



Hall County P&Z
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Traffic Impact Study

4363 Sardis Road Residential

Hall County, Georgia

Report Prepared:

December 2023

Prepared for:

Grace of Georgia Developments, LLC

Prepared by:

Kimley»»Horn

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
017835001

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12/4/2023

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1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the proposed *4363 Sardis Road Residential* development, which is expected to be completed in 2026 (referred to herein as “build-out year”). The site is located west of Sardis Road and south of Short Road in unincorporated Hall County, Georgia. The site is currently undeveloped.

A trip generation memorandum (dated November 10, 2023) was previously submitted to Hall County with the rezoning application. Since that time, the overall site density has decreased. As currently envisioned, the 41.47-acre site is proposed to be developed and consist of 125 single-family residential lots. The site is proposed to be rezoned from AR-III (agricultural-residenital) to PRD (planned residential district).

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

1. Existing 2023 Traffic Conditions
2. Projected 2026 No-Build Traffic Conditions (Existing 2023 Traffic Conditions, plus background traffic growth).
3. Projected 2026 Build Traffic Conditions (Projected 2026 No-Build Traffic Conditions, plus the traffic associated with the proposed *4363 Sardis Road Residential* development).

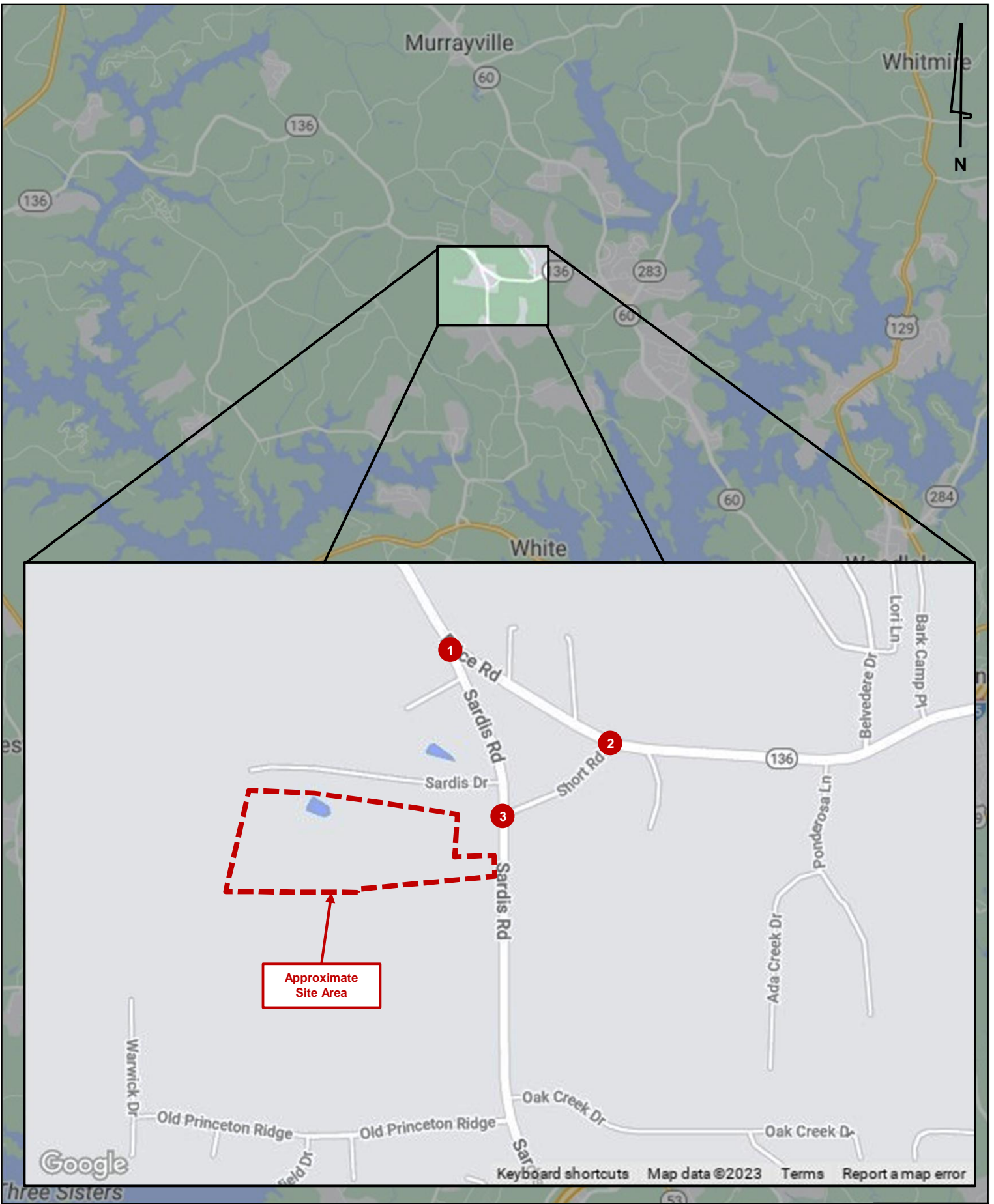
Figure 1 provides a location map of the project site. **Figure 2** provides aerial imagery of the project site. Additionally, a copy of the proposed site plan is provided in **Appendix A**.

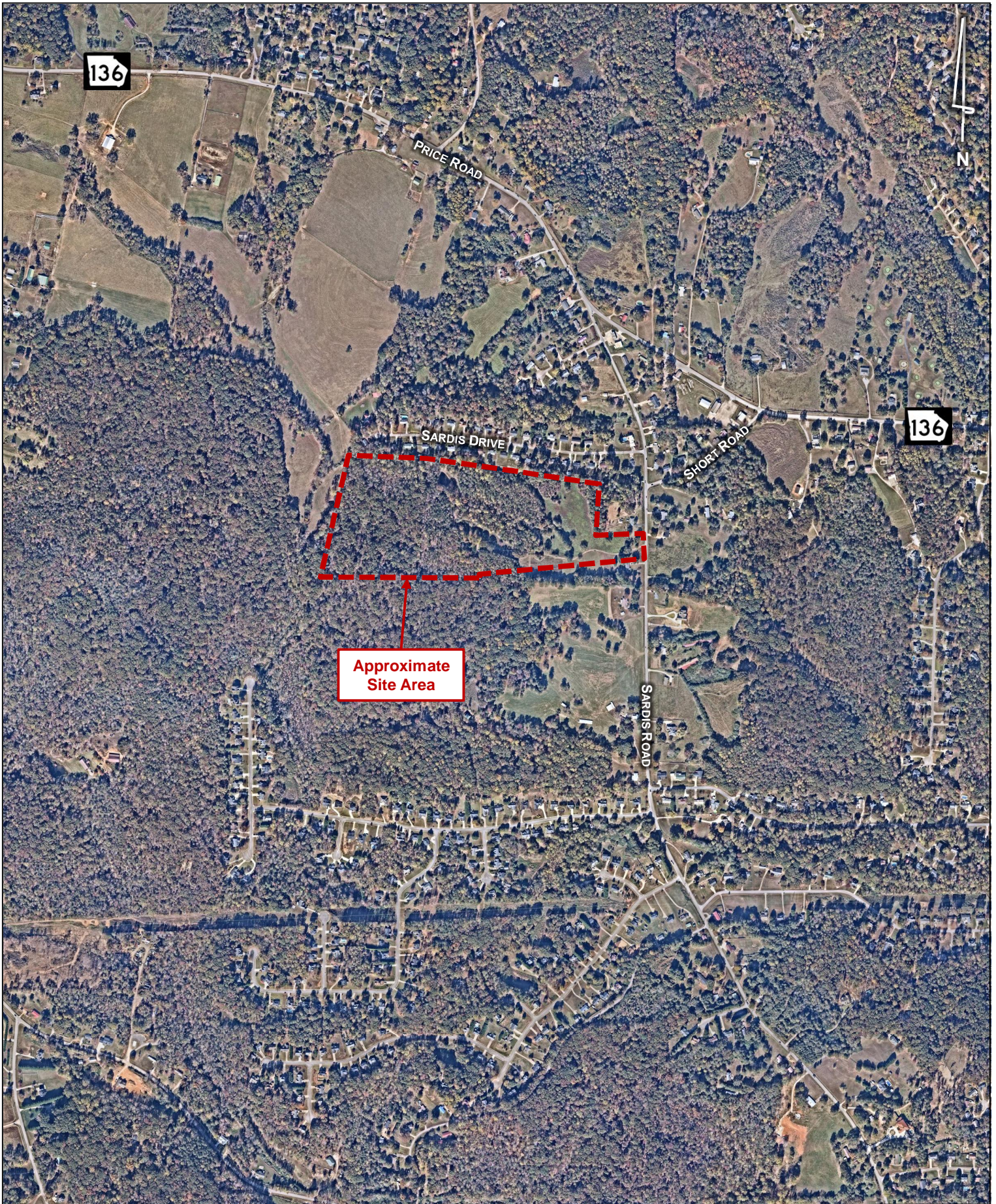
2.0 STUDY AREA DETERMINATION

The study area consists of the following three (3) existing intersections:

1. Price Road (SR 136) at Sardis Road (unsignalized)
2. Price Road (SR 136) at Short Road (unsignalized)
3. Sardis Road at Short Road (unsignalized)

For purposes of the traffic impact study, Sardis Road is considered to have a north-south orientation. Price Road (SR 136) is considered to have an east-west orientation. Short Road is considered to have a north-south orientation at the intersection with Price Road (SR 136), and an east-west orientation at the intersection with Sardis Road.





Approximate
Site Area

3.0 EXISTING TRAFFIC CONDITIONS

3.1 ROADWAY CHARACTERISTICS

The roadways within the study network have the following characteristics:

Price Road (SR 136) is a two-lane undivided minor arterial with a posted speed limit of 45 MPH in the vicinity of the study network. GDOT counts taken west of Sardis Road indicated an AADT of 7,730 vehicles per day in 2022.

Sardis Road is a two-lane undivided major collector road with a posted speed limit of 45 MPH in the vicinity of the study network. GDOT counts taken south of Old Princeton Ridge and north of Waterman Drive indicated an AADT of 5,210 per day in 2022.

Short Road is a two-lane undivided local road with a posted speed limit of 30 MPH in the vicinity of the study network. There are no GDOT count stations located along Short Road.

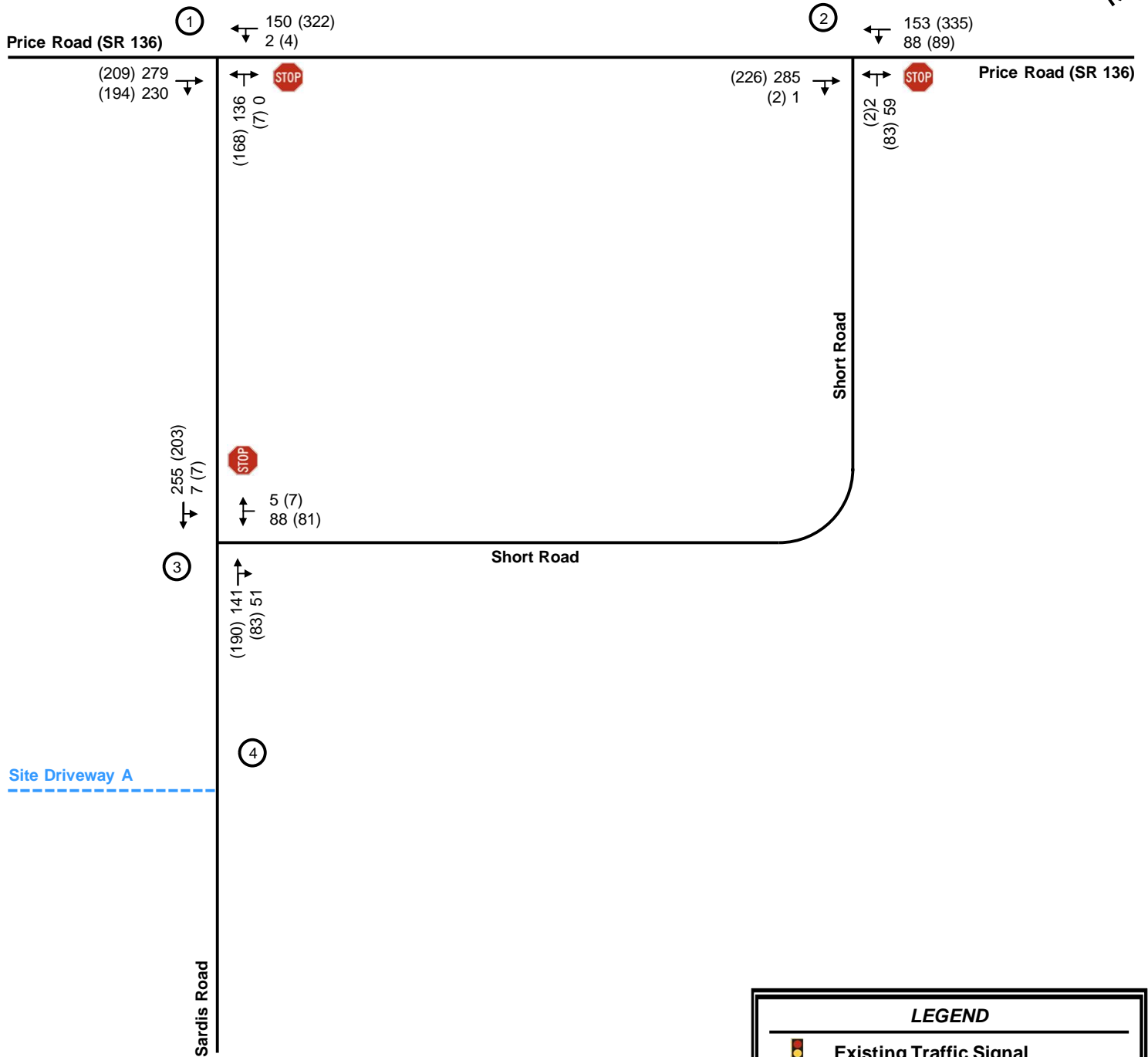
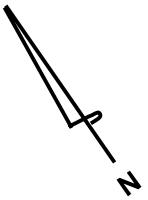
3.2 EXISTING TRAFFIC VOLUMES

Vehicle peak hour turning movement counts were collected on Wednesday, October 25, 2023. The 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). The AM and PM peak hours for each intersection are shown in **Table 1**. Complete traffic count data is provided in **Appendix E**.

