

Subject: Yellow Creek Road Development Traffic Memo

Date: March 4, 2025

The Yellow Creek Road development is a 253 single-family detached housing development proposed in Hall County, GA. The development is located on approximately 254 acres of undeveloped land along the north/west side of Yellow Creek Road, to the west of SR 60/Thompson Bridge Road and east of H Abercrombie Road. The development will be accessed via two new driveways along Yellow Creek Road. The concept site plan is included in **Appendix A**. Southeastern Engineering, Inc (SEI) has reviewed the adjacent roadway network and concept site plan to summarize the characteristics of the study area and provide information on estimated new trips generated by the development.

Yellow Creek Road is a two-lane undivided roadway that runs east-west from H Abercrombie Road in the west to SR 60/Thompson Bridge Road in the east. It is functionally classified by GDOT as a minor collector and has a posted speed limit of 45 MPH. GDOT'S TADA system was referenced for historical traffic volumes on roadways in the vicinity of the development, but no stations were located along Yellow Creek Road. **Appendix B** includes an aerial view of station locations in relation to the development.

The residential development is expected to generate approximately 2,370 new daily trips (1,185 entering and 1,185 exiting). In the AM peak period, the development is expected to generate approximately 173 total trips (43 entering; 130 exiting), and in the PM peak period generate approximately 238 total trips (150 entering; 88 exiting). The Trip Generation Report is included in **Appendix B**. The generated trips are expected to head east towards SR 60/Thompson Bridge Road. With development traffic dispersing through the roadway network. Per GDOT's TADA system SR 60 has an AADT of 9,320 vehicles per day and 10,900 vehicles per day to the north and south of Yellow Creek Road, respectively, per TADA.

The two new driveway intersections on Yellow Creek Road are proposed to be full access, minor-street stop-controlled. Based on the estimated traffic volumes accessing the development, turn lanes may need to be considered on Yellow Creek Road at the driveway intersections. Crash history along Yellow Creek Road from H Abercrombie Road to SR 60/Thompson Bridge Road, was reviewed to see if any crash patterns exist in the area that may identify safety concerns for the new driveways. Per GDOT's Numetric crash data system there have been 23 crashes reported along the corridor for the past 5 years, 2019 to 2023. No identifiable crash patterns were observed along Yellow Creek Road in the vicinity of the proposed development. The crash summary report is included in **Appendix C**.

Based on the characteristics of Yellow Creek Road the additional trips generated by the development are anticipated to not significantly impact safety and operations along Yellow Creek Road or adjacent intersections. Please let me know if we can be of any additional assistance during the review process, or if you have any questions. Thank you.

Sincerely,

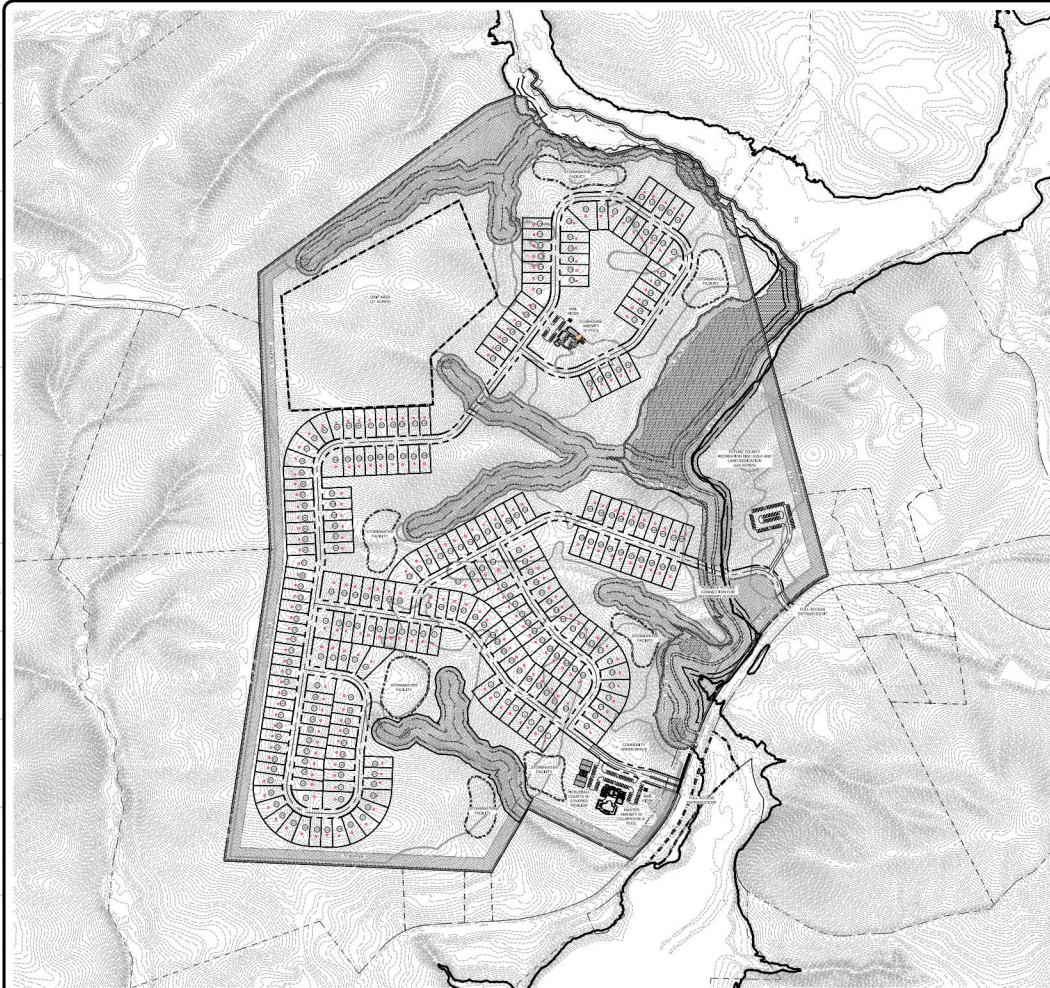


Chris Maddox, PE, PTOE,
Traffic Engineering Division Manager

Appendices

- Appendix A
 - Concept Site Plan
- Appendix B
 - GDOT TADA Data Sheet
 - Trip Generation Report
- Appendix C
 - Crash Summary Report

Appendix A
Concept Site Plan



SITE LOCATION MAP
NOT TO SCALE

FEMA FIRM MAP
NOT TO SCALE

SITE DATA	
SITE AREA	203.18 ACRES
NET DEVELOPABLE AREA	173.45 ACRES
ADDRESS	
FRONTING ZONING	A-1
PROPOSED ZONING	C-2 (CONVENTIONAL SUBURBAN)
ZONING JURISDICTION	HALL COUNTY, GEORGIA
ZONING REQUIREMENTS	
FRONT SETBACK	25' FEET
SIDE SETBACK	25' FEET
REAR SETBACK	25' FEET
REQUIRED BUFFERS	25' FEET
DEVELOPMENT STANDARDS	
MIN. LOT AREA	20.00 SF
MIN. LOT WIDTH	25' FEET
MAX. BUILDING HEIGHT	25' FEET
62' X 120' DETACHED SINGLE FAMILY LOTS	203.175
OPEN SPACE REQUIRED	10.00%
TOTAL SITE CENSITY PROVIDED	1.00/AC
MAX. SITE CENSITY ALLOWED	203.175
OPEN SPACE CALCULATIONS	
OPEN SPACE REQUIRED	20.3175 ACRES (10% OF 203.175 ACRES)
OPEN SPACE PROVIDED	20.3175 ACRES (10% OF 203.175 ACRES)
CONCRETE REQUIREMENTS	
TOTAL PARKING REQUIRED	500 SPACES (2 SPACES/CHANGING LOT)
RECREATIONAL PARKING PROVIDED	150 SPACES (2 GARAGE + 2 DRIVEWAY SP/LOT)

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WWW.PFC.PLUS



Planners & Engineers Collaborative-

350 RESEARCH COURT STE 200
PEACHTREE CORNERS, GA 30092

350 RESEARCH COURT STE 200
PEACHTREE CORNERS, GA 30092

PROJECT

**YELLOW CREEK
RD. at BENT TREE
COVE**

**A MASTER PLANNED RESIDENTIAL
DEVELOPMENT**

6266 YELLOW CREEK ROAD
MURRAYVILLE, GEORGIA 30066
HALL COUNTY JURISDICTION

FOR

**COOK CONSTRUCTION/
REAL ESTATE**

MUNICIPALITY PROJECT #

REVISIONS

[illegible]

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

PRELIMINARY

NOT TO BE RELEASED FOR CONSTRUCTION

CONCEPTUAL
MASTER PLAN



SCALE: 1" = 25'

DATE: 02/07/2013

PROJECT: 25015.0



24 HOUR CONTACT
LUKE PRESSLEY



C4

SHEET

Appendix B
GDOT TADA Aerial Map



Appendix B

Trip Generation Report

Single-Family Detached Housing (210)

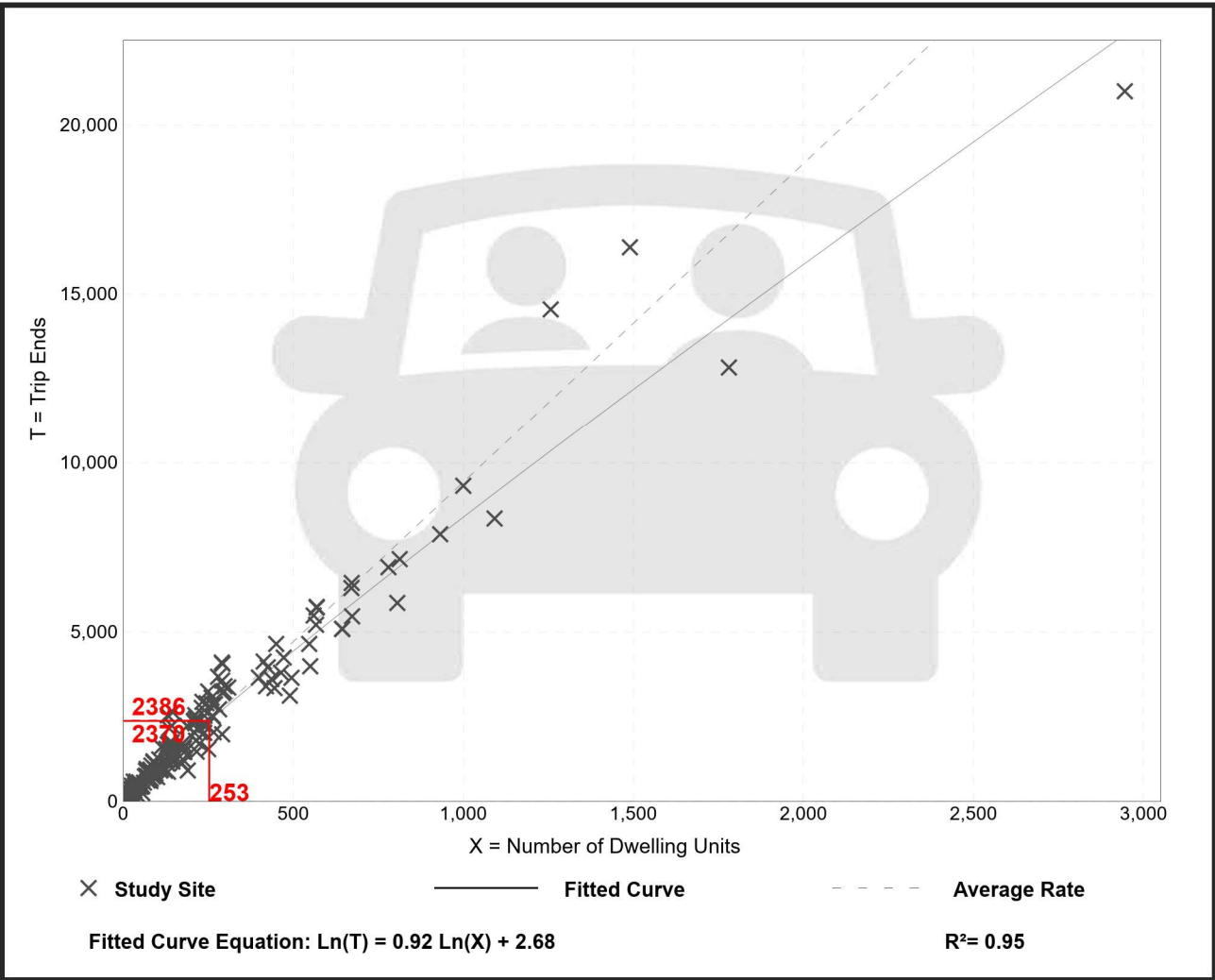
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

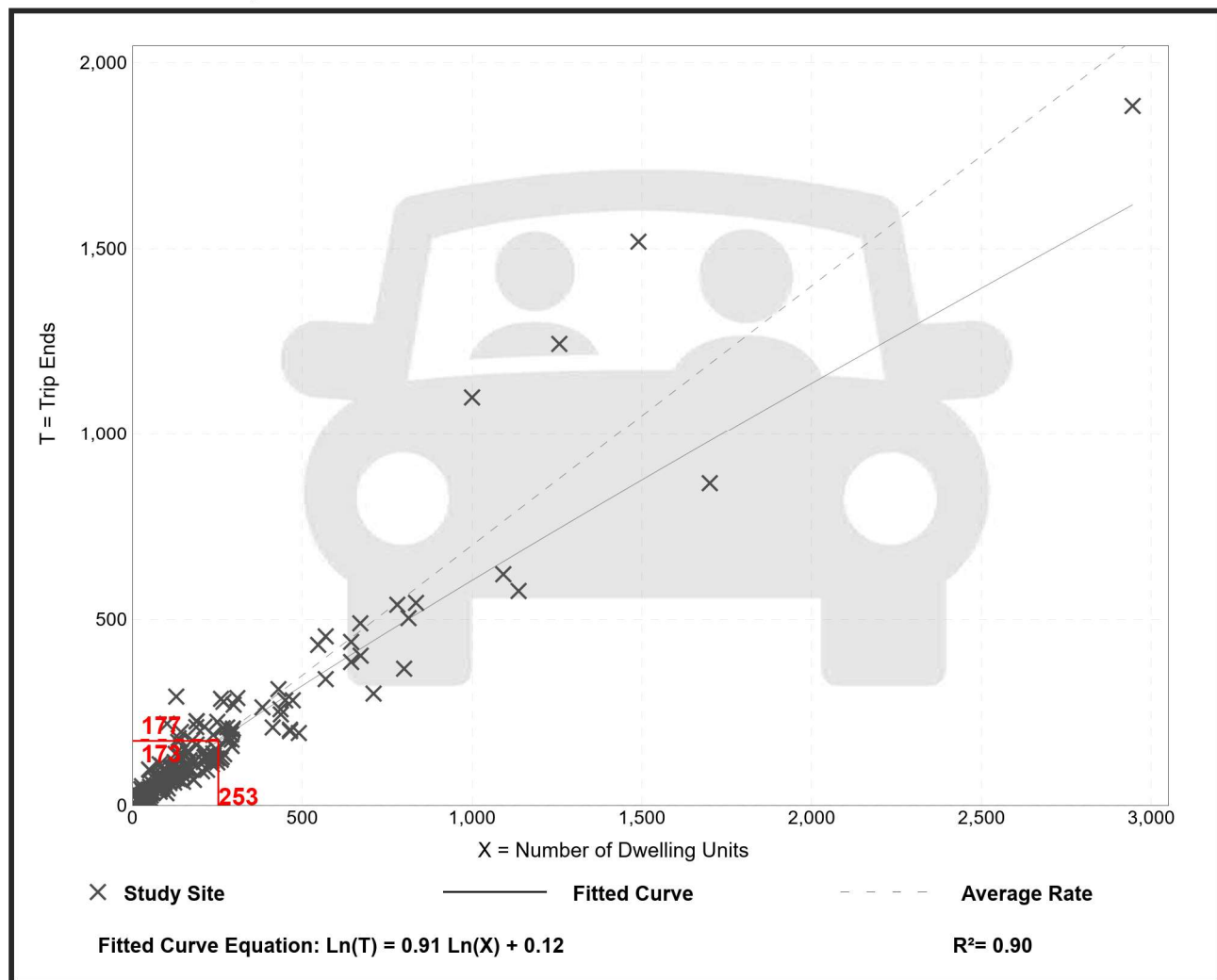
Avg. Num. of Dwelling Units: 226

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

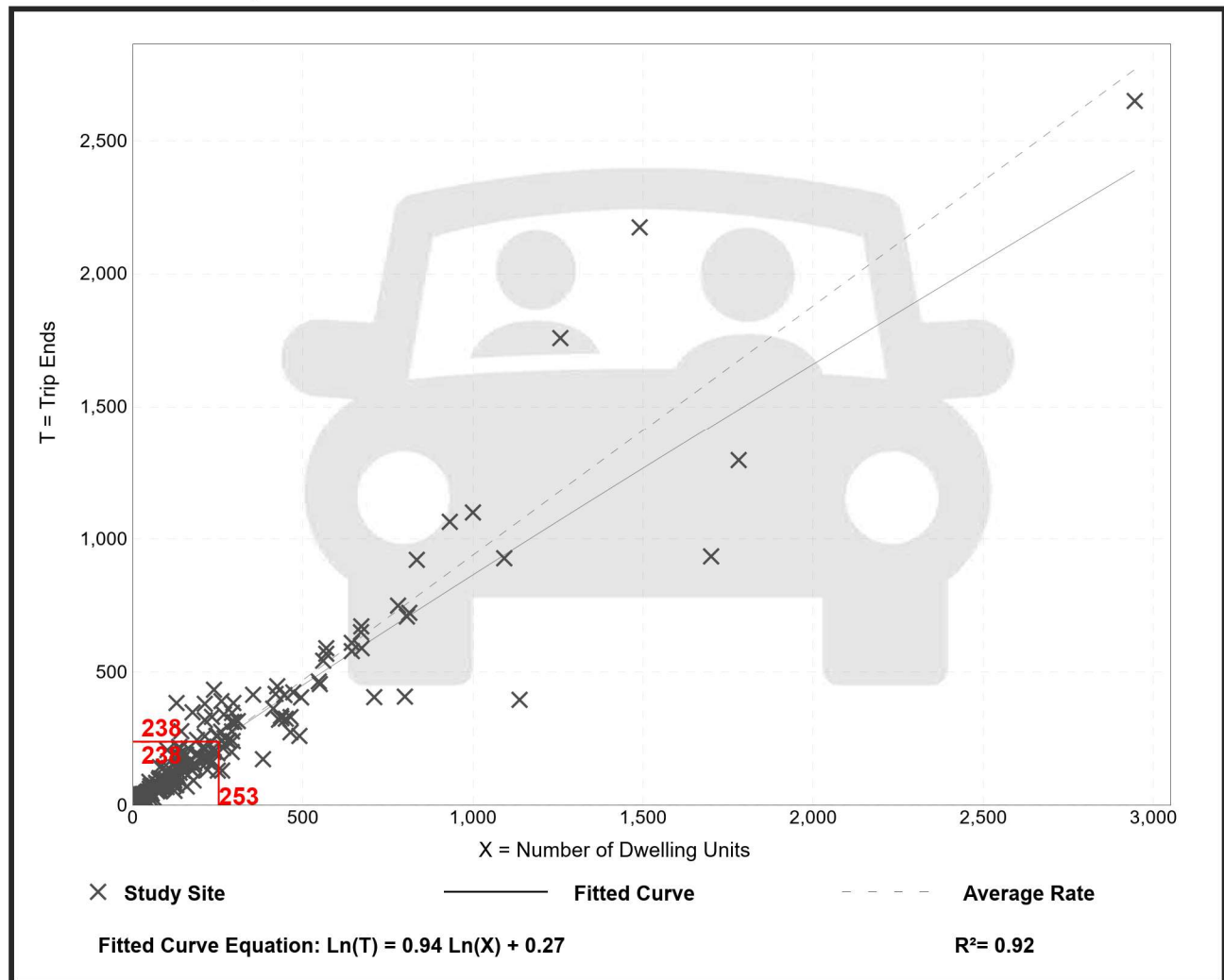
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Appendix C
Crash Summary Report

CRASH SUMMARY REPORT

Yellow Creek Road from H Abercrombie Road to SR 60/Thompson Bridge Road

Created on March 4, 2025

Created by Chris Maddox

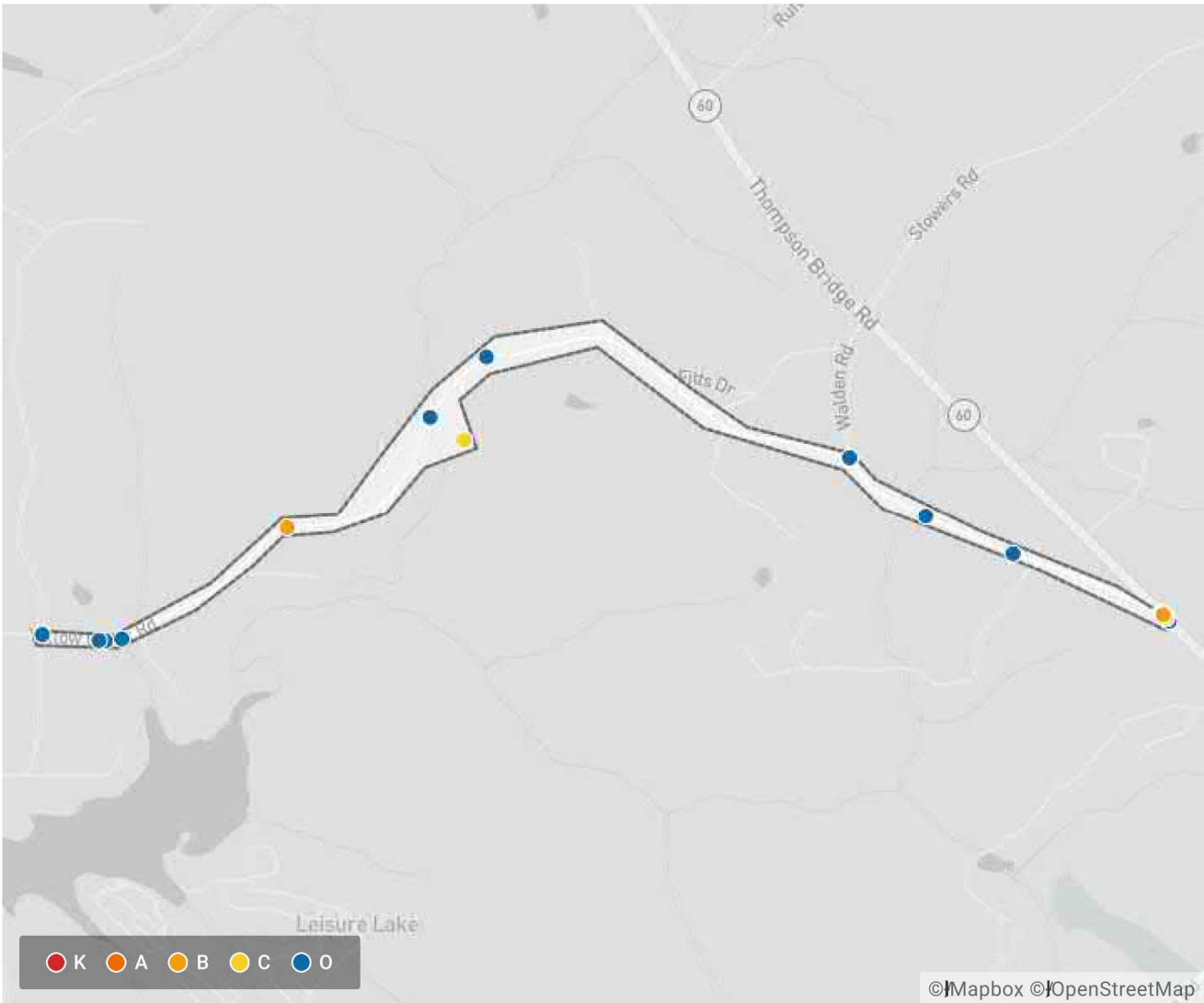
Data extents: January 1, 2019 to December 31, 2023



Applied Filters

Shape: Polygon

1 crash has been excluded (see end of report for more information)



Total Included Crashes

23

Fatal Crashes

0

Intersection Related	18	78.26%
Distracted Driver (Suspected)	11	47.83%
Single Motor Vehicle Involved	10	43.48%
Distracted Driver (Confirmed)	3	13.04%
+ 6 more	0	0%

KABCO Severity	Collisions	Dataset
(O) No Injury	14	60.87%
(C) Possible Injury / Complaint	6	26.09%
(B) Suspected Minor/Visible Injury	3	13.04%
+ 3 more	0	0%

Date and Time (Year)	Collisions	Dataset
2023	2	8.70%
2022	6	26.09%
2021	4	17.39%
2020	4	17.39%
2019	7	30.43%
+ 6 more	0	0%

Date and Time (Hour of Day)	Collisions	Dataset
12 am - 2 am	2	8.70%
8 am - 10 am	2	8.70%
10 am - 12 pm	5	21.74%
12 pm - 2 pm	4	17.39%
2 pm - 4 pm	2	8.70%
4 pm - 6 pm	4	17.39%
6 pm - 8 pm	3	13.04%
8 pm - 10 pm	1	4.35%
+ 4 more	0	0%

Manner of Collision (Crash Level)	Collisions	Dataset
Not a Collision with Motor Vehicle	10	43.48%
Rear End	9	39.13%
Angle Crash	2	8.70%
Sideswipe-Opposite Direction	1	4.35%
Sideswipe-Same Direction	1	4.35%
+ 3 more	0	0%

Location/Impact/Crash Level	Collisions	Dataset
On Roadway - Non-Intersection	12	52.17%
Off Roadway	6	26.09%
On Roadway - Roadway Intersection	4	17.39%
On Shoulder	1	4.35%
+ 13 more	0	0%

Most Harmful Event/Unit/Vehicle	Collisions	Dataset
Motor Vehicle in Motion	12	52.17%
Deer	2	8.70%
Ditch	2	8.70%
Over Turn	2	8.70%
Embankment	1	4.35%
Fence	1	4.35%
Parked Motor Vehicle	1	4.35%
+ 31 more	0	0%

Operator/Pedestrian/Contributing Factors/Unit/Order	Collisions	Dataset
Driver Lost Control	3	13.04%
Too Fast for Conditions	3	13.04%
Reaction to Object or Animal	2	8.70%
(None)	1	4.35%
Disregard Other Traffic Control	1	4.35%
Following Too Close	1	4.35%
Improper Passing	1	4.35%
Wrong Side of Road	1	4.35%
+ 34 more	0	0%

Area/County	Collisions	Dataset
Hamilton	23	100.00%
+ 158 more	0	0%

Area/GDOT District/Crash Level	Collisions	Dataset
D1	23	100.00%
+ 6 more	0	0%

SHSP/Emphasis/Area	Collisions	Dataset
Intersection Related	18	78.26%
Distracted Driver (Suspected)	11	47.83%

Roadway Departure	7	30.43%
Young Adult Driver (Age 20-24)	7	30.43%
Older Driver Related (55-64)	5	21.74%
Young Driver (Age 15-19)	5	21.74%
Aggressive/Speed Related	3	13.04%
Distracted Driver (Confirmed)	3	13.04%
+ 10 more	6	26.08%

First Harmful Event	Collisions	Dataset
Motor Vehicle in Motion	13	56.52%
Deer	3	13.04%
Ditch	2	8.70%
Embankment	1	4.35%
Fence	1	4.35%
Highway Traffic Sign Post	1	4.35%
Other/Unknown	1	4.35%
Over Turn	1	4.35%
+ 32 more	1	4.35%

Vehicle Type (Crash Level)	Collisions	Dataset
Passenger Car	15	65.22%
Sports Utility Vehicle (SUV)	8	34.78%
Pickup Truck	5	21.74%
	1	4.35%
All Terrain Vehicle	1	4.35%
+ 19 more	0	0%

Roadway Contributing Factors	Collisions	Dataset
No Contributing Factors	21	91.30%
Water Standing	1	4.35%
+ 12 more	0	0%

Vehicle Contributing Factor (Crash Level)	Collisions	Dataset
No Known Defects	22	95.65%
Other	1	4.35%
+ 11 more	0	0%

Countermeasures All	Collisions	Dataset
Countermeasure: Intersection Crashes (vehicle)	8	34.78%

Countermeasure: Wildlife Warning	3	13.04%
Countermeasure: Roadway and Lane Departure Crashes	2	8.70%
+ 8 more	0	0%

1 crash has been excluded

- 1 crash because of Impaired Driver (8954572)

TRAFFIC IMPACT STUDY

FOR

YELLOW CREEK ROAD DEVELOPMENT

HALL COUNTY, GA

Prepared By:



2470 Sandy Plains Road
Marietta, GA 30066

April 9, 2025

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EXECUTIVE SUMMARY

The proposed Yellow Creek Road detached single-family homes development is located in Hall County, GA. The development will be built along the north side of Yellow Creek Road to the west of SR 60/Thompson Bridge Road. The development includes 253 detached single-family homes. The site will be accessed by two new driveways along Yellow Creek Road. The full build-out of the development is planned for 2033. This study analyzed the peak hour traffic operations and capacity analysis for the study intersections to determine if recommendations to the existing roadway network should be made to accommodate the new traffic and determine the intersection control for the proposed driveway.

