TRAFFIC IMPACT STUDY

FOR

THE VILLAGE AT TANNER ESTATES DEVELOPMENT

HALL COUNTY, GA

Prepared By:

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September 18, 2026

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EXECUTIVE SUMMARY

A proposed residential development of single-family detached homes, located in Hall County, GA will be built on undeveloped land of approximately 103.65 acres located north of Poplar Springs Church Road and east of SR 332. The development will include 318 single-family detached homes. The site will be accessed via a main driveway on Poplar Springs Church Road approximately 300 ft west of the Poplar Springs Church Road and Meadowood Court/Poplar Springs Drive intersection, and another emergency-only driveway will connect to the east end of Gilleland Extension. The full build-out of the proposed development is planned for 2031. This study analyzed the peak hour traffic operations and capacity analysis for the study intersections to determine if recommendations to the existing roadway network should be made to accommodate the new traffic.

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

1. SR 332/Poplar Springs Road at SR 13/Atlanta Highway
2. SR 332/Poplar Springs Road at Gilleland Circle
3. SR 332/Poplar Springs Road at Poplar Springs Church Road
4. Poplar Spring Church Road at Driveway
5. Poplar Spring Church Road at Calvary Church Road
6. Lee Land Road at Webb Girth Road

The ITE Trip Generation Manual, was referenced to estimate the trips generated by the residential development. The site is expected to generate 2,832 trips per day. The expected trips were added to the future background traffic volumes to analyze the delay and level of service at the study intersections in existing, no-build, and build conditions.

Under existing conditions, all intersections and approaches operate acceptably, except for the eastbound approach at the intersection of SR 13 and SR 332, which operates at LOS E during the AM peak.

Under future no-build conditions, the eastbound approach at SR 13 and SR 332 is expected to operate at LOS E during both peak hours, compared to LOS E only during the AM peak in the existing year. At SR 332 and Poplar Springs Church Road, the level of service is forecasted to decline from LOS B to LOS C in the AM peak and from LOS C to LOS D in the PM peak. The northbound approach of Calvary Church Road at Poplar Springs Church Road/Lee Land Road is expected to operate at LOS D during the AM peak, a decrease from LOS C. The southbound approach is projected to decrease to LOS C during both AM and PM peaks, down from the current LOS B. Overall, all intersections are expected to maintain service levels comparable to existing conditions.

In the build scenario, all intersections are expected to operate at service levels similar to the no-build scenario, except the intersection of SR 332 at Poplar Springs Church Road, which is expected to operate at an unacceptable LOS F during the PM peak hour.

To address the impact of the development on the roadway network and to establish appropriate intersection control for the development driveway, the following recommendations are provided for the study intersections based on the intersection operations analysis and Intersection Control Evaluation (ICE) analysis.

SR 332 at Poplar Springs Church Road

- Convert the intersection to a single-lane roundabout.

Poplar Springs Church Road at Site Driveway

- Site Driveway should be minor-street stop controlled
- Add an eastbound left turn auxiliary lane
- Add a westbound right turn auxiliary lane

Operational analysis indicates that the intersection of SR 332 and Poplar Springs Church Road is expected to operate at an unacceptable LOS during the PM peak hour under Build conditions. Therefore, improvements are needed to address deficiencies caused by the proposed development.

According to ICE evaluation criteria, a single-lane roundabout is the preferred alternative. However, physical constraints such as a cemetery in the southeast quadrant and nearby private driveways may make this option infeasible under this project's scope. As an alternative, operational analysis shows that adding a dedicated southbound left-turn lane on SR 332 would improve intersection operations to an acceptable LOS under Build conditions.

INTRODUCTION

Southeastern Engineering, Inc. conducted a traffic impact study for the proposed Village at Tanner Estates Residential Development, a single-family detached homes development in Hall County, GA. The development will be built on undeveloped land located to the east of SR 332/Poplar Springs Road and north of Poplar Springs Church Road. The development includes 318 single-family detached homes. The site will have two driveways: one new driveway on Poplar Springs Church Road and an emergency-only driveway connecting to Gilleland Circle E. The development build-out is planned for 2031. A location map of the area near the site is shown in **Figure 1**.

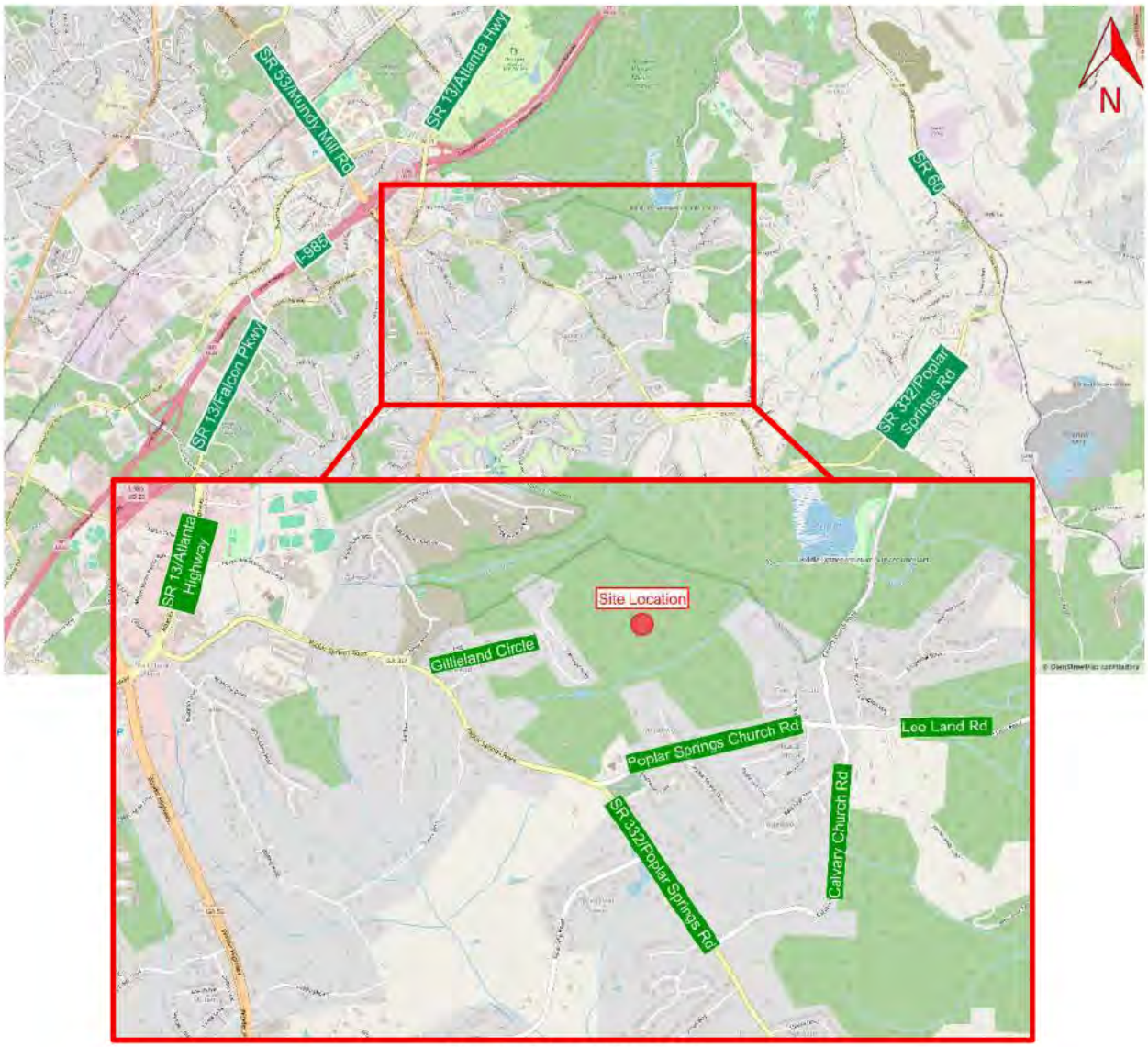


Figure 1 Location Map

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

PROJECT DESCRIPTION

The development will be built on approximately 103.65 acres of undeveloped land to the north of Poplar Springs Church Road and east of SR 332/Poplar Springs Road in Hall County, Georgia. The development will consist of 318 single-family detached homes and will be accessed via a main driveway on Poplar Springs Church Road approximately 300 ft west of the Poplar Springs Church Road and Meadowood Court/Poplar Springs Drive intersection, and another emergency-only driveway will connect to the east end of Gilleland Extension. This study analyzes traffic impacts from the full build-out of the proposed development, planned for 2031. The site plan is attached in **Appendix A**.

Study Network

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

1. SR 332/Poplar Springs Road at SR 13/Atlanta Highway – Traffic Signal
2. SR 332/Poplar Springs Road at Gilleland Circle – Minor-Street Stop-Control
3. SR 332/Poplar Springs Road at Poplar Springs Church Road – Minor-Street Stop-Control
4. Poplar Spring Church Road at Driveway – *New Intersection*
5. Poplar Spring Church Road at Calvary Church Road – Minor-Street Stop-Control
6. Lee Land Road at Webb Girth Road – Minor-Street Stop-Control

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

SR 332/Poplar Springs Road (SR 332)

SR 332 is a two-lane undivided facility with a posted speed limit of 35 mph and is classified by GDOT as a minor arterial. It connects to SR 13/Atlanta Highway to the west and to SR 60/Candler Road to the east. There is curb, gutter, and sidewalk present near the intersection of SR 332 and SR 13/Atlanta Highway.

SR 13/Atlanta Highway (SR 13)

SR 13 is a four-lane divided facility, in the study area, with a posted speed limit of 45 mph. It is classified by GDOT as a minor arterial. It connects to I-985 in the north and SR 53/Winder Highway in the south. Curb, gutter and sidewalk are present along SR 13 in the study area.

Poplar Spring Church Road

Poplar Springs Church Road is a two-lane undivided facility with a posted speed limit of 45 mph. It is classified by GDOT as a local road. No curb, gutter, or sidewalk are present in the study area. It connects to SR 332 in the west and changes to Lee Land Road in the east.

Lee Land Road

Lee Land Road is a two-lane undivided facility with a posted speed limit of 45 mph. It is classified by GDOT as a local road. No curb, gutter, or sidewalk is present in the study area. It connects to Poplar Springs Church Road to the west and Webb Girth Road to the east.

Webb Girth Road

Webb Girth Road is a two-lane undivided facility with a posted speed limit of 35 mph. It is classified by GDOT as a local road. No curb, gutter, or sidewalk is present in the study area. It connects to Lee Land Road in the north and Moore-Mills Road in the south.

Gilleland Circle

Gilleland Circle is a two-lane, undivided local road, as classified by GDOT, with a posted speed limit of 30 mph, and no curb, gutter, or sidewalk present within the study area. It is a loop road that connects to SR 332 at two points to the south; since both connection points are included as study intersections, they are characterized as Gilleland Circle E for the eastern intersection and Gilleland Circle W for the western intersection.

Calvary Church Road

Calvary Church Road is a two-lane undivided facility with a posted speed limit of 30 mph on the south leg approach and 45 mph on the north leg approach. It is classified by GDOT as a local road. No curb, gutter, or sidewalk is present in the study area. It connects to SR 332 in the south and SR 60/Candler Road in the north.



Figure 2 Aerial of Site Location

EXISTING TRAFFIC CONDITIONS

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

Existing Traffic Volumes

Existing traffic volumes were collected on roadways near the development. Daily traffic volumes (48 hours) were collected on Wednesday, September 02, 2026 and Thursday, September 03, 2026 near the development and peak hour turning movement counts were collected on Wednesday, September 02, 2026 at the study intersections. For operational analysis, the global peak hours for the entire

study network were identified as 7:15-8:15 AM for the AM peak and 4:45-5:45 PM for the PM peak hour. Existing daily traffic volumes collected in the study area are summarized in **Table 1**, and detailed traffic counts are attached in **Appendix B**. The existing AM and PM peak hour turning movement volumes for the study area are shown in **Figure 3**.

Table 1: Existing Traffic Volume (2026)				
Location	Date	Volume		Total
		Northbound/Eastbound	Southbound/Westbound	
Poplar Springs Church Road east of Southcourt Lane	09/02/2026	2,254	2,419	4,673
	09/03/2026	2,386	2,482	4,868
Gilleland Circle E north of Poplar Springs Road	09/02/2026	266	268	534
	09/03/2026	265	274	539
Gilleland Circle W north of Poplar Springs Road	09/02/2026	21	23	44
	09/03/2026	28	19	47
SR 332 east of SR 13	09/02/2026	7,739	7,063	14,802
	09/03/2026	8,010	7,266	15,276

Level of Service Methodology

Intersection capacity analyses were performed using the methodology outlined in the *Highway Capacity Manual, 7th Edition* (HCM). This methodology is the industry standard for the evaluation of intersection capacity and delay. To facilitate the analysis, computer software Synchro 12 and SIDRA 9.2 were used. Both software programs conform to the HCM methodology.

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

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

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

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

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

Existing Conditions Levels of Service

The existing geometric configuration, intersection controls, and signal timings per GDOT's Automated Traffic Signal Performance Measures (ATSPM) were used to analyze the intersections for the existing conditions operational analysis. All intersections are operating acceptably under existing conditions. However, the eastbound approach of SR 13 at SR 332 is operating at LOS E during the AM peak hour. The results of the existing intersection operational analysis are summarized in **Table 3** and detailed Synchro reports are attached in **Appendix C**.

Table 3: Level of Service and Delay for Existing Conditions (2026)

Intersection	Control	Approach	Delay (LOS)	
			AM	PM
SR 13 at SR 332	Traffic Signal	Eastbound	56.5 (E)	51.9 (D)
		Westbound	37.3 (D)	32.7 (C)
		Northbound	36.1 (D)	30.6 (C)
		Southbound	22.8 (C)	19.5 (B)
		Overall	**34.0 (C)**	**27.4 (C)**
SR 332 at Gilleland Cir W	Minor-Street Stop-Control	Southbound	16.3 (C)	18.3 (C)
SR 332 at Gilleland Cir E	Minor-Street Stop-Control	Southbound	16.8 (C)	16.9 (C)
SR 332 at Poplar Springs Church Rd	Minor-Street Stop-Control	Westbound	14.1 (B)	21.3 (C)
Poplar Springs Church Rd/Lee Land Rd at Calvary Church Rd	Minor-Street Stop-Control	Northbound	22.3 (C)	12.6 (B)
		Southbound	15.5 (B)	14.1 (B)
Lee Land Rd at Webb Girth Rd	Minor-Street Stop-Control	Northbound	8.9 (A)	9.3 (A)

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

The impact of the proposed development on the roadway network was analyzed and evaluated in the future year (2031) without the proposed development (No-Build) to compare the future conditions with the proposed fully constructed development (Build).

Growth Rate

The impact of the proposed development on the roadway network was analyzed and evaluated in the future year (2031) without the proposed development (No-Build) to compare the future conditions with the proposed fully constructed development (Build). The growth rate for the study area was calculated using different sources, including the annual volume statistics from GDOT's Traffic Analysis & Data Application (TADA), employment and population projections for the county from Regional Economic Models, Inc. (REMI), population projections for the county from the Governor's Office of Planning and Budget (OPB), and county census data from the US Census Bureau. Data and calculations from the sources are attached in **Appendix D**.

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

Table 4: GDOT Historical Growth Rate				
Station ID	Location	5-Year	10-Year	15-Year
139-0176	SR 13 west of SR 332	-	1.2%	0.2%
139-0178	SR 332 south of E Reed Road	-	4.1%	2.6%
139-0394	SR 332 south of SR 13	-	3.0%	2.3%
5-,10- and 15-Year Average		**-**	**2.8%**	**1.7%**
Average Growth Rate		**2.2%**		

Population and employment projections from REMI were utilized in determining growth rates for the county. This data was used to calculate the growth rate for build year 2031. **Table 5** summarizes the growth rate calculated using REMI's projections.

Table 5: Growth Rate Based on Regional Economic Models, Inc's Projections	
Projection Type	2026-2031
Employment Projection	**0.6%**
Population Projection	**0.9%**

The population projection data for the county was obtained from the Georgia Governor's OPB. This data was used to calculate the growth rate for build year 2031. Growth rate calculated using projections from OPB are summarized in **Table 6**.

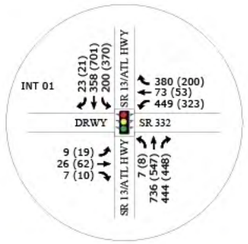
Table 6: Georgia Governor's Office of Planning and Budget Annual Population Estimates		
Year	County Population	Growth Rate
2026	230,125	
2031	246,423	**1.4%**

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

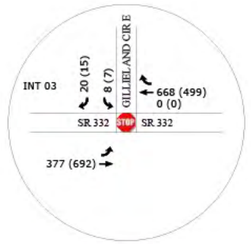
Table 7: U.S. Census Bureau Annual Estimates of the Resident Population			
Geographic Area	2010 Census	2020 Census	2010 to 2020 Growth Rate
Hall County	179,684	203,136	**1.2%**

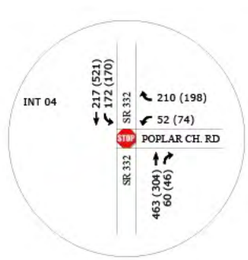
The growth rate used to calculate the project's future volumes was obtained by averaging the growth rates from different sources for an overall project growth rate of 1.3%.

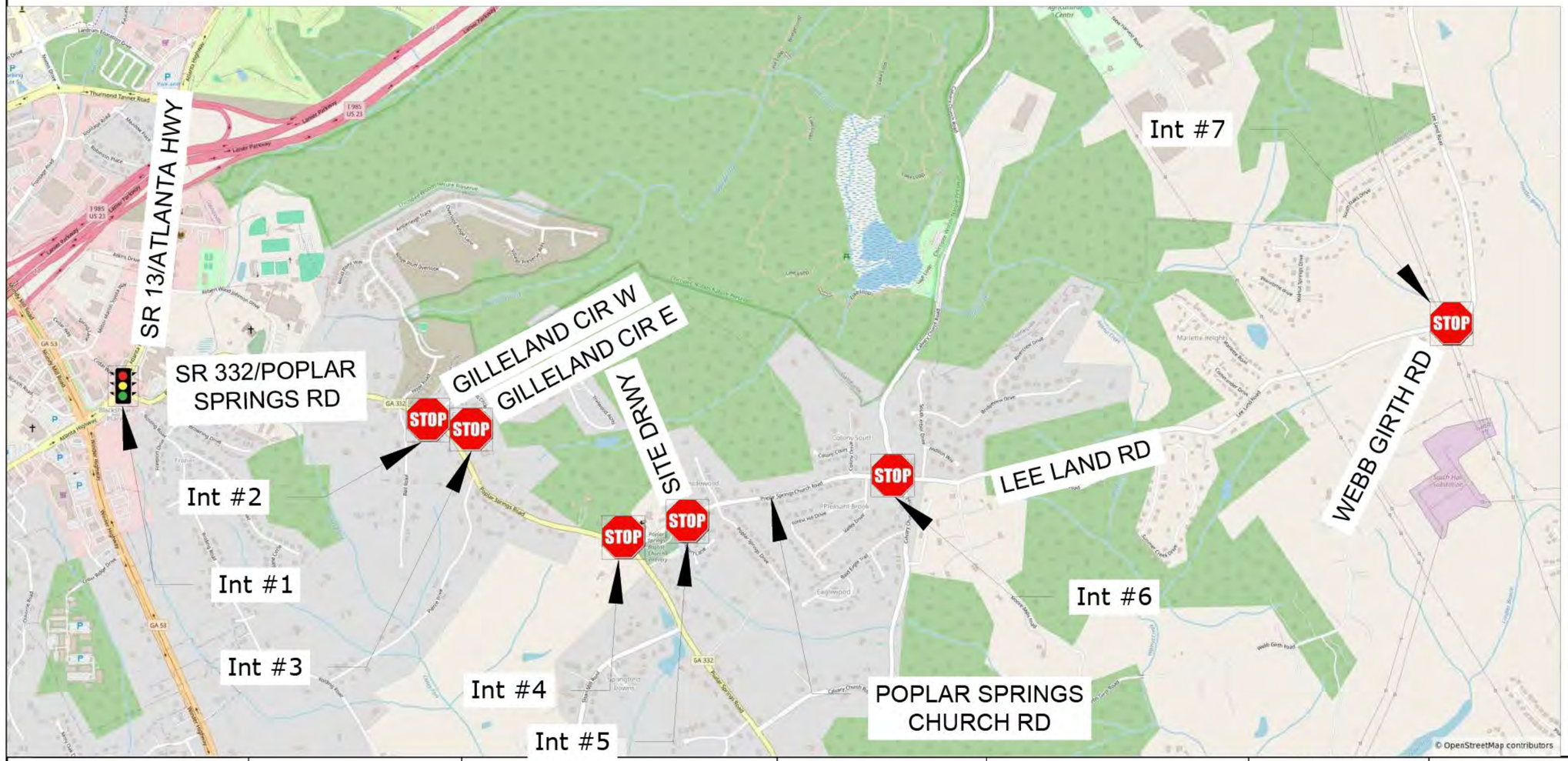
JURISDICTION	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
HALL COUNTY	1193-26-121		

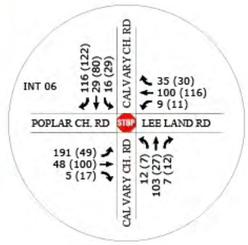














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FIGURE 3

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EXISTING PEAK HOUR VOLUMES

REVISION DATES

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VILLAGE AT TANNER ESTATES TRAFFIC STUDY

Future No-Build Traffic Volumes

The future background volumes for the 2031 were calculated by applying the annual exponential growth rate over five years to the existing 2026 background volumes. Future 2031 background volumes are shown in **Figure 4**.

Future No-Build Conditions Level of Service

A future no-build (2031) operational analysis was completed for the study network using the current geometric configuration and intersection controls. The eastbound approach at the intersection of SR 13 at SR 332, is expected to operate at LOS E during both peak hours compared to just the AM peak in the existing year. At SR 332 and Poplar Springs Church Road, the level of service declines from LOS B to LOS C in the AM peak and from LOS C to LOS D in the PM peak. The northbound approach of Calvary Church Road at Poplar Springs Church Road/Lee Land Road is projected to operate at LOS D during the AM peak, compared to LOS C in the existing year. Similarly, the southbound approach of Calvary Church Road at Poplar Springs Church Road/Lee Land Road is expected to decrease to LOS C during both AM and PM peak hours compared to LOS B in the existing year. Overall, all intersections are projected to continue operating at similar service levels, consistent with existing conditions. The results of the intersection operational analysis are summarized in **Table 8** and detailed Synchro reports are attached in **Appendix C**.

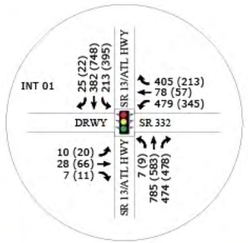
Table 8: Level of Service and Delay for No-Build (2031)

Intersection	Control	Approach	Delay (LOS)	
			AM	PM
SR 13 at SR 332	Traffic Signal	Eastbound	62.0 (E)	58.7 (E)
		Westbound	43.5 (D)	38.0 (D)
		Northbound	43.8 (D)	35.4 (D)
		Southbound	26.5 (C)	22.5 (C)
		Overall	**40.3 (D)**	**31.6 (C)**
SR 332 at Gilleland Cir W	Minor-Street Stop-Control	Southbound	17.3 (C)	19.7 (C)
SR 332 at Gilleland Cir E	Minor-Street Stop-Control	Southbound	18.2 (C)	18.0 (C)
SR 332 at Poplar Springs Church Rd	Minor-Street Stop-Control	Westbound	15.5 (C)	32.0 (D)
Poplar Springs Church Rd/Lee Land Rd at Calvary Church Rd	Minor-Street Stop-Control	Northbound	25.6 (D)	13.0 (B)
		Southbound	15.9 (C)	15.1 (C)
Lee Land Rd at Webb Girth Rd	Minor-Street Stop-Control	Northbound	9.0 (A)	9.4 (A)

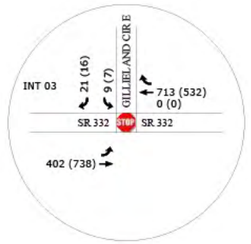
PROPOSED DEVELOPMENT

The proposed residential development will be constructed on approximately 103.65 acres of undeveloped land located to the north of Poplar Springs Church Road and east of SR 332 in Hall County, Georgia. The development will consist of 318 single-family detached homes. There will be two driveways to access the development; a primary Site Driveway on Poplar Springs Church Road approximately 300 ft west of the Poplar Springs Church Road and Meadowood Court/Poplar Springs Drive intersection, and another emergency-only driveway will connect to the east end of Gilleland Extension. This study evaluates the potential traffic impacts associated with the full build-out of the proposed development, which is anticipated to occur by the year 2031.

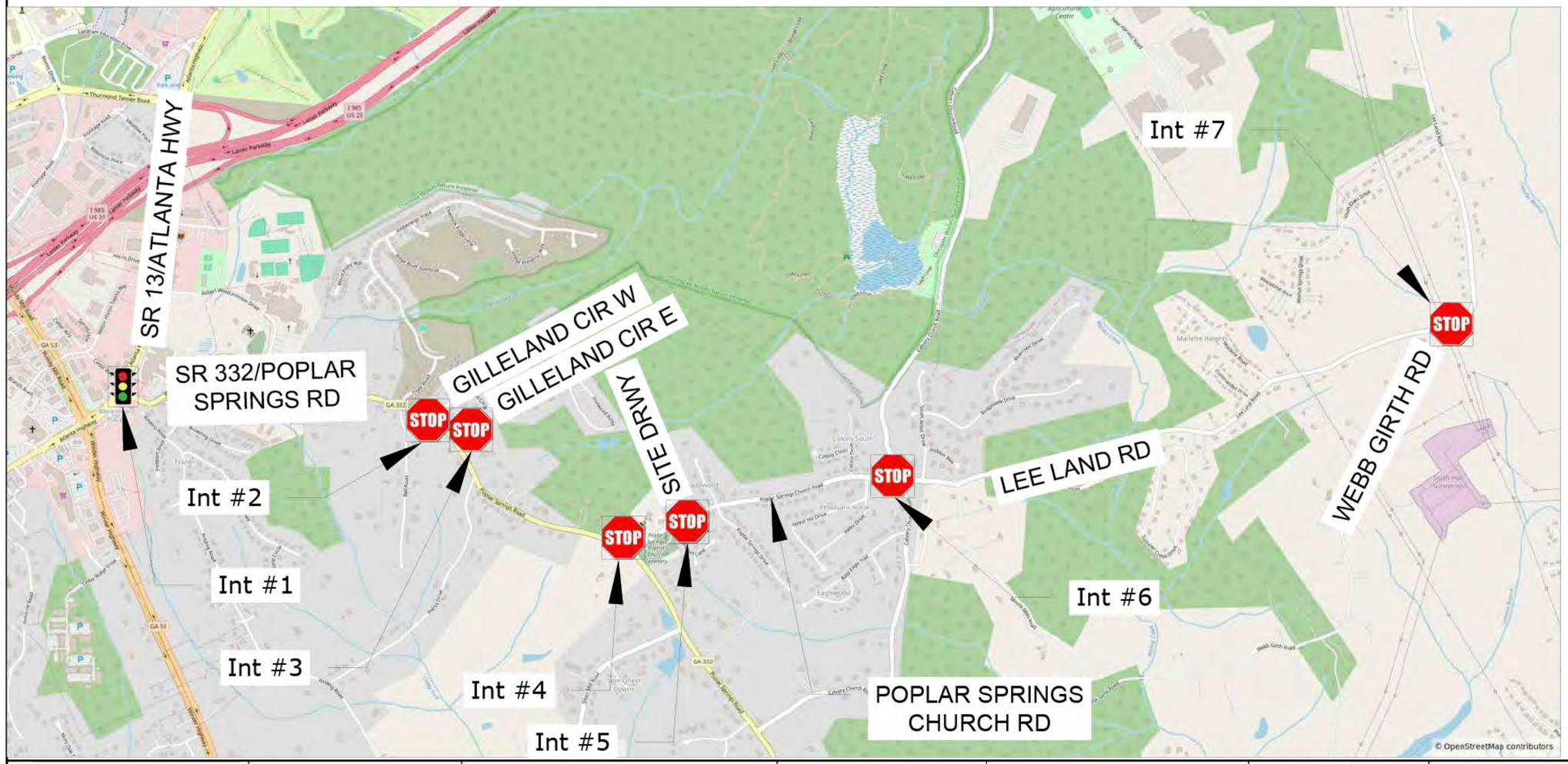
JURISDICTION	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
HALL COUNTY	1193-26-121		















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FIGURE 4

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NO-BUILD PEAK HOUR VOLUMES

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VILLAGE AT TANNER ESTATES TRAFFIC STUDY

Trip Generation

The number of trips expected to be generated from the development was estimated based on the method defined in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. The site is expected to generate 2,832 trips per day. Based on land use, pass-by trip reductions and internal trip captures are not expected for this development. The trip generation for the proposed development is summarized in **Table 9**, and the trip generation reports are attached in **Appendix E**.

Table 9: Proposed Site Trip Generation

Land Use (ITE Code)	Unit of Measure	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Single-family Detached Housing (210)	318 Units	1,416	1,416	2,832	59	160	219	173	106	279

Trip Distribution and Assignment

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

FUTURE CONDITIONS- WITH THE PROPOSED DEVELOPMENT (BUILD)

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

Future Build Traffic Volumes

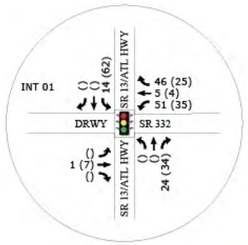
The future build analysis was conducted to determine any impacts to the study intersections resulting from trips from the full build-out of the development. The site-generated trips assigned to the adjacent roadway network were added to the background traffic volumes and are shown in **Figure 6**.

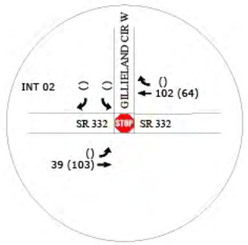
Future Build Level of Service

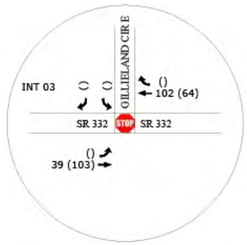
The level of service criteria discussed in the previous sections were applied to the study intersections to evaluate the impacts of 2031 background traffic combined with total site-generated traffic from the proposed development at full build-out. This future build operational analysis assumed that existing geometric configurations, intersection control, and signal timings remain unchanged.

Under build conditions, the intersection of SR 332 at Poplar Springs Church Road is expected to operate unacceptably (LOS F) during the PM peak hour. All remaining intersections are expected to operate at same levels of service, though with increased delay. The eastbound approach at the intersection of SR 13 at SR 332 is expected to operate at LOS E during the AM and PM peak hour. Development traffic is expected to increase delay at this approach by 15 seconds during the PM peak hour, affecting approximately 3% of total traffic entering the intersection. The remaining 97% of traffic at this intersection is expected to continue operating at an acceptable level of service during the PM peak hour. The results of the intersection capacity analysis are summarized in **Table 10**, and detailed Synchro reports are attached in **Appendix C**.

