

2955 Gillsville Highway

Traffic Impact Study

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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:
 - o 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 I	(1/1/2016 -	12/31/202	20)	
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 dur 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
 - o 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.

	Tabl	e 2: Proposed Sit	e Trip Ge	neratio	n				
Land Use (ITE Code)	Units	Daily Trips	AM	Peak Ho	our	PM Peak Hour			
Land Ose (TE Code)	Units	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:
 - o 80% to/from the west along SR 323/Gillsville Highway
 - o 10% to/from the east along SR 323/Gillsville Highway
 - o 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 De	lay Per Vehicle (sec)
Level of Service	Signalized Intersection	Unsignalized Intersection
А	≤10	≤10
В	>10 and ≤20	>10 and ≤15
С	>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: E	xisting Year (202	1) Level of Servi	ce	
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: Futur	e Year (2027) No	-Build Level of S	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: Fo	uture Year (2027)	Build Level of S	ervice	
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:
 - o Provide a full-movement intersection; driveway to be stop-control
 - o 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.



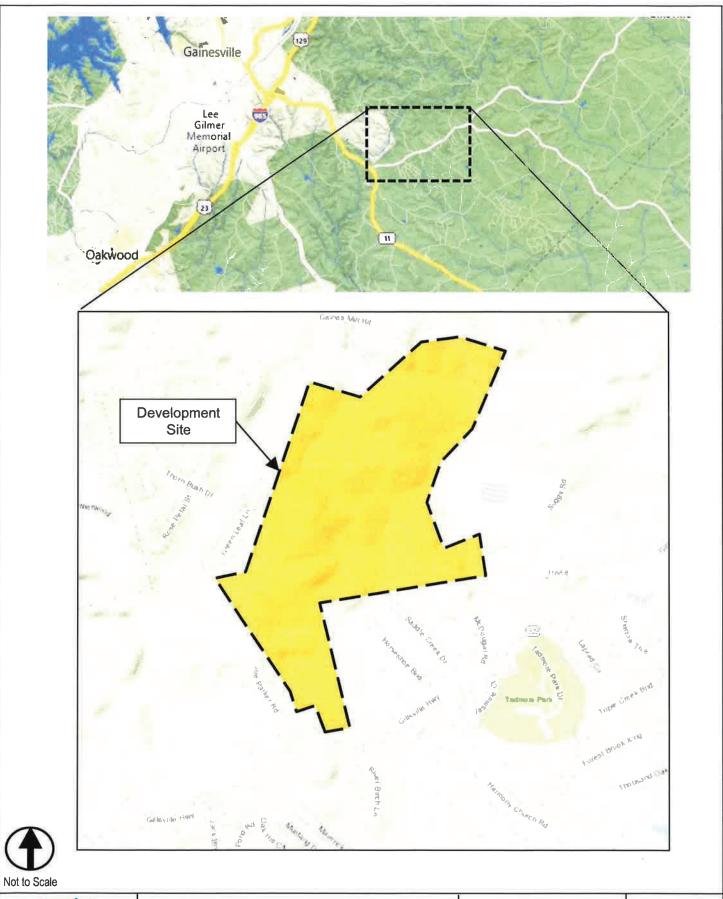
Appendices

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



Appendix A Figures



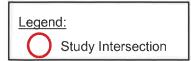




Traffic Impact Study 2955 Gillsville Highway Hall County, Georgia

Location Map

Figure 1



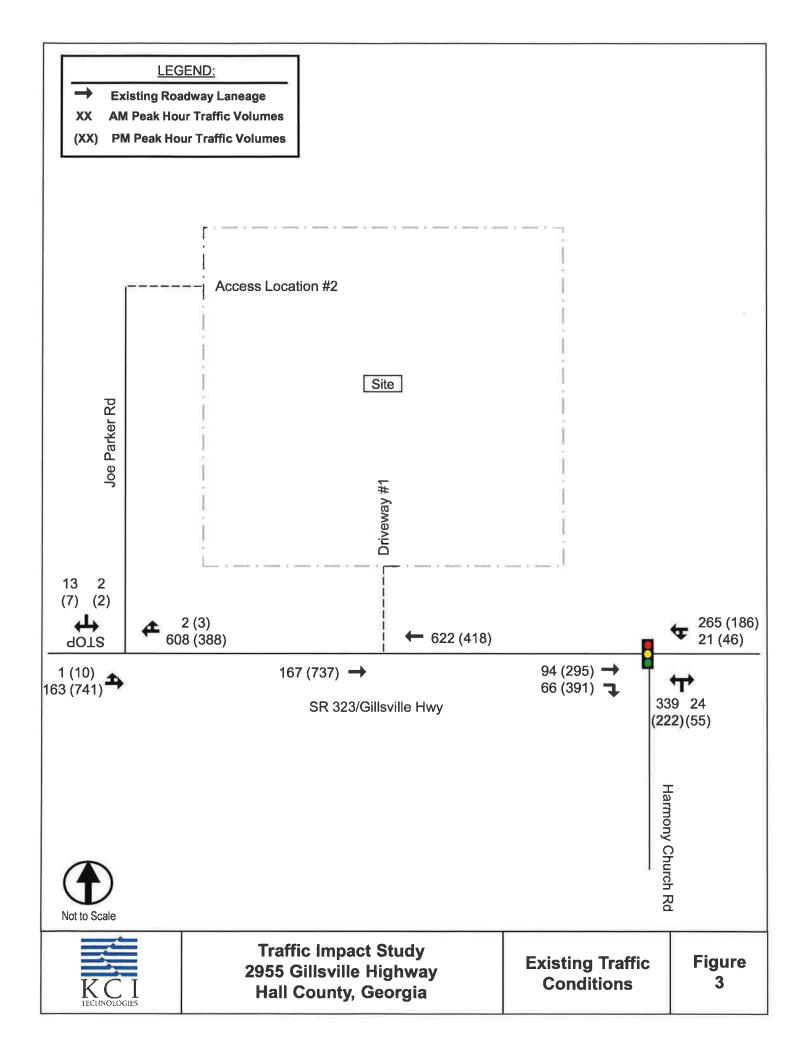


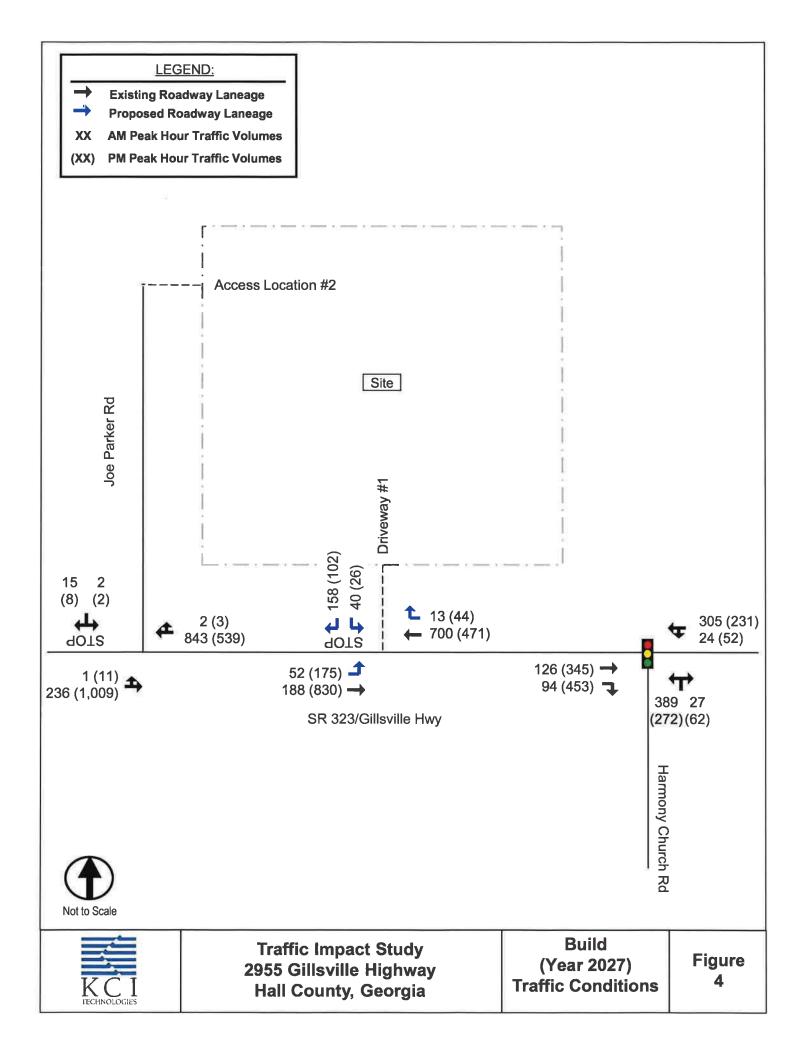




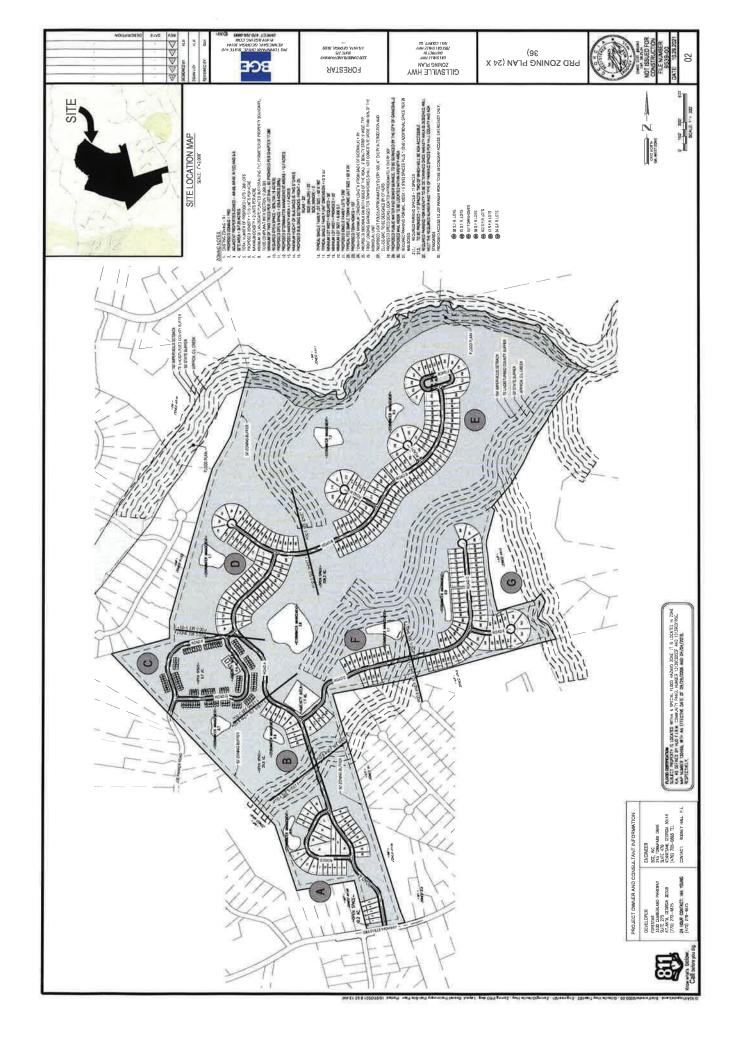
Traffic Impact Study 2955 Gillsville Highway Hall County, Georgia Aerial & Access Locations