This study analyzed the impacts the additional development's generated trips are expected to have on the surrounding roadway network and study intersections. The study intersections are listed below:

1. Yellow Creek Road at H Abercrombie Rd – Minor Street Stop Control
2. Yellow Creek Road at Driveway A – Minor Street Stop Control (*New Intersection*)
3. Yellow Creek Road at Driveway B – Minor Street Stop Control (*New Intersection*)
4. Yellow Creek Road at Fitts Road – Minor Street Stop Control
5. SR 60 at Walden Road – Minor Street Stop Control
6. SR 60 at Yellow Creek Road – Minor Street Stop Control

The ITE *Trip Generation Manual*, was referenced to estimate the trips generated by the residential development. The expected trips were added to the existing traffic volumes to analyze the delay and level of service at the study intersections in build condition and compare with the existing and no-build conditions.

The site will be accessed by two new driveways along Yellow Creek Road. Driveway A will be the western access and is expected to serve 70% of the units. Driveway B will be the eastern access and will serve the remaining 30% of the units.

The existing study intersections are operating at overall acceptable levels of service under existing conditions and continue to operate acceptably in the future no-build condition. In the build condition, with future year traffic volumes and added traffic from the Yellow Creek Road development, the study intersections and their approaches are expected to continue to operate at the same levels of service as they do in the no-build condition with the addition of the development traffic. The site driveways are expected to operate at an acceptable level of service, LOS A and LOS B, during peak periods with minor street stop control.

The existing intersection of SR 60/Thompson Bridge Road at Yellow Creek Road is expected to service most of the trips generated by the development. The added trips will not have an impact on the intersection's level of service.

The recommended driveway configuration and control type for the development are listed below:

Yellow Creek Road at Driveway A

- Driveway A should be minor street stop controlled.
- Driveway A should have two lanes, one entry and one exit lane.
- Provide a southbound right turn lane on Yellow Creek Road, per GDOT minimum design standards.



Yellow Creek Road at Driveway B

- Driveway B should be minor street stop controlled.
- Driveway B should have two lanes, one entry and one exit lane.
- Provide a southbound right turn lane on Yellow Creek Road, per GDOT minimum design standards.

No roadway improvements are recommended for this development.



INTRODUCTION

A traffic impact study was conducted by Southeastern Engineering, Inc. for the proposed Yellow Creek Road residential development located in Hall County, GA. The development will be built on undeveloped land along the north side of Yellow Creek Road to the west of SR 60/Thompson Bridge Road (SR 60). The development includes 253 detached single-family homes. The site will be accessed by two new driveways along Yellow Creek Road. The build-out of the development is planned for 2033. A location map of the area near the site is shown in **Figure 1**.

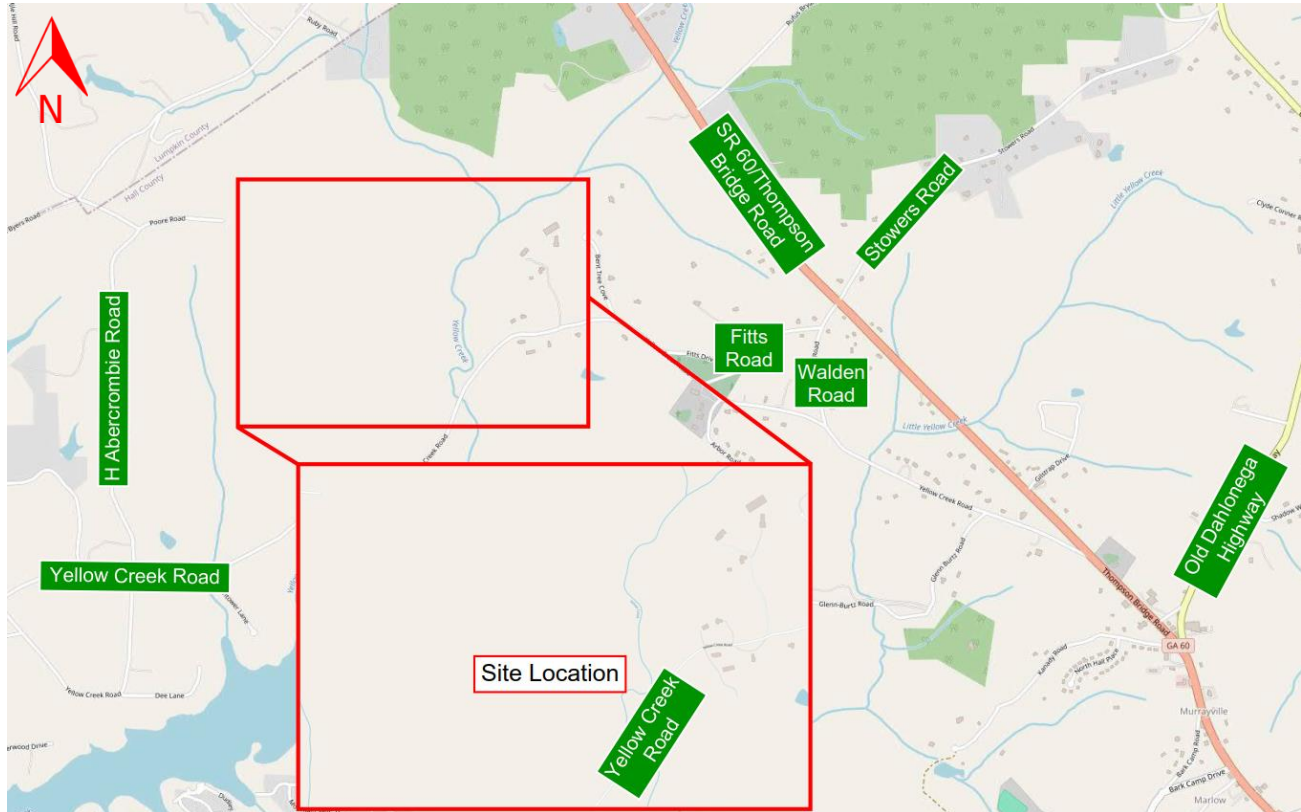


Figure 1 Location Map

This study will identify the potential impacts of the proposed development traffic on the surrounding roadway network. The study includes the existing and future peak hour traffic operations and capacity analysis for the surrounding roadway network and development driveways. As necessary, operational improvements will be identified and analyzed to mitigate the traffic impacts caused by the development. Based on the results of the analysis for the study intersections, recommendations will be made for intersection geometry and control method.



PROJECT DESCRIPTION

The development will be built along the north side of Yellow Creek Road to the west of SR 60 in Hall County, GA. The development includes 253 detached single-family homes. The site will be accessed by two new driveways along Yellow Creek Road. This study analyzes traffic impacts upon the full build-out of the development, which is planned for 2033. The site plan is attached in **Appendix A**.

Study Network

The traffic study analyzes traffic operations for the study intersections in the vicinity of the development. Capacity analysis and level of service evaluations of the study intersections were conducted for the existing, no-build and build scenarios. The study intersections for this report are listed below:

1. Yellow Creek Road at H Abercrombie Rd – Minor Street Stop Control
2. Yellow Creek Road at Driveway A – Minor Street Stop Control (*New Intersection*)
3. Yellow Creek Road at Driveway B – Minor Street Stop Control (*New Intersection*)
4. Yellow Creek Road at Fitts Road – Minor Street Stop Control
5. SR 60 at Walden Road – Minor Street Stop Control
6. SR 60 at Yellow Creek Road – Minor Street Stop Control

Roadway Conditions

The roadway network adjacent to the development was examined for the existing roadway characteristics. An aerial of the study area is shown in **Figure 2**.

Yellow Creek Road

Yellow Creek Road is a two-lane facility with a posted speed limit of 45 mph. It is classified by GDOT as a minor collector. It connects to SR 60 in the east and H Abercrombie Road in the west. There is no curb and gutter or sidewalk present along the road in the study area.

H Abercrombie Road

H Abercrombie Road is a two-lane facility with a posted speed limit of 45 mph. It is classified by GDOT as a local road. It connects to Yellow Creek Road in the south and SR 60 in the north. There is no curb and gutter or sidewalk present along the road in the study area.

Fitts Road/Walden Road

Fitts Road/Walden Road is a two-lane facility with no posted speed limit. It is classified by GDOT as a local road. It connects to Yellow Creek Road in the south and SR 60 in the north. Fitts Road changes names to Walden Road approximately 400 ft south of SR 60. There is no curb and gutter or sidewalk present along the road in the study area.

SR 60

SR 60 is a two-lane facility with a posted speed limit of 55 mph. It is classified by GDOT as a principal arterial. It connects to SR 400 to the north and the city of Gainesville to the south. There is no curb and gutter or sidewalk present along the road in the study area.



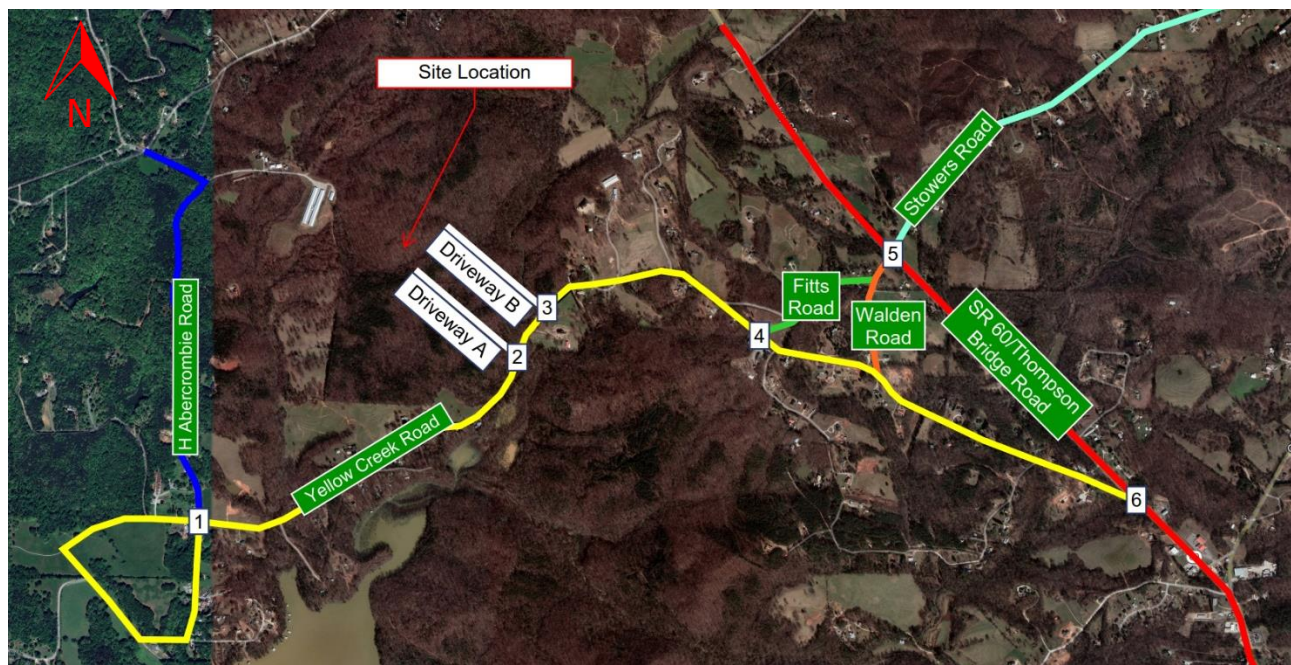


Figure 2 Aerial of Study Area

EXISTING TRAFFIC CONDITIONS

The traffic impact study analyzes the current traffic operations of the study network. Capacity analysis and level of service evaluations of the study intersections were conducted for the existing and future conditions with and without the proposed development to determine the impacts of the development traffic on the network.

Existing Traffic Volumes

Existing traffic volumes were collected on Wednesday, March 12 and Thursday, March 13, 2025. Daily traffic volumes (48 hours) were collected on primary roadways near the development with peak hour turning movement counts collected at the study intersections on March 12, 2025. For operational analysis, the peak hours were identified as 7:00-8:00 AM for the AM peak and 5:00-6:00 PM for the PM peak hour. Yellow Creek Road adjacent the development site has an average daily traffic volume of 772 vehicles per day (vpd). Existing daily traffic volumes collected in the study area are summarized in **Table 1**, and detailed traffic counts are attached in **Appendix B**. The existing AM and PM peak hour turning movement volumes for the study area are shown in **Figure 6**. GDOT's TADA system was referenced for traffic volumes on other study network roadways. In February 2025, SR 60 has an ADT of 9,992 vpd to the north of Walden Road (Station ID 139-0325).

Table 1: Existing Traffic Volume (2025)

Location	Volume		Total
	Eastbound	Westbound	
Yellow Creek Road east of H Abercrombie Road (3/12/2025)	382	375	757
Yellow Creek Road east of H Abercrombie Road (3/13/2025)	397	388	785
Yellow Creek Road east of H Abercrombie Road (Average)	390	382	772





Legend: AM (PM)

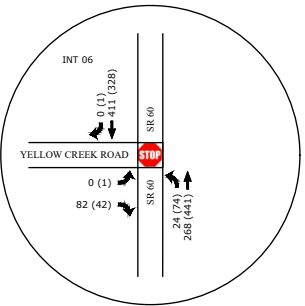
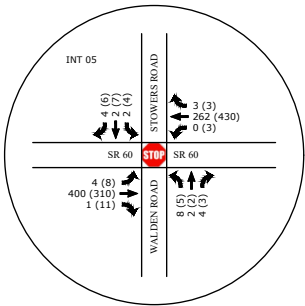
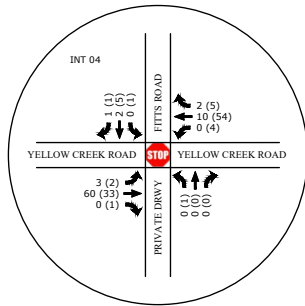
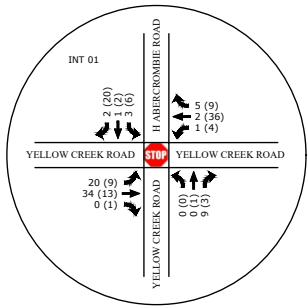


FIGURE 3



EXISTING YEAR (2025)
PEAK HOUR VOLUMES

REVISION DATES		

DATE:
YELLOW CREEK ROAD
DEVELOPMENT

Level of Service Methodology

Intersection capacity analyses were performed using the methodology outlined in the *Highway Capacity Manual, 6th Edition* (HCM). This methodology is the industry standard for the evaluation of intersection capacity and delay. To facilitate the analysis, computer software Synchro 11 was used. This software conforms to the methodology of the HCM.

An analysis of peak hour traffic conditions was performed to determine the level of service (LOS) at the study intersections. LOS for an intersection is based on vehicular delay at the intersection and is a typical measure of effectiveness used to evaluate intersection operations. The HCM provides ranges of delay for each LOS definition, spanning from very minimal delays (LOS A) to high delays (LOS F). LOS F is generally considered unacceptable for most drivers.

For unsignalized intersections, where a stop sign controls side streets or minor streets, the criterion for evaluating traffic operations is the LOS for the controlled turning movements at the intersection. Methodology from the HCM to determine the delay and LOS for these turning movements is based on input data including intersection geometry, lane configuration, and turning movement volumes.

For the signalized intersections, LOS is based on input data including intersection geometry, lane configuration, turning movement volumes, and traffic signal timing.

Table 2 below indicates the relationship between delay and LOS for signalized and unsignalized intersections, respectively.

Table 2: Level of Service for Signalized and Unsignalized Intersections		
Level of Service	Control Delay Per Vehicle (sec)	
	Signalized Intersection	Unsignalized Intersection
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50



Existing Conditions Levels of Service

The existing geometric configuration and intersection controls were used to analyze the intersections for the existing conditions operational analysis. Overall, the existing study intersections are operating at acceptable levels of service under existing conditions. The results of the existing intersection operational analysis are summarized in **Table 3** and detailed Synchro reports are attached in **Appendix C**.

Table 3: Level of Service and Delay for Existing Year (2025)				
Intersection	Control	Approach	Delay (LOS)	
			AM	PM
Yellow Creek Road at H Abercrombie Road	Minor Street Stop Control	NB	8.5 (A)	8.7 (A)
		SB	9.0 (A)	8.9 (A)
Yellow Creek Road at Fitts Road	Minor Street Stop Control	SB	9.1 (A)	9.5 (A)
SR 60 at Walden Road	Minor Street Stop Control	NB	15.1 (C)	15.9 (C)
		SB	13.1 (B)	16.3 (C)
SR 60 at Yellow Creek Road	Minor Street Stop Control	EB	12.1 (B)	10.7 (B)

FUTURE CONDITIONS – WITHOUT THE PROPOSED DEVELOPMENT (NO-BUILD)

The impact of the proposed development on the roadway network was analyzed and evaluated in the future year (2033) without the proposed development (No-Build) to compare the future conditions with the proposed fully constructed development (Build).

Growth Rate

The growth rate for the study area was calculated using different sources, including the annual volume statistics from GDOT's Traffic Analysis & Data Application (TADA), employment and population projections for the county from Regional Economic Models, Inc. (REMI), population projections for the county from the Governor's Office of Planning and Budget (OPB), and county census data from the US Census Bureau. Data and calculations from the sources are attached in **Appendix D**.

TADA traffic volume data between March 2020 and July 2022 has been excluded from the growth rate calculations due to COVID-19 impacts. As a result, the latest count data available before 2020 was used to calculate the 5-year growth rate. The growth rate calculated using the GDOT's Historical traffic data is summarized in **Table 4**.

Table 4: GDOT Historical Growth Rate				
Station ID	Location	5-Year	10-Year	15-Year
127-0332	SR 60 north of Walden Rd	-0.3%	1.5%	1.2%
139-0332	Dahlonega Hwy south of Stowers Rd	-13.3%	-2.1%	-
139-0334	Price Rd west of H Thomas Rd	5.8%	4.6%	4.7%
5-,10- and 15-Year Average		-2.6%	1.4%	2.9%
Average Growth Rate		0.6%		



Population and employment projections from REMI were utilized in determining growth rates for the county. This data was used to calculate the growth rate for open year 2033. **Table 5** summarizes the growth rate calculated using REMI's projections.

Table 5: Growth Rate Based on Regional Economic Models, Inc's Projections	
Projection Type	2025-2033
Employment Projection	0.6%
Population Projection	0.9%

The population projection data for the county was obtained from the Georgia Governor's OPB. This data was used to calculate the growth rate for open year 2033. Growth rate calculated using projections from OPB are summarized in **Table 6**.

Table 6: Georgia Governor's Office of Planning and Budget Annual Population Estimates		
Year	County Population	Growth Rate
2025	222,938	
2033	244,472	1.2 %

Census data from the U.S. Census Bureau was used to calculate a growth rate for the county. Growth rate calculated using the U.S. Census Bureau data is shown **Table 7**.

Table 7: U.S. Census Bureau Annual Estimates of the Resident Population			
Geographic Area	2010 Census	2020 Census	2010 to 2020 Growth Rate
Hall County	179,684	203,136	1.2%

The growth rate used to calculate the project's future volumes was obtained by averaging the growth rates from different sources for an overall project growth rate of 0.9%.

Adjacent Projects

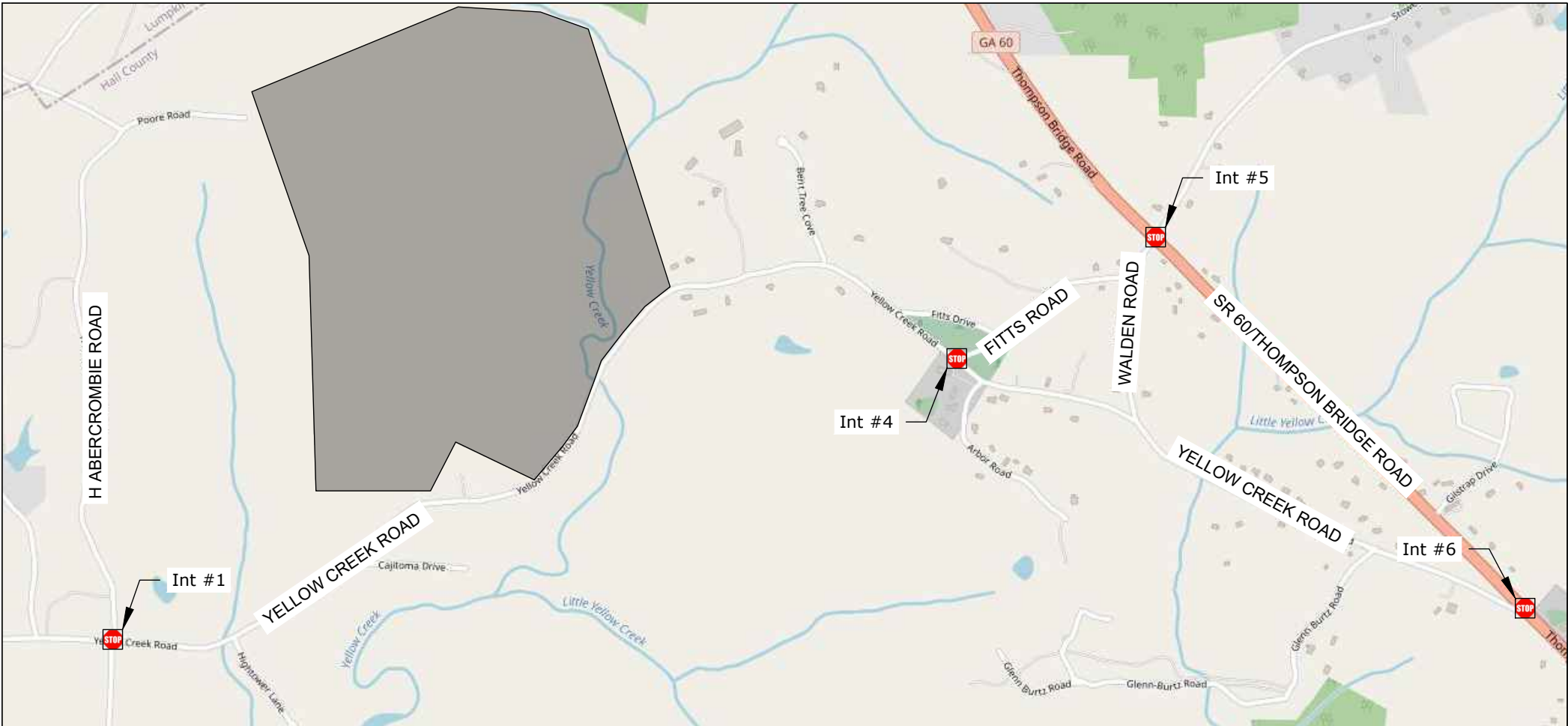
The area adjacent the development was reviewed for any transportation or development projects which may have any effect on traffic impacts.

GDOT PI 0013762 SR 60 from SR 400/Lumpkin to Yellow Creek Road/Hall is a widening project along SR 60 which is in the scoping phases. Based on the project's schedule it is not anticipated to be constructed by the time the development is completed so the project will not be considered in future year analysis, however the project is expected to increase capacity of SR 60 once completed.

Future No-Build Traffic Volumes

The future background volumes for the 2033 were calculated by applying the annual exponential growth rate over eight (8) years to the existing 2025 background volumes. Future 2033 background volumes are shown in **Figure 4**.





Legend: AM (PM)

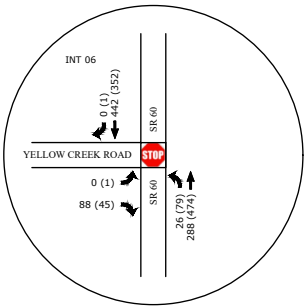
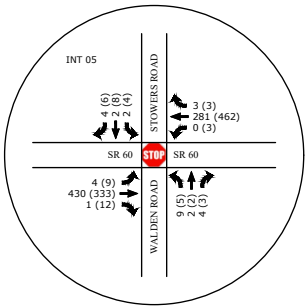
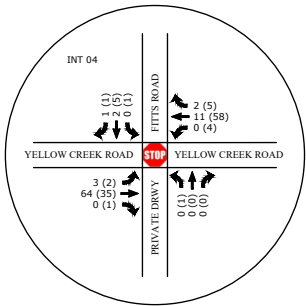
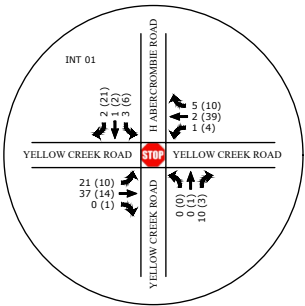


FIGURE 4



NO-BUILD YEAR (2033)
PEAK HOUR VOLUMES

REVISION DATES		

DATE:
YELLOW CREEK ROAD
DEVELOPMENT

Future No-Build Conditions Level of Service

The future no-build (2033) intersection operational analysis was conducted for the study network, with existing geometric configuration and intersection controls. All study intersections are expected to operate at the same levels of service as in the existing scenario with a slightly higher delay, which is expected due to background growth. The results of the intersection operational analysis are summarized in **Table 8** and detailed Synchro reports are attached in **Appendix C**.

Table 8: Level of Service and Delay for No-Build Scenario (2033)				
Intersection	Control	Approach	Delay (LOS)	
			AM	PM
Yellow Creek Road at H Abercrombie Road	Minor Street Stop Control	NB	8.6 (A)	8.7 (A)
		SB	9.1 (A)	8.9 (A)
Yellow Creek Road at Fitts Road	Minor Street Stop Control	SB	9.1 (A)	9.5 (A)
SR 60 at Walden Road	Minor Street Stop Control	NB	16.1 (C)	15.4 (C)
		SB	13.7 (B)	15.3 (C)
SR 60 at Yellow Creek Road	Minor Street Stop Control	EB	12.7 (B)	10.9 (B)

PROPOSED DEVELOPMENT

The Yellow Creek Road single family residential development will be built along the north side of Yellow Creek Road to the west of SR 60. The development includes 253 detached single-family residential homes. The site will be accessed by two new driveways along Yellow Creek Road. Driveway A will be the western access and is expected to serve 70% of the units. Driveway B will be the eastern access and will serve the remaining 30% of the units. This study analyzes traffic impact upon the full build-out of the proposed development, which is planned for 2033.

Trip Generation

The number of trips expected to be generated from the proposed development were estimated based on the method defined in the ITE *Trip Generation Manual, 11th Edition*. Due to the nature of land use of the development, no pass-by trip reductions are anticipated for the trips generated from the development. The trip generation for the proposed development is summarized in **Table 9**, and the trip generation reports are attached in **Appendix E**.

Table 9: Proposed Site Trip Generation										
Land Use (ITE Code)	Unit of Measure	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Single-Family Detached Housing (210)	253 Units	1,185	1,185	2,370	43	130	173	150	88	238

Trip Distribution and Assignment

The trips expected to be generated from the proposed development were distributed on the roadway network in the study area. The proposed distribution is based on historical counts and observed traffic patterns in the area. Trips generated by the development assigned to the study network are shown in **Figure 5**.





Legend: AM (PM)

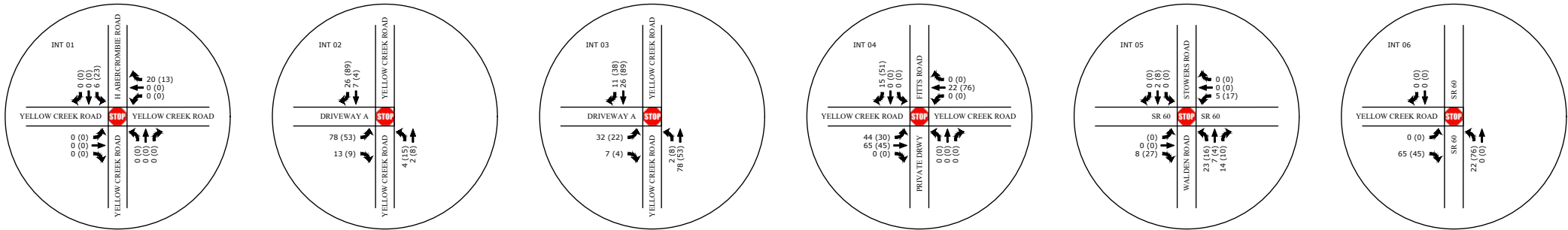


FIGURE 5



SITE GENERATED PEAK HOUR TRIPS

REVISION DATES		

DATE:
YELLOW CREEK ROAD DEVELOPMENT

Auxiliary Lane Analysis

The need for auxiliary lanes on Yellow Creek Road at the development driveways were evaluated based on the guidelines from GDOT's *Regulations for Driveway and Encroachment Control* manual. Auxiliary lanes are recommended on approaches to intersections when the daily turning traffic volumes meet or exceed volume thresholds defined in the GDOT manual.

Based on the GDOT manual, a left-turn lane is recommended at an intersection if the threshold values as shown in **Table 10** are met or exceeded.

Table 10: Left-Turn Lane Requirements				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	< 6,000	≥ 6,000	< 10,000	≥ 10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
≥ 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

Based on the GDOT manual, a right-turn lane is recommended at an intersection if the threshold values as shown in **Table 11** are met or exceeded.