JURISDICTION	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
HALL COUNTY	1193-26-121		

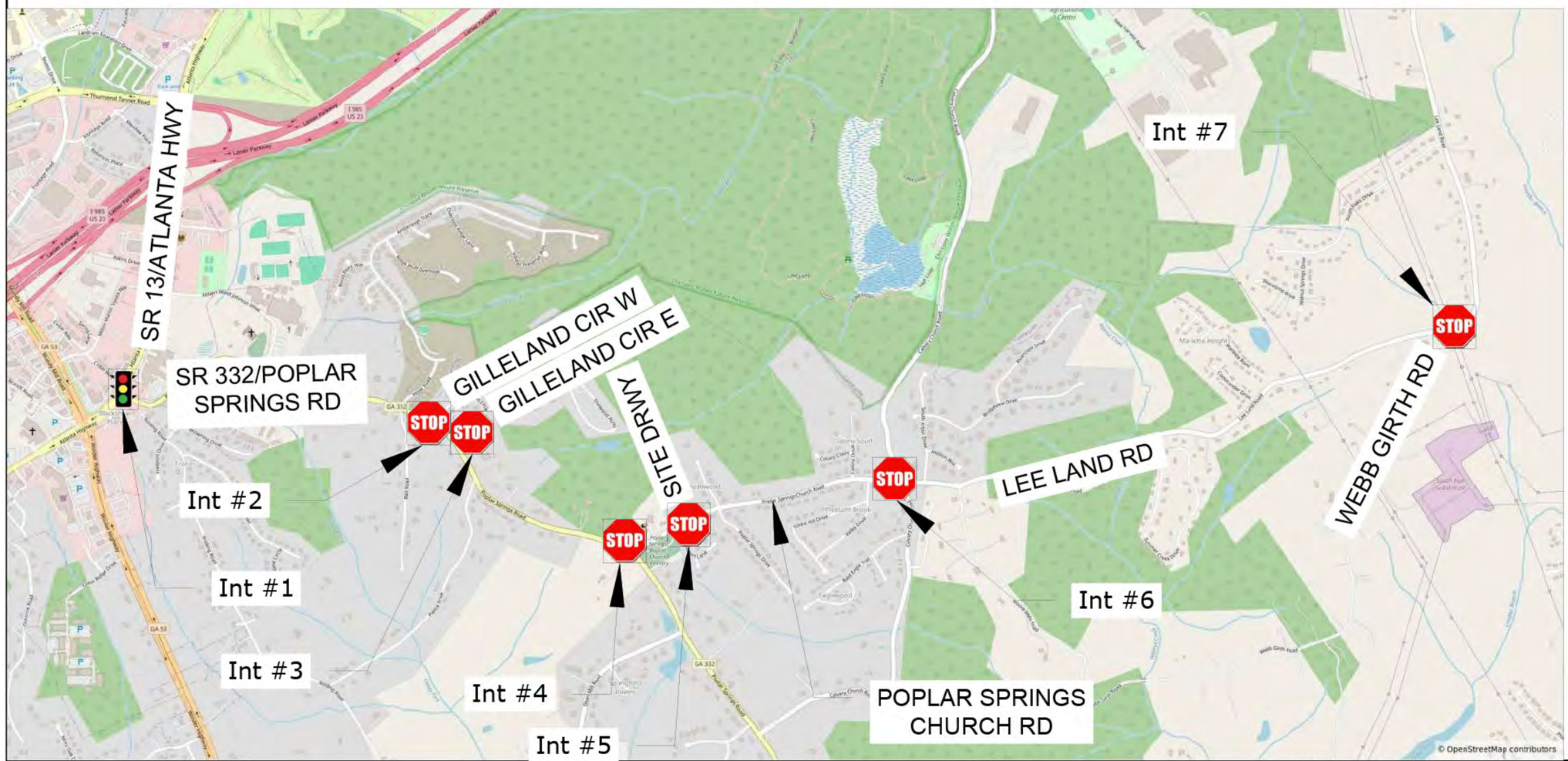




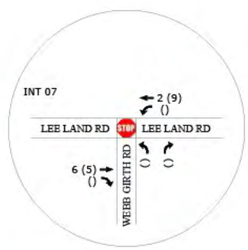












DRAWING NAME: I:\1455 Taji Development\1455-26-117 Mt. Moriah Villages Traffic Study\Traffic\DWG\Figures.dwg
PLOT DATE - TIME:Sep. 17, 2026 - 5:43 PM
PRINTED BY: NIKHIL CHOUDHARI

FIGURE 5

SOUTHEASTERN ENGINEERING, INC.
2470 Sandy Plains Road
Marietta, Georgia 30066
tel: 770-321-3936
www.seengineering.com

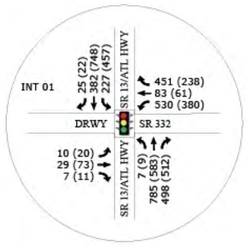
SITE GENERATED
PEAK HOUR VOLUMES

REVISION DATES

DATE:

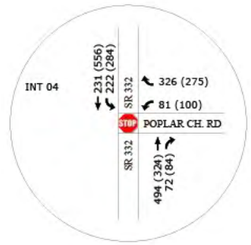
VILLAGE AT TANNER ESTATES
TRAFFIC STUDY

JURISDICTION	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
HALL COUNTY	1193-26-121		

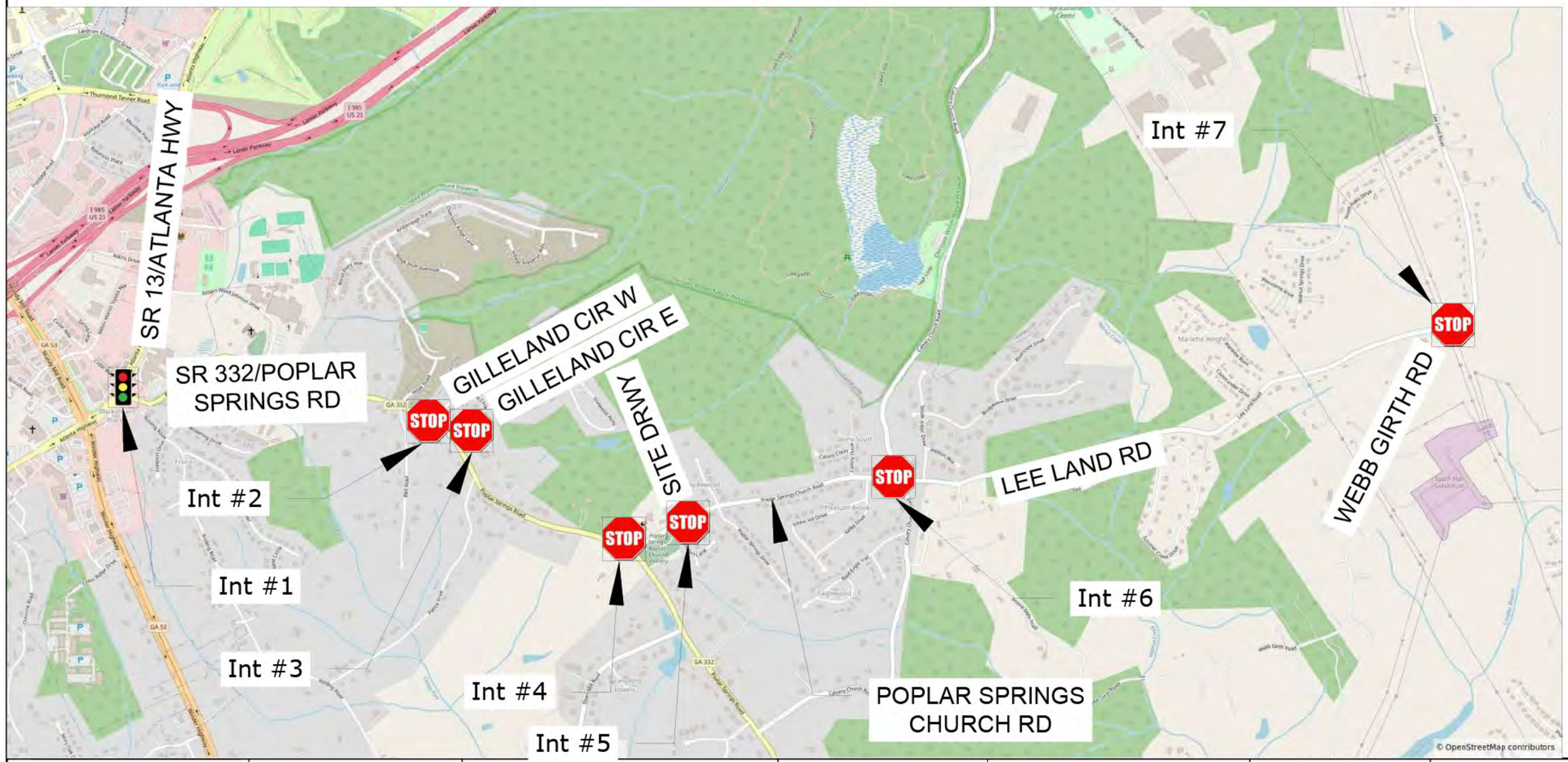
















DRAWING NAME: I:\1455 Taji Development\1455-26-117 Mt. Moriah Villages Traffic Study\Traffic\DWG\Figures.dwg
PLOT DATE - TIME:Sep. 17, 2026 - 5:43 PM
PRINTED BY: NIKHIL CHOUDHARI

FIGURE 6

SOUTHEASTERN ENGINEERING, INC.
2470 Sandy Plains Road
Marietta, Georgia 30066
tel: 770-321-3936
www.seengineering.com

BUILD PEAK HOUR VOLUMES

REVISION DATES

DATE:

VILLAGE AT TANNER ESTATES TRAFFIC STUDY

Table 10: Level of Service and Delay for Build (2031)				
Intersection	Control	Approach	Delay (LOS)	
			AM	PM
SR 13 at SR 332	Traffic Signal	Eastbound	65.3 (E)	73.6 (E)
		Westbound	54.0 (D)	51.4 (D)
		Northbound	54.2 (D)	49.5 (D)
		Southbound	30.1 (C)	31.8 (C)
		Overall	**49.3 (D)**	**43.7 (D)**
SR 332 at Gilleland Cir W	Minor-Street Stop-Control	Southbound	19.8 (C)	23.1 (C)
SR 332 at Gilleland Cir E	Minor-Street Stop-Control	Southbound	21.1 (C)	21.0 (C)
SR 332 at Poplar Springs Church Rd	Minor-Street Stop-Control	Westbound	25.1 (D)	**>300.0 (F)**
Poplar Springs Church Rd at Site Driveway	Minor-Street Stop-Control	Southbound	12.4 (B)	13.1 (B)
Poplar Springs Church Rd/Lee Land Rd at Calvary Church Rd	Minor-Street Stop-Control	Northbound	30.4 (D)	13.8 (B)
		Southbound	17.5 (C)	16.6 (C)
Lee Land Rd at Webb Girth Rd	Minor-Street Stop-Control	Northbound	9.0 (A)	9.5 (A)

Level of Service Comparison

The results of the intersection capacity analysis for the no-build and build conditions are compared in **Table 11.** Under build conditions, the intersection of SR 332 at Poplar Springs Church Road is projected to decline LOS F during the PM peak hour and LOS D during the AM peak hour. At the intersection of SR 13 and SR 332, the overall LOS will decrease LOS D during the PM peak hour, with the eastbound approach operating at LOS E. However, the development traffic increases the eastbound delay by 15 seconds and it affects just 3% of total intersection traffic during the PM peak. Because of the low volume from the eastbound approach and the overall intersection having an acceptable LOS, no traffic mitigation is recommended for the intersection of SR 13 and SR 332.

Table 11: Level of Service Comparison Table						
Intersection	Control	Approach	No-Build – Delay (LOS)		Build – Delay (LOS)	
			AM	PM	AM	PM
SR 13 at SR 332	Traffic Signal	Eastbound	62.0 (E)	58.7 (E)	65.3 (E)	73.6 (E)
		Westbound	43.5 (D)	38.0 (D)	54.0 (D)	51.4 (D)
		Northbound	43.8 (D)	35.4 (D)	54.2 (D)	49.5 (D)
		Southbound	26.5 (C)	22.5 (C)	30.1 (C)	31.8 (C)
		Overall	**40.3 (D)**	**31.6 (C)**	**49.3 (D)**	**43.7 (D)**
SR 332 at Gilleland Cir W	Minor-Street Stop-Control	Southbound	17.3 (C)	19.7 (C)	19.8 (C)	23.1 (C)
SR 332 at Gilleland Cir E	Minor-Street Stop-Control	Southbound	18.2 (C)	18.0 (C)	21.1 (C)	21.0 (C)
SR 332 at Poplar Springs Church Rd	Minor-Street Stop-Control	Westbound	15.5 (C)	32.0 (D)	25.1 (D)	**>300.0 (F)**
Poplar Springs Church Rd at Site Driveway	Minor-Street Stop-Control	Southbound			12.4 (B)	13.1 (B)
Poplar Springs Church Rd/Lee Land Rd at Calvary Church Rd	Minor-Street Stop-Control	Northbound	25.6 (D)	13.0 (B)	30.4 (D)	13.8 (B)
		Southbound	15.9 (C)	15.1 (C)	17.5 (C)	16.6 (C)
Lee Land Rd at Webb Girth Rd	Minor-Street Stop-Control	Northbound	8.9 (A)	9.4 (A)	9.0 (A)	9.5 (A)

INTERSECTION IMPROVEMENT ALTERNATIVES

The intersection of SR 332 at Poplar Springs Church Road is expected to be impacted by the proposed development. Mitigation will therefore be analyzed to improve operations to levels equal to or better than No-Build conditions. This section will also evaluate the need for turn lanes at the new intersection of Poplar Springs Church Road and the site driveway.

Auxiliary Lane Analysis

The need for auxiliary lanes was assessed for the northbound and southbound approaches at the intersection of SR 332 at Poplar Springs Church Road and for the eastbound and westbound approached at the intersection of Poplar Springs Church Road and Site Driveway.

The need for a turn lane was evaluated based on the guidelines from GDOT's Regulations for Driveway and Encroachment Control. Per the GDOT manual, auxiliary lanes are used on approaches to intersections when the daily turning traffic volumes exceed minimum levels. This section will state the conditions that warrant a turn lane and determine whether turn lanes are needed at development driveways. Per the GDOT manual, a left-turn lane is recommended at an intersection if the threshold values shown in **Table 12** are met or exceeded.

Table 12: Left-Turn Lane Requirements

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

Also based on the GDOT manual, a right-turn lane is recommended at an intersection if the threshold values shown in **Table 13** are met or exceeded.

Table 13: Right-Turn Lane Requirements

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

SR 332 is a two-lane roadway with a posted speed limit of 35 mph and an ADT of approximately 15,039 vehicles per day (vpd). Therefore, the threshold for a left-turn lane is set at 200 LTV per day, and the threshold for a right-turn lane is set at 100 RTV a day. Poplar Springs Church Road is a two-lane roadway with a posted speed limit of 45 mph and an ADT volume is expected to be >6000 vpd after the full build-out of the proposed development. Therefore, the threshold for a left-turn lane is set at 175 LTV a day and the threshold for a right-turn lane is set at 75 RTV a day.

The results for the auxiliary lane analysis for study intersections are shown in **Table 14**. Based on the build peak hour volumes — which combine the grown existing peak hour volumes (derived from the four hours of traffic data collected) with the site-generated peak hour trips — turn lanes are warranted on both the northbound and southbound approaches of SR 332 at Poplar Springs Church Road. At intersection of Poplar Springs Church Road at the Site Driveway warrant both left and right turn lanes on Poplar Springs Church Road.

Table 14: Results for Auxiliary Lane Analysis				
Intersection	Turning Movement Thresholds (vpd)		Expected Turning Volumes (vpd)	
	LTV	RTV	LTV (Met)	RTV (Met)
SR 332 at Poplar Springs Church Road	200	100	506 (Yes)	156 (Yes)
Poplar Springs Church Road at Site Driveway	175	75	1132 (Yes)	283 (Yes)

Intersection Control Evaluation

Per GDOT Policy 4A-5, an Intersection Control Evaluation (ICE) is required for any new or modified intersection on a State Route. ICE analysis was therefore performed at SR 332 at Poplar Springs Church Road. The ICE process scores feasible intersection control alternatives based on project cost, safety, traffic operations, environmental impacts, and stakeholder posture, with higher scores indicating a more preferable control per the GDOT ICE tool. Crash data for the intersection was obtained from the GDOT's NUMETRIC website, and it is summarized in **Table 15** and **Figure 7** shows the crash type and crash locations. Completed ICE tool outputs, crash reports, and operational analysis reports are provided in **Appendix F**.

Table 15: Crash Data of 5-Years for SR 332 at Poplar Springs Church Road Intersection			
Manner of Collision	Crash Severity		Total
	C (Possible Injury)	D (Property Damage Only)	
Angle	1	6	7
Rear End	2	8	10
Not a Collision with Motor Vehicles	0	2	2

The intersection is projected to operate at LOS F during the PM peak hour with the proposed development trips. As a result, operational improvements were evaluated and in ICE Stage 1, three alternatives were selected: (1) maintaining existing control and geometry, (2) install a single lane roundabout, and (3) keeping the current control but adding left- and right turn lanes on SR 332. The single lane roundabout has the highest score and ICE analysis are summarized in the **Table 16**.

Table 16: ICE Results for SR 332 at Poplar Springs Church Road Intersection			
Alternative	Delay (LOS)		ICE Score (Rank)
	AM	PM	
Minor-street Stop Control	25.1 (D)	>300 (F)	3.0 (3)
Single-lane Roundabout	11.2 (B)	15.4 (C)	5.1 (1)
Minor-street Stop Control with left- and right-turn lanes on SR 332	21.0 (C)	17.4 (C)	4.5 (2)

Operation Analysis with Alternatives

The intersection of Poplar Springs Church Road at the Site Driveway is expected to operate at acceptable levels of service after full build-out. Auxiliary lane analysis indicates that a left-turn lane and a right-turn lane are warranted on Poplar Springs Church Road under future conditions. While not required for the site driveway to operate acceptably, these lanes would reduce delay for through vehicles queued behind turning traffic — by 7.9 seconds during the AM peak hour and 8.3 seconds during the PM peak hour — providing an added benefit to traffic on Poplar Springs Church Road. The operational results for the intersection with and without auxiliary lanes are summarized in **Table 17** and Synchro reports are included in **Appendix C**.

Table 17: LOS Comparison for Poplar Springs Church Road at Site Driveway					
Intersection	Approach	Build w/o Aux Lanes Delay (LOS)		Build w/ Aux Lanes Delay (LOS)	
		AM	PM	AM	PM
Poplar Springs Church Road at Site Driveway	Southbound	12.4 (B)	13.1 (B)	12.3 (B)	12.8 (B)



INJURY/FATAL	ACCIDENT #
INJURY	3
FATAL	0
TOTAL	3

MANNER OF COLLISION	ACCIDENT #
ANGLE	7
HEAD-ON	0
SIDESWIPE- SAME DIRECTION	0
SIDESWIPE-OPPOSITE DIRECTION	0
REAR-END	10
NOT A COLLISION WITH MOTOR VEHICLE	2
TOTAL	19

LEGEND

- ANGLE
- HEAD-ON
- SIDESWIPE- SAME DIRECTION
- SIDESWIPE- OPPOSITE DIRECTION
- REAR-END
- NOT A COLLISION WITH MOTOR VEHICLE
- BICYCLE
- PEDESTRIAN
- ######## ACCIDENT NO.

FIGURE 7
SR 332 POPLAR SPRINGS ROAD AT POPLAR SPRINGS CHURCH RD

SOUTHEASTERN ENGINEERING, INC
2470 Sandy Plains Road
Marietta, Georgia 30066
tel: 770-321-3936 fax: 770-321-3935
www.seengineering.com

CONCLUSION AND RECOMMENDATIONS

The proposed Village at Tanner Estates Residential Development in Hall County, GA will be constructed on approximately 103.65 acres of undeveloped land north of Poplar Springs Church Road and east of SR 332. The project will feature 318 single-family detached homes, with primary access from Poplar Springs Church Road and an emergency-only driveway connecting to the east end of Gilleland Extension. Full build-out is scheduled for 2031. This study analyzed the peak hour traffic operations and capacity analysis for the study intersections to determine if recommendations to the existing roadway network should be made to accommodate the site generated trips.

In existing conditions, all intersections and approaches are operating acceptably, expect for the eastbound approach at the intersection of Sr 13 at SR 332 which is operating at LOS E in the AM peak.

Under future no-build conditions, the eastbound approach at SR 13 and SR 332 is expected to operate at LOS E during both peak hours, up from LOS E in the AM peak only in the existing year. At SR 332 and Poplar Springs Church Road, the level of service is projected to decline from LOS B to LOS C in the AM peak and from LOS C to LOS D in the PM peak. The northbound approach of Calvary Church Road at Poplar Springs Church Road/Lee Land Road is expected to operate at LOS D during the AM peak, down from LOS C. The southbound approach is projected to decrease to LOS C during both AM and PM peaks, down from the current LOS B. Overall, all intersections are expected to maintain service levels similar to existing conditions.

In the build scenario, all intersections are expected to continue to operate at similar service levels as the no-build scenario, except for the intersection of SR 332 at Poplar Springs Church Road which is expected to operate unacceptably, LOS F, during the PM peak hour.

To address the impact of the development on the roadway network and to establish appropriate intersection control for the development driveway, the following recommendations are provided for the study intersections based on the intersection operations analysis and Intersection Control Evaluation (ICE) analysis.

<u>SR 332 at Poplar Springs Church Road</u>

- Convert the intersection to a single-lane roundabout.

<u>Poplar Springs Church Road at Site Driveway</u>

- Site Driveway should be minor-street stop controlled
- Left-turn Lane warranted on the eastbound approach.
- Right-turn Lane warranted on the westbound approach.

Based on the operational analysis, the intersection of SR 332 and Poplar Springs Church Road is projected to operate at an unacceptable LOS during the PM peak hour under Build conditions. Consequently, intersection improvements are warranted to mitigate the operational deficiencies attributable to the proposed development.

Based on the ICE evaluation criteria, a single-lane roundabout is the preferred control alternative. However, installing a single-lane roundabout at this location may not be feasible within the scope of this project because of physical constraints, including a cemetery in the southeast quadrant of the intersection and the proximity of adjacent private driveways. As an alternative mitigation measure, the operational analysis indicates that constructing a dedicated southbound left-turn lane on SR 332 would improve intersection operations to an acceptable LOS under Build conditions.

APPENDICES

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

Appendix A

Site Plan

SITE INFORMATION

PROPERTY ADDRESS:
POPLAR SPRINGS ROAD
GAINESVILLE, GA 30507

TOTAL SITE AREA: 103.65 ACRES

CURRENT ZONING: R-1 (RESIDENTIAL-1)

PROPOSED USE: PRD PLANNED UNIT DEVELOPMENT

LOT CONFIGURATION A (42' x 120')	112 LOTS
LOT CONFIGURATION B (32' x 100')	206 LOTS
TOTAL	318 LOTS

PROPOSED SETBACKS:
FRONT: 20'
SIDE: 5' OR 20' ADJACENT TO RDW
REAR: 20'

OPEN SPACE:
61.09 / 103.65 AC. = 58.9%

MINIMUM FLOOR AREA: 1,200 S.F.

MAXIMUM BUILDING HEIGHT: 40 FEET

THIS PROPERTY IS NOT LOCATED WITH A DESIGNATED FLOOD HAZARD AREA PER FEMA F.I.R.M PANEL NO. 13139C0302F DATED 09/29/2006 FOR HALL COUNTY, GEORGIA AND INCORPORATED AREAS.

GENERAL NOTES

BOUNDARY INFORMATION IS APPROXIMATE. INFORMATION SHOWN HEREON IS BASED ON HALL COUNTY GIS PARCEL INFORMATION.

THIS PLAN IS CONCEPTUAL IN NATURE BASED ON PRELIMINARY COUNTY AND DEVELOPMENT INFORMATION AND RESEARCH. PLAN MAY CHANGE DURING PERMITTING AND GOVERNMENT APPROVAL PROCESS.



LOCATION MAP

FEMA PANEL 13139C0302F

acuminis consulting group
PO Box 1074
Grayson, Georgia 30017
770.527.3450
www.acuminisconsulting.com

GEORGIA REGISTERED PROFESSIONAL ENGINEER CHARLES A. KEMP 6/29/26
LEVEL 3 CERTIFIED DESIGN PROFESSIONAL, NO. 00000898

No.	REVISION	DATE
1		
2		
3		
4		
5		
6		
7		
8		

PREPARED FOR:
COOK COMMUNITIES
3120 FRONTAGE ROAD
GAINESVILLE ROAD, GEORGIA 30504
24-HOUR CONTACT
LUKE PRESSLEY
678.267.7153

PROJECT NAME:
THE VILLAGE AT TANNER ESTATES
POPULAR SPRINGS ROAD
PARCEL 15-00036-00-013A
GAINESVILLE, GEORGIA 30507
HALL COUNTY

TASK:

CONCEPT PLAN

CAN DESIGN	AS SHOWN SCALE
CAN DRAWN	1 of 2
CAN CHECKED	SHEET
6/23/26 DATE	26-231 PROJECT No.

SITE INFORMATION

PROPERTY ADDRESS: POPLAR SPRINGS ROAD
GAINESVILLE, GA 30507

TOTAL SITE AREA: 103.65 ACRES

CURRENT ZONING: R-1 (RESIDENTIAL-1)

PROPOSED USE: PRD PLANNED UNIT DEVELOPMENT

LOT CONFIGURATION A (42' x 120')	112 LOTS
LOT CONFIGURATION B (32' x 100')	206 LOTS
TOTAL	318 LOTS

PROPOSED SETBACKS:
FRONT 20'
SIDE 5' OR 20' ADJACENT TO ROW
REAR 20'

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61.09 / 103.65 AC. = 58.9%

MINIMUM FLOOR AREA: 1,200 S.F.

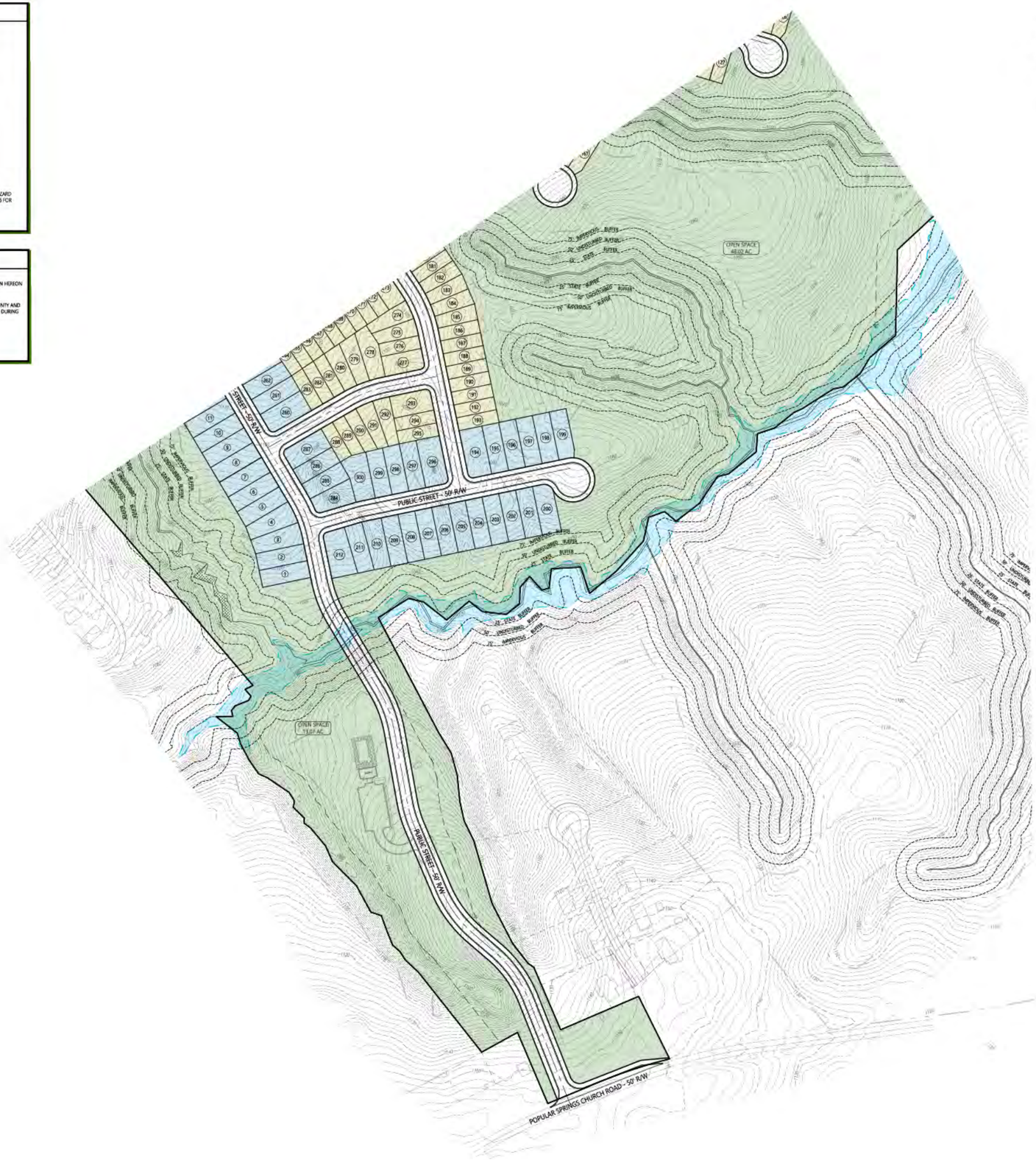
MAXIMUM BUILDING HEIGHT: 40 FEET

THIS PROPERTY IS NOT LOCATED WITH A DESIGNATED FLOOD HAZARD AREA PER FEMA FIRM PANEL NO. 13139C0302F DATED 09/29/2006 FOR HALL COUNTY, GEORGIA AND INCORPORATED AREAS.

GENERAL NOTES

BOUNDARY INFORMATION IS APPROXIMATE. INFORMATION SHOWN HEREON IS BASED ON HALL COUNTY GIS PARCEL INFORMATION.

THIS PLAN IS CONCEPTUAL IN NATURE BASED ON PRELIMINARY COUNTY AND DEVELOPMENT INFORMATION AND RESEARCH. PLAN MAY CHANGE DURING PERMITTING AND GOVERNMENT APPROVAL PROCESS.





LOCATION MAP

FEMA PANEL 13139C0302F

acuminis consulting group
PO Box 1074
Grayson, Georgia 30017
770.527.3450
www.acuminisconsulting.com

LEVEL II CERTIFIED DESIGN PROFESSIONAL NO. 00000#####

No.	REVISION	DATE
1		
2		
3		
4		
5		
6		
7		
8		

PREPARED FOR:
COOK COMMUNITIES
3120 FRONTAGE ROAD
GAINESVILLE ROAD, GEORGIA 30504
24-HOUR CONTACT
LUKE PRESSLEY
678.267.7153

PROJECT NAME:
THE VILLAGE AT TANNER ESTATES
POPULAR SPRINGS ROAD
PARCEL 15-00086-00-013A
GAINESVILLE, GEORGIA 30507
HALL COUNTY

TASK:
CONCEPT PLAN

CAN DESIGN	AS SHOWN SCALE
CAN DRAWN	2 of 2
CAN CHECKED	SHEET
6/23/26 DATE	26-231 PROJECT No.

Appendix B

Background Traffic Data

48-Hr Bidirectional Classification Count

Poplar Springs Church Rd east of Souhcourt

Prepared by National Data & Surveying Services

VOLUME

Poplar Springs Church Rd E/O Southcourt Ln (34.217164,-83.836231)

Day: Wednesday
Date: 9/2/2026

City: Gainesville
Project #: GA26_180168_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,254	2,419	4,673

15-Minutes Interval

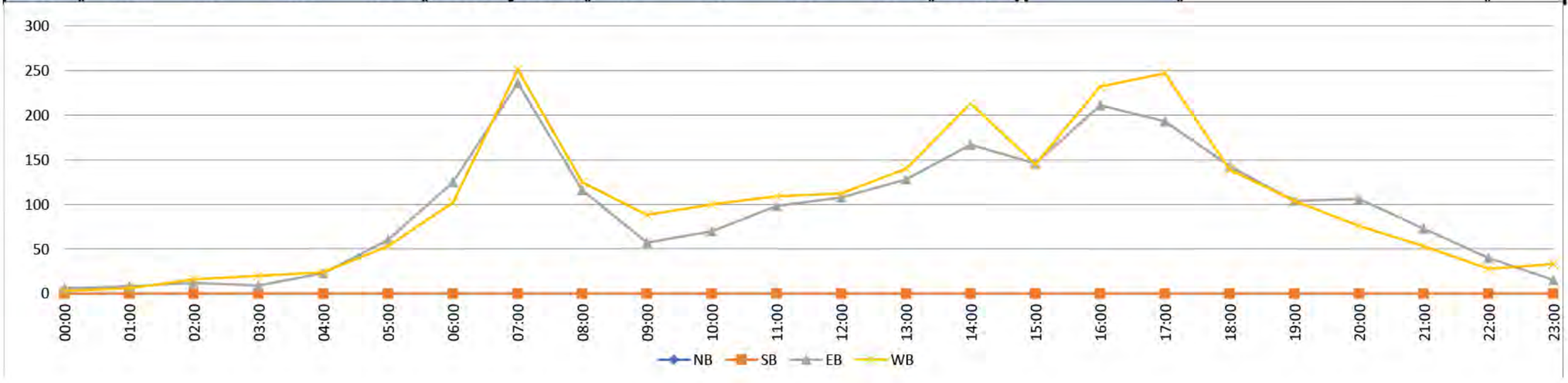
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
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0:30			1	0	1	12:30			31	22	53
0:45			0	0	0	12:45			25	30	55
1:00			2	2	4	13:00			31	41	72
1:15			4	2	6	13:15			26	28	54
1:30			0	1	1	13:30			42	30	72
1:45			2	1	3	13:45			29	41	70
2:00			5	8	13	14:00			39	25	64
2:15			2	5	7	14:15			51	37	88
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10:15			11	20	31	22:15			9	10	19
10:30			24	28	52	22:30			10	3	13
10:45			22	29	51	22:45			11	9	20
11:00			22	26	48	23:00			5	11	16
11:15			33	16	49	23:15			4	13	17
11:30			21	34	55	23:30			1	8	9
11:45			22	33	55	23:45			5	1	6
TOTALS	0	0	820	897	1717	TOTALS	0	0	1434	1522	2956
SPLIT %	0%	0%	48%	52%	37%	SPLIT %	0%	0%	49%	51%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			6	3	9
01:00	02:00			8	6	14
02:00	03:00			12	16	28
03:00	04:00			9	20	29
04:00	05:00			23	24	47
05:00	06:00			60	53	113
06:00	07:00			125	102	227
07:00	08:00			236	251	487
08:00	09:00			116	125	241
09:00	10:00			57	88	145
10:00	11:00			70	100	170
11:00	12:00			98	109	207
12:00	13:00			108	112	220
13:00	14:00			128	140	268
14:00	15:00			167	213	380
15:00	16:00			146	145	291
16:00	17:00			211	232	443
17:00	18:00			193	247	440
18:00	19:00			143	139	282
19:00	20:00			104	104	208
20:00	21:00			106	76	182
21:00	22:00			73	53	126
22:00	23:00			40	28	68
23:00	00:00			15	33	48

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			820	897	1717
Peak Hour			6:45	7:15	7:15
Peak Volume			242	257	491
Peak Hour Factor			0.807	0.803	0.792
Peak Period	12:00	to	00:00		
Volume			1434	1522	2956
Peak Hour			16:30	16:30	16:30
Peak Volume			212	263	475
Peak Hour Factor			0.883	0.889	0.942
Peak Period	07:00	to	09:00		
Volume			352	376	728
Peak Hour			7:00	7:15	7:15
Peak Volume			236	257	491
Peak Hour Factor			0.787	0.803	0.792
Peak Period	16:00	to	18:00		
Volume			404	479	883
Peak Hour			16:30	16:30	16:30
Peak Volume			212	263	475
Peak Hour Factor			0.883	0.889	0.942



Prepared by National Data & Surveying Services

VOLUME

Poplar Springs Church Rd E/O Southcourt Ln (34.217164,-83.836231)

