

TRAFFIC IMPACT STUDY FOR

SOMERSET AT SARDIS CREEK RESIDENTIAL DEVELOPMENT

DATE:

May 7, 2024

LOCATION:

Hall County, Georgia

PREPARED FOR:

The Revive Land Group, LLC

PREPARED BY:

NV5 Engineers and Consultants, Inc.
10745 Westside Way, Suite 300
Alpharetta, GA 30009
678.795.3600



Executive Summary

A new residential development is proposed for construction along Antioch Campground Road and Allison Road in Hall County, Georgia. The proposed development will consist of 114 senior adult (55+) homes and will utilize one (1) full-access driveway onto Antioch Campground Road and one (1) full-access driveway onto Allison Road. The development has a projected build out date of 2027.

When complete, the development is expected to generate a total of 662 new daily trips, 43 trips during the AM peak hour (14 entering and 29 exiting), and 49 during the PM peak hour (30 entering and 19 exiting).

Traffic operations at the intersection of Antioch Campground Road and Sardis Road are satisfactory in Existing conditions, but the intersection of Sardis Road / Antioch Church Road and Sardis Road / Allison Road currently operates with high delay during the peak hours due to a high volume of southbound vehicles during the morning peak period and eastbound vehicles during the PM peak period. Traffic volumes are expected to worsen slightly in the No-Build scenario due to the anticipated background growth in the study area, but the intersections will continue to operate similarly to the existing conditions. It is noted that there is an ongoing project to construct Sardis Road to bypass this intersection, which is likely to significantly reduce the number of vehicles at the intersection of Sardis Road and Allison Road / Antioch Church Road.

The addition of project traffic is expected to have a minimal impact on traffic operations at the study intersections with the site traffic expecting to add four (4) vehicles to the southbound approach at the intersection of Sardis Road / Antioch Church Road and Sardis Road / Allison Road during the morning peak period and twelve (12) to the eastbound approach during the evening peak period. Since the Sardis Road Connector project is expected to greatly reduce volume from the Sardis Road corridor, no improvements are recommended at the two existing intersections.

The proposed driveways are also expected to operate at a satisfactory LOS and have little impact on traffic operations along Antioch Campground Road and Allison Road.

Turn lanes are not warranted at either driveway due to the low traffic volumes along Antioch Campground Road and Allison Road. Both driveways also meet Hall County's sight distance requirements.

Based on the analysis prepared for the proposed development, improvements at the existing study intersections are not required to mitigate the impact of the proposed development.

TABLE OF CONTENTS

Executive Summary	i
A. Introduction	1
B. Existing Conditions.....	4
B.1. Transportation Facilities	4
B.2. Traffic Counts	4
C. Future Conditions.....	6
C.1. Background Growth	6
C.2. Project Trip Generation.....	6
C.3. Trip Distribution and Assignment.....	6
D. Traffic Impact Analyses.....	11
D.1. 2024 Existing Conditions Analysis.....	11
D.2. 2027 No-Build Conditions Capacity Analysis	12
D.3. 2027 Build Conditions Capacity Analysis.....	13
E. Driveway Evaluations.....	14
E.1. NCHRP Turn Lane Evaluations.....	14
E.2. Sight Distance Evaluation.....	15
F. Conclusions	16

LIST OF TABLES

Table 1: Trip Generation	6
Table 2: 2024 Existing Conditions Capacity Analysis	11
Table 3: 2027 No-Build Capacity Analysis	12
Table 4: 2027 Build Capacity Analysis	13
Table 5: Sight Distance.....	15

LIST OF FIGURES

Figure 1: Vicinity Map	2
Figure 2: Site Location Aerial	3
Figure 3: 2024 Existing Traffic Volumes	5
Figure 4: 2027 No-Build Traffic Volumes	7
Figure 5: Project Trip Distribution	8
Figure 6: Project Development Trips.....	9
Figure 7: 2027 Build Traffic Volumes.....	10
Figure 8: NCHRP Turn Lane Evaluations	14

LIST OF APPENDICES

- Appendix A: Development Concept Plan
- Appendix B: Traffic Counts & Growth Rate Development Worksheet
- Appendix C: Synchro Reports
- Appendix D: Turn Lane Evaluations

A. Introduction

A new residential development is proposed for construction along Antioch Campground Road in Hall County, Georgia. The proposed development will consist of 114 senior adult (55+) homes. The development will utilize one (1) full-access driveway and one (1) full-access driveway onto Allison Road.

The traffic analyses in this report assume a single phase of construction. The purpose of this report is to identify the traffic expected to be generated by new vehicular trips when the development is complete. This study includes analysis of 2024 Existing and 2027 Future conditions, including No-Build and Build scenarios, at the following intersections:

1. Antioch Campground Road at Sardis Road
2. Sardis Road / Antioch Church Road and Sardis Road / Allison Road
3. Antioch Campground Road at Site Driveway 1
4. Allison Road at Site Driveway 2

The report summarizes the analysis of existing, background and projected traffic at the study locations, analysis of traffic impacts including delays and Levels of Service (LOS), and conclusions and recommendations from the analysis.

Figure 1 depicts the study area (vicinity map) in Hall County, Georgia. The study intersections listed above are depicted in Figure 2. A copy of the development concept plan is included in Appendix A.

Figure 1: Vicinity Map

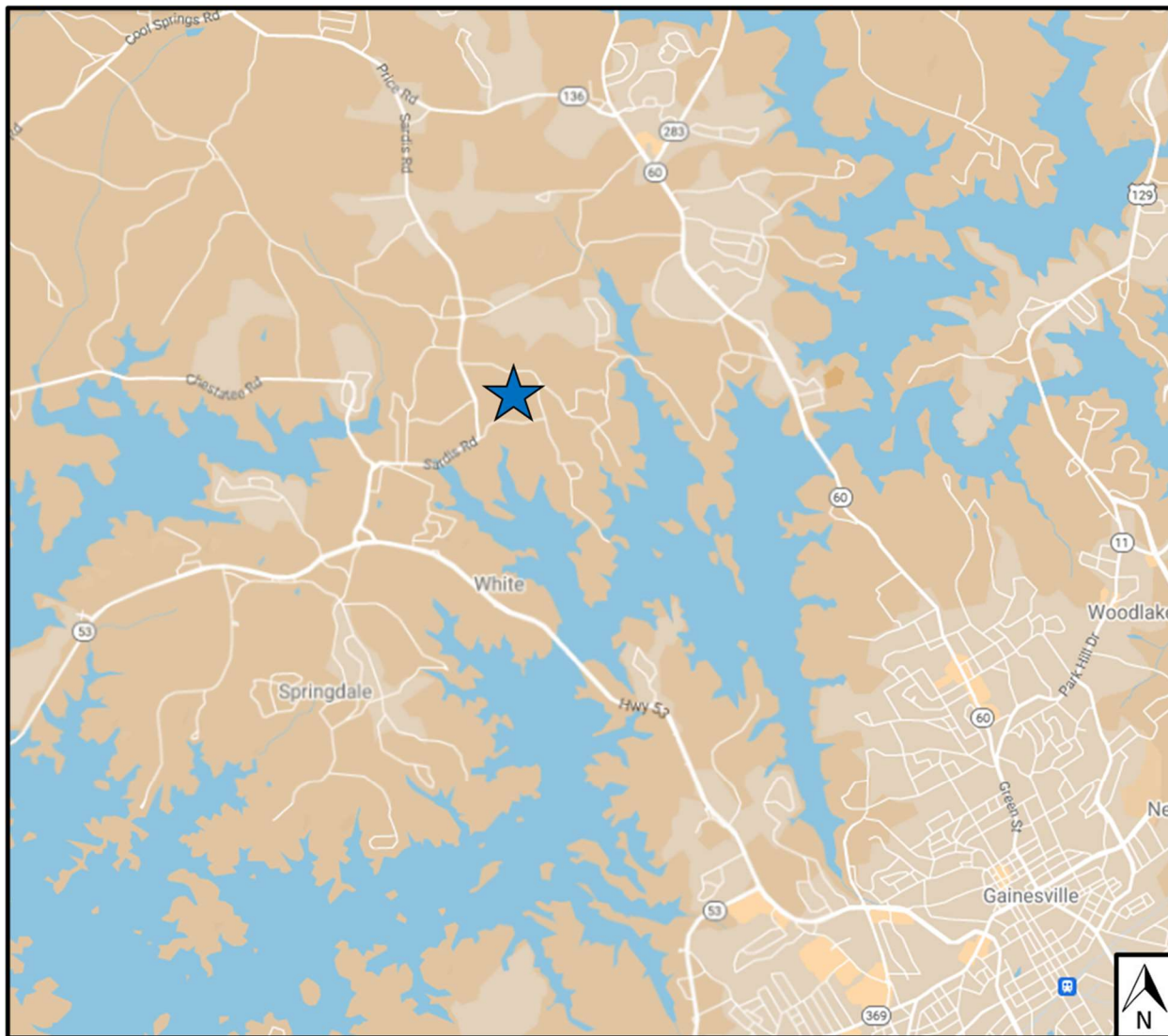
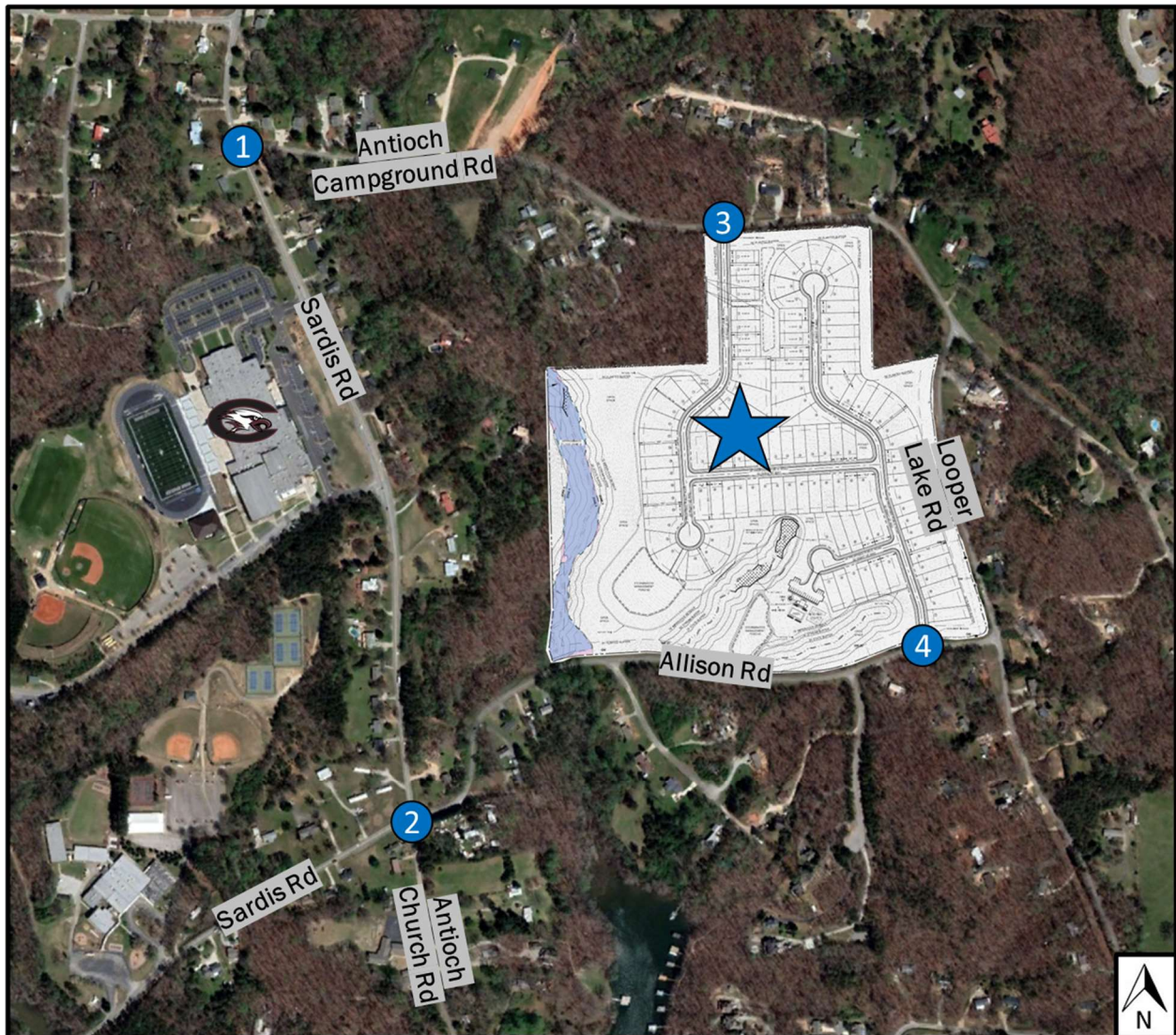


Figure 2: Site Location Aerial



1. Antioch Campground Road at Sardis Road
2. Sardis Road / Antioch Church Road and Sardis Road / Allison Road
3. Antioch Campground Road at Site Driveway 1
4. Allison Road at Site Driveway 2

B. Existing Conditions

B.1. Transportation Facilities

Sardis Road is a two-lane undivided roadway with a north/south orientation that runs south towards SR 53/Dawsonville Highway and north towards SR 136/Price Road. Sardis Road has a posted speed limit of 35 miles per hour (MPH) near the project site. A school zone lowers the speed limit to 30 MPH approximately 230 feet south of its intersection with Antioch Campground Road. The school zone extends approximately 1,700 feet south. Land uses along Sardis Road in the study area are primarily residential, recreational, and institutional in the area.

Antioch Campground Road is a two-lane undivided roadway that runs east from its intersections with Sardis Road approximately two miles east before its termination. Antioch Campground Road has no posted speed limit, but the Hall County Municipal Code states that the road is zoned for 40 miles per hour between Sardis Road and East Lake Drive. Land uses along its length are primarily residential and recreational.

Antioch Church Road is a two-lane undivided roadway that runs south from its intersection with Sardis Road into Sardis Creek Park. Antioch Church Road has a posted speed limit of 30 miles per hour, and land uses along its length are residential and recreational.

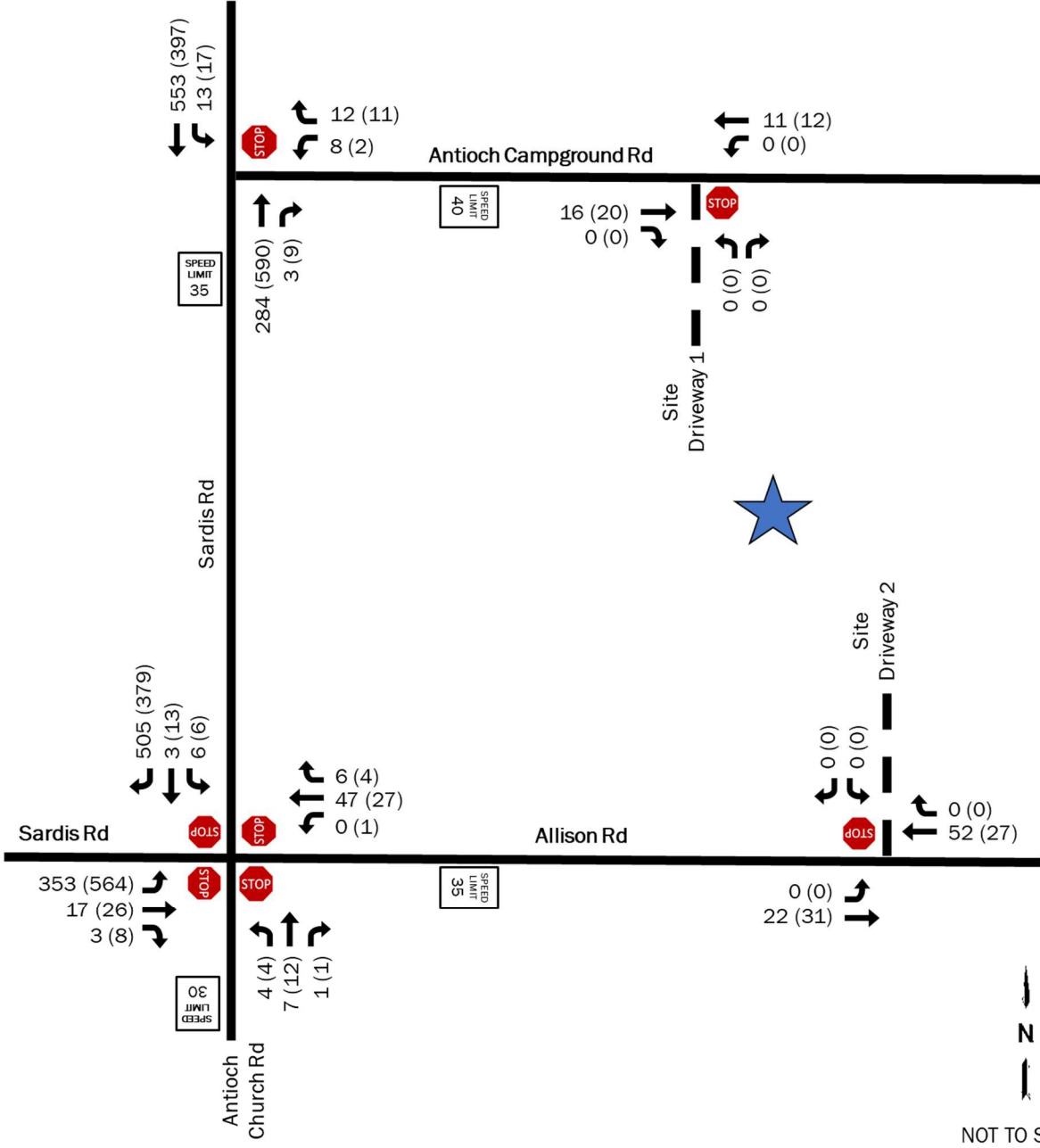
Allison Road is a two-lane undivided roadway that runs east from its intersection with Sardis Road approximately half a mile east before its termination at Looper Lake Drive. Allison Road has a posted speed limit of 35 miles per hour, and land uses along its length are residential.

B.2. Traffic Counts

Weekday AM and PM peak period turning movement counts were collected at the existing study intersection on Wednesday, May 1, 2024. Average daily traffic counts were also taken on Antioch Campground Road and Allison Road near the proposed site driveways. The average daily weekday traffic along Antioch Campground Road is approximately 400 vehicles per day and approximately 890 vehicles per day along Allison Road. Counts were collected while schools were in session and are included in Appendix B.

Figure 3: 2024 Existing Traffic Volumes

##(##) → AM (PM) Peak Hour Traffic Volume
 - - - - - Proposed Driveway



C. Future Conditions

C.1. Background Growth

The project is expected to be built-out in 2027. An analysis of historical traffic counts collected by the Georgia Department of Transportation (GDOT) within the study area suggests a growth rate of 0.3% while US census data suggests a growth rate of 1.3%. To account for possible future development in the area, a growth rate of 2% was applied to the traffic counts over three years to establish the future (No-Build) volumes. The expected No-Build volumes are depicted in Figure 4. The growth rate development worksheet is included in Appendix B.

C.2. Project Trip Generation

Table 1 summarizes the project trip generation calculated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021. The new development consists of 114 Senior Adult (55+) homes.

Table 1: Trip Generation

LAND USE	PERIOD	TOTAL	IN	OUT
Senior Adult Housing – Single Family, LUC 251 (114 Dwelling Units)	Daily	662	331	331
	AM Peak Hour	43	14	29
	PM Peak Hour	49	30	19

The development will generate a total of 43 trips (14 entering and 29 exiting) during the AM peak hour, and a total of 49 trips (30 entering and 19 exiting) during the PM peak hour.

C.3. Trip Distribution and Assignment

The assignment and directional distribution of new project trips was based on the existing traffic patterns observed in the overall study area. It is expected that approximately 40% of the expected site traffic will travel to/from the north along Sardis Road, approximately 40% will travel to/from the southwest along Sardis Road, approximately 10% will travel to/from the east along Antioch Campground Road and approximately 10% will travel to/from the east along Allison Road. The trip distribution is shown in Figure 5. The project trips generated from the development utilizing the trip distribution are depicted in Figure 6. The No-Build plus project trips (Build volumes) are depicted in Figure 7.