Table 1: Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. Price Road (SR 136) at Sardis Road (unsignalized)	7:15 AM – 8:15 AM	5:00 PM – 6:00 PM
2. Price Road (SR 136) at Short Road (unsignalized)	7:15 AM – 8:15 AM	5:00 PM – 6:00 PM
3. Sardis Road at Short Road (unsignalized)	7:15 AM – 8:15 AM	5:00 PM – 6:00 PM

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

The complete traffic count data is provided in **Appendix E**. **Figure 3** illustrates the Existing 2023 traffic conditions for the AM and PM peak hours and the existing roadway geometry (intersection layout).



LEGEND

- Existing Traffic Signal
- Existing Stop Control
- Existing Roadway Laneage
- XX** AM Peak Hour Traffic Volumes
- (XX)** PM Peak Hour Traffic Volumes
- (X)** Intersection Reference Number

4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

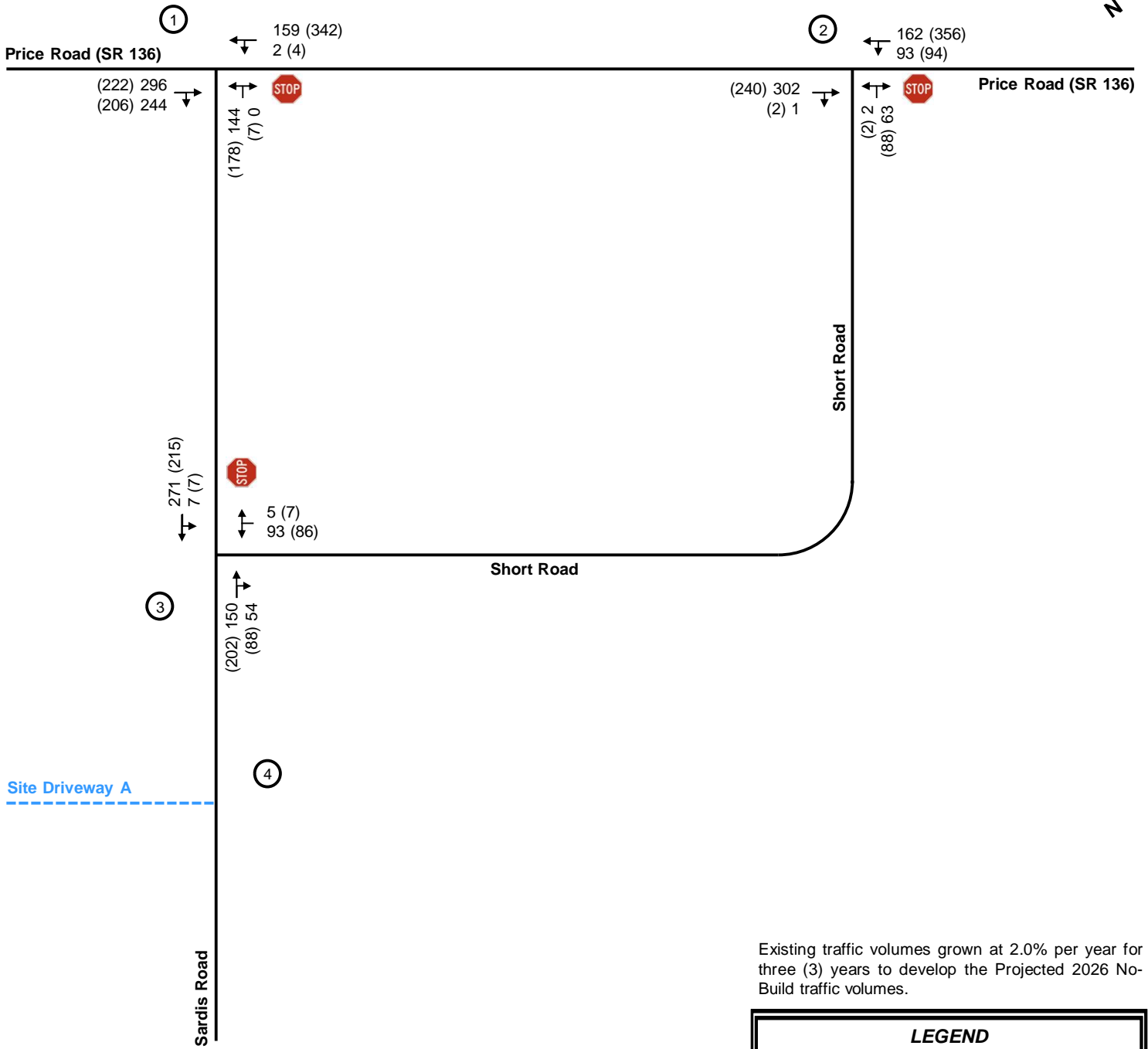
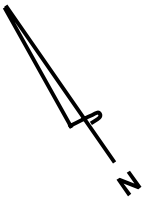
Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the 4363 *Sardis Road Residential* development. The Existing 2023 peak hour traffic volumes were increased by 2.0% per year for three (3) years to account for the expected background growth in traffic through year 2026, build-out of the project.

Figure 4 illustrates the Projected 2026 No-Build peak hour traffic volumes at the study intersections.

4.1 FUTURE ROADWAY / INTERSECTION PROJECTS

The GDOT GeoPI system, Atlanta Regional Commission's *Atlanta Region's Plan*, City of Gainesville and Hall County SPLOST lists were researched to identify any currently programmed transportation projects within the vicinity of the proposed development that may impact the study network during the analysis period. One (1) project was identified which is located in the vicinity of the development.

The Sardis Road Connector Project ([PI#0003626](#)) is programmed within the vicinity of the development. The project is forecast to begin construction in 2025. The project involves the widening and reconstruction of multiple existing roads and streets, along with a new roadway alignment to provide a four-lane divided roadway between the intersection of Sardis Road at Chestatee Road and the intersection of Thompson Bridge Road (SR 60) at Mount Vernon Road (SR 283), for a total length of 3.55 miles. At the intersection of Sardis Road at Ledan Road south of the development, the existing single-lane roundabout will be expanded to a multi-lane roundabout. The programmed project fact sheet and concept layout are included in **Appendix F**.



Existing traffic volumes grown at 2.0% per year for three (3) years to develop the Projected 2026 No-Build traffic volumes.

LEGEND	
	Existing Traffic Signal
	Existing Stop Control
	Existing Roadway Laneage
XX	AM Peak Hour Traffic Volumes
(XX)	PM Peak Hour Traffic Volumes
	Intersection Reference Number

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 4363 Sardis Road Residential development.

5.1 PROJECT SITE ACCESS

Access to the site will be provided via one (1) currently proposed site driveways, which is shown on the proposed site plan in **Appendix A**. A brief description of the site driveway is as follows:

- Site Driveway A – A proposed full-movement driveway along Sardis Road located approximately 530 feet south of Short Road. Site Driveway A is proposed to operate under sidestreet stop-control.

The proposed site driveways provide vehicular access to the entire development. Internal, private roadways throughout the site provide access to all homes. 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 the Single-Family Detached Housing land uses (ITE 210).

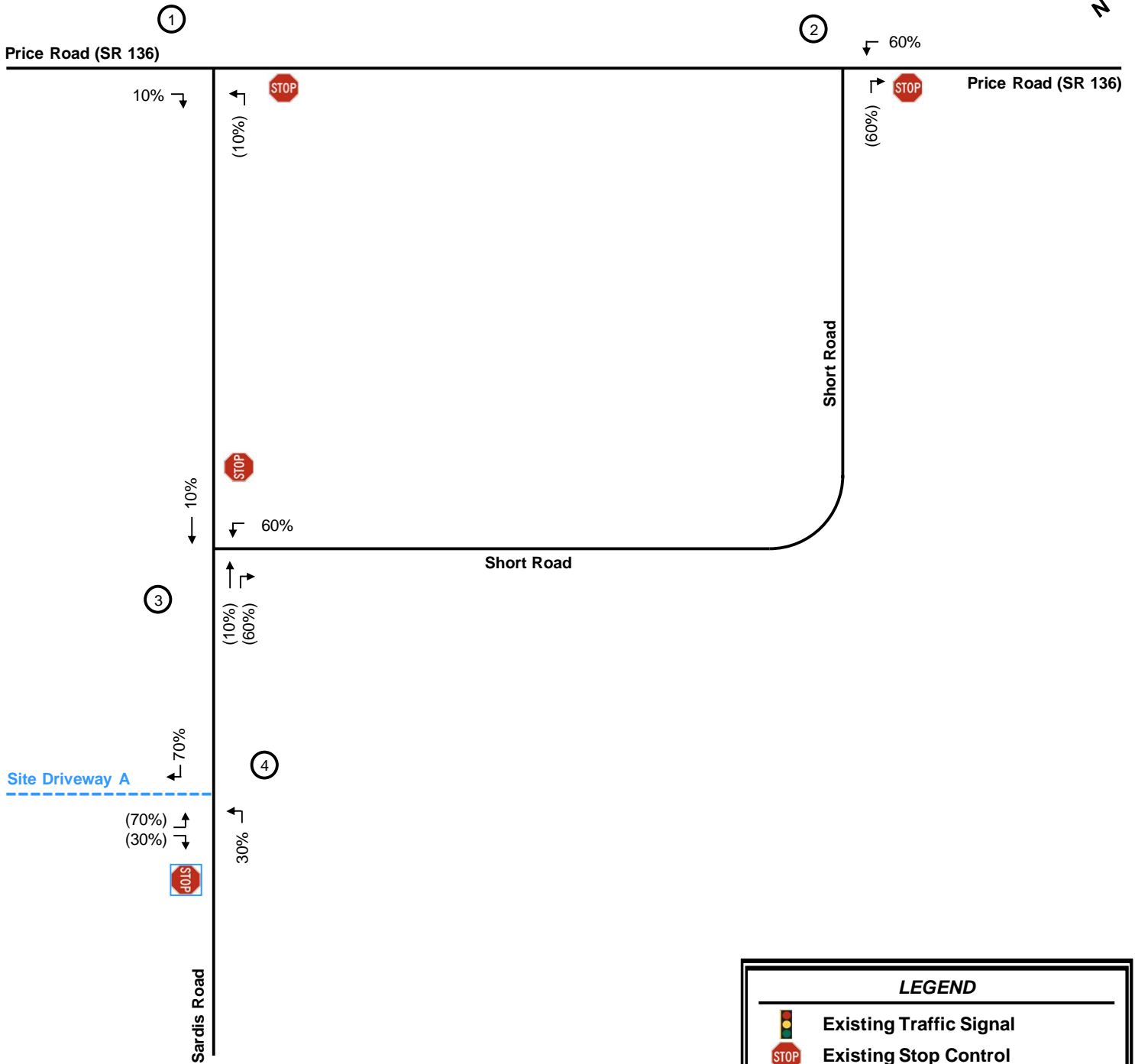
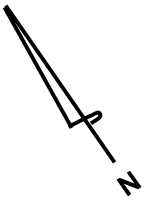
Table 2 summarizes the net trip generation for the proposed development upon full build-out in 2026. Due to the size, nature, and location of the proposed development, mixed-use, alternative mode, and pass-by reductions were assumed to be zero.

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

Land Use	Density	ITE Code	Daily Traffic			AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Single-Family Detached Housing	125 units	210	1,238	619	619	91	24	67	123	77	46
Total Gross Trips			1,238	619	619	91	24	67	123	77	46
<i>Mixed-Use Reduction</i>			-0	-0	-0	-0	-0	-0	-0	-0	-0
<i>Alternative Mode Reduction</i>			-0	-0	-0	-0	-0	-0	-0	-0	-0
<i>Pass-by Reduction</i>			-0	-0	-0	-0	-0	-0	-0	-0	-0
Total Net New Trips			1,238	619	619	91	24	67	123	77	46