Figure 2





Appendix B Concept Plan



Appendix C Traffic Count Data

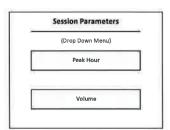


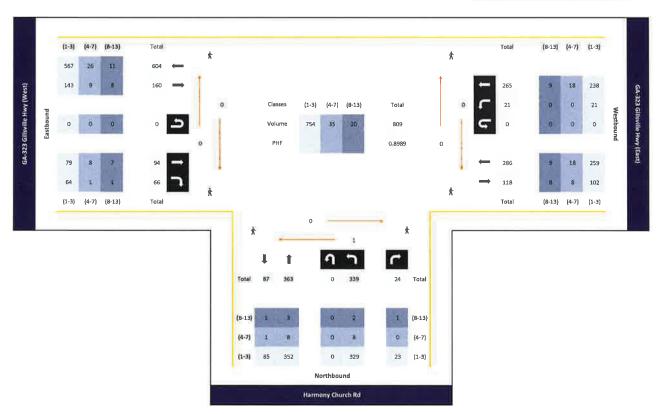


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PHF Single Unit Trucks (4-7) Time 0700 - 0715 0715 - 0730 0730 - 0745 0745 - 0800	Left 1.1 2 2 2 2 2 2	Not Harmo	0.72 of the out ony Chur Right 1.2 0 0	0,00 0 ch Rd U-Turn / 1.3 T 0 0 0	App Cotal 2 2 2 2 2 2 2	0.00	0.00	0.00	App Total 0 0	0.00	0.90 A-323 G Thru 1.4 1 2 4	0.80 asthour iffsville H Right 1.5 0 0	0,000 Wy (We U-Turn 1,6 0 0 0 0 0	O.85	0.75 Left 1.7 0 0	0.85 3A-323 Thru 1.8 5 5 5	0.00 Westbob Gillsville	0.00 Hwy (Earl U-Turn 1.9 0 0 0 0 0	t)
PHE Single Unit Trucks (4-7) Tim0 0700 - 0715 0715 - 0730 0730 - 0745 0745 - 0800	0.86 Left 1.1 2 2 2 2 2	Noi Harmo	0.72 officers	0,00 0 ch 8d U-Turn 1.3 T 0 0 0 0	App Cotal 2 2 2 2 2 8	0 0	0.00		App Total 0	0.00	0.90 A-323 G Thru 1.4 1 2 4	0.80 astbour iffsville H Right 1.5 0 0 1	0.00 wy (We U-Turn 1.6 0 0	tt) App Total	0.75 Left 1.7 0 0	0.85 3A-323 Thru 1.8 5 5 5 18	Westbou	0.000 Hwy (Est	t)
PHF Single Unit Trucks (4-7) Tune 0700-0715 0715-0730 0730-0745 0745-0800	0.86 Left 1.1 2 2 2 2 2 2 8	Not Harmo	0.72 of the out ony Chur Right 1.2 0 0	0.00 C	App Cotal 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0.00	0.00	0.00	App Total 0 0	0.00	0.90 A-323 G Thru 1.4 1 2 4	0.80 asthour iffsville H Right 1.5 0 0	0,000 Wy (We U-Turn 1,6 0 0 0 0 0	0.85 at) App Total 1 1 2 5	0.75 Left 1.7 0 0	0.85 3A-323 Thru 1.8 5 5 5	Westbott	0.00 Hwy (Earl U-Turn 1.9 0 0 0 0 0	11)
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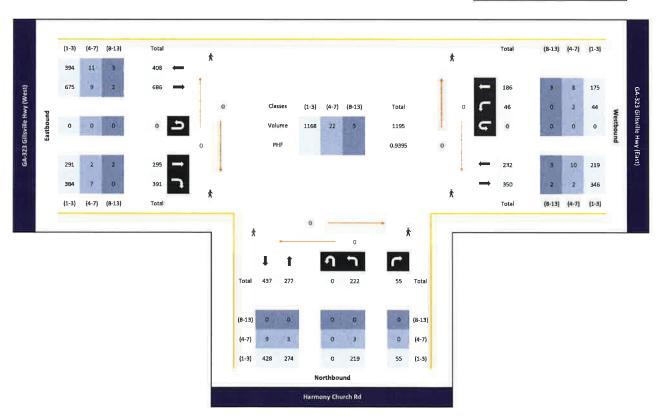
Gainesville, GA



www.marrtraffic.com

Tuesda	y, October 12, 2021
Period	1600 - 1800
Peak Hour	1700 - 1800



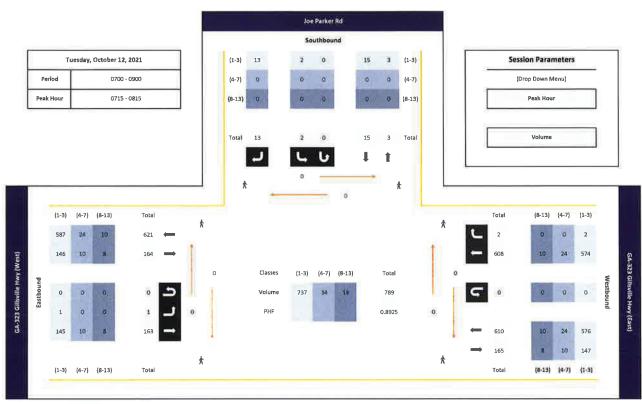


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igle Unit Trucks (4-7)		Northboun	d	0.00	0.00	0.00	0.00	0.00	0.00		0.91 astboun		0.89	0.85		Vestbou		0.91	J
ngle Unit Trucks (4-7)		Morthboun	d	0.00	0.00	8.00	0.00	App Total			astboun				ΑΑ	Vestbou		u)	in
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Separate 18				Se	outhbound	_	Eastboun	d	Westbound			
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Gainesville, GA

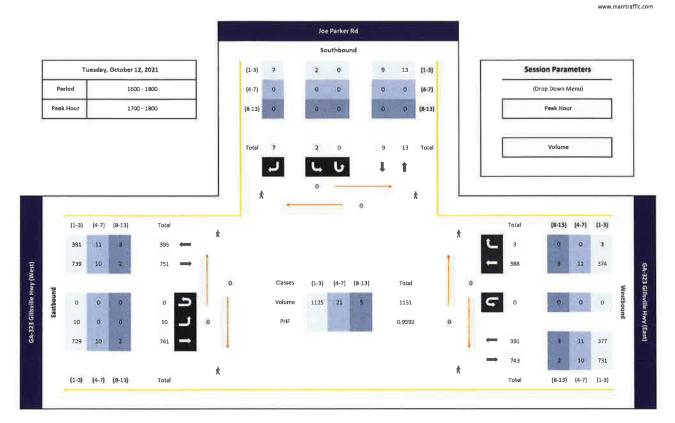


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Southbound Southbound Substitution Southbound Substitution Southbound Substitution	1700 - 1715 1735 - 1745 1735 - 1745 1745 - 1800 Total Approach % PHF mbination Trucks (8-13) 1700 - 1715 1715 - 1730 1730 - 1745 1745 - 1800 Approach % Approach % Total Approach %	0 0.00	0 0.00	0 0.00	0 0.00	App Total O O O O O O O O O O O O O O O O O O O	2.1 0 0 0 0 0 0.00 0.00 0.00 0 0 0 0 0	000 000 000 000	Parket Right 2.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8d U-Turr 2.3 0 0 0 0.00 0.00 0.00 0.00 0.00 0.00	Total	Left 2.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	A-323 G Thru 2.5 2 2 2 4 10 100.00 0.63 Thru 2.5 0 1 1 1	0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	U-Turn 2.6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 2 2 2 4 4 10	0 0.00	5A-323 C Thru 2.7 3 3 2 3 11 100.00 0.92 V SA-323 C Thru 2.7 1 0 1 3 100.00	Right 2.8 0 0 0 0 0 0 0 0 0	Hwy (Eat U-Turn)	App Total 3 3 2 3 3 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	To
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	1700 - 1715 1730 - 1745 1730 - 1745 1745 - 1800 Total Approach % PHF mbination Trucks (8-13) Time 1700 - 1715 1735 - 1730 1730 - 1745 1745 - 1800 Total Approach % PHF	0 0.00	0 0.00	0 0,000	0 0.00	Total	2.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0.00 0.00 V/B 2d 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	© Parket Right 2.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.3 2.3 0 0 0 0.00 0.00 0.00 0.00 0.00 0	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 2.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	A-323 G Thou 2.5 2 2 2 4 100.00 0.63 Thru 2.5 2 100.00 0.63 A-323 G Thru 2.5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	U-Turn U	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0,000 0,000 0,000 0,000 0,000 0,000	5A-323 (Thru 2.7 3 3 3 2 2 5 11 100.00 0,92 V GA-323 (3 100.00 0,75	Right	New (East U-Turn) 2.9	App Total App Total App Total App Total O O O	0.6
	1700 - 1715 1715 - 1730 1730 - 1745 1745 - 1800 1745 - 1800 Total Approach % PHF mbination Trucks (8-13) 1700 - 1715 1715 - 1730 1730 - 1745 1745 - 1800 Total Approach % PHF	0 0.00	0000		0.000	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	e Parket Right 2.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.3 2.3 0 0 0 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 2.4 0 0 0 0.00 0.00 0.00 0.00 0.00 0.00	A-323 G Thou 2.5 2 2 2 2 2 4 4 100.00 0.63 A-323 G 5 B 100.00 0.50 S A-323 G 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2511300000	U-Turn West	App Total 0 0 0 1 1 1 1 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		SA-323 of Thru 2.7 3 3 2 2 3 3 100.000 0.92	Signature Sign	nd (East U-Turn)	App Total O 0 O 0 O 0	To

