



Athens Industrial Park Development

Traffic Impact Study

Prepared for:

F&E Clarke, LLC

Prepared by:

KCI Technologies Inc.

2160 Satellite Boulevard, Suite 130

Duluth, GA 30097

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678.990.6200

February 2025

**RISE TO THE
CHALLENGE**





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Executive Summary

The purpose of this study is to evaluate the potential traffic impacts of the proposed *Athens Industrial Park* development. The site is in Athens-Clarke County, Georgia and located along the west side of Old Elberton Road and south side of Lem Edwards Road. Based on the site plan and discussions with the client (see Appendix B) the development will include up to 2,020,000 square feet of buildings for data center use and a 55-acre solar field. One main driveway to access the data center buildings is proposed along Old Elberton Road. A second driveway to access the solar field is proposed along Lem Edwards Road. This driveway would only be occasionally used to inspect or perform maintenance on the solar field.

Figure 1 illustrates the site location and the proposed driveway locations on an aerial map. Old Elberton Road is a two-lane roadway with a the posted speed limit is 45 mph. Lem Edwards Road is a two-lane roadway with a 45-mph posted speed limit. The existing site is primarily undeveloped.

For the purposes of the traffic study, the analysis included the expected completion (build-out) of the development by year 2028. This study performed an analysis of existing and future traffic conditions at three study intersections: Old Elberton Road/Spring Valley Road at Voyles Road/Moores Groves Road, Old Elberton Road at Pittard Road, and Old Elberton Road at Lem Edwards Road. The study also performed an analysis of future traffic conditions at the one proposed driveway location along Old Elberton Road. The future conditions analysis was performed for the year 2028 Build Conditions (with the Athens Industrial Park development). The traffic study also included a review of Georgia DOT requirements and Athens-Clarke County regulations for required turn lanes at the site driveways.

The project volumes were calculated based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, Eleventh Edition. The most applicable ITE land use (LU) code was LU 160 (Data Center), which provided weekday, AM, and PM peak hour trips. The ITE estimated development volumes represent a conservatively high estimate of project traffic compared to the actual anticipated traffic volumes. The site will generate trips from employees managing the data centers however limited additional trips. Since there is no available data to base lower volumes on, the ITE manual rates were utilized in the analysis. Based on ITE rates, the estimated total project volumes are 2,000 vehicles per day (1,000 entering and 1,000 exiting), 257 vehicles during the AM peak hour (141 entering and 116 exiting) and 217 vehicles during the PM peak hour (65 entering and 152 exiting). Additionally, due to the development type, no pass-by reductions or internal capture reductions were included in the traffic analysis.

The results of the existing year 2025 traffic analysis indicate that the study intersections are currently operating at an acceptable level of service during the AM and PM peak hours. The results for the future year 2028 No Build Conditions (without the Athens Industrial Park development) indicate the study intersections are expected to continue operating with acceptable levels of service during the AM and PM peak hours

The results for the future year 2028 Build Conditions (with the Athens Industrial Park development) indicate the study intersections are expected to continue operating with acceptable levels of service during the AM and PM peak hours.

The results of the future year 2028 Build Conditions indicate the proposed driveway along Old Elberton Road is expected to operate with acceptable levels of service during the AM and PM peak hours.

Additionally, the traffic impact study includes intersection capacity results for the 'five-year forecast' beyond the build out year for the development. The results of the future year 2033 Build Conditions (with the Athens Industrial Park development) indicate the study intersections and the proposed driveway along Old Elberton Road are expected to continue operating with acceptable levels of service during the AM and PM peak hours.

The traffic impact study identified the following geometric improvements needed to accommodate the proposed development at the site driveways. Based on estimated traffic volumes in the year 2028 Build year conditions, the following driveway geometric recommendations are provided:

- Old Elberton Road at Proposed Driveway #1
 - Provide a full-movement intersection; driveway to be stop-control
 - Provide one entry lane and one exit lane (one shared left-turn/right-turn lane)
 - Construct a northbound right-turn deceleration lane along Old Elberton Road
 - Construct a southbound left-turn deceleration lane along Old Elberton Road

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1. Existing Conditions

1.1 Site Conditions

The proposed development is located on primarily undeveloped property. **Figure 1** provides a general location map. **Figure 2** is an aerial that shows the site location and the proposed site driveways. (Figures included in Appendix A) Access to the property is proposed to be provided at two locations. (The site plan is included in Appendix B). The proposed development will be a data center including 2,020,000 square feet of buildings for data center use and a 55-acre solar field.

1.2 Roadway Conditions

Old Elberton Road is a two-lane roadway with a posted speed limit is 45 mph in the area of the proposed development. Old Elberton Road is a north-south oriented roadway for the purposes of this study and Georgia DOT classifies Old Elberton Road as a major collector

Lem Edwards Road is a two-lane roadway just north of the proposed site; the posted speed limit is 45 mph in the area of the proposed development. Lem Edwards Road is an east-west oriented roadway for the purposes of this study and Georgia DOT classifies Lem Edwards Road as a major collector.

Pittard Road, Voyles Road, and Moores Grove Road are all two-lane roadways, with 45 mph, 50 mph, and 45 mph posted speed limits, respectively. All roadways are east-west oriented for the purposes of this study and Georgia DOT classifies all roadways as minor arterials.

The intersection of Old Elberton Road/Spring Valley Road at Voyles Road/Moores Grove Road is a 4-eg all-way stop-control intersection. Three have single-lane approaches except for the eastbound Voyles Road approach which has a striped channelized right-turn lane.

The intersection of Old Elberton Road at Pittard Road is unsignalized with 4 approach lanes, operates with side-street stop-control (Pittard Road), and has single-lane approaches.

The intersection of Old Elberton Road at Lem Edwards Road is an unsignalized T-intersection and operates with side-street stop-control, with single-lane approaches.

1.3 Traffic Volumes

Traffic counts were collected on Wednesday, February 5, 2025, for use in the traffic analysis. Athens-Clarke County public schools were in session. The traffic data collected included:

- 7-9 AM and 4-6 PM turning movement count at the study intersections
- One 24-hour volume count on Old Elberton Road near the proposed driveway location

The count data showed there are currently 3,132 vehicles per day traveling along Old Elberton Road.

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

- GDOT Count Station #059-0216 is located on Spring Valley Road, south of Moores Grove Road
- GDOT Count Station #059-0283 is located on Moores Grove Road, east of Old Elberton Road
- GDOT Count Station #059-0281 is located on Moores Grove Road, west of Old Elberton Road

Figure 3 (in Appendix A) illustrates the existing 2025 traffic volumes. These volumes were used in the traffic analysis. The traffic counts are included in the Appendix C. The 2025 traffic volumes are indicated in the Intersection Volume Development table included in the Appendix E.

2. Future Conditions

2.1 Future No-Build Traffic Volumes

Future traffic volumes were developed by reviewing the historical traffic volumes roadways within the vicinity of the project and historic population growth in the county. Three GDOT count stations in the area were reviewed. The annual historic compound growth rate was 2.3% between the three GDOT count stations. The calculations are included in Appendix D. Athens-Clarke County's population growth rate was most recently reported as 0.98% per year in 2020. The Governor's Office of Planning and Budget developed population projections indicate an estimated growth of 1.14% by 2028 in Athens-Clarke County.

Considering this data, a 2.5% 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 2028. A 2.5% per year growth rate was applied to the 2025 existing volumes to calculate year 2028 no-build traffic volumes.

For the 'five-year forecast' beyond the build out year for the development, the same 2.5% per year growth rate was applied to calculate the year 2033_no-build traffic volumes.

2.2 Future Roadway Conditions

A review of Georgia DOT and Athens-Clarke County planned, and programmed transportation projects was performed. There were no planned or programmed projects near the development site:

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, Eleventh Edition. Based on information provided by the developer, the development will include a data center with 2,020,000 SF of building space and a 55-acre of solar field. The developer indicated one trip per month for maintenance is assumed for the 55-acre solar field.

The most applicable ITE land use (LU) code was LU 160 (Data Center), which provided weekday, AM, and PM peak hour trips. The ITE estimated development volumes represent a conservatively high estimate of project traffic compared to the actual anticipated traffic volumes. The site will generate trips from employees managing the data centers however limited additional trips. Since there is no available data to base lower volumes on, the ITE manual rates were utilized in the analysis.

Additionally, due to the development type, no pass-by reductions or internal capture reductions were included in the traffic analysis. **Table 1** below summarizes the trips expected daily, during the AM peak hour, and during the PM peak hour for the development.

Table 1: Proposed Site Trip Generation								
Land Use (ITE Code)	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
		Two-Way Total	Enter	Exit	Total	Enter	Exit	Total
Data Center (160)	2,020,000 SF	2,000	141	116	257	65	152	217
Total Trips		2,000	141	116	257	65	152	217

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 driveway.

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

- Distribution from Athens Industrial Park:
 - 15% to the north along Old Elberton Road
 - 15% to the east along Lem Edwards Road
 - 15% to the west along Pittard Road
 - 15% to the east along Moores Grove Road
 - 20% to the west along Voyles Road
 - 20% to the south along Old Elberton Road

Figure 4 (in Appendix A) illustrates the project trip distribution.

3.3 Future Build Traffic Volumes

The 2028 future Build traffic volumes were calculated by adding the proposed development (Athens Industrial Park) traffic volumes to the projected year 2028 No-Build traffic volumes. **Figure 5** (in Appendix A) illustrates the year 2028 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 analysis.

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 delays.

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 2** below indicates the relationship between delay and LOS for signalized and unsignalized intersections (and roundabouts), 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 is not uncommon at major cross-streets.

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

4.1 Existing Conditions Capacity Analysis

Capacity analysis was performed for the year 2025 Existing Conditions and includes existing traffic volumes at the three study intersections. The existing traffic conditions and volumes are illustrated in **Figure 3**. **Table 3** summarizes the results of the existing capacity analysis.

Table 3: Existing Year (2025) Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1) Old Elberton Rd/Spring Valley Rd at Voyles Rd/Moores Grove Rd	All-Way Stop-Control	Overall	B (13)	B (12)
		NB – Old Elberton	A (10)	A (10)
		SB – Old Elberton	B (15)	B (11)
		EB – Voyles	B (11)	B (13)
		WB – Moores Groves	B (13)	B (12)
2) Old Elberton Rd at Pittard Rd	Side-Street Stop-Control	EB – Pittard Rd	A (10)	A (9)
		WB – Pittard Rd	B (12)	B (13)
3) Old Elberton Rd at Lem Edwards Rd	Side-Street Stop-Control	WB – Lem Edwards	B (10)	B (10)

*Average vehicle delay in seconds

The existing intersections are currently operating with acceptable levels of service during the AM and PM peak hours.

4.2 No Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2028 Future Conditions and includes the No-Build traffic volumes and existing traffic conditions. **Table 4** summarizes the results of the capacity analysis.

Table 4: No Build Year (2028) Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1) Old Elberton Rd/Spring Valley Rd at Voyles Rd/Moores Grove Rd	All-Way Stop-Control	Overall	B (15)	B (13)
		NB – Old Elberton	B (10)	B (10)
		SB – Old Elberton	C (16)	B (12)
		EB – Voyles	B (12)	B (14)
		WB – Moores Groves	B (15)	B (12)
2) Old Elberton Rd at Pittard Rd	Side-Street Stop-Control	EB – Pittard Rd	A (10)	A (10)
		WB – Pittard Rd	B (12)	B (13)
3) Old Elberton Rd at Lem Edwards Rd	Side-Street Stop-Control	WB – Lem Edwards	B (11)	B (11)

*Average vehicle delay in seconds

By the year 2028 No Build conditions, the study intersections are expected to continue operating with acceptable levels of service during the AM and PM peak hours.

4.3 Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2028 Future Build Conditions and includes the No-Build traffic volumes plus the Athens Industrial Park development volumes. The Build traffic conditions and volumes are illustrated in **Figure 5**. **Table 5** summarizes the results of the capacity analysis.

Table 5: Build Year (2028) Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1) Old Elberton Rd/Spring Valley Rd at Voyles Rd/Moores Grove Rd	All-Way Stop-Control	Overall	C (21)	C (15)
		NB – Old Elberton	B (12)	B (12)
		SB – Old Elberton	D (27)	C (16)
		EB – Voyles	B (15)	C (17)
		WB – Moores Groves	C (20)	B (15)
2) Old Elberton Rd at Pittard Rd	Side-Street Stop-Control	EB – Pittard Rd	B (12)	B (12)
		WB – Pittard Rd	B (15)	C (16)
3) Old Elberton Rd at Lem Edwards Rd	Side-Street Stop-Control	WB – Lem Edwards	B (12)	B (11)
4) Old Elberton Rd at Proposed Drwy #1	Side-Street Stop-Control	WB – Prop Drwy	B (12)	B (13)

*Average vehicle delay in seconds

By the year 2028 Build conditions, the study intersections are expected to continue operating with acceptable levels of service during the AM and PM peak hours. Additionally, the proposed driveway is expected to operate with acceptable levels of service during the AM and PM peak hours.

4.4 Future 5-Year Conditions Capacity Analysis

Capacity analysis was performed for the 'five-year forecast' beyond the build out year for the development. The year 2033 Future Build Conditions includes the No-Build traffic volumes plus the Athens Industrial Park development volumes. The Build traffic conditions and volumes are illustrated in **Figure 6**. **Table 6** summarizes the results of the capacity analysis.

Table 6: Future Year (2033) Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1) Old Elberton Rd/Spring Valley Rd at Voyles Rd/Moores Grove Rd	All-Way Stop-Control	Overall	D (31)	C (19)
		NB – Old Elberton	B (13)	B (13)
		SB – Old Elberton	E (43)	C (19)
		EB – Voyles	C (18)	C (22)
		WB – Moores Groves	D (29)	C (19)
2) Old Elberton Rd at Pittard Rd	Side-Street Stop-Control	EB – Pittard Rd	B (13)	B (12)
		WB – Pittard Rd	C (16)	C (17)
3) Old Elberton Rd at Lem Edwards Rd	Side-Street Stop-Control	WB – Lem Edwards	B (12)	B (12)
4) Old Elberton Rd at Proposed Drwy #1	Side-Street Stop-Control	WB – Prop Drwy	B (12)	B (13)

*Average vehicle delay in seconds

The intersection capacity results for the 'five-year forecast' beyond the build out year for the development. The results of the future year 2033 Build Conditions (with the Athens Industrial Park development) indicate the study intersections and the proposed driveway along Old Elberton Road are expected to continue operating with acceptable levels of service during the AM and PM peak hours.

5. Recommendations

Recommendations for access for the proposed 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 Georgia DOT requirements and Athens-Clarke County subdivision regulations for required turn lanes, knowledge of general transportation standards, and engineering judgment. Specifics of the driveway design will need to follow Athens-Clarke County requirements for the proposed driveways.

5.1 Turn Lane Analysis at Site Driveway along Old Elberton Road

The Georgia DOT Driveway and Encroachment Control Manual was reviewed for the proposed full-movement driveway along Old Elberton Road. The GDOT driveway manual, Section 4I, Auxiliary Turn Lanes, provides minimum volumes requiring right-turn or left-turn deceleration lanes. The year 2028 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 Old Elberton Road was 3,132 vehicles per day.

Right-Turn Deceleration Lane Criteria

Based on the 45-mph speed limit, two-lane roadway, and less than 6,000 ADT (Average Daily Traffic) on Old Elberton Road, Table 4-6 indicates a dedicated right-turn lane is required if there are more than 150 right-turn vehicles per day. The estimated daily northbound right-turn entering the site at proposed driveway #1 is 700 vehicles per day. This volume MEETS the GDOT criteria to install a right-turn deceleration lane at the proposed driveway #1.

*Calculation: $2,000 \text{ daily trips} / 2 = 1,000 \text{ entering trips} * 0.70 \text{ (percentage of vehicles turning right at driveway \#1)} = 700 \text{ vehicles}$*

Left-turn Lane Criteria

Based on the 45-mph speed limit, two-lane roadway, and less than 6,000 ADT (Average Daily Traffic) on Old Elberton Road, Table 4-7a indicates a dedicated left-turn lane is required if there are more than 250 left-turn vehicles per day. The estimated daily southbound left-turn entering the site at the proposed driveway #1 is 300 vehicles per day. This volume MEETS the GDOT criteria to install a dedicated left-turn deceleration lane at the proposed driveway #1.