Figure 4: 2027 No-Build Traffic Volumes

##(##) → AM (PM) Peak Hour Traffic Volume
- - - - - Proposed Driveway

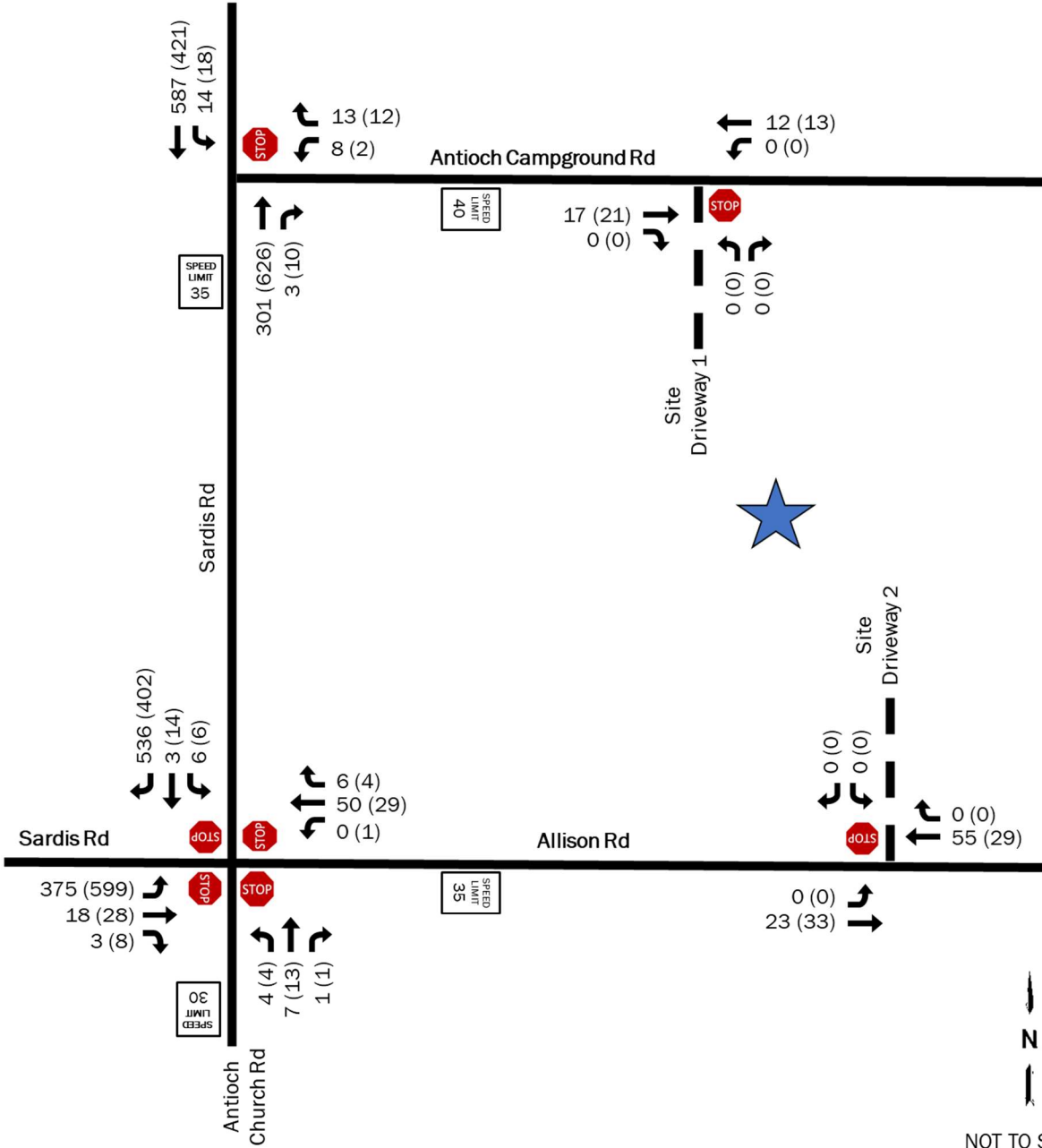


Figure 5: Project Trip Distribution

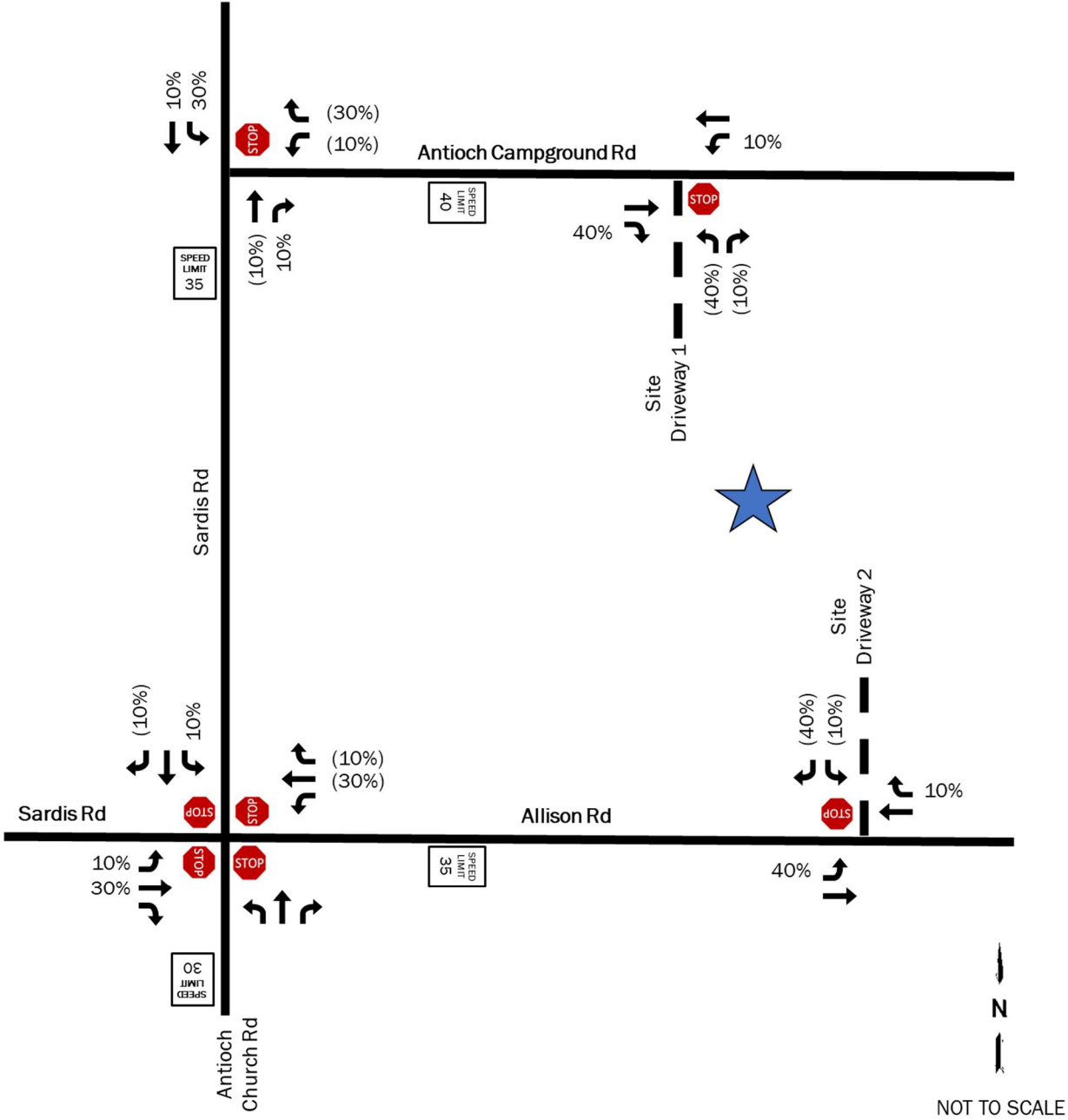
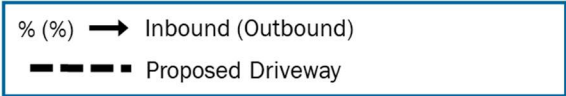


Figure 6: Project Development Trips

##(##) → AM (PM) Peak Hour Traffic Volume
 - - - - - Proposed Driveway

Trip Generation	Total	IN	OUT
AM Peak Hour	43	14	29
PM Peak Hour	49	30	19

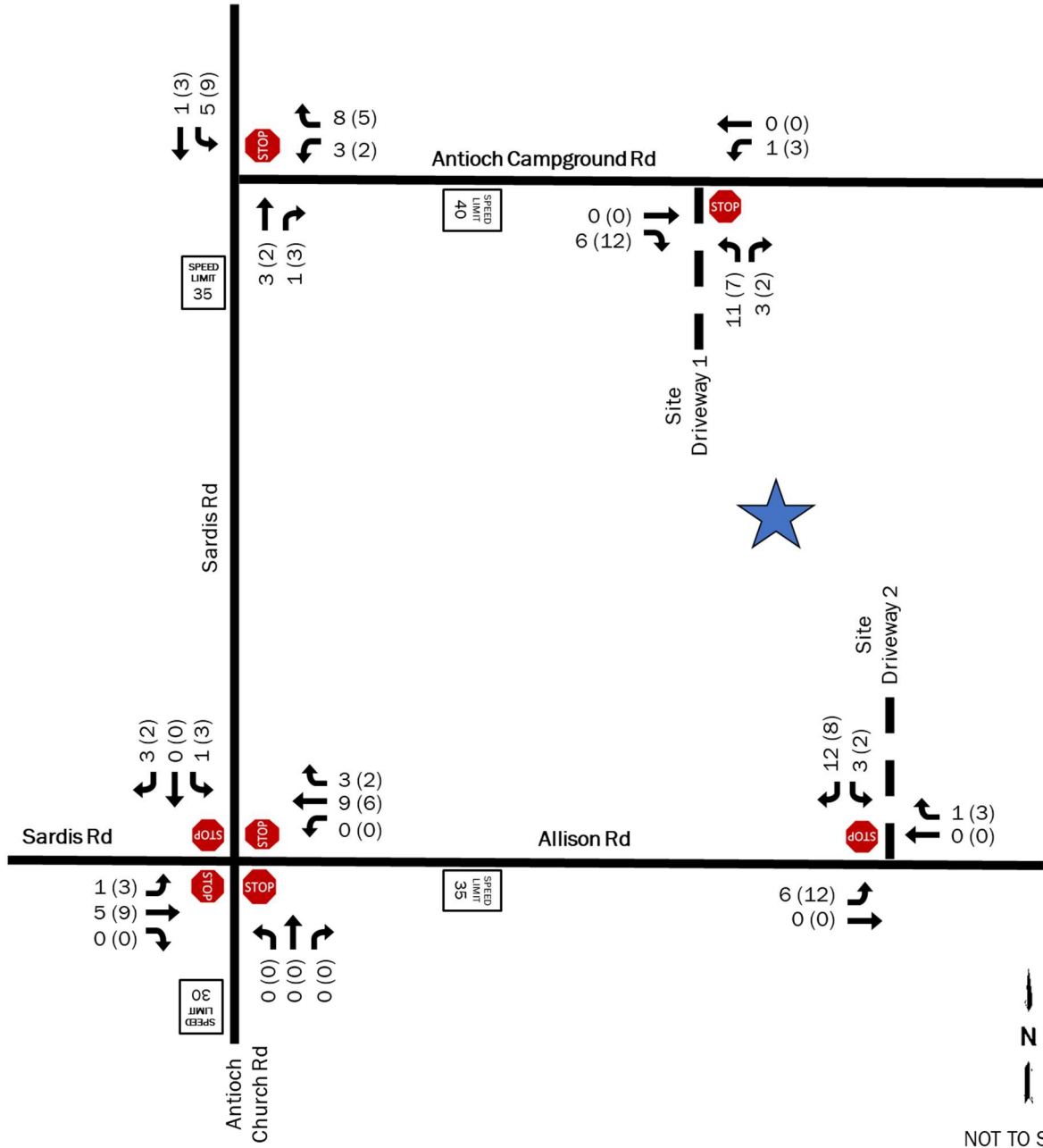
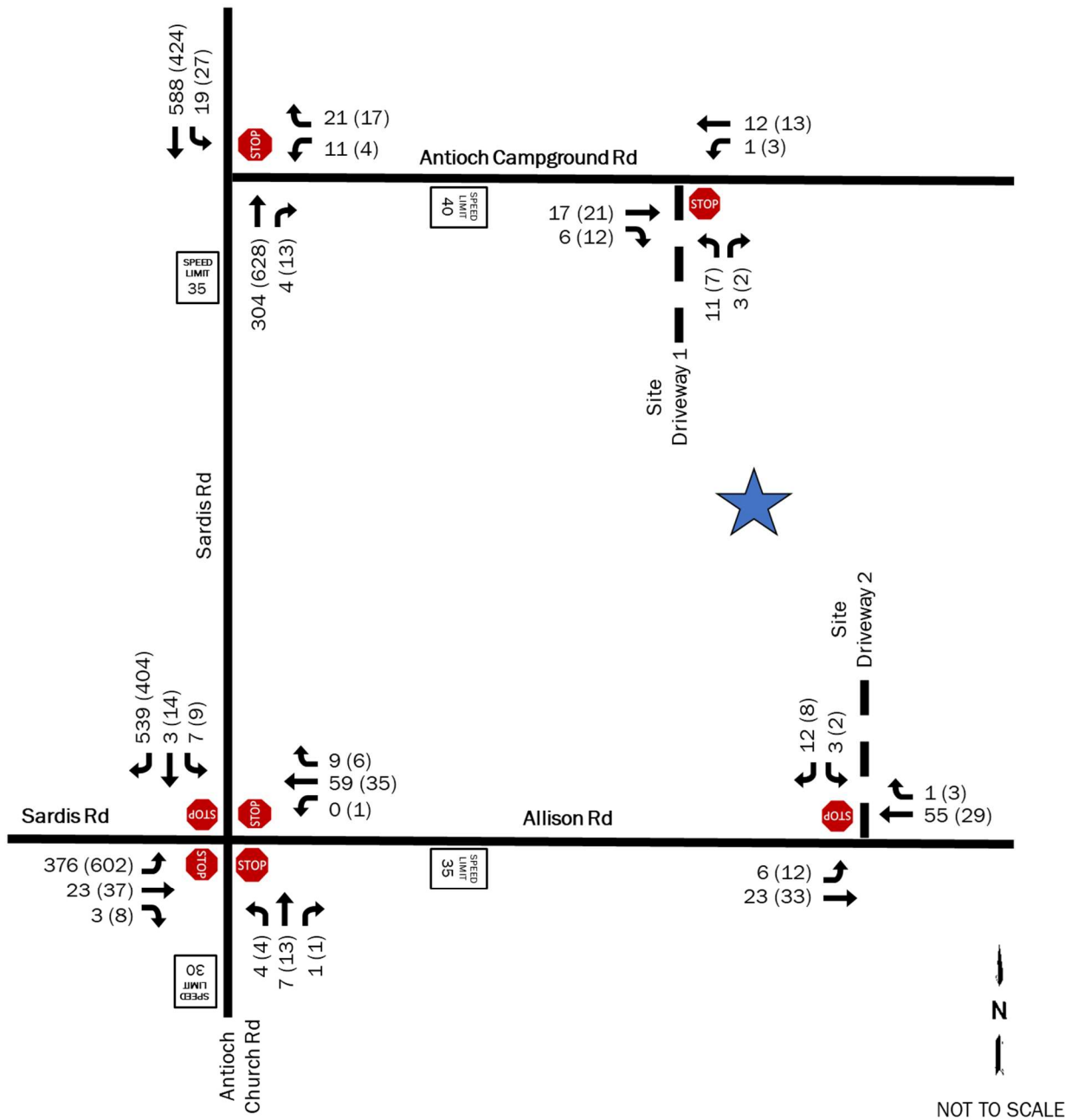


Figure 7: 2027 Build Traffic Volumes

##(##) → AM (PM) Peak Hour Traffic Volume
 - - - - Proposed Driveway



D. Traffic Impact Analyses

The analysis in each of the scenarios for the study was performed using the traffic analysis software Synchro® 12. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual (HCM 7th Edition). HCM uses a grading system A through F, where A is the best (little to no delay), and F is the worst (very heavy delay). HCM Levels of Service (LOS) standards and Synchro® output reports are included in Appendix C.

D.1. 2024 Existing Conditions Analysis

The results of the 2024 Existing conditions capacity analysis are shown in Table 2 and include analysis of the traffic volumes presented in Figure 3.

Table 2: 2024 Existing Conditions Capacity Analysis

Intersection	Control	Movement	AM		PM	
			LOS	Delay	LOS	Delay
Antioch Campground Rd & Sardis Rd	Stop-Control	WB	B	13.6	B	14.3
		SBL	A	7.9	A	8.8
Sardis Rd / Antioch Church Rd & Sardis Rd / Allison Rd	Stop-Control	Overall	D	33.9	E	38.0
		EB	D	26.7	F	52.8
		WB	B	10.7	A	9.9
		NB	B	10.2	B	10.2
		SB	E	42.5	C	21.7

As shown in Table 2, the intersection of Antioch Campground Road and Sardis Road operates with acceptable LOS during the AM and PM peak hours.

D.2. 2027 No-Build Conditions Capacity Analysis

The results of the 2027 No-Build conditions capacity analysis are shown in Table 3 for the operation of the intersection of Antioch Campground Road and Sardis Road with the traffic volumes presented in Figure 4.

Table 3: 2027 No-Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Antioch Campground Rd & Sardis Rd	Stop-Control	WB	B	14.0	B	14.9
			SBL	A	8.0	A	9.0
2	Sardis Rd / Antioch Church Rd & Sardis Rd / Allison Rd	Stop-Control	Overall	E	46.8	F	51.5
			EB	D	33.9	F	75.5
			WB	B	11.1	B	10.2
			NB	B	10.5	B	10.5
			SB	F	61.3	C	24.5

As shown in Table 3, traffic operations at the intersection of Antioch Campground Road and Sardis Road are expected to experience a nominal increase in delay due to the applied growth rate. The delays at the intersection are expected to increase slightly, but the overall LOS remain consistent with the Existing conditions and will continue to operate acceptably.

Hall County currently has an active roadway project, Sardis Road Connector, that is likely to greatly reduce the volume of traffic at the intersection of Sardis Road / Antioch Church Road and Sardis Road / Allison Road. With the expected reduction in traffic, it is likely that no improvements will be needed at this intersection, though if the Sardis Road Connector project is not constructed, improvements may be needed.

D.3. 2027 Build Conditions Capacity Analysis

The results of the 2027 Build conditions intersection capacity analysis are shown in Table 4 for No-Build plus project volumes as presented in Figure 7.

Table 4: 2027 Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Antioch Campground Rd & Sardis Rd	Stop-Control	WB	B	14.1	C	15.9
			SBL	A	8.0	A	9.0
2	Sardis Rd / Antioch Church Rd & Sardis Rd / Allison Rd	Stop-Control	Overall	F	51.0	F	57.2
			EB	E	37.0	F	85.2
			WB	B	11.5	B	10.4
			NB	B	10.7	B	10.7
			SB	F	67.8	D	26.1
3	Antioch Campground Rd & Site Driveway 1	Stop-Control	NB	A	8.7	A	8.8
			WBL	A	7.3	A	7.3
4	Allison Rd & Site Driveway 2	Stop-Control	SB	A	7.3	A	8.7
			EBL	A	8.7	A	7.3

As shown in Table 4, the addition of project traffic to the two study intersections are expected to have a minimal impact on traffic operations. The site is only expected to add four (4) southbound trips and six (6) eastbound trips during the morning peak hour at the intersection of Sardis Road / Antioch Church Road and Sardis Road / Allison Road, which does not justify improvements at the intersection. With the traffic operations expected to improve with the completion of the nearby Sardis Road Connector project, no improvements are expected to be needed at the existing intersections along Sardis Road. The addition of driveways on Antioch Campground Road and Allison Road does not impact the functionality of traffic operations along Antioch Campground Road and Allison Road.

E. Driveway Evaluations

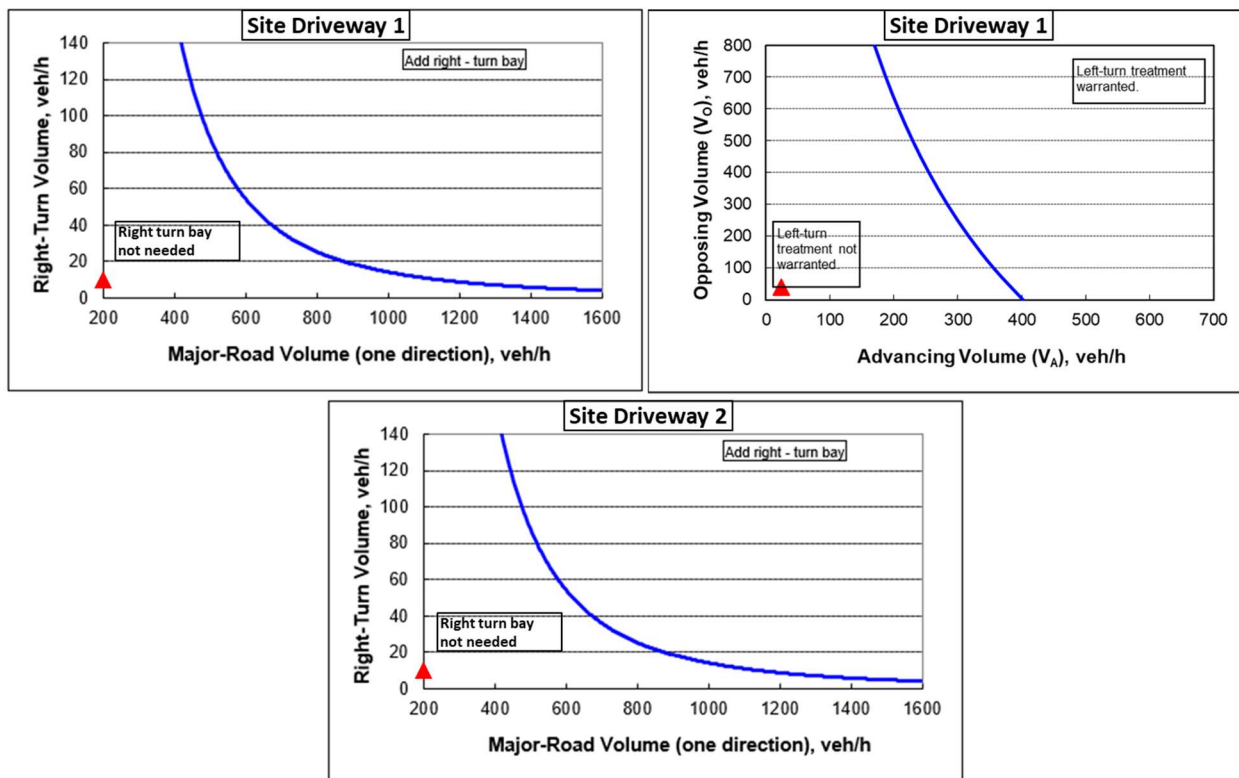
E.1. NCHRP Turn Lane Evaluations

The need for turn lanes was evaluated at the proposed site driveways along Antioch Campground Road using NCHRP Report 457. Figure 2-6 in the report shows that for a 40 MPH roadway, the road would need to exceed 400 vehicles per hour in one direction before a right-turn lane would be warranted. At most, Antioch Campground Road is expected to have 39 hourly trips in one direction. Right-Turn lanes are not warranted at either driveway.

