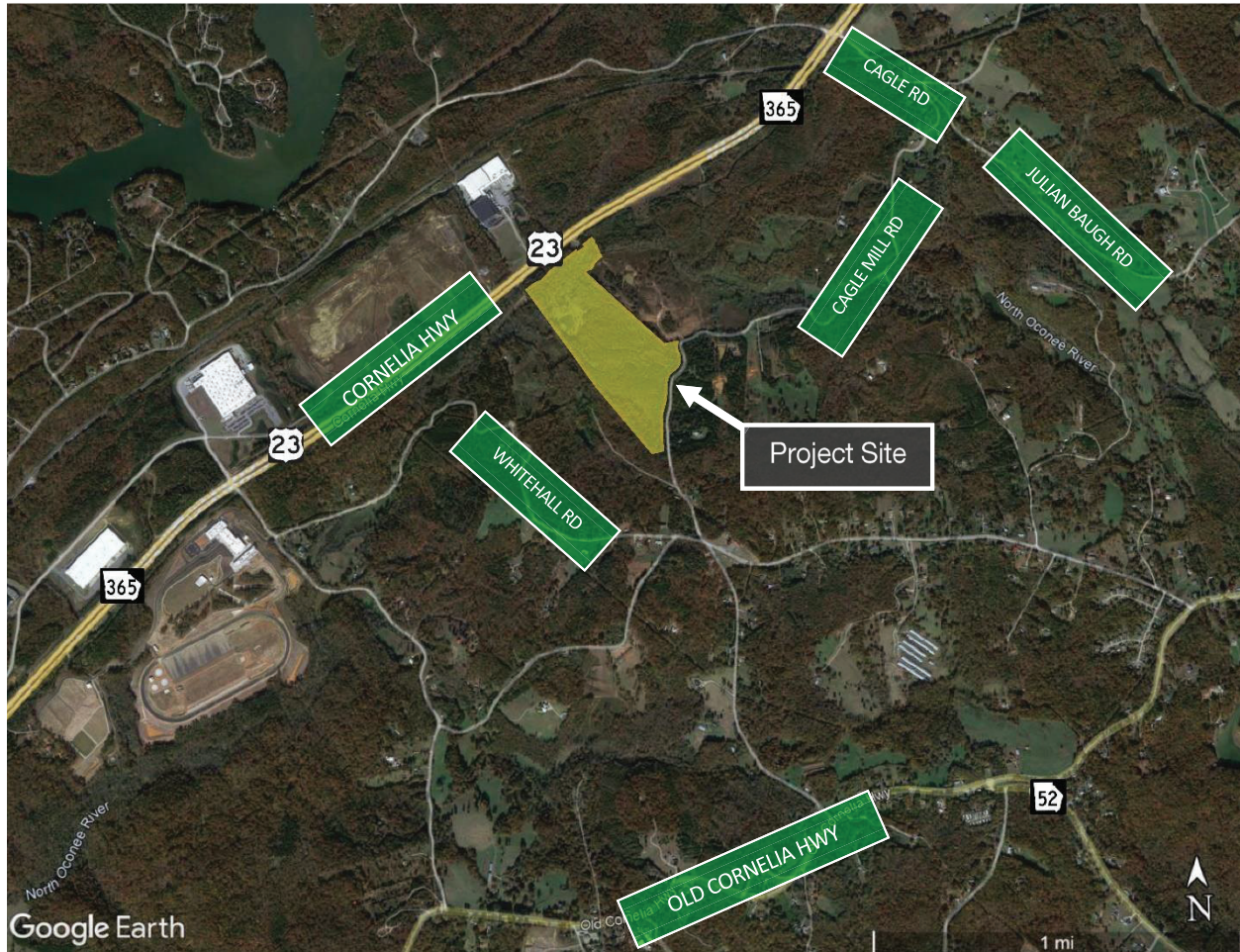


TRAFFIC IMPACT STUDY

For Proposed Residence at Cagle Mill Development
Hall County, GA



Report Prepared For:
Audubon Communities



AUDUBON

Report Prepared By:
Pond & Company
Zachary G. Puckett, P.E.
3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092

Telephone Number: (678)336-7740
E-mail Address: puckettz@pondco.com
Date Report Prepared: May 2022
Report Update: April 2025

POND

1. INTRODUCTION

The purpose of this study is to evaluate the traffic-related impacts associated with the proposed residential development to be located between Cagle Mill Road and US 23/SR 365/Cornelia Highway in unincorporated Hall County, Georgia. This study presents and documents Pond's data collection, summarizes the analysis of the current and projected future traffic operations, and evaluates the impacts of the traffic generated by the development. This report will compare conditions with and without the proposed development to address the potential impact of site-generated traffic on the adjacent roadway network. The report will also identify improvements needed to mitigate any identified deficiencies. This study will analyze opening and design years of 2023 and 2028, respectively.

The proposed development is expected to consist of 320 lots, including 206 single-family residential units and 114 townhomes. The study utilizes standard procedures based on the Institute of Transportation Engineers (ITE) to determine the additional amount of traffic that will be generated by the proposed development. A summary of the proposed land-uses and intensities can be found below in **Table 1-1**.

Table 1-1: Proposed Land Uses and Intensities

Land Use	ITE Land Use Code	Intensity
Single Family House	210 – Single-Family Detached Housing	206 units
Town Home	220 – Multifamily Housing (Low-Rise)	114 units

This report summarizes the analyses of the following (5) scenarios:

1. COVID-19 Adjusted 2022 Existing Traffic Conditions
2. Projected 2023 No-Build Traffic Conditions*
3. Projected 2023 Build Traffic Conditions
4. Projected 2028 No-Build Traffic Conditions*
5. Projected 2028 Build Traffic Conditions

*excludes trips associated with proposed development

2. PROJECT BACKGROUND AND EXISTING CONDITIONS

2.1 Project Location

As is illustrated in **Figure 2-1**, the project is located between Cagle Mill Road and US 23/SR 365/Cornelia Highway in Hall County, Georgia. The proposed residential development is to be located on property consisting of multiple parcels with an area of approximately 125 acres. The site is bounded by SR 365 to the northwest and Cagle Mill Road to the southeast. The site plan is presented in **Figure 2-2**.

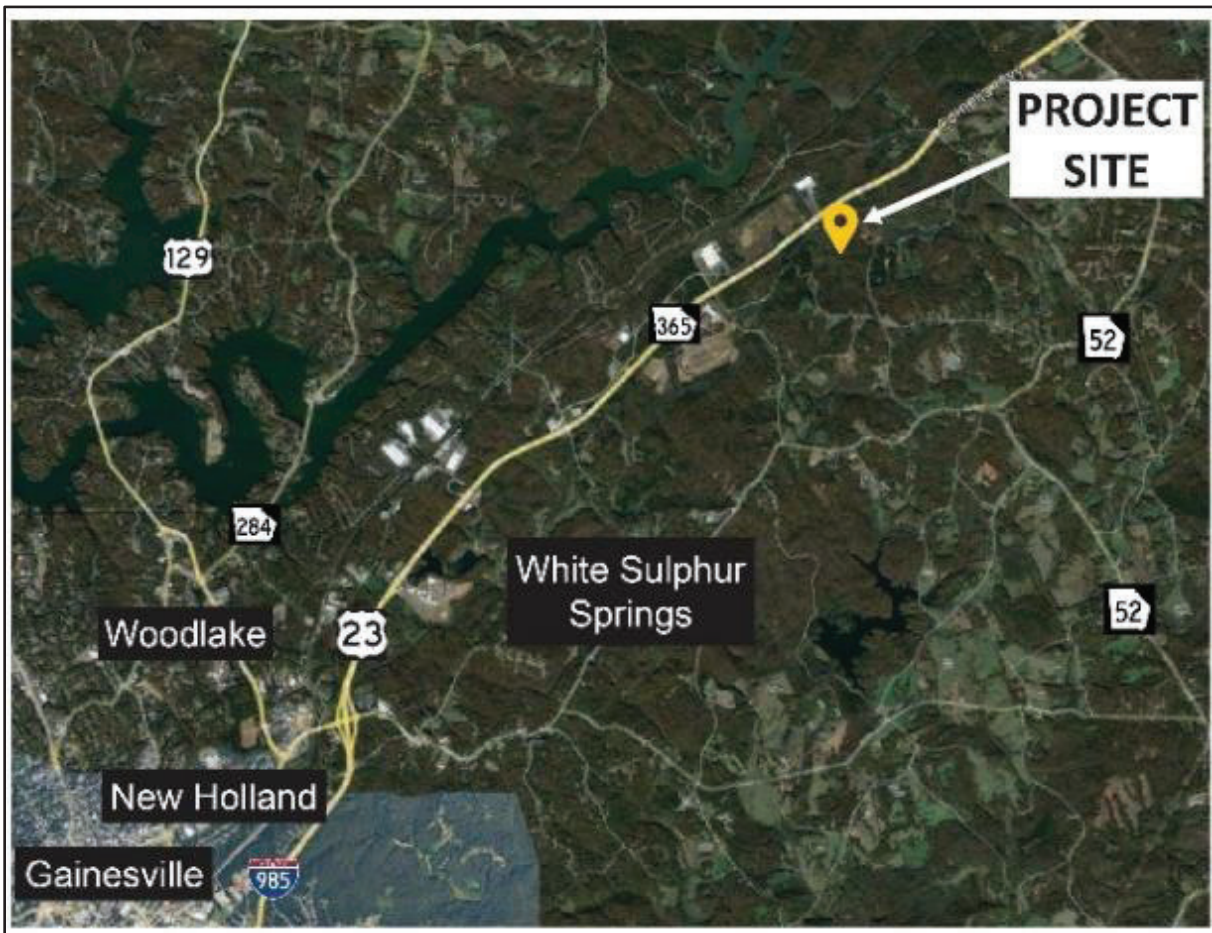
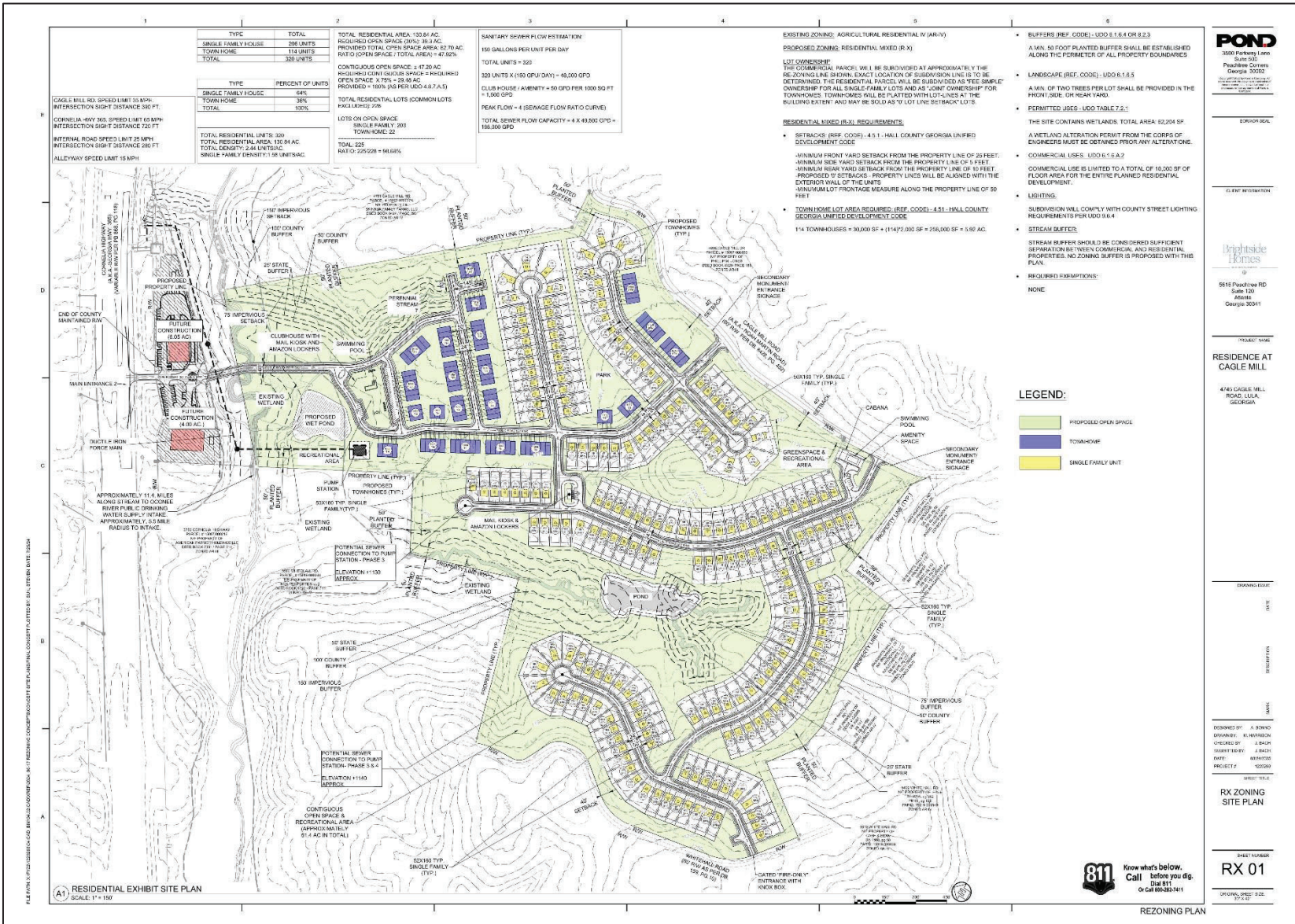


Figure 2-1. Project Location



2.2 Site Access

The development proposes four access points at the following locations.

- (1) Proposed limited access driveway on Cornelia Highway/SR 365.
 - The development will convert the existing full access driveway to a Restricted Crossing U-turn (RCUT) configuration upon build-out of the development.
- (2) Proposed full access driveway on Cagle Mill Road.
- (1) Proposed full access driveway on Whitehall Road.

2.3 Bicycle and Pedestrian Facilities

Neither pedestrian facilities nor bicycle facilities are provided along US 23/SR 365/Cornelia Highway or Cagle Mill Road in the vicinity of the study area.

2.4 Existing Transportation Facilities

This section provides a description of the existing roadways within the study area.

- **US 23/SR 365/Cornelia Highway**
US 23/SR 365/Cornelia Highway is a two-way, four-lane roadway providing north-south mobility between Gwinnett County and Hall County. GDOT classifies this roadway as a Principal Arterial. The road has a posted speed limit of 65 mph. Collected traffic count data determined the Average Daily Traffic (ADT) along this roadway to be 38,014 vehicles per day.
- **Cagle Mill Road**
Cagle Mill Road is a north-south roadway within the study area. It originates at Whitehall Road and traverses north through the study area and terminates at the intersection of Cagle Road and Julian Baugh Road. Adjacent to the proposed site, Cagle Mill Road is a two-lane, undivided roadway with a posted speed limit of 30 mph. GDOT classifies Cagle Mill as a Local Road. Collected traffic count data determined the Average Daily Traffic (ADT) along this roadway to be 134 vehicles per day.
- **Cagle Road**
Cagle Road is a two-lane, east-west roadway within the study area. GDOT classifies this roadway as a Local Road. The road has a posted speed limit of 35 mph.
- **Whitehall Road**
Whitehall Road is a two-lane, east-west roadway within the study area. GDOT classifies this roadway as a Local Road. The road has a posted speed limit of 40 mph.
- **Noah Martin Road**
Noah Martin Road is a two-lane, north-south roadway within the study area. GDOT classifies this roadway as a Local Road. The road has a posted speed limit of 40 mph.
- **Old Cornelia Highway**
Old Cornelia Highway is a two-lane, east-west roadway within the study area. GDOT classifies this roadway as a Major Collector. The road has a posted speed limit of 55 mph. Collected traffic count data determined the Average Daily Traffic (ADT) along this roadway to be 4,506 vehicles per day.

2.5 Study Network Determination

The study area consists of the following existing intersections:

1. US 23/SR 365/Cornelia Highway at Americold Logistics/Proposed Driveway (Minor Street Stop Control, Full Access)
2. Cagle Road at Cagle Mill Road/Julian Baugh Road (Minor Street Stop Control, Full Access)
3. Cagle Mill Road at Julian Baugh Road (Minor Street Stop Control, Full Access)
4. Cagle Mill Road/Noah Martin Road at Whitehall Road (Minor Street Stop Control, Full Access)
5. Old Cornelia Highway at Noah Martin Road (Minor Street Stop Control, Full Access)
6. US 23/SR 365/Cornelia Highway at Cagle Road (Minor Street Stop Control, Full Access)

2.6 Traffic Volumes

Traffic counts were performed on Wednesday, March 30, 2022. These counts were collected at the study area intersections when local schools were in session and outside of holiday periods. The traffic counts included (6) 6-hr turning movement count (TMC) including bicycle, pedestrian, and heavy vehicles (7:00-10:00AM, 10:00AM-2:00PM, 2:00-7:00PM) and (3) 24-hr Average Daily Traffic (ADT) counts with vehicle speeds and classification counts. 12-hr TMCs will be used to evaluate signal warrant analyses included in this study. The AM and PM peak hours for each intersection are shown in **Figure 2-3** below. These peak hours were determined by calculating the highest four consecutive 15-minute interval volumes at each intersection. Traffic count data is included in **Appendix C**.

2.7 Available Non-GDOT Historical Traffic Counts

No available historical traffic counts that were performed within the past three years were identified. Because every roadway segment and significant intersection in the project area will be counted, the proposed count locations are sufficient so that non-GDOT historical counts may be included in the COVID-19 adjustment methodology if any are identified in the future.

2.8 Available GDOT Historical Traffic Count Data

In order to determine 2022 volumes based on these counts, a compound annual growth rate of 3.25% was calculated based on GDOT historical traffic counts using an exponential regression model of best fit. This growth rate was then applied to the most recent year of GDOT historical counts in the area to estimate the 2022 AADT without the effects of COVID-19. Available GDOT Historical Count locations near the project area that will be used in the adjustment process are presented in **Figure 2-3**.

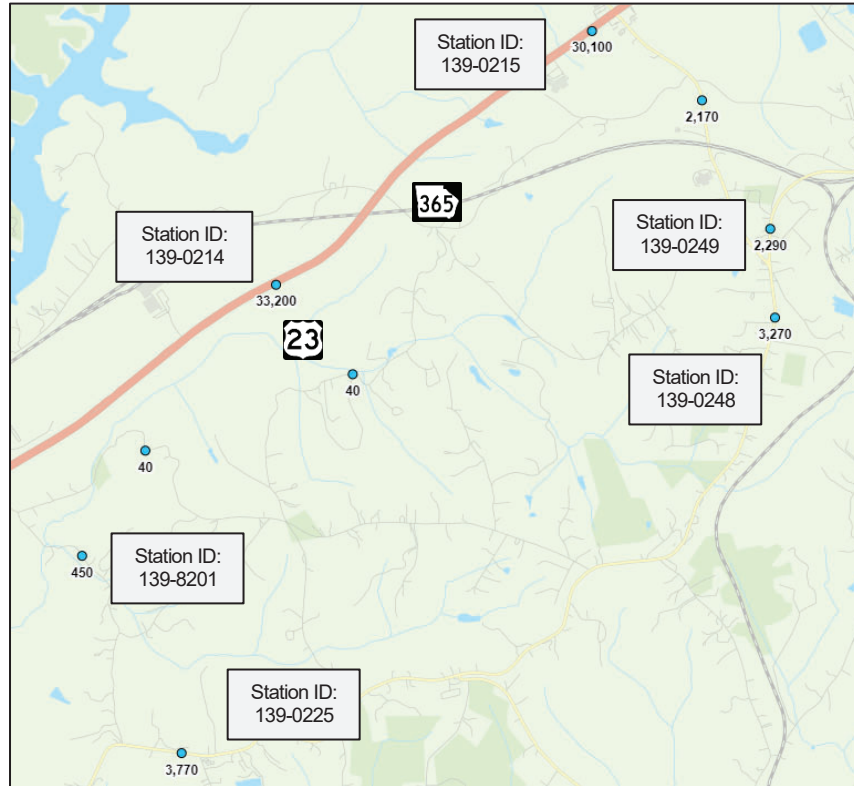


Figure 2-3. Location of GDOT Historical Traffic Count Stations in the Project Area

3. TRAFFIC ANALYSES METHODOLOGY AND ASSUMPTIONS

3.1 COVID-19 Factor Development

Due to altered traffic patterns resulting from the COVID-19 pandemic, collected traffic counts will need to be adjusted in order to reflect typical conditions. In order to account for the effects of the pandemic, a factor was developed and applied to the analyzed traffic volumes. The COVID-19 adjustment factor used in this study was developed by comparing historical traffic count data from GDOT's TADA database with the ADT count data collected for this study at a shared location. The locations used are US 23/SR 365/Cornelia Highway south of Cagle Road, Cagle Mill Road south of Cagle Road, and Old Cornelia Highway east of Greenway Road. These locations are shown in **Figure 3-1**. The most recent pre-pandemic historical data available at these locations are from 2018 and 2019. The 2018 and 2019 count volumes were adjusted using a growth rate of 3.25%, calculated from GDOT historical data, to estimate a theoretical 2022 volume without the effects of COVID-19. The percentage difference between the theoretical 2022 daily volume and the collected 2022 daily volume, calculated to be 5%, was determined to be the COVID-19 adjustment factor and applied to all respective traffic volumes. The calculation of the COVID-19 adjustment factor is summarized in **Table 3-1**. Additional information regarding GDOT historical growth is included in the "Traffic Forecasting" section of this report. Existing COVID-19 adjusted volumes are included in the **Appendix**.

Table 3-1: Calculation of COVID-19 Factors

TC Station	Location	Year of Most Recent GDOT Count	GDOT Historical ADT	Growth Rate	Theoretical 2022 ADT	Collected 2022 ADT	COVID-19 Factor
139-0214	US 23/SR 365/Cornelia Hwy S/O Cagle Rd	2018	35,216	3.25%	40,022	38,014	1.05
139-8204	Cagle Mill Rd S/O Cagle Rd	2019	38	3.25%	42	134	0.31
139-0225	Old Cornelia Hwy S/O Country Lane	2018	4,260	3.25%	4,841	4,506	1.07
Weighted Average							1.05

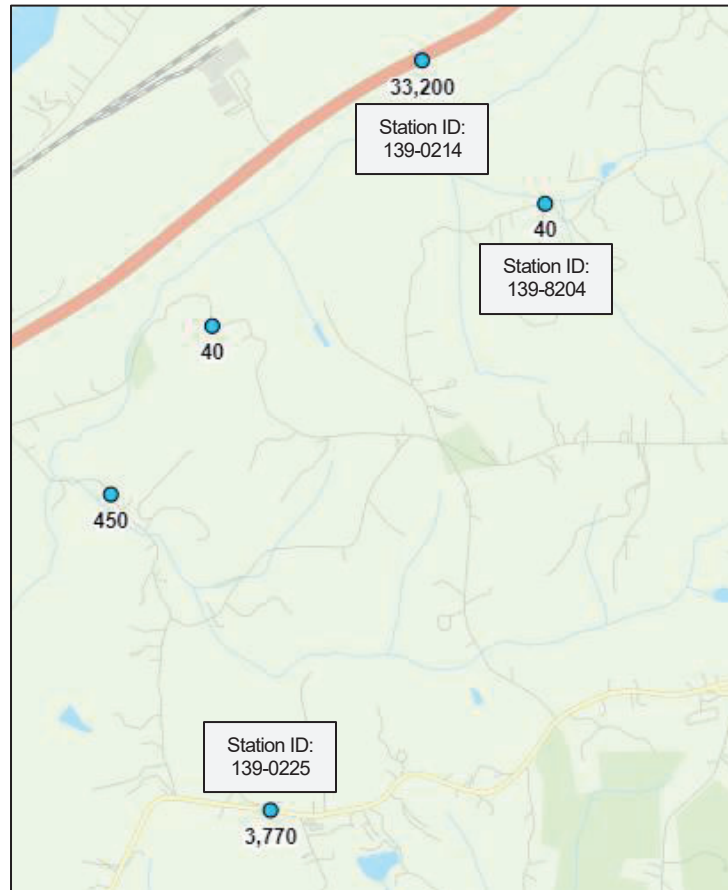


Figure 3-1. GDOT Count Locations to be Used in COVID-19 Factor Development

3.2 Traffic Forecasting

GDOT provides historical count data which is used in analyzing historical volume trends and can be an indication of future growth. As presented in the COVID-19 Adjustment Methodology section of this memo, a compound annual growth rate was calculated using GDOT historical AADT data over the past 10 years at locations within the study area. This compound annual growth rate was calculated using an exponential regression model of best fit. 2020 data was excluded from this analysis due to the effects of the COVID-19 pandemic. This rate was calculated to be 3.25% and is included in **Table 3-2** below.

Table 3-2: GDOT Historical Traffic Count Data, CAGR Calculation, and Estimated 2022 Volumes

TC	Location	AADT										CAGR
		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020*	
139-0214	US 23/SR 365/Cornelia Hwy N/O Americold Logistics		26636		28406		31740		35500			5.0%
139-0225	Old Cornelia Hwy S/O County Lane				3850				3930			0.5%
139-8201	Simpson Rd S/O Whitehall Rd						400			470		5.5%
139-0215	US 23/SR 365/Cornelia Hwy S/O SR 52/Lula Rd	27200		27300		30000				31700		2.1%
139-0249	SR 52/Lula Rd E/O US 23/SR 365/Cornelia Hwy		2200		2430		2700		2380			1.7%
139-0248	SR 52/Old Cornelia Hwy S/O SR 52/Lula Rd	3630		3210		3230				3450		-0.3%
Weighted Average:												3.25%

For the purposes of this study, the proposed development was assumed to be completed and generating traffic by 2023. Therefore, an opening year of 2023 and design year of 2028 were used to evaluate future traffic conditions at all study intersections. Based on the GDOT historical counts, a 3.25% growth rate was applied to the 2022 existing volumes to estimate future No-Build traffic volumes. The 2023 and 2028 No-Build traffic volumes are included in the **Appendix**.

4. TRIP GENERATION

As stated earlier, the proposed development will consist of 320 residential units. These include 206 single-family residential units and 114 townhomes. Anticipated trip generation for the developments was calculated using rates and equations contained in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition. The land use types that best represent the developments are Single-Family Detached Housing (ITE Code 210), and Low-Rise Multifamily Housing (ITE Code 220). The density and anticipated trip generation for the proposed development are displayed below in **Table 4-1**.

Table 4-1: Trip Generation

ITE Code	Land Use	Units	Generated Trips		
			AM	PM	Daily
210	Single-Family Detached Housing	206	144	196	1962
220	Multifamily Housing (Low-Rise)	114	58	70	806

5. TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution was developed based on existing traffic count information and existing traffic patterns. **Table 5-1** shows the trip distribution of the trips generated by the proposed development through US 23/SR 365/Cornelia Highway and Cagle Mill Road. As described earlier, all analysis was prepared for 2028 conditions.

Table 5-1: Directional Distribution

ITE Code	Trip Generation								
	Daily Traffic			AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
210	1962	981	981	144	37	107	196	123	73
220	806	403	403	58	14	44	70	44	26

Once directional trip distributions were determined, project trips (trips generated by the proposed development) were then assigned to the study area intersections based on these trip distributions. These project trips were first assigned to the study intersections at the access points prior to being carried through the study network. The trips were assigned to these three intersections according to the trip distributions for each land use and existing traffic volume counts. Similarly, trips were distributed at intersections downstream of the access points based on existing turning movement counts. **Table 5-2** shows the trip distribution of the trips from the development through the intersection of US 23/SR365/Cornelia Highway at Americold Logistics/development driveway/median break, while **Table 5-3** shows the trip distribution of the trips from the development through the two intersections of Cagle Mill Road at the site driveways, and **Table 5-4** presents the distribution of development trips at the Whitehall Road driveway. Trips distributed to/from Cagle Mill Rd were assumed to be evenly distributed between the two driveways. Full trip distribution tables are included in the **Appendix**.

Table 5-2: Trip Distribution Along US 23/SR 365/Cornelia Highway

Scenario	Trip Distribution Along US 23/SR 365/Cornelia Hwy				
	Total	To the North	From the North	To the South	From the South
AM	180	55	16	105	29
PM	237	33	57	55	92

Table 5-3: Trip Distribution Along Cagle Mill Road

Scenario	Trip Distribution Along Cagle Mill Rd				
	Total	To the North	From the North	To the South	From the South
AM	20	5	2	10	3
PM	27	4	6	6	11

Table 5-4: Trip Distribution Along Cagle Mill Road

Scenario	Trip Distribution Along Whitehall Rd				
	Total	To the East	From the East	To the West	From the West
AM	2	1	1	0	0
PM	3	1	2	0	0

6. SIGNAL WARRANT ANALYSIS

The consideration of a traffic signal as an intersection control alternative at this currently unsignalized intersection required an analysis of turning movement volumes over the course of a 12-hour period to determine if any of the MUTCD signal warrants were met.

Note the side-street right-turn volumes were not included. Additionally, per GDOT policy, 100% volume levels were utilized in the analysis (no reductions were utilized). The warrant analysis was performed using the 12 HR TMC data collected for this study. COVID-19 adjusted volumes, in addition to volumes generated by the development, were analyzed for signal warrants.

6.1 Warrant 1, Eight-Hour Vehicular Volumes

Warrant 1 provides three separate conditions that can be met which indicate that the intersection being studied is suitable for a traffic signal. Condition A, the Minimum Vehicular Volume, is intended for locations where a large volume of intersecting traffic is the principal reason to consider a traffic signal. Condition B, the Interruption of Continuous Traffic, is intended for locations where Condition A is not satisfied, and where the traffic volume on the major street is so heavy that the traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street. If neither condition is met for a full eight hours of the day, then the volume thresholds for each condition can be reduced by 20% and the intersection can be reevaluated with these reduced volumes. **Figure 6-1** is an illustration from the MUTCD of the volume thresholds used with each Condition.

Condition A—Minimum Vehicular Volume									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

^a Basic minimum hourly volume
^b Used for combination of Conditions A and B after adequate trial of other remedial measures
^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Figure 6-1: MUTCD Warrant 1 Volume Thresholds

This warrant was utilized as a screening tool, as its volume thresholds are the lowest of the three warrants. In the screening process, the AM and PM peak hour minor street volumes were compared with the minimum threshold for these movements. As the minor streets have a single lane provided for through/left turning vehicles, the threshold of 75 vehicles per hour was utilized. **Since this intersection does not meet the minimum threshold in the peak hour, it can be concluded that no volume based warrants are met. Therefore, it was determined that a signal is not warranted at this location.**

7. ICE POLICY

In accordance with GDOT Policy 4A-5, an Intersection Control Evaluation (ICE) review was performed for the intersection of US 23/SR 365/Cornelia Highway at the proposed driveway. The ICE tool is used to evaluate GDOT intersection control alternatives and identify a solution that both meets the project purpose and reflects the overall best value in terms of specific performance-based criteria. ICE assesses various factors – traffic, safety, cost, environmental impact, and stakeholder pressure – prior to providing scores. This is accomplished in two stages: the first stage is a screening effort to eliminate options that are not feasible and identify alternatives for further consideration; the second step is a detailed evaluation of the feasible alternatives identified in the first stage and is used to support the selection of the preferred alternative. Only one alternative, the RCUT configuration, was deemed to be appropriate from the ICE Stage 1. Therefore, according to guidance from the ICE tool, a waiver is appropriate and submitted in lieu of completing ICE Stage 2. ICE Stage 1 and a Waiver Request Form are included in the **Appendix**.

8. CAPACITY ANALYSIS

Capacity analysis in this study was performed utilizing methodologies contained in the Highway Capacity Manual (HCM), 7th Edition in Synchro. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions. Level of Service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions. The Highway Capacity Manual defines six levels of service, LOS A through LOS F. Level of service A indicates excellent operations with little delay to motorists, while level of service F indicates extremely long delay.

Level of service for unsignalized intersections is calculated for the average controlled delay incurred for vehicles on the stop-controlled approaches. Controlled delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the controlled delay for unsignalized intersections, including the availability of gaps in the cross-street traffic, and acceptable gap time to make the movement from the stop position. The level-of-service criteria for unsignalized intersections is presented in **Table 8-1**. For stop-controlled intersections, LOS E and F exist when there are insufficient gaps in traffic, resulting in long delays. Low level of service for stop-controlled approaches are not uncommon at major cross-streets.

Table 8-1: Level of Service Thresholds

	Unsignalized Intersections	Signalized Intersections
LOS	Average Delay (seconds)	Average Delay (seconds)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Source: 2010 Highway Capacity Manual

The capacity analysis utilized existing peak hour factors and existing heavy vehicle percentage from the collected traffic count data. The analyses are based on the existing lane designations since no programmed roadway improvements were assumed in this study. However, for the intersection of US 23/SR 365/Cornelia Highway at the site access point/median break, the build conditions analysis is based on the proposed RCUT intersection configuration selected in the ICE process. **Table 8-2** summarizes the results of the capacity analyses. No-Build conditions reflect existing roadway conditions with future forecasted traffic volumes minus the trips associated with the proposed development. Build conditions reflect the traffic control detailed within Table 8-2 with future forecasted traffic volumes and the trips associated with the proposed development added to the surrounding roadway network. Synchro outputs for all capacity analysis performed in this study are included in the **Appendix**.

Table 8-2: HCM Capacity Analysis Results

	Intersection	Existing Control	Build Condition Control	2022 Existing		2023				2028			
				AM LOS (Delay)	PM LOS (Delay)	No Build		Build		No Build		Build	
						AM LOS (Delay)	PM LOS (Delay)	AM LOS (Delay)	PM LOS (Delay)	AM LOS (Delay)	PM LOS (Delay)	AM LOS (Delay)	PM LOS (Delay)
1	US 23/SR 365/Cornelia Hwy at Americold Logistics Dwy/Proposed Dwy	Side Street Stop Control	RCUT	*F	F (308.2)	*F	F (416)	E (44.1)	F (87.6)	*F	*F	F (75.0)	F (202.6)
2	Cagle Mill Rd at Cagle Rd	Side Street Stop	Side Street Stop	A (8.7)	A (8.7)	A (8.7)	A (8.7)	A (8.7)	A (8.7)	A (8.7)	A (8.7)	A (8.7)	A (8.7)
3	Julian Baugh Rd at Cagle Rd	Side Street Stop	Side Street Stop	A (8.6)	A (8.7)	A (8.6)	A (8.7)	A (8.7)	A (8.9)	A (8.7)	A (8.8)	A (8.7)	A (9.0)
4	Cagle Mill Rd/Noah Martin Rd at Whitehall Rd	Side Street Stop	Side Street Stop	A (9.2)	A (9.2)	A (9.2)	A (9.2)	A (9.2)	A (9.3)	A (9.2)	A (9.3)	A (9.3)	A (9.4)
5	Noah Martin Rd at Old Cornelia Hwy	Side Street Stop	Side Street Stop	B (11.2)	B (11.3)	B (11.3)	B (11.4)	B (11.4)	B (11.5)	B (12.0)	B (12.0)	B (12.1)	B (12.3)
6	US 23/SR 365/Cornelia Hwy at Cagle Rd	Side Street Stop	Side Street Stop	*F	*F	*F	*F	*F	*F	*F	*F	*F	*F
7	Cagle Mill Rd at Proposed Driveway (North)	Side Street Stop	Side Street Stop	N/A	N/A	N/A	N/A	A (8.4)	A (8.5)	N/A	N/A	A (8.4)	A (8.5)
8	Cagle Mill Rd at Proposed Driveway (South)	Side Street Stop	Side Street Stop	N/A	N/A	N/A	N/A	A (8.4)	A (8.5)	N/A	N/A	A (8.4)	A (8.5)
9	US 23/SR 365/Cornelia Hwy at Median U turn	N/A	Side Street Stop	N/A	N/A	N/A	N/A	B (10.7)	E (41.2)	N/A	N/A	B (11.7)	F (73.4)
10	US 23/SR 365/Cornelia Hwy at Median U turn	N/A	Side Street Stop	N/A	N/A	N/A	N/A	F (53.8)	B (12.8)	N/A	N/A	F (136.2)	B (14.1)
11	Whitehall Rd at Proposed Driveway	N/A	Side Street Stop	N/A	N/A	N/A	N/A	A (8.7)	A (8.4)	N/A	N/A	A (8.7)	A (8.4)

*Indicates delay greater than 500 seconds.

The results show that all intersections are operating effectively, at LOS B or better, with the exception of four intersections. US 23/SR 365/Cornelia Highway at Americold Logistics Driveway/Proposed Driveway and US 23/SR 365/Cornelia Highway at Cagle Road operate at LOS F in the existing and future no-build and build scenarios. The proposed median U-turn to be located north of the US 23/SR 365/Cornelia Highway at Americold Logistics Driveway/Proposed Driveway intersection will operate at a LOS F in the AM peak hour of the 2023/2028 built-out year scenarios. Meanwhile, the proposed median U-turn to be located south of the US 23/SR 365/Cornelia Highway at Americold Logistics Driveway/Proposed Driveway intersection will operate at a LOS F in the PM peak hour of the 2028 built-out year scenario.

Although the build condition results in a LOS F in the built-out year at US 23/SR 365/Cornelia Highway at Americold Logistics Driveway/Proposed Driveway under build conditions, the Restricted Crossing U-turn (RCUT) alternative significantly reduces vehicle delay at the intersection relative to no build conditions. In addition, this alternative enhances safety especially for drivers on the minor street approaches making a left turn movement. Since the left turn movements out of the minor street would be restricted, the RCUT alternative presents reduced opportunities for crashes.

9. CONCLUSION AND RECOMMENDATIONS

9.1 Conclusions

This traffic impact study evaluated the impact of Residence at Cagle Mill development in Hall County developing approximately 206 single-family houses and 114 low-rise multifamily residential units. The proposed development is expected to generate 202 trips in AM peak hour and 266 trips in the PM peak hour.

This traffic impact study evaluated existing and future traffic conditions at study area intersections, both with and without further development at the project location. The findings of this analysis indicate that the development will not have a detrimental effect on adjacent intersections.

- The intersections of US 23/SR 365/Cornelia Highway at Americold Logistics Driveway/Proposed Driveway and US 23/SR 365/Cornelia Highway at Cagle Road are currently experiencing significant delay in both the AM and PM hours and have a failing LOS without any additional development. Due to the intersections failing without additional project traffic, the addition of traffic from the development does not pose significant impacts on the intersections.
- The intersection of US 23/SR 365/Cornelia Highway at Americold Logistics Driveway/Proposed Driveway is recommended to be modified to a RCUT, restricting vehicles exiting the cold storage facility and the proposed development from making left turn movements onto US 23/SR 365/Cornelia Highway. This recommendation would make the intersection safer by removing the conflict points associated with a left turning vehicle having to cross four lanes of traffic. Furthermore, this intersection modification would also significantly reduce delay at this intersection.
- The proposed site access on Cagle Mill Road is proposed to be a full access driveway with a shared left turn/right turn lane on the eastbound approach. The northbound approach is proposed to be a shared through/left turn lane while the southbound approach is proposed to be a shared through/right turn lane. This configuration operates at a LOS A in the 2023 opening year and 2028 design year.
- The proposed site access on Whitehall Road is proposed to be a full access driveway with a shared left turn/right turn lane on the southbound approach. The eastbound approach is proposed to be a shared through/left turn lane while the westbound approach is proposed to be a shared through/right turn lane. This configuration operates at a LOS A in the 2023 opening year and 2028 design year.

There are two additional outparcels shown on the development site plan in which commercial businesses such as retail or fast-food chain might be considered. These commercial businesses would generate trips that would utilize the main access road, increasing traffic volumes and impacting the intersection of US 23/SR 365/Cornelia Highway at Americold Logistics Driveway/Proposed Driveway. Because of this, the installation of a traffic signal in the future may be considered.

9.2 Recommendations

- Install a site access point on the east leg of the existing US 23/SR 365/Cornelia Highway at Americold Logistics. Convert the intersection to a Restricted Crossing U-Turn Configuration with the build out of the proposed development, maintaining existing left and right turn lanes along US 23/SR 365/Cornelia Highway.
- Install a site access point along Cagle Mill Road with full access operating under minor street stop control. The recommended intersection geometry is a shared left turn/right turn lane on the eastbound approach, a shared through/left turn lane on the northbound approach, and a shared through/right turn lane on the southbound approach.
- Install a site access point along Whitehall Road with full access operating under minor street stop control. The recommended intersection geometry is a shared left turn/right turn lane on the southbound approach, a shared through/left turn lane on the eastbound approach, and a shared through/right turn lane on the westbound approach.

Appendix

A. Project Location

B. Proposed Development Site Plan

C. Traffic Count Map

D. Collected Traffic Counts

E. Historic Traffic Counts

F. Existing Year and Future Year Build and No-Build Volumes

G. Truck Percentage Calculation Chart

H. COVID-19 Factor Calculation

I. Trip Generation

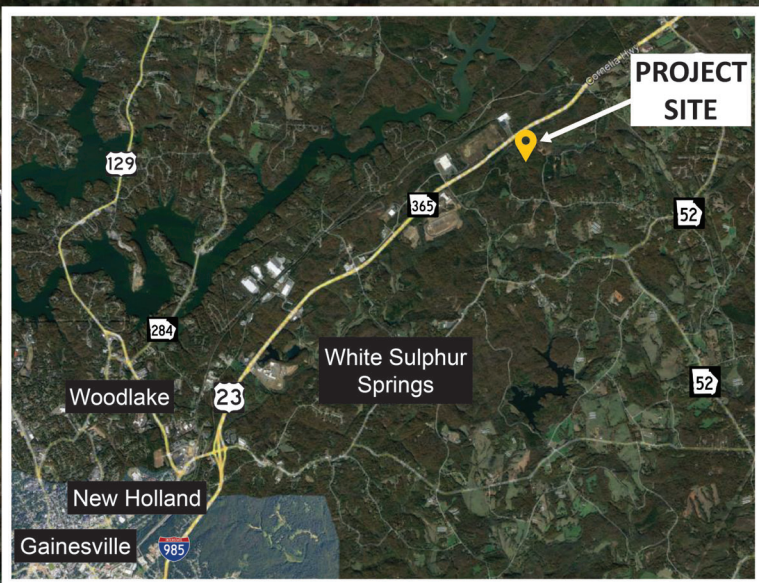
J. Trip Distribution

K. Capacity Analysis

L. ICE Analysis

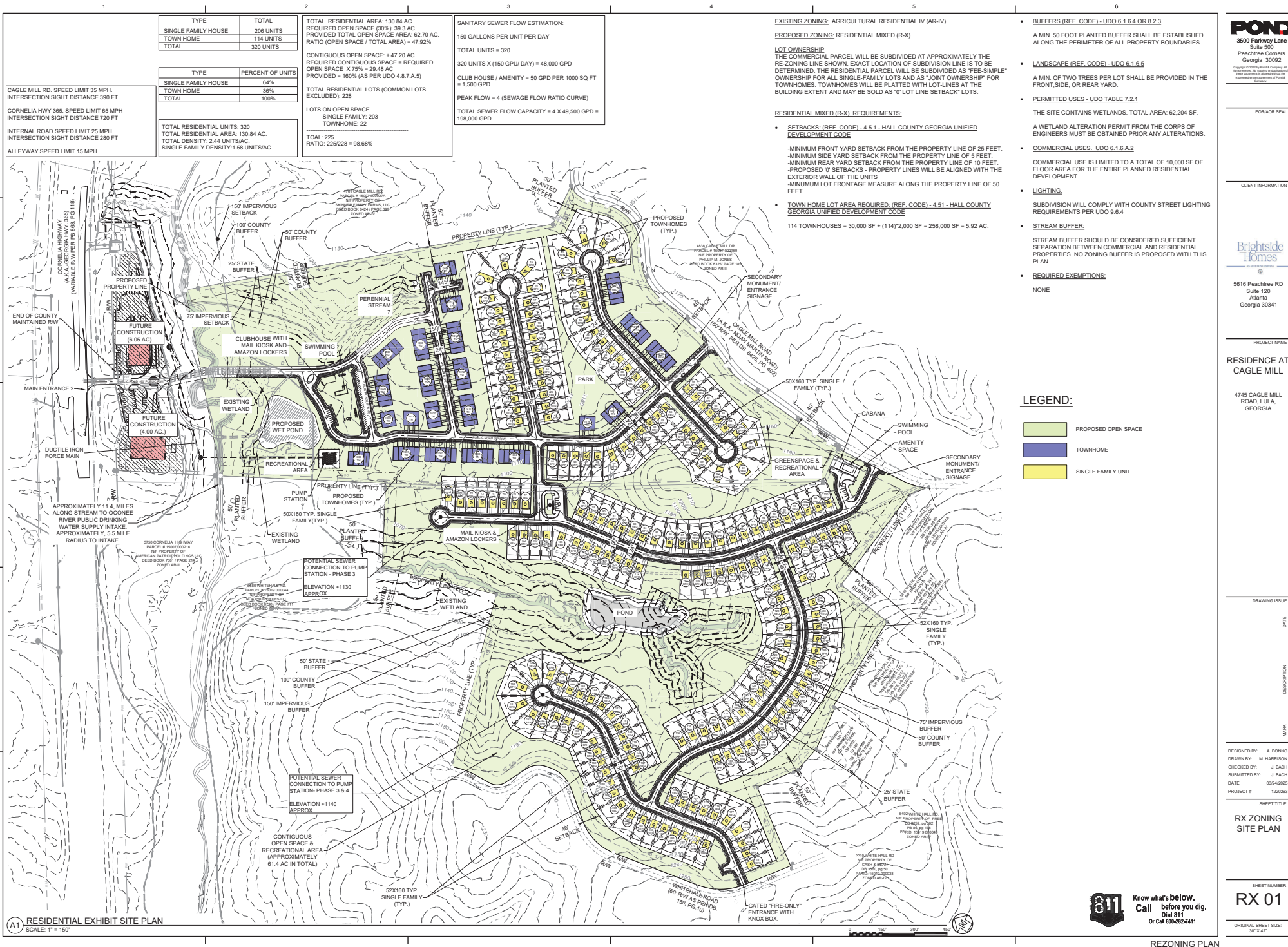
APPENDIX

Appendix A: Project Location



Appendix B:

Proposed Development Site Plan



ENDORSE SEAL

CLIENT INFORMATION

Brightside Homes
5616 Peachtree RD
Suite 120
Atlanta
Georgia 30341

PROJECT NAME

RESIDENCE AT CAGLE MILL

4745 CAGLE MILL
ROAD, LULA,
GEORGIA

DRAWING ISSUE

DATE

DESCRIPTION

MARK

DESIGNED BY: A. BONNO
DRAWN BY: M. HARRISON
CHECKED BY: J. BACH
SUBMITTED BY: J. BACH
DATE: 03/04/2025
PROJECT #: 1203083
SHEET TITLE

**RX ZONING
SITE PLAN**

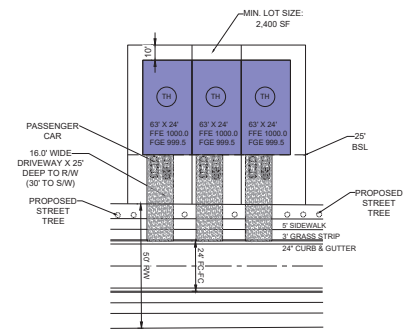
SHEET NUMBER

RX 01

ORIGINAL SHEET SIZE:
36" X 42"

SHEET NUMBER

ORIGINAL SHEET SIZE:
30" X 42"

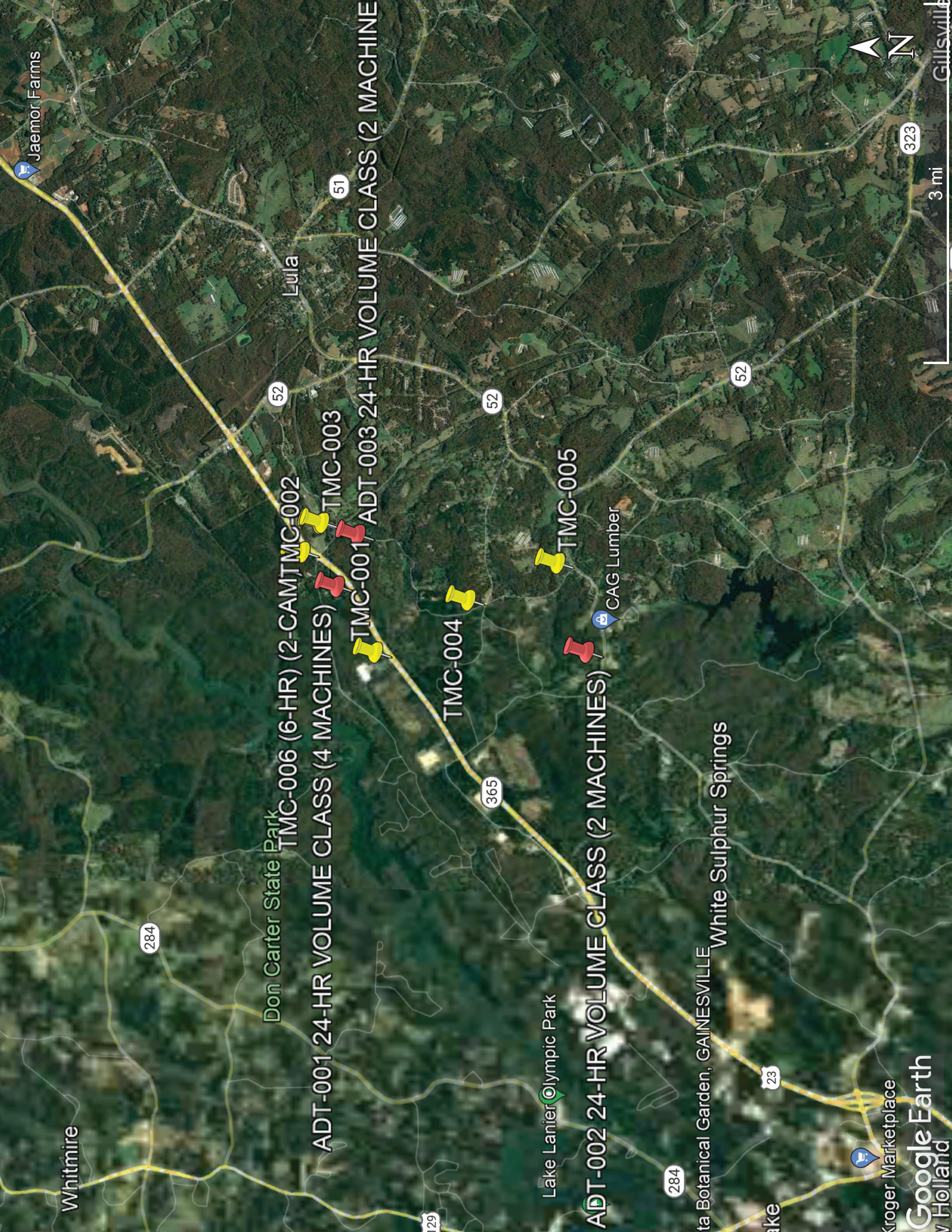


TYPICAL TOWNHOME LOT DETAIL

NOT TO SCALE.