Bi-Directional Class Count | | NB EB 15min



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

Oute Tuesday, October 12, 2021

34 264962*, 83 749190* Ock here he Mag

0000 - 2400 (24h Session) (10-12-2021) NO 18 15mm

				-
81	ě:	15	_	-

	100000000000000000000000000000000000000					Stanta	name (Maximum	w 3.10				_		15min	60min
. Siree	Cless 1	Class 2	Class 3	Class 4	Class S	Class 6	Class 7	Class &	Class 9	Class 10	Class 11	Class 12	Class 11	Total	Total
0000 - 0012	0	21	1	0	0	0	0	0	1	0	0	0	0	23	
0015 - 0030 0030 - 0045	0	12 8	2 2	0	0	0	0	0	0	0	0	0	0	14 10	
0030 - 0045	0	12	2	0		0	0		1	0	0	0	ě	15	62
0100 - 0115	0	6	2	9	0	0	0	0	2	0	0	0	0	10	7/25
0115 - 0130	0	6	0	0	0	0	0	0	1	0	0	0	0	7	
0130 - 0145	6	6	3	0	0	0	0	0	2	0	0	.0	0	11	100
0145 - 0200 0200 - 0215	0	9	5 3	0	0	0	0	0	0	0	0	0	0	14 10	42
0215 - 0230	0	4	4	0	0	0	0	ō	3	ő	0	0	0	9	
0230 - 0245	0	6	Ö	a	0	0	0		2		0	0	8	6	
0245 0300	0	10	1	0	0	0	0	0	a	0	0	0	0	11	3B
0300 - 0315	0	6	3	0	0	1	0	0	1	0	0	U	0	11	
0315-0330		8	2	0	0	0	0		2	0	0	0	0	12	1 11
0330 - 0345 0345 - 0400	0	6 2	1	0	0	0	0	0	0	0	0	0	0	8	35
0400 - 0415		4	3	0	0	1	0	o o	100		0	0	0	12	35
0415 - 0430		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	o.	12	
0445+ 0500	0	4	5	0	0	0	α	0	2	0	0	0	0	11	49
0500-0515	0	7	3 2	0	0	0	0	0	1.0	0	0	0	0	11	
0515+ 0530 0530 - 0545	0	14 22	6	0	1	ő	0	0	3	0	0	0	0	17 32	11
0545 - 0600		9	11	0	- 2	î	0	ě.	1		0	0	0	24	84
0600+0615	0	21	4	1	Ω	O.	0	1	3	0	0	0	a	30	
0615 - 0630	0	13	6	1	3	0	0	0	3	0	0	0	0	23	
0630 - 0645	1	20	9	0		0	0	1	2	0	0	0	0	34	,
0645 - 0700 0700 - 0715	0	25 24	10 6	0	1	0	0	0	0	0	0	0	0	36 33	123
0705-0715	0	30	12	0	0	0	0		1		0	0	0	43	
0730 - 0745	0	26	13	0		0		2	1	18	0	0		46	
0745 - 0800	0	24	11	0	1	1	0	0	2	Q	0	0	0	41	163
0800 - 0815	0	21	11	0	2		0	0	2	0	0	0	0	37	
0815 0830	0	23	16	0			0	6	0	6		0	٥	39	
0830+ 0845 0845+ 0900	9	22 21	10 16	0	3	0	0	0	1 1	0	0	0	0	39 42	157
0900 - 0915	0	21	20	0		1	0	1	1	o	0	0	o	48	157
0915 - 0930	0	26	16	0	5	3	.0	1		0	0	0	0	53	
0930 0945	0	28	21	0	1	1	0	0	4	0	0	0	0	55	
0945 - 1000	0	30	17	0	7	1	0	*	1	1	0	0	0	61	217
1000 - 1015 1015 - 1030	0	23 27	17 20	0	3	2	0	1	1	0	0	0	0	48 55	
1030 - 1045	0	32	14	0	6		0	6	3	ő	0	0	0	56	
1045 - 1100	0	40	27		2	ĭ	. 0	0	1		0	0	ø	71	230
1100 - 1115	0	41	13	0	1	2	0	0	3	0	9	0	0	60	
1115 - 1130	0	42	14	0	3	2	0	0	1	0	0	6	0	62	
1130 - 1145	0	49	19	0	3	1 2	0	0	1	0	0	0	0	75	l l
1145 - 1200 1200 - 1215	0	54 49	30 18	0	0 2		0	0	1	0	0	0	0	89 71	286
1215 - 1230	ő	58	22	0	1	ĭ	0		1	o	ő	0	ő	89	
1230 - 1245	0	59	13	0	4	î	0	1	. 1	6	0	0	0	81	
1245 - 1300	0	45	15	0	-1	1	1	1	0	0	0	a	0	64	305
1300-1315	.0	63	15	0	1	0	0	0	0	0	0	0	0	79	
1315 - 1330 1330 - 1345	8	56 54	20	0	1	3	0	0	. 0	0	0	8	0	81 85	
1330 - 1395	0	56	25	0	5	2		0	1	0	0	0		89	334
1400 - 1415	1	61	14	0	1	0	0	2	2	0	0	0	0	81	254
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	ò	2	1	0	0	0	0	0		0	113	389
1500 - 1515 1515 - 1530	0 1	92 88	24 41	0	1	3	1	0	A.	0	0	0		122 134	
1530-1545	0	80	41	0	1	o o	0	1	100	0		0	0	127	
1545 - 1600	0	110	33	ō	2	2	0	- 3	i	0	0	. 0	0	150	533
1600 - 1615	0	110	30	0	2	0	0	.0	1	0	0	0	0	145	
1615 - 1630	0	91	42	0	1	0	a	1	0	0	0	a	0	135	
1630 - 1645 1645 - 1700	0	135	35 49	0	1	0	0	0	1	0	0	0		172 166	618
1645 - 1700 1700 - 1715	0	114 121	62	8	0	0	0	0	0	0	0	0	0	166	618
1715 - 1730	ő	118	46	1	3	1	0	ĭ	o	0	0	0	6	170	
1730 - 1745	1	146	43	ò	2		0		0	0	0	e		193	
1745 - 1800	0	156	40	0	0	2	0	0	0	0	0	0	0	198	745
1800 - 1815	0	119	51	0		1	0	0	1	0	0	D	0	176	
1815 - 1830 1830 - 1845	8 2	112 101	43 28	0	3	0	0	8	0	0	0	0	0	155 136	
1845 - 1900	0	101	46	0		0	0	9	0	0	0	0	0	136 152	619
1900 1915	0	110	44	0	11	o	0	0	1	0	0	0	0	166	***
1915 - 1930	0	97	26	0	1	0	0	10	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 2015 - 2030	0	85 91	18 12	0	,	0	0	0	0	0	0	0	0	105	
2015 - 2030 2030 - 2045	0	91 55	12	0	1	0	0	1	2	0	0	0	0	105 63	
2045 - 2100	0	84	6	8	0	0	0	0	1	0	0	0	8	91	364
2100 - 2115	0	77	2	0	3	0	0	0	0	19	9	0	0	80	.**
2115 - 2130	0	76	4	0	0	0	a.	0	0	0	0	0	0	80	
2130 - 2145	0	51	9	0	2	0	0	0	1	0	0	0	0	63	
2145 - 2200 2200 - 2215	0	70 43	0 3	0	0	0	0	0		0	0	0	0	7 L 47	294
2200 - 2215 2215 - 2230	0	43 54	2 3	0	0	0	0	0	1	0	0	0	0	47 57	
2230 - 2245	1	37	2	0	9	0	0	0	1	0	0	0		41	
2245 - 2300	0	38	4	0	0	1	0	1	0	0	0	0	0	44	189
2300 - 2315	0	38	2	0	0	0	0	0	2	0	0	0	0	42	
2315 - 2330	8	39	1	0	8	0	0	0	0	8	0	0	8	40	
2330 - 2345 2345 - 0000	0	24 28	0	0	0	0	9	0	1	0	0	0	0	26 29	137
2343-0000		20		- 6		- 4		/9		1 24	36		- 9.	4.9	- 13,

Session Total		1894	1507	1	147	46.		12	112	-4-1		0		6552
Sension Average	0.08	48.90	18:30	0.07	3,48	0.48	0.03	0.33	1.17	0.01	0.00	0.00	0.00	66.25
Session Percentage	0.12	71.54	11.00	0.11	2.17	0.70	0.05	0.49	1.73	0.02	0.00	0.00	0.00	
AM Frak Hour	T 0545 - 0645	0945+1045	0930-1030	0530-0630	0945 - 1045	0915 - 1015		MOG-1000	0845-0945	0900 - 1000				0945 - 1045
AM Peak Volume	1	111	75		20	- 1	0	- 5	9	1	.0	0	(0)	220
Noon Feak Hour	1000 - 1100	1445 1545	1445-1545	1145-1445	1000 - 1100	1100-1200	1230-1330	1200 - 1200	1015-1115	- 1	-		-	1445 - 1545
Noon Prak Volume		337	119					THE PERSON NAMED IN	10	1000	- 4	0		494