Table 11: Right-Turn Lane Requirements				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	< 6,000	≥ 6,000	< 10,000	≥ 10,000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
≥ 65 MPH	Always	Always	Always	Always

Yellow Creek Road is a two-lane roadway with a posted speed limit of 45 mph, and an average daily traffic (ADT) volume of approximately 772 vehicles per day (vpd). With background growth and the development generated traffic the future year (2033) average daily traffic will not exceed 6,000 vpd. Therefore, the threshold for a left-turn lane is set at 250 LTV per day, and the threshold for a right-turn lane is set at 150 RTV per day.

The results for the auxiliary lane analysis are shown in **Table 12**. Based on the estimated daily turning volumes right turn lanes are warranted on Yellow Creek Road at both Driveway A and Driveway B. Let turn lanes are not warranted at either driveway. The warranted turn lanes will be used in the build analysis.

Table 12: Results for Auxiliary Lane Analysis				
Intersection	Turning Movement Thresholds (vpd)		Expected Turning Volumes (vpd)	
	LTV	RTV	LTV	RTV
Yellow Creek Road at Driveway A	250	150	119	711
Yellow Creek Road at Driveway B	250	150	59	296



FUTURE CONDITIONS- WITH THE PROPOSED DEVELOPMENT (BUILD)

To assess the traffic impact of the development, the site-generated trips were added to the future background traffic, and the combined volumes were analyzed.

Future Build Traffic Volumes

This future build analysis was conducted to determine any impacts to the study intersections resulting from traffic from the full build-out of the development. The site-generated trips assigned to the adjacent roadway network were added to the background traffic volumes and are presented in **Figure 6**.

Future Build Level of Service

The level of service criteria discussed in the prior sections was applied to the study intersections to determine the impacts of 2033 background traffic volumes plus total site-generated volumes and the addition of the proposed site driveways. The future build operational analysis was conducted to determine any impacts to the study intersections resulting from traffic generated after the full build-out of the proposed development.

The future build intersection operational analysis was conducted for the study network, with existing geometric configuration and intersection controls with the addition of the Yellow Creek Road development traffic and driveways. The existing intersections and their approaches are expected to operate at the same levels of service with the addition of the development traffic. The site driveways are expected to operate at an acceptable level of service, LOS A and LOS B, during peak periods. The results of the intersection capacity analysis are summarized in **Table 13**, and detailed Synchro reports are attached in **Appendix C**.

Table 13: Level of Service and Delay for Build Scenario (2033)				
Intersection	Control	Approach	Delay (LOS)	
			AM	PM
Yellow Creek Road at H Abercrombie Road	Minor Street Stop Control	NB	8.6 (A)	8.7 (A)
		SB	9.3 (A)	9.3 (A)
Yellow Creek Road at Driveway A	Minor Street Stop Control	EB	9.3 (A)	9.5 (A)
Yellow Creek Road at Driveway B	Minor Street Stop Control	EB	9.5 (A)	10.1 (B)
Yellow Creek Road at Fitts Road	Minor Street Stop Control	SB	8.8 (A)	9.6 (A)
SR 60 at Walden Road	Minor Street Stop Control	NB	18.2 (C)	19.0 (C)
		SB	14.8 (B)	18.8 (C)
SR 60 at Yellow Creek Road	Minor Street Stop Control	EB	14.0 (B)	11.4 (B)

The 95th percentile queues were reviewed on Yellow Creek Road at the driveway intersection to determine whether the standard storage length recommended by GDOT would be sufficient to accommodate the queue. The analysis shows that during both peak periods, the expected right turn queues will be less than or equal to one vehicle, which is approximately 25 feet, at the site driveway. The standard GDOT storage lengths will be acceptable for the turn lanes.





Legend: AM (PM)

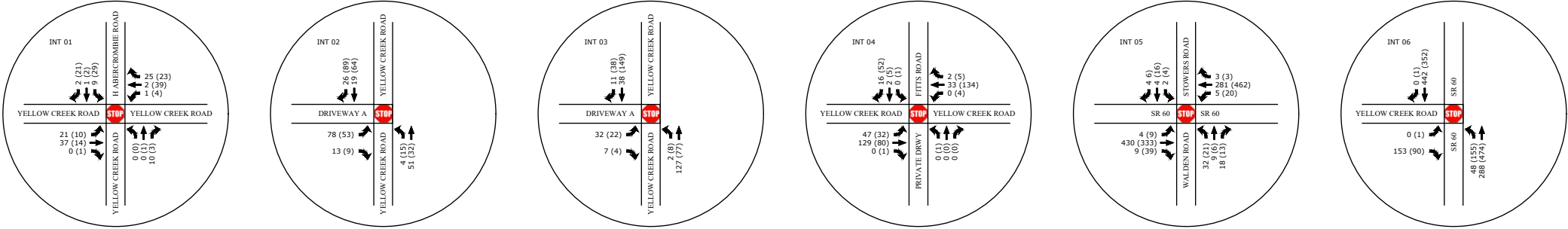


FIGURE 6



BUILD (2033) PEAK HOUR
VOLUMES

REVISION DATES		

DATE:
YELLOW CREEK ROAD
DEVELOPMENT

CONCLUSION AND RECOMMENDATIONS

The proposed Yellow Creek Road detached single-family homes development is located in Hall County, GA. The development will be built along the north side of Yellow Creek Road to the west of SR 60/Thompson Bridge Road. The development includes 253 detached single-family homes. The site will be accessed by two new driveways along Yellow Creek Road. Driveway A will be the western access and Driveway B will be the eastern access. The full build-out of the proposed development is planned for 2033. This study analyzed the peak hour traffic operations and capacity analysis for the study intersections to determine if recommendations to the existing roadway network should be made to accommodate the new traffic and determine the intersection control for the proposed driveway.

The existing study intersections are operating at overall acceptable levels of service under existing conditions and continue to operate acceptably in the future no-build condition. In the build condition, with future year traffic volumes and added traffic from the Yellow Creek Road development, the study intersections and their approaches are expected to continue to operate at the same levels of service as they do in the no-build condition with the addition of the development traffic. The site driveways are expected to operate at an acceptable level of service, LOS A and LOS B, during peak periods with minor street stop control.

The existing intersection of SR 60/Thompson Bridge Road at Yellow Creek Road is expected to service most of the trips generated by the development. The added trips will not have an impact on the intersection's level of service.

The recommended driveway configuration and control type for the development are listed below:

Yellow Creek Road at Driveway A

- Driveway A should be minor street stop controlled.
- Driveway A should have two lanes, one entry and one exit lane.
- Provide a southbound right turn lane on Yellow Creek Road, per GDOT minimum design standards.

Yellow Creek Road at Driveway B

- Driveway B should be minor street stop controlled.
- Driveway B should have two lanes, one entry and one exit lane.
- Provide a southbound right turn lane on Yellow Creek Road, per GDOT minimum design standards.

No roadway improvements are recommended for this development.



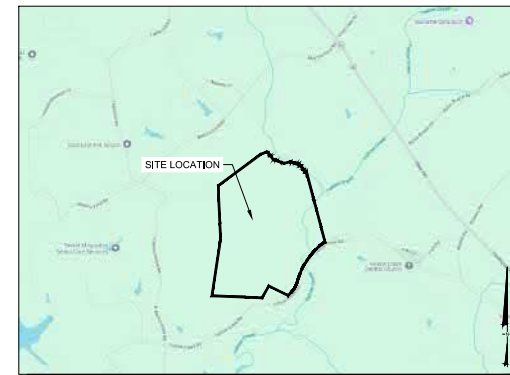
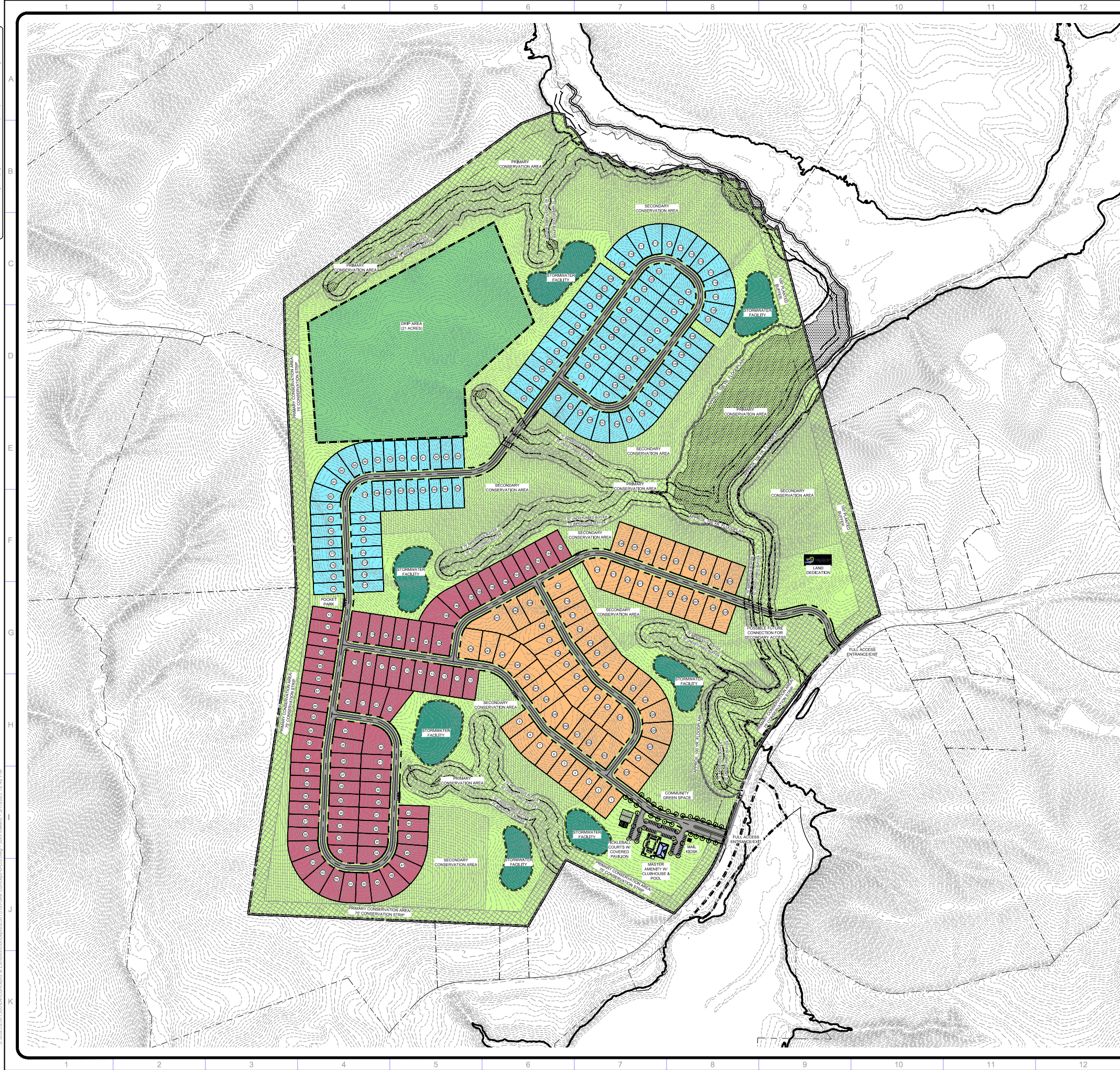
APPENDICES

- **Appendix A**
 - Site Plan
- **Appendix B**
 - Background Traffic Data
- **Appendix C**
 - Synchro Reports
- **Appendix D**
 - Growth Rate Data
- **Appendix E**
 - Trip Generation Report



Appendix A

Site Plan



SITE LOCATION MAP

NOT TO SCALE



FEMA FIRM MAP
NOT TO SCALE

<u>SITE DATA</u>	
SITE AREA	±253.58 ACRES
100 YEAR FLOODPLAIN AREA	±17.86 ACRES
<u>ZONING</u>	
EXISTING ZONING	AR-1
PROPOSED ZONING	R-1 / CS (CONSERVATION SUBDIVISION)
ZONING JURISDICTION	HALL COUNTY, GEORGIA
<u>SETBACK REQUIREMENTS</u>	
FRONT SETBACK	30 FEET
SIDE SETBACK	10 FEET
REAR SETBACK	20 FEET
REQUIRED BUFFERS	50 FEET
<u>DEVELOPMENT STANDARDS</u>	
MIN. LOT AREA	26,196 SF
MIN. LOT WIDTH	60 FEET
MAX. BUILDING HEIGHT	50 FEET
62' X 165' DETACHED SINGLE FAMILY LOTS PROVIDED (10,230 SF TYP.)	104 LOTS
70' X 165' DETACHED SINGLE FAMILY LOTS PROVIDED (11,550 SF TYP.)	82 LOTS
80' X 165' DETACHED SINGLE FAMILY LOTS PROVIDED (13,200 SF TYP.)	67 LOTS
TOTAL RESIDENTIAL LOTS PROVIDED	253 LOTS
TOTAL SITE DENSITY PROVIDED	1.0 DUA
MAX. SITE DENSITY ALLOWED	253 LOTS
<u>OPEN SPACE CALCULATIONS</u>	
OPEN SPACE REQUIRED	101.43 ACRES (40% OF GROSS LOT AREA)
OPEN SPACE PROVIDED	107.29 ACRES (42.3% OF GROSS LOT AREA)
PRIMARY CONSERVATION AREA PROVIDED	65.57 ACRES (61.1% OF TOTAL OPEN SPACE)
SECONDARY CONSERVATION AREA PROVIDED	41.72 ACRES (38.9% OF TOTAL OPEN SPACE)
<u>PARKING REQUIREMENTS</u>	
TOTAL PARKING REQUIRED	506 SPACES (2 SPACES/ DWELLING UNIT)
RESIDENTIAL PARKING PROVIDED	1,012 SPACES (2 GARAGE + 2 DRIVEWAY SP.)

LEGEND:

-  PRIMARY CONSERVATION AREA
 SECONDARY CONSERVATION AREA
 60' LOTS
 70' LOTS
 80' LOTS

24 HOUR CONTACT:
LUKE PRESSLEY



P: (770) 451-2741 F: (770) 451-3915

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PROJECT

**YELLOW CREEK
RD. at BENT TREE
COVE**

**A MASTER PLANNED RESIDENTIAL
DEVELOPMENT**
AT

6266 YELLOW CREEK ROAD
MURRAYVILLE, GEORGIA 30564

HALL COUNTY JURISDICTION

FOR

**COOK CONSTRUCTION/
REAL ESTATE**

MUNICIPALITY PROJECT #

REVISIONS

[illegible]

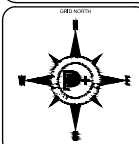
THIS SEAL IS ONLY VALID IF COUNTER SIGNED
AND DATED WITH AN ORIGINAL SIGNATURE.



GSWCC LEVEL II DESIGN PROFESSIONAL
CERTIFICATION # 0000059389 EXP. 10/31/2027

REZONING
MASTER PLAN

SCALE: 1" = 250'
DATE: 02/07/2025
PROJECT: 25015.00



Z1A

Appendix B

Traffic Counts Summary Sheets

Bi-Directional Class Count

Yellow Creek Road west of H Abercrombie Road

Bi-Directional Class Count || NB EB 15min

Hall County, GA

Site 1
Yellow Creek Rd,
east of H Abercrombie Rd**Date**
Wednesday, March 12, 2025**Weather**
Fair
58°F**Lat/Long**
34.423773°, -83.953811°[Click here for Detailed Weather](#)[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (03-12-2025)

NB EB 15min

Time	Eastbound (Movement 1.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0515 - 0530	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0530 - 0545	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0545 - 0600	0	3	2	2	0	0	0	0	0	0	3	2	0	5	
0600 - 0615	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12
0615 - 0630	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0630 - 0645	0	5	1	1	0	0	0	0	0	0	0	0	0	7	
0645 - 0700	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0700 - 0715	0	7	3	3	0	0	0	0	0	0	0	0	3	0	16
0715 - 0730	0	13	5	0	0	0	0	0	0	0	0	0	0	18	
0730 - 0745	0	7	1	1	0	0	0	0	0	0	0	0	0	9	
0745 - 0800	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0800 - 0815	0	6	1	0	1	0	0	0	0	0	0	0	0	8	46
0815 - 0830	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
0830 - 0845	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
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0915 - 0930	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0930 - 0945	0	3	2	0	0	0	1	0	0	0	0	0	0	6	
0945 - 1000	0	3	2	2	0	0	0	0	0	0	0	2	0	6	
1000 - 1015	0	5	5	0	1	0	0	0	0	0	0	0	0	11	22
1015 - 1030	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1030 - 1045	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1045 - 1100	0	2	3	0	1	0	0	0	0	0	0	0	0	6	
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1115 - 1130	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
1130 - 1145	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1145 - 1200	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1200 - 1215	0	5	1	0	0	0	0	0	0	0	0	0	0	6	16
1215 - 1230	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
1230 - 1245	0	3	5	0	0	0	0	0	0	0	0	0	0	8	
1245 - 1300	0	5	5	0	2	0	0	0	0	0	0	0	0	12	
1300 - 1315	0	4	5	0	0	0	0	0	0	0	0	0	0	9	29
1315 - 1330	0	4	1	0	1	0	0	0	0	0	0	0	0	6	
1330 - 1345	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
1345 - 1400	0	6	2	0	0	0	0	0	0	0	0	6	2	0	
1400 - 1415	0	4	2	1	0	0	0	0	0	0	0	0	0	7	28
1415 - 1430	0	1	1	0	1	0	0	0	0	0	0	0	0	3	
1430 - 1445	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1445 - 1500	0	5	3	1	1	0	0	0	0	0	0	0	0	10	
1500 - 1515	0	1	2	0	0	1	0	0	0	0	0	0	0	4	21
1515 - 1530	0	3	1	0	0	0	0	0	0	0	0	0	0	6	
1530 - 1545	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1545 - 1600	0	3	3	0	1	0	0	0	0	0	0	0	0	7	
1600 - 1615	0	2	1	0	1	0	0	0	0	0	0	0	0	4	19
1615 - 1630	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
1630 - 1645	0	1	4	3	1	0	0	0	0	0	0	4	3	0	
1645 - 1700	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1700 - 1715	0	3	4	0	0	0	0	0	0	0	0	0	0	7	25
1715 - 1730	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
1730 - 1745	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
1745 - 1800	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1800 - 1815	0	3	2	0	0	0	0	0	0	0	0	0	0	5	28
1815 - 1830	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
1830 - 1845	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
1845 - 1900	0	2	0	0	0	0	0	1	0	0	0	0	0	3	
1900 - 1915	0	1	1	0	1	0	0	0	0	0	0	0	0	3	12
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1930 - 1945	0	2	1	0	0	0	0	0	1	0	0	0	0	4	
1945 - 2000	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
2000 - 2015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	9
2015 - 2030	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2030 - 2045	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2045 - 2100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2100 - 2115	0	1	1	0	0	0	0	0	0	0	0	0	0	2	6
2115 - 2130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2145 - 2200	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2215 - 2230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Session Total	2	237	118	5	17	1	0	2	0	0	0	0	0	382	
Session Average	0.02	2.47	1.23	0.05	0.18	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.00	3.98	
Session Percentage	0.52	62.04	30.89	1.31	4.45	0.26	0.00	0.52	0.00	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0700 - 0800	0945 - 1045	0545 - 0645	0715 - 0815	0845 - 0945	-	-	-	-	-	-	-	0700 - 0800	
AM Peak Volume	0	34	12	1	1	1	0	0	0	0	0	0	0	46	
AM Peak %age	0.00	73.91	26.09	2.17	2.17	2.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Noon Peak Hour	1415 - 1515	1300 - 1400	1230 - 1330	1400 - 1500	1200 - 1300	-	-	-	-	-	-	-	-	1230 - 1330	
Noon Peak Volume	1	18	16	2	3	0	0	0	0	0	0	0	0	35	
Noon Peak %age	2.86	51.43	45.71	5.71											

Site 1
Yellow Creek Rd,
east of H Abercrombie Rd

Date
Thursday, March 13, 2025

Weather
Fair
61°F



Lat/Long
34.423773°, -83.953811°

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0000 - 2400 (Weekday 24h Session) (03-13-2025)
NB EB 15min

Time	Eastbound (Movement 1.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0415 - 0430	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0515 - 0530	0	2	1	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	2	0	0	1	0	0	0	0	0	0	0	0	0	
0600 - 0615	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
0615 - 0630	0	3	1	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	2	1	1	0	0	0	0	0	0	0	0	0	0	
0645 - 0700	0	4	2	0	1	0	0	0	0	0	0	0	0	0	
0700 - 0715	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
0715 - 0730	0	12	4	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	6	2	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	7	1	1	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
0815 - 0830	0	4	3	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	1	2	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	5	3	0	1	0	0	0	0	0	0	0	0	0	
0900 - 0915	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
0915 - 0930	0	3	3	0	0	0	0	0	0	0	0	0	0	0	
0930 - 0945	0	1	2	0	1	0	0	0	0	0	0	0	0	0	
0945 - 1000	0	4	1	0	0	0	0	0	0	0	0	0	0	0	
1000 - 1015	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
1015 - 1030	1	3	1	0	2	0	0	0	0	0	0	0	0	0	
1030 - 1045	0	3	1	0	0	0	0	0	0	0	0	0	0	0	
1045 - 1100	0	5	3	0	0	0	0	0	0	0	0	0	0	0	
1100 - 1115	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
1115 - 1130	0	1	2	0	0	0	0	0	0	0	0	0	0	0	
1130 - 1145	0	6	1	0	1	0	0	0	0	0	0	0	0	0	
1145 - 1200	0	6	2	0	0	0	0	0	0	0	0	0	0	0	
1200 - 1215	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
1215 - 1230	0	4	1	0	0	0	0	0	0	0	0	0	0	0	
1230 - 1245	0	4	0	0	1	0	0	0	0	0	0	0	0	0	
1245 - 1300	0	2	2	0	0	0	0	0	0	0	0	0	0	0	
1300 - 1315	0	3	5	0	1	0	0	0	0	0	0	0	0	0	9
1315 - 1330	0	5	0	0	0	0	0	0	0	0	0	0	0	0	
1330 - 1345	0	5	4	0	0	0	0	0	0	0	0	0	0	0	
1345 - 1400	0	4	5	0	1	0	0	0	0	0	0	0	0	0	
1400 - 1415	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
1415 - 1430	0	3	2	0	0	0	0	0	0	0	0	0	0	0	
1430 - 1445	1	4	0	0	0	0	0	0	0	0	0	0	0	0	
1445 - 1500	0	2	3	1	0	0	0	0	0	0	0	0	0	0	
1500 - 1515	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
1515 - 1530	0	6	0	0	0	0	0	0	0	0	0	0	0	0	
1530 - 1545	0	4	1	0	0	0	0	0	0	0	0	0	0	0	
1545 - 1600	0	7	3	0	0	0	0	0	0	0	0	0	0	0	
1600 - 1615	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5
1615 - 1630	0	3	1	0	1	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	5	2	1	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	4	4	0	2	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
1715 - 1730	1	5	5	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	3	1	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	3	3	0	0	0	0	0	0	0	0	0	0	0	
1800 - 1815	0	2	3	0	0	0	0	0	0	0	0	0	0	0	8
1815 - 1830	0	5	3	0	0	0	0	0	0	0	0	0	0	0	
1830 - 1845	0	4	2	0	0	0	0	0	0	0	0	0	0	0	
1845 - 1900	0	3	2	0	1	0	0	0	0	0	0	0	0	0	
1900 - 1915	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1915 - 1930	0	1	3	0	0	0	0	0	0	0	0	0	0	0	
1930 - 1945	0	3	1	0	0	0	0	0	0	0	0	0	0	0	
1945 - 2000	0	1	2	0	0	0	0	0	0	0	0	0	0	0	
2000 - 2015	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2015 - 2030	0	3	1	0	0	0	0	0	0	0	0	0	0	0	
2030 - 2045	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
2045 - 2100	0	3	1	0	0	0	0	0	0	0	0	0	0	0	
2100 - 2115	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2145 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2200 - 2215	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2215 - 2230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Session Total	4	246	128	5	14	0	0	0	0	0	0	0	0	0	397
Session Average	0.04	2.56	1.33	0.05	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.14
Session Percentage	1.01	61.96	32.24	1.26	3.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	0930 - 1030	0715 - 0815	0815 - 0915	0545 - 0645	0930 - 1030	-	-	-	-	-	-	-	-	-	0715 - 0815
AM Peak Volume	1	31	12	1	3	0	0	0	0	0	0	0	0	0	40
AM Peak %age	2.50	77.50	30.00	2.50	7.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Noon Peak Hour	1000 - 1100	1130 - 1230	1300 - 1400												

Bi-Directional Class Count || SB WB 15min

Hall County, GA



Site 1
Yellow Creek Rd,
east of H Abercrombie Rd

Date
Wednesday, March 12, 2025

Weather
Fair
58°F

Lat/Long
34.423773°, -83.953811°

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0000 - 2400 (Weekday 24h Session) (03-12-2025)
SB WB 15min

Time	Westbound (Movement 1,2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
0730 - 0745	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
0745 - 0800	0	2	3	0	0	0	0	0	0	0	0	0	0	5	8
0800 - 0815	0	2	2	0	0	0	0	1	0	0	0	0	0	5	0
0815 - 0830	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
0830 - 0845	0	4	3	0	0	1	0	0	0	0	0	0	0	8	0
0845 - 0900	0	2	0	0	0	0	0	0	0	0	0	0	0	2	19
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	1	4	0	0	0	0	0	0	0	0	0	0	5	0
0930 - 0945	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
0945 - 1000	0	2	3	0	0	0	0	0	0	0	0	0	0	5	13
1000 - 1015	0	2	2	0	1	0	0	0	0	0	0	0	0	5	0
1015 - 1030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
1030 - 1045	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0
1045 - 1100	0	3	2	0	1	0	0	0	0	0	0	0	0	6	18
1100 - 1115	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0
1115 - 1130	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0
1130 - 1145	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
1145 - 1200	0	4	2	0	1	0	0	0	0	0	0	0	0	7	21
1200 - 1215	0	6	1	0	1	0	0	0	0	0	0	0	0	8	0
1215 - 1230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
1230 - 1245	0	2	2	0	1	0	0	0	0	0	0	0	0	5	0
1245 - 1300	0	6	1	0	0	0	0	0	0	0	0	0	0	7	22
1300 - 1315	0	8	4	0	1	0	0	0	0	0	0	0	0	13	0
1315 - 1330	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
1330 - 1345	0	7	4	0	0	0	0	0	0	0	0	0	0	11	0
1345 - 1400	0	2	0	0	0	0	0	0	0	0	0	2	0	3	30
1400 - 1415	0	3	4	1	0	0	0	0	0	0	0	0	0	8	0
1415 - 1430	1	6	2	0	0	0	0	0	0	0	0	0	0	9	0
1430 - 1445	0	3	4	1	1	0	0	0	0	0	0	0	0	9	0
1445 - 1500	0	2	1	0	0	0	0	0	0	0	0	0	0	3	29
1500 - 1515	0	4	4	0	0	0	0	0	0	0	0	0	0	8	0
1515 - 1530	0	7	5	0	0	0	0	0	0	0	0	0	0	12	0
1530 - 1545	0	4	4	0	0	0	0	0	0	0	0	0	0	8	0
1545 - 1600	1	2	3	0	0	0	0	0	0	0	0	0	0	6	34
1600 - 1615	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0
1615 - 1630	0	8	4	1	0	0	0	0	0	0	0	0	0	13	0
1630 - 1645	0	6	3	1	0	0	0	0	0	0	0	0	0	10	0
1645 - 1700	0	11	6	0	0	0	0	0	0	0	0	0	0	17	47
1700 - 1715	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0
1715 - 1730	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0
1730 - 1745	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0
1745 - 1800	0	9	4	0	0	0	0	0	0	0	0	0	0	13	41
1800 - 1815	0	9	5	0	0	0	0	0	0	0	0	0	0	14	0
1815 - 1830	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0
1830 - 1845	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0
1845 - 1900	0	4	2	0	0	0	0	0	0	0	0	0	0	6	33
1900 - 1915	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
1915 - 1930	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
1930 - 1945	0	3	2	0	1	0	0	0	0	0	0	0	0	6	0
1945 - 2000	1	2	1	0	0	0	0	0	0	0	0	0	0	4	17
2000 - 2015	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0
2015 - 2030	0	3	0	0	1	0	0	0	0	0	0	0	0	4	0
2030 - 2045	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0
2045 - 2100	0	3	1	0	0	0	0	0	0	0	0	0	0	4	23
2100 - 2115	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
2115 - 2130	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2145 - 2200	0	2	1	0	0	0	0	0	0	0	0	0	0	3	12
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Session Total	3	228	126	6	10	1	0	1	0	0	0	0	0	375
Session Average	0.03	2.38	1.31	0.06	0.10	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	3.91
Session Percentage	0.80	60.80	33.60	1.60	2.67	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0745 - 0845	0915 - 1015	0630 - 0730	0915 - 1015	0745 - 0845	-	0715 - 0815	-	-	-	-	-	0745 - 0845
AM Peak Volume	0	11	10	2	1	3	0	0	0	0	0	0	0	22
AM Peak %age	0.00	50.00	45.45	9.09	4.55	4.55	0.00	4.55	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	1330 - 1430	1245 - 1345	1430 - 1530	1345 - 1445	1145 - 1245	-	-	-	-	-	-	-	-	1245 - 1345
Noon Peak Volume	1	23	14	2	3	0	0	0	0	0	0	0	0	34

