



2955 Gillsville Highway

Traffic Impact Study

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KCI Project #242107117

**RISE TO THE
CHALLENGE**



Executive Summary

The purpose of this study is to evaluate the potential traffic impacts of the proposed residential development at *2955 Gillsville Highway*. The site is in Hall County and located along the north side of SR 323/Gillsville Highway, just east of Joe Parker Road. Based on the concept plan (dated 07/09/2021), the +/- 347-acre development will include a total of 292 detached single-family homes and 107 townhomes. The concept plan (see **Appendix B**) for the development illustrates the conditions in the study area, including the proposed development and the proposed access locations.

SR 323/Gillsville Highway is a two-lane roadway with a 40-mph posted speed limit in the area of the proposed development. Joe Parker Road is a two-lane roadway, with a 25-mph speed limit. The existing site is undeveloped. Access to the site is proposed via one driveway and one additional emergency access location:

- Proposed Main Driveway along SR 323/Gillsville Highway
- Emergency Access Location is located on Joe Parker Road

For the purposes of the traffic study, the analysis included the expected completion (build-out) of the development by year 2027. This study performed an analysis of existing traffic conditions and future traffic conditions. The future conditions analysis was performed for the year 2027 No-Build Conditions and the year 2027 Build Conditions (with the 2955 Gillsville Highway development).

The traffic impact study network consisted of two intersections and the proposed main driveway. The traffic study determined required improvements to provide an acceptable traffic operations level of service. The traffic study included a review of both Georgia DOT requirements for turn lanes at the proposed site driveway along SR 323/Gillsville Highway.

The results of the traffic analysis indicate the two study intersections operate at an acceptable level of service during the AM and PM peak hours in the existing year. The two study intersections were:

1. SR 323/Gillsville Highway at Harmony Church Road (traffic signal)
2. SR 323/Gillsville Highway at Joe Parker Road (stop-control)

In the year 2027 No-Build conditions, both study intersections are expected to continue to operate at an acceptable level of service during the AM and PM peak hours.

In the future year 2027 Build Conditions (with the 2955 Gillsville Highway development traffic volumes), the results of the traffic analysis indicate the proposed driveway, operating with side-street stop-control, is expected to operate at an acceptable level of service during the AM and PM peak hours. Additionally, the two study intersections are expected to operate at an acceptable level of service.

The traffic impact study identified the following geometric improvements needed to accommodate the proposed development. Based on estimated traffic volumes in the year 2027 Build year conditions, the following driveway geometric recommendations are provided:

- SR 323/Gillsville Highway at Proposed Main Driveway Location:
 - Provide a full-movement intersection; driveway to be stop-control
 - Provide one entry lane and two exit lanes (separate left-turn lane and right-turn lane)
 - Add a westbound right-turn deceleration lane along SR 323/Gillsville Highway (150' Storage; 50' Taper)
 - Add an eastbound left-turn deceleration lane along SR 323/Gillsville Highway (210' Storage; 50' Taper)

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1. Existing Conditions

1.1 Site Conditions

The proposed development is located on undeveloped property. **Figure 1** provides a general location map. **Figure 2** is an aerial that shows the site location, and the proposed site driveway. (Figures included in Appendix A). Access to the property is proposed to be provided at one driveway location. An emergency-only gated access point will be available for entry/exit on Joe Parker Road. (The concept plan is included in Appendix B).

Surrounding uses are primarily residential homes.

1.2 Roadway Conditions

SR 323/Gillsville Highway is a two-lane roadway, with a 40mph posted speed limit in the area of the proposed development. SR 323/Gillsville Highway is an east-west oriented roadway in the vicinity of the development. GDOT classifies SR 323/Gillsville Highway as a Minor Collector (Urban). The roadway has grassed, rural shoulders on both sides, with no sidewalks.

Harmony Church Road is a two-lane roadway, with a 50mph posted speed limit in the area of the proposed development. Harmony Church Road is a north-south oriented roadway in the vicinity of the development. GDOT classifies Harmony Church Road as a Local Road (Urban). The roadway has grassed, rural shoulders on both sides, with no sidewalks.

Joe Parker Road is a two-lane roadway with a 25mph posted speed limit. Joe Parker Road is a north-south oriented roadway in the vicinity of the development. GDOT classifies Joe Parker Road as a Local Road (Urban). The roadway has grassed, rural shoulders on both sides, with no sidewalks.

1.3 Traffic Volumes

Traffic counts were collected on Tuesday, October 12, 2021 for use in the traffic analysis. Hall County public schools were in session. The traffic data collected included:

- 24-hour traffic count on SR 323/Gillsville Highway, at the GDOT count station #139-0387 location
- Intersection turning movement counts at the following locations during the 7-9AM and 4:30-6:30PM peak periods:
 1. SR 323/Gillsville Highway at Harmony Church Road (Traffic Signal)
 2. SR 323/Gillsville Highway at Joe Parker Road (Stop-Control)

Historical traffic volume data available from the GDOT TADA source were utilized to inform the annual growth factor. The two locations are indicated in Appendix D. The two locations are:

- GDOT Count Station #139-0387 located on SR 323/Gillsville Highway, west of Joe Parker Road.
- GDOT Count Station #139-0389 located on SR 323/Gillsville Highway, east of Holly Springs Road.

Additionally, the newly collected traffic data was compared to the 2019 historical data from GDOT's count station #139-0387 in order to account for COVID-19 impacts. Based on the comparison, it was determined the newly collected traffic volumes were higher than the 2019 traffic volumes, therefore no COVID-19 adjustment factor was applied. The calculations are included in Appendix C.

Figure 4 (in Appendix A) illustrates the year 2021 existing traffic volumes.

1.4 Crash Review

Crash history was performed along SR 323/Gillsville Highway near the proposed development for use in the GDOT ICE Policy review, as appropriate. GDOT's Numetric database was used to analyze historical crash data at or near the proposed site driveway along SR 323/Gillsville Highway. Crash records for a 5-year period (1/1/2016-12/31/2020) are summarized in **Table 1** below. The records indicate there were a total of 6 crashes – all Property Damage related.

Table 1 - 5-year Crash History				
Five Year Period (1/1/2016 - 12/31/2020)				
Manner of Collision	PDO	Injury*	Fatality*	Total Crashes
Angle	0	0	0	0
Head On	1	0	0	1
Rear End	3	0	0	3
Sideswipe Same Direction	0	0	0	0
Sideswipe Opposite Direction	0	0	0	0
Not a Collision with Motor Vehicle	2	0	0	2
Total	6	0	0	6

**Note: Number of crashes (not number of persons)*

The non-collision related crashes were due to a deer and debris in the road. The rear end crashes were due to vehicles following too closely. Based on the crash types and fact the driveway does not exist, no crashes were included in the ICE forms since they did not occur due to the proposed intersection.

2. Future Conditions

2.1 Future No-Build Traffic Volumes

Future No-Build traffic volumes were developed by reviewing the historical traffic volumes roadways within the vicinity of the project and historic population growth in the county. Two GDOT count stations in the area were reviewed. The annual historic compound growth rates were 2.08% and 1.22% at both count stations, respectively. Hall County's population growth rate was most recently reported as 1.40% percent per year in 2021. Over the past five years the population growth rate has been in the range of 1.30% per year to 1.44% per year. After reviewing this information, a 2.0% per year growth rate to account for background traffic volume growth was used in the traffic study.

For the purposes of this study, the proposed development is expected to be completed and opened by year 2027. A 2.0% per year growth rate was applied to the 2021 volumes to calculate year 2027 No-Build traffic volumes. The 2027 No-Build traffic volumes are indicated in the Intersection Volume Development tables included in the Appendix E.

2.2 Future Roadway Conditions

A review of Georgia DOT and Hall County planned, and programmed transportation projects was performed. The following is a list of planned roadway projects near the development site.

Long-Range Projects

- PI 0013574 – SR 323 from SR 11/US 129 to SR 82
 - This is a road widening project
 - Status: Long-range project. Construction planned for 2031.

3. Proposed Development Traffic

Project traffic was calculated for the proposed development. Project traffic is defined as the vehicular trips expected to be generated by the development and distributed over the roadway network.

3.1 Trip Generation

The project driveway volumes were calculated based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, Tenth Edition. The development will include up to 399 residential units, consisting of 292 single-family detached homes and 107 townhomes. For the purposes of the traffic study, ITE land use code 210 (Single-Family Detached) and ITE land use code 220 (Multifamily Housing) were used.

Since this is a residential development, no pass-by reductions or internal capture rates were included.

Table 2 below summarizes the development trips expected during a typical weekday for the daily, the AM peak hour, and the PM peak hour periods.

Table 2: Proposed Site Trip Generation								
Land Use (ITE Code)	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
		Two-Way Total	Enter	Exit	Total	Enter	Exit	Total
Single-Family Detached (210)	292	2,787	53	159	212	179	105	284
Multifamily Housing (220)	107	768	12	39	51	40	23	63
Gross Trips		3,555	65	198	263	219	128	347

3.2 Trip Distribution and Assignment

An overall trip distribution and assignment of project trips was based on existing traffic patterns and a review of land uses and the street network in the area. This information was used to apply the project traffic volumes at the study intersections and development driveways.

The directional distribution for the proposed development is estimated to be:

- Residential use:
 - 80% to/from the west along SR 323/Gillsville Highway
 - 10% to/from the east along SR 323/Gillsville Highway
 - 10% to/from the south along Harmony Church Road

3.3 Future Build Traffic Volumes

The 2027 future Build traffic volumes were calculated by adding the proposed development (2955 Gillsville Highway) traffic volumes to the projected year 2027 No-Build traffic volumes. **Figure 4** (in Appendix A) illustrates the year 2027 Build traffic volumes.

4. Capacity Analysis

Capacity analysis was performed at the study intersections for the weekday AM and PM peak hours. Intersection Level of Service (LOS) was calculated based on the methodologies contained in the Highway Capacity Manual, 6th Edition. The Synchro Studio software, which utilizes the HCM 6th Edition methodology, was utilized to perform the analyses.

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

Level of service for unsignalized intersections is calculated for the average control delay incurred for vehicles on the stop control approach, compared to the average control delay per vehicle for all approaches at a signalized intersection. Control delay for vehicles include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. **Table 3** below indicates the relationship between delay and LOS for signalized and unsignalized intersections, respectively. Level-of-service "E" is typically considered to be the limit of acceptable delay.

Several factors affect the controlled delay for unsignalized intersections, including the availability of gaps in the cross-street traffic, and acceptable gap time to make the movement from the stop position. For stop-control intersections, LOS E and F exist when there are insufficient gaps in traffic, resulting in long delays. Low level of service for stop-control approaches are not uncommon at major cross-streets.

Table 3: Level of Service Criteria		
Level of Service	Average 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

4.1 Existing Conditions Capacity Analysis

Capacity analysis was performed for the year 2021 traffic volumes and the existing roadway conditions. The existing traffic conditions are illustrated in **Figure 3**. **Table 4** summarizes the results of the capacity analysis. The existing study intersections operate at an acceptable level of service during the AM and PM peak hours.

Table 4: Existing Year (2021) Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
SR 323/Gillsville Highway at Harmony Church Road	Signalized	Overall	C (21.2)	C (23.4)
SR 323/Gillsville Highway at Joe Parker Road	Side-Street Stop Control	Southbound	B (13.8)	B (13.5)

*Average vehicle delay in seconds

4.2 Future No-Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2027 Future Conditions and includes the No-Build traffic volumes and the existing roadway conditions. **Table 5** summarizes the results of the capacity analysis for the Future No-Build Conditions.

Table 5: Future Year (2027) No-Build Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
SR 323/Gillsville Highway at Harmony Church Road	Signalized	Overall	C (21.7)	C (23.8)
SR 323/Gillsville Highway at Joe Parker Road	Side-Street Stop Control	Southbound	C (15)	B (14.4)

*Average vehicle delay in seconds

All study intersections are expected to continue to operate with an acceptable level of service during both the AM and PM peak hours.

4.3 Future Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2027 Future Conditions and includes the No-Build traffic volumes plus the 2955 Gillsville Highway development volumes. The Build traffic conditions and volumes are illustrated in **Figure 4**. **Table 6** summarizes the results of the capacity analysis.

Table 1: Future Year (2027) Build Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
SR 323/Gillsville Highway at Harmony Church Road	Signalized	Overall	C (22.2)	C (30.1)
SR 323/Gillsville Highway at Joe Parker Road	Side-Street Stop Control	Southbound	C (18)	C (17.6)
SR 323/Gillsville Highway at Proposed Driveway	Stop-control	Southbound (Driveway)	C (21.2)	D (27.5)

**Average vehicle delay in seconds*

All study intersections are expected to continue to operate with an acceptable level of service during both the AM and PM peak hours.

The traffic study includes the recommendation at the proposed driveway to install two exit lanes (separate left-turn lane and right-turn lane). This reduces the average vehicle delay for vehicles exiting the development and is reflected in the table above.

5. Recommendations

Recommendations for access for the proposed residential development are based on existing conditions, the proposed development use, and expected traffic volumes. The need for dedicated turn lanes at the proposed development driveway and appropriate traffic control (i.e. stop control) were reviewed. Recommendations included reviewing GDOT requirements, knowledge of general transportation standards, and engineering judgment. Specifics of the driveway design will need to follow Georgia Department of Transportation requirements for the driveway located along SR 323/Gillsville Highway.

5.1 Turn Lane Analysis at Site Driveways

The Georgia DOT Driveway and Encroachment Control Manual requirements were reviewed for the proposed driveway along SR 323/Gillsville Highway. The GDOT driveway manual, Section 4I, Auxiliary Turn Lanes, provides minimum volumes requiring right-turn or left-turn deceleration lanes. The year 2027 Build traffic volumes were compared to the Georgia DOT driveway requirements for right-turn and left-turn deceleration lanes. The most recently collected daily volume on SR 323/Gillsville Highway was 13,340 vehicles per day.

Right-Turn Deceleration Lane Criteria

Based on the 40mph speed limit, two-lane roadway, and more than 6,000 ADT (Average Daily Traffic) on SR 323/Gillsville Highway, Table 4-6 indicates a dedicated right-turn lane is required if there are more than 75 right-turn vehicles per day. The estimated daily westbound right-turns entering the site at the proposed driveway is 356 vehicles per day. These volumes meet the GDOT criteria to install a right-turn deceleration lane at the proposed driveway.

Left-turn Lane Criteria

Based on the 40mph speed limit, two-lane roadway, and more than 6,000 ADT (average daily traffic) on SR 323/Gillsville Highway, Table 4-7a indicates a dedicated left-turn lane is required if there are more than 175 left-turn vehicles per day. The estimated daily eastbound left-turns entering the site at the proposed driveway is 1,422 vehicles per day. These volumes meet the GDOT criteria to install a dedicated left-turn deceleration lane at the proposed driveway.

5.2 Recommended Driveway Geometry

Based on the estimated traffic volumes in the year 2027 Build year conditions, the following driveway geometric recommendations are provided:

- SR 323/Gillsville Highway at Proposed Main Driveway Location:
 - Provide a full-movement intersection; driveway to be stop-control
 - Provide one entry lane and two exit lanes (separate left-turn lane and right-turn lane)
 - Add a westbound right-turn deceleration lane along SR 323/Gillsville Highway (150' Storage; 50' Taper)
 - Add an eastbound left-turn deceleration lane along SR 323/Gillsville Highway (210' Storage; 50' Taper)

5.3 GDOT ICE Report

The GDOT Intersection Control Evaluation (ICE) policy was reviewed at the proposed site driveway along SR 323/Gillsville Highway. The GDOT ICE Report is included in Appendix G and can be submitted to GDOT when the driveway encroachment permit is requested from GDOT.