Dial 811
Or Call 800-282-7411

Appendix C: Traffic Count Map



Jaemor Farms

Whitmire

284

Don Carter State Park

52

Lula

ADT-001 24-HR VOLUME CLASS (4 MACHINES)

TMC-001, ADT-003 24-HR VOLUME CLASS (2 MACHINE

TMC-003

29

TMC-004

365

52

Lake Lanier Olympic Park

ADT-002 24-HR VOLUME CLASS (2 MACHINES)

TMC-005

CAG Lumber

284

ta Botanical Garden, GAINESVILLE

White Sulphur Springs

52

23

Lake

Kroger Marketplace

Google Earth
by Holland

323

3 mi

Gillsville

Appendix D:

Collected Traffic Counts

National Data & Surveying ServicesIntersection Turning Movement Count

Location: US 23/SR 365/Cornelia Hwy & Americold Logistics Access Dwy
City: Lula
Control: 1-Way Stop (EB)

Project ID: 22-180056-001
Date: 3/30/2022

Data - Total

NS/EW Streets:	US 23/SR 365/Cornelia Hwy				US 23/SR 365/Cornelia Hwy				Americold Logistics Access Dwy				Americold Logistics Access Dwy			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	1 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU
7:00 AM	7	149	0	1	0	417	3	0	0	0	2	0	0	0	0	0
7:15 AM	9	203	0	0	0	562	2	0	0	0	1	0	0	0	0	0
7:30 AM	17	232	0	0	0	606	11	1	1	0	4	0	0	0	0	0
7:45 AM	20	183	0	0	0	473	9	0	1	0	8	0	0	0	0	0
8:00 AM	8	205	0	0	0	423	9	0	4	0	4	0	0	0	0	0
8:15 AM	5	228	0	0	0	378	0	0	4	0	0	0	0	0	0	0
8:30 AM	3	168	0	0	0	342	0	0	1	0	2	0	0	0	0	0
8:45 AM	7	220	0	1	0	305	3	0	1	0	3	0	0	0	0	0
9:00 AM	4	196	0	0	0	295	0	0	0	0	2	0	0	0	0	0
9:15 AM	1	193	0	2	0	273	0	0	1	0	1	0	0	0	0	0
9:30 AM	0	206	0	0	0	251	0	1	0	0	3	0	0	0	0	0
9:45 AM	4	173	0	0	0	274	2	0	1	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 85	NT 2356	NR 0	NU 4	SL 0	ST 4599	SR 39	SU 2	EL 14	ET 0	ER 30	EU 0	WL 0	WT 0	WR 0	WU 0
APPROACH %'s :	3.48%	96.36%	0.00%	0.16%	0.00%	99.12%	0.84%	0.04%	31.82%	0.00%	68.18%	0.00%	0	0	0	0
PEAK HR :	07:15 AM - 08:15 AM															
PEAK HR VOL :	54	823	0	0	0	2064	31	1	6	0	17	0	0	0	0	0
PEAK HR FACTOR :	0.675	0.887	0.000	0.000	0.000	0.851	0.705	0.250	0.375	0.000	0.531	0.000	0.000	0.000	0.000	0.000
	0.881				0.848				0.639							
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																
TOTAL																

National Data & Surveying ServicesIntersection Turning Movement Count

Location: US 23/SR 365/Cornelia Hwy & Americold Logistics Access Dwy
City: Lula
Control: 1-Way Stop (EB)

Project ID: 22-180056-001
Date: 3/30/2022

Data - Cars

NS/EW Streets:	US 23/SR 365/Cornelia Hwy				US 23/SR 365/Cornelia Hwy				Americold Logistics Access Dwy				Americold Logistics Access Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	1 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	7	131	0	1	0	401	2	0	0	0	2	0	0	0	0	0	544
7:15 AM	9	179	0	0	0	542	2	0	0	0	1	0	0	0	0	0	733
7:30 AM	15	216	0	0	0	583	11	1	1	0	4	0	0	0	0	0	831
7:45 AM	19	168	0	0	0	446	9	0	1	0	6	0	0	0	0	0	649
8:00 AM	5	172	0	0	0	403	8	0	4	0	2	0	0	0	0	0	594
8:15 AM	4	197	0	0	0	345	0	0	4	0	0	0	0	0	0	0	550
8:30 AM	2	143	0	0	0	320	0	0	1	0	0	0	0	0	0	0	466
8:45 AM	2	189	0	1	0	277	1	0	1	0	1	0	0	0	0	0	472
9:00 AM	1	174	0	0	0	272	0	0	0	0	0	0	0	0	0	0	447
9:15 AM	0	164	0	2	0	257	0	0	0	0	0	0	0	0	0	0	423
9:30 AM	0	176	0	0	0	231	0	1	0	0	1	0	0	0	0	0	409
9:45 AM	3	149	0	0	0	241	0	0	0	0	0	0	0	0	0	0	393
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	67	2058	0	4	0	4318	33	2	12	0	17	0	0	0	0	0	6511
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	48	735	0	0	0	1974	30	1	6	0	13	0	0	0	0	0	2807
PEAK HR FACTOR:	0.632	0.851	0.000	0.000	0.000	0.846	0.682	0.250	0.375	0.000	0.542	0.000	0.000	0.000	0.000	0.000	0.844
	0.847				0.842				0.679								

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	1 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
10:00 AM	0	150	0	0	0	242	1	0	1	0	1	0	0	0	0	0	395
10:15 AM	1	191	0	0	0	240	0	0	0	0	2	0	0	0	0	0	434
10:30 AM	0	191	0	0	0	268	0	0	0	0	2	0	0	0	0	0	461
10:45 AM	1	199	0	0	0	244	2	0	0	0	2	0	0	0	0	0	448
11:00 AM	1	196	0	2	0	229	0	0	0	0	0	0	0	0	0	0	428
11:15 AM	2	223	0	0	0	209	0	0	0	0	6	0	0	0	0	0	440
11:30 AM	0	246	0	1	0	219	0	0	0	0	0	0	0	0	0	0	466
11:45 AM	1	226	0	0	0	201	0	0	1	0	1	0	0	0	0	0	430
12:00 PM	1	218	0	2	0	235	1	0	1	0	2	0	0	0	0	0	460
12:15 PM	1	238	0	1	0	237	0	0	0	0	4	0	0	0	0	0	481
12:30 PM	1	216	0	1	0	219	0	0	0	0	0	0	0	0	0	0	437
12:45 PM	2	256	0	3	0	243	0	1	0	0	3	0	0	0	0	0	508
1:00 PM	1	278	0	0	0	226	0	1	0	0	2	0	0	0	0	0	508
1:15 PM	0	263	0	0	0	249	0	0	2	0	1	0	0	0	0	0	515
1:30 PM	5	268	0	1	0	240	0	0	1	0	2	0	0	0	0	0	517
1:45 PM	1	290	0	0	0	232	3	0	0	0	0	0	0	0	0	0	526
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	18	3649	0	11	0	3733	7	2	6	0	28	0	0	0	0	0	7454
PEAK HR:	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL:	7	1099	0	1	0	947	3	1	3	0	5	0	0	0	0	0	2066
PEAK HR FACTOR:	0.350	0.947	0.000	0.250	0.000	0.951	0.250	0.250	0.375	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.982
	0.951				0.955				0.667								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	1 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
2:00 PM	1	270	0	1	0	218	0	0	1	0	0	0	0	0	0	0	491
2:15 PM	1	320	0	0	0	241	2	0	0	0	2	0	0	0	0	0	566
2:30 PM	0	350	0	0	0	253	1	0	0	0	2	0	0	0	0	0	606
2:45 PM	2	337	0	0	0	223	0	0	0	0	2	0	0	0	0	0	564
3:00 PM	0	379	0	0	0	216	0	0	0	0	2	0	0	0	0	0	597
3:15 PM	1	400	0	1	0	231	3	0	3	0	2	0	0	0	0	0	641
3:30 PM	6	455	0	0	0	198	2	0	3	0	3	0	0	0	0	0	667
3:45 PM	8	485	0	0	0	228	5	0	0	0	2	0	0	0	0	0	728
4:00 PM	5	426	0	0	0	212	3	0	6	0	6	0	0	0	0	0	658
4:15 PM	5	545	0	0	0	235	0	0	0	0	2	0	0	0	0	0	787
4:30 PM	2	474	0	0	0	227	2	0	4	0	9	0	0	0	0	0	718
4:45 PM	3	540	0	0	0	228	3	0	3	0	4	0	0	0	0	0	781
5:00 PM	1	535	0	0	0	198	2	0	4	0	8	0	0	0	0	0	748
5:15 PM	1	581	0	0	0	261	1	1	6	0	4	0	0	0	0	0	855
5:30 PM	0	603	0	0	0	222	1	1	3	0	2	0	0	0	0	0	832
5:45 PM	1	505	0	0	0	213	0	0	3	0	4	0	0	0	0	0	726
6:00 PM	0	392	0	0	0	200	0	0	4	0	1	0	0	0	0	0	597
6:15 PM	0	327	0	1	0	196	0	0	0	0	9	0	0	0	0	0	533
6:30 PM	2	310	0	0	0	200	0	0	2	0	9	0	0	0	0	0	523
6:45 PM	3	265	0	1	0	144	0	0	0	0	1	0	0	0	0	0	414
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	42	8499	0	4	0	4344	25	2	42	0	74	0	0	0	0	0	13032
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	5	2259	0	0	0	909	7	2	16	0	18	0	0	0	0	0	3216
PEAK HR FACTOR:	0.417	0.937	0.000	0.000	0.000	0.871	0.583	0.500	0.667	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.940
	0.939				0.873				0.708								

National Data & Surveying ServicesIntersection Turning Movement Count

Location: US 23/SR 365/Cornelia Hwy & Americold Logistics Access Dwy
City: Lula
Control: 1-Way Stop (EB)

Project ID: 22-180056-001
Date: 3/30/2022

Data - HT

NS/EW Streets:	US 23/SR 365/Cornelia Hwy				US 23/SR 365/Cornelia Hwy				Americold Logistics Access Dwy				Americold Logistics Access Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	1 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	18	0	0	0	16	1	0	0	0	0	0	0	0	0	0	35
7:15 AM	0	24	0	0	0	20	0	0	0	0	0	0	0	0	0	0	44
7:30 AM	2	16	0	0	0	23	0	0	0	0	0	0	0	0	0	0	41
7:45 AM	1	15	0	0	0	27	0	0	0	0	2	0	0	0	0	0	45
8:00 AM	3	33	0	0	0	20	1	0	0	0	2	0	0	0	0	0	59
8:15 AM	1	31	0	0	0	33	0	0	0	0	0	0	0	0	0	0	65
8:30 AM	1	25	0	0	0	22	0	0	0	0	2	0	0	0	0	0	50
8:45 AM	5	31	0	0	0	28	2	0	0	0	2	0	0	0	0	0	68
9:00 AM	3	22	0	0	0	23	0	0	0	0	2	0	0	0	0	0	50
9:15 AM	1	29	0	0	0	16	0	0	1	0	1	0	0	0	0	0	48
9:30 AM	0	30	0	0	0	20	0	0	0	0	2	0	0	0	0	0	52
9:45 AM	1	24	0	0	0	33	2	0	1	0	0	0	0	0	0	0	61
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	18	298	0	0	0	281	6	0	2	0	13	0	0	0	0	0	618
PEAK HR:	5.70%	94.30%	0.00%	0.00%	0.00%	97.91%	2.09%	0.00%	13.33%	0.00%	86.67%	0.00%	0	0	0	0	
PEAK HR VOL:	6	88	0	0	0	90	1	0	0	0	4	0	0	0	0	0	189
PEAK HR FACTOR:	0.500	0.667	0.000	0.000	0.000	0.833	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.801
			0.653				0.843				0.500						

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	1 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
10:00 AM	0	32	0	0	0	27	0	0	0	0	2	0	0	0	0	0	61
10:15 AM	4	27	0	0	0	29	1	0	0	0	2	0	0	0	0	0	63
10:30 AM	1	35	0	0	0	22	0	0	0	0	1	0	0	0	0	0	59
10:45 AM	1	23	0	0	0	21	0	0	0	0	4	0	0	0	0	0	49
11:00 AM	1	17	0	0	0	31	0	0	1	0	0	0	0	0	0	0	50
11:15 AM	4	34	0	0	0	28	3	0	2	0	1	0	0	0	0	0	72
11:30 AM	0	27	0	0	0	30	0	0	1	0	1	0	0	0	0	0	59
11:45 AM	3	29	0	0	0	23	0	0	1	0	0	0	0	0	0	0	56
12:00 PM	2	30	0	0	0	29	0	0	1	0	2	0	0	0	0	0	64
12:15 PM	1	21	0	0	0	23	0	0	0	0	3	0	0	0	0	0	48
12:30 PM	0	25	0	0	0	20	0	0	1	0	3	0	0	0	0	0	49
12:45 PM	1	24	0	0	0	25	0	0	1	0	1	0	0	0	0	0	52
1:00 PM	1	29	0	0	0	30	0	0	0	0	1	0	0	0	0	0	61
1:15 PM	2	22	0	0	0	30	1	0	0	0	2	0	0	0	0	0	57
1:30 PM	2	29	0	0	0	17	0	0	0	0	5	0	0	0	0	0	53
1:45 PM	2	24	0	0	0	20	1	0	0	0	1	0	0	0	0	0	48
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	25	428	0	0	0	405	6	0	8	0	29	0	0	0	0	0	901
PEAK HR:	5.52%	94.48%	0.00%	0.00%	0.00%	98.54%	1.46%	0.00%	21.62%	0.00%	78.38%	0.00%	0	0	0	0	
PEAK HR VOL:	7	104	0	0	0	97	2	0	0	0	9	0	0	0	0	0	219
PEAK HR FACTOR:	0.875	0.897	0.000	0.000	0.000	0.808	0.500	0.000	0.000	0.000	0.450	0.000	0.000	0.000	0.000	0.000	0.898
			0.895				0.798				0.450						

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	1 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
2:00 PM	1	16	0	0	0	28	2	0	0	0	1	0	0	0	0	0	48
2:15 PM	3	26	0	0	0	23	2	0	0	0	0	0	0	0	0	0	54
2:30 PM	0	19	0	0	0	28	0	0	0	0	1	0	0	0	0	0	48
2:45 PM	1	33	0	0	0	16	0	0	0	0	1	0	0	0	0	0	51
3:00 PM	2	26	0	0	0	27	0	0	0	0	0	0	0	0	0	0	55
3:15 PM	1	26	0	0	0	30	0	0	1	0	3	0	0	0	0	0	61
3:30 PM	0	20	0	0	0	18	0	0	0	0	2	0	0	0	0	0	40
3:45 PM	3	29	0	0	0	25	1	0	1	0	0	0	0	0	0	0	59
4:00 PM	2	25	0	0	0	19	0	0	0	0	1	0	0	0	0	0	47
4:15 PM	1	24	0	0	0	26	1	0	0	0	1	0	0	0	0	0	53
4:30 PM	0	12	0	0	0	22	0	0	0	0	2	0	0	0	0	0	36
4:45 PM	0	31	0	0	0	24	0	0	0	0	1	0	0	0	0	0	56
5:00 PM	0	24	0	0	0	21	1	0	2	0	2	0	0	0	0	0	50
5:15 PM	0	24	0	0	0	17	0	0	0	0	1	0	0	0	0	0	42
5:30 PM	1	19	0	0	0	15	0	0	0	0	2	0	0	0	0	0	37
5:45 PM	3	12	0	0	0	18	0	0	0	0	2	0	0	0	0	0	35
6:00 PM	0	13	0	0	0	21	1	0	0	0	5	0	0	0	0	0	40
6:15 PM	1	6	0	0	0	17	0	0	0	0	2	0	0	0	0	0	26
6:30 PM	0	10	0	0	0	15	1	0	0	0	1	0	0	0	0	0	27
6:45 PM	2	8	0	0	0	16	0	0	0	0	1	0	0	0	0	0	27
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	21	403	0	0	0	426	9	0	4	0	29	0	0	0	0	0	892
PEAK HR:	4.95%	95.05%	0.00%	0.00%	0.00%	97.93%	2.07%	0.00%	12.12%	0.00%	87.88%	0.00%	0	0	0	0	
PEAK HR VOL:	1	98	0	0	0	77	1	0	2	0	6	0	0	0	0	0	185
PEAK HR FACTOR:	0.250	0.790	0.000	0.000	0.000	0.802	0.250	0.000	0.250	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.826
			0.798				0.813				0.500						

National Data & Surveying ServicesIntersection Turning Movement Count

Location: US 23/SR 365/Cornelia Hwy & Americold Logistics Access Dwy

City: Lula

Control: 1-Way Stop (EB)

Project ID: 22-180056-001

Date: 3/30/2022

Data - Bikes

NS/EW Streets:	US 23/SR 365/Cornelia Hwy				US 23/SR 365/Cornelia Hwy				Americold Logistics Access Dwy				Americold Logistics Access Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	1 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR :	07:15 AM - 08:15 AM																TOTAL 0
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	1 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 0
	PEAK HR : 01:00 PM - 02:00 PM																TOTAL 0
	PEAK HR VOL : 0.000 0.000 0.000 0.000				0.000 0.000 0.000 0.000				0.000 0.000 0.000 0.000				0.000 0.000 0.000 0.000				

[illegible]

National Data & Surveying Services Intersection Turning Movement Count

Location: US 23/SR 365/Cornelia Hwy & Americold Logistics Access Dwy
City: Lula

Project ID: 22-180056-001
Date: 3/30/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	US 23/SR 365/Cornelia Hwy		US 23/SR 365/Cornelia Hwy		Americold Logistics Access Dwy		Americold Logistics Access Dwy	
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB
APPROACH %'s :	0	0	0	0	0	0	0	0
PEAK HR :	07:15 AM - 08:15 AM							
PEAK HR VOL :	0	0	0	0	0	0	0	0
PEAK HR FACTOR :								

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
10:00 AM	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB
APPROACH %'s :	0	0	0	0	0	0	0	0
PEAK HR :	01:00 PM - 02:00 PM							
PEAK HR VOL :	0	0	0	0	0	0	0	0
PEAK HR FACTOR :								

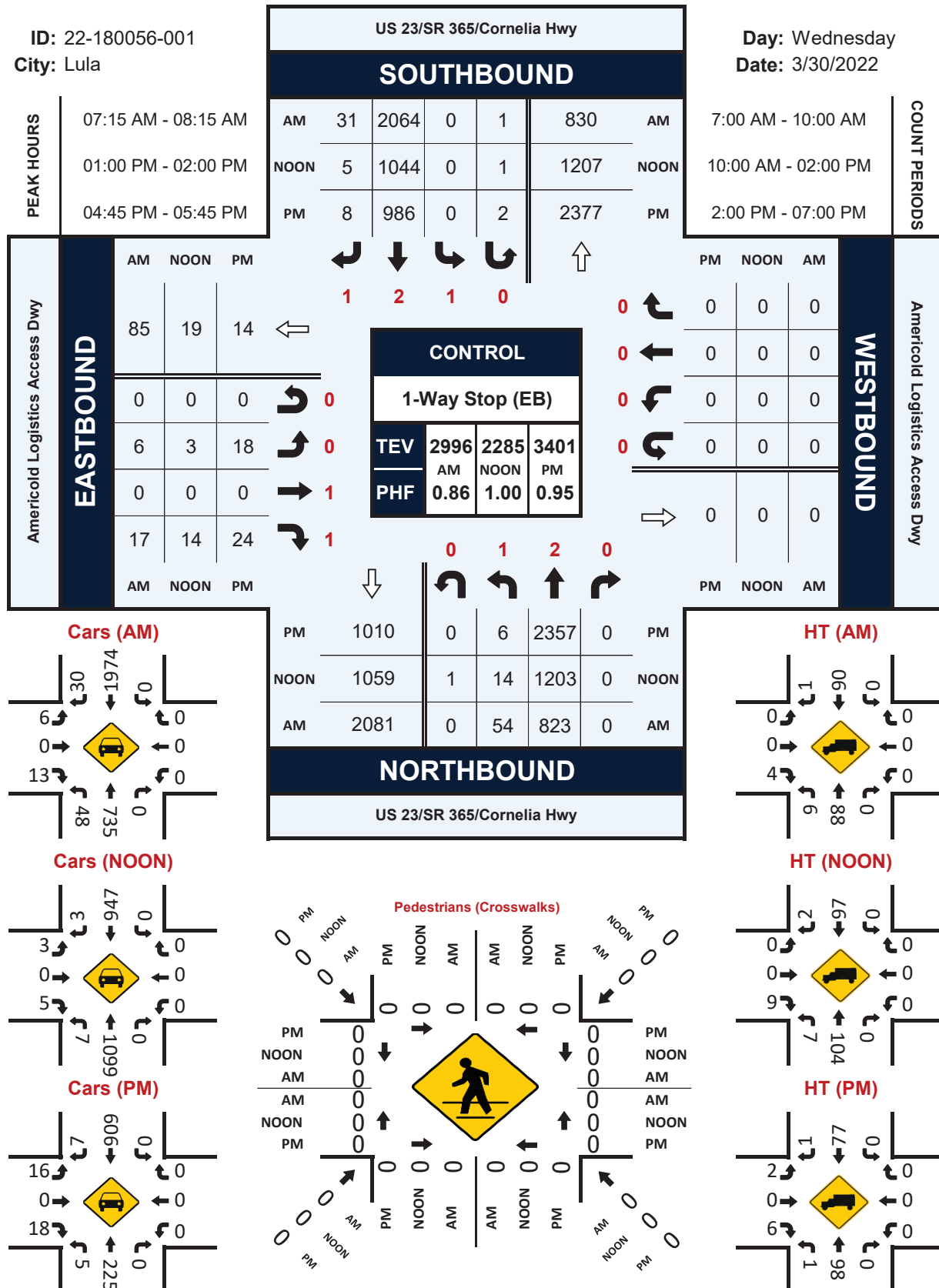
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
2:00 PM	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB
APPROACH %'s :	0	0	0	0	0	0	0	0
PEAK HR :	04:45 PM - 05:45 PM							
PEAK HR VOL :	0	0	0	0	0	0	0	0
PEAK HR FACTOR :								

US 23/SR 365/Cornelia Hwy & Americold Logistics Access Dwy

Peak Hour Turning Movement Count

ID: 22-180056-001
City: Lula

Day: Wednesday
Date: 3/30/2022



Location: US 23/SR 365/Cornelia Hwy & Americold Logistics Access Dwy
City: Lula

Day: Wednesday
Date: 3/30/2022

US 23/SR 365/Cornelia Hwy Northbound																						US 23/SR 365/Cornelia Hwy Southbound						Americold Logistics Access Dwy Eastbound						Americold Logistics Access Dwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total															
7:00 AM	7	149	0	1	0	157	0	417	3	0	0	420	0	0	2	0	0	2	0	0	0	0	0	0	0	579														
7:15 AM	9	203	0	0	0	212	0	562	2	0	0	564	0	0	1	0	0	1	0	0	0	0	0	0	0	777														
7:30 AM	17	232	0	0	0	249	0	606	11	1	0	618	1	0	4	0	0	5	0	0	0	0	0	0	0	872														
7:45 AM	20	183	0	0	0	203	0	473	9	0	0	482	1	0	8	0	0	9	0	0	0	0	0	0	0	694														
Total	53	767	0	1	0	821	0	2058	25	1	0	2084	2	0	15	0	0	17	0	0	0	0	0	0	0	2922														
8:00 AM	8	205	0	0	0	213	0	423	9	0	0	432	4	0	4	0	0	8	0	0	0	0	0	0	0	653														
8:15 AM	5	228	0	0	0	233	0	378	0	0	0	378	4	0	0	0	0	4	0	0	0	0	0	0	0	615														
8:30 AM	3	168	0	0	0	171	0	342	0	0	0	342	1	0	2	0	0	3	0	0	0	0	0	0	0	516														
8:45 AM	7	220	0	1	0	228	0	305	3	0	0	308	1	0	3	0	0	4	0	0	0	0	0	0	0	540														
Total	23	821	0	1	0	845	0	1448	12	0	0	1460	10	0	9	0	0	19	0	0	0	0	0	0	0	2324														
9:00 AM	4	196	0	0	0	200	0	295	0	0	0	295	0	0	2	0	0	2	0	0	0	0	0	0	0	497														
9:15 AM	1	193	0	2	0	196	0	273	0	0	0	273	1	0	1	0	0	2	0	0	0	0	0	0	0	471														
9:30 AM	0	206	0	0	0	206	0	251	0	1	0	252	0	0	3	0	0	3	0	0	0	0	0	0	0	461														
9:45 AM	4	173	0	0	0	177	0	274	2	0	0	276	1	0	0	0	0	1	0	0	0	0	0	0	0	454														
Total	9	768	0	2	0	779	0	1093	2	1	0	1096	2	0	6	0	0	8	0	0	0	0	0	0	0	1883														
BREAK																																								
10:00 AM	0	182	0	0	0	182	0	269	1	0	0	270	1	0	3	0	0	4	0	0	0	0	0	0	0	456														
10:15 AM	5	218	0	0	0	223	0	269	1	0	0	270	0	0	4	0	0	4	0	0	0	0	0	0	0	497														
10:30 AM	1	226	0	0	0	227	0	290	0	0	0	290	0	0	3	0	0	3	0	0	0	0	0	0	0	520														
10:45 AM	2	222	0	0	0	224	0	265	2	0	0	267	0	0	6	0	0	6	0	0	0	0	0	0	0	497														
Total	8	848	0	0	0	856	0	1093	4	0	0	1097	1	0	16	0	0	17	0	0	0	0	0	0	0	1970														
11:00 AM	2	213	0	2	0	217	0	260	0	0	0	260	1																											

%Heavy trucks	33.5	7.4	0.0	0.0	7.7	0.0	8.2	24.4	0.0	8.3	18.9	0.0	37.4	0.0	32.2	0.0	0.0	0.0	0.0	0.0	0.0	8.2
---------------	------	-----	-----	-----	-----	-----	-----	------	-----	-----	------	-----	------	-----	------	-----	-----	-----	-----	-----	-----	-----

Project ID: 22-180056-001

Location: US 23/SR 365/Cornelia Hwy & Americold Logistics A

City: Lula

PEAK HOURS

Day: Wednesday

Date: 3/30/2022

AM

	US 23/SR 365/Cornelia Hwy Northbound					US 23/SR 365/Cornelia Hwy Southbound					Americold Logistics Access Dwy Eastbound					Americold Logistics Access Dwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 10:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	9	203	0	0	212	0	562	2	0	564	0	0	1	0	1	0	0	0	0	0	777
7:30 AM	17	232	0	0	249	0	606	11	1	618	1	0	4	0	5	0	0	0	0	0	872
7:45 AM	20	183	0	0	203	0	473	9	0	482	1	0	8	0	9	0	0	0	0	0	694
8:00 AM	8	205	0	0	213	0	423	9	0	432	4	0	4	0	8	0	0	0	0	0	653
Total Volume	54	823	0	0	877	0	2064	31	1	2096	6	0	17	0	23	0	0	0	0	0	2996
% App. Total	6.2	93.8	0.0	0.0	100	0.0	98.5	1.5	0.0	100	26.1	0.0	73.9	0.0	100	0.0	0.0	0.0	0.0	0	
PHF	0.881					0.848					0.639										0.859
Cars, PU, Vans	48	735	0	0	783	0	1974	30	1	2005	6	0	13	0	19	0	0	0	0	0	2807
% Cars, PU, Vans	88.9	89.3	0.0	0.0	89.3	0.0	95.6	96.8	100.0	95.7	100.0	0.0	76.5	0.0	82.6	0.0	0.0	0.0	0.0	0.0	93.7
Heavy trucks	6	88	0	0	94	0	90	1	0	91	0	0	4	0	4	0	0	0	0	0	189
%Heavy trucks	11.1	10.7	0.0	0.0	10.7	0.0	4.4	3.2	0.0	4.3	0.0	0.0	23.5	0.0	17.4	0.0	0.0	0.0	0.0	0.0	6.3

NOON

	US 23/SR 365/Cornelia Hwy Northbound					US 23/SR 365/Cornelia Hwy Southbound					Americold Logistics Access Dwy Eastbound					Americold Logistics Access Dwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 10:00 AM - 02:00 PM																					
Peak Hour for Entire Intersection Begins at 01:00 PM																					
1:00 PM	2	307	0	0	309	0	256	0	1	257	0	0	3	0	3	0	0	0	0	0	569
1:15 PM	2	285	0	0	287	0	279	1	0	280	2	0	3	0	5	0	0	0	0	0	572
1:30 PM	7	297	0	1	305	0	257	0	0	257	1	0	7	0	8	0	0	0	0	0	570
1:45 PM	3	314	0	0	317	0	252	4	0	256	0	0	1	0	1	0	0	0	0	0	574
Total Volume	14	1203	0	1	1218	0	1044	5	1	1050	3	0	14	0	17	0	0	0	0	0	2285
% App. Total	1.1	98.8	0.0	0.1	100	0.0	99.4	0.5	0.1	100	17.6	0.0	82.4	0.0	100	0.0	0.0	0.0	0.0	0	
PHF	0.961					0.938					0.531										0.995
Cars, PU, Vans	7	1099	0	1	1107	0	947	3	1	951	3	0	5	0	8	0	0	0	0	0	2066
% Cars, PU, Vans	50.0	91.4	0.0	100.0	90.9	0.0	90.7	60.0	100.0	90.6	100.0	0.0	35.7	0.0	47.1	0.0	0.0	0.0	0.0	0.0	90.4
Heavy trucks	7	104	0	0	111	0	97	2	0	99	0	0	9	0	9	0	0	0	0	0	219
%Heavy trucks	50.0	8.6	0.0	0.0	9.1	0.0	9.3	40.0	0.0	9.4	0.0	0.0	64.3	0.0	52.9	0.0	0.0	0.0	0.0	0.0	9.6

PM

	US 23/SR 365/Cornelia Hwy Northbound					US 23/SR 365/Cornelia Hwy Southbound					Americold Logistics Access Dwy Eastbound					Americold Logistics Access Dwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 02:00 PM - 07:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	3	571	0	0	574	0	252	3	0	255	3	0	5	0	8	0	0	0	0	0	837
5:00 PM	1	559	0	0	560	0	219	3	0	222	6	0	10	0	16	0	0	0	0	0	798
5:15 PM	1	605	0	0	606	0	278	1	1	280	6	0	5	0	11	0	0	0	0	0	897
5:30 PM	1	622	0	0	623	0	237	1	1	239	3	0	4	0	7	0	0	0	0	0	869
Total Volume	6	2357	0	0	2363	0	986	8	2	996	18	0	24	0	42	0	0	0	0	0	3401
% App. Total	0.3	99.7	0.0	0.0	100	0.0	99.0	0.8	0.2	100	42.9	0.0	57.1	0.0	100	0.0	0.0	0.0	0.0	0	
PHF	0.948					0.889					0.656										0.948
Cars, PU, Vans	5	2259	0	0	2264	0	909	7	2	918	16	0	18	0	34	0	0	0	0	0	3216
% Cars, PU, Vans	83.3	95.8	0.0	0.0	95.8	0.0	92.2	87.5	100.0	92.2	88.9	0.0	75.0	0.0	81.0	0.0	0.0	0.0	0.0	0.0	94.6
Heavy trucks	1	98	0	0	99	0	77	1	0	78	2	0	6	0	8	0	0	0	0	0	185
%Heavy trucks	16.7	4.2	0.0	0.0	4.2	0.0	7.8	12.5	0.0	7.8	11.1	0.0	25.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	5.4

National Data & Surveying Services Intersection Turning Movement Count

Location: Cagle Mill Rd & Cagle Rd
City: Lula
Control: 1-Way Stop (NB)

Project ID: 22-180056-002
Date: 3/30/2022

Data - Total

NS/EW Streets:	Cagle Mill Rd				Cagle Mill Rd				Cagle Rd				Cagle Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
7:15 AM	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	5	0	1	0	0	0	0	0	0	1	1	0	0	2	0	0	10
7:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	6
8:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	6
8:15 AM	3	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	7
8:30 AM	4	0	1	0	0	0	0	0	0	2	3	0	0	3	0	0	13
8:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:00 AM	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	4
9:15 AM	0	0	1	0	0	0	0	0	0	1	1	0	0	4	0	0	7
9:30 AM	3	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	8
9:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3
TOTAL VOLUMES:	NL 34	NT 0	NR 4	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 7	ER 15	EU 0	WL 3	WT 14	WR 0	WU 0	TOTAL 77
APPROACH %'s:	89.47%	0.00%	10.53%	0.00%					0.00%	31.82%	68.18%	0.00%	17.65%	82.35%	0.00%	0.00%	
PEAK HR:	07:45 AM - 08:45 AM																TOTAL 32
PEAK HR VOL:	13	0	1	0	0	0	0	0	0	3	6	0	2	7	0	0	
PEAK HR FACTOR:	0.813	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.500	0.000	0.250	0.583	0.000	0.000	0.615
				0.700							0.450				0.750		

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	4
10:15 AM	1	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	5
10:30 AM	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4
10:45 AM	3	0	2	1	0	0	0	0	0	1	1	0	1	1	0	0	10
11:00 AM	2	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	5
11:15 AM	9	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	14
11:30 AM	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4
11:45 AM	5	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	7
12:00 PM	2	0	0	0	0	0	0	0	0	2	3	0	0	1	0	0	8
12:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3
12:30 PM	2	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	9
12:45 PM	4	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	7
1:00 PM	4	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	8
1:15 PM	2	0	0	0	0	0	0	0	0	1	0	0	2	1	0	0	6
1:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
1:45 PM	4	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	8
TOTAL VOLUMES:	NL 44	NT 0	NR 2	NU 1	SL 0	ST 0	SR 0	SU 0	EL 0	ET 10	ER 33	EU 0	WL 6	WT 9	WR 0	WU 0	TOTAL 105
APPROACH %'s:	93.62%	0.00%	4.26%	2.13%					0.00%	23.26%	76.74%	0.00%	40.00%	60.00%	0.00%	0.00%	
PEAK HR:	11:15 AM - 12:15 PM																TOTAL 33
PEAK HR VOL:	19	0	0	0	0	0	0	0	0	3	9	0	0	2	0	0	
PEAK HR FACTOR:	0.528	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.563	0.000	0.000	0.500	0.000	0.000	0.589
				0.528							0.600				0.500		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
2:00 PM	2	0	1	0	0	0	0	0	0	0	6	0	0	0	0	0	9
2:15 PM	5	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	8
2:30 PM	0	0	2	0	0	0	0	0	0	2	1	0	1	0	0	0	6
2:45 PM	2	0	1	0	0	0	0	0	0	2	3	0	3	1	0	0	12
3:00 PM	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	4
3:15 PM	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4
3:30 PM	3	0	1	0	0	0	0	0	0	1	3	0	2	1	0	0	11
3:45 PM	2	0	0	0	0	0	0	0	0	2	5	0	1	1	0	0	11
4:00 PM	1	0	0	0	0	0	0	0	0	1	4	0	2	0	0	0	8
4:15 PM	5	0	0	0	0	0	0	0	0	3	2	0	1	3	0	0	14
4:30 PM	2	0	3	0	0	0	0	0	0	8	1	0	0	0	0	0	14
4:45 PM	0	0	1	0	0	0	0	0	0	4	4	0	1	3	0	0	13
5:00 PM	4	0	0	0	0	0	0	0	0	1	3	0	0	2	0	0	10
5:15 PM	4	0	1	0	0	0	0	0	0	2	6	0	1	1	0	0	15
5:30 PM	2	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	7
5:45 PM	1	0	1	0	0	0	0	0	0	1	8	0	1	2	0	0	14
6:00 PM	3	0	0	0	0	0	0	0	0	1	3	0	2	0	0	0	9
6:15 PM	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	6
6:30 PM	0	0	1	0	0	0	0	0	0	1	5	0	0	1	0	0	8
6:45 PM	1	0	0	0	0	0	0	0	0	0	6	0	1	1	0	0	9
TOTAL VOLUMES:	NL 42	NT 0	NR 12	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 34	ER 70	EU 0	WL 16	WT 18	WR 0	WU 0	TOTAL 192
APPROACH %'s:	77.78%	0.00%	22.22%	0.00%					0.00%	32.69%	67.31%	0.00%	47.06%	52.94%	0.00%	0.00%	
PEAK HR:	04:30 PM - 05:30 PM																TOTAL 52
PEAK HR VOL:	10	0	5	0	0	0	0	0	0	15	14	0	2	6	0	0	
PEAK HR FACTOR:	0.625	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.469	0.583	0.000	0.500	0.500	0.000	0.000	0.867
				0.750							0.806				0.500		

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Cagle Mill Rd & Cagle Rd
City: Lula
Control: 1-Way Stop (NB)

Project ID: 22-180056-002
Date: 3/30/2022

Data - Cars

NS/EW Streets:	Cagle Mill Rd				Cagle Mill Rd				Cagle Rd				Cagle Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
7:15 AM	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	5	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	8
7:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	6
8:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	6
8:15 AM	3	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	7
8:30 AM	4	0	1	0	0	0	0	0	0	2	3	0	0	3	0	0	13
8:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:00 AM	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	4
9:15 AM	0	0	1	0	0	0	0	0	0	1	1	0	0	4	0	0	7
9:30 AM	3	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	8
9:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3
TOTAL VOLUMES:	NL 33	NT 0	NR 4	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 6	ER 14	EU 0	WL 3	WT 14	WR 0	WU 0	TOTAL 74
APPROACH %'s:	89.19%	0.00%	10.81%	0.00%					0.00%	30.00%	70.00%	0.00%	17.65%	82.35%	0.00%	0.00%	
PEAK HR:	07:45 AM - 08:45 AM																
PEAK HR VOL:	13	0	1	0	0	0	0	0	0	3	6	0	2	7	0	0	32
PEAK HR FACTOR:	0.813	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.500	0.000	0.250	0.583	0.000	0.000	0.615
				0.700							0.450				0.750		
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3
10:15 AM	1	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	5
10:30 AM	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4
10:45 AM	3	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	7
11:00 AM	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	4
11:15 AM	9	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	14
11:30 AM	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4
11:45 AM	5	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	7
12:00 PM	2	0	0	0	0	0	0	0	0	2	3	0	0	1	0	0	8
12:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3
12:30 PM	2	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	8
12:45 PM	4	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	7
1:00 PM	4	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	8
1:15 PM	2	0	0	0	0	0	0	0	0	1	0	0	2	1	0	0	6
1:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
1:45 PM	4	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	8
TOTAL VOLUMES:	NL 44	NT 0	NR 0	NU 1	SL 0	ST 0	SR 0	SU 0	EL 0	ET 10	ER 32	EU 0	WL 4	WT 8	WR 0	WU 0	TOTAL 99
APPROACH %'s:	97.78%	0.00%	0.00%	2.22%					0.00%	23.81%	76.19%	0.00%	33.33%	66.67%	0.00%	0.00%	
PEAK HR:	11:15 AM - 12:15 PM																
PEAK HR VOL:	19	0	0	0	0	0	0	0	0	3	9	0	0	2	0	0	33
PEAK HR FACTOR:	0.528	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.563	0.000	0.000	0.500	0.000	0.000	0.589
				0.528							0.600				0.500		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
2:00 PM	2	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	8
2:15 PM	5	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	8
2:30 PM	0	0	2	0	0	0	0	0	0	2	1	0	1	0	0	0	6
2:45 PM	2	0	1	0	0	0	0	0	0	2	3	0	1	1	0	0	10
3:00 PM	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	4
3:15 PM	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4
3:30 PM	3	0	1	0	0	0	0	0	0	1	3	0	2	1	0	0	11
3:45 PM	2	0	0	0	0	0	0	0	0	2	5	0	1	1	0	0	11
4:00 PM	1	0	0	0	0	0	0	0	0	1	4	0	2	0	0	0	8
4:15 PM	4	0	0	0	0	0	0	0	0	3	2	0	1	3	0	0	13
4:30 PM	2	0	3	0	0	0	0	0	0	8	1	0	0	0	0	0	14
4:45 PM	0	0	1	0	0	0	0	0	0	4	4	0	1	3	0	0	13
5:00 PM	4	0	0	0	0	0	0	0	0	1	3	0	0	2	0	0	10
5:15 PM	4	0	1	0	0	0	0	0	0	2	6	0	1	1	0	0	15
5:30 PM	2	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	7
5:45 PM	1	0	1	0	0	0	0	0	0	1	8	0	1	2	0	0	14
6:00 PM	3	0	0	0	0	0	0	0	0	1	3	0	2	0	0	0	9
6:15 PM	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	6
6:30 PM	0	0	1	0	0	0	0	0	0	0	5	0	0	1	0	0	7
6:45 PM	1	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	8
TOTAL VOLUMES:	NL 41	NT 0	NR 12	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 33	ER 69	EU 0	WL 14	WT 17	WR 0	WU 0	TOTAL 186
APPROACH %'s:	77.36%	0.00%	22.64%	0.00%					0.00%	32.35%	67.65%	0.00%	45.16%	54.84%	0.00%	0.00%	
PEAK HR:	04:30 PM - 05:30 PM																
PEAK HR VOL:	10	0	5	0	0	0	0	0	0	15	14	0	2	6	0	0	52
PEAK HR FACTOR:	0.625	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.469	0.583	0.000	0.500	0.500	0.000	0.000	0.867
				0.750							0.806				0.500		

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Cagle Mill Rd & Cagle Rd
City: Lula
Control: 1-Way Stop (NB)

Project ID: 22-180056-002
Date: 3/30/2022

Data - HT

[illegible][illegible][illegible]

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Cagle Mill Rd & Cagle Rd
City: Lula
Control: 1-Way Stop (NB)

Project ID: 22-180056-002
Date: 3/30/2022

Data - Bikes

[illegible][illegible][illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: Cagle Mill Rd & Cagle Rd
City: Lula

Project ID: 22-180056-002
Date: 3/30/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:		Cagle Mill Rd		Cagle Mill Rd		Cagle Rd		Cagle Rd		
AM		NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
		EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :		EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0
PEAK HR :		07:45 AM - 08:45 AM							TOTAL	
PEAK HR VOL :		0 0			0 0		0 0		0 0	
PEAK HR FACTOR :										

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0
PEAK HR :	11:15 AM - 12:15 PM								TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0	0	0	0	0	0	0	0	0

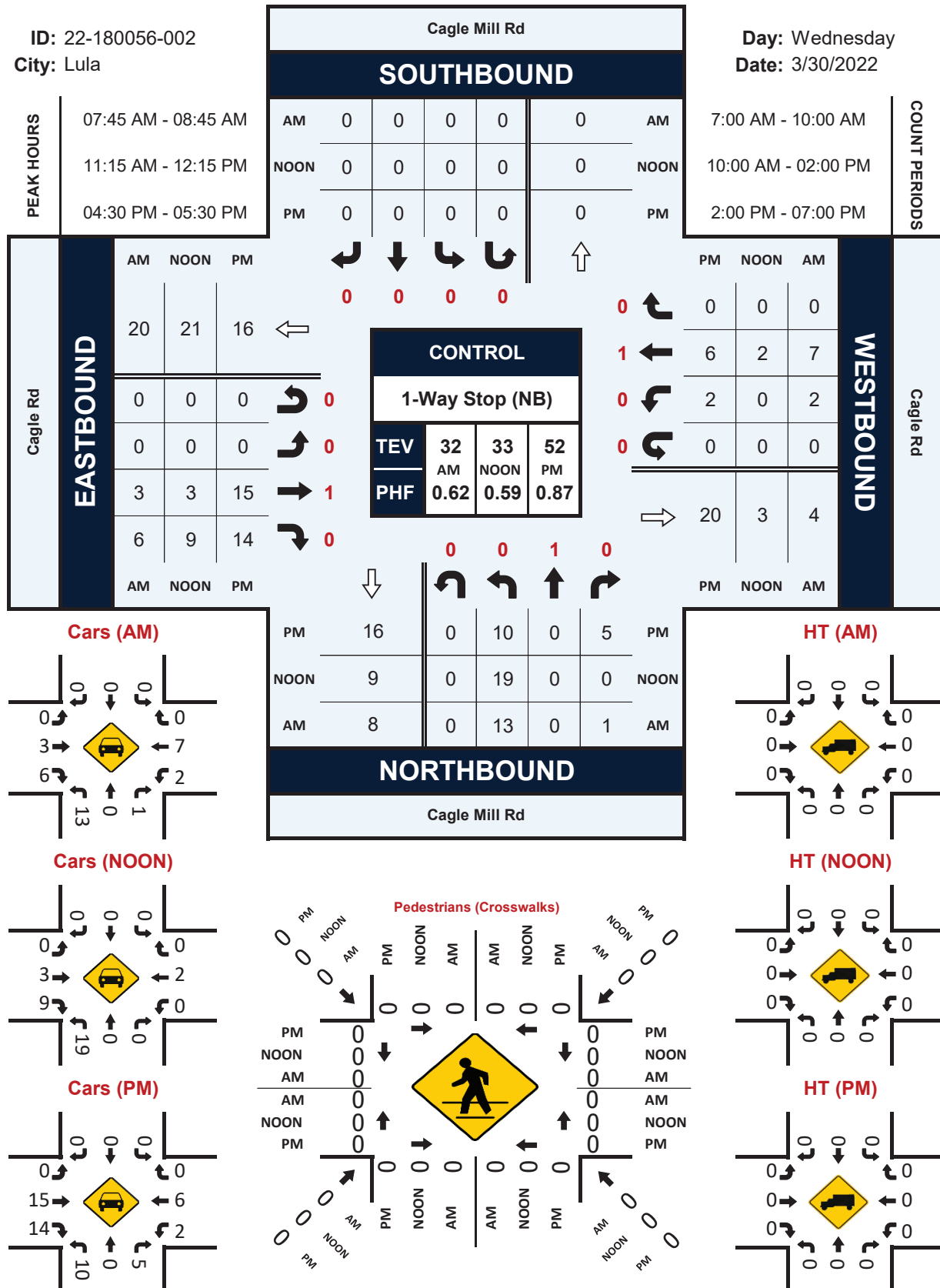
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0
PEAK HR :	04:30 PM - 05:30 PM		0	0	0	0	0	0	TOTAL 0
PEAK HR VOL :	0	0							
PEAK HR FACTOR :									

Cagle Mill Rd & Cagle Rd

Peak Hour Turning Movement Count

ID: 22-180056-002
City: Lula

Day: Wednesday
Date: 3/30/2022



Project ID: 22-180056-002
 Location: Cagle Mill Rd & Cagle Rd
 City: Lula

Day: Wednesday
 Date: 3/30/2022

Groups Printed - Cars, PU, Vans - Heavy Trucks																										
Start Time	Cagle Mill Rd Northbound						Cagle Mill Rd Southbound						Cagle Rd Eastbound						Cagle Rd Westbound						Int. Total	
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total		
7:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	3
7:15 AM	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	5	0	1	0	0	6	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	0	0	0	7
7:45 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	6
Total	16	0	1	0	0	17	0	0	0	0	0	0	0	0	2	2	0	0	4	2	3	0	0	0	5	26
8:00 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	6
8:15 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	7
8:30 AM	4	0	1	0	0	5	0	0	0	0	0	0	0	0	2	3	0	0	5	0	3	0	0	0	3	13
8:45 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	13	0	1	0	0	14	0	0	0	0	0	0	0	0	3	6	0	0	9	0	6	0	0	0	6	29
9:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4
9:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	2	0	4	0	0	0	4	7
9:30 AM	3	0	1	0	0	4	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8
9:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	3
Total	5	0	2	0	0	7	0	0	0	0	0	0	0	0	2	7	0	0	9	1	5	0	0	0	6	22
BREAK																										
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	2	4
10:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	5
10:30 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
10:45 AM	3	0	2	1	0	6	0	0	0	0	0	0	0	0	1	1	0	0	2	1	1	0	0	0	2	10
Total	6	0	2	1	0	9	0	0	0	0	0	0	0	0	2	8	0	0	10	1	3	0	0	0	4	23
11:00 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	2	5
11:15 AM	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	0	1	14
11:30 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
11:45 AM	5	0	0	0	0	5	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	7
Total	19	0	0	0	0	19	0	0	0	0	0	0	0	0	1	7	0	0	8	1	2	0	0	0	3	30
12:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2	3	0	0	5	0	1	0	0	0	1	8
12:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	3
12:30 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	9
12:45 PM	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	2	7
Total	9	0	0	0	0	9	0	0	0	0	0	0	0	0	3	10	0	0	13	2	3	0	0	0	5	27
1:00 PM	4	0	0	0	0	4	0	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	8
1:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	2	1	0	0	0	3	6
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3
1:45 PM	4	0	0	0	0	4	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	8
Total	10	0	0	0	0	10	0	0	0	0	0	0	0	0	4	8	0	0	12	2	1	0	0	0	3	25
BREAK																										
2:00 PM	2	0	1	0	0	3	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	9
2:15 PM	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	2	8
2:30 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	1	0	0	3	1	0	0	0	0	1	6
2:45 PM	2	0	1	0	0	3	0	0	0	0	0	0	0	0	2	3	0	0	5	3	1	0	0	0	4	12
Total	9	0	4	0	0	13	0	0	0	0	0	0	0	0	4	11	0	0	15	4	3	0	0	0	7	35
3:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	4
3:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
3:30 PM	3	0	1	0	0	4	0	0	0	0	0	0	0	0	1	3	0	0	4	2	1	0	0	0	3	11
3:45 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2	5	0	0	7	1	1	0	0	0	2	11
Total	8	0	1	0	0	9	0	0	0	0	0	0	0	0	5	11	0	0	16	3	2	0	0	0	5	30
4:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	4	0	0	5	2	0	0	0	0	2	8
4:15 PM	5	0	0	0	0	5	0	0	0	0	0	0	0	0	3	2	0	0	5	1	3	0	0	0	4	14
4:30 PM	2	0	3	0	0	5	0	0	0	0	0	0	0	0	8	1	0	0	9	0	0	0	0	0	0	14
4:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	4	0	0	8	1	3	0	0	0	4	13
Total	8	0	4	0	0	12	0	0	0	0	0	0	0	0	16	11	0	0	27	4	6	0	0	0	10	49
5:00 PM	4	0	0	0	0	4	0	0	0	0	0	0	0	0	1	3	0	0	4	0	2	0	0	0	2	10
5:15 PM	4	0	1	0	0	5	0	0	0	0	0	0	0	0	2	6	0	0	8	1	1	0	0	0	2	15
5:30 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	7
5:45 PM	1	0	1	0	0	2	0	0	0	0	0	0	0	0	1	8	0	0	9	1	2	0	0	0	3	14
Total	11	0	2	0	0	13	0	0	0	0	0	0	0	0	7	19	0	0	26	2	5	0	0	0	7	46
6:00 PM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	1	3	0	0	4	2	0	0	0	0	2	9
6:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6
6:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	5	0	0	6	0	1	0	0	0	1	8
6:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6	0	0	6	1	1	0	0	0	2	9
Total	6	0	1	0	0	7	0	0	0	0	0	0	0	0	2	18	0	0	20	3	2	0	0	0	5	32
Grand Total	120	0	18	1	0	139	0	0	0	0	0	0	0	0	51	118	0	0	169	25	41	0	0	0	66	374
Apprch %	86.3	0.0	12.9	0.7	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.2	69.8	0.0	0.0		37.9	62.1	0.0	0.0	0.0		
Total %	32.1	0.0	4.8	0.3	0.0	37.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.6	31.6	0.0	0.0	45.2	6.7	11.0	0.0	0.0	0.0	17.6	
Cars, PU, Vans	118	0	16	1		135	0	0	0	0	0	0	0	0	49	115	0		164	21	39	0	0		60	359
% Cars, PU, Vans	98.3	0.0	88.9	100.0		97.1	0.0	0.0	0.0	0.0	0.0	0.0														

%Heavy trucks	1.7	0.0	11.1	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	3.9	2.5	0.0	3.0	16.0	4.9	0.0	0.0	9.1	4.0
---------------	-----	-----	------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	------	-----	-----	-----	-----	-----

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Julian Baugh Rd & Cagle Mill Rd
City: Lula
Control: 1-Way Stop (EB)

Project ID: 22-180056-003
Date: 3/30/2022

Data - Total

NS/EW Streets:		Julian Baugh Rd				Julian Baugh Rd				Cagle Mill Rd				Cagle Mill Rd				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
7:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
7:30 AM	0	4	0	0	0	1	0	0	1	0	0	0	0	0	0	0	6	
7:45 AM	0	2	0	0	0	2	0	0	1	0	0	0	0	0	0	0	5	
8:00 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:15 AM	0	2	0	0	0	2	1	0	1	0	0	0	0	0	0	0	6	
8:30 AM	0	3	0	0	0	1	2	0	2	0	0	0	0	0	0	0	8	
8:45 AM	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	
9:00 AM	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	4	
9:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
9:30 AM	0	3	0	0	0	3	1	0	1	0	0	0	0	0	0	0	8	
9:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	
TOTAL VOLUMES: APPROACH %'s:	NL 1	NT 30	NR 0	NU 0	SL 0	ST 12	SR 5	SU 0	EL 8	ET 0	ER 1	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 57	
	3.23%	96.77%	0.00%	0.00%	0.00%	70.59%	29.41%	0.00%	88.89%	0.00%	11.11%	0.00%						
PEAK HR:		07:45 AM - 08:45 AM																TOTAL 23 0.719
PEAK HR VOL:		1	10	0	0	0	5	3	0	4	0	0	0	0	0	0		
PEAK HR FACTOR:		0.250	0.833	0.000	0.000	0.000	0.625	0.375	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000		
		0.688				0.667				0.500								

NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
10:00 AM		0	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	4
10:15 AM		0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	4
10:30 AM		1	1	0	0	0	1	1	0	1	0	0	0	0	0	0	0	5
10:45 AM		0	5	0	0	0	2	0	1	0	0	0	0	0	0	0	0	8
11:00 AM		0	2	0	0	0	1	1	0	0	0	2	0	0	0	0	0	6
11:15 AM		0	7	0	0	0	2	2	0	2	0	0	0	0	0	0	0	13
11:30 AM		0	2	0	0	0	1	0	0	1	0	1	0	0	0	0	0	5
11:45 AM		1	4	0	0	0	1	0	0	1	0	0	0	0	0	0	0	7
12:00 PM		0	2	0	0	0	3	0	0	0	0	1	0	0	0	0	0	6
12:15 PM		0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
12:30 PM		0	2	0	0	0	4	1	0	0	0	0	0	0	0	0	0	7
12:45 PM		0	3	0	0	0	3	0	0	1	0	0	0	0	0	0	0	7
1:00 PM		0	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	6
1:15 PM		0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	4
1:30 PM		0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
1:45 PM		0	2	0	0	0	2	1	0	2	0	0	0	0	0	0	0	7
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		2	36	0	0	0	29	11	1	10	0	5	0	0	0	0	0	94
PEAK HR:		10:45 AM - 11:45 AM				0.00%				66.67%				33.33%				
PEAK HR VOL:		0	16	0	0	0	6	3	1	3	0	3	0	0	0	0	0	32
PEAK HR FACTOR:		0.000	0.571	0.000	0.000	0.000	0.750	0.375	0.250	0.375	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.615
		0.571				0.625				0.750								

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
2:00 PM		0	2	0	0	0	5	1	0	1	0	0	0	0	0	0	0	9
2:15 PM		0	4	0	0	0	0	1	0	1	0	0	0	0	0	0	0	6
2:30 PM		0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	5
2:45 PM		0	2	0	0	0	4	2	0	1	0	0	0	0	0	0	0	9
3:00 PM		0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
3:15 PM		1	2	0	0	0	2	0	0	1	0	0	0	0	0	0	0	6
3:30 PM		0	2	0	0	0	4	1	0	1	0	1	0	0	0	0	0	9
3:45 PM		0	1	0	0	0	1	5	0	1	0	0	0	0	0	0	0	8
4:00 PM		0	1	0	0	0	4	2	0	0	0	0	0	0	0	0	0	7
4:15 PM		0	4	0	0	0	2	1	0	1	0	0	0	0	0	0	0	8
4:30 PM		0	4	0	0	0	1	0	0	1	0	0	0	0	0	0	0	6
4:45 PM		0	1	0	0	0	3	2	0	0	0	0	0	0	0	0	0	6
5:00 PM		0	2	0	0	0	3	0	0	2	0	0	0	0	0	0	0	7
5:15 PM		0	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	12
5:30 PM		1	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
5:45 PM		0	1	0	0	0	8	1	0	0	0	0	0	0	0	0	0	10
6:00 PM		0	1	0	0	0	4	1	0	2	0	0	0	0	0	0	0	8
6:15 PM		0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	6
6:30 PM		0	0	0	0	0	3	2	0	1	0	0	0	0	0	0	0	6
6:45 PM		0	1	0	0	0	6	1	0	0	0	1	0	0	0	0	0	9
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		2	41	0	0	0	64	22	0	13	0	2	1	0	0	0	0	145
PEAK HR:		05:15 PM - 06:15 PM				0.00%				81.25%				12.50%				
PEAK HR VOL:		1	10	0	0	0	21	2	0	2	0	0	0	0	0	0	0	36
PEAK HR FACTOR:		0.250	0.500	0.000	0.000	0.000	0.656	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
		0.550				0.639				0.250								

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Julian Baugh Rd & Cagle Mill Rd
City: Lula
Control: 1-Way Stop (EB)

Project ID: 22-180056-003
Date: 3/30/2022

Data - Cars

NS/EW Streets:	Julian Baugh Rd				Julian Baugh Rd				Cagle Mill Rd				Cagle Mill Rd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0		1
	7:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0		8
7:30 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	
7:45 AM	0	2	0	0	0	2	0	0	1	0	0	0	0	0	0	0	5	
8:00 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:15 AM	0	2	0	0	0	2	1	0	1	0	0	0	0	0	0	0	6	
8:30 AM	0	3	0	0	0	1	2	0	2	0	0	0	0	0	0	0	8	
8:45 AM	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	
9:00 AM	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	4	
9:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
9:30 AM	0	3	0	0	0	3	1	0	1	0	0	0	0	0	0	0	8	
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s:	3.33%	96.67%	0.00%	0.00%	0.00%	68.75%	31.25%	0.00%	100.00%	0.00%	0.00%	0.00%	0	0	0	0	54	
PEAK HR:	07:45 AM - 08:45 AM																TOTAL	
PEAK HR VOL:	1	10	0	0	0	5	3	0	4	0	0	0	0	0	0	0	23	
PEAK HR FACTOR:	0.250	0.833	0.000	0.000	0.000	0.625	0.375	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.719	
	0.688				0.667				0.500									

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
10:00 AM	0	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	4
10:15 AM	0	1	0	0	0	1	2	0	0	0	0	0	0	0	1	0	4
10:30 AM	1	1	0	0	0	1	1	0	1	0	0	0	0	0	0	0	5
10:45 AM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
11:00 AM	0	2	0	0	0	1	0	0	0	0	2	0	0	0	0	0	5
11:15 AM	0	7	0	0	0	2	2	0	2	0	0	0	0	0	0	0	13
11:30 AM	0	2	0	0	0	1	0	0	1	0	1	0	0	0	0	0	5
11:45 AM	1	4	0	0	0	1	0	0	1	0	0	0	0	0	0	0	7
12:00 PM	0	2	0	0	0	3	0	0	0	0	1	0	0	0	0	0	6
12:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	2	0	0	0	4	1	0	0	0	0	0	0	0	0	0	7
12:45 PM	0	3	0	0	0	2	0	0	1	0	0	0	0	0	0	0	6
1:00 PM	0	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	6
1:15 PM	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	4
1:30 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
1:45 PM	0	2	0	0	0	2	1	0	2	0	0	0	0	0	0	0	7
TOTAL VOLUMES :	NL 2	NT 35	NR 0	NU 0	SL 0	ST 28	SR 10	SU 0	EL 10	ET 0	ER 5	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 90
APPROACH %'s :	5.41%	94.59%	0.00%	0.00%	0.00%	73.68%	26.32%	0.00%	66.67%	0.00%	33.33%	0.00%					
PEAK HR :	10:45 AM - 11:45 AM																TOTAL 29 0.558
PEAK HR VOL :	0	15	0	0	0	6	2	0	3	0	3	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.536	0.000	0.000	0.000	0.750	0.250	0.000	0.375	0.000	0.375	0.000	0.000	0.000	0.000	0.000	
	0.536				0.500				0.750								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
2:00 PM	0	2	0	0	0	4	1	0	1	0	0	0	0	0	0	0	8
2:15 PM	0	4	0	0	0	0	1	0	1	0	0	0	0	0	0	0	6
2:30 PM	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	5
2:45 PM	0	2	0	0	0	3	1	0	1	0	0	0	0	0	0	0	7
3:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	1	2	0	0	0	2	0	0	1	0	0	0	0	0	0	0	6
3:30 PM	0	2	0	0	0	4	1	0	1	0	1	0	0	0	0	0	9
3:45 PM	0	1	0	0	0	1	5	0	1	0	0	0	0	0	0	0	8
4:00 PM	0	1	0	0	0	4	2	0	0	0	0	0	0	0	0	0	7
4:15 PM	0	3	0	0	0	2	1	0	1	0	0	0	0	0	0	0	7
4:30 PM	0	4	0	0	0	1	0	0	1	0	0	0	0	0	0	0	6
4:45 PM	0	1	0	0	0	3	2	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	2	0	0	0	3	0	0	2	0	0	0	0	0	0	0	7
5:15 PM	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	12
5:30 PM	1	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	1	0	0	0	8	1	0	0	0	0	0	0	0	0	0	10
6:00 PM	0	1	0	0	0	4	1	0	2	0	0	0	0	0	0	0	8
6:15 PM	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	6
6:30 PM	0	0	0	0	0	3	2	0	1	0	0	0	0	0	0	0	6
6:45 PM	0	1	0	0	0	6	1	0	0	0	1	0	0	0	0	0	9
TOTAL VOLUMES : APPROACH %'s :	NL 4.76%	NT 20.40%	NR 0.00%	NU 0.00%	SL 0.00%	ST 62.74.70%	SR 21.25.30%	SU 0.00%	EL 13.81.25%	ET 0.00%	ER 2.12.50%	EU 1.6.25%	WL 0	WT 0	WR 0	WU 0	TOTAL 141
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	1	10	0	0	0	21	2	0	2	0	0	0	0	0	0	0	36
PEAK HR FACTOR :	0.250	0.500	0.000	0.000	0.000	0.656	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
0.5500.6390.250																	

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Julian Baugh Rd & Cagle Mill Rd
City: Lula
Control: 1-Way Stop (EB)

Project ID: 22-180056-003
Date: 3/30/2022

Data - HT

[illegible][illegible][illegible]

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Julian Baugh Rd & Cagle Mill Rd
City: Lula
Control: 1-Way Stop (EB)

Project ID: 22-180056-003
Date: 3/30/2022

Data - Bikes

NS/EW Streets:	Julian Baugh Rd				Julian Baugh Rd				Cagle Mill Rd				Cagle Mill Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 0
PEAK HR :	07:45 AM - 08:45 AM																TOTAL 0
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

[illegible][illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: Julian Baugh Rd & Cagle Mill Rd
City: Lula

Project ID: 22-180056-003
Date: 3/30/2022

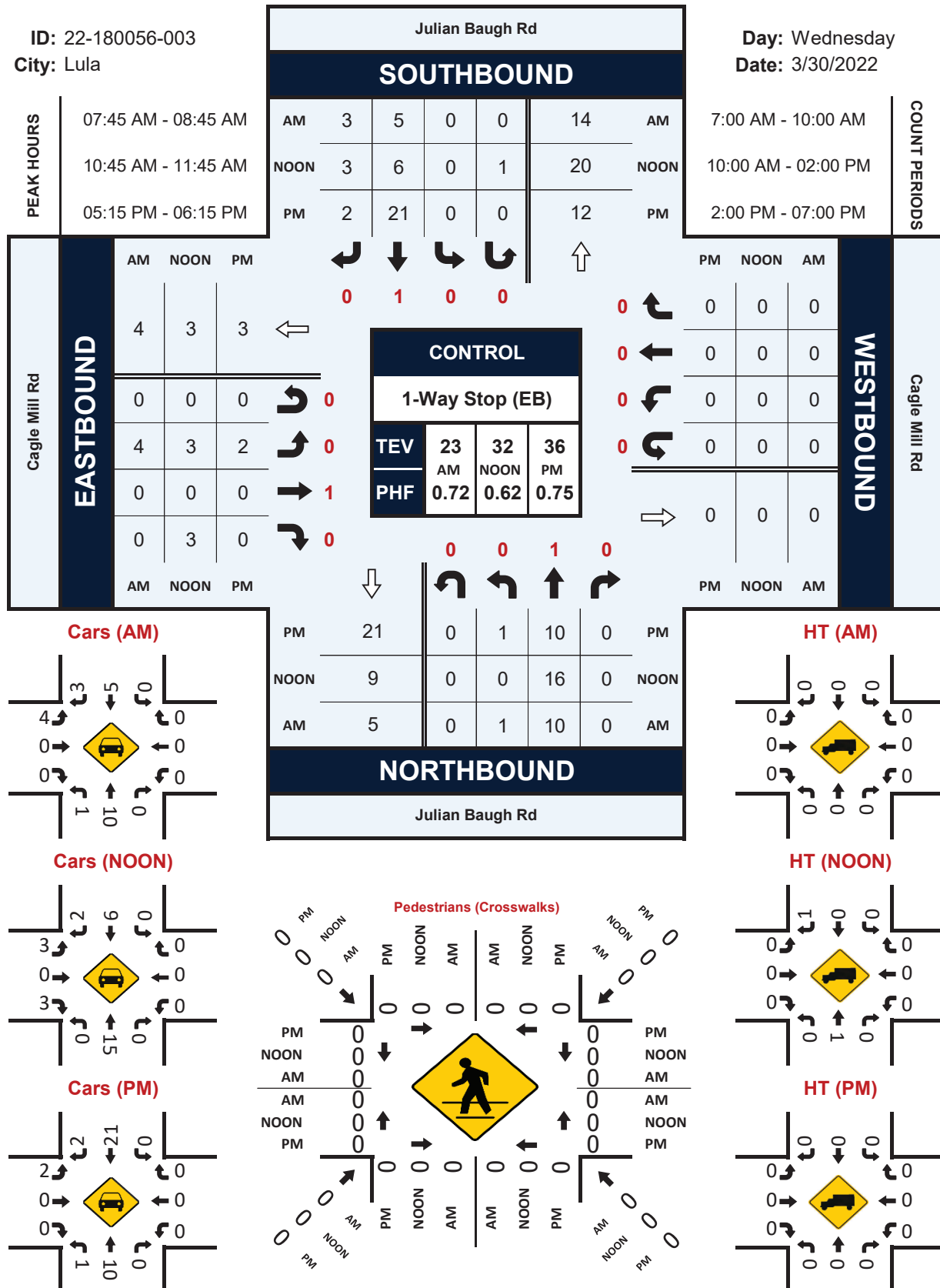
Data - Pedestrians (Crosswalks)

NS/EW Streets:		Julian Baugh Rd		Julian Baugh Rd		Cagle Mill Rd		Cagle Mill Rd		
AM		NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
		EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :		EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0
PEAK HR :		07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL : PEAK HR FACTOR :		0 0		0 0		0 0		0 0		0

NOON		NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
		EB	WB	EB	WB	NB	SB	NB	SB	
10:00 AM		0	0	0	0	0	0	0	0	0
10:15 AM		0	0	0	0	0	0	0	0	0
10:30 AM		0	0	0	0	0	0	0	0	0
10:45 AM		0	0	0	0	0	0	0	0	0
11:00 AM		0	0	0	0	0	0	0	0	0
11:15 AM		0	0	0	0	0	0	0	0	0
11:30 AM		0	0	0	0	0	0	0	0	0
11:45 AM		0	0	0	0	0	0	0	0	0
12:00 PM		0	0	0	0	0	0	0	0	0
12:15 PM		0	0	0	0	0	0	0	0	0
12:30 PM		0	0	0	0	0	0	0	0	0
12:45 PM		0	0	0	0	0	0	0	0	0
1:00 PM		0	0	0	0	0	0	0	0	0
1:15 PM		0	0	0	0	0	0	0	0	0
1:30 PM		0	0	0	0	0	0	0	0	0
1:45 PM		0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :		EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :		0	0	0	0	0	0	0	0	0
PEAK HR :		10:45 AM - 11:45 AM								TOTAL
PEAK HR VOL :		0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :										

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	TOTAL 0
APPROACH %'s :									
PEAK HR :	05:15 PM - 06:15 PM								TOTAL 0
PEAK HR VOL :	0		0		0		0		
PEAK HR FACTOR :									

Day: Wednesday
Date: 3/30/2022



Project ID: 22-180056-003
 Location: Julian Baugh Rd & Cagle Mill Rd
 City: Lula

Day: Wednesday
 Date: 3/30/2022

Groups Printed - Cars, PU, Vans - Heavy Trucks																										
	Julian Baugh Rd Northbound						Julian Baugh Rd Southbound						Cagle Mill Rd Eastbound						Cagle Mill Rd Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total	
7:00 AM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
7:15 AM	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
7:30 AM	0	4	0	0	0	4	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	6	
7:45 AM	0	2	0	0	0	2	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	5	
Total	0	15	0	0	0	15	0	4	0	0	0	4	2	0	0	0	0	2	0	0	0	0	0	0	21	
8:00 AM	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:15 AM	0	2	0	0	0	2	0	2	1	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	6	
8:30 AM	0	3	0	0	0	3	0	1	2	0	0	3	2	0	0	0	0	2	0	0	0	0	0	0	8	
8:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	3	
Total	1	9	0	0	0	10	0	3	3	0	0	6	5	0	0	0	0	5	0	0	0	0	0	0	21	
9:00 AM	0	2	0	0	0	2	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	
9:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:30 AM	0	3	0	0	0	3	0	3	1	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0	8	
9:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	
Total	0	6	0	0	0	6	0	5	2	0	0	7	1	0	1	0	0	2	0	0	0	0	0	0	15	
BREAK																										
10:00 AM	0	0	0	0	0	0	0	2	1	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	4	
10:15 AM	0	1	0	0	0	1	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	
10:30 AM	1	1	0	0	0	2	0	1	1	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	5	
10:45 AM	0	5	0	0	0	5	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	8	
Total	1	7	0	0	0	8	0	6	4	1	0	11	1	0	1	0	0	2	0	0	0	0	0	0	21	
11:00 AM	0	2	0	0	0	2	0	1	1	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	6	
11:15 AM	0	7	0	0	0	7	0	2	2	0	0	4	2	0	0	0	0	2	0	0	0	0	0	0	13	
11:30 AM	0	2	0	0	0	2	0	1	0	0	0	1	1	0	1	0	0	2	0	0	0	0	0	0	5	
11:45 AM	1	4	0	0	0	5	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	7	
Total	1	15	0	0	0	16	0	5	3	0	0	8	4	0	3	0	0	7	0	0	0	0	0	0	31	
12:00 PM	0	2	0	0	0	2	0	3	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	6	
12:15 PM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
12:30 PM	0	2	0	0	0	2	0	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	7	
12:45 PM	0	3	0	0	0	3	0	3	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	7	
Total	0	8	0	0	0	8	0	11	1	0	0	12	1	0	1	0	0	2	0	0	0	0	0	0	22	
1:00 PM	0	2	0	0	0	2	0	2	0	0	0	2	2	0	0	0	0	2	0	0	0	0	0	0	6	
1:15 PM	0	2	0	0	0	2	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	
1:30 PM	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
1:45 PM	0	2	0	0	0	2	0	2	1	0	0	3	2	0	0	0	0	2	0	0	0	0	0	0	7	
Total	0	6	0	0	0	6	0	7	3	0	0	10	4	0	0	0	0	4	0	0	0	0	0	0	20	
BREAK																										
2:00 PM	0	2	0	0	0	2	0	5	1	0	0	6	1	0	0	0	0	1	0	0	0	0	0	0	9	
2:15 PM	0	4	0	0	0	4	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	6	
2:30 PM	0	2	0	0	0	2	0	2	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	5	
2:45 PM	0	2	0	0	0	2	0	4	2	0	0	6	1	0	0	0	0	1	0	0	0	0	0	0	9	
Total	0	10	0	0	0	10	0	11	4	0	0	15	3	0	0	1	0	4	0	0	0	0	0	0	29	
3:00 PM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
3:15 PM	1	2	0	0	0	3	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	6	
3:30 PM	0	2	0	0	0	2	0	4	1	0	0	5	1	0	1	0	0	2	0	0	0	0	0	0	9	
3:45 PM	0	1	0	0	0	1	0	1	5	0	0	6	1	0	0	0	0	1	0	0	0	0	0	0	8	
Total	1	6	0	0	0	7	0	8	6	0	0	14	3	0	1	0	0	4	0	0	0	0	0	0	25	
4:00 PM	0	1	0	0	0	1	0	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	7	
4:15 PM	0	4	0	0	0	4	0	2	1	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	8	
4:30 PM	0	4	0	0	0	4	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	6	
4:45 PM	0	1	0	0	0	1	0	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	6	
Total	0	10	0	0	0	10	0	10	5	0	0	15	2	0	0	0	0	2	0	0	0	0	0	0	27	
5:00 PM	0	2	0	0	0	2	0	3	0	0	0	3	2	0	0	0	0	2	0	0	0	0	0	0	7	
5:15 PM	0	5	0	0	0	5	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	12	
5:30 PM	1	3	0	0	0	4	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6	
5:45 PM	0	1	0	0	0	1	0	8	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	10	
Total	1	11	0	0	0	12	0	20	1	0	0	21	2	0	0	0	0	2	0	0	0	0	0	0	35	
6:00 PM	0	1	0	0	0	1	0	4	1	0	0	5	2	0	0	0	0	2	0	0	0	0	0	0	8	
6:15 PM	0	2	0	0	0	2	0	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6	
6:30 PM	0	0	0	0	0	0	0	3	2	0	0	5	1	0	0	0	0	1	0	0	0	0	0	0	6	
6:45 PM	0	1	0	0	0	1	0	6	1	0	0	7	0	0	1	0	0	1	0	0	0	0	0	0	9	
Total	0	4	0	0	0	4	0	15	6	0	0	21	3	0	1	0	0	4	0	0	0	0	0	0	29	
Grand Total	5	107	0	0	0	112	0	105	38	1	0	144	31	0	8	1	0	40	0	0	0	0	0	0	296	
Approch %	4.5	95.5	0.0	0.0	0.0		0.0	72.9	26.4	0.7	0.0		77.5	0.0	20.0	2.5	0.0		0.0	0.0	0.0	0.0	0.0			
Total %	1.7	36.1	0.0	0.0	0.0	37.8	0.0	35.5	12.8	0.3	0.0	48.6	10.5	0.0	2.7	0.3	0.0	13.5	0.0	0.0	0.0	0.0	0.0	0.0		
Cars, PU, Vans	5	104	0	0	0	109	0	101	36	0	0	137	31	0	7	1	0	39	0	0	0	0	0	0	285	
% Cars, PU, Vans	100.0	97.2	0.0	0.0	0.0	97.3	0.0	96.2	94.7	0.0	0.0	95.1	100.0	0.0	87.5	100.0	0.0	97.5	0.0	0.0	0.0	0.0	0.0	0.0	96.3	
Heavy trucks	0	3	0	0	0	3	0	4	2	1	0	7	0	0	1	0	0	1	0	0	0	0	0	0	11	

%Heavy trucks		0.0	2.8	0.0	0.0		2.7		0.0	3.8	5.3	100.0		4.9		0.0	0.0	12.5	0.0		2.5		0.0	0.0	0.0	0.0		0.0		3.7
---------------	--	-----	-----	-----	-----	--	-----	--	-----	-----	-----	-------	--	-----	--	-----	-----	------	-----	--	-----	--	-----	-----	-----	-----	--	-----	--	-----

Day: Wednesday
Date: 3/30/2022

Day: Wednesday
Date: 3/30/2022

[illegible]

National Data & Surveying Services Intersection Turning Movement Count

Location: Cagle Mill Rd/Noah Martin Rd & Whitehall Rd
City: Lula
Control: 2-Way Stop (NB/SB)

Project ID: 22-180056-004
Date: 3/30/2022

Data - Total

NS/EW Streets:		Cagle Mill Rd/Noah Martin Rd				Cagle Mill Rd/Noah Martin Rd				Whitehall Rd				Whitehall Rd				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	4	
	7:15 AM	0	0	1	0	0	2	1	0	0	3	0	0	1	0	0	8	
	7:30 AM	1	0	0	0	0	1	1	0	0	0	1	0	6	2	0	12	
	7:45 AM	0	0	0	0	1	2	0	0	0	0	0	0	4	0	0	7	
	8:00 AM	0	1	0	0	0	2	0	0	1	1	1	0	4	1	0	11	
	8:15 AM	1	0	0	0	1	1	1	0	0	0	1	0	2	0	0	7	
	8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	3	
	8:45 AM	0	0	0	0	0	1	0	0	0	3	0	0	1	0	0	5	
	9:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	
	9:15 AM	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	4	
	9:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	3	
	9:45 AM	0	1	0	0	0	2	0	0	0	0	0	0	1	1	0	6	
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		37.50%	37.50%	25.00%	0.00%	10.00%	65.00%	25.00%	0.00%	13.33%	66.67%	20.00%	0.00%	3.45%	82.76%	13.79%	0.00%	72
PEAK HR:		07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:		1	1	1	0	1	7	2	0	1	4	2	0	0	15	3	0	38
PEAK HR FACTOR:		0.250	0.250	0.250	0.000	0.250	0.875	0.500	0.000	0.250	0.333	0.500	0.000	0.000	0.625	0.375	0.000	0.792
		0.750				0.833				0.583				0.563				

NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	10:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	3
	10:15 AM	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	4
	10:30 AM	1	1	0	0	0	0	0	0	0	2	1	0	1	1	0	0	7
	10:45 AM	1	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	5
	11:00 AM	1	0	0	0	0	0	0	1	0	1	0	0	2	1	0	0	6
	11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	11:30 AM	1	0	1	0	0	1	0	0	1	4	1	0	0	1	1	0	11
	11:45 AM	2	0	0	0	0	0	1	0	0	0	4	0	0	1	0	0	8
	12:00 PM	0	1	1	0	0	1	0	0	0	1	1	0	1	2	0	0	8
	12:15 PM	0	0	2	0	0	0	1	0	0	1	0	0	0	2	0	0	6
	12:30 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	5
	12:45 PM	0	0	1	0	0	3	0	0	0	0	2	0	0	2	0	0	8
	1:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
	1:15 PM	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	6
	1:30 PM	1	0	1	0	1	0	0	0	0	1	1	0	1	2	0	0	8
	1:45 PM	1	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	5
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		52.63%	15.79%	31.58%	0.00%	6.67%	66.67%	20.00%	6.67%	11.76%	52.94%	35.29%	0.00%	28.00%	64.00%	8.00%	0.00%	93
PEAK HR:		11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL:		3	1	4	0	0	2	2	0	1	6	6	0	1	6	1	0	33
PEAK HR FACTOR:		0.375	0.250	0.500	0.000	0.000	0.500	0.500	0.000	0.250	0.375	0.375	0.000	0.250	0.750	0.250	0.000	0.750
		1.000				1.000				0.542				0.667				

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	2:00 PM	0	0	1	0	0	0	0	0	0	2	0	0	1	1	0	0	5
	2:15 PM	0	1	3	0	1	0	0	0	0	1	1	0	0	1	0	0	8
	2:30 PM	0	1	3	0	0	0	0	0	0	1	0	0	1	3	1	0	10
	2:45 PM	0	0	0	0	1	2	0	0	1	1	1	0	0	3	1	0	10
	3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:15 PM	1	2	2	0	0	0	0	0	0	3	0	0	0	0	0	0	8
	3:30 PM	0	0	1	0	0	1	0	0	0	4	0	0	0	3	0	0	9
	3:45 PM	1	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	4
	4:00 PM	2	0	1	0	1	1	1	0	1	2	2	0	0	4	1	0	16
	4:15 PM	0	0	3	0	1	0	1	0	0	2	1	0	0	2	0	0	10
	4:30 PM	1	1	0	0	0	0	0	0	1	5	2	0	0	0	4	0	14
	4:45 PM	2	1	0	0	0	0	0	0	1	3	0	0	2	0	0	0	9
	5:00 PM	2	0	1	1	1	2	0	0	2	3	0	0	1	2	0	0	15
	5:15 PM	0	1	2	0	0	0	0	0	0	3	1	0	1	1	0	0	9
	5:30 PM	5	1	2	0	0	0	1	0	0	4	1	1	1	3	0	0	19
	5:45 PM	0	0	2	0	0	0	0	0	1	4	3	0	4	2	0	0	16
	6:00 PM	1	1	1	0	1	0	0	0	1	1	1	0	0	1	0	0	8
	6:15 PM	2	1	0	0	0	0	1	0	0	3	2	0	0	2	0	0	11
	6:30 PM	2	1	1	0	0	1	0	0	0	3	2	0	4	0	0	1	15
	6:45 PM	0	0	3	0	0	1	0	0	1	4	2	0	0	1	1	0	13
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		32.20%	20.34%	45.76%	1.69%	31.58%	42.11%	26.32%	0.00%	11.39%	62.03%	25.32%	1.27%	28.30%	54.72%	15.09%	1.89%	210
PEAK HR:		05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL:		7	2	7	1	1	2	1	0	3	14	5	1	7	8	0	0	59
PEAK HR FACTOR:		0.350	0.500	0.875	0.250	0.250	0.250	0.250	0.000	0.375	0.875	0.417	0.250	0.438	0.667	0.000	0.000	0.776
		0.531				0.333				0.719				0.625				

National Data & Surveying Services Intersection Turning Movement Count

Location: Cagle Mill Rd/Noah Martin Rd & Whitehall Rd
City: Lula
Control: 2-Way Stop (NB/SB)

Project ID: 22-180056-004
Date: 3/30/2022

Data - Cars

NS/EW Streets:	Cagle Mill Rd/Noah Martin Rd				Cagle Mill Rd/Noah Martin Rd				Whitehall Rd				Whitehall Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	4
7:15 AM	0	0	0	0	0	2	1	0	0	3	0	0	0	1	0	0	7
7:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	6	1	0	9
7:45 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	4	0	0	7
8:00 AM	0	1	0	0	0	2	0	0	1	1	1	0	0	4	1	0	11
8:15 AM	1	0	0	0	1	1	1	0	0	0	1	0	0	2	0	0	7
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
8:45 AM	0	0	0	0	0	1	0	0	0	3	0	0	0	1	0	0	5
9:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4
9:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	3
9:45 AM	0	1	0	0	0	2	0	0	0	0	0	0	1	1	1	0	6
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	42.86%	42.86%	14.29%	0.00%	10.53%	68.42%	21.05%	0.00%	14.29%	71.43%	14.29%	0.00%	3.57%	85.71%	10.71%	0.00%	68
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	1	1	0	0	1	7	1	0	1	4	1	0	0	15	2	0	34
PEAK HR FACTOR:	0.250	0.250	0.000	0.000	0.250	0.875	0.250	0.000	0.250	0.333	0.250	0.000	0.000	0.625	0.500	0.000	0.773
	0.500				0.750				0.500				0.607				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
10:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	3
10:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:30 AM	1	1	0	0	0	0	0	0	0	2	1	0	0	1	0	0	6
10:45 AM	1	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	5
11:00 AM	1	0	0	0	0	0	0	1	0	1	0	0	2	1	0	0	6
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:30 AM	1	0	1	0	0	1	0	0	1	4	0	0	0	1	1	0	10
11:45 AM	2	0	0	0	0	0	1	0	0	0	4	0	0	1	0	0	8
12:00 PM	0	1	1	0	0	1	0	0	0	1	1	0	1	2	0	0	8
12:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	4
12:30 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	5
12:45 PM	0	0	1	0	0	3	0	0	0	0	2	0	0	2	0	0	8
1:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
1:15 PM	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	6
1:30 PM	1	0	1	0	1	0	0	0	0	1	1	0	1	2	0	0	8
1:45 PM	1	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	5
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	52.63%	15.79%	31.58%	0.00%	7.69%	76.92%	7.69%	7.69%	12.90%	51.61%	35.48%	0.00%	25.00%	66.67%	8.33%	0.00%	87
PEAK HR:	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL:	3	1	4	0	0	2	1	0	1	5	5	0	1	6	1	0	30
PEAK HR FACTOR:	0.375	0.250	0.500	0.000	0.000	0.500	0.250	0.000	0.250	0.313	0.313	0.000	0.250	0.750	0.250	0.000	0.750
	1.000				0.750				0.550				0.667				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
2:00 PM	0	0	1	0	0	0	0	0	0	2	0	0	1	1	0	0	5
2:15 PM	0	1	3	0	1	0	0	0	0	1	1	0	0	1	0	0	8
2:30 PM	0	1	2	0	0	0	0	0	0	1	0	0	1	3	1	0	9
2:45 PM	0	0	0	0	1	2	0	0	1	1	1	0	0	2	1	0	9
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	1	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	7
3:30 PM	0	0	1	0	0	1	0	0	0	4	0	0	0	3	0	0	9
3:45 PM	1	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	4
4:00 PM	2	0	1	0	1	1	0	0	1	1	2	0	0	4	0	0	13
4:15 PM	0	0	3	0	1	0	1	0	0	2	1	0	0	2	0	0	10
4:30 PM	1	1	0	0	0	0	0	0	1	5	2	0	0	0	4	0	14
4:45 PM	2	1	0	0	0	0	0	0	1	3	0	0	2	0	0	0	9
5:00 PM	2	0	1	1	1	2	0	0	2	3	0	0	1	2	0	0	15
5:15 PM	0	1	2	0	0	0	0	0	0	3	1	0	1	1	0	0	9
5:30 PM	5	1	2	0	0	0	1	0	0	4	1	1	1	3	0	0	19
5:45 PM	0	0	1	0	0	0	0	0	1	4	3	0	3	2	0	0	14
6:00 PM	1	1	1	0	1	0	0	0	1	1	1	0	0	1	0	0	8
6:15 PM	2	1	0	0	0	0	1	0	0	3	2	0	0	2	0	0	11
6:30 PM	2	1	1	0	0	1	0	0	0	3	1	0	4	0	0	1	14
6:45 PM	0	0	3	0	0	1	0	0	1	4	0	0	0	1	1	0	11
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	33.93%	21.43%	42.86%	1.79%	33.33%	44.44%	22.22%	0.00%	12.00%	64.00%	22.67%	1.33%	28.00%	56.00%	14.00%	2.00%	199
PEAK HR:	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL:	7	2	6	1	1	2	1	0	3	14	5	1	6	8	0	0	57
PEAK HR FACTOR:	0.350	0.500	0.750	0.250	0.250	0.250	0.250	0.000	0.375	0.875	0.417	0.250	0.500	0.667	0.000	0.000	0.750
	0.500				0.333				0.719				0.700				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Cagle Mill Rd/Noah Martin Rd & Whitehall Rd
City: Lula
Control: 2-Way Stop (NB/SB)

Project ID: 22-180056-004
Date: 3/30/2022

Data - HT

NS/EW Streets:	Cagle Mill Rd/Noah Martin Rd				Cagle Mill Rd/Noah Martin Rd				Whitehall Rd				Whitehall Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	4
PEAK HR:	07:15 AM - 08:15 AM				0.00%				0.00%				0.00%				TOTAL
PEAK HR VOL:	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	4
PEAK HR FACTOR:	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.333
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	0	0	0	0	0	2	0	0	2	1	0	1	0	0	0	6
PEAK HR:	11:30 AM - 12:30 PM				0.00%				0.00%				100.00%				TOTAL
PEAK HR VOL:	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	3
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.375
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	0	3	0	0	0	1	0	0	1	3	0	1	1	1	0	11
PEAK HR:	05:00 PM - 06:00 PM				0.00%				0.00%				33.33%				TOTAL
PEAK HR VOL:	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
PEAK HR FACTOR:	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Cagle Mill Rd/Noah Martin Rd & Whitehall Rd

City: Lula

Control: 2-Way Stop (NB/SB)

Project ID: 22-180056-004

Date: 3/30/2022

Data - Bikes

NS/EW Streets:	Cagle Mill Rd/Noah Martin Rd				Cagle Mill Rd/Noah Martin Rd				Whitehall Rd				Whitehall Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

[illegible][illegible]

National Data & Surveying Services

Location: Cagle Mill Rd/Noah Martin Rd & Whitehall Rd
City: Lula

Project ID: 22-180056-004
Date: 3/30/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Cagle Mill Rd/Noah Martin Rd		Cagle Mill Rd/Noah Martin Rd		Whitehall Rd		Whitehall Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0
PEAK HR :	11:30 AM - 12:30 PM								TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0	0	0	0	0	0	0	0	0

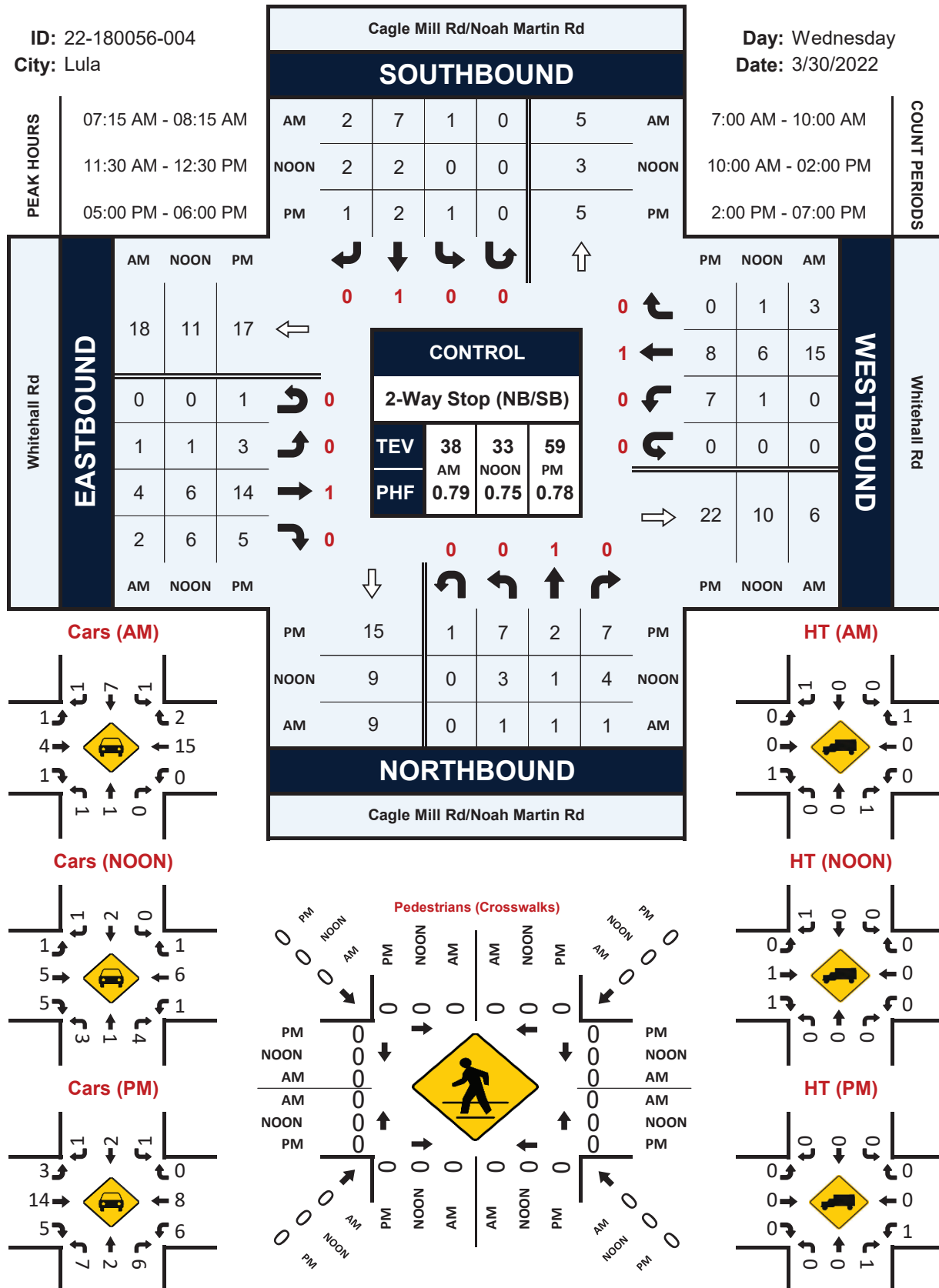
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0
APPROACH %'s :									
PEAK HR :	05:00 PM - 06:00 PM								TOTAL 0
PEAK HR VOL :	0		0		0		0		
PEAK HR FACTOR :									

Cagle Mill Rd/Noah Martin Rd & Whitehall Rd

Peak Hour Turning Movement Count

ID: 22-180056-004
City: Lula

Day: Wednesday
Date: 3/30/2022



Project ID: 22-180056-004

Location: Cagle Mill Rd/Noah Martin Rd & Whitehall Rd

City: Lula

Day: Wednesday

Date: 3/30/2022

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Cagle Mill Rd/Noah Martin Rd Northbound						Cagle Mill Rd/Noah Martin Rd Southbound						Whitehall Rd Eastbound						Whitehall Rd Westbound						Int. Total
	Left	Thru	Rgt	Utum	Peds	App. Total	Left	Thru	Rgt	Utum	Peds	App. Total	Left	Thru	Rgt	Utum	Peds	App. Total	Left	Thru	Rgt	Utum	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0	2	0	0	0	2	4
7:15 AM	0	0	1	0	0	1	0	2	1	0	0	3	0	3	0	0	0	3	0	1	0	0	0	1	8
7:30 AM	1	0	0	0	0	1	0	1	1	0	0	2	0	0	1	0	0	1	0	6	2	0	0	8	12
7:45 AM	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	7
Total	1	0	1	0	0	2	1	5	3	0	0	9	0	4	1	0	0	5	0	13	2	0	0	15	31
8:00 AM	0	1	0	0	0	1	0	2	0	0	0	2	1	1	1	0	0	3	0	4	1	0	0	5	11
8:15 AM	1	0	0	0	0	1	1	1	1	0	0	3	0	0	1	0	0	1	0	2	0	0	0	2	7
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	3
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	0	3	0	1	0	0	0	1	5
Total	1	1	0	0	0	2	1	4	1	0	0	6	1	5	2	0	0	8	0	9	1	0	0	10	26
9:00 AM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	1	1	0	0	0	2	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	4
9:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	3
9:45 AM	0	1	0	0	0	1	1	2	0	0	0	2	0	0	0	0	0	0	1	1	1	1	0	0	6
Total	1	2	1	0	0	4	0	4	1	0	0	5	1	1	0	0	0	2	1	2	1	0	0	4	15
BREAK																									
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1	0	0	2	3
10:15 AM	0	0	0	0	0	0	0	2	1	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	4
10:30 AM	1	1	0	0	0	2	0	0	0	0	0	0	0	2	1	0	0	3	1	1	0	0	0	2	7
10:45 AM	1	0	0	0	0	1	0	1	0	0	0	1	1	0	0	0	0	1	1	1	0	0	0	2	5
Total	2	1	0	0	0	3	0	3	1	0	0	4	1	4	1	0	0	6	2	3	1	0	0	6	19
11:00 AM	1	0	0	0	0	1	0	0	0	1	0	1	0	1	0	0	0	1	2	1	0	0	0	3	6
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
11:30 AM	1	0	1	0	0	2	0	1	0	0	0	1	1	4	1	0	0	6	0	1	1	0	0	2	11
11:45 AM	2	0	0	0	0	2	0	0	1	0	0	1	0	0	4	0	0	4	0	1	0	0	0	1	8
Total	4	0	1	0	0	5	0	1	1	1	0	3	1	5	6	0	0	12	2	3	1	0	0	6	26
12:00 PM	0	1	1	0	0	2	0	1	0	0	0	1	0	1	1	0	0	2	1	2	0	0	0	3	8
12:15 PM	0	0	2	0	0	2	0	0	1	0	0	1	0	1	0	0	0	1	0	2	0	0	0	2	6
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	0	2	0	0	0	2	5
12:45 PM	0	0	1	0	0	1	1	3	0	0	0	3	0	0	2	0	0	2	0	2	0	0	0	2	8
Total	0	1	4	0	0	5	0	5	1	0	0	6	0	4	3	0	0	7	1	8	0	0	0	9	27
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2
1:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	4	0	0	0	0	0	0	6
1:30 PM	1	0	1	0	0	2	1	0	0	0	0	1	0	1	1	0	0	2	1	2	0	0	0	3	8
1:45 PM	1	1	0	0	0	2	0	1	0	0	0	1	0	1	0	0	0	1	1	0	0	0	0	1	5
Total	4	1	1	0	0	6	1	1	0	0	0	2	2	5	2	0	0	9	2	2	0	0	0	4	21
BREAK																									
2:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	1	1	0	0	0	2	5
2:15 PM	0	1	3	0	0	4	1	0	0	0	0	1	0	1	1	0	0	2	0	1	0	0	0	1	8
2:30 PM	0	1	3	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	1	3	1	0	0	5	10
2:45 PM	0	0	0	0	0	0	1	2	0	0	0	3	1	1	1	0	0	3	0	3	1	0	0	4	10
Total	0	2	7	0	0	9	2	2	0	0	0	4	1	5	2	0	0	8	2	8	2	0	0	12	33
3:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	1	2	2	0	0	5	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	8
3:30 PM	0	0	1	0	0	1	0	1	0	0	0	1	0	4	0	0	0	4	0	3	0	0	0	3	9
3:45 PM	1	0	1	0	0	2	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	4
Total	2	3	4	0	0	9	0	1	1	0	0	2	0	7	1	0	0	8	0	3	0	0	0	3	22
4:00 PM	2	0	1	0	0	3	1	1	1	0	0	3	1	2	2	0	0	5	0	4	1	0	0	5	16
4:15 PM	0	0	3	0	0	3	1	0	1	0	0	2	0	2	1	0	0	3	0	2	0	0	0	2	10
4:30 PM	1	1	0	0	0	2	0	0	0	0	0	0	1	5	2	0	0	8	0	0	4	0	0	4	14
4:45 PM	2	1	0	0	0	3	0	0	0	0	0	0	1	3	0	0	0	4	2	0	0	0	0	2	9
Total	5	2	4	0	0	11	2	1	2	0	0	5	3	12	5	0	0	20	2	6	5	0	0	13	49
5:00 PM	2	0	1	1	0	4	1	2	0	0	0	3	2	3	0	0	0	5	1	2	0	0	0	3	15
5:15 PM	0	1	2	0	0	3	0	0	0	0	0	0	0	3	1	0	0	4	1	1	0	0	0	2	9
5:30 PM	5	1	2	0	0	8	0	0	1	0	0	1	0	4	1	1	0	6	1	3	0	0	0	4	19
5:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	1	4	3	0	0	8	4	2	0	0	0	6	16
Total	7	2	7	1	0	17	1	2	1	0	0	4	3	14	5	1	0	23	7	8	0	0	0	15	59
6:00 PM	1	1	1	0	0	3	1	0	0	0	0	1	1	1	1	0	0	3	0	1	0	0	0	1	8
6:15 PM	2	1	0	0	0	3	0	0	1	0	0	1	0	3	2	0	0	5	0	2	0	0	0	2	11
6:30 PM	2	1	1	0	0	4	0	1	0	0	0	1	0	3	2	0	0	5	4	0	0	1	0	5	15
6:45 PM	0	0	3	0	0	3	0	1	0	0	0	1	1	4	2	0	0	7	0	1	1	0	0	2	13
Total	5	3	5	0	0	13	1	2	1	0	0	4	2	11	7	0	0	20	4	4	1	1	0	10	47
Grand Total	32	18	35	1	0	86	9	31	13	1	0	54	15	77	35	1	0	128	23	69	14	1	0	107	375
Approch %	37.2	20.9	40.7	1.2	0.0		16.7	57.4	24.1	1.9	0.0		11.7	60.2	27.3	0.8	0.0		21.5	64.5	13.1	0.9	0.0		
Total %	8.5	4.8	9.3	0.3	0.0	22.9	2.4	8.3	3.5	0.3	0.0	14.4	4.0	20.5	9.3	0.3	0.0	34.1	6.1	18.4	3.7	0.3	0.0	28.5	
Cars, PU, Vans	32	18	31	1		82	9	31	9	1		50	15	74	30	1		120	21	68	12	1		102	354
% Cars, PU, Vans	100.0	100.0	88.6	100.0		95.3	100.0	100.0	69.2	100.0		92.6	100.0	96.1	85.7	100.0		93.8	91.3	98.6	85.7	100.0		95.3	94.4
Heavy trucks	0	0	4	0		4	0	0	4	0		4	0	3	5	0		8	2	1	2	0		5	21

%Heavy trucks		0.0	0.0	11.4	0.0	4.7		0.0	0.0	30.8	0.0	7.4		0.0	3.9	14.3	0.0	6.3		8.7	1.4	14.3	0.0	4.7		5.6
---------------	--	-----	-----	------	-----	-----	--	-----	-----	------	-----	-----	--	-----	-----	------	-----	-----	--	-----	-----	------	-----	-----	--	-----

Project ID: 22-180056-004

Location: Cagle Mill Rd/Noah Martin Rd & Whitehall Rd

City: Lula

PEAK HOURS

Day: Wednesday

Date: 3/30/2022

AM

	Cagle Mill Rd/Noah Martin Rd Northbound					Cagle Mill Rd/Noah Martin Rd Southbound					Whitehall Rd Eastbound					Whitehall Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 10:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	0	0	1	0	1	0	2	1	0	3	0	3	0	0	3	0	1	0	0	1	8
7:30 AM	1	0	0	0	1	0	1	1	0	2	0	0	1	0	1	0	6	2	0	8	12
7:45 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	7
8:00 AM	0	1	0	0	1	0	2	0	0	2	1	1	1	0	3	0	4	1	0	5	11
Total Volume	1	1	1	0	3	1	7	2	0	10	1	4	2	0	7	0	15	3	0	18	38
% App. Total	33.3	33.3	33.3	0.0	100	10.0	70.0	20.0	0.0	100	14.3	57.1	28.6	0.0	100	0.0	83.3	16.7	0.0	100	
PHF	0.750					0.833					0.583					0.563					0.792
Cars, PU, Vans	1	1	0	0	2	1	7	1	0	9	1	4	1	0	6	0	15	2	0	17	34
% Cars, PU, Vans	100.0	100.0	0.0	0.0	66.7	100.0	100.0	50.0	0.0	90.0	100.0	100.0	50.0	0.0	85.7	0.0	100.0	66.7	0.0	94.4	89.5
Heavy trucks	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	4
% Heavy trucks	0.0	0.0	100.0	0.0	33.3	0.0	0.0	50.0	0.0	10.0	0.0	0.0	50.0	0.0	14.3	0.0	0.0	33.3	0.0	5.6	10.5

NOON

	Cagle Mill Rd/Noah Martin Rd Northbound					Cagle Mill Rd/Noah Martin Rd Southbound					Whitehall Rd Eastbound					Whitehall Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 10:00 AM - 02:00 PM																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	1	0	1	0	2	0	1	0	0	1	1	4	1	0	6	0	1	1	0	2	11
11:45 AM	2	0	0	0	2	0	0	1	0	1	0	0	4	0	4	0	1	0	0	1	8
12:00 PM	0	1	1	0	2	0	1	0	0	1	0	1	1	0	2	1	2	0	0	3	8
12:15 PM	0	0	2	0	2	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	6
Total Volume	3	1	4	0	8	0	2	2	0	4	1	6	6	0	13	1	6	1	0	8	33
% App. Total	37.5	12.5	50.0	0.0	100	0.0	50.0	50.0	0.0	100	7.7	46.2	46.2	0.0	100	12.5	75.0	12.5	0.0	100	
PHF	1.000					1.000					0.542					0.667					0.750
Cars, PU, Vans	3	1	4	0	8	0	2	1	0	3	1	5	5	0	11	1	6	1	0	8	30
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	0.0	100.0	50.0	0.0	75.0	100.0	83.3	83.3	0.0	84.6	100.0	100.0	100.0	0.0	100.0	90.9
Heavy trucks	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	3
% Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	25.0	0.0	16.7	16.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	9.1

PM

	Cagle Mill Rd/Noah Martin Rd Northbound					Cagle Mill Rd/Noah Martin Rd Southbound					Whitehall Rd Eastbound					Whitehall Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 02:00 PM - 07:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	2	0	1	1	4	1	2	0	0	3	2	3	0	0	5	1	2	0	0	3	15
5:15 PM	0	1	2	0	3	0	0	0	0	0	0	3	1	0	4	1	1	0	0	2	9
5:30 PM	5	1	2	0	8	0	0	1	0	1	0	4	1	1	6	1	3	0	0	4	19
5:45 PM	0	0	2	0	2	0	0	0	0	0	1	4	3	0	8	4	2	0	0	6	16
Total Volume	7	2	7	1	17	1	2	1	0	4	3	14	5	1	23	7	8	0	0	15	59
% App. Total	41.2	11.8	41.2	5.9	100	25.0	50.0	25.0	0.0	100	13.0	60.9	21.7	4.3	100	46.7	53.3	0.0	0.0	100	
PHF	0.531					0.333					0.719					0.625					0.776
Cars, PU, Vans	7	2	6	1	16	1	2	1	0	4	3	14	5	1	23	6	8	0	0	14	57
% Cars, PU, Vans	100.0	100.0	85.7	100.0	94.1	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	100.0	85.7	100.0	0.0	0.0	0.0	93.3	96.6
Heavy trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
% Heavy trucks	0.0	0.0	14.3	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	6.7	3.4

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Noah Martin Rd & Old Cornelia Hwy
City: Lula
Control: 1-Way Stop (SB)