Site 1
Yellow Creek Rd,
east of H Abercrombie Rd

Date
Thursday, March 13, 2025

Weather
Fair
61°F



Lat/Long
34.423773°, -83.953811°

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0000 - 2400 (Weekday 24h Session) (03-13-2025)
SB WB 15min

Time	Westbound (Movement 1,2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600 - 0615	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0615 - 0630	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0630 - 0645	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700 - 0715	0	1	0	0	1	0	0	0	0	0	0	0	0	2	13
0715 - 0730	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
0730 - 0745	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0745 - 0800	0	5	4	5	0	0	0	0	0	0	4	5	0	8	
0800 - 0815	0	2	4	0	0	0	0	0	0	0	0	0	0	6	17
0815 - 0830	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0830 - 0845	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
0845 - 0900	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0900 - 0915	0	3	2	0	0	0	0	0	0	0	0	0	0	5	11
0915 - 0930	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0930 - 0945	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0945 - 1000	0	0	3	0	1	0	0	0	0	0	0	0	0	4	
1000 - 1015	0	0	2	0	0	0	0	0	0	0	0	0	0	2	8
1015 - 1030	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1030 - 1045	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1045 - 1100	0	2	0	0	0	0	0	0	0	0	2	0	0	2	
1100 - 1115	0	1	1	0	0	0	0	0	0	0	0	0	0	2	24
1115 - 1130	0	4	2	0	2	0	0	0	0	0	0	0	0	8	
1130 - 1145	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
1145 - 1200	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1200 - 1215	0	1	4	0	2	0	0	0	0	0	0	0	0	7	32
1215 - 1230	0	8	2	0	0	0	0	0	1	0	0	0	0	11	
1230 - 1245	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
1245 - 1300	0	2	5	0	0	0	0	0	0	0	0	0	0	7	
1300 - 1315	0	4	1	0	0	0	0	0	0	0	0	0	0	5	22
1315 - 1330	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1330 - 1345	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
1345 - 1400	0	5	1	0	0	0	0	0	0	0	5	0	0	6	
1400 - 1415	0	2	1	1	0	0	0	0	0	0	0	0	0	4	31
1415 - 1430	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
1430 - 1445	0	5	1	1	0	0	0	0	0	0	0	0	0	7	
1445 - 1500	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
1500 - 1515	0	3	3	0	0	0	0	0	0	0	0	0	0	6	37
1515 - 1530	1	5	1	0	0	0	0	0	0	0	0	0	0	7	
1530 - 1545	0	9	7	0	0	0	0	0	0	0	0	0	0	16	
1545 - 1600	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1600 - 1615	0	5	5	0	0	0	0	0	0	0	0	0	0	10	48
1615 - 1630	0	10	4	1	0	0	0	0	0	0	0	0	0	15	
1630 - 1645	0	7	2	0	1	0	0	0	0	0	0	0	0	10	
1645 - 1700	0	8	4	0	1	0	0	0	0	0	0	0	0	13	
1700 - 1715	0	2	1	0	0	0	0	0	0	0	0	0	0	3	35
1715 - 1730	1	5	2	0	0	0	0	0	0	0	0	0	0	8	
1730 - 1745	6	2	0	0	0	0	0	0	0	0	0	0	0	8	
1745 - 1800	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
1800 - 1815	0	6	2	0	0	0	0	0	0	0	0	0	0	8	24
1815 - 1830	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1830 - 1845	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1845 - 1900	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1900 - 1915	0	3	5	0	0	0	0	0	0	0	0	0	0	8	35
1915 - 1930	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
1930 - 1945	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1945 - 2000	0	4	5	0	0	0	0	0	0	0	0	0	0	9	
2000 - 2015	0	2	2	0	0	0	0	0	0	0	0	0	0	4	20
2015 - 2030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2030 - 2045	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2045 - 2100	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2100 - 2115	0	2	2	0	0	0	0	0	0	0	0	0	0	4	18
2115 - 2130	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2130 - 2145	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2145 - 2200	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2200 - 2215	0	5	0	0	0	0	0	0	0	0	0	0	0	5	9
2215 - 2230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
Session Total	8	247	119	5	8	0	0	0	0	1	0	0	0	388	
Session Average	0.08	2.57	1.24	0.05	0.08	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	4.04	
Session Percentage	2.06	63.66	30.67	1.29	2.06	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0745 - 0845	0745 - 0845	0630 - 0730	0615 - 0715	-	-	-	-	-	-	-	-	0745 - 0845	
AM Peak Volume	0	10	12	2	1	0	0	0	0	0	0	0	0	22	
AM Peak %age	0.00	45.45	54.55	9.09	4.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Noon Peak Hour	1430 - 1530	1415 - 1515	1200 -												

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

Hall County, GA



Site 1
Yellow Creek Rd,
east of H Abercrombie Rd

Date
Wednesday, March 12, 2025

Weather
Fair
58°F

Lat/Long
34.423773°, -83.953811°

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0000 - 2400 (Weekday 24h Session) (03-12-2025)

Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0515 - 0530	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0530 - 0545	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0545 - 0600	0	3	2	2	0	0	0	0	0	0	0	0	0	5	
0600 - 0615	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13
0615 - 0630	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0630 - 0645	0	5	1	2	0	0	0	0	0	0	0	0	0	8	
0645 - 0700	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0700 - 0715	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
0715 - 0730	0	13	5	1	0	0	0	0	0	0	0	0	0	19	
0730 - 0745	0	7	3	1	0	0	0	0	0	0	0	0	0	11	
0745 - 0800	0	9	5	0	0	0	0	0	0	0	0	0	0	14	
0800 - 0815	0	8	3	0	1	0	0	1	0	0	0	0	0	13	54
0815 - 0830	0	8	5	0	0	0	0	0	0	0	0	0	0	13	
0830 - 0845	0	7	6	0	0	1	0	0	0	0	0	0	0	14	
0845 - 0900	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0900 - 0915	0	6	1	0	1	0	0	0	0	0	0	0	0	8	
0915 - 0930	0	3	5	0	0	0	0	0	0	0	0	0	0	8	
0930 - 0945	0	5	3	0	0	1	0	0	0	0	0	0	0	9	
0945 - 1000	0	5	5	0	0	0	0	0	0	0	0	0	0	10	
1000 - 1015	0	7	7	0	2	0	0	0	0	0	0	0	0	16	35
1015 - 1030	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
1030 - 1045	0	7	5	0	0	0	0	0	0	0	0	0	0	12	
1045 - 1100	0	5	5	0	2	0	0	0	0	0	0	0	0	12	
1100 - 1115	0	5	2	5	0	0	0	0	0	0	0	0	0	7	
1115 - 1130	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
1130 - 1145	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1145 - 1200	0	6	3	0	1	0	0	0	0	0	0	0	0	10	
1200 - 1215	0	11	2	0	1	0	0	0	0	0	0	0	0	14	37
1215 - 1230	0	4	0	0	1	0	0	0	0	0	0	0	0	5	
1230 - 1245	0	5	7	0	1	0	0	0	0	0	0	0	0	13	
1245 - 1300	0	11	6	0	2	0	0	0	0	0	0	0	0	19	
1300 - 1315	0	12	9	0	1	0	0	0	0	0	0	0	0	22	
1315 - 1330	0	6	2	0	1	0	0	0	0	0	0	0	0	9	
1330 - 1345	0	11	6	0	0	0	0	0	0	0	0	0	0	17	
1345 - 1400	0	6	4	0	0	0	0	0	0	0	0	0	0	11	
1400 - 1415	0	7	6	2	0	0	0	0	0	0	0	0	0	15	59
1415 - 1430	1	7	3	0	1	0	0	0	0	0	0	0	0	12	
1430 - 1445	0	9	6	1	1	0	0	0	0	0	0	0	0	17	
1445 - 1500	0	7	4	1	1	0	0	0	0	0	0	0	0	13	
1500 - 1515	1	6	6	0	0	0	0	0	0	0	0	0	0	14	
1515 - 1530	0	10	6	0	0	0	0	0	0	0	0	0	0	16	
1530 - 1545	0	6	6	0	0	0	0	0	0	0	0	0	0	12	
1545 - 1600	1	5	6	0	1	0	0	0	0	0	0	0	0	13	
1600 - 1615	0	7	3	0	1	0	0	0	0	0	0	0	0	11	55
1615 - 1630	0	8	8	1	0	0	0	0	0	0	0	0	0	17	
1630 - 1645	1	10	6	2	1	0	0	0	0	0	0	0	0	20	
1645 - 1700	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
1700 - 1715	0	9	7	0	0	0	0	0	0	0	0	0	0	16	
1715 - 1730	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
1730 - 1745	0	13	5	0	0	0	0	0	0	0	0	0	0	18	
1745 - 1800	0	10	6	0	0	0	0	0	0	0	0	0	0	16	
1800 - 1815	0	12	7	0	0	0	0	0	0	0	0	0	0	19	66
1815 - 1830	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
1830 - 1845	0	13	4	0	0	0	0	0	0	0	0	0	0	17	
1845 - 1900	0	6	2	0	0	0	0	1	0	0	0	0	0	9	
1900 - 1915	0	3	1	0	1	0	0	0	0	0	0	0	0	5	
1915 - 1930	0	4	1	0	0	0	0	0	0	0	0	0	0	6	
1930 - 1945	0	5	3	0	1	0	0	0	1	0	0	0	0	10	
1945 - 2000	1	5	1	0	1	0	0	0	0	0	0	0	0	8	
2000 - 2015	0	8	3	0	0	0	0	0	0	0	0	0	0	11	29
2015 - 2030	0	4	1	0	1	0	0	0	0	0	0	0	0	6	
2030 - 2045	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
2045 - 2100	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2100 - 2115	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
2115 - 2130	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
2130 - 2145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2145 - 2200	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
2215 - 2230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Session Total	5	465	244	11	27	2	0	3	0	0	0	0	0	797	
Session Average	0.05	4.84	2.54	0.11	0.28	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.00	7.89	
Session Percentage	0.66	61.43	32.23	1.45	3.57	0.26	0.00	0.40	0.00	0.00	0.00	0.00	0.00		
AM Peak Hour	-	0715 - 0815	0915 - 1015	0630 - 0730	0915 - 1015	0745 - 0845	-	0715 - 0815	-	-	-	-	-	0715 - 0815	
AM Peak Volume	0	37	20	3	2	1	0	1	0	0	0	0	0	57	
AM Peak %age	0.00	64.91	35.09	5.26	3.51	1.75	0.00	1.75	0.00	0.00	0.00	0.00	0.00		
Noon Peak Hour	1415 - 1515	1245 - 1345	1230 - 1330	1400 - 1500	1200 - 1300	-	-	-	-	-	-	-	-	1245 - 1345	
Noon Peak Volume	2	40	24	4	5	0	0	0	0	0	0	0	0	67	
Noon Peak %age	2.														

Site 1
Yellow Creek Rd,
east of H Abercrombie Rd

Date
Thursday, March 13, 2025

Weather
Fair
61°F



Lat/Long
34.423773°, -83.953811°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (03-13-2025)
Bi-Directional 15min

Bi-Directional 15min															15min Total	60min Total
Time	1	2	3	4	5	6	7	8	9	10	11	12	13			
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
0415 - 0430	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	6
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515 - 0530	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
0530 - 0545	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
0545 - 0600	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	8
0600 - 0615	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8	
0615 - 0630	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	
0630 - 0645	0	2	1	2	0	0	0	0	0	0	0	0	0	0	5	
0645 - 0700	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7	25
0700 - 0715	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7	
0715 - 0730	0	12	4	1	0	0	0	0	0	0	0	0	0	0	17	
0730 - 0745	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9	
0745 - 0800	0	11	6	1	0	0	0	0	0	0	0	0	0	0	18	51
0800 - 0815	0	8	5	0	0	0	0	0	0	0	0	0	0	0	13	
0815 - 0830	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8	
0830 - 0845	0	4	5	0	0	0	0	0	0	0	0	0	0	0	9	
0845 - 0900	0	8	4	0	1	0	0	0	0	0	0	0	0	0	13	43
0900 - 0915	0	6	6	0	0	0	0	0	0	0	0	0	0	0	12	
0915 - 0930	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7	
0930 - 0945	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5	
0945 - 1000	0	4	4	0	1	0	0	0	0	0	0	0	0	0	9	33
1000 - 1015	0	5	5	0	0	0	0	0	0	0	0	0	0	0	10	
1015 - 1030	1	4	3	0	2	0	0	0	0	0	0	0	0	0	10	
1030 - 1045	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5	
1045 - 1100	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10	35
1100 - 1115	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12	
1115 - 1130	0	5	4	0	2	0	0	0	0	0	0	0	0	0	11	
1130 - 1145	0	9	4	0	1	0	0	0	0	0	0	0	0	0	14	
1145 - 1200	0	12	4	0	0	0	0	0	0	0	0	0	0	0	16	53
1200 - 1215	0	7	8	0	2	0	0	0	0	0	0	0	0	0	17	
1215 - 1230	0	12	3	0	0	0	0	0	1	0	0	0	0	0	16	
1230 - 1245	0	10	1	0	1	0	0	0	0	0	0	0	0	0	12	
1245 - 1300	0	4	7	0	0	0	0	0	0	0	0	0	0	0	11	56
1300 - 1315	0	7	6	0	1	0	0	0	0	0	0	0	0	0	14	
1315 - 1330	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9	
1330 - 1345	0	11	5	0	0	0	0	0	0	0	0	0	0	0	16	
1345 - 1400	0	9	6	0	1	0	0	0	0	0	0	0	0	0	16	55
1400 - 1415	0	4	1	2	0	0	0	0	0	0	0	0	0	0	7	
1415 - 1430	0	12	5	0	0	0	0	0	0	0	0	0	0	0	17	
1430 - 1445	1	9	1	1	0	0	0	0	0	0	0	0	0	0	12	
1445 - 1500	0	9	4	1	0	0	0	0	0	0	0	0	0	0	14	50
1500 - 1515	0	6	5	0	0	0	0	0	0	0	0	0	0	0	11	
1515 - 1530	1	11	1	0	0	0	0	0	0	0	0	0	0	0	13	
1530 - 1545	0	13	8	0	0	0	0	0	0	0	0	0	0	0	21	
1545 - 1600	0	13	5	0	0	0	0	0	0	0	0	0	0	0	18	63
1600 - 1615	1	7	7	0	0	0	0	0	0	0	0	0	0	0	15	
1615 - 1630	0	13	5	1	0	0	0	0	0	0	0	0	0	0	20	
1630 - 1645	0	12	4	1	1	0	0	0	0	0	0	0	0	0	18	
1645 - 1700	0	12	8	0	3	0	0	0	0	0	0	0	0	0	23	76
1700 - 1715	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9	
1715 - 1730	2	10	7	0	0	0	0	0	0	0	0	0	0	0	19	
1730 - 1745	6	5	1	0	0	0	0	0	0	0	0	0	0	0	12	
1745 - 1800	0	15	7	0	0	0	0	0	0	0	0	0	0	0	22	62
1800 - 1815	0	8	5	0	0	0	0	0	0	0	0	0	0	0	13	
1815 - 1830	0	10	6	0	0	0	0	0	0	0	0	0	0	0	16	
1830 - 1845	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10	
1845 - 1900	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10	49
1900 - 1915	0	4	5	0	0	0	0	0	0	0	0	0	0	0	9	
1915 - 1930	0	11	7	0	0	0	0	0	0	0	0	0	0	0	18	
1930 - 1945	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8	
1945 - 2000	0	5	7	0	0	0	0	0	0	0	0	0	0	0	12	47
2000 - 2015	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8	
2015 - 2030	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	
2030 - 2045	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6	
2045 - 2100	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14	33
2100 - 2115	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7	
2115 - 2130	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
2130 - 2145	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7	
2145 - 2200	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	23
2200 - 2215	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	
2215 - 2230	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2

Session Total	12	493	247	10	22	0	0	0	1	0	0	0	0	0	785
Session Average	0.13	5.14	2.57	0.10	0.23	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	8.18
Session Percentage	1.53	62.80	31.46	1.27	2.80	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	0930 - 1030	0715 - 0815	0745 - 0845	0630 - 0730	0930 - 1030	-	-	-	-	-	-	-	-	-	0715 - 0815
AM Peak Volume	1	37	19	3	4	0	0	0	0	0	0	0	0	0	57
AM Peak %age	1.75	64.91	33.33	5.26	7.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Noon Peak Hour	1430 - 1530	1145 - 1245	1115 - 1215	1400 - 1500	1115 - 1215	-	-	-	-	1130 - 1230	-	-	-	-	1130 - 1230
Noon Peak Volume	2	41	20	4	5	0	0	0	0	1	0	0	0	0	63
Noon Peak %age	3.17	65.08	31.75	6.35	7.94	0.00	0.00	0.00	0.00	1.59	0.00	0.00	0.00	0.00	
PM Peak Hour	1645 - 1745	1530 - 1630	1530 - 1630	1645 - 1645	1600 - 1700	-	-	-	-	-	-	-	-	-	1600 - 1700
PM Peak Volume	8	46	25	2	5	0	0	0	0	0	0	0	0	0	76
PM Peak %age	10.53	60.53	32.89	2.63	6.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
User Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
User Peak %age	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || NB EB Average 15min

Hall County, GA

Site 1

Yellow Creek Rd,
east of H Abercrombie Rd

Lat/Long

34.423773°, -83.953811°

0000 - 2400 (Weekday 24h Session) (All Dates)

NB EB Average 15min

Time	NB EB Average 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1
0415 - 0430	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0500 - 0515	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0515 - 0530	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0530 - 0545	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0545 - 0600	0	3	1	0	1	0	0	0	0	0	0	0	0	4	
0600 - 0615	0	4	1	0	0	0	0	0	0	0	0	0	0	5	4
0615 - 0630	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0630 - 0645	0	4	1	1	0	0	0	0	0	0	0	0	0	6	
0645 - 0700	0	4	1	0	1	0	0	0	0	0	0	0	0	5	
0700 - 0715	0	5	3	0	0	0	0	0	0	0	0	0	0	8	17
0715 - 0730	0	13	5	0	0	0	0	0	0	0	0	0	0	17	
0730 - 0745	0	7	2	1	0	0	0	0	0	0	0	0	0	9	
0745 - 0800	0	7	2	1	0	0	0	0	0	0	0	0	0	9	
0800 - 0815	0	6	1	0	1	0	0	0	0	0	0	0	0	8	8
0815 - 0830	0	5	4	0	0	0	0	0	0	0	0	0	0	8	
0830 - 0845	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
0845 - 0900	0	5	3	0	1	0	0	0	0	0	0	0	0	8	
0900 - 0915	0	5	3	0	1	0	0	0	0	0	0	0	0	8	5
0915 - 0930	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0930 - 0945	0	2	2	0	1	1	0	0	0	0	0	0	0	5	
0945 - 1000	0	4	2	0	0	0	0	0	0	0	0	0	0	5	
1000 - 1015	0	5	4	0	1	0	0	0	0	0	0	0	0	10	6
1015 - 1030	1	3	2	0	1	0	0	0	0	0	0	0	0	6	
1030 - 1045	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
1045 - 1100	0	4	3	0	1	0	0	0	0	0	0	0	0	7	
1100 - 1115	0	5	3	0	0	0	0	0	0	0	0	0	0	7	5
1115 - 1130	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
1130 - 1145	0	4	1	0	1	0	0	0	0	0	0	0	0	6	
1145 - 1200	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
1200 - 1215	0	6	3	0	0	0	0	0	0	0	0	0	0	8	4
1215 - 1230	0	3	1	0	1	0	0	0	0	0	0	0	0	4	
1230 - 1245	0	4	3	0	1	0	0	0	0	0	0	0	0	7	
1245 - 1300	0	4	4	0	1	0	0	0	0	0	0	0	0	8	
1300 - 1315	0	4	5	0	1	0	0	0	0	0	0	0	0	9	6
1315 - 1330	0	5	1	0	1	0	0	0	0	0	0	0	0	6	
1330 - 1345	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1345 - 1400	0	5	4	0	1	0	0	0	0	0	0	0	0	9	
1400 - 1415	0	3	1	0	0	0	0	0	0	0	0	0	0	5	4
1415 - 1430	0	2	2	0	1	0	0	0	0	0	0	0	0	4	
1430 - 1445	1	5	1	0	0	0	0	0	0	0	0	0	0	7	
1445 - 1500	0	4	3	1	1	0	0	0	0	0	0	0	0	8	
1500 - 1515	1	3	2	0	1	0	0	0	0	0	0	0	0	6	5
1515 - 1530	0	5	1	0	0	0	0	0	0	0	0	0	0	5	
1530 - 1545	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
1545 - 1600	0	5	3	0	1	0	0	0	0	0	0	0	0	9	
1600 - 1615	1	2	2	0	1	0	0	0	0	0	0	0	0	5	9
1615 - 1630	0	2	3	0	1	0	0	0	0	0	0	0	0	5	
1630 - 1645	1	5	3	1	1	0	0	0	0	0	0	0	0	9	
1645 - 1700	0	3	2	0	1	0	0	0	0	0	0	0	0	6	
1700 - 1715	0	4	3	0	0	0	0	0	0	0	0	0	0	7	7
1715 - 1730	1	5	4	0	0	0	0	0	0	0	0	0	0	9	
1730 - 1745	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
1745 - 1800	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
1800 - 1815	0	3	3	0	0	0	0	0	0	0	0	0	0	5	8
1815 - 1830	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
1830 - 1845	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1845 - 1900	0	3	1	0	1	0	0	1	0	0	0	0	0	5	
1900 - 1915	0	1	1	0	1	0	0	0	0	0	0	0	0	2	3
1915 - 1930	0	1	2	0	1	0	0	0	0	0	0	0	0	3	
1930 - 1945	0	3	1	0	0	0	0	1	0	0	0	0	0	4	
1945 - 2000	0	2	1	0	1	0	0	0	0	0	0	0	0	4	
2000 - 2015	0	3	1	0	0	0	0	0	0	0	0	0	0	3	3
2015 - 2030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2030 - 2045	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2045 - 2100	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2100 - 2115	0	2	1	0	0	0	0	0	0	0	0	0	0	3	1
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2145 - 2200	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
2200 - 2215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1
2215 - 2230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Session Total	3	242	123	5	16	1	0	1	0	0	0	0	0	390
Session Average	0.03	2.52	1.28	0.05	0.16	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	4.06
Session Percentage	0.77	62.00	31.58	1.28	3.98	0.13	0.00	0.26	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	0930 - 1030	0715 - 0815	0815 - 0915	0545 - 0645	0930 - 1030	0845 - 0945	-	-	-	-	-	-	-	0700 - 0800
AM Peak Volume	1	32	11	1	2	1	0	0	0	0	0	0	0	42
Noon Peak Hour	1415 - 1515	1300 - 1400	1245 - 1345	1400 - 1500	1215 - 1315	-	-	-	-	-	-	-	-	1300 - 1400
Noon Peak Volume	1	18	12	2	3	0	0	0	0	0	0	0	0	31
PM Peak Hour	1545 - 1645	1800 - 1900	1630 - 1730	1545 - 1645	1600 - 1700	-	-	1845 - 1945	-	-	-	-	-	1630 - 1730
PM Peak Volume	1	17	11	1	3	0	0	1	0	0	0	0	0	30

Bi-Directional Class Count || SB WB Average 15min

Hall County, GA

Site 1

Yellow Creek Rd,
east of H Abercrombie Rd

Lat/Long

34.423773°, -83.953811°

0000 - 2400 (Weekday 24h Session) (All Dates)

SB WB Average 15min

Time	SB WB Average 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0015 - 0030	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0515 - 0530	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600 - 0615	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0615 - 0630	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0630 - 0645	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700 - 0715	0	1	0	0	1	0	0	0	0	0	0	0	0	1	11
0715 - 0730	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
0730 - 0745	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
0745 - 0800	0	3	4	0	0	0	0	0	0	0	0	0	0	7	
0800 - 0815	0	2	3	0	0	0	0	1	0	0	0	0	0	6	18
0815 - 0830	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0830 - 0845	0	4	3	0	0	1	0	0	0	0	0	0	0	7	
0845 - 0900	0	3	1	0	0	0	0	0	0	0	0	0	0	3	
0900 - 0915	0	2	1	0	0	0	0	0	0	0	0	0	0	3	12
0915 - 0930	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
0930 - 0945	0	2	1	0	0	0	0	0	0	0	0	0	0	2	
0945 - 1000	0	1	3	0	1	0	0	0	0	0	0	0	0	5	
1000 - 1015	0	1	2	0	1	0	0	0	0	0	0	0	0	4	13
1015 - 1030	0	2	2	0	0	0	0	0	0	0	0	0	0	3	
1030 - 1045	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1045 - 1100	0	3	1	0	1	0	0	0	0	0	0	0	0	4	
1100 - 1115	0	1	2	0	0	0	0	0	0	0	0	0	0	3	23
1115 - 1130	0	5	1	0	1	0	0	0	0	0	0	0	0	7	
1130 - 1145	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
1145 - 1200	0	5	2	0	1	0	0	0	0	0	0	0	0	8	
1200 - 1215	0	4	3	0	2	0	0	0	1	0	0	0	0	8	27
1215 - 1230	0	5	1	0	0	0	0	0	1	0	0	0	0	7	
1230 - 1245	0	4	2	0	1	0	0	0	0	0	0	0	0	6	
1245 - 1300	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
1300 - 1315	0	6	3	0	1	0	0	0	0	0	0	0	0	9	26
1315 - 1330	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1330 - 1345	0	7	3	0	0	0	0	0	0	0	0	0	0	9	
1345 - 1400	0	3	2	0	1	0	0	0	0	0	0	0	0	5	
1400 - 1415	0	3	3	1	0	0	0	0	0	0	0	0	0	6	30
1415 - 1430	1	8	2	0	0	0	0	0	0	0	0	0	0	11	
1430 - 1445	0	4	3	1	1	0	0	0	0	0	0	0	0	8	
1445 - 1500	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
1500 - 1515	0	4	4	0	0	0	0	0	0	0	0	0	0	7	36
1515 - 1530	1	6	3	0	0	0	0	0	0	0	0	0	0	10	
1530 - 1545	0	7	6	0	0	0	0	0	0	0	0	0	0	12	
1545 - 1600	1	4	3	0	0	0	0	0	0	0	0	0	0	7	
1600 - 1615	0	5	4	0	0	0	0	0	0	0	0	0	0	9	48
1615 - 1630	0	9	4	1	0	0	0	0	0	0	0	0	0	14	
1630 - 1645	0	7	3	1	1	0	0	0	0	0	0	0	0	10	
1645 - 1700	0	10	5	0	1	0	0	0	0	0	0	0	0	15	
1700 - 1715	0	4	2	0	0	0	0	0	0	0	0	0	0	6	38
1715 - 1730	1	7	2	0	0	0	0	0	0	0	0	0	0	9	
1730 - 1745	3	4	2	0	0	0	0	0	0	0	0	0	0	9	
1745 - 1800	0	11	4	0	0	0	0	0	0	0	0	0	0	15	
1800 - 1815	0	8	4	0	0	0	0	0	0	0	0	0	0	11	29
1815 - 1830	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
1830 - 1845	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
1845 - 1900	0	4	2	0	0	0	0	0	0	0	0	0	0	5	
1900 - 1915	0	3	3	0	0	0	0	0	0	0	0	0	0	5	26
1915 - 1930	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
1930 - 1945	0	3	2	0	1	0	0	0	0	0	0	0	0	5	
1945 - 2000	1	3	3	0	0	0	0	0	0	0	0	0	0	7	
2000 - 2015	0	4	3	0	0	0	0	0	0	0	0	0	0	7	22
2015 - 2030	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
2030 - 2045	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2045 - 2100	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2100 - 2115	0	3	2	0	0	0	0	0	0	0	0	0	0	4	15
2115 - 2130	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2130 - 2145	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2145 - 2200	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2200 - 2215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	7
2215 - 2230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	

Session Total	6	238	123	6	9	1	0	1	1	1	0	0	0	0	382
Session Average	0.06	2.47	1.28	0.06	0.09	0.01	0.00	0.01	0.01	0.01	0.00	0.00	0.00	0.00	3.97
Session Percentage	1.44	62.25	32.11	1.44	2.36	0.13	0.00	0.13	0.13	0.13	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0745 - 0845	0745 - 0845	0630 - 0730	0915 - 1015	0745 - 0845	-	0715 - 0815	-	-	-	-	-	-	0745 - 0845
AM Peak Volume	0	11	11	2	1	1	0	1	0	0	0	0	0	0	22

Bi-Directional Class Count | | Volume Summary 15min

Hall County, GA

Site 1

Yellow Creek Rd,
east of H Abercrombie Rd

Date

Wednesday, March 12, 2025

Lat/Long

34.423773°, -83.953811°

Weather

Fair
58°F



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0000 - 2400 (Weekday 24h Session) (03-12-2025)

