145	109	43	0	152	46	71	0	117	414
1730 - 1745	50	87	137	84	42	0	126	42	40	0	82	345
1745 - 1800	45	83	128	100	47	0	147	43	58	0	101	376
Hourly Total	195	369	**564**	398	172	0	**570**	191	218	0	**409**	**1543**
Grand Total	383	750	**1133**	809	315	1	**1125**	352	448	0	**800**	**3058**
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	

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

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

Lat/Long
34.291551°, -83.846089°

Weather
Fair
61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)
Single Unit Trucks (4-7)

	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	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)

	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
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	

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

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

Lat/Long
34.291551°, -83.846089°

Weather
Fair
61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)
Combination Trucks (8-13)

	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	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)

	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
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	

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Classified Turn Movement Count || Bikes

Hall County, GA

Marr Traffic DATA COLLECTION
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Site 3 of 12
Shallowford Rd (South)
Shallowford Rd (North)
Skelton Rd

Date
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Lat/Long
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61°F

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

	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	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

	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
1600 - 1615	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
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	0	0	**0**	0	1	0	**1**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	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	1	0	**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	

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Pedestrian 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

Lat/Long
34.291551°, -83.846089°

Weather
Fair
61°F

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

	Northbound			Southbound			Eastbound			
	Shallowford Rd (South)			Shallowford Rd (North)			Skelton Rd			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	Int 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	2	0	2	2
Hourly Total	1	1	**2**	0	0	**0**	2	1	**3**	**5**
Grand Total	1	1	**2**	0	0	**0**	2	1	**3**	**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

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

Start Date: 3/5/2023	Shallowford Rd (South) Northbound			Shallowford Rd (North) Southbound			Skelton Rd 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	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

Marr Traffic DATA COLLECTION

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

Pearl Nix Pkwy (North)

Southbound

(1-3)	3	247	11	1	262	288	(1-3)
(4-7)	0	5	0	0	5	7	(4-7)
(8-13)	0	0	0	0	0	1	(8-13)
Total	3	252	11	1	267	296	Total

0

0

Driveway (West)

Eastbound

(1-3)	(4-7)	(8-13)	Total
9	0	0	9
4	0	0	4
0	0	0	0
0	0	0	0
0	0	0	0
4	0	0	4
(1-3)	(4-7)	(8-13)	Total

1

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	561	12	1	574
PHF				0.8645

0

0

Driveway (East)

Westbound

Total	(8-13)	(4-7)	(1-3)
2	0	0	2
0	0	0	0
2	0	0	2
0	0	0	0
4	0	0	4
11	0	0	11
Total	(8-13)	(4-7)	(1-3)

0

0

Pearl Nix Pkwy (South)

Northbound

Total	258	299	0	6	293	0	Total
(8-13)	0	1	0	0	1	0	(8-13)
(4-7)	5	7	0	0	7	0	(4-7)
(1-3)	253	291	0	6	285	0	(1-3)

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
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)

	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
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)

	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
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)

	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
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	1	0	0	1	0	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	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

	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
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

Marr Traffic DATA COLLECTION

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

Pearl Nix Pkwy (North)

Southbound

(1-3)	25	354	10	6	395	614	(1-3)
(4-7)	0	6	0	0	6	2	(4-7)
(8-13)	0	0	0	0	0	1	(8-13)
Total	25	360	10	6	401	617	Total

0

0

Driveway (West)

Eastbound

(1-3)	(4-7)	(8-13)	Total
71	0	0	71
91	0	0	91
0	0	0	0
32	0	0	32
2	0	0	2
57	0	0	57
(1-3)	(4-7)	(8-13)	Total

0

1

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1137	8	1	1146
PHF				0.9679

0

0

Driveway (East)

Westbound

Total	(8-13)	(4-7)	(1-3)
10	0	0	10
3	0	0	3
18	0	0	18
0	0	0	0
31	0	0	31
15	0	0	15
Total	(8-13)	(4-7)	(1-3)

0

0

Total	443	623	8	43	569	3	Total
(8-13)	0	1	0	0	1	0	(8-13)
(4-7)	6	2	0	0	2	0	(4-7)
(1-3)	437	620	8	43	566	3	(1-3)

Northbound

Pearl Nix Pkwy (South)

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
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)

	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
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)

	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
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)

	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
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	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
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

	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
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**

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Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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)
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

	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
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**

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

Hall County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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)
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)

	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
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	

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

Hall County, GA

Marr Traffic DATA COLLECTION
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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)
Single Unit Trucks (4-7)

	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	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	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
0745 - 0800	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	5	0	0	**5**	0	5	0	0	**5**	0	0	0	0	**0**	2	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
0815 - 0830	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
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	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
Hourly Total	0	7	0	0	**7**	0	2	0	0	**2**	0	0	1	0	**1**	0	0	0	0	**0**	**10**
Grand Total	0	12	0	0	**12**	0	7	0	0	**7**	0	0	1	0	**1**	2	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	-	
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)

	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
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	

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

Hall County, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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)

	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
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	

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Classified Turn Movement Count || Bikes

Hall County, GA

Marr Traffic DATA COLLECTION
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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)
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

	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
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 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

	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
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	1	0	1	0	0	0	1
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**	1	0	**1**	0	0	**0**	**1**
Grand Total	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	

Start Date: 3/5/2023	Pearl Nix Pkwy (South) Northbound			Pearl Nix Pkwy (North) Southbound			Driveway (West) Eastbound			Driveway (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	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

Click here for Map

Peak Hour Turning Movement Count

Hall County, GA

Marr Traffic DATA COLLECTION

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

Pearl Nix Pkwy (North)

Southbound

(1-3)	61	186	20	0	267	341	(1-3)
(4-7)	0	6	1	0	7	7	(4-7)
(8-13)	0	0	0	0	0	0	(8-13)
Total	61	192	21	0	274	348	Total

0

0

Shallowford Rd — Eastbound

(1-3)	(4-7)	(8-13)	Total
280	8	2	290
349	8	3	360
0	0	0	0
70	1	0	71
71	2	0	73
208	5	3	216
(1-3)	(4-7)	(8-13)	Total

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1113	29	5	1147
PHF				0.9558

West End Ave — Westbound

Total	(8-13)	(4-7)	(1-3)
52	0	1	51
81	0	1	80
1	0	0	1
0	0	0	0
134	0	2	132
100	0	3	97
Total	(8-13)	(4-7)	(1-3)

0

0

0

0

Pearl Nix Pkwy (South)

Northbound

Total	409	379	0	148	225	6	Total
(8-13)	3	2	0	2	0	0	(8-13)
(4-7)	11	12	0	7	5	0	(4-7)
(1-3)	395	365	0	139	220	6	(1-3)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
Time	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
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)

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
Time	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
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)

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
Time	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
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)

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
Time	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
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

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
Time	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
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

Marr Traffic DATA COLLECTION

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

Pearl Nix Pkwy (North) — Southbound

(1-3)	120	319	46	0	485	626	(1-3)
(4-7)	0	8	0	0	8	1	(4-7)
(8-13)	0	0	0	0	0	1	(8-13)
Total	120	327	46	0	493	628	Total