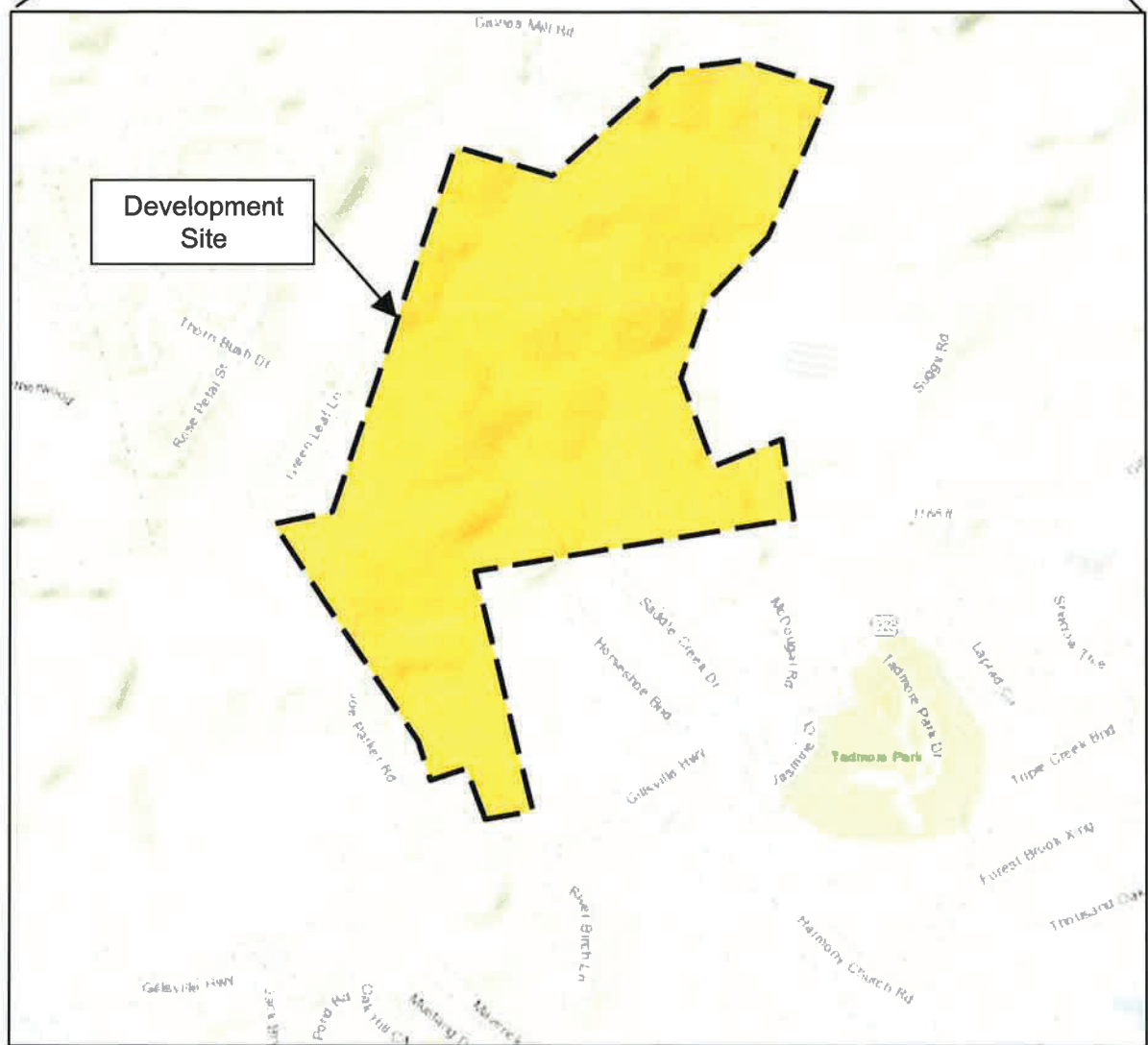
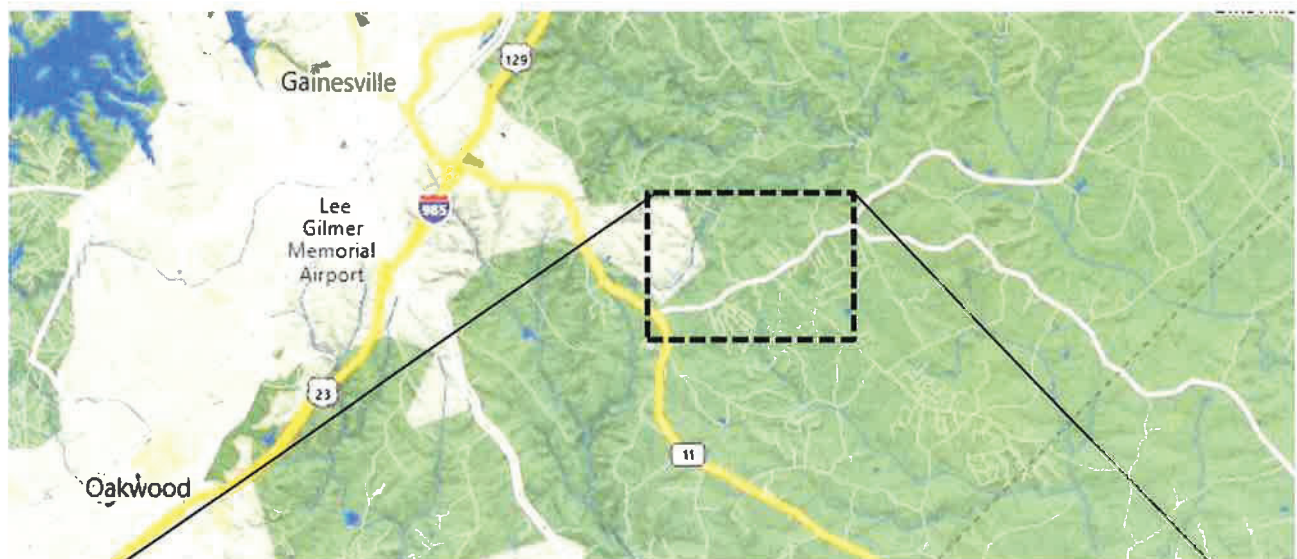
The purpose of the ICE process is to consider traffic control alternatives at intersections, analyze the options, and select the alternative that reflects the overall best value and balances the need to address operations, safety, project cost and environmental impacts. At proposed driveways to development, this process includes inputting the traffic and crash history conditions, completing the Stage 1 screening form. For the proposed driveway, the most appropriate traffic control is a T-intersection with stop-control for the driveway approach.

Appendices

- Appendix A
 - Figures
- Appendix B
 - Concept Plan
- Appendix C
 - Raw Traffic Count Data
- Appendix D
 - GDOT Traffic Data
- Appendix E
 - Intersection Volume Development
- Appendix F
 - Capacity Analysis Reports
- Appendix G
 - GDOT ICE Report

Appendix A

Figures



Not to Scale




**Traffic Impact Study
2955 Gillsville Highway
Hall County, Georgia**

**Location
Map**

**Figure
1**

Legend:

 Study Intersection



Not to Scale



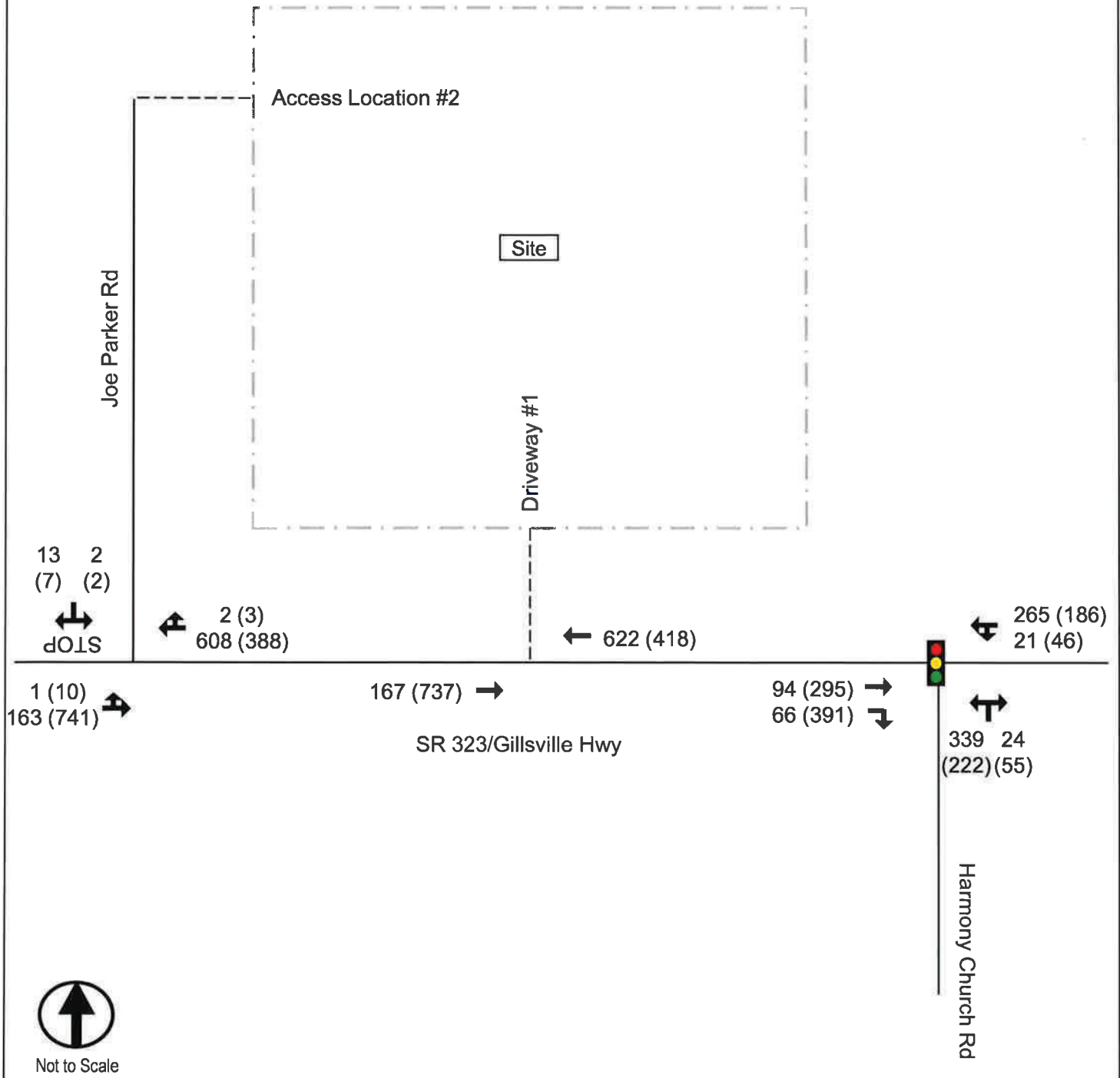
**Traffic Impact Study
2955 Gillsville Highway
Hall County, Georgia**

**Aerial &
Access
Locations**

**Figure
2**

LEGEND:

- Existing Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes



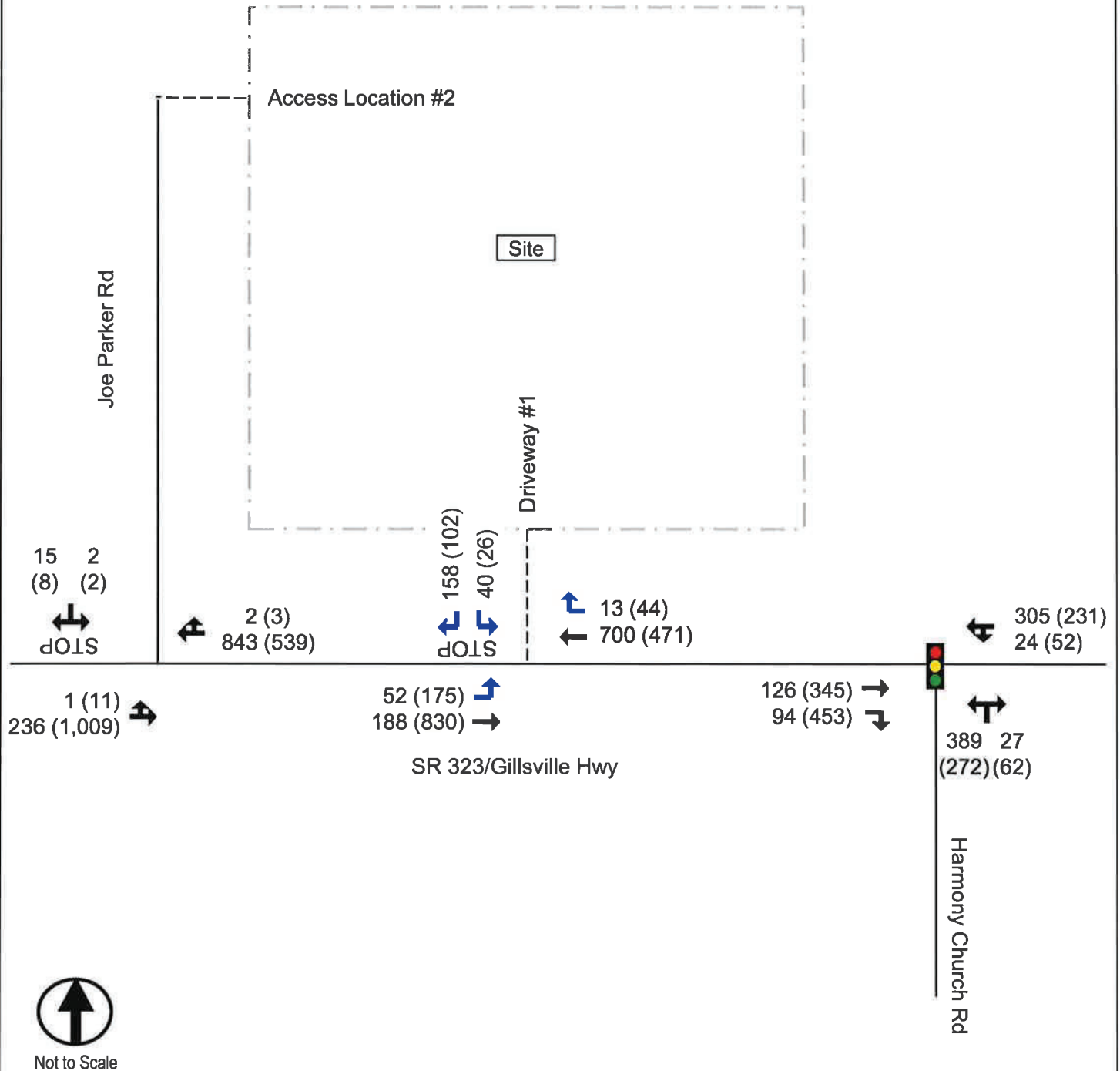
**Traffic Impact Study
2955 Gillsville Highway
Hall County, Georgia**

**Existing Traffic
Conditions**

**Figure
3**

LEGEND:

- Existing Roadway Laneage
- Proposed Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes



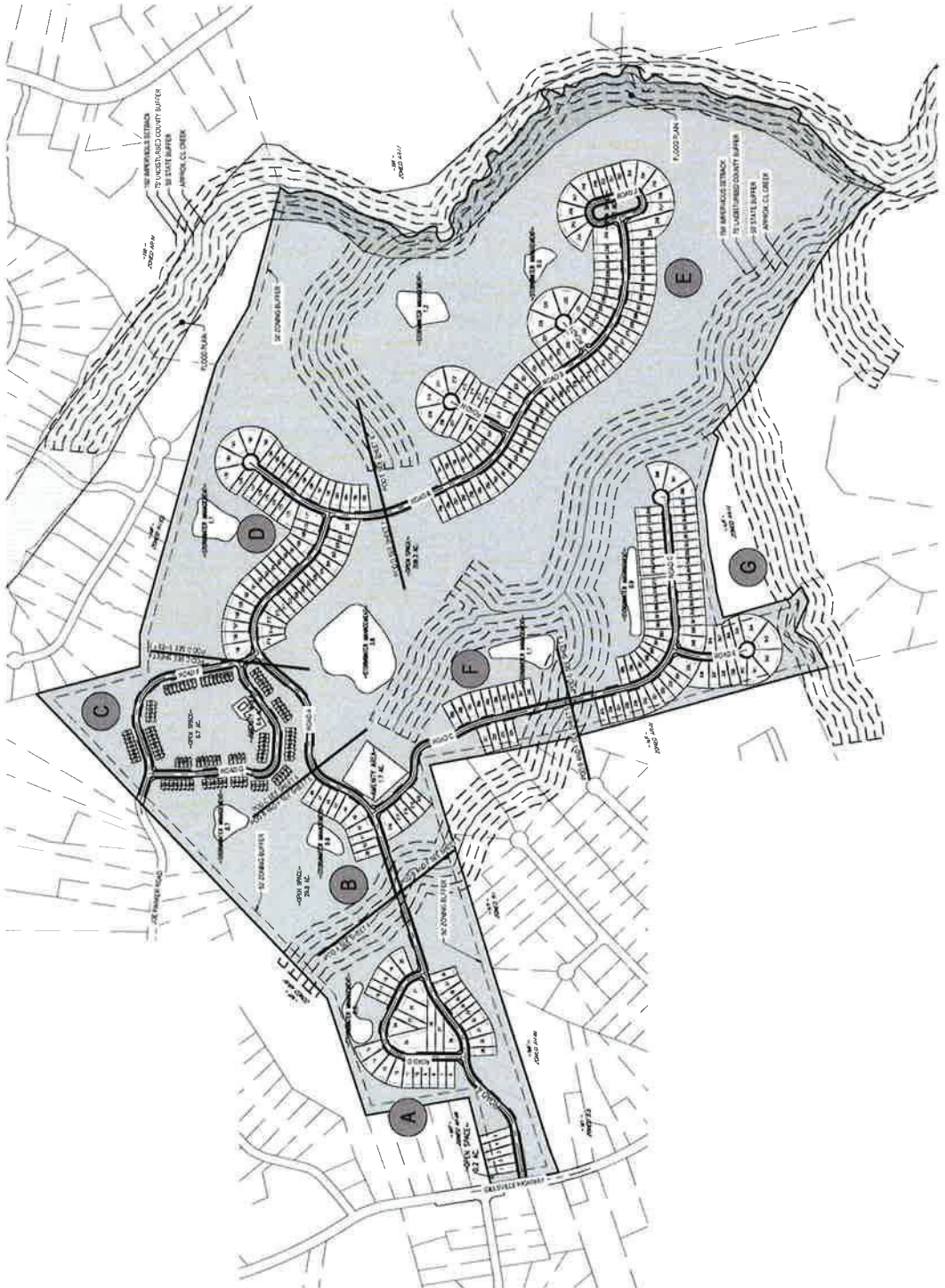
**Traffic Impact Study
2955 Gillsville Highway
Hall County, Georgia**

**Build
(Year 2027)
Traffic Conditions**

**Figure
4**

Appendix B

Concept Plan



FLOOD CERTIFICATION
SUBJECT PROPERTY IS LOCATED WITHIN A SPECIAL FLOOD HAZARDOUS ZONE. IT IS LOCATED IN ZONE
X. AS DEFINED BY HAZARD FLOOD COMMUNITY PANEL NUMBER 13139C0202SF AND 13139C0202SC,
MAP NUMBER 13048L, WITH AN EFFECTIVE DATE OF 09/04/2006 AND 09/04/2018.
RESPECTIVELY.

<p>DEVELOPER</p> <p>FORESTAR 1330 CUMBERLAND PARKWAY SUITE 275 ATLANTA, GEORGIA 30339 (404) 272-4675</p>	<p>ENGINEER</p> <p>BCT, INC. 2015 TOWNSHIP DRIVE SUITE 470 KENNESAW, GEORGIA 30144 (470) 705-0885 TEL</p>
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24 HOUR CONTACT: AN YOUNG
(470) 278-6670



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[illegible]

Appendix C

Traffic Count Data



[Click here for Map](#)

Peak Hour Turning Movement Count

Gainesville, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Tuesday, October 12, 2021	
Period	0700 - 0900
Peak Hour	0700 - 0800

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Northbound					Eastbound					Westbound					Int Total
	Harmony Church Rd					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
	Left 1.1	Right 1.2	U-Turn 1.3	App Total	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total			
0700 - 0715	62	5	0	67	0	22	14	0	36	5	57	0	62	165		
0715 - 0730	98	9	0	107	0	24	20	0	44	5	69	0	74	225		
0730 - 0745	94	7	0	101	0	22	18	0	40	4	77	0	81	225		
0745 - 0800	85	3	0	88	0	26	14	0	40	7	62	0	69	197		
Total	339	0	24	363	0	94	66	0	160	21	265	0	286	809		
Approach %	93.39	0.00	6.61	0.00	0.00	0.00	41.25	0.00	0.00	7.34	92.66	0.00	0.00			
PHF	0.86	0.00	0.67	0.00	0.00	0.90	0.83	0.00	0.91	0.75	0.86	0.00	0.88	0.90		

[illegible]

Time	Northbound										Eastbound					Westbound					Int
	Harmony Church Rd					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)										
	Left 1.1	Right 1.2	U-Turn 1.3	App Total				App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total				
0700 - 0715	60	-	5	0	65	-	-	-	-	0	-	20	13	0	33	5	50	-	0	55	153
0715 - 0730	96	-	8	0	104	-	-	-	-	0	-	22	20	0	42	5	62	-	0	67	213
0730 - 0745	91	-	7	0	98	-	-	-	-	0	-	17	18	0	35	4	70	-	0	74	207
0745 - 0800	82	-	3	0	85	-	-	-	-	0	-	20	13	0	33	7	56	-	0	63	181
Total	329	0	23	0	352	0	0	0	0	0	0	79	64	0	143	21	238	0	0	259	754
Approach %	93.47	0.00	6.53	0.00	-	0.00	0.00	0.00	0.00	-	0.00	55.24	44.76	0.00	-	8.11	91.89	0.00	0.00	-	
PHF	0.86	0.00	0.72	0.00	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.80	0.00	0.85	0.75	0.85	0.00	0.00	0.88	0.88

Time	Northbound					Eastbound					Westbound					Int Total					
	Harmony Church Rd					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)										
	Left 1.1	Right 1.2	U-Turn 1.3	App Total					App Total					App Total	Left 1.7		Thru 1.8	U-Turn 1.9	App Total		
0700 - 0715	2	-	0	0	2	-	-	-	-	0	-	1	0	0	1	0	5	-	0	5	8
0715 - 0730	2	-	0	0	2	-	-	-	-	0	-	1	0	0	1	0	5	-	0	5	8
0730 - 0745	2	-	0	0	2	-	-	-	-	0	-	2	0	0	2	0	5	-	0	5	9
0745 - 0800	2	-	0	0	2	-	-	-	-	0	-	4	1	0	5	0	3	-	0	3	10
Total	8	0	0	0	8	0	0	0	0	0	0	8	1	0	9	0	18	0	0	18	35
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	88.89	11.11	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.25	0.00	0.45	0.00	0.90	0.00	0.00	0.90	0.88

Time	Northbound					Eastbound					Westbound					Int Total
	Harmony Church Rd				App Total	GA-323 Gillsville Hwy (West)				App Total	GA-323 Gillsville Hwy (East)				App Total	
	Left 1.1	Right 1.2	U-Turn 1.3	App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total		Left 1.7	Thru 1.8	U-Turn 1.9	App Total		
0700 - 0715	0	-	0	0	0	-	1	1	0	2	0	2	-	0	2	4
0715 - 0730	0	-	1	0	1	-	1	0	0	1	0	2	-	0	2	4
0730 - 0745	1	-	0	0	1	-	3	0	0	3	0	2	-	0	2	6
0745 - 0800	1	-	0	0	1	-	2	0	0	2	0	3	-	0	3	6
Total	2	0	1	0	3	0	0	0	0	0	0	9	0	0	9	20
Approach %	66.67	0.00	33.33	0.00	-	0.00	87.50	12.50	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.50	0.00	0.25	0.00	0.75	0.00	0.58	0.25	0.00	0.67	0.00	0.75	0.00	0.00	0.75	0.83

[illegible]

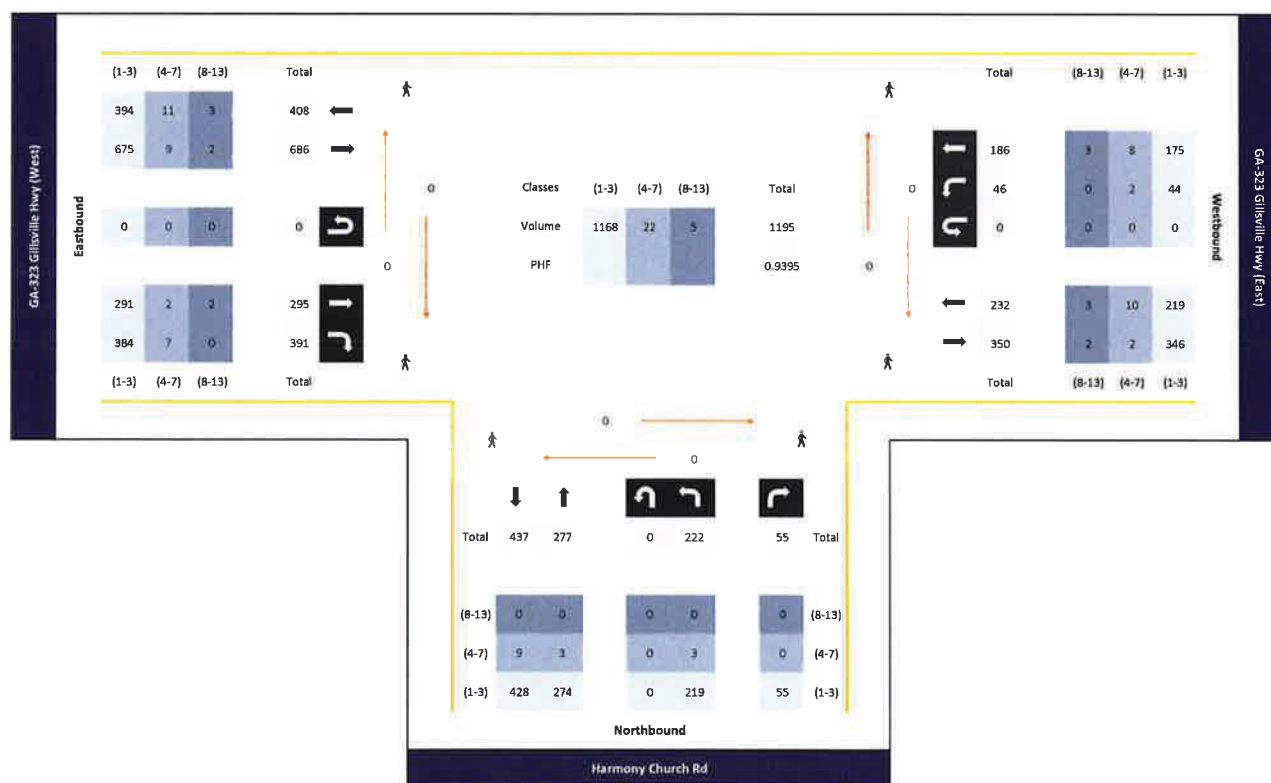
Tuesday, October 12, 2021	
Period	1600 - 1800
Peak Hour	1700 - 1800

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



	Northbound										Eastbound										Westbound									
	Harmony Church Rd										GA-323 Gillsville Hwy (West)										GA-323 Gillsville Hwy (East)									
Time	Left 1.1	Right 1.2	U-Turn 1.3	App Total						App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total											
1700 - 1715	5.0	-	11	0	61	-	-	-	-	0	-	60	92	0	152	12	41	-	0	53	266									
1715 - 1730	63	-	15	0	78	-	-	-	-	0	-	72	91	0	163	13	49	-	0	62	303									
1730 - 1745	61	-	14	0	75	-	-	-	-	0	-	85	105	0	190	8	45	-	0	53	318									
1745 - 1800	48	-	15	0	63	-	-	-	-	0	-	78	103	0	181	13	51	-	0	64	308									
Total	222	0	55	0	277	0	0	0	0	0	0	295	391	0	686	46	186	0	0	232	1195									
Approach %	80.14	0.00	19.86	0.00	-	0.00	0.00	0.00	0.00	-	0.00	43.00	57.00	0.00	-	19.83	80.17	0.00	0.00	-										
PHF	0.88	0.00	0.92	0.00	0.89	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.93	0.00	0.90	0.88	0.91	0.00	0.00	0.91	0.94									

[illegible]

	Northbound					Eastbound					Westbound									
	Harmony Church Rd					GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)									
Time	Left 1-1	Right 1-2	U-Turn 1-3	App Total							Left 1-1	Thru 1-8	U-Turn 1-9	App Total	Int Total					
1700 - 1715	50	-	11	0	51	-	-	-	-	0	60	92	0	152	11	37	-	0	48	261
1715 - 1730	62	-	15	0	77	-	-	-	-	0	70	86	0	156	13	47	-	0	50	293
1730 - 1745	60	-	14	0	74	-	-	-	-	0	84	105	0	189	7	44	-	0	51	314
1745 - 1800	47	-	15	0	62	-	-	-	-	0	77	101	0	178	13	47	-	0	60	300
Total	219	0	55	0	274	0	0	0	0	0	291	384	0	675	44	175	0	0	219	1168
Approach %	79.93	0.00	20.07	0.00	-	0.00	0.00	0.00	0.00	-	0.00	43.11	56.89	0.00	-	20.09	79.91	0.00	0.00	-
PHF	0.88	0.00	0.92	0.00	0.89	0.00	0.00	0.00	0.00	0.00	0.87	0.91	0.00	0.89	0.85	0.93	0.00	0.00	0.91	0.93

Time	Northbound					Eastbound					Westbound					Int	
	Harmony Church Rd				App Total	GA-323 Gillsville Hwy (West)				App Total	GA-323 Gillsville Hwy (East)						
	Left 1.1	Right 1.2	U-Turn 1.3	App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total		Left 1.7	Thru 1.8	U-Turn 1.9	App Total			
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
1715 - 1730	1	0	0	1	0	0	0	0	0	1	5	0	6	0	2	0	2
1730 - 1745	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	2
1745 - 1800	1	0	0	1	0	0	0	0	0	1	2	0	3	0	2	0	2
Total	3	0	0	0	3	0	0	0	0	0	2	7	0	9	2	8	0
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	22.22	77.78	0.00	-	20.00	80.00
PHF	0.75	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.50	0.35	0.00	0.38	0.50	0.67	0.00

Time	Northbound					Eastbound					Westbound					Int Total		
	Harmony Church Rd				App Total	GA-323 Gillesville Hwy (West)				App Total	GA-323 Gillesville Hwy (East)				App Total			
	Left 1.1	Right 1.2	U-Turn 1.3	App Total		Left 1.4	Right 1.5	U-Turn 1.6	App Total		Left 1.7	Thru 1.8	U-Turn 1.9	App Total				
1700 - 1715	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	1	1	1
1715 - 1730	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	0	1
1730 - 1745	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	0	1
1745 - 1800	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	2	-	2
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	5
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00
PIF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.00	0.38	0.63

[illegible]



[Click here for Map](#)