For the full-access driveway, the NCHRP report Figure 2-5 shows that a left-turn lane is warranted if left-turns exceed 40% of the advancing traffic and there is more than 200 advancing vehicles while having several hundred opposing vehicles. While it is expected that 25% of the westbound traffic in the PM peak period is expected to turn left, there are only 24 expected westbound vehicles and 39 expected opposing vehicles at most, far short of what warrants a left-turn lane.

The tables for each driveway turn-lane evaluation are shown in figure 8 and are also included in Appendix D.

Figure 8: NCHRP Turn Lane Evaluations



E.2. Sight Distance Evaluation

According to the Hall County Residential Driveway Requirements, a minimum intersection sight distance is required for a passenger car entering the intersection from a site driveway. Based on the designated speed limit of 40 MPH for Antioch Campground Road, an intersection sight distance of 441 feet is required for the site driveway at Antioch Campground Road. For the driveway along Allison Road, the intersection sight distance required is 386 since the roadway's speed limit is 35 MPH. A breakdown of the sight distance at the two driveways is shown in Table 5 below using measurements provided by the site plan.

Table 5: Sight Distance

ID	Intersection	Direction	Distance Required	Distance Measured	Sight Distance Met?
3	Antioch Campground Rd & Site Driveway 1	Looking Left	441	475	YES
		Looking Right		500	YES
4	Allison Rd & Site Driveway 2	Looking Left	386	301	NO*
		Looking Right		475	YES

As shown in Table 5, both driveways meet Hall County's sight distance requirement for vehicles making turns out of the driveways. Sight distance looking left at site driveway 2 was measured to the end of Allison Road, and with traffic along Allison Road being very low, there should not be an issue with the sight distance since vehicles coming from Looper Lake Road will be traveling slowly.

F. Conclusions

A new residential development is proposed for construction along Antioch Campground Road and Allison Road in Hall County, Georgia. The proposed development will consist of 114 senior adult (55+) homes and will utilize one (1) full-access driveway onto Antioch Campground Road and one (1) full-access driveway onto Allison Road. The development has a projected build out date of 2027.

When complete, the development is expected to generate a total of 662 new daily trips, 43 trips during the AM peak hour (14 entering and 29 exiting), and 49 during the PM peak hour (30 entering and 19 exiting).

Traffic operations at the intersection of Antioch Campground Road and Sardis Road are satisfactory in Existing conditions, but the intersection of Sardis Road / Antioch Church Road and Sardis Road / Allison Road currently operates with high delay during the peak hours due to a high volume of southbound vehicles during the morning peak period and eastbound vehicles during the PM peak period. Traffic volumes are expected to worsen slightly in the No-Build scenario due to the anticipated background growth in the study area, but the intersections will continue to operate similarly to the existing conditions. It is noted that there is an ongoing project to construct Sardis Road to bypass this intersection, which is likely to significantly reduce the number of vehicles at the intersection of Sardis Road and Allison Road / Antioch Church Road.

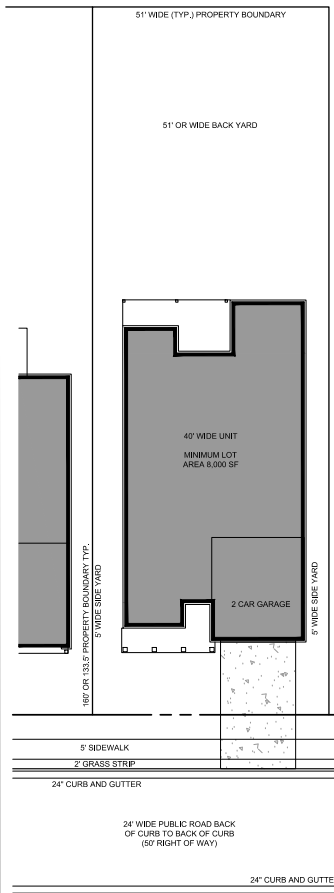
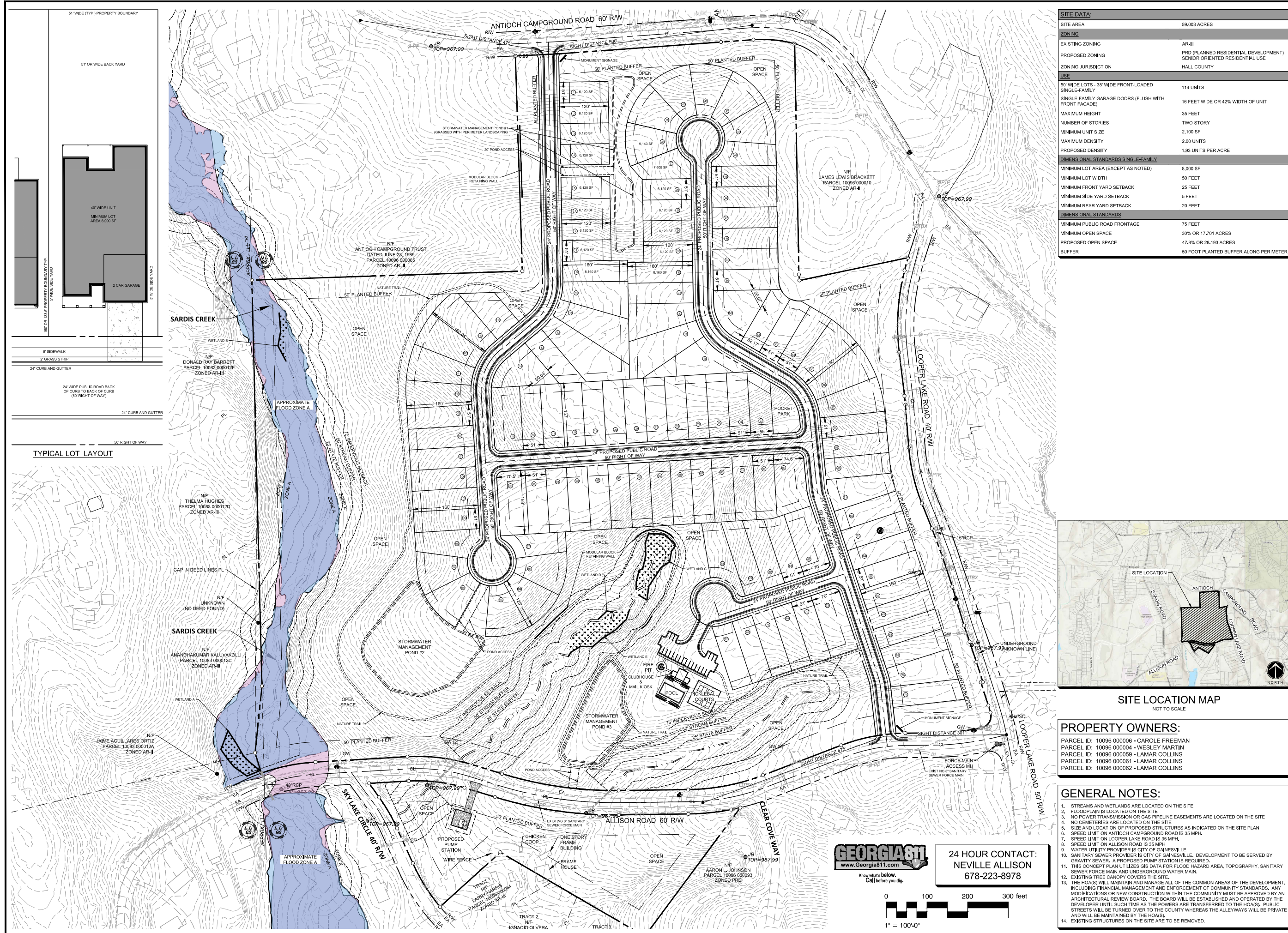
The addition of project traffic is expected to have a minimal impact on traffic operations at the study intersections with the site traffic expecting to add four (4) vehicles to the southbound approach at the intersection of Sardis Road / Antioch Church Road and Sardis Road / Allison Road during the morning peak period and twelve (12) to the eastbound approach during the evening peak period. Since the Sardis Road Connector project is expected to greatly reduce volume from the Sardis Road corridor, no improvements are recommended at the two existing intersections.

The proposed driveways are also expected to operate at a satisfactory LOS and have little impact on traffic operations along Antioch Campground Road and Allison Road.

Turn lanes are not warranted at either driveway due to the low traffic volumes along Antioch Campground Road and Allison Road. Both driveways also meet Hall County's sight distance requirements.

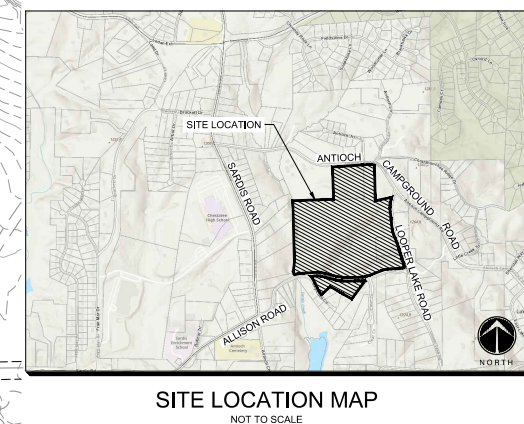
Based on the analysis prepared for the proposed development, improvements at the existing study intersections are not required to mitigate the impact of the proposed development.

APPENDIX A:
DEVELOPMENT
CONCEPT PLAN



TYPICAL LOT LAYOUT

SITE DATA:	
SITE AREA	59,003 ACRES
ZONING	AR-III
EXISTING ZONING	PRD (PLANNED RESIDENTIAL DEVELOPMENT) SENIOR ORIENTED RESIDENTIAL USE
PROPOSED ZONING	HALL COUNTY
ZONING JURISDICTION	
USE	
50' WIDE LOTS - 38' WIDE FRONT-LOADED SINGLE-FAMILY	114 UNITS
SINGLE-FAMILY GARAGE DOORS (FLUSH WITH FRONT FACADE)	16 FEET WIDE OR 42% WIDTH OF UNIT
MAXIMUM HEIGHT	35 FEET
NUMBER OF STORIES	TWO-STORY
MINIMUM UNIT SIZE	2,100 SF
MAXIMUM DENSITY	2.00 UNITS
PROPOSED DENSITY	1.93 UNITS PER ACRE
DIMENSIONAL STANDARDS SINGLE-FAMILY	
MINIMUM LOT AREA (EXCEPT AS NOTED)	8,000 SF
MINIMUM LOT WIDTH	50 FEET
MINIMUM FRONT YARD SETBACK	25 FEET
MINIMUM SIDE YARD SETBACK	5 FEET
MINIMUM REAR YARD SETBACK	20 FEET
DIMENSIONAL STANDARDS	
MINIMUM PUBLIC ROAD FRONTAGE	75 FEET
MINIMUM OPEN SPACE	30% OR 17,701 ACRES
PROPOSED OPEN SPACE	47.8% OR 28,193 ACRES
BUFFER	50 FOOT PLANTED BUFFER ALONG PERIMETER



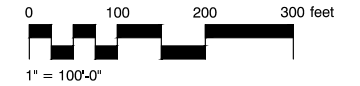
SITE LOCATION MAP
NOT TO SCALE

PROPERTY OWNERS:

PARCEL ID: 10096 000006 - CAROLE FREEMAN
PARCEL ID: 10096 000004 - WESLEY MARTIN
PARCEL ID: 10096 000059 - LAMAR COLLINS
PARCEL ID: 10096 000061 - LAMAR COLLINS
PARCEL ID: 10096 000062 - LAMAR COLLINS

- GENERAL NOTES:**
- STREAMS AND WETLANDS ARE LOCATED ON THE SITE
 - FLOODPLAIN IS LOCATED ON THE SITE
 - NO POWER TRANSMISSION OR GAS PIPELINE EASEMENTS ARE LOCATED ON THE SITE
 - NO CEMETERIES ARE LOCATED ON THE SITE
 - SIZE AND LOCATION OF PROPOSED STRUCTURES AS INDICATED ON THE SITE PLAN
 - SPEED LIMIT ON ANTIOTCH CAMPGROUND ROAD IS 35 MPH.
 - SPEED LIMIT ON LOOPER LAKE ROAD IS 35 MPH.
 - SPEED LIMIT ON ALLISON ROAD IS 35 MPH.
 - WATER UTILITY PROVIDER IS CITY OF GAINESVILLE.
 - SANITARY SEWER PROVIDER IS CITY OF GAINESVILLE. DEVELOPMENT TO BE SERVED BY GRAVITY SEWER. A PROPOSED PUMP STATION IS REQUIRED.
 - THIS CONCEPT PLAN UTILIZES GIS DATA FOR FLOOD HAZARD AREA, TOPOGRAPHY, SANITARY SEWER FORCE MAIN AND UNDERGROUND WATER MAIN.
 - EXISTING TREE CANOPY COVERS THE SITE.
 - THE HOA(S) WILL MAINTAIN AND MANAGE ALL OF THE COMMON AREAS OF THE DEVELOPMENT, INCLUDING FINANCIAL MANAGEMENT AND ENFORCEMENT OF COMMUNITY STANDARDS. ANY MODIFICATIONS OR NEW CONSTRUCTION WITHIN THE COMMUNITY MUST BE APPROVED BY AN ARCHITECTURAL REVIEW BOARD. THE BOARD WILL BE ESTABLISHED AND OPERATED BY THE DEVELOPER UNTIL SUCH TIME AS THE POWERS ARE TRANSFERRED TO THE HOA(S). PUBLIC STREETS WILL BE TURNED OVER TO THE COUNTY WHEREAS THE ALLEYS WILL BE PRIVATE AND WILL BE MAINTAINED BY THE HOA(S).
 - EXISTING STRUCTURES ON THE SITE ARE TO BE REMOVED.

24 HOUR CONTACT:
NEVILLE ALLISON
678-223-8978



THE REVIVE LAND GROUP
Part of Peachtree Group

SOURCE: ENTITLE. REVIVE.

ONE ALLIANCE CENTER
3500 LENOX ROAD
SUITE 625
ATLANTA, GEORGIA 30326
O: (678) 223-8978
WWW.THEREVIVELANDGROUP.COM

PROJECT
**SOMERSET AT
SARDIS CREEK**

A MASTER PLANNED SENIOR
ORIENTED RESIDENTIAL
DEVELOPMENT

3212 & 3302 ANTIOTCH
CAMPGROUND ROAD
GAINESVILLE, GA 30506

HALL COUNTY
GEORGIA

LAND LOT: 83 & 96
DISTRICT: 10TH

CLIENT
THE REVIVE LAND GROUP
Part of Peachtree Group

SOURCE: ENTITLE. REVIVE.

ONE ALLIANCE CENTER
3500 LENOX ROAD
SUITE 625
ATLANTA, GEORGIA 30326
O: (678) 223-8978
THEREVIVELANDGROUP.COM

REVISION

REVISION	DATE

PROJECT NUMBER
23023



SEAL IS ONLY VALID IF COUNTER SIGNED AND
DATED WITH AN ORIGINAL SIGNATURE



DATE
APRIL 23, 2024

TITLE
**CONCEPTUAL
SITE PLAN**

SHEET
Z-01

**APPENDIX B:
TRAFFIC COUNTS
& GROWTH RATE
DEVELOPMENT WORKSHEET**



[Click here for Map](#)

Peak Hour Turning Movement Count

Hall County, GA



www.marrtraffic.com

Wednesday, May 1, 2024	
Period	0700 - 0900
Peak Hour	0730 - 0830

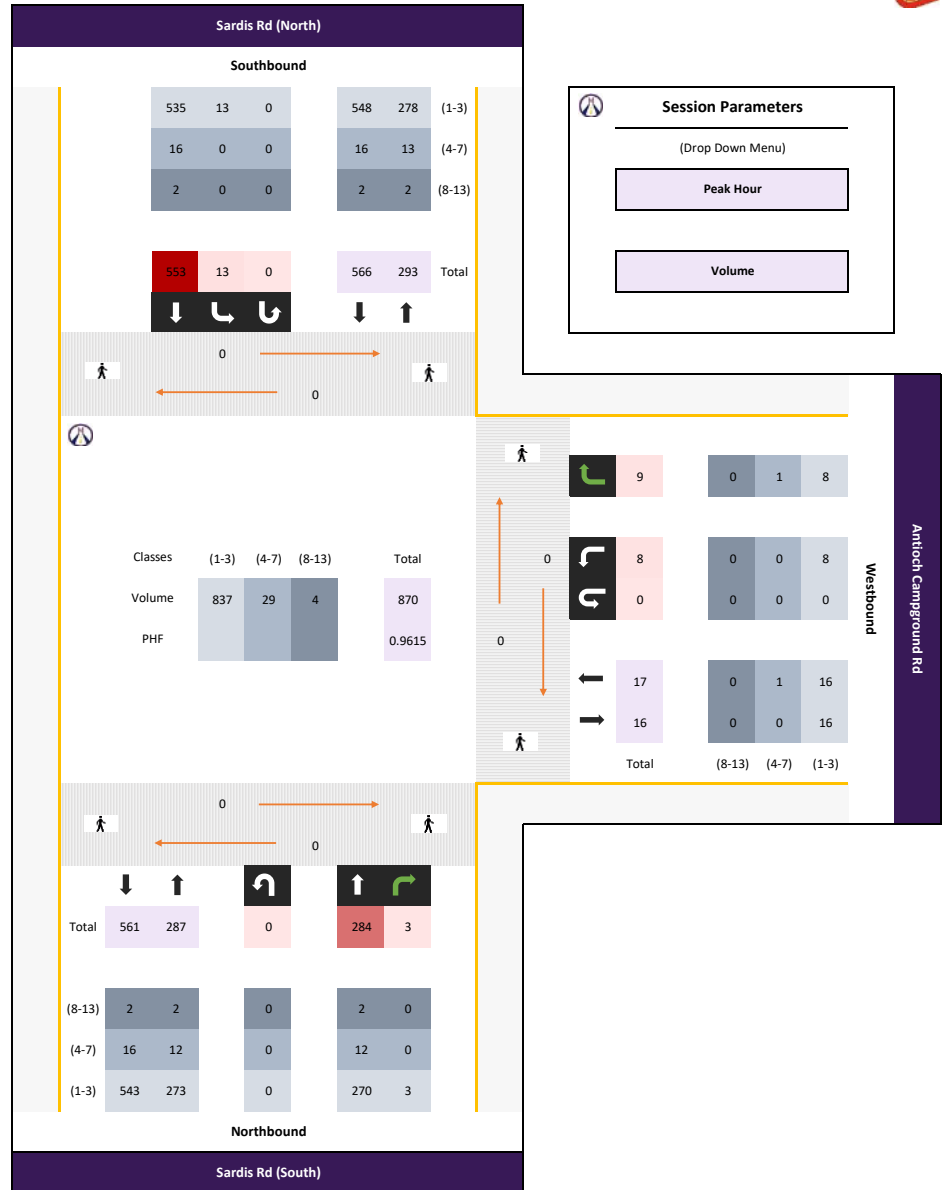
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume





[Click here for Map](#)

Peak Hour Turning Movement Count

Hall County, GA



www.marrtraffic.com

Wednesday, May 1, 2024	
Period	1600 - 1800
Peak Hour	1645 - 1745

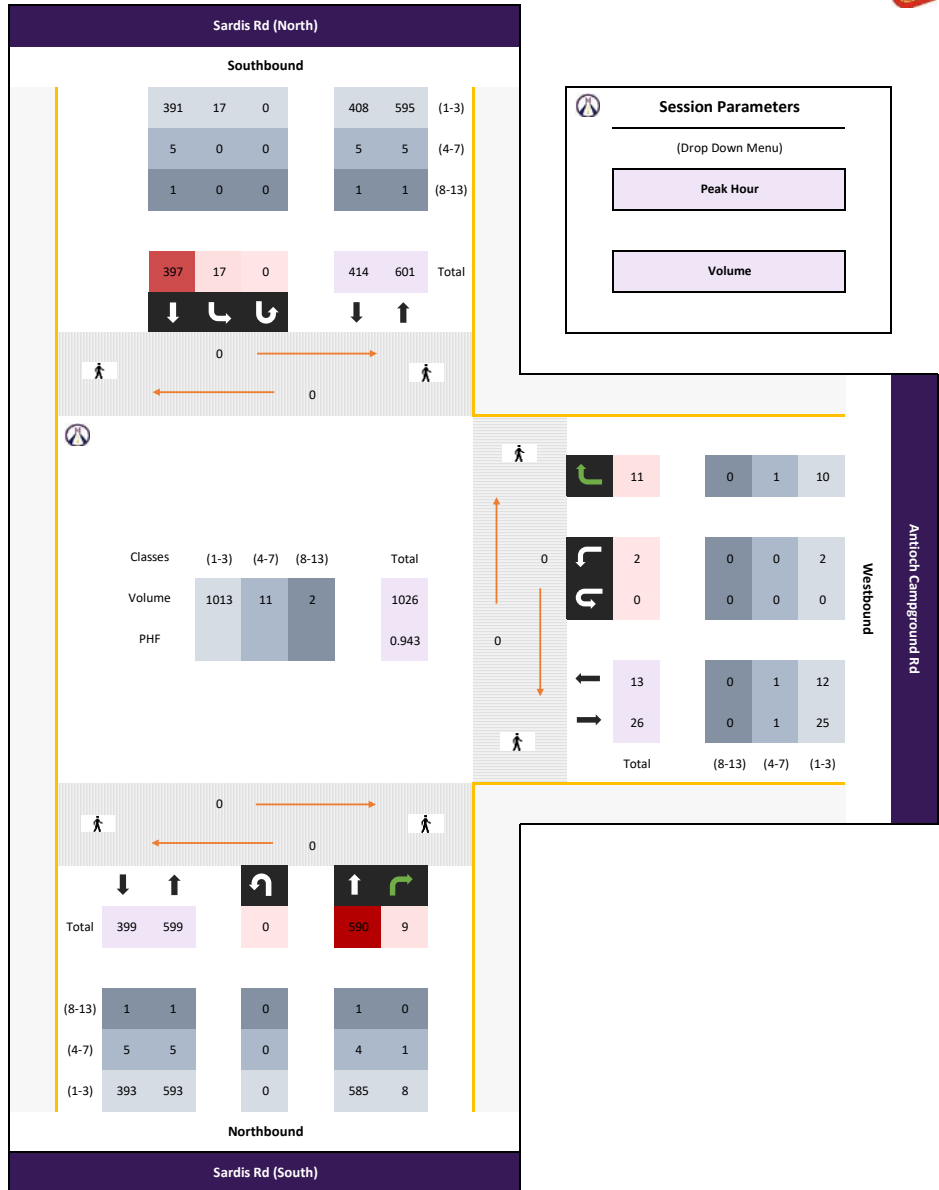
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Classified Turn Movement Count || All vehicles