Gainesville, GA



Site 3. GA 323 Gillsoffe Hay (West), west of line Parker Rd

Date Tuesday, October 12, 2021 34 264962°, 83.749190°

Weather Cloudy 69°F

Click here for Map

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

c	D	124	0 1	C	_6	_

	-	0					Total	Total
OLD-OLDS						0	8	
OSS-0100	0				0 0	0	12	
0115-0125	0					0	, B	35
0130-0145	0	0	0	0	0 0	0	3	
0.005 0.00	0					0	4	
DOTO-0015	0					0	8	
0215-0230	0					0	6	21
0230-0245	0					0	7	1
0.005-0.005	0				0 0		10	1
0315-03290 0 8 2 0 0 0 1 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0	0					0	10	33
0310-0445 0 0 15 0345-0400 0 0 4 0555-0430 0 0 11 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0					.0	5	
045-0400 0	. 0						13	
Octo-Octo Octo	0					0	21	
0415-0430 0 314 \$ 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	9	2	9	0 0	0	9 20	48
0430-0455 0 0 34	9					0	28	
0000-0015	a					0	42	l .
0000-0015	0					0	51	141
0536-0560	a	0	0	0	0 0	0	65	
055-0600 0 71 10 1 1 2 0 0 0 0 0 0 0 0 0	0	0	0	0	0 0	0	88	
0600-0615 0 0 55 19 0 6 7 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0					0	121	
0615-0630 0 110 12 12 13 0 5 0 0 0 1 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0					0	95	369
0645-0700 0 0 87 38 0 7 2 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0					0	113 136	1
0645-0700 0 0 87 38 0 7 2 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	8	8 1		0 0	0	152	1
O73-0745	0					0	120	521
O73-0745	0					0	109	
0730-0745 0700 0700-0705 0700 0700-0705 0700 0700	0	0	0	0	0 0	0	169	
0785-0800 0 100	0					0	175	
OBS-0830 0					0	159	612	
OBS-0900 0					0	119		
OBS-0900 0					0	118	L	
OSS-0915	0					0	89	429
Cols. Cols	0					0	100	423
0230-0945 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	. 0	0	0	0	0 0	0	79	
1000-1015	0					-0	97	
1015-1010	0					0	74	350
1005-1100 0	0					0	82	
1005-1100 0	0					0	101	
1100-1115	0					0	114 79	376
1115-1130	0					0	84	3/0
1300-1145 0 55 14 0 2 2 0 0 2 1 0	0					0	90	
1165-1300	0					0	76	
1200-1315	0					0	91	341
1230-1245 0 67 186 0 4 3 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 0 0 0 1 1 1 0 0 0 0 0 0 1 1 1 0 0 0 0 0 0 0 1 1 1 0	0					0	83	
1265-1160 0 63 18 0 8 0 0 0 1 0 0 0 0 0 0	0					0	86	
1300-1315 0 60 23 0 4 0 0 1 0 0 0 1315-1313 0 61 22 0 2 2 0 2 2 0 0	0					0	92 87	348
1315-13190	0				0 0	0	97	148
1330-1145	8					0	89	
1345-1400 1 50 20 0 3 0 0 1 3 0 0 1405-1415 0 61 21 0 1 2 0 0 0 0 0 1415-1415 1 62 25 0 1 1 0 5 0 0 0 1445-1415 0 60 27 0 2 0 0 1 0 0 1445-1415 0 60 27 0 2 0 0 1 0 0 1445-1550 0 42 28 0 6 0 3 1 0 0 1550-1815 1 60 22 0 5 2 0 0 2 0 1515-1515 1 0 78 22 0 1 1 0 0 1515-1515 0 78 22 0 1 0 0 1 0 1545-1550 0 24 23 0 1 0 0 1 0 1560-1615 0 85 24 0 2 0 0 0 0 1551-1616 0 85 24 0 2 0 0 0 0 1551-1616 0 85 24 0 2 0 0 0 0 1551-1616 0 85 24 0 2 0 0 0 0 1551-1616 0 1 1 1 1 1 1 1561-1616 0 0 5 7 7 0 0 0 0 0 1561-1700 0 53 17 0 1 0 0 0 1 0 0 1751-1736 0 75 28 0 2 1 0 0 1 0 0 1751-1736 0 75 24 1 1 0 0 0 0 0 1751-1736 0 75 24 1 1 0 0 0 0 0 1751-1736 0 75 24 1 1 0 0 0 0 0 1751-1736 0 75 24 1 1 0 0 0 0 0 1751-1736 0 75 24 1 1 0 0 0 0 0 1751-1736 0 75 24 1 1 0 0 0 0 0 1751-1736 0 75 24 1 1 0 0 0 0 0 1751-1736 0 75 24 1 1 0 0 0 0 0 1751-1736 0 75 24 1 1 0 0 0 0 0 1751-1736 0 75 24 1 1 0 0 0 0 0 1751-1736 0 0 0 0 0 0 0 0 1751-1736 0 0 0 0 0 0 0 0 1751-1736 0 0 0 0 0 0 0 0 1751-1736 0 0 0 0 0 0 0 0 1751-1736 0 0 0 0 0 0 0 0 1751-1736 0 0 0 0 0 0 0 0 1751-1736 0 0 0 0 0 0 0 1751-1736 0 0 0 0 0 0 0 1751-1736 0 0 0 0 0 0 0 1751-1736 0 0 0 0 0 0 1751-1736 0 0 0 0 0 0 1751-1736 0 0 0 0 0 0 1751-1	0					0	101	
1400-1415 0 61 22 0 1 2 0 0 0 0 0 0 0 0 0	a	0	0	0		0	78	365
1445-15500 0 42 28 0 6 0 0 3 1 1 0 0 0 1550-15455 3 60 27 0 0 1 1 0 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	.0	.0	0 0	0	85	
1445-15500 0 42 28 0 6 0 0 3 1 1 0 0 0 1550-15455 3 60 27 0 0 1 1 0 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0						91	
1500-1515 1	9	0	0	0	9 9	0	90	l
1515-1516 3	0					0	80 92	346
1530-1548 0 78 22 0 1 1 0 0 1 0 0 1 1 0 0 0 1 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 0 0 0 1 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0	0					0	98	1
1565-5450 0 0 24 23 0 1 0 0 1 1 0 0 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 1	0	o l	o	o	0 0	0	103	
1600-1615 0 80 21 0 3 1 0 0 5 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0					6	100	393
1053-1850 0 85 24 0 2 0 0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1	1	0	0	0	0 1	0	111	
1645-1760 0 53 17 0 1 0 0 0 1 0 0 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 1 1 1 0 1	0	9	0	9	0 0	0	111	1
1700-1215 1 62 20 0 3 0 0 0 0 1 0 0 1 1 1 1 1 1 1 1 1 1	0 0					0 0	88 72	382
1735 1730 0 79 28 0 2 1 0 0 1 0 0 1 1 0 0 1 1 1 1 1 1 1 1	0					0	87	382
1730-1745 0 75 24 1 1 0 0 0 0 0	0	0	0	0	0 0	D	111	
1745-1900 0 24 23 0 3 0 0 1 0	0					0	101	
1 PROPERTY 1 (20 1 27 1 282 1 28 1 29 11 29 1 8 1 20 11 29 1 8 1 20 1 20 1 20 1 20 1 20 1 20 1 20	0	0	0	0	0 0	0	99	398
1800-1815 0 85 20 0 1 0 0 1 0 0	0	0	0	0	0 0	0	107	
1815-1830 1 70 28 0 1 0 0 0 0 0 0	0					0	100	1
1830-1845 0 77 28 0 1 0 0 0 0 0	0					0	106	
1845-1860 0 60 14 0 2 0 0 0 0 0 0 1 1900-1915 0 54 18 0 1 0 0 0 0 0 0	0	0	0		0	0	96 73	409
1900-1915 0 54 18 0 1 0 0 0 0 0 0 0 1915-1910 0 64 25 0 0 0 0 0 0 0 0 0	0					0	73 89	
1930-1945 0 71 11 0 0 0 0 0 1 6 0	0					0	83	1
1945-2000 0 70 5 0 1 1 0 0 0 0 0	o l	.0	0	0	0 0	0	77	322
2000-2015 1 50 9 0 0 0 0 0 0 0 0	0	0	0	0	0 0	0	70	1
2015-2030 0 47 5 0 0 0 0 0 0 0	0	0	0	0	0 0	0	52	
2030 2045 0 43 7 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	0 0	0	49	215
2100-2115 0 39 4 0 0 0 0 0 0 0	0	0	0	0	0 0	0	43	1
2115-2130 0 40 2 0 0 0 0 0 0 0 0 0 2 130-2145 0 14 1 0 0 0 0 0 0 0 0 0	0	0	0	0	0	0	42 37	
2130 - 2145 0 11 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0 0	0	37	156
2200-2215 0 11 1 0 0 0 0 0 0 0	0	0	0	0	0 0	0	34	150
2215-2230 0 16 1 0 1 0 0 1 0 0	ů l	0	0	0	0 0	o	30	1
2230-2245 0 31 2 0 0 0 0 0 1 0 0	0	0	0	0	0 0	0	34	1
2245-2300 0 22 0 0 0 0 0 0 0 0 0	0	0	0	0	0 0	0	22	120
2300-2315 0 16 0 0 0 0 0 1 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	0	0 0	0	17	
2330 · 2345 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0					0	10 14	58

Session Fotal	12	4007	1477		19			34	- 85				- 0	6788
Section Average	0.13	51.64	19.33	0.03	1.65	0.65	0.01	24.0	0.90	0.02	0.00	0.01	0.00	20.71
Session Percentage	0.18	73.03	21.69	0.04	7.33	0.91	0.01	0.50	127	0.03	0.00	0.01	0.00	
AM Prek Hour	D500 - 0600	0700 - 0E00	0715-0815	0100-0600	0700 - 0800	0915 - 1015	0730 - 0#30	0715-0815	0615-0715	. 1	-	T - T	-	0715-081
AM Pask Volume	1	422	166	- 1	21	1		127	- 1	0	:0	0	0	623
Noon Peak Hour	1330-1430	1245 - 1345	1415 1515	-	1410-1510	1145 - 1245	7	1230 1330	1045 - 1145	1045 - 1145		T - T	-	1015-11
Hoon Peak Volume		763	102	9	16	12	- 0	- 6	10		0	0	Ú	378
PM Peak Hour	1900-1600	1530-1530	1543 - 1645	1645 - 1745	1500 - 1600	1500 - 1600	*	1300 1600	1515-1615	- 1		1313-1615	-	1530 - 163
PM Peak Volume	1	317	97		10		0	1	-	0	- 0	- CONTRACTOR	0	425

Bi-Directional	Class	Count	П	Bi-Directional 15min

Gamesville, GA



Site 3	Date
GA-323 Gillsville Hwy (West),	Tuesday, October 12, 2021
west of los Parker Rd	

Weather Cloudy 69°F

14.754962", #3.749190"

0000 - 2400 (24h Sessian) (10-12-2021) Bi Oirectional 15min

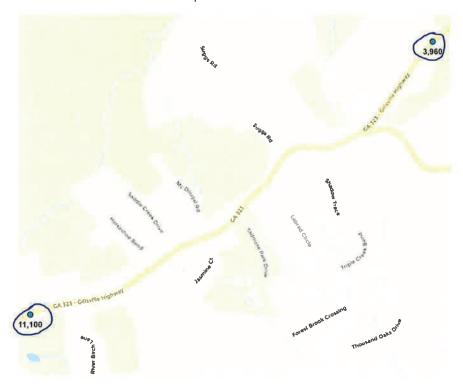
	Bi Directiona	l 15min												li li	
Time	Claus 1	Class 2	Cins 1	Classes	Om5	Class 6	Class 7	Cest	Class	Class 10	Class 11	Oma 12	Clair 13	15min Total	60 min Total
0000 0015	0	29	1	0	0	0	0	0	1	0	0	0	0	31	1000
0015 - 0030	0	23	2	0			0	0	1		0	0	0	26	
0030 - 0045	0	15	5	0	0	0	0	0	0	0	0	0	0	17	
0045 - 0100 0100 - 0115	0	19 9	2	ő	0	0	0	8	1 2	0	8	0	8	23 13	97
0115 - 0130	0	9	ō.	0	9	0	0		2	0	0	0	ě	11	
0130 - 0145	0	10	4	.0	1	0	0	0	4	0	0	0	0	19	
0145 - 0200	Ó	14	5	0	0	0	0	0	1	0	0	0	0	20	63
0200 - 0215	9	11	4	0	a	.0	0	0		0	0	0	0	16	
0215 - 0230 0230 0245	0	7 13		0	0	0	0	0	2	0	0	0	0	16 18	
0245 - 0300	0	16	3		0	ė.	0	0		a	ő	0	õ	21	71
0300 = 0315	0	9	3	0	0	1	0	0	3	0	0	0	0	16	
0315 - 0330	0	16		0	0	3	0	0		a	0	0	0	25	
0330 - 0345 0345 - 0400	0	21 6		0	0	0	0	0	1	0	0	0	0	29	
0400 - 0415	0	17		0	1	2	0	0		0	0	0	0	13 32	83
0415 - 0430	0	33	2.	0	0	0	0	0	2	a	ō	0	0	42	
0430 - 0445	20	44		0	a	0	0	0	2	. 6	0	0	0	54	
0445 - 0500	0	40	20	0	o o	0	a	0		G		0	o.	62	190
0500 - 0515 0515 - 0530	0	63 87	10	0	0	0	0	0	1	0	0	0	0	76 105	
0530 - 0545	1	116	26	1	1	1	0	0	3	0	ő	0	0	153	
0545 - 0600	0	80	n	1	3	-	0	0	1	0	0	0	0	119	453
0600 - 0615	0	B6	43	3.	- 6	2	0	1	2	0	0	0	0	143	
0615 - 0630	9	123	14	1		0	0	0	5	0	0	0	0	159	
0630 - 0645 0645 - 0700	0	142	32 38	0	1	3 2	0	5	3	0	0	n c	0	186 156	644
0700 - 0715	10	100	3.2	0	-5	- i	a	1	3		o		0	142	044
0715 - 0730	0	141	60	0	6	1	0	- 5	1	0 0	0	0 0		212	
0730 - 0745	0	152	52	0	10	3	0	2	1	.0	D		0	221	
0745 - 0800	0	133	51			- 1	.0	3	- *	0		0	0	200	775
0800 - 0815 0815 - 0830	0	94 100	50 49	0	6	0	0	0	2	0	0	0	0	156 157	
0830 - 0845	0	95	35	0		2	Ü		- 2	0	0	8	5	142	
0845 - 0900	0	86	36	.0		0	0	0	1	0	9	0	0	L31	586
0900 - 0915	0	88	42	.0	12	- 2	0	0	2	0	0	0	0	148	
0915 - 0930	0	77	34	0		1	0	2	5	0	0	0	0	132	
0930 - 0945 0945 - 1000	0	95 89	31	0	7	1	0	0	1	0	0	0	0	152 135	567
1000 - 1015	0	78	37	0	2	- 2	0	1	3	0	ő	0	0	130	307
1015 - 1030	4	96	41		5		0	3.		- 6	0	0	0	156	
1030 - 1045	0	107	45	0	9	2	0	2		0	0	0	0	170	
1045 - 1100	0	96 99	42	0		3	0	0	•	0	0	0	0	150	606
1100 - 1115 1115 - 1130	0	101	33 36	0	5	4	0	1		0	0	0	0	144 152	
1130 - 1145	0	104	33	0	8	- 3	0	0	. 5	1	0	0	0	151	
1145 - 1200	0	110	58	.0	1	2	0	11	3	0	0	0	0	180	627
1200 - 1215	. 0	99	44	0		1	0		3	0	0	0	0	154	
1215 - 1230 1230 - 1245	1 0	115 126	45	0		1	0	3	1	0	0	0	0	175 173	
1230 - 1245	8	108	33	8	1	1	1	4	- 6	0	0	0	0	1/3	653
1300 - 1315	.0	132	38	. 0			0	1	0	0	9	0		176	
1315 - 1330	0	117	42	0	1	5	1	2	0	0	0	0	0	170	
1330 - 1345	0	124	53 45	0	ě.	1	0	- 1	3	0	0	0	0	186	
1345 - 1400 1400 - 1415	1	106 122	35	0	2	2	0	1 2	2	0	0	0	0	167 166	699
1415 - 1430	1 3	137	45	ő	i	1 5	0	2	î	0	0	0	0	190	
1430 - 1445	0	129	67	1	5	1	0	1	2	0		0	- 01	186	
1445 - 1500	0	119	6t	0		1	0	3	1	0	0	0	0	193	735
1500 - 1515	1	152	65	0	2.	3	10	6	5	0	0	0	0	214	
1515 - 1530 1530 - 1545	0	157 158	63	9	4	1	0	1	3	0	9	0	9	232 230	
1545 - 1600	0	184	56	0		- 2	g:	3	2	0	0	0	ó	250	926
1600 - 1615	0	190	51	D	5	1	0	0		0	0	1	0	256	
1615 - 1630	0	176	84	0	3	0	0	1	0	0	O	0	0	246	
1630 - 1645 1645 - 1700	1 0	193 167	64 66	0	1	0	0	0	1	0	0	0	0	260 238	1000
1700 - 1715	i	183	82		1	1	0	0	1	0	0	0		271	1000
1715 - 1730	0	197	74	1	5	- 2	0	1	1	0	0	0	0	281	
1730 - 1745	(3	221	67	1	1	0	0	1	۰	0	0	0	0	294	
1745 - 1800 1800 - 1815	0	230	61 71	8	3	1	0	0	2	0	0	0	0	297 283	1143
1815 - 1830	1	182	n	0	1	0	0	0	ó	0	0	0	0	283	
1830 1845	2	178	14	1		0	0	0	1	0	0	0	0	242	
1845 - 1900		182	50	9		0	0	0	0	0	0	0	.0	248	1028
1900 - 1915	0	164	62	0	12	0	0	0		0	0	0	0	239	
1915 - 1930 1930 = 1945	0	161 158	51 51	0	1	0	0	0	0 1	0	0	0	0	213	
1930 1945 1945 - 2000	0	170	20	0	6	1	0	0	1	0	0	0		198	861
2000 = 2015	3	145	27	0	1	1	ő	0	0	0	0	0	0	175	
2015 - 2030	0	138	17	0	1	0		1.	0	0	0	. 0	6	157	
2030 = 2045	0	97	6	9	1	0	0	1	2	0	0	0	Q	107	
2045 - 2100 2100 - 2115	0	131 116	6	0	0	0	0	0	0	0	0	0	0	140 123	579
2100 - 2115	0	116		8	0	0	0	0	0	0	0	0	0	123	
2130 - 2145	0	85	12		2	0	0	0	1	0	0	0	.0	100	
2145 2200	0	104	0	0	0	0	0	1	o	0	Ó	0	.0	105	450
2200 - 2215	0	76			0	0	0	0	1	0	0	0	0	81	
2215 - 2230 2230 - 2245	0	80 68	3	0	0	0	0	9	1 2	0	0	0	0	87 75	
2245 - 2300	0	60	1	8	0	1	0	1	0	0	0	0	0	75 66	309
2300 - 2315	0	54	2	9	0	0	0	0	3	0	0	0	0	59	
2315 - 2330	0	55	1	0	1	0	a:	0	0	0	0	0	0	57	
2330 - 2345	0	33	1		1	0	0	0	1	0	0	0	0	36	
2345 - 0000	0	41	-		0	.0	1 0	. 0	- 1	0	0	0	0	43	195