1 0

Shallowford Rd — Eastbound

(1-3)	(4-7)	(8-13)	Total
603	2	2	607
655	4	0	659
0	0	0	0
132	0	0	132
122	0	0	122
401	4	0	405
(1-3)	(4-7)	(8-13)	Total

1 0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	2130	15	3	2148
PHF				0.9526

West End Ave — Westbound

Total	(8-13)	(4-7)	(1-3)
103	1	0	102
175	0	2	173
6	0	0	6
0	0	0	0
284	1	2	281
175	0	0	175
Total	(8-13)	(4-7)	(1-3)

0 0

1 0

Pearl Nix Pkwy (South) — Northbound

Total	738	712	0	312	393	7	Total
(8-13)	0	2	0	2	0	0	(8-13)
(4-7)	12	1	0	0	1	0	(4-7)
(1-3)	726	709	0	310	392	7	(1-3)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
Time	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
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)

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
Time	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
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)

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
Time	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1645 - 1700	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
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
Total	0	1	0	0	1	0	8	0	0	8	0	0	4	0	4	0	2	0	0	2	15
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**	**0.75**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
Time	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
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

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
Time	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
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	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
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**

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Classified Turn Movement Count || All vehicles

Hall County, GA

Marr Traffic DATA COLLECTION
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

Lat/Long
34.289120°, -83.841291°

Weather
Fair
61°F

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

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	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

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
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**

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

Marr Traffic DATA COLLECTION

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

Lat/Long
34.289120°, -83.841291°

Weather
Fair
61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	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)

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
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	

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

Hall County, GA

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Site 2 of 12
Pearl Nix Pkwy (South)
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0700 - 0900 (Sunday 2h Session) (03-05-2023)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	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)

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
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	

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

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.289120°, -83.841291°

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)					Shallowford Rd					West End Ave					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	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)

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
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	

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Classified Turn Movement Count || Bikes

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.289120°, -83.841291°

Weather
Fair
61°F

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

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

	Northbound					Southbound					Eastbound					Westbound					
	Pearl Nix Pkwy (South)					Pearl Nix Pkwy (North)					Shallowford Rd					West End Ave					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
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	

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Pedestrian Count || All vehicles

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
34.289120°, -83.841291°

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)			Shallowford Rd			West End Ave			
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	1	0	1	0	0	0	0	0	0	1
0715 - 0730	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
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**	1	0	**1**	**2**
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	1	0	1	1	0	0	0	2
0845 - 0900	0	0	0	0	0	0	0	1	1	0	1	1	2
Hourly Total	0	0	**0**	0	1	**1**	0	2	**2**	0	1	**1**	**4**
Grand Total	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	

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

	Northbound			Southbound			Eastbound			Westbound			
	Pearl Nix Pkwy (South)			Pearl Nix Pkwy (North)			Shallowford Rd			West End Ave			
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	1	0	1	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	0	**0**	1	0	**1**	0	0	**0**	**1**
1700 - 1715	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
1730 - 1745	1	0	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
Hourly Total	1	0	**1**	1	0	**1**	0	1	**1**	0	0	**0**	**3**
Grand Total	1	0	**1**	1	0	**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	

Start Date: 3/5/2023	Pearl Nix Pkwy (South) Northbound			Pearl Nix Pkwy (North) Southbound			Shallowford Rd Eastbound			West End Ave 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

Marr Traffic DATA COLLECTION

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

Pearl Nix Pkwy (North) — Southbound

(1-3)	141	240	31	0	412	411	(1-3)
(4-7)	4	6	0	0	10	15	(4-7)
(8-13)	1	2	0	0	3	2	(8-13)
Total	146	248	31	0	425	428	Total

1

0

GA-369 Browns Bridge Rd (West) — Eastbound

(1-3)	(4-7)	(8-13)	Total
1085	31	14	1130
1029	32	17	1078
0	0	0	0
159	1	0	160
684	24	11	719
186	7	6	199
(1-3)	(4-7)	(8-13)	Total

0

1

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	2677	84	35	2796
PHF				0.9295

GA-369 Browns Bridge Rd (East) — Westbound

Total	(8-13)	(4-7)	(1-3)
29	0	0	29
714	8	13	693
29	0	0	29
0	0	0	0
772	8	13	751
759	11	25	723
Total	(8-13)	(4-7)	(1-3)

0

1

1

2

Pearl Nix Pkwy (South) — Northbound

Total	479	521	3	270	239	9	Total
(8-13)	8	7	0	5	2	0	(8-13)
(4-7)	13	29	0	14	14	1	(4-7)
(1-3)	458	485	3	251	223	8	(1-3)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	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	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)

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	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	Total
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)

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	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	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)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	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	Total
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
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
Total	5	2	0	0	7	0	2	1	0	3	0	11	6	0	17	0	8	0	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

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
Time	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	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

Marr Traffic DATA COLLECTION

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

Pearl Nix Pkwy (North)

Southbound

(1-3)	205	440	115	5	765	662	(1-3)
(4-7)	4	10	0	0	14	7	(4-7)
(8-13)	0	0	0	0	0	2	(8-13)
Total	209	450	115	5	779	671	Total

1

1

GA-369 Browns Bridge Rd (West)

Eastbound

(1-3)	(4-7)	(8-13)	Total
1219	27	14	1260
1217	33	7	1257
0	0	0	0
243	2	0	245
719	15	4	738
255	16	3	274
(1-3)	(4-7)	(8-13)	Total

2

14

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3469	75	24	3568
PHF				0.9675

1

1

GA-369 Browns Bridge Rd (East)

Westbound

Total	(8-13)	(4-7)	(1-3)
35	1	0	34
768	10	18	740
35	1	0	34
0	0	0	0
838	12	18	808
877	4	15	858
Total	(8-13)	(4-7)	(1-3)

0

5

Pearl Nix Pkwy (South)

Northbound

Total	760	694	1	283	386	24	Total
(8-13)	4	5	0	4	1	0	(8-13)
(4-7)	26	10	0	5	5	0	(4-7)
(1-3)	730	679	1	274	380	24	(1-3)

All vehicles

	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 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	Int 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)

	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 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	Int 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)

	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 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	Int 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)

	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 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	Int 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

	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 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	Int 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**

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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

Lat/Long
34.286213°, -83.841491°

Weather
Fair
61°F

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

	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 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	Int 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

	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 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	Int 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**

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Hall County, GA

Marr Traffic DATA COLLECTION
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

Lat/Long
34.286213°, -83.841491°

Weather
Fair
61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
TIME	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	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)

	Northbound					Southbound					Eastbound					Westbound					
	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	Int
TIME	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	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

Marr Traffic DATA COLLECTION
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

Lat/Long
34.286213°, -83.841491°

Weather
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61°F

0700 - 0900 (Sunday 2h Session) (03-05-2023)
Single Unit Trucks (4-7)

	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 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	Int 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)

	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 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	Int 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	

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

Hall County, GA

Marr Traffic DATA COLLECTION
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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

Lat/Long
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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)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
TIME	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	Int 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)