Hall County, GA

Site 1

Sardis Rd (South)
Sardis Rd (North)



Date

Wednesday, May 1, 2024

Weather

Fair
74°F

Lat/Long

34.351437°, -83.893384°
[Click here for Map](#)

[Click here for Detailed Weather](#)

Antioch Campground Rd



0700 - 0900 (Weekday 2h Session) (05-01-2024)

All vehicles

TIME	Northbound				Southbound			
	Sardis Rd (South)				Sardis Rd (North)			
	Thru	Right	U-Turn	App	Left	Thru	U-Turn	App
0700 - 0715	40	1	0	41	4	120	0	124
0715 - 0730	70	1	0	71	1	124	0	125
0730 - 0745	50	0	0	50	3	149	0	152
0745 - 0800	77	3	0	80	5	135	0	140
Hourly Total	237	5	0	242	13	528	0	541
0800 - 0815	77	0	0	77	2	138	0	140
0815 - 0830	80	0	0	80	3	131	0	134
0830 - 0845	61	1	0	62	1	80	0	81
0845 - 0900	62	1	0	63	2	59	0	61
Hourly Total	280	2	0	282	8	408	0	416
Grand Total	517	7	0	524	21	936	0	957
Approach %	98.66	1.34	0.00	-	2.19	97.81	0.00	-
Intersection %	34.10	0.46	0.00	34.56	1.39	61.74	0.00	63.13
Heavy Vehicle %	5	14	-	5	0	3	-	3
PHF	0.89	0.25	0.00	0.90	0.65	0.93	0.00	0.93

Westbound				
Antioch Campground Rd				
Left	Right	U-Turn	App	Int
1.7	1.8	1.9	Total	Total
0	1	0	1	166
1	3	0	4	200
1	2	0	3	205
5	2	0	7	227
7	8	0	15	798
2	2	0	4	221
0	6	0	6	220
3	4	0	7	150
0	3	0	3	127
5	15	0	20	718
12	23	0	35	1516
34.29	65.71	0.00	-	-
0.79	1.52	0.00	2.31	-
0	9	-	6	4
0.40	0.50	0.00	0.71	0.96

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All vehicles

TIME	Northbound				Southbound			
	Sardis Rd (South)				Sardis Rd (North)			
	Thru	Right	U-Turn	App	Left	Thru	U-Turn	App
1600 - 1615	145	2	0	147	5	83	0	88
1615 - 1630	120	0	0	120	3	77	0	80
1630 - 1645	122	1	0	123	3	100	0	103
1645 - 1700	131	3	0	134	4	85	0	89
Hourly Total	518	6	0	524	15	345	0	360
1700 - 1715	158	1	0	159	4	95	0	99
1715 - 1730	154	2	0	156	6	106	0	112
1730 - 1745	147	3	0	150	3	111	0	114
1745 - 1800	106	4	0	110	6	94	0	100
Hourly Total	565	10	0	575	19	406	0	425
Grand Total	1083	16	0	1099	34	751	0	785
Approach %	98.54	1.46	0.00	-	4.33	95.67	0.00	-
Intersection %	56.20	0.83	0.00	57.03	1.76	38.97	0.00	40.74
Heavy Vehicle %	2	13	-	2	0	2	-	2
PHF	0.93	0.75	0.00	0.94	0.71	0.89	0.00	0.91

Westbound				
Antioch Campground Rd				
Left	Right	U-Turn	App	Int
1.7	1.8	1.9	Total	Total
2	8	0	10	245
4	3	0	7	207
1	6	0	7	233
0	4	0	4	227
7	21	0	28	912
2	1	0	3	261
0	4	0	4	272
0	2	0	2	266
3	3	0	6	216
5	10	0	15	1015
12	31	0	43	1927
27.91	72.09	0.00	-	-
0.62	1.61	0.00	2.23	-
0	10	-	7	2
0.25	0.69	0.00	0.81	0.94

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

Hall County, GA

Site 1

Sardis Rd (South)
Sardis Rd (North)



Date

Wednesday, May 1, 2024

Weather

Fair
74°F

Lat/Long

34.351437°, -83.893384°
[Click here for Map](#)

[Click here for Detailed Weather](#)

Antioch Campground Rd



0700 - 0900 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound			
	Sardis Rd (South)		U-Turn		Sardis Rd (North)		U-Turn	
	Thru	Right	1.3	App Total	Left	Thru	1.6	App Total
0700 - 0715	39	1	0	40	4	118	0	122
0715 - 0730	68	0	0	68	1	121	0	122
0730 - 0745	47	0	0	47	3	145	0	148
0745 - 0800	75	3	0	78	5	127	0	132
Hourly Total	229	4	0	233	13	511	0	524
0800 - 0815	71	0	0	71	2	135	0	137
0815 - 0830	77	0	0	77	3	128	0	131
0830 - 0845	59	1	0	60	1	79	0	80
0845 - 0900	57	1	0	58	2	56	0	58
Hourly Total	264	2	0	266	8	398	0	406
Grand Total	493	6	0	499	21	909	0	930
Approach %	98.80	1.20	0.00	-	2.26	97.74	0.00	-
Intersection %	33.79	0.41	0.00	34.20	1.44	62.30	0.00	63.74

Westbound				
Antioch Campground Rd				
Left	Right	U-Turn	App Total	Int Total
1.7	1.8	1.9		
0	1	0	1	163
1	2	0	3	193
1	2	0	3	198
5	2	0	7	217
7	7	0	14	771
2	2	0	4	212
0	2	0	2	210
3	4	0	7	147
0	3	0	3	119
5	11	0	16	688
12	18	0	30	1459
40.00	60.00	0.00	-	
0.82	1.23	0.00	2.06	

1600 - 1800 (Weekday 2h Session) (05-01-2024)


Passenger Vehicles (1-3)

TIME	Northbound				Southbound			
	Sardis Rd (South)		U-Turn		Sardis Rd (North)		U-Turn	
	Thru	Right	1.3	App Total	Left	Thru	1.6	App Total
1600 - 1615	136	1	0	137	5	81	0	86
1615 - 1630	116	0	0	116	3	75	0	78
1630 - 1645	120	1	0	121	3	95	0	98
1645 - 1700	130	3	0	133	4	85	0	89
Hourly Total	502	5	0	507	15	336	0	351
1700 - 1715	154	1	0	155	4	94	0	98
1715 - 1730	154	2	0	156	6	104	0	110
1730 - 1745	147	2	0	149	3	108	0	111
1745 - 1800	106	4	0	110	6	92	0	98
Hourly Total	561	9	0	570	19	398	0	417
Grand Total	1063	14	0	1077	34	734	0	768
Approach %	98.70	1.30	0.00	-	4.43	95.57	0.00	-
Intersection %	56.39	0.74	0.00	57.14	1.80	38.94	0.00	40.74

Westbound				
Antioch Campground Rd				
Left	Right	U-Turn	App Total	Int Total
1.7	1.8	1.9		
2	7	0	9	232
4	3	0	7	201
1	5	0	6	225
0	4	0	4	226
7	19	0	26	884
2	1	0	3	256
0	3	0	3	269
0	2	0	2	262
3	3	0	6	214
5	9	0	14	1001
12	28	0	40	1885
30.00	70.00	0.00	-	
0.64	1.49	0.00	2.12	

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

Hall County, GA

Site 1
Sardis Rd (South) 
Sardis Rd (North)

Date
Wednesday, May 1, 2024

Weather
Fair
74°F

Antioch Campground Rd

Lat/Long
34.351437°, -83.893384°
[Click here for Map](#)

[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (05-01-2024)
Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	Sardis Rd (South)		U-Turn		Sardis Rd (North)		U-Turn	
	Thru 1.1	Right 1.2	1.3	App Total	Left 1.4	Thru 1.5	1.6	App Total
0700 - 0715	1	0	0	1	0	2	0	2
0715 - 0730	2	1	0	3	0	2	0	2
0730 - 0745	2	0	0	2	0	4	0	4
0745 - 0800	2	0	0	2	0	8	0	8
Hourly Total	7	1	0	8	0	16	0	16
0800 - 0815	6	0	0	6	0	3	0	3
0815 - 0830	2	0	0	2	0	1	0	1
0830 - 0845	2	0	0	2	0	1	0	1
0845 - 0900	4	0	0	4	0	3	0	3
Hourly Total	14	0	0	14	0	8	0	8
Grand Total	21	1	0	22	0	24	0	24
Approach %	95.45	4.55	0.00	-	0.00	100.00	0.00	-
Intersection %	43.75	2.08	0.00	45.83	0.00	50.00	0.00	50.00

TIME	Westbound				
	Antioch Campground Rd				
	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	0	0	0	0	3
0715 - 0730	0	1	0	1	6
0730 - 0745	0	0	0	0	6
0745 - 0800	0	0	0	0	10
Hourly Total	0	1	0	1	25
0800 - 0815	0	0	0	0	9
0815 - 0830	0	1	0	1	4
0830 - 0845	0	0	0	0	3
0845 - 0900	0	0	0	0	7
Hourly Total	0	1	0	1	23
Grand Total	0	2	0	2	48
Approach %	0.00	100.00	0.00	-	-
Intersection %	0.00	4.17	0.00	4.17	-


1600 - 1800 (Weekday 2h Session) (05-01-2024)
Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	Sardis Rd (South)		U-Turn		Sardis Rd (North)		U-Turn	
	Thru 1.1	Right 1.2	1.3	App Total	Left 1.4	Thru 1.5	1.6	App Total
1600 - 1615	8	1	0	9	0	2	0	2
1615 - 1630	4	0	0	4	0	1	0	1
1630 - 1645	1	0	0	1	0	4	0	4
1645 - 1700	1	0	0	1	0	0	0	0
Hourly Total	14	1	0	15	0	7	0	7
1700 - 1715	3	0	0	3	0	1	0	1
1715 - 1730	0	0	0	0	0	1	0	1
1730 - 1745	0	1	0	1	0	3	0	3
1745 - 1800	0	0	0	0	0	2	0	2
Hourly Total	3	1	0	4	0	7	0	7
Grand Total	17	2	0	19	0	14	0	14
Approach %	89.47	10.53	0.00	-	0.00	100.00	0.00	-
Intersection %	47.22	5.56	0.00	52.78	0.00	38.89	0.00	38.89

TIME	Westbound				
	Antioch Campground Rd				
	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	0	1	0	1	12
1615 - 1630	0	0	0	0	5
1630 - 1645	0	1	0	1	6
1645 - 1700	0	0	0	0	1
Hourly Total	0	2	0	2	24
1700 - 1715	0	0	0	0	4
1715 - 1730	0	1	0	1	2
1730 - 1745	0	0	0	0	4
1745 - 1800	0	0	0	0	2
Hourly Total	0	1	0	1	12
Grand Total	0	3	0	3	36
Approach %	0.00	100.00	0.00	-	-
Intersection %	0.00	8.33	0.00	8.33	-

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

Hall County, GA

Site 1
Sardis Rd (South) 
Sardis Rd (North)

Date
Wednesday, May 1, 2024

Weather
Fair
74°F

Antioch Campground Rd

Lat/Long
34.351437°, -83.893384°
[Click here for Map](#)

[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

TIME	Northbound				Southbound			
	Sardis Rd (South)		U-Turn		Sardis Rd (North)		U-Turn	
	Thru 1.1	Right 1.2	1.3	App Total	Left 1.4	Thru 1.5	1.6	App Total
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	1	0	1
0730 - 0745	1	0	0	1	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	1	0	1
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	1	0	0	1	0	2	0	2
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	1	0	0	1	0	0	0	0
Hourly Total	2	0	0	2	0	2	0	2
Grand Total	3	0	0	3	0	3	0	3
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	50.00	0.00	0.00	50.00	0.00	50.00	0.00	50.00

TIME	Westbound				
	Antioch Campground Rd				
	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	0	0	0	0	0
0715 - 0730	0	0	0	0	1
0730 - 0745	0	0	0	0	1
0745 - 0800	0	0	0	0	0
0800 - 0815	0	0	0	0	0
0815 - 0830	0	0	0	0	3
0830 - 0845	0	0	0	0	0
0845 - 0900	0	0	0	0	1
Hourly Total	0	0	0	0	4
Grand Total	0	0	0	0	6
Approach %	0.00	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	-

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

TIME	Northbound				Southbound			
	Sardis Rd (South)		U-Turn		Sardis Rd (North)		U-Turn	
	Thru 1.1	Right 1.2	1.3	App Total	Left 1.4	Thru 1.5	1.6	App Total
1600 - 1615	1	0	0	1	0	0	0	0
1615 - 1630	0	0	0	0	0	1	0	1
1630 - 1645	1	0	0	1	0	1	0	1
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	2	0	2	0	2
1700 - 1715	1	0	0	1	0	0	0	0
1715 - 1730	0	0	0	0	0	1	0	1
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	1	0	1
Grand Total	3	0	0	3	0	3	0	3
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	50.00	0.00	0.00	50.00	0.00	50.00	0.00	50.00

TIME	Westbound				
	Antioch Campground Rd				
	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	0	0	0	0	1
1615 - 1630	0	0	0	0	1
1630 - 1645	0	0	0	0	2
1645 - 1700	0	0	0	0	0
1700 - 1715	0	0	0	0	4
1715 - 1730	0	0	0	0	1
1730 - 1745	0	0	0	0	1
1745 - 1800	0	0	0	0	0
Hourly Total	0	0	0	0	2
Grand Total	0	0	0	0	6
Approach %	0.00	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	-

Classified Turn Movement Count || Bikes

Hall County, GA

Site 1

Sardis Rd (South)
Sardis Rd (North)



Date

Wednesday, May 1, 2024

Weather

Fair
74°F

Lat/Long

34.351437°, -83.893384°
[Click here for Map](#)

[Click here for Detailed Weather](#)

Antioch Campground Rd



0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

TIME	Northbound				Southbound			
	Sardis Rd (South)		U-Turn		Sardis Rd (North)		U-Turn	
	Thru 1.1	Right 1.2	1.3	App Total	Left 1.4	Thru 1.5	1.6	App 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	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

TIME	Westbound				
	Antioch Campground Rd				
	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	0	0	0	0	0
0715 - 0730	0	0	0	0	0
0730 - 0745	0	0	0	0	0
0745 - 0800	0	0	0	0	0
Hourly Total	0	0	0	0	0
0800 - 0815	0	0	0	0	0
0815 - 0830	0	3	0	3	3
0830 - 0845	0	0	0	0	0
0845 - 0900	0	0	0	0	0
Hourly Total	0	3	0	3	3
Grand Total	0	3	0	3	3
Approach %	0.00	100.00	0.00	-	-
Intersection %	0.00	100.00	0.00	100.00	-

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Bikes

TIME	Northbound				Southbound			
	Sardis Rd (South)		U-Turn		Sardis Rd (North)		U-Turn	
	Thru 1.1	Right 1.2	1.3	App Total	Left 1.4	Thru 1.5	1.6	App 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	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

TIME	Westbound				
	Antioch Campground Rd				
	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	0	0	0	0	0
1615 - 1630	0	0	0	0	0
1630 - 1645	0	0	0	0	0
1645 - 1700	0	0	0	0	0
Hourly Total	0	0	0	0	0
1700 - 1715	0	0	0	0	0
1715 - 1730	0	0	0	0	0
1730 - 1745	0	0	0	0	0
1745 - 1800	0	0	0	0	0
Hourly Total	0	0	0	0	0
Grand Total	0	0	0	0	0
Approach %	0.00	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	-

Classified Turn Movement Count || All Trucks (4-13)

Hall County, GA

Site 1

Sardis Rd (South)
Sardis Rd (North)



Date

Wednesday, May 1, 2024

Weather

Fair
74°F

Lat/Long

34.351437°, -83.893384°
[Click here for Map](#)

[Click here for Detailed Weather](#)

Antioch Campground Rd



0700 - 0900 (Weekday 2h Session) (05-01-2024)

All Trucks (4-13)

TIME	Northbound				Southbound			
	Sardis Rd (South)		U-Turn		Sardis Rd (North)		U-Turn	
	Thru 1.1	Right 1.2	1.3	App Total	Left 1.4	Thru 1.5	1.6	App Total
0700 - 0715	1	0	0	1	0	2	0	2
0715 - 0730	2	1	0	3	0	3	0	3
0730 - 0745	3	0	0	3	0	4	0	4
0745 - 0800	2	0	0	2	0	8	0	8
Hourly Total	8	1	0	9	0	17	0	17
0800 - 0815	6	0	0	6	0	3	0	3
0815 - 0830	3	0	0	3	0	3	0	3
0830 - 0845	2	0	0	2	0	1	0	1
0845 - 0900	5	0	0	5	0	3	0	3
Hourly Total	16	0	0	16	0	10	0	10
Grand Total	24	1	0	25	0	27	0	27
Approach %	96.00	4.00	0.00	-	0.00	100.00	0.00	-
Intersection %	44.44	1.85	0.00	46.30	0.00	50.00	0.00	50.00

TIME	Westbound				
	Antioch Campground Rd				
	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	0	0	0	0	3
0715 - 0730	0	1	0	1	7
0730 - 0745	0	0	0	0	7
0745 - 0800	0	0	0	0	10
Hourly Total	0	1	0	1	27
0800 - 0815	0	0	0	0	9
0815 - 0830	0	1	0	1	7
0830 - 0845	0	0	0	0	3
0845 - 0900	0	0	0	0	8
Hourly Total	0	1	0	1	27
Grand Total	0	2	0	2	54
Approach %	0.00	100.00	0.00	-	-
Intersection %	0.00	3.70	0.00	3.70	-

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All Trucks (4-13)

TIME	Northbound				Southbound			
	Sardis Rd (South)		U-Turn		Sardis Rd (North)		U-Turn	
	Thru 1.1	Right 1.2	1.3	App Total	Left 1.4	Thru 1.5	1.6	App Total
1600 - 1615	9	1	0	10	0	2	0	2
1615 - 1630	4	0	0	4	0	2	0	2
1630 - 1645	2	0	0	2	0	5	0	5
1645 - 1700	1	0	0	1	0	0	0	0
Hourly Total	16	1	0	17	0	9	0	9
1700 - 1715	4	0	0	4	0	1	0	1
1715 - 1730	0	0	0	0	0	2	0	2
1730 - 1745	0	1	0	1	0	3	0	3
1745 - 1800	0	0	0	0	0	2	0	2
Hourly Total	4	1	0	5	0	8	0	8
Grand Total	20	2	0	22	0	17	0	17
Approach %	90.91	9.09	0.00	-	0.00	100.00	0.00	-
Intersection %	47.62	4.76	0.00	52.38	0.00	40.48	0.00	40.48

TIME	Westbound				
	Antioch Campground Rd				
	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	0	1	0	1	13
1615 - 1630	0	0	0	0	6
1630 - 1645	0	1	0	1	8
1645 - 1700	0	0	0	0	1
Hourly Total	0	2	0	2	28
1700 - 1715	0	0	0	0	5
1715 - 1730	0	1	0	1	3
1730 - 1745	0	0	0	0	4
1745 - 1800	0	0	0	0	2
Hourly Total	0	1	0	1	14
Grand Total	0	3	0	3	42
Approach %	0.00	100.00	0.00	-	-
Intersection %	0.00	7.14	0.00	7.14	-

Crosswalk Counts || Pedestrians

Hall County, GA

Site 1
Sardis Rd (South)
Sardis Rd (North)

Date
Wednesday, May 1, 2024

Weather
Fair
74°F

Antioch Campground Rd

Lat/Long
34.351437°, -83.893384°
[Click here for Map](#)

[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (05-01-2024)

Pedestrians

TIME	Northbound			Southbound		
	Sardis Rd (South)		App Total	Sardis Rd (North)		App Total
	EB 1a	WB 1b		EB 1c	WB 1d	
0700 - 0715	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	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

Westbound						
Antioch Campground Rd					App Total	Int Total
NB 1g	SB 1h			App Total		
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0.00	0.00			-	-	
0.00	0.00			0.00	0	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Pedestrians

TIME	Northbound			Southbound		
	Sardis Rd (South)		App Total	Sardis Rd (North)		App Total
	EB 1a	WB 1b		EB 1c	WB 1d	
1600 - 1615	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	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

Westbound						
Antioch Campground Rd					App Total	Int Total
NB 1g	SB 1h			App Total		
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0	0			0	0	
0.00	0.00			-	-	
0.00	0.00			0.00	0	

Crosswalk Counts || Bikes

Hall County, GA

Site 1
Sardis Rd (South)
Sardis Rd (North)

Date
Wednesday, May 1, 2024

Weather
Fair
74°F

Antioch Campground Rd

Lat/Long
34.351437°, -83.893384°
[Click here for Map](#)

[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

TIME	Northbound		App Total	Southbound		App Total
	EB 1a	WB 1b		EB 1c	WB 1d	
0700 - 0715	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	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

Westbound		App Total	Int Total
NB 1g	SB 1h		
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0.00	0.00	-	-
0.00	0.00	0.00	0.00

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Bikes

TIME	Northbound		App Total	Southbound		App Total
	EB 1a	WB 1b		EB 1c	WB 1d	
1600 - 1615	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	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