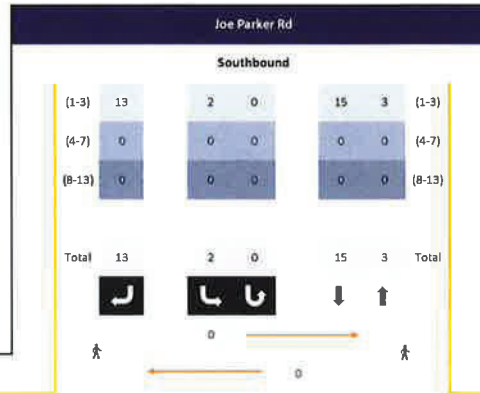
Peak Hour Turning Movement Count

Gainesville, GA



www.marrtraffic.com

Tuesday, October 12, 2021	
Period	0700 - 0900
Peak Hour	0715 - 0815

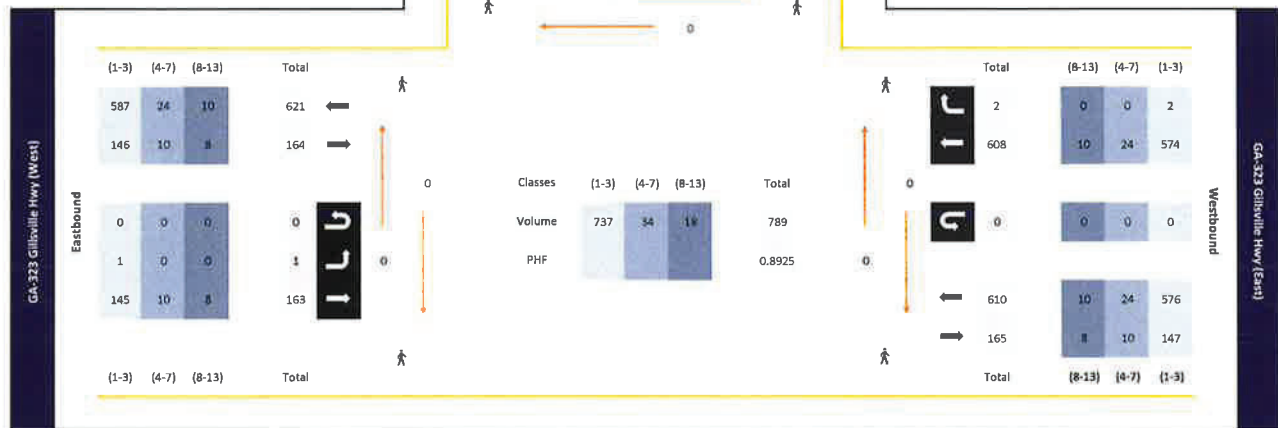


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Southbound										Eastbound				Westbound				Int Total		
	Joe Parker Rd										GA-323 Gillsville Hwy (West)				GA-323 Gillsville Hwy (East)						
					App Total	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total				
0715 - 0730	-	-	-	-	0	0	0	2	0	2	0	39	-	0	39	-	167	0	0	167	208
0730 - 0745	-	-	-	-	0	0	4	0	4	1	46	-	0	47	-	170	0	0	170	221	
0745 - 0800	-	-	-	-	0	2	4	0	6	0	41	-	0	41	-	155	1	0	156	203	
0800 - 0815	-	-	-	-	0	0	3	0	3	0	37	-	0	37	-	116	1	0	117	157	
Total	0	0	0	0	0	2	0	13	0	15	1	163	0	0	164	0	608	2	0	610	789
Approach %	0.00	0.00	0.00	0.00	-	13.33	0.00	86.67	0.00	-	0.61	99.39	0.00	0.00	-	0.00	99.67	0.33	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.81	0.00	0.63	0.25	0.89	0.00	0.00	0.87	0.00	0.89	0.50	0.00	0.90	0.89

Time	Southbound										Eastbound				Westbound				Int. Total		
	Joe Parker Rd										GA-323 Gillsville Hwy (West)				GA-323 Gillsville Hwy (East)						
					App. Total	Left 2.1	Right 2.2	U-Turn 2.3	App. Total	Left 2.4	Thru 2.5	U-Turn 2.6	App. Total	Thru 2.7	Right 2.8	U-Turn 2.9	App. Total				
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Time	Southbound										Eastbound					Westbound					Int. Total
	Joe Parker Rd										GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
					App Total	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total				
0715 - 0730	-	-	-	-	0	0	-	2	0	2	0	38	-	0	38	-	159	0	0	159	199
0730 - 0745	-	-	-	-	0	0	-	4	0	4	1	41	-	0	42	-	159	0	0	159	205
0745 - 0800	-	-	-	-	0	2	-	4	0	6	0	34	-	0	34	-	145	1	0	146	186
0800 - 0815	-	-	-	-	0	0	-	3	0	3	0	32	-	0	32	-	111	1	0	112	147
Total	0	0	0	0	0	2	0	13	0	15	1	145	0	0	146	0	574	2	0	576	737
Approach %	0.00	0.00	0.00	0.00	-	13.33	0.00	86.67	0.00	-	0.68	99.32	0.00	0.00	-	0.00	99.65	0.35	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.81	0.00	0.63	0.25	0.88	0.00	0.00	0.87	0.00	0.90	0.50	0.00	0.91	0.90

Time	Southbound										Eastbound					Westbound					Int Total
	Joe Packer Rd										GA-323 Greenville Hwy (West)					GA-323 Greenville Hwy (East)					
					App Total	Left 2.1	Right 2.2	U-Turn 2.3	App Total		Left 2.4	Thru 2.5	U-Turn 2.6	App Total		Thru 2.7	Right 2.8	U-Turn 2.9	App Total		
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	6	0	0	6	6
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	3	-	0	3	-	9	0	0	9	12
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	4	-	0	4	-	5	0	0	5	9
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	3	-	0	3	-	4	0	0	4	7
Total	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	24	0	0	24	34
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.00	0.67	0.00	0.00	0.67	0.71

Southbound															Eastbound					Westbound				
Joe Parker Rd															GA-323 Greenville Hwy (West)				GA-323 Greenville Hwy (East)					
					App Total	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total		Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total					
0715 - 0730	-	-	-	-	0	0	-	0	0	0	2	1	-	0	1	-	2	0	0	2	3			
0730 - 0745	-	-	-	-	0	0	-	0	0	0	2	-	0	2	-	2	0	0	2	4				
0745 - 0800	-	-	-	-	0	0	-	0	0	0	3	-	0	3	-	5	0	0	5	8				
0800 - 0815	-	-	-	-	0	0	-	0	0	0	2	-	0	2	-	1	0	0	1	3				
Total	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	10	0	0	10	18				
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-				
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.00	0.67	0.00	0.50	0.00	0.00	0.50	0.36				

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

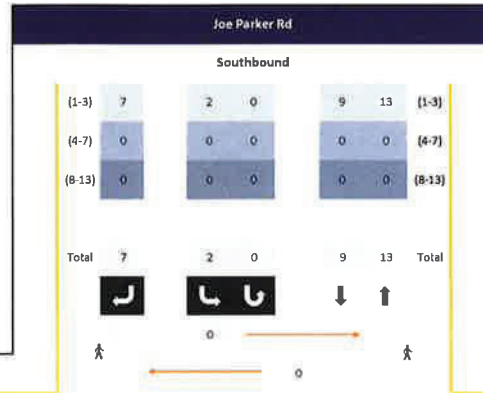
Gainesville, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Tuesday, October 12, 2021	
Period	1600 - 1800
Peak Hour	1700 - 1800

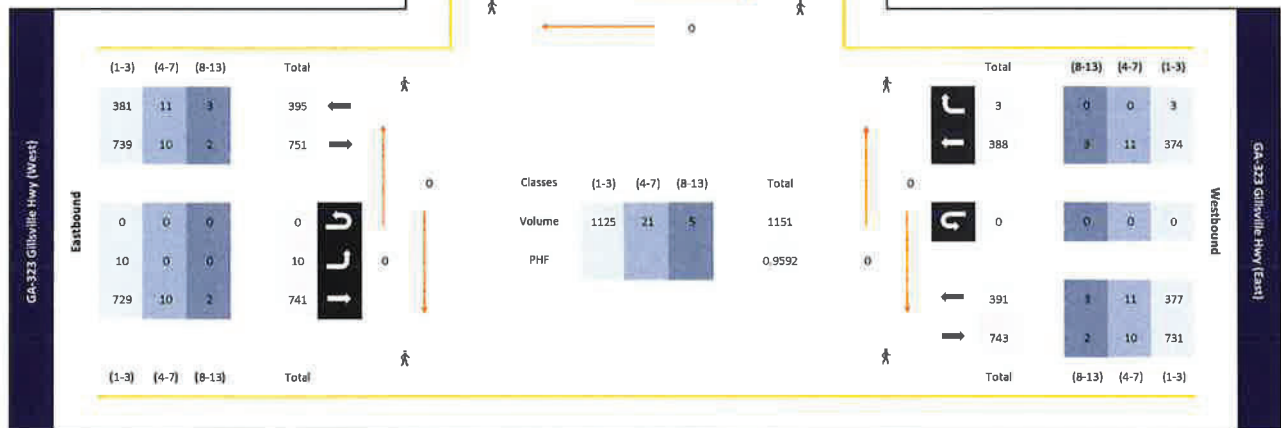


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Southbound										Eastbound				Westbound				Int. Total		
	Joe Parker Rd										GA-323 Gillsville Hwy (West)				GA-323 Gillsville Hwy (East)						
					App. Total	Left 2.1	Right 2.2	U-Turn 2.3	App. Total	Left 2.4	Thru 2.5	U-Turn 2.6	App. Total	Thru 2.7	Right 2.8	U-Turn 2.9	App. Total				
1700 - 1715	-	-	-	-	0	0	-	1	0	1	4	179	-	0	183	-	86	1	0	87	271
1715 - 1730	-	-	-	-	0	1	-	1	0	2	4	167	-	0	171	-	109	1	0	110	283
1730 - 1745	-	-	-	-	0	1	-	2	0	3	0	197	-	0	197	-	97	0	0	97	297
1745 - 1800	-	-	-	-	0	0	-	3	0	3	2	198	-	0	200	-	96	1	0	97	300
Total	0	0	0	0	0	2	0	7	0	9	10	741	0	0	751	0	388	3	0	391	1151
Approach %	0.00	0.00	0.00	0.00	-	22.22	0.00	77.78	0.00	-	1.33	98.67	0.00	0.00	-	0.00	99.23	0.77	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.58	0.00	0.75	0.63	0.94	0.00	0.00	0.94	0.00	0.89	0.75	0.00	0.89	0.96

Time	Southbound Joe Parker Rd										Eastbound GA-323 Gillsville Hwy (West)				Westbound GA-323 Gillsville Hwy (East)				Int Total		
					App Total	Left 2-1	Right 2-2	U-Turn 2-3	App Total	Left 2-4	Thru 2-5	U-Turn 2-6	App Total	Thru 2-7	Right 2-8	U-Turn 2-9	App Total				
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1730 - 1745	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1745 - 1800	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Time	Southbound										Eastbound					Westbound					Int. Total
	Joe Parker Rd										GA-323 Greenville Hwy [West]					GA-323 Greenville Hwy [East]					
					App. Total	Left 2.1	Right 2.2	U-Turn 2.3	App. Total	Left 2.4	Thru 2.5	U-Turn 2.6	App. Total	Thru 2.7	Right 2.8	U-Turn 2.9	App. Total				
1700 - 1715	-	-	-	-	0	0	-	1	0	1	4	177	-	0	181	-	82	1	0	83	265
1715 - 1730	-	-	-	-	0	1	-	1	0	2	4	165	-	0	169	-	105	1	0	106	272
1730 - 1745	-	-	-	-	0	1	-	2	0	3	0	194	-	0	194	-	95	0	0	95	297
1745 - 1800	-	-	-	-	0	0	-	3	0	3	2	193	-	0	195	-	92	1	0	93	291
Total	0	0	0	0	0	2	0	7	0	9	10	729	0	0	739	0	374	3	0	377	1125
Approach %	0.00	0.00	0.00	0.00	-	22.22	0.00	77.78	0.00	-	1.35	98.65	0.00	0.00	-	0.00	99.20	0.80	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.58	0.00	0.75	0.63	0.94	0.00	0.00	0.95	0.00	0.89	0.75	0.00	0.89	0.96

Time	Southbound										Eastbound					Westbound					Int Total
	Joe Parker Rd										GA-323 Greenville Hwy (West)					GA-323 Greenville Hwy (East)					
					App Total	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Thru 2.7	Right 2.8	U-Turn 2.9	App Total				
1700 - 1715	-	-	-	-	0	0	0	0	0	0	2	-	0	2	-	3	0	0	5	5	
1715 - 1730	-	-	-	-	0	0	0	0	0	0	2	-	0	2	-	3	0	0	3	5	
1730 - 1745	-	-	-	-	0	0	0	0	0	0	2	-	0	2	-	2	0	0	2	4	
1745 - 1800	-	-	-	-	0	0	0	0	0	0	4	-	0	4	-	3	0	0	3	7	
Total	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	11	0	0	11	21	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	100.00	0.00	0.00	-	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.00	0.92	0.00	0.00	0.92	0.75	

Time	Southbound										Eastbound					Westbound				
	Joe Parker Rd										GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)				
					App Total	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total		Thru 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total	
1700 - 1715	-	-	-	-	0	0	0	0	0	0	0	-	0	-	1	0	0	1	1	
1715 - 1730	-	-	-	-	0	0	0	0	0	0	0	-	0	-	1	0	0	1	1	
1730 - 1745	-	-	-	-	0	0	0	0	0	0	1	-	0	-	0	0	0	0	1	
1745 - 1800	-	-	-	-	0	0	0	0	0	0	1	-	0	-	1	0	0	1	2	
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	3	5	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	100.00	0.00	-	0.00	100.00	0.00	0.00	-	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.75	0.00	0.00	0.75	0.63	

Time	Southbound										Eastbound					Westbound					
	Joe Parker Rd										GA-323 Gillsville Hwy (West)					GA-323 Gillsville Hwy (East)					
					App Total	EB 2c	WB 2d				App Total	NB 2e	SB 2f		App Total	NB 2g	SB 2h		App Total	Int Total	
1700 - 1715	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1715 - 1730	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1730 - 1745	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1745 - 1800	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bi-Directional Class Count || NB EB 15min

Gainesville, GA



Site 3
GA-333 Gilchrist Hwy (West),
west of Joe Parker Rd

Date
Tuesday, October 12, 2021

Weather
Cloudy
69°F

Lat/Long
34.264962°, 83.749190°



[Click here for Map](#)