Session Fold	26	9651	2579	10	100	108	1		198					13340
Session Average	0.21	100.53	11.01	0.10	333	1.13	0.04	0.67	2.06	0.03	0.00	0.01	0.00	158.96
Session Percentage	0.15	72.35	27.11	0.07	2.25	0.81	0.03	0.49	1.48	0.07	0.00	10.0	0.00	
AM Perk Hour	0500 - 0600	0700 - DE00	0715 -0815	0530-0630	O830 - 0530	0915 - 1015	0730+0830	0945 - 1045	0615 - 0715	0100 - 1000		1 1		0715 - 081
AM Yeak Yotume	200110	576	211		35	14	STATE OF THE PERSON	10	14	2000	- 0	0 1	.0	789
-UKCA KOLINIA														
Noon Feak Hour	1330+1410	1445-1545	1445 - 1545	1345 - 1445	1000+1100	1100 - 1200	1210-1330	1200 - 1300	1015-1115	1045-1145			-+	1445 - 154
Noon Peak Volume	3-3-5	386	235	1	26	15	2007	PARK THE	18		- 0	0	- 0	860
PM Peak Hour	1500 1600	1715 - 1855	1645 - 1745	1645 - 1745	1815-1915	1500 1500	1500 - 1600	1530 1630	1515-1615	1		1515 1615	-	1715-18
									14					1155

Appendix D GDOT Traffic Data



Location Map of GDOT Count Stations



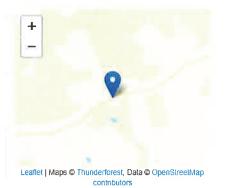
0

0000139_0387 - 139-0387 Description: SR 001100 BEG AT County: Hall Route number: 00032300 LRS section: 1391032300

Functional class: 6U - Minor Collector (Urban)

Coordinates: 34 2650850075322, -83.7489895674744





		Count Hi	story	
Year	Month	Count type	Duration	Count
2021	July	Class	48 hours	13025
2019	January	Class	48 hours	11754
2015	June	Class	48 hours	11406
2013	June	Volume	48 hours	11042
2011	September	Class	48 hours	10882

0000139_0389 - 139-0389

Description: SRT 008200 R

County: Hall

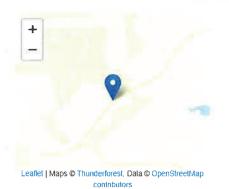
Route number: 00032300

LRS section: 1391032300

Functional class: 6U - Minor Collector (Urban)

Coordinates: 34.2796237, -83.72302231





		Count Hi	story	
Year	Month	Count type	Duration	Count
2019	December	Class	48 hours	4287
2018	May	Volume	48 hours	3696
2016	July	Class	48 hours	3288
2014	May	Volume	48 hours	4335
2012	January	Volume	48 hours	3618
2010	January	Class	48 hours	3676

Count Station: GDOT #139-0387 Street: SR 323/Gillsville Highway Location: West of Joe Parker Road Source: **GDOT** YEAR ADT **TREND** 10-Years of Count Data Trend Annual Historic Compound Growth Rate 2.08% ADT $y = 2E-10e^{0.0157x}$ $R^2=0.9725$ YEAR

Count Station: GDOT #139-0389

Street: SR 323/Gillsville Highway

Location: <u>East of Holly Springs Road</u>

Source: GDOT

2022

2023

2024

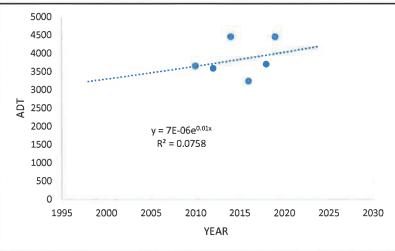
		- N
YEAR	ADT	TREND
1998		3200
1999		3300
2000		3300
2001		3300
2002		3400
2003		3400
2004		3400
2005	2	3500
2006		3500
2007		3500
2008		3600
2009		3600
2010	3660	3600
2011		3700
2012	3598	3700
2013		3800
2014	4462	3800
2015		3800
2016	3249	3900
2017		3900
2018	3710	4000
2019	4458	4000
2020		4000
2021		4100

4100

4200

4200

9-Years of Count Data
Trend Annual Historic Compound Growth Rate
1.22%



Appendix E Intersection Volume Development

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

A.M. PEAK HOUR

		Harmony C	hurch Roa	d		N	/A		SR 323	/Gillsville I	Iighway	SR 323	/Gillsville I	lighway
Condition		North	bound		l	South	bound			Eastbound	l		Westboun	1
	U-turn	L	T	R	U-turn	L	T	R	L	Т	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

		,	hurch Road	d			/Λ			/Gillsville I	0 ,		/Gillsville I	0 ,
Condition		North	bound		l	South	bound		ı	Eastbound	1		Westbound	1
	U-turn	L	T	R	U-turn	L	Т	R	L	Т	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

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

A.M. PEAK HOUR

		N.	/Λ			Joe Parl	ker Road		SR 323	/Gillsville I	Iighway	SR 323	/Gillsville I	Iighway
Condition		North	bound		l	South	bound			Eastbound	1		Westbound	1
	U-turn	L	T	R	U-turn	L	Т	R	L	Т	R	L	Т	R
Existing Volumes (2021)	1	- 5				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

	1	N	/A			loe Par	ker Road		SR 323	/Gillsville I	lighumu	SR 323	/Gillsville I	Liebway
Condition	- 1		bound		l	-	bound			Eastbound			Westbound	
; 	U-turn	L	Т	R	U-turn	L	Т	R	L	Т	R	L	Т	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

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

A.M. PEAK HOUR

		N	/A			Proposed I	Priveway #	1	SR 323	/Gillsville I	lighway	SR 323	/Gillsville I	lighway
Condition	1	North	bound			South	bound			Eastbound	d		Westbound	d
	U-turn	L	Т	R	U-turn	L	Т	R	L	T	R _	L	Т_	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

					2 12121 2 2	JIME INCO	**							
			/A			Proposed I	,	1		/Gillsville I			/Gillsville I	
Condition	- 1	North	bound		l	South	bound		ı	Eastbound	d		Westbound	1
	U-turn	L	Т	R	U-turn	L	T	R	L	Т	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 Trios	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

	\rightarrow	*	1	-		1	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	^	71		स	W		
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	С	С	D	Α	Α	Α	
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	I SHOW	9	-	4			
		2 65.0					
Phs Duration (G+Y+Rc), s		65.0		23.0			
Change Period (Y+Rc), s		4.5		4.5			
Max Green Setting (Gmax), s		60.5		50.5			
Max Q Clear Time (g_c+l1), s		10.2		6.1			
Green Ext Time (p_c), s		1.3		0.9			
Intersection Summary	40					L OF L	
HCM 6th Ctrl Delay			21.2				
HCM 6th LOS			С				

Intersection	15 17		191.7	9 19		W-FR
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		सी	1	TIDIT	N/	COIN
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	000	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		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	A	Major2	NO ZIE	Minor2	
	685		100		869	684
Conflicting Flow All		0		0		
Stage 1		1.55		-	684	
Stage 2	4.46	(2)		-	185	- 0.00
Critical Hdwy	4.12	0.50		w Va	6.42	6.22
Critical Hdwy Stg 1	ā	SE	- 1	-	5.42	-
Critical Hdwy Stg 2			1 3	•	5.42	
Follow-up Hdwy	2.218					
Pot Cap-1 Maneuver	908	(*)			322	449
Stage 1	-	-	<u> </u>	-	501	-
Stage 2	- 2	120	- 4	-	847	-
Platoon blocked, %		848	- 2	, Lo		
Mov Cap-1 Maneuver	908	166	-		322	449
Mov Cap-2 Maneuver	10000	80	_	132	322	-
Stage 1	-	14	2	- 34E	500	
Stage 2			-	7.00	847	
Olaye Z			9	H	047	SL X
					-	
Approach	EB	TRUT I	WB		SB	-1 T-
HCM Control Delay, s	0.1		0		13.8	
HCM LOS					В	
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1						
Minor Lone Major M.	4 7 74	CDI	EDT	MOT	WDD	CDI -4
Minor Lane/Major Mvm	R	EBL	EBT	WBT		SBLn1
Capacity (veh/h)		908	-	1/26	2	427
HCM Lane V/C Ratio		0.001	-		12	0.039
HCM Control Delay (s)		9	0	1746	- 14	The state of
HCM Lane LOS		Α	Α	(2)	34	В
HCM 95th %tile Q(veh))	0			=	0.1