Westbound		App Total	Int Total
NB 1g	SB 1h		
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0.00	0.00	-	-
0.00	0.00	0.00	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count

Hall County, GA



www.marrtraffic.com



Wednesday, May 1, 2024	
Period	0700 - 0900
Peak Hour	0730 - 0830

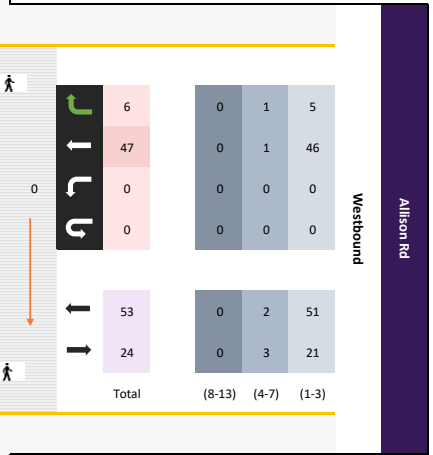
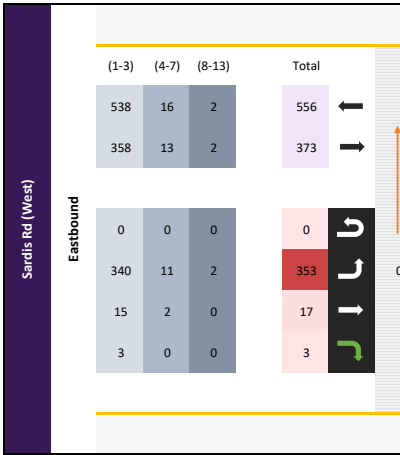
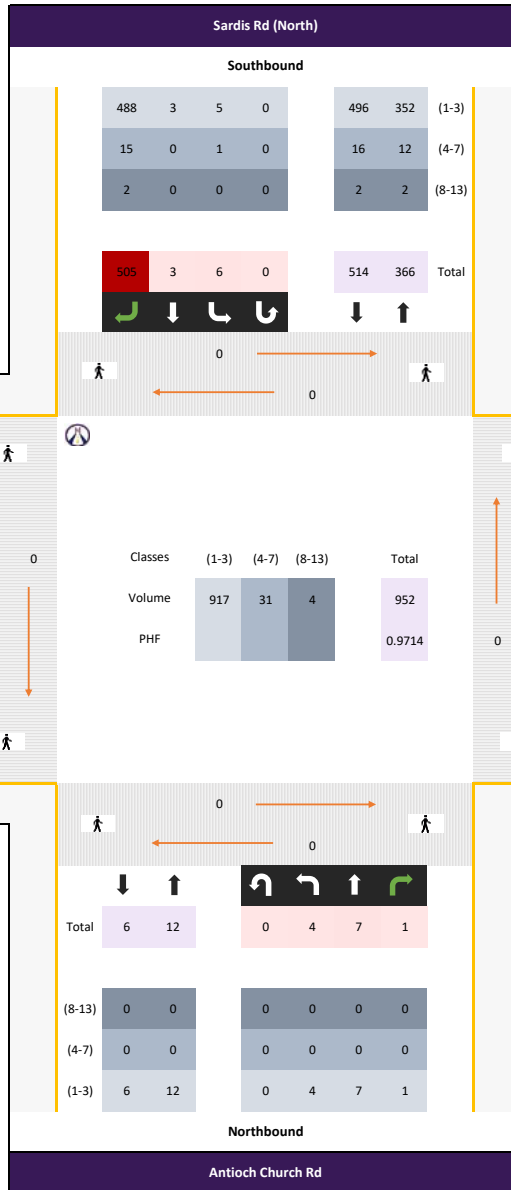
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume





[Click here for Map](#)

Peak Hour Turning Movement Count

Hall County, GA



www.marrtraffic.com

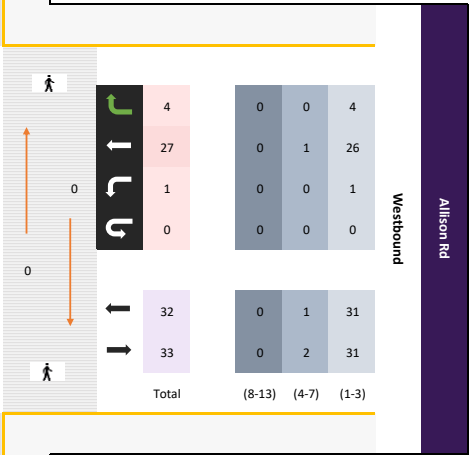
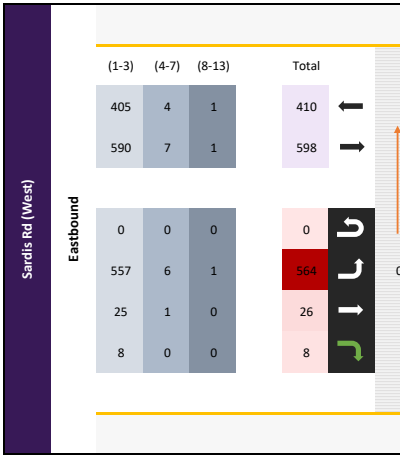
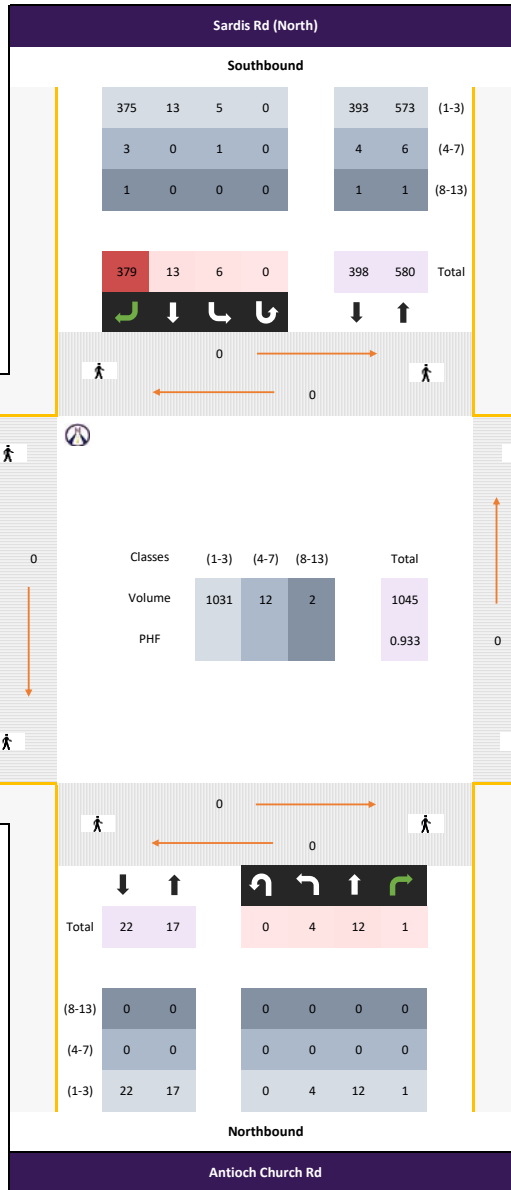


Wednesday, May 1, 2024	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



Classes

(1-3)	(4-7)	(8-13)	Total
1031	12	2	1045

PHF

(1-3)	(4-7)	(8-13)	Total
			0.933

Classified Turn Movement Count || All vehicles

Hall County, GA

Site 2

Antioch Church Rd
Sardis Rd (North)
Sardis Rd (West)
Allison Rd



Date

Wednesday, May 1, 2024

Weather

Fair
74°F

Lat/Long

34.343790°, -83.891043°

[Click here for Detailed Weather](#)

[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (05-01-2024)

All vehicles

TIME	Northbound Antioch Church Rd				Southbound Sardis Rd (North)				Eastbound Sardis Rd (West)				Westbound Allison Rd				Int Total						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13		Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	113	44	1	2	0	47	0	7	1	0	8	168
0715 - 0730	2	0	0	0	2	0	1	109	0	110	67	5	1	0	73	0	7	1	0	8	193		
0730 - 0745	2	4	1	0	7	0	2	157	0	159	56	3	2	0	61	0	15	2	0	17	244		
0745 - 0800	2	1	0	0	3	2	0	113	0	115	88	4	0	0	92	0	14	0	0	14	224		
Hourly Total	6	5	1	0	12	2	3	492	0	497	255	13	5	0	273	0	43	4	0	47	829		
0800 - 0815	0	2	0	0	2	1	0	115	0	116	107	5	0	0	112	0	13	2	0	15	245		
0815 - 0830	0	0	0	0	0	3	1	120	0	124	102	5	1	0	108	0	5	2	0	7	239		
0830 - 0845	1	0	0	0	1	0	0	84	0	84	66	8	0	0	74	0	8	0	0	8	167		
0845 - 0900	1	2	0	0	3	0	0	62	0	62	57	11	2	0	70	0	4	3	0	7	142		
Hourly Total	2	4	0	0	6	4	1	381	0	386	332	29	3	0	364	0	30	7	0	37	793		
Grand Total	8	9	1	0	18	6	4	873	0	883	587	42	8	0	637	0	73	11	0	84	1622		
Approach %	44.44	50.00	5.56	0.00	-	0.68	0.45	98.87	0.00	-	92.15	6.59	1.26	0.00	-	0.00	86.90	13.10	0.00	-			
Intersection %	0.49	0.55	0.06	0.00	1.11	0.37	0.25	53.82	0.00	54.44	36.19	2.59	0.49	0.00	39.27	0.00	4.50	0.68	0.00	5.18			
Heavy Vehicle %	0	0	0	-	0	17	0	3	-	3	4	5	0	-	4	-	1	18	-	4	3		
PHF	0.50	0.44	0.25	0.00	0.43	0.50	0.38	0.80	0.00	0.81	0.82	0.85	0.38	0.00	0.83	0.00	0.78	0.75	0.00	0.78	0.97		

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All vehicles

TIME	Northbound Antioch Church Rd				Southbound Sardis Rd (North)				Eastbound Sardis Rd (West)				Westbound Allison Rd				Int Total				
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13		Thru 2.14	Right 2.15	U-Turn 2.16	App Total
1600 - 1615	0	0	0	0	0	1	1	95	0	97	112	12	1	0	125	0	8	1	0	9	231
1615 - 1630	0	2	0	0	2	2	2	82	0	86	109	13	4	0	126	0	8	0	0	8	222
1630 - 1645	1	2	1	0	4	1	1	96	0	98	116	9	1	0	126	0	6	0	0	6	234
1645 - 1700	1	2	0	0	3	2	3	81	0	86	130	11	3	0	144	0	7	2	0	9	242
Hourly Total	2	6	1	0	9	6	7	354	0	367	467	45	9	0	521	0	29	3	0	32	929
1700 - 1715	1	2	0	0	3	2	2	85	0	89	150	3	2	0	155	0	5	0	0	5	252
1715 - 1730	1	5	1	0	7	2	4	109	0	115	141	6	2	0	149	1	7	1	0	9	280
1730 - 1745	1	3	0	0	4	0	4	104	0	108	143	6	1	0	150	0	8	1	0	9	271
1745 - 1800	1	2	1	0	4	1	3	97	0	101	111	9	1	0	121	0	9	0	0	9	235
Hourly Total	4	12	2	0	18	5	13	395	0	413	545	24	6	0	575	1	29	2	0	32	1038
Grand Total	6	18	3	0	27	11	20	749	0	780	1012	69	15	0	1096	1	58	5	0	64	1967
Approach %	22.22	66.67	11.11	0.00	-	1.41	2.56	96.03	0.00	-	92.34	6.30	1.37	0.00	-	1.56	90.63	7.81	0.00	-	
Intersection %	0.31	0.92	0.15	0.00	1.37	0.56	1.02	38.08	0.00	39.65	51.45	3.51	0.76	0.00	55.72	0.05	2.95	0.25	0.00	3.25	
Heavy Vehicle %	0	0	0	-	0	18	0	2	-	2	2	3	0	-	2	0	3	0	-	3	2
PHF	1.00	0.60	0.25	0.00	0.61	0.75	0.81	0.87	0.00	0.87	0.94	0.59	0.67	0.00	0.96	0.25	0.84	0.50	0.00	0.89	0.93

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

Hall County, GA

Site 2

Antioch Church Rd
Sardis Rd (North)
Sardis Rd (West)
Allison Rd



Date

Wednesday, May 1, 2024

Weather

Fair
74°F

Lat/Long

34.343790°, -83.891043°

[Click here for Detailed Weather](#)

[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Westbound				Int					
	Antioch Church Rd			U-Turn	App	Sardis Rd (North)			U-Turn	App	Sardis Rd (West)			U-Turn	App	Allison Rd			U-Turn	App	Total	
	Left	Thru	Right			2.4	Total	Left			Thru	Right	2.8			Total		Left				Thru
0700 - 0715	0	0	0	0	0	0	0	0	0	111	43	1	2	0	46	0	7	1	0	8	165	
0715 - 0730	2	0	0	0	2	0	1	106	0	107	64	5	1	0	70	0	7	1	0	8	187	
0730 - 0745	2	4	1	0	7	0	2	153	0	155	54	2	2	0	58	0	15	1	0	16	236	
0745 - 0800	2	1	0	0	3	1	0	107	0	108	86	4	0	0	90	0	14	0	0	14	215	
Hourly Total	6	5	1	0	12	1	3	477	0	481	247	12	5	0	264	0	43	3	0	46	803	
0800 - 0815	0	2	0	0	2	1	0	112	0	113	101	4	0	0	105	0	12	2	0	14	234	
0815 - 0830	0	0	0	0	0	3	1	116	0	120	99	5	1	0	105	0	5	2	0	7	232	
0830 - 0845	1	0	0	0	1	0	0	83	0	83	63	8	0	0	71	0	8	0	0	8	163	
0845 - 0900	1	2	0	0	3	0	0	61	0	61	53	11	2	0	66	0	4	2	0	6	136	
Hourly Total	2	4	0	0	6	4	1	372	0	377	316	28	3	0	347	0	29	6	0	35	765	
Grand Total	8	9	1	0	18	5	4	849	0	858	563	40	8	0	611	0	72	9	0	81	1568	
Approach %	44.44	50.00	5.56	0.00	-	0.58	0.47	98.95	0.00	-	92.14	6.55	1.31	0.00	-	0.00	88.89	11.11	0.00	-		
Intersection %	0.51	0.57	0.06	0.00	1.15	0.32	0.26	54.15	0.00	54.72	35.91	2.55	0.51	0.00	38.97	0.00	4.59	0.57	0.00	5.17		

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Westbound				Int					
	Antioch Church Rd			U-Turn	App	Sardis Rd (North)			U-Turn	App	Sardis Rd (West)			U-Turn	App	Allison Rd			U-Turn	App	Total	
	Left	Thru	Right			2.4	Total	Left			Thru	Right	2.8			Total		Left				Thru
1600 - 1615	0	0	0	0	0	1	1	92	0	94	105	12	1	0	118	0	8	1	0	9	221	
1615 - 1630	0	2	0	0	2	2	2	80	0	84	104	12	4	0	120	0	7	0	0	7	213	
1630 - 1645	1	2	1	0	4	0	1	93	0	94	114	9	1	0	124	0	6	0	0	6	228	
1645 - 1700	1	2	0	0	3	2	3	81	0	86	128	10	3	0	141	0	6	2	0	8	238	
Hourly Total	2	6	1	0	9	5	7	346	0	358	451	43	9	0	503	0	27	3	0	30	900	
1700 - 1715	1	2	0	0	3	1	2	84	0	87	145	3	2	0	150	0	5	0	0	5	245	
1715 - 1730	1	5	1	0	7	2	4	107	0	113	141	6	2	0	149	1	7	1	0	9	278	
1730 - 1745	1	3	0	0	4	0	4	103	0	107	143	6	1	0	150	0	8	1	0	9	270	
1745 - 1800	1	2	1	0	4	1	3	94	0	98	111	9	1	0	121	0	9	0	0	9	232	
Hourly Total	4	12	2	0	18	4	13	388	0	405	540	24	6	0	570	1	29	2	0	32	1025	
Grand Total	6	18	3	0	27	9	20	734	0	763	991	67	15	0	1073	1	56	5	0	62	1925	
Approach %	22.22	66.67	11.11	0.00	-	1.18	2.62	96.20	0.00	-	92.36	6.24	1.40	0.00	-	1.61	90.32	8.06	0.00	-		
Intersection %	0.31	0.94	0.16	0.00	1.40	0.47	1.04	38.13	0.00	39.64	51.48	3.48	0.78	0.00	55.74	0.05	2.91	0.26	0.00	3.22		

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

Hall County, GA

Site 2

Antioch Church Rd
Sardis Rd (North)
Sardis Rd (West)
Allison Rd



Date

Wednesday, May 1, 2024

Weather

Fair
74°F

Lat/Long

34.343790°, -83.891043°

[Click here for Detailed Weather](#)

[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total				
	Antioch Church Rd			U-Turn	App Total	Sardis Rd (North)			U-Turn	App Total	Sardis Rd (West)			U-Turn	App Total	Allison Rd					
	Left	Thru	Right			Left	Thru	Right			Left	Thru	Right			Left		Thru	Right	U-Turn	App Total
0700 - 0715	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	3
0715 - 0730	0	0	0	0	0	0	0	2	0	2	3	0	0	0	3	0	0	0	0	0	5
0730 - 0745	0	0	0	0	0	0	0	4	0	4	1	1	0	0	2	0	0	1	0	1	7
0745 - 0800	0	0	0	0	0	1	0	6	0	7	2	0	0	0	2	0	0	0	0	0	9
Hourly Total	0	0	0	0	0	1	0	14	0	15	7	1	0	0	8	0	0	1	0	1	24
0800 - 0815	0	0	0	0	0	0	0	3	0	3	6	1	0	0	7	0	1	0	0	1	11
0815 - 0830	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	4
0830 - 0845	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	4
0845 - 0900	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	0	0	1	0	1	5
Hourly Total	0	0	0	0	0	0	0	7	0	7	14	1	0	0	15	0	1	1	0	2	24
Grand Total	0	0	0	0	0	1	0	21	0	22	21	2	0	0	23	0	1	2	0	3	48
Approach %	0.00	0.00	0.00	0.00	-	4.55	0.00	95.45	0.00	-	91.30	8.70	0.00	0.00	-	0.00	33.33	66.67	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	2.08	0.00	43.75	0.00	45.83	43.75	4.17	0.00	0.00	47.92	0.00	2.08	4.17	0.00	6.25	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total				
	Antioch Church Rd			U-Turn	App Total	Sardis Rd (North)			U-Turn	App Total	Sardis Rd (West)			U-Turn	App Total	Allison Rd					
	Left	Thru	Right			Left	Thru	Right			Left	Thru	Right			Left		Thru	Right	U-Turn	App Total
1600 - 1615	0	0	0	0	0	0	0	3	0	3	6	0	0	0	6	0	0	0	0	0	9
1615 - 1630	0	0	0	0	0	0	0	1	0	1	5	1	0	0	6	0	1	0	0	1	8
1630 - 1645	0	0	0	0	0	1	0	2	0	3	1	0	0	0	1	0	0	0	0	0	4
1645 - 1700	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	1	0	0	1	4
Hourly Total	0	0	0	0	0	1	0	6	0	7	14	2	0	0	16	0	2	0	0	2	25
1700 - 1715	0	0	0	0	0	1	0	1	0	2	4	0	0	0	4	0	0	0	0	0	6
1715 - 1730	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	0	0	0	0	1	0	6	0	7	4	0	0	0	4	0	0	0	0	0	11
Grand Total	0	0	0	0	0	2	0	12	0	14	18	2	0	0	20	0	2	0	0	2	36
Approach %	0.00	0.00	0.00	0.00	-	14.29	0.00	85.71	0.00	-	90.00	10.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	5.56	0.00	33.33	0.00	38.89	50.00	5.56	0.00	0.00	55.56	0.00	5.56	0.00	0.00	5.56	

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

Hall County, GA

Site 2

Antioch Church Rd
Sardis Rd (North)
Sardis Rd (West)
Allison Rd



Date

Wednesday, May 1, 2024

Weather

Fair
74°F

Lat/Long

34.343790°, -83.891043°

[Click here for Detailed Weather](#)

[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total				
	Antioch Church Rd			U-Turn 2.4	App Total	Sardis Rd (North)			U-Turn 2.8	App Total	Sardis Rd (West)			U-Turn 2.12	App Total	Allison Rd			U-Turn 2.16	App Total	
	Left 2.1	Thru 2.2	Right 2.3			Left 2.5	Thru 2.6	Right 2.7			Left 2.9	Thru 2.10	Right 2.11			Left 2.13		Thru 2.14			Right 2.15
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	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
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	1	0	1	1	0	0	0	1	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	2	0	2	1	0	0	0	1	0	0	0	0	0	3
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	1	0	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	4
Grand Total	0	0	0	0	0	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	6
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00	50.00	0.00	0.00	0.00	50.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total				
	Antioch Church Rd			U-Turn 2.4	App Total	Sardis Rd (North)			U-Turn 2.8	App Total	Sardis Rd (West)			U-Turn 2.12	App Total	Allison Rd			U-Turn 2.16	App Total	
	Left 2.1	Thru 2.2	Right 2.3			Left 2.5	Thru 2.6	Right 2.7			Left 2.9	Thru 2.10	Right 2.11			Left 2.13		Thru 2.14			Right 2.15
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
1615 - 1630	0	0	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	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	0	0
Hourly Total	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	4
1700 - 1715	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	6
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00	50.00	0.00	0.00	0.00	50.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Hall County, GA

Site 2

Antioch Church Rd
Sardis Rd (North)
Sardis Rd (West)
Allison Rd



Date

Wednesday, May 1, 2024

Weather

Fair
74°F

Lat/Long

34.343790°, -83.891043°

[Click here for Detailed Weather](#)