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	EB	WB		
0000 - 0015	0	0	0	
0015 - 0030	0	1	1	
0030 - 0045	0	0	0	
0045 - 0100	0	0	0	1
0100 - 0115	0	0	0	
0115 - 0130	0	0	0	
0130 - 0145	0	0	0	
0145 - 0200	0	0	0	0
0200 - 0215	0	0	0	
0215 - 0230	0	0	0	
0230 - 0245	0	0	0	
0245 - 0300	0	0	0	0
0300 - 0315	0	0	0	
0315 - 0330	0	0	0	
0330 - 0345	1	0	1	
0345 - 0400	1	0	1	2
0400 - 0415	2	0	2	
0415 - 0430	0	0	0	
0430 - 0445	1	0	1	
0445 - 0500	0	0	0	3
0500 - 0515	1	0	1	
0515 - 0530	3	1	4	
0530 - 0545	3	0	3	
0545 - 0600	5	0	5	13
0600 - 0615	2	0	2	
0615 - 0630	4	0	4	
0630 - 0645	7	1	8	
0645 - 0700	3	0	3	17
0700 - 0715	10	0	10	
0715 - 0730	18	1	19	
0730 - 0745	9	2	11	
0745 - 0800	9	5	14	54
0800 - 0815	8	5	13	
0815 - 0830	9	4	13	
0830 - 0845	6	8	14	
0845 - 0900	6	2	8	48
0900 - 0915	8	0	8	
0915 - 0930	3	5	8	
0930 - 0945	6	3	9	
0945 - 1000	5	5	10	35
1000 - 1015	11	5	16	
1015 - 1030	4	3	7	
1030 - 1045	8	4	12	
1045 - 1100	6	6	12	47
1100 - 1115	4	3	7	
1115 - 1130	6	6	12	
1130 - 1145	3	5	8	
1145 - 1200	3	7	10	37

Time	Volume Summary 15min		15min Total	60min Total
	EB	WB		
1200 - 1215	6	8	14	
1215 - 1230	3	2	5	
1230 - 1245	8	5	13	
1245 - 1300	12	7	19	51
1300 - 1315	9	13	22	
1315 - 1330	6	3	9	
1330 - 1345	6	11	17	
1345 - 1400	8	3	11	59
1400 - 1415	7	8	15	
1415 - 1430	3	9	12	
1430 - 1445	8	9	17	
1445 - 1500	10	3	13	57
1500 - 1515	6	8	14	
1515 - 1530	4	12	16	
1530 - 1545	4	8	12	
1545 - 1600	7	6	13	55
1600 - 1615	4	7	11	
1615 - 1630	4	13	17	
1630 - 1645	10	10	20	
1645 - 1700	1	17	18	66
1700 - 1715	7	9	16	
1715 - 1730	6	10	16	
1730 - 1745	9	9	18	
1745 - 1800	3	13	16	66
1800 - 1815	5	14	19	
1815 - 1830	10	6	16	
1830 - 1845	10	7	17	
1845 - 1900	3	6	9	61
1900 - 1915	3	2	5	
1915 - 1930	1	5	6	
1930 - 1945	4	6	10	
1945 - 2000	4	4	8	29
2000 - 2015	2	9	11	
2015 - 2030	2	4	6	
2030 - 2045	4	6	10	
2045 - 2100	1	4	5	32
2100 - 2115	2	4	6	
2115 - 2130	2	4	6	
2130 - 2145	1	1	2	
2145 - 2200	1	3	4	18
2200 - 2215	0	0	0	
2215 - 2230	1	2	3	
2230 - 2245	0	1	1	
2245 - 2300	0	1	1	5
2300 - 2315	0	0	0	
2315 - 2330	0	0	0	
2330 - 2345	0	1	1	
2345 - 0000	0	0	0	1

Session Total	382	375	757
Session Average	3.98	3.91	7.89
Session Percentage	50.46	49.54	

Site 1

Yellow Creek Rd,
east of H Abercrombie Rd

Date

Thursday, March 13, 2025

Weather

Fair
61°F


Lat/Long

34.423773°, -83.953811°

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0000 - 2400 (Weekday 24h Session) (03-13-2025)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	0	0	0	
0015 - 0030	0	0	0	
0030 - 0045	0	0	0	
0045 - 0100	0	0	0	0
0100 - 0115	0	0	0	
0115 - 0130	0	0	0	
0130 - 0145	0	0	0	
0145 - 0200	0	0	0	0
0200 - 0215	0	0	0	
0215 - 0230	0	0	0	
0230 - 0245	0	0	0	
0245 - 0300	0	0	0	0
0300 - 0315	0	0	0	
0315 - 0330	0	0	0	
0330 - 0345	1	0	1	
0345 - 0400	1	0	1	2
0400 - 0415	2	0	2	
0415 - 0430	1	0	1	
0430 - 0445	2	0	2	
0445 - 0500	1	0	1	6
0500 - 0515	0	0	0	
0515 - 0530	3	0	3	
0530 - 0545	2	0	2	
0545 - 0600	3	0	3	8
0600 - 0615	7	1	8	
0615 - 0630	4	1	5	
0630 - 0645	4	1	5	
0645 - 0700	7	0	7	25
0700 - 0715	5	2	7	
0715 - 0730	16	1	17	
0730 - 0745	8	1	9	
0745 - 0800	9	9	18	51
0800 - 0815	7	6	13	
0815 - 0830	7	1	8	
0830 - 0845	3	6	9	
0845 - 0900	9	4	13	43
0900 - 0915	7	5	12	
0915 - 0930	6	1	7	
0930 - 0945	4	1	5	
0945 - 1000	5	4	9	33
1000 - 1015	8	2	10	
1015 - 1030	7	3	10	
1030 - 1045	4	1	5	
1045 - 1100	8	2	10	35
1100 - 1115	10	2	12	
1115 - 1130	3	8	11	
1130 - 1145	8	6	14	
1145 - 1200	8	8	16	53

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	10	7	17	
1215 - 1230	5	11	16	
1230 - 1245	5	7	12	
1245 - 1300	4	7	11	56
1300 - 1315	9	5	14	
1315 - 1330	5	4	9	
1330 - 1345	9	7	16	
1345 - 1400	10	6	16	55
1400 - 1415	3	4	7	
1415 - 1430	5	12	17	
1430 - 1445	5	7	12	
1445 - 1500	6	8	14	50
1500 - 1515	5	6	11	
1515 - 1530	6	7	13	
1530 - 1545	5	16	21	
1545 - 1600	10	8	18	63
1600 - 1615	5	10	15	
1615 - 1630	5	15	20	
1630 - 1645	8	10	18	
1645 - 1700	10	13	23	76
1700 - 1715	6	3	9	
1715 - 1730	11	8	19	
1730 - 1745	4	8	12	
1745 - 1800	6	16	22	62
1800 - 1815	5	8	13	
1815 - 1830	8	8	16	
1830 - 1845	6	4	10	
1845 - 1900	6	4	10	49
1900 - 1915	1	8	9	
1915 - 1930	4	14	18	
1930 - 1945	4	4	8	
1945 - 2000	3	9	12	47
2000 - 2015	4	4	8	
2015 - 2030	4	1	5	
2030 - 2045	1	5	6	
2045 - 2100	4	10	14	33
2100 - 2115	3	4	7	
2115 - 2130	0	4	4	
2130 - 2145	1	6	7	
2145 - 2200	1	4	5	23
2200 - 2215	3	5	8	
2215 - 2230	1	3	4	
2230 - 2245	0	1	1	
2245 - 2300	0	0	0	13
2300 - 2315	0	0	0	
2315 - 2330	0	0	0	
2330 - 2345	1	0	1	
2345 - 0000	0	1	1	2

Session Total	397	388	785
Session Average	4.14	4.04	8.18
Session Percentage	50.57	49.43	

Peak Hour Turning Movement Count
H Abercrombie Road at Yellow Creek Road



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Peak Hour Turning Movement Count

Hall County, GA

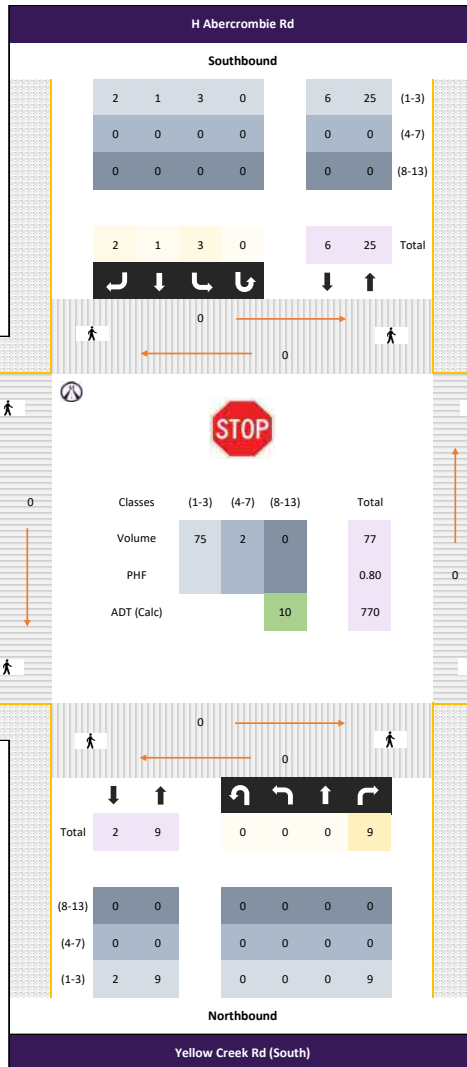


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Wednesday, March 12, 2025		
	Fair	58°F
Period	0600 - 0800	APPLY
Peak Hour	0700 - 0800	APPLY
Global PH	0700 - 0800	APPLY

* the Peak Hour Diagram does not include bicycles

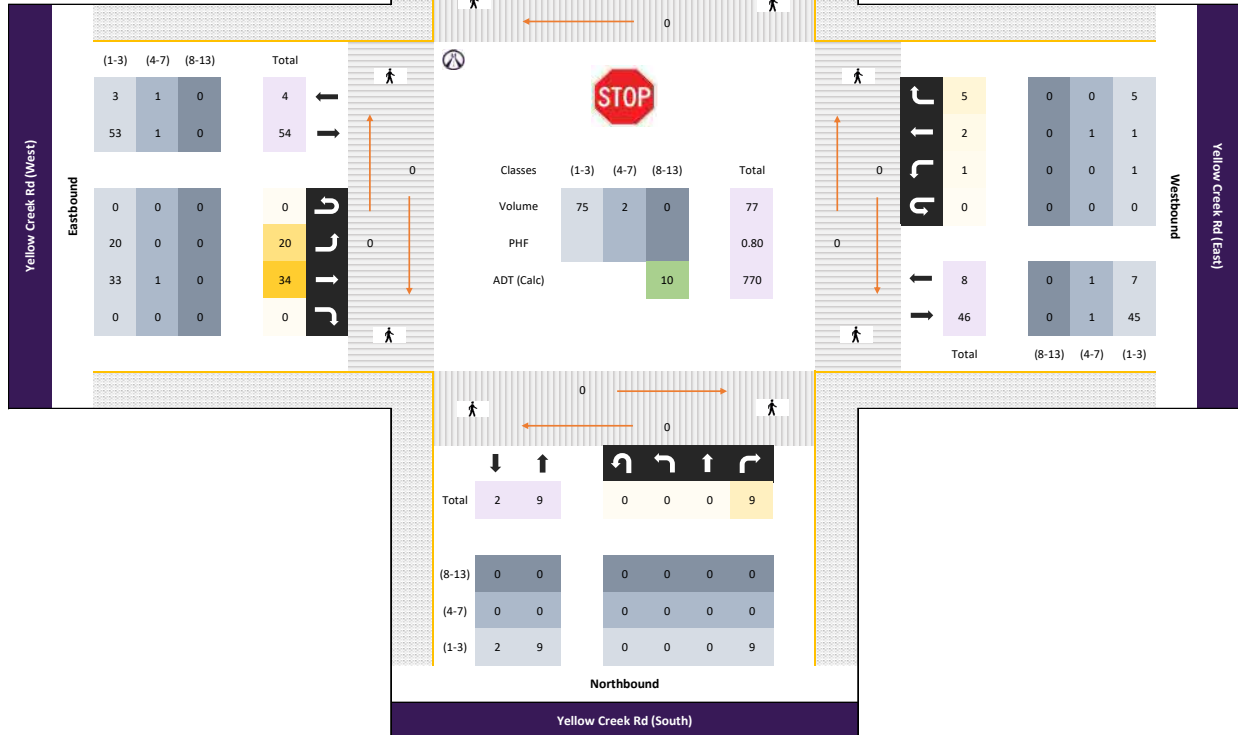


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Air Vehicles		Northbound										Southbound					Eastbound					Westbound					Total
		Yellow Creek Rd (South)					H Abercrombie Rd					Yellow Creek Rd (West)					Yellow Creek Rd (East)										
		Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
		1.1	1.2	1.3	1.4		1.5	1.6	1.7	1.8		1.9	1.10	1.11	1.12		1.13	1.14	1.15	1.16							
Time																											
0700 - 0715	0	0	1	-	0	1	2	0	0	-	0	2	12	7	0	-	0	19	0	0	-	0	0	22			
0715 - 0730	0	0	3	-	0	3	0	0	2	-	0	2	3	15	0	-	0	18	0	1	0	-	0	24			
0730 - 0745	0	0	2	-	0	2	0	0	0	-	0	0	3	7	0	-	0	10	1	0	1	-	0	24			
0745 - 0800	0	0	3	-	0	3	1	1	0	-	0	2	2	5	0	-	0	7	0	1	4	-	0	17			
Total	0	0	9	0	0	9	3	1	2	0	0	6	20	34	0	0	0	54	1	2	5	0	0	8	77		
Approach %	0.00	0.00	100.00	0.00	0.00	-	50.00	16.67	33.33	0.00	0.00	-	37.04	62.96	0.00	0.00	0.00	-	12.50	25.00	62.50	0.00	0.00	-			
PHF	0.00	0.00	0.75	0.00	0.00	0.75	0.38	0.25	0.25	0.00	0.00	0.75	0.42	0.57	0.00	0.00	0.00	0.71	0.25	0.50	0.31	0.00	0.00	0.40	0.80		

Time	Northbound						Southbound						Eastbound						Westbound						Int. Total
	Yellow Creek Rd (South)						H Abercrombie Rd						Yellow Creek Rd (West)						Yellow Creek Rd (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0700 - 0715	0	0	1	-	0	1	2	0	0	-	0	2	12	7	0	-	0	19	0	0	0	-	0	0	22
0715 - 0730	0	0	3	-	0	3	0	0	2	-	0	2	3	15	0	-	0	18	0	0	0	-	0	0	23
0730 - 0745	0	0	2	-	0	2	0	0	0	-	0	0	3	6	0	-	0	9	1	0	1	-	0	2	13
0745 - 0800	0	0	3	-	0	3	1	1	0	-	0	2	2	5	0	-	0	7	0	1	4	-	0	5	17
Total	0	0	9	0	0	9	3	1	2	0	0	6	20	33	0	0	0	53	1	1	5	0	0	7	75
Approach %	0.00	0.00	100.00	0.00	0.00	-	50.00	16.67	33.33	0.00	0.00	-	37.74	62.26	0.00	0.00	0.00	-	14.29	14.29	71.43	0.00	0.00	-	-
PHF	0.00	0.00	0.75	0.00	0.00	0.75	0.38	0.25	0.25	0.00	0.00	0.75	0.42	0.55	0.00	0.00	0.00	0.70	0.25	0.25	0.31	0.00	0.00	0.35	0.82

Single Unit Trucks (4-7)		Northbound										Southbound					Eastbound					Westbound				
		Yellow Creek Rd (South)					H Abercrombie Rd					Yellow Creek Rd (West)					Yellow Creek Rd (East)									
		Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total				
0700 - 0715	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0				
0715 - 0730	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	1	0	-	0	1	1				
0730 - 0745	0	0	0	-	0	0	0	0	-	0	0	1	0	-	0	1	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				
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2				
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-				
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.25	0.50				

[illegible][illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

Hall County, GA



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Wednesday, March 12, 2025		
#UNKNOWN!	Fair	58°F
Period	1600 - 1800	APPLY
Peak Hour	1615 - 1715	APPLY
Global PH	1700 - 1800	APPLY

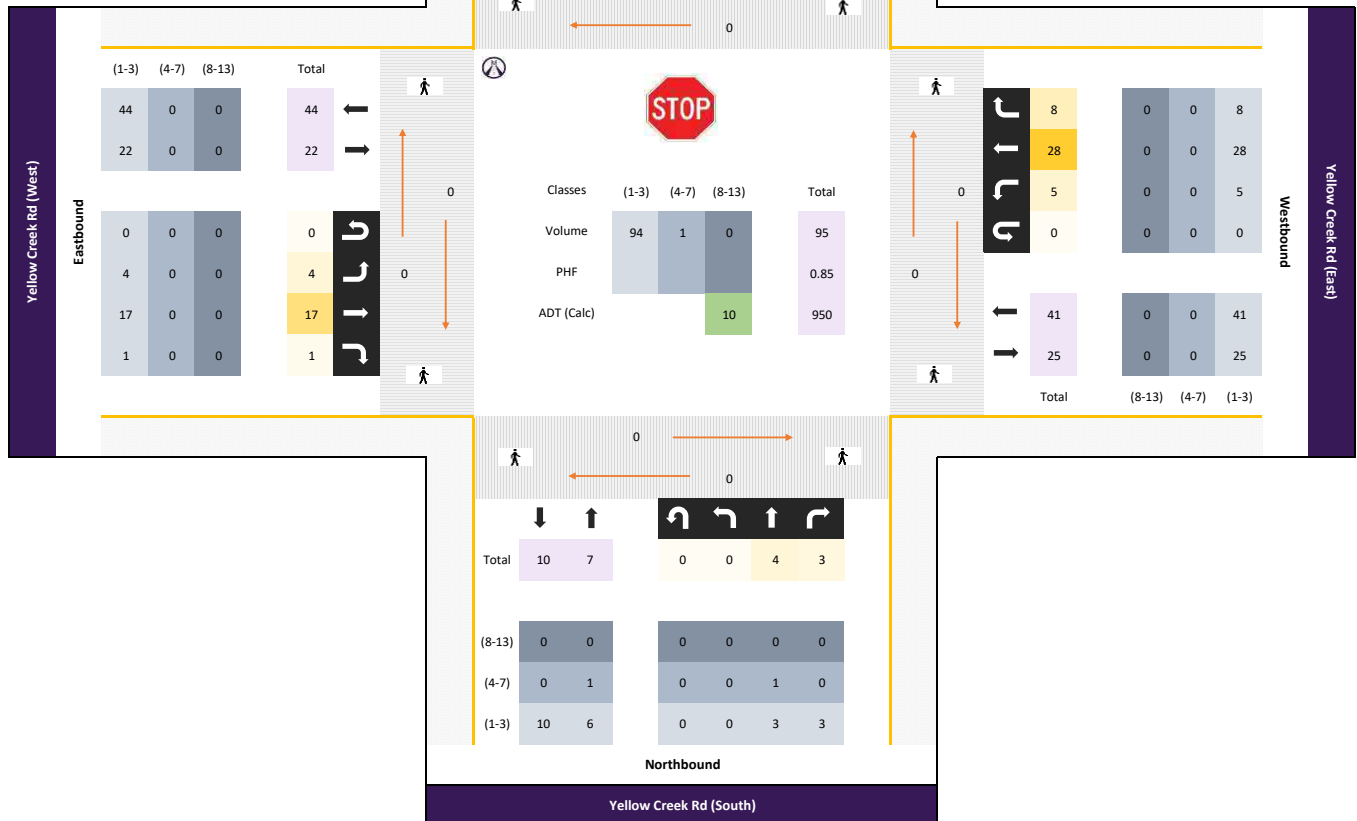
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume



Classified Turn Movement Count | All vehicles

Hall County, GA

Site 1

Yellow Creek Rd (South)
H Abercrombie Rd
Yellow Creek Rd (West)
Yellow Creek Rd (East)

Date

Wednesday, March 12, 2025

Lat/Long

34.423813°, -83.954345°
[Click here for Map](#)

Weather

Fair
58°F

[Click here for Detailed Weather](#)

0600 - 0800 (Weekday 2h Session) (03-12-2025)

All vehicles

	Northbound			Southbound			Eastbound			Westbound											
	Yellow Creek Rd (South)			H Abercrombie Rd			Yellow Creek Rd (West)			Yellow Creek Rd (East)											
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0600 - 0615	0	0	0	0	0	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	6
0615 - 0630	0	0	0	0	0	1	0	2	0	3	3	3	0	0	6	0	0	0	0	0	9
0630 - 0645	0	0	0	0	0	0	0	1	0	1	3	7	0	0	10	0	1	0	0	1	12
0645 - 0700	0	0	0	0	0	0	1	0	0	1	3	3	0	0	6	0	0	0	0	0	7
Hourly Total	0	0	0	0	0	1	1	3	0	5	13	15	0	0	28	0	1	0	0	1	34
0700 - 0715	0	0	1	0	1	2	0	0	0	2	12	7	0	0	19	0	0	0	0	0	22
0715 - 0730	0	0	3	0	3	0	0	2	0	2	3	15	0	0	18	0	1	0	0	1	24
0730 - 0745	0	0	2	0	2	0	0	0	0	0	3	7	0	0	10	1	0	1	0	2	14
0745 - 0800	0	0	3	0	3	1	1	0	0	2	2	5	0	0	7	0	1	4	0	5	17
Hourly Total	0	0	9	0	9	3	1	2	0	6	20	34	0	0	54	1	2	5	0	8	77
Grand Total	0	0	9	0	9	4	2	5	0	11	33	49	0	0	82	1	3	5	0	9	111
Approach %	0.00	0.00	100.00	0.00	-	36.36	18.18	45.45	0.00	-	40.24	59.76	0.00	0.00	-	11.11	33.33	55.56	0.00	-	
Intersection %	0.00	0.00	8.11	0.00	8.11	3.60	1.80	4.50	0.00	9.91	29.73	44.14	0.00	0.00	73.87	0.90	2.70	4.50	0.00	8.11	
Heavy Vehicle %	-	-	0	-	0	0	0	0	-	0	0	4	-	-	2	0	67	0	-	22	4
PHF	0.00	0.00	0.75	0.00	0.75	0.38	0.25	0.25	0.00	0.75	0.42	0.57	0.00	0.00	0.71	0.25	0.50	0.31	0.00	0.40	0.80

1600 - 1800 (Weekday 2h Session) (03-12-2025)

All vehicles

TIME	Northbound Yellow Creek Rd (South)					Southbound H Abercrombie Rd					Eastbound Yellow Creek Rd (West)					Westbound Yellow Creek Rd (East)					Int Total
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	1	0	0	0	1	1	1	7	0	9	1	3	0	0	4	0	6	1	0	7	21
1615 - 1630	0	0	1	0	1	2	0	4	0	6	4	1	0	0	5	1	9	3	0	13	25
1630 - 1645	0	0	1	0	1	3	0	5	0	8	1	6	0	0	7	1	7	2	0	10	26
1645 - 1700	0	0	0	0	0	0	1	2	0	3	4	1	0	0	5	1	13	3	0	17	25
Hourly Total	1	0	2	0	3	6	2	18	0	26	10	11	0	0	21	3	35	9	0	47	97
1700 - 1715	0	1	1	0	2	1	1	9	0	11	0	5	1	0	6	1	7	1	0	9	28
1715 - 1730	0	1	1	0	2	2	0	4	0	6	1	3	0	0	4	1	7	2	0	10	22
1730 - 1745	0	1	0	0	1	1	3	1	0	5	3	8	0	0	11	2	6	1	0	9	26
1745 - 1800	0	1	1	0	2	1	0	2	0	3	0	1	0	0	1	1	8	4	0	13	19
Hourly Total	0	4	3	0	7	5	4	16	0	25	4	17	1	0	22	5	28	8	0	41	95
Grand Total	1	4	5	0	10	11	6	34	0	51	14	28	1	0	43	8	63	17	0	88	192
Approach %	10.00	40.00	50.00	0.00	-	21.57	11.76	66.67	0.00	-	32.56	65.12	2.33	0.00	-	9.09	71.59	19.32	0.00	-	
Intersection %	0.52	2.08	2.60	0.00	5.21	5.73	3.13	17.71	0.00	26.56	7.29	14.58	0.52	0.00	22.40	4.17	32.81	8.85	0.00	45.83	
Heavy Vehicle %	0	25	0	-	10	18	0	0	-	4	7	4	0	-	5	0	2	6	-	2	4
PHF	0.00	0.25	0.75	0.00	0.50	0.50	0.56		0.00	0.64	0.56	0.54	0.25	0.00	0.82	1.00	0.69	0.75	0.00	0.72	0.93

Peak Hour Turning Movement Count
Fitts Road at Yellow Creek Road



[Click here for Map](#)

Peak Hour Turning Movement Count

Hall County, GA



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All vehicles	Northbound						Southbound						Eastbound						Westbound						
	Driveway						Fitts Rd						Yellow Creek Rd (West)						Yellow Creek Rd (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total		Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total		Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total		Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total	
Time																									
0700 - 0715	0	0	0	-	0	0	0	0	0	-	0	0	0	9	0	-	0	9	0	1	1	-	0	2	11
0715 - 0730	0	0	0	-	0	0	0	0	1	-	0	1	2	20	0	-	0	22	0	3	0	-	0	3	26
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	12	0	-	0	12	0	3	0	-	0	3	15
0745 - 0800	0	0	0	-	0	0	0	2	0	-	0	2	1	19	0	-	0	20	0	3	1	-	0	4	26
Total	0	0	0	0	0	0	0	2	1	0	0	3	3	60	0	0	0	63	0	10	2	0	0	12	78
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	66.67	33.33	0.00	0.00	-	4.76	95.24	0.00	0.00	0.00	-	0.00	83.33	16.67	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.38	0.38	0.75	0.00	0.00	0.00	0.72	0.00	0.83	0.50	0.00	0.00	0.75	0.75

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Driveway					App Total	Fitts Rd					App Total	Yellow Creek Rd (West)					App Total	Yellow Creek Rd (East)					App Total	
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4			Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8			Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12			Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16			
0700 - 0715	0	0	0	-	0	0	0	0	0	-	0	0	0	9	0	-	0	9	0	1	1	-	0	2	11
0715 - 0730	0	0	0	-	0	0	0	0	1	-	0	1	2	20	0	-	0	22	0	2	0	-	0	2	25
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	12	0	-	0	12	0	3	0	-	0	3	15
0745 - 0800	0	0	0	-	0	0	0	2	0	-	0	2	1	18	0	-	0	19	0	3	1	-	0	4	25
Total	0	0	0	0	0	0	0	2	1	0	3	3	59	0	0	0	62	0	9	2	0	0	11	76	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	66.67	33.33	0.00	0.00	-	4.84	95.16	0.00	0.00	0.00	-	0.00	81.82	18.18	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.38	0.38	0.74	0.00	0.00	0.00	0.70	0.00	0.75	0.50	0.00	0.00	0.69	0.76

Time	Northbound						Southbound						Eastbound						Westbound						Int						
	Driveway					App	Fitts Rd					App	Yellow Creek Rd (West)					App	Yellow Creek Rd (East)					App							
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	Total		Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	Total		Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	Total		Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	Total								
0700 - 0715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	0	0	0	0	-	0	1	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	2	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.25	0.50	

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

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

Yellow Creek Rd (West)

Eastbound

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	107	0	0	107
PHF				0.70
ADT (Calc)			10	1070

Westbound

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	0	0	0	0
PHF				
ADT (Calc)			0	0

Yellow Creek Rd (East)

Northbound

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	0	0	0	0
PHF				
ADT (Calc)			0	0

Southbound

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	0	0	0	0
PHF				
ADT (Calc)			0	0

Driveway

Intersection Details:

- Stop Sign:** Located at the intersection of Yellow Creek Rd (East) and the Driveway.
- Yield Sign:** Located at the intersection of Yellow Creek Rd (West) and the Driveway.
- Intersection Type:** Four-way intersection with a driveway on the south side.
- Vehicle Flow:** Indicated by arrows showing the direction of travel for each approach.
- Vehicle Counts:** Provided for each approach, categorized by vehicle class (1-3, 4-7, 8-13).
- PHF (Peak Hour Factor):** Provided for the Westbound approach.
- ADT (Average Daily Traffic):** Calculated for the Westbound approach.