0000 - 2400 (24h Session) [10-12-2021]
NB EB 15min

Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	15min Total	60min Total
0000 - 0015	0	21	1	0	0	0	0	0	1	0	0	0	0	23	
0015 - 0030	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
0030 - 0045	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
0045 - 0100	0	12	2	0	0	0	0	0	1	0	0	0	0	15	62
0100 - 0115	0	6	2	0	0	0	0	0	2	0	0	0	0	10	
0115 - 0130	0	6	0	0	0	0	0	0	1	0	0	0	0	7	
0130 - 0145	0	6	3	0	0	0	0	0	2	0	0	0	0	11	
0145 - 0200	0	9	5	0	0	0	0	0	0	0	0	0	0	14	42
0200 - 0215	0	6	3	0	0	0	0	0	0	0	0	0	0	10	
0215 - 0230	0	4	4	0	0	0	0	0	1	0	0	0	0	9	
0230 - 0245	0	6	0	0	0	0	0	0	2	0	0	0	0	8	
0245 - 0300	0	10	1	0	0	0	0	0	0	0	0	0	0	11	38
0300 - 0315	0	6	3	0	0	1	0	0	1	0	0	0	0	11	
0315 - 0330	0	8	2	0	0	0	0	0	2	0	0	0	0	12	
0330 - 0345	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0345 - 0400	0	2	1	0	0	0	0	0	1	0	0	0	0	4	35
0400 - 0415	0	4	3	0	0	1	0	0	4	0	0	0	0	12	
0415 - 0430	0	12	1	0	0	0	0	0	1	0	0	0	0	14	
0430 - 0445	0	10	1	0	0	0	0	0	1	0	0	0	0	12	
0445 - 0500	0	4	5	0	0	0	0	0	2	0	0	0	0	11	49
0500 - 0515	0	7	3	0	0	0	0	0	1	0	0	0	0	11	
0515 - 0530	0	14	2	0	0	0	0	0	1	0	0	0	0	17	
0530 - 0545	0	22	6	0	1	0	0	0	3	0	0	0	0	32	
0545 - 0600	0	9	11	0	2	1	0	0	1	0	0	0	0	24	84
0600 - 0615	0	21	4	3	0	0	0	1	1	0	0	0	0	30	
0615 - 0630	0	13	6	1	1	0	0	0	2	0	0	0	0	23	
0630 - 0645	1	20	9	0	0	0	0	1	0	0	0	0	0	34	
0645 - 0700	0	25	10	0	1	0	0	0	0	0	0	0	0	36	123
0700 - 0715	0	24	6	0	1	0	0	1	1	0	0	0	0	33	
0715 - 0730	0	30	12	0	0	0	0	0	1	0	0	0	0	43	
0730 - 0745	0	26	13	0	4	0	0	2	1	0	0	0	0	46	
0745 - 0800	0	24	11	0	3	1	0	0	2	0	0	0	0	41	163
0800 - 0815	0	21	11	0	2	1	0	0	2	0	0	0	0	37	
0815 - 0830	0	23	16	0	0	0	0	0	0	0	0	0	0	39	
0830 - 0845	0	22	10	0	5	1	0	0	1	0	0	0	0	39	
0845 - 0900	0	21	16	0	4	0	0	0	1	0	0	0	0	42	157
0900 - 0915	0	21	20	0	4	1	0	1	1	0	0	0	0	48	
0915 - 0930	0	26	16	0	5	2	0	1	2	0	0	0	0	53	
0930 - 0945	0	28	21	0	7	1	0	1	0	0	0	0	0	55	
0945 - 1000	0	30	17	0	7	1	0	4	1	1	0	0	0	61	217
1000 - 1015	0	23	17	0	5	2	0	0	1	0	0	0	0	48	
1015 - 1030	1	27	20	0	2	2	0	1	2	0	0	0	0	55	
1030 - 1045	0	32	14	0	6	0	0	0	4	0	0	0	0	56	
1045 - 1100	0	40	27	0	7	1	0	0	3	0	0	0	0	71	230
1100 - 1115	0	41	13	0	2	0	0	0	1	0	0	0	0	60	
1115 - 1130	0	42	14	0	3	2	0	0	1	0	0	0	0	62	
1130 - 1145	0	49	19	0	3	1	0	0	3	0	0	0	0	75	
1145 - 1200	0	54	30	0	0	2	0	0	0	0	0	0	0	89	286
1200 - 1215	0	49	18	0	2	0	0	1	1	0	0	0	0	71	
1215 - 1230	0	58	22	0	2	1	0	3	3	0	0	0	0	89	
1230 - 1245	0	59	13	0	1	0	0	1	1	0	0	0	0	81	
1245 - 1300	0	45	15	0	1	1	1	1	0	0	0	0	0	64	305
1300 - 1315	0	63	15	0	1	0	0	0	0	0	0	0	0	79	
1315 - 1330	0	56	20	0	1	3	1	0	0	0	0	0	0	81	
1330 - 1345	0	54	26	0	1	0	0	1	1	0	0	0	0	85	
1345 - 1400	0	56	25	0	5	2	0	0	1	0	0	0	0	89	334
1400 - 1415	1	63	14	0	0	0	0	2	0	0	0	0	0	81	
1415 - 1430	0	75	20	0	0	2	0	1	1	0	0	0	0	99	
1430 - 1445	0	69	20	1	3	1	0	0	2	0	0	0	0	96	
1445 - 1500	0	77	33	0	2	1	0	0	0	0	0	0	0	113	389
1500 - 1515	0	92	24	0	2	0	1	0	0	0	0	0	0	122	
1515 - 1530	1	88	41	0	1	2	0	0	1	0	0	0	0	134	
1530 - 1545	0	80	41	0	0	0	0	1	2	0	0	0	0	127	
1545 - 1600	0	110	33	0	2	2	0	2	1	0	0	0	0	150	533
1600 - 1615	0	110	30	0	2	0	0	0	3	0	0	0	0	145	
1615 - 1630	0	91	42	0	1	0	0	1	0	0	0	0	0	135	
1630 - 1645	0	135	35	0	1	0	0	0	1	0	0	0	0	172	
1645 - 1700	0	114	49	0	3	0	0	0	0	0	0	0	0	166	618
1700 - 1715	0	121	62	0	0	1	0	0	0	0	0	0	0	184	
1715 - 1730	0	118	46	1	3	1	0	1	0	0	0	0	0	170	
1730 - 1745	1	146	43	0	2	0	0	1	0	0	0	0	0	193	
1745 - 1800	0	156	40	0	0	2	0	0	0	0	0	0	0	198	745
1800 - 1815	0	119	51	0	4	1	0	0	1	0	0	0	0	176	
1815 - 1830	0	112	43	0	0	0	0	0	0	0	0	0	0	155	
1830 - 1845	2	101	28	1	3	0	0	0	1	0	0	0	0	136	
1845 - 1900	0	102	46	0	4	0	0	0	0	0	0	0	0	152	619
1900 - 1915	0	110	44	0	11	0	0	0	1	0	0	0	0	166	
1915 - 1930	0	97	26	0	3	0	0	0	0	0	0	0	0	124	
1930 - 1945	0	87	40	0	1	0	0	0	0	0	0	0	0	128	
1945 - 2000	0	100	15	0	5	0	0	0	1	0	0	0	0	121	539
2000 - 2015	0	85	18	0	1	1	0	0	0	0	0	0	0	105	
2015 - 2030	0	91	12	0	1	0	0	1	0	0	0	0	0	105	
2030 - 2045	0	55	4	0	1	0	0	1	2	0	0	0	0	63	
2045 - 2100	0	84	6	0	0	0	0	0	1	0	0	0	0	91	364
2100 - 2115	0	77	2	0	1	0	0	0	0	0	0	0	0	80	
2115 - 2130	0	76	4	0	0	0	0	0	0	0	0	0	0	80	
2130 - 2145	0	51	9	0	0	0	0	0	1	0	0	0	0	63	
2145 - 2200	0	70	0	0	0	0	0	1	0	0	0	0	0	71	284
2200 - 2215	0	43	3	0	0	0	0	0	1	0	0	0	0	47	
2215 - 2230	0	54	2	0	0	0	0	0	1	0	0	0	0	57	
2230 - 2245	1	37	2	0	0	0	0	0	1	0	0	0	0	41	
2245 - 2300	0	34	4	0	0	1	0	1	0	0	0	0	0	44	189
2300 - 2315	0	38	2	0	0	0	0	0	0	0	0	0	0	42	
2315 - 2330	0	39	1	0	0	0	0	0	0	0	0	0	0	40	
2330 - 2345	0	24	1	0	0	0	0	0	1	0	0	0	0	26	
2345 - 0000	0	28	0	0	0	0	0	0	1	0	0	0	0	29	137

Session Total	8	1094	1107	7	112	46	1	12	117	1	0	0	0	6557
Session Average	0.08	48.90	15.70	0.07	1.48	0.48	0.01	0.11	1.17	0.01	0.00	0.00	0.00	48.25
Session Percentage	0.12	71.64	13.00	0.11	2.17	0.70	0.05	0.49	1.71	0.07	0.00	0.00	0.00	
AM Peak Hour	0545 - 0645	0945 - 1045	0930 - 1030	0530 - 0630	0945 - 1045	0915 - 1015	-	0900 - 1000	0845 - 0945	0900 - 1000	-	-	-	0945 - 1045
AM Peak Volume	1	112	75	4	20	8	0	8	9	3	0	0	0	220
Noon Peak Hour	1000 - 1100	1445 - 1545	1445 - 1545	1000 - 1100	1000 - 1100	1230 - 1330	1200 - 1300	1015 - 1115	-	-	-	-	-	1445 -

Bi-Directional Class Count || SB WB 15min

Gainesville, GA



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Site 1
GA 323 Gilchrist Hwy (West),
west of Lee Parker Rd

Date
Tuesday, October 12, 2021

Weather
Cloudy
69°F

Lat/Long
34.264562°, 83.749190°

[Click here for Map](#)

0000 - 2400 (24h Session) (10-12-2021)
SB WB 15min

Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	15min Total	60min Total
0000 - 0015	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0015 - 0030	0	11	0	0	0	0	0	0	1	0	0	0	0	12	
0030 - 0045	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0045 - 0100	0	7	1	0	0	0	0	0	0	0	0	0	0	8	35
0100 - 0115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0115 - 0130	0	3	0	0	0	0	0	0	1	0	0	0	0	4	
0130 - 0145	0	4	1	0	1	0	0	0	2	0	0	0	0	8	
0145 - 0200	0	5	0	0	0	0	0	0	1	0	0	0	0	6	21
0200 - 0215	0	5	1	0	0	0	0	0	2	0	0	0	0	6	
0215 - 0230	0	3	2	0	0	0	0	0	2	0	0	0	0	7	
0230 - 0245	0	7	1	0	0	0	0	0	2	0	0	0	0	10	
0245 - 0300	0	6	2	0	0	0	0	0	2	0	0	0	0	10	39
0300 - 0315	0	3	0	0	0	0	0	0	2	0	0	0	0	5	
0315 - 0330	0	8	2	0	0	1	0	0	2	0	0	0	0	13	
0330 - 0345	0	15	4	0	0	0	0	0	2	0	0	0	0	21	
0345 - 0400	0	4	5	0	0	0	0	0	0	0	0	0	0	9	48
0400 - 0415	0	13	5	0	1	1	0	0	0	0	0	0	0	20	
0415 - 0430	0	21	6	0	0	0	0	0	1	0	0	0	0	28	
0430 - 0445	0	34	7	0	0	0	0	0	1	0	0	0	0	42	
0445 - 0500	0	38	15	0	0	0	0	0	0	0	0	0	0	51	141
0500 - 0515	0	56	7	0	0	0	0	0	0	0	0	0	0	65	
0515 - 0530	0	73	11	0	1	1	0	0	0	0	0	0	0	88	
0530 - 0545	1	94	20	1	2	1	0	0	2	0	0	0	0	121	
0545 - 0600	0	71	20	1	1	2	0	0	0	0	0	0	0	95	369
0600 - 0615	0	65	39	0	6	2	0	0	1	0	0	0	0	113	
0615 - 0630	0	110	18	0	5	0	0	0	3	0	0	0	0	136	
0630 - 0645	0	122	33	0	2	1	0	1	3	0	0	0	0	152	
0645 - 0700	0	87	18	0	2	2	0	0	1	0	0	0	0	120	521
0700 - 0715	0	76	26	0	4	1	0	0	2	0	0	0	0	109	
0715 - 0730	0	111	48	0	6	1	0	0	0	0	0	0	0	169	
0730 - 0745	0	126	39	0	6	1	0	0	1	0	0	0	0	175	
0745 - 0800	0	109	40	0	5	0	0	0	2	0	0	0	0	159	612
0800 - 0815	1	73	39	0	4	1	0	1	0	0	0	0	0	119	
0815 - 0830	0	77	33	0	4	0	1	0	1	0	0	0	0	118	
0830 - 0845	0	73	25	0	3	1	0	0	1	0	0	0	0	103	
0845 - 0900	0	65	20	0	2	0	0	0	2	0	0	0	0	89	429
0900 - 0915	0	67	22	0	8	1	0	1	1	0	0	0	0	100	
0915 - 0930	1	51	18	0	4	2	0	1	2	0	0	0	0	79	
0930 - 0945	0	67	25	0	2	0	0	0	0	0	0	0	0	97	
0945 - 1000	0	59	14	0	0	1	0	0	0	0	0	0	0	74	350
1000 - 1015	0	55	20	0	2	2	0	1	2	0	0	0	0	82	
1015 - 1030	0	69	23	0	3	1	0	2	3	0	0	0	0	101	
1030 - 1045	0	75	31	0	3	2	0	2	1	0	0	0	0	114	
1045 - 1100	0	56	15	0	3	2	0	0	3	0	0	0	0	79	376
1100 - 1115	0	58	20	0	4	0	0	1	1	0	0	0	0	84	
1115 - 1130	0	59	22	0	2	2	0	1	4	0	0	0	0	90	
1130 - 1145	0	55	14	0	2	2	0	0	2	1	0	0	0	76	
1145 - 1200	0	56	28	0	1	5	0	1	0	0	0	0	0	91	341
1200 - 1215	0	50	28	0	2	1	0	0	2	0	0	0	0	83	
1215 - 1230	1	57	23	0	1	3	0	0	1	0	0	0	0	86	
1230 - 1245	0	67	16	0	4	3	0	0	1	1	0	0	0	92	
1245 - 1300	0	63	18	0	3	0	0	0	3	0	0	0	0	87	348
1300 - 1315	0	69	23	0	4	0	0	1	0	0	0	0	0	97	
1315 - 1330	0	61	22	0	2	2	0	2	0	0	0	0	0	89	
1330 - 1345	0	70	27	0	3	1	0	0	0	0	0	0	0	101	
1345 - 1400	1	70	20	0	3	0	0	1	3	0	0	0	0	78	365
1400 - 1415	0	81	11	0	1	2	0	0	0	0	0	0	0	85	
1415 - 1430	1	62	25	0	1	1	0	1	0	0	0	0	0	91	
1430 - 1445	0	60	27	0	2	0	0	1	0	0	0	0	0	90	
1445 - 1500	0	42	28	0	6	0	0	3	1	0	0	0	0	80	346
1500 - 1515	1	60	22	0	5	2	0	0	2	0	0	0	0	92	
1515 - 1530	1	69	24	0	3	1	0	0	0	0	0	0	0	98	
1530 - 1545	0	78	22	0	1	1	0	0	1	0	0	0	0	103	
1545 - 1600	0	74	23	0	1	0	0	1	1	0	0	0	0	100	393
1600 - 1615	0	80	21	0	3	1	0	0	5	0	0	1	0	111	
1615 - 1630	0	85	24	0	2	0	0	0	0	0	0	0	0	111	
1630 - 1645	1	58	29	0	0	0	0	0	0	0	0	0	0	88	
1645 - 1700	0	53	17	0	1	0	0	0	1	0	0	0	0	72	382
1700 - 1715	1	64	20	0	3	0	0	0	1	0	0	0	0	87	
1715 - 1730	0	79	28	0	2	1	0	0	1	0	0	0	0	111	
1730 - 1745	0	75	24	1	1	0	0	0	0	0	0	0	0	101	
1745 - 1800	0	74	21	0	3	0	0	1	0	0	0	0	0	99	398
1800 - 1815	0	85	20	0	1	0	0	0	1	0	0	0	0	107	
1815 - 1830	1	70	28	0	1	0	0	0	0	0	0	0	0	100	
1830 - 1845	0	77	18	0	1	0	0	0	0	0	0	0	0	106	
1845 - 1900	0	80	14	0	2	0	0	0	0	0	0	0	0	96	409
1900 - 1915	0	54	18	0	1	0	0	0	0	0	0	0	0	73	
1915 - 1930	0	64	25	0	0	0	0	0	0	0	0	0	0	89	
1930 - 1945	0	71	11	0	0	0	0	0	1	0	0	0	0	83	
1945 - 2000	0	70	5	0	1	1	0	0	0	0	0	0	0	77	322
2000 - 2015	1	60	9	0	0	0	0	0	0	0	0	0	0	70	
2015 - 2030	0	47	5	0	0	0	0	0	0	0	0	0	0	52	
2030 - 2045	0	42	2	0	0	0	0	0	0	0	0	0	0	44	
2045 - 2100	0	47	0	0	0	1	0	0	1	0	0	0	0	49	215
2100 - 2115	0	39	4	0	0	0	0	0	0	0	0	0	0	43	
2115 - 2130	0	40	2	0	0	0	0	0	0	0	0	0	0	42	
2130 - 2145	0	34	1	0	0	0	0	0	0	0	0	0	0	37	
2145 - 2200	0	34	1	0	0	0	0	0	0	0	0	0	0	34	156
2200 - 2215	0	33	1	0	0	0	0	0	0	0	0	0	0	34	
2215 - 2230	0	26	1	0	1	0	0	0	2	0	0	0	0	30	
2230 - 2245	0	31	2	0	0	0	0	0	1	0	0	0	0	34	
2245 - 2300	0	22	0	0	0	0	0	0	0	0	0	0	0	22	120
2300 - 2315	0	16	0	0	0	0	0	0	0	0	0	0	0	17	
2315 - 2330	0	16	0	0	1	0	0	0	0	0	0	0	0	17	
2330 - 2345	0	9	0	0	1	0	0	0	0	0	0	0	0	10	
2345 - 0000	0	13	1	0	0	0	0	0	0	0	0	0	0	14	58