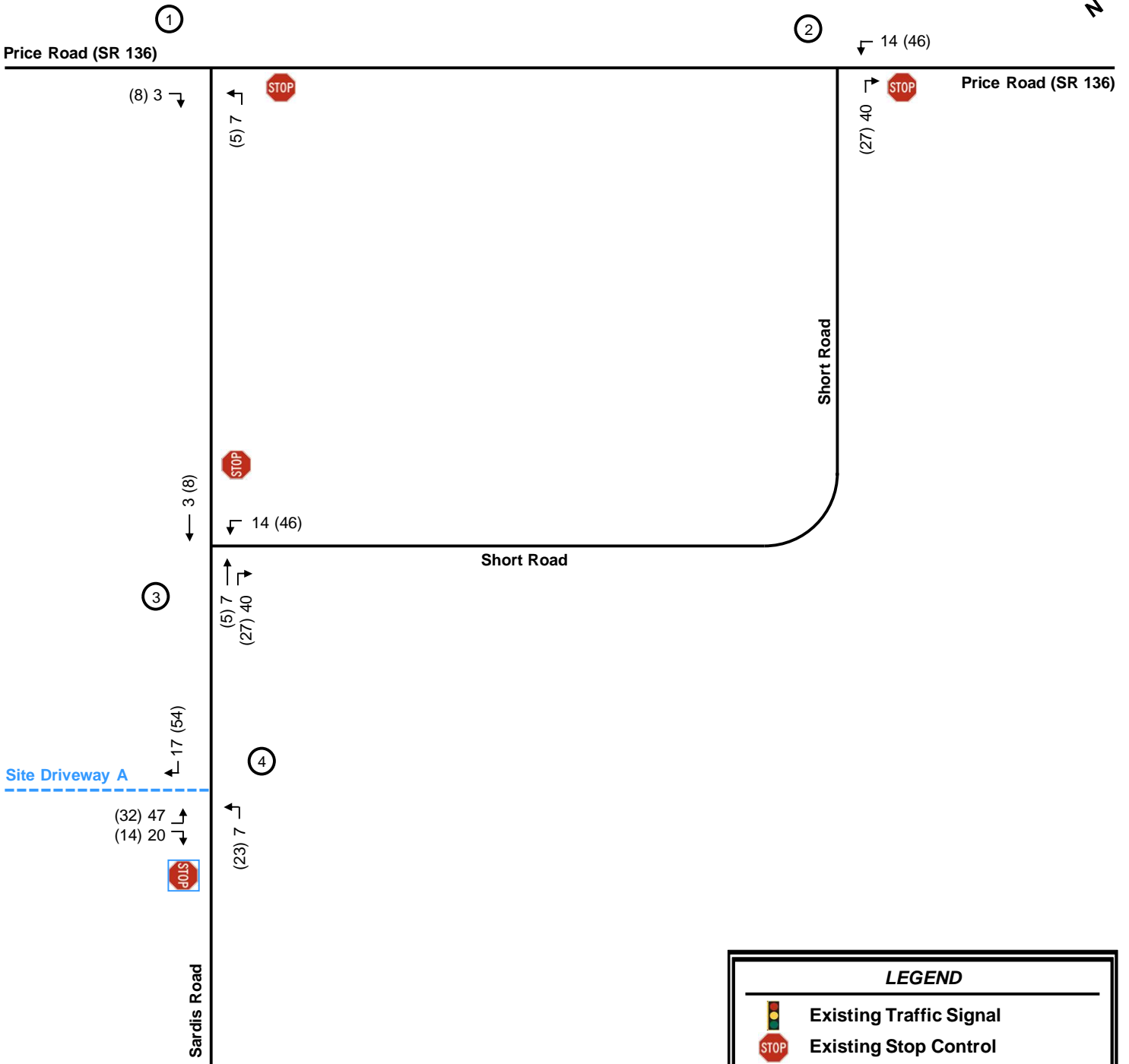
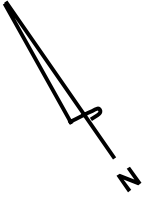
5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of adding new trips (project trips) related to the proposed development was based on a review of land uses and population densities in the area, and a review of the existing travel patterns in the area. A detailed trip distribution and assignment is shown in **Figure 5**. Based on trip generation from **Table 2** and the anticipated trip distribution in **Figure 5**, new project trips were assigned to the study roadway network. **Figure 6** illustrates the new project trips distributed throughout the study network for the Projected 2026 Build conditions. **Figure 7** illustrates the Projected 2026 Build traffic volumes for the AM and PM peak hours. **Appendix C** provides intersection volume worksheets for all study intersections.







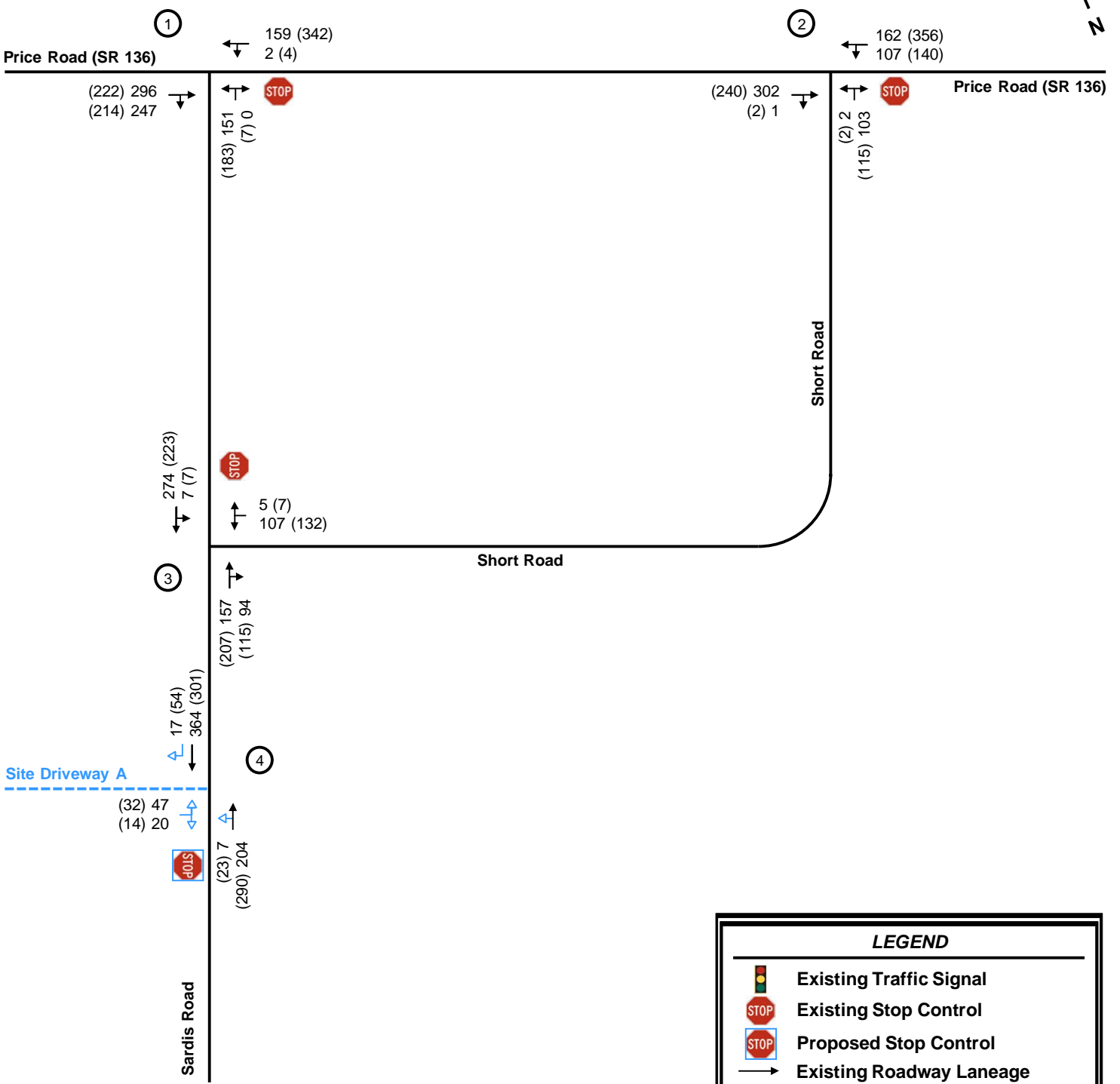
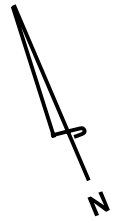
LEGEND

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








LEGEND

-  Existing Traffic Signal
-  Existing Stop Control
-  Proposed Stop Control
-  Turning Movement
- XX** AM Peak Hour Project Trips
- (XX)** PM Peak Hour Project Trips
- (X)** Intersection Reference Number



LEGEND

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

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 11*. *Synchro* software uses methodologies contained in the 6th Edition *Highway Capacity Manual* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

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

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

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

In addition to the Estimated 2023 conditions, an analysis was performed for the AM and PM peak hours under Projected 2026 No-Build and Build traffic conditions. The results of the LOS analysis are summarized for the AM and PM peak hours in **Table 3**. The *Synchro* analysis reports are included in **Appendix D**.

Table 3: Level-of-Service Summary							
LOS (Delay in Seconds)							
Intersection	Approach & Movement	Existing 2023		Projected 2026 No-Build		Projected 2026 Build	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Price Road (SR 136) at Sardis Road	NB Approach	C (17.8)	D (32.5)	C (17.8)	D (32.7)	C (18.3)	D (34.6)
	WBL	A (8.7)	A (8.9)	A (8.7)	A (8.9)	A (8.7)	A (8.9)
2. Price Road (SR 136) at Short Road (unsignalized)	NB Approach	B (10.8)	B (10.5)	B (10.8)	B (10.5)	B (11.1)	B (10.7)
	WBL	A (8.2)	A (8.0)	A (8.2)	A (8.0)	A (8.3)	A (8.1)
3. Sardis Road at Short Road (unsignalized)	SBL	A (7.7)	A (8.0)	A (7.7)	A (8.0)	A (7.8)	A (8.1)
	WB Approach	B (13.5)	B (14.2)	B (13.5)	B (14.2)	B (14.4)	C (16.5)
4. Sardis Road at Site Driveway A (unsignalized)	NBL					A (8.1)	A (8.2)
	EB Approach					B (13.8)	C (15.0)

As shown in **Table 3**, the analysis indicates that under Existing 2023, Projected 2026 No-Build, and Projected 2026 Build conditions, all intersections are expected to operate at at an acceptable LOS during both the AM and PM peak hours. No off-site roadway improvements are recommended for intersection capacity purposes.

7.0 CONCLUSION AND RECOMMENDATIONS

This traffic study evaluated the traffic impacts associated with the *4363 Sardis Road Residential* development, located west of Sardis Road and south of Short Road in unincorporated Hall County, Georgia. The development, which is approximately 41.47-acres in size, will include approximately 125 single family detached homes. The site is proposed to be rezoned from AR-III (agricultural-residential) to PRD (planned residential district).

The study network, which consists of three (3) existing intersections and one (1) site driveway, was analyzed for the weekday AM and PM peak hours under Existing 2023 conditions, Projected 2026 No-Build conditions (three years of background traffic growth), and Projected 2026 Build conditions (Projected 2026 No-Build conditions plus traffic generated by the proposed *4363 Sardis Road Residential* development).

All intersections are expected to operate at an acceptable LOS during the AM and PM peak hours under Existing 2023, Projected 2026 No-Build, and Projected 2026 Build conditions. Additionally, the site driveway is expected to operate acceptably under the Projected 2026 Build conditions.

Recommendations based on the results of this study include system improvements and site access improvements. System improvements, or “No-Build” recommendations, are needed to serve the background road network traffic. Site access improvements, or “Build” recommendations, are needed to serve the background road network traffic plus the *4363 Sardis Road Residential* development traffic.

7.1 SYSTEM IMPROVEMENT RECOMMENDATIONS

Based on the results of this traffic impact study, Kimley-Horn and Associates, Inc. does not recommend any system (no-build) improvements to serve the No-Build traffic conditions (note: this would be the improvements needed to serve the traffic based on the existing conditions plus background growth, and NOT the proposed development).

7.2 SITE-ACCESS IMPROVEMENT RECOMMENDATIONS

Based on the results of this study, Kimley-Horn and Associates, Inc. recommends the following site-access improvements to serve the Projected 2026 Build traffic conditions (note: this would be the improvements needed to serve the traffic associated with the *4363 Sardis Road Residential* development).

- Intersection 4 – Sardis Road at Site Driveway A
 - Per the site plan, construct a site driveway consisting of one (1) egress lane exiting the site and one (1) ingress lane entering the site.
 - Construct a southbound right-turn deceleration lane along Sardis Road entering the site.

Site Plan



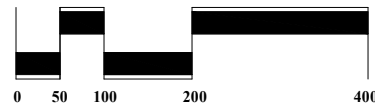
Rezoning Plat

4363 Sardis Road

Hall County, Georgia Land Lot 75, 10th District, 20th Section

prepared for:

Grace of Georgia Developments, LLC
78 Lindbergh Drive NE, Unit 100
Atlanta, Georgia 30305



Scale: 1" = 100'
November 16, 2023

Site Data

Total Site Area: 41.71 AC
Present Zoning: AR-III
Proposed Zoning: PRD
Total Lots Shown: 125
Overall Density: 2.99 UN/AC
Open Space Provided: 9.44 AC (22.6% of total site area)
Minimum Lot Size: 8,000 SF

Minimum Lot Width Shown: 50'
Building Setbacks:

front: 25'
side: 5'
rear: 20'

General Notes:

1. Boundary and topography from Hall County GIS.
2. According to Flood Insurance Rate Map (FIRM) #13139C0175G, April 4, 2018, no portion of this site contains floodplain.
3. No cemeteries are known to exist on site.
4. Streams and/or wetlands are to be determined.
5. No archeological or architectural landmarks are known to exist on site.
6. No utility easements exist on site.
7. Stormwater management and water quality structures are conceptual in size and will be revised based on hydrologic study.

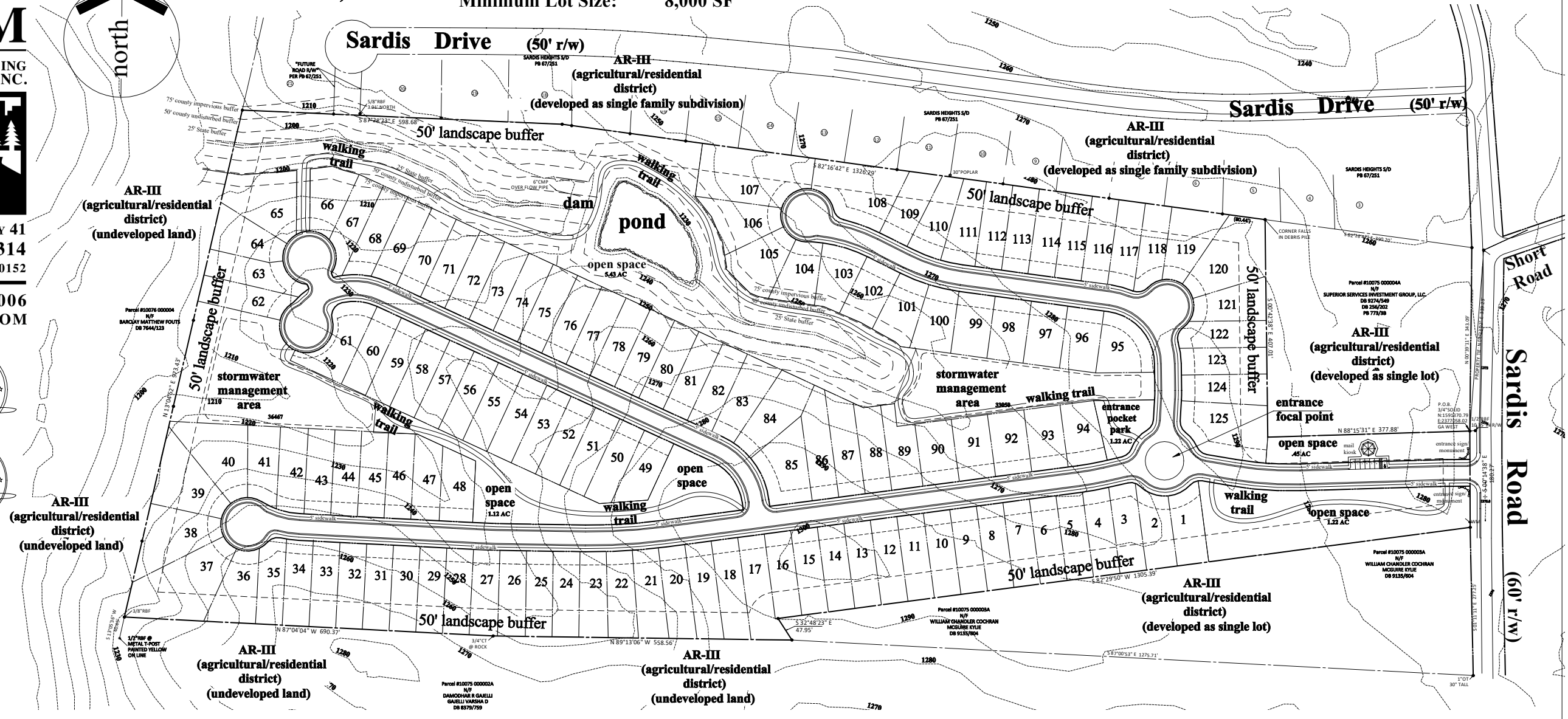
DGM

LAND PLANNING
CONSULTANTS, INC.



1635 Old Hwy 41
SUITE 112-314
KENNESAW, GA 30152

770-514-9006
DGMLPC.COM



AR-III
(agricultural/residential district)
(undeveloped land)

AR-III
(agricultural/residential district)
(undeveloped land)

AR-III
(agricultural/residential district)
(undeveloped land)

AR-III
(agricultural/residential district)
(undeveloped land)

AR-III
(agricultural/residential district)
(developed as single lot)

AR-III
(agricultural/residential district)
(developed as single lot)

Sardis Drive (50' r/w)
AR-III
(agricultural/residential district)
(developed as single family subdivision)

AR-III
(agricultural/residential district)
(developed as single family subdivision)

Short Road (60' r/w)
Sardis Road

Parcel #10075 00003A
N/T
DANMOSHAN & GANELLI
GARILLI VANDIA D
DB 8976/799

Parcel #10075 00008A
N/T
WILLIAM CHANDLER COCHRAN
MCCLURE KYLIE
DB 9133/904

Parcel #10075 00005A
N/T
WILLIAM CHANDLER COCHRAN
MCCLURE KYLIE
DB 9133/904

Parcel #10075 00004A
N/T
SUPERIOR SERVICES INVESTMENT GROUP, LLC
DB 9274/549
DB 9266/502
DB 9277/549
DB 9278/549

P.O.B.
N/PC/NO
N: 1552-70.79
E: 377.86-87
GA WEST

N 88°15'31" E 377.88'

entrance sign
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Trip Generation Worksheet



Trip Generation Analysis (11th Ed. with *2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC*)
4363 Sardis Road Residential
City of Gainesville, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
210 Single-Family Detached Housing	125 d.u.	1,238	91	24	67	123	77	46
Gross Trips		1,238	91	24	67	123	77	46
Residential Trips		1,238	91	24	67	123	77	46
<i>Mixed-Use Reductions</i>		0	0	0	0	0	0	0
<i>Alternative Mode Reductions</i>		0	0	0	0	0	0	0
Adjusted Residential Trips		1,238	91	24	67	123	77	46
<i>Mixed-Use Reductions - TOTAL</i>		0	0	0	0	0	0	0
<i>Alternative Mode Reductions - TOTAL</i>		0	0	0	0	0	0	0
<i>Pass-By Reductions - TOTAL</i>		0	0	0	0	0	0	0
New Trips		1,238	91	24	67	123	77	46
Driveway Volumes		1,238	91	24	67	123	77	46
k:\alp_pto\017835001_4363 sardis road residential tia - hall county - october 2023\analysis\[cqi_analysis-11thedition_ic-2nddaily_3rdedam-pm-jdd.xls]trip generation								

Intersection Volume Worksheets



INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Price Road (SR 136) @ Sardis Road AM PEAK HOUR

Description	Sardis Road Northbound			Southbound			Price Road (SR 136) Eastbound			Price Road (SR 136) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	136	0	0	0	0	0	0	279	230	2	150	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	5	0	0	0	0	0	0	11	12	0	11	0
Heavy Vehicle %	4%	0%	0%	0%	0%	0%	0%	4%	5%	2%	7%	0%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjustment												
Adjusted 2023 Volumes	136	0	0	0	0	0	0	279	230	2	150	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	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	144	0	0	0	0	0	0	296	244	2	159	0
Project Trips												
Trip Distribution IN									10%			
Trip Distribution OUT	10%											
Residential Trips	7	0	0	0	0	0	0	0	2	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing									1			
Total Project Trips	7	0	0	0	0	0	0	0	3	0	0	0
2026 Buildout Total	151	0	0	0	0	0	0	296	247	2	159	0

PM PEAK HOUR

Description	Sardis Road Northbound			Southbound			Price Road (SR 136) Eastbound			Price Road (SR 136) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	168	0	7	0	0	0	0	209	194	4	322	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	4	0	0	0	0	0	0	3	4	1	9	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	25%	3%	0%
Peak Hour Factor	0.82			0.82			0.82			0.82		
Adjustment												
Adjusted 2023 Volumes	168	0	7	0	0	0	0	209	194	4	322	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	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	178	0	7	0	0	0	0	222	206	4	342	0
Project Trips												
Trip Distribution IN									10%			
Trip Distribution OUT	10%											
Residential Trips	5	0	0	0	0	0	0	0	8	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing												
Total Project Trips	5	0	0	0	0	0	0	0	8	0	0	0
2026 Buildout Total	183	0	7	0	0	0	0	222	214	4	342	0

INTERSECTION VOLUME DEVELOPMENT

**Intersection #2: Price Road (SR 136) @ Short Road
AM PEAK HOUR**

Description	Short Road Northbound			Southbound			Price Road (SR 136) Eastbound			Price Road (SR 136) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	2	0	59	0	0	0	0	285	1	88	153	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	1	0	0	0	0	10	0	5	9	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	4%	2%	6%	6%	0%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment												
Adjusted 2023 Volumes	2	0	59	0	0	0	0	285	1	88	153	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	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	2	0	63	0	0	0	0	302	1	93	162	0
Project Trips												
Trip Distribution IN										60%		
Trip Distribution OUT			60%									
Residential Trips	0	0	40	0	0	0	0	0	0	14	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing												
Total Project Trips	0	0	40	0	0	0	0	0	0	14	0	0
2026 Buildout Total	2	0	103	0	0	0	0	302	1	107	162	0

PM PEAK HOUR

Description	Short Road Northbound			Southbound			Price Road (SR 136) Eastbound			Price Road (SR 136) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	2	0	83	0	0	0	0	226	2	89	335	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	3	0	1	13	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	4%	0%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment												
Adjusted 2023 Volumes	2	0	83	0	0	0	0	226	2	89	335	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	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	2	0	88	0	0	0	0	240	2	94	356	0
Project Trips												
Trip Distribution IN										60%		
Trip Distribution OUT			60%									
Residential Trips	0	0	28	0	0	0	0	0	0	46	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing			-1									
Total Project Trips	0	0	27	0	0	0	0	0	0	46	0	0
2026 Buildout Total	2	0	115	0	0	0	0	240	2	140	356	0

INTERSECTION VOLUME DEVELOPMENT

**Intersection #3: Sardis Road @ Short Road
AM PEAK HOUR**

Description	Sardis Road Northbound			Sardis Road Southbound			Eastbound			Short Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	141	51	7	255	0	0	0	0	88	0	5
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	7	1	0	11	0	0	0	0	4	0	1
Heavy Vehicle %	0%	5%	2%	2%	4%	0%	0%	0%	0%	5%	0%	20%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2023 Volumes	0	141	51	7	255	0	0	0	0	88	0	5
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	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	0	150	54	7	271	0	0	0	0	93	0	5
Project Trips												
Trip Distribution IN					10%					60%		
Trip Distribution OUT		10%	60%									
Residential Trips	0	7	40	0	2	0	0	0	0	14	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing					1							
Total Project Trips	0	7	40	0	3	0	0	0	0	14	0	0
2026 Buildout Total	0	157	94	7	274	0	0	0	0	107	0	5

PM PEAK HOUR

Description	Sardis Road Northbound			Sardis Road Southbound			Eastbound			Short Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	190	83	7	203	0	0	0	0	81	0	7
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	7	1	0	4	0	0	0	0	1	0	0
Heavy Vehicle %	0%	4%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor	0.85			0.85			0.85			0.85		
Adjustment												
Adjusted 2023 Volumes	0	190	83	7	203	0	0	0	0	81	0	7
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	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	0	202	88	7	215	0	0	0	0	86	0	7
Project Trips												
Trip Distribution IN					10%					60%		
Trip Distribution OUT		10%	60%									
Residential Trips	0	5	28	0	8	0	0	0	0	46	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing			-1									
Total Project Trips	0	5	27	0	8	0	0	0	0	46	0	0
2026 Buildout Total	0	207	115	7	223	0	0	0	0	132	0	7

INTERSECTION VOLUME DEVELOPMENT

**Intersection #4: Sardis Road @ Site Driveway A
AM PEAK HOUR**

Description	Sardis Road Northbound			Sardis Road Southbound			Site Driveway A Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	192	0	0	343	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	8	0	0	15	0	0	0	0	0	0	0
Heavy Vehicle %	0%	4%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2023 Volumes	0	192	0	0	343	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	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	0	204	0	0	364	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	30%				70%							
Trip Distribution OUT							70%		30%			
Residential Trips	7	0	0	0	0	17	47	0	20	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing												
Total Project Trips	7	0	0	0	0	17	47	0	20	0	0	0
2026 Buildout Total	7	204	0	0	364	17	47	0	20	0	0	0

PM PEAK HOUR

Description	Sardis Road Northbound			Sardis Road Southbound			Site Driveway A Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	273	0	0	284	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	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	0.85			0.85			0.85			0.85		
Adjustment												
Adjusted 2023 Volumes	0	273	0	0	284	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	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	0	290	0	0	301	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	30%				70%							
Trip Distribution OUT							70%		30%			
Residential Trips	23	0	0	0	0	54	32	0	14	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing												
Total Project Trips	23	0	0	0	0	54	32	0	14	0	0	0
2026 Buildout Total	23	290	0	0	301	54	32	0	14	0	0	0

Synchro Analysis Reports



Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	279	230	2	150	136	0
Future Vol, veh/h	279	230	2	150	136	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	91	91	91	91	91	91
Heavy Vehicles, %	4	5	2	7	4	0
Mvmt Flow	325	268	2	175	158	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	593	0	638
Stage 1	-	-	-	-	459
Stage 2	-	-	-	-	179
Critical Hdwy	-	-	4.12	-	6.44
Critical Hdwy Stg 1	-	-	-	-	5.44
Critical Hdwy Stg 2	-	-	-	-	5.44
Follow-up Hdwy	-	-	2.218	-	3.536
Pot Cap-1 Maneuver	-	-	983	-	438
Stage 1	-	-	-	-	632
Stage 2	-	-	-	-	847
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	983	-	437
Mov Cap-2 Maneuver	-	-	-	-	437
Stage 1	-	-	-	-	632
Stage 2	-	-	-	-	845

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	17.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	437	-	-	983	-
HCM Lane V/C Ratio	0.363	-	-	0.002	-
HCM Control Delay (s)	17.8	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.6	-	-	0	-

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	285	1	88	153	2	59
Future Vol, veh/h	285	1	88	153	2	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	6	6	2	2
Mvmt Flow	325	1	100	174	2	67

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	326	0	700
Stage 1	-	-	-	-	326
Stage 2	-	-	-	-	374
Critical Hdwy	-	-	4.16	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.254	-	3.518
Pot Cap-1 Maneuver	-	-	1211	-	405
Stage 1	-	-	-	-	731
Stage 2	-	-	-	-	696
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1211	-	368
Mov Cap-2 Maneuver	-	-	-	-	368
Stage 1	-	-	-	-	731
Stage 2	-	-	-	-	633

Approach	EB	WB	NB
HCM Control Delay, s	0	3	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	694	-	-	1211	-
HCM Lane V/C Ratio	0.1	-	-	0.083	-
HCM Control Delay (s)	10.8	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.3	-

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	88	5	141	51	7	255
Future Vol, veh/h	88	5	141	51	7	255
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	20	5	2	2	4
Mvmt Flow	101	6	162	59	8	294

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	502	192	0	0	221	0
Stage 1	192	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Critical Hdwy	6.45	6.4	-	-	4.12	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.48	-	-	2.218	-
Pot Cap-1 Maneuver	524	806	-	-	1348	-
Stage 1	833	-	-	-	-	-
Stage 2	737	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	520	806	-	-	1348	-
Mov Cap-2 Maneuver	520	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	732	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	530	1348
HCM Lane V/C Ratio	-	-	0.202	0.006
HCM Control Delay (s)	-	-	13.5	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.8	0

Intersection						
Int Delay, s/veh	6.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	209	194	4	322	168	7
Future Vol, veh/h	209	194	4	322	168	7
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	82	82	82	82	82	82
Heavy Vehicles, %	2	2	25	3	2	2
Mvmt Flow	270	251	5	416	217	9

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	521	0	822
Stage 1	-	-	-	-	396
Stage 2	-	-	-	-	426
Critical Hdwy	-	-	4.35	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.425	-	3.518
Pot Cap-1 Maneuver	-	-	938	-	344
Stage 1	-	-	-	-	680
Stage 2	-	-	-	-	659
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	938	-	342
Mov Cap-2 Maneuver	-	-	-	-	342
Stage 1	-	-	-	-	680
Stage 2	-	-	-	-	654

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	32.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	349	-	-	938	-
HCM Lane V/C Ratio	0.648	-	-	0.006	-
HCM Control Delay (s)	32.5	-	-	8.9	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	4.3	-	-	0	-