All vehicles

All Vehicles	Northbound										Southbound					Eastbound					Westbound				
	Driveway					Fitts Rd					Yellow Creek Rd (West)					Yellow Creek Rd (East)									
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total				
Time																									
1700 - 1715	0	0	0	-	0	0	0	0	-	0	0	8	0	-	0	8	0	11	1	-	0	12	20		
1715 - 1730	0	0	0	-	0	0	0	0	-	0	0	6	0	-	0	6	0	14	0	-	0	14	20		
1730 - 1745	0	0	0	-	0	0	1	0	-	0	1	10	1	-	0	11	0	14	3	-	0	17	29		
1745 - 1800	1	0	0	-	0	1	0	5	1	-	0	6	2	9	0	-	0	11	4	15	1	-	0	20	38
Total	1	0	0	0	0	1	1	5	1	0	7	2	33	1	0	36	4	54	5	0	0	63	107		
Approach %	100.00	0.00	0.00	0.00	0.00	-	14.29	71.43	14.29	0.00	0.00	5.56	91.67	2.78	0.00	0.00	-	6.35	85.71	7.94	0.00	0.00	-	-	
PHF	0.25	0.00	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.00	0.29	0.25	0.83	0.25	0.00	0.00	0.82	0.25	0.90	0.42	0.00	0.00	0.79	0.70	

Passenger Vehicles (1-3)

Passenger Vehicles (1-3)		Northbound										Southbound					Eastbound					Westbound					Int. Total		
		Driveway					Fitts Rd					Yellow Creek Rd (West)					Yellow Creek Rd (East)												
		Left		Thru		Right	U-Turn		App. Total		Left		Thru		Right	U-Turn		App. Total		Left		Thru		Right	U-Turn			App. Total	
		2.1	2.2	2.3	2.4	App. Total	2.5	2.6	2.7	2.8	App. Total	2.9	Thru 2.10	2.11	U-Turn 2.12	App. Total	2.13	Thru 2.14	2.15	U-Turn 2.16	App. Total								
Time																													
1700 - 1715	0	0	0	-	0	0	0	0	-	0	0	0	8	-	0	8	0	11	1	-	0	12	20						
1715 - 1730	0	0	0	-	0	0	0	0	-	0	0	6	0	-	0	6	0	14	0	-	0	14	20						
1730 - 1745	0	0	0	-	0	0	1	0	-	0	1	10	1	-	0	11	0	14	3	-	0	17	29						
1745 - 1800	1	0	0	-	0	1	0	5	1	-	0	6	2	9	0	11	4	15	1	-	0	20	38						
Total	1	0	0	0	0	1	1	5	1	0	7	2	33	1	0	36	4	54	5	0	0	63	107						
Approach %	100.00	0.00	0.00	0.00	0.00	-	14.29	71.43	14.29	0.00	0.00	-	5.56	91.67	2.78	0.00	-	6.35	85.71	7.94	0.00	0.00	-						
PHF	0.25	0.00	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.00	0.29	0.25	0.83	0.25	0.00	0.00	0.82	0.25	0.90	0.42	0.00	0.00	0.79	0.70					

Single Unit Trucks (4-7)

Single Unit Trucks (4-7)		Northbound						Southbound						Eastbound						Westbound						Total	
		Driveway						Fitts Rd						Yellow Creek Rd (West)						Yellow Creek Rd (East)							
		Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total		Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total		Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total		Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total			
Time		0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0
1700 - 1715		0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0
1715 - 1730		0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0
1730 - 1745		0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0
1745 - 1800		0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %		0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Combination Trucks (8-13)

	Northbound						Southbound					Eastbound							Westbound						
	Driveway						Fitts Rd					Yellow Creek Rd (West)							Yellow Creek Rd (East)						
Time	Left 2.1	Thru 2.2	Right 2.3	- 0	U-Turn 2.4	Total 0	Left 2.5	Thru 2.6	Right 2.7	- 0	U-Turn 2.8	Total 0	Left 2.9	Thru 2.10	Right 2.11	- 0	U-Turn 2.12	Total 0	Left 2.13	Thru 2.14	Right 2.15	- 0	U-Turn 2.16	Total 0	Total 0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bicycles

[illegible]

Classified Turn Movement Count | All vehicles

Hall County, GA

Site 2

Driveway
Fitts Rd
Yellow Creek Rd (West)
Yellow Creek Rd (East)

Date

Wednesday, March 12, 2025

Lat/Long

34.430915°, -83.928488°
[Click here for Map](#)

Weather

Fair
58°F
[Click here for Detailed Weather](#)

0600 - 0800 (Weekday 2h Session) (03-12-2025)

All vehicles

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total				
	Driveway			Fitts Rd			Yellow Creek Rd (West)			Yellow Creek Rd (East)											
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13		Thru 2.14	Right 2.15	U-Turn 2.16	App Total
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
0615 - 0630	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	1	0	0	1	5
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	11
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	5
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	19	0	0	20	0	1	2	0	3	23
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	1	1	0	2	11
0715 - 0730	0	0	0	0	0	0	0	1	0	1	2	20	0	0	22	0	3	0	0	3	26
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	3	0	0	3	15
0745 - 0800	0	0	0	0	0	0	2	0	0	2	1	19	0	0	20	0	3	1	0	4	26
Hourly Total	0	0	0	0	0	0	2	1	0	3	3	60	0	0	63	0	10	2	0	12	78
Grand Total	0	0	0	0	0	0	2	1	0	3	4	79	0	0	83	0	11	4	0	15	101
Approach %	0.00	0.00	0.00	0.00	-	0.00	66.67	33.33	0.00	-	4.82	95.18	0.00	0.00	-	0.00	73.33	26.67	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	1.98	0.99	0.00	2.97	3.96	78.22	0.00	0.00	82.18	0.00	10.89	3.96	0.00	14.85	
Heavy Vehicle %	-	-	-	-	-	-	0	0	-	0	0	3	-	-	2	-	18	0	-	13	4
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.38	0.38	0.75	0.00	0.00	0.72	0.00	0.83	0.50	0.00	0.75	0.75

1600 - 1800 (Weekday 2h Session) (03-12-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Driveway			Fitts Rd			Yellow Creek Rd (West)					Yellow Creek Rd (East)									
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	1	7	0	0	8	14
1615 - 1630	0	0	0	0	0	0	1	0	0	2	1	6	1	0	8	0	14	1	0	15	25
1630 - 1645	0	0	0	0	0	0	0	1	0	1	0	11	1	0	12	0	14	1	0	15	28
1645 - 1700	0	0	1	0	1	1	0	0	0	1	0	6	0	0	6	1	15	0	0	16	24
Hourly Total	0	0	1	0	1	2	0	2	0	4	1	29	2	0	32	2	50	2	0	54	91
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	11	1	0	12	20
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	14	0	0	14	20
1730 - 1745	0	0	0	0	0	0	1	0	0	1	0	10	1	0	11	0	14	3	0	17	29
1745 - 1800	1	0	0	0	1	0	5	1	0	6	2	9	0	0	11	4	15	1	0	20	38
Hourly Total	1	0	0	0	1	1	5	1	0	7	2	33	1	0	36	4	54	5	0	63	107
Grand Total	1	0	1	0	2	3	5	3	0	11	3	62	3	0	68	6	104	7	0	117	198
Approach %	50.00	0.00	50.00	0.00	-	27.27	45.45	27.27	0.00	-	4.41	91.18	4.41	0.00	-	5.13	88.89	5.98	0.00	-	
Intersection %	0.51	0.00	0.51	0.00	1.01	1.52	2.53	1.52	0.00	5.56	1.52	31.31	1.52	0.00	34.34	3.03	52.53	3.54	0.00	59.09	
Heavy Vehicle %	0	-	0	-	0	0	0	0	-	0	0	5	0	-	4	0	2	0	-	2	3
PHF	0.25	0.00	0.00	0.00	0.25	0.25	0.25	0.25	0.00	0.29	0.25	0.83	0.25	0.00	0.82	0.25	0.90	0.42	0.00	0.79	0.70

Peak Hour Turning Movement Count
Walden Road at SR 60/Thompson Bridge Road

The diagram illustrates the traffic flow and volume data for the GA-60 Thompson Bridge Rd intersection. It is divided into two main sections: Westbound and Eastbound.

Westbound:

- Approach (Left):** Shows traffic flow from the left. The total volume is 274. The flow is split into three lanes: 250 (1-3), 13 (4-7), and 11 (8-13). The total volume is 274.
- Intersection:** A red octagonal STOP sign is shown. The intersection is marked with a red circle and a white 'X'.
- Departure (Right):** Shows traffic flow to the right. The total volume is 405. The flow is split into three lanes: 0 (1-3), 4 (4-7), and 400 (8-13). The total volume is 405.

Eastbound:

- Approach (Left):** Shows traffic flow from the left. The total volume is 387. The flow is split into three lanes: 0 (1-3), 4 (4-7), and 3 (8-13). The total volume is 387.
- Intersection:** A red octagonal STOP sign is shown. The intersection is marked with a red circle and a white 'X'.
- Departure (Right):** Shows traffic flow to the right. The total volume is 406. The flow is split into three lanes: 0 (1-3), 4 (4-7), and 400 (8-13). The total volume is 406.

Summary Table:

Direction	Class	(1-3)	(4-7)	(8-13)	Total
Westbound	Volume	250	13	11	274
	PHF	0.90	0.90	0.90	0.90
	ADT (Calc)	654	24	14	692
Eastbound	Volume	387	10	3	400
	PHF	0.90	0.90	0.90	0.90
	ADT (Calc)	654	24	14	692

All Vehicles		Northbound										Southbound					Eastbound					Westbound				
		Walden Rd					Stowers Rd					GA-60 Thompson Bridge Rd (West)					GA-60 Thompson Bridge Rd (East)									
		Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total				
		Time																								
0700 - 0715	1	1	0	-	0	2	1	0	2	-	0	3	1	80	0	-	0	81	0	53	0	-	0	53	139	
0715 - 0730	3	0	1	-	0	4	0	0	2	-	0	2	1	117	0	-	0	118	0	59	1	-	0	60	184	
0730 - 0745	2	0	1	-	0	3	0	0	0	-	0	0	1	109	1	-	0	111	0	77	2	-	0	79	193	
0745 - 0800	2	1	2	-	0	5	1	2	0	-	0	3	1	94	0	-	0	95	0	73	0	-	0	73	176	
Total	8	2	4	0	0	14	2	2	4	0	0	8	4	400	1	0	0	405	0	262	3	0	0	265	692	
Approach %	57.14	14.29	28.57	0.00	0.00	-	25.00	25.00	50.00	0.00	0.00	-	0.99	98.77	0.25	0.00	0.00	-	0.00	98.87	1.13	0.00	0.00	-	-	
PHF	0.67	0.50	0.50	0.00	0.00	0.70	0.50	0.25	0.50	0.00	0.00	0.67	1.00	0.85	0.25	0.00	0.00	0.86	0.00	0.85	0.38	0.00	0.00	0.84	0.90	

Time	Northbound						Southbound						Eastbound						Westbound						Int. Total
	Walden Rd						Stowers Rd						GA-60 Thompson Bridge Rd (West)						GA-60 Thompson Bridge Rd (East)						
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total		Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total		Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total		Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total		
0700 - 0715	1	1	0	-	0	2	1	0	2	-	0	3	1	77	0	-	0	78	0	48	0	-	0	48	131
0715 - 0730	3	0	1	-	0	4	0	0	2	-	0	2	1	113	0	-	0	114	0	48	0	-	0	48	168
0730 - 0745	2	0	1	-	0	3	0	0	0	-	0	0	1	107	1	-	0	109	0	74	2	-	0	76	188
0745 - 0800	2	1	2	-	0	5	1	2	0	-	0	3	1	90	0	-	0	91	0	68	0	-	0	68	167
Total	8	2	4	0	0	14	2	2	4	0	0	8	4	387	1	0	0	392	0	238	2	0	0	240	654
Approach %	57.14	14.29	28.57	0.00	0.00	-	25.00	25.00	50.00	0.00	0.00	-	1.02	98.72	0.26	0.00	0.00	-	0.00	99.17	0.83	0.00	0.00	-	-
PHF	0.67	0.50	0.50	0.00	0.00	0.70	0.50	0.25	0.50	0.00	0.00	0.67	1.00	0.86	0.25	0.00	0.00	0.86	0.00	0.80	0.25	0.00	0.00	0.79	0.87

Single Unit Trucks (4-7)		Northbound						Southbound						Eastbound						Westbound					
		Walden Rd						Stowers Rd						GA-60 Thompson Bridge Rd (West)						GA-60 Thompson Bridge Rd (East)					
		Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total		Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total		Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total		Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0700 - 0715	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	2	0	-	0	2	5
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	0	4	0	5	1	-	0	6	10
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	3
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	4	0	-	0	4	6
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	13	1	0	0	14	24
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	92.86	7.14	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.63	0.00	0.65	0.25	0.00	0.00	0.58	0.60

Time		Northbound						Southbound						Eastbound						Westbound						Int Total
		Walden Rd						Stowers Rd						GA-60 Thompson Bridge Rd (West)						GA-60 Thompson Bridge Rd (East)						
		Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total		Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total		Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total		Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total		
0700 - 0715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	3	0	-	0	3	3
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	0	0	0	6	0	-	0	6	6	
0730 - 0745	0	0	0	-	0	0	0	0	0	0	-	0	0	1	0	-	0	1	0	1	0	-	0	1	2	
0745 - 0800	0	0	0	-	0	0	0	0	0	0	-	0	0	2	0	-	0	2	0	1	0	-	0	1	3	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	11	0	0	0	11	14	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.38	0.00	0.46	0.00	0.00	0.00	0.46	0.58	

Time	Northbound Walden Rd						Southbound Stowers Rd						Eastbound GA-60 Thompson Bridge Rd (West)						Westbound GA-60 Thompson Bridge Rd (East)						Int							
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total		Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total		Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total		Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total									
	0700 - 0715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0		0	0	0	0	-	0	0
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	



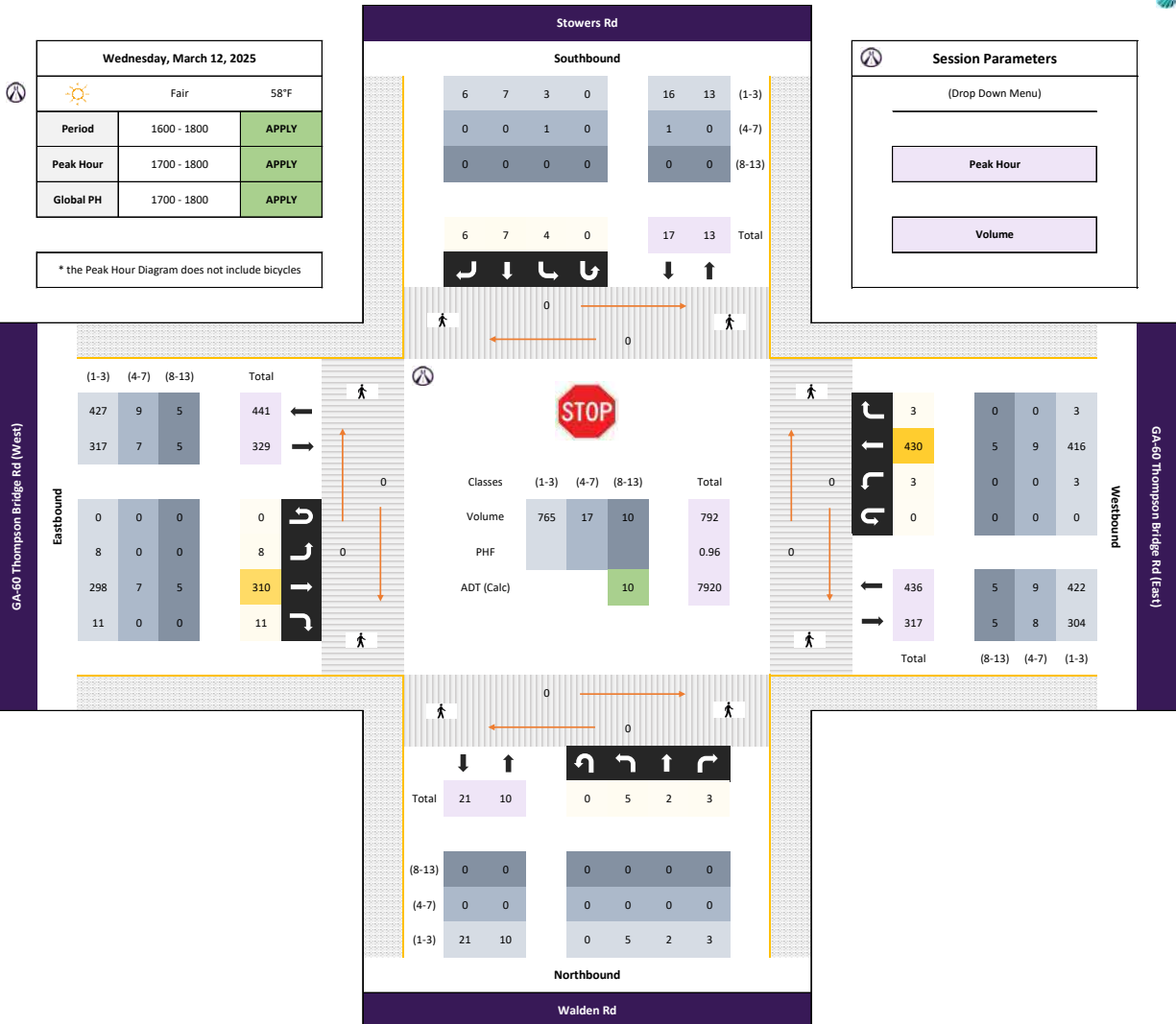
[Click here for Map](#)

Peak Hour Turning Movement Count

Hall County, GA



www.marrtraffic.com



All vehicles		Northbound										Southbound										Eastbound										Westbound										Int Total
		Walden Rd										Stowers Rd										GA-60 Thompson Bridge Rd (West)										GA-60 Thompson Bridge Rd (East)										
		Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total																					
Time																																										
1700 - 1715		0	1	0	-	0	1	1	0	2	2	0	1	-	0	2	2	65	2	-	0	69	0	110	1	-	0	111	183													
1715 - 1730		1	0	0	-	0	1	2	2	3	0	6	1	97	0	104	1	100	0	-	0	100	206																			
1730 - 1745		2	0	2	-	0	4	0	2	3	-	5	2	74	7	83	2	110	1	-	0	113	205																			
1745 - 1800		2	1	1	-	0	4	1	3	0	-	4	3	74	2	79	0	110	1	-	0	111	198																			
Total		5	2	3	0	0	10	4	7	6	0	17	8	310	11	0	0	329	3	430	3	0	0	436	792																	
Approach %		50.00	20.00	30.00	0.00	0.00	-	23.53	41.18	35.29	0.00	0.00	-	2.43	94.22	3.34	0.00	0.00	-	0.69	98.62	0.69	0.00	0.00	-	-																
PHF		0.63	0.50	0.38	0.00	0.00	0.63	0.50	0.58	0.50	0.00	0.00	0.71	0.67	0.80	0.39	0.00	0.00	0.84	0.38	0.98	0.75	0.00	0.00	0.96	0.96																

	Northbound						Southbound						Eastbound						Westbound						
	Walden Rd						Stowers Rd						GA-60 Thompson Bridge Rd (West)						GA-60 Thompson Bridge Rd (East)						
Time	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total		Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total		Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total		Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total	
1700 - 1715	0	1	0	-	0	1	1	0	1	-	0	2	2	64	2	-	0	68	0	103	1	-	0	104	175
1715 - 1730	1	0	0	-	0	1	1	2	2	-	0	5	1	93	0	-	0	94	1	99	0	-	0	100	200
1730 - 1745	2	0	2	-	0	4	0	2	3	-	0	5	2	69	7	-	0	78	2	105	1	-	0	108	195
1745 - 1800	2	1	1	-	0	4	1	3	0	-	0	4	3	72	2	-	0	77	0	109	1	-	0	110	195
Total	5	2	3	0	0	10	3	7	6	0	0	16	8	298	11	0	0	317	3	416	3	0	0	422	765
Approach %	50.00	20.00	30.00	0.00	0.00	-	18.75	43.75	37.50	0.00	0.00	-	2.52	94.01	3.47	0.00	0.00	-	0.71	98.58	0.71	0.00	0.00	-	-
PHF	0.63	0.50	0.38	0.00	0.00	0.63	0.75	0.58	0.50	0.00	0.00	0.80	0.67	0.80	0.39	0.00	0.00	0.84	0.38	0.95	0.75	0.00	0.00	0.96	0.96

Time	Northbound						Southbound						Eastbound						Westbound						Int
	Walden Rd						Stowers Rd						GA-60 Thompson Bridge Rd (West)						GA-60 Thompson Bridge Rd (East)						
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total		Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total		Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total		Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total		
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	5	0	-	0	5	
1715 - 1730	0	0	0	-	0	0	1	0	0	-	0	1	0	2	0	-	0	2	1	1	0	-	0	1	
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	2	0	-	0	2	
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	7	0	0	0	7	0	9	0	0	0	9	
Approach %	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.58	0.00	0.00	0.00	0.58	0.00	0.45	0.00	0.00	0.00	0.45	

Time	Northbound						Southbound						Eastbound						Westbound						Int	
	Walden Rd						Stowers Rd						GA-60 Thompson Bridge Rd (West)						GA-60 Thompson Bridge Rd (East)							
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total		Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total		Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total		Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total			
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	2	0	-	0	2	2
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	0	-	0	0	2
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	3	0	-	0	3	5	
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	5	0	0	0	0	5	10	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.63	0.00	0.42	0.00	0.00	0.00	0.00	0.42	0.50

[illegible]

Classified Turn Movement Count | All vehicles

Hall County, GA

Site 3

Walden Rd
Stowers Rd
GA-60 Thompson Bridge Rd (West)
GA-60 Thompson Bridge Rd (East)

Date

Wednesday, March 12, 2025

Lat/Long

34.434018°, -83.922357°
[Click here for Map](#)

Weather

Fair
58°F
[Click here for Detailed Weather](#)

0600 - 0800 (Weekday 2h Session) (03-12-2025)

All vehicles

	Northbound				Southbound				Eastbound				Westbound													
	Walden Rd				Stowers Rd				GA-60 Thompson Bridge Rd (West)				GA-60 Thompson Bridge Rd (East)													
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total	
0600 - 0615	1	0	0		0	1	0	0	1		0	1	0	54	0			0	54	0	29	0		0	29	85
0615 - 0630	3	0	1		0	4	0	0	2		0	2	1	72	0			0	73	0	30	0		0	30	109
0630 - 0645	2	0	0		0	2	0	0	2		0	2	0	86	0			0	86	0	69	0		0	69	159
0645 - 0700	2	0	1		0	3	0	0	2		0	2	0	71	0			0	71	1	63	0		0	64	140
Hourly Total	8	0	2		0	10	0	0	7		0	7	1	283	0			0	284	1	191	0		0	192	493
0700 - 0715	1	1	0		0	2	1	0	2		0	3	1	80	0			0	81	0	53	0		0	53	139
0715 - 0730	3	0	1		0	4	0	0	2		0	2	1	117	0			0	118	0	59	1		0	60	184
0730 - 0745	2	0	1		0	3	0	0	0		0	0	1	109	1			0	111	0	77	2		0	79	193
0745 - 0800	2	1	2		0	5	1	2	0		0	3	1	94	0			0	95	0	73	0		0	73	176
Hourly Total	8	2	4		0	14	2	2	4		0	8	4	400	1			0	405	0	262	3		0	265	692
Grand Total	16	2	6		0	24	2	2	11		0	15	5	683	1			0	689	1	453	3		0	457	1185
Approach %	66.67	8.33	25.00		0.00	-	13.33	13.33	73.33		0.00	-	0.73	99.13	0.15			0.00	-	0.22	99.12	0.66		0.00	-	
Intersection %	1.35	0.17	0.51		0.00	2.03	0.17	0.17	0.93		0.00	1.27	0.42	57.64	0.08			0.00	58.14	0.08	38.23	0.25		0.00	38.57	
Heavy Vehicle %	0	0	0		-	0	0	0	0		-	0	0	3	0			-	3	0	6	33		-	7	4
PHF	0.67	0.50	0.50		0.00	0.70	0.50	0.25	0.50		0.00	0.67	1.00	0.85	0.25			0.00	0.86	0.00	0.85	0.38		0.00	0.84	0.90

1600 - 1800 (Weekday 2h Session) (03-12-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Walden Rd					Stowers Rd					GA-60 Thompson Bridge Rd (West)					GA-60 Thompson Bridge Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int Total
TIME	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	4.0	3.10	3.11	3.12	4.1	4.2	3.13	3.14	3.15	3.16	4.3	4.4
1600 - 1615	0	0	0	0	0	0	0	0	0	2	80	0	0	82	2	104	0	0	106	188	
1615 - 1630	0	0	1	0	1	0	1	0	1	2	83	3	0	88	1	101	1	0	103	193	
1630 - 1645	4	0	4	0	8	1	0	3	0	4	2	78	0	0	80	0	92	1	0	93	185
1645 - 1700	1	0	0	0	1	0	1	1	0	2	1	70	6	0	77	0	106	2	0	108	188
Hourly Total	5	0	5	0	10	1	2	4	0	7	7	311	9	0	327	3	403	4	0	410	754
1700 - 1715	0	1	0	0	1	1	0	1	0	2	2	65	2	0	69	0	110	1	0	111	183
1715 - 1730	1	0	0	0	1	2	2	2	0	6	1	97	0	0	98	1	100	0	0	101	206
1730 - 1745	2	0	2	0	4	0	2	3	0	5	2	74	7	0	83	2	110	1	0	113	205
1745 - 1800	2	1	1	0	4	1	3	0	0	4	3	74	2	0	79	0	110	1	0	111	198
Hourly Total	5	2	3	0	10	4	7	6	0	17	8	310	11	0	329	3	430	3	0	436	792
Grand Total	10	2	8	0	20	5	9	10	0	24	15	621	20	0	656	6	833	7	0	846	1546
Approach %	50.00	10.00	40.00	0.00	-	20.83	37.50	41.67	0.00	-	2.29	94.66	3.05	0.00	-	0.71	98.46	0.83	0.00	-	
Intersection %	0.65	0.13	0.52	0.00	1.29	0.32	0.58	0.65	0.00	1.55	0.97	40.17	1.29	0.00	42.43	0.39	53.88	0.45	0.00	54.72	
Heavy Vehicle %	0	0	0	-	0	20	0	0	-	4	0	5	0	-	5	0	3	0	-	3	4
PHF	0.63	0.50	0.38	0.00	0.63	0.50	0.58	0.50	0.00	0.71	0.67	0.80	0.39	0.00	0.84	0.38	0.98	0.75	0.00	0.96	0.96

Peak Hour Turning Movement Count
Yellow Creek Road at SR 60/Thompson Bridge
Road



Wednesday, March 12, 2025		
	Fair	58°F
Period	0600 - 0800	APPLY
Peak Hour	0700 - 0800	APPLY
Global PH	0700 - 0800	APPLY

* the Peak Hour Diagram does not include bicycles

Yellow Creek Rd

Eastbound

(1-3)	(4-7)	(8-13)	Total
23	1	0	24
81	1	0	82
0	0	0	0
0	0	0	0
81	1	0	82

Northbound

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	745	26	14	785
PHF				0.89
ADT (Calc)			10	7850

GA-60 Thompson Bridge Rd (South)



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles	Northbound										Southbound						Eastbound						
	GA-60 Thompson Bridge Rd (South)						GA-60 Thompson Bridge Rd (North)						Yellow Creek Rd										
	Left 4.1	Thru 4.6	-	-	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	-	U-Turn 4.6	App Total	Left 4.7	Right 4.8	-	U-Turn 4.9	App Total							
Time																							
0700 - 0715	1	46	-	-	0	47	-	80	0	-	0	80	0	-	8	0	8	-	-				
0715 - 0730	7	63	-	-	0	70	-	114	0	-	0	114	0	-	29	-	29	-	-				
0730 - 0745	4	83	-	-	0	87	-	107	0	-	0	107	0	-	23	-	23	-	-				
0745 - 0800	12	76	-	-	0	88	-	110	0	-	0	110	0	-	22	-	22	-	-				
Total	24	268	0	0	0	292	0	411	0	0	0	411	0	0	82	0	82	0	0				
Approach %	8.22	91.78	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00				
PHF	0.50	0.81	0.00	0.00	0.00	0.83	0.00	0.90	0.00	0.00	0.00	0.90	0.00	0.00	0.71	0.00	0.00	0.71	0.00				

	Northbound				Southbound				Eastbound							
	GA-60 Thompson Bridge Rd (South)				GA-60 Thompson Bridge Rd (North)				Yellow Creek Rd							
Time	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Left 4.1	Thru 4.2	U-Turn 4.3	App Total
0700 - 0715	1	41	-	0	42	-	77	0	-	8	-	8	-	-	-	0
0715 - 0730	6	51	-	0	57	-	110	0	-	29	-	29	-	-	-	0
0730 - 0745	4	80	-	0	84	-	105	0	-	23	-	23	-	-	-	0
0745 - 0800	12	71	-	0	83	-	106	0	-	21	-	21	-	-	-	0
Total	23	243	0	0	266	0	398	0	0	81	0	81	0	0	0	0
Approach %	8.65	91.35	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF	0.48	0.76	0.00	0.00	0.00	0.79	0.00	0.90	0.00	0.70	0.00	0.70	0.00	0.00	0.00	0.00