	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 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	Int 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	

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Classified Turn Movement Count || Bikes

Hall County, GA

Marr Traffic DATA COLLECTION
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

Lat/Long
34.286213°, -83.841491°

Weather
Fair
61°F

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

	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 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	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

	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 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	Int 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	

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Pedestrian Count || All vehicles

Hall County, GA

Marr Traffic DATA COLLECTION
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

Lat/Long
34.286213°, -83.841491°

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)			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	0	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	0	0	0	4	1	5	1	0	1	7
0845 - 0900	0	0	0	1	0	1	0	1	1	0	1	1	3
Hourly Total	0	1	**1**	1	0	**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

	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
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	2	0	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) Northbound			Pearl Nix Pkwy (North) Southbound			GA-369 Browns Bridge Rd (West) Eastbound			GA-369 Browns Bridge Rd (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	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

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Trip Generation Worksheet

Trip Generation Analysis (11th Ed.)
Lakeshore Mall Redevelopment
Gainesville, GA

Land Use		Intensity		Daily	AM Peak Hour			PM Peak Hour		
				Trips	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				**23,362**	**1,375**	**690**	**685**	**1,906**	**1,039**	**867**
Residential Trips				3,623	311	72	239	299	182	117
	Mixed-Use Reductions			*-1,293*	*-56*	*-5*	*-51*	*-188*	*-114*	*-74*
	Alternative Mode Reductions			*0*	*0*	*0*	*0*	*0*	*0*	*0*
	Adjusted Residential Trips			2,330	255	67	188	111	68	43
Hotel Trips				606	40	22	18	42	21	21
	Mixed-Use Reductions			*-216*	*-7*	*-1*	*-6*	*-39*	*-22*	*-17*
	Alternative Mode Reductions			*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
	Mixed-Use Reductions			*-130*	*-20*	*-10*	*-10*	*-31*	*-18*	*-13*
	Alternative Mode Reductions			*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
	Mixed-Use Reductions			*-932*	*-38*	*-22*	*-16*	*-373*	*-160*	*-213*
	Alternative Mode Reductions			*0*	*0*	*0*	*0*	*0*	*0*	*0*
	Pass By Reductions (Based on ITE Rates)			*-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
	Mixed-Use Reductions			*-693*	*-95*	*-70*	*-25*	*-315*	*-159*	*-156*
	Alternative Mode Reductions			*0*	*0*	*0*	*0*	*0*	*0*	*0*
	Pass By Reductions (Based on ITE Rates)			*-3,090*	*0*	*0*	*0*	*-151*	*-76*	*-76*
	Adjusted Restaurant Trips			4,096	608	317	291	199	171	27
Mixed-Use Reductions - TOTAL				*-3,264*	*-216*	*-108*	*-108*	*-946*	*-473*	*-473*
Alternative Mode Reductions - TOTAL				*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Reductions - TOTAL				*-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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Intersection Volume Worksheets

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Dawsonville Highway (SR 53 Conn) @ McEver Road (SR 53) / Private Driveway
AM PEAK HOUR

	Dawsonville Highway (SR 53 Conn)				Dawsonville Highway (SR 53)				McEver Road (SR 53)			Private Driveway		
	Northbound				**Southbound**				**Eastbound**			**Westbound**		
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right	Left	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

	Dawsonville Highway (SR 53 Conn)								McEver Road (SR 53)			Private Driveway		
	Northbound				**Southbound**				**Eastbound**			**Westbound**		
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right	Left	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

	wsonville Highway (SR 53 Co			Dawsonville Highway (SR 53)				Green Hill Circle			Private Driveway		
	Northbound				**Southbound**			**Eastbound**			**Westbound**		
Description	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

	wsonville Highway (SR 53 Co			Dawsonville Highway (SR 53)				Green Hill Circle			Private Driveway		
	Northbound				**Southbound**			**Eastbound**			**Westbound**		
Description	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

	Shallowford Road			Private Driveway			wsonville Highway (SR 53 Co			wsonvilleHighway (SR 53 Co		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

	Shallowford Road			Private Driveway			wsonville Highway (SR 53 Co			wsonvilleHighway (SR 53 Co		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

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INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Dawsonville Highway (SR 53 Conn) @ Private Driveway
AM PEAK HOUR

	Private Driveway						wsonville Highway (SR 53 Co			wsonville Highway (SR 53 Co		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

	Private Driveway						wsonville Highway (SR 53 Co			wsonville Highway (SR 53 Co		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

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INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Dawsonville Highway (SR 53 Conn) @ Site Driveway A / Lakeshore Drive

AM PEAK HOUR

	Site Driveway A			Lakeshore Drive			wsonville Highway (SR 53 Co			wsonville Highway (SR 53 Co		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

	Site Driveway A			Lakeshore Drive			wsonville Highway (SR 53 Co			wsonville Highway (SR 53 Co		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

	Site Driveway B						wsonville Highway (SR 53 Co			wsonville Highway (SR 53 Co		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

	Site Driveway B						wsonville Highway (SR 53 Co			wsonville Highway (SR 53 Co		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

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INTERSECTION VOLUME DEVELOPMENT

Intersection #7: Dawsonville Highway (SR 53 Conn) / John W Morrow Jr Parkway (SR 53 Conn) @ Pearl Nix Parkway

AM PEAK HOUR

	Pearl Nix Parkway				Pearl Nix Parkway			wsonville Highway (SR 53 Co			V Morrow Jr Parkway (SR 53		
	Northbound				**Southbound**			**Eastbound**			**Westbound**		
Description	U-Turn	Left	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

	Pearl Nix Parkway				Pearl Nix Parkway			wsonville Highway (SR 53 Co			V Morrow Jr Parkway (SR 53		
	Northbound				**Southbound**			**Eastbound**			**Westbound**		
Description	U-Turn	Left	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

	Alta Vista Road			Rainey Street			ohn W Morrow Jr Parkway (SR 53 Conn				V Morrow Jr Parkway (SR 53		
	Northbound			**Southbound**			**Eastbound**				**Westbound**		
Description	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

	Alta Vista Road			Rainey Street							V Morrow Jr Parkway (SR 53		
	Northbound			**Southbound**			**Eastbound**				**Westbound**		
Description	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

	Private Driveway			Washington Street			ohn W Morrow Jr Parkway (SR 53 Conn				V Morrow Jr Parkway (SR 53		
	Northbound			**Southbound**			**Eastbound**				**Westbound**		
Description	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		0	0		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

	Private Driveway			Washington Street			ohn W Morrow Jr Parkway (SR 53 Conn				V Morrow Jr Parkway (SR 53		
	Northbound			**Southbound**			**Eastbound**				**Westbound**		
Description	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

	Jesse Jewell Parkway (SR 369)			e Jewell Parkway (SR 60/SR 3			W Morrow Jr Parkway (SR 53			n City Parkway (SR 53 Conn/S		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

	Jesse Jewell Parkway (SR 369)			e Jewell Parkway (SR 60/SR 3			W Morrow Jr Parkway (SR 53			n City Parkway (SR 53 Conn/S		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