Session Total	17	4592	1472	3	154	42	1	24	45	2	0	1	0	2748
Session Average	0.13	31.64	15.33	0.03	1.65	0.65	0.01	0.35	0.90	0.03	0.00	0.01	0.00	20.71
Session Percentage	0.18	33.03	21.69	0.04	2.33	0.93	0.01	0.50	1.27	0.03	0.00	0.01	0.00	70.15
AM Peak Hour	0500 - 0600	0700 - 0800	0715 - 0815	0500 - 0600	0700 - 0800	0915 - 1015	0730 - 0830	0715 - 0815	0615 - 0715	-	-	-	-	0715 - 0815
AM Peak Volume	1	422	166	2	21	8	1	7	9	0	0	0	0	622
Noon Peak Hour	1130 - 1430	1245 - 1345	1415 - 1515	-	1430 - 1530	1745 - 1745	-	1230 - 1330	1045 - 1145	1045 - 1145	-	-	-	1015 - 1115
Noon Peak Volume	2	263	102	0	16	12	0	6	10	1	0	0	0	378
PM Peak Hour	1500 - 1600	1530 - 1630	1545 - 1645	1645 - 1745	1500 - 1600	1500 - 1600	-	1500 - 1600	1315 - 1815	-	-	1315 - 1815	-	1500 - 1600
PM Peak Volume	2	311	97	2	20	4	0	3	2	0	0	1	0	471

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

Gainesville, GA



Site 3
GA-323 (Gillsville Hwy (West)),
west of Joe Parker Rd

Date
Tuesday, October 12, 2021

Weather
Cloudy
69°F

Lat/Long
34.264962°, -83.749190°

0000 - 2400 (24h Session) (10-12-2021)
Bi-Directional 15min

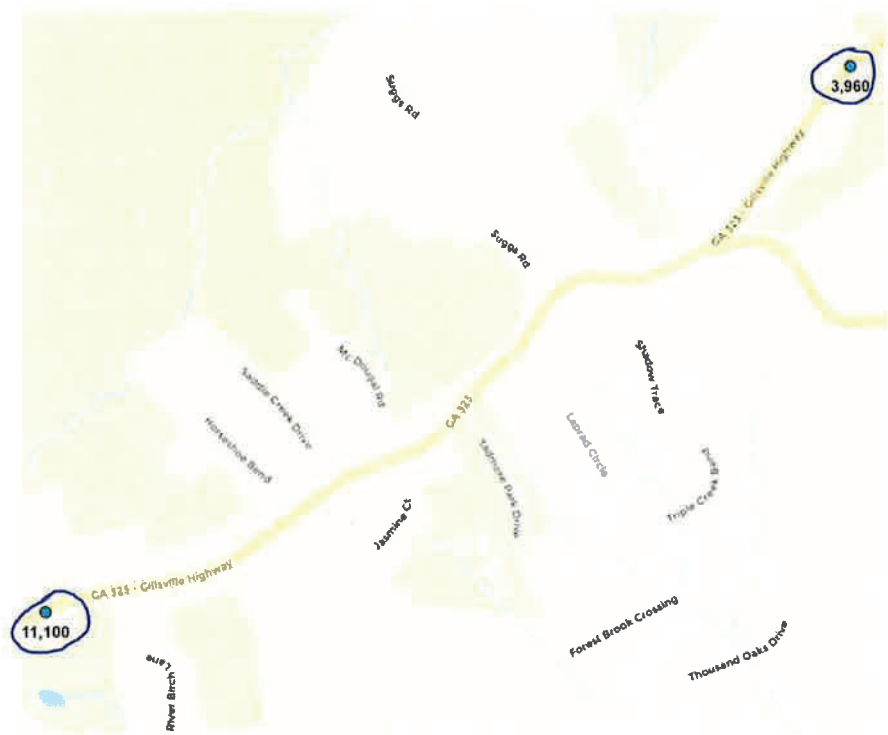
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	15min Total	60min Total
0000 - 0015	0	29	1	0	0	0	0	0	1	0	0	0	0	31	97
0015 - 0030	0	23	2	0	0	0	0	0	1	0	0	0	0	26	
0030 - 0045	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
0045 - 0100	0	19	3	0	0	0	0	0	1	0	0	0	0	23	
0100 - 0115	0	9	2	0	0	0	0	0	2	0	0	0	0	13	63
0115 - 0130	0	9	0	0	0	0	0	0	2	0	0	0	0	11	
0130 - 0145	0	10	4	0	1	0	0	0	4	0	0	0	0	19	
0145 - 0200	0	14	5	0	0	0	0	0	1	0	0	0	0	20	
0200 - 0215	0	11	4	0	0	0	0	0	1	0	0	0	0	16	71
0215 - 0230	0	7	6	0	0	0	0	0	1	0	0	0	0	16	
0230 - 0245	0	13	1	0	0	0	0	0	4	0	0	0	0	18	
0245 - 0300	0	16	3	0	0	0	0	0	2	0	0	0	0	21	
0300 - 0315	0	9	3	0	0	1	0	0	3	0	0	0	0	16	83
0315 - 0330	0	16	4	0	0	1	0	0	4	0	0	0	0	25	
0330 - 0345	0	21	6	0	0	0	0	0	2	0	0	0	0	29	
0345 - 0400	0	6	6	0	0	0	0	0	1	0	0	0	0	13	
0400 - 0415	0	17	8	0	1	2	0	0	1	0	0	0	0	32	190
0415 - 0430	0	33	7	0	0	0	0	0	2	0	0	0	0	42	
0430 - 0445	0	44	8	0	0	0	0	0	2	0	0	0	0	54	
0445 - 0500	0	40	20	0	0	0	0	0	2	0	0	0	0	62	
0500 - 0515	0	63	10	0	0	0	0	0	1	0	0	0	0	76	453
0515 - 0530	0	87	13	0	1	1	0	0	1	0	0	0	0	105	
0530 - 0545	1	116	26	1	1	1	0	0	5	0	0	0	0	153	
0545 - 0560	0	80	31	1	1	1	0	0	1	0	0	0	0	119	
0560 - 0515	0	86	43	3	6	2	0	1	2	0	0	0	0	143	644
0615 - 0630	0	123	24	1	6	0	0	0	5	0	0	0	0	159	
0630 - 0645	1	142	32	0	3	1	0	2	5	0	0	0	0	186	
0645 - 0700	0	112	38	0	3	2	0	0	1	0	0	0	0	156	
0700 - 0715	0	108	32	0	5	1	0	1	1	0	0	0	0	142	775
0715 - 0730	0	141	60	0	6	1	0	1	1	0	0	0	0	212	
0730 - 0745	0	152	52	0	10	3	0	2	1	0	0	0	0	221	
0745 - 0800	0	133	51	0	8	1	0	3	4	0	0	0	0	200	
0800 - 0815	1	94	50	0	6	2	0	1	2	0	0	0	0	156	586
0815 - 0830	0	100	49	0	4	0	1	0	3	0	0	0	0	157	
0830 - 0845	0	95	35	0	8	2	0	0	2	0	0	0	0	142	
0845 - 0900	0	86	38	0	6	0	0	0	3	0	0	0	0	131	
0900 - 0915	0	88	42	0	12	2	0	2	2	0	0	0	0	148	567
0915 - 0930	1	77	34	0	9	4	0	2	5	0	0	0	0	132	
0930 - 0945	0	95	46	0	3	4	0	0	8	0	0	0	0	152	
0945 - 1000	0	89	31	0	7	2	0	4	1	1	0	0	0	135	
1000 - 1015	0	78	37	0	7	4	0	1	1	0	0	0	0	120	606
1015 - 1030	1	96	41	0	5	3	0	3	5	0	0	0	0	156	
1030 - 1045	0	107	45	0	9	3	0	2	5	0	0	0	0	170	
1045 - 1100	0	96	43	0	5	3	0	0	4	0	0	0	0	150	
1100 - 1115	0	99	33	0	5	2	0	1	4	0	0	0	0	144	627
1115 - 1130	0	101	36	0	5	4	0	1	5	0	0	0	0	152	
1130 - 1145	0	104	33	0	3	0	0	0	1	0	0	0	0	151	
1145 - 1200	0	110	34	0	1	7	0	1	3	0	0	0	0	180	
1200 - 1215	0	99	46	0	4	1	0	1	3	0	0	0	0	154	653
1215 - 1230	1	115	45	0	3	4	0	3	4	0	0	0	0	175	
1230 - 1245	0	126	29	0	8	4	0	1	4	1	0	0	0	173	
1245 - 1300	0	108	33	0	4	1	1	4	0	0	0	0	0	151	
1300 - 1315	0	132	38	0	5	0	0	1	0	0	0	0	0	176	699
1315 - 1330	0	117	42	0	1	5	1	2	0	0	0	0	0	170	
1330 - 1345	0	124	53	0	4	1	0	1	3	0	0	0	0	188	
1345 - 1400	1	106	45	0	8	2	0	1	4	0	0	0	0	167	
1400 - 1415	1	122	35	0	2	2	0	2	2	0	0	0	0	166	735
1415 - 1430	1	137	45	0	1	3	0	2	1	0	0	0	0	190	
1430 - 1445	0	129	47	1	5	1	0	1	3	0	0	0	0	186	
1445 - 1500	0	119	81	0	8	1	0	3	1	0	0	0	0	193	
1500 - 1515	1	152	46	0	7	3	1	0	5	0	0	0	0	214	926
1515 - 1530	2	157	69	0	4	3	0	0	1	0	0	0	0	232	
1530 - 1545	0	158	63	0	4	1	0	1	3	0	0	0	0	230	
1545 - 1600	0	184	56	0	3	2	0	3	2	0	0	0	0	250	
1600 - 1615	0	190	51	0	5	1	0	0	4	0	0	0	0	256	1000
1615 - 1630	0	176	86	0	3	0	0	1	8	0	0	0	0	246	
1630 - 1645	1	193	64	0	1	0	0	0	1	0	0	0	0	260	
1645 - 1700	0	167	66	0	4	0	0	0	1	0	0	0	0	238	
1700 - 1715	1	183	82	0	3	1	0	0	1	0	0	0	0	271	1143
1715 - 1730	0	197	78	1	5	2	0	1	1	0	0	0	0	281	
1730 - 1745	1	221	67	1	3	0	0	2	1	0	0	0	0	294	
1745 - 1800	0	230	61	0	3	2	0	1	0	0	0	0	0	297	
1800 - 1815	0	204	71	0	5	1	0	0	2	0	0	0	0	283	1028
1815 - 1830	1	182	71	0	1	0	0	0	0	0	0	0	0	255	
1830 - 1845	2	178	56	1	4	0	0	0	1	0	0	0	0	242	
1845 - 1900	0	182	80	0	6	0	0	0	0	0	0	0	0	248	
1900 - 1915	0	164	62	0	12	0	0	0	1	0	0	0	0	239	861
1915 - 1930	0	161	51	0	1	0	0	0	0	0	0	0	0	233	
1930 - 1945	0	158	51	0	1	0	0	0	1	0	0	0	0	211	
1945 - 2000	0	170	20	0	6	1	0	0	1	0	0	0	0	198	
2000 - 2015	1	145	27	0	1	1	0	0	0	0	0	0	0	175	579
2015 - 2030	0	138	17	0	1	0	0	1	0	0	0	0	0	157	
2030 - 2045	0	97	6	0	1	0	0	0	1	2	0	0	0	107	
2045 - 2100	0	131	6	0	0	1	0	0	2	0	0	0	0	140	
2100 - 2115	0	116	6	0	1	0	0	0	0	0	0	0	0	123	450
2115 - 2130	0	116	6	0	0	0	0	0	0	0	0	0	0	122	
2130 - 2145	0	85	12	0	2	0	0	0	1	0	0	0	0	100	
2145 - 2200	0	104	0	0	0	0	0	1	0	0	0	0	0	105	
2200 - 2215	0	76	4	0	0	0	0	0	1	0	0	0	0	81	309
2215 - 2230	0	80	3	0	1	0	0	0	2	1	0	0	0	87	
2230 - 2245	1	68	4	0	0	0	0	0	2	0	0	0	0	75	
2245 - 2300	0	60	4	0	0	1	0	1	0	0	0	0	0	66	
2300 - 2315	0	54	2	0	0	0	0	0	3	0	0	0	0	59	105
2315 - 2330	0	55	1	0	1	0	0	0	0	0	0	0	0	57	
2330 - 2345	0	33	1	0	1	0	0	0	0	0	0	0	0	36	
2345 - 0000	0	41	3	0	0	0	0	0	1	0	0	0	0	43	

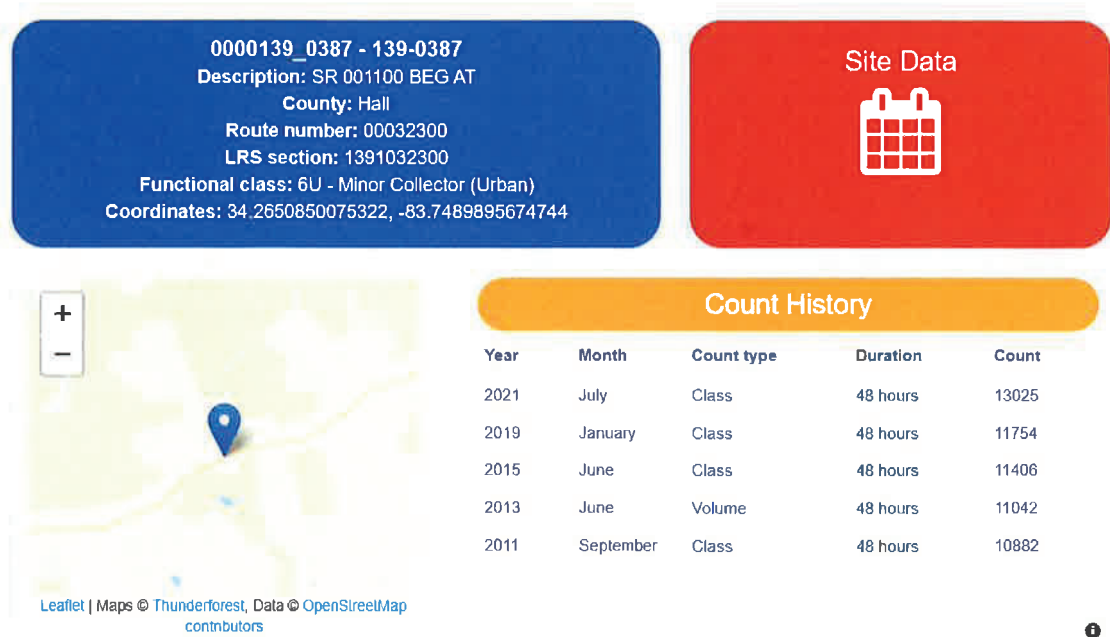
Session Total	10	9651	2979	10	100	108	4	66	198	1	0	1	0	13340
Session Average	0.21	100.53	11.01	0.10	3.33	1.13	0.04	0.09	2.06	0.03	0.00	0.01	0.00	118.96
Session Percentage	0.15	72.35	22.33	0.07	2.25	0.81	0.03	0.49	1.48	0.02	0.00	0.01	0.00	