## Configurations		-	*	1	-	4	1	
## Configurations	Movement	EBT	EBR	WBL	WBT	NBL	NBR	
ffic Volume (veh/h) 295 391 46 186 222 55 ure Volume (veh/h) 295 391 46 186 222 55 al Q (Qb), veh 0 0 0 0 0 0 0 i-Bike Adj(A, pbT) 1.00 1.00 1.00 1.00 1.00 1.00 king Bus, Adj 1.00 1.00 1.00 1.00 1.00 1.00 rk Zone On Approach No No No No No No Sat Flow, veh/h/In 1870 1870 1870 1870 1870 1870 Flow Rate, veh/h 314 416 49 198 236 59 ek Hour Factor 0.94	ane Configurations		7		र्स	W		
al Q (Qb), veh	Fraffic Volume (veh/h)		391	46			55	
Helike Adj(A_pbT) Indicates the state of th	Future Volume (veh/h)	295	391	46	186	222	55	
king Bus, Adj 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	nitial Q (Qb), veh	0	0	0	0	0	0	
No No No Sat Flow, veh/h/ln 1870	Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00	
Sat Flow, veh/h/In 1870 1880 59 40 94 0.94	Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate, veh/h ak Hour Factor 0.94 0.	Nork Zone On Approach	No			No	No		
ak Hour Factor 0.94 0.98 0.98 0.98 0.98 0.98 0.99 0.00<	Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
cent Heavy Veh, % 2	Adj Flow Rate, veh/h	314	416	49	198	236	59	
o, veh/h o, veh/h o, veh/h ove On Green over On	Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Vec On Green 0.31 0.31 0.31 0.31 0.31 0.58 0.58	Percent Heavy Veh, %	2	2	2	2	2	2	
Vec On Green 0.31 0.31 0.31 0.31 0.31 0.58 0.58	Cap, veh/h	584	495	100	366	807	202	
Flow, veh/h 1870 1585 157 1173 1386 347 Volume(v), veh/h 314 416 247 0 296 0 Sat Flow(s),veh/h/ln 1870 1585 1330 0 1739 0 Serve(g_s), s 11.8 20.8 2.6 0.0 7.3 0.0 Sele Q Clear(g_c), s 11.8 20.8 14.4 0.0 7.3 0.0 p In Lane 1.00 0.20 0.80 0.20 se Grp Cap(c), veh/h 584 495 466 0 1012 0 Ratio(X) 0.54 0.84 0.53 0.00 0.29 0.00 sill Cap(c_a), veh/h 1352 1146 1051 0 1012 0 M Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 Stream Filter(I) 1.00 1.00 1.00 0.00 1.00 Torm Delay (d), s/veh 24.2 27.3 23.8 0.0 9.0 0.0 sele Q Clear(g_c), veh/h 0.8 3.9 0.9 0.0 0.0 selection Delay (d3), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 selection Delay (d3), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 selection Delay (d3), s/veh 24.9 31.2 24.7 0.0 9.7 0.0 selection Delay (b), s/veh 24.9 31.2 24.7 0.0 9.7 0.0 serp Delay (d), s/veh 24.9 31.2 24.7 0.0 9.7 0.0 serp Delay, s/veh 730 247 296 seroach Delay, s/veh 28.5 24.7 9.7 seroach LOS C C C A A A A seroach LOS C C C A	Arrive On Green				0.31			
Volume(v), veh/h	Sat Flow, veh/h							
Sat Flow(s),veh/h/ln 1870 1585 1330 0 1739 0 Serve(g_s), s 11.8 20.8 2.6 0.0 7.3 0.0 Sele Q Clear(g_c), s 11.8 20.8 14.4 0.0 7.3 0.0 pln Lane 1.00 0.20 0.80 0.20 Set Gry Cap(c), veh/h 584 495 466 0 1012 0 Ratio(X) 0.54 0.84 0.53 0.00 0.29 0.00 Sill Cap(c_a), veh/h 1352 1146 1051 0 1012 0 M Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 Stream Filter(I) 1.00 1.00 1.00 0.00 1.00 0.00 Stream Filter(I) 1.00 1.00 1.00 0.00 0.00 Stream Gry Cap(d), s/veh 24.2 27.3 23.8 0.0 9.0 0.0 Set Delay (d2), s/veh 0.8 3.9 0.9 0.0 0.7 0.0 Set BackOfQ(50%), veh/ln 5.2 8.1 3.9 0.0 2.7 0.0 Set BackOfQ(50%), veh/ln 5.2 8.1 3.9 0.0 2.7 0.0 Set Delay(d), s/veh 24.9 31.2 24.7 0.0 9.7 0.0	Grp Volume(v), veh/h							
Serve(g_s), s 11.8 20.8 2.6 0.0 7.3 0.0 Sele Q Clear(g_c), s 11.8 20.8 14.4 0.0 7.3 0.0 Sele Q Clear(g_c), s 11.8 20.8 14.4 0.0 7.3 0.0 Sele Q Clear(g_c), s 11.8 20.8 14.4 0.0 7.3 0.0 Sele Q Clear(g_c), veh/h 584 495 466 0 1012 0 Sele Grp Cap(c), veh/h 1354 495 466 0 1012 0 Sele Grp Cap(c), veh/h 1352 1146 1051 0 1012 0 Sele Great Filter(l) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Sele Great Filter(l) 1.00 1.00 1.00 1.00 1.00 0.00 Sele Great Filter(l) 1.00 1.00 1.00 0.00 0.00 Sele Great Filter(l) 1.00 1.00 0.00 0.00 0.0 0.0 0.0 Sele Great Filter(l) 1.00 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Sele Great Filter(l) 1.00 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Sele Great Filter(l) 1.00 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Sele Great Filter(l) 1.00 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Grp Sat Flow(s),veh/h/ln							
Side Q Clear(g_c), s	2 Serve(g_s), s							
p In Lane	Cycle Q Clear(g_c), s							
The Grp Cap(c), veh/h	Prop In Lane							
Ratio(X) 0.54 0.84 0.53 0.00 0.29 0.00 iil Cap(c_a), veh/h 1352 1146 1051 0 1012 0 M Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 stream Filter(I) 1.00 1.00 1.00 0.00 1.00 0.00 form Delay (d), s/veh 24.2 27.3 23.8 0.0 9.0 0.0 Delay (d2), s/veh 0.8 3.9 0.9 0.0 0.7 0.0 al Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 B BackOfQ(50%),veh/ln 5.2 8.1 3.9 0.0 2.7 0.0 igg. Movement Delay, s/veh Grp Delay(d),s/veh 24.9 31.2 24.7 0.0 9.7 0.0 Grp LOS C C C A A A A Groach Vol, veh/h 730 247 296 Groach LOS C C A Groach LOS C C A	.ane Grp Cap(c), veh/h	584			0			
sil Cap(c_a), veh/h 1352 1146 1051 0 1012 0 M Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 Interest Filter(I) 1.00 1.00 1.00 0.00 0.00 0.00 Interest Filter(I) 1.00 1.00 0.00 0.0 0.0 0.0 Interest Filter(I) 1.00 1.00 0.0 0.0 0.0 0.0 Interest Filter(I) 1.00 1.00 0.0 0.0 0.0 0.0 Interest Filter(I) 1.00 1.00 0.0 0.0 0.0 0.0 0.0 Interest Filter(I) 1.00 0.0 0.0 0.0 0.0 </td <td>//C Ratio(X)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	//C Ratio(X)							
M Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 stream Filter(I) 1.00 1.00 1.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.0								
stream Filter(I) 1.00 1.00 1.00 0.00 1.00 0.00 form Delay (d), s/veh 24.2 27.3 23.8 0.0 9.0 0.0 Delay (d2), s/veh 0.8 3.9 0.9 0.0 0.7 0.0 al Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 a BackOfQ(50%),veh/ln 5.2 8.1 3.9 0.0 2.7 0.0 sig. Movement Delay, s/veh srp Delay(d),s/veh 24.9 31.2 24.7 0.0 9.7 0.0 srp LOS C C C A A A A stroach Vol, veh/h 730 247 296 stroach Delay, s/veh 28.5 24.7 9.7 stroach LOS C C A	ICM Platoon Ratio							
form Delay (d), s/veh 24.2 27.3 23.8 0.0 9.0 0.0 Delay (d2), s/veh 0.8 3.9 0.9 0.0 0.7 0.0 al Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 B BackOfQ(50%),veh/ln 5.2 8.1 3.9 0.0 2.7 0.0 Big. Movement Delay, s/veh Bip Delay(d),s/veh 24.9 31.2 24.7 0.0 9.7 0.0 Bip LOS C C C A A A A Broach Vol, veh/h 730 247 296 Broach Delay, s/veh 28.5 24.7 9.7 Broach LOS C C A								
Delay (d2), s/veh 0.8 3.9 0.9 0.0 0.7 0.0 al Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 BackOfQ(50%),veh/ln 5.2 8.1 3.9 0.0 2.7 0.0 sig. Movement Delay, s/veh Grp Delay(d),s/veh 24.9 31.2 24.7 0.0 9.7 0.0 Grp LOS C C C A A A A Groach Vol, veh/h 730 247 296 Groach Delay, s/veh 28.5 24.7 9.7 Groach LOS C C A								
al Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 e BackOfQ(50%),veh/ln 5.2 8.1 3.9 0.0 2.7 0.0 e BackOfQ(50%),veh/ln 5.2 8.1 3.9 0.0 2.7 0.0 e BackOfQ(50%),veh/ln 5.2 8.1 3.9 0.0 2.7 0.0 e BackOfQ(50%),s/veh 24.9 31.2 24.7 0.0 9.7 0.0 e BackOfQ(50%),s/veh 24.9 31.2 24.7 0.0 9.7 0.0 e BackOfQ(50%),s/veh 24.9 31.2 24.7 0.0 9.7 0.0 e BackOfQ(50%),s/veh 24.9 31.2 24.7 9.7 e BackOfQ(50%),s/veh 28.5 24.7 e BackOfQ(50%),s/veh								
BackOfQ(50%),veh/ln 5.2 8.1 3.9 0.0 2.7 0.0 sig. Movement Delay, s/veh Grp Delay(d),s/veh 24.9 31.2 24.7 0.0 9.7 0.0 Grp LOS C C C A A A Groach Vol, veh/h 730 247 296 Groach Delay, s/veh 28.5 24.7 9.7 Groach LOS C C A								
sig. Movement Delay, s/veh Srp Delay(d),s/veh 24.9 31.2 24.7 0.0 9.7 0.0 Srp LOS C C C A A A storoach Vol, veh/h 730 247 296 storoach Delay, s/veh 28.5 24.7 9.7 storoach LOS C C A	Name and Address of the Control of t							
Grp Delay(d),s/veh 24.9 31.2 24.7 0.0 9.7 0.0 Grp LOS C C C A A A proach Vol, veh/h 730 247 296 proach Delay, s/veh 28.5 24.7 9.7 proach LOS C C A			0.1	0.0	0.0	4-1	0.0	
Sirp LOS C C C C A A proach Vol, veh/h 730 247 296 proach Delay, s/veh 28.5 24.7 9.7 proach LOS C C A			31.2	24 7	0.0	97	0.0	
oroach Vol, veh/h 730 247 296 oroach Delay, s/veh 28.5 24.7 9.7 oroach LOS C C A	nGrp LOS							
oroach Delay, s/veh 28.5 24.7 9.7 oroach LOS C C A				,				
oroach LOS C C A								
er - Assigned Phs 2 4		U				^		With the Part of the Control of the Part
	imer - Assigned Phs		2	2/2	4		Char	82 TURN ARE LINE
	Phs Duration (G+Y+Rc), s							
	Change Period (Y+Rc), s							
	Max Green Setting (Gmax), s							
	Max Q Clear Time (g_c+l1), s							
en Ext Time (p_c), s 0.9 3.7 1.9	Green Ext Time (p_c), s		0.9		3.7			1.9
rsection Summary	ntersection Summary				1215			
M 6th Ctrl Delay 23.4	ICM 6th Ctrl Delay			23.4		-74	- H.	
M 6th LOS C	ICM 6th LOS			С				