	Shallowford Road			Shallowford Road			Private Driveway			Plaza Drive		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

	Shallowford Road			Shallowford Road			Private Driveway			Plaza Drive		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

	Pearl Nix Parkway			Pearl Nix Parkway			Site Driveway C					
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

	Pearl Nix Parkway			Pearl Nix Parkway			Site Driveway C					
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

	Shallowford Road			Shallowford Road			Skelton Road					
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

	Shallowford Road			Shallowford Road			Skelton Road					
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

	Pearl Nix Parkway				Pearl Nix Parkway				Site Driveway D			Private Driveway		
	Northbound				**Southbound**				**Eastbound**			**Westbound**		
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	6	293	0	1	11	252	3	0	0	4	2	0	2
Pedestrians	0				0				1			0		
Conflicting Pedestrians	0	1		0	0	0		1	0		0	0		0
Heavy Vehicles	0	0	8	0	0	0	5	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	3%	0%	2%	2%	2%	2%	0%	0%	2%	2%	0%	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**	**0**	**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%	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	0	7	337	0	1	13	289	3	0	0	5	2	0	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	0	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	0	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	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	0	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	0	0
Pass-By Trips	0	0	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	0	0
2030 Buildout Total	0	144	391	0	1	13	374	28	67	0	92	2	0	2

PM PEAK HOUR

	Pearl Nix Parkway				Pearl Nix Parkway				Site Driveway D			Private Driveway		
	Northbound				**Southbound**				**Eastbound**			**Westbound**		
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	8	43	569	3	6	10	360	25	32	2	57	18	3	10
Pedestrians	0				0				1			0		
Conflicting Pedestrians	0	1		0	0	0		1	0		0	0		0
Heavy Vehicles	0	0	3	0	0	0	6	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	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**	**3**	**10**
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	9	49	654	3	7	11	414	29	37	2	65	21	3	11
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	0	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	0	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	0	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	0	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	0	0
Pass-By Trips	0	15	-15	0	0	0	-23	8	15	0	23	0	0	0
Total Project Trips	0	112	22	0	0	0	17	26	46	0	59	0	0	0
2030 Buildout Total	9	161	676	3	7	11	431	55	83	2	124	21	3	11

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INTERSECTION VOLUME DEVELOPMENT

Intersection #15: Pearl Nix Parkway @ Shallowford Road / West End Avenue
AM PEAK HOUR

	Pearl Nix Parkway			Pearl Nix Parkway			Shallowford Road			West End Avenue		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

	Pearl Nix Parkway			Pearl Nix Parkway			Shallowford Road			West End Avenue		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

	Pearl Nix Parkway			Pearl Nix Parkway			Browns Bridge Road (SR 369)			Browns Bridge Road (SR 369)		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

	Pearl Nix Parkway			Pearl Nix Parkway			Browns Bridge Road (SR 369)			Browns Bridge Road (SR 369)		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

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INTERSECTION VOLUME DEVELOPMENT

Intersection #17: Pearl Nix Parkway @ Site Driveway E
AM PEAK HOUR

	Pearl Nix Parkway			Pearl Nix Parkway			Site Driveway E					
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

	Pearl Nix Parkway			Pearl Nix Parkway			Site Driveway E					
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Programmed Project Fact Sheets

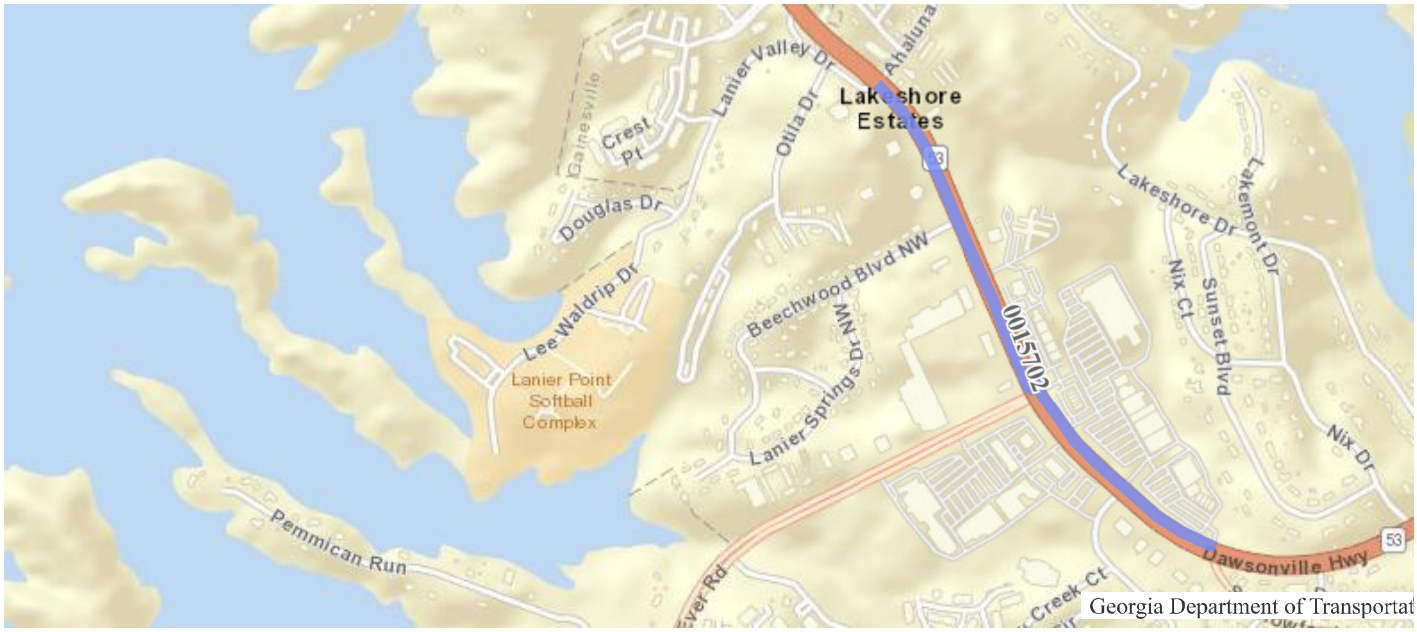
SR 53 FROM CS 921/AHALUNA DRIVE TO CS 966/SHALLOWFORD ROAD

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

Georgia Department of Transportation
One Georgia Center
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Atlanta, GA 30308
(404) 631-1990 Main Office