Appendix D

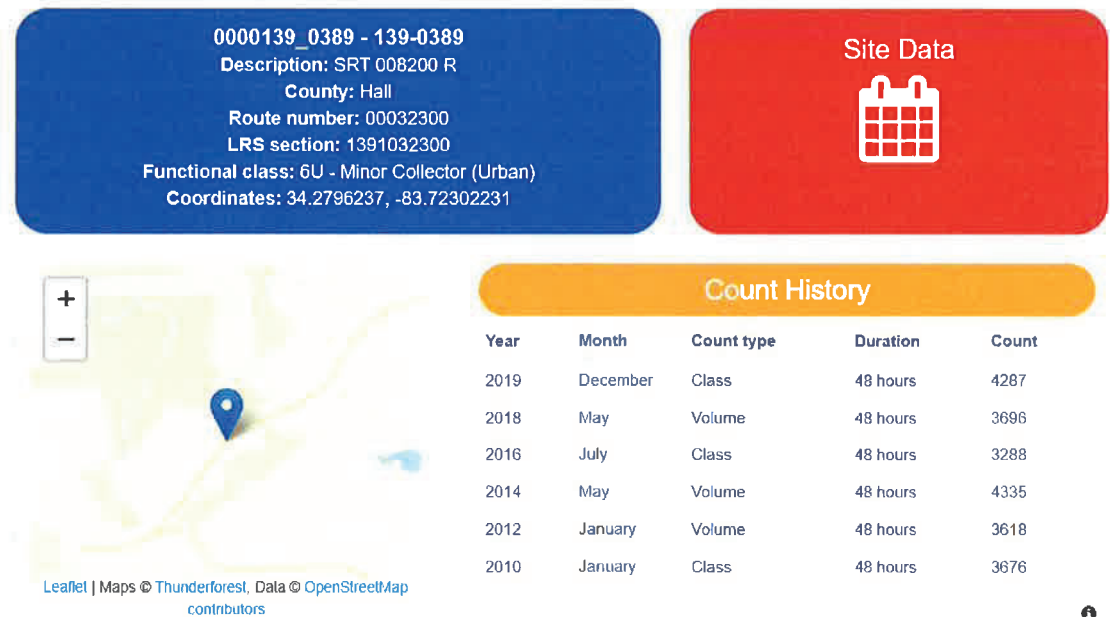
GDOT Traffic Data

Location Map of GDOT Count Stations





1



2

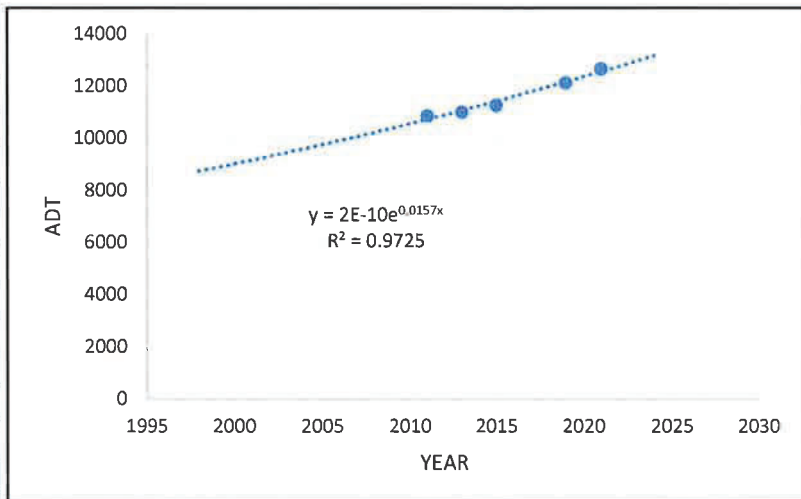
Count Station: GDOT #139-0387
 Street: SR 323/Gillsville Highway
 Location: West of Joe Parker Road
 Source: GDOT

YEAR	ADT	TREND
1998		8800
1999		8900
2000		9000
2001		9200
2002		9300
2003		9500
2004		9600
2005		9800
2006		9900
2007		10100
2008		10200
2009		10400
2010		10600
2011	10885	10700
2012		10900
2013	11024	11100
2014		11300
2015	11284	11400
2016		11600
2017		11800
2018		12000
2019	12147	12200
2020		12400
2021	12684	12600
2022		12800
2023		13000
2024		13200

10-Years of Count Data

Trend Annual Historic Compound Growth Rate

2.08%



Count Station: GDOT #139-0389

Street: SR 323/Gillsville Highway

Location: East of Holly Springs Road

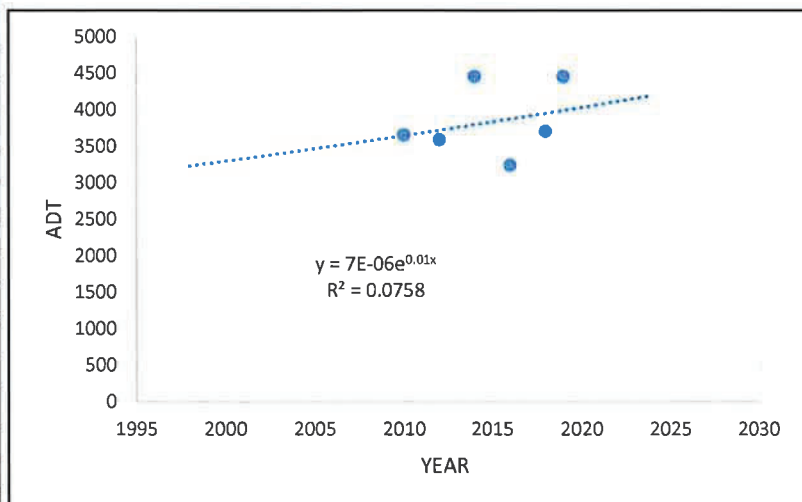
Source: GDOT

YEAR	ADT	TREND
1998		3200
1999		3300
2000		3300
2001		3300
2002		3400
2003		3400
2004		3400
2005		3500
2006		3500
2007		3500
2008		3600
2009		3600
2010	3660	3600
2011		3700
2012	3598	3700
2013		3800
2014	4462	3800
2015		3800
2016	3249	3900
2017		3900
2018	3710	4000
2019	4458	4000
2020		4000
2021		4100
2022		4100
2023		4200
2024		4200

9-Years of Count Data

Trend Annual Historic Compound Growth Rate

1.22%



Appendix E

Intersection Volume Development

**Traffic Impact Study
Gillsville Highway Development
Intersection Traffic Volumes**

Intersection: #1 - SR 323/Gillsville Highway at Harmony Church Road (Traffic Signal)

A.M. PEAK HOUR

Condition	Harmony Church Road Northbound				N/A Southbound				SR 323/Gillsville Highway Eastbound			SR 323/Gillsville Highway Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)		339		24						94	66	21	265	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Base Condition (2027)	0	382	0	27	0	0	0	0	0	106	74	24	298	0
Project Trips:														
Trip Distribution IN		10%											10%	
Trip Distribution OUT										10%	10%			
Residential Trips	0	7	0	0	0	0	0	0	0	20	20	0	7	0
Total Project Trips	0	7	0	0	0	0	0	0	0	20	20	0	7	0
Buildout Total (2027)	0	389	0	27	0	0	0	0	0	126	94	24	305	0

P.M. PEAK HOUR

Condition	Harmony Church Road Northbound				N/A Southbound				SR 323/Gillsville Highway Eastbound			SR 323/Gillsville Highway Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)		222		55						295	391	46	186	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Base Condition (2027)	0	250	0	62	0	0	0	0	0	332	440	52	209	0
Project Trips:														
Trip Distribution IN		10%											10%	
Trip Distribution OUT										10%	10%			
Residential Trips	0	22	0	0	0	0	0	0	0	13	13	0	22	0
Total Project Trips	0	22	0	0	0	0	0	0	0	13	13	0	22	0
Buildout Total (2027)	0	272	0	62	0	0	0	0	0	345	453	52	231	0

Traffic Impact Study
Gillsville Highway Development
Intersection Traffic Volumes

Intersection: #2 - SR 323/Gillsville Highway at Joe Parker Road

A.M. PEAK HOUR

Condition	N/A Northbound				Joe Parker Road Southbound				SR 323/Gillsville Highway Eastbound			SR 323/Gillsville Highway Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)						2		13	1	163			608	2
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Base Condition (2027)	0	0	0	0	0	2	0	15	1	184	0	0	685	2
Project Trips:														
Trip Distribution IN										80%				
Trip Distribution OUT													80%	
Residential Trips	0	0	0	0	0	0	0	0	0	52	0	0	158	0
Total Project Trips	0	0	0	0	0	0	0	0	0	52	0	0	158	0
Buildout Total (2027)	0	0	0	0	0	2	0	15	1	236	0	0	843	2

P.M. PEAK HOUR

Condition	N/A Northbound				Joe Parker Road Southbound				SR 323/Gillsville Highway Eastbound			SR 323/Gillsville Highway Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)						2		7	10	741			388	3
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Base Condition (2027)	0	0	0	0	0	2	0	8	11	834	0	0	437	3
Project Trips:														
Trip Distribution IN										80%				
Trip Distribution OUT													80%	
Residential Trips	0	0	0	0	0	0	0	0	0	175	0	0	102	0
Total Project Trips	0	0	0	0	0	0	0	0	0	175	0	0	102	0
Buildout Total (2027)	0	0	0	0	0	2	0	8	11	1,009	0	0	539	3

**Traffic Impact Study
Gillsville Highway Development
Intersection Traffic Volumes**

Intersection: #3 - SR 323/Gillsville Highway at Proposed Driveway #1

A.M. PEAK HOUR

Condition	N/A				Proposed Driveway #1				SR 323/Gillsville Highway			SR 323/Gillsville Highway		
	Northbound				Southbound				Eastbound			Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)										167			622	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Base Condition (2027)	0	0	0	0	0	0	0	0	0	188	0	0	700	0
Project Trips:														
Trip Distribution IN									80%					20%
Trip Distribution OUT						20%		80%						
Residential Trips	0	0	0	0	0	40	0	158	52	0	0	0	0	13
Total Project Trips	0	0	0	0	0	40	0	158	52	0	0	0	0	13
Buildout Total (2027)	0	0	0	0	0	40	0	158	52	188	0	0	700	13

P.M. PEAK HOUR

Condition	N/A				Proposed Driveway #1				SR 323/Gillsville Highway			SR 323/Gillsville Highway		
	Northbound				Southbound				Eastbound			Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)										737			418	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Base Condition (2027)	0	0	0	0	0	0	0	0	0	830	0	0	471	0
Project Trips:														
Trip Distribution IN									80%					20%
Trip Distribution OUT						20%		80%						
Residential Trips	0	0	0	0	0	26	0	102	175	0	0	0	0	44
Total Project Trips	0	0	0	0	0	26	0	102	175	0	0	0	0	44
Buildout Total (2027)	0	0	0	0	0	26	0	102	175	830	0	0	471	44

Appendix F

Capacity Analysis Reports

Existing Conditions – Year 2021

HCM 6th Signalized Intersection Summary
1: Harmony Church Rd & SR 323/Gillsville Hwy

Existing 2021
AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↗	↖
Traffic Volume (veh/h)	94	66	21	265	339	24
Future Volume (veh/h)	94	66	21	265	339	24
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	73	23	294	377	27
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	394	334	59	370	1130	81
Arrive On Green	0.21	0.21	0.21	0.21	0.69	0.69
Sat Flow, veh/h	1870	1585	73	1757	1645	118
Grp Volume(v), veh/h	104	73	317	0	405	0
Grp Sat Flow(s),veh/h/ln	1870	1585	1830	0	1767	0
Q Serve(g_s), s	4.1	3.4	6.3	0.0	8.2	0.0
Cycle Q Clear(g_c), s	4.1	3.4	14.5	0.0	8.2	0.0
Prop In Lane		1.00	0.07		0.93	0.07
Lane Grp Cap(c), veh/h	394	334	429	0	1214	0
V/C Ratio(X)	0.26	0.22	0.74	0.00	0.33	0.00
Avail Cap(c_a), veh/h	1073	909	1082	0	1214	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	29.0	28.8	33.1	0.0	5.6	0.0
Incr Delay (d2), s/veh	0.4	0.3	2.5	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.3	6.6	0.0	2.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.4	29.1	35.6	0.0	6.3	0.0
LnGrp LOS	C	C	D	A	A	A
Approach Vol, veh/h	177			317	405	
Approach Delay, s/veh	29.3			35.6	6.3	
Approach LOS	C			D	A	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		65.0		23.0		23.0
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		60.5		50.5		50.5
Max Q Clear Time (g_c+I1), s		10.2		6.1		16.5
Green Ext Time (p_c), s		1.3		0.9		2.1
Intersection Summary						
HCM 6th Ctrl Delay			21.2			
HCM 6th LOS			C			

HCM 6th TWSC
2: SR 323/Gillsville Hwy & Joe Parker Rd

Existing 2021
AM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	163	608	2	2	13
Future Vol, veh/h	1	163	608	2	2	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	183	683	2	2	15
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	685	0	0	869	684	
Stage 1	-	-	-	684	-	
Stage 2	-	-	-	185	-	
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	908	-	-	322	449	
Stage 1	-	-	-	501	-	
Stage 2	-	-	-	847	-	
Platoon blocked, %	-	-	-	-	-	
Mov Cap-1 Maneuver	908	-	-	322	449	
Mov Cap-2 Maneuver	-	-	-	322	-	
Stage 1	-	-	-	500	-	
Stage 2	-	-	-	847	-	
Approach	EB	WB	SB			
HCM Control Delay, s	0.1	0	13.8			
HCM LOS			B			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	908	-	-	-	427	
HCM Lane V/C Ratio	0.001	-	-	-	0.039	
HCM Control Delay (s)	9	0	-	-	13.8	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

HCM 6th Signalized Intersection Summary
1: Harmony Church Rd & SR 323/Gillsville Hwy

Existing 2021
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Volume (veh/h)	295	391	46	186	222	55
Future Volume (veh/h)	295	391	46	186	222	55
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	314	416	49	198	236	59
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	584	495	100	366	807	202
Arrive On Green	0.31	0.31	0.31	0.31	0.58	0.58
Sat Flow, veh/h	1870	1585	157	1173	1386	347
Grp Volume(v), veh/h	314	416	247	0	296	0
Grp Sat Flow(s),veh/h/ln	1870	1585	1330	0	1739	0
Q Serve(g_s), s	11.8	20.8	2.6	0.0	7.3	0.0
Cycle Q Clear(g_c), s	11.8	20.8	14.4	0.0	7.3	0.0
Prop In Lane		1.00	0.20		0.80	0.20
Lane Grp Cap(c), veh/h	584	495	466	0	1012	0
V/C Ratio(X)	0.54	0.84	0.53	0.00	0.29	0.00
Avail Cap(c_a), veh/h	1352	1146	1051	0	1012	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	24.2	27.3	23.8	0.0	9.0	0.0
Incr Delay (d2), s/veh	0.8	3.9	0.9	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	8.1	3.9	0.0	2.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.9	31.2	24.7	0.0	9.7	0.0
LnGrp LOS	C	C	C	A	A	A
Approach Vol, veh/h	730			247	296	
Approach Delay, s/veh	28.5			24.7	9.7	
Approach LOS	C			C	A	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	54.0		31.1		31.1	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	49.5		61.5		61.5	
Max Q Clear Time (g_c+I1), s	9.3		22.8		16.4	
Green Ext Time (p_c), s	0.9		3.7		1.9	
Intersection Summary						
HCM 6th Ctrl Delay			23.4			
HCM 6th LOS			C			

HCM 6th TWSC
2: SR 323/Gillsville Hwy & Joe Parker Rd

Existing 2021
PM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	10	741	388	3	2	7
Future Vol, veh/h	10	741	388	3	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	772	404	3	2	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	407	0	0 1198 406
Stage 1	-	-	- 406 -
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	1152	-	- 205 645
Stage 1	-	-	- 673 -
Stage 2	-	-	- 446 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1152	-	- 202 645
Mov Cap-2 Maneuver	-	-	- 202 -
Stage 1	-	-	- 663 -
Stage 2	-	-	- 446 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1152	-	-	-	434
HCM Lane V/C Ratio	0.009	-	-	-	0.022
HCM Control Delay (s)	8.2	0	-	-	13.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Future No-Build Conditions – Year 2027

HCM 6th Signalized Intersection Summary
1: Harmony Church Rd & SR 323/Gillsville Hwy

No Build 2027
AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Volume (veh/h)	106	74	24	298	382	27
Future Volume (veh/h)	106	74	24	298	382	27
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	82	27	331	424	30
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	438	371	61	409	1098	78
Arrive On Green	0.23	0.23	0.23	0.23	0.67	0.67
Sat Flow, veh/h	1870	1585	79	1745	1646	116
Grp Volume(v), veh/h	118	82	358	0	455	0
Grp Sat Flow(s),veh/h/ln	1870	1585	1824	0	1767	0
Q Serve(g_s), s	4.7	3.8	8.1	0.0	10.5	0.0
Cycle Q Clear(g_c), s	4.7	3.8	16.9	0.0	10.5	0.0
Prop In Lane		1.00	0.08		0.93	0.07
Lane Grp Cap(c), veh/h	438	371	470	0	1178	0
V/C Ratio(X)	0.27	0.22	0.76	0.00	0.39	0.00
Avail Cap(c_a), veh/h	1041	882	1047	0	1178	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	28.4	28.1	33.0	0.0	6.8	0.0
Incr Delay (d2), s/veh	0.3	0.3	2.6	0.0	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	1.4	7.6	0.0	3.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.7	28.4	35.6	0.0	7.7	0.0
LnGrp LOS	C	C	D	A	A	A
Approach Vol, veh/h	200			358	455	
Approach Delay, s/veh	28.6			35.6	7.7	
Approach LOS	C			D	A	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		65.0		25.7		25.7
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		60.5		50.5		50.5
Max Q Clear Time (g_c+I1), s		12.5		6.7		18.9
Green Ext Time (p_c), s		1.5		1.0		2.4
Intersection Summary						
HCM 6th Ctrl Delay			21.7			
HCM 6th LOS			C			