Day: Thursday
Date: 9/3/2026

City: Gainesville
Project #: GA26_180168_001

DAILY TOTALS	NB	SB	EB	WB	Total	DAILY TOTALS
	0	0	2,386	2,482	4,868	

15-Minutes Interval

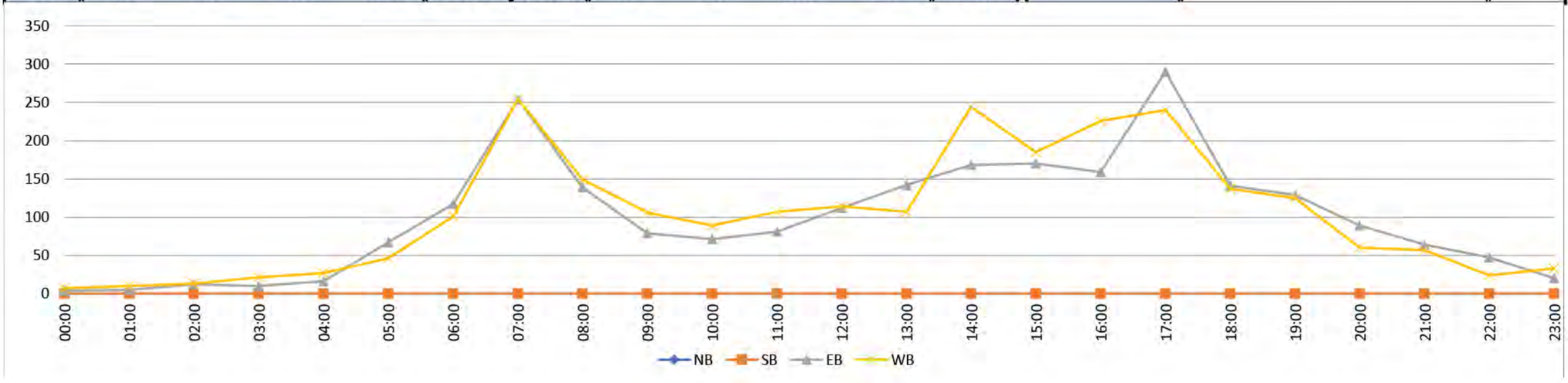
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			2	5	7	12:00			25	31	56
0:15			1	1	2	12:15			25	20	45
0:30			1	1	2	12:30			27	27	54
0:45			0	0	0	12:45			35	36	71
1:00			2	5	7	13:00			32	26	58
1:15			2	0	2	13:15			35	21	56
1:30			1	1	2	13:30			38	27	65
1:45			0	4	4	13:45			37	33	70
2:00			3	10	13	14:00			44	37	81
2:15			1	1	2	14:15			50	47	97
2:30			1	2	3	14:30			36	100	136
2:45			7	0	7	14:45			38	60	98
3:00			2	5	7	15:00			41	48	89
3:15			5	2	7	15:15			33	44	77
3:30			1	5	6	15:30			54	37	91
3:45			2	9	11	15:45			42	56	98
4:00			1	4	5	16:00			34	46	80
4:15			3	8	11	16:15			39	47	86
4:30			6	6	12	16:30			43	75	118
4:45			6	9	15	16:45			43	58	101
5:00			8	9	17	17:00			45	59	104
5:15			11	11	22	17:15			90	60	150
5:30			24	12	36	17:30			93	71	164
5:45			24	14	38	17:45			62	50	112
6:00			17	14	31	18:00			40	48	88
6:15			19	13	32	18:15			44	39	83
6:30			32	38	70	18:30			32	23	55
6:45			49	36	85	18:45			25	27	52
7:00			61	44	105	19:00			35	25	60
7:15			61	77	138	19:15			29	40	69
7:30			72	76	148	19:30			32	35	67
7:45			60	57	117	19:45			33	25	58
8:00			43	62	105	20:00			28	21	49
8:15			50	28	78	20:15			28	15	43
8:30			25	29	54	20:30			21	14	35
8:45			21	30	51	20:45			12	10	22
9:00			20	26	46	21:00			19	20	39
9:15			22	26	48	21:15			19	16	35
9:30			16	27	43	21:30			8	16	24
9:45			21	27	48	21:45			18	5	23
10:00			18	19	37	22:00			17	9	26
10:15			17	21	38	22:15			11	10	21
10:30			11	27	38	22:30			9	4	13
10:45			25	22	47	22:45			10	1	11
11:00			17	29	46	23:00			10	9	19
11:15			18	22	40	23:15			4	16	20
11:30			26	32	58	23:30			4	3	7
11:45			20	24	44	23:45			2	5	7
TOTALS	0	0	855	930	1785	TOTALS	0	0	1531	1552	3083
SPLIT %	0%	0%	48%	52%	37%	SPLIT %	0%	0%	50%	50%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			4	7	11
01:00	02:00			5	10	15
02:00	03:00			12	13	25
03:00	04:00			10	21	31
04:00	05:00			16	27	43
05:00	06:00			67	46	113
06:00	07:00			117	101	218
07:00	08:00			254	254	508
08:00	09:00			139	149	288
09:00	10:00			79	106	185
10:00	11:00			71	89	160
11:00	12:00			81	107	188
12:00	13:00			112	114	226
13:00	14:00			142	107	249
14:00	15:00			168	244	412
15:00	16:00			170	185	355
16:00	17:00			159	226	385
17:00	18:00			290	240	530
18:00	19:00			141	137	278
19:00	20:00			129	125	254
20:00	21:00			89	60	149
21:00	22:00			64	57	121
22:00	23:00			47	24	71
23:00	00:00			20	33	53

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			855	930	1785
Peak Hour			7:00	7:15	7:00
Peak Volume			254	272	508
Peak Hour Factor			0.882	0.883	0.858
Peak Period	12:00	to	00:00		
Volume			1531	1552	3083
Peak Hour			17:00	14:15	17:00
Peak Volume			290	255	530
Peak Hour Factor			0.780	0.638	0.808
Peak Period	07:00	to	09:00		
Volume			393	403	796
Peak Hour			7:00	7:15	7:00
Peak Volume			254	272	508
Peak Hour Factor			0.882	0.883	0.858
Peak Period	16:00	to	18:00		
Volume			449	466	915
Peak Hour			17:00	16:30	17:00
Peak Volume			290	252	530
Peak Hour Factor			0.780	0.840	0.808



48-Hr Bidirectional Classification Count

Gilleland Cir E north of Poplar Springs Rd

Prepared by National Data & Surveying Services

VOLUME

Gilleland Cir E N/O Poplar Springs Rd/SR 332 (34.220630,-83.845458)

Day: Wednesday
Date: 9/2/2026

City: Gainesville
Project #: GA26_180168_002

DAILY TOTALS	NB	SB	EB	WB	Total	DAILY TOTALS
	266	268	0	0	534	

15-Minutes Interval

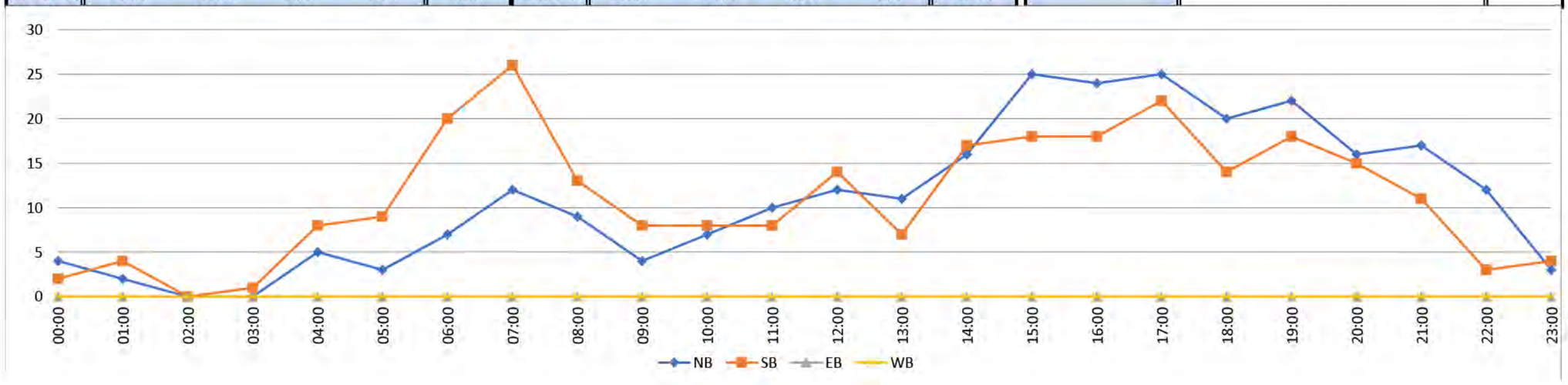
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	1	1			2	12:00	2	1			3
0:15	1	0			1	12:15	3	4			7
0:30	1	0			1	12:30	3	6			9
0:45	1	1			2	12:45	4	3			7
1:00	1	2			3	13:00	2	4			6
1:15	0	0			0	13:15	5	1			6
1:30	1	2			3	13:30	4	1			5
1:45	0	0			0	13:45	0	1			1
2:00	0	0			0	14:00	2	3			5
2:15	0	0			0	14:15	6	3			9
2:30	0	0			0	14:30	6	4			10
2:45	0	0			0	14:45	2	7			9
3:00	0	0			0	15:00	6	2			8
3:15	0	1			1	15:15	9	7			16
3:30	0	0			0	15:30	5	5			10
3:45	0	0			0	15:45	5	4			9
4:00	1	1			2	16:00	4	4			8
4:15	0	2			2	16:15	6	2			8
4:30	3	3			6	16:30	7	7			14
4:45	1	2			3	16:45	7	5			12
5:00	0	1			1	17:00	3	1			4
5:15	1	0			1	17:15	8	9			17
5:30	2	4			6	17:30	4	6			10
5:45	0	4			4	17:45	10	6			16
6:00	2	3			5	18:00	9	4			13
6:15	2	5			7	18:15	1	5			6
6:30	2	5			7	18:30	8	2			10
6:45	1	7			8	18:45	2	3			5
7:00	3	5			8	19:00	4	4			8
7:15	5	8			13	19:15	4	3			7
7:30	2	7			9	19:30	7	7			14
7:45	2	6			8	19:45	7	4			11
8:00	6	5			11	20:00	1	7			8
8:15	2	1			3	20:15	8	2			10
8:30	0	3			3	20:30	3	2			5
8:45	1	4			5	20:45	4	4			8
9:00	1	3			4	21:00	3	2			5
9:15	1	1			2	21:15	7	2			9
9:30	2	4			6	21:30	2	2			4
9:45	0	0			0	21:45	5	5			10
10:00	3	3			6	22:00	2	1			3
10:15	2	3			5	22:15	4	0			4
10:30	1	2			3	22:30	2	1			3
10:45	1	0			1	22:45	4	1			5
11:00	5	1			6	23:00	0	1			1
11:15	1	3			4	23:15	1	3			4
11:30	2	1			3	23:30	0	0			0
11:45	2	3			5	23:45	2	0			2
TOTALS	63	107	0	0	170	TOTALS	203	161	0	0	364
SPLIT %	37%	63%	0%	0%	32%	SPLIT %	56%	44%	0%	0%	68%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	4	2			6
01:00	02:00	2	4			6
02:00	03:00	0	0			0
03:00	04:00	0	1			1
04:00	05:00	5	8			13
05:00	06:00	3	9			12
06:00	07:00	7	20			27
07:00	08:00	12	26			38
08:00	09:00	9	13			22
09:00	10:00	4	8			12
10:00	11:00	7	8			15
11:00	12:00	10	8			18
12:00	13:00	12	14			26
13:00	14:00	11	7			18
14:00	15:00	16	17			33
15:00	16:00	25	18			43
16:00	17:00	24	18			42
17:00	18:00	25	22			47
18:00	19:00	20	14			34
19:00	20:00	22	18			40
20:00	21:00	16	15			31
21:00	22:00	17	11			28
22:00	23:00	12	3			15
23:00	00:00	3	4			7

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	63	107			170
Peak Hour	7:15	6:45			7:15
Peak Volume	15	27			41
Peak Hour Factor	0.625	0.844			0.788
Peak Period	12:00	to	00:00		
Volume	203	161			364
Peak Hour	17:15	17:15			17:15
Peak Volume	31	25			56
Peak Hour Factor	0.775	0.694			0.824
Peak Period	07:00	to	09:00		
Volume	21	39			60
Peak Hour	7:15	7:00			7:15
Peak Volume	15	26			41
Peak Hour Factor	0.625	0.813			0.788
Peak Period	16:00	to	18:00		
Volume	49	40			89
Peak Hour	16:30	16:30			16:30
Peak Volume	25	22			47
Peak Hour Factor	0.781	0.611			0.691



Prepared by National Data & Surveying Services

VOLUME

Gilleland Cir E N/O Poplar Springs Rd/SR 332 (34.220630,-83.845458)

Day: Thursday
Date: 9/3/2026

City: Gainesville
Project #: GA26_180168_002

DAILY TOTALS	NB	SB	EB	WB	Total	DAILY TOTALS
	265	274	0	0	539	

15-Minutes Interval

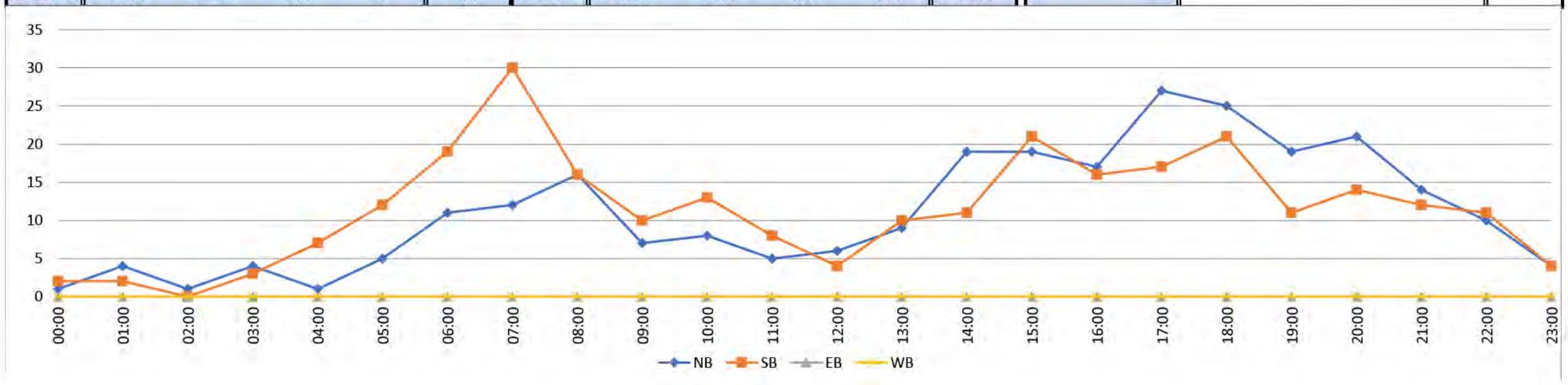
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	2	0			2
0:15	0	1			1	12:15	1	0			1
0:30	1	0			1	12:30	0	1			1
0:45	0	1			1	12:45	3	3			6
1:00	1	0			1	13:00	3	2			5
1:15	1	1			2	13:15	3	1			4
1:30	0	0			0	13:30	2	3			5
1:45	2	1			3	13:45	1	4			5
2:00	1	0			1	14:00	2	2			4
2:15	0	0			0	14:15	8	3			11
2:30	0	0			0	14:30	6	4			10
2:45	0	0			0	14:45	3	2			5
3:00	0	0			0	15:00	1	5			6
3:15	0	1			1	15:15	4	4			8
3:30	1	2			3	15:30	7	7			14
3:45	3	0			3	15:45	7	5			12
4:00	1	0			1	16:00	6	4			10
4:15	0	1			1	16:15	1	4			5
4:30	0	3			3	16:30	4	5			9
4:45	0	3			3	16:45	6	3			9
5:00	0	0			0	17:00	8	4			12
5:15	0	1			1	17:15	4	7			11
5:30	2	5			7	17:30	5	2			7
5:45	3	6			9	17:45	10	4			14
6:00	2	5			7	18:00	10	7			17
6:15	3	7			10	18:15	4	4			8
6:30	3	5			8	18:30	5	5			10
6:45	3	2			5	18:45	6	5			11
7:00	1	9			10	19:00	3	0			3
7:15	4	6			10	19:15	8	4			12
7:30	4	9			13	19:30	3	2			5
7:45	3	6			9	19:45	5	5			10
8:00	4	4			8	20:00	6	2			8
8:15	3	1			4	20:15	1	5			6
8:30	5	3			8	20:30	6	2			8
8:45	4	8			12	20:45	8	5			13
9:00	3	3			6	21:00	3	2			5
9:15	1	4			5	21:15	3	5			8
9:30	2	1			3	21:30	3	1			4
9:45	1	2			3	21:45	5	4			9
10:00	2	2			4	22:00	3	6			9
10:15	2	6			8	22:15	3	3			6
10:30	0	3			3	22:30	3	0			3
10:45	4	2			6	22:45	1	2			3
11:00	1	3			4	23:00	1	0			1
11:15	1	2			3	23:15	1	1			2
11:30	1	2			3	23:30	2	2			4
11:45	2	1			3	23:45	0	1			1
TOTALS	75	122	0	0	197	TOTALS	190	152	0	0	342
SPLIT %	38%	62%	0%	0%	37%	SPLIT %	56%	44%	0%	0%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	1	2			3
01:00	02:00	4	2			6
02:00	03:00	1	0			1
03:00	04:00	4	3			7
04:00	05:00	1	7			8
05:00	06:00	5	12			17
06:00	07:00	11	19			30
07:00	08:00	12	30			42
08:00	09:00	16	16			32
09:00	10:00	7	10			17
10:00	11:00	8	13			21
11:00	12:00	5	8			13
12:00	13:00	6	4			10
13:00	14:00	9	10			19
14:00	15:00	19	11			30
15:00	16:00	19	21			40
16:00	17:00	17	16			33
17:00	18:00	27	17			44
18:00	19:00	25	21			46
19:00	20:00	19	11			30
20:00	21:00	21	14			35
21:00	22:00	14	12			26
22:00	23:00	10	11			21
23:00	00:00	4	4			8

STATISTICS

	NB	SB		EB	WB	TOTAL
Peak Period	00:00	to	12:00			
Volume	75	122				197
Peak Hour	8:00	7:00				7:00
Peak Volume	16	30				42
Peak Hour Factor	0.800	0.833				0.808
Peak Period	12:00	to	00:00			
Volume	190	152				342
Peak Hour	17:15	15:00				17:15
Peak Volume	29	21				49
Peak Hour Factor	0.725	0.750				0.721
Peak Period	07:00	to	09:00			
Volume	28	46				74
Peak Hour	8:00	7:00				7:00
Peak Volume	16	30				42
Peak Hour Factor	0.800	0.833				0.808
Peak Period	16:00	to	18:00			
Volume	44	33				77
Peak Hour	17:00	16:30				17:00
Peak Volume	27	19				44
Peak Hour Factor	0.675	0.679				0.786



48-Hr Bidirectional Classification Count

Gilleland Cir W north of Poplar Springs Rd/SR 332

Prepared by National Data & Surveying Services

VOLUME

Gilleland Cir W N/O Poplar Springs Rd/SR 332 (34.221626,-83.846083)

Day: Wednesday
Date: 9/2/2026

City: Gainesville
Project #: GA26_180168_003

DAILY TOTALS	NB	SB	EB	WB	Total
	21	23	0	0	44

15-Minutes Interval

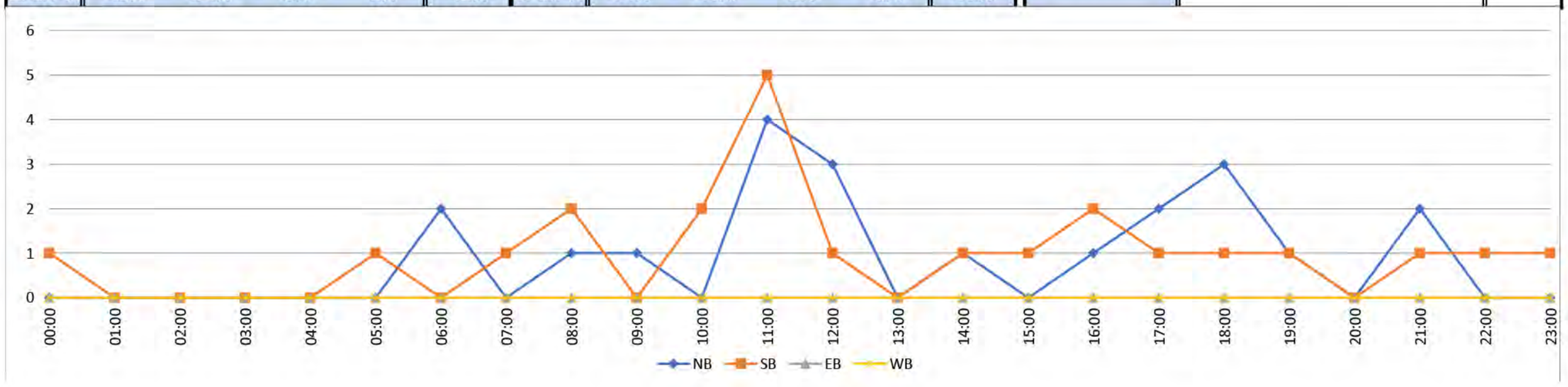
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	1	0			1
0:15	0	0			0	12:15	1	0			1
0:30	0	1			1	12:30	1	0			1
0:45	0	0			0	12:45	0	1			1
1:00	0	0			0	13:00	0	0			0
1:15	0	0			0	13:15	0	0			0
1:30	0	0			0	13:30	0	0			0
1:45	0	0			0	13:45	0	0			0
2:00	0	0			0	14:00	0	0			0
2:15	0	0			0	14:15	0	1			1
2:30	0	0			0	14:30	1	0			1
2:45	0	0			0	14:45	0	0			0
3:00	0	0			0	15:00	0	0			0
3:15	0	0			0	15:15	0	0			0
3:30	0	0			0	15:30	0	0			0
3:45	0	0			0	15:45	0	1			1
4:00	0	0			0	16:00	0	1			1
4:15	0	0			0	16:15	0	0			0
4:30	0	0			0	16:30	1	0			1
4:45	0	0			0	16:45	0	1			1
5:00	0	0			0	17:00	0	0			0
5:15	0	0			0	17:15	2	0			2
5:30	0	0			0	17:30	0	0			0
5:45	0	1			1	17:45	0	1			1
6:00	0	0			0	18:00	0	0			0
6:15	1	0			1	18:15	1	0			1
6:30	0	0			0	18:30	1	1			2
6:45	1	0			1	18:45	1	0			1
7:00	0	1			1	19:00	0	0			0
7:15	0	0			0	19:15	0	1			1
7:30	0	0			0	19:30	1	0			1
7:45	0	0			0	19:45	0	0			0
8:00	0	0			0	20:00	0	0			0
8:15	0	0			0	20:15	0	0			0
8:30	0	0			0	20:30	0	0			0
8:45	1	2			3	20:45	0	0			0
9:00	0	0			0	21:00	1	0			1
9:15	0	0			0	21:15	0	0			0
9:30	1	0			1	21:30	0	0			0
9:45	0	0			0	21:45	1	1			2
10:00	0	0			0	22:00	0	1			1
10:15	0	0			0	22:15	0	0			0
10:30	0	2			2	22:30	0	0			0
10:45	0	0			0	22:45	0	0			0
11:00	0	2			2	23:00	0	1			1
11:15	2	0			2	23:15	0	0			0
11:30	0	1			1	23:30	0	0			0
11:45	2	2			4	23:45	0	0			0
TOTALS	8	12	0	0	20	TOTALS	13	11	0	0	24
SPLIT %	40%	60%	0%	0%	45%	SPLIT %	54%	46%	0%	0%	55%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	0	1			1
01:00	02:00	0	0			0
02:00	03:00	0	0			0
03:00	04:00	0	0			0
04:00	05:00	0	0			0
05:00	06:00	0	1			1
06:00	07:00	2	0			2
07:00	08:00	0	1			1
08:00	09:00	1	2			3
09:00	10:00	1	0			1
10:00	11:00	0	2			2
11:00	12:00	4	5			9
12:00	13:00	3	1			4
13:00	14:00	0	0			0
14:00	15:00	1	1			2
15:00	16:00	0	1			1
16:00	17:00	1	2			3
17:00	18:00	2	1			3
18:00	19:00	3	1			4
19:00	20:00	1	1			2
20:00	21:00	0	0			0
21:00	22:00	2	1			3
22:00	23:00	0	1			1
23:00	00:00	0	1			1

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	8	12			20
Peak Hour	11:00	11:00			11:00
Peak Volume	4	5			9
Peak Hour Factor	0.500	0.625			0.563
Peak Period	12:00	to	00:00		
Volume	13	11			24
Peak Hour	12:00	15:15			12:00
Peak Volume	3	2			4
Peak Hour Factor	0.750	0.500			1.000
Peak Period	07:00	to	09:00		
Volume	1	3			4
Peak Hour	8:00	8:00			8:00
Peak Volume	1	2			3
Peak Hour Factor	0.250	0.250			0.250
Peak Period	16:00	to	18:00		
Volume	3	3			6
Peak Hour	16:30	16:00			16:30
Peak Volume	3	2			4
Peak Hour Factor	0.375	0.500			0.500



Prepared by National Data & Surveying Services

VOLUME

Gilleland Cir W N/O Poplar Springs Rd/SR 332 (34.221626,-83.846083)

Day: Thursday
Date: 9/3/2026

City: Gainesville
Project #: GA26_180168_003

DAILY TOTALS	NB	SB	EB	WB	Total
	28	19	0	0	47

15-Minutes Interval

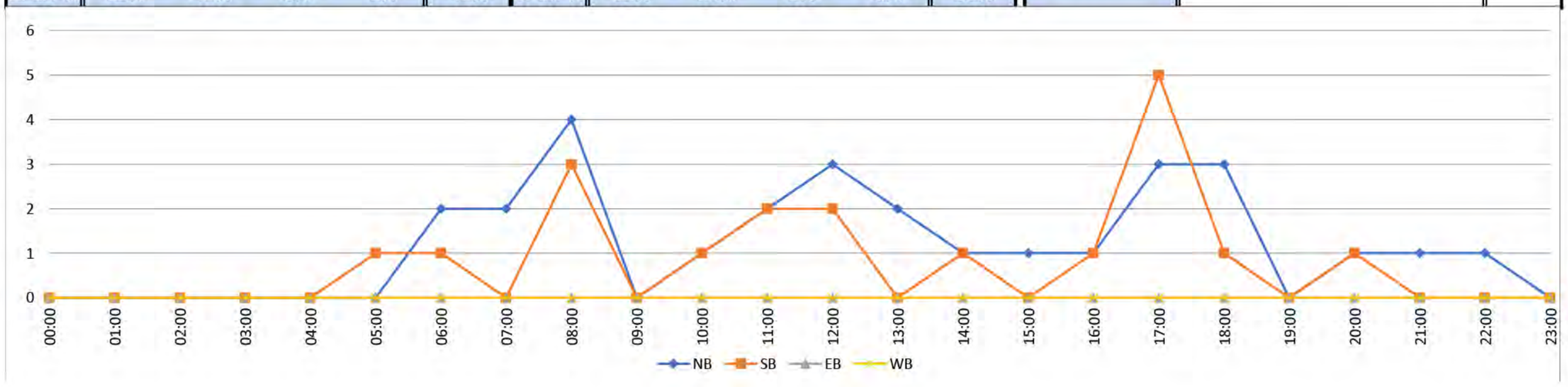
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	0	0			0
0:15	0	0			0	12:15	2	2			4
0:30	0	0			0	12:30	0	0			0
0:45	0	0			0	12:45	1	0			1
1:00	0	0			0	13:00	1	0			1
1:15	0	0			0	13:15	0	0			0
1:30	0	0			0	13:30	0	0			0
1:45	0	0			0	13:45	1	0			1
2:00	0	0			0	14:00	0	0			0
2:15	0	0			0	14:15	0	1			1
2:30	0	0			0	14:30	1	0			1
2:45	0	0			0	14:45	0	0			0
3:00	0	0			0	15:00	0	0			0
3:15	0	0			0	15:15	1	0			1
3:30	0	0			0	15:30	0	0			0
3:45	0	0			0	15:45	0	0			0
4:00	0	0			0	16:00	0	0			0
4:15	0	0			0	16:15	1	0			1
4:30	0	0			0	16:30	0	0			0
4:45	0	0			0	16:45	0	1			1
5:00	0	0			0	17:00	0	1			1
5:15	0	0			0	17:15	0	0			0
5:30	0	0			0	17:30	2	1			3
5:45	0	1			1	17:45	1	3			4
6:00	0	0			0	18:00	0	0			0
6:15	1	0			1	18:15	2	1			3
6:30	0	0			0	18:30	0	0			0
6:45	1	1			2	18:45	1	0			1
7:00	1	0			1	19:00	0	0			0
7:15	0	0			0	19:15	0	0			0
7:30	1	0			1	19:30	0	0			0
7:45	0	0			0	19:45	0	0			0
8:00	0	0			0	20:00	1	0			1
8:15	0	1			1	20:15	0	1			1
8:30	4	0			4	20:30	0	0			0
8:45	0	2			2	20:45	0	0			0
9:00	0	0			0	21:00	0	0			0
9:15	0	0			0	21:15	0	0			0
9:30	0	0			0	21:30	1	0			1
9:45	0	0			0	21:45	0	0			0
10:00	0	0			0	22:00	1	0			1
10:15	0	0			0	22:15	0	0			0
10:30	0	1			1	22:30	0	0			0
10:45	1	0			1	22:45	0	0			0
11:00	1	0			1	23:00	0	0			0
11:15	0	0			0	23:15	0	0			0
11:30	0	1			1	23:30	0	0			0
11:45	1	1			2	23:45	0	0			0
TOTALS	11	8	0	0	19	TOTALS	17	11	0	0	28
SPLIT %	58%	42%	0%	0%	40%	SPLIT %	61%	39%	0%	0%	60%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	0	0			0
01:00	02:00	0	0			0
02:00	03:00	0	0			0
03:00	04:00	0	0			0
04:00	05:00	0	0			0
05:00	06:00	0	1			1
06:00	07:00	2	1			3
07:00	08:00	2	0			2
08:00	09:00	4	3			7
09:00	10:00	0	0			0
10:00	11:00	1	1			2
11:00	12:00	2	2			4
12:00	13:00	3	2			5
13:00	14:00	2	0			2
14:00	15:00	1	1			2
15:00	16:00	1	0			1
16:00	17:00	1	1			2
17:00	18:00	3	5			8
18:00	19:00	3	1			4
19:00	20:00	0	0			0
20:00	21:00	1	1			2
21:00	22:00	1	0			1
22:00	23:00	1	0			1
23:00	00:00	0	0			0

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	11	8			19
Peak Hour	7:45	8:00			8:00
Peak Volume	4	3			7
Peak Hour Factor	0.250	0.375			0.438
Peak Period	12:00	to	00:00		
Volume	17	11			28
Peak Hour	17:30	17:00			17:30
Peak Volume	5	5			10
Peak Hour Factor	0.625	0.417			0.625
Peak Period	07:00	to	09:00		
Volume	6	3			9
Peak Hour	7:45	8:00			8:00
Peak Volume	4	3			7
Peak Hour Factor	0.250	0.375			0.438
Peak Period	16:00	to	18:00		
Volume	4	6			10
Peak Hour	17:00	17:00			17:00
Peak Volume	3	5			8
Peak Hour Factor	0.375	0.417			0.500



48-Hr Bidirectional Classification Count

Poplar Springs Rd east of Atlanta Hwy

Prepared by National Data & Surveying Services

VOLUME

Poplar Springs Rd/SR 332 E/O Atlanta Hwy/SR 13 (34.222334,-83.857693)

Day: Wednesday
Date: 9/2/2026

City: Gainesville
Project #: GA26_180168_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,739	7,063	14,802

15-Minutes Interval

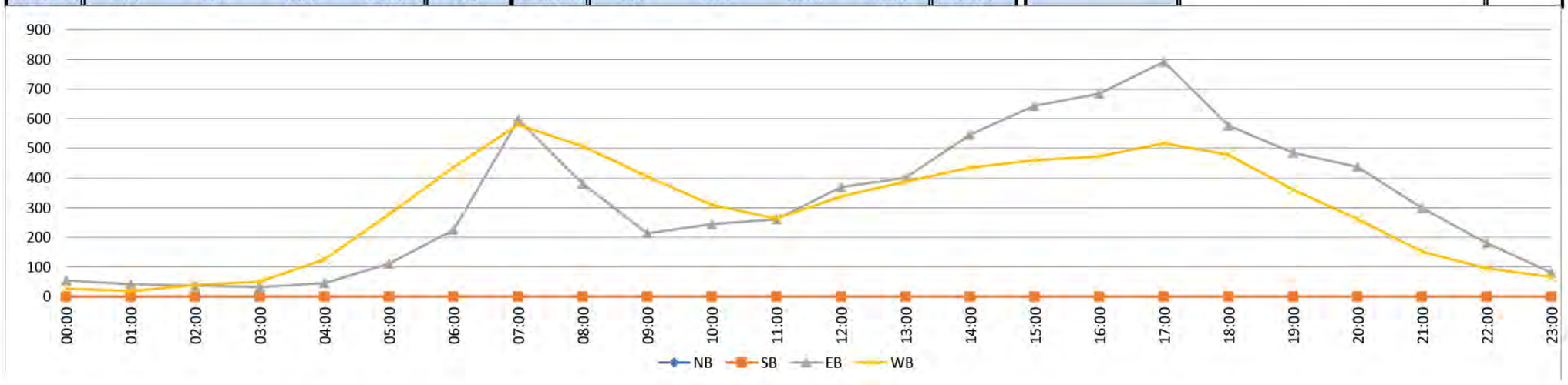
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			12	3	15	12:00			99	73	172
0:15			15	5	20	12:15			97	87	184
0:30			11	13	24	12:30			76	89	165
0:45			17	6	23	12:45			97	89	186
1:00			18	3	21	13:00			97	98	195
1:15			9	7	16	13:15			102	91	193
1:30			5	3	8	13:30			101	94	195
1:45			9	6	15	13:45			101	105	206
2:00			7	8	15	14:00			139	84	223
2:15			6	9	15	14:15			129	98	227
2:30			12	7	19	14:30			127	141	268
2:45			12	15	27	14:45			152	112	264
3:00			8	10	18	15:00			151	94	245
3:15			9	9	18	15:15			168	115	283
3:30			8	20	28	15:30			153	116	269
3:45			7	12	19	15:45			172	135	307
4:00			9	16	25	16:00			162	109	271
4:15			11	24	35	16:15			155	117	272
4:30			12	39	51	16:30			187	122	309
4:45			14	47	61	16:45			180	125	305
5:00			15	32	47	17:00			222	143	365
5:15			26	48	74	17:15			215	131	346
5:30			31	104	135	17:30			192	127	319
5:45			39	94	133	17:45			163	116	279
6:00			39	102	141	18:00			147	126	273
6:15			44	94	138	18:15			164	134	298
6:30			58	108	166	18:30			121	113	234
6:45			84	132	216	18:45			144	105	249
7:00			92	126	218	19:00			131	92	223
7:15			113	189	302	19:15			110	92	202
7:30			195	142	337	19:30			120	92	212
7:45			196	123	319	19:45			124	84	208
8:00			163	107	270	20:00			123	68	191
8:15			92	116	208	20:15			117	81	198
8:30			61	140	201	20:30			101	66	167
8:45			65	144	209	20:45			97	47	144
9:00			57	104	161	21:00			83	34	117
9:15			52	105	157	21:15			94	43	137
9:30			52	95	147	21:30			59	35	94
9:45			52	101	153	21:45			63	39	102
10:00			53	67	120	22:00			50	30	80
10:15			61	75	136	22:15			49	28	77
10:30			70	80	150	22:30			52	19	71
10:45			61	87	148	22:45			29	18	47
11:00			70	38	108	23:00			30	26	56
11:15			63	72	135	23:15			18	18	36
11:30			69	73	142	23:30			15	17	32
11:45			59	80	139	23:45			18	5	23
TOTALS	0	0	2243	3040	5283	TOTALS	0	0	5496	4023	9519
SPLIT %	0%	0%	42%	58%	36%	SPLIT %	0%	0%	58%	42%	64%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			55	27	82
01:00	02:00			41	19	60
02:00	03:00			37	39	76
03:00	04:00			32	51	83
04:00	05:00			46	126	172
05:00	06:00			111	278	389
06:00	07:00			225	436	661
07:00	08:00			596	580	1176
08:00	09:00			381	507	888
09:00	10:00			213	405	618
10:00	11:00			245	309	554
11:00	12:00			261	263	524
12:00	13:00			369	338	707
13:00	14:00			401	388	789
14:00	15:00			547	435	982
15:00	16:00			644	460	1104
16:00	17:00			684	473	1157
17:00	18:00			792	517	1309
18:00	19:00			576	478	1054
19:00	20:00			485	360	845
20:00	21:00			438	262	700
21:00	22:00			299	151	450
22:00	23:00			180	95	275
23:00	00:00			81	66	147