Contact Us

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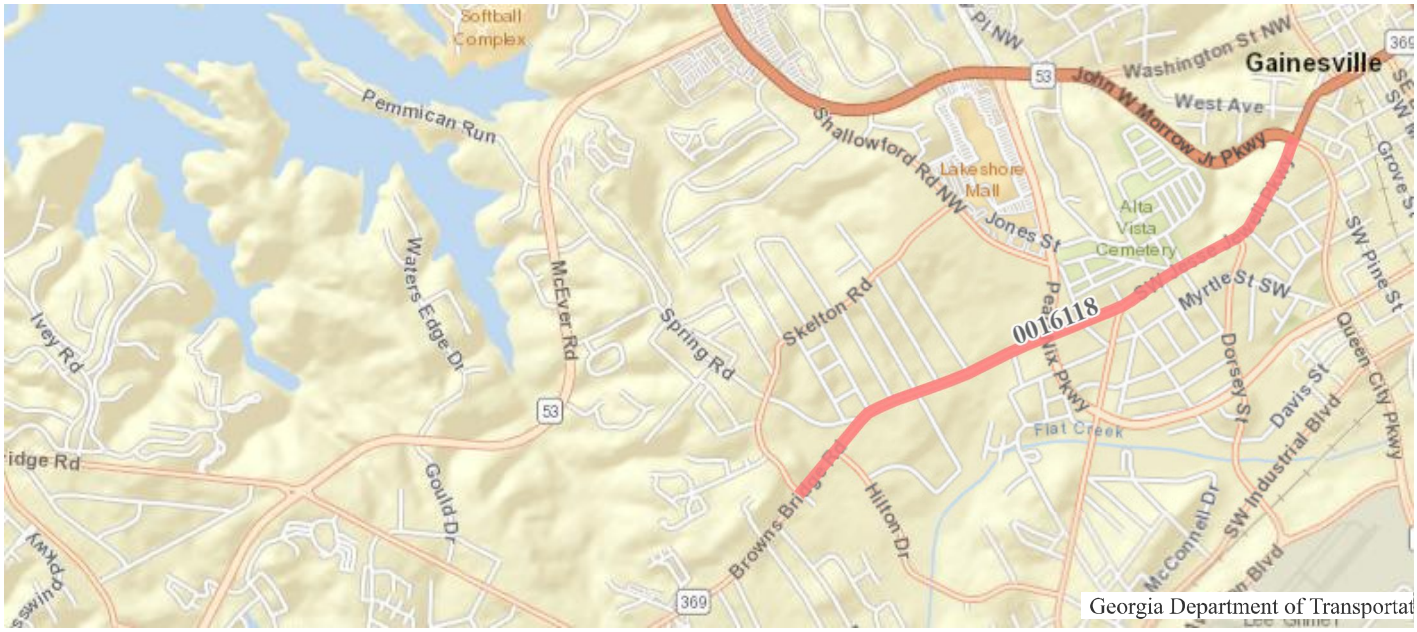
SR 369 FROM SKELTON ROAD TO SR 53 CONN - VRU

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.

Georgia Department of Transportation

One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
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HALL COUNTY GEORGIA

TSPLOST – November 2024

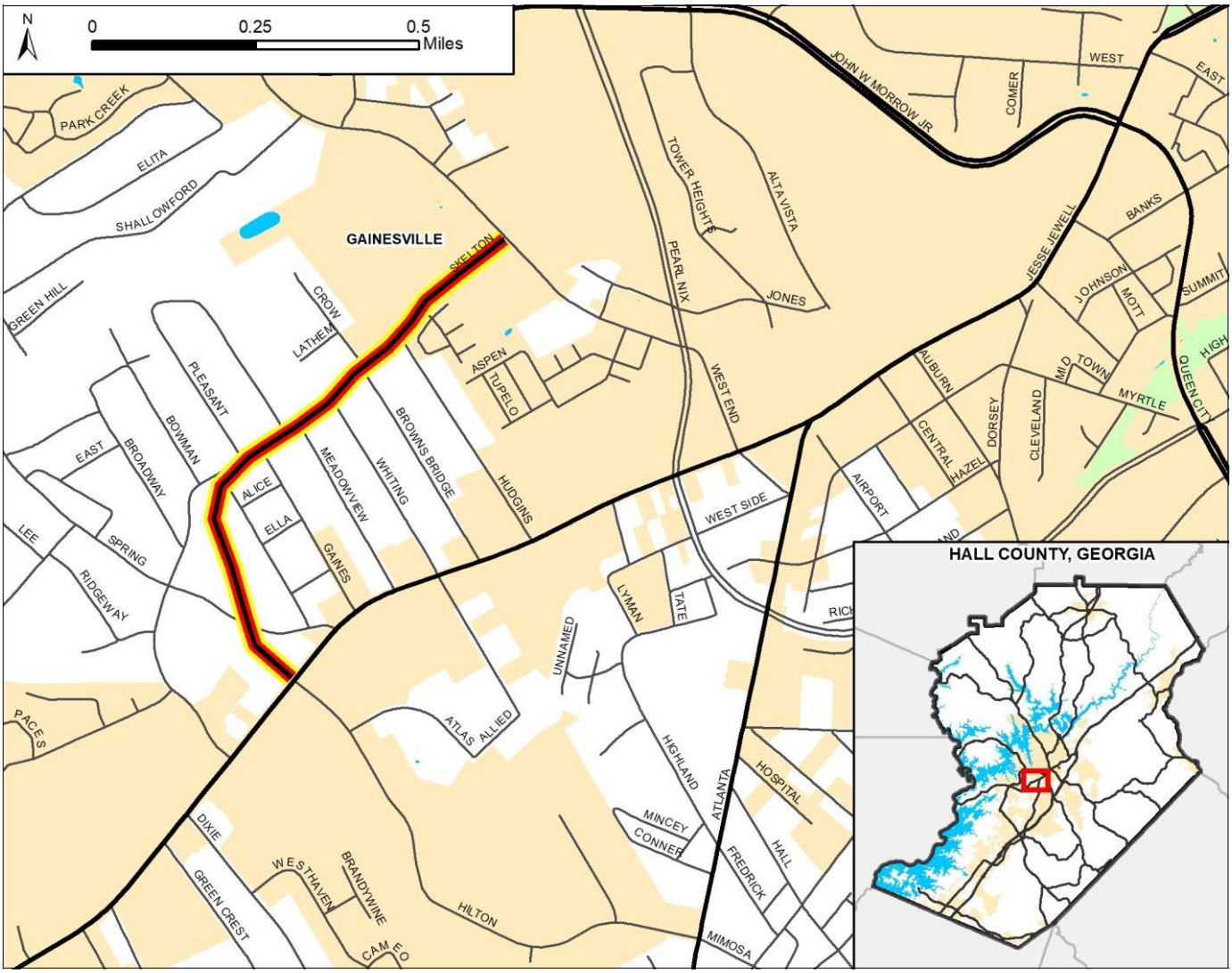
Project Name Hilton Drive Extension	**Number** TSPLOST-05	**Capacity Adding** Yes
	GHMPO No. N/A	**GDOT No.** N/A
Local Rd. Name Hilton Drive	**Improvement Type** New Roadway	
US/State Rd. Name N/A	**City** Gainesville	

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



Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Synchro Analysis Reports

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	
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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	9.3	70.2		14.1		85.2		31.3
Max Q Clear Time (g_c+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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			510	
Approach Delay, s/veh		20.9			37.9			35.4			78.0	
Approach LOS		C			D			D			E	