Intersection	811	1111		RF.	r de Sa	11 -1
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		र्स	₽		Y	
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	11.4	None	THE	None
Storage Length	-	-	-	-	0	-
Veh in Median Storag	e,# -	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/Miner	Malant		Anie-2		Minera	VIII.
	Major1		Major2	_	Minor2	400
Conflicting Flow All	407	0		0	1198	406
Stage 1	•		•	•	406	•
Stage 2	4.15	(*)	*	-	792	-
Critical Hdwy	4.12	(8)			6.42	6.22
Critical Hdwy Stg 1		(2)		•	5.42	-
Critical Hdwy Stg 2		(50)		•	5.42	
Follow-up Hdwy	2.218	190	5	-	3.518	
Pot Cap-1 Maneuver	1152	350		-	205	645
Stage 1	-	(7)		-	673	-
Stage 2				-	446	-
Platoon blocked, %			•			
Mov Cap-1 Maneuver		780		- 3/	202	645
Mov Cap-2 Maneuver	-	•	-	-	202	
Stage 1	-	120	1. 3	-	663	12
Stage 2	-	192	2	-	446	(4)
TO THE PERSON						
Approach	EB	0.00	WB		SB	(3)
Approach						-
HCM Control Delay, s	0.1		0		13.5	
HCM LOS					В	
Minor Lane/Major Mvr	nt	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	1	Α	A	20	2	В
HCM 95th %tile Q(veh	1	0	-	FAY		0.1

Future No-Build Conditions – Year 2027

	→	*	1	\longleftarrow	4	1	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	^	7		न	*yF		
Traffic Volume (veh/h)	106	74	24	298	382	27	
Future Volume (veh/h)	106	74	24	298	382	27	
nitial 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	terms of warm
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	
ane Grp Cap(c), veh/h	438	371	470	0	1178	0	
//C Ratio(X)	0.27	0.22	0.76	0.00	0.39	0.00	
vail 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	
Jpstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	
Jniform Delay (d), s/veh	28.4	28.1	33.0	0.0	6.8	0.0	
ncr Delay (d2), s/veh	0.3	0.3	2.6	0.0	1.0	0.0	
nitial 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	
Insig. Movement Delay, s/veh							
nGrp Delay(d),s/veh	28.7	28.4	35.6	0.0	7.7	0.0	
nGrp LOS	C	С	D	Α	Α	Α	
Approach Vol, veh/h	200		7.5	358	455	19	
Approach Delay, s/veh	28.6			35.6	7.7		
Approach LOS	C			D	Α		
Timer - Assigned Phs		2	To live	4	XI .us	611	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+l1), s		12.5		6.7			18.9
Green Ext Time (p_c), s		1.5		1.0			2.4
ntersection Summary	125	10.45-8		e de la constant	TE E	1.17	
ICM 6th Ctrl Delay			21.7				
ICM 6th LOS			C				
IOIVI UIII LUU			U				

Intersection	2			7 7	Y III	-0-1
Int Delay, s/veh	0.3					
		EDT	MOT	MADO	ODL	ODD
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		र्स	1		A	
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	18-5
	_					771
Conflicting Flow All	772	0		0	980	
Stage 1	- 19	-	676	- 15	771	•
Stage 2	1.40		2. T.		209	0.00
Critical Hdwy	4.12				6.42	6.22
Critical Hdwy Stg 1	873		N.	-	5.42	75
Critical Hdwy Stg 2		3			5.42	
Follow-up Hdwy	2.218	Ē		-		
Pot Cap-1 Maneuver	843			•	277	400
Stage 1	-	<u>u</u>		•	456	2
Stage 2	1929	4	741	7 8	826	
Platoon blocked, %		2	-	2		
Mov Cap-1 Maneuver	843	2	× .		277	400
Mov Cap-2 Maneuver	-	Щ		12	277	-
Stage 1			100		456	- 1
Stage 2		4	::=:	×	826	-
					SS TELL	
)201		10.00		wa-	
Approach	EB	Two	WB	4	SB	15.5
HCM Control Delay, s	0.1		0		15	
HCM LOS					С	
Minor Lane/Major Mvm	NECK T	EBL	EBT	WBT	WRP	SBLn1
Capacity (veh/h)		843	-	WDI	WDK.	380
HCM Lane V/C Ratio		0.001	•			0.05
			_	-	: ¥:	
		9.3	0	32		15
HCM Control Delay (s)		A	Α.			
HCM Lane LOS HCM 95th %tile Q(veh)		A 0	A	-	1.00	0.2

	→	*	1	←	4	1	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	†	7	Name of the last o	4	W	All Specials	
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	С	С	С	Α	В	Α	
Approach Vol, veh/h	821	-		277	333		
Approach Delay, s/veh	28.2			25.0	12.0		
Approach LOS	C			С	В		
Timer - Assigned Phs		2	9 (7)	4	T & SATE	, U.V.N	
Phs Duration (G+Y+Rc), s							
		54.0		35.3			
Change Period (Y+Rc), s		4.5		4.5			
Max Green Setting (Gmax), s		49.5		61.5			
Max Q Clear Time (g_c+l1), s		11.4		26.5			
Green Ext Time (p_c), s		1,1		4.3			
Intersection Summary		ngi M		1 444		1000	
HCM 6th Ctrl Delay			23.8				
HCM 6th LOS			C				

Intersection		139		1778	- 20	51136
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	þ		W	
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	1.	None	1.1			Telephone in the later of the l
Storage Length	-		-	-	0	-
Veh in Median Storage	e,# -	0	0		0	
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	11	869	455	3	2	8
ARREST STATE OF THE STATE OF TH			.50	,	-	,
THE PART OF THE PARTY OF THE PA			14-1-1-2			
	Major1		Major2		Minor2	I State
Conflicting Flow All	458	0	1.00	0	1348	457
Stage 1	-			*	457	
Stage 2	-	ā		Ħ	891	
Critical Hdwy	4.12		589		6.42	6.22
Critical Hdwy Stg 1	-				5.42	
Critical Hdwy Stg 2	-		1.70		5.42	
Follow-up Hdwy	2.218		15		3.518	3.318
Pot Cap-1 Maneuver	1103	i i	1.5	1	166	604
Stage 1	-			-	638	-
Stage 2	- E	5 8		1, 116	401	
Platoon blocked, %		-		1		
Mov Cap-1 Maneuver	1103		12/		163	604
Mov Cap-2 Maneuver	-	8		122	163	-
Stage 1		125			626	15
Stage 2	_	12	927		401	12
Ologo Z					701	
Approach	EB	Time.	WB	1 8	SB	5 1
HCM Control Delay, s	0.1		0		14.4	
HCM LOS					В	
Minor Long Major Man	nt.	EDI	COT	MOT	MADD	ODI4
Minor Lane/Major Mvn	IL	EBL	EBT	WBT		SBLn1
Capacity (veh/h)		1103	-	1.3		392
HCM Lane V/C Ratio		0.01	-		•	
HCM Control Delay (s)	Ŋ.	8.3	0	-	0.00	14.4
HCM Lane LOS		Α	Α	12	V.E	В
HCM 95th %tile Q(veh)	0	-			0.1

Future Build Conditions – Year 2027



	\rightarrow	*	1	-	1	-	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	†	7	OTHER PARTY.	र्स	*/		
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	
			17.4				
Cycle Q Clear(g_c), s	5.6	4.9		0.0	10.9	0.0	
Prop In Lane	4.47	1.00	0.07	0	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	С	С	D	Α	Α	Α	
Approach Vol, veh/h	244			366	463	7 7 10	
Approach Delay, s/veh	28.9			35.6	8.0		
Approach LOS	С			D	Α		
Timer - Assigned Phs	STOKE OF THE STOKE	2	" 5 - 11	4	edell'il		-150 Maria 8 Maria 16 20 M
Phs Duration (G+Y+Rc), s	91.0	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+l1), s		12.9		7.6			19.4
Green Ext Time (p_c), s		1.6		1.2			2.4
Intersection Summary			10-4.		19.3	m' pres	
HCM 6th Ctrl Delay	3 17		22.2				
HCM 6th LOS			C				

Intersection	W in			15,18	58 F	3, 71
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		स	^		Y	
Traffic Vol, veh/h	1	236	843	2	2	15
Future Vol, veh/h	1	236	843	2	2	15
Conflicting Peds, #/hr	Ó	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None		None	Olop	None
Storage Length	-	-	_	-	0	-
Veh in Median Storage,		0	0		0	
Grade, %	π -	0	0		0	_
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	1	265	947	2	2	17
INIALLIF L. IOAA		200	241	2		
	/lajor1		Major2		Minor2	100
Conflicting Flow All	949	0	170	0	1215	948
Stage 1		115.5	188		948	
Stage 2					267	5
Critical Hdwy	4.12	-			6.42	6.22
Critical Hdwy Stg 1		-		-	5.42	8
Critical Hdwy Stg 2	. 5	1	•		5.42	8.8
Follow-up Hdwy	2.218	9		2	3.518	3.318
Pot Cap-1 Maneuver	724	(2)	14		200	316
Stage 1		2	100	2	377	理
Stage 2	-	12		2	778	2
Platoon blocked, %		- 4	1243	-	anna.	
Mov Cap-1 Maneuver	724	-		- 2	200	316
Mov Cap-2 Maneuver		-		- 2	200	NEW AND
Stage 1			740		376	20 E
Stage 2	-	-	-	_	778	-
Olage Z		m.				
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		18	
HCM LOS					С	
Minor Lane/Major Mvm	V =	EBL	EBT	WBT	WBR	CRI n1
Capacity (veh/h)	V	724	EDI	VVDI	VVDIX	296
HCM Lane V/C Ratio		0.002		V 3 1 0		0.065
HCM Control Delay (s)		10	0		3 191	18
HCM Lane LOS	5-78-5	A	A			C
		A	A	-		U
HCM 95th %tile Q(veh)		. 0			-	0.2