	Northbound				Southbound				Eastbound											
	GA-60 Thompson Bridge Rd (South)				GA-60 Thompson Bridge Rd (North)				Yellow Creek Rd											
Time	Left	Thru	Right	U-Turn	App	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App				App	Total	
	4.1	4.2	4.3	4.3	Total	4.4	4.5	4.6	Total	4.7	4.8	4.9	4.9	Total				Total		
0700 - 0715	0	2	-	-	0	2	-	3	0	-	0	3	0	-	0	-	-	-	0	5
0715 - 0730	1	6	-	-	0	7	-	4	0	-	0	4	0	-	0	-	-	-	0	11
0730 - 0745	0	2	-	-	0	2	-	1	0	-	0	1	0	-	0	-	-	-	0	3
0745 - 0800	0	4	-	-	0	4	-	2	0	-	0	2	0	-	1	-	0	-	0	7
Total	1	14	0	0	0	15	0	10	0	0	0	10	0	0	1	0	0	0	0	26
Approach %	6.67	93.33	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00
PHF	0.25	0.58	0.00	0.00	0.00	0.54	0.00	0.63	0.00	0.00	0.00	0.63	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00

[illegible]

	Northbound						Southbound						Eastbound							
	GA-60 Thompson Bridge Rd (South)						GA-60 Thompson Bridge Rd (North)						Yellow Creek Rd							
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total	Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7	Right 4.8		U-Turn 4.9	App Total			Total	
0700 - 0715	0	0	-	-	0	0	-	0	0	-	0	0	-	0	-	0	-	-	0	0
0715 - 0730	0	0	-	-	0	0	-	0	0	-	0	0	-	0	-	0	-	-	0	0
0730 - 0745	0	0	-	-	0	0	-	0	0	-	0	0	-	0	-	0	-	-	0	0
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	-	0	-	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count

Hall County, GA



www.marrtraffic.com

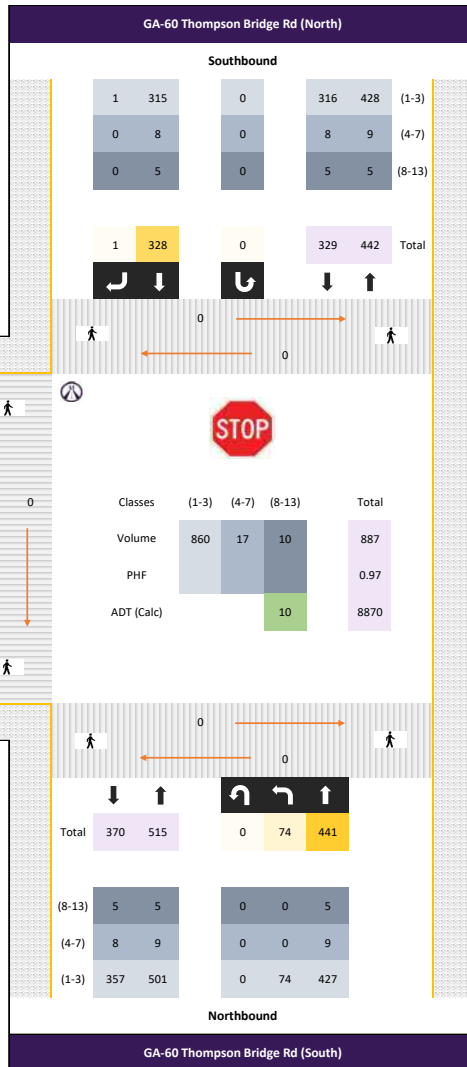


Wednesday, March 12, 2025		
	Fair	58°F
Period	1600 - 1800	APPLY
Peak Hour	1700 - 1800	APPLY
Global PH	1700 - 1800	APPLY

* the Peak Hour Diagram does not include bicycles

Yellow Creek Rd

	(1-3)	(4-7)	(8-13)	Total	
Eastbound	75	0	0	75	←
	43	0	0	43	→
	0	0	0	0	↩
	1	0	0	1	↪
	42	0	0	42	↩



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles		Northbound												Southbound						Eastbound						Int Total
		GA-60 Thompson Bridge Rd (South)						GA-60 Thompson Bridge Rd (North)						Yellow Creek Rd												
		Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total													
Time	1700 - 1715	17	116	-	-	0	133	-	74	0	-	0	74	0	-	10	-	0	10	-	-	-	-	0	217	
	1715 - 1730	17	99	-	-	0	116	-	97	0	-	0	97	0	-	7	-	0	7	-	-	-	-	0	220	
	1730 - 1745	21	117	-	-	0	138	-	75	1	-	0	76	1	-	13	-	0	14	-	-	-	-	0	228	
	1745 - 1800	19	109	-	-	0	128	-	82	0	-	0	82	0	-	12	-	0	12	-	-	-	-	0	222	
Total		74	441	0	0	0	515	0	328	1	0	0	329	1	0	0	0	0	43	0	0	0	0	0	887	
Approach %		14.37	85.63	0.00	0.00	0.00	-	0.00	99.70	0.30	0.00	0.00	-	2.33	0.00	97.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF		0.88	0.94	0.00	0.00	0.00	0.93	0.00	0.85	0.25	0.00	0.00	0.85	0.25	0.00	0.81	0.00	0.00	0.77	0.00	0.00	0.00	0.00	0.00	0.97	

	Northbound				Southbound				Eastbound							
	GA-60 Thompson Bridge Rd (South)				GA-60 Thompson Bridge Rd (North)				Yellow Creek Rd							
Time	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total				Int Total
1700 - 1715	17	109	-	126	-	73	0	73	0	-	10	10	-	-	-	209
1715 - 1730	17	98	-	115	-	92	0	92	0	-	7	7	-	-	-	214
1730 - 1745	21	112	-	133	-	70	1	71	1	-	13	14	-	-	-	218
1745 - 1800	19	108	-	127	-	80	0	80	0	-	12	12	-	-	-	219
Total	74	427	0	501	0	315	1	316	1	0	42	43	0	0	0	860
Approach %	14.77	85.23	0.00	0.00	0.00	99.68	0.32	0.00	2.33	0.00	97.67	0.00	0.00	0.00	0.00	-
PHF	0.88	0.95	0.00	0.00	0.00	0.86	0.25	0.00	0.25	0.00	0.81	0.00	0.00	0.00	0.00	0.98

	Northbound					Southbound					Eastbound						
	GA-60 Thompson Bridge Rd (South)					GA-60 Thompson Bridge Rd (North)					Yellow Creek Rd						
Time	Left 4.1	Thru 4.2		U-Turn 4.3	App Total	Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7	Right 4.8		U-Turn 4.9	App Total	Int Total	
1700 - 1715	0	5	-	-	0	5	-	1	0	-	0	-	0	-	0	0	6
1715 - 1730	0	1	-	-	0	1	-	3	0	-	0	3	-	0	-	0	4
1730 - 1745	0	2	-	-	0	2	-	3	0	-	0	3	-	0	-	0	5
1745 - 1800	0	1	-	-	0	1	-	1	0	-	0	1	-	0	-	0	2
Total	0	9	0	0	0	9	0	8	0	0	0	0	0	0	0	0	17
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00
PHF	0.00	0.45	0.00	0.00	0.00	0.45	0.00	0.67	0.00	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.71

	Northbound					Southbound					Eastbound					
	GA-60 Thompson Bridge Rd (South)					GA-60 Thompson Bridge Rd (North)					Yellow Creek Rd					
Time	Left 4.1	Thru 4.2		U-Turn 4.3	App Total	Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7	Right 4.8		U-Turn 4.9	App Total	Int Total
1700 - 1715	0	2	-	-	0	2	-	0	0	-	0	0	-	0	0	2
1715 - 1730	0	0	-	-	0	0	-	2	0	0	2	0	-	0	0	2
1730 - 1745	0	3	-	-	0	3	-	2	0	-	2	0	-	0	0	5
1745 - 1800	0	0	-	-	0	0	-	1	0	-	0	0	-	0	0	1
Total	0	5	0	0	0	5	-	0	0	0	0	0	0	0	0	10
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.42	0.00	0.00	0.00	0.42	0.00	0.63	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.50

[illegible]

Classified Turn Movement Count | All vehicles

Hall County, GA

Site 4

GA-60 Thompson Bridge Rd (South)
GA-60 Thompson Bridge Rd (North)
Yellow Creek Rd

Date

Wednesday, March 12, 2025

Lat/Long

34.424460°, -83.910830°
[Click here for Map](#)

Weather

Fair
58°F

[Click here for Detailed Weather](#)

0600 - 0800 (Weekday 2h Session) (03-12-2025)

All vehicles

	Northbound				Southbound				Eastbound				Int Total
	GA-60 Thompson Bridge Rd (South)				GA-60 Thompson Bridge Rd (North)				Yellow Creek Rd				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	
0600 - 0615	1	30	0	31	59	0	0	59	0	4	0	4	94
0615 - 0630	1	34	0	35	71	1	0	72	0	6	0	6	113
0630 - 0645	1	70	0	71	87	0	0	87	0	12	0	12	170
0645 - 0700	4	65	0	69	79	0	0	79	0	8	0	8	156
Hourly Total	7	199	0	206	296	1	0	297	0	30	0	30	533
0700 - 0715	1	46	0	47	80	0	0	80	0	8	0	8	135
0715 - 0730	7	63	0	70	114	0	0	114	0	29	0	29	213
0730 - 0745	4	83	0	87	107	0	0	107	0	23	0	23	217
0745 - 0800	12	76	0	88	110	0	0	110	0	22	0	22	220
Hourly Total	24	268	0	292	411	0	0	411	0	82	0	82	785
Grand Total	31	467	0	498	707	1	0	708	0	112	0	112	1318
Approach %	6.22	93.78	0.00	-	99.86	0.14	0.00	-	0.00	100.00	0.00	-	
Intersection %	2.35	35.43	0.00	37.78	53.64	0.08	0.00	53.72	0.00	8.50	0.00	8.50	
Heavy Vehicle %	6	6	-	6	3	0	-	3	-	2	-	2	4
PHF	0.50	0.81	0.00	0.83	0.90	0.00	0.00	0.90	0.00	0.71	0.00	0.71	0.89

1600 - 1800 (Weekday 2h Session) (03-12-2025)

All vehicles

	Northbound				Southbound				Eastbound				Int Total
	GA-60 Thompson Bridge Rd (South)				GA-60 Thompson Bridge Rd (North)				Yellow Creek Rd				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	
1600 - 1615	16	112	0	128	81	0	0	81	0	9	0	9	218
1615 - 1630	19	96	0	115	90	0	0	90	0	8	0	8	213
1630 - 1645	24	98	0	122	76	0	0	76	0	14	0	14	212
1645 - 1700	18	106	0	124	75	0	0	75	0	12	0	12	211
Hourly Total	77	412	0	489	322	0	0	322	0	43	0	43	854
1700 - 1715	17	116	0	133	74	0	0	74	0	10	0	10	217
1715 - 1730	17	99	0	116	97	0	0	97	0	7	0	7	220
1730 - 1745	21	117	0	138	75	1	0	76	1	13	0	14	228
1745 - 1800	19	109	0	128	82	0	0	82	0	12	0	12	222
Hourly Total	74	441	0	515	328	1	0	329	1	42	0	43	887
Grand Total	151	853	0	1004	650	1	0	651	1	85	0	86	1741
Approach %	15.04	84.96	0.00	-	99.85	0.15	0.00	-	1.16	98.84	0.00	-	
Intersection %	8.67	48.99	0.00	57.67	37.33	0.06	0.00	37.39	0.06	4.88	0.00	4.94	
Heavy Vehicle %	1	3	-	3	5	0	-	5	0	4	-	3	4
PHF	0.88	0.94	0.00	0.93	0.85	0.25	0.00	0.85	0.25	0.81	0.00	0.77	0.97

Appendix C

Synchro Reports

Existing (2025)

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	34	0	1	2	5	0	0	9	3	1	2
Future Vol, veh/h	20	34	0	1	2	5	0	0	9	3	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	43	0	1	3	6	0	0	11	4	1	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	9	0	0	43	0	0	103	104	43	107	101	6
Stage 1	-	-	-	-	-	-	93	93	-	8	8	-
Stage 2	-	-	-	-	-	-	10	11	-	99	93	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1611	-	-	1566	-	-	877	786	1027	872	789	1077
Stage 1	-	-	-	-	-	-	914	818	-	1013	889	-
Stage 2	-	-	-	-	-	-	1011	886	-	907	818	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1611	-	-	1566	-	-	863	773	1027	851	776	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	863	773	-	851	776	-
Stage 1	-	-	-	-	-	-	899	805	-	997	888	-
Stage 2	-	-	-	-	-	-	1006	885	-	883	805	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.7			0.9			8.5			9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1027	1611	-	-	1566	-	-	899				
HCM Lane V/C Ratio	0.011	0.016	-	-	0.001	-	-	0.008				
HCM Control Delay (s)	8.5	7.3	0	-	7.3	0	-	9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	60	0	0	10	2	0	0	0	0	2	1
Future Vol, veh/h	3	60	0	0	10	2	0	0	0	0	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	65	0	0	11	2	0	0	0	0	2	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	13	0	0	65	0	0	85	84	65	83	83	12
Stage 1	-	-	-	-	-	-	71	71	-	12	12	-
Stage 2	-	-	-	-	-	-	14	13	-	71	71	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1606	-	-	1537	-	-	901	806	999	904	807	1069
Stage 1	-	-	-	-	-	-	939	836	-	1009	886	-
Stage 2	-	-	-	-	-	-	1006	885	-	939	836	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1606	-	-	1537	-	-	896	804	999	902	805	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	896	804	-	902	805	-
Stage 1	-	-	-	-	-	-	937	834	-	1007	886	-
Stage 2	-	-	-	-	-	-	1003	885	-	937	834	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0			0			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1606	-	-	1537	-	-	877				
HCM Lane V/C Ratio	-	0.002	-	-	-	-	-	0.004				
HCM Control Delay (s)	0	7.2	0	-	0	-	-	9.1				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	400	1	0	262	3	8	2	4	2	2	4
Future Vol, veh/h	4	400	1	0	262	3	8	2	4	2	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	4	444	1	0	291	3	9	2	4	2	2	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	294	0	0	445	0	0	749	747	445	749	746	293
Stage 1	-	-	-	-	-	-	453	453	-	293	293	-
Stage 2	-	-	-	-	-	-	296	294	-	456	453	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1245	-	-	1094	-	-	323	337	605	323	337	737
Stage 1	-	-	-	-	-	-	579	563	-	707	663	-
Stage 2	-	-	-	-	-	-	704	662	-	577	563	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1245	-	-	1094	-	-	318	336	605	318	336	737
Mov Cap-2 Maneuver	-	-	-	-	-	-	318	336	-	318	336	-
Stage 1	-	-	-	-	-	-	577	561	-	704	663	-
Stage 2	-	-	-	-	-	-	697	662	-	568	561	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			15.1			13.1		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	371	1245	-	-	1094	-	-	453
HCM Lane V/C Ratio	0.042	0.004	-	-	-	-	-	0.02
HCM Control Delay (s)	15.1	7.9	0	-	0	-	-	13.1
HCM Lane LOS	C	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 1.5

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 0 82 24 268 411 0

Future Vol, veh/h 0 82 24 268 411 0

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 89 89 89 89 89 89

Heavy Vehicles, % 4 4 4 4 4 4

Mvmt Flow 0 92 27 301 462 0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 817 462 462 0 - 0

Stage 1 462 - - - - -

Stage 2 355 - - - - -

Critical Hdwy 6.44 6.24 4.14 - - -

Critical Hdwy Stg 1 5.44 - - - - -

Critical Hdwy Stg 2 5.44 - - - - -

Follow-up Hdwy 3.536 3.336 2.236 - - -

Pot Cap-1 Maneuver 343 596 1089 - - -

Stage 1 630 - - - - -

Stage 2 705 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 333 596 1089 - - -

Mov Cap-2 Maneuver 333 - - - - -

Stage 1 611 - - - - -

Stage 2 705 - - - - -

Approach EB NB SB

HCM Control Delay, s 12.1 0.7 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1089 - 596 - -

HCM Lane V/C Ratio 0.025 - 0.155 - -

HCM Control Delay (s) 8.4 0 12.1 - -

HCM Lane LOS A A B - -

HCM 95th %tile Q(veh) 0.1 - 0.5 - -

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	14	1	4	39	10	0	1	3	6	2	21
Future Vol, veh/h	10	14	1	4	39	10	0	1	3	6	2	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	16	1	5	46	12	0	1	4	7	2	25
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	58	0	0	17	0	0	117	109	17	105	103	52
Stage 1	-	-	-	-	-	-	41	41	-	62	62	-
Stage 2	-	-	-	-	-	-	76	68	-	43	41	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1546	-	-	1600	-	-	859	781	1062	875	787	1016
Stage 1	-	-	-	-	-	-	974	861	-	949	843	-
Stage 2	-	-	-	-	-	-	933	838	-	971	861	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1546	-	-	1600	-	-	829	772	1062	864	778	1016
Mov Cap-2 Maneuver	-	-	-	-	-	-	829	772	-	864	778	-
Stage 1	-	-	-	-	-	-	966	854	-	941	840	-
Stage 2	-	-	-	-	-	-	905	835	-	959	854	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.9			0.5			8.7			8.9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	971	1546	-	-	1600	-	-	961				
HCM Lane V/C Ratio	0.005	0.008	-	-	0.003	-	-	0.036				
HCM Control Delay (s)	8.7	7.3	0	-	7.3	0	-	8.9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	33	1	4	54	5	1	0	0	1	5	1
Future Vol, veh/h	2	33	1	4	54	5	1	0	0	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	36	1	4	59	5	1	0	0	1	5	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	64	0	0	37	0	0	114	113	37	111	111	62
Stage 1	-	-	-	-	-	-	41	41	-	70	70	-
Stage 2	-	-	-	-	-	-	73	72	-	41	41	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1538	-	-	1574	-	-	863	777	1035	867	779	1003
Stage 1	-	-	-	-	-	-	974	861	-	940	837	-
Stage 2	-	-	-	-	-	-	937	835	-	974	861	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1538	-	-	1574	-	-	855	774	1035	864	776	1003
Mov Cap-2 Maneuver	-	-	-	-	-	-	855	774	-	864	776	-
Stage 1	-	-	-	-	-	-	973	860	-	939	834	-
Stage 2	-	-	-	-	-	-	927	832	-	973	860	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.5			9.2			9.5		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	855	1538	-	-	1574	-	-	814				
HCM Lane V/C Ratio	0.001	0.001	-	-	0.003	-	-	0.009				
HCM Control Delay (s)	9.2	7.3	0	-	7.3	0	-	9.5				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	333	12	3	462	3	5	2	4	4	8	6
Future Vol, veh/h	9	333	12	3	462	3	5	2	4	4	8	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	9	347	13	3	481	3	5	2	4	4	8	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	484	0	0	360	0	0	868	862	354	864	867	483
Stage 1	-	-	-	-	-	-	372	372	-	489	489	-
Stage 2	-	-	-	-	-	-	496	490	-	375	378	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	1068	-	-	1188	-	-	271	291	685	272	289	580
Stage 1	-	-	-	-	-	-	644	615	-	557	546	-
Stage 2	-	-	-	-	-	-	552	545	-	642	612	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1068	-	-	1188	-	-	259	287	685	266	285	580
Mov Cap-2 Maneuver	-	-	-	-	-	-	259	287	-	266	285	-
Stage 1	-	-	-	-	-	-	637	608	-	551	544	-
Stage 2	-	-	-	-	-	-	536	543	-	629	605	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			15.9			16.3		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	343	1068	-	-	1188	-	-	337
HCM Lane V/C Ratio	0.033	0.009	-	-	0.003	-	-	0.056
HCM Control Delay (s)	15.9	8.4	0	-	8	0	-	16.3
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection

Int Delay, s/veh 1.2

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 1 42 74 441 328 1

Future Vol, veh/h 1 42 74 441 328 1

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 97 97 97 97 97 97

Heavy Vehicles, % 3 3 3 3 3 3

Mvmt Flow 1 43 76 455 338 1

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 946 339 339 0 - 0

Stage 1 339 - - - - -

Stage 2 607 - - - - -

Critical Hdwy 6.43 6.23 4.13 - - -

Critical Hdwy Stg 1 5.43 - - - - -

Critical Hdwy Stg 2 5.43 - - - - -

Follow-up Hdwy 3.527 3.327 2.227 - - -

Pot Cap-1 Maneuver 289 701 1215 - - -

Stage 1 719 - - - - -

Stage 2 542 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 265 701 1215 - - -

Mov Cap-2 Maneuver 265 - - - - -

Stage 1 659 - - - - -

Stage 2 542 - - - - -

Approach EB NB SB

HCM Control Delay, s 10.7 1.2 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1215 - 675 - -

HCM Lane V/C Ratio 0.063 - 0.066 - -

HCM Control Delay (s) 8.2 0 10.7 - -

HCM Lane LOS A A B - -

HCM 95th %tile Q(veh) 0.2 - 0.2 - -

No-Build (2033)

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	37	0	1	2	5	0	0	10	3	1	2
Future Vol, veh/h	21	37	0	1	2	5	0	0	10	3	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	46	0	1	3	6	0	0	13	4	1	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	9	0	0	46	0	0	108	109	46	113	106	6
Stage 1	-	-	-	-	-	-	98	98	-	8	8	-
Stage 2	-	-	-	-	-	-	10	11	-	105	98	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1611	-	-	1562	-	-	871	781	1023	864	784	1077
Stage 1	-	-	-	-	-	-	908	814	-	1013	889	-
Stage 2	-	-	-	-	-	-	1011	886	-	901	814	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1611	-	-	1562	-	-	856	767	1023	842	770	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	856	767	-	842	770	-
Stage 1	-	-	-	-	-	-	893	800	-	996	888	-
Stage 2	-	-	-	-	-	-	1006	885	-	875	800	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.6			0.9			8.6			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1023	1611	-	-	1562	-	-	893				
HCM Lane V/C Ratio	0.012	0.016	-	-	0.001	-	-	0.008				
HCM Control Delay (s)	8.6	7.3	0	-	7.3	0	-	9.1				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	64	0	0	11	2	0	0	0	0	2	1
Future Vol, veh/h	3	64	0	0	11	2	0	0	0	0	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	70	0	0	12	2	0	0	0	0	2	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	70	0	0	91	90	70	89	89	13
Stage 1	-	-	-	-	-	-	76	76	-	13	13	-
Stage 2	-	-	-	-	-	-	15	14	-	76	76	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1604	-	-	1531	-	-	893	800	993	896	801	1067
Stage 1	-	-	-	-	-	-	933	832	-	1007	885	-
Stage 2	-	-	-	-	-	-	1005	884	-	933	832	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1604	-	-	1531	-	-	889	798	993	894	799	1067
Mov Cap-2 Maneuver	-	-	-	-	-	-	889	798	-	894	799	-
Stage 1	-	-	-	-	-	-	931	830	-	1005	885	-
Stage 2	-	-	-	-	-	-	1002	884	-	931	830	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0			0			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1604	-	-	1531	-	-	872				
HCM Lane V/C Ratio	-	0.002	-	-	-	-	-	0.004				
HCM Control Delay (s)	0	7.2	0	-	0	-	-	9.1				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	430	1	0	281	3	9	2	4	2	2	4
Future Vol, veh/h	4	430	1	0	281	3	9	2	4	2	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	4	478	1	0	312	3	10	2	4	2	2	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	315	0	0	479	0	0	804	802	479	804	801	314
Stage 1	-	-	-	-	-	-	487	487	-	314	314	-
Stage 2	-	-	-	-	-	-	317	315	-	490	487	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1223	-	-	1063	-	-	297	313	579	297	313	717
Stage 1	-	-	-	-	-	-	555	544	-	688	649	-
Stage 2	-	-	-	-	-	-	686	648	-	552	544	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1223	-	-	1063	-	-	293	312	579	292	312	717
Mov Cap-2 Maneuver	-	-	-	-	-	-	293	312	-	292	312	-
Stage 1	-	-	-	-	-	-	553	542	-	685	649	-
Stage 2	-	-	-	-	-	-	679	648	-	543	542	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	16.1	13.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	341	1223	-	-	1063	-	-	425
HCM Lane V/C Ratio	0.049	0.004	-	-	-	-	-	0.021
HCM Control Delay (s)	16.1	8	0	-	0	-	-	13.7
HCM Lane LOS	C	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 1.6

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 0 88 26 288 442 0

Future Vol, veh/h 0 88 26 288 442 0

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 89 89 89 89 89 89

Heavy Vehicles, % 4 4 4 4 4 4

Mvmt Flow 0 99 29 324 497 0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 879 497 497 0 - 0

Stage 1 497 - - - - -

Stage 2 382 - - - - -

Critical Hdwy 6.44 6.24 4.14 - - -

Critical Hdwy Stg 1 5.44 - - - - -

Critical Hdwy Stg 2 5.44 - - - - -

Follow-up Hdwy 3.536 3.336 2.236 - - -

Pot Cap-1 Maneuver 315 569 1057 - - -

Stage 1 607 - - - - -

Stage 2 686 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 305 569 1057 - - -

Mov Cap-2 Maneuver 305 - - - - -

Stage 1 587 - - - - -

Stage 2 686 - - - - -

Approach EB NB SB

HCM Control Delay, s 12.7 0.7 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1057 - 569 - -

HCM Lane V/C Ratio 0.028 - 0.174 - -

HCM Control Delay (s) 8.5 0 12.7 - -

HCM Lane LOS A A B - -

HCM 95th %tile Q(veh) 0.1 - 0.6 - -

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	13	1	4	36	9	0	1	3	6	2	20
Future Vol, veh/h	9	13	1	4	36	9	0	1	3	6	2	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	15	1	5	42	11	0	1	4	7	2	24
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	53	0	0	16	0	0	109	101	16	98	96	48
Stage 1	-	-	-	-	-	-	38	38	-	58	58	-
Stage 2	-	-	-	-	-	-	71	63	-	40	38	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1553	-	-	1602	-	-	870	789	1063	884	794	1021
Stage 1	-	-	-	-	-	-	977	863	-	954	847	-
Stage 2	-	-	-	-	-	-	939	842	-	975	863	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1553	-	-	1602	-	-	841	781	1063	873	786	1021
Mov Cap-2 Maneuver	-	-	-	-	-	-	841	781	-	873	786	-
Stage 1	-	-	-	-	-	-	970	857	-	947	844	-
Stage 2	-	-	-	-	-	-	912	839	-	964	857	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.9			0.6			8.7			8.9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	975	1553	-	-	1602	-	-	965				
HCM Lane V/C Ratio	0.005	0.007	-	-	0.003	-	-	0.034				
HCM Control Delay (s)	8.7	7.3	0	-	7.3	0	-	8.9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	35	1	4	58	5	1	0	0	1	5	1
Future Vol, veh/h	2	35	1	4	58	5	1	0	0	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	38	1	4	63	5	1	0	0	1	5	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	68	0	0	39	0	0	120	119	39	117	117	66
Stage 1	-	-	-	-	-	-	43	43	-	74	74	-
Stage 2	-	-	-	-	-	-	77	76	-	43	43	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1533	-	-	1571	-	-	855	771	1033	859	773	998
Stage 1	-	-	-	-	-	-	971	859	-	935	833	-
Stage 2	-	-	-	-	-	-	932	832	-	971	859	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1533	-	-	1571	-	-	847	768	1033	856	770	998
Mov Cap-2 Maneuver	-	-	-	-	-	-	847	768	-	856	770	-
Stage 1	-	-	-	-	-	-	970	858	-	934	831	-
Stage 2	-	-	-	-	-	-	922	830	-	970	858	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.4			9.3			9.5		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	847	1533	-	-	1571	-	-	808
HCM Lane V/C Ratio	0.001	0.001	-	-	0.003	-	-	0.009
HCM Control Delay (s)	9.3	7.4	0	-	7.3	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	310	11	3	430	3	5	2	3	4	7	6
Future Vol, veh/h	8	310	11	3	430	3	5	2	3	4	7	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	8	323	11	3	448	3	5	2	3	4	7	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	451	0	0	334	0	0	807	802	329	803	806	450
Stage 1	-	-	-	-	-	-	345	345	-	456	456	-
Stage 2	-	-	-	-	-	-	462	457	-	347	350	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	1099	-	-	1214	-	-	298	315	708	299	313	605
Stage 1	-	-	-	-	-	-	666	633	-	580	565	-
Stage 2	-	-	-	-	-	-	576	564	-	665	629	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1099	-	-	1214	-	-	287	311	708	293	309	605
Mov Cap-2 Maneuver	-	-	-	-	-	-	287	311	-	293	309	-
Stage 1	-	-	-	-	-	-	660	627	-	575	563	-
Stage 2	-	-	-	-	-	-	561	562	-	654	623	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			15.4			15.3		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	356	1099	-	-	1214	-	-	368				
HCM Lane V/C Ratio	0.029	0.008	-	-	0.003	-	-	0.048				
HCM Control Delay (s)	15.4	8.3	0	-	8	0	-	15.3				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2				

Intersection

Int Delay, s/veh 1.2

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 1 45 79 474 352 1

Future Vol, veh/h 1 45 79 474 352 1

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 97 97 97 97 97 97

Heavy Vehicles, % 3 3 3 3 3 3

Mvmt Flow 1 46 81 489 363 1

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 1015 364 364 0 - 0

Stage 1 364 - - - - -

Stage 2 651 - - - - -

Critical Hdwy 6.43 6.23 4.13 - - -

Critical Hdwy Stg 1 5.43 - - - - -

Critical Hdwy Stg 2 5.43 - - - - -

Follow-up Hdwy 3.527 3.327 2.227 - - -

Pot Cap-1 Maneuver 263 679 1189 - - -

Stage 1 701 - - - - -

Stage 2 517 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 238 679 1189 - - -