[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (05-01-2024)

All Trucks (4-13)

TIME	Northbound Antioch Church Rd				Southbound Sardis Rd (North)				Eastbound Sardis Rd (West)				Westbound Allison Rd				Int Total				
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13		Thru 2.14	Right 2.15	U-Turn 2.16	App Total
0700 - 0715	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	3
0715 - 0730	0	0	0	0	0	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	6
0730 - 0745	0	0	0	0	0	0	0	4	0	4	2	1	0	0	3	0	0	1	0	1	8
0745 - 0800	0	0	0	0	0	1	0	6	0	7	2	0	0	0	2	0	0	0	0	0	9
Hourly Total	0	0	0	0	0	1	0	15	0	16	8	1	0	0	9	0	0	1	0	1	26
0800 - 0815	0	0	0	0	0	0	0	3	0	3	6	1	0	0	7	0	1	0	0	1	11
0815 - 0830	0	0	0	0	0	0	0	4	0	4	3	0	0	0	3	0	0	0	0	0	7
0830 - 0845	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	4
0845 - 0900	0	0	0	0	0	0	0	1	0	1	4	0	0	0	4	0	0	1	0	1	6
Hourly Total	0	0	0	0	0	0	0	9	0	9	16	1	0	0	17	0	1	1	0	2	28
Grand Total	0	0	0	0	0	1	0	24	0	25	24	2	0	0	26	0	1	2	0	3	54
Approach %	0.00	0.00	0.00	0.00	-	4.00	0.00	96.00	0.00	-	92.31	7.69	0.00	0.00	-	0.00	33.33	66.67	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	1.85	0.00	44.44	0.00	46.30	44.44	3.70	0.00	0.00	48.15	0.00	1.85	3.70	0.00	5.56	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All Trucks (4-13)

TIME	Northbound Antioch Church Rd				Southbound Sardis Rd (North)				Eastbound Sardis Rd (West)				Westbound Allison Rd				Int Total				
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13		Thru 2.14	Right 2.15	U-Turn 2.16	App Total
1600 - 1615	0	0	0	0	0	0	0	3	0	3	7	0	0	0	7	0	0	0	0	0	10
1615 - 1630	0	0	0	0	0	0	0	2	0	2	5	1	0	0	6	0	1	0	0	1	9
1630 - 1645	0	0	0	0	0	1	0	3	0	4	2	0	0	0	2	0	0	0	0	0	6
1645 - 1700	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	1	0	0	1	4
Hourly Total	0	0	0	0	0	1	0	8	0	9	16	2	0	0	18	0	2	0	0	2	29
1700 - 1715	0	0	0	0	0	1	0	1	0	2	5	0	0	0	5	0	0	0	0	0	7
1715 - 1730	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	0	0	0	0	1	0	7	0	8	5	0	0	0	5	0	0	0	0	0	13
Grand Total	0	0	0	0	0	2	0	15	0	17	21	2	0	0	23	0	2	0	0	2	42
Approach %	0.00	0.00	0.00	0.00	-	11.76	0.00	88.24	0.00	-	91.30	8.70	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	4.76	0.00	35.71	0.00	40.48	50.00	4.76	0.00	0.00	54.76	0.00	4.76	0.00	0.00	4.76	

Bi-Directional Class Count | Bi-Directional 15min



Hall County, GA

Site 1

Antioch Campground Rd, east of Sardis Rd

Date

Wednesday, May 1, 2024

Weather

Fair 74°F

Lat/Long

34.350554°, -83.886026°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-01-2024)

Bi-Directional 15min

Main data table with columns: Time, 1-13, 15min Total, 60min Total. Rows list 15-minute intervals from 0000-0015 to 2345-0000.

Summary rows: Session Total, Session Average, Session Percentage.

AM Peak Hour summary: 0815-0915, 0745-0845, 0830-0930, 0630-0730, 0730-0830, 0815-0915.

Noon Peak Hour summary: 1345-1445, 1130-1230, 1045-1145, 1430-1530, 1030-1130, 1430-1530.

PM Peak Hour summary: 1830-1930, 1600-1700, 1530-1630, 1515-1615, 1545-1645, 1600-1700.

Bi-Directional Class Count || Volume Summary 15min



Hall County, GA

Site 1
Antioch Campground Rd,
east of Sardis Rd

Date
Wednesday, May 1, 2024

Weather
Fair
74°F

Lat/Long
34.350554°, -83.886026°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-01-2024)

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	EB	WB		
0000 - 0015	1	4	5	
0015 - 0030	0	0	0	
0030 - 0045	0	0	0	
0045 - 0100	0	0	0	5
0100 - 0115	0	0	0	
0115 - 0130	0	0	0	
0130 - 0145	0	0	0	
0145 - 0200	1	0	1	1
0200 - 0215	0	0	0	
0215 - 0230	0	0	0	
0230 - 0245	0	0	0	
0245 - 0300	0	0	0	0
0300 - 0315	0	1	1	
0315 - 0330	0	0	0	
0330 - 0345	0	0	0	
0345 - 0400	0	0	0	1
0400 - 0415	0	0	0	
0415 - 0430	1	0	1	
0430 - 0445	0	1	1	
0445 - 0500	0	1	1	3
0500 - 0515	0	0	0	
0515 - 0530	0	0	0	
0530 - 0545	0	2	2	
0545 - 0600	0	2	2	4
0600 - 0615	0	0	0	
0615 - 0630	0	1	1	
0630 - 0645	3	1	4	
0645 - 0700	0	0	0	5
0700 - 0715	3	1	4	
0715 - 0730	3	3	6	
0730 - 0745	3	2	5	
0745 - 0800	6	4	10	25
0800 - 0815	2	2	4	
0815 - 0830	5	3	8	
0830 - 0845	2	4	6	
0845 - 0900	2	4	6	24
0900 - 0915	6	4	10	
0915 - 0930	1	4	5	
0930 - 0945	0	2	2	
0945 - 1000	2	0	2	19
1000 - 1015	2	6	8	
1015 - 1030	2	6	8	
1030 - 1045	1	1	2	
1045 - 1100	2	3	5	23
1100 - 1115	5	2	7	
1115 - 1130	2	5	7	
1130 - 1145	3	5	8	
1145 - 1200	4	3	7	29

Time	Volume Summary 15min		15min Total	60min Total
	EB	WB		
1200 - 1215	5	4	9	
1215 - 1230	1	4	5	
1230 - 1245	4	1	5	
1245 - 1300	0	2	2	21
1300 - 1315	2	2	4	
1315 - 1330	3	1	4	
1330 - 1345	3	2	5	
1345 - 1400	1	1	2	15
1400 - 1415	0	4	4	
1415 - 1430	3	2	5	
1430 - 1445	5	5	10	
1445 - 1500	3	2	5	24
1500 - 1515	4	6	10	
1515 - 1530	6	2	8	
1530 - 1545	2	2	4	
1545 - 1600	5	5	10	32
1600 - 1615	8	8	16	
1615 - 1630	2	7	9	
1630 - 1645	3	5	8	
1645 - 1700	7	5	12	45
1700 - 1715	4	2	6	
1715 - 1730	4	3	7	
1730 - 1745	5	2	7	
1745 - 1800	6	3	9	29
1800 - 1815	4	3	7	
1815 - 1830	1	6	7	
1830 - 1845	5	4	9	
1845 - 1900	4	2	6	29
1900 - 1915	5	3	8	
1915 - 1930	2	0	2	
1930 - 1945	1	2	3	
1945 - 2000	0	2	2	15
2000 - 2015	7	5	12	
2015 - 2030	5	4	9	
2030 - 2045	0	0	0	
2045 - 2100	2	1	3	24
2100 - 2115	2	0	2	
2115 - 2130	2	3	5	
2130 - 2145	2	2	4	
2145 - 2200	1	1	2	13
2200 - 2215	0	2	2	
2215 - 2230	4	0	4	
2230 - 2245	1	1	2	
2245 - 2300	3	1	4	12
2300 - 2315	1	0	1	
2315 - 2330	1	0	1	
2330 - 2345	1	1	2	
2345 - 0000	0	0	0	4

Session Total	202	200	402
Session Average	2.10	2.08	4.19
Session Percentage	50.25	49.75	

Bi-Directional Class Count || Volume Summary 60min



Hall County, GA

Site 1
Antioch Campground Rd,
east of Sardis Rd

Date
Wednesday, May 1, 2024

Lat/Long
34.350554°, -83.886026°

Weather
Fair
74°F

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-01-2024)

Volume Summary 60min

Volume Summary 60min			
TIME	EB	WB	Total
0000 - 0100	1	4	5
0100 - 0200	1	0	1
0200 - 0300	0	0	0
0300 - 0400	0	1	1
0400 - 0500	1	2	3
0500 - 0600	0	4	4
0600 - 0700	3	2	5
0700 - 0800	15	10	25
0800 - 0900	11	13	24
0900 - 1000	9	10	19
1000 - 1100	7	16	23
1100 - 1200	14	15	29

Volume Summary 60min			
Time	EB	WB	Total
1200 - 1300	10	11	21
1300 - 1400	9	6	15
1400 - 1500	11	13	24
1500 - 1600	17	15	32
1600 - 1700	20	25	45
1700 - 1800	19	10	29
1800 - 1900	14	15	29
1900 - 2000	8	7	15
2000 - 2100	14	10	24
2100 - 2200	7	6	13
2200 - 2300	8	4	12
2300 - 2400	3	1	4

Session Total	202	200	402
Session Average	8.42	8.33	16.75
Session Percentage	50.25	49.75	

Bi-Directional Class Count || Graphical Analysis NB EB

Hall County, GA

Site 1

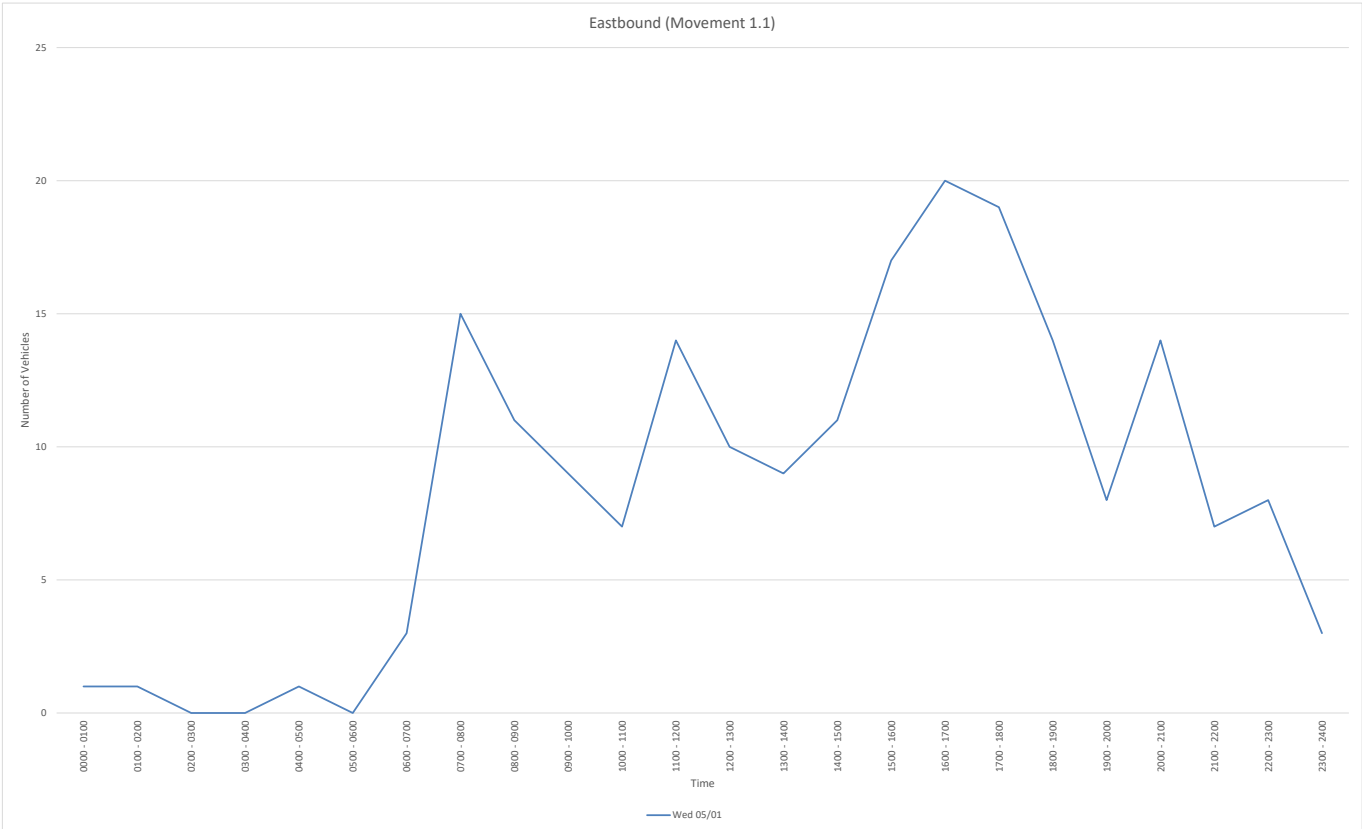
Antioch Campground Rd,
east of Sardis Rd

Lat/Long

34.350554°, -83.886026°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Wed 05/01					
0000 - 0100	1					
0100 - 0200	1					
0200 - 0300	0					
0300 - 0400	0					
0400 - 0500	1					
0500 - 0600	0					
0600 - 0700	3					
0700 - 0800	15					
0800 - 0900	11					
0900 - 1000	9					
1000 - 1100	7					
1100 - 1200	14					
1200 - 1300	10					
1300 - 1400	9					
1400 - 1500	11					
1500 - 1600	17					
1600 - 1700	20					
1700 - 1800	19					
1800 - 1900	14					
1900 - 2000	8					
2000 - 2100	14					
2100 - 2200	7					
2200 - 2300	8					
2300 - 2400	3					
Daily Total	202					

Bi-Directional Class Count || Graphical Analysis SB WB

Hall County, GA

Site 1

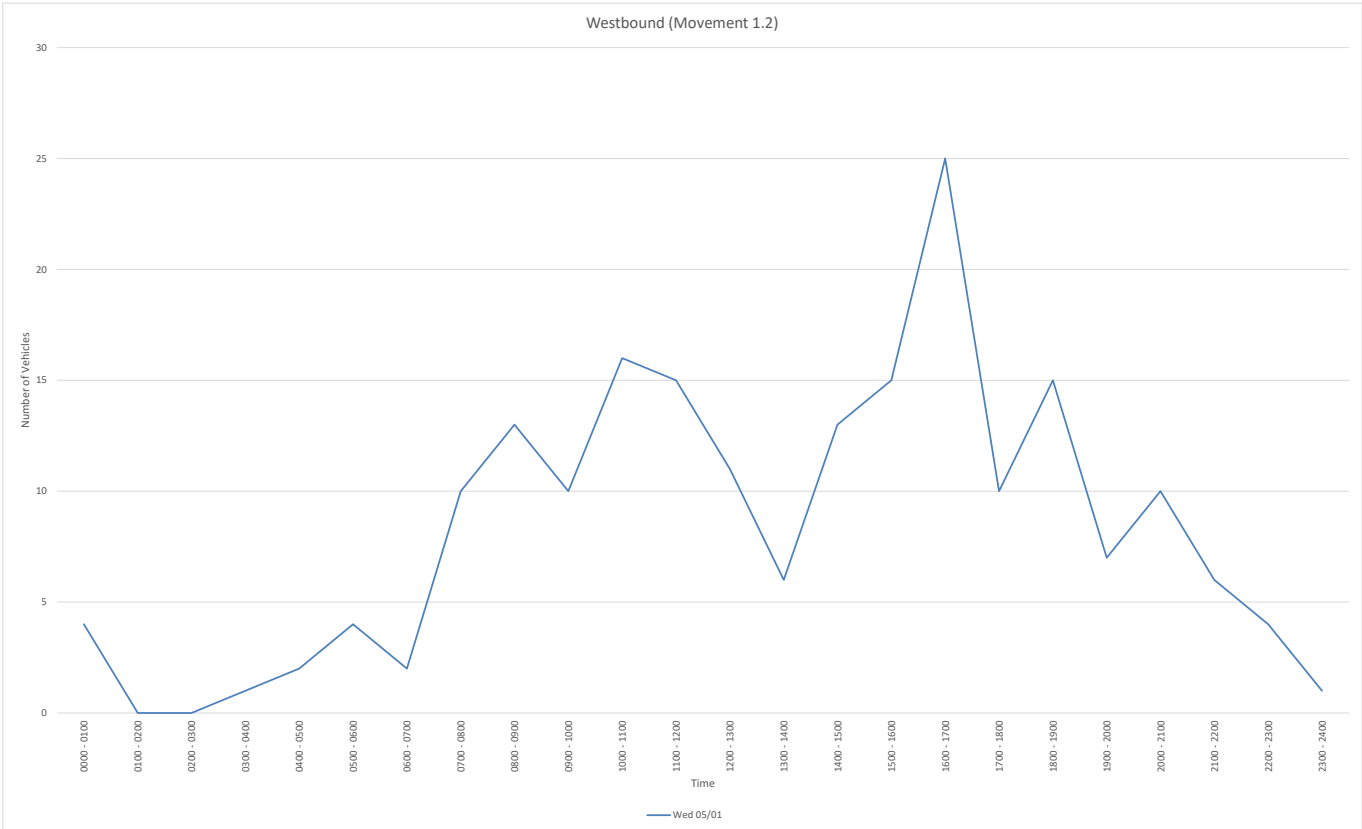
Antioch Campground Rd,
east of Sardis Rd

Lat/Long

34.350554°, -83.886026°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Wed 05/01					
0000 - 0100	4					
0100 - 0200	0					
0200 - 0300	0					
0300 - 0400	1					
0400 - 0500	2					
0500 - 0600	4					
0600 - 0700	2					
0700 - 0800	10					
0800 - 0900	13					
0900 - 1000	10					
1000 - 1100	16					
1100 - 1200	15					
1200 - 1300	11					
1300 - 1400	6					
1400 - 1500	13					
1500 - 1600	15					
1600 - 1700	25					
1700 - 1800	10					
1800 - 1900	15					
1900 - 2000	7					
2000 - 2100	10					
2100 - 2200	6					
2200 - 2300	4					
2300 - 2400	1					
Daily Total	200					

Bi-Directional Class Count || Graphical Analysis BiDir

Hall County, GA

Site 1

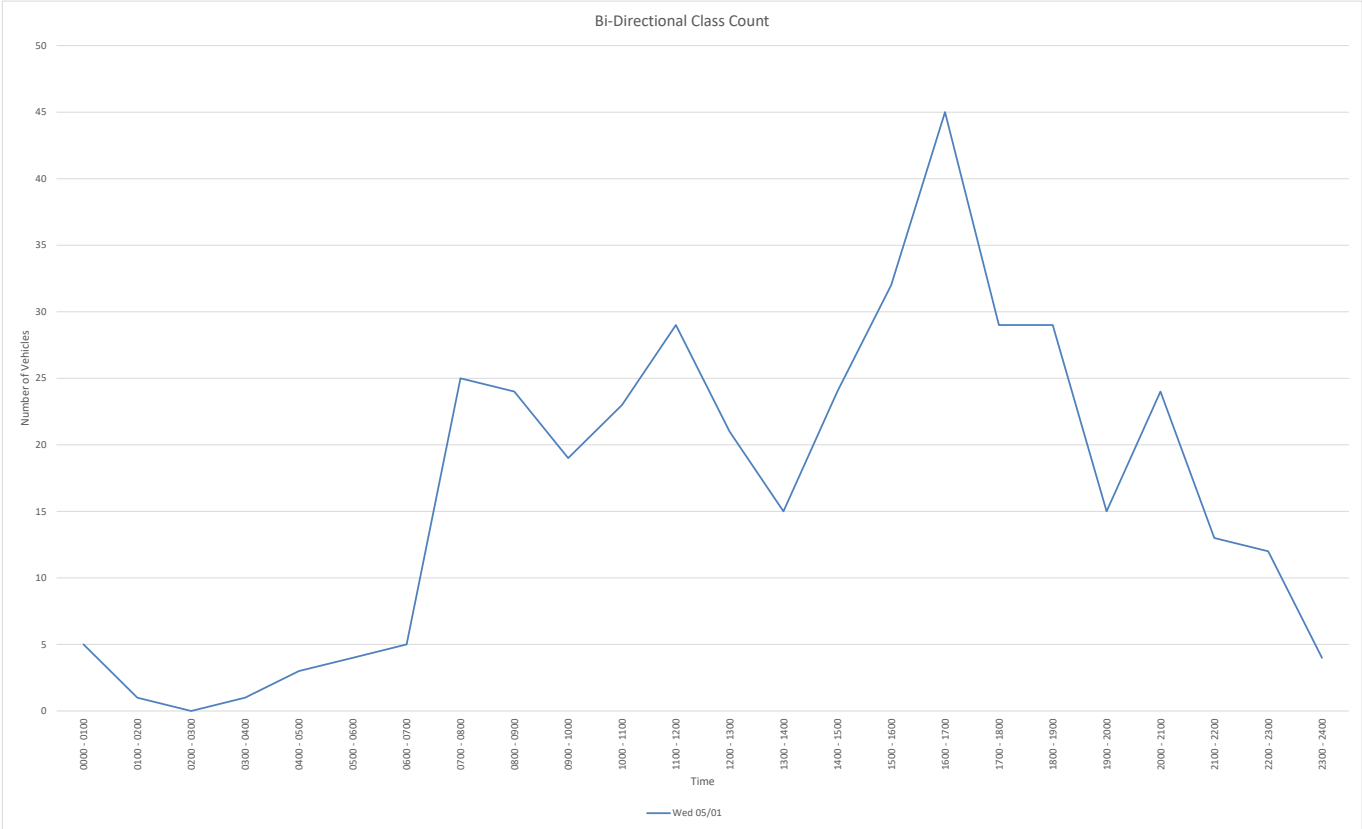
Antioch Campground Rd,
east of Sardis Rd

Lat/Long

34.350554°, -83.886026°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Wed 05/01					
0000 - 0100	5					
0100 - 0200	1					
0200 - 0300	0					
0300 - 0400	1					
0400 - 0500	3					
0500 - 0600	4					
0600 - 0700	5					
0700 - 0800	25					
0800 - 0900	24					
0900 - 1000	19					
1000 - 1100	23					
1100 - 1200	29					
1200 - 1300	21					
1300 - 1400	15					
1400 - 1500	24					
1500 - 1600	32					
1600 - 1700	45					
1700 - 1800	29					
1800 - 1900	29					
1900 - 2000	15					
2000 - 2100	24					
2100 - 2200	13					
2200 - 2300	12					
2300 - 2400	4					

Daily Total	402					
-------------	-----	--	--	--	--	--

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

Hall County, GA



Site 2
Allison Rd,
west of Looper Lake Rd

Date
Wednesday, May 1, 2024

Weather
Fair
74°F
[Click here for Detailed Weather](#)

Lat/Long
34.345483°, -83.884923°

0000 - 2400 (Weekday 24h Session) (05-01-2024)
Bi-Directional 15min

Table with columns: Time, 1-13, 15min Total, 60min Total. Rows represent 15-minute intervals from 0000-0015 to 2345-0000.