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			2243	3040	5283
Peak Hour			7:15	6:45	7:15
Peak Volume			667	589	1228
Peak Hour Factor			0.851	0.779	0.911
Peak Period	12:00	to	00:00		
Volume			5496	4023	9519
Peak Hour			16:45	16:45	16:45
Peak Volume			809	526	1335
Peak Hour Factor			0.911	0.920	0.914
Peak Period	07:00	to	09:00		
Volume			977	1087	2064
Peak Hour			7:15	7:00	7:15
Peak Volume			667	580	1228
Peak Hour Factor			0.851	0.767	0.911
Peak Period	16:00	to	18:00		
Volume			1476	990	2466
Peak Hour			16:45	16:45	16:45
Peak Volume			809	526	1335
Peak Hour Factor			0.911	0.920	0.914



Prepared by National Data & Surveying Services

VOLUME

Poplar Springs Rd/SR 332 E/O Atlanta Hwy/SR 13 (34.222334,-83.857693)

Day: Thursday
Date: 9/3/2026

City: Gainesville
Project #: GA26_180168_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,010	7,266	15,276

15-Minutes Interval

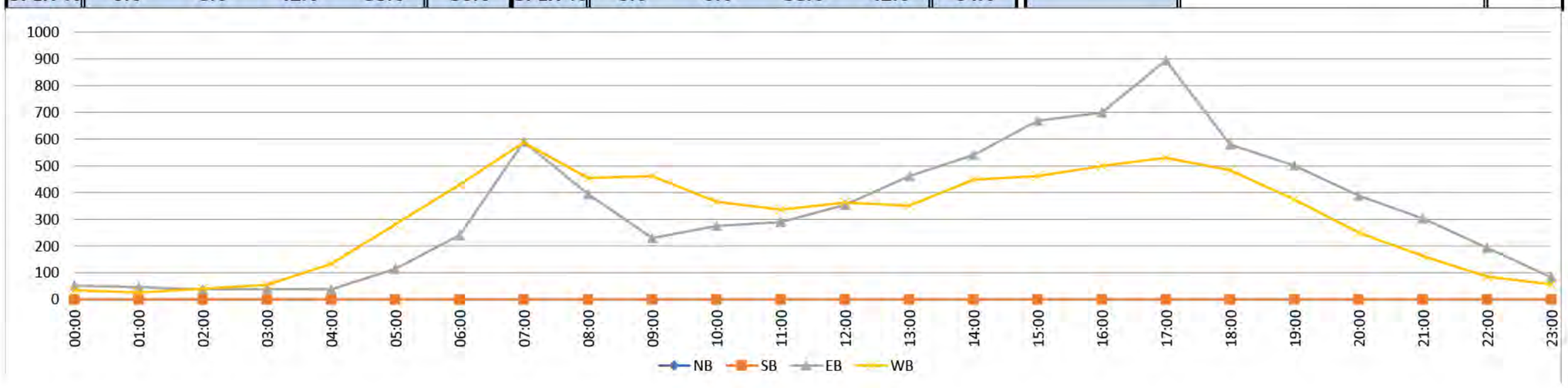
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			19	9	28	12:00			86	96	182
0:15			15	12	27	12:15			90	82	172
0:30			10	9	19	12:30			87	84	171
0:45			8	4	12	12:45			90	100	190
1:00			11	6	17	13:00			99	68	167
1:15			14	4	18	13:15			130	81	211
1:30			12	6	18	13:30			107	96	203
1:45			9	10	19	13:45			125	105	230
2:00			8	14	22	14:00			142	97	239
2:15			4	7	11	14:15			128	101	229
2:30			12	6	18	14:30			139	114	253
2:45			14	13	27	14:45			131	136	267
3:00			7	7	14	15:00			156	106	262
3:15			17	12	29	15:15			179	100	279
3:30			7	17	24	15:30			159	122	281
3:45			8	19	27	15:45			175	134	309
4:00			7	14	21	16:00			186	115	301
4:15			7	34	41	16:15			156	118	274
4:30			14	38	52	16:30			177	133	310
4:45			10	47	57	16:45			180	134	314
5:00			17	33	50	17:00			211	141	352
5:15			25	59	84	17:15			253	111	364
5:30			38	93	131	17:30			245	151	396
5:45			35	95	130	17:45			185	127	312
6:00			38	77	115	18:00			159	137	296
6:15			71	95	166	18:15			156	105	261
6:30			53	126	179	18:30			125	108	233
6:45			78	131	209	18:45			140	133	273
7:00			81	148	229	19:00			136	101	237
7:15			124	168	292	19:15			128	103	231
7:30			166	155	321	19:30			109	96	205
7:45			218	116	334	19:45			128	74	202
8:00			140	124	264	20:00			125	72	197
8:15			121	95	216	20:15			99	59	158
8:30			67	108	175	20:30			83	65	148
8:45			66	127	193	20:45			82	54	136
9:00			48	148	196	21:00			94	38	132
9:15			64	125	189	21:15			88	47	135
9:30			61	106	167	21:30			55	39	94
9:45			57	83	140	21:45			66	39	105
10:00			65	86	151	22:00			66	33	99
10:15			63	93	156	22:15			48	24	72
10:30			50	94	144	22:30			41	18	59
10:45			97	92	189	22:45			38	11	49
11:00			79	84	163	23:00			21	15	36
11:15			72	74	146	23:15			22	17	39
11:30			58	71	129	23:30			21	14	35
11:45			81	107	188	23:45			18	11	29
TOTALS	0	0	2346	3201	5547	TOTALS	0	0	5664	4065	9729
SPLIT %	0%	0%	42%	58%	36%	SPLIT %	0%	0%	58%	42%	64%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			52	34	86
01:00	02:00			46	26	72
02:00	03:00			38	40	78
03:00	04:00			39	55	94
04:00	05:00			38	133	171
05:00	06:00			115	280	395
06:00	07:00			240	429	669
07:00	08:00			589	587	1176
08:00	09:00			394	454	848
09:00	10:00			230	462	692
10:00	11:00			275	365	640
11:00	12:00			290	336	626
12:00	13:00			353	362	715
13:00	14:00			461	350	811
14:00	15:00			540	448	988
15:00	16:00			669	462	1131
16:00	17:00			699	500	1199
17:00	18:00			894	530	1424
18:00	19:00			580	483	1063
19:00	20:00			501	374	875
20:00	21:00			389	250	639
21:00	22:00			303	163	466
22:00	23:00			193	86	279
23:00	00:00			82	57	139

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			2346	3201	5547
Peak Hour			7:15	6:45	7:15
Peak Volume			648	602	1211
Peak Hour Factor			0.743	0.896	0.906
Peak Period	12:00	to	00:00		
Volume			5664	4065	9729
Peak Hour			17:00	16:45	16:45
Peak Volume			894	537	1426
Peak Hour Factor			0.883	0.889	0.900
Peak Period	07:00	to	09:00		
Volume			983	1041	2024
Peak Hour			7:15	7:00	7:15
Peak Volume			648	587	1211
Peak Hour Factor			0.743	0.874	0.906
Peak Period	16:00	to	18:00		
Volume			1593	1030	2623
Peak Hour			17:00	16:45	16:45
Peak Volume			894	537	1426
Peak Hour Factor			0.883	0.889	0.900



4-Hr TMC – SR 13/Atlanta Hwy at SR 332/Poplar Springs Rd

National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlanta Hwy/SR 13 & Poplar Springs Rd/SR 332/Haydee's Cafe Dwy
City: Gainesville
Control: Signalized

Project ID: 26-180167-001
Date: 9/2/2026

Data - Total

NS/EW Streets:	Atlanta Hwy/SR 13				Atlanta Hwy/SR 13				Poplar Springs Rd/SR 332/Haydee's Cafe Dwy				Poplar Springs Rd/SR 332/Haydee's Cafe Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	156	72	0	40	91	0	1	0	2	0	0	58	9	58	0	488
7:15 AM	1	148	80	0	65	62	8	0	3	2	0	0	105	21	82	0	577
7:30 AM	2	202	133	0	56	111	8	0	1	9	1	0	111	15	104	0	753
7:45 AM	2	192	133	1	42	89	4	0	2	8	2	0	123	23	101	0	722
8:00 AM	2	194	98	0	37	96	3	1	3	7	4	0	110	14	93	0	662
8:15 AM	1	175	65	0	28	89	7	1	4	6	3	0	82	11	63	0	535
8:30 AM	1	158	36	0	26	108	3	0	2	1	0	0	63	9	66	0	473
8:45 AM	3	150	41	1	28	72	7	2	3	1	1	0	76	13	57	0	455
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	13	1375	658	2	322	718	40	5	18	36	11	0	728	115	624	0	4665
APPROACH %'s :	0.63%	67.14%	32.13%	0.10%	29.68%	66.18%	3.69%	0.46%	27.69%	55.38%	16.92%	0.00%	49.63%	7.84%	42.54%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	7	736	444	1	200	358	23	1	9	26	7	0	449	73	380	0	2714
PEAK HR FACTOR :	0.875	0.911	0.835	0.250	0.769	0.806	0.719	0.250	0.750	0.722	0.438	0.000	0.913	0.793	0.913	0.000	0.901
	0.881				0.831				0.750				0.913				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	128	86	1	64	122	15	2	5	14	7	0	72	9	50	0	578
4:15 PM	1	144	87	1	83	144	9	2	6	17	0	0	79	14	38	0	625
4:30 PM	5	136	111	0	63	147	10	0	5	16	2	0	75	12	50	0	632
4:45 PM	1	122	94	0	100	157	3	0	6	15	3	0	80	15	48	0	644
5:00 PM	2	152	125	0	91	182	5	0	6	12	3	0	78	14	49	0	719
5:15 PM	3	128	123	0	93	170	9	1	3	17	2	0	88	14	50	0	701
5:30 PM	2	145	106	1	86	192	4	2	4	18	2	0	77	10	53	0	702
5:45 PM	5	118	95	1	58	159	10	2	9	16	2	0	85	14	62	0	636
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	22	1073	827	4	638	1273	65	9	44	125	21	0	634	102	400	0	5237
APPROACH %'s :	1.14%	55.71%	42.94%	0.21%	32.14%	64.13%	3.27%	0.45%	23.16%	65.79%	11.05%	0.00%	55.81%	8.98%	35.21%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	8	547	448	1	370	701	21	3	19	62	10	0	323	53	200	0	2766
PEAK HR FACTOR :	0.667	0.900	0.896	0.250	0.925	0.913	0.583	0.375	0.792	0.861	0.833	0.000	0.918	0.883	0.943	0.000	0.962
	0.900				0.964				0.948				0.947				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlanta Hwy/SR 13 & Poplar Springs Rd/SR 332/Haydee's Cafe Dwy
City: Gainesville
Control: Signalized

Project ID: 26-180167-001
Date: 9/2/2026

Data - Cars

NS/EW Streets:	Atlanta Hwy/SR 13				Atlanta Hwy/SR 13				Poplar Springs Rd/SR 332/Haydee's Cafe Dwy				Poplar Springs Rd/SR 332/Haydee's Cafe Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	149	64	0	35	83	0	1	0	2	0	0	57	8	58	0	458
7:15 AM	1	141	76	0	64	58	6	0	3	2	0	0	101	19	78	0	549
7:30 AM	2	198	131	0	56	107	8	0	1	7	1	0	110	15	103	0	739
7:45 AM	2	185	132	1	42	85	4	0	2	8	2	0	122	23	101	0	709
8:00 AM	2	175	97	0	37	89	3	1	3	7	3	0	109	13	93	0	632
8:15 AM	1	162	62	0	25	87	7	1	4	6	3	0	80	10	63	0	511
8:30 AM	1	149	34	0	25	99	3	0	2	1	0	0	58	9	65	0	446
8:45 AM	3	136	36	1	27	67	7	2	3	0	1	0	76	12	57	0	428
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	13	1295	632	2	311	675	38	5	18	33	10	0	713	109	618	0	4472
APPROACH %'s :	0.67%	66.68%	32.54%	0.10%	30.22%	65.60%	3.69%	0.49%	29.51%	54.10%	16.39%	0.00%	49.51%	7.57%	42.92%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	7	699	436	1	199	339	21	1	9	24	6	0	442	70	375	0	2629
PEAK HR FACTOR :	0.875	0.883	0.826	0.250	0.777	0.792	0.656	0.250	0.750	0.750	0.500	0.000	0.906	0.761	0.910	0.000	0.889
	0.863				0.819				0.750				0.901				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	120	84	1	64	119	14	2	5	14	7	0	71	9	46	0	559
4:15 PM	1	132	86	1	82	140	9	2	5	17	0	0	77	14	37	0	603
4:30 PM	5	124	107	0	63	144	10	0	5	16	2	0	73	12	46	0	607
4:45 PM	1	119	93	0	98	152	3	0	6	15	3	0	78	15	48	0	631
5:00 PM	2	147	125	0	90	174	5	0	5	12	3	0	75	14	49	0	701
5:15 PM	3	126	123	0	92	165	8	1	3	17	2	0	87	14	49	0	690
5:30 PM	2	141	104	1	86	189	4	2	4	17	2	0	74	10	50	0	686
5:45 PM	5	116	94	1	58	155	10	2	9	16	2	0	85	14	60	0	627
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	22	1025	816	4	633	1238	63	9	42	124	21	0	620	102	385	0	5104
APPROACH %'s :	1.18%	54.90%	43.71%	0.21%	32.58%	63.72%	3.24%	0.46%	22.46%	66.31%	11.23%	0.00%	56.01%	9.21%	34.78%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	8	533	445	1	366	680	20	3	18	61	10	0	314	53	196	0	2708
PEAK HR FACTOR :	0.667	0.906	0.890	0.250	0.934	0.899	0.625	0.375	0.750	0.897	0.833	0.000	0.902	0.883	0.980	0.000	0.966
	0.901				0.951				0.927				0.938				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlanta Hwy/SR 13 & Poplar Springs Rd/SR 332/Haydee's Cafe Dwy
City: Gainesville
Control: Signalized

Project ID: 26-180167-001
Date: 9/2/2026

Data - HT

NS/EW Streets:	Atlanta Hwy/SR 13				Atlanta Hwy/SR 13				Poplar Springs Rd/SR 332/Haydee's Cafe Dwy				Poplar Springs Rd/SR 332/Haydee's Cafe Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1 NL	2 NT	1 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	TOTAL
7:00 AM	0	7	8	0	5	8	0	0	0	0	0	0	1	1	0	0	30
7:15 AM	0	7	4	0	1	4	2	0	0	0	0	0	4	2	4	0	28
7:30 AM	0	4	2	0	0	4	0	0	0	2	0	0	1	0	1	0	14
7:45 AM	0	7	1	0	0	4	0	0	0	0	0	0	1	0	0	0	13
8:00 AM	0	19	1	0	0	7	0	0	0	0	1	0	1	1	0	0	30
8:15 AM	0	13	3	0	3	2	0	0	0	0	0	0	2	1	0	0	24
8:30 AM	0	9	2	0	1	9	0	0	0	0	0	0	5	0	1	0	27
8:45 AM	0	14	5	0	1	5	0	0	0	1	0	0	0	1	0	0	27
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	80	26	0	11	43	2	0	0	3	1	0	15	6	6	0	193
APPROACH %'s :	0.00%	75.47%	24.53%	0.00%	19.64%	76.79%	3.57%	0.00%	0.00%	75.00%	25.00%	0.00%	55.56%	22.22%	22.22%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	37	8	0	1	19	2	0	0	2	1	0	7	3	5	0	85
PEAK HR FACTOR :	0.000	0.487	0.500	0.000	0.250	0.679	0.250	0.000	0.000	0.250	0.250	0.000	0.438	0.375	0.313	0.000	0.708
		0.563				0.786				0.375				0.375			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1 NL	2 NT	1 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	TOTAL
4:00 PM	0	8	2	0	0	3	1	0	0	0	0	0	1	0	4	0	19
4:15 PM	0	12	1	0	1	4	0	0	1	0	0	0	2	0	1	0	22
4:30 PM	0	12	4	0	0	3	0	0	0	0	0	0	2	0	4	0	25
4:45 PM	0	3	1	0	2	5	0	0	0	0	0	0	2	0	0	0	13
5:00 PM	0	5	0	0	1	8	0	0	1	0	0	0	3	0	0	0	18
5:15 PM	0	2	0	0	1	5	1	0	0	0	0	0	1	0	1	0	11
5:30 PM	0	4	2	0	0	3	0	0	0	1	0	0	3	0	3	0	16
5:45 PM	0	2	1	0	0	4	0	0	0	0	0	0	0	0	2	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	48	11	0	5	35	2	0	2	1	0	0	14	0	15	0	133
APPROACH %'s :	0.00%	81.36%	18.64%	0.00%	11.90%	83.33%	4.76%	0.00%	66.67%	33.33%	0.00%	0.00%	48.28%	0.00%	51.72%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	14	3	0	4	21	1	0	1	1	0	0	9	0	4	0	58
PEAK HR FACTOR :	0.000	0.700	0.375	0.000	0.500	0.656	0.250	0.000	0.250	0.250	0.000	0.000	0.750	0.000	0.333	0.000	0.806
		0.708				0.722				0.500				0.542			

Prepared by National Data & Surveying Services

Atlanta Hwy/SR 13 & Poplar Springs Rd/SR 332/Haydee's Cafe Dwy

Peak Hour Turning Movement Count

ID: 26-180167-001
City: Gainesville

Day: Wednesday
Date: 9/2/2026

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM	DAILY
TEV	2714	0	2766	
PHF	0.90		0.96	

SOUTHBOUND — Atlanta Hwy/SR 13

	AM	NOON	PM	DAILY
Left	23	0	21	1126
Through	358	0	701	
Right	200	0	370	
U-Turn	1	0	3	

NORTHBOUND — Atlanta Hwy/SR 13

	AM	NOON	PM	DAILY
U-Turn	1	0	1035	
Left	1	0	0	
Through	7	0	8	
Right	736	0	547	
	444	0	448	

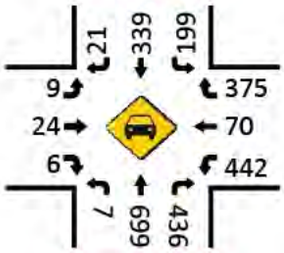
EASTBOUND — Poplar Springs Rd/SR 332/Haydee's Cafe Dwy

	AM	NOON	PM
	103	0	82
	0	0	0
	9	0	19
	26	0	62
	7	0	10

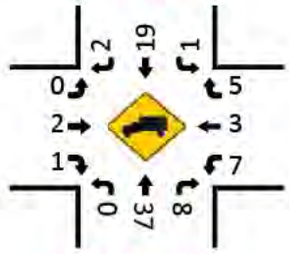
WESTBOUND — Poplar Springs Rd/SR 332/Haydee's Cafe Dwy

	PM	NOON	AM
	200	0	380
	53	0	73
	323	0	449
	0	0	0
	880	0	670

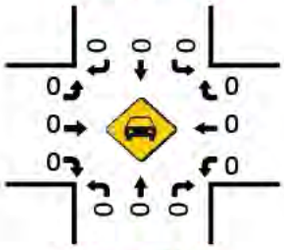
Cars (AM)



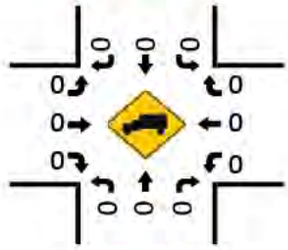
HT (AM)



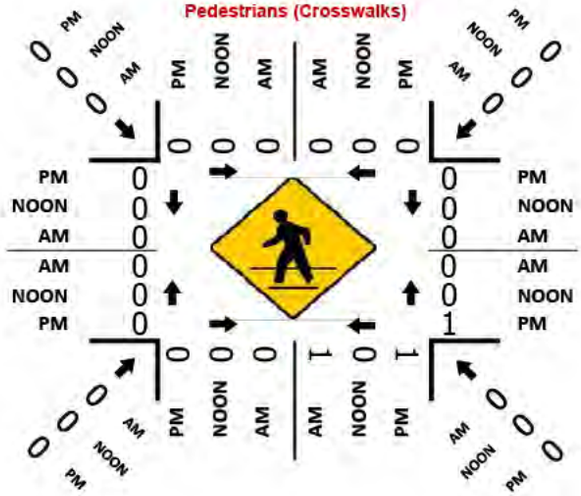
Cars (NOON)



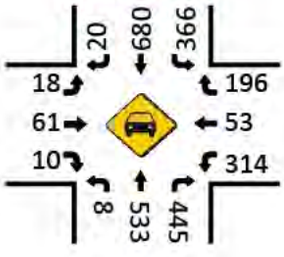
HT (NOON)



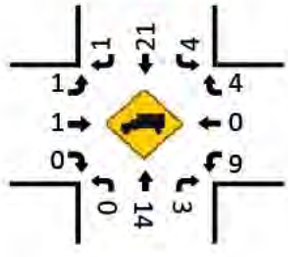
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



4-Hr TMC

Gilleland Cir W at SR 332

National Data & Surveying Services

Intersection Turning Movement Count

Location: Gilleland Cir W & Poplar Springs Rd/SR 332
City: Gainesville
Control: 1-Way Stop(SB)

Project ID: 26-180167-002
Date: 9/2/2026

Data - Total

NS/EW Streets:	Gilleland Cir W				Gilleland Cir W				Poplar Springs Rd/SR 332				Poplar Springs Rd/SR 332				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	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	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	0	82	0	0	0	106	0	0	189
7:15 AM	0	0	0	0	1	0	3	0	0	100	0	0	0	157	1	0	262
7:30 AM	0	0	0	0	1	0	1	0	1	111	0	0	0	171	0	0	285
7:45 AM	0	0	0	0	0	0	0	0	0	75	0	0	0	201	0	0	276
8:00 AM	0	0	0	0	0	0	0	0	0	97	0	0	0	155	1	0	253
8:15 AM	0	0	0	0	0	0	1	0	0	74	0	0	0	105	0	0	180
8:30 AM	0	0	0	0	0	0	0	0	0	57	0	0	0	126	0	0	183
8:45 AM	0	0	0	0	0	0	1	0	1	48	0	0	0	109	0	0	159
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	0	7	0	2	644	0	0	0	1130	2	0	1787
APPROACH %'s :					22.22%	0.00%	77.78%	0.00%	0.31%	99.69%	0.00%	0.00%	0.00%	99.82%	0.18%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	4	0	1	383	0	0	0	684	2	0	1076
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.333	0.000	0.250	0.863	0.000	0.000	0.000	0.851	0.500	0.000	0.944
					0.375				0.857				0.853				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	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	TOTAL
4:00 PM	0	0	0	0	0	0	1	0	0	134	0	0	0	102	0	0	237
4:15 PM	0	0	0	0	0	0	0	0	0	134	0	0	0	110	0	0	244
4:30 PM	0	0	0	0	0	0	0	0	1	163	0	0	0	122	0	0	286
4:45 PM	0	0	0	0	1	0	1	0	0	164	0	0	0	126	0	0	292
5:00 PM	0	0	0	0	0	0	0	0	0	181	0	0	0	135	1	0	317
5:15 PM	0	0	0	0	0	0	0	0	1	194	0	0	0	122	2	0	319
5:30 PM	0	0	0	0	0	0	0	0	0	172	0	0	0	131	0	0	303
5:45 PM	0	0	0	0	0	0	1	0	0	147	0	0	0	103	0	0	251
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	3	0	2	1289	0	0	0	951	3	0	2249
APPROACH %'s :					25.00%	0.00%	75.00%	0.00%	0.15%	99.85%	0.00%	0.00%	0.00%	99.69%	0.31%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	1	0	1	711	0	0	0	514	3	0	1231
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.916	0.000	0.000	0.000	0.952	0.375	0.000	0.965
					0.250				0.913				0.950				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Gilleland Cir W & Poplar Springs Rd/SR 332
City: Gainesville
Control: 1-Way Stop(SB)

Project ID: 26-180167-002
Date: 9/2/2026

Data - Cars

NS/EW Streets:	Gilleland Cir W				Gilleland Cir W				Poplar Springs Rd/SR 332				Poplar Springs Rd/SR 332				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	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	72	0	0	0	102	0	0	175
7:15 AM	0	0	0	0	1	0	3	0	0	95	0	0	0	150	1	0	250
7:30 AM	0	0	0	0	1	0	1	0	1	107	0	0	0	164	0	0	274
7:45 AM	0	0	0	0	0	0	0	0	0	73	0	0	0	195	0	0	268
8:00 AM	0	0	0	0	0	0	0	0	0	95	0	0	0	148	1	0	244
8:15 AM	0	0	0	0	0	0	1	0	0	71	0	0	0	102	0	0	174
8:30 AM	0	0	0	0	0	0	0	0	0	55	0	0	0	121	0	0	176
8:45 AM	0	0	0	0	0	0	1	0	1	42	0	0	0	107	0	0	151
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	0	7	0	2	610	0	0	0	1089	2	0	1712
APPROACH %'s :					22.22%	0.00%	77.78%	0.00%	0.33%	99.67%	0.00%	0.00%	0.00%	99.82%	0.18%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	4	0	1	370	0	0	0	657	2	0	1036
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.333	0.000	0.250	0.864	0.000	0.000	0.000	0.842	0.500	0.000	0.945
					0.375				0.859				0.845				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	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
4:00 PM	0	0	0	0	0	0	1	0	0	131	0	0	0	99	0	0	231
4:15 PM	0	0	0	0	0	0	0	0	0	132	0	0	0	101	0	0	233
4:30 PM	0	0	0	0	0	0	0	0	1	159	0	0	0	116	0	0	276
4:45 PM	0	0	0	0	1	0	1	0	0	161	0	0	0	124	0	0	287
5:00 PM	0	0	0	0	0	0	0	0	0	180	0	0	0	132	1	0	313
5:15 PM	0	0	0	0	0	0	0	0	1	191	0	0	0	120	2	0	314
5:30 PM	0	0	0	0	0	0	0	0	0	172	0	0	0	126	0	0	298
5:45 PM	0	0	0	0	0	0	1	0	0	145	0	0	0	100	0	0	246
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	3	0	2	1271	0	0	0	918	3	0	2198
APPROACH %'s :					25.00%	0.00%	75.00%	0.00%	0.16%	99.84%	0.00%	0.00%	0.00%	99.67%	0.33%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	1	0	1	704	0	0	0	502	3	0	1212
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.921	0.000	0.000	0.000	0.951	0.375	0.000	0.965
					0.250				0.918				0.949				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Gilleland Cir W & Poplar Springs Rd/SR 332
City: Gainesville
Control: 1-Way Stop(SB)

Project ID: 26-180167-002
Date: 9/2/2026

Data - HT

NS/EW Streets:	Gilleland Cir W				Gilleland Cir W				Poplar Springs Rd/SR 332				Poplar Springs Rd/SR 332				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	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	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	4	0	0	14
7:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	0	12
7:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	7	0	0	11
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	0	8
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	7	0	0	9
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	34	0	0	0	41	0	0	75
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	13	0	0	0	27	0	0	40
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.650	0.000	0.000	0.000	0.964	0.000	0.000	0.833
									0.650				0.964				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	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	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	9	0	0	11
4:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	0	10
4:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	18	0	0	0	33	0	0	51
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	7	0	0	0	12	0	0	19
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	0.600	0.000	0.000	0.950
									0.583				0.600				

Prepared by National Data & Surveying Services

Gilleland Cir W & Poplar Springs Rd/SR 332

Peak Hour Turning Movement Count

ID: 26-180167-002
City: Gainesville

Day: Wednesday
Date: 9/2/2026

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND — Gilleland Cir W

AM	4	0	2	0	3	AM
NOON	0	0	0	0	0	NOON
PM	1	0	1	0	4	PM

EASTBOUND — Poplar Springs Rd/SR 332

AM	NOON	PM		
688	0	515	⇦	
0	0	0	↶	0
1	0	1	↱	0
383	0	711	→	1
0	0	0	↷	0
AM	NOON	PM		

WESTBOUND — Poplar Springs Rd/SR 332

PM	NOON	AM		
3	0	2	↷	0
514	0	684	←	1
0	0	0	↰	0
0	0	0	↶	0
712	0	385	⇨	
PM	NOON	AM		

NORTHBOUND — Gilleland Cir W

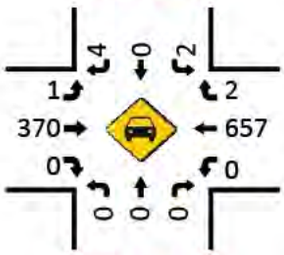
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL

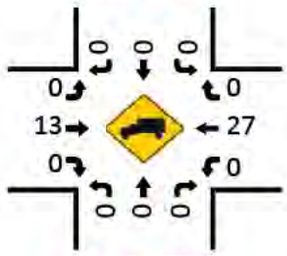
1-Way Stop(SB)

TEV	1076 AM	0 NOON	1231 PM
PHF	0.94		0.96

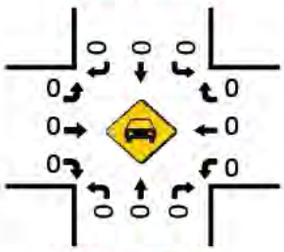
Cars (AM)



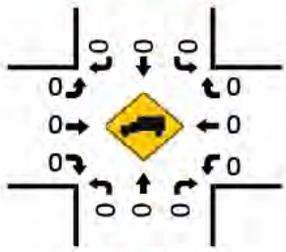
HT (AM)



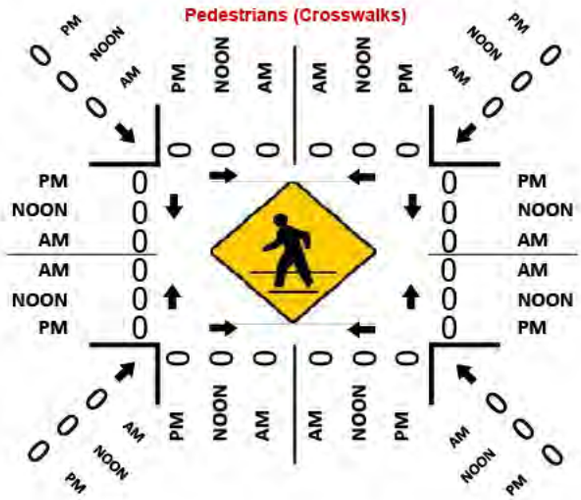
Cars (NOON)



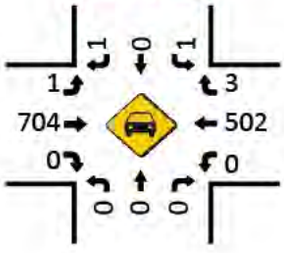
HT (NOON)



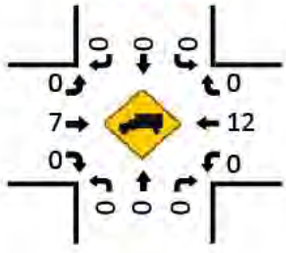
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



4-Hr TMC – Gilleland Cir E at Poplar Springs Rd/SR 332

National Data & Surveying Services

Intersection Turning Movement Count

Location: Gilleland Cir E & Poplar Springs Rd/SR 332
City: Gainesville
Control: 1-Way Stop(SB)