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	226	2	89	335	2	83
Future Vol, veh/h	226	2	89	335	2	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	2	2
Mvmt Flow	258	2	101	382	2	95

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	260	0	843 259
Stage 1	-	-	-	-	259 -
Stage 2	-	-	-	-	584 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1304	-	334 780
Stage 1	-	-	-	-	784 -
Stage 2	-	-	-	-	557 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1304	-	301 780
Mov Cap-2 Maneuver	-	-	-	-	301 -
Stage 1	-	-	-	-	784 -
Stage 2	-	-	-	-	502 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	752	-	-	1304	-
HCM Lane V/C Ratio	0.129	-	-	0.078	-
HCM Control Delay (s)	10.5	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.3	-

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	81	7	190	83	7	203
Future Vol, veh/h	81	7	190	83	7	203
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	4	2	2	2
Mvmt Flow	101	9	237	104	9	253

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	560	289	0	0	341
Stage 1	289	-	-	-	-
Stage 2	271	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	489	750	-	-	1218
Stage 1	760	-	-	-	-
Stage 2	775	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	485	750	-	-	1218
Mov Cap-2 Maneuver	485	-	-	-	-
Stage 1	760	-	-	-	-
Stage 2	768	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	499	1218
HCM Lane V/C Ratio	-	-	0.22	0.007
HCM Control Delay (s)	-	-	14.2	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.8	0

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	296	244	2	159	144	0
Future Vol, veh/h	296	244	2	159	144	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	91	91	91	91	91	91
Heavy Vehicles, %	4	5	2	7	4	0
Mvmt Flow	325	268	2	175	158	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	593	0	638
Stage 1	-	-	-	-	459
Stage 2	-	-	-	-	179
Critical Hdwy	-	-	4.12	-	6.44
Critical Hdwy Stg 1	-	-	-	-	5.44
Critical Hdwy Stg 2	-	-	-	-	5.44
Follow-up Hdwy	-	-	2.218	-	3.536
Pot Cap-1 Maneuver	-	-	983	-	438
Stage 1	-	-	-	-	632
Stage 2	-	-	-	-	847
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	983	-	437
Mov Cap-2 Maneuver	-	-	-	-	437
Stage 1	-	-	-	-	632
Stage 2	-	-	-	-	845

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	17.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	437	-	-	983	-
HCM Lane V/C Ratio	0.362	-	-	0.002	-
HCM Control Delay (s)	17.8	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.6	-	-	0	-

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	302	1	93	162	2	63
Future Vol, veh/h	302	1	93	162	2	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	6	6	2	2
Mvmt Flow	325	1	100	174	2	68

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	326	0	700 326
Stage 1	-	-	-	-	326 -
Stage 2	-	-	-	-	374 -
Critical Hdwy	-	-	4.16	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.254	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1211	-	405 715
Stage 1	-	-	-	-	731 -
Stage 2	-	-	-	-	696 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1211	-	368 715
Mov Cap-2 Maneuver	-	-	-	-	368 -
Stage 1	-	-	-	-	731 -
Stage 2	-	-	-	-	633 -

Approach	EB	WB	NB
HCM Control Delay, s	0	3	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	695	-	-	1211	-
HCM Lane V/C Ratio	0.101	-	-	0.083	-
HCM Control Delay (s)	10.8	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.3	-

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	93	5	150	54	7	271
Future Vol, veh/h	93	5	150	54	7	271
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	20	5	2	2	4
Mvmt Flow	101	5	163	59	8	295

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	504	193	0	0	222	0
Stage 1	193	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Critical Hdwy	6.45	6.4	-	-	4.12	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.48	-	-	2.218	-
Pot Cap-1 Maneuver	522	805	-	-	1347	-
Stage 1	833	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	518	805	-	-	1347	-
Mov Cap-2 Maneuver	518	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	731	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	528	1347
HCM Lane V/C Ratio	-	-	0.202	0.006
HCM Control Delay (s)	-	-	13.5	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0

Intersection						
Int Delay, s/veh	6.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	222	206	4	342	178	7
Future Vol, veh/h	222	206	4	342	178	7
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	82	82	82	82	82	82
Heavy Vehicles, %	2	2	25	3	2	2
Mvmt Flow	271	251	5	417	217	9

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	522	0	824 397
Stage 1	-	-	-	-	397 -
Stage 2	-	-	-	-	427 -
Critical Hdwy	-	-	4.35	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.425	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	937	-	343 652
Stage 1	-	-	-	-	679 -
Stage 2	-	-	-	-	658 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	937	-	341 652
Mov Cap-2 Maneuver	-	-	-	-	341 -
Stage 1	-	-	-	-	679 -
Stage 2	-	-	-	-	653 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	32.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	347	-	-	937	-
HCM Lane V/C Ratio	0.65	-	-	0.005	-
HCM Control Delay (s)	32.7	-	-	8.9	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	4.3	-	-	0	-

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	240	2	94	356	2	88
Future Vol, veh/h	240	2	94	356	2	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	2	2
Mvmt Flow	258	2	101	383	2	95

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	260	0	844 259
Stage 1	-	-	-	-	259 -
Stage 2	-	-	-	-	585 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1304	-	334 780
Stage 1	-	-	-	-	784 -
Stage 2	-	-	-	-	557 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1304	-	301 780
Mov Cap-2 Maneuver	-	-	-	-	301 -
Stage 1	-	-	-	-	784 -
Stage 2	-	-	-	-	502 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	753	-	-	1304	-
HCM Lane V/C Ratio	0.129	-	-	0.078	-
HCM Control Delay (s)	10.5	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.3	-

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	86	7	202	88	7	215
Future Vol, veh/h	86	7	202	88	7	215
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	4	2	2	2
Mvmt Flow	101	8	238	104	8	253

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	559	290	0	0	342
Stage 1	290	-	-	-	-
Stage 2	269	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	490	749	-	-	1217
Stage 1	759	-	-	-	-
Stage 2	776	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	486	749	-	-	1217
Mov Cap-2 Maneuver	486	-	-	-	-
Stage 1	759	-	-	-	-
Stage 2	770	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	499	1217
HCM Lane V/C Ratio	-	-	0.219	0.007
HCM Control Delay (s)	-	-	14.2	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.8	0

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	296	247	2	159	151	0
Future Vol, veh/h	296	247	2	159	151	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	91	91	91	91	91	91
Heavy Vehicles, %	4	5	2	7	4	0
Mvmt Flow	325	271	2	175	166	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	596	0	640
Stage 1	-	-	-	-	461
Stage 2	-	-	-	-	179
Critical Hdwy	-	-	4.12	-	6.44
Critical Hdwy Stg 1	-	-	-	-	5.44
Critical Hdwy Stg 2	-	-	-	-	5.44
Follow-up Hdwy	-	-	2.218	-	3.536
Pot Cap-1 Maneuver	-	-	980	-	436
Stage 1	-	-	-	-	631
Stage 2	-	-	-	-	847
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	980	-	435
Mov Cap-2 Maneuver	-	-	-	-	435
Stage 1	-	-	-	-	631
Stage 2	-	-	-	-	845

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	18.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	435	-	-	980	-
HCM Lane V/C Ratio	0.381	-	-	0.002	-
HCM Control Delay (s)	18.3	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.8	-	-	0	-

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	302	1	107	162	2	103
Future Vol, veh/h	302	1	107	162	2	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	6	6	2	2
Mvmt Flow	325	1	115	174	2	111

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	326	0	730
Stage 1	-	-	-	-	326
Stage 2	-	-	-	-	404
Critical Hdwy	-	-	4.16	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.254	-	3.518
Pot Cap-1 Maneuver	-	-	1211	-	389
Stage 1	-	-	-	-	731
Stage 2	-	-	-	-	674
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1211	-	348
Mov Cap-2 Maneuver	-	-	-	-	348
Stage 1	-	-	-	-	731
Stage 2	-	-	-	-	603

Approach	EB	WB	NB
HCM Control Delay, s	0	3.3	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	701	-	-	1211	-
HCM Lane V/C Ratio	0.161	-	-	0.095	-
HCM Control Delay (s)	11.1	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.3	-

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			A
Traffic Vol, veh/h	107	5	157	94	7	274
Future Vol, veh/h	107	5	157	94	7	274
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	20	5	2	2	4
Mvmt Flow	116	5	171	102	8	298

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	536	222	0	0	273
Stage 1	222	-	-	-	-
Stage 2	314	-	-	-	-
Critical Hdwy	6.45	6.4	-	-	4.12
Critical Hdwy Stg 1	5.45	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-
Follow-up Hdwy	3.545	3.48	-	-	2.218
Pot Cap-1 Maneuver	500	775	-	-	1290
Stage 1	808	-	-	-	-
Stage 2	734	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	497	775	-	-	1290
Mov Cap-2 Maneuver	497	-	-	-	-
Stage 1	808	-	-	-	-
Stage 2	729	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.4	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	505	1290
HCM Lane V/C Ratio	-	-	0.241	0.006
HCM Control Delay (s)	-	-	14.4	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	47	20	7	204	364	17
Future Vol, veh/h	47	20	7	204	364	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	4	4	0
Mvmt Flow	51	22	8	222	396	18

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	643	405	414	0	0
Stage 1	405	-	-	-	-
Stage 2	238	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	441	650	1156	-	-
Stage 1	678	-	-	-	-
Stage 2	806	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	437	650	1156	-	-
Mov Cap-2 Maneuver	437	-	-	-	-
Stage 1	673	-	-	-	-
Stage 2	806	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1156	-	484	-	-
HCM Lane V/C Ratio	0.007	-	0.15	-	-
HCM Control Delay (s)	8.1	0	13.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection						
Int Delay, s/veh	6.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	222	214	4	342	183	7
Future Vol, veh/h	222	214	4	342	183	7
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	82	82	82	82	82	82
Heavy Vehicles, %	2	2	25	3	2	2
Mvmt Flow	271	261	5	417	223	9

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	532	0	829 402
Stage 1	-	-	-	-	402 -
Stage 2	-	-	-	-	427 -
Critical Hdwy	-	-	4.35	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.425	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	929	-	340 648
Stage 1	-	-	-	-	676 -
Stage 2	-	-	-	-	658 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	929	-	338 648
Mov Cap-2 Maneuver	-	-	-	-	338 -
Stage 1	-	-	-	-	676 -
Stage 2	-	-	-	-	653 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	34.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	344	-	-	929	-
HCM Lane V/C Ratio	0.674	-	-	0.005	-
HCM Control Delay (s)	34.6	-	-	8.9	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	4.7	-	-	0	-

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	240	2	140	356	2	115
Future Vol, veh/h	240	2	140	356	2	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	2	2
Mvmt Flow	258	2	151	383	2	124

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	260	0	944 259
Stage 1	-	-	-	-	259 -
Stage 2	-	-	-	-	685 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1304	-	291 780
Stage 1	-	-	-	-	784 -
Stage 2	-	-	-	-	500 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1304	-	248 780
Mov Cap-2 Maneuver	-	-	-	-	248 -
Stage 1	-	-	-	-	784 -
Stage 2	-	-	-	-	427 -

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	752	-	-	1304	-
HCM Lane V/C Ratio	0.167	-	-	0.115	-
HCM Control Delay (s)	10.7	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.4	-

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			A
Traffic Vol, veh/h	132	7	207	115	7	223
Future Vol, veh/h	132	7	207	115	7	223
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	4	2	2	2
Mvmt Flow	155	8	244	135	8	262

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	590	312	0	0	379
Stage 1	312	-	-	-	-
Stage 2	278	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	470	728	-	-	1179
Stage 1	742	-	-	-	-
Stage 2	769	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	466	728	-	-	1179
Mov Cap-2 Maneuver	466	-	-	-	-
Stage 1	742	-	-	-	-
Stage 2	763	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.5	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	475	1179
HCM Lane V/C Ratio	-	-	0.344	0.007
HCM Control Delay (s)	-	-	16.5	8.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.5	0

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	32	14	23	290	301	54
Future Vol, veh/h	32	14	23	290	301	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	3	2	0
Mvmt Flow	38	16	27	341	354	64

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	781	386	418	0	-	0
Stage 1	386	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	366	666	1152	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	355	666	1152	-	-	-
Mov Cap-2 Maneuver	355	-	-	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	685	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1152	-	414	-	-
HCM Lane V/C Ratio	0.023	-	0.131	-	-
HCM Control Delay (s)	8.2	0	15	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Raw Traffic Counts



Greater Traffic Company

File Name : 01
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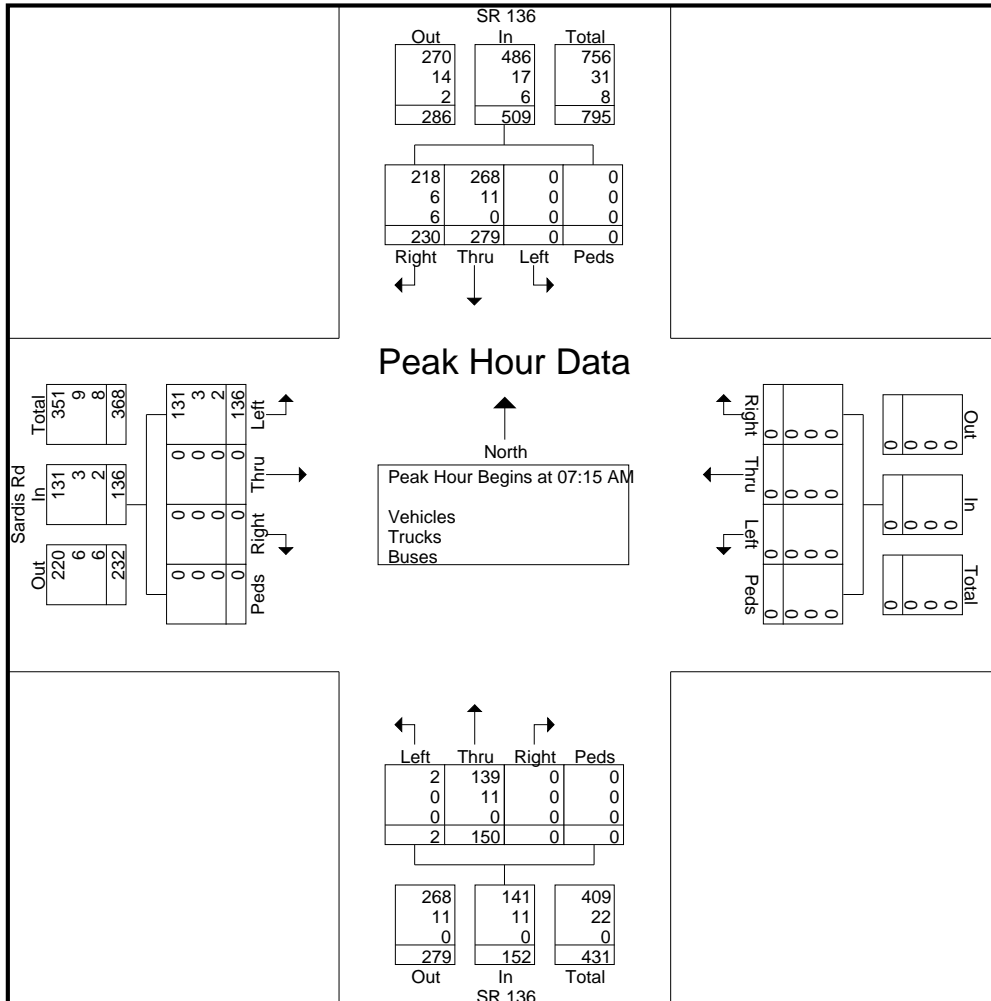
Groups Printed- Vehicles - Trucks - Buses