Project ID: 22-180056-005
Date: 3/30/2022

Data - Total

NS/EW Streets:	Noah Martin Rd				Noah Martin Rd				Old Cornelia Hwy				Old Cornelia Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	2	0	0	10	0	0	0	58	0	0	70
7:15 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	71	1	0	84
7:30 AM	0	0	0	0	0	0	4	0	0	19	0	0	0	101	0	0	124
7:45 AM	0	0	0	0	1	0	2	0	0	15	0	0	0	93	1	0	112
8:00 AM	0	0	0	0	0	0	1	0	0	32	0	0	0	90	0	0	123
8:15 AM	0	0	0	0	1	0	2	0	0	34	0	0	0	45	1	0	83
8:30 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	38	0	0	49
8:45 AM	0	0	0	0	0	0	1	0	0	11	0	0	0	32	1	0	45
9:00 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	28	0	0	43
9:15 AM	0	0	0	0	0	0	1	0	1	16	0	0	0	32	0	0	50
9:30 AM	0	0	0	0	1	0	1	0	0	16	0	0	0	26	1	0	45
9:45 AM	0	0	0	0	0	0	1	0	0	13	0	0	0	38	0	0	52
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	0	0	0	3	0	15	0	1	204	0	0	0	652	5	0	880
PEAK HR:	07:15 AM - 08:15 AM				16.67%	0.00%	83.33%	0.00%	0.49%	99.51%	0.00%	0.00%	0.00%	99.24%	0.76%	0.00%	
PEAK HR VOL:	0	0	0	0	1	0	7	0	0	78	0	0	0	355	2	0	443
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.250	0.000	0.438	0.000	0.000	0.609	0.000	0.000	0.000	0.879	0.500	0.000	0.893
							0.500			0.609				0.884			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
10:00 AM	0	0	0	0	0	0	1	0	0	12	0	0	0	24	0	0	37
10:15 AM	0	0	0	0	0	0	1	0	0	20	0	0	0	21	1	0	43
10:30 AM	0	0	0	0	1	0	2	0	0	22	0	0	0	20	0	0	45
10:45 AM	0	0	0	0	1	0	2	0	1	17	0	0	0	25	2	0	48
11:00 AM	0	0	0	0	1	0	1	0	0	19	0	0	0	16	0	0	37
11:15 AM	0	0	0	0	0	0	0	0	0	28	0	0	0	23	1	0	52
11:30 AM	0	0	0	0	1	0	0	0	1	29	0	0	0	23	0	0	54
11:45 AM	0	0	0	0	1	0	2	0	0	17	0	0	0	24	1	0	45
12:00 PM	0	0	0	0	1	0	1	0	2	29	0	0	0	20	0	0	53
12:15 PM	0	0	0	0	0	0	2	0	2	24	0	0	0	26	0	0	54
12:30 PM	0	0	0	0	0	0	1	0	0	28	0	0	0	26	0	0	55
12:45 PM	0	0	0	0	0	0	4	0	1	38	0	0	0	25	0	0	68
1:00 PM	0	0	0	0	1	0	1	0	1	29	0	0	0	23	1	0	56
1:15 PM	0	0	0	0	1	0	0	0	0	22	0	0	0	26	0	0	49
1:30 PM	0	0	0	0	1	0	1	0	2	25	0	0	0	22	1	0	52
1:45 PM	0	0	0	0	1	0	2	0	1	47	0	0	0	18	1	0	70
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	0	0	0	10	0	21	0	11	406	0	0	0	362	8	0	818
PEAK HR:	12:15 PM - 01:15 PM				32.26%	0.00%	67.74%	0.00%	2.64%	97.36%	0.00%	0.00%	0.00%	97.84%	2.16%	0.00%	
PEAK HR VOL:	0	0	0	0	1	0	8	0	4	119	0	0	0	100	1	0	233
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.500	0.783	0.000	0.000	0.000	0.962	0.250	0.000	0.857
							0.563			0.788				0.971			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
2:00 PM	0	0	0	0	0	0	0	0	0	23	0	0	0	27	0	0	50
2:15 PM	0	0	0	0	1	0	0	0	2	38	0	0	0	25	0	0	66
2:30 PM	0	0	0	0	1	0	1	0	3	29	0	0	0	39	0	0	73
2:45 PM	0	0	0	0	2	0	0	0	0	32	0	0	0	40	0	0	74
3:00 PM	0	0	0	0	0	0	1	0	1	37	0	0	0	34	1	0	74
3:15 PM	0	0	0	0	0	0	1	0	3	54	0	0	0	26	1	0	85
3:30 PM	0	0	0	0	0	0	0	0	1	60	0	0	0	25	0	0	86
3:45 PM	0	0	0	0	1	0	1	0	4	76	0	0	0	23	0	1	106
4:00 PM	0	0	0	0	1	0	1	0	3	61	0	0	0	22	0	0	88
4:15 PM	0	0	0	0	0	0	2	0	1	54	0	0	0	35	1	0	93
4:30 PM	0	0	0	0	1	0	1	0	2	62	0	0	0	30	1	0	97
4:45 PM	0	0	0	0	1	0	0	0	1	79	0	0	0	27	1	0	109
5:00 PM	0	0	0	0	1	0	2	0	3	74	0	0	0	33	2	0	115
5:15 PM	0	0	0	0	3	0	0	0	4	86	0	0	0	34	3	0	130
5:30 PM	0	0	0	0	1	0	0	0	2	67	0	0	0	22	0	0	92
5:45 PM	0	0	0	0	0	0	3	0	1	58	0	0	0	16	1	0	79
6:00 PM	0	0	0	0	2	0	1	0	4	61	0	0	0	32	1	0	101
6:15 PM	0	0	0	0	0	0	0	0	4	58	0	0	0	18	1	0	81
6:30 PM	0	0	0	0	1	0	4	0	2	43	0	0	0	29	0	0	79
6:45 PM	0	0	0	0	1	0	2	0	1	30	0	0	0	25	0	0	59
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	0	0	0	17	0	20	0	42	1082	0	0	0	562	13	1	1737
PEAK HR:	04:30 PM - 05:30 PM				45.95%	0.00%	54.05%	0.00%	3.74%	96.26%	0.00%	0.00%	0.00%	97.57%	2.26%	0.17%	
PEAK HR VOL:	0	0	0	0	6	0	3	0	10	301	0	0	0	124	7	0	451
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.500	0.000	0.375	0.000	0.625	0.875	0.000	0.000	0.000	0.912	0.583	0.000	0.867
							0.750			0.864				0.885			

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Noah Martin Rd & Old Cornelia Hwy

City: Lula

Control: 1-Way Stop (SB)

Project ID: 22-180056-005

Date: 3/30/2022

Data - Cars

NS/EW Streets:	Noah Martin Rd				Noah Martin Rd				Old Cornelia Hwy				Old Cornelia Hwy					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0		0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	7:00 AM	0	0	0	0	0	0	2	0	0	10	0	0	0	58	0		0
	7:15 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	69	1		0
7:30 AM	0	0	0	0	0	0	3	0	0	18	0	0	0	101	0	0		
7:45 AM	0	0	0	0	1	0	2	0	0	15	0	0	0	90	1	0		
8:00 AM	0	0	0	0	0	0	1	0	0	27	0	0	0	85	0	0		
8:15 AM	0	0	0	0	1	0	2	0	0	28	0	0	0	45	1	0		
8:30 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	38	0	0		
8:45 AM	0	0	0	0	0	0	1	0	0	10	0	0	0	30	1	0		
9:00 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	27	0	0		
9:15 AM	0	0	0	0	0	0	1	0	1	15	0	0	0	30	0	0		
9:30 AM	0	0	0	0	1	0	1	0	0	13	0	0	0	26	1	0		
9:45 AM	0	0	0	0	0	0	1	0	0	11	0	0	0	36	0	0		
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	3	0	14	0	1	181	0	0	0	635	5	0	839	
					17.65%	0.00%	82.35%	0.00%	0.55%	99.45%	0.00%	0.00%	0.00%	99.22%	0.78%	0.00%		
PEAK HR :	07:15 AM - 08:15 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	1	0	6	0	0	71	0	0	0	345	2	0	425	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.657	0.000	0.000	0.000	0.854	0.500	0.000	0.871	
					0.583				0.657				0.859					

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU		
10:00 AM	0	0	1	0	0	0	1	0	0	12	0	1	0	0	23	0	0	36
10:15 AM	0	0	0	0	0	0	1	0	0	19	0	0	0	0	20	1	0	41
10:30 AM	0	0	0	0	1	0	1	0	0	19	0	0	0	0	18	0	0	39
10:45 AM	0	0	0	0	1	0	2	0	1	17	0	0	0	0	23	2	0	46
11:00 AM	0	0	0	0	1	0	1	0	0	18	0	0	0	0	15	0	0	35
11:15 AM	0	0	0	0	0	0	0	0	0	26	0	0	0	0	20	1	0	47
11:30 AM	0	0	0	0	1	0	0	0	1	29	0	0	0	0	20	0	0	51
11:45 AM	0	0	0	0	1	0	1	0	0	17	0	0	0	0	22	1	0	42
12:00 PM	0	0	0	0	1	0	1	0	2	27	0	0	0	0	15	0	0	46
12:15 PM	0	0	0	0	0	0	2	0	2	24	0	0	0	0	25	0	0	53
12:30 PM	0	0	0	0	0	0	1	0	0	26	0	0	0	0	24	0	0	51
12:45 PM	0	0	0	0	0	0	4	0	1	36	0	0	0	0	23	0	0	64
1:00 PM	0	0	0	0	1	0	1	0	0	28	0	0	0	0	21	1	0	52
1:15 PM	0	0	0	0	0	0	0	0	0	20	0	0	0	0	25	0	0	45
1:30 PM	0	0	0	0	1	0	1	0	2	25	0	0	0	0	17	1	0	47
1:45 PM	0	0	0	0	1	0	2	0	1	45	0	0	0	0	16	1	0	66
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 0	NU 0	SL 9	ST 10	SR 388	SU 19	EL 10	ET 388	ER 0	EU 0	WL 0	WT 327	WR 8	WU 0	TOTAL 761	
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	12:15 PM - 01:15 PM				1	0	8	0	3	114	0	0	0	93	1	0	TOTAL 220	
	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.375	0.792	0.000	0.000	0.000	0.930	0.250	0.000	0.859	
					0.563				0.791				0.940					

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
2:00 PM	0	0	0	0	0	0	0	0	0	20	0	0	0	25	0	0	45
2:15 PM	0	0	0	0	1	0	0	0	1	38	0	0	0	22	0	0	62
2:30 PM	0	0	0	0	1	0	1	0	2	29	0	0	0	37	0	0	70
2:45 PM	0	0	0	0	2	0	0	0	0	29	0	0	0	36	0	0	67
3:00 PM	0	0	0	0	0	0	1	0	1	36	0	0	0	28	1	0	67
3:15 PM	0	0	0	0	0	0	1	0	2	53	0	0	0	26	1	0	83
3:30 PM	0	0	0	0	0	0	0	0	1	55	0	0	0	25	0	0	81
3:45 PM	0	0	0	0	1	0	0	0	4	71	0	0	0	22	0	1	99
4:00 PM	0	0	0	0	1	0	1	0	3	58	0	0	0	20	0	0	83
4:15 PM	0	0	0	0	0	0	2	0	1	53	0	0	0	35	1	0	92
4:30 PM	0	0	0	0	1	0	1	0	2	59	0	0	0	26	1	0	90
4:45 PM	0	0	0	0	1	0	0	0	1	76	0	0	0	26	1	0	105
5:00 PM	0	0	0	0	1	0	2	0	3	73	0	0	0	33	2	0	114
5:15 PM	0	0	0	0	3	0	0	0	4	86	0	0	0	33	3	0	129
5:30 PM	0	0	0	0	1	0	0	0	1	63	0	0	0	21	0	0	86
5:45 PM	0	0	0	0	0	0	3	0	1	57	0	0	0	16	1	0	78
6:00 PM	0	0	0	0	2	0	0	0	4	60	0	0	0	31	1	0	98
6:15 PM	0	0	0	0	0	0	0	0	4	58	0	0	0	18	1	0	81
6:30 PM	0	0	0	0	1	0	3	0	2	42	0	0	0	29	0	0	77
6:45 PM	0	0	0	0	0	0	2	0	1	29	0	0	0	25	0	0	57
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 0	NU 0	SL 16	ST 0.00%	SR 17	SU 0.00%	EL 38	ET 1045	ER 0	EU 0	WL 0	WT 534	WR 13	WU 1	TOTAL 1664
PEAK HR :	04:30 PM - 05:30 PM																TOTAL 438 0.849
PEAK HR VOL :	0	0	0	0	6	0	3	0	10	294	0	0	0	118	7	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.375	0.000	0.625	0.855	0.000	0.000	0.000	0.894	0.583	0.000	
					0.750				0.844				0.868				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Noah Martin Rd & Old Cornelia Hwy
City: Lula
Control: 1-Way Stop (SB)

Project ID: 22-180056-005
Date: 3/30/2022

Data - HT

NS/EW Streets:		Noah Martin Rd				Noah Martin Rd				Old Cornelia Hwy				Old Cornelia Hwy				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
	7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
	8:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	10
	8:15 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
	9:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
	9:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
	9:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
	9:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		0	0	0	0	0	0	1	0	0	23	0	0	0	17	0	0	41
PEAK HR:		07:15 AM - 08:15 AM				0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR VOL:		0	0	0	0	0	0	1	0	0	7	0	0	0	10	0	0	18
PEAK HR FACTOR:		0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.350	0.000	0.000	0.000	0.500	0.000	0.000	0.450

NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	10:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
	10:30 AM	0	0	0	0	0	0	1	0	0	3	0	0	0	2	0	0	6
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
	11:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
	11:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
	11:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	3
	12:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	12:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
	12:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
	1:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	4
	1:15 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0	0	4
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
	1:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		0	0	0	0	1	0	2	0	1	18	0	0	0	35	0	0	57
PEAK HR:		12:15 PM - 01:15 PM				33.33%	0.00%	66.67%	0.00%	5.26%	94.74%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR VOL:		0	0	0	0	0	0	0	0	1	5	0	0	0	7	0	0	13
PEAK HR FACTOR:		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.625	0.000	0.000	0.000	0.875	0.000	0.000	0.813

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	2:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
	2:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	4
	2:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
	2:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
	3:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	7
	3:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
	3:30 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
	3:45 PM	0	0	0	0	0	0	1	0	0	5	0	0	0	1	0	0	7
	4:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
	4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
	4:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
	5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	1	4	0	0	0	1	0	0	6
	5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	3
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
	6:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		0	0	0	0	1	0	3	0	4	37	0	0	0	28	0	0	73
PEAK HR:		04:30 PM - 05:30 PM				25.00%	0.00%	75.00%	0.00%	9.76%	90.24%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR VOL:		0	0	0	0	0	0	0	0	0	7	0	0	0	6	0	0	13
PEAK HR FACTOR:		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.375	0.000	0.000	0.464

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Noah Martin Rd & Old Cornelia Hwy
City: Lula
Control: 1-Way Stop (SB)

Project ID: 22-180056-005
Date: 3/30/2022

Data - Bikes

[illegible]

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 0
PEAK HR :	12:15 PM - 01:15 PM																TOTAL 0
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

[illegible]

Location: Noah Martin Rd & Old Cornelia Hwy
City: Lula

Project ID: 22-180056-005
Date: 3/30/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:		Noah Martin Rd		Noah Martin Rd		Old Cornelia Hwy		Old Cornelia Hwy		
AM		NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
		EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :		EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0
PEAK HR :		07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :		0 0		0 0		0 0		0 0		0
PEAK HR FACTOR :										

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0
PEAK HR :	12:15 PM - 01:15 PM								TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0	0	0	0	0	0	0	0	0

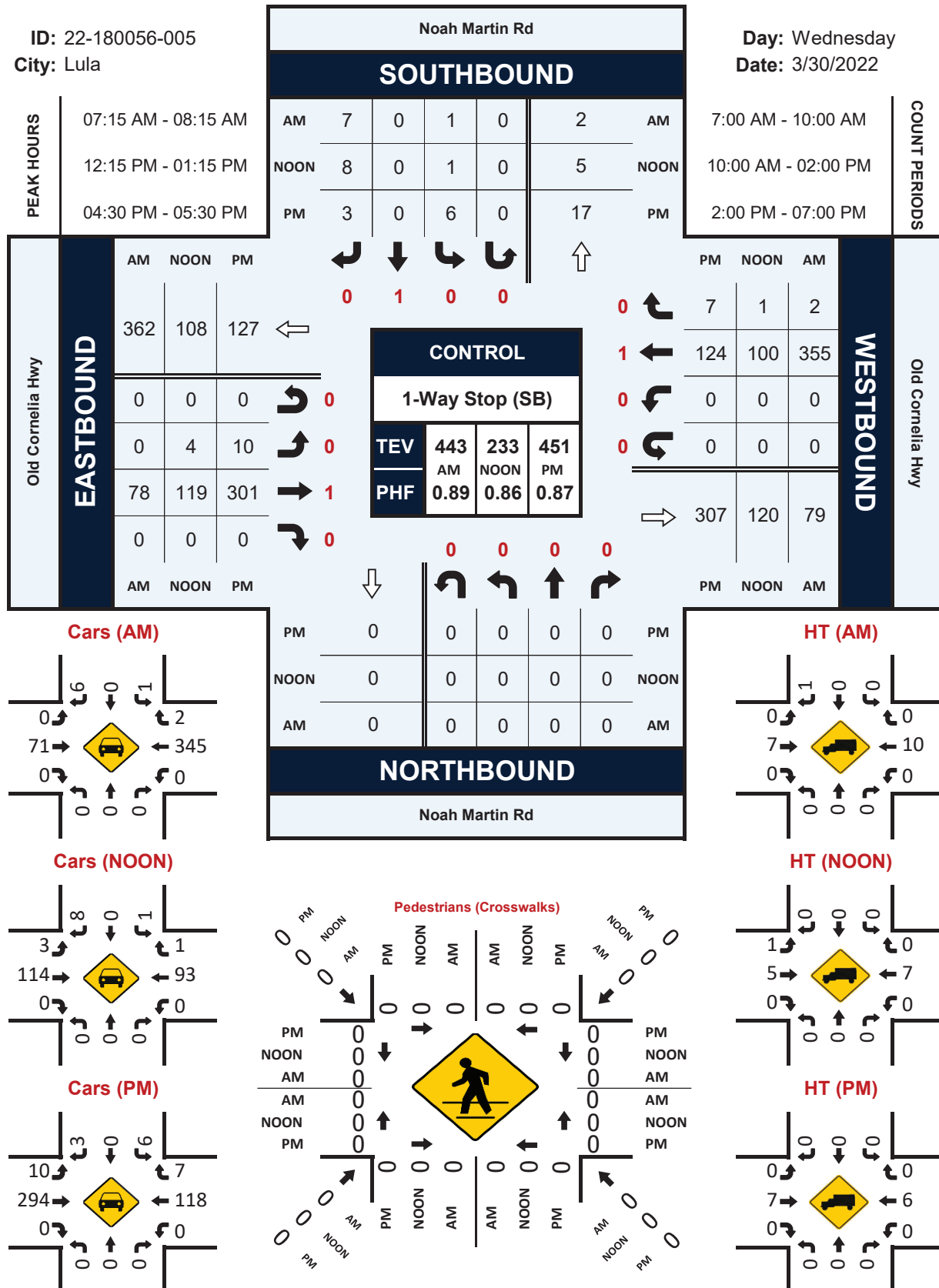
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0
APPROACH %'s :									
PEAK HR :	04:30 PM - 05:30 PM								TOTAL 0
PEAK HR VOL :	0		0		0		0		
PEAK HR FACTOR :									

Noah Martin Rd & Old Cornelia Hwy

Peak Hour Turning Movement Count

ID: 22-180056-005
City: Lula

Day: Wednesday
Date: 3/30/2022



Project ID: 22-180056-005

Location: Noah Martin Rd & Old Cornelia Hwy

City: Lula

Day: Wednesday

Date: 3/30/2022

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Noah Martin Rd Northbound						Noah Martin Rd Southbound						Old Cornelia Hwy Eastbound						Old Cornelia Hwy Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total	
7:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	10	0	0	0	10	0	58	0	0	0	58	70	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	71	1	0	0	72	84	
7:30 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	19	0	0	0	19	0	101	0	0	0	101	124	
7:45 AM	0	0	0	0	0	0	1	0	2	0	0	3	0	15	0	0	0	15	0	93	1	0	0	94	112	
Total	0	0	0	0	0	0	1	0	8	0	0	9	0	56	0	0	0	56	0	323	2	0	0	325	390	
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	32	0	0	0	32	0	90	0	0	0	90	123	
8:15 AM	0	0	0	0	0	0	1	0	2	0	0	3	0	34	0	0	0	34	0	45	1	0	0	46	83	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	38	0	0	0	38	49	
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	11	0	0	0	11	0	32	1	0	0	33	45
Total	0	0	0	0	0	0	1	0	4	0	0	5	0	88	0	0	0	88	0	205	2	0	0	207	300	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	0	28	0	0	0	28	43	
9:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	16	0	0	0	17	0	32	0	0	0	32	50	
9:30 AM	0	0	0	0	0	0	1	0	1	0	0	2	0	16	0	0	0	16	0	26	1	0	0	27	45	
9:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	13	0	0	0	13	0	38	0	0	0	38	52
Total	0	0	0	0	0	0	1	0	3	0	0	4	1	60	0	0	0	61	0	124	1	0	0	125	190	
BREAK																										
10:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	12	0	0	0	12	0	24	0	0	0	24	37	
10:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	20	0	0	0	20	0	21	1	0	0	22	43	
10:30 AM	0	0	0	0	0	0	1	0	2	0	0	3	0	22	0	0	0	22	0	20	0	0	0	20	45	
10:45 AM	0	0	0	0	0	0	1	0	2	0	0	3	1	17	0	0	0	18	0	25	2	0	0	27	48	
Total	0	0	0	0	0	0	2	0	6	0	0	8	1	71	0	0	0	72	0	90	3	0	0	93	173	
11:00 AM	0	0	0	0	0	0	1	0	1	0	0	2	0	19	0	0	0	19	0	16	0	0	0	16	37	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	28	0	23	1	0	0	24	52	
11:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	29	0	0	0	30	0	23	0	0	0	23	54	
11:45 AM	0	0	0	0	0	0	1	0	2	0	0	3	0	17	0	0	0	17	0	24	1	0	0	25	45	
Total	0	0	0	0	0	0	3	0	3	0	0	6	1	93	0	0	0	94	0	86	2	0	0	88	188	
12:00 PM	0	0	0	0	0	0	1	0	1	0	0	2	2	29	0	0	0	31	0	20	0	0	0	20	53	
12:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	2	24	0	0	0	26	0	26	0	0	0	26	54	
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	28	0	0	0	28	0	26	0	0	0	26	55	
12:45 PM	0	0	0	0	0	0	0	0	4	0	0	4	1	38	0	0	0	39	0	25	0	0	0	25	68	
Total	0	0	0	0	0	0	1	0	8	0	0	9	5	119	0	0	0	124	0	97	0	0	0	97	230	
1:00 PM	0	0	0	0	0	0	1	0	1	0	0	2	1	29	0	0	0	30	0	23	1	0	0	24	56	
1:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	22	0	0	0	22	0	26	0	0	0	26	49	
1:30 PM	0	0	0	0	0	0	1	0	1	0	0	2	2	25	0	0	0	27	0	22	1	0	0	23	52	
1:45 PM	0	0	0	0	0	0	1	0	2	0	0	3	1	47	0	0	0	48	0	18	1	0	0	19	70	
Total	0	0	0	0	0	0	4	0	4	0	0	8	4	123	0	0	0	127	0	89	3	0	0	92	227	
BREAK																										
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	23	0	27	0	0	0	27	50	
2:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	2	38	0	0	0	40	0	25	0	0	0	25	66	
2:30 PM	0	0	0	0	0	0	1	0	1	0	0	2	3	29	0	0	0	32	0	39	0	0	0	39	73	
2:45 PM	0	0	0	0	0	0	2	0	0	0	0	2	0	32	0	0	0	32	0	40	0	0	0	40	74	
Total	0	0	0	0	0	0	4	0	1	0	0	5	5	122	0	0	0	127	0	131	0	0	0	131	263	
3:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	37	0	0	0	38	0	34	1	0	0	35	74	
3:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	3	54	0	0	0	57	0	26	1	0	0	27	85	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	60	0	0	0	61	0	25	0	0	0	25	86	
3:45 PM	0	0	0	0	0	0	1	0	1	0	0	2	4	76	0	0	0	80	0	23	0	1	0	24	106	
Total	0	0	0	0	0	0	1	0	3	0	0	4	9	227	0	0	0	236	0	108	2	1	0	111	351	
4:00 PM	0	0	0	0	0	0	1	0	1	0	0	2	3	61	0	0	0	64	0	22	0	0	0	22	88	
4:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	1	54	0	0	0	55	0	35	1	0	0	36	93	
4:30 PM	0	0	0	0	0	0	1	0	1	0	0	2	2	62	0	0	0	64	0	30	1	0	0	31	97	
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	1	79	0	0	0	80	0	27	1	0	0	28	109	
Total	0	0	0	0	0	0	3	0	4	0	0	7	7	256	0	0	0	263	0	114	3	0	0	117	387	
5:00 PM	0	0	0	0	0	0	1	0	2	0	0	3	3	74	0	0	0	77	0	33	2	0	0	35	115	
5:15 PM	0	0	0	0	0	0	3	0	0	0	0	3	4	86	0	0	0	90	0	34	3	0	0	37	130	
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	2	67	0	0	0	69	0	22	0	0	0	22	92	
5:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	1	58	0	0	0	59	0	16	1	0	0	17	79	
Total	0	0	0	0	0	0	5	0	5	0	0	10	10	285	0	0	0	295	0	105	6	0	0	111	416	
6:00 PM	0	0	0	0	0	0	2	0	1	0	0	3	4	61	0	0	0	65	0	32	1	0	0	33	101	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	58	0	0	0	62	0	18	1	0	0	19	81	
6:30 PM	0	0	0	0	0	0	1	0	4	0	0	5	2	43	0	0	0	45	0	29	0	0	0	29	79	
6:45 PM	0	0	0	0	0	0	1	0	2	0	0	3	1	30	0	0	0	31	0	25	0	0	0	25	59	
Total	0	0	0	0	0	0	4	0	7	0	0	11	11	192	0	0	0	203	0	104	2	0	0	106	320	
Grand Total	0	0	0	0	0	0	30	0	56	0	0	86	54	1692	0	0	0	1746	0	1576	26	1	0	1603	3435	
Approch %	0.0	0.0	0.0	0.0	0.0	0.0	34.9	0.0	65.1	0.0	0.0	2.5	3.1	96.9	0.0	0.0	0.0	3.1	0.0	98.3	1.6	0.1	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	1.6	0.0	0.0	2.5	1.6	49.3	0.0	0.0	0.0	50.8	0.0	45.9	0.8	0.0	0.0	46.7		
Cars, PU, Vans	0	0	0	0	0	0	28	0	50	0	0	78	49	1614	0	0	0	1663	0	1496	26	1	0	1523	3264	
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	93.3	0.0	89.3																	

%Heavy trucks		0.0	0.0	0.0	0.0		0.0		6.7	0.0	10.7	0.0		9.3		9.3	4.6	0.0	0.0		4.8		0.0	5.1	0.0	0.0		5.0		5.0
---------------	--	-----	-----	-----	-----	--	-----	--	-----	-----	------	-----	--	-----	--	-----	-----	-----	-----	--	-----	--	-----	-----	-----	-----	--	-----	--	-----

Project ID: 22-180056-005

Location: Noah Martin Rd & Old Cornelia Hwy

City: Lula

PEAK HOURS

Day: Wednesday

Date: 3/30/2022

AM

	Noah Martin Rd Northbound					Noah Martin Rd Southbound					Old Cornelia Hwy Eastbound					Old Cornelia Hwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 10:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	71	1	0	72	84
7:30 AM	0	0	0	0	0	0	0	4	0	4	0	19	0	0	19	0	101	0	0	101	124
7:45 AM	0	0	0	0	0	1	0	2	0	3	0	15	0	0	15	0	93	1	0	94	112
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	32	0	0	32	0	90	0	0	90	123
Total Volume	0	0	0	0	0	1	0	7	0	8	0	78	0	0	78	0	355	2	0	357	443
% App. Total	0.0	0.0	0.0	0.0	0.0	12.5	0.0	87.5	0.0	100	0.0	100.0	0.0	0.0	100	0.0	99.4	0.6	0.0	100	
PHF						0.500					0.609					0.884					0.893
Cars, PU, Vans	0	0	0	0	0	1	0	6	0	7	0	71	0	0	71	0	345	2	0	347	425
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	85.7	0.0	87.5	0.0	91.0	0.0	0.0	91.0	0.0	97.2	100.0	0.0	97.2	95.9
Heavy trucks	0	0	0	0	0	0	0	1	0	1	0	7	0	0	7	0	10	0	0	10	18
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	12.5	0.0	9.0	0.0	0.0	9.0	0.0	2.8	0.0	0.0	2.8	4.1

NOON

	Noah Martin Rd Northbound					Noah Martin Rd Southbound					Old Cornelia Hwy Eastbound					Old Cornelia Hwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 10:00 AM - 02:00 PM																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	0	0	0	0	0	0	2	0	2	2	24	0	0	26	0	26	0	0	26	54
12:30 PM	0	0	0	0	0	0	0	1	0	1	0	28	0	0	28	0	26	0	0	26	55
12:45 PM	0	0	0	0	0	0	0	4	0	4	1	38	0	0	39	0	25	0	0	25	68
1:00 PM	0	0	0	0	0	1	0	1	0	2	1	29	0	0	30	0	23	1	0	24	56
Total Volume	0	0	0	0	0	1	0	8	0	9	4	119	0	0	123	0	100	1	0	101	233
% App. Total	0.0	0.0	0.0	0.0	0.0	11.1	0.0	88.9	0.0	100	3.3	96.7	0.0	0.0	100	0.0	99.0	1.0	0.0	100	
PHF						0.563					0.788					0.971					0.857
Cars, PU, Vans	0	0	0	0	0	1	0	8	0	9	3	114	0	0	117	0	93	1	0	94	220
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	75.0	95.8	0.0	0.0	95.1	0.0	93.0	100.0	0.0	93.1	94.4
Heavy trucks	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	7	0	0	7	13
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	4.2	0.0	0.0	4.9	0.0	7.0	0.0	0.0	6.9	5.6

PM

	Noah Martin Rd Northbound					Noah Martin Rd Southbound					Old Cornelia Hwy Eastbound					Old Cornelia Hwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 02:00 PM - 07:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	0	0	0	0	1	0	1	0	2	2	62	0	0	64	0	30	1	0	31	97
4:45 PM	0	0	0	0	0	1	0	0	0	1	1	79	0	0	80	0	27	1	0	28	109
5:00 PM	0	0	0	0	0	1	0	2	0	3	3	74	0	0	77	0	33	2	0	35	115
5:15 PM	0	0	0	0	0	3	0	0	0	3	4	86	0	0	90	0	34	3	0	37	130
Total Volume	0	0	0	0	0	6	0	3	0	9	10	301	0	0	311	0	124	7	0	131	451
% App. Total	0.0	0.0	0.0	0.0	0.0	66.7	0.0	33.3	0.0	100	3.2	96.8	0.0	0.0	100	0.0	94.7	5.3	0.0	100	
PHF						0.750					0.864					0.885					0.867
Cars, PU, Vans	0	0	0	0	0	6	0	3	0	9	10	294	0	0	304	0	118	7	0	125	438
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	97.7	0.0	0.0	97.7	0.0	95.2	100.0	0.0	95.4	97.1
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	6	0	0	6	13
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3	0.0	4.8	0.0	0.0	4.6	2.9

National Data & Surveying ServicesIntersection Turning Movement Count

Location: US 23/SR 365/Cornelia Hwy & Cagle Rd
City: Lula
Control: 2-Way Stop (EB/WB)

Project ID: 22-180056-006
Date: 3/30/2022

Data - Total

NS/EW Streets:	US 23/SR 365/Cornelia Hwy				US 23/SR 365/Cornelia Hwy				Cagle Rd				Cagle Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	1 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	1 ET	1 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
7:00 AM	1	149	0	1	0	418	2	0	1	0	0	0	0	0	1	0	573
7:15 AM	0	191	0	0	0	564	0	0	1	0	1	0	2	0	0	0	759
7:30 AM	0	246	0	0	0	605	1	0	1	2	0	0	8	0	0	0	863
7:45 AM	0	170	0	0	0	476	0	0	0	0	0	0	8	0	0	0	654
8:00 AM	0	221	0	0	0	429	1	0	1	0	0	0	3	2	1	0	658
8:15 AM	3	211	6	0	0	378	2	0	0	1	1	0	1	1	0	0	604
8:30 AM	0	182	2	0	0	336	0	0	2	0	0	0	5	0	0	0	527
8:45 AM	0	221	0	0	1	303	1	0	0	0	0	0	4	0	0	0	530
9:00 AM	1	187	1	0	1	296	1	0	0	0	0	0	2	0	0	0	489
9:15 AM	2	193	2	0	1	264	1	0	1	1	3	0	2	1	1	0	472
9:30 AM	0	207	1	0	1	248	0	0	1	0	1	0	1	1	0	0	461
9:45 AM	1	168	0	0	0	282	0	0	0	0	0	0	3	0	0	0	454
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0.34%	99.11%	0.51%	0.04%	0.09%	99.72%	0.20%	0.00%	44.44%	22.22%	33.33%	0.00%	82.98%	10.64%	6.38%	0.00%	7044
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	0	828	0	0	0	2074	2	0	3	2	1	0	21	2	1	0	2934
PEAK HR FACTOR:	0.000	0.841	0.000	0.000	0.000	0.857	0.500	0.000	0.750	0.250	0.250	0.000	0.656	0.250	0.250	0.000	0.850
	0.841				0.856				0.500				0.750				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	1 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	1 ET	1 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
4:00 PM	0	456	4	0	0	235	2	0	0	0	0	0	4	0	0	0	701
4:15 PM	0	556	5	0	0	264	1	0	1	0	0	0	3	2	0	0	832
4:30 PM	0	487	10	0	2	239	0	0	2	0	1	0	4	0	1	0	746
4:45 PM	0	560	7	0	0	250	3	0	2	0	0	0	3	0	0	0	825
5:00 PM	1	567	1	0	1	228	1	0	1	1	0	1	3	0	3	0	808
5:15 PM	1	596	8	0	0	267	0	0	0	0	2	0	4	0	0	0	878
5:30 PM	0	623	8	0	0	242	0	0	2	0	2	0	2	0	1	0	880
5:45 PM	1	505	6	0	0	216	1	0	0	0	0	0	3	0	0	0	732
6:00 PM	0	417	3	0	1	220	3	0	1	0	0	0	2	0	0	0	647
6:15 PM	0	323	3	0	1	221	1	0	0	1	0	0	2	0	1	0	553
6:30 PM	0	323	5	1	1	208	1	0	0	0	0	0	1	0	0	0	540
6:45 PM	0	265	4	0	1	159	0	0	0	0	0	0	0	1	0	0	430
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0.05%	98.82%	1.11%	0.02%	0.25%	99.28%	0.47%	0.00%	52.94%	11.76%	29.41%	5.88%	77.50%	7.50%	15.00%	0.00%	8572
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	2	2346	24	0	1	987	4	0	5	1	4	1	12	0	4	0	3391
PEAK HR FACTOR:	0.500	0.941	0.750	0.000	0.250	0.924	0.333	0.000	0.625	0.250	0.500	0.250	0.750	0.000	0.333	0.000	0.963
	0.940				0.929				0.688				0.667				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: US 23/SR 365/Cornelia Hwy & Cagle Rd
City: Lula
Control: 2-Way Stop (EB/WB)

Project ID: 22-180056-006
Date: 3/30/2022

Data - Cars

NS/EW Streets:	US 23/SR 365/Cornelia Hwy				US 23/SR 365/Cornelia Hwy				Cagle Rd				Cagle Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	1 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	1 ET	1 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
7:00 AM	1	130	0	0	0	401	2	0	1	0	0	0	0	0	0	0	535
7:15 AM	0	167	0	0	0	545	0	0	0	0	1	0	2	0	0	0	715
7:30 AM	0	230	0	0	0	581	1	0	1	0	0	0	8	0	0	0	821
7:45 AM	0	155	0	0	0	450	0	0	0	0	0	0	8	0	0	0	613
8:00 AM	0	189	0	0	0	406	1	0	1	0	0	0	3	2	1	0	603
8:15 AM	3	182	6	0	0	347	2	0	0	1	1	0	1	1	0	0	544
8:30 AM	0	154	2	0	0	314	0	0	2	0	0	0	5	0	0	0	477
8:45 AM	0	190	0	0	1	273	1	0	0	0	0	0	4	0	0	0	469
9:00 AM	1	165	1	0	1	273	1	0	0	0	0	0	2	0	0	0	444
9:15 AM	2	164	2	0	1	246	1	0	1	1	3	0	2	1	1	0	425
9:30 AM	0	176	1	0	1	230	0	0	1	0	1	0	1	1	0	0	412
9:45 AM	1	143	0	0	0	247	0	0	0	0	0	0	3	0	0	0	394
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	8	2045	12	0	4	4313	9	0	7	2	6	0	39	5	2	0	6452
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	0	741	0	0	0	1982	2	0	2	0	1	0	21	2	1	0	2752
PEAK HR FACTOR:	0.000	0.805	0.000	0.000	0.000	0.853	0.500	0.000	0.500	0.000	0.250	0.000	0.656	0.250	0.250	0.000	0.838
	0.805				0.852				0.750				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	1 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	1 ET	1 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
4:00 PM	0	430	4	0	0	216	2	0	0	0	0	0	4	0	0	0	656
4:15 PM	0	534	5	0	0	237	1	0	1	0	0	0	3	1	0	0	782
4:30 PM	0	473	10	0	2	215	0	0	2	0	1	0	4	0	1	0	708
4:45 PM	0	529	7	0	0	228	3	0	2	0	0	0	3	0	0	0	772
5:00 PM	1	541	1	0	1	204	1	0	1	1	0	1	3	0	3	0	758
5:15 PM	1	573	8	0	0	252	0	0	0	0	2	0	4	0	0	0	840
5:30 PM	0	603	8	0	0	224	0	0	2	0	2	0	2	0	1	0	842
5:45 PM	1	494	6	0	0	201	1	0	0	0	0	0	3	0	0	0	706
6:00 PM	0	403	3	0	1	198	3	0	1	0	0	0	2	0	0	0	611
6:15 PM	0	317	3	0	1	202	1	0	0	1	0	0	2	0	1	0	528
6:30 PM	0	315	5	0	0	194	1	0	0	0	0	0	1	0	0	0	516
6:45 PM	0	256	4	0	1	142	0	0	0	0	0	0	0	1	0	0	404
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	3	5468	64	0	6	2513	13	0	9	2	5	1	31	2	6	0	8123
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	2	2246	24	0	1	908	4	0	5	1	4	1	12	0	4	0	3212
PEAK HR FACTOR:	0.500	0.931	0.750	0.000	0.250	0.901	0.333	0.000	0.625	0.250	0.500	0.250	0.750	0.000	0.333	0.000	0.954
	0.930				0.906				0.688				0.667				

National Data & Surveying Services Intersection Turning Movement Count

Location: US 23/SR 365/Cornelia Hwy & Cagle Rd
City: Lula
Control: 2-Way Stop (EB/WB)

Project ID: 22-180056-006
Date: 3/30/2022

Data - HT

NS/EW Streets:	US 23/SR 365/Cornelia Hwy				US 23/SR 365/Cornelia Hwy				Cagle Rd				Cagle Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	1 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	1 ET	1 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
7:00 AM	0	19	0	1	0	17	0	0	0	0	0	0	0	0	1	0	38
7:15 AM	0	24	0	0	0	19	0	0	1	0	0	0	0	0	0	0	44
7:30 AM	0	16	0	0	0	24	0	0	0	2	0	0	0	0	0	0	42
7:45 AM	0	15	0	0	0	26	0	0	0	0	0	0	0	0	0	0	41
8:00 AM	0	32	0	0	0	23	0	0	0	0	0	0	0	0	0	0	55
8:15 AM	0	29	0	0	0	31	0	0	0	0	0	0	0	0	0	0	60
8:30 AM	0	28	0	0	0	22	0	0	0	0	0	0	0	0	0	0	50
8:45 AM	0	31	0	0	0	30	0	0	0	0	0	0	0	0	0	0	61
9:00 AM	0	22	0	0	0	23	0	0	0	0	0	0	0	0	0	0	45
9:15 AM	0	29	0	0	0	18	0	0	0	0	0	0	0	0	0	0	47
9:30 AM	0	31	0	0	0	18	0	0	0	0	0	0	0	0	0	0	49
9:45 AM	0	25	0	0	0	35	0	0	0	0	0	0	0	0	0	0	60
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0.00%	99.67%	0.00%	0.33%	0.00%	100.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	592
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	0	87	0	0	0	92	0	0	1	2	0	0	0	0	0	0	182
PEAK HR FACTOR:	0.000	0.680	0.000	0.000	0.000	0.885	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.827
	0.680				0.885				0.375								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	1 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	1 ET	1 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
4:00 PM	0	26	0	0	0	19	0	0	0	0	0	0	0	0	0	0	45
4:15 PM	0	22	0	0	0	27	0	0	0	0	0	0	0	1	0	0	50
4:30 PM	0	14	0	0	0	24	0	0	0	0	0	0	0	0	0	0	38
4:45 PM	0	31	0	0	0	22	0	0	0	0	0	0	0	0	0	0	53
5:00 PM	0	26	0	0	0	24	0	0	0	0	0	0	0	0	0	0	50
5:15 PM	0	23	0	0	0	15	0	0	0	0	0	0	0	0	0	0	38
5:30 PM	0	20	0	0	0	18	0	0	0	0	0	0	0	0	0	0	38
5:45 PM	0	11	0	0	0	15	0	0	0	0	0	0	0	0	0	0	26
6:00 PM	0	14	0	0	0	22	0	0	0	0	0	0	0	0	0	0	36
6:15 PM	0	6	0	0	0	19	0	0	0	0	0	0	0	0	0	0	25
6:30 PM	0	8	0	1	1	14	0	0	0	0	0	0	0	0	0	0	24
6:45 PM	0	9	0	0	0	17	0	0	0	0	0	0	0	0	0	0	26
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0.00%	99.53%	0.00%	0.47%	0.42%	99.58%	0.00%	0.00%	0	0	0	0	0.00%	100.00%	0.00%	0.00%	449
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	0	100	0	0	0	79	0	0	0	0	0	0	0	0	0	0	179
PEAK HR FACTOR:	0.000	0.806	0.000	0.000	0.000	0.823	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.844
	0.806				0.823												

National Data & Surveying ServicesIntersection Turning Movement Count

Location: US 23/SR 365/Cornelia Hwy & Cagle Rd

City: Lula

Control: 2-Way Stop (EB/WB)

Project ID: 22-180056-006

Date: 3/30/2022

Data - Bikes

NS/EW Streets:	US 23/SR 365/Cornelia Hwy				US 23/SR 365/Cornelia Hwy				Cagle Rd				Cagle Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	1 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	1 ET	1 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

[illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 23/SR 365/Cornelia Hwy & Cagle Rd
City: Lula

Project ID: 22-180056-006
Date: 3/30/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	US 23/SR 365/Cornelia Hwy		US 23/SR 365/Cornelia Hwy		Cagle Rd		Cagle Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

US 23/SR 365/Cornelia Hwy & Cagle Rd

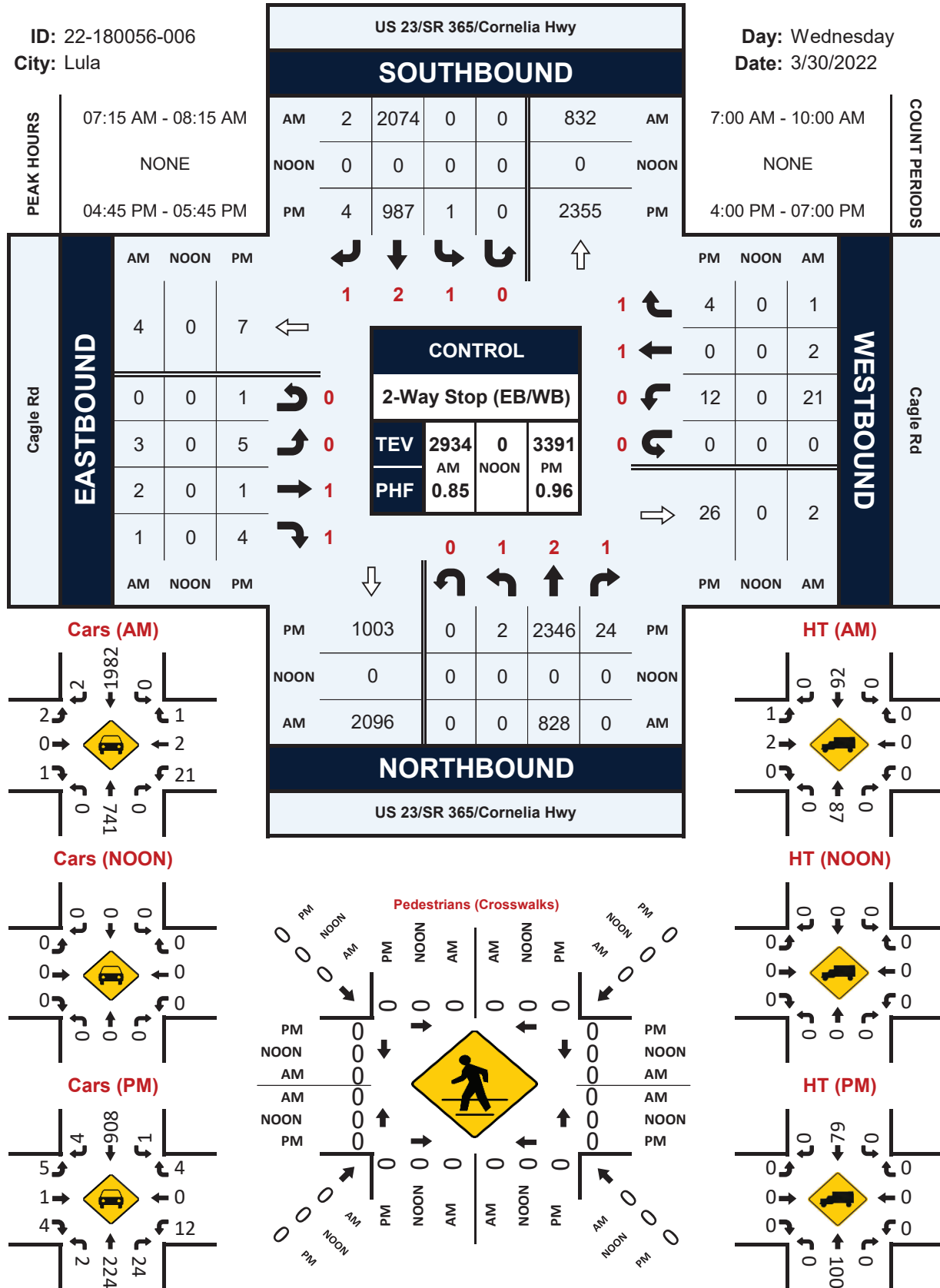
Peak Hour Turning Movement Count

ID: 22-180056-006

City: Lula

Day: Wednesday

Date: 3/30/2022



Project ID: 22-180056-006

Location: US 23/SR 365/Cornelia Hwy & Cagle Rd

City: Lula

Day: Wednesday

Date: 3/30/2022

Groups Printed - Cars, PU, Vans - Heavy Trucks

	US 23/SR 365/Cornelia Hwy Northbound						US 23/SR 365/Cornelia Hwy Southbound						Cagle Rd Eastbound						Cagle Rd Westbound						Int. Total
Start Time	Left	Thru	Rgt	Utum	Peds	App. Total	Left	Thru	Rgt	Utum	Peds	App. Total	Left	Thru	Rgt	Utum	Peds	App. Total	Left	Thru	Rgt	Utum	Peds	App. Total	
7:00 AM	1	149	0	1	0	151	0	418	2	0	0	420	1	0	0	0	0	1	0	0	1	0	0	1	573
7:15 AM	0	191	0	0	0	191	0	564	0	0	0	564	1	0	1	0	0	2	2	0	0	0	0	2	759
7:30 AM	0	246	0	0	0	246	0	605	1	0	0	606	1	2	0	0	0	3	8	0	0	0	0	8	863
7:45 AM	0	170	0	0	0	170	0	476	0	0	0	476	0	0	0	0	0	0	8	0	0	0	0	8	654
Total	1	756	0	1	0	758	0	2063	3	0	0	2066	3	2	1	0	0	6	18	0	1	0	0	19	2849
8:00 AM	0	221	0	0	0	221	0	429	1	0	0	430	1	0	0	0	0	1	3	2	1	0	0	6	658
8:15 AM	3	211	6	0	0	220	0	378	2	0	0	380	0	1	1	0	0	2	1	1	0	0	0	2	604
8:30 AM	0	182	2	0	0	184	0	336	0	0	0	336	2	0	0	0	0	2	5	0	0	0	0	5	527
8:45 AM	0	221	0	0	0	221	1	303	1	0	0	305	0	0	0	0	0	0	4	0	0	0	0	4	530
Total	3	835	8	0	0	846	1	1446	4	0	0	1451	3	1	1	0	0	5	13	3	1	0	0	17	2319
9:00 AM	1	187	1	0	0	189	1	296	1	0	0	298	0	0	0	0	0	0	2	0	0	0	0	2	489
9:15 AM	2	193	2	0	0	197	1	264	1	0	0	266	1	1	3	0	0	5	2	1	1	0	0	4	472
9:30 AM	0	207	1	0	0	208	1	248	0	0	0	249	1	0	1	0	0	2	1	1	0	0	0	2	461
9:45 AM	1	168	0	0	0	169	0	282	0	0	0	282	0	0	0	0	0	0	3	0	0	0	0	3	454
Total	4	755	4	0	0	763	3	1090	2	0	0	1095	2	1	4	0	0	7	8	2	1	0	0	11	1876
BREAK																									
4:00 PM	0	456	4	0	0	460	0	235	2	0	0	237	0	0	0	0	0	0	4	0	0	0	0	4	701
4:15 PM	0	556	5	0	0	561	0	264	1	0	0	265	1	0	0	0	0	1	3	2	0	0	0	5	832
4:30 PM	0	487	10	0	0	497	2	239	0	0	0	241	2	0	1	0	0	3	4	0	1	0	0	5	746
4:45 PM	0	560	7	0	0	567	0	250	3	0	0	253	2	0	0	0	0	2	3	0	0	0	0	3	825
Total	0	2059	26	0	0	2085	2	988	6	0	0	996	5	0	1	0	0	6	14	2	1	0	0	17	3104
5:00 PM	1	567	1	0	0	569	1	228	1	0	0	230	1	1	0	1	0	3	3	0	3	0	0	6	808
5:15 PM	1	596	8	0	0	605	0	267	0	0	0	267	0	0	2	0	0	2	4	0	0	0	0	4	878
5:30 PM	0	623	8	0	0	631	0	242	0	0	0	242	2	0	2	0	0	4	2	0	1	0	0	3	880
5:45 PM	1	505	6	0	0	512	0	216	1	0	0	217	0	0	0	0	0	0	3	0	0	0	0	3	732
Total	3	2291	23	0	0	2317	1	953	2	0	0	956	3	1	4	1	0	9	12	0	4	0	0	16	3298
6:00 PM	0	417	3	0	0	420	1	220	3	0	0	224	1	0	0	0	0	1	2	0	0	0	0	2	647
6:15 PM	0	323	3	0	0	326	1	221	1	0	0	223	0	1	0	0	0	1	2	0	1	0	0	3	553
6:30 PM	0	323	5	1	0	329	1	208	1	0	0	210	0	0	0	0	0	0	1	0	0	0	0	1	540
6:45 PM	0	265	4	0	0	269	1	159	0	0	0	160	0	0	0	0	0	0	0	1	0	0	0	1	430
Total	0	1328	15	1	0	1344	4	808	5	0	0	817	1	1	0	0	0	2	5	1	1	0	0	7	2170
Grand Total	11	8024	76	2	0	8113	11	7348	22	0	0	7381	17	6	11	1	0	35	70	8	9	0	0	87	15616
Apprch %	0.1	98.9	0.9	0.0	0.0		0.1	99.6	0.3	0.0	0.0		48.6	17.1	31.4	2.9	0.0		80.5	9.2	10.3	0.0	0.0		
Total %	0.1	51.4	0.5	0.0	0.0	52.0	0.1	47.1	0.1	0.0	0.0	47.3	0.1	0.0	0.1	0.0	0.0	0.2	0.4	0.1	0.1	0.0	0.0	0.6	
Cars, PU, Vans	11	7513	76	0		7600	10	6826	22	0		6858	16	4	11	1		32	70	7	8	0		85	14575
% Cars, PU, Vans	100.0	93.6	100.0	0.0		93.7	90.9	92.9	100.0	0.0		92.9	94.1	66.7	100.0	100.0		91.4	100.0	87.5	88.9	0.0		97.7	93.3
Heavy trucks	0	511	0	2		513	1	522	0	0		523	1	2	0	0		3	0	1	1	0		2	1041
%Heavy trucks	0.0	6.4	0.0	100.0		6.3	9.1	7.1	0.0	0.0		7.1	5.9	33.3	0.0	0.0		8.6	0.0	12.5	11.1	0.0		2.3	6.7

CLASSIFICATION

US 23/SR 365/Cornelia Hwy S/O Cagle Rd

Time	第1	第2	第3	第4	第5	第6	第7	第8	第9	第10	第11	第12	第13	第14
00:00 AM	0	26	4	0	1	0	0	0	0	1	0	0	0	28
00:05	0	33	2	0	1	0	0	0	0	0	0	0	0	43
00:10	0	33	2	0	1	0	0	0	0	0	0	0	0	38
00:15	1	27	4	0	1	0	1	0	1	3	0	0	0	38
00:20	0	20	5	0	1	0	0	0	0	0	0	0	0	31
00:25	0	19	3	0	0	1	0	0	0	0	2	0	0	29
00:30	0	25	2	0	0	0	0	0	0	0	0	0	0	32
00:35	0	25	2	0	0	0	0	0	0	0	0	0	0	32
00:40	0	18	2	0	1	0	0	0	0	0	0	0	0	27
00:45	0	14	0	0	1	2	0	0	0	0	0	0	0	21
00:50	0	25	4	0	0	0	0	0	0	0	0	0	0	30
00:55	0	22	2	0	2	1	0	0	1	0	0	0	0	29
01:00	0	17	0	0	1	0	0	0	0	0	0	0	0	22
01:05	0	11	0	0	2	1	0	0	1	2	0	0	0	18
01:10	0	8	1	0	0	0	0	0	0	0	0	0	0	17
01:15	0	8	1	0	0	0	0	0	0	0	0	0	0	17
01:20	0	14	0	0	0	0	0	0	0	0	0	0	0	28
01:25	0	15	3	0	0	0	0	0	0	0	0	0	0	25
01:30	0	37	5	0	4	0	0	0	0	0	0	0	0	52
01:35	0	37	5	0	4	0	0	0	0	0	0	0	0	52
01:40	0	51	13	0	1	0	0	0	0	0	0	0	0	73
01:45	0	52	12	0	8	0	0	0	0	0	0	0	0	88
01:50	0	51	13	0	1	0	0	0	0	0	0	0	0	88
01:55	0	72	8	0	6	0	0	0	0	0	0	0	0	95
02:00	0	98	65	2	15	2	0	0	0	0	0	0	0	134
02:05	0	92	41	0	7	1	0	0	0	0	0	0	0	154
02:10	0	117	65	0	8	0	0	0	0	0	0	0	0	171
02:15	0	157	67	0	8	0	0	0	0	0	0	0	0	201
02:20	0	112	47	1	6	0	0	0	0	0	0	0	0	178
02:25	0	89	58	0	14	6	0	0	0	0	0	0	0	201
02:30	0	85	60	1	15	3	0	0	0	0	0	0	0	183
02:35	0	120	62	1	18	0	0	0	0	0	0	0	0	230
02:40	0	120	62	1	18	3	0	0	0	0	0	0	0	230
02:45	0	129	62	0	9	0	0	0	0	0	0	0	0	214
02:50	0	136	64	1	12	3	0	0	0	0	0	0	0	222
02:55	0	98	65	3	13	1	0	0	0	0	0	0	0	193
03:00	0	151	70	1	16	2	0	0	0	0	0	0	0	247
03:05	0	155	70	1	13	2	0	0	0	0	0	0	0	247
03:10	0	189	80	1	10	3	0	0	0	0	0	0	0	305
03:15	0	187	68	1	7	3	0	0	0	0	0	0	0	285
03:20	0	193	75	0	4	3	0	0	0	0	0	0	0	286
03:25	0	201	72	2	11	2	0	0	0	0	0	0	0	299
03:30	0	209	80	1	10	3	0	0	0	0	0	0	0	305
03:35	0	207	62	1	8	2	0	0	0	0	0	0	0	288
03:40	0	227	88	1	5	3	0	0	0	0	0	0	0	344
03:45	0	229	88	1	5	3	0	0	0	0	0	0	0	344
03:50	0	259	88	1	9	5	2	0	0	0	0	0	0	384
03:55	0	260	131	1	8	5	2	0	0	0	0	0	0	399
04:00	0	240	131	1	8	5	2	0	0	0	0	0	0	399
04:05	0	285	113	0	7	6	0	0	0	0	0	0	0	426
04:10	0	388	128	2	7	4	0	0	0	0	0	0	0	488
04:15	1	388	128	2	7	4	0	0	0	0	0	0	0	488
04:20	0	317	119	1	14	4	0	0	0	0	0	0	0	408
04:25	0	317	119	1	14	4	0	0	0	0	0	0	0	408
04:30	0	399	148	0	12	0	0	0	0	0	0	0	0	498
04:35	0	399	148	0	12	0	0	0	0	0	0	0	0	498
04:40	0	432	143	1	8	0	0	0	0	0	0	0	0	533
04:45	1	481	128	0	4	2	0	0	0	0	0	0	0	594
04:50	0	481	128	0	4	2	0	0	0	0	0	0	0	594
04:55	0	265	110	0	7	1	0	0	0	0	0	0	0	410
05:00	0	265	110	0	7	1	0	0	0	0	0	0	0	410
05:05	0	230	83	0	1	0	0	0	0	0	0	0	0	318
05:10	0	230	83	0	1	0	0	0	0	0	0	0	0	318
05:15	0	193	91	0	3	0	0	0	0	0	0	0	0	339
05:20	0	193	91	0	3	0	0	0	0	0	0	0	0	339
05:25	0	157	34	0	1	0	0	0	0	0	0	0	0	244
05:30	0	157	34	0	1	0	0	0	0	0	0	0	0	244
05:35	0	154	15	0	0	0	0	0	0	0	0	0	0	260
05:40	0	154	15	0	0	0	0	0	0	0	0	0	0	260
05:45	0	186	60	0	1	2	0	0	0	0	0	0	0	248
05:50	0	178	60	0	5	0	0	0	0	0	0	0	0	248
05:55	0	160	39	1	1	0	0	0	0	0	0	0	0	214
06:00	0	160	39	1	1	0	0	0	0	0	0	0	0	214
06:05	0	152	19	1	1	0	0	0	0	0	0	0	0	197
06:10	0	152	19	1	1	0	0	0	0	0	0	0	0	197
06:15	0	148	17	0	4	0	0	0	0	0	0	0	0	172
06:20	0	136	14	0	1	0	0	0	0	0	0	0	0	157
06:25	0	136	14	0	1	0	0	0	0	0	0	0	0	157
06:30	0	109	4	0	0	0	0	0	0	0	0	0	0	103
06:35	0	92	5	0	0	0	0	0	0	0	0	0	0	103
06:40	0	91	3	0	0	0	0	0	0	0	0	0	0	106
06:45	0	91	3	0	0	0	0	0	0	0	0	0	0	106
06:50	0	77	1	0	0	0	0	0	0	0	0	0	0	85
06:55	0	77	1	0	0	0	0	0	0	0	0	0	0	85
07:00	0	62	0	0	2	0	0	0	0	0	0	0	0	66
07:05	0	62	0	0	2	0	0	0	0	0	0	0	0	66
07:10	0	62	0	0	2	0	0	0	0	0	0	0	0	66
07:15	0	62	0	0	2	0	0	0	0	0	0	0	0	66
07:20	0	62	0	0	2	0	0	0	0	0	0	0	0	66
07:25	0	62	0	0	2	0	0	0	0	0	0	0	0	66
07:30	0	62	0	0	2	0	0	0	0	0	0	0	0	66
07:35	0	62	0	0	2	0	0	0	0	0	0	0	0	66
07:40	0	62	0	0	2	0	0	0	0	0	0	0	0	66
07:45	0	62	0	0	2	0	0	0	0	0	0	0	0	66
07:50	0	62	0	0	2	0	0	0	0	0	0	0	0	66
07:55	0	62	0	0	2	0	0	0	0	0	0	0	0	66
08:00	0	62	0	0	2	0	0	0	0	0	0	0	0	66
08:05	0	62	0	0	2	0	0	0	0	0	0	0	0	66
08:10	0	62	0	0	2	0	0	0	0	0	0	0	0	66
08:15	0	62	0	0	2	0	0	0	0	0	0	0	0	66
08:20	0	62	0	0	2	0	0	0	0	0	0	0	0	66
08:25	0	62	0	0	2	0	0	0	0	0	0	0	0	66
08:30	0	62	0	0	2	0	0	0	0	0	0	0	0	66
08:35	0	62	0	0	2	0	0	0	0	0	0	0	0	66
08:40	0	62	0	0	2	0	0	0	0	0	0	0	0	66
08:45	0	62	0	0	2	0	0	0	0	0	0	0	0	66
08:50	0	62	0	0	2	0	0	0	0	0	0	0	0	66
08:55	0	62	0	0	2	0	0	0	0	0	0	0	0	66
09:00	0	62	0	0	2	0	0	0	0	0	0	0	0	66
09:05	0	62	0	0	2	0	0	0	0	0	0	0	0	66
09:10	0	62	0	0	2	0	0	0	0	0	0	0	0	66
09:15	0	62	0	0	2	0	0	0	0	0	0	0	0	66
09:20	0	62	0	0	2	0	0	0	0	0	0	0	0	66
09:25	0	62	0	0	2	0	0	0	0	0	0	0	0	66
09:30	0	62	0	0	2	0	0	0	0	0	0	0	0	66
09:35	0	62	0	0	2	0	0	0	0	0	0	0	0	66
09:40	0	62	0	0	2	0	0	0	0	0	0	0	0	66
09:45	0	62	0	0	2	0	0	0	0	0	0	0	0	66
09:50	0	62	0	0	2	0	0	0	0	0	0	0	0	66
09:55	0	62	0	0	2	0	0	0	0	0	0	0	0	66
10:00	0	62	0	0	2	0	0	0	0	0				

Classification Definitions									
1 Microvolumes		4 Bales		7 > 4-Axis Single Trailers		10 > 4-Axis Single Trailers		13 > 7-Axis Multi Trailers	
2 2-Axis, 4-Tire Single Units		5 3-Axis Single Units		8 4-Axis Single Units		11 5-Axis Single Trailers		12 6-Axis Multi Trailer	
AXIS VOLUMES	0%	100%	0%	0%	0%	0%	0%	0%	0%
AM Peak Hour	11-12	11-45	06-08	09-05	09-30	11-10	11-01	01-30	0%
PM Peak Hour	11-12	22-01	08-11	23-01	08-11	23-01	08-11	23-01	0%
PM Volumes	1	1000	244	251	58	4	388	7	1033
% PMA	0%	52%	17%	15%	14%	0%	20%	7%	73%
PM PMA	0%	100%	100%	100%	100%	100%	100%	100%	100%
Directional Peak Volumes	4	227	577	5	42	11	67	3	229
AM 7-9 NOON 12-2 PM 4-6 Volume 2214 4420 % 8% 12%									
AM 7-9 NOON 12-2 PM 4-6 Volume 1597 3197 % 23% 36%									
AM 7-9 NOON 12-2 PM 4-6 Volume 1187 2374 % 29% 56%									

CLASSIFICATION

[illegible]

Classification definitions							
1	Motorcycles	4	Buses	7	> 4-Axle Single Units	10	> 6-Axle Single Trailers
2	Passenger Cars	5	2-Axle, 6-Tire Single Units	8	< 4-Axle Single Trailers	11	< 5-Axle Multi-Trailers
3	2-Axle, 4-Tire Single Units	6	3-Axle Single Units	9	5-Axle Single Trailers	12	6-Axle Multi-Trailers
						13	> 7-Axle Multi-Trailers

US 23/SR 365/Cornelia Hwy S/O Cagle Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA2

Project #: GA22 180057 001

CLASSIFICATION

Summary	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
	0000 AM	0	49	4	0	1	0	0	2	4	0	0	0	0	60
	0015	0	47	4	0	1	0	0	0	2	0	0	0	0	54
	0030	0	54	2	0	3	0	0	4	6	0	0	0	0	69
	0045	0	54	2	0	3	0	0	4	6	0	0	0	0	69
	0060	0	35	4	0	1	1	0	0	9	0	0	0	0	50
	0115	0	30	3	0	1	0	0	0	7	0	0	0	0	41
	0130	0	28	3	0	0	1	0	0	8	0	3	0	0	43
	0145	0	24	2	0	0	0	0	0	6	0	0	0	0	33
	0215	0	33	2	0	1	0	0	0	7	0	2	0	0	45
	0230	0	27	1	0	2	2	0	0	7	0	0	0	0	39
	0245	0	41	5	0	0	0	0	0	5	0	0	0	0	51
	0315	0	34	2	0	1	0	0	0	6	0	0	0	0	46
	0330	0	41	3	0	2	1	0	1	3	0	0	0	0	52
	0345	0	52	1	0	2	1	0	1	7	0	0	0	0	64
	0360	0	47	0	0	3	1	0	2	8	0	0	0	0	61
	0415	0	76	2	0	2	1	0	3	18	0	0	0	0	96
	0430	0	138	1	0	5	0	0	0	18	0	0	0	0	150
	0445	0	138	1	0	5	0	0	2	17	0	0	0	0	156
	0500	0	740	0	0	0	0	0	0	0	0	0	0	0	158
	0515	0	740	0	0	0	0	0	0	0	0	0	0	0	158
	0530	0	314	9	0	7	0	0	2	5	0	0	0	0	338
	0545	0	305	9	0	6	0	0	4	12	0	0	0	0	336
	0600	0	397	18	2	2	0	0	1	13	0	0	0	0	434
	0615	0	436	16	2	1	0	0	1	16	0	0	0	0	465
	0630	0	436	16	2	13	0	0	3	13	0	0	0	0	515
	0645	0	436	10	2	13	0	0	0	12	0	0	0	0	470
	0700	0	471	70	1	15	1	0	0	24	0	0	0	0	582
	0715	0	607	81	1	18	1	0	0	14	0	0	0	0	822
	0730	0	607	81	1	18	1	0	0	14	0	0	0	0	822
	0745	0	450	154	1	14	1	0	0	16	0	0	0	0	636
	0800	0	401	157	1	26	2	0	2	23	0	0	0	0	612
	0815	0	397	154	2	22	2	0	2	28	0	0	0	0	607
	0830	0	397	154	2	22	2	0	2	28	0	0	0	0	607
	0845	0	312	128	4	25	3	0	1	30	0	0	0	0	467
	0900	0	302	127	3	22	1	0	5	25	0	0	0	0	485
	0915	2	276	135	0	18	2	0	10	18	0	0	0	0	461
	0930	0	307	100	0	18	2	0	5	24	1	0	0	0	458
	0945	0	224	122	0	12	3	0	2	24	1	0	0	0	426
	1000	0	254	131	2	18	3	0	0	31	0	0	0	0	445
	1015	0	318	114	0	27	1	1	0	27	0	0	0	0	488
	1030	0	319	127	1	23	3	0	6	27	0	0	0	0	506
	1045	0	319	127	1	23	3	0	6	27	0	0	0	0	506
	1100	1	298	122	0	20	6	0	2	17	0	0	0	0	467
	1115	0	290	128	0	22	5	0	0	16	0	0	0	0	450
	1130	1	321	147	1	19	6	0	4	32	1	0	0	0	532
	1145	0	333	125	1	31	1	0	5	37	0	0	0	0	576
	1200 PM	4	333	125	1	31	1	0	5	37	0	0	0	0	576
	1215	0	366	110	0	14	1	0	3	25	0	0	0	0	519
	1230	1	335	99	0	21	1	0	3	25	1	0	0	0	488
	1245	1	388	113	1	14	4	0	1	30	0	0	0	0	553
	1300	0	421	135	1	33	4	1	3	46	0	0	0	0	614
	1315	1	401	115	5	16	4	0	5	26	0	0	0	0	573
	1330	2	413	102	2	18	3	0	2	24	0	0	0	0	566
	1345	1	393	113	2	15	3	0	1	24	0	0	0	0	552
	1360	0	398	100	3	17	2	0	1	24	0	0	0	0	522
	1375	0	388	100	3	17	2	0	1	24	0	0	0	0	522
	1390	0	451	129	3	14	6	2	4	34	0	0	0	0	614
	1405	0	451	129	3	14	6	2	4	34	0	0	0	0	614
	1420	0	451	129	3	14	6	2	4	34	0	0	0	0	614
	1435	3	444	145	0	21	4	1	3	22	0	0	0	0	642
	1450	0	400	177	0	10	0	0	4	34	0	0	0	0	715
	1500	0	400	177	0	10	0	0	4	34	0	0	0	0	715
	1515	1	529	171	2	14	4	0	2	30	3	2	0	0	758
	1600	3	491	171	1	16	5	0	3	12	1	0	0	0	703
	1615	0	515	189	0	16	1	0	3	12	1	0	0	0	703
	1630	0	515	189	0	16	1	0	3	12	1	0	0	0	703
	1645	0	623	174	2	24	0	0	4	14	0	0	0	0	772
	1700	0	569	199	2	19	0	0	0	4	0	0	0	0	841
	1715	0	654	192	1	13	1	0	10	14	0	0	0	0	885
	1730	0	654	192	1	13	1	0	10	14	0	0	0	0	885
	1745	1	548	175	0	11	2	0	2	13	0	0	0	0	753
	1800	1	434	168	1	8	1	0	2	14	0	0	0	0	639
	1815	0	396	123	0	7	0	0	1	11	0	0	0	0	539
	1830	0	396	123	0	7	0	0	1	11	0	0	0	0	539
	1845	3	291	113	1	11	3	0	1	10	0	0	0	0	433
	1900	4	297	101	0	6	0	0	0	0	0	0	0	0	428
	1915	3	295	97	1	3	3	0	0	1	15	0	0	0	418
	1930	3	276	98	0	3	3	0	0	2	7	0	0	0	397
	1945	1	252	54	0	7	0	0	0	9	0	0	0	0	377
	2000	0	252	54	1	7	2	0	0	9	0	0	0	0	334
	2030	0	256	20	1	3	0	0	0	4	10	0	0	0	284
	2045	0	256	20	1	3	0	0	0	4	10	0	0	0	284
	2100	0	234	17	1	2	1	0	0	4	0	0	0	0	260
	2115	0	229	17	0	4	0	0	4	6	0	0	0	0	260
	2130	0	209	15	0	4	0	0	4	6	0	0	0	0	235
	2145	0	177	9	0	0	0	0	3	7	0	0	0	0	194
	2215	0	143	6	0	0	0	0	2	13	0	0	0	0	160
	2230	0	134	3	0	1	0	0	3	11	0	1	0	0	153
	2245	0	91	1	0	0	0	0	1	3	0	0	0	0	97
	2315	0	106	1	0	0	0	0	1	1	0	0	0	0	117
	2330	0	91	0	0	2	0	0	0	3	2	0	0	0	98
	2345	0	71	0	0	2	0	0	0	2	4	0	0	0	80
	% of Week	66	27.52	7.62	0.66	3.33	1.57	0.66	1.54	1.44	1.44	1.44	0.66	1.44	100

[illegible]

CLASSIFICATION

US 23/SR 365/Cornelia Hwy S/O Cagle Rd

Day: Wednesday

Date: 3/30/2022

City: Lula

Project #: GA22_180057_001n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	122	12	0	3	1	0	5	8	0	0	0	0	152
01:00	0	82	10	0	1	2	0	1	17	0	2	0	0	115
02:00	0	73	6	0	2	2	0	1	13	0	3	0	0	100
03:00	0	61	3	0	6	4	0	3	8	0	0	0	0	85
04:00	0	54	6	0	8	0	0	3	27	0	0	0	0	98
05:00	0	109	16	0	10	0	0	9	19	0	1	0	0	164
06:00	0	235	46	0	17	1	0	3	29	0	0	0	0	331
07:00	0	486	208	2	31	2	0	3	40	0	0	0	0	772
08:00	0	410	273	5	60	4	0	13	60	0	0	0	0	825
09:00	1	383	250	3	57	12	0	14	44	1	0	0	0	765
10:00	0	453	242	2	57	6	1	10	54	0	1	0	0	826
11:00	0	577	287	3	49	10	0	8	57	3	0	0	0	994
12:00 PM	4	676	244	2	33	5	0	8	67	0	0	0	0	1039
13:00	2	800	284	4	35	11	0	5	54	0	0	0	0	1195
14:00	1	939	326	3	28	13	3	9	48	2	0	0	0	1372
15:00	1	1183	495	3	28	11	1	8	57	2	2	0	0	1791
16:00	3	1446	548	3	42	8	0	6	27	2	0	0	0	2085
17:00	1	1687	562	2	28	3	0	11	41	0	0	0	0	2335
18:00	1	938	360	1	14	2	0	3	18	1	0	0	0	1338
19:00	2	724	225	0	11	2	0	3	23	0	0	0	0	990
20:00	1	609	99	3	3	1	0	11	15	0	0	0	0	742
21:00	0	552	55	0	5	2	0	7	9	0	1	0	0	631
22:00	0	353	13	0	1	0	0	6	15	0	2	0	0	390
23:00	0	260	3	0	3	0	0	1	14	0	2	0	0	283
Totals	18	13212	4573	36	532	102	5	151	764	11	14			19418
% of Totals	0%	68%	24%	0%	3%	1%	0%	1%	4%	0%	0%			100%

AM Volumes	2	3045	1359	15	301	44	1	73	376	4	7	0	0	5227
% AM	0%	16%	7%	0%	2%	0%	0%	0%	2%	0%	0%			27%
AM Peak Hour		11:00	11:00	08:00	08:00	09:00	10:00	09:00	08:00	11:00	02:00			11:00
Volume	1	577	287	5	60	12	1	14	60	3	3			994
PM Volumes	16	10167	3214	21	231	58	4	78	388	7	7	0	0	14191
% PM	0%	52%	17%	0%	1%	0%	0%	0%	2%	0%	0%			73%
PM Peak Hour	12:00	17:00	17:00	13:00	16:00	14:00	14:00	17:00	12:00	14:00	15:00			17:00
Volume	4	1687	562	4	42	13	3	11	67	2	2			2335
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6			Off Peak Volumes	
All Classes		Volume			%	Volume			%	Volume			Volume	%
		1597	↔		8%	2234	↔		12%	4420	↔		11167	58%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

US 23/SR 365/Cornelia Hwy S/O Cagle Rd

Day: Wednesday

Date: 3/30/2022

City: Lula

Project #: GA22_180057_001s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	60	2	0	3	0	0	2	11	0	0	0	0	78
01:00	0	45	2	0	1	0	0	0	13	0	1	0	0	62
02:00	0	54	3	0	2	0	0	1	17	0	0	0	0	77
03:00	0	111	2	0	4	0	0	1	13	0	0	0	0	131
04:00	0	319	4	0	5	0	0	5	19	0	0	0	0	352
05:00	0	869	18	0	11	0	0	3	11	0	0	0	0	912
06:00	0	1531	13	5	14	0	0	3	27	0	1	0	0	1594
07:00	0	1671	377	1	32	1	0	1	30	0	0	0	0	2113
08:00	0	1026	299	6	38	4	0	5	43	0	0	1	0	1422
09:00	1	778	232	0	28	3	0	5	53	0	0	0	0	1100
10:00	1	743	258	1	26	8	0	2	54	0	0	0	0	1093
11:00	2	630	232	0	31	11	0	5	61	0	0	0	0	972
12:00 PM	2	743	203	3	27	5	0	4	53	1	0	0	0	1041
13:00	2	795	171	5	25	4	0	7	54	0	0	0	0	1063
14:00	3	761	202	3	32	4	0	3	48	0	0	0	0	1056
15:00	1	691	225	3	26	3	0	4	61	2	0	0	0	1016
16:00	3	746	188	1	33	1	0	7	38	0	0	0	0	1017
17:00	0	742	181	2	25	1	0	9	31	0	0	0	0	991
18:00	3	567	185	1	31	2	0	3	30	0	0	0	0	822
19:00	6	401	146	1	11	6	0	1	28	0	0	0	0	600
20:00	0	366	27	0	15	2	0	7	16	0	1	0	0	434
21:00	0	297	3	1	5	0	0	4	18	0	0	0	0	328
22:00	0	185	1	0	0	0	0	5	8	0	0	0	0	199
23:00	0	110	0	0	2	0	0	6	5	0	0	0	0	123
Totals	24	14241	2974	33	427	55		93	742	3	3	1		18596
% of Totals	0%	77%	16%	0%	2%	0%		1%	4%	0%	0%	0%		100%

AM Volumes	4	7837	1442	13	195	27	0	33	352	0	2	1	0	9906
% AM	0%	42%	8%	0%	1%	0%		0%	2%		0%	0%		53%
AM Peak Hour	11:00	07:00	07:00	08:00	08:00	11:00		04:00	11:00		01:00	08:00		07:00
Volume	2	1671	377	6	38	11		5	61		1	1		2113
PM Volumes	20	6404	1532	20	232	28	0	60	390	3	1	0	0	8690
% PM	0%	34%	8%	0%	1%	0%		0%	2%	0%	0%			47%
PM Peak Hour	19:00	13:00	15:00	13:00	16:00	19:00		17:00	15:00	15:00	20:00			13:00
Volume	6	795	225	5	33	6		9	61	2	1			1063
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume		%	Volume		%	Volume		%	Volume		%
			3535	↔	19%	2104	↔	11%	2008	↔	11%	10949	↔	59%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

US 23/SR 365/Cornelia Hwy S/O Cagle Rd

Day: Wednesday

Date: 3/30/2022

City: Lula

Project #: GA22_180057_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	182	14	0	6	1	0	7	19	0	0	0	0	230
01:00	0	127	12	0	2	2	0	1	30	0	3	0	0	177
02:00	0	127	9	0	4	2	0	2	30	0	3	0	0	177
03:00	0	172	5	0	10	4	0	4	21	0	0	0	0	216
04:00	0	373	10	0	13	0	0	8	46	0	0	0	0	450
05:00	0	978	34	0	21	0	0	12	30	0	1	0	0	1076
06:00	0	1766	59	5	31	1	0	6	56	0	1	0	0	1925
07:00	0	2157	585	3	63	3	0	4	70	0	0	0	0	2885
08:00	0	1436	572	11	98	8	0	18	103	0	0	1	0	2247
09:00	2	1161	482	3	85	15	0	19	97	1	0	0	0	1865
10:00	1	1196	500	3	83	14	1	12	108	0	1	0	0	1919
11:00	2	1207	519	3	80	21	0	13	118	3	0	0	0	1966
12:00 PM	6	1419	447	5	60	10	0	12	120	1	0	0	0	2080
13:00	4	1595	455	9	60	15	0	12	108	0	0	0	0	2258
14:00	4	1700	528	6	60	17	3	12	96	2	0	0	0	2428
15:00	2	1874	720	6	54	14	1	12	118	4	2	0	0	2807
16:00	6	2192	736	4	75	9	0	13	65	2	0	0	0	3102
17:00	1	2429	743	4	53	4	0	20	72	0	0	0	0	3326
18:00	4	1505	545	2	45	4	0	6	48	1	0	0	0	2160
19:00	8	1125	371	1	22	8	0	4	51	0	0	0	0	1590
20:00	1	975	126	3	18	3	0	18	31	0	1	0	0	1176
21:00	0	849	58	1	10	2	0	11	27	0	1	0	0	959
22:00	0	538	14	0	1	0	0	11	23	0	2	0	0	589
23:00	0	370	3	0	5	0	0	7	19	0	2	0	0	406
Totals	42	27453	7547	69	959	157	5	244	1506	14	17	1		38014
% of Totals	0%	72%	20%	0%	3%	0%	0%	1%	4%	0%	0%	0%		100%

AM Volumes	6	10882	2801	28	496	71	1	106	728	4	9	1	0	15133
% AM	0%	29%	7%	0%	1%	0%	0%	0%	2%	0%	0%	0%		40%
AM Peak Hour	09:00	07:00	07:00	08:00	08:00	11:00	10:00	09:00	11:00	11:00	01:00	08:00		07:00
Volume	2	2157	585	11	98	21	1	19	118	3	3	1		2885
PM Volumes	36	16571	4746	41	463	86	4	138	778	10	8	0	0	22881
% PM	0%	44%	12%	0%	1%	0%	0%	0%	2%	0%	0%			60%
PM Peak Hour	19:00	17:00	17:00	13:00	16:00	14:00	14:00	17:00	12:00	15:00	15:00			17:00
Volume	8	2429	743	9	75	17	3	20	120	4	2			3326
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume		%	Volume		%	Volume		%	Volume		%
			5132	↔	14%	4338	↔	11%	6428	↔	17%	22116	↔	58%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME

US 23/SR 365/Cornelia Hwy S/O Cagle Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_001

DAILY TOTALS					NB	SB						EB	WB	Total
					19,418	18,596						0	0	38,014
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00	43	17	0	0	60		12:00	259	261	0	0	520		
00:15	28	26	0	0	54		12:15	248	271	0	0	519		
00:30	43	26	0	0	69		12:30	247	241	0	0	488		
00:45	38	152	9	78	47	230	12:45	285	1039	268	1041	553	2080	
01:00	26	24	0	0	50		13:00	296	271	0	0	567		
01:15	28	13	0	0	41		13:15	299	274	0	0	573		
01:30	29	14	0	0	43		13:30	295	271	0	0	566		
01:45	32	115	11	62	43	177	13:45	305	1195	247	1063	552	2258	
02:00	22	15	0	0	37		14:00	288	248	0	0	536		
02:15	27	23	0	0	50		14:15	344	273	0	0	617		
02:30	21	18	0	0	39		14:30	356	286	0	0	642		
02:45	30	100	21	77	51	177	14:45	384	1372	249	1056	633	2428	
03:00	16	23	0	0	39		15:00	399	242	0	0	641		
03:15	29	23	0	0	52		15:15	426	267	0	0	693		
03:30	22	42	0	0	64		15:30	468	247	0	0	715		
03:45	18	85	43	131	61	216	15:45	498	1791	260	1016	758	2807	
04:00	18	48	0	0	66		16:00	464	239	0	0	703		
04:15	17	74	0	0	91		16:15	553	268	0	0	821		
04:30	35	121	0	0	156		16:30	494	243	0	0	737		
04:45	28	98	109	352	137	450	16:45	574	2085	267	1017	841	3102	
05:00	25	133	0	0	158		17:00	576	239	0	0	815		
05:15	35	209	0	0	244		17:15	599	286	0	0	885		
05:30	52	286	0	0	338		17:30	630	245	0	0	875		
05:45	52	164	284	912	336	1076	17:45	530	2335	221	991	751	3326	
06:00	73	361	0	0	434		18:00	410	229	0	0	639		
06:15	80	426	0	0	506		18:15	318	221	0	0	539		
06:30	83	432	0	0	515		18:30	339	210	0	0	549		
06:45	95	331	375	1594	470	1925	18:45	271	1338	162	822	433	2160	
07:00	154	428	0	0	582		19:00	260	168	0	0	428		
07:15	204	618	0	0	822		19:15	258	160	0	0	418		
07:30	240	605	0	0	845		19:30	248	149	0	0	397		
07:45	174	772	462	2113	636	2885	19:45	224	990	123	600	347	1590	
08:00	219	393	0	0	612		20:00	214	120	0	0	334		
08:15	212	395	0	0	607		20:15	197	118	0	0	315		
08:30	181	337	0	0	518		20:30	179	115	0	0	294		
08:45	213	825	297	1422	510	2247	20:45	152	742	81	434	233	1176	
09:00	193	292	0	0	485		21:00	172	88	0	0	260		
09:15	193	268	0	0	461		21:15	172	88	0	0	260		
09:30	201	257	0	0	458		21:30	157	78	0	0	235		
09:45	178	765	283	1100	461	1865	21:45	130	631	74	328	204	959	
10:00	183	262	0	0	445		22:00	115	64	0	0	179		
10:15	205	283	0	0	488		22:15	103	57	0	0	160		
10:30	224	282	0	0	506		22:30	106	47	0	0	153		
10:45	214	826	266	1093	480	1919	22:45	66	390	31	199	97	589	
11:00	222	245	0	0	467		23:00	78	33	0	0	111		
11:15	247	244	0	0	491		23:15	85	32	0	0	117		
11:30	268	264	0	0	532		23:30	66	32	0	0	98		
11:45	257	994	219	972	476	1966	23:45	54	283	26	123	80	406	
TOTALS	5227	9906			15133		TOTALS	14191	8690			22881		
SPLIT %	34.5%	65.5%			39.8%		SPLIT %	62.0%	38.0%			60.2%		

DAILY TOTALS					NB	SB						EB	WB	Total
					19,418	18,596						0	0	38,014
AM Peak Hour	11:30	07:00			07:15		PM Peak Hour	16:45	12:45			16:45		
AM Pk Volume	1032	2113			2915		PM Pk Volume	2379	1084			3416		
Pk Hr Factor	0.963	0.855			0.862		Pk Hr Factor	0.944	0.989			0.965		
7 - 9 Volume	1597	3535	0	0	5132		4 - 6 Volume	4420	2008	0	0	6428		
7 - 9 Peak Hour	07:30	07:00			07:15		4 - 6 Peak Hour	16:45	16:45			16:45		
7 - 9 Pk Volume	845	2113	0	0	2915		4 - 6 Pk Volume	2379	1037	0	0	3416		
Pk Hr Factor	0.880	0.855	0.000	0.000	0.862		Pk Hr Factor	0.944	0.906	0.000	0.000	0.965		

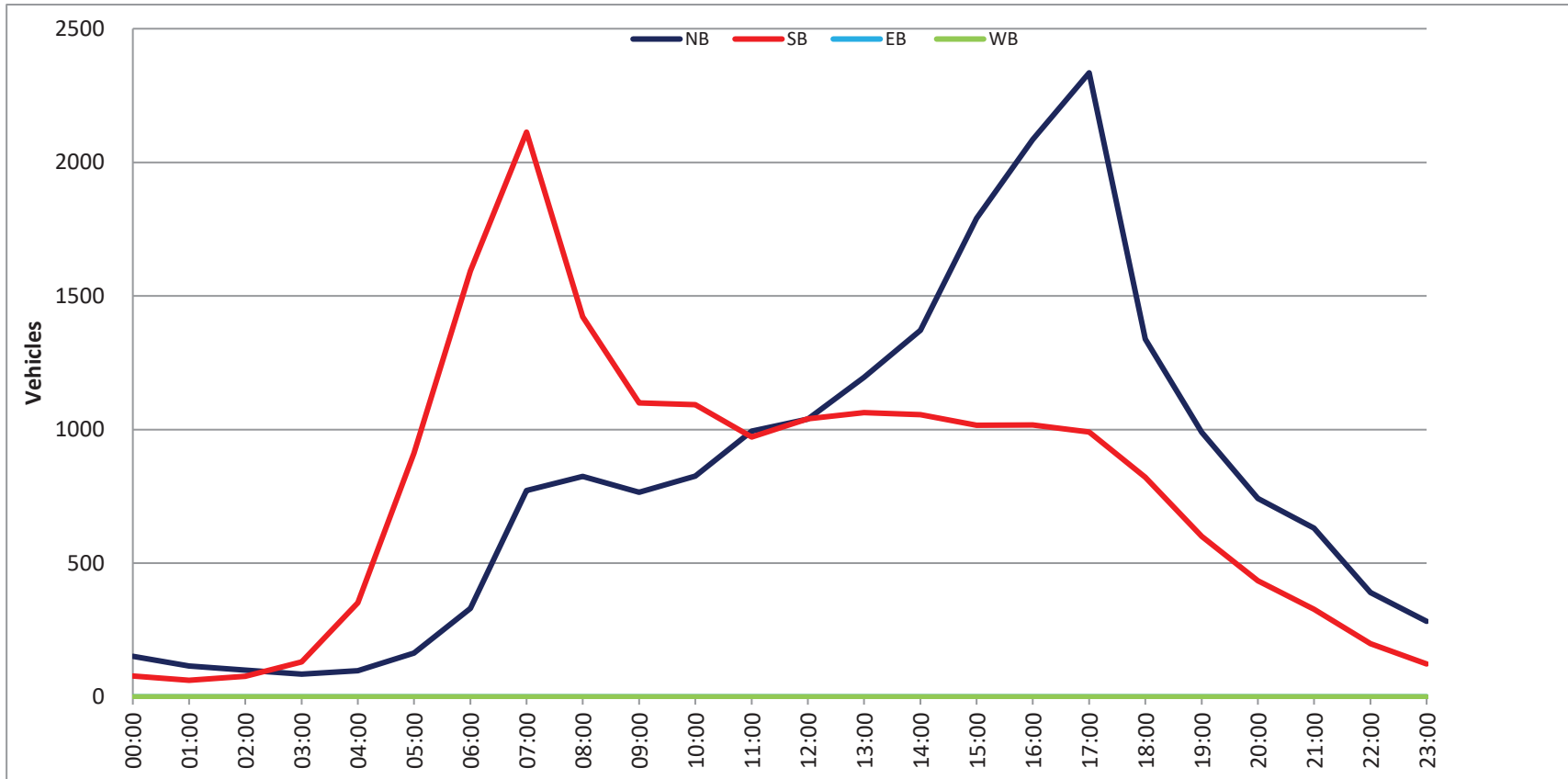
Prepared by NDS/ATD

Project #: GA22_180057_001

City: Lula

Location: US 23/SR 365/Cornelia Hwy S/O Cagle Rd

Date: 3/30/2022



CLASSIFICATION

Old Cornelia Hwy W/O Hyde Mill Rd

Day: Wednesday
Date: 3/30/2022

City: Lub
Project#: GAZ2_180057_002e

East Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0000 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0015 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0045 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0100 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0115 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0130 AM	0	1	0	0	0	0	0	0	2	0	0	0	0	3
0145 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0200 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0215 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0230 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0245 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0300 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0315 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	3
0330 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0345 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0415 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0445 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0500 AM	0	0	1	0	0	0	0	0	1	0	0	0	0	2
0515 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0545 AM	1	1	1	0	0	0	0	0	0	0	0	0	0	3
0600 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
0615 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
0630 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0645 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
0650 AM	0	15	3	0	0	0	0	0	0	0	0	0	0	18
0700 AM	0	15	4	0	2	0	0	1	0	0	0	0	0	22
0715 AM	0	12	3	0	1	0	0	0	0	0	0	0	0	16
0730 AM	0	15	4	0	2	0	0	1	0	0	0	0	0	22
0745 AM	0	12	3	0	1	0	0	0	0	0	0	0	0	16
0800 AM	0	29	7	0	2	0	0	0	0	0	0	0	0	38
0815 AM	0	15	3	0	1	0	0	0	0	0	0	0	0	20
0830 AM	0	12	3	0	1	0	0	0	0	0	0	0	0	16
0845 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
0900 AM	0	12	3	0	1	0	0	0	0	0	0	0	0	16
0915 AM	0	12	5	0	0	0	0	0	0	0	0	0	0	17
0930 AM	0	12	5	0	0	0	0	0	0	0	0	0	0	17
0945 AM	0	11	4	0	1	0	0	0	0	0	0	0	0	16
1000 AM	0	9	4	0	0	0	0	0	0	0	0	0	0	13
1015 AM	0	13	6	0	0	0	0	0	0	0	0	0	0	19
1030 AM	0	13	6	0	0	0	0	0	0	0	0	0	0	19
1045 AM	0	14	3	0	1	0	0	0	0	0	0	0	0	18
1100 AM	0	17	6	0	1	0	0	1	0	0	0	0	0	25
1115 AM	0	19	7	0	2	0	0	0	0	0	0	0	0	28
1130 AM	0	24	6	0	0	0	0	0	0	0	0	0	0	30
1145 AM	0	27	6	0	0	0	0	0	0	0	0	0	0	33
1200 PM	0	27	6	0	0	1	0	0	1	0	0	0	0	35
1215 PM	0	24	7	0	1	0	0	0	0	0	0	0	0	32
1230 PM	0	26	4	0	1	0	0	0	1	0	0	0	0	33
1245 PM	0	24	8	0	1	0	0	0	0	0	0	0	0	33
1300 PM	1	24	8	0	1	0	0	1	0	0	0	0	0	34
1315 PM	0	22	3	0	1	0	0	0	0	0	0	0	0	27
1330 PM	1	25	6	0	0	0	0	1	0	0	0	0	0	32
1345 PM	1	15	13	0	1	0	0	1	0	0	0	0	0	31
1400 PM	0	24	10	0	2	0	0	0	0	0	0	0	0	36
1415 PM	0	24	10	0	2	0	0	0	0	0	0	0	0	36
1430 PM	0	30	7	0	1	0	0	0	0	0	0	0	0	38
1445 PM	1	26	4	1	2	0	0	0	0	0	0	0	0	34
1450 PM	0	38	13	0	2	0	0	0	0	0	0	0	0	53
1500 PM	0	38	13	0	2	0	0	0	0	0	0	0	0	53
1515 PM	0	45	18	0	1	0	0	1	0	0	0	0	0	66
1530 PM	0	45	18	2	2	0	0	0	0	0	0	0	0	76
1545 PM	1	57	14	2	2	0	0	0	0	0	0	0	0	76
1600 PM	0	43	10	1	1	0	0	0	0	0	0	0	0	55
1615 PM	0	43	10	1	1	0	0	0	0	0	0	0	0	55
1630 PM	0	47	14	1	1	0	0	0	0	0	0	0	0	62
1645 PM	0	65	10	2	2	0	0	0	0	0	0	0	0	78
1700 PM	1	62	14	0	1	0	0	0	0	0	0	0	0	79
1715 PM	0	71	13	0	1	0	0	0	1	0	0	0	0	86
1730 PM	1	57	13	0	1	0	0	0	0	0	0	0	0	73
1745 PM	1	44	5	0	0	0	0	0	1	0	0	0	0	51
1800 PM	0	48	12	0	0	0	0	0	0	0	0	0	0	60
1815 PM	1	50	14	0	1	0	0	0	0	0	0	0	0	66
1830 PM	0	50	14	0	1	0	0	0	0	0	0	0	0	66
1845 PM	1	72	3	0	0	0	0	0	0	0	0	0	0	75
1900 PM	0	22	4	0	0	0	0	0	0	0	0	0	0	26
1915 PM	0	20	6	0	1	0	0	0	0	0	0	0	0	27
1930 PM	0	27	7	0	0	0	0	0	0	0	0	0	0	34
1945 PM	0	21	3	0	0	0	0	0	0	0	0	0	0	24
2000 PM	0	32	3	0	0	0	0	0	0	0	0	0	0	35
2015 PM	0	31	8	0	0	0	0	0	1	0	0	0	0	37
2030 PM	0	37	9	0	0	0	0	0	0	0	0	0	0	46
2045 PM	0	35	8	0	0	0	0	0	0	0	0	0	0	43
2100 PM	0	19	5	0	0	0	0	0	0	0	0	0	0	24
2115 PM	0	14	4	0	1	0	0	0	0	0	0	0	0	19
2130 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
2145 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
2200 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
2215 PM	0	13	1	0	1	0	0	0	0	0	0	0	0	15
2230 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2245 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
2300 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
2315 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2330 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2345 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
% of Total	1	17.7	15.0	0.6	1	0.6	0.6	0.6	1.1	0.6	0.6	0.6	0.6	23.3
% of Total	1	17.7	15.0	0.6	1	0.6	0.6	0.6	1.1	0.6	0.6	0.6	0.6	23.3

AM Volume	341	58	24	0	0	0	0	0	2	0	0	0	0	277
AM Peak Hour	05:00	11:45	13:00	07:30	11:15	06:45	06:30	06:30	06:30	06:30	06:30	06:30	06:30	11:48
PM Volume	61	87	25	0	0	0	0	0	0	0	0	0	0	115
PM Peak Hour	17:00	16:45	15:00	15:30	15:00	15:30	15:00	15:00	15:00	15:00	15:00	15:00	15:00	17:00
Volume	17:00	16:45	15:00	15:30	15:00	15:30	15:00	15:00	15:00	15:00	15:00	15:00	15:00	17:00
Directional Peak Hour	161	58	24	0	0	0	0	0	2	0	0	0	0	233
All Classes	161	58	24	0	0	0	0	0	2	0	0	0	0	233

Classification Definitions			
1	Motorcycles	4	Buses
2	Passenger Cars	5	2-Axle, 6-Tire Single Units
3	2-Axle, 4-Tire Single Units	6	3-Axle Single Units
4	2-Axle, 6-Tire Single Units	7	>=4-Axle Single Units
5	3-Axle Single Units	8	<=4-Axle Single Trailers
6	3-Axle Single Units	9	<=5-Axle Multi-Trailers
7	3-Axle Single Units	10	>=6-Axle Single Trailers
8	3-Axle Single Units	11	<=5-Axle Multi-Trailers
9	3-Axle Single Units	12	<=6-Axle Multi-Trailers
10	3-Axle Single Units	13	>=7-Axle Multi-Trailers

West Bound

Classification Definitions			
1. Motorcycles	4. Buses	7. ≥ 4 -Axle Single Units	10. ≥ 6 -Axle Single Trailers
2. Passenger Cars	5. 2-Axle, 6-Tire Single Units	8. ≤ 4 -Axle Single Trailers	11. ≤ 5 -Axle Multi-Trailers
3. 2-Axle, 4-Tire Single Units	6. 3-Axle Single Units	9. 5-Axle Single Trailers	12. 6-Axle Multi-Trailers
			13. ≥ 7 -Axle Multi-Trailers

CLASSIFICATION

Old Cornelia Hwy W/O Hyde Mill Rd

City: Lub

Project#: GA22_180057_002

Day: Wednesday

Date: 3/30/2022

Summary

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0000 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0015 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0030 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0045 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0100 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0115 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0130 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0145 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	3
0200 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0215 AM	0	4	1	0	0	0	0	0	1	0	0	0	0	6
0230 AM	0	3	1	0	0	0	0	0	1	0	0	0	0	5
0245 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	5
0300 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
0315 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	7
0330 AM	0	3	3	0	0	0	0	0	1	0	0	0	0	7
0345 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0400 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
0415 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
0430 AM	0	1	5	0	0	0	0	0	0	0	0	0	0	6
0445 AM	0	1	5	0	0	0	0	0	0	0	0	0	0	6
0500 AM	0	11	3	0	1	0	0	0	1	0	0	0	0	16
0515 AM	0	13	7	0	1	1	0	0	1	0	0	0	0	23
0530 AM	1	17	6	0	1	0	0	0	0	0	0	0	0	25
0545 AM	1	21	18	0	1	0	0	0	0	0	0	0	0	30
0600 AM	0	21	18	0	1	0	0	0	0	0	0	0	0	30
0615 AM	0	38	10	0	1	0	0	0	0	0	0	0	0	49
0630 AM	2	45	12	0	2	0	0	0	0	0	0	0	0	61
0645 AM	0	49	11	1	2	0	0	0	0	0	0	0	0	63
0660 AM	0	57	11	1	2	0	0	0	0	0	0	0	0	71
0675 AM	0	71	14	1	2	0	0	0	1	0	0	0	0	91
0730 AM	0	97	21	0	3	0	0	0	1	0	0	0	0	122
0745 AM	0	87	23	2	3	0	0	0	0	0	0	0	0	115
0800 AM	0	96	29	2	4	0	0	0	0	0	0	0	0	132
0815 AM	0	111	15	0	1	0	0	0	0	0	0	0	0	127
0830 AM	0	43	19	0	1	0	0	0	0	0	0	0	0	63
0845 AM	0	38	10	0	1	0	0	0	0	0	0	0	0	50
0900 AM	0	34	12	0	1	0	0	0	0	0	0	0	0	47
0915 AM	0	25	12	0	0	0	0	0	0	0	0	0	0	37
0930 AM	0	22	15	0	0	0	0	0	0	0	0	0	0	37
0945 AM	0	44	10	1	2	0	0	0	0	0	0	0	0	57
1000 AM	0	31	11	0	0	0	0	0	0	0	0	0	0	43
1015 AM	0	30	11	0	1	0	0	0	0	0	0	0	0	42
1030 AM	0	30	11	0	1	0	0	0	0	0	0	0	0	42
1045 AM	0	33	8	0	2	0	0	0	0	0	0	0	0	43
1100 AM	0	28	9	0	3	0	0	0	1	0	0	0	0	41
1115 AM	0	30	14	0	5	0	0	0	0	0	0	0	0	49
1130 AM	0	39	15	2	0	0	0	0	0	0	0	0	0	56
1145 AM	0	38	11	0	0	0	0	0	0	0	0	0	0	49
1200 PM	0	39	13	0	2	0	0	0	0	0	0	0	0	54
1215 PM	0	47	12	0	2	0	0	0	0	0	0	0	0	61
1230 PM	0	46	12	0	4	0	0	0	0	0	0	0	0	62
1245 PM	0	46	11	0	4	0	0	0	0	0	0	0	0	64
1300 PM	2	38	14	0	1	0	0	0	0	0	0	0	0	57
1315 PM	0	40	11	0	1	0	0	0	0	0	0	0	0	52
1330 PM	1	41	12	0	2	0	0	0	0	0	0	0	0	56
1345 PM	1	49	17	1	3	0	0	0	0	0	0	0	0	72
1400 PM	0	40	13	0	4	0	0	0	0	0	0	0	0	57
1415 PM	0	40	13	0	4	0	0	0	0	0	0	0	0	58
1430 PM	1	67	14	0	1	0	0	0	0	0	0	0	0	83
1445 PM	1	62	11	2	4	1	0	0	0	0	0	0	0	81
1460 PM	0	46	10	0	5	0	0	0	0	0	0	0	0	66
1475 PM	0	58	20	0	5	0	0	0	0	0	0	0	0	83
1515 PM	0	67	23	0	2	0	0	0	0	0	0	0	0	94
1530 PM	0	67	23	2	2	0	0	0	0	0	0	0	0	101
1545 PM	2	71	23	2	2	0	0	0	0	0	0	0	0	101
1600 PM	0	75	13	1	1	0	0	0	0	0	0	0	0	92
1615 PM	0	75	13	1	1	0	0	0	0	0	0	0	0	92
1630 PM	0	71	22	1	2	0	0	0	0	0	0	0	0	96
1645 PM	0	90	15	0	3	1	0	0	0	0	0	0	0	109
1700 PM	1	94	20	0	1	0	0	0	0	0	0	0	0	117
1715 PM	0	95	22	0	0	0	0	0	0	0	0	0	0	117
1730 PM	1	75	20	0	2	1	0	0	0	0	0	0	0	100
1745 PM	2	57	10	0	0	0	0	0	0	0	0	0	0	70
1800 PM	0	72	22	0	1	0	0	0	0	0	0	0	0	95
1815 PM	2	64	21	0	1	0	0	0	0	0	0	0	0	88
1830 PM	0	65	14	0	0	0	0	0	0	0	0	0	0	79
1845 PM	1	41	8	0	0	0	0	0	0	0	0	0	0	50
1900 PM	0	42	11	0	0	0	0	0	0	0	0	0	0	53
1915 PM	1	40	8	0	1	0	0	0	0	0	0	0	0	50
1930 PM	0	34	10	0	0	0	0	0	0	0	0	0	0	44
1945 PM	0	38	9	0	1	0	0	0	0	0	0	0	0	48
2000 PM	0	47	7	0	0	0	0	0	0	0	0	0	0	54
2015 PM	0	45	13	0	1	0	0	0	0	0	0	0	0	58
2030 PM	0	30	11	0	1	0	0	0	0	0	0	0	0	42
2045 PM	0	30	11	0	1	0	0	0	0	0	0	0	0	42
2100 PM	0	26	8	0	0	0	0	0	0	0	0	0	0	34
2115 PM	0	20	5	0	1	0	0	0	0	0	0	0	0	26
2130 PM	0	23	4	0	0	0	0	0	0	0	0	0	0	27
2145 PM	0	14	5	0	0	0	0	0	0	0	0	0	0	19
2200 PM	0	21	3	0	1	0	0	0	0	0	0	0	0	25
2215 PM	0	23	1	0	1	0	0	0	0	0	0	0	0	26
2230 PM	0	9	3	0	1	0	0	0	0	0	0	0	0	13
2245 PM	0	11	4	0	0	0	0	0	0	0	0	0	0	16
2260 PM	0	11	4	0	0	0	0	0	0	0	0	0	0	16
2315 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
2330 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
2345 PM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
% of Total	1	17.2	2.0	0.4	1.1	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	100%

AM Volumes	1222	363	30	4	0	0	0	0	0	0	0	0	0	1669
AM Peak Hour	05:45	07:15	07:15	07:15	07:30	05:15	08:30	11:45	0	0	0	0	0	07:15
PM Volumes	1	354	87	15	2	0	0	0	0	0	0	0	0	460
PM Peak Hour	06:00	06:45	06:45	06:45	06:45	06:45	06:45	06:45	06:45	06:45	06:45	06:45	06:45	06:45
Volume	17:30	16:45	15:00	14:45	14:45	13:00	12:00	12:00	15:00	15:00	15:00	15:00	15:00	16:45
%	85	85	34	3	3	5	4	5	4	5	4	5	4	48
Directional Peak Volumes	AM 7:30	PM 4:45	PM 4:45	PM 4:45	PM 4:45	PM 4:45	PM 4:45	PM 4:45	PM 4:45	PM 4:45	PM 4:45	PM 4:45	PM 4:45	PM 4:45
Volume	714	430	430	430	430	430	430	430	430	430	430	430	430	430
%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Off Peak Volumes	2302	800	800	800	800	800	800	800	800	800	800	800	800	2302
%	56%	56%	56%	56%	56%	56%	56%	56%	56%	56%	56%	56%	56%	56%

Classification Definitions			
1	Motorcycles	4	Buses
2	Passenger Cars	5	2-Axis, 6-Tire Single Units
3	2-Axis, 4-Tire Single Units	6	3-Axis Single Units
7	3-Axis Single Units	8	4-Axis Single Trainers
9	4-Axis Single Trainers	10	5-Axis Single Trainers
11	5-Axis Single Trainers	11	6-Axis Multi-Trailers
12	6-Axis Multi-Trailers	12	6-Axis Multi-Trailers
13	7-Axis Multi-Trailers		

CLASSIFICATION

Old Cornelia Hwy W/O Hyde Mill Rd

Day: Wednesday

Date: 3/30/2022

City: Lula

Project #: GA22_180057_002e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
01:00	0	5	2	0	0	0	0	0	2	0	0	0	0	9
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	5	2	0	0	0	0	0	2	0	0	0	0	9
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:00	1	3	2	0	0	0	0	0	1	0	0	0	0	7
06:00	0	26	3	0	3	0	0	0	0	0	0	0	0	32
07:00	0	45	12	0	4	0	0	1	1	0	0	0	0	63
08:00	0	72	19	0	7	0	0	0	0	0	0	0	0	98
09:00	0	44	14	0	3	0	0	0	0	0	0	0	0	61
10:00	0	48	17	0	4	0	0	0	0	0	0	0	0	69
11:00	0	70	25	0	3	0	0	1	0	0	0	0	0	99
12:00 PM	0	100	23	0	2	2	0	0	2	0	0	0	0	129
13:00	2	106	30	0	2	2	0	2	0	0	0	0	0	144
14:00	2	91	29	1	6	0	0	0	0	0	0	0	0	129
15:00	2	166	58	2	6	0	0	1	0	1	0	0	0	236
16:00	0	210	48	2	5	2	0	0	0	0	0	0	0	267
17:00	3	234	50	0	3	1	0	1	2	0	0	0	0	294
18:00	2	162	34	0	1	1	0	0	0	0	0	0	0	200
19:00	0	90	17	0	1	0	0	0	0	0	0	0	0	108
20:00	0	103	26	0	0	1	0	0	1	0	0	0	0	131
21:00	0	52	10	0	1	0	0	0	0	0	0	0	0	63
22:00	0	42	6	0	1	0	0	0	0	0	0	0	0	49
23:00	0	27	1	0	1	0	0	0	0	0	0	0	0	29
Totals	12	1724	430	5	53	9		6	11	1				2251
% of Totals	1%	77%	19%	0%	2%	0%		0%	0%	0%				100%

AM Volumes	1	341	98	0	24	0	0	2	6	0	0	0	0	472
% AM	0%	15%	4%		1%			0%	0%					21%
AM Peak Hour	05:00	08:00	11:00		08:00			07:00	01:00					11:00
Volume	1	72	25		7			1	2					99
PM Volumes	11	1383	332	5	29	9	0	4	5	1	0	0	0	1779
% PM	0%	61%	15%	0%	1%	0%		0%	0%	0%				79%
PM Peak Hour	17:00	17:00	15:00	15:00	14:00	12:00		13:00	12:00	15:00				17:00
Volume	3	234	58	2	6	2		2	2	1				294
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume		%	Volume		%	Volume		%	Volume		%
			161	↔	7%	273	↔	12%	561	↔	25%	1256	↔	56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Old Cornelia Hwy W/O Hyde Mill Rd

Day: Wednesday

Date: 3/30/2022

City: Lula

Project #: GA22_180057_002w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	3	1	0	0	0	0	0	1	0	0	0	0	5
02:00	0	2	1	0	0	0	0	1	1	0	0	0	0	5
03:00	0	4	4	0	0	1	0	0	1	0	0	0	0	10
04:00	0	13	10	0	1	0	0	1	0	0	0	0	0	25
05:00	1	59	22	0	3	1	0	0	1	0	0	0	0	87
06:00	2	134	40	2	7	1	0	0	0	0	0	0	0	186
07:00	0	270	59	3	5	0	0	0	0	0	0	0	0	337
08:00	0	166	42	2	4	0	0	1	1	0	0	0	0	216
09:00	0	96	27	1	2	1	0	1	1	0	0	0	0	129
10:00	0	71	23	0	4	0	0	0	1	0	0	0	0	99
11:00	0	57	26	2	7	0	0	0	0	0	0	0	0	92
12:00 PM	0	78	31	0	6	1	0	2	3	0	0	0	0	121
13:00	1	63	24	1	5	0	0	2	0	0	0	0	0	96
14:00	1	116	24	1	4	1	0	0	1	0	0	0	0	148
15:00	1	74	27	2	6	0	0	1	0	1	0	0	0	112
16:00	0	96	23	1	3	0	0	0	1	0	0	0	0	124
17:00	1	88	25	0	1	0	0	0	0	0	0	0	0	115
18:00	1	80	28	0	1	0	0	0	0	0	0	0	0	110
19:00	1	61	17	0	2	0	0	0	0	0	0	0	0	81
20:00	0	50	15	0	2	0	0	0	0	0	0	0	0	67
21:00	0	31	12	0	1	0	0	0	0	0	0	0	0	44
22:00	0	23	5	0	1	0	0	0	2	0	0	0	0	31
23:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Totals	9	1648	488	15	65	6		9	14	1				2255
% of Totals	0%	73%	22%	1%	3%	0%		0%	1%	0%				100%

AM Volumes	3	881	255	10	33	4	0	4	7	0	0	0	0	1197
% AM	0%	39%	11%	0%	1%	0%		0%	0%					53%
AM Peak Hour	06:00	07:00	07:00	07:00	06:00	03:00		02:00	01:00					07:00
Volume	2	270	59	3	7	1		1	1					337
PM Volumes	6	767	233	5	32	2	0	5	7	1	0	0	0	1058
% PM	0%	34%	10%	0%	1%	0%		0%	0%	0%				47%
PM Peak Hour	13:00	14:00	12:00	15:00	12:00	12:00		12:00	12:00	15:00				14:00
Volume	1	116	31	2	6	1		2	3	1				148
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume		%	Volume		%	Volume		%	Volume		%
			553	↔	25%	217	↔	10%	239	↔	11%	1246	↔	55%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Old Cornelia Hwy W/O Hyde Mill Rd

Day: Wednesday

Date: 3/30/2022

City: Lula

Project #: GA22_180057_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	20
01:00	0	8	3	0	0	0	0	0	3	0	0	0	0	14
02:00	0	8	2	0	0	0	0	1	1	0	0	0	0	12
03:00	0	9	6	0	0	1	0	0	3	0	0	0	0	19
04:00	0	16	11	0	1	0	0	1	0	0	0	0	0	29
05:00	2	62	24	0	3	1	0	0	2	0	0	0	0	94
06:00	2	160	43	2	10	1	0	0	0	0	0	0	0	218
07:00	0	315	71	3	9	0	0	1	1	0	0	0	0	400
08:00	0	238	61	2	11	0	0	1	1	0	0	0	0	314
09:00	0	140	41	1	5	1	0	1	1	0	0	0	0	190
10:00	0	119	40	0	8	0	0	0	1	0	0	0	0	168
11:00	0	127	51	2	10	0	0	1	0	0	0	0	0	191
12:00 PM	0	178	54	0	8	3	0	2	5	0	0	0	0	250
13:00	3	169	54	1	7	2	0	4	0	0	0	0	0	240
14:00	3	207	53	2	10	1	0	0	1	0	0	0	0	277
15:00	3	240	85	4	12	0	0	2	0	2	0	0	0	348
16:00	0	306	71	3	8	2	0	0	1	0	0	0	0	391
17:00	4	322	75	0	4	1	0	1	2	0	0	0	0	409
18:00	3	242	62	0	2	1	0	0	0	0	0	0	0	310
19:00	1	151	34	0	3	0	0	0	0	0	0	0	0	189
20:00	0	153	41	0	2	1	0	0	1	0	0	0	0	198
21:00	0	83	22	0	2	0	0	0	0	0	0	0	0	107
22:00	0	65	11	0	2	0	0	0	2	0	0	0	0	80
23:00	0	34	3	0	1	0	0	0	0	0	0	0	0	38
Totals	21	3372	918	20	118	15		15	25	2				4506
% of Totals	0%	75%	20%	0%	3%	0%		0%	1%	0%				100%

AM Volumes	4	1222	353	10	57	4	0	6	13	0	0	0	0	1669
% AM	0%	27%	8%	0%	1%	0%		0%	0%					37%
AM Peak Hour	05:00	07:00	07:00	07:00	08:00	03:00		02:00	01:00					07:00
Volume	2	315	71	3	11	1		1	3					400
PM Volumes	17	2150	565	10	61	11	0	9	12	2	0	0	0	2837
% PM	0%	48%	13%	0%	1%	0%		0%	0%	0%				63%
PM Peak Hour	17:00	17:00	15:00	15:00	15:00	12:00		13:00	12:00	15:00				17:00
Volume	4	322	85	4	12	3		4	5	2				409
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes
All Classes		Volume		%		Volume		%		Volume		%		Volume
		714	↔	16%		490	↔	11%		800	↔	18%		2502
														56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME

Old Cornelia Hwy W/O Hyde Mill Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_002

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						2,251	2,255	4,506
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00	0	0	4	0	4		12:00	0	0	35	23	58		
00:15	0	0	6	3	9		12:15	0	0	32	31	63		
00:30	0	0	2	2	4		12:30	0	0	32	32	64		
00:45	0	0	2	14	1	6	12:45	0	0	30	129	35	121	250
01:00	0	0	3	0	3		13:00	0	0	34	23	57		
01:15	0	0	3	2	5		13:15	0	0	27	27	54		
01:30	0	0	1	2	3		13:30	0	0	32	24	56		
01:45	0	0	2	9	1	5	13:45	0	0	51	144	22	96	240
02:00	0	0	1	0	1		14:00	0	0	21	34	55		
02:15	0	0	3	3	6		14:15	0	0	36	22	58		
02:30	0	0	0	0			14:30	0	0	38	45	83		
02:45	0	0	3	7	2	5	14:45	0	0	34	129	47	148	277
03:00	0	0	2	1	3		15:00	0	0	41	31	72		
03:15	0	0	3	4	7		15:15	0	0	53	28	81		
03:30	0	0	3	4	7		15:30	0	0	66	28	94		
03:45	0	0	1	9	1	10	15:45	0	0	76	236	25	112	348
04:00	0	0	2	3	5		16:00	0	0	66	26	92		
04:15	0	0	0	6	6		16:15	0	0	61	33	94		
04:30	0	0	1	6	7		16:30	0	0	62	34	96		
04:45	0	0	1	4	10	25	16:45	0	0	78	267	31	124	391
05:00	0	0	2	14	16		17:00	0	0	79	38	117		
05:15	0	0	0	23	23		17:15	0	0	91	31	122		
05:30	0	0	2	23	25		17:30	0	0	73	27	100		
05:45	0	0	3	7	27	87	17:45	0	0	51	294	19	115	409
06:00	0	0	8	37	45		18:00	0	0	60	35	95		
06:15	0	0	9	40	49		18:15	0	0	66	22	88		
06:30	0	0	4	57	61		18:30	0	0	48	29	77		
06:45	0	0	11	32	52	186	18:45	0	0	26	200	24	110	310
07:00	0	0	9	63	72		19:00	0	0	26	27	53		
07:15	0	0	16	75	91		19:15	0	0	27	23	50		
07:30	0	0	22	100	122		19:30	0	0	31	12	43		
07:45	0	0	16	63	99	337	19:45	0	0	24	108	19	81	189
08:00	0	0	38	94	132		20:00	0	0	37	20	57		
08:15	0	0	29	50	79		20:15	0	0	39	19	58		
08:30	0	0	16	37	53		20:30	0	0	26	16	42		
08:45	0	0	15	98	35	216	20:45	0	0	29	131	12	67	198
09:00	0	0	16	31	47		21:00	0	0	24	10	34		
09:15	0	0	17	34	51		21:15	0	0	19	7	26		
09:30	0	0	12	23	35		21:30	0	0	11	16	27		
09:45	0	0	16	61	41	129	21:45	0	0	9	63	11	44	107
10:00	0	0	13	30	43		22:00	0	0	19	6	25		
10:15	0	0	19	23	42		22:15	0	0	15	11	26		
10:30	0	0	19	21	40		22:30	0	0	4	9	13		
10:45	0	0	18	69	25	99	22:45	0	0	11	49	5	31	80
11:00	0	0	25	16	41		23:00	0	0	8	3	11		
11:15	0	0	28	21	49		23:15	0	0	8	4	12		
11:30	0	0	30	26	56		23:30	0	0	6	2	8		
11:45	0	0	16	99	29	92	23:45	0	0	7	29	0	9	38
TOTALS	472				1197	1669	TOTALS	1779				1058	2837	
SPLIT %	28.3%				71.7%	37.0%	SPLIT %	62.7%				37.3%	63.0%	

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						2,251	2,255	4,506
AM Peak Hour			11:45	07:15	07:15		PM Peak Hour			16:45	14:30	16:45		
AM Pk Volume			115	368	460		PM Pk Volume			321	151	448		
Pk Hr Factor			0.821	0.920	0.871		Pk Hr Factor			0.882	0.803	0.918		
7 - 9 Volume	0	0	161	553	714		4 - 6 Volume	0	0	561	239	800		
7 - 9 Peak Hour			07:30	07:15	07:15		4 - 6 Peak Hour			16:45	16:15	16:45		
7 - 9 Pk Volume	0	0	105	368	460		4 - 6 Pk Volume	0	0	321	136	448		
Pk Hr Factor	0.000	0.000	0.691	0.920	0.871		Pk Hr Factor	0.000	0.000	0.882	0.895	0.918		

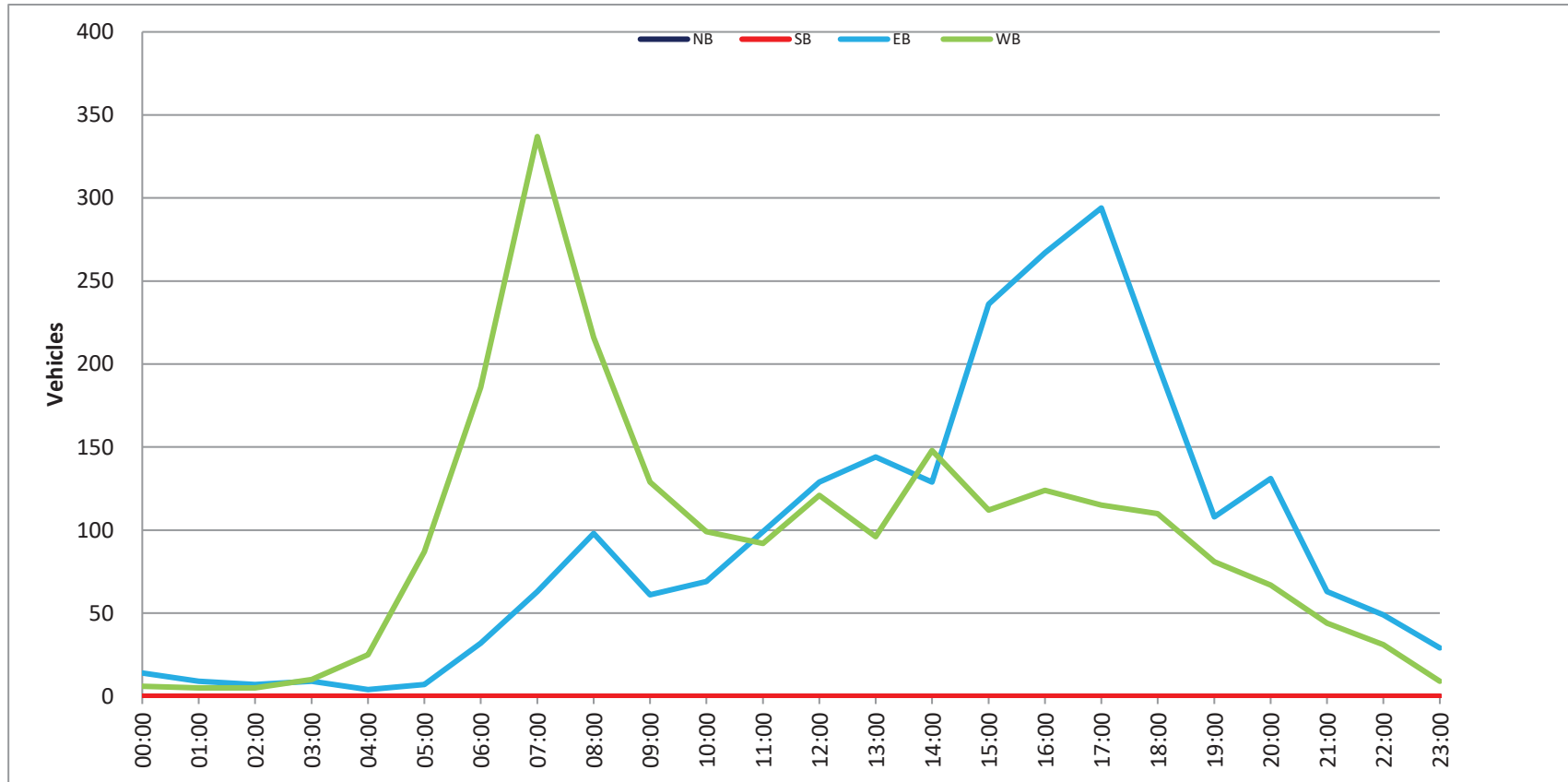
Prepared by NDS/ATD

Project #: GA22_180057_002

City: Lula

Location: Old Cornelia Hwy W/O Hyde Mill Rd

Date: 3/30/2022



CLASSIFICATION

Cagle Mill Rd S/O Julian Baugh Rd

Day: Wednesday

Day: Wednesday
Date: 4/12/2022

City: Lula

Project #: GA22_180057_003n

North Bound

[illegible][illegible]

Classification definitions									
1	Motorcycles	4	Bus	7	>=4-Axle Single Units	10	>=6-Axle Single Trailers	13	>=7-Axle Multi-Trailers
2	Passenger Cars	5	2-Axle, 6-Tire Single Units	8	<=4-Axle Single Trailers	11	<=5-Axle Multi-Trailers		
3	Passenger Cars	6	3-Axle Single Units	9	5-Axle Single Trailers	12	6-Axle Multi-Trailers		
4	2-Axle, 4-Tire Single Units								

CLASSIFICATION

Cagle Mill Rd S/O Julian Baugh Rd

Day: Wednesday

Date: 4/12/2022

City: Lub

Project#: GAZ2_180057_001s

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0215 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0515 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0560 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0575 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0660 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0675 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0700 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
0800 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0830 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0900 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0915 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0945 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1030 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1115 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1130 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1230 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1300 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1315 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1330 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1345 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1360 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1400 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1460 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1475 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1500 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1545 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1600 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1615 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1700 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1745 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1800 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1830 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1900 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1915 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1930 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2000 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2015 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2115 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2130 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2145 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2200 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2230 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2260 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2275 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2360 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% of Total	1	16	25	1	16	30	1	1	1	1	1	1	1	100

AM Volume	1	13	6	0	1	1	0	0	0	0	0	0	0	22
AM Peak Hour	01:15	01:30	01:45	02:00	02:15	02:30	02:45	03:00	03:15	03:30	03:45	04:00	04:15	04:30
Volume	1	13	6	0	1	1	0	0	0	0	0	0	0	22
% PM	1	13	6	0	1	1	0	0	0	0	0	0	0	22
PM Peak Hour	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45	21:00	21:15	21:30
Volume	1	13	6	0	1	1	0	0	0	0	0	0	0	22
% PM	1	13	6	0	1	1	0	0	0	0	0	0	0	22
Off Peak Volumes	1	13	6	0	1	1	0	0	0	0	0	0	0	22
%	1	13	6	0	1	1	0	0	0	0	0	0	0	22

Classification Criteria			
1 Motorcycles	4 Buses	10 3-6 Axle Single Trailers	13 3-7 Axle Multi Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	11 3-6 Axle Multi Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	12 3-Axle Multi Trailers	

CLASSIFICATION

Cagle Mill Rd S/O Julian Baugh Rd

Day: Wednesday

Day: Wednesday

City: Lula

Project #: GA22_180057_003

Summary

[illegible]

Classification definitions			
1	Motorcycles	4	Buses
2	Passenger Cars	5	> 6-Axle Single Units
3	2-Axle, 6-Tire Single Units	6	<4-Axle Single Trailers
	3-Axle Single Units	7	<5-Axle Multi-Trailers
	4-Tire Single Units	8	6-Axle Single Trailers
	5-Axle Single Units	9	<4-Axle Single Trailers
	>6-Axle Single Units	10	>6-Axle Single Trailers
	2-Axle, 6-Tire Single Trailers	11	<5-Axle Multi-Trailers
	<4-Axle Single Trailers	12	6-Axle Multi-Trailers
		13	>7-Axle Multi-Trailers

CLASSIFICATION

Cagle Mill Rd S/O Julian Baugh Rd

Day: Wednesday

Date: 3/30/2022

City: Lula

Project #: GA22_180057_003n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
06:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
07:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
08:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
09:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
10:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
11:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
13:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
14:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
15:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
16:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	1	44	18		2									65
% of Totals	2%	68%	28%		3%									100%

AM Volumes	1	24	11	0	1	0	0	0	0	0	0	0	0	37
% AM	2%	37%	17%		2%									57%
AM Peak Hour		10:00	05:00		09:00									10:00
Volume	1	7	2		1									9
PM Volumes	0	20	7	0	1	0	0	0	0	0	0	0	0	28
% PM		31%	11%		2%									43%
PM Peak Hour		12:00	15:00		15:00									15:00
Volume		3	2		1									5
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume		%	Volume		%	Volume		%	Volume		%
			6	↔	9%	8	↔	12%	4	↔	6%	47	↔	72%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Cagle Mill Rd S/O Julian Baugh Rd

Day: Wednesday

Date: 3/30/2022

City: Lula

Project #: GA22_180057_003s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	1	1	0	0	1	0	0	0	0	0	0	0	3
08:00	0	1	4	0	0	0	0	0	0	0	0	0	0	5
09:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
13:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
14:00	0	4	0	0	0	1	0	0	0	0	0	0	0	5
15:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
16:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
17:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
18:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
19:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	1	48	17		1	2								69
% of Totals	1%	70%	25%		1%	3%								100%

AM Volumes	1	13	6	0	1	1	0	0	0	0	0	0	0	22
% AM	1%	19%	9%		1%	1%								32%
AM Peak Hour	02:00	09:00	08:00		11:00	07:00								08:00
Volume	1	3	4		1	1								5
PM Volumes	0	35	11	0	0	1	0	0	0	0	0	0	0	47
% PM		51%	16%			1%								68%
PM Peak Hour		19:00	15:00			14:00								19:00
Volume		7	2			1								9
Directional Peak Periods				AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes				
All Classes				Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	
				8	12%	6	9%	7	10%	48	70%			

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Cagle Mill Rd S/O Julian Baugh Rd

Day: Wednesday

Date: 3/30/2022

City: Lula

Project #: GA22_180057_003

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
06:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
07:00	0	3	2	0	0	1	0	0	0	0	0	0	0	6
08:00	0	3	5	0	0	0	0	0	0	0	0	0	0	8
09:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
10:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
11:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
12:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
13:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
14:00	0	7	1	0	0	1	0	0	0	0	0	0	0	9
15:00	0	7	4	0	1	0	0	0	0	0	0	0	0	12
16:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
17:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
18:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
19:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	2	92	35		3	2								134
% of Totals	1%	69%	26%		2%	1%								100%

AM Volumes	2	37	17	0	2	1	0	0	0	0	0	0	0	59
% AM	1%	28%	13%		1%	1%								44%
AM Peak Hour		10:00	08:00		09:00	07:00								10:00
Volume	1	10	5		1	1								12
PM Volumes	0	55	18	0	1	1	0	0	0	0	0	0	0	75
% PM		41%	13%		1%	1%								56%
PM Peak Hour		19:00	15:00		15:00	14:00								15:00
Volume		9	4		1	1								12
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume		%	Volume		%	Volume		%	Volume		%
			14	↔	10%	14	↔	10%	11	↔	8%	95	↔	71%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME

Cagle Mill Rd S/O Julian Baugh Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_003

DAILY TOTALS					NB	SB						EB	WB	Total
					65	69						0	0	134
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00	0	0	0	0			12:00	0	0	0	0			
00:15	1	0	0	0	1		12:15	1	1	0	0	2		
00:30	0	0	0	0			12:30	3	1	0	0	4		
00:45	0	1	0	0	1		12:45	0	4	0	2	6		
01:00	0	0	0	0			13:00	2	1	0	0	3		
01:15	0	0	0	0			13:15	0	1	0	0	1		
01:30	0	0	0	0			13:30	0	1	0	0	1		
01:45	0	0	0	0			13:45	2	4	1	4	8		
02:00	0	1	0	0	1		14:00	1	1	0	0	2		
02:15	0	0	0	0			14:15	1	1	0	0	2		
02:30	0	0	0	0			14:30	1	0	0	0	1		
02:45	0	0	1	0	1		14:45	1	4	3	5	9		
03:00	0	0	0	0			15:00	0	0	0	0			
03:15	0	0	0	0			15:15	1	1	0	0	2		
03:30	0	0	0	0			15:30	2	1	0	0	3		
03:45	0	0	0	0			15:45	2	5	5	7	12		
04:00	0	0	0	0			16:00	0	2	0	0	2		
04:15	0	0	0	0			16:15	1	1	0	0	2		
04:30	0	0	0	0			16:30	1	0	0	0	1		
04:45	1	1	0	0	1		16:45	0	2	2	5	7		
05:00	1	1	0	0	2		17:00	2	0	0	0	2		
05:15	0	0	0	0			17:15	0	0	0	0			
05:30	2	0	0	0	2		17:30	0	1	0	0	1		
05:45	2	5	1	2	7		17:45	0	2	1	2	4		
06:00	1	0	0	0	1		18:00	2	0	0	0	2		
06:15	4	0	0	0	4		18:15	0	2	0	0	2		
06:30	1	0	0	0	1		18:30	0	2	0	0	2		
06:45	0	6	1	1	7		18:45	1	3	1	5	8		
07:00	1	0	0	0	1		19:00	1	6	0	0	7		
07:15	1	1	0	0	2		19:15	0	1	0	0	1		
07:30	0	0	0	0			19:30	0	1	0	0	1		
07:45	1	3	2	3	6		19:45	1	2	1	9	11		
08:00	0	1	0	0	1		20:00	0	1	0	0	1		
08:15	1	1	0	0	2		20:15	0	0	0	0			
08:30	2	1	0	0	3		20:30	0	0	0	0			
08:45	0	3	2	5	8		20:45	0	0	1	0	1		
09:00	0	1	0	0	1		21:00	1	2	0	0	3		
09:15	2	0	0	0	2		21:15	0	1	0	0	1		
09:30	2	2	0	0	4		21:30	1	1	0	0	2		
09:45	2	6	0	3	9		21:45	0	2	2	6	8		
10:00	0	0	0	0			22:00	0	0	0	0			
10:15	3	1	0	0	4		22:15	0	1	0	0	1		
10:30	2	2	0	0	4		22:30	0	0	0	0			
10:45	4	9	0	3	12		22:45	0	0	1	0	1		
11:00	0	1	0	0	1		23:00	0	0	0	0			
11:15	1	3	0	0	4		23:15	0	0	0	0			
11:30	0	0	0	0			23:30	0	0	0	0			
11:45	2	3	0	4	7		23:45	0	0	0	0			
TOTALS	37	22			59		TOTALS	28	47			75		
SPLIT %	62.7%	37.3%			44.0%		SPLIT %	37.3%	62.7%			56.0%		

DAILY TOTALS					NB	SB						EB	WB	Total
					65	69						0	0	134
AM Peak Hour	05:30	10:30			10:15		PM Peak Hour	12:15	18:15			15:15		
AM Pk Volume	9	6			13		PM Pk Volume	6	11			14		
Pk Hr Factor	0.563	0.500			0.813		Pk Hr Factor	0.500	0.458			0.500		
7 - 9 Volume	6	8	0	0	14		4 - 6 Volume	4	7	0	0	11		
7 - 9 Peak Hour	07:45	07:45			07:45		4 - 6 Peak Hour	16:15	16:00			16:00		
7 - 9 Pk Volume	4	5	0	0	9		4 - 6 Pk Volume	4	5	0	0	7		
Pk Hr Factor	0.500	0.625	0.000	0.000	0.750		Pk Hr Factor	0.500	0.625	0.000	0.000	0.875		

Appendix E:

Historic Traffic Counts

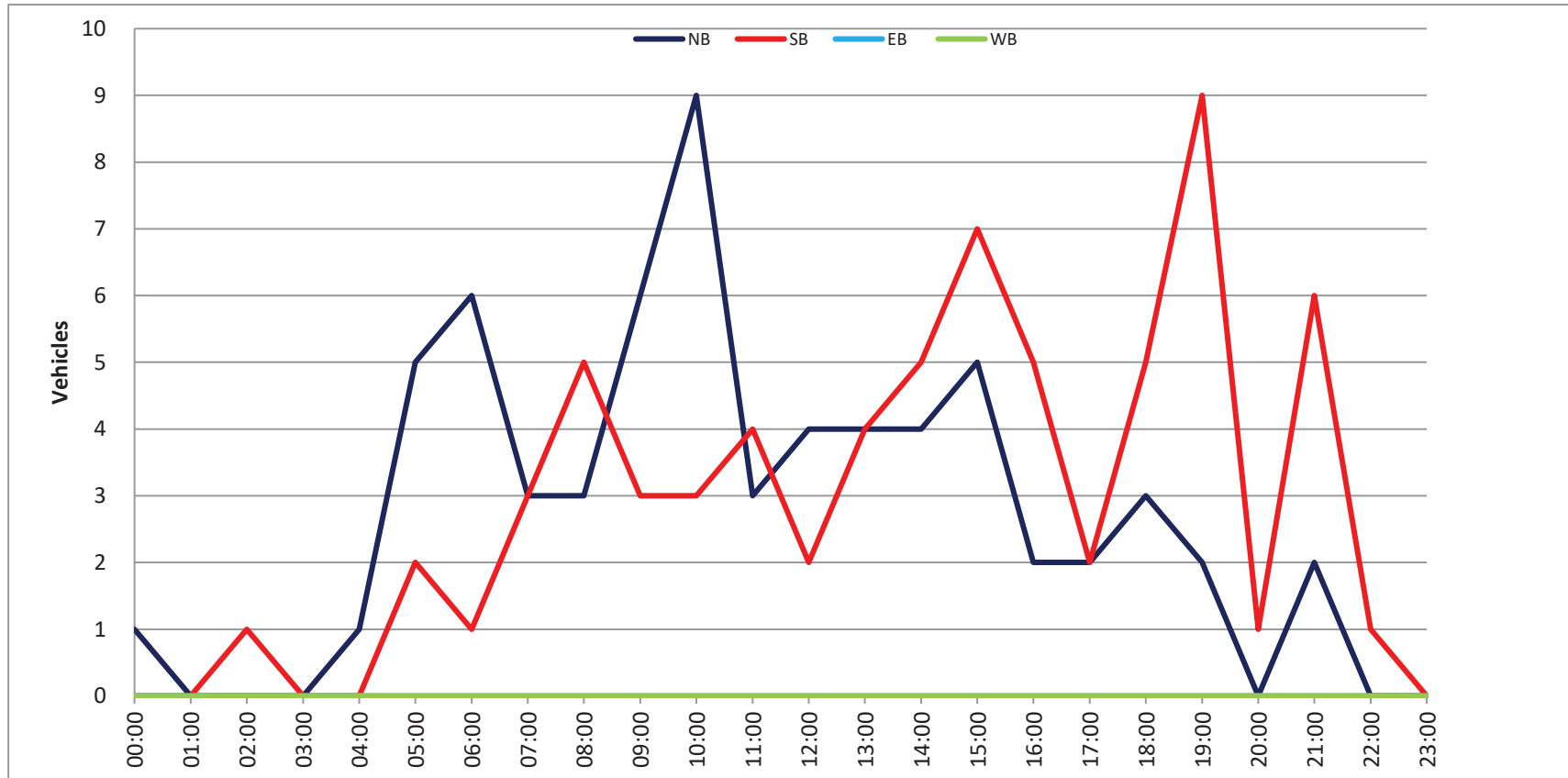
Prepared by NDS/ATD

Project #: GA22_180057_003

City: Lula

Location: Cagle Mill Rd S/O Julian Baugh Rd

Date: 3/30/2022





0000139_0225 - 139-0225

Description: CRT 084900 R

County: Hall

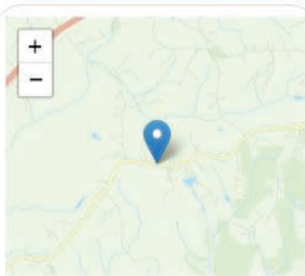
Route number: 00145700

LRS section: 1392145700

Functional class: 5R - Major Collector (Rural)

Coordinates: 34.3478044, -83.72471714

Site Data



Leaflet | Maps © Thunderforest, Data © OpenStreetMap contributors

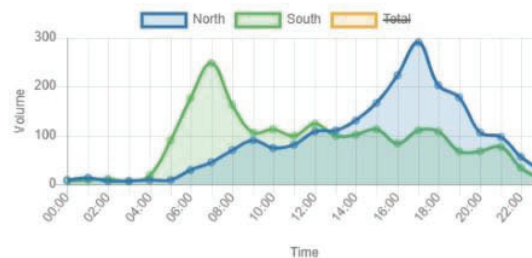
Count History

Year	Month	Count type	Duration	Count
2018	July	Class	48 hours	4183
2014	April	Volume	48 hours	3951
2010	January	Volume	48 hours	3916

Annual Statistics

Data Item	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Statistics type	-	-	-	-	Estimated	Estimated	Estimated	Actual	Estimated	Estimated
AADT	3940	3880	3860	3850	4040	4250	4380	3930	3930	3770
K-Factor	-	-	-	0.104	0.104	0.104	-	0.104	0.104	0.104
D-Factor	-	-	-	0.500	0.500	0.500	-	0.720	0.720	0.720
Future AADT	-	-	-	-	-	4790	5520	4960	4950	4950

Average Hourly Volume



Count History



AADT Trend



FHWA Vehicle Classification

1. Motorcycles 2 axes, 2 or 3 wheels.		0.91%
2. Passenger cars 2 axes. Can have 1- or 2-axis trailers.		72.17%
3. Pickups, panels, vans 2-axis, 4-tire single units. Can have 1- or 2-axis trailers.		21.31%
4. Buses 2- or 3-axis, full length.		0.18%
5. Single-unit trucks 2-axis, 6-tire, (dual rear tires), single-unit trucks.		3.01%
6. Single-unit trucks 3-axis, single-unit trucks.		0.50%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0%
8. Single-trailer trucks 3- or 4-axis, single-trailer trucks.		0.71%
9. Single-trailer trucks 5-axis, single-trailer trucks.		1.16%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.04%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axis, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.01%



0000139_8201 - 139-8201

Description: CRY 092800 L

County: Hall

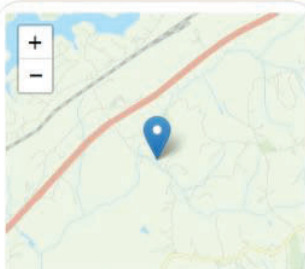
Route number: 00092400

LRS section: 1392092400

Functional class: 7R - Local (Rural)

Coordinates: 34.3604089054467, -83.7324372906166

Site Data



Leaflet | Maps © Thunderforest, Data © OpenStreetMap contributors

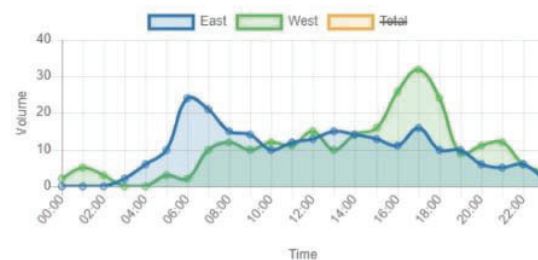
Count History

Year	Month	Count type	Duration	Count
2019	July	Class	48 hours	482
2016	July	Class	72 hours	295
2010	October	Class	48 hours	361

Annual Statistics

Data Item	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Statistics type	-	-	-	-	Estimated	Actual	Estimated	Estimated	Actual	Estimated
AADT	330	330	330	330	350	400	410	400	470	450
K-Factor	-	-	-	-	-	0.096	-	-	0.103	0.103
D-Factor	-	-	-	-	-	0.700	-	-	0.650	0.650
Future AADT	-	-	-	-	-	530	630	620	710	710

Average Hourly Volume



Count History



AADT Trend



FHWA Vehicle Classification

1. Motorcycles 2 axes, 2 or 3 wheels.		0.41%
2. Passenger cars 2 axes. Can have 1- or 2-axle trailers.		66.63%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		27.36%
4. Buses 2- or 3-axle, full length.		0.83%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		3.73%
6. Single-unit trucks 3-axle, single-unit trucks.		0.10%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.52%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.41%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0%
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%



Site 0000139_0215

Node Site

0000139_0215 - 139-0215

Description: CRX 087600

County: Hall

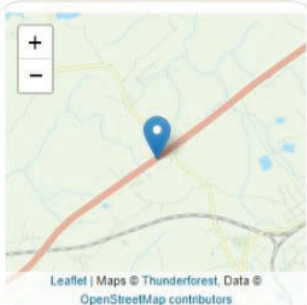
Route number: 00041900

LRS section: 1391041900

Functional class: 3R - Principal Arterial - Other (Rural)

Coordinates: 34.3939327144585, -83.6928845977857

Site Data



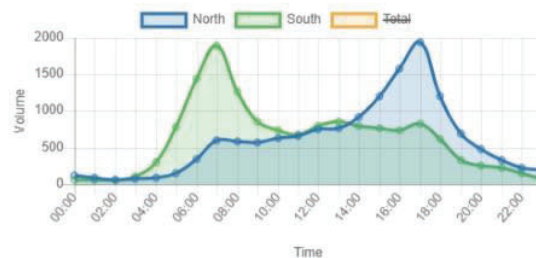
Count History

Year	Month	Count type	Duration	Count
2019	January	Class	48 hours	28906
2015	June	Class	48 hours	31210
2013	March	Class	48 hours	27163
2011	September	Class	48 hours	27398
2010	March	Volume	48 hours	28969

Annual Statistics

Data Item	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Statistics type	-	-	-	-	Actual	Estimated	Estimated	Estimated	Actual	Estimated
AADT	27200	26900	27300	30000	30000	31200	32200	32400	31700	30100
K-Factor	-	-	0.090	0.090	0.093	0.093	-	-	0.099	0.099
D-Factor	-	-	0.700	0.700	0.700	0.700	-	-	0.690	0.690
Future AADT	-	-	-	-	-	40100	43900	47400	46600	46600

Average Hourly Volume



Count History



AADT Trend



1. Motorcycles 2 axes, 2 or 3 wheels.		0.07%
2. Passenger cars 2 axes. Can have 1- or 2- axis trailers.		64.13%
3. Pickups, panels, vans 2-axis, 4-tire single units. Can have 1- or 2-axis trailers.		24.66%
4. Buses 2- or 3-axis, full length.		0.83%
5. Single-unit trucks 2-axis, 6-tire, (dual rear tires), single-unit trucks.		4.83%
6. Single-unit trucks 3-axis, single-unit trucks.		0.66%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.01%
8. Single-trailer trucks 3- or 4-axis, single-trailer trucks.		0.91%
9. Single-trailer trucks 5-axis, single-trailer trucks.		3.73%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.15%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axis, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.02%



0000139_0249 - 139-0249

Description: LULA

County: Hall

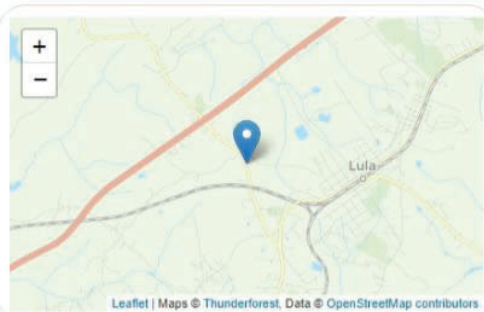
Route number: 00005200

LRS section: 1391005200

Functional class: 4R - Minor Arterial (Rural)

Coordinates: 34.38950853, -83.68435217

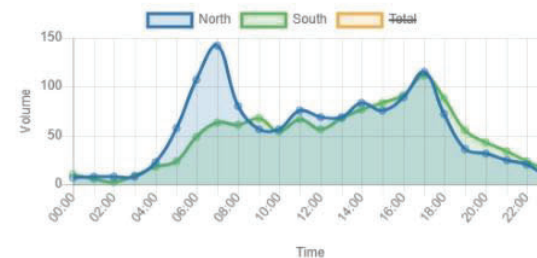
Site Data



Count History

Year	Month	Count type	Duration	Count
2020	January	Volume	48 hours	2498
2018	June	Class	48 hours	2468
2016	July	Volume	48 hours	3136
2014	April	Volume	48 hours	2524
2012	February	Volume	48 hours	2446

Average Hourly Volume



Count History



Annual Statistics

Data Item	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Statistics type	-	-	-	-	Estimated	Actual	Estimated	Actual	Estimated	Actual
AADT	2160	2200	2200	2430	2550	2700	2780	2380	2450	2170
K-Factor	-	-	-	0.098	0.098	0.101	-	0.102	0.102	0.096
D-Factor	-	-	-	0.500	0.500	0.500	-	0.520	0.520	0.520
Future AADT	-	-	-	-	-	2940	3550	3790	3640	3640

AADT Trend





Site 0000139_0248

Node Site

0000139_0248 - 139-0248

County: Hall

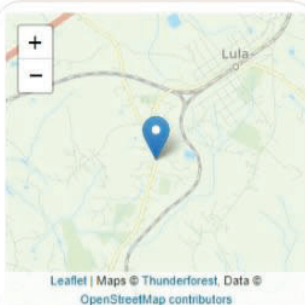
Route number: 00005200

LRS section: 1391005200

Functional class: 4R - Minor Arterial (Rural)

Coordinates: 34.3756288365924, -83.6786885028939

Site Data



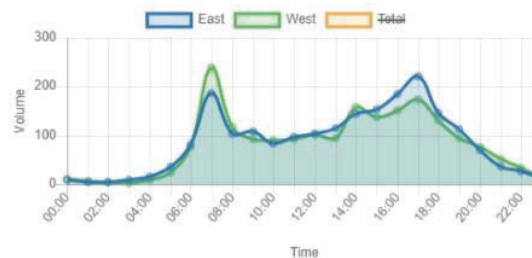
Count History

Year	Month	Count type	Duration	Count
2021	April	Class	48 hours	4050
2019	January	Class	48 hours	3140
2015	June	Class	48 hours	3348
2013	March	Volume	48 hours	3621
2011	September	Class	48 hours	3870
2010	January	Class	48 hours	3574

Annual Statistics

Data Item	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Statistics type	-	-	-	-	Actual	Estimated	Estimated	Estimated	Actual	Estimated
AADT	3630	3610	3210	3210	3230	3360	3460	3480	3450	3270
K-Factor	-	-	0.110	0.110	0.115	0.115	-	-	0.109	0.109
D-Factor	-	-	-	-	0.600	0.600	-	-	0.540	0.540
Future AADT	-	-	-	-	-	4020	4360	4380	4350	4350

Average Hourly Volume



Count History



AADT Trend



FHWA Vehicle Classification

1. Motorcycles 2 axes, 2 or 3 wheels.		0.69%
2. Passenger cars 2 axes. Can have 1- or 2- axle trailers.		64.86%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		25.68%
4. Buses 2- or 3-axle, full length.		0.58%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		3.79%
6. Single-unit trucks 3-axle, single-unit trucks.		0.63%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		1.07%
9. Single-trailer trucks 5-axle, single-trailer trucks.		2.67%
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%



0000139_0214 - 139-0214

Description: CRX 129800

County: Hall

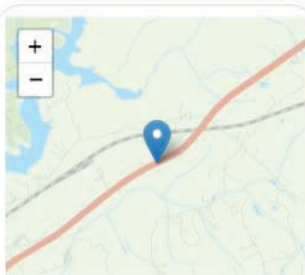
Route number: 00041900

LRS section: 1391041900

Functional class: 3R - Principal Arterial - Other (Rural)

Coordinates: 34.377722, -83.71739246

Site Data



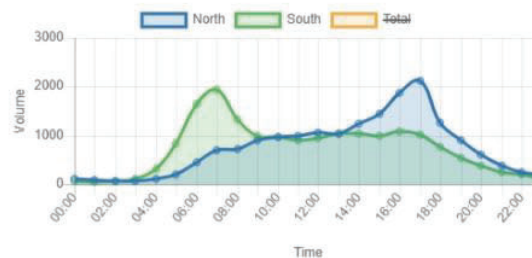
Count History

Year	Month	Count type	Duration	Count
2020	September	Class	48 hours	35410
2018	July	Class	48 hours	35424
2016	December	Class	48 hours	31740
2014	April	Class	48 hours	28406
2012	February	Class	48 hours	26636

Annual Statistics

Data Item	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Statistics type	-	-	-	-	Estimated	Estimated	Estimated	Actual	Estimated	Actual
AADT	23000	27100	27100	14700	15400	16000	16500	35500	36500	33200
K-Factor	-	-	-	0.172	0.172	0.172	-	0.088	0.088	0.096
D-Factor	-	-	-	0.800	0.800	0.800	-	0.690	0.690	0.680
Future AADT	-	-	-	-	-	20700	20800	44700	46000	46000

Average Hourly Volume



Count History



AADT Trend



FHWA Vehicle Classification

1. Motorcycles 2 axes, 2 or 3 wheels.		0.25%
2. Passenger cars 2 axes. Can have 1- or 2-axis trailers.		48.74%
3. Pickups, panels, vans 2-axis, 4-tire single units. Can have 1- or 2-axis trailers.		35.64%
4. Buses 2- or 3-axis, full length.		1.67%
5. Single-unit trucks 2-axis, 6-tire, (dual rear tires), single-unit trucks.		10.23%
6. Single-unit trucks 3-axis, single-unit trucks.		0.61%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.01%
8. Single-trailer trucks 3- or 4-axis, single-trailer trucks.		0.61%
9. Single-trailer trucks 5-axis, single-trailer trucks.		2.14%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.08%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0.01%
12. Multi-trailer trucks 6-axis, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.01%

Appendix F:

Existing Year and Future Year Build and No-Build Volumes

Existing COVID Adj

AM													
INTID	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	57	864	0	1	0	2167	33	6	0	18	0	0	0
2	14	0	1	0	0	0	0	0	3	6	2	7	0
3	1	11	0	0	0	5	3	4	0	0	0	0	0
4	1	1	1	0	1	7	2	1	4	2	0	16	2
5	0	0	0	0	1	0	7	0	82	0	0	373	2
6	0	778	0	0	0	2178	2	2	0	1	22	2	1

No Build

2023	INTID	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1	59	892	0	1	0	2237	34	6	0	19	0	0	0
	2	14	0	1	0	0	0	0	0	3	6	2	7	0
	3	1	11	0	0	0	5	3	4	0	0	0	0	0
	4	1	1	1	0	1	7	2	1	4	2	0	17	2
	5	0	0	0	0	1	0	7	0	85	0	0	385	2
	6	0	803	0	0	0	2249	2	2	0	1	23	2	1

No Build

2028	INTID	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1	69	1047	0	1	0	2625	40	7	0	22	0	0	0
	2	16	0	1	0	0	0	0	0	4	7	2	8	0
	3	1	13	0	0	0	6	4	5	0	0	0	0	0
	4	1	1	1	0	1	8	2	1	5	2	0	20	2
	5	0	0	0	0	1	0	8	0	100	0	0	452	2
	6	0	942	0	0	0	2639	2	2	0	1	27	2	1

Build

2023	INTID	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1	59	892	29	1	16	2237	34	6	0	19	105	0	55
	2	13	0	1	0	0	0	0	0	3	6	2	7	0
	3	2	11	0	0	0	5	5	10	0	0	0	0	0
	4	1	2	1	0	2	13	4	2	5	2	0	18	3
	5	0	0	0	0	2	0	13	0	85	0	0	385	3
	6	0	858	0	0	0	2268	2	2	0	1	22	2	1
	7	2	2	0	0	0	1	1	3	0	5	0	0	0
	8	1	2	0	0	0	5	1	2	0	5	0	0	0
	11	0	0	0	0	1	0	0	0	8	0	0	22	1

Build

2028	INTID	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1	69	1047	29	1	16	2625	40	7	0	22	105	0	55
	2	15	0	1	0	0	0	0	0	4	7	2	8	0
	3	2	13	0	0	0	6	6	11	0	0	0	0	0
	4	1	2	1	0	2	14	4	2	6	2	0	21	3
	5	0	0	0	0	2	0	14	0	100	0	0	452	3
	6	0	997	0	0	0	2658	2	2	0	1	26	2	1
	7	2	2	0	0	0	1	1	3	0	5	0	0	0
	8	1	2	0	0	0	5	1	2	0	5	0	0	0
	11	0	0	0	0	1	0	0	0	9	0	0	25	1

Existing COVID Adj

PM													
INTID	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	6	2475	0	2	0	1035	8	19	0	25	0	0	0
2	11	0	5	0	0	0	0	0	16	15	2	6	0
3	1	11	0	0	0	22	2	2	0	0	0	0	0
4	8	2	7	0	1	2	1	4	15	5	7	8	0
5	0	0	0	0	6	0	3	11	316	0	0	130	7
6	2	2463	25	0	1	1036	4	6	1	4	13	0	4

No Build

2023	INTID	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1	6	2555	0	2	0	1069	8	20	0	26	0	0	0
	2	11	0	5	0	0	0	0	0	17	15	2	6	0
	3	1	11	0	0	0	23	2	2	0	0	0	0	0
	4	8	2	7	0	1	2	1	4	15	5	7	8	0
	5	0	0	0	0	6	0	3	11	326	0	0	134	7
	6	2	2543	26	0	1	1070	4	6	1	4	13	0	4

No Build

2028	INTID	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1	7	2998	0	2	0	1254	9	23	0	31	0	0	0
	2	13	0	6	0	0	0	0	0	20	18	2	7	0
	3	1	13	0	0	0	27	2	2	0	0	0	0	0
	4	9	2	8	0	1	2	1	5	18	6	8	9	0
	5	0	0	0	0	7	0	4	13	383	0	0	157	8
	6	2	2984	31	0	1	1256	5	7	1	5	15	0	5

Build

2023	INTID	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1	6	2555	92	2	57	1069	8	20	0	26	55	0	33
	2	10	0	5	0	0	0	0	0	17	13	2	6	0
	3	9	11	0	0	0	23	7	7	0	0	0	0	0
	4	8	6	7	0	3	5	3	11	16	5	7	10	0
	5	0	0	0	0	8	0	4	16	326	0	0	134	9
	6	2	2583	24	0	1	1139	4	6	1	4	10	0	4
	7	6	2	0	0	0	3	3	2	0	3	0	0	0
	8	5	6	0	0	0	3	3	2	0	3	0	0	0
	11	0	0	0	0	0	0	1	0	32	0	0	19	2

Build

2028	INTID	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1	7	2998	92	2	55	1254	9	23	0	31	55	0	33
	2	12	0	6	0	0	0	0	0	20	16	2	7	0
	3	9	13	0	0	0	27	7	7	0	0	0	0	0
	4	9	6	8	0	3	5	3	12	19	6	8	11	0
	5	0	0	0	0	9	0	5	18	383	0	0	157	10
	6	2	3024	29	0	1	1325	5	7	1	5	14	0	5
	7	6	2	0	0	0	3	3	4	0	3	0	0	0
	8	5	6	0	0	0	3	3	2	0	3	0	0	0
	11	0	0	0	0	0	0	1	0	37	0	0	21	2

Appendix G:

Truck Percentage Calculation Chart

Old Cornelia Hwy W/O Hyde Mill Rd			Truck Percentage Calculation						
			Total	Class 1: Motorcycles	Class 2: Passenger Cars	Class 3: Pickups, Panels, Trucks	Classes 4-7: Single Unit Trucks	Classes 8-15: Combination Trucks	Total Trucks
	24 hr T								
		Volume	4506	21	3372	918	153	42	
		Percentage		0%	100%	0%	0%	0%	0.0%
	7:15 AM-8:15 AM								
		Volume	15430	354	87	5	12	2	
		Percentage		0%	0%	0%	0%	0%	0.0%
	4:45 PM-5:45 PM								
		Volume	448	2	355	80	9	2	
		Percentage		0%	100%	0%	0%	0%	0.0%

US 23/SR 365/Cornelia Hwy S/O Cagle Rd			Truck Percentage Calculation						
			Total	Class 1: Motorcycles	Class 2: Passenger Cars	Class 3: Pickups, Panels, Trucks	Classes 4-7: Single Unit Trucks	Classes 8-15: Combination Trucks	Total Trucks
	24 hr T								
		Volume	38014	42	27453	7547	1190	1782	
		Percentage		0%	100%	0%	0%	0%	0.0%
	7:15 AM-8:15 AM								
		Volume	2915	0	2087	672	81	75	
		Percentage		0%	100%	0%	0%	0%	0.0%
	4:45 PM-5:45 PM								
		Volume	3416	0	2504	742	75	95	
		Percentage		0%	100%	0%	0%	0%	0.0%

Cagle Mill Rd S/O Julian Baugh Rd			Truck Percentage Calculation						
			Total	Class 1: Motorcycles	Class 2: Passenger Cars	Class 3: Pickups, Panels, Trucks	Classes 4-7: Single Unit Trucks	Classes 8-15: Combination Trucks	Total Trucks
	24 hr T								
		Volume	134	2	92	35	5	0	
		Percentage		0%	100%	0%	0%	0%	0.0%
	10:15 AM-11:15 AM								
		Volume	13	0	10	2	1	0	
		Percentage		0%	100%	0%	0%	0%	0.0%
	3:15 PM-4:15 PM								
		Volume	14	0	8	5	1	0	
		Percentage		0%	100%	0%	0%	0%	0.0%

Roadway	Truck Percentages								
	24 hr T			7:15 AM-8:15 AM			4:45 PM-5:45 PM		
	Light Trucks	Heavy Trucks	Total	Light Trucks	Heavy Trucks	Total	Light Trucks	Heavy Trucks	Total
US 23/SR 365/Cornelia Hwy S/O Cagle Rd	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Old Cornelia Hwy W/O Hyde Mill Rd	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cagle Mill Rd S/O Julian Baugh Rd	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Appendix H:

COVID-19 Factor Calculation

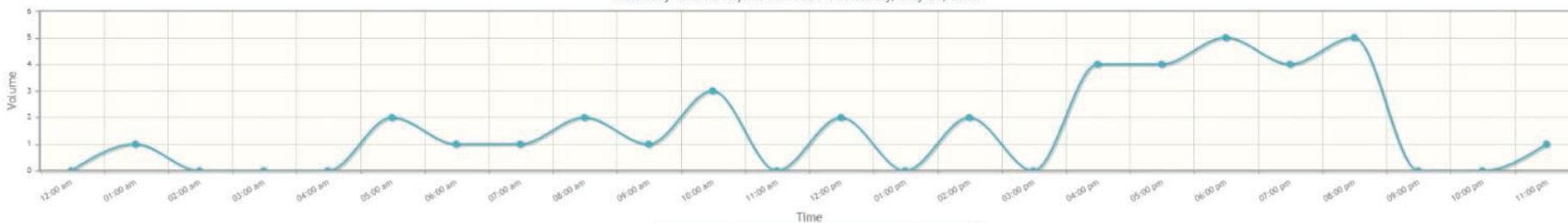
TC Station	Location	Year of Most Recent GDOT Count	GDOT Historical ADT	Growth Rate	Theoretical 2022 ADT	Collected 2022 ADT	COVID-19 Factor
139-0214	US 23/SR 365/Cornelia Hwy S/O Cagle Rd	2018	35,216	3.25%	40,022	38,014	1.05
139-8204	Cagle Mill Rd S/O Cagle Rd	2019	38	3.25%	42	134	0.31
139-0225	Old Cornelia Hwy S/O Country Lane	2018	4,260	3.25%	4,841	4,506	1.07
Weighted Average							1.05



Multi-Day Volume Report 139-8204 Wednesday, July 24, 2019

Multi-Day Volume Report 139-8204 Wednesday, July 24, 2019

- Toggle All
- Wed Jul 24
- Average Workday
- Average 7 Day



Switch chart type | Open in new window | Export as image | Hide graph

Site Name: 139-8204 Site ID: 0000139_8204 Description: CR 092800 BEG AT

All Lanes Time Period: 1 hour Class: Any Exclude data: None

	Wed Jul 24	Average Workday	7 Day	Total Count
12:00 am	0	-	-	0
01:00 am	1	-	-	1
02:00 am	0	-	-	0
03:00 am	0	-	-	0
04:00 am	0	-	-	0
05:00 am	2	-	-	2
06:00 am	1	-	-	1
07:00 am	1	-	-	1
08:00 am	2	-	-	2
09:00 am	1	-	-	1
10:00 am	3	-	-	3
11:00 am	0	-	-	0
12:00 pm	2	-	-	2
01:00 pm	0	-	-	0
02:00 pm	2	-	-	2
03:00 pm	0	-	-	0
04:00 pm	4	-	-	4
05:00 pm	4	-	-	4
06:00 pm	5	-	-	5
07:00 pm	4	-	-	4
08:00 pm	5	-	-	5
09:00 pm	0	-	-	0
10:00 pm	0	-	-	0
11:00 pm	1	-	-	1
7am-7pm	24	-	-	24
6am-10pm	34	-	-	34
6am-12am	35	-	-	35
12am-12am	38	-	-	38

Event key: QC failure Atypical (QC) Events Special Holiday Offline
Weekends and defined holidays

Notes on data:
Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:
None

Data prepared by Drakewell US OIN - Nevada May 13, 2022 4:15:57 PM.

C2 > GOOT_PORTABLES > Sites > 0000139_8204 (139-8204) > Multi-Day Volume Report 139-8204 Wednesday, July 24, 2019 Report

C2-Cloud Traffic Data ©2003-2022 Drakewell Ltd.

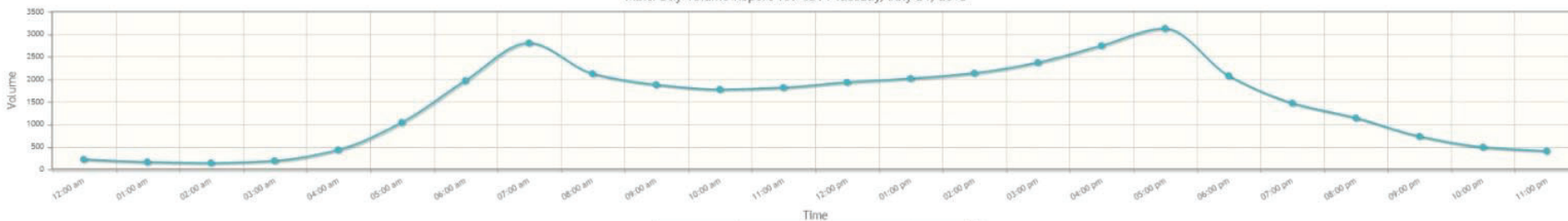
Version 22.04.26.150325



Multi-Day Volume Report 139-0214 Tuesday, July 24, 2018

Multi-Day Volume Report 139-0214 Tuesday, July 24, 2018

- Toggle All
- Tue Jul 24
- Average Workday
- Average 7 Day



Switch chart type Open in new window Export as image Hide graph

Site Name: 139-0214 Site ID: 0000139_0214 Description: CRX 129800

All Lanes Time Period: 1 hour Class: Any Exclude data: None

	Tue Jul 24	Average Workday	7 Day Average	Total Count
12:00 am	222	-	-	222
01:00 am	165	-	-	165
02:00 am	143	-	-	143
03:00 am	191	-	-	191
04:00 am	433	-	-	433
05:00 am	1041	-	-	1041
06:00 am	1968	-	-	1968
07:00 am	2804	-	-	2804
08:00 am	2125	-	-	2125
09:00 am	1879	-	-	1879
10:00 am	1774	-	-	1774
11:00 am	1815	-	-	1815
12:00 pm	1933	-	-	1933
01:00 pm	2018	-	-	2018
02:00 pm	2136	-	-	2136
03:00 pm	2371	-	-	2371
04:00 pm	2745	-	-	2745
05:00 pm	3126	-	-	3126
06:00 pm	2078	-	-	2078
07:00 pm	1472	-	-	1472
08:00 pm	1141	-	-	1141
09:00 pm	734	-	-	734
10:00 pm	494	-	-	494
11:00 pm	408	-	-	408
7am-7pm	26804	-	-	26804
6am-10pm	32119	-	-	32119
6am-12am	33021	-	-	33021
12am-12am	35216	-	-	35216

Event key: QC failure Atypical (QC) Events Special Holiday Offline
Weekends and defined holidays

Notes on data:
Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:
None

Data prepared by Drakewell US OIN - Nevada May 13, 2022 4:15:48 PM.

C2 > GDOT_PORTABLES > Sites > 0000139_0214 (139-0214) > Multi-Day Volume Report 139-0214 Tuesday, July 24, 2018 Report

C2-Cloud Traffic Data ©2003-2022 Drakewell Ltd.

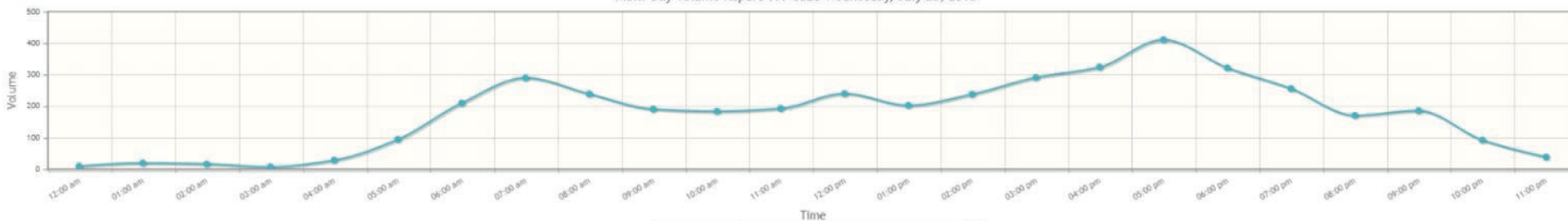
Version 22.04.26.150325



Multi-Day Volume Report 139-0225 Wednesday, July 25, 2018

Multi-Day Volume Report 139-0225 Wednesday, July 25, 2018

- Toogle All
- Wed Jul 25
- Average Workday
- Average 7 Day



Switch chart type Open in new window Export as image Hide graph

Site Name: 139-0225 Site ID: 0000139_0225 Description: CRT 084900 R

All Lanes Time Period: 1 hour Class: Any Exclude data: None

	Wed Jul 25	Average Workday	7 Day	Total Count
12:00 am	10	-	-	10
01:00 am	20	-	-	20
02:00 am	17	-	-	17
03:00 am	8	-	-	8
04:00 am	29	-	-	29
05:00 am	95	-	-	95
06:00 am	210	-	-	210
07:00 am	290	-	-	290
08:00 am	239	-	-	239
09:00 am	191	-	-	191
10:00 am	184	-	-	184
11:00 am	193	-	-	193
12:00 pm	240	-	-	240
01:00 pm	203	-	-	203
02:00 pm	238	-	-	238
03:00 pm	291	-	-	291
04:00 pm	324	-	-	324
05:00 pm	411	-	-	411
06:00 pm	323	-	-	323
07:00 pm	256	-	-	256
08:00 pm	171	-	-	171
09:00 pm	186	-	-	186
10:00 pm	93	-	-	93
11:00 pm	39	-	-	39
7am-7pm	3126	-	-	3126
6am-10pm	3949	-	-	3949
6am-12am	4081	-	-	4081
12am-12am	4260	-	-	4260

Event key: QC failure Atypical (QC) Events Special Holiday Offline Weekends and defined holidays

Notes on data: Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events: None

Data prepared by Drakewell US OIN - Nevada May 13, 2022 4:17:05 PM.

C2 > GOOT_PORTABLES > Sites > 0000139_0225 (139-0225) > Multi-Day Volume Report 139-0225 Wednesday, July 25, 2018 Report

C2-Cloud Traffic Data ©2003-2022 Drakewell Ltd.

Version 22.04.26.150326

Appendix I: Trip Generation

Trip Generation													
ITE Code	Land Use	Units	Density	Daily Traffic			AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street			
				Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	
210	Single-Family Detached Housing	Dwelling Units	206	1962	981	981	144	37	107	196	123	73	
220	Multifamily Housing (Low-Rise)	Dwelling Units	114	806	403	403	58	14	44	70	44	26	
ITE Code	Land Use	Units	Generated Trips										
			AM	PM	Daily								
210	Single-Family Detached Housing	206	144	196	1962								
220	Multifamily Housing (Low-Rise)	116	58	70	806								

Trip Generation: Combined									
Daily Traffic			AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street			
Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	
2768	1384	1384	202	51	151	266	167	99	

Appendix J: Trip Distribution

Gate 1	89.00%
Gate 2	10.00%
Gate 3	1.00%

ADT-001 ADT-002 TC-139_8203
38014 4506 94 42614
0.89205425 0.1057399 0.002205848

Total
Gate 1
Gate 2/3
Gate 4

Trip Generation: Combined					
AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
Total	Enter	Exit	Total	Enter	Exit
202	51	151	266	167	99
180	45	160	237	149	88
20	5	15	27	17	10
2	1	1	3	2	1

--

Gate 1

	AM			PM	
N	5227	34.5%	N	14191	62.0%
S	9906	65.5%	S	8690	38.0%
Sum:	15133	100.0%	Sum:	22881	100.0%

Gate 2
ADT 3

	AM			PM	
N	37	62.7%	N	28	37.3%
S	22	37.3%	S	47	62.7%
Sum:	59	100.0%	Sum:	75	100.0%

next, adt for each gate
am peak hour
calc percent for each direction
will tell you percent traveling n and s
which will tell you percent entering
which is sbl and nbr

Distribute through Entering and Exiting Volume

Gate 1

Scenario	Trip Distribution Along US 23/SR 365/Cornelia Hwy				
	Total	To the North	From the North	To the South	From the South
AM	180	55	16	105	29
PM	237	33	57	55	92

Gate 2

Scenario	Trip Distribution Along Cagle Mill Rd				
	Total	To the North	From the North	To the South	From the South
AM	20	5	2	10	3
PM	27	4	6	6	11

Gate 3

Scenario	Trip Distribution Along Whitehall Rd				
	Total	To the East	From the East	To the West	From the West
AM	2	1	1	0	0
PM	3	1	2	0	0

From US 23/SR 365/Cornelia Highway Driveway

Gate 1/TMC 1																	Sum
Peak Hr	NB				SB				EB				WB				
	NBL	NBT	NBR	NB	SBL	SBT	SBR	SB	EBL	EBT	EBR	EB	WBL	WBT	WBR	WB	
AM			22		12								66		35		
PM			68		41								39		24		

Add above to TMC 1

SBL comes from TMC 6 north of TMC 1
So add volume to TMC 6, that can make the movement to the south

	AM	PM
Enter	35	24
Exit	12	41

Enter

SBL: To South, From TMC 6, to TMC 1							
Feeder	AM			PM			
	Value	Percent	Distr	Value	Percent	Distr	
WBL	21	1.00%	0	12	1.20%	0	
EBR	1	0.05%	0	4	0.40%	0	
SBT	2074	98.95%	12	987	98.40%	41	
Total	2096	100%	12	1003	100%	41	

Add 12 to SBT TMC 6 in AM
Add 41 to SBT TMC 6 in PM

Done
SBT do not come from anywhere else

WBR feeds into TMC 6

Exit

WBR: To North, From TMC 1							
Feeder	AM			PM			
	Value	Percent	Distr	Value	Percent	Distr	
NBL	0	0.00%	0	2	0.08%	0	
NBT	828	100.00%	35	2346	98.90%	24	
NBR	0	0.00%	0	24	1.01%	0	
Total	828	100%	35	2372	100%	24	

Add 35 to NBT in TMC 6 in AM
Add 24 to NBT in TMC 6 in PM

Add 22 to NBR in TMC 1 in AM
Add 12 to SBL in TMC 1 in AM
Add 66 to WBL in TMC 1 in AM
Add 35 to WBR in TMC 1 in AM

Add 68 to NBR in TMC 1 in PM
Add 41 to SBL in TMC 1 in PM
Add 39 to WBL in TMC 1 in PM
Add 24 to WBR in TMC 1 in PM

Peak Hr		TMC 6																	Sum
		NB				SB				EB				WB					
		NBL	NBT	NBR	NB	SBL	SBT	SBR	SB	EBL	EBT	EBR	EB	WBL	WBT	WBR	WB		
AM	AM Vol	0	828	0	828	0	2074	2	2076	3	2	1	6	21	2	1	24	2934	
	Percent	0.00%	28.22%	0.00%	28.22%	0.00%	70.69%	0.07%	70.76%	0.10%	0.07%	0.03%	0.20%	0.72%	0.07%	0.03%	0.82%	1	
PM	PM Vol	2	2346	24	2372	1	987	4	992	6	1	4	11	12	0	4	16	3391	
	Percent	0.06%	69.18%	0.71%	69.95%	0.03%	29.11%	0.12%	29.25%	0.18%	0.03%	0.12%	0.32%	0.35%	0.00%	0.12%	0.47%	1	

Peak Hr		TMC 6																	Sum
		NB				SB				EB				WB					
		NBL	NBT	NBR	NB	SBL	SBT	SBR	SB	EBL	EBT	EBR	EB	WBL	WBT	WBR	WB		
AM	AM Vol	0	828	0	828	0	2074	2	2076	3	2	1	6	21	2	1	24	2934	
	Percent	0.00%	28.22%	0.00%	28.22%	0.00%	70.69%	0.07%	70.76%	0.10%	0.07%	0.03%	0.20%	0.72%	0.07%	0.03%	0.82%	1	
PM	PM Vol	2	2346	24	2372	1	987	4	992	6	1	4	11	12	0	4	16	3391	
	Percent	0.06%	69.18%	0.71%	69.95%	0.03%	29.11%	0.12%	29.25%	0.18%	0.03%	0.12%	0.32%	0.35%	0.00%	0.12%	0.47%	1	

NBL comes from TMC 4 From South	SBR comes from TMC 3 From North	EBR goes to TMC 4 To South	EBL goes to TMC 3 To North	Add 3 to NBL in TMC 7 in AM Add 1 to SBR in TMC 7 in AM Add 4 to EBL in TMC 7 in AM Add 8 to EBR in TMC 7 in AM	Add 8 to NBL in TMC 7 in PM Add 5 to SBR in TMC 7 in PM Add 3 to EBL in TMC 7 in PM Add 5 to EBR in TMC 7 in PM
------------------------------------	------------------------------------	-------------------------------	-------------------------------	--	--

Enter	SBR: To South, From TMC 3, To TMC 7						
	Feeder	AM			PM		
		Value	Percent	Distr	Value	Percent	Distr
3 in AM	SBR	3	75.00%	1	2	66.67%	3
3 in PM	NBL	1	25.00%	0	1	33.33%	2
3 in PM	Total	4	100%	1	3	100%	5

Add 1 to EBR in TMC 2 in AM
Add 1 to EBT in TMC 6 in AM

Add 3 to EBR in TMC 2 in PM
Add 3 to NBR in TMC 6 in PM
Add 3 to NBT in TMC 1 in PM

SBR comes from TMC 2 - EBR (6) and WBL (2)
EBR comes from TMC 6 - NBR (0), EBT (2), SBL (0)

SBR comes from TMC 2 - EBR (14) and WBL (2)
EBR comes from TMC 6 - NBR (24), EBT (1), SBL (1)
NBR comes from TMC 1 - NBT (2356), EBL (18), WBR (0)

Adding to TMC 3 from TMC 7

EBL: To North, From 7, To TMC 3						
Feeder	AM			PM		
	Value	Percent	Distr	Value	Percent	Distr
EBL	4	100.00%	4	2	100.00%	3
EBT	0	0.00%	0	0	0.00%	0
EBR	0	0.00%	0	0	0.00%	0
Total	4	100%	4	2	100%	3

Add 4 to NBL in TMC 2 in AM
Add 1 to NBR in TMC 2 in PM
Add 2 to NBL in TMC 2 in PM

Add 4 to EBT in TMC 6 in AM
Add 2 to NBR in TMC 6 in PM

Add 2 to NBT in TMC 1 in PM

EBL goes to TMC 2 - NBL (12), NBR (1)
EBL goes to TMC 2 - NBL (10), NBR (5)

NBL goes to TMC 6 - NBR (0), EBT (2),
NBL goes to TMC 6 - NBR (24), EBT (1)

NBR goes to TMC 1 - NBT (2357), EBL (1)

Taking from TMC 4 to TMC 7

Feeder	NBL: To North, From TMC 4, To TMC 7					
	AM			PM		
	Value	Percent	Distr	Value	Percent	Distr
NBT	1	20.00%	1	2	33.33%	3
WBR	3	60.00%	2	0	0.00%	0
EBL	1	20.00%	1	4	66.67%	5
Total	5	100%	4	6	100%	8

Add 1 to WBR in TMC 5 in AN

NBT comes from TMC 5 - EBL (0), WBR (2)

To North, From TMC 5, To TMC 4						
Feeder	AM			PM		
	Value	Percent	Dist	Value	Percent	Dist
WBR				7	41.18%	2
EBL				10	58.82%	3
Total				17	100%	5

Adding to TMC 4 from TMC 7

Add 1 to SBL in TMC 4 in AM
Add 6 to SBT in TMC 4 in AM
Add 2 to SBR in TMC 4 in AM
Add 1 to SBL in TMC 4 in PM
Add 3 to SBT in TMC 4 in PM
Add 1 to SBR in TMC 4 in PM

Add 1 to SBL in TMC 5 in AM
Add 5 to SBR in TMC 5 in AM
Add 2 to SBL in TMC 5 in PM
Add 1 to SBR in TMC 5 in PM

Feeder	AM			PM		
	Value	Percent	Distr	Value	Percent	Distr
SBL	1	10.00%	1	1	25.00%	1
SBT	7	70.00%	6	2	50.00%	3
SBR	2	20.00%	2	1	25.00%	1
Total	10	100%	9	4	100%	5

Adding to TMC 5 from TMC 4

- Add 1 to SBL in TMC 5 in AM
- Add 5 to SBR in TMC 5 in AM
- Add 2 to SBL in TMC 5 in PM
- Add 1 to SBR in TMC 5 in PM

Feeder	AM			PM		
	Value	Percent	Distr	Value	Percent	Distr
SBL	1	12.50%	1	6	66.67%	2
SBT	0	0.00%	0	0	0.00%	0
SBR	7	87.50%	5	3	33.33%	1
Total	8	100%	6	9	100%	3

		TMC 3																	
Peak Hr			NB				SB				EB				WB				Sum
			NBL	NBT	NBR	NB	SBL	SBT	SBR	SB	EBL	EBT	EBR	EB	WBL	WBT	WBR	WB	
AM	AM Vol	1	4.35	43.48%	0.00	11	0	5	3	8	4	0	0	4	0	0	0	0	23
	Percent																		1
PM	PM Vol	1	7.18	27.78%	0.00	11	0	21	2	23	2	0	0	2	0	0	0	0	36
	Percent																		1

Eastbound here is Cagle Mill Rd going north

Peak Hr		TMC 3																Sum
		NB				SB				EB				WB				
		NBL	NBT	NBR	NB	SBL	SBT	SB	SBR	EBL	EBT	EBR	EB	WBL	WBT	WBR	WB	
AM	AM Vol	1	10	0	11	0	5	3	8	4	0	0	4	0	0	0	23	
	Percent	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
	Entry				#DIV/0!				#DIV/0!				#DIV/0!				#DIV/0!	
PM	PM Vol	1	10	0	11	0	21	2	23	2	0	0	2	0	0	0	36	
	Percent	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
	Entry				#DIV/0!				#DIV/0!				#DIV/0!				#DIV/0!	

[illegible]

Peak Hr		TMC 5																Sum	
		NB				SB				EB				WB					
		NBL	NBT	NBR	NB	SBL	SBT	SBR	SB	EBL	EBT	EBR	EB	WBL	WBT	WBR	WB		
AM	AM Vol Percent	0	0	0	0	0	1	0	7	8	0	78	0	78	0	355	2	357	443
		0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	350.00%	400.00%	0.00%	3900.00%	0.00%	3900.00%	0.00%	#####	100.00%	#####	221.5	
PM	PM Vol Percent	0	0	0	0	6	0	3	9	10	301	0	311	0	124	7	131	451	
		0.00%	0.00%	0.00%	0.00%	85.71%	0.00%	42.86%	128.57%	142.86%	4300.00%	0.00%	4442.86%	0.00%	1771.43%	100.00%	1871.43%	64.4285	

Peak Hr		TMC 4																Sum
		NB				SB				EB				WB				
		NBL	NBT	NBR	NBS	SBL	SBT	SBR	SBS	EBL	EBT	EBR	EBB	WBL	WBT	WBR	WBS	
AM	AM Vol	1	1	1	3	1	7	2	10	1	4	4	2	7	0	15	3	18
	Percent	5.56%	5.56%	5.56%	16.67%	5.56%	38.89%	11.11%	55.56%	5.56%	22.22%	11.11%	38.89%	0.00%	83.33%	16.67%	100.00%	
	Entry				0				0				0				0	
	From				NBR				SBL				EB					
PM	PM Vol	8	2	7	17	1	2	1	4	4	14	5	23	7	8	0	15	
	Percent	53.33%	13.33%	46.67%	113.33%	6.67%	13.33%	6.67%	26.67%	26.67%	93.33%	33.33%	153.33%	46.67%	53.33%	0.00%	100.00%	
	Entry				#VALUE!				#VALUE!				#VALUE!				#VALUE!	
	From				NBR				SBL				EB					

Appendix K: Capacity Analysis

HCM 7th TWSC
1: US 23/Cornelia Hwy & Americold Logistics Driveway

2022 AM Peak Hour Existing Conditions
Baseline

Intersection							
Int Delay, s/veh	9.5						
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	6	18	57	864	1	2167	33
Future Vol, veh/h	6	18	57	864	1	2167	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	475	-	500	-	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86
Heavy Vehicles, %	17	17	11	11	4	4	4
Mvmt Flow	7	21	66	1005	1	2520	38

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	3157	1260	2558
Stage 1	2522	-	-
Stage 2	635	-	-
Critical Hdwy	7.14	7.24	4.32
Critical Hdwy Stg 1	6.14	-	-
Critical Hdwy Stg 2	6.14	-	-
Follow-up Hdwy	3.67	3.47	2.31
Pot Cap-1 Maneuver	~ 6	142	147
Stage 1	37	-	-
Stage 2	451	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 3	142	147
Mov Cap-2 Maneuver	~ 3	-	-
Stage 1	20	-	-
Stage 2	450	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	\$ 1136.94	2.97	0.01
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	147	-	13	324	-	-
HCM Lane V/C Ratio	0.45	-	2.175	0.004	-	-
HCM Ctrl Dly (s/v)	48	\$ 1136.9	16.1	-	-	-
HCM Lane LOS	E	-	F	C	-	-
HCM 95th %tile Q(veh)	2	-	4.3	0	-	-

Notes	
~: Volume exceeds capacity	\$. Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

HCM 7th TWSC
2: Julian Baugh Rd & Cagle Rd

2022 AM Peak Hour Existing Conditions
Baseline

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	6	2	7	14	1
Future Vol, veh/h	3	6	2	7	14	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	10	3	11	23	2
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	15	0	27	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1617	-	993	1078
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1617	-	991	1078
Mov Cap-2 Maneuver	-	-	-	-	991	-
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1008	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		1.61		8.7	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	996	-	-	400	-	
HCM Lane V/C Ratio	0.024	-	-	0.002	-	
HCM Ctrl Dly (s/v)	8.7	-	-	7.2	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 7th TWSC
3: Julian Baugh Rd & Cagle Mill Rd

2022 AM Peak Hour Existing Conditions
Baseline

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	0	1	11	5	3
Future Vol, veh/h	4	0	1	11	5	3
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	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	0	1	15	7	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	27	9	11	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	993	1079	1621	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	992	1079	1621	-	-	-
Mov Cap-2 Maneuver	992	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.65	0.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	150	-	992	-	-	
HCM Lane V/C Ratio	0.001	-	0.006	-	-	
HCM Ctrl Dly (s/v)	7.2	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 7th TWSC
4: Noah Martin Rd & Whitehall Rd

2022 AM Peak Hour Existing Conditions
Baseline

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	4	2	0	16	2	1	1	1	1	7	2
Future Vol, veh/h	1	4	2	0	16	2	1	1	1	1	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	14	14	14	6	6	6	33	33	33	10	10	10
Mvmt Flow	1	5	3	0	20	3	1	1	1	1	9	3
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	27	18	10	18	18	2	11	0	0	3	0	0
Stage 1	13	13	-	4	4	-	-	-	-	-	-	-
Stage 2	14	5	-	14	14	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.64	6.34	7.16	6.56	6.26	4.43	-	-	4.2	-	-
Critical Hdwy Stg 1	6.24	5.64	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.64	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4.126	3.426	3.554	4.054	3.354	2.497	-	-	2.29	-	-
Pot Cap-1 Maneuver	954	853	1037	986	868	1071	1427	-	-	1569	-	-
Stage 1	977	862	-	1007	884	-	-	-	-	-	-	-
Stage 2	976	868	-	996	876	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	928	852	1037	976	866	1071	1427	-	-	1569	-	-
Mov Cap-2 Maneuver	928	852	-	976	866	-	-	-	-	-	-	-
Stage 1	977	861	-	1007	883	-	-	-	-	-	-	-
Stage 2	950	867	-	987	875	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	9		9.18			2.51			0.73			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	545	-	-	909	885	172	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.01	0.026	0.001	-	-				
HCM Ctrl Dly (s/v)	7.5	0	-	9	9.2	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-				

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	82	373	2	1	7
Future Vol, veh/h	0	82	373	2	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	9	9	3	3	13	13
Mvmt Flow	0	92	419	2	1	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	421	0	-	0	512	420
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	92	-
Critical Hdwy	4.19	-	-	-	6.53	6.33
Critical Hdwy Stg 1	-	-	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	5.53	-
Follow-up Hdwy	2.281	-	-	-	3.617	3.417
Pot Cap-1 Maneuver	1101	-	-	-	503	610
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1101	-	-	-	503	610
Mov Cap-2 Maneuver	-	-	-	-	503	-
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	905	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		11.15		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1101	-	-	-	594	
HCM Lane V/C Ratio	-	-	-	-	0.015	
HCM Ctrl Dly (s/v)	0	-	-	-	11.2	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

HCM 7th TWSC
6: US 23/Cornelia Hwy & Cagle Rd

2022 AM Peak Hour Existing Conditions
Baseline

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	2	0	1	22	2	1	0	778	0	0	2178	2
Future Vol, veh/h	2	0	1	22	2	1	0	778	0	0	2178	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	280	517	-	-
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, %	50	50	50	0	0	0	11	11	11	4	4	4
Mvmt Flow	2	0	1	26	2	1	0	915	0	0	2562	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3021	3478	1281	2196	3480	458	2565	0	0	915	0	0
Stage 1	2562	2562	-	915	915	-	-	-	-	-	-	-
Stage 2	459	915	-	1281	2565	-	-	-	-	-	-	-
Critical Hdwy	8.5	7.5	7.9	7.5	6.5	6.9	4.32	-	-	4.18	-	-
Critical Hdwy Stg 1	7.5	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4	4.5	3.8	3.5	4	3.3	2.31	-	-	2.24	-	-
Pot Cap-1 Maneuver	2	3	104	~ 26	7	556	146	-	-	728	-	-
Stage 1	13	26	-	298	354	-	-	-	-	-	-	-
Stage 2	442	257	-	178	54	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 2	3	104	~ 25	7	556	146	-	-	728	-	-
Mov Cap-2 Maneuver	~ 2	3	-	~ 25	7	-	-	-	-	-	-	-
Stage 1	13	26	-	298	354	-	-	-	-	-	-	-
Stage 2	438	257	-	176	54	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 2618.79	\$ 592.75	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	146	-	-	2 21	728	-	-
HCM Lane V/C Ratio	-	-	-	1.474 1.377	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	\$ 2618.8 \$ 592.7	0	-	-
HCM Lane LOS	A	-	-	F F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.2 3.9	0	-	-

Notes	
~: Volume exceeds capacity	\$. Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

1: US 23/Cornelia Hwy & Americold Logistics Driveway

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	19	25	6	2475	2	1035	8
Future Vol, veh/h	19	25	6	2475	2	1035	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	475	-	500	-	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	19	19	4	4	8	8	8
Mvmt Flow	20	26	6	2605	2	1089	8

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2409	545	1098
Stage 1	1094	-	-
Stage 2	1315	-	-
Critical Hdwy	7.18	7.28	4.18
Critical Hdwy Stg 1	6.18	-	-
Critical Hdwy Stg 2	6.18	-	-
Follow-up Hdwy	3.69	3.49	2.24
Pot Cap-1 Maneuver	22	441	620
Stage 1	248	-	-
Stage 2	186	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 20	441	620
Mov Cap-2 Maneuver	~ 20	-	-
Stage 1	246	-	-
Stage 2	171	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	\$ 308.15	0.03	0.29
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	620	-	43	27	-	-
HCM Lane V/C Ratio	0.01	-	1.077	0.079	-	-
HCM Ctrl Dly (s/v)	10.9	-	\$ 308.2	150.9	-	-
HCM Lane LOS	B	-	F	F	-	-
HCM 95th %tile Q(veh)	0	-	4.4	0.2	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

HCM 7th TWSC
2: Julian Baugh Rd & Cagle Rd

2022 PM Peak Hour Existing Conditions

Intersection

Int Delay, s/veh 2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	16	15	2	6	11	5
Future Vol, veh/h	16	15	2	6	11	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	18	17	2	7	13	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	36
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1588
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1588
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.82	8.67
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1000	-	-	450	-
HCM Lane V/C Ratio	0.018	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 7th TWSC
3: Julian Baugh Rd & Cagle Mill Rd

2022 PM Peak Hour Existing Conditions

Intersection

Int Delay, s/veh 0.7

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 2 0 1 11 22 2

Future Vol, veh/h 2 0 1 11 22 2

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 75 75 75 75 75 75

Heavy Vehicles, % 0 0 0 0 0 0

Mvmt Flow 3 0 1 15 29 3

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 48 31 32 0 - 0

Stage 1 31 - - - - -

Stage 2 17 - - - - -

Critical Hdwy 6.4 6.2 4.1 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 967 1049 1593 - - -

Stage 1 997 - - - - -

Stage 2 1011 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 966 1049 1593 - - -

Mov Cap-2 Maneuver 966 - - - - -

Stage 1 996 - - - - -

Stage 2 1011 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 8.74 0.61 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 150 - 966 - -

HCM Lane V/C Ratio 0.001 - 0.003 - -

HCM Ctrl Dly (s/v) 7.3 0 8.7 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q(veh) 0 - 0 - -

HCM 7th TWSC
4: Noah Martin Rd & Whitehall Rd

2022 PM Peak Hour Existing Conditions

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	15	5	7	8	0	8	2	7	1	2	1
Future Vol, veh/h	4	15	5	7	8	0	8	2	7	1	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	7	7	7	6	6	6	0	0	0
Mvmt Flow	5	19	6	9	10	0	10	3	9	1	3	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	34	38	3	42	34	7	4	0	0	12	0	0
Stage 1	6	6	-	28	28	-	-	-	-	-	-	-
Stage 2	28	32	-	15	6	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.17	6.57	6.27	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.563	4.063	3.363	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	978	858	1086	948	849	1061	1592	-	-	1621	-	-
Stage 1	1021	895	-	977	862	-	-	-	-	-	-	-
Stage 2	994	872	-	992	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	959	852	1086	915	843	1061	1592	-	-	1621	-	-
Mov Cap-2 Maneuver	959	852	-	915	843	-	-	-	-	-	-	-
Stage 1	1021	894	-	971	857	-	-	-	-	-	-	-
Stage 2	976	867	-	965	880	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9.09		9.21		3.42		1.81					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	733	-	-	910	875	422	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.034	0.022	0.001	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	9.1	9.2	7.2	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	316	130	7	6	3
Future Vol, veh/h	11	316	130	7	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	5	5	0	0
Mvmt Flow	13	363	149	8	7	3

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	157	0	0 542 153
Stage 1	-	-	- - 153 -
Stage 2	-	-	- - 389 -
Critical Hdwy	4.12	-	- - 6.4 6.2
Critical Hdwy Stg 1	-	-	- - 5.4 -
Critical Hdwy Stg 2	-	-	- - 5.4 -
Follow-up Hdwy	2.218	-	- - 3.5 3.3
Pot Cap-1 Maneuver	1422	-	- - 505 898
Stage 1	-	-	- - 880 -
Stage 2	-	-	- - 690 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1422	-	- - 499 898
Mov Cap-2 Maneuver	-	-	- - 499 -
Stage 1	-	-	- - 870 -
Stage 2	-	-	- - 690 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.25	0	11.25
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	61	-	-	-	586
HCM Lane V/C Ratio	0.009	-	-	-	0.018
HCM Ctrl Dly (s/v)	7.6	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC
6: US 23/Cornelia Hwy & Cagle Rd

2022 PM Peak Hour Existing Conditions

Intersection												
Int Delay, s/veh	13											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	6	1	4	13	0	4	2	2463	25	1	1036	4
Future Vol, veh/h	6	1	4	13	0	4	2	2463	25	1	1036	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	280	517	-	-
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, %	0	0	0	0	0	0	4	4	4	8	8	8
Mvmt Flow	6	1	4	14	0	4	2	2566	26	1	1079	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2368	3677	540	3112	3655	1283	1083	0	0	2592	0	0
Stage 1	1081	1081	-	2570	2570	-	-	-	-	-	-	-
Stage 2	1287	2596	-	542	1085	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.18	-	-	4.26	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.24	-	-	2.28	-	-
Pot Cap-1 Maneuver	19	5	492	~ 5	5	159	628	-	-	150	-	-
Stage 1	236	296	-	27	54	-	-	-	-	-	-	-
Stage 2	177	52	-	497	295	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	18	5	492	~ 4	5	159	628	-	-	150	-	-
Mov Cap-2 Maneuver	18	5	-	~ 4	5	-	-	-	-	-	-	-
Stage 1	234	294	-	27	54	-	-	-	-	-	-	-
Stage 2	171	52	-	488	293	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 319.28	\$ 2505.51	0.01	0.03
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	628	-	-	20 5	150	-	-
HCM Lane V/C Ratio	0.003	-	-	0.566 3.535	0.007	-	-
HCM Ctrl Dly (s/v)	10.8	-	-	\$ 319.28 \$ 2505.51	29.2	-	-
HCM Lane LOS	B	-	-	F F	D	-	-
HCM 95th %tile Q(veh)	0	-	-	1.6 3.5	0	-	-

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

1: US 23/Cornelia Hwy & Americold Logistics Driveway

Intersection

Int Delay, s/veh 13.1

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	6	19	59	892	1	2237	34
Future Vol, veh/h	6	19	59	892	1	2237	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	475	-	500	-	335
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86
Heavy Vehicles, %	17	17	11	11	4	4	4
Mvmt Flow	7	22	69	1037	1	2601	40

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	3259	1301	2641
Stage 1	2603	-	-
Stage 2	656	-	-
Critical Hdwy	7.14	7.24	4.32
Critical Hdwy Stg 1	6.14	-	-
Critical Hdwy Stg 2	6.14	-	-
Follow-up Hdwy	3.67	3.47	2.31
Pot Cap-1 Maneuver	~ 5	133	136
Stage 1	33	-	-
Stage 2	440	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 3	133	136
Mov Cap-2 Maneuver	~ 3	-	-
Stage 1	16	-	-
Stage 2	438	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	\$ 1563.78	3.46	0.01
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	136	-	10	309	-	-
HCM Lane V/C Ratio	0.504	-	2.848	0.004	-	-
HCM Ctrl Dly (s/v)	55.7	\$ 1563.8	16.7	-	-	-
HCM Lane LOS	F	-	F	C	-	-
HCM 95th %tile Q(veh)	2.4	-	4.7	0	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

HCM 7th TWSC
2: Julian Baugh Rd & Cagle Rd

2023 AM Peak Hour No-Build Conditions

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	6	2	7	14	1
Future Vol, veh/h	3	6	2	7	14	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	10	3	11	23	2
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	15	0	27	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1617	-	993	1078
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1617	-	991	1078
Mov Cap-2 Maneuver	-	-	-	-	991	-
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1008	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		1.61		8.7	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	996	-	-	400	-	
HCM Lane V/C Ratio	0.024	-	-	0.002	-	
HCM Ctrl Dly (s/v)	8.7	-	-	7.2	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 7th TWSC
3: Julian Baugh Rd & Cagle Mill Rd

2023 AM Peak Hour No-Build Conditions

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	0	1	11	5	3
Future Vol, veh/h	4	0	1	11	5	3
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	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	0	1	15	7	4

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	27	9	11	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	993	1079	1621	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	992	1079	1621	-	-	-
Mov Cap-2 Maneuver	992	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.65	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	150	-	992	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 7th TWSC
4: Noah Martin Rd & Whitehall Rd

2023 AM Peak Hour No-Build Conditions

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	4	2	0	17	2	1	1	1	1	7	2
Future Vol, veh/h	1	4	2	0	17	2	1	1	1	1	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	14	14	14	6	6	6	33	33	33	10	10	10
Mvmt Flow	1	5	3	0	22	3	1	1	1	1	9	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	27	18	10	18	18	2	11	0	0	3	0	0
Stage 1	13	13	-	4	4	-	-	-	-	-	-	-
Stage 2	15	5	-	14	14	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.64	6.34	7.16	6.56	6.26	4.43	-	-	4.2	-	-
Critical Hdwy Stg 1	6.24	5.64	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.64	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4.126	3.426	3.554	4.054	3.354	2.497	-	-	2.29	-	-
Pot Cap-1 Maneuver	953	853	1037	986	868	1071	1427	-	-	1569	-	-
Stage 1	977	862	-	1007	884	-	-	-	-	-	-	-
Stage 2	975	868	-	996	876	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	925	852	1037	976	866	1071	1427	-	-	1569	-	-
Mov Cap-2 Maneuver	925	852	-	976	866	-	-	-	-	-	-	-
Stage 1	977	861	-	1007	883	-	-	-	-	-	-	-
Stage 2	948	867	-	987	875	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9	9.19	2.51	0.73
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	545	-	-	908	884	172	-
HCM Lane V/C Ratio	0.001	-	-	0.01	0.027	0.001	-
HCM Ctrl Dly (s/v)	7.5	0	-	9	9.2	7.3	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	85	385	2	1	7
Future Vol, veh/h	0	85	385	2	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	9	9	3	3	13	13
Mvmt Flow	0	96	433	2	1	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	435	0	-	0	529	434
Stage 1	-	-	-	-	434	-
Stage 2	-	-	-	-	96	-
Critical Hdwy	4.19	-	-	-	6.53	6.33
Critical Hdwy Stg 1	-	-	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	5.53	-
Follow-up Hdwy	2.281	-	-	-	3.617	3.417
Pot Cap-1 Maneuver	1089	-	-	-	491	600
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1089	-	-	-	491	600
Mov Cap-2 Maneuver	-	-	-	-	491	-
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	901	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		11.27		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1089	-	-	-	583	
HCM Lane V/C Ratio	-	-	-	-	0.015	
HCM Ctrl Dly (s/v)	0	-	-	-	11.3	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

HCM 7th TWSC
6: US 23/Cornelia Hwy & Cagle Rd

2023 AM Peak Hour No-Build Conditions

Intersection												
Int Delay, s/veh	9.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	2	0	1	23	2	1	0	803	0	0	2249	2
Future Vol, veh/h	2	0	1	23	2	1	0	803	0	0	2249	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	280	517	-	-
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, %	50	50	50	0	0	0	11	11	11	4	4	4
Mvmt Flow	2	0	1	27	2	1	0	945	0	0	2646	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3119	3591	1323	2268	3593	472	2648	0	0	945	0	0
Stage 1	2646	2646	-	945	945	-	-	-	-	-	-	-
Stage 2	474	945	-	1323	2648	-	-	-	-	-	-	-
Critical Hdwy	8.5	7.5	7.9	7.5	6.5	6.9	4.32	-	-	4.18	-	-
Critical Hdwy Stg 1	7.5	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4	4.5	3.8	3.5	4	3.3	2.31	-	-	2.24	-	-
Pot Cap-1 Maneuver	~ 2	2	96	~ 23	6	544	135	-	-	710	-	-
Stage 1	11	23	-	286	343	-	-	-	-	-	-	-
Stage 2	432	248	-	168	49	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 1	2	96	~ 22	6	544	135	-	-	710	-	-
Mov Cap-2 Maneuver	~ 1	2	-	~ 22	6	-	-	-	-	-	-	-
Stage 1	11	23	-	286	343	-	-	-	-	-	-	-
Stage 2	428	248	-	166	49	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	\$ 3672.15		\$ 742.78		0		0	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	135	-	-	2 19	710	-	-
HCM Lane V/C Ratio	-	-	-	2.015 1.635	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	\$ 3672.2 \$ 742.8	0	-	-
HCM Lane LOS	A	-	-	F F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.3 4.2	0	-	-

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

1: US 23/Cornelia Hwy & Americold Logistics Driveway

Intersection

Int Delay, s/veh 5.3

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	20	26	6	2555	2	1069	8
Future Vol, veh/h	20	26	6	2555	2	1069	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	475	-	500	-	335
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	19	19	4	4	8	8	8
Mvmt Flow	21	27	6	2689	2	1125	8

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2487	563	1134
Stage 1	1129	-	-
Stage 2	1357	-	-
Critical Hdwy	7.18	7.28	4.18
Critical Hdwy Stg 1	6.18	-	-
Critical Hdwy Stg 2	6.18	-	-
Follow-up Hdwy	3.69	3.49	2.24
Pot Cap-1 Maneuver	~ 19	429	601
Stage 1	237	-	-
Stage 2	176	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 17	429	601
Mov Cap-2 Maneuver	~ 17	-	-
Stage 1	234	-	-
Stage 2	160	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	\$ 415.98	0.03	0.32
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	601	-	37	23	-	-
HCM Lane V/C Ratio	0.011	-	1.299	0.09	-	-
HCM Ctrl Dly (s/v)	11.1	-	\$ 416	173.4	-	-
HCM Lane LOS	B	-	F	F	-	-
HCM 95th %tile Q(veh)	0	-	5	0.3	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

HCM 7th TWSC
2: Julian Baugh Rd & Cagle Rd

2023 PM Peak Hour No-Build Conditions

Intersection

Int Delay, s/veh 2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	17	15	2	6	11	5
Future Vol, veh/h	17	15	2	6	11	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	17	2	7	13	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	37
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1587
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1587
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.82	8.67
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	999	-	-	450	-
HCM Lane V/C Ratio	0.018	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 7th TWSC
3: Julian Baugh Rd & Cagle Mill Rd

2023 PM Peak Hour No-Build Conditions

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	1	11	23	2
Future Vol, veh/h	2	0	1	11	23	2
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	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	0	1	15	31	3

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	49	32	33	0	-	0
Stage 1	32	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	965	1048	1592	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	964	1048	1592	-	-	-
Mov Cap-2 Maneuver	964	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.74	0.61	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	150	-	964	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 7th TWSC
4: Noah Martin Rd & Whitehall Rd

2023 PM Peak Hour No-Build Conditions

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	15	5	7	8	0	8	2	7	1	2	1
Future Vol, veh/h	4	15	5	7	8	0	8	2	7	1	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	7	7	7	6	6	6	0	0	0
Mvmt Flow	5	19	6	9	10	0	10	3	9	1	3	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	34	38	3	42	34	7	4	0	0	12	0	0
Stage 1	6	6	-	28	28	-	-	-	-	-	-	-
Stage 2	28	32	-	15	6	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.17	6.57	6.27	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.563	4.063	3.363	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	978	858	1086	948	849	1061	1592	-	-	1621	-	-
Stage 1	1021	895	-	977	862	-	-	-	-	-	-	-
Stage 2	994	872	-	992	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	959	852	1086	915	843	1061	1592	-	-	1621	-	-
Mov Cap-2 Maneuver	959	852	-	915	843	-	-	-	-	-	-	-
Stage 1	1021	894	-	971	857	-	-	-	-	-	-	-
Stage 2	976	867	-	965	880	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9.09		9.21		3.42		1.81					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	733	-	-	910	875	422	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.034	0.022	0.001	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	9.1	9.2	7.2	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	326	134	7	6	3
Future Vol, veh/h	11	326	134	7	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	5	5	0	0
Mvmt Flow	13	375	154	8	7	3
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	162	0	-	0	558	158
Stage 1	-	-	-	-	158	-
Stage 2	-	-	-	-	400	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1417	-	-	-	494	893
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	681	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1417	-	-	-	489	893
Mov Cap-2 Maneuver	-	-	-	-	489	-
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	681	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.25	0		11.37		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	59	-	-	-	575	
HCM Lane V/C Ratio	0.009	-	-	-	0.018	
HCM Ctrl Dly (s/v)	7.6	0	-	-	11.4	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

HCM 7th TWSC
6: US 23/Cornelia Hwy & Cagle Rd

2023 PM Peak Hour No-Build Conditions

Intersection												
Int Delay, s/veh	16.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	6	1	4	13	0	4	2	2543	26	1	1070	4
Future Vol, veh/h	6	1	4	13	0	4	2	2543	26	1	1070	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	280	517	-	-
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, %	0	0	0	0	0	0	4	4	4	8	8	8
Mvmt Flow	6	1	4	14	0	4	2	2649	27	1	1115	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2445	3797	557	3213	3774	1324	1119	0	0	2676	0	0
Stage 1	1117	1117	-	2653	2653	-	-	-	-	-	-	-
Stage 2	1329	2680	-	560	1121	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.18	-	-	4.26	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.24	-	-	2.28	-	-
Pot Cap-1 Maneuver	17	4	479	~ 4	4	149	609	-	-	138	-	-
Stage 1	225	285	-	24	49	-	-	-	-	-	-	-
Stage 2	166	47	-	485	284	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	16	4	479	~ 3	4	149	609	-	-	138	-	-
Mov Cap-2 Maneuver	16	4	-	~ 3	4	-	-	-	-	-	-	-
Stage 1	223	283	-	24	48	-	-	-	-	-	-	-
Stage 2	161	47	-	476	282	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	\$ 396.78		\$ 3275.98		0.01		0.03	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	609	-	-	17 4	138	-	-
HCM Lane V/C Ratio	0.003	-	-	0.661 4.495	0.008	-	-
HCM Ctrl Dly (s/v)	10.9	-	-	\$ 396.8 \$ 3276	31.3	-	-
HCM Lane LOS	B	-	-	F F	D	-	-
HCM 95th %tile Q(veh)	0	-	-	1.7 3.6	0	-	-

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection							
Int Delay, s/veh	257.2						
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	7	22	69	1047	1	2625	40
Future Vol, veh/h	7	22	69	1047	1	2625	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	475	-	500	-	335
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86
Heavy Vehicles, %	17	17	11	11	4	4	4
Mvmt Flow	8	26	80	1217	1	3052	47

Major/Minor	Minor2	Major1		Major2			
Conflicting Flow All	3824	1526	3099	0	1217	-	0
Stage 1	3055	-	-	-	-	-	-
Stage 2	769	-	-	-	-	-	-
Critical Hdwy	7.14	7.24	4.32	-	6.48	-	-
Critical Hdwy Stg 1	6.14	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	-	-	-	-	-	-
Follow-up Hdwy	3.67	3.47	2.31	-	2.54	-	-
Pot Cap-1 Maneuver	~ 2	92	87	-	236	-	-
Stage 1	17	-	-	-	-	-	-
Stage 2	381	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	~ 0	92	87	-	236	-	-
Mov Cap-2 Maneuver	~ 0	-	-	-	-	-	-
Stage 1	~ 1	-	-	-	-	-	-
Stage 2	379	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v \$	33416.58	9.93	0.01
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	87	-	1	236	-	-
HCM Lane V/C Ratio	0.921	-	52.328	0.005	-	-
HCM Ctrl Dly (s/v)	160.6	\$	33416.6	20.3	-	-
HCM Lane LOS	F	-	F	C	-	-
HCM 95th %tile Q(veh)	5.1	-	6.2	0	-	-

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	7	2	8	16	1
Future Vol, veh/h	4	7	2	8	16	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	11	3	13	26	2
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	18	0	31	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	19	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1612	-	988	1074
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1612	-	986	1074
Mov Cap-2 Maneuver	-	-	-	-	986	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1007	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		1.45		8.74	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	990	-	-	360	-	
HCM Lane V/C Ratio	0.028	-	-	0.002	-	
HCM Ctrl Dly (s/v)	8.7	-	-	7.2	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	0	1	13	6	4
Future Vol, veh/h	5	0	1	13	6	4
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	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	0	1	18	8	6