Project ID: 26-180167-003
Date: 9/2/2026

Data - Total

NS/EW Streets:	Gilleland Cir E				Gilleland Cir E				Poplar Springs Rd/SR 332				Poplar Springs Rd/SR 332				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	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	TOTAL
7:00 AM	0	0	0	0	2	0	5	0	2	82	0	0	0	101	1	0	193
7:15 AM	0	0	0	0	5	0	4	0	3	98	0	0	0	158	2	0	270
7:30 AM	0	0	0	0	1	0	6	0	1	113	0	0	0	164	3	0	288
7:45 AM	0	0	0	0	1	0	6	0	3	72	0	0	0	194	0	0	276
8:00 AM	0	0	0	0	1	0	4	0	5	94	0	0	0	152	1	0	257
8:15 AM	0	0	0	0	0	0	1	0	1	72	0	0	0	103	1	0	178
8:30 AM	0	0	0	0	0	0	4	0	0	56	0	0	0	120	0	0	180
8:45 AM	0	0	0	0	0	0	4	0	1	43	0	0	0	104	0	0	152
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	10	0	34	0	16	630	0	0	0	1096	8	0	1794
APPROACH %'s :					22.73%	0.00%	77.27%	0.00%	2.48%	97.52%	0.00%	0.00%	0.00%	99.28%	0.72%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	8	0	20	0	12	377	0	0	0	668	6	0	1091
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.400	0.000	0.833	0.000	0.600	0.834	0.000	0.000	0.000	0.861	0.500	0.000	0.947
					0.778				0.853				0.869				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	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	TOTAL
4:00 PM	0	0	0	0	0	0	4	0	3	128	0	0	0	102	1	0	238
4:15 PM	0	0	0	0	1	0	2	0	4	131	0	0	0	107	3	0	248
4:30 PM	0	0	0	0	2	0	5	0	6	156	0	0	0	118	1	0	288
4:45 PM	0	0	0	0	2	0	3	0	7	158	0	0	0	124	0	0	294
5:00 PM	0	0	0	0	0	0	2	0	4	179	0	0	0	133	1	0	319
5:15 PM	0	0	0	0	2	0	6	0	5	188	0	0	0	120	3	0	324
5:30 PM	0	0	0	0	3	0	4	0	3	167	0	0	0	122	1	0	300
5:45 PM	0	0	0	0	0	0	6	0	11	135	0	0	0	100	0	0	252
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	10	0	32	0	43	1242	0	0	0	926	10	0	2263
APPROACH %'s :					23.81%	0.00%	76.19%	0.00%	3.35%	96.65%	0.00%	0.00%	0.00%	98.93%	1.07%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	7	0	15	0	19	692	0	0	0	499	5	0	1237
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.583	0.000	0.625	0.000	0.679	0.920	0.000	0.000	0.000	0.938	0.417	0.000	0.954
					0.688				0.921				0.940				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Gilleland Cir E & Poplar Springs Rd/SR 332
City: Gainesville
Control: 1-Way Stop(SB)

Project ID: 26-180167-003
Date: 9/2/2026

Data - Cars

NS/EW Streets:	Gilleland Cir E				Gilleland Cir E				Poplar Springs Rd/SR 332				Poplar Springs Rd/SR 332				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	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	1	0	5	0	1	73	0	0	0	97	1	0	178
7:15 AM	0	0	0	0	5	0	4	0	3	93	0	0	0	151	1	0	257
7:30 AM	0	0	0	0	1	0	5	0	1	109	0	0	0	158	3	0	277
7:45 AM	0	0	0	0	1	0	6	0	3	70	0	0	0	188	0	0	268
8:00 AM	0	0	0	0	1	0	3	0	4	93	0	0	0	146	1	0	248
8:15 AM	0	0	0	0	0	0	1	0	1	69	0	0	0	99	1	0	171
8:30 AM	0	0	0	0	0	0	4	0	0	54	0	0	0	116	0	0	174
8:45 AM	0	0	0	0	0	0	4	0	1	37	0	0	0	102	0	0	144
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	9	0	32	0	14	598	0	0	0	1057	7	0	1717
APPROACH %'s :					21.95%	0.00%	78.05%	0.00%	2.29%	97.71%	0.00%	0.00%	0.00%	99.34%	0.66%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	8	0	18	0	11	365	0	0	0	643	5	0	1050
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.400	0.000	0.750	0.000	0.688	0.837	0.000	0.000	0.000	0.855	0.417	0.000	0.948
					0.722				0.855				0.862				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	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
4:00 PM	0	0	0	0	0	0	3	0	3	125	0	0	0	100	1	0	232
4:15 PM	0	0	0	0	1	0	2	0	4	129	0	0	0	98	3	0	237
4:30 PM	0	0	0	0	2	0	5	0	6	152	0	0	0	112	1	0	278
4:45 PM	0	0	0	0	2	0	3	0	7	155	0	0	0	122	0	0	289
5:00 PM	0	0	0	0	0	0	2	0	4	178	0	0	0	130	1	0	315
5:15 PM	0	0	0	0	2	0	6	0	5	186	0	0	0	118	3	0	320
5:30 PM	0	0	0	0	3	0	4	0	3	167	0	0	0	117	1	0	295
5:45 PM	0	0	0	0	0	0	6	0	11	132	0	0	0	97	0	0	246
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	10	0	31	0	43	1224	0	0	0	894	10	0	2212
APPROACH %'s :					24.39%	0.00%	75.61%	0.00%	3.39%	96.61%	0.00%	0.00%	0.00%	98.89%	1.11%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	7	0	15	0	19	686	0	0	0	487	5	0	1219
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.583	0.000	0.625	0.000	0.679	0.922	0.000	0.000	0.000	0.937	0.417	0.000	0.952
					0.688				0.923				0.939				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Gilleland Cir E & Poplar Springs Rd/SR 332
City: Gainesville
Control: 1-Way Stop(SB)

Project ID: 26-180167-003
Date: 9/2/2026

Data - HT

NS/EW Streets:	Gilleland Cir E				Gilleland Cir E				Poplar Springs Rd/SR 332				Poplar Springs Rd/SR 332				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	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	1	0	0	0	1	9	0	0	0	4	0	0	15
7:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	7	1	0	13
7:30 AM	0	0	0	0	0	0	1	0	0	4	0	0	0	6	0	0	11
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	0	8
8:00 AM	0	0	0	0	0	0	1	0	1	1	0	0	0	6	0	0	9
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
8:45 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	2	0	2	32	0	0	0	39	1	0	77
APPROACH %'s :					33.33%	0.00%	66.67%	0.00%	5.88%	94.12%	0.00%	0.00%	0.00%	97.50%	2.50%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	2	0	1	12	0	0	0	25	1	0	41
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.600	0.000	0.000	0.000	0.893	0.250	0.000	0.788
					0.500				0.650				0.813				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	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
4:00 PM	0	0	0	0	0	0	1	0	0	3	0	0	0	2	0	0	6
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	9	0	0	11
4:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	0	10
4:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	0	18	0	0	0	32	0	0	51
APPROACH %'s :					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 :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	6	0	0	0	12	0	0	18
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.600	0.000	0.000	0.900
									0.500				0.600				

Prepared by National Data & Surveying Services

Gilleland Cir E & Poplar Springs Rd/SR 332

Peak Hour Turning Movement Count

ID: 26-180167-003
City: Gainesville

Day: Wednesday
Date: 9/2/2026

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Gilleland Cir E)

AM	20	0	8	0	18	AM
NOON	0	0	0	0	0	NOON
PM	15	0	7	0	24	PM

EASTBOUND (Poplar Springs Rd/SR 332)

AM	NOON	PM	
688	0	514	⇦
0	0	0	↶ 0
12	0	19	↱ 0
377	0	692	→ 1
0	0	0	↴ 0
AM	NOON	PM	

WESTBOUND (Poplar Springs Rd/SR 332)

PM	NOON	AM	
5	0	6	0 ↰
499	0	668	1 ←
0	0	0	0 ↙
0	0	0	0 ↶
699	0	385	⇨
PM	NOON	AM	

CONTROL

1-Way Stop(SB)

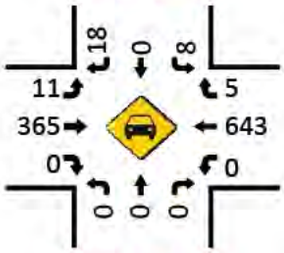
TEV	1091 AM	0 NOON	1237 PM
PHF	0.95		0.95

NORTHBOUND (Gilleland Cir E)

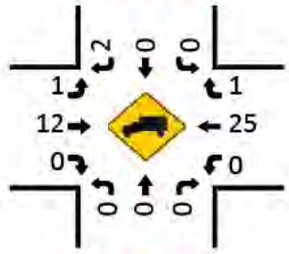
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

0 0 0 0 ↰ ↰ ↑ ↱

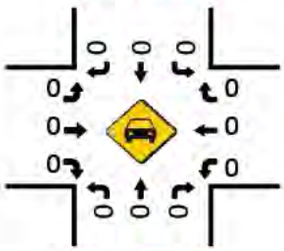
Cars (AM)



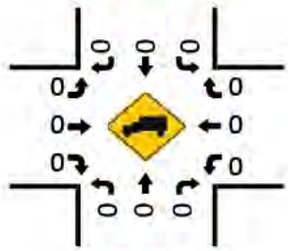
HT (AM)



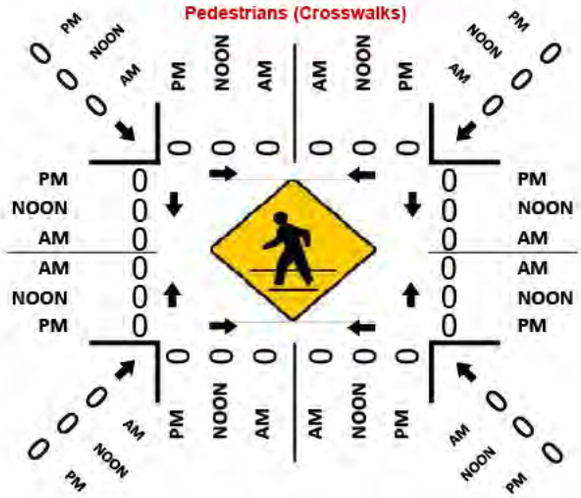
Cars (NOON)



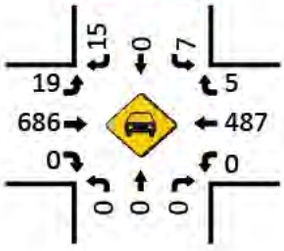
HT (NOON)



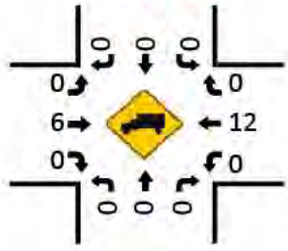
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



4-Hr TMC – SR 332/Poplar Sprigns Rd at Poplar Springs Church Rd

National Data & Surveying Services

Intersection Turning Movement Count

Location: Poplar Springs Rd/SR 332 & Poplar Springs Church Rd
City: Gainesville
Control: 1-Way Stop(WB)

Project ID: 26-180167-004
Date: 9/2/2026

Data - Total

NS/EW Streets:	Poplar Springs Rd/SR 332				Poplar Springs Rd/SR 332				Poplar Springs Church Rd				Poplar Springs Church Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0.5	0.5	0	0	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	81	13	0	38	46	0	0	0	0	0	0	13	0	23	0	214
7:15 AM	0	114	24	0	53	47	0	0	0	0	0	0	21	0	56	0	315
7:30 AM	0	101	6	0	53	68	0	0	0	0	0	0	11	0	69	0	308
7:45 AM	0	128	15	0	33	47	0	0	0	0	0	0	11	0	49	0	283
8:00 AM	0	120	15	0	33	55	0	0	0	0	0	0	9	0	36	0	268
8:15 AM	0	79	9	0	19	58	0	0	0	0	0	0	8	0	21	0	194
8:30 AM	0	106	9	0	17	35	0	0	0	0	0	0	2	0	20	0	189
8:45 AM	0	69	4	0	11	37	1	0	0	0	0	0	6	0	21	0	149
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	798	95	0	257	393	1	0	0	0	0	0	81	0	295	0	1920
APPROACH %'s :	0.00%	89.36%	10.64%	0.00%	39.48%	60.37%	0.15%	0.00%					21.54%	0.00%	78.46%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	463	60	0	172	217	0	0	0	0	0	0	52	0	210	0	1174
PEAK HR FACTOR :	0.000	0.904	0.625	0.000	0.811	0.798	0.000	0.000	0.000	0.000	0.000	0.000	0.619	0.000	0.761	0.000	0.932
		0.914				0.804								0.819			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0.5	0.5	0	0	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	58	12	0	47	86	0	0	0	0	0	0	16	0	41	0	260
4:15 PM	0	70	7	0	40	91	0	0	0	0	0	0	15	0	41	0	264
4:30 PM	0	61	14	0	51	106	0	0	0	0	0	0	8	0	57	0	297
4:45 PM	0	70	9	0	44	115	0	0	1	0	0	0	13	0	47	0	299
5:00 PM	0	86	10	0	45	125	0	0	0	1	0	0	22	0	52	0	341
5:15 PM	0	74	15	0	44	153	0	0	0	0	0	0	23	0	49	0	358
5:30 PM	0	74	12	0	37	128	0	0	0	0	0	0	16	0	50	0	317
5:45 PM	0	66	17	0	40	102	0	0	0	0	0	0	10	0	33	0	268
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	559	96	0	348	906	0	0	1	1	0	0	123	0	370	0	2404
APPROACH %'s :	0.00%	85.34%	14.66%	0.00%	27.75%	72.25%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	24.95%	0.00%	75.05%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	304	46	0	170	521	0	0	1	1	0	0	74	0	198	0	1315
PEAK HR FACTOR :	0.000	0.884	0.767	0.000	0.944	0.851	0.000	0.000	0.250	0.250	0.000	0.000	0.804	0.000	0.952	0.000	0.918
		0.911				0.877				0.500				0.919			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Poplar Springs Rd/SR 332 & Poplar Springs Church Rd
City: Gainesville
Control: 1-Way Stop(WB)

Project ID: 26-180167-004
Date: 9/2/2026

Data - Cars

NS/EW Streets:	Poplar Springs Rd/SR 332				Poplar Springs Rd/SR 332				Poplar Springs Church Rd				Poplar Springs Church Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0.5	0.5	0	0	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	78	12	0	30	43	0	0	0	0	0	0	13	0	22	0	198
7:15 AM	0	111	24	0	52	43	0	0	0	0	0	0	19	0	51	0	300
7:30 AM	0	98	6	0	53	64	0	0	0	0	0	0	11	0	64	0	296
7:45 AM	0	124	15	0	33	45	0	0	0	0	0	0	10	0	49	0	276
8:00 AM	0	114	14	0	32	55	0	0	0	0	0	0	8	0	36	0	259
8:15 AM	0	75	9	0	18	56	0	0	0	0	0	0	6	0	21	0	185
8:30 AM	0	103	9	0	16	33	0	0	0	0	0	0	2	0	19	0	182
8:45 AM	0	67	4	0	9	33	1	0	0	0	0	0	6	0	21	0	141
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	770	93	0	243	372	1	0	0	0	0	0	75	0	283	0	1837
APPROACH %'s :	0.00%	89.22%	10.78%	0.00%	39.45%	60.39%	0.16%	0.00%					20.95%	0.00%	79.05%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	447	59	0	170	207	0	0	0	0	0	0	48	0	200	0	1131
PEAK HR FACTOR :	0.000	0.901	0.615	0.000	0.802	0.809	0.000	0.000	0.000	0.000	0.000	0.000	0.632	0.000	0.781	0.000	0.943
		0.910				0.806								0.827			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0.5	0.5	0	0	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	58	11	0	46	84	0	0	0	0	0	0	15	0	39	0	253
4:15 PM	0	62	4	0	39	90	0	0	0	0	0	0	15	0	40	0	250
4:30 PM	0	57	13	0	49	104	0	0	0	0	0	0	8	0	55	0	286
4:45 PM	0	68	9	0	43	113	0	0	1	0	0	0	13	0	47	0	294
5:00 PM	0	83	10	0	45	125	0	0	0	0	0	0	21	0	52	0	336
5:15 PM	0	73	15	0	41	152	0	0	0	0	0	0	22	0	48	0	351
5:30 PM	0	72	12	0	37	128	0	0	0	0	0	0	16	0	47	0	312
5:45 PM	0	64	16	0	40	100	0	0	0	0	0	0	10	0	32	0	262
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	537	90	0	340	896	0	0	1	0	0	0	120	0	360	0	2344
APPROACH %'s :	0.00%	85.65%	14.35%	0.00%	27.51%	72.49%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	25.00%	0.00%	75.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	296	46	0	166	518	0	0	1	0	0	0	72	0	194	0	1293
PEAK HR FACTOR :	0.000	0.892	0.767	0.000	0.922	0.852	0.000	0.000	0.250	0.000	0.000	0.000	0.818	0.000	0.933	0.000	0.921
		0.919				0.886				0.250				0.911			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Poplar Springs Rd/SR 332 & Poplar Springs Church Rd
City: Gainesville
Control: 1-Way Stop(WB)

Project ID: 26-180167-004
Date: 9/2/2026

Data - HT

NS/EW Streets:	Poplar Springs Rd/SR 332				Poplar Springs Rd/SR 332				Poplar Springs Church Rd				Poplar Springs Church Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0.5	0.5	0	0	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	3	1	0	8	3	0	0	0	0	0	0	0	0	1	0	16
7:15 AM	0	3	0	0	1	4	0	0	0	0	0	0	2	0	5	0	15
7:30 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	5	0	12
7:45 AM	0	4	0	0	0	2	0	0	0	0	0	0	1	0	0	0	7
8:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	1	0	0	0	9
8:15 AM	0	4	0	0	1	2	0	0	0	0	0	0	2	0	0	0	9
8:30 AM	0	3	0	0	1	2	0	0	0	0	0	0	0	0	1	0	7
8:45 AM	0	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	28	2	0	14	21	0	0	0	0	0	0	6	0	12	0	83
APPROACH %'s :	0.00%	93.33%	6.67%	0.00%	40.00%	60.00%	0.00%	0.00%					33.33%	0.00%	66.67%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	16	1	0	2	10	0	0	0	0	0	0	4	0	10	0	43
PEAK HR FACTOR :	0.000	0.667	0.250	0.000	0.500	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.717
	0.607				0.600								0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0.5	0.5	0	0	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	1	0	1	2	0	0	0	0	0	0	1	0	2	0	7
4:15 PM	0	8	3	0	1	1	0	0	0	0	0	0	0	0	1	0	14
4:30 PM	0	4	1	0	2	2	0	0	0	0	0	0	0	0	2	0	11
4:45 PM	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	0	3	0	0	0	0	0	0	0	1	0	0	1	0	0	0	5
5:15 PM	0	1	0	0	3	1	0	0	0	0	0	0	1	0	1	0	7
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	5
5:45 PM	0	2	1	0	0	2	0	0	0	0	0	0	0	0	1	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	22	6	0	8	10	0	0	0	1	0	0	3	0	10	0	60
APPROACH %'s :	0.00%	78.57%	21.43%	0.00%	44.44%	55.56%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	23.08%	0.00%	76.92%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	8	0	0	4	3	0	0	0	1	0	0	2	0	4	0	22
PEAK HR FACTOR :	0.000	0.667	0.000	0.000	0.333	0.375	0.000	0.000	0.000	0.250	0.000	0.000	0.500	0.000	0.333	0.000	0.786
	0.667				0.438				0.250				0.500				

Prepared by National Data & Surveying Services

Poplar Springs Rd/SR 332 & Poplar Springs Church Rd

Peak Hour Turning Movement Count

ID: 26-180167-004
City: Gainesville

Day: Wednesday
Date: 9/2/2026

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

SOUTHBOUND (Poplar Springs Rd/SR 332)

AM	0	217	172	0	673	AM
NOON	0	0	0	0	0	NOON
PM	0	521	170	0	503	PM

EASTBOUND (Poplar Springs Church Rd)

AM	NOON	PM		
0	0	0		
0	0	0	0	
0	0	1	0	
0	0	1	0.5	
0	0	0	0.5	
AM	NOON	PM		

WESTBOUND (Poplar Springs Church Rd)

PM	NOON	AM	
198	0	210	0.5
0	0	0	0.5
74	0	52	0
0	0	0	0
PM	NOON	AM	
217	0	232	

NORTHBOUND (Poplar Springs Rd/SR 332)

PM	595	0	0	304	46	PM
NOON	0	0	0	0	0	NOON
AM	269	0	0	463	60	AM

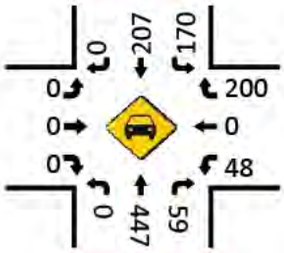
0	1	0	0	
0	0	1	0	

CONTROL

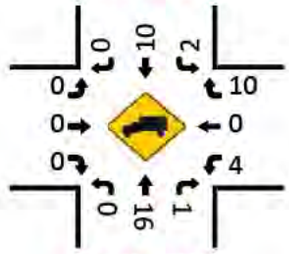
1-Way Stop(WB)

TEV	1174	0	1315
	AM	NOON	PM
PHF	0.93		0.92

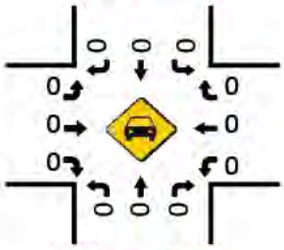
Cars (AM)



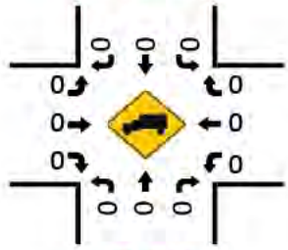
HT (AM)



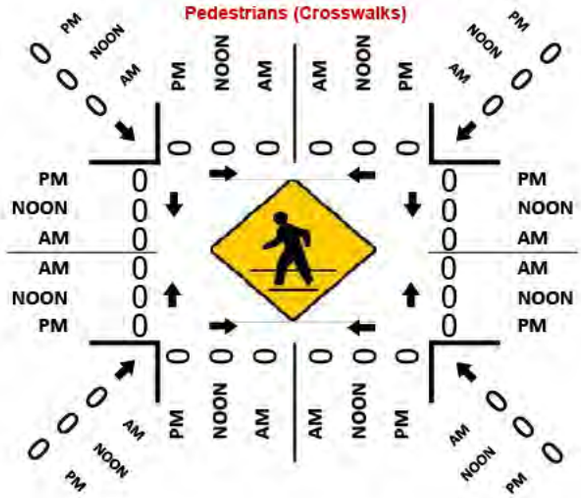
Cars (NOON)



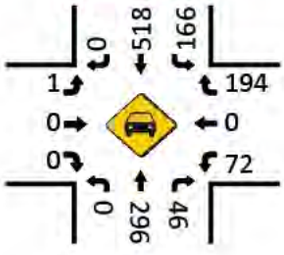
HT (NOON)



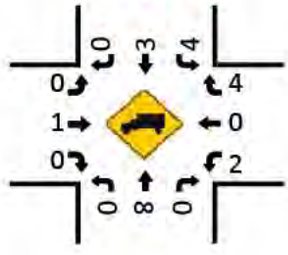
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



4-Hr TMC – Poplar Springs
Church Rd at Calvary
Church Rd

National Data & Surveying Services

Intersection Turning Movement Count

Location: Calvary Church Rd & Poplar Springs Church Rd
City: Gainesville
Control: 2-Way Stop(NB/SB)

Project ID: 26-180167-005
Date: 9/2/2026

Data - Total

NS/EW Streets:	Calvary Church Rd				Calvary Church Rd				Poplar Springs Church Rd				Poplar Springs Church 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	1	19	2	0	1	4	10	0	31	11	1	0	2	18	5	0	105
7:15 AM	3	22	2	0	5	10	37	0	65	16	0	0	3	26	12	0	201
7:30 AM	1	29	3	0	7	10	50	0	58	9	2	0	2	23	12	0	206
7:45 AM	3	35	2	0	0	4	15	0	37	11	0	0	2	30	7	0	146
8:00 AM	5	17	0	0	4	5	14	0	31	12	3	0	2	21	4	0	118
8:15 AM	1	17	1	0	3	4	12	0	21	6	1	0	1	11	4	0	82
8:30 AM	1	12	2	0	2	5	7	0	17	10	0	0	0	13	2	0	71
8:45 AM	1	1	0	0	3	3	8	1	9	5	1	0	0	15	3	0	50
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	16	152	12	0	25	45	153	1	269	80	8	0	12	157	49	0	979
APPROACH %'s :	8.89%	84.44%	6.67%	0.00%	11.16%	20.09%	68.30%	0.45%	75.35%	22.41%	2.24%	0.00%	5.50%	72.02%	22.48%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	12	103	7	0	16	29	116	0	191	48	5	0	9	100	35	0	671
PEAK HR FACTOR :	0.600	0.736	0.583	0.000	0.571	0.725	0.580	0.000	0.735	0.750	0.417	0.000	0.750	0.833	0.729	0.000	0.814
	0.763				0.601				0.753				0.878				

PM	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
4:00 PM	0	6	2	0	2	12	36	0	12	32	5	0	5	19	15	0	146
4:15 PM	1	14	2	0	3	13	28	0	7	31	3	0	4	23	5	0	134
4:30 PM	2	5	1	0	2	12	36	0	16	31	2	0	1	18	4	0	130
4:45 PM	1	5	4	0	9	11	25	0	11	24	9	0	2	27	2	0	130
5:00 PM	3	6	1	0	1	23	34	0	14	27	3	0	1	35	8	0	156
5:15 PM	2	10	2	0	9	22	37	0	15	21	3	0	2	32	13	0	168
5:30 PM	1	6	5	0	10	24	26	0	9	28	2	0	6	22	7	0	146
5:45 PM	7	2	1	0	5	22	24	0	9	22	5	0	4	15	8	0	124
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	17	54	18	0	41	139	246	0	93	216	32	0	25	191	62	0	1134
APPROACH %'s :	19.10%	60.67%	20.22%	0.00%	9.62%	32.63%	57.75%	0.00%	27.27%	63.34%	9.38%	0.00%	8.99%	68.71%	22.30%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	7	27	12	0	29	80	122	0	49	100	17	0	11	116	30	0	600
PEAK HR FACTOR :	0.583	0.675	0.600	0.000	0.725	0.833	0.824	0.000	0.817	0.893	0.472	0.000	0.458	0.829	0.577	0.000	0.893
	0.821				0.849				0.943				0.835				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Calvary Church Rd & Poplar Springs Church Rd
City: Gainesville
Control: 2-Way Stop(NB/SB)

Project ID: 26-180167-005
Date: 9/2/2026

Data - Cars

NS/EW Streets:	Calvary Church Rd				Calvary Church Rd				Poplar Springs Church Rd				Poplar Springs Church 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	1	19	2	0	1	4	8	0	25	10	1	0	2	18	4	0	95
7:15 AM	3	22	2	0	5	9	30	0	63	16	0	0	3	26	12	0	191
7:30 AM	1	29	3	0	5	10	48	0	58	9	2	0	2	20	12	0	199
7:45 AM	3	35	2	0	0	3	15	0	37	11	0	0	2	30	7	0	145
8:00 AM	5	17	0	0	3	4	13	0	30	11	3	0	2	21	4	0	113
8:15 AM	1	17	1	0	2	4	10	0	19	6	1	0	1	10	3	0	75
8:30 AM	1	12	2	0	1	4	6	0	17	9	0	0	0	13	2	0	67
8:45 AM	1	1	0	0	2	3	8	1	9	4	1	0	0	15	2	0	47
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	16	152	12	0	19	41	138	1	258	76	8	0	12	153	46	0	932
APPROACH %'s :	8.89%	84.44%	6.67%	0.00%	9.55%	20.60%	69.35%	0.50%	75.44%	22.22%	2.34%	0.00%	5.69%	72.51%	21.80%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	12	103	7	0	13	26	106	0	188	47	5	0	9	97	35	0	648
PEAK HR FACTOR :	0.600	0.736	0.583	0.000	0.650	0.650	0.552	0.000	0.746	0.734	0.417	0.000	0.750	0.808	0.729	0.000	0.814
	0.763				0.575				0.759				0.860				

PM	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
4:00 PM	0	6	2	0	2	12	34	0	11	32	5	0	5	18	15	0	142
4:15 PM	1	14	2	0	3	13	27	0	6	28	3	0	4	23	3	0	127
4:30 PM	2	5	1	0	2	12	34	0	16	31	2	0	1	18	3	0	127
4:45 PM	1	5	4	0	9	11	25	0	11	23	9	0	2	27	2	0	129
5:00 PM	3	6	1	0	1	23	34	0	14	27	3	0	1	34	8	0	155
5:15 PM	2	9	2	0	9	21	37	0	12	21	3	0	2	31	13	0	162
5:30 PM	1	6	4	0	9	24	24	0	9	28	1	0	5	21	7	0	139
5:45 PM	7	2	1	0	5	22	24	0	9	22	5	0	4	15	8	0	124
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	17	53	17	0	40	138	239	0	88	212	31	0	24	187	59	0	1105
APPROACH %'s :	19.54%	60.92%	19.54%	0.00%	9.59%	33.09%	57.31%	0.00%	26.59%	64.05%	9.37%	0.00%	8.89%	69.26%	21.85%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	7	26	11	0	28	79	120	0	46	99	16	0	10	113	30	0	585
PEAK HR FACTOR :	0.583	0.722	0.688	0.000	0.778	0.823	0.811	0.000	0.821	0.884	0.444	0.000	0.500	0.831	0.577	0.000	0.903
	0.846				0.847				0.915				0.832				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Calvary Church Rd & Poplar Springs Church Rd
City: Gainesville
Control: 2-Way Stop(NB/SB)

Project ID: 26-180167-005
Date: 9/2/2026

Data - HT

NS/EW Streets:	Calvary Church Rd				Calvary Church Rd				Poplar Springs Church Rd				Poplar Springs Church 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	1 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	2	0	6	1	0	0	0	0	1	0	10
7:15 AM	0	0	0	0	0	1	7	0	2	0	0	0	0	0	0	0	10
7:30 AM	0	0	0	0	2	0	2	0	0	0	0	0	0	3	0	0	7
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	5
8:15 AM	0	0	0	0	1	0	2	0	2	0	0	0	0	1	1	0	7
8:30 AM	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	6	4	15	0	11	4	0	0	0	4	3	0	47
APPROACH %'s :					24.00%	16.00%	60.00%	0.00%	73.33%	26.67%	0.00%	0.00%	0.00%	57.14%	42.86%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	3	3	10	0	3	1	0	0	0	3	0	0	23
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.375	0.750	0.357	0.000	0.375	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.575
						0.500				0.500				0.250			

PM	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	1 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	0	2	0	1	0	0	0	0	1	0	0	4
4:15 PM	0	0	0	0	0	0	1	0	1	3	0	0	0	0	2	0	7
4:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	1	0	0	0	1	0	0	3	0	0	0	0	1	0	0	6
5:30 PM	0	0	1	0	1	0	2	0	0	0	1	0	1	1	0	0	7
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	1	0	1	1	7	0	5	4	1	0	1	4	3	0	29
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	11.11%	11.11%	77.78%	0.00%	50.00%	40.00%	10.00%	0.00%	12.50%	50.00%	37.50%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1	1	0	1	1	2	0	3	1	1	0	1	3	0	0	15
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.250	0.250	0.250	0.000	0.250	0.250	0.250	0.000	0.250	0.750	0.000	0.000	0.536
		0.500				0.333				0.417				0.500			

Prepared by National Data & Surveying Services

Calvary Church Rd & Poplar Springs Church Rd

Peak Hour Turning Movement Count

ID: 26-180167-005
City: Gainesville

Day: Wednesday
Date: 9/2/2026

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Calvary Church Rd)

AM	116	29	16	0	329	AM
NOON	0	0	0	0	0	NOON
PM	122	80	29	0	106	PM

EASTBOUND (Poplar Springs Church Rd)

AM	NOON	PM	
228	0	245	
0	0	0	0
191	0	49	0
48	0	100	1
5	0	17	0

WESTBOUND (Poplar Springs Church Rd)

PM	NOON	AM	
30	0	35	0
116	0	100	1
11	0	9	0
0	0	0	0
141	0	71	

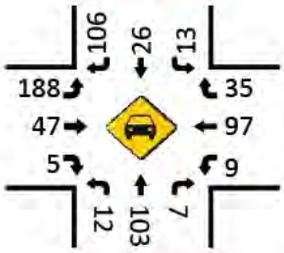
NORTHBOUND (Calvary Church Rd)

PM	108	0	7	27	12	PM
NOON	0	0	0	0	0	NOON
AM	43	0	12	103	7	AM

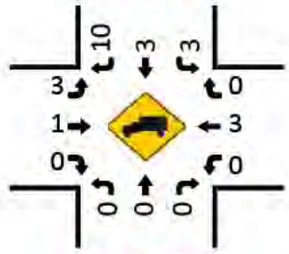
	0	1	0	0
	0	0	1	0

CONTROL			
2-Way Stop(NB/SB)			
TEV	671	0	600
	AM	NOON	PM
PHF	0.81		0.89

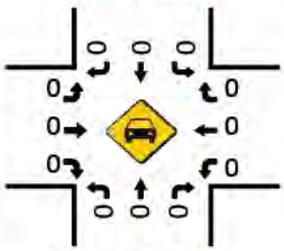
Cars (AM)



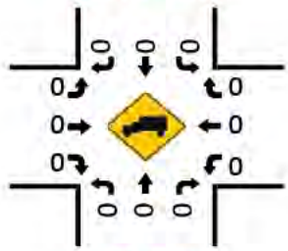
HT (AM)



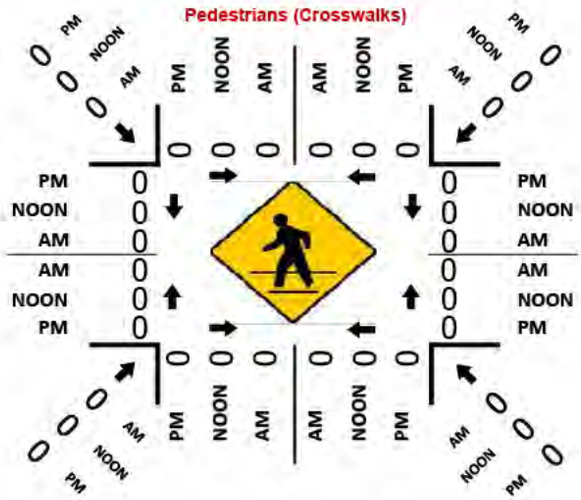
Cars (NOON)