Start Time	SR 136 Northbound					SR 136 Southbound					Sardis Rd Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	22	0	0	22	0	52	30	0	82	25	0	0	0	25	0	0	0	0	0	0
07:15 AM	0	38	0	0	38	0	69	55	0	124	36	0	0	0	36	0	0	0	0	0	0
07:30 AM	0	33	0	0	33	0	81	54	0	135	42	0	0	0	42	0	0	0	0	0	0
07:45 AM	1	46	0	0	47	0	73	65	0	138	35	0	0	0	35	0	0	0	0	0	0
Total	1	139	0	0	140	0	275	204	0	479	138	0	0	0	138	0	0	0	0	0	0
08:00 AM	1	33	0	0	34	0	56	56	0	112	23	0	0	0	23	0	0	0	0	0	0
08:15 AM	1	45	0	0	46	0	47	43	0	90	40	0	2	0	42	0	0	0	0	0	0
08:30 AM	0	41	0	0	41	0	51	31	0	82	29	0	0	0	29	0	0	0	0	0	0
08:45 AM	0	38	0	0	38	0	48	29	0	77	31	0	0	0	31	0	0	0	0	0	0
Total	2	157	0	0	159	0	202	159	0	361	123	0	2	0	125	0	0	0	0	0	0
*** BREAK ***																					
04:00 PM	1	71	0	0	72	0	46	23	0	69	58	0	2	0	60	0	0	0	0	0	0
04:15 PM	0	75	0	0	75	0	58	41	0	99	46	0	2	0	48	0	0	0	0	0	0
04:30 PM	0	66	0	0	66	0	51	41	0	92	47	0	0	0	47	0	0	0	0	0	0
04:45 PM	0	57	0	0	57	0	52	37	0	89	41	0	0	0	41	0	0	0	0	0	0
Total	1	269	0	0	270	0	207	142	0	349	192	0	4	0	196	0	0	0	0	0	0
05:00 PM	0	82	0	0	82	0	49	30	0	79	45	0	1	0	46	0	0	0	0	0	0
05:15 PM	1	75	0	0	76	0	51	37	0	88	40	0	3	0	43	0	0	0	0	0	0
05:30 PM	0	91	0	0	91	0	68	69	0	137	46	0	1	0	47	0	0	0	0	0	0
05:45 PM	3	74	0	0	77	0	41	58	0	99	37	0	2	0	39	0	0	0	0	0	0
Total	4	322	0	0	326	0	209	194	0	403	168	0	7	0	175	0	0	0	0	0	0
Grand Total	8	887	0	0	895	0	893	699	0	1592	621	0	13	0	634	0	0	0	0	0	0
Apprch %	0.9	99.1	0	0		0	56.1	43.9	0		97.9	0	2.1	0		0	0	0	0		
Total %	0.3	28.4	0	0	28.7	0	28.6	22.4	0	51	19.9	0	0.4	0	20.3	0	0	0	0	0	0
Vehicles	6	844	0	0	850	0	861	676	0	1537	596	0	12	0	608	0	0	0	0	0	2995
% Vehicles	75	95.2	0	0	95	0	96.4	96.7	0	96.5	96	0	92.3	0	95.9	0	0	0	0	0	96
Trucks	2	40	0	0	42	0	31	14	0	45	11	0	1	0	12	0	0	0	0	0	99
% Trucks	25	4.5	0	0	4.7	0	3.5	2	0	2.8	1.8	0	7.7	0	1.9	0	0	0	0	0	3.2
Buses	0	3	0	0	3	0	1	9	0	10	14	0	0	0	14	0	0	0	0	0	27
% Buses	0	0.3	0	0	0.3	0	0.1	1.3	0	0.6	2.3	0	0	0	2.2	0	0	0	0	0	0.9

Greater Traffic Company

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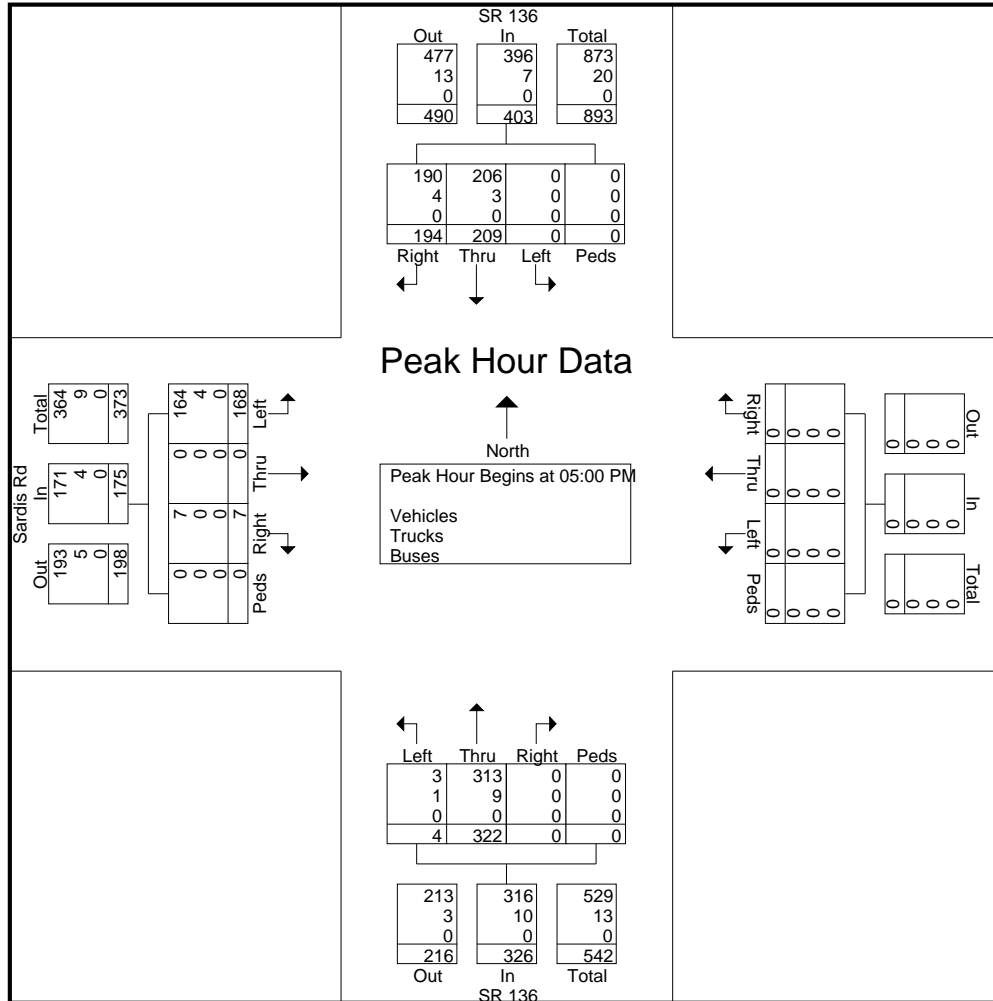
Start Time	SR 136 Northbound					SR 136 Southbound					Sardis Rd Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	38	0	0	38	0	69	55	0	124	36	0	0	0	36	0	0	0	0	0	198
07:30 AM	0	33	0	0	33	0	81	54	0	135	42	0	0	0	42	0	0	0	0	0	210
07:45 AM	1	46	0	0	47	0	73	65	0	138	35	0	0	0	35	0	0	0	0	0	220
08:00 AM	1	33	0	0	34	0	56	56	0	112	23	0	0	0	23	0	0	0	0	0	169
Total Volume	2	150	0	0	152	0	279	230	0	509	136	0	0	0	136	0	0	0	0	0	797
% App. Total	1.3	98.7	0	0		0	54.8	45.2	0		100	0	0	0		0	0	0	0		
PHF	.500	.815	.000	.000	.809	.000	.861	.885	.000	.922	.810	.000	.000	.000	.810	.000	.000	.000	.000	.000	.906
Vehicles	2	139	0	0	141	0	268	218	0	486	131	0	0	0	131	0	0	0	0	0	758
% Vehicles																					
Trucks	0	11	0	0	11	0	11	6	0	17	3	0	0	0	3	0	0	0	0	0	31
% Trucks	0	7.3	0	0	7.2	0	3.9	2.6	0	3.3	2.2	0	0	2.2	0	0	0	0	0	0	3.9
Buses	0	0	0	0	0	0	0	6	0	6	2	0	0	2	2	0	0	0	0	0	8
% Buses	0	0	0	0	0	0	0	2.6	0	1.2	1.5	0	0	1.5	0	0	0	0	0	0	1.0



Greater Traffic Company

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Start Time	SR 136 Northbound					SR 136 Southbound					Sardis Rd Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	82	0	0	82	0	49	30	0	79	45	0	1	0	46	0	0	0	0	0	207
05:15 PM	1	75	0	0	76	0	51	37	0	88	40	0	3	0	43	0	0	0	0	0	207
05:30 PM	0	91	0	0	91	0	68	69	0	137	46	0	1	0	47	0	0	0	0	0	275
05:45 PM	3	74	0	0	77	0	41	58	0	99	37	0	2	0	39	0	0	0	0	0	215
Total Volume	4	322	0	0	326	0	209	194	0	403	168	0	7	0	175	0	0	0	0	0	904
% App. Total	1.2	98.8	0	0		0	51.9	48.1	0		96	0	4	0		0	0	0	0	0	
PHF	.333	.885	.000	.000	.896	.000	.768	.703	.000	.735	.913	.000	.583	.000	.931	.000	.000	.000	.000	.000	.822
Vehicles	3	313	0	0	316	0	206	190	0	396	164	0	7	0	171	0	0	0	0	0	883
% Vehicles	1	9	0	0	10	0	3	4	0	7	4	0	0	0	4	0	0	0	0	0	21
Trucks	25.0	2.8	0	0	3.1	0	1.4	2.1	0	1.7	2.4	0	0	0	2.3	0	0	0	0	0	2.3
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Greater Traffic Company

File Name : 03
 Site Code :
 Start Date : 10/25/2023
 Page No : 1

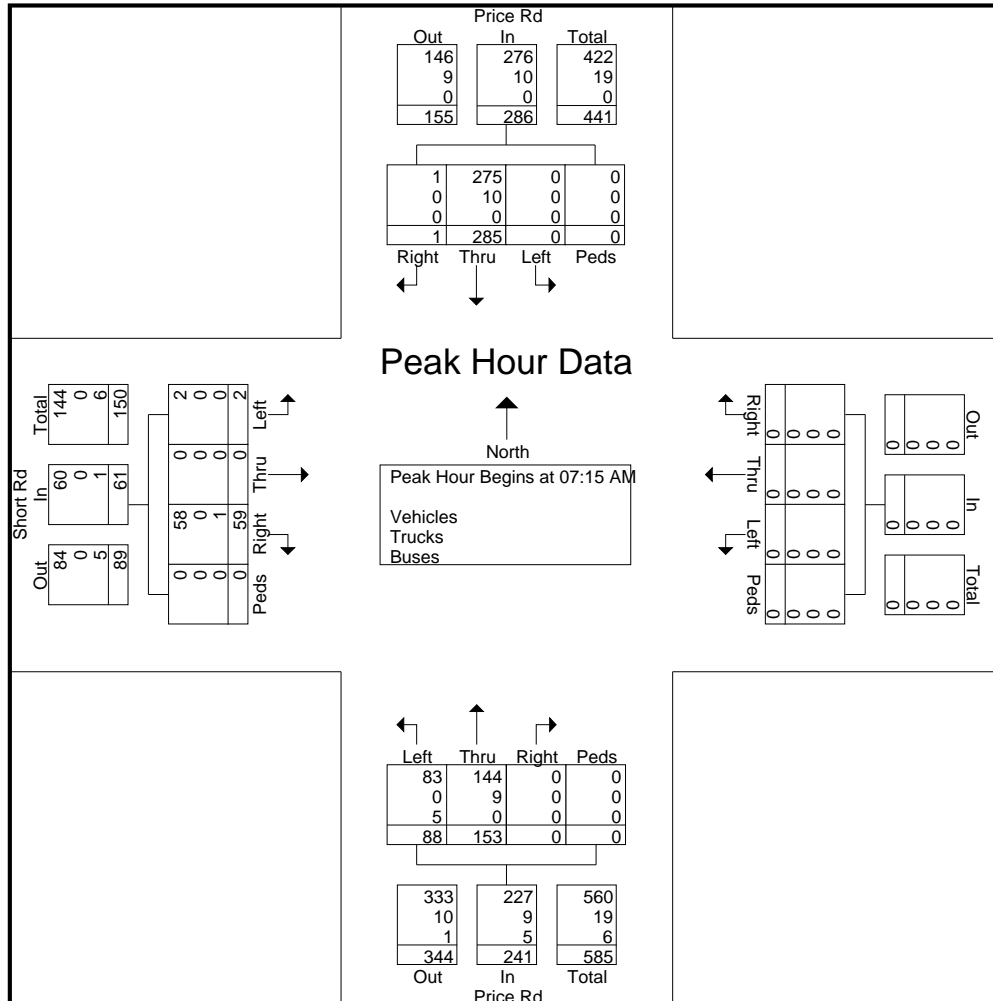
Groups Printed- Vehicles - Trucks - Buses