Summary table with columns: Session Total, Session Average, Session Percentage, AM Peak Hour, AM Peak Volume, Noon Peak Hour, Noon Peak Volume, PM Peak Hour, PM Peak Volume.

Bi-Directional Class Count || Volume Summary 15min



Hall County, GA

Site 2
Allison Rd,
west of Looper Lake Rd

Date
Wednesday, May 1, 2024

Weather
Fair
74°F

Lat/Long
34.345483°, -83.884923°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-01-2024)
Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	EB	WB		
0000 - 0015	0	0	0	
0015 - 0030	0	0	0	
0030 - 0045	3	0	3	
0045 - 0100	0	0	0	3
0100 - 0115	1	0	1	
0115 - 0130	0	0	0	
0130 - 0145	0	0	0	
0145 - 0200	0	1	1	2
0200 - 0215	0	0	0	
0215 - 0230	0	1	1	
0230 - 0245	0	0	0	
0245 - 0300	0	1	1	2
0300 - 0315	1	0	1	
0315 - 0330	0	0	0	
0330 - 0345	0	0	0	
0345 - 0400	0	0	0	1
0400 - 0415	0	0	0	
0415 - 0430	0	1	1	
0430 - 0445	1	3	4	
0445 - 0500	0	1	1	6
0500 - 0515	0	0	0	
0515 - 0530	1	4	5	
0530 - 0545	1	0	1	
0545 - 0600	0	2	2	8
0600 - 0615	1	2	3	
0615 - 0630	1	5	6	
0630 - 0645	0	5	5	
0645 - 0700	3	13	16	30
0700 - 0715	1	11	12	
0715 - 0730	4	4	8	
0730 - 0745	4	15	19	
0745 - 0800	6	14	20	59
0800 - 0815	6	16	22	
0815 - 0830	6	7	13	
0830 - 0845	7	4	11	
0845 - 0900	8	7	15	61
0900 - 0915	5	11	16	
0915 - 0930	9	7	16	
0930 - 0945	2	9	11	
0945 - 1000	5	8	13	56
1000 - 1015	6	10	16	
1015 - 1030	7	5	12	
1030 - 1045	6	2	8	
1045 - 1100	6	3	9	45
1100 - 1115	6	9	15	
1115 - 1130	5	5	10	
1130 - 1145	3	10	13	
1145 - 1200	7	5	12	50

Time	Volume Summary 15min		15min Total	60min Total
	EB	WB		
1200 - 1215	8	7	15	
1215 - 1230	4	9	13	
1230 - 1245	7	8	15	
1245 - 1300	4	6	10	53
1300 - 1315	9	6	15	
1315 - 1330	7	3	10	
1330 - 1345	5	8	13	
1345 - 1400	7	9	16	54
1400 - 1415	13	6	19	
1415 - 1430	10	12	22	
1430 - 1445	13	4	17	
1445 - 1500	12	4	16	74
1500 - 1515	7	6	13	
1515 - 1530	9	10	19	
1530 - 1545	18	7	25	
1545 - 1600	12	12	24	81
1600 - 1615	11	10	21	
1615 - 1630	15	3	18	
1630 - 1645	10	8	18	
1645 - 1700	13	6	19	76
1700 - 1715	5	5	10	
1715 - 1730	7	9	16	
1730 - 1745	6	7	13	
1745 - 1800	12	10	22	61
1800 - 1815	5	6	11	
1815 - 1830	10	4	14	
1830 - 1845	8	7	15	
1845 - 1900	6	4	10	50
1900 - 1915	4	6	10	
1915 - 1930	5	1	6	
1930 - 1945	9	4	13	
1945 - 2000	5	7	12	41
2000 - 2015	3	6	9	
2015 - 2030	8	5	13	
2030 - 2045	3	6	9	
2045 - 2100	3	1	4	35
2100 - 2115	5	3	8	
2115 - 2130	2	1	3	
2130 - 2145	7	2	9	
2145 - 2200	2	3	5	25
2200 - 2215	1	1	2	
2215 - 2230	3	1	4	
2230 - 2245	3	1	4	
2245 - 2300	1	0	1	11
2300 - 2315	0	0	0	
2315 - 2330	0	0	0	
2330 - 2345	0	0	0	
2345 - 0000	0	0	0	0

Session Total	439	445	884
Session Average	4.57	4.64	9.21
Session Percentage	49.66	50.34	

Bi-Directional Class Count || Volume Summary 60min

Hall County, GA



Site 2

Allison Rd,
west of Looper Lake Rd

Date

Wednesday, May 1, 2024

Weather

Fair
74°F

Lat/Long

34.345483°, -83.884923°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-01-2024)

Volume Summary 60min

Volume Summary 60min			
TIME	EB	WB	Total
0000 - 0100	3	0	3
0100 - 0200	1	1	2
0200 - 0300	0	2	2
0300 - 0400	1	0	1
0400 - 0500	1	5	6
0500 - 0600	2	6	8
0600 - 0700	5	25	30
0700 - 0800	15	44	59
0800 - 0900	27	34	61
0900 - 1000	21	35	56
1000 - 1100	25	20	45
1100 - 1200	21	29	50

Volume Summary 60min			
Time	EB	WB	Total
1200 - 1300	23	30	53
1300 - 1400	28	26	54
1400 - 1500	48	26	74
1500 - 1600	46	35	81
1600 - 1700	49	27	76
1700 - 1800	30	31	61
1800 - 1900	29	21	50
1900 - 2000	23	18	41
2000 - 2100	17	18	35
2100 - 2200	16	9	25
2200 - 2300	8	3	11
2300 - 2400	0	0	0

Session Total	439	445	884
Session Average	18.29	18.54	36.83
Session Percentage	49.66	50.34	

Bi-Directional Class Count || Graphical Analysis NB EB

Hall County, GA



Site 2

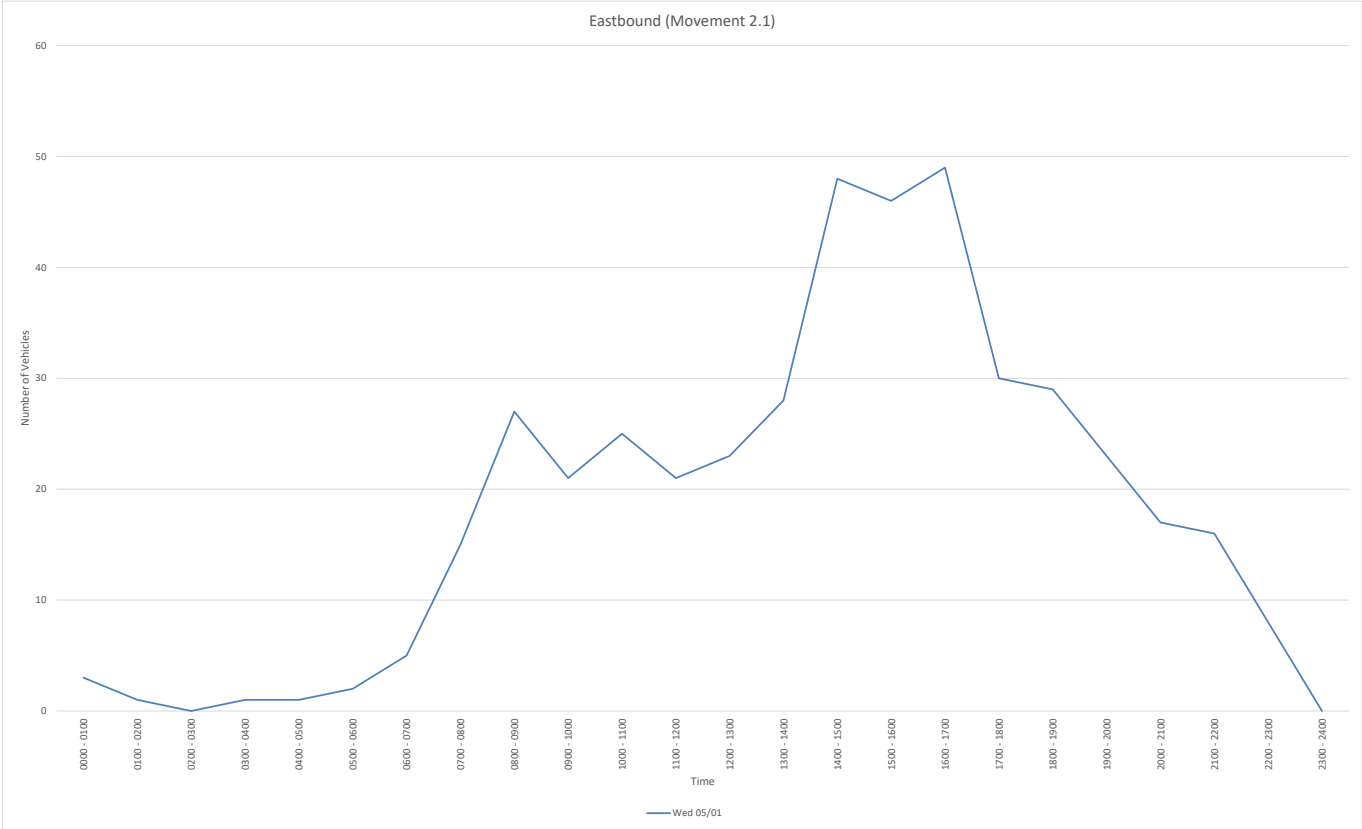
Allison Rd,
west of Looper Lake Rd

Lat/Long

34.345483°, -83.884923°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Wed 05/01					
0000 - 0100	3					
0100 - 0200	1					
0200 - 0300	0					
0300 - 0400	1					
0400 - 0500	1					
0500 - 0600	2					
0600 - 0700	5					
0700 - 0800	15					
0800 - 0900	27					
0900 - 1000	21					
1000 - 1100	25					
1100 - 1200	21					
1200 - 1300	23					
1300 - 1400	28					
1400 - 1500	48					
1500 - 1600	46					
1600 - 1700	49					
1700 - 1800	30					
1800 - 1900	29					
1900 - 2000	23					
2000 - 2100	17					
2100 - 2200	16					
2200 - 2300	8					
2300 - 2400	0					
Daily Total	439					

Bi-Directional Class Count || Graphical Analysis SB WB

Hall County, GA



Site 2

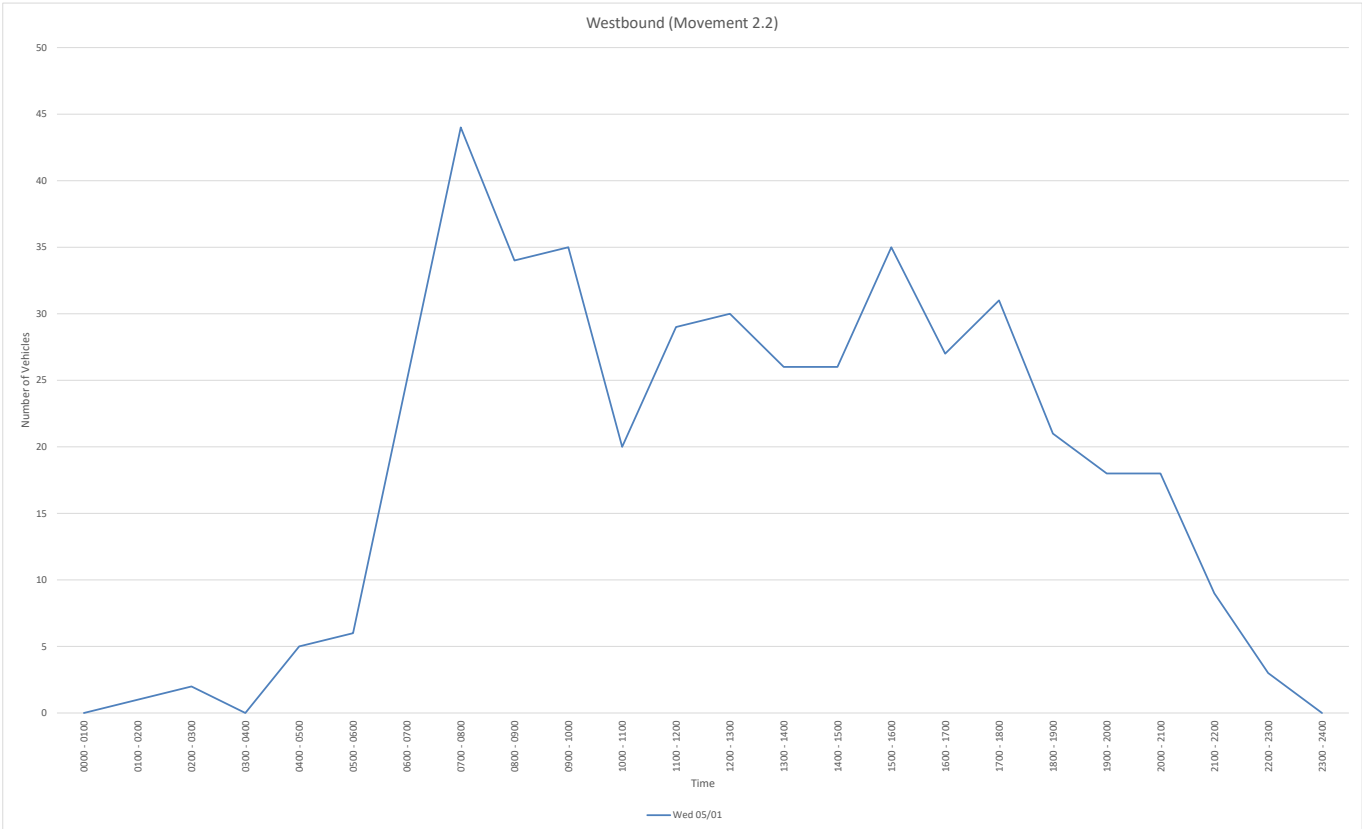
Allison Rd,
west of Looper Lake Rd

Lat/Long

34.345483°, -83.884923°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Wed 05/01					
0000 - 0100	0					
0100 - 0200	1					
0200 - 0300	2					
0300 - 0400	0					
0400 - 0500	5					
0500 - 0600	6					
0600 - 0700	25					
0700 - 0800	44					
0800 - 0900	34					
0900 - 1000	35					
1000 - 1100	20					
1100 - 1200	29					
1200 - 1300	30					
1300 - 1400	26					
1400 - 1500	26					
1500 - 1600	35					
1600 - 1700	27					
1700 - 1800	31					
1800 - 1900	21					
1900 - 2000	18					
2000 - 2100	18					
2100 - 2200	9					
2200 - 2300	3					
2300 - 2400	0					
Daily Total	445					

Bi-Directional Class Count || Graphical Analysis BiDir

Hall County, GA



Site 2

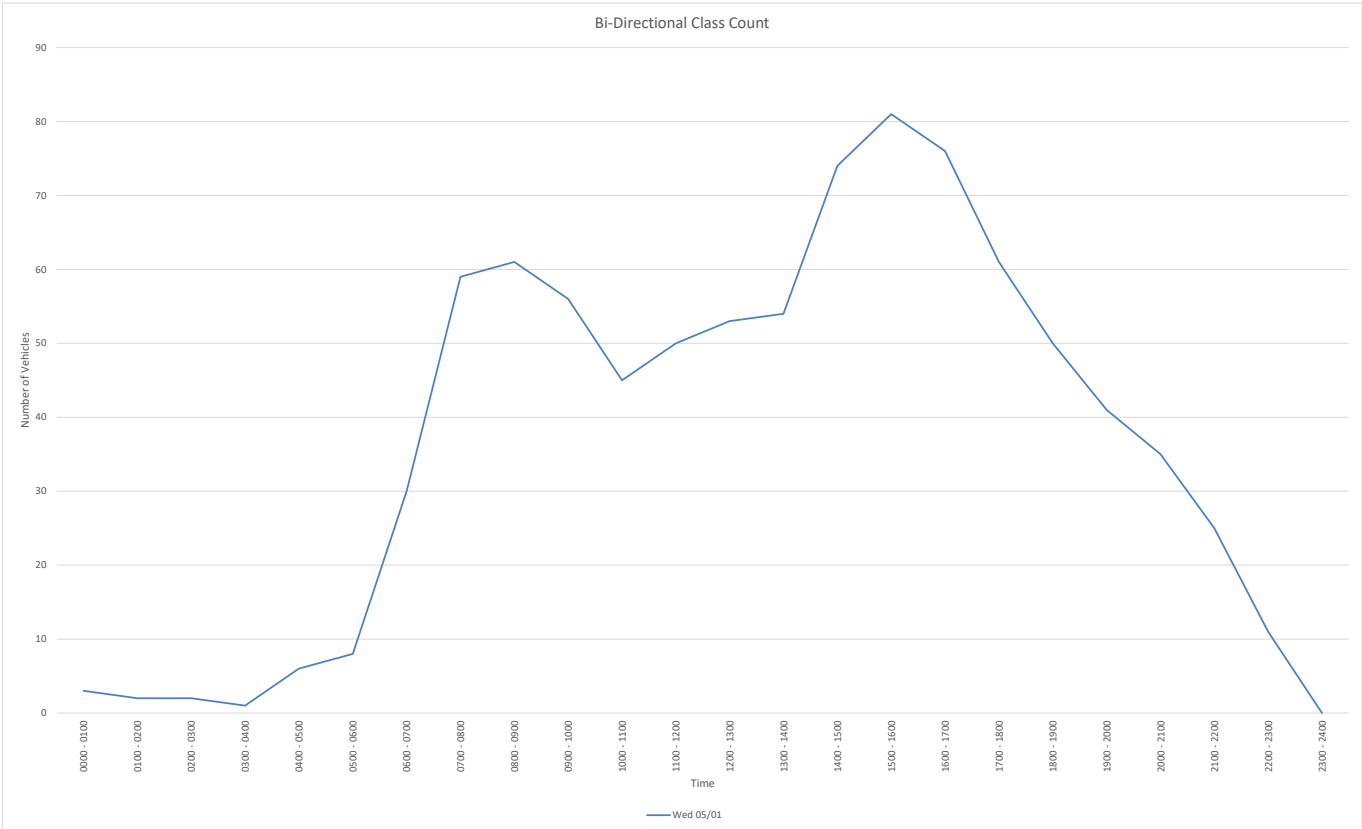
Allison Rd,
west of Looper Lake Rd

Lat/Long

34.345483°, -83.884923°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Wed 05/01					
0000 - 0100	3					
0100 - 0200	2					
0200 - 0300	2					
0300 - 0400	1					
0400 - 0500	6					
0500 - 0600	8					
0600 - 0700	30					
0700 - 0800	59					
0800 - 0900	61					
0900 - 1000	56					
1000 - 1100	45					
1100 - 1200	50					
1200 - 1300	53					
1300 - 1400	54					
1400 - 1500	74					
1500 - 1600	81					
1600 - 1700	76					
1700 - 1800	61					
1800 - 1900	50					
1900 - 2000	41					
2000 - 2100	35					
2100 - 2200	25					
2200 - 2300	11					
2300 - 2400	0					
Daily Total	884					

Somerset at Sardis Creek Residential - Growth Rate Calculation Worksheet

Percentage Growth - Traffic Data										
Roadway	County	Traffic Count Station	2018 Traffic Volumes	2019 Traffic Volumes	2020 Traffic Volumes	2021 Traffic Volumes	2022 Traffic Volumes	2023 Traffic Volumes by Linear Regress.	2027 Traffic Volumes by Linear Regress.	Annual Growth 2023 to 2025
Sardis Road	Hall	139-0509	8,350	8,140	7,350	8,010	8,190	7,873	7,693	-0.6%
Ledan Road	Hall	139-0113	5,840	5,840	5,800	6,100	6,170	6,226	6,594	1.5%
Weighted Average			14,190	13,980	13,150	14,110	14,360	14,099	14,287	0.3%

Percentage Growth - US Census Data								
Census Area	2018 Population	2019 Population	2020 Population	2021 Population	2022 Population	2023 Population by Linear Regress.	2026 Population by Linear Regress.	Annual Growth 2023 to 2025
City of Gainesville	41,336	43,233	42,565	43,398	45,282	45,580	47,997	1.8%
Hall County	201,396	204,310	203,735	207,393	212,692	213,608	221,310	1.2%
Weighted Average	242,732	247,543	246,300	250,791	257,974	259,188	269,307	1.3%

APPENDIX C: SYNCHRO REPORTS

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	12	284	3	13	553
Future Vol, veh/h	8	12	284	3	13	553
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	71	71	90	90	93	93
Heavy Vehicles, %	0	9	5	14	0	3
Mvmt Flow	11	17	316	3	14	595