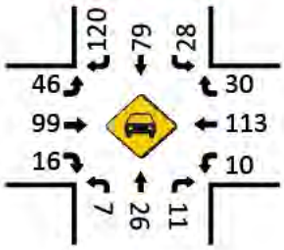
HT (NOON)



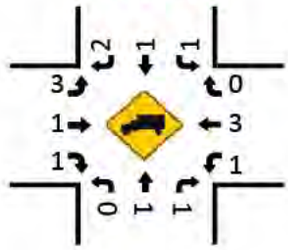
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



4-Hr TMC - Lee Land Rd at Webb Girth Rd

National Data & Surveying Services

Intersection Turning Movement Count

Location: Webb Girth Rd/Dirt Rd & Lee Land Rd
City: Gainesville
Control: 1-Way Stop(NB)

Project ID: 26-180167-006
Date: 9/2/2026

Data - Total

NS/EW Streets: Webb Girth Rd/Dirt Rd | Webb Girth Rd/Dirt Rd | Lee Land Rd | Lee Land Rd

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND					NORTHBOUND2		
	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0			
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2R2	TOTAL
7:00 AM	3	0	8	0	0	0	0	0	0	11	3	0	0	13	22	0	0	2	0	0	62
7:15 AM	3	0	5	0	0	0	0	0	0	11	2	0	0	9	18	0	0	0	0	1	49
7:30 AM	2	0	5	0	0	0	0	0	0	13	1	0	0	1	22	0	0	0	0	1	45
7:45 AM	2	0	5	0	0	0	0	0	0	9	1	0	1	2	16	0	0	1	0	0	37
8:00 AM	0	0	1	0	0	0	0	0	0	9	0	0	0	1	14	0	0	1	0	0	26
8:15 AM	1	0	1	0	0	0	0	0	0	4	1	0	0	2	5	0	0	0	0	0	14
8:30 AM	0	0	3	0	0	0	0	0	0	7	1	0	0	0	13	0	0	0	0	0	24
8:45 AM	2	0	1	0	0	0	0	0	0	5	1	0	0	3	4	0	0	0	0	0	16
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2R2	TOTAL
TOTAL VOLUMES :	13	0	29	0	0	0	0	0	0	69	10	0	1	31	114	0	0	4	0	2	273
APPROACH %'s :	30.95%	0.00%	69.05%	0.00%					0.00%	86.25%	12.50%	0.00%	1.25%	20.81%	76.51%	0.00%	0.00%	2.68%	0.00%	100.00%	
PEAK HR :	07:00 AM - 08:00 AM																				TOTAL
PEAK HR VOL :	10	0	23	0	0	0	0	0	0	44	7	0	1	25	78	0	0	3	0	2	193
PEAK HR FACTOR :	0.833	0.000	0.719	0.000	0.000	0.000	0.000	0.000	0.000	0.846	0.583	0.000	0.250	0.481	0.886	0.000	0.000	0.375	0.000	0.500	0.778
	0.750										0.929					0.716					

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND							
	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2R2	TOTAL
4:00 PM	1	0	7	0	0	0	0	0	0	28	3	0	0	7	13	0	0	0	1	0	60
4:15 PM	6	0	5	0	0	0	0	0	0	17	5	0	0	18	18	0	0	0	0	0	69
4:30 PM	2	0	4	0	0	0	0	0	0	15	0	0	1	10	17	0	0	0	0	1	50
4:45 PM	4	0	5	0	0	0	0	0	0	13	7	0	0	8	23	0	0	0	5	5	70
5:00 PM	7	0	5	0	0	0	0	0	0	17	6	0	0	7	13	0	0	0	4	3	62
5:15 PM	2	0	6	0	0	0	0	0	0	19	3	0	0	5	24	0	0	0	2	0	61
5:30 PM	2	0	5	0	0	0	0	0	0	14	6	0	0	7	16	0	0	0	0	0	50
5:45 PM	3	0	0	0	0	0	0	0	0	11	3	0	0	5	11	0	0	0	1	0	34
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2R2	TOTAL
TOTAL VOLUMES :	27	0	37	0	0	0	0	0	0	134	33	0	1	67	135	0	0	0	13	9	456
APPROACH %'s :	42.19%	0.00%	57.81%	0.00%					0.00%	79.76%	19.64%	0.00%	0.60%	33.17%	66.83%	0.00%	0.00%	0.00%	59.09%	40.91%	
PEAK HR :	04:15 PM - 05:15 PM																				TOTAL
PEAK HR VOL :	19	0	19	0	0	0	0	0	0	62	18	0	1	43	71	0	0	0	9	9	251
PEAK HR FACTOR :	0.679	0.000	0.950	0.000	0.000	0.000	0.000	0.000	0.000	0.912	0.643	0.000	0.250	0.597	0.772	0.000	0.000	0.000	0.450	0.450	0.896
	0.792										0.880					0.792					

Explanation for extra leg movements

Movements entering the extra leg

ER2	Movements coming from EB on Lee Land Rd entering into the Extra Leg (Dirt Rd)
WL2	Movements coming from WB on Lee Land Rd entering into the Extra Leg (Dirt Rd)

S2

Movements exiting the extra leg

N2L2	Movements exiting from Extra Leg (Dirt Rd) entering into Lee Land Rd WB.
N2R2	Movements exiting from Extra Leg (Dirt Rd)entering into Lee Land Rd EB.



National Data & Surveying Services

Intersection Turning Movement Count

Location: Webb Girth Rd/Dirt Rd & Lee Land Rd
City: Gainesville
Control: 1-Way Stop(NB)

Project ID: 26-180167-006
Date: 9/2/2026

Data - Cars

NS/EW Streets:	Webb Girth Rd/Dirt Rd				Webb Girth Rd/Dirt Rd				Lee Land Rd					Lee Land Rd							
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND					NORTHBOUND2		
	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2R2	TOTAL
7:00 AM	3	0	7	0	0	0	0	0	0	10	3	0	0	12	22	0	0	2	0	0	59
7:15 AM	2	0	5	0	0	0	0	0	0	11	2	0	0	8	18	0	0	0	0	1	47
7:30 AM	2	0	5	0	0	0	0	0	0	11	1	0	0	1	21	0	0	0	0	1	42
7:45 AM	2	0	4	0	0	0	0	0	0	9	1	0	1	2	16	0	0	1	0	0	36
8:00 AM	0	0	1	0	0	0	0	0	0	8	0	0	0	1	14	0	0	1	0	0	25
8:15 AM	1	0	1	0	0	0	0	0	0	4	1	0	0	2	3	0	0	0	0	0	12
8:30 AM	0	0	2	0	0	0	0	0	0	6	1	0	0	0	13	0	0	0	0	0	22
8:45 AM	2	0	1	0	0	0	0	0	0	3	1	0	0	3	4	0	0	0	0	0	14
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2R2	TOTAL
TOTAL VOLUMES :	12	0	26	0	0	0	0	0	0	62	10	0	1	29	111	0	0	4	0	2	257
APPROACH %'s :	31.58%	0.00%	68.42%	0.00%					0.00%	84.93%	13.70%	0.00%	1.37%	20.14%	77.08%	0.00%	0.00%	2.78%	0.00%	100.00%	
PEAK HR :	07:00 AM - 08:00 AM																				TOTAL
PEAK HR VOL :	9	0	21	0	0	0	0	0	0	41	7	0	1	23	77	0	0	3	0	2	184
PEAK HR FACTOR :	0.750	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.932	0.583	0.000	0.250	0.479	0.875	0.000	0.000	0.375	0.000	0.500	0.780
	0.750										0.942					0.715					

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND							
	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2R2	TOTAL
4:00 PM	0	0	7	0	0	0	0	0	0	28	2	0	0	7	12	0	0	0	1	0	57
4:15 PM	6	0	5	0	0	0	0	0	0	17	5	0	0	18	18	0	0	0	0	0	69
4:30 PM	2	0	4	0	0	0	0	0	0	15	0	0	1	10	17	0	0	0	0	1	50
4:45 PM	4	0	5	0	0	0	0	0	0	12	7	0	0	7	22	0	0	0	5	5	67
5:00 PM	7	0	4	0	0	0	0	0	0	17	6	0	0	6	13	0	0	0	4	3	60
5:15 PM	2	0	6	0	0	0	0	0	0	19	3	0	0	5	23	0	0	0	2	0	60
5:30 PM	2	0	5	0	0	0	0	0	0	13	6	0	0	7	15	0	0	0	0	0	48
5:45 PM	2	0	0	0	0	0	0	0	0	11	3	0	0	3	10	0	0	0	1	0	30
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2R2	TOTAL
TOTAL VOLUMES :	25	0	36	0	0	0	0	0	0	132	32	0	1	63	130	0	0	0	13	9	441
APPROACH %'s :	40.98%	0.00%	59.02%	0.00%					0.00%	80.00%	19.39%	0.00%	0.61%	32.64%	67.36%	0.00%	0.00%	0.00%	59.09%	40.91%	
PEAK HR :	04:15 PM - 05:15 PM																				TOTAL
PEAK HR VOL :	19	0	18	0	0	0	0	0	0	61	18	0	1	41	70	0	0	0	9	9	246
PEAK HR FACTOR :	0.679	0.000	0.900	0.000	0.000	0.000	0.000	0.000	0.000	0.897	0.643	0.000	0.250	0.569	0.795	0.000	0.000	0.000	0.450	0.450	0.891
	0.841										0.870					0.771					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Webb Girth Rd/Dirt Rd & Lee Land Rd
City: Gainesville
Control: 1-Way Stop(NB)

Project ID: 26-180167-006
Date: 9/2/2026

Data - HT

NS/EW Streets:	Webb Girth Rd/Dirt Rd				Webb Girth Rd/Dirt Rd				Lee Land Rd					Lee Land Rd							
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND					NORTHBOUND2		
	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2R2	TOTAL
7:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
7:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	3
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
8:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2R2	TOTAL
TOTAL VOLUMES :	1	0	3	0	0	0	0	0	0	7	0	0	0	2	3	0	0	0	0	0	16
APPROACH %'s :	25.00%	0.00%	75.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	40.00%	60.00%	0.00%	0.00%	0.00%			
PEAK HR :	07:00 AM - 08:00 AM																				TOTAL
PEAK HR VOL :	1	0	2	0	0	0	0	0	0	3	0	0	0	2	1	0	0	0	0	0	9
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.750
	0.750								0.375					0.750							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND							
	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2R2	TOTAL
4:00 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
4:15 PM	0	0	0	0	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	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	3
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2R2	TOTAL
TOTAL VOLUMES :	2	0	1	0	0	0	0	0	0	2	1	0	0	4	5	0	0	0	0	0	15
APPROACH %'s :	66.67%	0.00%	33.33%	0.00%					0.00%	66.67%	33.33%	0.00%	0.00%	44.44%	55.56%	0.00%	0.00%	0.00%			
PEAK HR :	04:15 PM - 05:15 PM																				TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	1	0	0	0	2	1	0	0	0	0	0	5
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.417
	0.250								0.250					0.375							

Prepared by National Data & Surveying Services

Webb Girth Rd/Dirt Rd & Lee Land Rd

Peak Hour Turning Movement Count

ID: 26-180167-006
City: Gainesville

Day: Wednesday
Date: 9/2/2026

PEAK HOURS

AM	07:00 AM - 08:00 AM
NOON	NONE
PM	04:15 PM - 05:15 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

CONTROL: 1-Way Stop(NB)

TEV	187	0	232
	AM	NOON	PM
PHF	0.78		0.90

SOUTHBOUND (Webb Girth Rd/Dirt Rd)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Lee Land Rd)

AM	NOON	PM		
88	0	90	⇦	
0	0	0	↶	0
0	0	0	↱	0
44	0	62	→	1
7	0	18	↳	0
AM	NOON	PM		

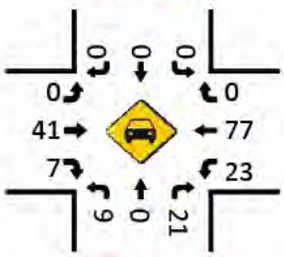
WESTBOUND (Lee Land Rd)

PM	NOON	AM		
0	0	0	↰	0
71	0	78	←	1
43	0	25	↰	0
0	0	0	↰	0
81	0	67	⇨	
PM	NOON	AM		

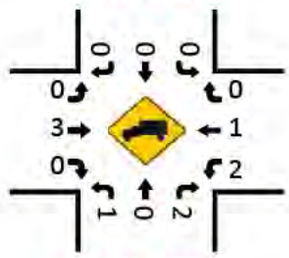
NORTHBOUND (Webb Girth Rd/Dirt Rd)

PM	61	0	19	0	19	PM
NOON	0	0	0	0	0	NOON
AM	32	0	10	0	23	AM

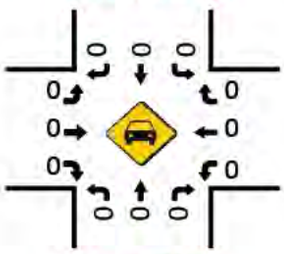
Cars (AM)



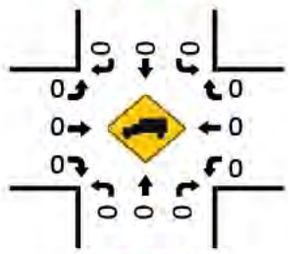
HT (AM)



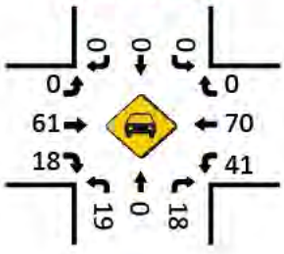
Cars (NOON)



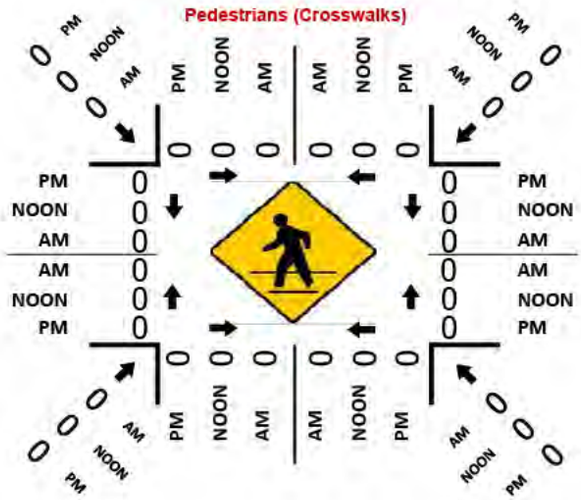
HT (NOON)



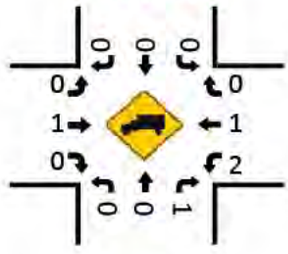
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



Appendix C

Synchro &

SIDRA Reports

Existing Year (2026)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	62	10	323	53	200	8	547	448	370	701	21
Future Volume (veh/h)	19	62	10	323	53	200	8	547	448	370	701	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	65	10	336	55	208	8	570	467	385	730	22
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	98	15	449	108	410	374	1230	549	477	1647	50
Arrive On Green	0.06	0.06	0.06	0.20	0.32	0.32	0.04	0.35	0.35	0.16	0.47	0.47
Sat Flow, veh/h	1116	1583	244	1781	342	1295	1781	3554	1585	1781	3522	106
Grp Volume(v), veh/h	20	0	75	336	0	263	8	570	467	385	368	384
Grp Sat Flow(s),veh/h/ln	1116	0	1827	1781	0	1637	1781	1777	1585	1781	1777	1851
Q Serve(g_s), s	1.7	0.0	4.1	17.1	0.0	13.3	0.3	12.7	27.8	13.3	14.2	14.2
Cycle Q Clear(g_c), s	1.7	0.0	4.1	17.1	0.0	13.3	0.3	12.7	27.8	13.3	14.2	14.2
Prop In Lane	1.00		0.13	1.00		0.79	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	140	0	113	449	0	519	374	1230	549	477	831	866
V/C Ratio(X)	0.14	0.00	0.67	0.75	0.00	0.51	0.02	0.46	0.85	0.81	0.44	0.44
Avail Cap(c_a), veh/h	224	0	251	693	0	867	549	1882	839	785	1316	1371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	0.0	46.8	33.0	0.0	28.4	19.4	26.0	30.9	17.9	18.2	18.2
Incr Delay (d2), s/veh	0.5	0.0	6.6	2.5	0.0	0.8	0.0	0.3	5.3	3.3	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.1	7.5	0.0	5.2	0.1	5.1	10.7	5.2	5.4	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.2	0.0	53.4	35.6	0.0	29.1	19.4	26.2	36.2	21.2	18.6	18.6
LnGrp LOS	D		D	D		C	B	C	D	C	B	B
Approach Vol, veh/h		95			599			1045			1137	
Approach Delay, s/veh		51.9			32.7			30.6			19.5	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	53.7	26.0	12.3	22.4	41.3		38.3				
Change Period (Y+Rc), s	6.0	* 6	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	* 76	34.0	14.0	34.0	54.0		54.0				
Max Q Clear Time (g_c+I1), s	2.3	16.2	19.1	6.1	15.3	29.8		15.3				
Green Ext Time (p_c), s	0.0	4.7	0.9	0.2	1.1	5.5		1.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	27.4
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	711	514	3	1	1
Future Vol, veh/h	1	711	514	3	1	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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	741	535	3	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	539	0	-	0	1280	537
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	743	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1030	-	-	-	183	544
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	470	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1030	-	-	-	183	544
Mov Cap-2 Maneuver	-	-	-	-	183	-
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	470	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.01	0	18.26
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	3	-	-	-	274
HCM Lane V/C Ratio	0.001	-	-	-	0.008
HCM Ctrl Dly (s/v)	8.5	0	-	-	18.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	692	499	5	7	15
Future Vol, veh/h	19	692	499	5	7	15
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	728	525	5	7	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	531	0	-	0	1296	528
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	768	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1037	-	-	-	179	550
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	458	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1037	-	-	-	173	550
Mov Cap-2 Maneuver	-	-	-	-	173	-
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	458	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.23	0	16.93
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	48	-	-	-	325
HCM Lane V/C Ratio	0.019	-	-	-	0.071
HCM Ctrl Dly (s/v)	8.5	0	-	-	16.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	74	198	304	46	170	521
Future Vol, veh/h	74	198	304	46	170	521
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	215	330	50	185	566

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1291	355	0	0	380	0
Stage 1	355	-	-	-	-	-
Stage 2	936	-	-	-	-	-
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	180	689	-	-	1178	-
Stage 1	709	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	139	689	-	-	1178	-
Mov Cap-2 Maneuver	139	-	-	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	382	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	21.31	0	2.12
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	510	443	-
HCM Lane V/C Ratio	-	-	0.579	0.157	-
HCM Ctrl Dly (s/v)	-	-	21.3	8.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	3.6	0.6	-

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	49	100	17	11	116	30	7	27	12	29	80	122
Future Vol, veh/h	49	100	17	11	116	30	7	27	12	29	80	122
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	4	4	4	2	2	2
Mvmt Flow	55	112	19	12	130	34	8	30	13	33	90	137

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	164	0	0	131	0	0	432	421	122	410	413	147
Stage 1	-	-	-	-	-	-	232	232	-	172	172	-
Stage 2	-	-	-	-	-	-	200	189	-	238	242	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.14	6.54	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	1408	-	-	1448	-	-	530	521	924	552	529	900
Stage 1	-	-	-	-	-	-	766	709	-	830	757	-
Stage 2	-	-	-	-	-	-	797	740	-	766	706	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1408	-	-	1448	-	-	353	494	924	486	502	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	353	494	-	486	502	-
Stage 1	-	-	-	-	-	-	734	679	-	822	749	-
Stage 2	-	-	-	-	-	-	589	733	-	690	676	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.26	0.53	12.59	14.14
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	526	516	-	-	121	-	-	651
HCM Lane V/C Ratio	0.098	0.039	-	-	0.009	-	-	0.398
HCM Ctrl Dly (s/v)	12.6	7.7	0	-	7.5	0	-	14.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	1.9

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	63	22	27	76	15	21
Future Vol, veh/h	63	22	27	76	15	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	5	3	3
Mvmt Flow	68	24	29	82	16	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	91	0	219	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	140	-
Critical Hdwy	-	-	4.15	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.245	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1485	-	767	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	885	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1485	-	751	978
Mov Cap-2 Maneuver	-	-	-	-	751	-
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	885	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.96	9.34
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	869	-	-	472	-
HCM Lane V/C Ratio	0.045	-	-	0.02	-
HCM Ctrl Dly (s/v)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	62	10	323	53	200	8	547	448	370	701	21
Future Volume (veh/h)	19	62	10	323	53	200	8	547	448	370	701	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	65	10	336	55	208	8	570	467	385	730	22
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	98	15	449	108	410	374	1230	549	477	1647	50
Arrive On Green	0.06	0.06	0.06	0.20	0.32	0.32	0.04	0.35	0.35	0.16	0.47	0.47
Sat Flow, veh/h	1116	1583	244	1781	342	1295	1781	3554	1585	1781	3522	106
Grp Volume(v), veh/h	20	0	75	336	0	263	8	570	467	385	368	384
Grp Sat Flow(s),veh/h/ln	1116	0	1827	1781	0	1637	1781	1777	1585	1781	1777	1851
Q Serve(g_s), s	1.7	0.0	4.1	17.1	0.0	13.3	0.3	12.7	27.8	13.3	14.2	14.2
Cycle Q Clear(g_c), s	1.7	0.0	4.1	17.1	0.0	13.3	0.3	12.7	27.8	13.3	14.2	14.2
Prop In Lane	1.00		0.13	1.00		0.79	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	140	0	113	449	0	519	374	1230	549	477	831	866
V/C Ratio(X)	0.14	0.00	0.67	0.75	0.00	0.51	0.02	0.46	0.85	0.81	0.44	0.44
Avail Cap(c_a), veh/h	224	0	251	693	0	867	549	1882	839	785	1316	1371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	0.0	46.8	33.0	0.0	28.4	19.4	26.0	30.9	17.9	18.2	18.2
Incr Delay (d2), s/veh	0.5	0.0	6.6	2.5	0.0	0.8	0.0	0.3	5.3	3.3	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.1	7.5	0.0	5.2	0.1	5.1	10.7	5.2	5.4	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.2	0.0	53.4	35.6	0.0	29.1	19.4	26.2	36.2	21.2	18.6	18.6
LnGrp LOS	D		D	D		C	B	C	D	C	B	B
Approach Vol, veh/h		95			599			1045			1137	
Approach Delay, s/veh		51.9			32.7			30.6			19.5	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	53.7	26.0	12.3	22.4	41.3		38.3				
Change Period (Y+Rc), s	6.0	* 6	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	* 76	34.0	14.0	34.0	54.0		54.0				
Max Q Clear Time (g_c+I1), s	2.3	16.2	19.1	6.1	15.3	29.8		15.3				
Green Ext Time (p_c), s	0.0	4.7	0.9	0.2	1.1	5.5		1.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	27.4
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	711	514	3	1	1
Future Vol, veh/h	1	711	514	3	1	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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	741	535	3	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	539	0	-	0	1280	537
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	743	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1030	-	-	-	183	544
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	470	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1030	-	-	-	183	544
Mov Cap-2 Maneuver	-	-	-	-	183	-
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	470	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.01	0	18.26
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	3	-	-	-	274
HCM Lane V/C Ratio	0.001	-	-	-	0.008
HCM Ctrl Dly (s/v)	8.5	0	-	-	18.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	692	499	5	7	15
Future Vol, veh/h	19	692	499	5	7	15
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	728	525	5	7	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	531	0	-	0	1296	528
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	768	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1037	-	-	-	179	550
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	458	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1037	-	-	-	173	550
Mov Cap-2 Maneuver	-	-	-	-	173	-
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	458	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.23	0	16.93
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	48	-	-	-	325
HCM Lane V/C Ratio	0.019	-	-	-	0.071
HCM Ctrl Dly (s/v)	8.5	0	-	-	16.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	74	198	304	46	170	521
Future Vol, veh/h	74	198	304	46	170	521
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	215	330	50	185	566

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1291	355	0	0	380	0
Stage 1	355	-	-	-	-	-
Stage 2	936	-	-	-	-	-
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	180	689	-	-	1178	-
Stage 1	709	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	139	689	-	-	1178	-
Mov Cap-2 Maneuver	139	-	-	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	382	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	21.31	0	2.12
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	510	443	-
HCM Lane V/C Ratio	-	-	0.579	0.157	-
HCM Ctrl Dly (s/v)	-	-	21.3	8.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	3.6	0.6	-

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	49	100	17	11	116	30	7	27	12	29	80	122
Future Vol, veh/h	49	100	17	11	116	30	7	27	12	29	80	122
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	4	4	4	2	2	2
Mvmt Flow	55	112	19	12	130	34	8	30	13	33	90	137

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	164	0	0	131	0	0	432	421	122	410	413	147
Stage 1	-	-	-	-	-	-	232	232	-	172	172	-
Stage 2	-	-	-	-	-	-	200	189	-	238	242	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.14	6.54	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	1408	-	-	1448	-	-	530	521	924	552	529	900
Stage 1	-	-	-	-	-	-	766	709	-	830	757	-
Stage 2	-	-	-	-	-	-	797	740	-	766	706	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1408	-	-	1448	-	-	353	494	924	486	502	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	353	494	-	486	502	-
Stage 1	-	-	-	-	-	-	734	679	-	822	749	-
Stage 2	-	-	-	-	-	-	589	733	-	690	676	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.26	0.53	12.59	14.14
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	526	516	-	-	121	-	-	651
HCM Lane V/C Ratio	0.098	0.039	-	-	0.009	-	-	0.398
HCM Ctrl Dly (s/v)	12.6	7.7	0	-	7.5	0	-	14.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	1.9

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	63	22	27	76	15	21
Future Vol, veh/h	63	22	27	76	15	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	5	3	3
Mvmt Flow	68	24	29	82	16	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	91	0	219	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	140	-
Critical Hdwy	-	-	4.15	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.245	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1485	-	767	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	885	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1485	-	751	978
Mov Cap-2 Maneuver	-	-	-	-	751	-
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	885	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.96	9.34
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	869	-	-	472	-
HCM Lane V/C Ratio	0.045	-	-	0.02	-
HCM Ctrl Dly (s/v)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

No-Build (2031)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	28	7	479	78	405	7	785	474	213	382	25
Future Volume (veh/h)	10	28	7	479	78	405	7	785	474	213	382	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1870	1870	1870	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	11	31	8	532	87	450	8	872	527	237	424	28
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	7	2	2	2	4	4	4	4	4	4
Cap, veh/h	93	55	14	615	102	528	437	1259	562	294	1425	94
Arrive On Green	0.04	0.04	0.04	0.30	0.39	0.39	0.03	0.36	0.36	0.10	0.43	0.43
Sat Flow, veh/h	834	1377	355	1781	263	1362	1753	3497	1560	1753	3331	219
Grp Volume(v), veh/h	11	0	39	532	0	537	8	872	527	237	222	230
Grp Sat Flow(s),veh/h/ln	834	0	1732	1781	0	1625	1753	1749	1560	1753	1749	1801
Q Serve(g_s), s	1.5	0.0	2.6	32.8	0.0	36.1	0.3	25.4	39.0	9.7	9.9	10.0
Cycle Q Clear(g_c), s	1.5	0.0	2.6	32.8	0.0	36.1	0.3	25.4	39.0	9.7	9.9	10.0
Prop In Lane	1.00		0.21	1.00		0.84	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	93	0	69	615	0	631	437	1259	562	294	748	771
V/C Ratio(X)	0.12	0.00	0.57	0.86	0.00	0.85	0.02	0.69	0.94	0.81	0.30	0.30
Avail Cap(c_a), veh/h	158	0	203	666	0	802	437	1288	574	395	885	912
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	0.0	56.4	35.6	0.0	33.4	22.1	32.6	37.0	25.2	22.4	22.4
Incr Delay (d2), s/veh	0.6	0.0	7.2	10.9	0.0	7.1	0.0	1.6	23.2	8.6	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.3	15.7	0.0	15.0	0.1	10.5	17.7	4.5	4.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.4	0.0	63.5	46.5	0.0	40.6	22.1	34.2	60.1	33.9	22.6	22.6
LnGrp LOS	E		E	D		D	C	C	E	C	C	C
Approach Vol, veh/h		50			1069			1407			689	
Approach Delay, s/veh		62.0			43.5			43.8			26.5	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	57.1	41.6	10.7	18.1	49.0		52.4				
Change Period (Y+Rc), s	6.0	* 6	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	4.0	* 61	39.0	14.0	19.0	44.0		59.0				
Max Q Clear Time (g_c+I1), s	2.3	12.0	34.8	4.6	11.7	41.0		38.1				
Green Ext Time (p_c), s	0.0	2.6	0.8	0.1	0.4	2.0		3.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	40.3
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	409	730	2	2	4
Future Vol, veh/h	1	409	730	2	2	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	94	94	94	94	94	94
Heavy Vehicles, %	3	3	4	4	2	2
Mvmt Flow	1	435	777	2	2	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	779	0	-	0	1215	778
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	437	-
Critical Hdwy	4.13	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.227	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	834	-	-	-	200	397
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	651	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	834	-	-	-	200	397
Mov Cap-2 Maneuver	-	-	-	-	200	-
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	651	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.02	0	17.32
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	4	-	-	-	299
HCM Lane V/C Ratio	0.001	-	-	-	0.021
HCM Ctrl Dly (s/v)	9.3	0	-	-	17.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	402	713	6	9	21
Future Vol, veh/h	13	402	713	6	9	21
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	95	95	95	95	95	95
Heavy Vehicles, %	3	3	4	4	7	7
Mvmt Flow	14	423	751	6	9	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	757	0	-	0	1204	754
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	451	-
Critical Hdwy	4.13	-	-	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	2.227	-	-	-	3.563	3.363
Pot Cap-1 Maneuver	850	-	-	-	199	401
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	632	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	850	-	-	-	194	401
Mov Cap-2 Maneuver	-	-	-	-	194	-
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	632	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.29	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	56	-	-	-	304
HCM Lane V/C Ratio	0.016	-	-	-	0.104
HCM Ctrl Dly (s/v)	9.3	0	-	-	18.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	4.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	224	494	64	183	231
Future Vol, veh/h	55	224	494	64	183	231
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	5	3	3	3	3
Mvmt Flow	59	241	531	69	197	248

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1208	566	0	0	600	0
Stage 1	566	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.13	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.227	-
Pot Cap-1 Maneuver	200	518	-	-	972	-
Stage 1	563	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	153	518	-	-	972	-
Mov Cap-2 Maneuver	153	-	-	-	-	-
Stage 1	430	-	-	-	-	-
Stage 2	518	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.46	0	4.26
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	641	796	-
HCM Lane V/C Ratio	-	-	0.468	0.202	-
HCM Ctrl Dly (s/v)	-	-	15.5	9.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	2.5	0.8	-

Intersection	
Int Delay, s/veh	10.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	204	51	5	10	107	37	13	110	7	17	31	124
Future Vol, veh/h	204	51	5	10	107	37	13	110	7	17	31	124
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	10	10	10
Mvmt Flow	222	55	5	11	116	40	14	120	8	18	34	135

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	157	0	0	61	0	0	657	680	58	717	662	136
Stage 1	-	-	-	-	-	-	502	502	-	158	158	-
Stage 2	-	-	-	-	-	-	155	178	-	559	504	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.2	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.2	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.59	4.09	3.39
Pot Cap-1 Maneuver	1423	-	-	1542	-	-	378	373	1008	335	372	891
Stage 1	-	-	-	-	-	-	552	542	-	825	752	-
Stage 2	-	-	-	-	-	-	847	752	-	500	528	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1423	-	-	1542	-	-	243	311	1008	182	309	891
Mov Cap-2 Maneuver	-	-	-	-	-	-	243	311	-	182	309	-
Stage 1	-	-	-	-	-	-	463	455	-	819	746	-
Stage 2	-	-	-	-	-	-	681	746	-	307	443	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	6.27	0.48	25.58	15.86
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	313	1374	-	-	111	-	-	517
HCM Lane V/C Ratio	0.451	0.156	-	-	0.007	-	-	0.362
HCM Ctrl Dly (s/v)	25.6	8	0	-	7.4	0	-	15.9
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.2	0.6	-	-	0	-	-	1.6