Start Time	Price Rd Northbound					Price Rd Southbound					Short Rd Eastbound					Westbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
07:00 AM	20	23	0	0	43	0	53	0	0	53	0	0	16	0	16	0	0	0	0	0	0	112
07:15 AM	17	37	0	0	54	0	70	0	0	70	2	0	12	0	14	0	0	0	0	0	0	138
07:30 AM	24	36	0	0	60	0	80	0	0	80	0	0	8	0	8	0	0	0	0	0	0	148
07:45 AM	25	48	0	0	73	0	74	0	0	74	0	0	11	0	11	0	0	0	0	0	0	158
Total	86	144	0	0	230	0	277	0	0	277	2	0	47	0	49	0	0	0	0	0	0	556
08:00 AM	22	32	0	0	54	0	61	1	0	62	0	0	28	0	28	0	0	0	0	0	0	144
08:15 AM	11	46	0	0	57	0	54	0	0	54	1	0	13	0	14	0	0	0	0	0	0	125
08:30 AM	8	42	0	0	50	0	52	0	0	52	0	0	5	0	5	0	0	0	0	0	0	107
08:45 AM	8	42	0	0	50	0	52	0	0	52	0	0	8	0	8	0	0	0	0	0	0	110
Total	49	162	0	0	211	0	219	1	0	220	1	0	54	0	55	0	0	0	0	0	0	486
*** BREAK ***																						
04:00 PM	19	74	0	0	93	0	53	0	0	53	0	0	34	0	34	0	0	0	0	0	0	180
04:15 PM	11	75	0	0	86	0	64	1	0	65	0	0	15	0	15	0	0	0	0	0	0	166
04:30 PM	16	66	0	0	82	0	47	0	0	47	0	0	11	0	11	0	0	0	0	0	0	140
04:45 PM	19	57	0	0	76	0	56	0	0	56	1	0	20	0	21	0	0	0	0	0	0	153
Total	65	272	0	0	337	0	220	1	0	221	1	0	80	0	81	0	0	0	0	0	0	639
05:00 PM	23	82	0	0	105	0	54	0	0	54	0	0	24	0	24	0	0	0	0	0	0	183
05:15 PM	22	80	0	0	102	0	53	0	0	53	1	0	25	0	26	0	0	0	0	0	0	181
05:30 PM	26	89	0	0	115	0	70	2	0	72	1	0	11	0	12	0	0	0	0	0	0	199
05:45 PM	18	84	0	0	102	0	49	0	0	49	0	0	23	0	23	0	0	0	0	0	0	174
Total	89	335	0	0	424	0	226	2	0	228	2	0	83	0	85	0	0	0	0	0	0	737
Grand Total	289	913	0	0	1202	0	942	4	0	946	6	0	264	0	270	0	0	0	0	0	0	2418
Apprch %	24	76	0	0		0	99.6	0.4	0		2.2	0	97.8	0		0	0	0	0	0		
Total %	12	37.8	0	0	49.7	0	39	0.2	0	39.1	0.2	0	10.9	0	11.2	0	0	0	0	0	0	
Vehicles	283	868	0	0	1151	0	912	4	0	916	6	0	258	0	264	0	0	0	0	0	0	2331
% Vehicles	97.9	95.1	0	0	95.8	0	96.8	100	0	96.8	100	0	97.7	0	97.8	0	0	0	0	0	0	96.4
Trucks	1	42	0	0	43	0	29	0	0	29	0	0	2	0	2	0	0	0	0	0	0	74
% Trucks	0.3	4.6	0	0	3.6	0	3.1	0	0	3.1	0	0	0.8	0	0.7	0	0	0	0	0	0	3.1
Buses	5	3	0	0	8	0	1	0	0	1	0	0	4	0	4	0	0	0	0	0	0	13
% Buses	1.7	0.3	0	0	0.7	0	0.1	0	0	0.1	0	0	1.5	0	1.5	0	0	0	0	0	0	0.5

Greater Traffic Company

File Name : 03
 Site Code :
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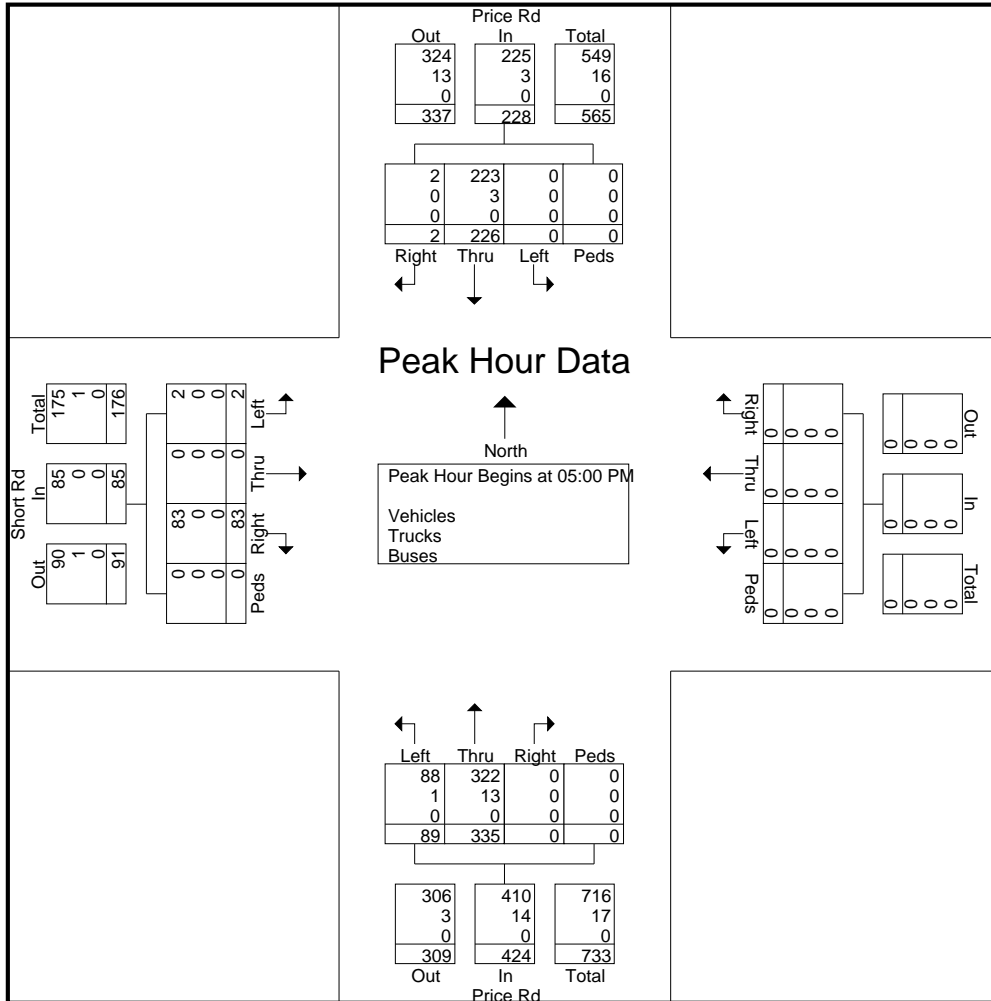
Start Time	Price Rd Northbound					Price Rd Southbound					Short Rd Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	17	37	0	0	54	0	70	0	0	70	2	0	12	0	14	0	0	0	0	0	138
07:30 AM	24	36	0	0	60	0	80	0	0	80	0	0	8	0	8	0	0	0	0	0	148
07:45 AM	25	48	0	0	73	0	74	0	0	74	0	0	11	0	11	0	0	0	0	0	158
08:00 AM	22	32	0	0	54	0	61	1	0	62	0	0	28	0	28	0	0	0	0	0	144
Total Volume	88	153	0	0	241	0	285	1	0	286	2	0	59	0	61	0	0	0	0	0	588
% App. Total	36.5	63.5	0	0		0	99.7	0.3	0		3.3	0	96.7	0		0	0	0	0	0	
PHF	.880	.797	.000	.000	.825	.000	.891	.250	.000	.894	.250	.000	.527	.000	.545	.000	.000	.000	.000	.000	.930
Vehicles	83	144	0	0	227	0	275	1	0	276	2	0	58	0	60	0	0	0	0	0	563
% Vehicles	0	9	0	0	9	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	19
Trucks	0	5.9	0	0	3.7	0	3.5	0	0	3.5	0	0	0	0	0	0	0	0	0	0	3.2
Buses	5	0	0	0	5	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	6
% Buses	5.7	0	0	0	2.1	0	0	0	0	0	0	0	1.7	0	1.6	0	0	0	0	0	1.0



Greater Traffic Company

File Name : 03
 Site Code :
 Start Date : 10/25/2023
 Page No : 3

Start Time	Price Rd Northbound					Price Rd Southbound					Short Rd Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	23	82	0	0	105	0	54	0	0	54	0	0	24	0	24	0	0	0	0	0	183
05:15 PM	22	80	0	0	102	0	53	0	0	53	1	0	25	0	26	0	0	0	0	0	181
05:30 PM	26	89	0	0	115	0	70	2	0	72	1	0	11	0	12	0	0	0	0	0	199
05:45 PM	18	84	0	0	102	0	49	0	0	49	0	0	23	0	23	0	0	0	0	0	174
Total Volume	89	335	0	0	424	0	226	2	0	228	2	0	83	0	85	0	0	0	0	0	737
% App. Total	21	79	0	0		0	99.1	0.9	0		2.4	0	97.6	0		0	0	0	0	0	
PHF	.856	.941	.000	.000	.922	.000	.807	.250	.000	.792	.500	.000	.830	.000	.817	.000	.000	.000	.000	.000	.926
Vehicles	88	322	0	0	410	0	223	2	0	225	2	0	83	0	85	0	0	0	0	0	720
% Vehicles	1	13	0	0	14	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	17
% Trucks	1.1	3.9	0	0	3.3	0	1.3	0	0	1.3	0	0	0	0	0	0	0	0	0	0	2.3
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Greater Traffic Company

File Name : 02
 Site Code :
 Start Date : 10/25/2023
 Page No : 1

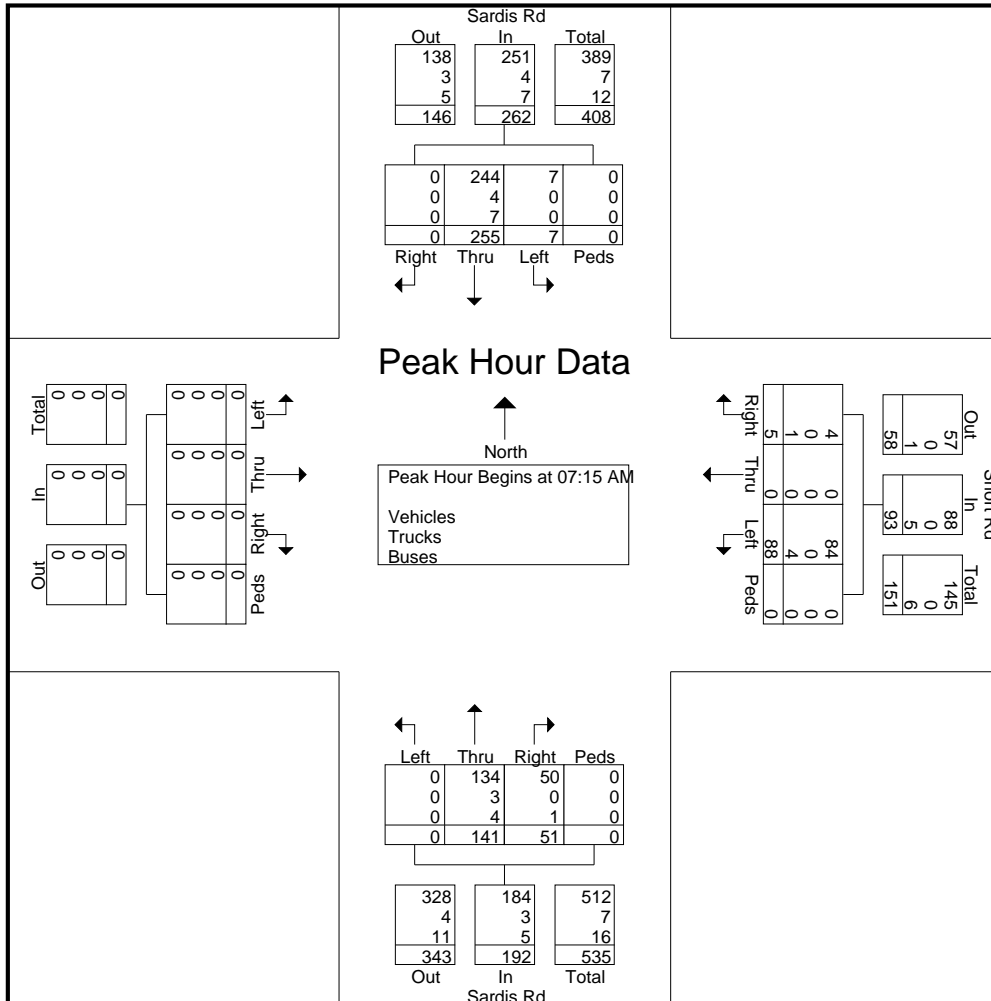
Groups Printed- Vehicles - Trucks - Buses