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	32	11	14	0	-	0
Stage 1	11	-	-	-	-	-
Stage 2	21	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	987	1076	1618	-	-	-
Stage 1	1017	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	986	1076	1618	-	-	-
Mov Cap-2 Maneuver	986	-	-	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1007	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.68	0.52	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	129	-	986	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	2	0	20	2	1	1	1	1	8	2
Future Vol, veh/h	1	5	2	0	20	2	1	1	1	1	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	14	14	14	6	6	6	33	33	33	10	10	10
Mvmt Flow	1	6	3	0	25	3	1	1	1	1	10	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	30	19	11	20	20	2	13	0	0	3	0	0
Stage 1	14	14	-	4	4	-	-	-	-	-	-	-
Stage 2	16	5	-	16	15	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.64	6.34	7.16	6.56	6.26	4.43	-	-	4.2	-	-
Critical Hdwy Stg 1	6.24	5.64	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.64	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4.126	3.426	3.554	4.054	3.354	2.497	-	-	2.29	-	-
Pot Cap-1 Maneuver	948	852	1036	983	866	1071	1426	-	-	1569	-	-
Stage 1	976	861	-	1007	884	-	-	-	-	-	-	-
Stage 2	973	868	-	994	875	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	917	850	1036	971	865	1071	1426	-	-	1569	-	-
Mov Cap-2 Maneuver	917	850	-	971	865	-	-	-	-	-	-	-
Stage 1	975	860	-	1007	883	-	-	-	-	-	-	-
Stage 2	942	867	-	983	874	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.05	9.22	2.51	0.66
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	545	-	-	899	880	157	-
HCM Lane V/C Ratio	0.001	-	-	0.011	0.032	0.001	-
HCM Ctrl Dly (s/v)	7.5	0	-	9.1	9.2	7.3	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	100	452	2	1	8
Future Vol, veh/h	0	100	452	2	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	9	9	3	3	13	13
Mvmt Flow	0	112	508	2	1	9
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	510	0	-	0	621	509
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	4.19	-	-	-	6.53	6.33
Critical Hdwy Stg 1	-	-	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	5.53	-
Follow-up Hdwy	2.281	-	-	-	3.617	3.417
Pot Cap-1 Maneuver	1020	-	-	-	434	543
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	886	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1020	-	-	-	434	543
Mov Cap-2 Maneuver	-	-	-	-	434	-
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	886	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		11.95		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1020	-	-	-	528	
HCM Lane V/C Ratio	-	-	-	-	0.019	
HCM Ctrl Dly (s/v)	0	-	-	-	12	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection												
Int Delay, s/veh	18											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	2	0	1	27	2	1	0	942	0	0	2639	2
Future Vol, veh/h	2	0	1	27	2	1	0	942	0	0	2639	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	280	517	-	-
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, %	50	50	50	0	0	0	11	11	11	4	4	4
Mvmt Flow	2	0	1	32	2	1	0	1108	0	0	3105	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3660	4213	1552	2661	4215	554	3107	0	0	1108	0	0
Stage 1	3105	3105	-	1108	1108	-	-	-	-	-	-	-
Stage 2	555	1108	-	1552	3107	-	-	-	-	-	-	-
Critical Hdwy	8.5	7.5	7.9	7.5	6.5	6.9	4.32	-	-	4.18	-	-
Critical Hdwy Stg 1	7.5	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4	4.5	3.8	3.5	4	3.3	2.31	-	-	2.24	-	-
Pot Cap-1 Maneuver	~ 1	1	64	~ 11	~ 2	481	86	-	-	614	-	-
Stage 1	5	12	-	227	288	-	-	-	-	-	-	-
Stage 2	379	200	-	121	28	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	1	64	~ 11	~ 2	481	86	-	-	614	-	-
Mov Cap-2 Maneuver	-	1	-	~ 11	~ 2	-	-	-	-	-	-	-
Stage 1	5	12	-	227	288	-	-	-	-	-	-	-
Stage 2	375	200	-	119	28	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v		\$ 2174.1	0	0
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	86	-	-	- 9	614	-	-
HCM Lane V/C Ratio	-	-	-	- 3.992	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	\$ 2174.1	0	-	-
HCM Lane LOS	A	-	-	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	- 5.6	0	-	-

Notes	
~: Volume exceeds capacity	\$. Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

1: US 23/Cornelia Hwy & Americold Logistics Driveway

Intersection

Int Delay, s/veh 19.5

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	23	31	7	2998	2	1254	9
Future Vol, veh/h	23	31	7	2998	2	1254	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	475	-	500	-	335
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	19	19	4	4	8	8	8
Mvmt Flow	24	33	7	3156	2	1320	9

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2917	660	1329
Stage 1	1324	-	-
Stage 2	1593	-	-
Critical Hdwy	7.18	7.28	4.18
Critical Hdwy Stg 1	6.18	-	-
Critical Hdwy Stg 2	6.18	-	-
Follow-up Hdwy	3.69	3.49	2.24
Pot Cap-1 Maneuver	~ 9	368	505
Stage 1	184	-	-
Stage 2	129	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 7	368	505
Mov Cap-2 Maneuver	~ 7	-	-
Stage 1	181	-	-
Stage 2	104	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	\$ 1548.19	0.03	0.62
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	505	-	17	11	-	-
HCM Lane V/C Ratio	0.015	-	3.4	0.188	-	-
HCM Ctrl Dly (s/v)	12.2	\$ 1548.2	\$ 389.6	-	-	-
HCM Lane LOS	B	-	F	F	-	-
HCM 95th %tile Q(veh)	0	-	7.8	0.5	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

HCM 7th TWSC
2: Julian Baugh Rd & Cagle Rd

2028 PM Peak Hour No Build Conditions

Intersection

Int Delay, s/veh 2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	18	2	7	13	6
Future Vol, veh/h	20	18	2	7	13	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	21	2	8	15	7

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	44
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1578
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1578
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.62	8.71
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	991	-	-	400	-
HCM Lane V/C Ratio	0.022	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 7th TWSC
3: Julian Baugh Rd & Cagle Mill Rd

2028 PM Peak Hour No Build Conditions

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	1	13	27	2
Future Vol, veh/h	2	0	1	13	27	2
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	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	0	1	17	36	3

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	57	37	39	0	-	0
Stage 1	37	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	955	1041	1584	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	954	1041	1584	-	-	-
Mov Cap-2 Maneuver	954	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.78	0.52	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	129	-	954	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 7th TWSC
4: Noah Martin Rd & Whitehall Rd

2028 PM Peak Hour No Build Conditions

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	18	6	8	9	0	9	2	8	1	2	1
Future Vol, veh/h	5	18	6	8	9	0	9	2	8	1	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	7	7	7	6	6	6	0	0	0
Mvmt Flow	6	23	8	10	12	0	12	3	10	1	3	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	37	42	3	47	37	8	4	0	0	13	0	0
Stage 1	6	6	-	31	31	-	-	-	-	-	-	-
Stage 2	31	36	-	17	6	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.17	6.57	6.27	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.563	4.063	3.363	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	973	854	1086	941	845	1060	1592	-	-	1619	-	-
Stage 1	1021	895	-	973	860	-	-	-	-	-	-	-
Stage 2	990	869	-	990	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	952	847	1086	902	839	1060	1592	-	-	1619	-	-
Mov Cap-2 Maneuver	952	847	-	902	839	-	-	-	-	-	-	-
Stage 1	1021	894	-	966	853	-	-	-	-	-	-	-
Stage 2	970	863	-	957	880	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9.14		9.26		3.45		1.81					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	735	-	-	906	867	422	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.041	0.025	0.001	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	9.1	9.3	7.2	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	383	157	8	7	4
Future Vol, veh/h	13	383	157	8	7	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	5	5	0	0
Mvmt Flow	15	440	180	9	8	5
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	190	0	-	0	655	185
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	470	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1384	-	-	-	434	862
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	633	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1384	-	-	-	428	862
Mov Cap-2 Maneuver	-	-	-	-	428	-
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	633	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.25	0		12.04		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	59	-	-	-	524	
HCM Lane V/C Ratio	0.011	-	-	-	0.024	
HCM Ctrl Dly (s/v)	7.6	0	-	-	12	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

HCM 7th TWSC
6: US 23/Cornelia Hwy & Cagle Rd

2028 PM Peak Hour No Build Conditions

Intersection												
Int Delay, s/veh	142.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↗	↗	↗	↗	↗
Traffic Vol, veh/h	7	1	5	15	0	5	2	2984	31	1	1256	5
Future Vol, veh/h	7	1	5	15	0	5	2	2984	31	1	1256	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	280	517	-	-
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, %	0	0	0	0	0	0	4	4	4	8	8	8
Mvmt Flow	7	1	5	16	0	5	2	3108	32	1	1308	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2869	4455	654	3769	4428	1554	1314	0	0	3141	0	0
Stage 1	1310	1310	-	3113	3113	-	-	-	-	-	-	-
Stage 2	1558	3145	-	657	1316	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.18	-	-	4.26	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.24	-	-	2.28	-	-
Pot Cap-1 Maneuver	8	1	414	~2	2	104	512	-	-	88	-	-
Stage 1	171	231	-	~12	28	-	-	-	-	-	-	-
Stage 2	120	27	-	425	229	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~7	1	414	~0	1	104	512	-	-	88	-	-
Mov Cap-2 Maneuver	~7	1	-	~0	1	-	-	-	-	-	-	-
Stage 1	169	228	-	~12	28	-	-	-	-	-	-	-
Stage 2	113	26	-	413	227	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	\$ 1269.94		\$ 29815.63		0.01		0.04	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	512	-	-	8	1	88	-
HCM Lane V/C Ratio	0.004	-	-	1.753	39.909	0.012	-
HCM Ctrl Dly (s/v)	12.1	-	-	\$ 1269.94	\$ 29815.63	46.2	-
HCM Lane LOS	B	-	-	F	F	E	-
HCM 95th %tile Q(veh)	0	-	-	2.6	4.3	0	-

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

1: US 23/Cornelia Hwy & Americold Logistics Driveway

Intersection													
Int Delay, s/veh	2.2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			↗			↗	↘	↗↗				↗↗	↗
Traffic Vol, veh/h	0	0	25	0	0	160	59	898	35	1	19	2342	34
Future Vol, veh/h	0	0	25	0	0	160	59	898	35	1	19	2342	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	0	475	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	86	92	86	92	92	92	86	86	92	86	92	86	86
Heavy Vehicles, %	17	2	17	2	2	2	11	11	2	4	2	4	4
Mvmt Flow	0	0	29	0	0	174	69	1044	38	1	21	2723	40
Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	-	-	1362	-	-	541	2763	0	0	1082	1082	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.24	-	-	6.94	4.32	-	-	6.48	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.47	-	-	3.32	2.31	-	-	2.54	2.22	-	-
Pot Cap-1 Maneuver	0	0	120	0	0	485	121	-	-	289	640	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	-	-	120	-	-	485	121	-	-	570	570	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB						
HCM Control Delay, s	44.3		16.5		4.1		0.1						
HCM LOS	E		C										
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR						
Capacity (veh/h)	121	-	-	120	485	570	-	-					
HCM Lane V/C Ratio	0.567	-	-	0.242	0.359	0.036	-	-					
HCM Control Delay (s)	68	-	-	44.3	16.5	11.6	-	-					
HCM Lane LOS	F	-	-	E	C	B	-	-					
HCM 95th %tile Q(veh)	2.8	-	-	0.9	1.6	0.1	-	-					

HCM 6th TWSC
8: US 23/Cornelia Hwy & South Uturn

2023 AM Peak Hour Build Conditions- RCUT

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↱		↕↕		↱	↕↕
Traffic Vol, veh/h	0	0	992	0	6	2361
Future Vol, veh/h	0	0	992	0	6	2361
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	-	-	-	410	-
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	0	0	1078	0	7	2566
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2375	-	0	-	1078	0
Stage 1	1078	-	-	-	-	-
Stage 2	1297	-	-	-	-	-
Critical Hdwy	6.84	-	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	-	-	2.22	-
Pot Cap-1 Maneuver	29	0	-	0	643	-
Stage 1	288	0	-	0	-	-
Stage 2	220	0	-	0	-	-
Platoon blocked, %		-				-
Mov Cap-1 Maneuver	29	-	-	-	643	-
Mov Cap-2 Maneuver	29	-	-	-	-	-
Stage 1	288	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBTWBLn1		SBL	SBT		
Capacity (veh/h)	-		643	-		
HCM Lane V/C Ratio	-		0.01	-		
HCM Control Delay (s)	-		0	10.7		
HCM Lane LOS	-		A	B		
HCM 95th %tile Q(veh)	-		0	-		

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	105	954	2396	0
Future Vol, veh/h	0	0	105	954	2396	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	410	-	-	-
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	0	0	114	1037	2604	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	1302	2604	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	0	151	163	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	151	163	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	6.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT		
Capacity (veh/h)	163	-	-	-		
HCM Lane V/C Ratio	0.7	-	-	-		
HCM Control Delay (s)	66.9	-	0	-		
HCM Lane LOS	F	-	A	-		
HCM 95th %tile Q(veh)	4.2	-	-	-		

1: US 23/Cornelia Hwy & Americold Logistics Driveway

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↘	↕			↕	↘
Traffic Vol, veh/h	0	0	46	0	0	105	6	2575	110	70	1134	8
Future Vol, veh/h	0	0	46	0	0	105	6	2575	110	70	1134	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	475	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	92	95	92	92	92	95	95	92	92	95	95
Heavy Vehicles, %	19	2	19	2	2	2	4	4	2	2	8	8
Mvmt Flow	0	0	48	0	0	114	6	2711	120	76	1194	8
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	597	-	-	1416	1202	0	0	2831	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.28	-	-	6.94	4.18	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.49	-	-	3.32	2.24	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	406	0	0	127	565	-	-	132	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	406	-	-	127	565	-	-	132	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	15.1		120		0		3.8					
HCM LOS	C		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	565	-	-	406	127	132	-	-				
HCM Lane V/C Ratio	0.011	-	-	0.119	0.899	0.576	-	-				
HCM Control Delay (s)	11.4	-	-	15.1	120	64.1	-	-				
HCM Lane LOS	B	-	-	C	F	F	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	5.8	2.9	-	-				

1: US 23/Cornelia Hwy & Americold Logistics Driveway

Intersection													
Int Delay, s/veh	4.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			↗			↗	↘	↗↗				↗↗	↗
Traffic Vol, veh/h	0	0	29	0	0	160	69	1054	35	1	19	2730	40
Future Vol, veh/h	0	0	29	0	0	160	69	1054	35	1	19	2730	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	0	475	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	86	92	86	92	92	92	86	86	92	86	92	86	86
Heavy Vehicles, %	17	2	17	2	2	2	11	11	2	4	2	4	4
Mvmt Flow	0	0	34	0	0	174	80	1226	38	1	21	3174	47
Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	-	-	1587	-	-	632	3221	0	0	1264	1264	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.24	-	-	6.94	4.32	-	-	6.48	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.47	-	-	3.32	2.31	-	-	2.54	2.22	-	-
Pot Cap-1 Maneuver	0	0	83	0	0	423	~ 77	-	-	220	546	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	83	-	-	423	~ 77	-	-	471	471	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB						
HCM Control Delay, s	75.3		19.3		12.5		0.1						
HCM LOS	F		C										
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR						
Capacity (veh/h)	~ 77	-	-	83	423	471	-	-					
HCM Lane V/C Ratio	1.042	-	-	0.406	0.411	0.044	-	-					
HCM Control Delay (s)	209.6	-	-	75.3	19.3	13	-	-					
HCM Lane LOS	F	-	-	F	C	B	-	-					
HCM 95th %tile Q(veh)	5.7	-	-	1.6	2	0.1	-	-					
Notes													
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon					

HCM 6th TWSC
8: US 23/Cornelia Hwy & South Uturn

2028 AM Peak Hour Build Conditions- RCUT

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰		↱↱		↰	↱↱
Traffic Vol, veh/h	0	0	1158	0	7	2752
Future Vol, veh/h	0	0	1158	0	7	2752
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	-	-	-	410	-
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	0	0	1259	0	8	2991
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2771	-	0	-	1259	0
Stage 1	1259	-	-	-	-	-
Stage 2	1512	-	-	-	-	-
Critical Hdwy	6.84	-	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	-	-	2.22	-
Pot Cap-1 Maneuver	15	0	-	0	548	-
Stage 1	231	0	-	0	-	-
Stage 2	169	0	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	15	-	-	-	548	-
Mov Cap-2 Maneuver	15	-	-	-	-	-
Stage 1	231	-	-	-	-	-
Stage 2	166	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBTWBLn1		SBL	SBT		
Capacity (veh/h)	-		548	-		
HCM Lane V/C Ratio	-		0.014	-		
HCM Control Delay (s)	-		0	11.7		
HCM Lane LOS	-		A	B		
HCM 95th %tile Q(veh)	-		0	-		

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	105	1110	2790	0
Future Vol, veh/h	0	0	105	1110	2790	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	410	-	-	-
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	0	0	114	1207	3033	0
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1517	3033	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	0	108	~ 110	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	108	~ 110	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	14.7		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT		
Capacity (veh/h)	~ 110	-	-	-		
HCM Lane V/C Ratio	1.038	-	-	-		
HCM Control Delay (s)	170.1	-	0	-		
HCM Lane LOS	F	-	A	-		
HCM 95th %tile Q(veh)	6.8	-	-	-		
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

1: US 23/Cornelia Hwy & Americold Logistics Driveway

Intersection													
Int Delay, s/veh	9.1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations			↗			↗	↗	↗			↗	↗	
Traffic Vol, veh/h	0	0	54	0	0	105	7	3021	110	70	1329	9	
Future Vol, veh/h	0	0	54	0	0	105	7	3021	110	70	1329	9	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	0	-	-	0	475	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	95	92	95	92	92	92	95	95	92	92	95	95	
Heavy Vehicles, %	19	2	19	2	2	2	4	4	2	2	8	8	
Mvmt Flow	0	0	57	0	0	114	7	3180	120	76	1399	9	
Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	-	-	700	-	-	1650	1408	0	0	3300	0	0	
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	
Critical Hdwy	-	-	7.28	-	-	6.94	4.18	-	-	4.14	-	-	
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	
Follow-up Hdwy	-	-	3.49	-	-	3.32	2.24	-	-	2.22	-	-	
Pot Cap-1 Maneuver	0	0	345	0	0	~ 88	470	-	-	85	-	-	
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	-	-	345	-	-	~ 88	470	-	-	85	-	-	
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	
Approach	EB		WB		NB		SB						
HCM Control Delay, s	17.5		281.1		0		8						
HCM LOS	C		F										
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	470	-	-	345	88	85	-	-					
HCM Lane V/C Ratio	0.016	-	-	0.165	1.297	0.895	-	-					
HCM Control Delay (s)	12.8	-	-	17.5	281.1	156.5	-	-					
HCM Lane LOS	B	-	-	C	F	F	-	-					
HCM 95th %tile Q(veh)	0	-	-	0.6	8.4	4.8	-	-					
Notes													
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon					

HCM 7th TWSC
2: Julian Baugh Rd & Cagle Rd

2023 AM Peak Hour Build Conditions

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	6	2	7	13	1
Future Vol, veh/h	3	6	2	7	13	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	10	3	11	21	2

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	15	0	27
Stage 1	-	-	-	-	10
Stage 2	-	-	-	-	18
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1617	-	993
Stage 1	-	-	-	-	1019
Stage 2	-	-	-	-	1010
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1617	-	991
Mov Cap-2 Maneuver	-	-	-	-	991
Stage 1	-	-	-	-	1019
Stage 2	-	-	-	-	1008

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.61	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	996	-	-	400	-
HCM Lane V/C Ratio	0.023	-	-	0.002	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 7th TWSC
3: Julian Baugh Rd & Cagle Mill Rd

2023 AM Peak Hour Build Conditions

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	0	2	11	5	5
Future Vol, veh/h	10	0	2	11	5	5
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	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	0	3	15	7	7

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	31	10	14	0	-	0
Stage 1	10	-	-	-	-	-
Stage 2	21	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	988	1077	1618	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	986	1077	1618	-	-	-
Mov Cap-2 Maneuver	986	-	-	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1007	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.7	1.11	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	277	-	986	-	-
HCM Lane V/C Ratio	0.002	-	0.014	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 7th TWSC
4: Noah Martin Rd & Whitehall Rd

2023 AM Peak Hour Build Conditions

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	5	2	0	18	3	1	2	1	2	13	4
Future Vol, veh/h	2	5	2	0	18	3	1	2	1	2	13	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	14	14	14	6	6	6	33	33	33	10	10	10
Mvmt Flow	3	6	3	0	23	4	1	3	1	3	16	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	41	30	19	30	32	3	22	0	0	4	0	0
Stage 1	24	24	-	6	6	-	-	-	-	-	-	-
Stage 2	16	6	-	25	27	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.64	6.34	7.16	6.56	6.26	4.43	-	-	4.2	-	-
Critical Hdwy Stg 1	6.24	5.64	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.64	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4.126	3.426	3.554	4.054	3.354	2.497	-	-	2.29	-	-
Pot Cap-1 Maneuver	934	839	1025	968	853	1069	1415	-	-	1567	-	-
Stage 1	964	852	-	1006	883	-	-	-	-	-	-	-
Stage 2	973	867	-	983	865	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	903	837	1025	956	850	1069	1415	-	-	1567	-	-
Mov Cap-2 Maneuver	903	837	-	956	850	-	-	-	-	-	-	-
Stage 1	962	850	-	1005	882	-	-	-	-	-	-	-
Stage 2	944	866	-	972	864	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.11	9.24	1.89	0.77
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	422	-	-	888	876	181	-	-
HCM Lane V/C Ratio	0.001	-	-	0.013	0.03	0.002	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	9.1	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

HCM 7th TWSC
5: Old Cornelia Hwy & Noah Martin Rd

2023 AM Peak Hour Build Conditions

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	85	385	3	2	13
Future Vol, veh/h	0	85	385	3	2	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	9	9	3	3	13	13
Mvmt Flow	0	96	433	3	2	15

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	436	0	530
Stage 1	-	-	434
Stage 2	-	-	96
Critical Hdwy	4.19	-	6.53
Critical Hdwy Stg 1	-	-	5.53
Critical Hdwy Stg 2	-	-	5.53
Follow-up Hdwy	2.281	-	3.617
Pot Cap-1 Maneuver	1087	-	491
Stage 1	-	-	630
Stage 2	-	-	901
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1087	-	491
Mov Cap-2 Maneuver	-	-	491
Stage 1	-	-	630
Stage 2	-	-	901

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.37
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1087	-	-	-	582
HCM Lane V/C Ratio	-	-	-	-	0.029
HCM Ctrl Dly (s/v)	0	-	-	-	11.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC
6: US 23/Cornelia Hwy & Cagle Rd

2023 AM Peak Hour Build Conditions

Intersection												
Int Delay, s/veh	11.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	2	0	1	22	2	1	0	858	0	0	2268	2
Future Vol, veh/h	2	0	1	22	2	1	0	858	0	0	2268	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	280	517	-	-
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, %	50	50	50	0	0	0	11	11	11	4	4	4
Mvmt Flow	2	0	1	26	2	1	0	1009	0	0	2668	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3174	3678	1334	2344	3680	505	2671	0	0	1009	0	0
Stage 1	2668	2668	-	1009	1009	-	-	-	-	-	-	-
Stage 2	506	1009	-	1334	2671	-	-	-	-	-	-	-
Critical Hdwy	8.5	7.5	7.9	7.5	6.5	6.9	4.32	-	-	4.18	-	-
Critical Hdwy Stg 1	7.5	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4	4.5	3.8	3.5	4	3.3	2.31	-	-	2.24	-	-
Pot Cap-1 Maneuver	~ 2	2	95	~ 20	5	518	132	-	-	670	-	-
Stage 1	11	22	-	261	320	-	-	-	-	-	-	-
Stage 2	410	228	-	165	48	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 1	2	95	~ 20	5	518	132	-	-	670	-	-
Mov Cap-2 Maneuver	~ 1	2	-	~ 20	5	-	-	-	-	-	-	-
Stage 1	11	22	-	261	320	-	-	-	-	-	-	-
Stage 2	406	228	-	163	48	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	\$ 4660.7		\$ 870.89		0		0	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	132	-	-	1 16	670	-	-
HCM Lane V/C Ratio	-	-	-	2.521 1.81	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	\$ 4660.7 \$ 870.9	0	-	-
HCM Lane LOS	A	-	-	F F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.3 4.2	0	-	-

Notes	
~: Volume exceeds capacity	\$. Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	5.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	5	2	2	1	1
Future Vol, veh/h	3	5	2	2	1	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	5	2	2	1	1

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	8	2	2	0	-	0
Stage 1	2	-	-	-	-	-
Stage 2	7	-	-	-	-	-
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	1013	1083	1620	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1011	1083	1620	-	-	-
Mov Cap-2 Maneuver	1011	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	1017	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.44	3.61	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	1055	-	-
HCM Lane V/C Ratio	0.001	-	0.008	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

8: Dwy 4

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	8	22	1	1	0
Future Vol, veh/h	0	8	22	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	24	1	1	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	33	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	-	980	1052
Stage 1	0	-	-	-	998	-
Stage 2	0	-	-	-	1014	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	980	1052
Mov Cap-2 Maneuver	-	-	-	-	980	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	1014	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		8.68		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	980		
HCM Lane V/C Ratio	-	-	-	0.001		
HCM Ctrl Dly (s/v)	-	-	-	8.7		
HCM Lane LOS	-	-	-	A		
HCM 95th %tile Q(veh)	-	-	-	0		

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	5	1	2	5	1
Future Vol, veh/h	2	5	1	2	5	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	5	1	2	5	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	10	6	7
Stage 1	6	-	-
Stage 2	4	-	-
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	1010	1077	1614
Stage 1	1017	-	-
Stage 2	1019	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	1009	1077	1614
Mov Cap-2 Maneuver	1009	-	-
Stage 1	1016	-	-
Stage 2	1019	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.43	2.41	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	600	-	1057	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 7th TWSC
2: Julian Baugh Rd & Cagle Rd

2023 PM Peak Hour Build Conditions

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	17	13	2	6	10	5
Future Vol, veh/h	17	13	2	6	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	15	2	7	11	6

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	34	0	39
Stage 1	-	-	-	-	27
Stage 2	-	-	-	-	11
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1590	-	979
Stage 1	-	-	-	-	1001
Stage 2	-	-	-	-	1017
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1590	-	977
Mov Cap-2 Maneuver	-	-	-	-	977
Stage 1	-	-	-	-	1001
Stage 2	-	-	-	-	1015

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.82	8.66
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1002	-	-	450	-
HCM Lane V/C Ratio	0.017	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 7th TWSC
3: Julian Baugh Rd & Cagle Mill Rd

2023 PM Peak Hour Build Conditions

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	9	11	23	7
Future Vol, veh/h	7	0	9	11	23	7
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	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	0	12	15	31	9

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	74	35	40	0	-	0
Stage 1	35	-	-	-	-	-
Stage 2	39	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	935	1043	1583	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	927	1043	1583	-	-	-
Mov Cap-2 Maneuver	927	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	989	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.92	3.28	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	810	-	927	-	-
HCM Lane V/C Ratio	0.008	-	0.01	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 7th TWSC
4: Noah Martin Rd & Whitehall Rd

2023 PM Peak Hour Build Conditions

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	16	5	7	10	0	8	6	7	3	5	3
Future Vol, veh/h	11	16	5	7	10	0	8	6	7	3	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	7	7	7	6	6	6	0	0	0
Mvmt Flow	14	21	6	9	13	0	10	8	9	4	6	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	51	53	8	57	51	12	10	0	0	17	0	0
Stage 1	16	16	-	33	33	-	-	-	-	-	-	-
Stage 2	35	37	-	24	18	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.17	6.57	6.27	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.563	4.063	3.363	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	954	842	1079	928	831	1054	1583	-	-	1614	-	-
Stage 1	1009	886	-	971	858	-	-	-	-	-	-	-
Stage 2	986	868	-	981	871	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	931	834	1079	892	824	1054	1583	-	-	1614	-	-
Mov Cap-2 Maneuver	931	834	-	892	824	-	-	-	-	-	-	-
Stage 1	1006	884	-	965	852	-	-	-	-	-	-	-
Stage 2	965	862	-	950	868	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.2		9.34		2.78		1.97	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	619	-	-	898	850	457	-
HCM Lane V/C Ratio	0.006	-	-	0.046	0.026	0.002	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.2	9.3	7.2	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	326	134	9	8	4
Future Vol, veh/h	16	326	134	9	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	5	5	0	0
Mvmt Flow	18	375	154	10	9	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	164	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1414	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1414	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.35	0	11.53
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	84	-	-	-	565
HCM Lane V/C Ratio	0.013	-	-	-	0.024
HCM Ctrl Dly (s/v)	7.6	0	-	-	11.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC
6: US 23/Cornelia Hwy & Cagle Rd

2023 PM Peak Hour Build Conditions

Intersection												
Int Delay, s/veh	14.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↗	↗	↗	↗	↗
Traffic Vol, veh/h	6	1	4	10	0	4	2	2583	24	1	1139	4
Future Vol, veh/h	6	1	4	10	0	4	2	2583	24	1	1139	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	280	517	-	-
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, %	0	0	0	0	0	0	4	4	4	8	8	8
Mvmt Flow	6	1	4	10	0	4	2	2691	25	1	1186	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2538	3908	593	3291	3888	1345	1191	0	0	2716	0	0
Stage 1	1189	1189	-	2695	2695	-	-	-	-	-	-	-
Stage 2	1349	2720	-	596	1193	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.18	-	-	4.26	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.24	-	-	2.28	-	-
Pot Cap-1 Maneuver	14	3	454	~ 4	4	144	571	-	-	133	-	-
Stage 1	203	264	-	22	46	-	-	-	-	-	-	-
Stage 2	162	45	-	462	263	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	13	3	454	~ 2	3	144	571	-	-	133	-	-
Mov Cap-2 Maneuver	13	3	-	~ 2	3	-	-	-	-	-	-	-
Stage 1	201	262	-	22	46	-	-	-	-	-	-	-
Stage 2	156	45	-	452	261	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	\$ 500.22		\$ 3397.58		0.01		0.03	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	571	-	-	15 3	133	-	-
HCM Lane V/C Ratio	0.004	-	-	0.783 4.271	0.008	-	-
HCM Ctrl Dly (s/v)	11.3	-	-	\$ 500.22 \$ 3397.58	32.3	-	-
HCM Lane LOS	B	-	-	F F	D	-	-
HCM 95th %tile Q(veh)	0	-	-	1.9 3.1	0	-	-

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	3	6	2	3	3
Future Vol, veh/h	2	3	6	2	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	3	7	2	3	3

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	20	5	7	0	-	0
Stage 1	5	-	-	-	-	-
Stage 2	15	-	-	-	-	-
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	997	1078	1614	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	993	1078	1614	-	-	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.47	5.43	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1350	-	1042	-	-
HCM Lane V/C Ratio	0.004	-	0.005	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

8: Dwy 4

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	32	19	2	0	1
Future Vol, veh/h	0	32	19	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	35	21	2	0	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 57 22
Stage 1	-	-	- 22 -
Stage 2	-	-	- 35 -
Critical Hdwy	-	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	-	-	- 3.518 3.318
Pot Cap-1 Maneuver	0	-	- 951 1055
Stage 1	0	-	- 1001 -
Stage 2	0	-	- 988 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- 951 1055
Mov Cap-2 Maneuver	-	-	- 951 -
Stage 1	-	-	- 1001 -
Stage 2	-	-	- 988 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.41
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	1055
HCM Lane V/C Ratio	-	-	-	0.001
HCM Ctrl Dly (s/v)	-	-	-	8.4
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	3	5	6	3	3
Future Vol, veh/h	2	3	5	6	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	3	5	7	3	3

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	22	5	7	0	-	0
Stage 1	5	-	-	-	-	-
Stage 2	17	-	-	-	-	-
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	994	1078	1614	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	991	1078	1614	-	-	-
Mov Cap-2 Maneuver	991	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1005	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.47	3.29	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	818	-	1042	-	-
HCM Lane V/C Ratio	0.003	-	0.005	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 7th TWSC
2: Julian Baugh Rd & Cagle Rd

2028 AM Peak Hour Build Conditions

Intersection

Int Delay, s/veh 4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	7	2	8	15	1
Future Vol, veh/h	4	7	2	8	15	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	11	3	13	24	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	18
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1612
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1612
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.45	8.73
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	991	-	-	360	-
HCM Lane V/C Ratio	0.026	-	-	0.002	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 7th TWSC
3: Julian Baugh Rd & Cagle Mill Rd

2028 AM Peak Hour Build Conditions

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	0	2	13	6	6
Future Vol, veh/h	11	0	2	13	6	6
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	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	0	3	18	8	8

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	36	13	17	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	982	1074	1614	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	980	1074	1614	-	-	-
Mov Cap-2 Maneuver	980	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1004	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.73	0.96	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	240	-	980	-	-
HCM Lane V/C Ratio	0.002	-	0.016	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 7th TWSC
4: Noah Martin Rd & Whitehall Rd

2028 AM Peak Hour Build Conditions

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	6	2	0	21	3	1	2	1	2	14	4
Future Vol, veh/h	2	6	2	0	21	3	1	2	1	2	14	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	14	14	14	6	6	6	33	33	33	10	10	10
Mvmt Flow	3	8	3	0	27	4	1	3	1	3	18	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	44	32	20	32	34	3	23	0	0	4	0	0
Stage 1	25	25	-	6	6	-	-	-	-	-	-	-
Stage 2	18	6	-	27	28	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.64	6.34	7.16	6.56	6.26	4.43	-	-	4.2	-	-
Critical Hdwy Stg 1	6.24	5.64	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.64	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4.126	3.426	3.554	4.054	3.354	2.497	-	-	2.29	-	-
Pot Cap-1 Maneuver	929	838	1024	965	851	1069	1413	-	-	1567	-	-
Stage 1	962	851	-	1006	883	-	-	-	-	-	-	-
Stage 2	971	867	-	981	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	895	836	1024	952	849	1069	1413	-	-	1567	-	-
Mov Cap-2 Maneuver	895	836	-	952	849	-	-	-	-	-	-	-
Stage 1	961	849	-	1005	882	-	-	-	-	-	-	-
Stage 2	937	866	-	968	863	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	9.15			9.28			1.89			0.73		
HCM LOS	A			A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	422	-	-	880	871	172	-	-
HCM Lane V/C Ratio	0.001	-	-	0.014	0.035	0.002	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	9.2	9.3	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

HCM 7th TWSC
5: Old Cornelia Hwy & Noah Martin Rd

2028 AM Peak Hour Build Conditions

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	100	452	3	2	14
Future Vol, veh/h	0	100	452	3	2	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	9	9	3	3	13	13
Mvmt Flow	0	112	508	3	2	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	511	0	0 622 510
Stage 1	-	-	- 510 -
Stage 2	-	-	- 112 -
Critical Hdwy	4.19	-	- 6.53 6.33
Critical Hdwy Stg 1	-	-	- 5.53 -
Critical Hdwy Stg 2	-	-	- 5.53 -
Follow-up Hdwy	2.281	-	- 3.617 3.417
Pot Cap-1 Maneuver	1019	-	- 433 542
Stage 1	-	-	- 581 -
Stage 2	-	-	- 886 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1019	-	- 433 542
Mov Cap-2 Maneuver	-	-	- 433 -
Stage 1	-	-	- 581 -
Stage 2	-	-	- 886 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.09
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1019	-	-	-	526
HCM Lane V/C Ratio	-	-	-	-	0.034
HCM Ctrl Dly (s/v)	0	-	-	-	12.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC
6: US 23/Cornelia Hwy & Cagle Rd

2028 AM Peak Hour Build Conditions

Intersection												
Int Delay, s/veh	19.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	2	0	1	26	2	1	0	997	0	0	2658	2
Future Vol, veh/h	2	0	1	26	2	1	0	997	0	0	2658	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	280	517	-	-
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, %	50	50	50	0	0	0	11	11	11	4	4	4
Mvmt Flow	2	0	1	31	2	1	0	1173	0	0	3127	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3715	4300	1564	2736	4302	586	3129	0	0	1173	0	0
Stage 1	3127	3127	-	1173	1173	-	-	-	-	-	-	-
Stage 2	588	1173	-	1564	3129	-	-	-	-	-	-	-
Critical Hdwy	8.5	7.5	7.9	7.5	6.5	6.9	4.32	-	-	4.18	-	-
Critical Hdwy Stg 1	7.5	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4	4.5	3.8	3.5	4	3.3	2.31	-	-	2.24	-	-
Pot Cap-1 Maneuver	~ 1	1	63	~ 10	~ 2	458	85	-	-	580	-	-
Stage 1	5	11	-	207	268	-	-	-	-	-	-	-
Stage 2	360	183	-	119	27	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	1	63	~ 10	~ 2	458	85	-	-	580	-	-
Mov Cap-2 Maneuver	-	1	-	~ 10	~ 2	-	-	-	-	-	-	-
Stage 1	5	11	-	207	268	-	-	-	-	-	-	-
Stage 2	356	183	-	117	27	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v		\$ 2495.73	0	0
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	85	-	-	- 8	580	-	-
HCM Lane V/C Ratio	-	-	-	- 4.454	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	\$ 2495.7	0	-	-
HCM Lane LOS	A	-	-	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	- 5.6	0	-	-

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	5.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	5	2	2	1	1
Future Vol, veh/h	3	5	2	2	1	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	5	2	2	1	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	8	2	2	0	-	0
Stage 1	2	-	-	-	-	-
Stage 2	7	-	-	-	-	-
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	1013	1083	1620	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1011	1083	1620	-	-	-
Mov Cap-2 Maneuver	1011	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	1017	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.44	3.61	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	1055	-	-
HCM Lane V/C Ratio	0.001	-	0.008	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

8: Dwy 4

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	9	25	1	1	0
Future Vol, veh/h	0	9	25	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	27	1	1	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	38
Stage 1	-	-	28
Stage 2	-	-	10
Critical Hdwy	-	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	-	3.518
Pot Cap-1 Maneuver	0	-	975
Stage 1	0	-	995
Stage 2	0	-	1013
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	975
Mov Cap-2 Maneuver	-	-	975
Stage 1	-	-	995
Stage 2	-	-	1013

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	975
HCM Lane V/C Ratio	-	-	-	0.001
HCM Ctrl Dly (s/v)	-	-	-	8.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TT			TT	TT	
Traffic Vol, veh/h	2	5	1	2	5	1
Future Vol, veh/h	2	5	1	2	5	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	5	1	2	5	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	10	6	7	0	-	0
Stage 1	6	-	-	-	-	-
Stage 2	4	-	-	-	-	-
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	1010	1077	1614	-	-	-
Stage 1	1017	-	-	-	-	-
Stage 2	1019	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1009	1077	1614	-	-	-
Mov Cap-2 Maneuver	1009	-	-	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1019	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.43	2.41	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	600	-	1057	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

1: US 23/Cornelia Hwy & Americold Logistics Driveway

Intersection

Int Delay, s/veh 5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↗				↗	↗
Traffic Vol, veh/h	23	0	31	65	0	40	7	2998	110	2	68	1254	9
Future Vol, veh/h	23	0	31	65	0	40	7	2998	110	2	68	1254	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	475	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	95	92	95	92	92	92	95	95	92	95	92	95	95
Heavy Vehicles, %	19	2	19	2	2	2	4	4	2	8	2	8	8
Mvmt Flow	24	0	33	71	0	43	7	3156	120	2	74	1320	9

Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	3065	4762	660	4042	4712	1638	1329	0	0	3275	3275	0	0
Stage 1	1472	1472	-	3230	3230	-	-	-	-	-	-	-	-
Stage 2	1593	3290	-	812	1482	-	-	-	-	-	-	-	-
Critical Hdwy	7.88	6.54	7.28	7.54	6.54	6.94	4.18	-	-	6.56	4.14	-	-
Critical Hdwy Stg 1	6.88	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.88	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.69	4.02	3.49	3.52	4.02	3.32	2.24	-	-	2.58	2.22	-	-
Pot Cap-1 Maneuver	~ 4	1	368	~ 1	1	89	505	-	-	9	87	-	-
Stage 1	113	189	-	~ 10	23	-	-	-	-	-	-	-	-
Stage 2	94	21	-	339	187	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	-	0	368	-	0	89	505	-	-	59	~ 59	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-	-
Stage 1	113	0	-	~ 9	23	-	-	-	-	-	-	-	-
Stage 2	48	21	-	309	0	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			0.03	17.84
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	505	-	-	-	~ 59	-	-
HCM Lane V/C Ratio	0.015	-	-	-	1.253	-	-
HCM Ctrl Dly (s/v)	12.2	-	-	-	\$ 329.9	-	-
HCM Lane LOS	B	-	-	-	F	-	-
HCM 95th %tile Q(veh)	0	-	-	-	6.3	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

HCM 7th TWSC
2: Julian Baugh Rd & Cagle Rd

2028 PM Peak Hour Build Conditions

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	16	2	7	12	6
Future Vol, veh/h	20	16	2	7	12	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	18	2	8	14	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	41	0	45
Stage 1	-	-	-	-	32
Stage 2	-	-	-	-	13
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1581	-	971
Stage 1	-	-	-	-	996
Stage 2	-	-	-	-	1015
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1581	-	969
Mov Cap-2 Maneuver	-	-	-	-	969
Stage 1	-	-	-	-	996
Stage 2	-	-	-	-	1014

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.62	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	994	-	-	400	-
HCM Lane V/C Ratio	0.021	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 7th TWSC
3: Julian Baugh Rd & Cagle Mill Rd

2028 PM Peak Hour Build Conditions

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	9	13	27	7
Future Vol, veh/h	7	0	9	13	27	7
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	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	0	12	17	36	9

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	82	41	45	0	-	0
Stage 1	41	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	925	1036	1576	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	918	1036	1576	-	-	-
Mov Cap-2 Maneuver	918	-	-	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	986	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.96	2.99	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	736	-	918	-	-
HCM Lane V/C Ratio	0.008	-	0.01	-	-
HCM Ctrl Dly (s/v)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 7th TWSC
4: Noah Martin Rd & Whitehall Rd

2028 PM Peak Hour Build Conditions

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	19	6	8	11	0	9	6	8	3	5	3
Future Vol, veh/h	12	19	6	8	11	0	9	6	8	3	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	7	7	7	6	6	6	0	0	0
Mvmt Flow	15	24	8	10	14	0	12	8	10	4	6	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	54	57	8	62	54	13	10	0	0	18	0	0
Stage 1	16	16	-	36	36	-	-	-	-	-	-	-
Stage 2	38	41	-	26	18	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.17	6.57	6.27	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.563	4.063	3.363	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	949	838	1079	920	828	1053	1583	-	-	1612	-	-
Stage 1	1009	886	-	967	855	-	-	-	-	-	-	-
Stage 2	983	865	-	978	871	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	924	830	1079	879	820	1053	1583	-	-	1612	-	-
Mov Cap-2 Maneuver	924	830	-	879	820	-	-	-	-	-	-	-
Stage 1	1006	884	-	960	849	-	-	-	-	-	-	-
Stage 2	959	858	-	942	868	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.26		9.39		2.85		1.97	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	632	-	-	893	844	457	-
HCM Lane V/C Ratio	0.007	-	-	0.053	0.029	0.002	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.3	9.4	7.2	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	383	157	10	9	5
Future Vol, veh/h	18	383	157	10	9	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	5	5	0	0
Mvmt Flow	21	440	180	11	10	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	192	0	0	668	186
Stage 1	-	-	-	186	-
Stage 2	-	-	-	482	-
Critical Hdwy	4.12	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	3.5	3.3
Pot Cap-1 Maneuver	1382	-	-	427	861
Stage 1	-	-	-	850	-
Stage 2	-	-	-	625	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1382	-	-	418	861
Mov Cap-2 Maneuver	-	-	-	418	-
Stage 1	-	-	-	834	-
Stage 2	-	-	-	625	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.34	0	12.26
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	81	-	-	-	512
HCM Lane V/C Ratio	0.015	-	-	-	0.031
HCM Ctrl Dly (s/v)	7.6	0	-	-	12.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC
6: US 23/Cornelia Hwy & Cagle Rd

2028 PM Peak Hour Build Conditions

Intersection												
Int Delay, s/veh	312.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	7	1	5	14	0	5	2	3024	29	1	1325	5
Future Vol, veh/h	7	1	5	14	0	5	2	3024	29	1	1325	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	280	517	-	-
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, %	0	0	0	0	0	0	4	4	4	8	8	8
Mvmt Flow	7	1	5	15	0	5	2	3150	30	1	1380	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2961	4567	690	3847	4542	1575	1385	0	0	3180	0	0
Stage 1	1382	1382	-	3154	3154	-	-	-	-	-	-	-
Stage 2	1579	3184	-	693	1388	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.18	-	-	4.26	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.24	-	-	2.28	-	-
Pot Cap-1 Maneuver	~ 7	1	392	~ 1	1	101	480	-	-	85	-	-
Stage 1	154	213	-	~ 11	26	-	-	-	-	-	-	-
Stage 2	116	25	-	405	212	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 6	1	392	~ 0	1	101	480	-	-	85	-	-
Mov Cap-2 Maneuver	~ 6	1	-	~ 0	1	-	-	-	-	-	-	-
Stage 1	152	211	-	~ 11	26	-	-	-	-	-	-	-
Stage 2	110	25	-	392	209	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	\$ 1562.59		\$ 71566.46		0.01		0.04	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	480	-	-	7	85	-	-
HCM Lane V/C Ratio	0.004	-	-	2.08393.304	0.012	-	-
HCM Ctrl Dly (s/v)	12.5	-	-	\$ 1562.59	47.8	-	-
HCM Lane LOS	B	-	-	F	F	E	-
HCM 95th %tile Q(veh)	0	-	-	2.7	4.2	0	-

Notes	
~: Volume exceeds capacity	\$. Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	3	6	2	3	3
Future Vol, veh/h	4	3	6	2	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	3	7	2	3	3

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	20	5	7	0	-	0
Stage 1	5	-	-	-	-	-
Stage 2	15	-	-	-	-	-
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	997	1078	1614	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	993	1078	1614	-	-	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.53	5.43	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1350	-	1028	-	-
HCM Lane V/C Ratio	0.004	-	0.007	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

8: Dwy 4

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	37	21	2	0	1
Future Vol, veh/h	0	37	21	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	40	23	2	0	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	64	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	40	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	-	942	1053
Stage 1	0	-	-	-	999	-
Stage 2	0	-	-	-	982	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	942	1053
Mov Cap-2 Maneuver	-	-	-	-	942	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	982	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		8.42		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	1053		
HCM Lane V/C Ratio	-	-	-	0.001		
HCM Ctrl Dly (s/v)	-	-	-	8.4		
HCM Lane LOS	-	-	-	A		
HCM 95th %tile Q(veh)	-	-	-	0		

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	2	3	5	6	3	3
Traffic Vol, veh/h	2	3	5	6	3	3
Future Vol, veh/h	2	3	5	6	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	3	5	7	3	3

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	22	5	7
Stage 1	5	-	-
Stage 2	17	-	-
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	994	1078	1614
Stage 1	1018	-	-
Stage 2	1005	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	991	1078	1614
Mov Cap-2 Maneuver	991	-	-
Stage 1	1015	-	-
Stage 2	1005	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.47	3.29	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	818	-	1042	-	-
HCM Lane V/C Ratio	0.003	-	0.005	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Appendix L: ICE Analysis

GDOT PI # (or N/A): Request By:

County: GDOT District:

Major (State) Road: Speed Limit:

Minor (Crossing) ST: Speed Limit:

Major ST Direction: Area Type:

Intersection Control:

Prepared By: Analyst:

Date: Project ID:

Project Purpose:

2022	Existing Data Year	2022 Existing Year Volumes				N			
2023	Project Opening Year	2202 (1045) [35400]				Annual Growth Rate: 3.3%			
2028	Project Design Year					K Factor*: 10%			
		(0)	(8)	(1035)	(2)				
		0	33	2,168	1				

GDOT PI #	0008351	Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety performance in operations for pedestrians and/or bicyclists? 4. Does alternative improve (or preserve) convenience characteristics (congestion, delay, reliability, etc.)? 5. Does alternative appear feasible given the site respect to other project factors? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?							
Project Location:	US 23/SR 365 @ Proposed Dwy								
Existing Control:	Conventional (Minor Stop)								
Prepared by:	Pond & Company								
Date:	4/14/2025								
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column									
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)		Screening Decision Justification:							
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Existing control, which has a failing LOS
	Conventional (All-Way Stop)	No	No	Yes	No	No	No	No	Major street capacity needs don't justify
	Mini Roundabout	No	No	No	No	No	No	No	Not justified due to intersection capacity needs
	Single Lane Roundabout	No	No	No	No	No	No	No	Existing lane configuration and capacity needs don't justify
	Multilane Roundabout	No	Yes	No	Yes	No	No	No	Not appropriate for the scale of this intersection
	RCUT (stop control)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Identified as feasible alternative
	RIRO w/down stream U-Turn	No	Yes	Yes	No	Yes	No	No	Side street left turn & thru volumes too high. Alternative would be restrictive
	High-T (unsignalized)	Yes	Yes	No	Yes	Yes	Yes	No	Not applicable. Intersection is not a T intersection
	Offset-T Intersections	No	No	No	No	No	No	No	Not applicable. Intersection is not a T intersection
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Intersection not an interchange
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Intersection not an interchange
	No LT Lane Improvements	No	No	No	No	No	No	No	N/A
	No RT Lane Improvements	No	No	No	No	No	No	No	N/A
Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A	
Signalized Intersections	Traffic Signal	Yes	Yes	Yes	Yes	Yes	No	No	Signal not warranted
	Median U-Turn (Indirect Left)	Yes	Yes	No	No	Yes	No	No	Signal not warranted
	RCUT (signalized)	Yes	Yes	Yes	Yes	Yes	No	No	Signal not warranted
	Displaced Left Turn (CFI)	No	Yes	No	No	No	No	No	Not appropriate for the scale of this intersection
	Continuous Green-T	No	No	No	No	No	No	No	Not applicable. Intersection is not a T intersection
	Jughandle	No	Yes	No	Yes	No	No	No	Not appropriate for the scale of this intersection
	Quadrant Roadway	No	Yes	No	Yes	No	No	No	Not appropriate for the scale of this intersection
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Intersection not an interchange
	Diverging Diamond	No	No	No	No	No	No	No	Intersection not an interchange
	Single Point Interchange	No	No	No	No	No	No	No	Intersection not an interchange
	No LT Lane Improvements	No	No	No	No	No	No	No	Existing lane configurations include turn lanes. Double lanes not warrantd
	No RT Lane Improvements	No	No	No	No	No	No	No	Existing lane configurations include turn lanes. Double lanes not warrantd
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

☒ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

- Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
- The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
- The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
 - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
 - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
 - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
 - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location: US 23/SR 365 @ Proposed Dwy

GDOT PI # (or N/A): 0008351

County: Hall

Requested By: Hall County

GDOT District: 1 - Gainesville

Prepared By: Pond & Company

Area Type: Suburb/Transition

Analyst: 0

Existing Intersection Control: Conventional (Minor Stop)

Date: 4/14/2025

Waiver Request Type: New Median Opening

Traffic and Operations Data:¹

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	29,144	
Existing Avg Daily Traffic (Minor Street):	264	
Analysis Period:	AM Peak	PM Peak
2023 Opening Yr Peak Hour Intersection Delay:	44.1 sec	87.6 sec
2023 Opening Yr Peak Hour Intersection V/C:	0.57	0.74
2028 Design Yr Peak Hour Intersection Delay:	75.0 sec	202.6 sec
2028 Design Yr Peak Hour Intersection V/C:	1.04	1.07

¹Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required): ¹			
Crash Type	Crash Data: Enter most recent 5 years of crash data	Crash Severity	
		PDO	Injury Crash* Fatal Crash*
Angle	1	2	0
Head-On	0	0	0
Rear End	2	1	0
Sideswipe - same	0	0	0
Sideswipe - opposite	0	0	0
Not Collision w/Motor Veh	1	1	0
TOTALS:	4	4	0

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required):	Install RCUT at the intersection of US 23/SR 365/Cornelia Hwy due to the traffic impacts of a proposed residential development. This intersection does not warrant a signal and its high major street volume does not justify a roundabout. Additionally, it is not a T intersection or interchange and the RIRO alternative would be restrictive since there is a high amount of minor street left turning vehicles.
Proposed Intersection Control:	RCUT (stop control)

REQUESTED BY: Zach Puckett

Date: 4/14/2025

Title: Project Engineer, IMSA Level II

APPROVED BY:

Date:

Name:

Chief Engineer or (Approved Delegate)