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	4	14	75	7	17
Future Vol, veh/h	45	4	14	75	7	17
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, %	7	7	2	2	9	9
Mvmt Flow	49	4	15	82	8	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	53	0	163	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	-	-	4.12	-	6.49	6.29
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.218	-	3.581	3.381
Pot Cap-1 Maneuver	-	-	1552	-	812	997
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1552	-	803	997
Mov Cap-2 Maneuver	-	-	-	-	803	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	896	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.15	8.97
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	932	-	-	283	-
HCM Lane V/C Ratio	0.028	-	-	0.01	-
HCM Ctrl Dly (s/v)	9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	66	11	345	57	213	9	583	478	395	748	22
Future Volume (veh/h)	20	66	11	345	57	213	9	583	478	395	748	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	69	11	359	59	222	9	607	498	411	779	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	98	16	454	110	414	358	1274	568	472	1722	51
Arrive On Green	0.06	0.06	0.06	0.21	0.32	0.32	0.03	0.36	0.36	0.16	0.49	0.49
Sat Flow, veh/h	1098	1574	251	1781	344	1294	1781	3554	1585	1781	3524	104
Grp Volume(v), veh/h	21	0	80	359	0	281	9	607	498	411	393	409
Grp Sat Flow(s),veh/h/ln	1098	0	1825	1781	0	1637	1781	1777	1585	1781	1777	1852
Q Serve(g_s), s	2.1	0.0	4.9	20.7	0.0	16.2	0.4	15.2	33.7	15.8	16.7	16.7
Cycle Q Clear(g_c), s	2.1	0.0	4.9	20.7	0.0	16.2	0.4	15.2	33.7	15.8	16.7	16.7
Prop In Lane	1.00		0.14	1.00		0.79	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	131	0	113	454	0	524	358	1274	568	472	868	904
V/C Ratio(X)	0.16	0.00	0.70	0.79	0.00	0.54	0.03	0.48	0.88	0.87	0.45	0.45
Avail Cap(c_a), veh/h	197	0	223	616	0	771	513	1673	746	706	1169	1218
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	0.0	52.8	37.0	0.0	32.0	21.2	28.5	34.4	20.2	19.3	19.3
Incr Delay (d2), s/veh	0.6	0.0	7.7	4.9	0.0	0.9	0.0	0.3	9.2	7.8	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.5	9.4	0.0	6.4	0.1	6.2	13.7	6.9	6.5	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.0	0.0	60.5	42.0	0.0	32.9	21.3	28.8	43.7	28.0	19.6	19.6
LnGrp LOS	D		E	D		C	C	C	D	C	B	B
Approach Vol, veh/h		101			640			1114			1213	
Approach Delay, s/veh		58.7			38.0			35.4			22.5	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	62.0	29.6	13.1	24.9	47.1		42.7				
Change Period (Y+Rc), s	6.0	* 6	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	* 76	34.0	14.0	34.0	54.0		54.0				
Max Q Clear Time (g_c+I1), s	2.4	18.7	22.7	6.9	17.8	35.7		18.2				
Green Ext Time (p_c), s	0.0	5.1	0.9	0.2	1.1	5.4		1.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	31.6
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	758	548	3	1	1
Future Vol, veh/h	1	758	548	3	1	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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	790	571	3	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	574	0	-	0	1364	572
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	792	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	999	-	-	-	163	519
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	446	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	999	-	-	-	162	519
Mov Cap-2 Maneuver	-	-	-	-	162	-
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	446	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.01	0	19.68
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	2	-	-	-	247
HCM Lane V/C Ratio	0.001	-	-	-	0.008
HCM Ctrl Dly (s/v)	8.6	0	-	-	19.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	738	532	5	7	16
Future Vol, veh/h	20	738	532	5	7	16
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	777	560	5	7	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	565	0	-	0	1382	563
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	819	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1007	-	-	-	159	526
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	433	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1007	-	-	-	153	526
Mov Cap-2 Maneuver	-	-	-	-	153	-
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	433	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.23	0	17.96
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	47	-	-	-	302
HCM Lane V/C Ratio	0.021	-	-	-	0.08
HCM Ctrl Dly (s/v)	8.7	0	-	-	18
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	7.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	79	211	324	49	181	556
Future Vol, veh/h	79	211	324	49	181	556
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	229	352	53	197	604

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1377	379	0	0	405	0
Stage 1	379	-	-	-	-	-
Stage 2	998	-	-	-	-	-
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	160	668	-	-	1153	-
Stage 1	692	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	119	668	-	-	1153	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	514	-	-	-	-	-
Stage 2	357	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	31.98	0	2.15
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	436	442	-
HCM Lane V/C Ratio	-	-	0.723	0.171	-
HCM Ctrl Dly (s/v)	-	-	32	8.8	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	5.7	0.6	-

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	52	107	18	12	124	32	7	29	13	31	85	130
Future Vol, veh/h	52	107	18	12	124	32	7	29	13	31	85	130
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	4	4	4	2	2	2
Mvmt Flow	58	120	20	13	139	36	8	33	15	35	96	146

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	175	0	0	140	0	0	461	449	130	438	442	157
Stage 1	-	-	-	-	-	-	247	247	-	184	184	-
Stage 2	-	-	-	-	-	-	214	202	-	253	257	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.14	6.54	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	1395	-	-	1437	-	-	507	502	914	529	510	888
Stage 1	-	-	-	-	-	-	752	698	-	817	747	-
Stage 2	-	-	-	-	-	-	784	730	-	751	695	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1395	-	-	1437	-	-	324	474	914	460	482	888
Mov Cap-2 Maneuver	-	-	-	-	-	-	324	474	-	460	482	-
Stage 1	-	-	-	-	-	-	718	666	-	809	739	-
Stage 2	-	-	-	-	-	-	564	723	-	671	663	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.26	0.54	12.99	15.09
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	505	514	-	-	124	-	-	630
HCM Lane V/C Ratio	0.109	0.042	-	-	0.009	-	-	0.438
HCM Ctrl Dly (s/v)	13	7.7	0	-	7.5	0	-	15.1
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	2.2

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	67	23	29	81	16	22
Future Vol, veh/h	67	23	29	81	16	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	5	3	3
Mvmt Flow	72	25	31	87	17	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	97	0	234	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	149	-
Critical Hdwy	-	-	4.15	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.245	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1478	-	752	972
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	876	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1478	-	735	972
Mov Cap-2 Maneuver	-	-	-	-	735	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	876	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.97	9.42
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	856	-	-	475	-
HCM Lane V/C Ratio	0.048	-	-	0.021	-
HCM Ctrl Dly (s/v)	9.4	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Build (2031)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	29	7	530	83	451	7	785	498	227	382	25
Future Volume (veh/h)	10	29	7	530	83	451	7	785	498	227	382	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1870	1870	1870	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	11	32	8	589	92	501	8	872	553	252	424	28
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	7	2	2	2	4	4	4	4	4	4
Cap, veh/h	89	55	14	634	100	546	429	1227	547	295	1419	93
Arrive On Green	0.04	0.04	0.04	0.31	0.40	0.40	0.03	0.35	0.35	0.11	0.43	0.43
Sat Flow, veh/h	791	1387	347	1781	252	1372	1753	3497	1560	1753	3331	219
Grp Volume(v), veh/h	11	0	40	589	0	593	8	872	553	252	222	230
Grp Sat Flow(s),veh/h/ln	791	0	1734	1781	0	1623	1753	1749	1560	1753	1749	1801
Q Serve(g_s), s	1.7	0.0	2.8	39.0	0.0	43.4	0.4	27.0	44.0	11.1	10.5	10.5
Cycle Q Clear(g_c), s	1.7	0.0	2.8	39.0	0.0	43.4	0.4	27.0	44.0	11.1	10.5	10.5
Prop In Lane	1.00		0.20	1.00		0.84	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	89	0	68	634	0	647	429	1227	547	295	745	768
V/C Ratio(X)	0.12	0.00	0.59	0.93	0.00	0.92	0.02	0.71	1.01	0.85	0.30	0.30
Avail Cap(c_a), veh/h	146	0	194	634	0	764	429	1227	547	373	844	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.7	0.0	59.2	37.8	0.0	35.7	24.0	35.2	40.7	27.0	23.6	23.7
Incr Delay (d2), s/veh	0.6	0.0	7.7	20.1	0.0	14.4	0.0	1.9	41.0	14.3	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.4	20.2	0.0	19.3	0.1	11.4	22.3	5.5	4.2	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.3	0.0	66.9	57.9	0.0	50.1	24.0	37.1	81.7	41.3	23.9	23.9
LnGrp LOS	E		E	E		D	C	D	F	D	C	C
Approach Vol, veh/h		51			1182			1433			704	
Approach Delay, s/veh		65.3			54.0			54.2			30.1	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	59.4	45.0	10.9	19.4	50.0		55.9				
Change Period (Y+Rc), s	6.0	* 6	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	4.0	* 61	39.0	14.0	19.0	44.0		59.0				
Max Q Clear Time (g_c+I1), s	2.4	12.5	41.0	4.8	13.1	46.0		45.4				
Green Ext Time (p_c), s	0.0	2.6	0.0	0.1	0.4	0.0		3.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	49.3
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	448	832	2	2	4
Future Vol, veh/h	1	448	832	2	2	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	94	94	94	94	94	94
Heavy Vehicles, %	3	3	4	4	2	2
Mvmt Flow	1	477	885	2	2	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	887	0	-	0	1365	886
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	479	-
Critical Hdwy	4.13	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.227	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	759	-	-	-	162	343
Stage 1	-	-	-	-	403	-
Stage 2	-	-	-	-	623	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	759	-	-	-	162	343
Mov Cap-2 Maneuver	-	-	-	-	162	-
Stage 1	-	-	-	-	402	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.02	0	19.76
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	4	-	-	-	250
HCM Lane V/C Ratio	0.001	-	-	-	0.026
HCM Ctrl Dly (s/v)	9.7	0	-	-	19.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	441	815	6	9	21
Future Vol, veh/h	13	441	815	6	9	21
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	95	95	95	95	95	95
Heavy Vehicles, %	3	3	4	4	7	7
Mvmt Flow	14	464	858	6	9	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	864	0	-	0	1353	861
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	492	-
Critical Hdwy	4.13	-	-	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	2.227	-	-	-	3.563	3.363
Pot Cap-1 Maneuver	774	-	-	-	161	348
Stage 1	-	-	-	-	406	-
Stage 2	-	-	-	-	605	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	774	-	-	-	157	348
Mov Cap-2 Maneuver	-	-	-	-	157	-
Stage 1	-	-	-	-	396	-
Stage 2	-	-	-	-	605	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.28	0	21.09
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	52	-	-	-	255
HCM Lane V/C Ratio	0.018	-	-	-	0.124
HCM Ctrl Dly (s/v)	9.7	0	-	-	21.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Int Delay, s/veh	8.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	81	326	494	72	222	231
Future Vol, veh/h	81	326	494	72	222	231
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	5	3	3	3	3
Mvmt Flow	87	351	531	77	239	248

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1296	570	0	0	609	0
Stage 1	570	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.13	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.227	-
Pot Cap-1 Maneuver	176	515	-	-	965	-
Stage 1	560	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	126	515	-	-	965	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	399	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	25.06	0	4.88
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	604	832	-
HCM Lane V/C Ratio	-	-	0.725	0.247	-
HCM Ctrl Dly (s/v)	-	-	25.1	10	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	6.1	1	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	47	247	244	12	32	128
Future Vol, veh/h	47	247	244	12	32	128
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	51	268	265	13	35	139

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	278	0	-	0	642	272
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	371	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1284	-	-	-	438	767
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	698	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1284	-	-	-	418	767
Mov Cap-2 Maneuver	-	-	-	-	418	-
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	698	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.27	0	12.44
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	288	-	-	-	657
HCM Lane V/C Ratio	0.04	-	-	-	0.265
HCM Ctrl Dly (s/v)	7.9	0	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

Intersection	
Int Delay, s/veh	11.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	230	57	5	10	109	37	13	110	7	17	31	134
Future Vol, veh/h	230	57	5	10	109	37	13	110	7	17	31	134
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	10	10	10
Mvmt Flow	250	62	5	11	118	40	14	120	8	18	34	146

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	67	0	0	722	745	65	782	728	139
Stage 1	-	-	-	-	-	-	565	565	-	160	160	-
Stage 2	-	-	-	-	-	-	157	180	-	622	567	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.2	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.2	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.59	4.09	3.39
Pot Cap-1 Maneuver	1421	-	-	1534	-	-	342	342	999	302	341	889
Stage 1	-	-	-	-	-	-	510	508	-	823	750	-
Stage 2	-	-	-	-	-	-	845	750	-	461	494	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1421	-	-	1534	-	-	208	277	999	151	276	889
Mov Cap-2 Maneuver	-	-	-	-	-	-	208	277	-	151	276	-
Stage 1	-	-	-	-	-	-	417	415	-	817	744	-
Stage 2	-	-	-	-	-	-	669	744	-	266	404	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	6.36	0.47	30.42	17.47
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	279	1367	-	-	110	-	-	484
HCM Lane V/C Ratio	0.506	0.176	-	-	0.007	-	-	0.409
HCM Ctrl Dly (s/v)	30.4	8.1	0	-	7.4	0	-	17.5
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.7	0.6	-	-	0	-	-	2

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	51	4	14	77	7	17
Future Vol, veh/h	51	4	14	77	7	17
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, %	7	7	2	2	9	9
Mvmt Flow	55	4	15	84	8	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	60	0	172	58
Stage 1	-	-	-	-	58	-
Stage 2	-	-	-	-	114	-
Critical Hdwy	-	-	4.12	-	6.49	6.29
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.218	-	3.581	3.381
Pot Cap-1 Maneuver	-	-	1544	-	802	989
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1544	-	794	989
Mov Cap-2 Maneuver	-	-	-	-	794	-
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.13	9.01
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	923	-	-	277	-
HCM Lane V/C Ratio	0.028	-	-	0.01	-
HCM Ctrl Dly (s/v)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	73	11	380	61	238	9	583	512	457	748	22
Future Volume (veh/h)	20	73	11	380	61	238	9	583	512	457	748	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	76	11	396	64	248	9	607	533	476	779	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	99	14	460	108	420	344	1276	569	503	1840	54
Arrive On Green	0.06	0.06	0.06	0.22	0.32	0.32	0.03	0.36	0.36	0.19	0.52	0.52
Sat Flow, veh/h	1067	1598	231	1781	336	1301	1781	3554	1585	1781	3524	104
Grp Volume(v), veh/h	21	0	87	396	0	312	9	607	533	476	393	409
Grp Sat Flow(s),veh/h/ln	1067	0	1829	1781	0	1636	1781	1777	1585	1781	1777	1852
Q Serve(g_s), s	2.7	0.0	6.7	28.6	0.0	22.7	0.4	18.8	46.2	24.2	19.3	19.3
Cycle Q Clear(g_c), s	2.7	0.0	6.7	28.6	0.0	22.7	0.4	18.8	46.2	24.2	19.3	19.3
Prop In Lane	1.00		0.13	1.00		0.79	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	117	0	114	460	0	529	344	1276	569	503	928	967
V/C Ratio(X)	0.18	0.00	0.77	0.86	0.00	0.59	0.03	0.48	0.94	0.95	0.42	0.42
Avail Cap(c_a), veh/h	156	0	180	497	0	622	470	1350	602	589	944	983
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.8	0.0	65.6	45.8	0.0	40.2	26.8	35.2	44.0	27.2	20.8	20.8
Incr Delay (d2), s/veh	0.7	0.0	10.2	13.5	0.0	1.1	0.0	0.3	21.8	22.6	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	3.4	14.3	0.0	9.3	0.2	8.0	20.9	12.8	7.8	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.5	0.0	75.8	59.3	0.0	41.3	26.9	35.5	65.7	49.8	21.1	21.1
LnGrp LOS	E		E	E		D	C	D	E	D	C	C
Approach Vol, veh/h		108			708			1149			1278	
Approach Delay, s/veh		73.6			51.4			49.5			31.8	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	80.2	37.1	14.8	33.2	57.0		51.9				
Change Period (Y+Rc), s	6.0	* 6	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	* 76	34.0	14.0	34.0	54.0		54.0				
Max Q Clear Time (g_c+I1), s	2.4	21.3	30.6	8.7	26.2	48.2		24.7				
Green Ext Time (p_c), s	0.0	5.1	0.4	0.2	1.0	2.9		2.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	43.7
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	861	612	3	1	1
Future Vol, veh/h	1	861	612	3	1	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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	897	638	3	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	641	0	-	0	1538	639
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	899	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	944	-	-	-	127	476
Stage 1	-	-	-	-	526	-
Stage 2	-	-	-	-	397	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	944	-	-	-	127	476
Mov Cap-2 Maneuver	-	-	-	-	127	-
Stage 1	-	-	-	-	525	-
Stage 2	-	-	-	-	397	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.01	0	23.13
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	2	-	-	-	201
HCM Lane V/C Ratio	0.001	-	-	-	0.01
HCM Ctrl Dly (s/v)	8.8	0	-	-	23.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	841	596	5	7	16
Future Vol, veh/h	20	841	596	5	7	16
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	885	627	5	7	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	633	0	-	0	1557	630
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	927	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	950	-	-	-	124	482
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	385	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	950	-	-	-	119	482
Mov Cap-2 Maneuver	-	-	-	-	119	-
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	385	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.21	0	20.99
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	42	-	-	-	249
HCM Lane V/C Ratio	0.022	-	-	-	0.097
HCM Ctrl Dly (s/v)	8.9	0	-	-	21
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	80.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	100	275	324	84	284	556
Future Vol, veh/h	100	275	324	84	284	556
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	299	352	91	309	604

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1620	398	0	0	443	0
Stage 1	398	-	-	-	-	-
Stage 2	1222	-	-	-	-	-
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	113	652	-	-	1117	-
Stage 1	679	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 66	652	-	-	1117	-
Mov Cap-2 Maneuver	~ 66	-	-	-	-	-
Stage 1	396	-	-	-	-	-
Stage 2	279	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	$ 341.06	0	3.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	248	609	-
HCM Lane V/C Ratio	-	-	1.641	0.276	-
HCM Ctrl Dly (s/v)	-	-	$ 341.1	9.5	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	25.8	1.1	-

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

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	138	230	261	35	21	85
Future Vol, veh/h	138	230	261	35	21	85
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	150	250	284	38	23	92

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	322	0	-	0	853	303
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	550	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1238	-	-	-	330	737
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	578	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1238	-	-	-	283	737
Mov Cap-2 Maneuver	-	-	-	-	283	-
Stage 1	-	-	-	-	644	-
Stage 2	-	-	-	-	578	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.12	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	675	-	-	-	559
HCM Lane V/C Ratio	0.121	-	-	-	0.206
HCM Ctrl Dly (s/v)	8.3	0	-	-	13.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.8

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	68	112	18	12	133	32	7	29	13	31	85	156
Future Vol, veh/h	68	112	18	12	133	32	7	29	13	31	85	156
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	4	4	4	2	2	2
Mvmt Flow	76	126	20	13	149	36	8	33	15	35	96	175

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	185	0	0	146	0	0	513	501	136	489	493	167
Stage 1	-	-	-	-	-	-	289	289	-	194	194	-
Stage 2	-	-	-	-	-	-	224	212	-	295	299	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.14	6.54	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	1383	-	-	1430	-	-	469	469	907	489	477	877
Stage 1	-	-	-	-	-	-	715	670	-	807	740	-
Stage 2	-	-	-	-	-	-	774	723	-	713	666	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1383	-	-	1430	-	-	278	436	907	416	443	877
Mov Cap-2 Maneuver	-	-	-	-	-	-	278	436	-	416	443	-
Stage 1	-	-	-	-	-	-	671	629	-	799	732	-
Stage 2	-	-	-	-	-	-	533	715	-	625	626	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.66	0.51	13.84	16.59
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	462	602	-	-	117	-	-	612
HCM Lane V/C Ratio	0.119	0.055	-	-	0.009	-	-	0.499
HCM Ctrl Dly (s/v)	13.8	7.8	0	-	7.5	0	-	16.6
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0	-	-	2.8

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	72	23	29	90	16	22
Future Vol, veh/h	72	23	29	90	16	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	5	3	3
Mvmt Flow	77	25	31	97	17	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	102	0	249	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	159	-
Critical Hdwy	-	-	4.15	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.245	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1471	-	737	965
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	867	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1471	-	721	965
Mov Cap-2 Maneuver	-	-	-	-	721	-
Stage 1	-	-	-	-	910	-
Stage 2	-	-	-	-	867	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.83	9.48
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	845	-	-	439	-
HCM Lane V/C Ratio	0.048	-	-	0.021	-
HCM Ctrl Dly (s/v)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Site Driveway w/ Turn L anes

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	47	247	244	12	32	128
Future Vol, veh/h	47	247	244	12	32	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	235	-	-	175	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	51	268	265	13	35	139

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	278	0	-	0	636	265
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	371	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1284	-	-	-	442	773
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	698	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1284	-	-	-	424	773
Mov Cap-2 Maneuver	-	-	-	-	424	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	698	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.27	0	12.33
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1284	-	-	-	664
HCM Lane V/C Ratio	0.04	-	-	-	0.262
HCM Ctrl Dly (s/v)	7.9	-	-	-	12.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	138	230	261	35	21	85
Future Vol, veh/h	138	230	261	35	21	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	235	-	-	175	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	150	250	284	38	23	92

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	322	0	-	0	834	284
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	550	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1238	-	-	-	338	755
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	578	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1238	-	-	-	297	755
Mov Cap-2 Maneuver	-	-	-	-	297	-
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	578	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.12	0	12.76
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1238	-	-	-	579
HCM Lane V/C Ratio	0.121	-	-	-	0.199
HCM Ctrl Dly (s/v)	8.3	-	-	-	12.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.7

Appendix D

Growth Rate Summary

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

GDOT Historical Growth Rate																					
Location	Station ID	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	5 year	10 year	15 year
SR 13/Atlanta Highway west of SR 332/Poplar Springs Road	139-0176	-	12404	-	-	11994	-	-	12548	13244	-	11124	-	12020	-	12061	-	-	-	1.2%	0.2%
SR 332/Poplar Springs Road south of E Reed Road	139-0178	-	7125			7194	-	-	6768	6642	-	4982	-	5630	-	5132	-	-	-	4.1%	2.6%
SR 332/Poplar Springs Road south of SR 13/Atlanta Highway	139-0394	-	14424	-	12856	-	12528	-	11032	-	+	-	10730	-	10104	-	10484	-	-	3.0%	2.3%
5,10, &15 - Year Average																			-	2.8%	1.7%
Weighted Average																			2.2%		

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

Growth Rate Based on Georgia Governor's Office of Planning and Budget Annual Population		
Year	County Population	Growth Rate
2026	230125	
2031	246423	1.4%
Average		1.4%

Growth Rate Based on Regional Economic Models, Inc. Employment Projections		
Year	County Population	Growth Rate
2026	134079	
2031	137965	0.6%
Average		0.6%

Growth Rate Based on Regional Economic Models, Inc. Population Projections		
Year	County Population	Growth Rate
2026	221960	
2031	232000	0.9%
Average		0.9%

Average	1.3%

Appendix E

Trip Generation Report

Single-Family Detached Housing
(210)

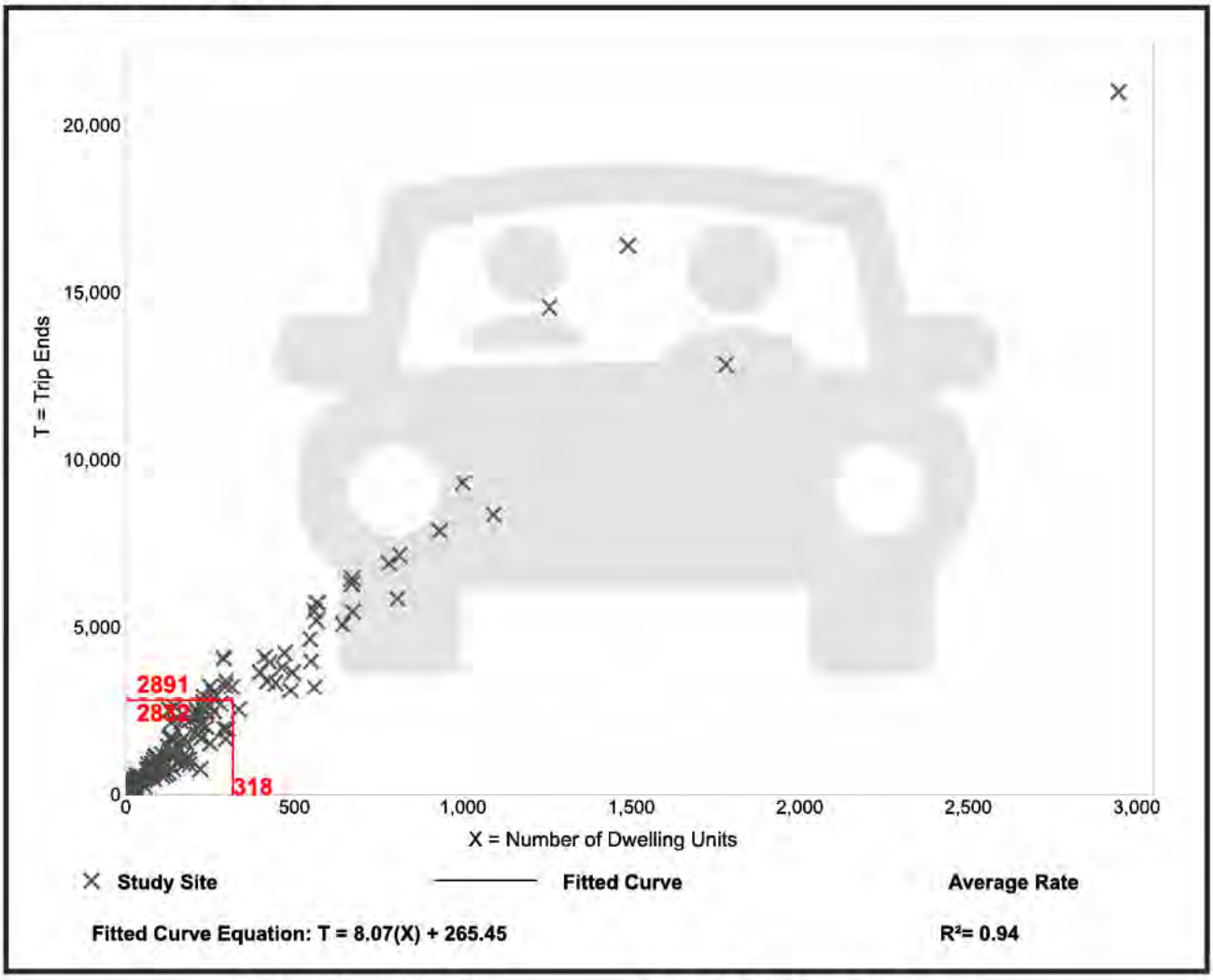
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 155
Avg. Num. of Dwelling Units: 261
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.09	3.47 - 23.80	2.29

Data Plot and Equation



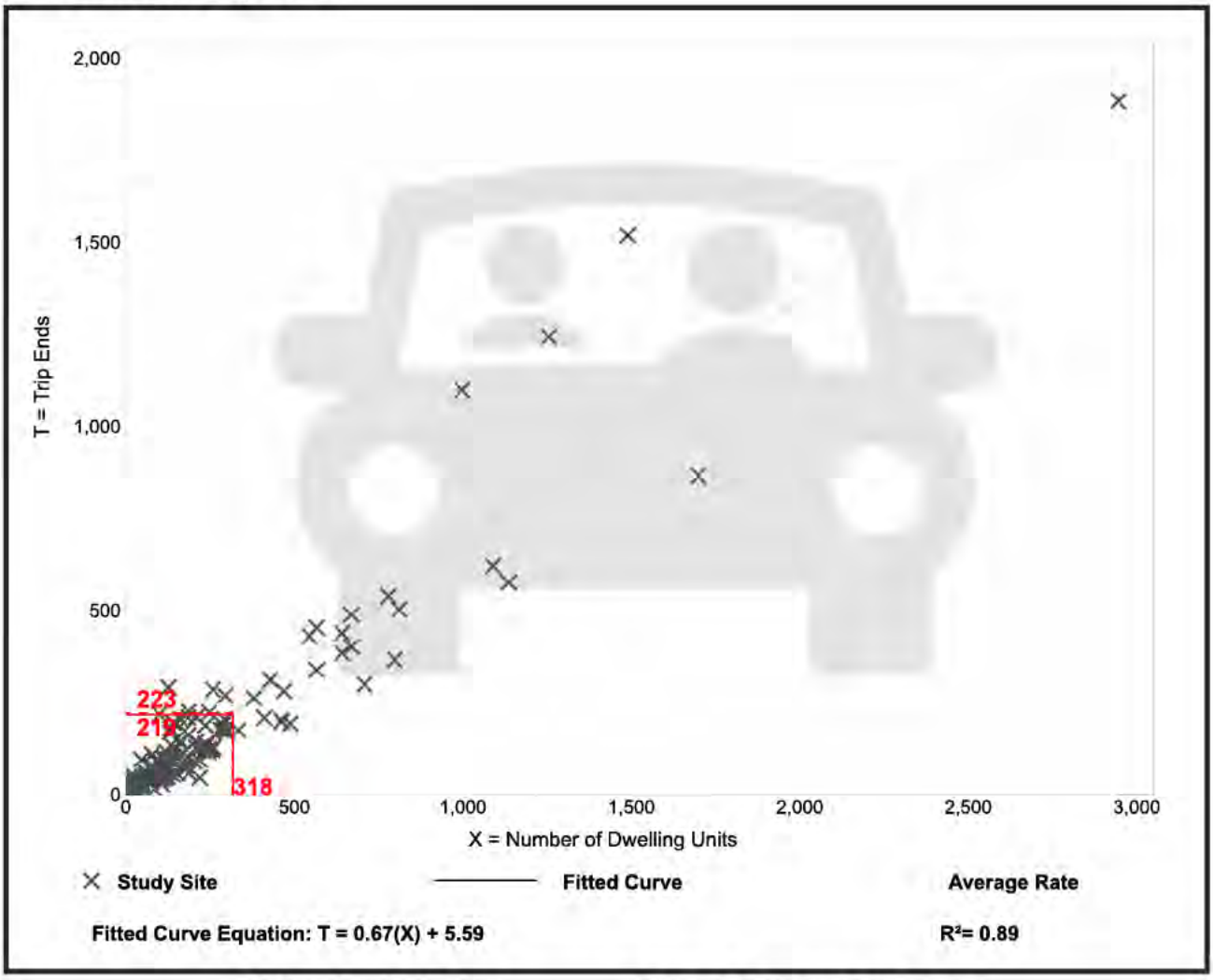
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 153
Avg. Num. of Dwelling Units: 239
Directional Distribution: 27% entering, 73% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.22 - 2.27	0.26

Data Plot and Equation



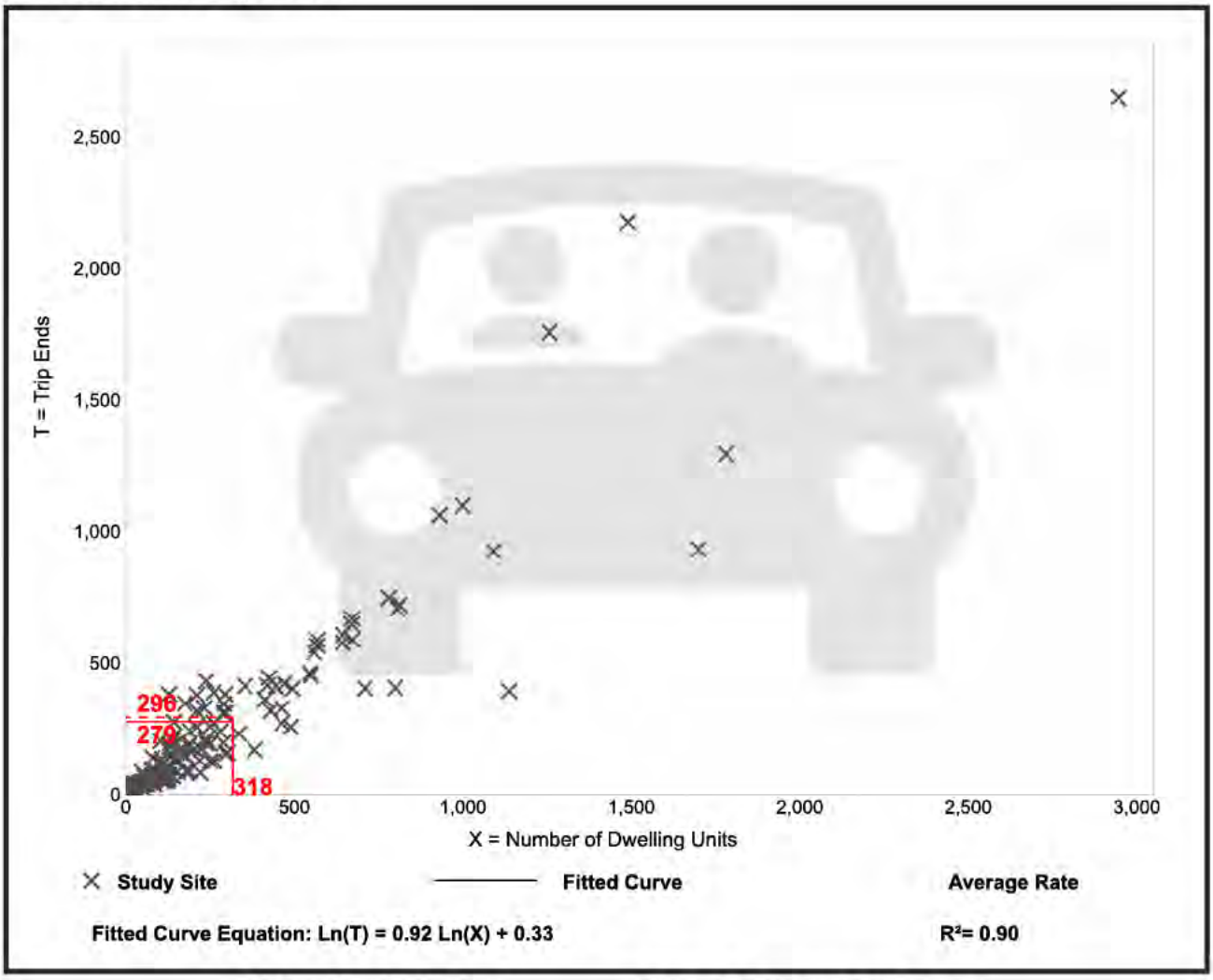
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 166
Avg. Num. of Dwelling Units: 266
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.93	0.35 - 2.98	0.33

Data Plot and Equation



Appendix F

ICE Analysis

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 11/13/2023

GDOT PI#:	N/A	Request By:	Cook Development		
County:	Hall	GDOT District: 1 - Gainesville			
Major Road:	SR 332	Road Class:	Minor Arterial	Speed Limit:	35 mph
Crossing Road:	Poplar Ch Rd	Road Class:	Local	Speed Limit:	45 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	N/A
Prepared By:	SEI - NNC			Date:	9/17/2026
Project Purpose:	Identify intersection control improvements needed to mitigate the impact of the Village at Tanner Estate development.				