Start Time	Sardis Rd Northbound					Sardis Rd Southbound					Eastbound					Short Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	26	11	0	37	0	28	0	0	28	0	0	0	0	0	14	0	0	0	14	79
07:15 AM	0	36	11	0	47	3	67	0	0	70	0	0	0	0	0	18	0	0	0	18	135
07:30 AM	0	49	9	0	58	2	59	0	0	61	0	0	0	0	0	25	0	4	0	29	148
07:45 AM	0	29	8	0	37	1	62	0	0	63	0	0	0	0	0	24	0	0	0	24	124
Total	0	140	39	0	179	6	216	0	0	222	0	0	0	0	0	81	0	4	0	85	486
08:00 AM	0	27	23	0	50	1	67	0	0	68	0	0	0	0	0	21	0	1	0	22	140
08:15 AM	0	44	15	0	59	0	41	0	0	41	0	0	0	0	0	8	0	1	0	9	109
08:30 AM	0	24	4	0	28	2	28	0	0	30	0	0	0	0	0	8	0	0	0	8	66
08:45 AM	0	26	3	0	29	2	20	0	0	22	0	0	0	0	0	8	0	1	0	9	60
Total	0	121	45	0	166	5	156	0	0	161	0	0	0	0	0	45	0	3	0	48	375
*** BREAK ***																					
04:00 PM	0	58	22	0	80	2	28	0	0	30	0	0	0	0	0	17	0	2	0	19	129
04:15 PM	0	46	16	0	62	1	38	0	0	39	0	0	0	0	0	14	0	1	0	15	116
04:30 PM	0	44	11	0	55	2	41	0	0	43	0	0	0	0	0	12	0	2	0	14	112
04:45 PM	0	48	15	0	63	2	38	0	0	40	0	0	0	0	0	13	0	2	0	15	118
Total	0	196	64	0	260	7	145	0	0	152	0	0	0	0	0	56	0	7	0	63	475
05:00 PM	0	51	23	0	74	1	32	0	0	33	0	0	0	0	0	18	0	2	0	20	127
05:15 PM	0	41	25	0	66	2	39	0	0	41	0	0	0	0	0	25	0	1	0	26	133
05:30 PM	0	63	8	0	71	3	72	0	0	75	0	0	0	0	0	22	0	1	0	23	169
05:45 PM	0	35	27	0	62	1	60	0	0	61	0	0	0	0	0	16	0	3	0	19	142
Total	0	190	83	0	273	7	203	0	0	210	0	0	0	0	0	81	0	7	0	88	571
Grand Total	0	647	231	0	878	25	720	0	0	745	0	0	0	0	0	263	0	21	0	284	1907
Apprch %	0	73.7	26.3	0		3.4	96.6	0	0		0	0	0	0		92.6	0	7.4	0		
Total %	0	33.9	12.1	0	46	1.3	37.8	0	0	39.1	0	0	0	0	0	13.8	0	1.1	0	14.9	
Vehicles	0	619	226	0	845	24	696	0	0	720	0	0	0	0	0	258	0	20	0	278	1843
% Vehicles	0	95.7	97.8	0	96.2	96	96.7	0	0	96.6	0	0	0	0	0	98.1	0	95.2	0	97.9	96.6
Trucks	0	14	2	0	16	0	14	0	0	14	0	0	0	0	0	1	0	0	0	1	31
% Trucks	0	2.2	0.9	0	1.8	0	1.9	0	0	1.9	0	0	0	0	0	0.4	0	0	0	0.4	1.6
Buses	0	14	3	0	17	1	10	0	0	11	0	0	0	0	0	4	0	1	0	5	33
% Buses	0	2.2	1.3	0	1.9	4	1.4	0	0	1.5	0	0	0	0	0	1.5	0	4.8	0	1.8	1.7

Greater Traffic Company

File Name : 02
 Site Code :
 Start Date : 10/25/2023
 Page No : 2

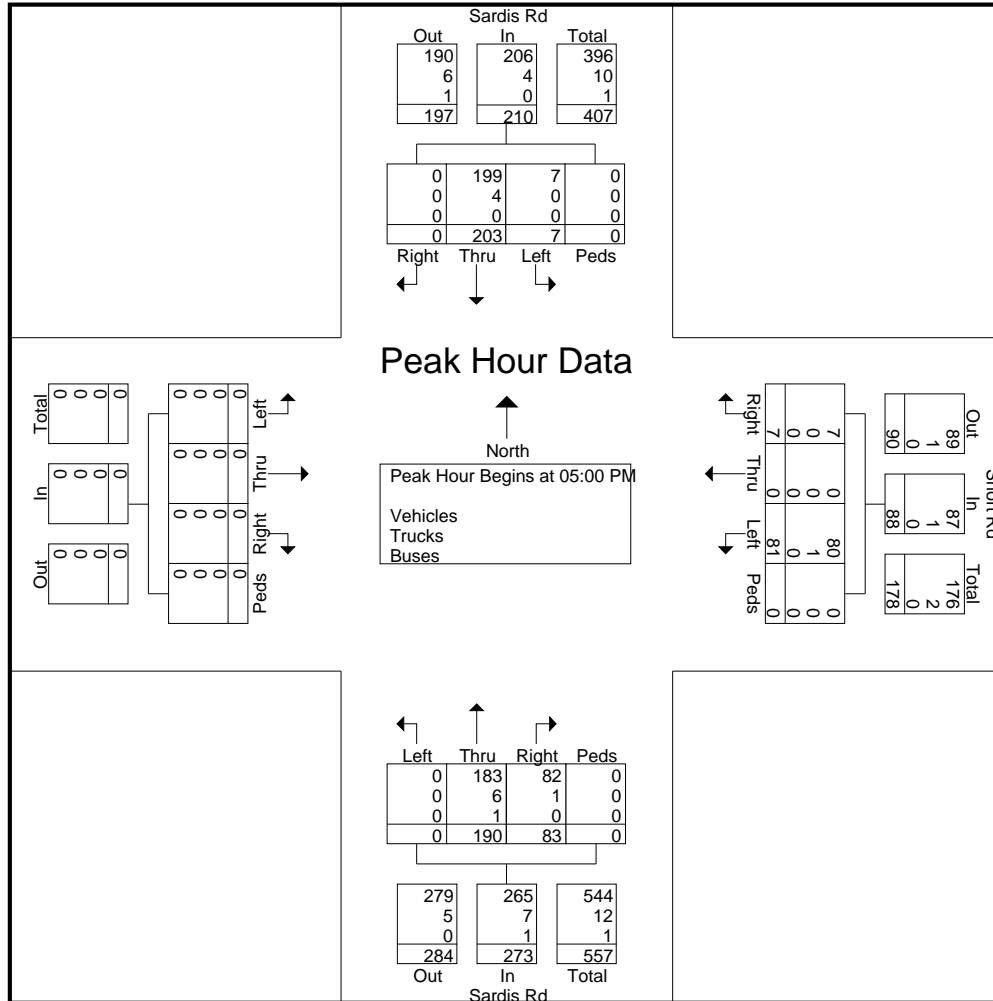
Start Time	Sardis Rd Northbound					Sardis Rd Southbound					Eastbound					Short Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	36	11	0	47	3	67	0	0	70	0	0	0	0	0	18	0	0	0	18	135
07:30 AM	0	49	9	0	58	2	59	0	0	61	0	0	0	0	0	25	0	4	0	29	148
07:45 AM	0	29	8	0	37	1	62	0	0	63	0	0	0	0	0	24	0	0	0	24	124
08:00 AM	0	27	23	0	50	1	67	0	0	68	0	0	0	0	0	21	0	1	0	22	140
Total Volume	0	141	51	0	192	7	255	0	0	262	0	0	0	0	0	88	0	5	0	93	547
% App. Total	0	73.4	26.6	0		2.7	97.3	0	0		0	0	0	0		94.6	0	5.4	0		
PHF	.000	.719	.554	.000	.828	.583	.951	.000	.000	.936	.000	.000	.000	.000	.000	.880	.000	.313	.000	.802	.924
Vehicles	0	134	50	0	184	7	244	0	0	251	0	0	0	0	0	84	0	4	0	88	523
% Vehicles	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
Trucks	0	2.1	0	0	1.6	0	1.6	0	0	1.5	0	0	0	0	0	0	0	0	0	0	1.3
Buses	0	4	1	0	5	0	7	0	0	7	0	0	0	0	0	4	0	1	0	5	17
% Buses	0	2.8	2.0	0	2.6	0	2.7	0	0	2.7	0	0	0	0	0	4.5	0	20.0	0	5.4	3.1



Greater Traffic Company

File Name : 02
 Site Code :
 Start Date : 10/25/2023
 Page No : 3

Start Time	Sardis Rd Northbound					Sardis Rd Southbound					Eastbound					Short Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	51	23	0	74	1	32	0	0	33	0	0	0	0	0	18	0	2	0	20	127
05:15 PM	0	41	25	0	66	2	39	0	0	41	0	0	0	0	0	25	0	1	0	26	133
05:30 PM	0	63	8	0	71	3	72	0	0	75	0	0	0	0	0	22	0	1	0	23	169
05:45 PM	0	35	27	0	62	1	60	0	0	61	0	0	0	0	0	16	0	3	0	19	142
Total Volume	0	190	83	0	273	7	203	0	0	210	0	0	0	0	0	81	0	7	0	88	571
% App. Total	0	69.6	30.4	0		3.3	96.7	0	0		0	0	0	0	0	92	0	8	0		
PHF	.000	.754	.769	.000	.922	.583	.705	.000	.000	.700	.000	.000	.000	.000	.000	.810	.000	.583	.000	.846	.845
Vehicles	0	183	82	0	265	7	199	0	0	206	0	0	0	0	0	80	0	7	0	87	558
% Vehicles																					
Trucks	0	6	1	0	7	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	12
% Trucks	0	3.2	1.2	0	2.6	0	2.0	0	0	1.9	0	0	0	0	0	1.2	0	0	0	1.1	2.1
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0.5	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2



Programmed Project Fact Sheets





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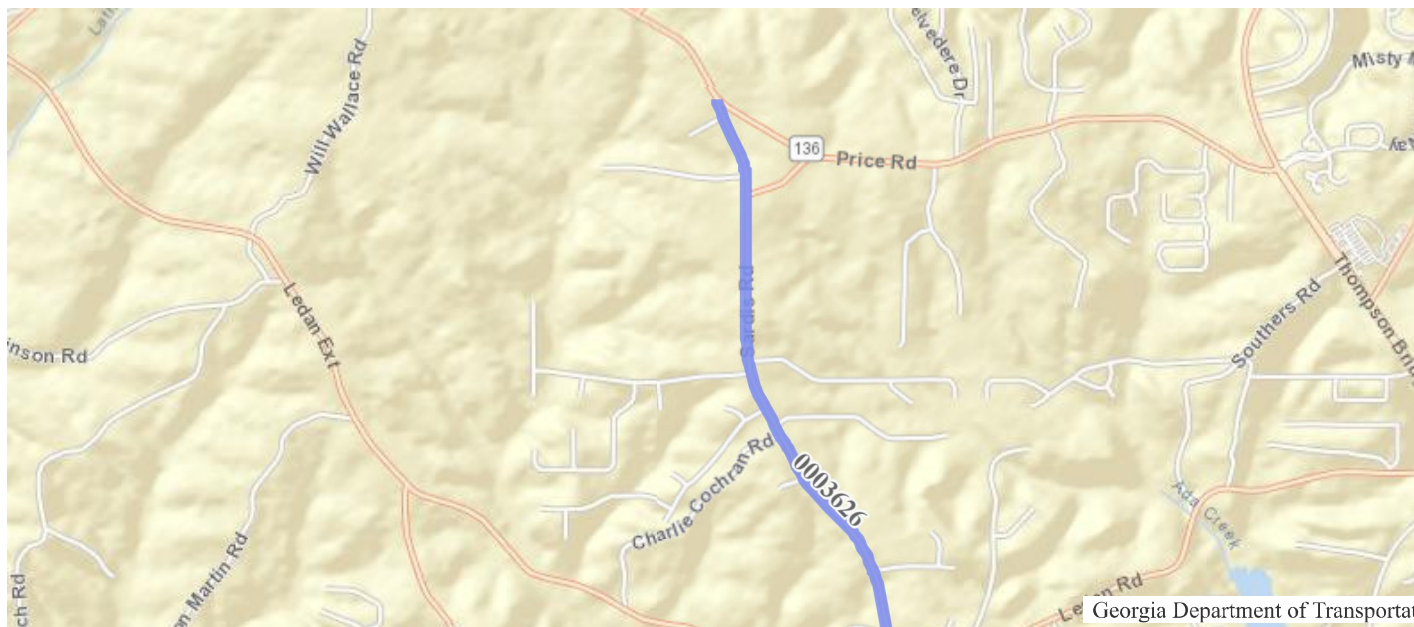
SARDIS RD CONN FM SR 60 TO SARDIS RD NEAR CHESTATEE RD

Project ID:	0003626	Notice to Proceed Date:	
Project Manager:	Kesha Wynn	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:	027	Preconstruction Status Report	
Project Type:	Reconstruction/Rehabilitation	Construction Status Report	
Project Status:	Construction Work Program		
Right of Way Authorization:	1/14/2020	Contact Us	

Project Description:

The SARDIS ROAD CONNECTOR is the widening and reconstruction of several existing local roads and streets with some new roadway on new alignment. This project STP-0003-00(626) begins at the Sardis Road /Chestatee Road intersection and extends north to SR 60 in the vicinity of the intersection with Mt. Vernon Road. The alignment follows several existing local roads with some of the roadway on new location. The total project length is approximately 3.55 miles and will provide a connector roadway between S.R. 53 to the south and S.R. 60 to the north. The proposed roadway will consist of a four lane curb and gutter divided roadway, 2 lanes in each direction separated with a 20 foot wide, 6 inch high curb and gutter median. Sidewalk will be provided on both sides of the road.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)		\$1,300,000.00	12/9/2022
PE (Preliminary Engineering)	2011	\$94,885.18	12/9/2022
ROW (Right of Way)	2021	\$20,763,000.00	12/6/2018
PE (Preliminary Engineering)	2023	\$18,000.00	12/9/2022
UTL (Utilities)	2025	\$2,066,777.00	5/8/2023
CST (Construction)	2025	\$35,637,685.01	7/7/2022



Project Documents
Approved Concept Reports
0003626_L&D_AD_OCT2019.pdf
0003626_L&D_OCT2019.pdf
0003626_CR_SEP2011.pdf
Project Outreach Archive
Handout.pdf
Layout.pdf



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Employment

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Sardis Road Connector Project