Mov Cap-2 Maneuver 238 - - - - -

Stage 1 635 - - - - -

Stage 2 517 - - - - -

Approach EB NB SB

HCM Control Delay, s 10.9 1.2 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1189 - 653 - -

HCM Lane V/C Ratio 0.068 - 0.073 - -

HCM Control Delay (s) 8.2 0 10.9 - -

HCM Lane LOS A A B - -

HCM 95th %tile Q(veh) 0.2 - 0.2 - -

Build (2033)

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	37	0	1	2	25	0	0	10	9	1	2
Future Vol, veh/h	21	37	0	1	2	25	0	0	10	9	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	46	0	1	3	31	0	0	13	11	1	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	34	0	0	46	0	0	121	134	46	126	119	19
Stage 1	-	-	-	-	-	-	98	98	-	21	21	-
Stage 2	-	-	-	-	-	-	23	36	-	105	98	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1578	-	-	1562	-	-	854	757	1023	848	771	1059
Stage 1	-	-	-	-	-	-	908	814	-	998	878	-
Stage 2	-	-	-	-	-	-	995	865	-	901	814	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1578	-	-	1562	-	-	839	743	1023	826	757	1059
Mov Cap-2 Maneuver	-	-	-	-	-	-	839	743	-	826	757	-
Stage 1	-	-	-	-	-	-	893	800	-	981	877	-
Stage 2	-	-	-	-	-	-	990	864	-	875	800	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.7			0.3			8.6			9.3		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1023	1578	-	-	1562	-	-	851				
HCM Lane V/C Ratio	0.012	0.017	-	-	0.001	-	-	0.018				
HCM Control Delay (s)	8.6	7.3	0	-	7.3	0	-	9.3				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1				

HCM 6th TWSC

2: Yellow Creek Road & Driveway A

04/08/2025

Intersection

Int Delay, s/veh 4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	78	13	4	51	19	26
Future Vol, veh/h	78	13	4	51	19	26
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	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	14	4	55	21	28

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	84	21	49
Stage 1	21	-	-
Stage 2	63	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	918	1056	1558
Stage 1	1002	-	-
Stage 2	960	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	915	1056	1558
Mov Cap-2 Maneuver	915	-	-
Stage 1	999	-	-
Stage 2	960	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1558	-	933	-	-
HCM Lane V/C Ratio	0.003	-	0.106	-	-
HCM Control Delay (s)	7.3	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

HCM 6th TWSC

3: Yellow Creek Road & Driveway B

04/08/2025

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	7	2	127	38	11
Future Vol, veh/h	32	7	2	127	38	11
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	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	8	2	138	41	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	183	41	53	0	-	0
Stage 1	41	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	806	1030	1553	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	805	1030	1553	-	-	-
Mov Cap-2 Maneuver	805	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.5	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1553	-	838	-	-	
HCM Lane V/C Ratio	0.001	-	0.051	-	-	
HCM Control Delay (s)	7.3	0	9.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	129	0	0	33	2	0	0	0	0	2	16
Future Vol, veh/h	47	129	0	0	33	2	0	0	0	0	2	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	140	0	0	36	2	0	0	0	0	2	17
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	38	0	0	140	0	0	289	280	140	279	279	37
Stage 1	-	-	-	-	-	-	242	242	-	37	37	-
Stage 2	-	-	-	-	-	-	47	38	-	242	242	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1572	-	-	1443	-	-	663	628	908	673	629	1035
Stage 1	-	-	-	-	-	-	762	705	-	978	864	-
Stage 2	-	-	-	-	-	-	967	863	-	762	705	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1572	-	-	1443	-	-	633	606	908	655	607	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-	633	606	-	655	607	-
Stage 1	-	-	-	-	-	-	735	680	-	944	864	-
Stage 2	-	-	-	-	-	-	948	863	-	735	680	-
Approach	EB		WB				NB			SB		
HCM Control Delay, s	2		0				0			8.8		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1572	-	-	1443	-	-	960				
HCM Lane V/C Ratio	-	0.032	-	-	-	-	-	0.02				
HCM Control Delay (s)	0	7.4	0	-	0	-	-	8.8				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.1				

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	430	9	5	281	3	32	9	18	2	4	4
Future Vol, veh/h	4	430	9	5	281	3	32	9	18	2	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	4	478	10	6	312	3	36	10	20	2	4	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	315	0	0	488	0	0	821	818	483	832	822	314
Stage 1	-	-	-	-	-	-	491	491	-	326	326	-
Stage 2	-	-	-	-	-	-	330	327	-	506	496	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1223	-	-	1055	-	-	289	306	575	284	304	717
Stage 1	-	-	-	-	-	-	552	542	-	678	641	-
Stage 2	-	-	-	-	-	-	675	641	-	541	539	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1223	-	-	1055	-	-	281	303	575	265	301	717
Mov Cap-2 Maneuver	-	-	-	-	-	-	281	303	-	265	301	-
Stage 1	-	-	-	-	-	-	550	540	-	675	637	-
Stage 2	-	-	-	-	-	-	661	637	-	510	537	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			18.2			14.8		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	337	1223	-	-	1055	-	-	379
HCM Lane V/C Ratio	0.195	0.004	-	-	0.005	-	-	0.029
HCM Control Delay (s)	18.2	8	0	-	8.4	0	-	14.8
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 2.7

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 0 153 48 288 442 0

Future Vol, veh/h 0 153 48 288 442 0

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 89 89 89 89 89 89

Heavy Vehicles, % 4 4 4 4 4 4

Mvmt Flow 0 172 54 324 497 0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 929 497 497 0 - 0

Stage 1 497 - - - - -

Stage 2 432 - - - - -

Critical Hdwy 6.44 6.24 4.14 - - -

Critical Hdwy Stg 1 5.44 - - - - -

Critical Hdwy Stg 2 5.44 - - - - -

Follow-up Hdwy 3.536 3.336 2.236 - - -

Pot Cap-1 Maneuver 295 569 1057 - - -

Stage 1 607 - - - - -

Stage 2 650 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 277 569 1057 - - -

Mov Cap-2 Maneuver 277 - - - - -

Stage 1 569 - - - - -

Stage 2 650 - - - - -

Approach EB NB SB

HCM Control Delay, s 14 1.2 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1057 - 569 - -

HCM Lane V/C Ratio 0.051 - 0.302 - -

HCM Control Delay (s) 8.6 0 14 - -

HCM Lane LOS A A B - -

HCM 95th %tile Q(veh) 0.2 - 1.3 - -

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	14	1	4	39	23	0	1	3	29	2	21
Future Vol, veh/h	10	14	1	4	39	23	0	1	3	29	2	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	16	1	5	46	27	0	1	4	34	2	25
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	73	0	0	17	0	0	124	124	17	113	111	60
Stage 1	-	-	-	-	-	-	41	41	-	70	70	-
Stage 2	-	-	-	-	-	-	83	83	-	43	41	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1527	-	-	1600	-	-	850	766	1062	864	779	1005
Stage 1	-	-	-	-	-	-	974	861	-	940	837	-
Stage 2	-	-	-	-	-	-	925	826	-	971	861	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1527	-	-	1600	-	-	820	758	1062	853	770	1005
Mov Cap-2 Maneuver	-	-	-	-	-	-	820	758	-	853	770	-
Stage 1	-	-	-	-	-	-	966	854	-	932	834	-
Stage 2	-	-	-	-	-	-	897	824	-	959	854	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	3			0.4			8.7			9.3		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	965	1527	-	-	1600	-	-	904				
HCM Lane V/C Ratio	0.005	0.008	-	-	0.003	-	-	0.068				
HCM Control Delay (s)	8.7	7.4	0	-	7.3	0	-	9.3				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2				

HCM 6th TWSC

2: Yellow Creek Road & Driveway A

04/08/2025

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	9	15	32	64	89
Future Vol, veh/h	53	9	15	32	64	89
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	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	10	16	35	70	97

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	137	70	167
Stage 1	70	-	-
Stage 2	67	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	856	993	1411
Stage 1	953	-	-
Stage 2	956	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	846	993	1411
Mov Cap-2 Maneuver	846	-	-
Stage 1	942	-	-
Stage 2	956	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	2.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1411	-	865	-	-
HCM Lane V/C Ratio	0.012	-	0.078	-	-
HCM Control Delay (s)	7.6	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

HCM 6th TWSC

3: Yellow Creek Road & Driveway B

04/08/2025

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	4	8	77	149	38
Future Vol, veh/h	22	4	8	77	149	38
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	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	4	9	84	162	41
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	264	162	203	0	-	0
Stage 1	162	-	-	-	-	-
Stage 2	102	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	725	883	1369	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	720	883	1369	-	-	-
Mov Cap-2 Maneuver	720	-	-	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.1	0.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1369	-	741	-	-	
HCM Lane V/C Ratio	0.006	-	0.038	-	-	
HCM Control Delay (s)	7.6	0	10.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	80	1	4	134	5	1	0	0	1	5	52
Future Vol, veh/h	32	80	1	4	134	5	1	0	0	1	5	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	87	1	4	146	5	1	0	0	1	5	57

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	151	0	0	88	0	0	346	317	88	315	315	149
Stage 1	-	-	-	-	-	-	158	158	-	157	157	-
Stage 2	-	-	-	-	-	-	188	159	-	158	158	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1430	-	-	1508	-	-	608	599	970	638	601	898
Stage 1	-	-	-	-	-	-	844	767	-	845	768	-
Stage 2	-	-	-	-	-	-	814	766	-	844	767	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1430	-	-	1508	-	-	553	582	970	624	584	898
Mov Cap-2 Maneuver	-	-	-	-	-	-	553	582	-	624	584	-
Stage 1	-	-	-	-	-	-	822	747	-	823	766	-
Stage 2	-	-	-	-	-	-	755	764	-	822	747	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.1			0.2			11.5			9.6		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	553	1430	-	-	1508	-	-	852
HCM Lane V/C Ratio	0.002	0.024	-	-	0.003	-	-	0.074
HCM Control Delay (s)	11.5	7.6	0	-	7.4	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	333	39	20	462	3	21	6	13	4	16	6
Future Vol, veh/h	9	333	39	20	462	3	21	6	13	4	16	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	9	347	41	21	481	3	22	6	14	4	17	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	484	0	0	388	0	0	922	912	368	921	931	483
Stage 1	-	-	-	-	-	-	386	386	-	525	525	-
Stage 2	-	-	-	-	-	-	536	526	-	396	406	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	1068	-	-	1160	-	-	249	272	673	249	265	580
Stage 1	-	-	-	-	-	-	633	607	-	532	526	-
Stage 2	-	-	-	-	-	-	525	526	-	625	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1068	-	-	1160	-	-	228	262	673	233	255	580
Mov Cap-2 Maneuver	-	-	-	-	-	-	228	262	-	233	255	-
Stage 1	-	-	-	-	-	-	626	600	-	526	513	-
Stage 2	-	-	-	-	-	-	490	513	-	599	587	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			19			18.8		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	298	1068	-	-	1160	-	-	288				
HCM Lane V/C Ratio	0.14	0.009	-	-	0.018	-	-	0.094				
HCM Control Delay (s)	19	8.4	0	-	8.2	0	-	18.8				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.3				

Intersection

Int Delay, s/veh 2.2

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 1 90 155 474 352 1

Future Vol, veh/h 1 90 155 474 352 1

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 97 97 97 97 97 97

Heavy Vehicles, % 3 3 3 3 3 3

Mvmt Flow 1 93 160 489 363 1

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 1173 364 364 0 - 0

Stage 1 364 - - - - -

Stage 2 809 - - - - -

Critical Hdwy 6.43 6.23 4.13 - - -

Critical Hdwy Stg 1 5.43 - - - - -

Critical Hdwy Stg 2 5.43 - - - - -

Follow-up Hdwy 3.527 3.327 2.227 - - -

Pot Cap-1 Maneuver 211 679 1189 - - -

Stage 1 701 - - - - -

Stage 2 436 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 172 679 1189 - - -

Mov Cap-2 Maneuver 172 - - - - -

Stage 1 571 - - - - -

Stage 2 436 - - - - -

Approach EB NB SB

HCM Control Delay, s 11.4 2.1 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1189 - 658 - -

HCM Lane V/C Ratio 0.134 - 0.143 - -

HCM Control Delay (s) 8.5 0 11.4 - -

HCM Lane LOS A A B - -

HCM 95th %tile Q(veh) 0.5 - 0.5 - -

Appendix D

Growth Rate Data

Growth Rate Based on U.S Census Bureau			
Geographic Area	2010	2020	2010-2020
	Census	Census	Population % Change
Hall County	179,684	203,136	1.2%
Average			1.2%

GDOT Historical Growth Rate																			
Location	Station ID	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	5 year	10 year	15 year
SR 60 north of Walden Rd	139-0325	9,992	-	10,000	-	8,470	-	10,160	-	-	-	8,616	-	8,422	-	8,512	-0.3%	1.5%	1.2%
Dahlonega Hwy south of Stowers Rd	139-0332	1,324	-	-	2,030	-	-	-	1,532	-	-	-	1,666	-	-	-	-13.3%	-2.1%	-
Price Rd west of H Thomas Rd	139-0334	5,574	-	-	5,366	-	4,210	-	4,046	-	3,705	-	3,190	-	3,066	-	5.8%	4.6%	4.7%
5-, 10 - & 15- Year Average																	-2.6%	1.4%	2.9%
Weighted Average																	0.6%		

Due to COVID-19, the growth rate calculations did not consider data from March 2020 to July 2022. Instead, the latest count data available before 2020 was used to calculate the 5-year growth rate.

Growth Rate Based on Georgia Governor’s Office of Planning and Budget Annual Population Projections		
Year	County Population	Growth Rate
2025	222938	
2033	244472	1.2%

Growth Rate Based on Regional Economic Models, Inc. Employment Projections		
Year	County Population	Growth Rate
2025	133163	
2033	139162	0.6%

Growth Rate Based on Regional Economic Models, Inc. Population Projections		
Year	County Population	Growth Rate
2025	219620	
2033	235362	0.9%

Average	0.9%
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Site 0000139_0325

0000139_0325 - 139-0325

- MP 019

County: Hall

Route number: 00006000

LRS section: 1391006000

Functional class: 3U - Principal Arterial - Other (Urban)

Coordinates: 34.4380850159267, -83.926521066244

Site Data



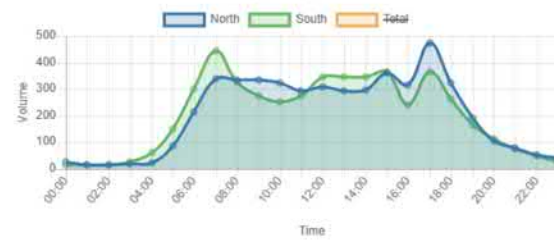
Count History

Year	Month	Count type	Duration	Count	ADT
2025	February	Class	48 hours	19,983	9,992
2023	August	Class	48 hours	20,001	10,000
2021	July	Class	48 hours	16,939	8,470
2019	April	Class	48 hours	20,319	10,160
2015	June	Class	48 hours	17,231	8,616
2013	March	Volume	48 hours	16,843	8,422
2011	September	Volume	48 hours	17,023	8,512

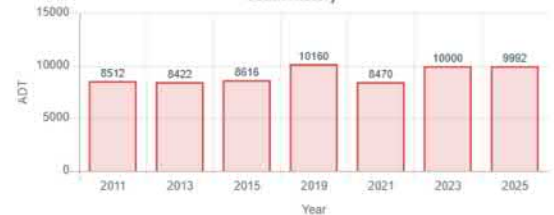
Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Actual	Estimated	Actual
AADT	7,470	7,890	8,120	8,180	8,120	9,190	8,310	8,050	8,230	9,320
K-Factor	0.090	0.101	0.101	-	-	0.103	0.103	0.101	0.101	0.100
D-Factor	-	0.600	0.600	-	-	0.560	0.560	0.580	0.580	0.540
Future AADT	-	-	9,150	8,740	11,400	12,800	12,800	13,800	11,300	12,000

Average Hourly Volume



Count History



AADT Trend



Vehicle Classification 2025

1. Motorcycles 2 axes, 2 or 3 wheels.		0.41%
2. Passenger cars 2 axes. Can have 1- or 2-axle trailers.		65.54%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		24.73%
4. Buses 2- or 3-axle, full length.		0.50%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		5.91%
6. Single-unit trucks 3-axle, single-unit trucks.		0.80%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.10%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.89%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.97%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.13%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.05%

Site 0000139_0332

0000139_0332 - 139-0332

- SR 006000 BEG AT

County: Hall

Route number: 00196400

LRS section: 1392196400

Functional class: 5R - Major Collector (Rural)

Coordinates: 34.44072319, -83.90090989

Site Data



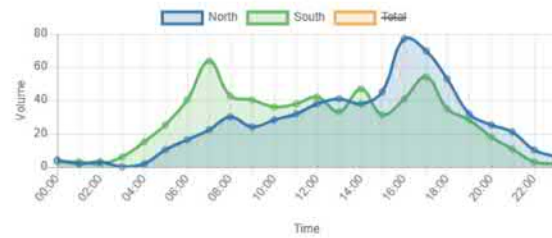
Count History

Year	Month	Count type	Duration	Count	ADT
2025	February	Class	48 hours	2,648	1,324
2022	October	Volume	48 hours	4,061	2,030
2018	August	Class	48 hours	3,063	1,532
2014	May	Volume	48 hours	3,332	1,666
2010	January	Volume	48 hours	3,150	1,575

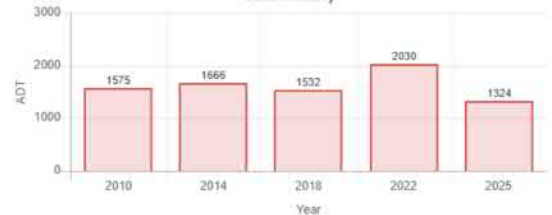
Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated
AADT	1,550	1,620	1,700	1,750	1,450	1,450	1,390	1,460	1,670	1,700
K-Factor	0.097	0.097	0.097	-	0.110	0.110	0.110	0.110	0.117	0.117
D-Factor	0.500	0.500	0.500	-	0.660	0.660	0.660	0.660	0.550	0.550
Future AADT	-	-	1,940	1,810	1,830	1,830	1,830	1,840	2,100	2,140

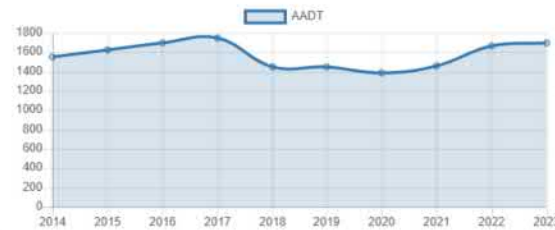
Average Hourly Volume



Count History



AADT Trend



Vehicle Classification 2025

1. Motorcycles 2 axes, 2 or 3 wheels.		0.15%
2. Passenger cars 2 axes. Can have 1- or 2-axle trailers.		65.07%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		26.32%
4. Buses 2- or 3-axle, full length.		0.49%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		4.76%
6. Single-unit trucks 3-axle, single-unit trucks.		1.17%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.94%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.76%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.30%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.04%

Site 0000139_0334

0000139_0334 - 139-0334

-- BEG DAWSON 085

County: Hall

Route number: 00013600

LRS section: 1391013600

Functional class: 4U - Minor Arterial (Urban)

Coordinates: 34.4039992, -83.95093188



Site Data



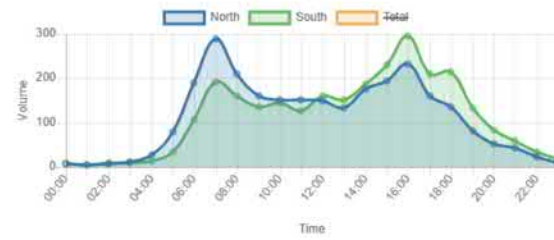
Count History

Year	Month	Count type	Duration	Count	ADT
2025	February	Class	48 hours	11,148	5,574
2022	October	Volume	48 hours	10,731	5,366
2020	January	Volume	48 hours	8,420	4,210
2018	May	Class	48 hours	8,093	4,046
2016	July	Volume	48 hours	7,410	3,705
2014	May	Volume	48 hours	6,380	3,190
2012	February	Volume	48 hours	6,013	3,006

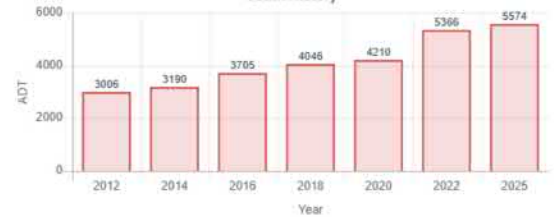
Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated
AADT	3,020	3,120	3,420	3,440	3,790	3,820	3,550	3,800	4,510	4,540
K-Factor	0.102	0.102	0.107	-	0.111	0.111	0.115	0.115	0.108	0.108
D-Factor	0.500	0.500	0.500	-	0.540	0.540	0.540	0.540	0.550	0.550
Future AADT	-	-	3,600	4,400	5,580	6,300	6,300	7,350	8,160	8,160

Average Hourly Volume



Count History



AADT Trend



Vehicle Classification 2025

1. Motorcycles 2 axes, 2 or 3 wheels.		0.56%
2. Passenger cars 2 axes. Can have 1- or 2-axle trailers.		63.86%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		27.04%
4. Buses 2- or 3-axle, full length.		0.49%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		5.72%
6. Single-unit trucks 3-axle, single-unit trucks.		0.45%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.01%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		1.13%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.72%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.02%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.01%

Appendix E

Trip Generation Report

Single-Family Detached Housing (210)

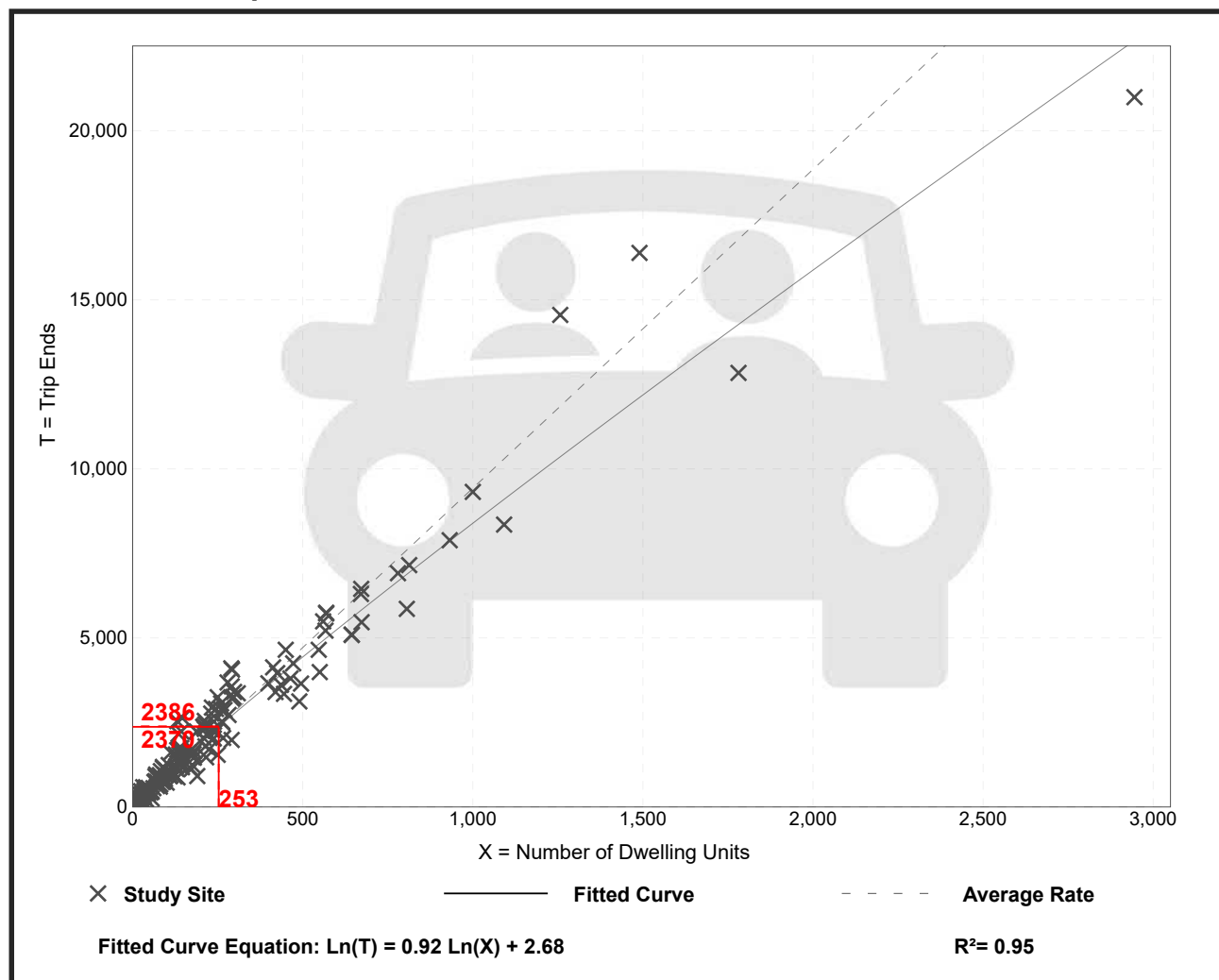
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

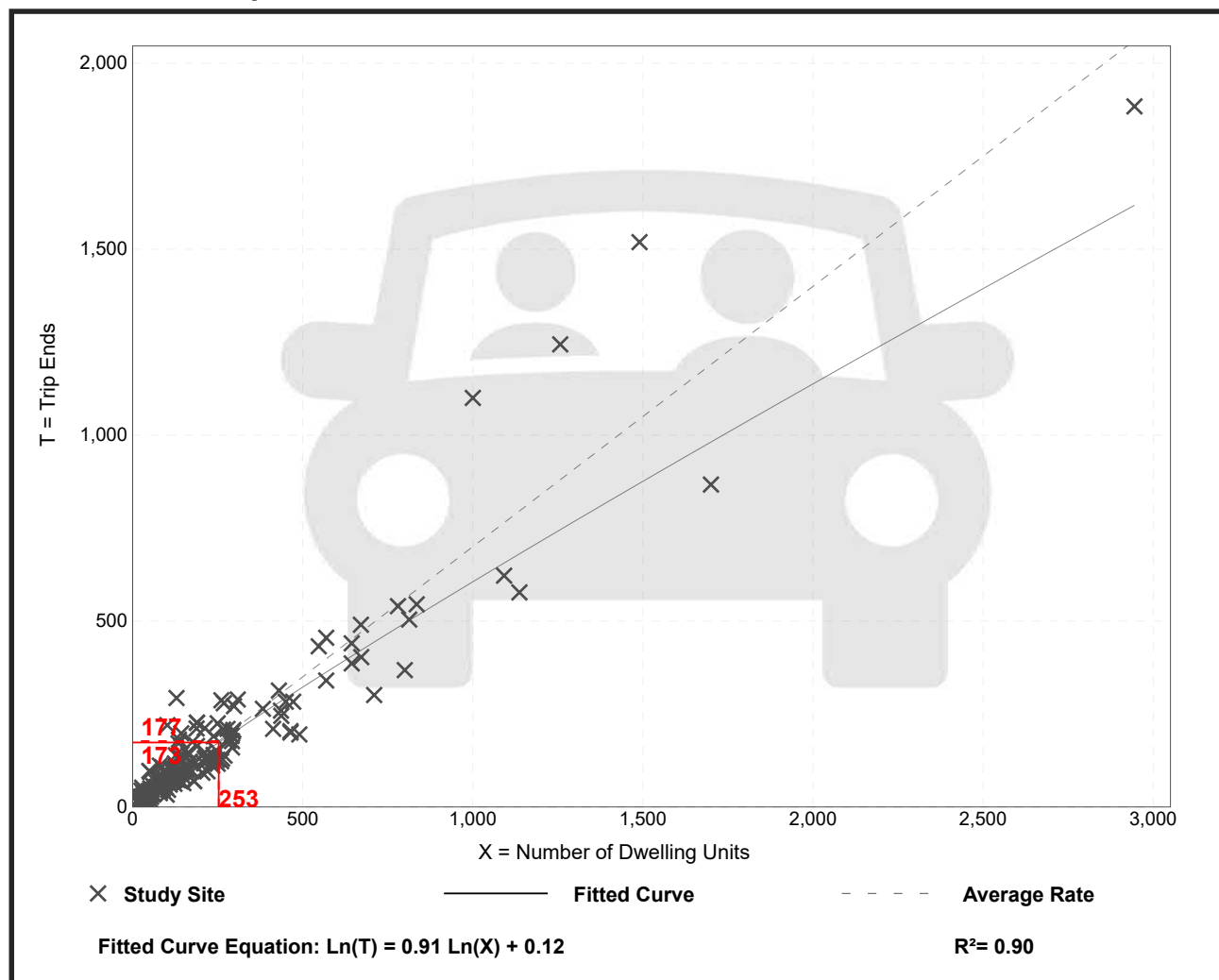
Avg. Num. of Dwelling Units: 226

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation