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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	23.8	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+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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/ln	1687	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	10.8	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+I1), s	13.1	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	3.6	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+I1), s	2.8	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	9.7	38.9		19.1	18.9	38.9		14.1
Max Q Clear Time (g_c+I1), s	2.2	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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	13.7	23.7		23.0	33.7	33.7	14.8	18.0
Max Q Clear Time (g_c+I1), s	3.4	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), s	9.3	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	
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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	9.4	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	24.0	84.0		24.1		124.0		24.1
Max Q Clear Time (g_c+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	9.3	81.2		16.1		96.2		28.3
Max Q Clear Time (g_c+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	17.6	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+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), 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

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), s	4.6	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	9.4	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	10.3	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	9.4	41.7		18.7	9.4	41.7		25.3
Max Q Clear Time (g_c+I1), s	4.1	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), s	2.9	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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	13.7	23.7		23.0	33.7	33.7	14.8	18.0
Max Q Clear Time (g_c+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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(I)	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	9.0	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	21.8	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+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	
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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), s	6.1	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	9.3	70.2		14.1		85.2		31.3
Max Q Clear Time (g_c+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	28.5	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+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	19.4	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+I1), s	23.1	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), s	2.9	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	8.7	29.9		39.1	17.9	19.9		14.1
Max Q Clear Time (g_c+I1), s	2.2	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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	13.0	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	33.7	23.7		23.0	33.7	33.7	14.8	18.0
Max Q Clear Time (g_c+I1), s	7.1	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	
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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	24.0	84.0		24.1		124.0		24.1
Max Q Clear Time (g_c+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	9.3	81.2		16.1		96.2		28.3
Max Q Clear Time (g_c+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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			59	
Approach Delay, s/veh		0.8			1.7			270.2			105.2	
Approach LOS		A			A			F			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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), 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

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	10.4	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+I1), s	22.2	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), s	5.4	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	
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	9.4	41.7		18.7	9.4	41.7		25.3
Max Q Clear Time (g_c+I1), s	4.6	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), s	2.3	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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	33.7	23.7		23.0	33.7	33.7	14.8	18.0
Max Q Clear Time (g_c+I1), s	17.7	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	34.8	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	27.8	41.5	26.9	27.7	8.0	71.5	20.9	33.7
Max Q Clear Time (g_c+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), s	7.1	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	9.3	70.2		14.1		85.2		31.3
Max Q Clear Time (g_c+I1), s	12.6	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	11.0	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+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), s	3.9	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), s	2.3	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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	7.7	23.7		23.0	33.7	33.7	14.8	18.0
Max Q Clear Time (g_c+I1), s	7.6	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	20.0	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+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	
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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	24.0	84.0		24.1		124.0		24.1
Max Q Clear Time (g_c+I1), s	11.9	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	9.3	82.2		23.1		97.2		20.3
Max Q Clear Time (g_c+I1), s	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	* 9.3	* 72	10.2	37.9	* 20	61.3	11.1	* 38
Max Q Clear Time (g_c+I1), s	11.0	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	31.1	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	31.5	70.7		39.3	13.9	87.7		39.3
Max Q Clear Time (g_c+I1), 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

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), s	5.4	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	10.4	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	9.4	41.7		18.7	9.4	41.7		25.3
Max Q Clear Time (g_c+I1), s	4.7	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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+I1), s	2.4	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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	33.7	23.7		23.0	33.7	33.7	14.8	18.0
Max Q Clear Time (g_c+I1), s	18.9	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	19.8	27.5	19.9	36.7	9.0	68.5	6.9	49.7
Max Q Clear Time (g_c+I1), 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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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	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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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.

Docusign Envelope ID: 27259E13-CB35-4D43-867C-B62684311DB9

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			1939	
Approach Delay, s/veh		59.5			67.6			60.1			41.6	
Approach LOS		E			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.

CITY OF GAINESVILLE

Work Session Agenda Request

Item Created:	January 16, 2025
Date Submitted:	January 27, 2025
Final Approval Date:	January 28, 2025
Presenter:	Bryan Lackey, City Manager
Item of Business:	Intent to Opt Out of Homestead Exemption
Meeting Date:	January 30, 2025

Purpose of Request:
To conduct the second of three (3) public hearings regarding the governing body's intent to opt out of the statewide adjusted base year ad valorem homestead exemption for the City of Gainesville otherwise granted by O.C.G.A. § 48-5-44.2(b).

Facts & Issues / History & Background:
The Public hearings are scheduled for January 16, 2025, January 30, 2025 and February 4, 2025.

Department Recommendation:
N/A

Department Director:
Bryan Lackey

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:
1. Gainesville Times Ad pdf 01-08-2025 #1
2. Gainesville Times Ad pdf_1-22-2025 #2
3. Resolution Opt Out of Homestead Exemption

Morris reflects on legacy as he steps down from school board

BY BEN ANDERSON
banderson@gainesvilletimes.com

Editor's note: This published in a previous E-Paper edition and is being provided here for print-only readers.

After 24 years on the Hall County school board, Nath Morris is stepping down, leaving a legacy defined by growth, innovation and steady leadership.

"It's been an honor and a privilege to serve on the Hall County school board for 24 years," he said in a sit-down interview. "That's 40% of my life."

Morris, 60, announced in March that he would not seek reelection, saying he has less time to commit to his school board duties since becoming president of the U.S. Poultry & Egg Association last year.

Morris will be succeeded by Beau Sheppard, who ran unopposed as a Republican in the November election.

A visionary for work-based learning

During Morris' tenure, the district has seen tremendous change, due in large part to a growing and increasingly diverse student population. The school board has adapted to these changes by building new schools and renovating old ones, and by greatly expanding its work-based learning opportunities in a range of fields such as culinary arts, robotics, welding and marine mechanics.

"I think that's been the biggest success," Morris said of the work-based learning initiatives, which now include more than 60 career pathways.

These programs help the district serve a diverse community, with a large number of immigrant students and English learners, who may struggle on standardized tests but excel with a hard hat on and a hammer in hand.

"Education can't be measured on standardized tests alone. I felt very strongly that way," Morris said. "I could see kids that have potential that just may not test well. There's all kind of examples out there of people who have been a huge success that dropped out of school or didn't go to college or whatever."

Morris recalled talks about five years ago between the board and Phil Sutton, the vice president of Kubota Manufacturing of America Corp., a Japanese company that manufactures tractors, rough terrain vehicles and construction equipment, with facilities in Northeast Georgia.

Morris said the board asked Sutton if Kubota would consider training students as part of a work-based learning program. He said Sutton was skeptical at first.

But "after we sent that first group in, Phil Sutton said, 'Bring me as many as you can bring me,'" Morris recalled. "That's a success(ful) program. That tells us there's something other than just saying, 'I graduated high school, and I went to college.'"

Superintendent Will Schofield said of Morris, "He's always asked a question that I have a lot of respect for, and that is, 'We've done it this way for a long time, isn't there a better way?'"

A steady hand during rocky times

Describing Morris as "a personal hero of mine," Schofield said, "Communities underestimate the power of stability and leadership over time. ... If there's a thankless job in a local community, I'd have to say my experience has been, it's a local school board member."

Those who worked with Morris described him as a steady, thoughtful and compassionate leader.