Intersection	No.	276		in s		- 11	17
Int Delay, s/veh	4.1						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	*	†	†	7	7	7	
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	-		
Storage Length	150	-	-	150	0	0	
Veh in Median Storage	,# -	0	0	•	0	118	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	170	
Mvmt Flow	57	204	761	14	43	172	
Major/Minor	Major1	1	Major2	13-0	Minor2		
Conflicting Flow All	775	0		0	1079	761	
Stage 1	10.30		100	- 1	761		
Stage 2		-	-	-	318	-	
Critical Hdwy	4.12		- 2		6.42	6.22	
Critical Hdwy Stg 1				-	5.42		
Critical Hdwy Stg 2			-	1 12	5.42	-	
Follow-up Hdwy	2.218	-	120	-			
Pot Cap-1 Maneuver	841	- 5	-	1	242	405	
Stage 1	120	5	140	-	461	-	
Stage 2		- 1-	160	-	738		
Platoon blocked, %			140	-	- Unicional	- WA	
Mov Cap-1 Maneuver	841		*		226	405	
Mov Cap-2 Maneuver		*	(*)		226		
Stage 1		00 N. E	9		430	*	
Stage 2		*	(*)	-	738	*	
Approach	EB		WB		SB		
HCM Control Delay, s	2,1		0	V- 0	21.2		
HCM LOS					С		
Minor Langibleios Mari	16	EDI	EDT	MIDT	WED	001-4	0010
Minor Lane/Major Mym	III.	EBL	EBT	WBT		SBLn1	
Capacity (veh/h)		841	-	-		226	405
HCM Lane V/C Ratio HCM Control Delay (s)		0.067	141	-		The same of the same	
HCM Lane LOS		9.6 A	(4)	*	100	24.7 C	20.3 C
HCM 95th %tile Q(veh)		0.2		-	V-19	0.7	2.1
How sour mile acten		0.2		•		0.7	2.1

	→	*	•	-	1	-	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations		7		4	W		
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	1110	1.00	0.18	0.0	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	0.00	995	0.00	
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	, 10	1210		3.0	110	010	
LnGrp Delay(d),s/veh	29.2	42.1	32.0	0.0	13.2	0.0	
LnGrp LOS	C	D	C	A	В	A	
Approach Vol, veh/h	849			301	356	-	
Approach Delay, s/veh	36.5			32.0	13.2		
Approach LOS	D			32.0 C	13.2 B		
	U		112		D		
Timer - Assigned Phs	181	2	Mally -	4		10-00	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+l1), s		13.7		32.4			27.9
Green Ext Time (p_c), s		1.2		4.0			2.1
ntersection Summary	100		Sal.		1 / CV	OF THE SE	
HCM 6th Ctrl Delay			30.1				
HCM 6th LOS			С				

Intersection		V 1	III E	1033		2 71
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1>		N/F	Christian Christian
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	-		-		Stop.	None
Storage Length		-		-	0	NONE
	e.# -		0		0	
Veh in Median Storage		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	1	Major2		Minor2	720
Conflicting Flow All	564	0	viajoi z	0		563
Stage 1	-	•	- 10	-	563	-
Stage 2	4.40		•		1073	0.00
Critical Hdwy	4.12	- 3		-	6.42	6.22
Critical Hdwy Stg 1	-	-		-	5.42	3
Critical Hdwy Stg 2	-		1/2	-	5.42	-
Follow-up Hdwy	2.218	2	-	-	3.518	3.318
Pot Cap-1 Maneuver	1008	2		-	111	526
Stage 1	_	142		-	570	=
Stage 2		34	541		328	
Platoon blocked, %				-	010	
Mov Cap-1 Maneuver	1008		785	-	108	526
Mov Cap-2 Maneuver	-	*	7.00	-	108	-
Stage 1	-	*			555	
Stage 2	-	*	190		328	-
O WILLIAM TO SERVICE AND ADDRESS OF THE PARTY OF THE PART						
Approach	EB	5 00	WB		SB	W
HCM Control Delay, s	0.1		0		17.6	
HCM LOS	0.1		U		17.0 C	
HCIVI LUS					C	
Minor Lane/Major Mvn	nt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1008			74	296
HCM Lane V/C Ratio		0.011	-	=		0.035
HCM Control Delay (s)	No.	8.6	0	-		17.6
	(i	Α	A			17.0 C
HCMI and LOC			4	19	-	U
HCM Lane LOS HCM 95th %tile Q(veh		0		111	_	0.1

Appendix G GDOT ICE Report



ICE Version 2 15 | **GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL** Revised 07/01/2019 GDOT PI# (or N/A): N/A Request By: Developer 2021 Existing Year Volumes Existing Data Year N 0 (0) [0] DWY County: Hall GDOT District: 1 - Gainesville 2027 Project Opening Year Annual Growth Rate: 2.0% (0)(0)(0)(0)Site 2027 Project Design Year 9% K Factor Major (State) Road: SR 323 Speed Limit: 0 0 0 0 eds 少 Û Peds (0)**FR SR 323** Minor (Crossing) ST: Site Dwy Speed Limit: < 35 mph 2021 Intersection Daily 0 (0)0 (0)167 Entering Volume (est): 418) Area Type: Suburb/Transition Major ST Direction: East/West (737) [12800] ₽ (418) (737 167 4 622 12,800 622 0 Ð, (0)0 (0)Intersection Control: New Intersection or Other (0)Peds **S NB SR 323** 0 Peds 1 Prepared By: KCI Technologies Dwv Analyst: Antweiler 0 0 0 0 Peak Hour % Trucks Site (0)(0)(0)(0)000 = AM Peak Approach Vol Date: 10/26/2021 Project ID: WB NB SB 9 0 (0) [0] (000) = PM Peak Approach Vol 2% 2% 2% 2% New Driveway for 2955 Gillsville Highway [000] = ADT Volume (Estimate) Project Purpose: Development Approach Splits: SR 323 - 1 / Site Dwy - 0 2027 Opening Year Volumes 2027 Design Year Volumes 198 (128) [3900] 198 (128) [3900] (102)(26)(0)(0)(0)(102)(0)(26)Site Site 0 158 0 40 0 158 0 40 eds À Û 4 Peds 0 (0)Û \$ Peds EB SR 323 Peds A 0 (0)FB SR 323 (175)52 Ð 2027 Intersection Daily Œ 13 (44) ø 2027 Intersection Daily Œ. (175)52 13 (44) 240 (1005) [17500] 240 (1005) [17500] Entering Volume (est): Entering Volume (est): (515)(830)188 ⇨ 700 (471) \Rightarrow (830)188 700 (471)5 18,300 18,300 (0)0 **P** F 0 (0)0 **P** F (0)0 (0)Peds **NB** SR 323 Peds (0) WB SR 323 0 Û Ped (0)0 4 Peds 飠 DWV MO 0 0 0 n 0 0 0 0

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.

(0) (0)

(0)

0 (0) [0]

(0)

Site

(0)

(0)

0 (0) [0]

(0)

(0)

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 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 Process: 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 ilmiting 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: 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

Screening as a screening effort meant to eliminate non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should

Decision 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: 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 Alternative 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 selection 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

0000	. DI #	A1/A								ICE Version 2,15 Revised 07/01/2019					
_	GDOT PI # N/A Project Location: SR 323 @ Site Dwy		Note: Up to 5 alternatives may be selected and												
-	Existing Control: New Intersection or Other		evaluated; Use this ICE												
	Prepared by: KCI Technologies		Stage 1	to screen	5 or	Sed Holes	Marica	FINETICICIE	Halle IC	The seat.					
Date:	ied by.	10/26/2021	fewer al	ternatives e in Stage :	to so	The Settle	1914	Hory Serie	Olity. Gir	A COLL WILL STATE					
	wer "Ves" or	"No" to each policy question for	evaluate	s III Stage i	The gle w	Saletties	18 5015 0	ICI OF COM	SSIDI CO	Partie Land					
		ne to identify which alternatives		28	85 1150	No Cho	Chestra do	20 80,00	Mins of	and Haddo And Had Sads					
		uated in the Stage 2 Decision	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 Ves Yes No Yes Yes Yes Yes Yes Proposed Condition with a right-turn and												
Reco	ord; enter jusi	tification in the rightmost column		Merro Harry	Retrocurents	errasidito.	Stugge Cours	ernaducs.	elugaties	Nega addition					
		rnative (see "Intersections" tab for	008	ALCO COST	501 D05	10 CE 3	dion Sos	E	SCHO CHEL	"ille"					
deta	iled descriptio	n of intersection/interchange type)	1,0	15 PH	13. Sep	V. 92	P. Su	0. 6	1 6	Screening Decision Justification:					
	Conventiona	I (Minor Stop)	Yes	Yes	No	Yes	Yes	Yes	Yes	leit-turri deceleration iane					
	Conventiona	I (All-Way Stop)	No	No	No	No	No	No	No	Not appropriate for SR 323/Gillsville Highway with 40mph speed limit					
	Mini Rounda	bout	No	No	No	No	No	No	No	Not appropriate for SR 323/Gillsville Highway with 40mph speed limit					
	Single Lane	Single Lane Roundabout			No	No	No	No	No	ROW not available					
ctions	Multilane Ro	undabout	No	No	No	No	No	No	No	SR 323 is not a multi-lane highway					
terse	RCUT (stop	control)	No	No	No	No	No	No	No	SR 323 is not a multi-lane highway					
Unsignalized Intersections	RIRO w/dow	n stream U-Turn	No	No	No	No	No	No	No	No u-turn location available					
gnaliz	High-T (unsiç	gnalized)	No	No	No	No	No	No	No	No u-turn location available					
Unsi	Offset-T Intersections		No	No	No	No	No	No	No	Not a 4-way intersection					
	Diamond Inte	Diamond Interch (Stop Control)		No	No	No	No	No	No	Not an interchange					
		erch (RAB Control)	No	No	No	No	No	No	No	Not an interchange					
	No LT Lane In No RT Lane Ir		No	No	No	No	No	No	No	N/A					
	Other unsign	alized (provide description):	No	No	No	No	No	No	No	N/A					
	Traffic Signa		No	No	No	No	No	No	No	Does not meet signal warrants; not a traffic signal					
	Median U-Tu	ırn (Indirect Left)	No	No	No	No	No	No	No	Does not meet signal warrants; not a traffic signal					
	RCUT (signa	lized)	No	No	No	No	No	No	No	Does not meet signal warrants; not a traffic signal					
ဋ	Displaced Le	eft Turn (CFI)	No	No	No	No	No	No	No	Does not meet signal warrants; not a traffic signal					
ection	Continuous (Green-T	No	No	No	No	No	No	No	Does not meet signal warrants; not a traffic signal					
Inters	Jughandle		No	No	No	No	No	No	No	Does not meet signal warrants; not a traffic signal					
lized	Quadrant Ro	adway	No	No	No	No	No	No	No	Does not meet signal warrants; not a traffic signal					
Signalized Intersections	Diamond Inte	erch (Signal Control)	No	No	No	No	No	No	No	Not an interchange					
"	Diverging Dia	amond	No	No	No	No	No	No	No	Not an interchange					
	Single Point		No	No	No	No	No	No	No	Not an interchange					
	No LT Lane In No RT Lane Ir		No	No	No	No	No	No	No	N/A					
	Other Signali	ized (provide description):	No	No	No	No	No	No	No	N/A					
		= Intersection type selected for		4-4-11-4		- 0	0.44			Destate a Deservat					

⁼ 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 <u>may</u> 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

Traffic and Operations Data:1

None				
Intersecti	on Delay			
13,340				
3,555				
AM Peak	PM Peak			
21.2 sec	27.5 sec			
0.42	0.39			
21.2 sec	27.5 sec			
0.42	0.39			
	Intersecti 13,: 3,5 AM Peak 21.2 sec 0.42 21.2 sec			

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.

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

Requested By: Developer
Prepared By: KCl Technologies

Analyst: Antweiler Date: 10/26/2021

Waiver Request Type: Driveway Permit

	Crash Data (Required):1				
Crash Type	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

numeros uni	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:	crol: Conventional (Minor Stop)				
REQUESTED BY:	Andrew Antweiler	Date: _	10/26/2021		
Title:	Consultant Traffic Engineer				
APPROVED BY:		Date:			
Name:					
	District Engineer or (Approved Delegate)				