Existing Data Year:	2026
Project Opening Year:	2031
Project Design Year:	2031
Annual Growth Rate:	1.3%
K Factor*:	10%

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

APPROACH SPLITS:

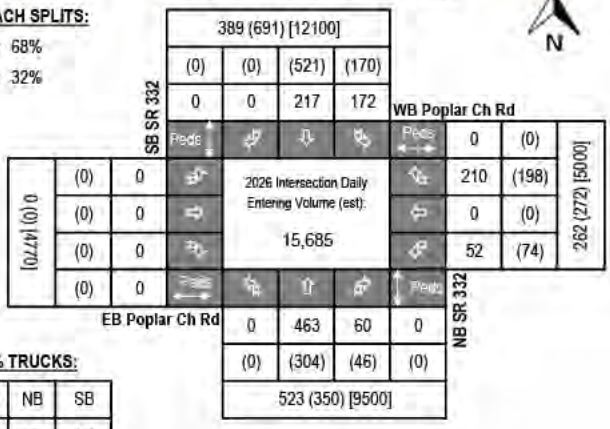
SR 332: 68%

Poplar Ch Rd: 32%

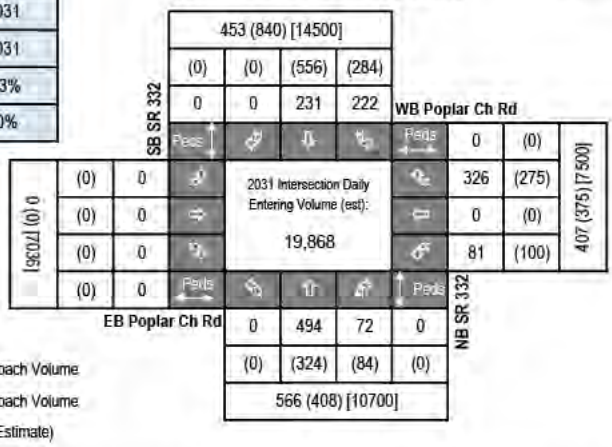
PEAK HR % TRUCKS:

EB	WB	NB	SB
1%	5%	3%	3%

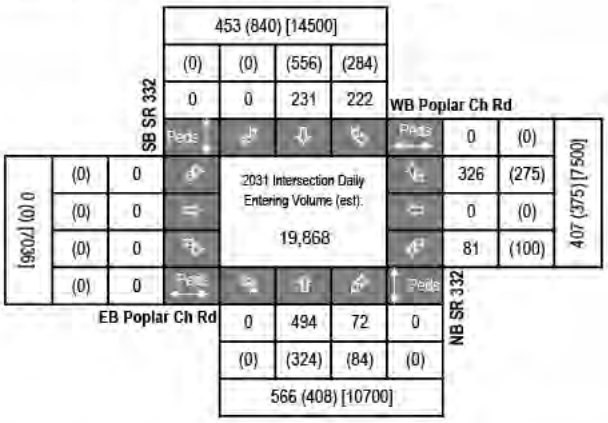
2026 EXISTING YEAR VOLUMES



2031 OPENING YEAR VOLUMES



2031 DESIGN YEAR VOLUMES



LEGEND:

000 = AM Peak Approach Volume

(000) = PM Peak Approach Volume

[000] = ADT Volume (Estimate)

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the **"Waiver"** tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record: Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record: Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 11/13/2023

GDOT PI #	N/A
Project Location:	SR 332 @ Poplar Ch Rd
Existing Control:	Conventional (Minor Stop)
Prepared by:	SEI - NNC
Date:	9/17/2026

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

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

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	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, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	**No**	**No**	**No**	**No**	**No**	**No**	**Yes**	Existing intersection Control
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Does not meet all-way stop volume warrant.
	Mini Roundabout	No	No	No	No	No	No	No	Single-lane roundabout preferred.
	Single Lane Roundabout	**Yes**	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**	Potential Alternative
	Multilane Roundabout	No	No	No	No	No	No	No	Not feasible because of its proximity to the cemetery.
	RCUT (stop control)	No	No	No	No	No	No	No	No feasible U-turn location downstream.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	No feasible U-turn location downstream.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not a T intersection.
	Offset-T Intersections	No	No	No	No	No	No	No	Not enough right-of-way to convert to offset-T intersections.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Voulmes don't warrant a grade seperation.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Voulmes don't warrant a grade seperation.
	Add one LT Lane on SR 332 Add one RT Lane on SR 332	**Yes**	**Yes**	**No**	**Yes**	**No**	**Yes**	**Yes**	Potential Alternative
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Does not meet signal warrants.
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Does not meet signal warrants.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Does not meet signal warrants.
	RCUT (signalized)	No	No	No	No	No	No	No	Does not meet signal warrants.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Does not meet signal warrants.
	Continuous Green-T	No	No	No	No	No	No	No	Does not meet signal warrants.
	Jughandle	No	No	No	No	No	No	No	Does not meet signal warrants.
	Quadrant Roadway	No	No	No	No	No	No	No	Does not meet signal warrants.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Voulmes don't warrant a grade seperation.
	Diverging Diamond	No	No	No	No	No	No	No	Voulmes don't warrant a grade seperation.
	Single Point Interchange	No	No	No	No	No	No	No	Voulmes don't warrant a grade seperation.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Does not meet signal warrants.
	Other Signalized (provide description):	No	No	No	No	No	No	No	Does not meet signal warrants.

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

GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.0 (Revised 11/13/2020)

Project Location: SR 332 @ Poplar Ch Rd
Existing Intersection Control: Conventional (Minor Stop)
Type of Analysis: Conventional Non-Safety Funded Project

District: 1 - Gainesville
County: Hall
Area: Urban

GDOT PI #: N/A
Prepared by: SEI - NNC
Date: 9/17/2026

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2031 Opening Yr No-Build Peak Hr Intersection Delay	25.1 sec	341.1 sec
2031 Opening Yr No-Build Peak Hr Intersection V/C	0.73	1.64
2031 Design Yr No-Build Peak Hr Intersection Delay	25.1 sec	341.1 sec
2031 Design Yr No-Build Peak Hr Intersection V/C ratio	0.73	1.64

Complete Streets Warrants Met?

- ☐ PEDESTRIANS
- ☐ BICYCLES
- ☐ TRANSIT

Crash Data: Enter most recent 5 years of crash data	Crash Severity					Years:
Crash Type	K*	A*	B*	C*	O	5
Angle	0	0	0	1	6	37%
Head-On	0	0	0	0	0	0%
Rear End	0	0	0	2	8	53%
Sideswipe - same	0	0	0	0	0	0%
Sideswipe - opposite	0	0	0	0	0	0%
Not Collision w/Motor Veh	0	0	0	0	2	11%
TOTALS:	0	0	0	3	16	19

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

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Conventional (Minor Stop)	Single Lane Roundabout	Add LT and RT Lanes	N/A	N/A
Project Cost: (From CostEst Worksheet)	*Additional description here*	*Additional description here*	*Additional description here*	*Additional description here*	*Additional description here*
Construction Cost	$0	$1,391,000	$260,000		
ROW Cost	$0	$348,000	$0		
Environmental Cost	$0	$0	$0		
Reimbursable Utility Cost	$0	$16,000	$3,000		
Design & Contingency Cost	$0	$392,000	$65,000		
Cost Adjustment (justification req'd)	0%	0%	0%		
Total Cost	$0	$2,147,000	$328,000		

Traffic Operations:

Traffic Analysis Software Used	Synchro		Sidra		Synchro					
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr				
2031 Design Yr Build Intersection Delay	25.1 sec	341.1 sec	11.2 sec	15.4 sec	21.0 sec	17.4 sec				
2031 Design Yr Build Intersection V/C	0.73	1.64	0.46	0.78	0.67	0.59				

Safety Analysis:

Predefined CRF: PDO	0%	39%	16%		
Predefined CRF: Fatal/Inj	0%	78%	13%		
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	FHWA Clearinghouse #s 233 / 234	FHWA Clearinghouse #s 270&285 / 274&288		
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					

Environmental Impacts:[1]

Historic District/Property	None	None	None		
Archaeology Resources	None	None	None		
Graveyard	None	None	None		
Stream	None	None	None		
Underground Tank/Hazmat	None	None	None		
Park Land	None	None	None		
EJ Community	None	None	None		
Wooded Area	None	None	None		
Wetland	None	None	None		

Note: If environmental impact is significant (RED), provide justification impact won't jeopardize project delivery using "Env" worksheet

[1] *Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report*

Stakeholder Posture:

Local Community Support	Unknown	Unknown	Unknown		
GDOT Support	Unknown	Unknown	Unknown		

Final ICE Stage 2 Score:	3.0	5.1	4.5		
Rank of Control Type Alternatives:	3	1	2		
Final Intersection Control Selection:	1 - Single Lane Roundabout				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met.

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

Alternative #1 maintains the existing intersection control and lane configuration. Alternative #2 will install a single-lane roundabout, and Alternative #3 will add left- and right-turn lanes on SR 332.

GDOT ICE TOOL: COST ESTIMATING AID

ICE Version 2.3| Revised 11/13/2023

Project Information

Location: SR 332 @ Poplar Ch Rd
Existing Intersection Control: Conventional (Minor Stop)
Type of Analysis: Conventional Non-Safety Funded Project
County: Hall
GDOT District: 1 - Gainesville
Area Type: Urban
Project#: N/A
Date: 9/17/2026
Preparer: SEI - NNC

Table 1: Existing Conditions

	NB SR 332			SB SR 332			EB Poplar Ch Rd			WB Poplar Ch Rd		
Movement	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Lane Widths*	0'	12'	0'	0'	12'	0'	0'	8'	0'	0'	12'	0'
Bay Length**	0'		0'	0'		0'	0'		0'	0'		0'
Median Width		0'			0'			0'			0'	
Right-of-Way	75'						50'					

Table 2: Proposed Conditions

	Conventional (Minor Stop)	Single Lane Roundabout	Add LT and RT Lanes	N/A	N/A
Proposed Pavement Type	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt	None
Reimbursable Utility:	Minimal	Minimal	Minimal	Minimal	Minimal
# of Driveway(s) Impacted	0	3	0	0	0
Modify/Replace Traffic Signal*	0	0	0	0	0
Lighting Poles (ea)	0	8	0	0	0
Flashing Beacons (ea)	0	0	0	0	0
RFB/PHB Ped Crossings (ea)	0	0	0	0	0
New/Replace Sidewalks (LF)	0'	0'	0'	0'	0'
New/Replace Cross Drains (LF)	0'	0'	0'	0'	0'
New/Replace Guardrail (LF)	0'	0'	0'	0'	0'
New Retaining Wall (LF)	0'	0'	0'	0'	0'
Bridge:New/Widen/Replace (sqft)	0	0	0	0	0
Add'l ROW/Easements/Demolition	$0	$0	$0	$0	$0

Site Context

Topography:	Rolling
Traffic Mgmt Plan:	Maintain Traffic
Project Size:	Single Intersection

Intersections

Signal Poles	Strain Pole
Design Vehicle	WB-67
Existing Interchange?	No

Roundabouts

Inscribed DIA - Mini	80
Inscribed DIA - Single	140
Inscribed DIA - Multi	200
Circulating Lane Width	18

Cost Multipliers

Grading Complete:	20%
Reimbursable Utility:	2%
Traffic Control:	20%
Project Size:	0%
Prelim Engineering:	15%
Project Contingency:	20%

ROW Costs

Prevalent ROW Type:	Mixed (Average)
ROW Cost/Acre:	$266,993
ROW Multiplier:	1.6

Table 3: Control Type Cost Breakdown

	Per Ln Mi		Conventional (Minor Stop)		Single Lane Roundabout		Add LT and RT Lanes		N/A		N/A	
Pay Item	Unit Cost	Unit Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
New Construction (Base & Pave)	$500K/LM	$9.47/sqft	0	$0	34,624	$442,639	9,000	$85,227				
Roadway Mill and Overlay	$64K/LM	$1.21/sqft	0	$0	0	$0	0	$0				
Urban C&G/Drainage - both sides	441-6720	$22.00/LF	0	$0	2,767	$82,168	2,000	$44,000				
Rural Typ Drainage - both sides	$150K/LM	$2.84/LF	0	$0	0	$0	0	$0				
Concrete Island (sqyd)	n/a	$75.49/syd	0	$0	480	$48,918	0	$0				
Median Landscaping	$100K/LM	$1.89/LF	0	$0	3,000	$7,670	0	$0				
Typical Driveways Impacted (ea)	n/a	$7,500 ea	0	$0	3	$30,375	0	$0				
Typical E&S Control Temp/Perm	$150K/LM	$34.09/LF	0	$0	1,000	$46,023	1,000	$34,091				
Roundabout Truck Apron (sqft)	n/a	$23.00/sqft	0	$0	2,953	$91,700	0	$0				
Signing & Marking	$0	$22.73/LF	0	$0	1,000	$30,686	1,000	$22,730				
Flashing Beacon (ea)	n/a	$20,000 ea	0	$0	0	$0	0	$0				
New Traffic Signal (Strain Poles)	674-1000	$73,030	0	$0	0	$0	0	$0				
Lighting (per pole)	n/a	$4,700 ea	0	$0	8	$50,760	0	$0				
Signalized Ped Crossings (ea)	n/a	$5,782 ea	0	$0	0	$0	0	$0				
6' Sidewalk (LF)	n/a	$41.95/LF	0	$0	0	$0	0	$0				
New/replace cross drains (LF)	n/a	$56.37/LF	0	$0	0	$0	0	$0				
Typical Guardrail (LF)	n/a	$70.00/LF	0	$0	0	$0	0	$0				
Retaining Wall (LF)	n/a	$633.25/LF	0	$0	0	$0	0	$0				
Bridge widen/replace (SF)	n/a	$210/sqft	0	$0	0	$0	0	$0				
Env Costs (from Stage 2 impacts)	n/a	n/a	0	$0	0	$0	0	$0				
Grading Complete - 20%	n/a	n/a		$0		$336,530		$37,210				
Traffic Control - 20%	n/a	n/a		$0		$224,353		$37,210				
Reimbursable Utility	n/a	n/a		$0		$16,619		$3,721				
Preliminary Engineering - 15%	n/a	n/a		$0		$168,265		$27,907				
Contigency - 20%	n/a	n/a		$0		$224,353		$37,210				
ROW Cost/Acre: Mixed (Average)	n/a	$266,993ac		$0		$217,505		$0				
Add'l ROW / Displacement / Demo	n/a	n/a		$0		$0		$0				
ROW Multiplier - 1.6	n/a	n/a		$0		$130,503		$0				
Project Scale Reduction - 0.0%	n/a	n/a		$0		$0		$0				
Grand Total Costs				**$0**		**$2,149,000**		**$329,000**				

Table 4: Assumption Adjustments/Quantity Overrides

Alternative Evaluated	Assumptions:	Pavement	Calculated ROW (ac)	User Override*	Calculated Pavement	User Override*	Major ST Const Limits	User Override*	Minor ST Const Limits	User Override*
Conventional (Minor Stop)	N/A	F.D. Asphalt	0.00	0.0	0	0.0	70	0.0	70	0.0
Single Lane Roundabout	High Speed Roundabout	F.D. Asphalt	0.81	0.0	34,624	0.0	500	0.0	500	0.0
Add LT and RT Lanes	N/A	F.D. Asphalt	0.00	0.0	9,000	0.0	1,000	0.0	0	0.0
N/A	#N/A	F.D. Asphalt	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
N/A	#N/A	None	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

GDOT ICE Stage 2 Analysis Computation Sheet

ICE Version 2.3| Revised 11/13/2023

Cost Estimates	Alternative:	Conventional (Minor Stop)	Single Lane Roundabout	Add LT and RT Lanes	N/A	N/A
	Average Cost = $825,000	$0	$2,147,000	$328,000	$0	$0
	<50% of Avg Costs:	$ 412,500	10 pts			
	>200% of Avg Costs:	> $ 1,650,000	0 pts			
	Cost Score:	**10.00**	**0.00**	**10.00**	**0.00**	**0.00**
Operations	Delay & V/C	Intersection Delay (50%)			V/C Ratio (50%)	
	Min Delay:	0.0	10 pts	Min V/C:	0.25	10 pts
	Worst Operations:	80.0	0 pts	Max Capacity	1.00	0 pts
	Max Delay:	240.0	-10 pts	Max V/C:	2.00	-10 pts
	Delay Score (Avg AM/PM):	0.00	0.00	0.00	0.00	0.00
	V/C Score (Avg AM/PM):	-1.83	5.07	4.93	0.00	0.00
	Delay, V/C Ops Score:	-0.91	2.53	2.46	0.00	0.00
	Network Delay (avg AM/PM)	0.0	0.0	0.0	0.00	0.0
	Average of Network Delay:	#DIV/0!				
	<50% of Avg Network Delay:	#DIV/0!	10 pts			
	>200% of Avg Network Delay:	#DIV/0!	0 pts			
	Network Ops Score:	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**
Safety	CRF ID Look-Up:	101	104	198	100	100
	CMF Source:	CRF unavailable;	FHWA	FHWA	CRF unavailable;	CRF unavailable;
	CMF Clearinghouse ID_{PDO}	N/A	233	270&285	N/A	N/A
	CMF Clearhouse $ID_{FATAL/INJ}$	N/A	234	274&288	N/A	N/A
	Clearinghouse CRF_{PDO}	0.00	0.39	0.16	0.00	0.00
	Clearinghouse $CRF_{FATAL/INJ}$	0.00	0.78	0.13	0.00	0.00
	Used CRF_{PDO}	0.00	0.39	0.16	0.00	0.00
	Used $CRF_{FATAL/INJ}$	0.00	0.78	0.13	0.00	0.00
	Weighted Crash Remain:	136.0	11.2	115.8	136.0	136.0
	Total Weighted Crashes:	136.0	0 pts			
	No crashes:	0.0	10 pts			
	Safety Score:	**0.00**	**9.18**	**1.48**	**0.00**	**0.00**
SSI Score	Crossing	#DIV/0!	-	Not Available	Not Available	Not Available
	Merging	#DIV/0!	#DIV/0!	Not Available	Not Available	Not Available
	Diverging	#DIV/0!	#DIV/0!	Not Available	Not Available	Not Available
	Non-Motor	#DIV/0!	#DIV/0!	Not Available	Not Available	Not Available
	Intersection	**#DIV/0!**	**#DIV/0!**	**Not Available**	**Not Available**	**Not Available**
Environmental	Historic	0	0	0	0	0
	Archaeology	0	0	0	0	0
	Graveyard	0	0	0	0	0
	Stream	0	0	0	0	0
	UST/Hazmat	0	0	0	0	0
	Park Land	0	0	0	0	0
	EJ Community	0	0	0	0	0
	Wooded Area	0	0	0	0	0
	Wetland	0	0	0	0	0
	Environmental Score:	**10.0**	**10.0**	**10.0**	**0.0**	**0.0**
Support	Local Citizen Support	5	5	5	5	5
	GDOT Central Support	5	5	5	5	5
	Project Support Score:	**5.0**	**5.0**	**5.0**	**0.0**	**0.0**
Evaluation Totals	Alternative:	Conventional (Minor Stop)	Single Lane Roundabout	Add LT and RT Lanes	N/A	N/A
	Cost Estimates - 20%	2.00	0.00	2.00	0.00	0.00
	Operations - 32%	-0.29	0.81	0.79	0.00	0.00
	Safety - 33%	0.00	3.03	0.49	0.00	0.00
	Environmental -10%	1.00	1.00	1.00	0.00	0.00
	Project Support - 5%	0.25	0.25	0.25	0.00	0.00
	Total Score:	**2.96**	**5.09**	**4.53**	**0.00**	**0.00**
Crash Benefit-Costs	K: (0)	0	0	0	0	0
	A: (0)	0	0	0	0	0
	B: (0)	0	0	0	0	0
	C: (3)	3	3	3	3	3
	O: (16)	16	16	16	16	16
	F/INJ weighted crash cost:	$129,000	$129,000	$129,000	$129,000	$129,000
	Annual Safety Benefit:	$0	$94,442	$23,599	$0	$0
	Annual Operations Benefit	$0	$1,782,464	$1,741,016	$1,899,846	$1,899,846
	Annual Cost	$20,000	$206,789	$48,536	$20,000	$20,000
	Operations B/C Ratio:	0.00	8.62	35.87	94.99	94.99
	Safety B/C Ratio:	0.0	0.5	0.5	0.0	0.0
	Weighted B/C (100% Safety)	**0.0**	**0.5**	**0.5**	**0.0**	**0.0**

Intersection	
Int Delay, s/veh	8.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	81	326	494	72	222	231
Future Vol, veh/h	81	326	494	72	222	231
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	5	3	3	3	3
Mvmt Flow	87	351	531	77	239	248

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1296	570	0	0	609	0
Stage 1	570	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.13	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.227	-
Pot Cap-1 Maneuver	176	515	-	-	965	-
Stage 1	560	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	126	515	-	-	965	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	399	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	25.06	0	4.88
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	604	832	-
HCM Lane V/C Ratio	-	-	0.725	0.247	-
HCM Ctrl Dly (s/v)	-	-	25.1	10	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	6.1	1	-

Intersection	
Int Delay, s/veh	80.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	100	275	324	84	284	556
Future Vol, veh/h	100	275	324	84	284	556
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	299	352	91	309	604

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1620	398	0	0	443	0
Stage 1	398	-	-	-	-	-
Stage 2	1222	-	-	-	-	-
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	113	652	-	-	1117	-
Stage 1	679	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 66	652	-	-	1117	-
Mov Cap-2 Maneuver	~ 66	-	-	-	-	-
Stage 1	396	-	-	-	-	-
Stage 2	279	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	$ 341.06	0	3.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	248	609	-
HCM Lane V/C Ratio	-	-	1.641	0.276	-
HCM Ctrl Dly (s/v)	-	-	$ 341.1	9.5	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	25.8	1.1	-

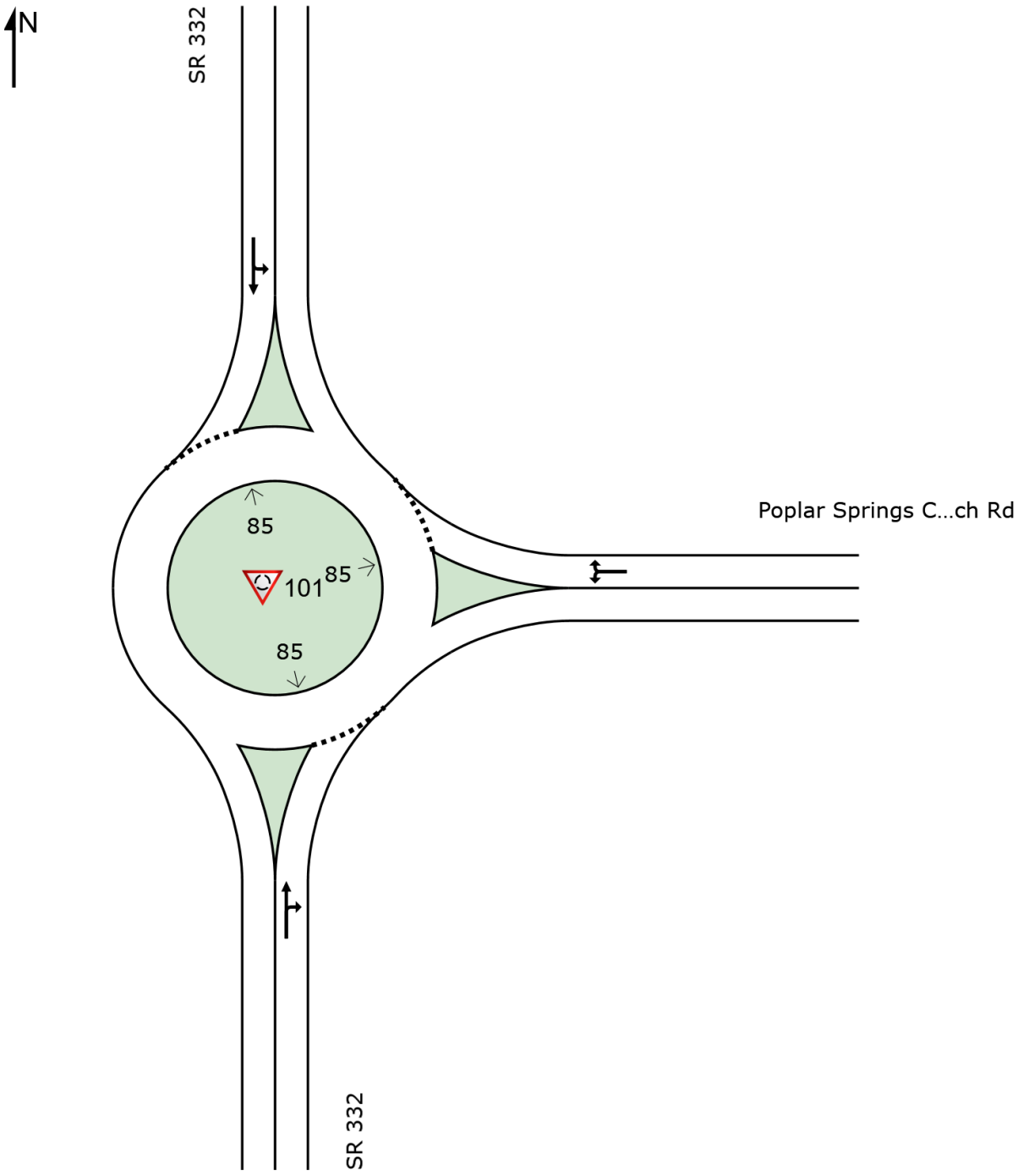
Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

SITE LAYOUT

Site: 101 [Build AM (2031) (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

Site: 101 [Build AM (2031) (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 332															
Lane 1[d]	609	3.0	609	3.0	1035	0.588	100	11.0	LOS B	5.2	132.9	Full	2000	0.0	0.0
Approach	609	3.0	609	3.0		0.588		11.0	LOS B	5.2	132.9				
East: Poplar Springs Church Rd															
Lane 1[d]	341	5.0	341	5.0	737	0.463	100	11.2	LOS B	3.6	93.6	Full	2000	0.0	0.0
Approach	341	5.0	341	5.0		0.463		11.2	LOS B	3.6	93.6				
North: SR 332															
Lane 1[d]	487	3.0	487	3.0	1182	0.412	100	7.0	LOS A	3.4	85.9	Full	2000	0.0	0.0
Approach	487	3.0	487	3.0		0.412		7.0	LOS A	3.4	85.9				
All Vehicles	1437	3.5	1437	3.5		0.588		9.7	LOS A	5.2	132.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 332

Mov: From S To Exit:	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov Lane No.
Lane 1	531	77	609	3.0	1035	0.588	100	NA	NA
Approach	531	77	609	3.0		0.588			

East: Poplar Springs Church Rd

Mov: From E To Exit:	L2 S	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov Lane No.
Lane 1	87	254	341	5.0	737	0.463	100	NA	NA
Approach	87	254	341	5.0		0.463			

North: SR 332

Mov. From N To Exit:	L2 E	T1 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	239	248	487	3.0	1182	0.412	100	NA	NA
Approach	239	248	487	3.0		0.412			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1437	3.5	0.588

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis

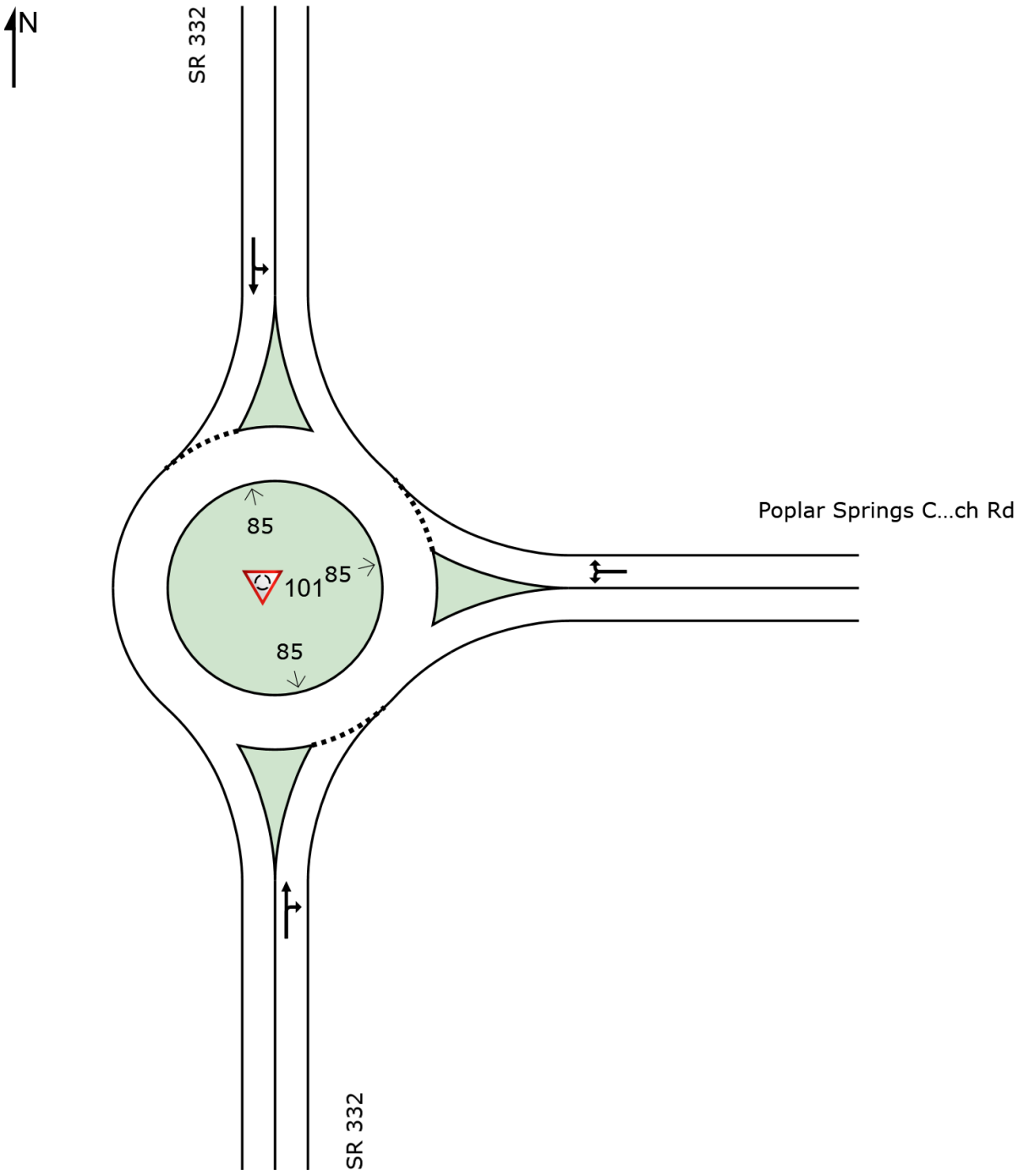
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: SR 332				
Lane 1	0.0	0.0	0.0	0.0
East: Poplar Springs Church Rd				
Lane 1	0.0	0.0	0.0	0.0
North: SR 332				
Lane 1	0.0	0.0	0.0	0.0

SITE LAYOUT

Site: 101 [Build PM (2031) (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

Site: 101 [Build PM (2031) (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 332															
Lane 1[d]	443	2.0	443	2.0	965	0.460	100	9.1	LOS A	3.5	88.5	Full	2000	0.0	0.0
Approach	443	2.0	443	2.0		0.460		9.1	LOS A	3.5	88.5				
East: Poplar Springs Church Rd															
Lane 1[d]	408	2.0	408	2.0	932	0.437	100	8.9	LOS A	3.2	80.7	Full	2000	0.0	0.0
Approach	408	2.0	408	2.0		0.437		8.9	LOS A	3.2	80.7				
North: SR 332															
Lane 1[d]	913	2.0	913	2.0	1175	0.777	100	15.4	LOS C	11.2	283.7	Full	2000	0.0	0.0
Approach	913	2.0	913	2.0		0.777		15.4	LOS C	11.2	283.7				
All Vehicles	1764	2.0	1764	2.0		0.777		12.3	LOS B	11.2	283.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 332

Mov: From S To Exit:	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov Lane No.
Lane 1	352	91	443	2.0	965	0.460	100	NA	NA
Approach	352	91	443	2.0		0.460			

East: Poplar Springs Church Rd

Mov: From E To Exit:	L2 S	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov Lane No.
Lane 1	109	299	408	2.0	932	0.437	100	NA	NA
Approach	109	299	408	2.0		0.437			

North: SR 332

Mov. From N To Exit:	L2 E	T1 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	309	604	913	2.0	1175	0.777	100	NA	NA
Approach	309	604	913	2.0		0.777			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1764	2.0	0.777

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: SR 332				
Lane 1	0.0	0.0	0.0	0.0
East: Poplar Springs Church Rd				
Lane 1	0.0	0.0	0.0	0.0
North: SR 332				
Lane 1	0.0	0.0	0.0	0.0

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Organisation: SOUTHEASTERN ENGINEERING INC | Licence: PLUS / 1PC | Processed: Wednesday, September 16, 2026 9:26:56 AM
Project: I:\1193 Cook Development\1193-26-121 Poplar Springs Church Rd Traffic Study\Traffic\Analysis\SR 332 @ Poplar Springs Church Rd.sip9

Intersection	
Int Delay, s/veh	7.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	81	326	494	72	222	231
Future Vol, veh/h	81	326	494	72	222	231
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	-	-	175	235	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	5	3	3	3	3
Mvmt Flow	87	351	531	77	239	248

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1257	531	0	0	609	0
Stage 1	531	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.13	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.227	-
Pot Cap-1 Maneuver	186	542	-	-	965	-
Stage 1	584	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	140	542	-	-	965	-
Mov Cap-2 Maneuver	140	-	-	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	21.01	0	4.88
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	652	965	-
HCM Lane V/C Ratio	-	-	0.671	0.247	-
HCM Ctrl Dly (s/v)	-	-	21	10	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	5.1	1	-

Intersection	
Int Delay, s/veh	5.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	100	275	324	84	284	556
Future Vol, veh/h	100	275	324	84	284	556
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	-	-	175	235	-
Veh in Median Storage, #	1	-	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	109	299	352	91	309	604

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1574	352	0	0	443	0
Stage 1	352	-	-	-	-	-
Stage 2	1222	-	-	-	-	-
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	121	691	-	-	1117	-
Stage 1	712	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 88	691	-	-	1117	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	515	-	-	-	-	-
Stage 2	279	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	17.4	0	3.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	691	1117	-
HCM Lane V/C Ratio	-	-	0.59	0.276	-
HCM Ctrl Dly (s/v)	-	-	17.4	9.5	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	3.9	1.1	-

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