"He was very thoughtful in his process and didn't just simply react to a situation," said school board chairman Craig Herrington, who has served alongside Morris since 2000. "He wanted to think through it and do what he felt was right."

Schofield highlighted Morris's leadership during the 2008 financial crisis, when the board was forced to lay off numerous district employees and make sharp budget cuts.

"All of a sudden we had 20, $25 million less dollars than we had the year before … and we were going to have to make some cuts," Schofield said. "And I knew that, but Nath saw it immediately. And he really helped guide us through that tough time."

'I never did this to be a politician'

Morris was elected to the Hall County school board in 2000 after one of the seats became vacant, winning nearly 70% of the vote. He currently serves as vice chairman and represents District 4, which covers North Hall.

He decided to run for the school board all those years ago because Hall County schools had a reputation for providing lower-quality education, he said, "and I wanted to change that."

He had already been deeply involved at his daughter's elementary school, coaching basketball and football, and was a member of the school's parent-teacher organization.

Morris and his wife, Joy, now have two daughters and three grandchildren.

"I never did this to be a politician," he said. "I have conservative values, but I never did this to move on to something else."

Among his accolades, Morris served as vice president of the Georgia School Board Association in 2014 and served as president the following year.

"That was a good experience, just to really get to know other boards, see how other boards operate," he said.

Scott Rogers The Times

Hall County School Board Vice Chairman Nath Morris is stepping down from the board after 24 years in office. Morris says he has less time to commit to his school board duties since becoming president of the U.S. Poultry & Egg Association last year.

Morris' upbringing and poultry career

Morris was raised in Gainesville on Cumberland Drive and had what he described as a traditional upbringing, where kids played outside all day and everyone in the neighborhood knew each other.

"All your friends' parents were your second parents," he said.

Morris attributed his character and lifelong work ethic to his supportive family, strong community ties and his early jobs like selling eggs and doing yard work in his neighborhood.

"I started selling eggs in the neighborhood when I was about 8 years old," he said. "We'd go pick them up, and I'd pay for the eggs. And I'd make a little bit of profit."

Morris has spent the entirety of his career in the poultry industry, following in the footsteps of his father and grandfather, who both led distinguished careers. His father was the former president of Mar-Jac Poultry, a poultry processing plant headquartered in Gainesville, and his grandfather was a veterinarian at the Poultry Laboratory and a professor of poultry nutrition at the University of Georgia.

Morris graduated in 1982 from Gainesville High School and attended UGA, where he received a degree in poultry science. After college, he worked as a quality assurance manager at Seaboard Farms of Athens; Meyn Food Processing Technology, a poultry equipment company; southeastern territory manager at Aviagen's Arbor Acres; and a U.S. sales manager at Perdue Farms.

In May 2023, he was named president of the U.S. Poultry & Egg Association, a leading industry trade group, where he has worked for more than a decade.

Morris' mic drop and his legacy

Reflecting on his departure from the school board, Morris said one of his only regrets is that he didn't do more to educate taxpayers about issues like property annexation and its impact on school funding. He also suggested that he could have pushed harder for banning cell phones in classrooms.

At his final school board meeting earlier this month, he said he would like the school board to seriously consider that latter proposal after he is gone.

"I use this every day, but I use it for the right reasons," he said at the meeting, holding up his smartphone. "Those things need to go," he said, throwing it over his shoulder. "I challenge this board to take a hard look at that. It's not going to be a popular decision, but take a hard look at that."

When asked what kind of legacy he hopes to leave, he said he wants to serve as a role model for his family and shifted the spotlight to the board as a whole and to the teachers and staff throughout the district.

"It's been a pleasure to serve in a district that emphasizes character, competency and rigor for all, which is the Hall County school board mission, and it would not have happened without a great Hall County staff of teachers, of bus drivers, lunchroom workers, central office people — everybody focused on education and what's best for kids."

FROM 1A

Malinguaggio

counts of sexual exploitation of children.

The prosecution, however, dismissed one each of the aggravated sodomy and sexual exploitation charges on the eve of trial.

"Although there appears to be sufficient probable cause for the issuance of a warrant, there does not appear to be sufficient evidence to prove guilt beyond a reasonable doubt," according to the district attorney's dismissal.

Malinguaggio was previously listed as the Libertarian Party of Hall County's vice chairman on their website, though it has since been removed.

The Hall County party's chairman, Marvin Myers, said the group was aware of the "serious allegations against one of our members."

"In no way does this represent the other members, or the Libertarian Party," Myers wrote in an email. "We will withhold any further comments until the legal proceedings have run their course."

Buckler said the girl's mother has "absolutely blocked me from talking to her right up 'til this morning" and alleged a cover-up.

In his interview with law enforcement, Malinguaggio denied doing anything to hurt this girl.

When Buckler did have a chance to talk with the child, she said that "the government" was trying to take him away.

During Malinguaggio's interview, investigators Richard Sinyard and Jerry Phillips asked him about his use of pornography, to which Malinguaggio said he had struggled with it and had gone to his pastor for guidance.

In his opening statement, Buckler showed censored versions of child sexual abuse images and videos that were found during the investigation.

The images were in his devices' cache, so it was unclear if he had previously saved and deleted these items or clicked on them, Buckler said.

Scott Rogers The Times

Attorneys for Jonathan Malinguaggio and prosecution attorneys speak with Superior Court Judge Lindsay Burton Tuesday, Jan. 7, during day one of the Malinguaggio child sex abuse trial.

Sheffield said there was no evidence that his client had an intent to have these images.

The defense attorney also focused part of his opening statement on impeaching Sinyard's character, saying he had a witness that he would call to testify about how the former investigator used manipulative tactics.

The neighborhood became a "rabid rumor mill," Sheffield said, that talked about Malinguaggio as being a "creepy guy" for a year before these charges.

"No police, no action, no nothing," Sheffield said. "Just a rabid rumor mill, and the investigation and the rumor mill that I'm going to talk to you about was then essentially, after John's arrest, was given to the district attorney's office."

Sheffield said there were no signs seen by the doctor supporting that the girl was sexually abused, offering alternative explanations for the allegations that started the investigation.

Responding to Buckler's assertion that the girl's mother has stopped him from speaking with the young girl, Sheffield said the mother has acted within reason given how they alleged they were misled during the investigation.

The jury began hearing witness testimony around 11:30 a.m. Tuesday before taking a lunch break. They reentered the courtroom around 1:20 p.m.

INTENT TO OPT OUT OF HOMESTEAD EXEMPTION

The governing body of the City of Gainesville intends to opt out of the statewide adjusted base year ad valorem homestead exemption for the City of Gainesville.

All concerned citizens are invited to the public hearing on this matter to be held at:

City of Gainesville Council Boardroom
300 Henry Ward Way
Gainesville, GA 30501
On Thursday, January 16, 2025 at 9:00AM

Times and places of additional public hearings on this matter are at:

City of Gainesville Council Boardroom
300 Henry Ward Way
Gainesville, GA 30501
On Thursday, January 30, 2025 at 9:00AM

Gainesville Justice Center
701 Queen City Parkway
Gainesville, GA 30501
On Tuesday, February 4, 2025 at 6:00PM

Oakwood intersection named after late councilman

BY JEFF GILL
jgill@gainesvilletimes.com

Editor's note: This published in a previous E-Paper edition and is being provided here for print-only readers.