HCM 6th TWSC
2: SR 323/Gillsville Hwy & Joe Parker Rd

No Build 2027
AM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	184	685	2	2	15
Future Vol, veh/h	1	184	685	2	2	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	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	207	770	2	2	17

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	772	0	980
Stage 1	-	-	771
Stage 2	-	-	209
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	843	-	277
Stage 1	-	-	456
Stage 2	-	-	826
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	843	-	277
Mov Cap-2 Maneuver	-	-	277
Stage 1	-	-	456
Stage 2	-	-	826

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	15
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	843	-	-	-	380
HCM Lane V/C Ratio	0.001	-	-	-	0.05
HCM Control Delay (s)	9.3	0	-	-	15
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th Signalized Intersection Summary
1: Harmony Church Rd & SR 323/Gillsville Hwy

No Build 2027
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Volume (veh/h)	332	440	52	209	250	62
Future Volume (veh/h)	332	440	52	209	250	62
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	353	468	55	222	266	66
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	646	547	101	376	770	191
Arrive On Green	0.35	0.35	0.35	0.35	0.55	0.55
Sat Flow, veh/h	1870	1585	153	1090	1389	345
Grp Volume(v), veh/h	353	468	277	0	333	0
Grp Sat Flow(s),veh/h/ln	1870	1585	1243	0	1739	0
Q Serve(g_s), s	13.6	24.5	4.9	0.0	9.4	0.0
Cycle Q Clear(g_c), s	13.6	24.5	18.5	0.0	9.4	0.0
Prop In Lane		1.00	0.20		0.80	0.20
Lane Grp Cap(c), veh/h	646	547	477	0	964	0
V/C Ratio(X)	0.55	0.86	0.58	0.00	0.35	0.00
Avail Cap(c_a), veh/h	1288	1091	950	0	964	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	23.6	27.2	23.9	0.0	11.0	0.0
Incr Delay (d2), s/veh	0.7	4.0	1.1	0.0	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	9.5	5.1	0.0	3.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.3	31.1	25.0	0.0	12.0	0.0
LnGrp LOS	C	C	C	A	B	A
Approach Vol, veh/h	821			277	333	
Approach Delay, s/veh	28.2			25.0	12.0	
Approach LOS	C			C	B	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		54.0		35.3		35.3
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		49.5		61.5		61.5
Max Q Clear Time (g_c+I1), s		11.4		26.5		20.5
Green Ext Time (p_c), s		1.1		4.3		2.2
Intersection Summary						
HCM 6th Ctrl Delay			23.8			
HCM 6th LOS			C			

HCM 6th TWSC
2: SR 323/Gillsville Hwy & Joe Parker Rd

No Build 2027
PM Peak Hour

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	11	834	437	3	2	8
Future Vol, veh/h	11	834	437	3	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	869	455	3	2	8

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	458	0	0 1348 457
Stage 1	-	-	- 457 -
Stage 2	-	-	- 891 -
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	1103	-	- 166 604
Stage 1	-	-	- 638 -
Stage 2	-	-	- 401 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1103	-	- 163 604
Mov Cap-2 Maneuver	-	-	- 163 -
Stage 1	-	-	- 626 -
Stage 2	-	-	- 401 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1103	-	-	-	392
HCM Lane V/C Ratio	0.01	-	-	-	0.027
HCM Control Delay (s)	8.3	0	-	-	14.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Future Build Conditions – Year 2027





HCM 6th Signalized Intersection Summary
1: Harmony Church Rd & SR 323/Gillsville Hwy

Build 2027
AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Volume (veh/h)	126	94	24	305	389	27
Future Volume (veh/h)	126	94	24	305	389	27
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	104	27	339	432	30
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	447	379	61	417	1093	76
Arrive On Green	0.24	0.24	0.24	0.24	0.66	0.66
Sat Flow, veh/h	1870	1585	77	1744	1649	115
Grp Volume(v), veh/h	140	104	366	0	463	0
Grp Sat Flow(s), veh/h/ln	1870	1585	1821	0	1767	0
Q Serve(g_s), s	5.6	4.9	8.3	0.0	10.9	0.0
Cycle Q Clear(g_c), s	5.6	4.9	17.4	0.0	10.9	0.0
Prop In Lane		1.00	0.07		0.93	0.06
Lane Grp Cap(c), veh/h	447	379	477	0	1171	0
V/C Ratio(X)	0.31	0.27	0.77	0.00	0.40	0.00
Avail Cap(c_a), veh/h	1034	877	1038	0	1171	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	28.6	28.3	33.0	0.0	7.0	0.0
Incr Delay (d2), s/veh	0.4	0.4	2.6	0.0	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	1.9	7.8	0.0	3.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.0	28.7	35.6	0.0	8.0	0.0
LnGrp LOS	C	C	D	A	A	A
Approach Vol, veh/h	244			366	463	
Approach Delay, s/veh	28.9			35.6	8.0	
Approach LOS	C			D	A	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		65.0		26.3		26.3
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		60.5		50.5		50.5
Max Q Clear Time (g_c+I1), s		12.9		7.6		19.4
Green Ext Time (p_c), s		1.6		1.2		2.4
Intersection Summary						
HCM 6th Ctrl Delay			22.2			
HCM 6th LOS			C			







HCM 6th TWSC
2: SR 323/Gillsville Hwy & Joe Parker Rd

Build 2027
AM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	236	843	2	2	15
Future Vol, veh/h	1	236	843	2	2	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	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	285	947	2	2	17
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	949	0	-	0	1215	948
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	267	-
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	724	-	-	-	200	316
Stage 1	-	-	-	-	377	-
Stage 2	-	-	-	-	778	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	724	-	-	-	200	316
Mov Cap-2 Maneuver	-	-	-	-	200	-
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	778	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		18		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	724	-	-	-	296	
HCM Lane V/C Ratio	0.002	-	-	-	0.065	
HCM Control Delay (s)	10	0	-	-	18	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

HCM 6th TWSC
3: SR 323/Gillsville Hwy & Proposed Driveway

Build 2027
AM Peak Hour

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	52	188	700	13	40	158
Future Vol, veh/h	52	188	700	13	40	158
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	150	0	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	57	204	761	14	43	172
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	775	0	-	0	1079	761
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	318	-
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	841	-	-	-	242	405
Stage 1	-	-	-	-	461	-
Stage 2	-	-	-	-	738	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	841	-	-	-	226	405
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	738	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.1	0		21.2		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	841	-	-	-	226	405
HCM Lane V/C Ratio	0.067	-	-	-	0.192	0.424
HCM Control Delay (s)	9.6	-	-	-	24.7	20.3
HCM Lane LOS	A	-	-	-	C	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7	2.1




HCM 6th Signalized Intersection Summary
1: Harmony Church Rd & SR 323/Gillsville Hwy

Build 2027
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↗	
Traffic Volume (veh/h)	345	453	52	231	272	62
Future Volume (veh/h)	345	453	52	231	272	62
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	367	482	55	246	289	66
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	642	544	87	362	808	185
Arrive On Green	0.34	0.34	0.34	0.34	0.57	0.57
Sat Flow, veh/h	1870	1585	136	1055	1414	323
Grp Volume(v), veh/h	367	482	301	0	356	0
Grp Sat Flow(s),veh/h/ln	1870	1585	1191	0	1742	0
Q Serve(g_s), s	17.0	30.4	8.9	0.0	11.7	0.0
Cycle Q Clear(g_c), s	17.0	30.4	25.9	0.0	11.7	0.0
Prop In Lane		1.00	0.18		0.81	0.19
Lane Grp Cap(c), veh/h	642	544	449	0	995	0
V/C Ratio(X)	0.57	0.89	0.67	0.00	0.36	0.00
Avail Cap(c_a), veh/h	892	756	635	0	995	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	28.4	32.8	30.2	0.0	12.2	0.0
Incr Delay (d2), s/veh	0.8	9.3	1.7	0.0	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	12.8	7.1	0.0	4.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.2	42.1	32.0	0.0	13.2	0.0
LnGrp LOS	C	D	C	A	B	A
Approach Vol, veh/h	849			301	356	
Approach Delay, s/veh	36.5			32.0	13.2	
Approach LOS	D			C	B	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	65.0		40.8		40.8	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	60.5		50.5		50.5	
Max Q Clear Time (g_c+I1), s	13.7		32.4		27.9	
Green Ext Time (p_c), s	1.2		4.0		2.1	
Intersection Summary						
HCM 6th Ctrl Delay			30.1			
HCM 6th LOS			C			

HCM 6th TWSC
2: SR 323/Gillsville Hwy & Joe Parker Rd

Build 2027
PM Peak Hour







Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	1009	539	3	2	8
Future Vol, veh/h	11	1009	539	3	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1051	561	3	2	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	564	0	-	0	1636	563
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	1073	-
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	1008	-	-	-	111	526
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	328	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1008	-	-	-	108	526
Mov Cap-2 Maneuver	-	-	-	-	108	-
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	328	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		17.6		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1008	-	-	-	296	
HCM Lane V/C Ratio	0.011	-	-	-	0.035	
HCM Control Delay (s)	8.6	0	-	-	17.6	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

HCM 6th TWSC
3: SR 323/Gillsville Hwy & Proposed Driveway

Build 2027
PM Peak Hour

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	175	830	471	44	26	102
Future Vol, veh/h	175	830	471	44	26	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	150	0	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	190	902	512	48	28	111

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	560	0	0 1794 512
Stage 1	-	-	- 512 -
Stage 2	-	-	- 1282 -
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	1011	-	- 89 562
Stage 1	-	-	- 602 -
Stage 2	-	-	- 260 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1011	-	- 72 562
Mov Cap-2 Maneuver	-	-	- 72 -
Stage 1	-	-	- 489 -
Stage 2	-	-	- 260 -

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	27.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1011	-	-	-	72	562
HCM Lane V/C Ratio	0.188	-	-	-	0.393	0.197
HCM Control Delay (s)	9.4	-	-	-	84.2	13
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.7	-	-	-	1.5	0.7

Appendix G

GDOT ICE Report

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

County: GDOT District:

Major (State) Road: Speed Limit:

Minor (Crossing) ST: Speed Limit:

Major ST Direction: Area Type:

Intersection Control:

Prepared By: Analyst:

Date: Project ID:

Project Purpose:

2021 Existing Year Volumes

Existing Data Year: Project Opening Year: Project Design Year:

Annual Growth Rate: K Factor:

2021 Intersection Daily Entering Volume (est): 12,800

Peak Hour % Trucks

EB	WB	NB	SB
2%	2%	2%	2%

Legend:
000 = AM Peak Approach Vol
(000) = PM Peak Approach Vol
[000] = ADT Volume (Estimate)

Approach Splits: SR 323 - 1 / Site Dwy - 0

2027 Opening Year Volumes

198 (128) [3900]

2027 Intersection Daily Entering Volume (est): 18,300

2027 Opening Year Volumes

EB SR 323	WB SR 323	NB Site Dwy	SB Site Dwy
(175)	52	(13)	(44)
(830)	188	700	(471)
(0)	0	0	(0)
(0)	0	0	(0)

2027 Design Year Volumes

198 (128) [3900]

2027 Intersection Daily Entering Volume (est): 18,300

2027 Design Year Volumes

EB SR 323	WB SR 323	NB Site Dwy	SB Site Dwy
(175)	52	(13)	(44)
(830)	188	700	(471)
(0)	0	0	(0)
(0)	0	0	(0)

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 2.15 | Revised 07/01/2019

GDOT PI #	N/A	<p>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</p> <div style="display: flex; justify-content: space-between; font-size: 0.8em;"> <div>1. Does alternative address the project need in a balanced manner and in scale with the project?</div> <div>2. Does alternative improve safety performance in terms of reducing severe crashes?</div> <div>3. Does alternative incorporate safety performance and accessibility for pedestrians and/or bicyclists?</div> <div>4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?</div> <div>5. Does alternative appear feasible given the site characteristics, constraints & location context?</div> <div>6. Does alternative appear feasible with respect to other project factors?</div> <div>7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?</div> </div>							
Project Location:	SR 323 @ Site Dwy								
Existing Control:	New Intersection or Other								
Prepared by:	KCI Technologies								
Date:	10/26/2021								
<p>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</p>									
<p>Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)</p>		<p>Screening Decision Justification:</p>							
Unsignalized Intersections	Conventional (Minor Stop)	Yes	Yes	No	Yes	Yes	Yes	Yes	Proposed Condition with a right-turn and left-turn deceleration lane
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate for SR 323/Gillsville Highway with 40mph speed limit
	Mini Roundabout	No	No	No	No	No	No	No	Not appropriate for SR 323/Gillsville Highway with 40mph speed limit
	Single Lane Roundabout	No	No	No	No	No	No	No	ROW not available
	Multilane Roundabout	No	No	No	No	No	No	No	SR 323 is not a multi-lane highway
	RCUT (stop control)	No	No	No	No	No	No	No	SR 323 is not a multi-lane highway
	RIO w/down stream U-Turn	No	No	No	No	No	No	No	No u-turn location available
	High-T (unsignalized)	No	No	No	No	No	No	No	No u-turn location available
	Offset-T Intersections	No	No	No	No	No	No	No	Not a 4-way intersection
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements	No	No	No	No	No	No	No	N/A
	No RT Lane Improvements	No	No	No	No	No	No	No	N/A
Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A	
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Does not meet signal warrants; not a traffic signal
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Does not meet signal warrants; not a traffic signal
	RCUT (signalized)	No	No	No	No	No	No	No	Does not meet signal warrants; not a traffic signal
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Does not meet signal warrants; not a traffic signal
	Continuous Green-T	No	No	No	No	No	No	No	Does not meet signal warrants; not a traffic signal
	Jughandle	No	No	No	No	No	No	No	Does not meet signal warrants; not a traffic signal
	Quadrant Roadway	No	No	No	No	No	No	No	Does not meet signal warrants; not a traffic signal
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an interchange
	Diverging Diamond	No	No	No	No	No	No	No	Not an interchange
	Single Point Interchange	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements	No	No	No	No	No	No	No	N/A
	No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

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



GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.15 | Revised 07/01/2019

Waiver Request - Level 2 / 3

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

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

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

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

Project Information:
Location: SR 323 @ Site Dwy
County: Hall
GDOT District: 1 - Gainesville
Area Type: Suburb/Transition
Existing Intersection Control: New Intersection or Other

GDOT PI # (or N/A): N/A
Requested By: Developer
Prepared By: KCI Technologies
Analyst: Antweiler
Date: 10/26/2021

Waiver Request Type: Driveway Permit

Traffic and Operations Data:¹

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	13,340	
Existing Avg Daily Traffic (Minor Street):	3,555	
Analysis Period:	AM Peak	PM Peak
2027 Opening Yr Peak Hour Intersection Delay:	21.2 sec	27.5 sec
2027 Opening Yr Peak Hour Intersection V/C:	0.42	0.39
2027 Design Yr Peak Hour Intersection Delay:	21.2 sec	27.5 sec
2027 Design Yr Peak Hour Intersection V/C:	0.42	0.39

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

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

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

Description of Work / Justification for Waiver (Required): New proposed full-movement driveway for Gillsville Highway development; right-turn and left-turn deceleration lanes proposed along SR 323/Gillsville Highway; stop-control

Proposed Intersection Control: Conventional (Minor Stop)

REQUESTED BY: Andrew Antweiler

Date: 10/26/2021

Title: Consultant Traffic Engineer

APPROVED BY: _____

Date: _____

Name: _____

District Engineer or (Approved Delegate)