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	940	317	0	0	319
Stage 1	317	-	-	-	-
Stage 2	623	-	-	-	-
Critical Hdwy	6.4	6.29	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.381	-	-	2.2
Pot Cap-1 Maneuver	295	707	-	-	1253
Stage 1	743	-	-	-	-
Stage 2	539	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	290	707	-	-	1253
Mov Cap-2 Maneuver	290	-	-	-	-
Stage 1	743	-	-	-	-
Stage 2	530	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.55	0	0.18
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	449	41
HCM Lane V/C Ratio	-	-	0.063	0.011
HCM Control Delay (s/veh)	-	-	13.6	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection	
Intersection Delay, s/veh	33.9
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	353	17	3	0	47	6	4	7	1	6	3	505
Future Vol, veh/h	353	17	3	0	47	6	4	7	1	6	3	505
Peak Hour Factor	0.83	0.83	0.83	0.78	0.78	0.78	0.43	0.43	0.43	0.81	0.81	0.81
Heavy Vehicles, %	4	5	0	0	1	18	0	0	0	17	0	3
Mvmt Flow	425	20	4	0	60	8	9	16	2	7	4	623
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	26.7	10.7	10.2	42.5
HCM LOS	D	B	B	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	95%	0%	1%
Vol Thru, %	58%	5%	89%	1%
Vol Right, %	8%	1%	11%	98%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	373	53	514
LT Vol	4	353	0	6
Through Vol	7	17	47	3
RT Vol	1	3	6	505
Lane Flow Rate	28	449	68	635
Geometry Grp	1	1	1	1
Degree of Util (X)	0.053	0.767	0.127	0.93
Departure Headway (Hd)	6.822	6.144	6.742	5.278
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	528	584	535	685
Service Time	4.827	4.216	4.745	3.352
HCM Lane V/C Ratio	0.053	0.769	0.127	0.927
HCM Control Delay, s/veh	10.2	26.7	10.7	42.5
HCM Lane LOS	B	D	B	E
HCM 95th-tile Q	0.2	7	0.4	12.7

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	11	590	9	17	397
Future Vol, veh/h	2	11	590	9	17	397
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	81	81	94	94	91	91
Heavy Vehicles, %	0	10	2	13	0	2
Mvmt Flow	2	14	628	10	19	436

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1106	632	0	0	637	0
Stage 1	632	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Critical Hdwy	6.4	6.3	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.39	-	-	2.2	-
Pot Cap-1 Maneuver	235	466	-	-	956	-
Stage 1	533	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	229	466	-	-	956	-
Mov Cap-2 Maneuver	229	-	-	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	614	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.33	0	0.36
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	402	74
HCM Lane V/C Ratio	-	-	0.04	0.02
HCM Control Delay (s/veh)	-	-	14.3	8.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection	
Intersection Delay, s/veh	38
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	564	26	8	1	27	4	4	12	1	6	13	379
Future Vol, veh/h	564	26	8	1	27	4	4	12	1	6	13	379
Peak Hour Factor	0.96	0.96	0.96	0.89	0.89	0.89	0.61	0.61	0.61	0.87	0.87	0.87
Heavy Vehicles, %	2	3	0	0	3	0	0	0	0	18	0	2
Mvmt Flow	588	27	8	1	30	4	7	20	2	7	15	436
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	52.8	9.9	10.2	21.7
HCM LOS	F	A	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	94%	3%	2%
Vol Thru, %	71%	4%	84%	3%
Vol Right, %	6%	1%	13%	95%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	598	32	398
LT Vol	4	564	1	6
Through Vol	12	26	27	13
RT Vol	1	8	4	379
Lane Flow Rate	28	623	36	457
Geometry Grp	1	1	1	1
Degree of Util (X)	0.053	0.973	0.064	0.715
Departure Headway (Hd)	6.864	5.622	6.382	5.623
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	525	642	556	640
Service Time	4.864	3.674	4.481	3.694
HCM Lane V/C Ratio	0.053	0.97	0.065	0.714
HCM Control Delay, s/veh	10.2	52.8	9.9	21.7
HCM Lane LOS	B	F	A	C
HCM 95th-tile Q	0.2	14.2	0.2	6

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	13	301	3	14	587
Future Vol, veh/h	8	13	301	3	14	587
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	71	71	90	90	93	93
Heavy Vehicles, %	0	9	5	14	0	3
Mvmt Flow	11	18	334	3	15	631

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	997	336	0	0	338
Stage 1	336	-	-	-	-
Stage 2	661	-	-	-	-
Critical Hdwy	6.4	6.29	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.381	-	-	2.2
Pot Cap-1 Maneuver	273	690	-	-	1233
Stage 1	728	-	-	-	-
Stage 2	517	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	268	690	-	-	1233
Mov Cap-2 Maneuver	268	-	-	-	-
Stage 1	728	-	-	-	-
Stage 2	507	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.97	0	0.19
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	431	42
HCM Lane V/C Ratio	-	-	0.069	0.012
HCM Control Delay (s/veh)	-	-	14	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection	
Intersection Delay, s/veh	46.8
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	375	18	3	0	50	6	4	7	1	6	3	536
Future Vol, veh/h	375	18	3	0	50	6	4	7	1	6	3	536
Peak Hour Factor	0.83	0.83	0.83	0.78	0.78	0.78	0.43	0.43	0.43	0.81	0.81	0.81
Heavy Vehicles, %	4	5	0	0	1	18	0	0	0	17	0	3
Mvmt Flow	452	22	4	0	64	8	9	16	2	7	4	662
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	33.9	11.1	10.5	61.3
HCM LOS	D	B	B	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	95%	0%	1%
Vol Thru, %	58%	5%	89%	1%
Vol Right, %	8%	1%	11%	98%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	396	56	545
LT Vol	4	375	0	6
Through Vol	7	18	50	3
RT Vol	1	3	6	536
Lane Flow Rate	28	477	72	673
Geometry Grp	1	1	1	1
Degree of Util (X)	0.054	0.836	0.137	1.012
Departure Headway (Hd)	7.129	6.31	7.032	5.412
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	505	568	513	666
Service Time	5.129	4.395	5.032	3.498
HCM Lane V/C Ratio	0.055	0.84	0.14	1.011
HCM Control Delay, s/veh	10.5	33.9	11.1	61.3
HCM Lane LOS	B	D	B	F
HCM 95th-tile Q	0.2	8.7	0.5	16.3

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	12	626	10	18	421
Future Vol, veh/h	2	12	626	10	18	421
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	81	81	94	94	91	91
Heavy Vehicles, %	0	10	2	13	0	2
Mvmt Flow	2	15	666	11	20	463

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1173	671	0	0	677	0
Stage 1	671	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Critical Hdwy	6.4	6.3	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.39	-	-	2.2	-
Pot Cap-1 Maneuver	214	443	-	-	925	-
Stage 1	512	-	-	-	-	-
Stage 2	612	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	208	443	-	-	925	-
Mov Cap-2 Maneuver	208	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	594	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.89	0	0.37
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	381	74
HCM Lane V/C Ratio	-	-	0.045	0.021
HCM Control Delay (s/veh)	-	-	14.9	9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection	
Intersection Delay, s/veh	51.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	599	28	8	1	29	4	4	13	1	6	14	402
Future Vol, veh/h	599	28	8	1	29	4	4	13	1	6	14	402
Peak Hour Factor	0.96	0.96	0.96	0.89	0.89	0.89	0.61	0.61	0.61	0.87	0.87	0.87
Heavy Vehicles, %	2	3	0	0	3	0	0	0	0	18	0	2
Mvmt Flow	624	29	8	1	33	4	7	21	2	7	16	462
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	75.5	10.2	10.5	24.5
HCM LOS	F	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	94%	3%	1%
Vol Thru, %	72%	4%	85%	3%
Vol Right, %	6%	1%	12%	95%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	635	34	422
LT Vol	4	599	1	6
Through Vol	13	28	29	14
RT Vol	1	8	4	402
Lane Flow Rate	30	661	38	485
Geometry Grp	1	1	1	1
Degree of Util (X)	0.056	1.057	0.069	0.752
Departure Headway (Hd)	7.117	5.753	6.684	5.867
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	506	635	539	621
Service Time	5.117	3.757	4.684	3.867
HCM Lane V/C Ratio	0.059	1.041	0.071	0.781
HCM Control Delay, s/veh	10.5	75.5	10.2	24.5
HCM Lane LOS	B	F	B	C
HCM 95th-tile Q	0.2	18.1	0.2	6.7

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	21	304	4	19	588
Future Vol, veh/h	11	21	304	4	19	588
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	71	71	90	90	93	93
Heavy Vehicles, %	0	9	5	14	0	3
Mvmt Flow	15	30	338	4	20	632

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1013	340	0	0	342	0
Stage 1	340	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Critical Hdwy	6.4	6.29	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.381	-	-	2.2	-
Pot Cap-1 Maneuver	267	687	-	-	1228	-
Stage 1	725	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	260	687	-	-	1228	-
Mov Cap-2 Maneuver	260	-	-	-	-	-
Stage 1	725	-	-	-	-	-
Stage 2	498	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.13	0	0.25
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	439	56
HCM Lane V/C Ratio	-	-	0.103	0.017
HCM Control Delay (s/veh)	-	-	14.1	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection	
Intersection Delay, s/veh	51
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	376	23	3	0	59	9	4	7	1	7	3	539
Future Vol, veh/h	376	23	3	0	59	9	4	7	1	7	3	539
Peak Hour Factor	0.83	0.83	0.83	0.78	0.78	0.78	0.43	0.43	0.43	0.81	0.81	0.81
Heavy Vehicles, %	4	5	0	0	1	18	0	0	0	17	0	3
Mvmt Flow	453	28	4	0	76	12	9	16	2	9	4	665
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	37	11.5	10.7	67.8
HCM LOS	E	B	B	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	94%	0%	1%
Vol Thru, %	58%	6%	87%	1%
Vol Right, %	8%	1%	13%	98%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	402	68	549
LT Vol	4	376	0	7
Through Vol	7	23	59	3
RT Vol	1	3	9	539
Lane Flow Rate	28	484	87	678
Geometry Grp	1	1	1	1
Degree of Util (X)	0.055	0.859	0.168	1.034
Departure Headway (Hd)	7.298	6.384	7.102	5.493
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	494	562	508	657
Service Time	5.298	4.48	5.102	3.588
HCM Lane V/C Ratio	0.057	0.861	0.171	1.032
HCM Control Delay, s/veh	10.7	37	11.5	67.8
HCM Lane LOS	B	E	B	F
HCM 95th-tile Q	0.2	9.3	0.6	17.2

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	17	6	1	12	11	3
Future Vol, veh/h	17	6	1	12	11	3
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	67	67	69	69	92	92
Heavy Vehicles, %	0	0	0	9	0	0
Mvmt Flow	25	9	1	17	12	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	34	0	50
Stage 1	-	-	-	-	30
Stage 2	-	-	-	-	20
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1590	-	964
Stage 1	-	-	-	-	998
Stage 2	-	-	-	-	1008
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1590	-	963
Mov Cap-2 Maneuver	-	-	-	-	963
Stage 1	-	-	-	-	998
Stage 2	-	-	-	-	1007

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.56	8.73
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	981	-	-	138	-
HCM Lane V/C Ratio	0.016	-	-	0.001	-
HCM Control Delay (s/veh)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		3	
Traffic Vol, veh/h	6	23	55	1	3	12
Future Vol, veh/h	6	23	55	1	3	12
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	81	81	92	92
Heavy Vehicles, %	0	9	0	0	0	0
Mvmt Flow	7	25	68	1	3	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	69	0	-	0	107
Stage 1	-	-	-	-	69
Stage 2	-	-	-	-	38
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1545	-	-	-	896
Stage 1	-	-	-	-	959
Stage 2	-	-	-	-	990
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1545	-	-	-	892
Mov Cap-2 Maneuver	-	-	-	-	892
Stage 1	-	-	-	-	955
Stage 2	-	-	-	-	990

Approach	EB	WB	SB
HCM Control Delay, s/v	1.52	0	8.75
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	372	-	-	-	977
HCM Lane V/C Ratio	0.004	-	-	-	0.017
HCM Control Delay (s/veh)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	4	17	628	13	27	424
Future Vol, veh/h	4	17	628	13	27	424
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	81	81	94	94	91	91
Heavy Vehicles, %	0	10	2	13	0	2
Mvmt Flow	5	21	668	14	30	466

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1200	675	0	0	682	0
Stage 1	675	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Critical Hdwy	6.4	6.3	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.39	-	-	2.2	-
Pot Cap-1 Maneuver	206	440	-	-	920	-
Stage 1	510	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	197	440	-	-	920	-
Mov Cap-2 Maneuver	197	-	-	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	571	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v15.88		0	0.54
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	357	108
HCM Lane V/C Ratio	-	-	0.073	0.032
HCM Control Delay (s/veh)	-	-	15.9	9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection	
Intersection Delay, s/veh	57.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	602	37	8	1	35	6	4	13	1	9	14	404
Future Vol, veh/h	602	37	8	1	35	6	4	13	1	9	14	404
Peak Hour Factor	0.96	0.96	0.96	0.89	0.89	0.89	0.61	0.61	0.61	0.87	0.87	0.87
Heavy Vehicles, %	2	3	0	0	3	0	0	0	0	18	0	2
Mvmt Flow	627	39	8	1	39	7	7	21	2	10	16	464
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	85.2	10.4	10.7	26.1
HCM LOS	F	B	B	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	93%	2%	2%
Vol Thru, %	72%	6%	83%	3%
Vol Right, %	6%	1%	14%	95%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	647	42	427
LT Vol	4	602	1	9
Through Vol	13	37	35	14
RT Vol	1	8	6	404
Lane Flow Rate	30	674	47	491
Geometry Grp	1	1	1	1
Degree of Util (X)	0.057	1.087	0.086	0.77
Departure Headway (Hd)	7.251	5.806	6.751	5.953
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	497	627	534	614
Service Time	5.251	3.813	4.751	3.953
HCM Lane V/C Ratio	0.06	1.075	0.088	0.8
HCM Control Delay, s/veh	10.7	85.2	10.4	26.1
HCM Lane LOS	B	F	B	D
HCM 95th-tile Q	0.2	19.6	0.3	7.1

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	12	3	13	7	2
Future Vol, veh/h	21	12	3	13	7	2
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	71	71	60	60	92	92
Heavy Vehicles, %	0	0	0	8	0	0
Mvmt Flow	30	17	5	22	8	2

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	46	0	70 38
Stage 1	-	-	-	-	38 -
Stage 2	-	-	-	-	32 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1574	-	940 1040
Stage 1	-	-	-	-	990 -
Stage 2	-	-	-	-	996 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1574	-	937 1040
Mov Cap-2 Maneuver	-	-	-	-	937 -
Stage 1	-	-	-	-	990 -
Stage 2	-	-	-	-	993 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.37	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	958	-	-	338	-
HCM Lane V/C Ratio	0.01	-	-	0.003	-
HCM Control Delay (s/veh)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		2	
Traffic Vol, veh/h	12	33	29	3	2	8
Future Vol, veh/h	12	33	29	3	2	8
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	60	60	75	75	92	92
Heavy Vehicles, %	0	6	4	0	0	0
Mvmt Flow	20	55	39	4	2	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	43	0	-	0	136 41
Stage 1	-	-	-	-	41 -
Stage 2	-	-	-	-	95 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1579	-	-	-	863 1036
Stage 1	-	-	-	-	987 -
Stage 2	-	-	-	-	934 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1579	-	-	-	851 1036
Mov Cap-2 Maneuver	-	-	-	-	851 -
Stage 1	-	-	-	-	974 -
Stage 2	-	-	-	-	934 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.95	0	8.67
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	480	-	-	-	993
HCM Lane V/C Ratio	0.013	-	-	-	0.011
HCM Control Delay (s/veh)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

APPENDIX D: TURN LANE EVALUATIONS

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	33
Right-turn volume, veh/h:	12

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	90701
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	

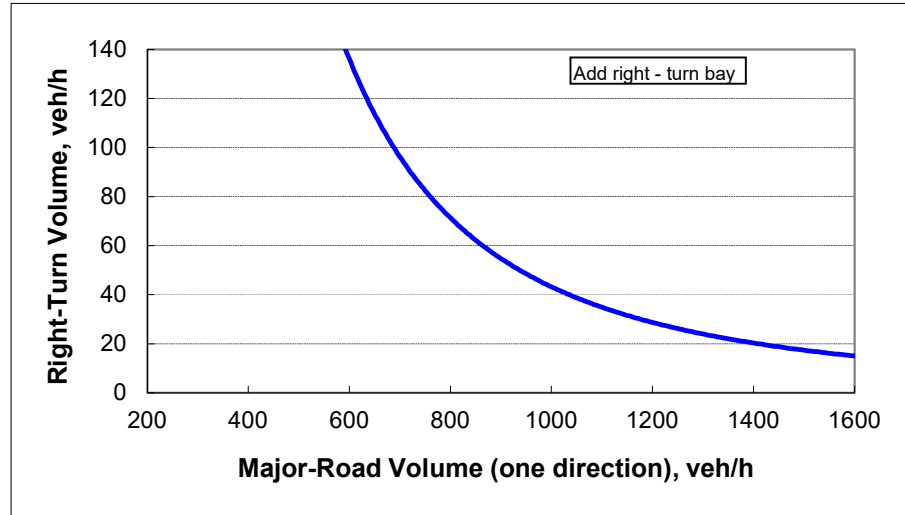


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway	
Variable	Value	
Major-road speed, mph:	35	
Major-road volume (one direction), veh/h:	56	
Right-turn volume, veh/h:	1	

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	589035
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

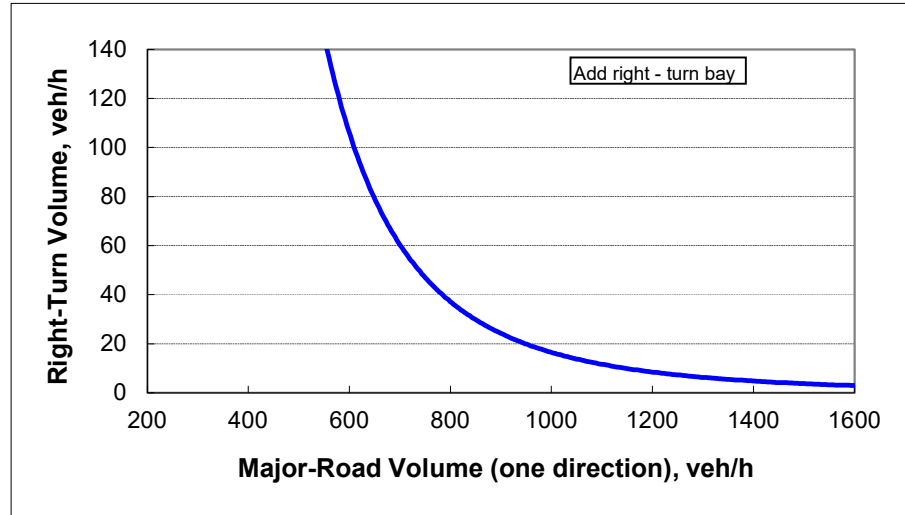


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

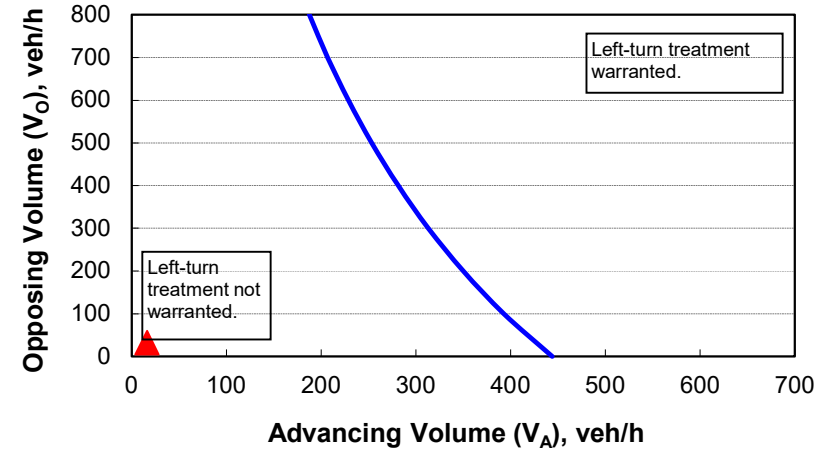
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	19%
Advancing volume (V_A), veh/h:	16
Opposing volume (V_O), veh/h:	33

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	426
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

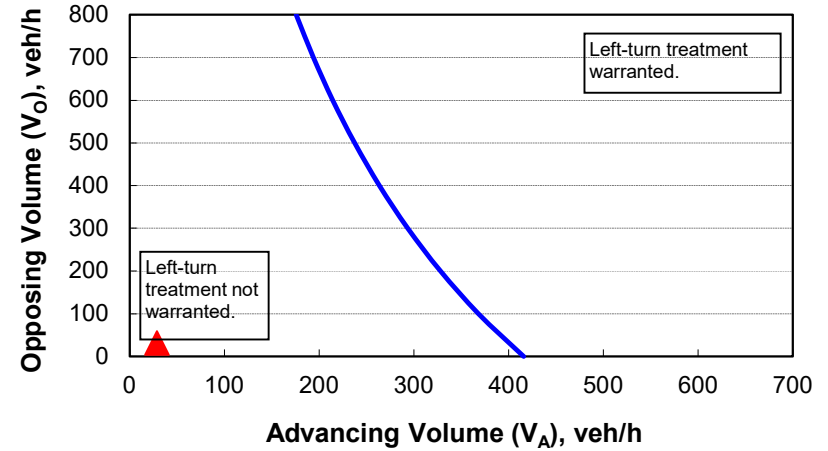
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	27%
Advancing volume (V_A), veh/h:	29
Opposing volume (V_O), veh/h:	32

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	400
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9