A busy Oakwood intersection has been named in memory of late City Councilman and former longtime Hall County Clerk of Courts Dwight Wood.

Wood

Oakwood City Council has passed a proclamation naming the intersection of H.F. Reed Industrial Parkway and McEver Road the Dwight S. Wood Memorial Interchange. Wood died in September 2023 at 71.

Wood "not only found Oakwood his place to live and work, but he found it a place to serve his fellow man — especially as it concerned public safety," the proclamation states.

He pushed for H.F. Reed at McEver to be signalized and have "proper signage for the mixture of cars and trucks."

"I'm so excited about it," said his widow, Rhonda Wood, of the proclamation. "Dwight gave many years of service not only to the city of Oakwood but also to Hall County.

"He loved the citizens and loved serving the citizens," said Rhonda Wood, who now holds her husband's seat on the council. "Every day I still look at Dwight's accomplishments that he had during his career, and he is more than deserving of this. I know and I can feel how proud he is."

Signs designating the new name have to be ordered, City Manager B.R. White said Friday, Jan. 17.

"It will take a couple of weeks and then there will be an unveiling of the signs," he said.

A formal ceremony is expected.

Jeff Gill The Times

This intersection in Oakwood has been named the Dwight S. Wood Memorial Interchange.

UNG eSports team hits milestone with 1st Halo championship win

BY BEN ANDERSON
banderson@gainesvilletimes.com

Editor's note: This published in a previous E-Paper edition and is being provided here for print-only readers.

The University of North Georgia eSports team has reached a monumental milestone, clinching its first national championship in Halo, a beloved sci-fi shooter that has captivated gamers for over two decades.

The team triumphed over Fisher College in Boston, a heavyweight in collegiate gaming, with a decisive 3-1 victory in the grand finals.

The championship-winning roster included Wyatt Gowan, Eli Huey, Clayton Poore and Dalton Ragon, coached by Nathaniel Hehl, a 2023 UNG graduate.

Their victory capped off an impressive 12-1 season, including an undefeated 9-0 run in the regular season.

"Winning this championship means a lot to me because we put a lot of time and effort into this," said Gowan, a sophomore from Murrayville who is pursuing a degree in information systems and a minor in cybersecurity.

What is eSports?

For the uninitiated, eSports is short for "electronic sports" and typically refers to the world of competitive multiplayer video gaming.

While some view gaming as a casual pastime, eSports has grown into a global billion-dollar industry with large audiences and lucrative tournaments.

"Anybody that has a passion for video games and competing, it's something to pursue," said Ragon, a computer science major.

The Halo legacy

For some readers, the mere mention of Halo is likely to trigger a wave of nostalgia.

First released in 2001, the franchise quickly became a cultural phenomenon, spanning novels, films, comic books and a TV show.

While the game's popularity has waned some among casual gamers, it remains a cornerstone of competitive gaming, and UNG's victory is a testament to the game's enduring appeal.

What's next for UNG eSports?

The UNG eSports program has grown steadily since its inception in 2018. With over 55 students now involved, the program offers opportunities in multiple games.

Poore, a senior studying computer science, reflected on the camaraderie the team has built.

"I'm very thankful for our team," he said. "It's some of the best friends I've made."

Ragon, a computer science major and former professional player, echoed that sentiment.

"UNG and Nathaniel do a great job," he said, referring to the team's coach. "It's fun, but you still get that desire to be competitive."

UNG eSports is now looking to build on its success, with online tryouts for 10 games planned during the upcoming semester. As the program grows, it hopes to attract more gamers eager to compete and connect.

"Everybody has their niche," said Huey, a December 2024 graduate in criminal justice. "This is what gaming can become."

UNG's eSports team won its first national title in Halo, a wildly popular competitive video game.

Photo courtesy UNG

INTENT TO OPT OUT OF HOMESTEAD EXEMPTION

The governing body of the City of Gainesville intends to opt out of the statewide adjusted base year ad valorem homestead exemption for the City of Gainesville.

All concerned citizens are invited to the public hearing on this matter to be held at:

City of Gainesville Council Boardroom
300 Henry Ward Way
Gainesville, GA 30501
On Thursday, January 30, 2025 at 9:00AM

Time and place of an additional public hearing on this matter is at:

Gainesville Justice Center
701 Queen City Parkway
Gainesville, GA 30501
On Tuesday, February 4, 2025 at 6:00PM

INTENT TO OPT OUT OF HOMESTEAD EXEMPTION

The Town of Braselton intends to opt out of the statewide adjusted base year ad valorem homestead exemption for Town of Braselton. All concerned citizens are invited to the public hearing on this matter to be held at Braselton Courtroom in the Braselton Police and Municipal Court building at 5040 Highway 53 on January 9, 2025 at 4 pm. Times and places of additional public hearings on this matter are in the same location on February 6, 2025 at 4 pm and February 10, 2025 at 6 pm.

RESOLUTION BR-2025 - ___

RESOLUTION BY CITY OF GAINESVILLE TO OPT OUT OF THE HOMESTEAD EXEMPTION PURSUANT TO O.C.G.A. § 48-5-44.2

WHEREAS, Georgia Code O.C.G.A. § 48-5-44.2, effective January 1, 2025, creates a statewide homestead exemption from ad valorem taxes levied by, for, or on behalf of the state or any county, consolidated government, municipality, or local school district in this state; and

WHEREAS, more specifically, O.C.G.A. § 48-5-44.2(i) authorizes the governing authority of any county, consolidated government, municipality, or school district to opt out of the homestead exemption otherwise granted by O.C.G.A. § 48-5-44.2(b) with respect to such political subdivision through certain procedures and the adoption of a resolution by March 1, 2025; and

WHEREAS, the City of Gainesville desires to opt out of the homestead exemption otherwise granted by O.C.G.A. § 48-5-44.2(b); and

WHEREAS, the City of Gainesville has complied with the required procedures pursuant to O.C.G.A. § 48-5-44.2(i), including but not limited to, the conduct of at least three public meetings on the intent to opt out, the placement of the required advertisement in a newspaper of general circulation serving the residents of the City of Gainesville, the posting of such advertisement on the City of Gainesville website, and the provision of the advertisement via press release to the local media.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body of the City of Gainesville hereby opts out of the homestead exemption otherwise granted by O.C.G.A. § 48-5-44.2(b).

BE IT FURTHER RESOLVED THAT this Resolution shall become effective upon its approval by the governing body of the City of Gainesville.

BE IT FURTHER RESOLVED THAT the City of Gainesville City Clerk is hereby directed to file a certified copy of this Resolution with the Georgia Secretary of State no later than March 1, 2025.

Adopted this _____ day of _____, 2025.

_____
W. Samuel Couvillon, Mayor

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

ATTEST:

_____
Denise O. Jordan, City Clerk
4900-5503-4892, v. 2