*Calculation: $2,000 \text{ daily trips} / 2 = 1,000 \text{ entering trips} * 0.30 \text{ (percentage of vehicles turning left at driveway \#1)} = 300 \text{ vehicles}$*

5.2 Recommended Driveway Geometry

Based on estimated traffic volumes in the year 2028 Build year conditions, the following driveway geometric recommendations are provided:

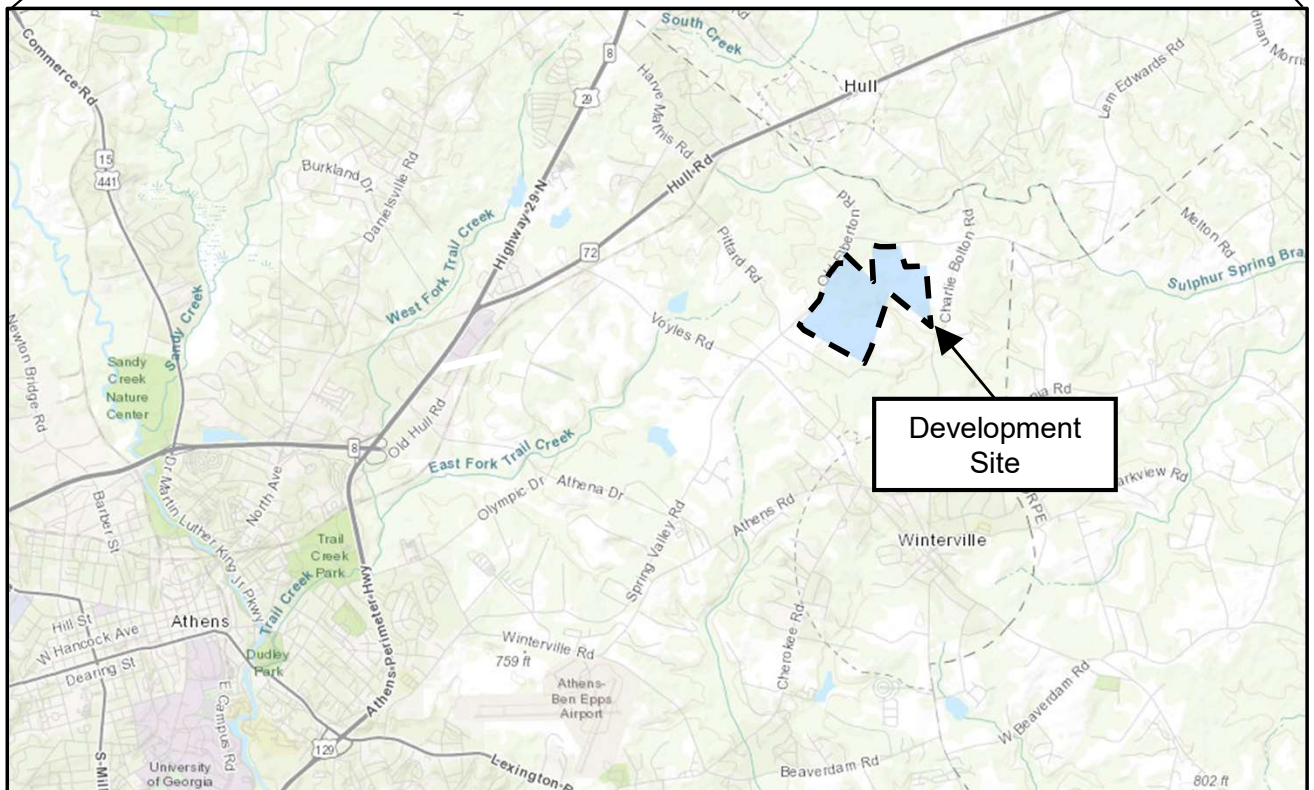
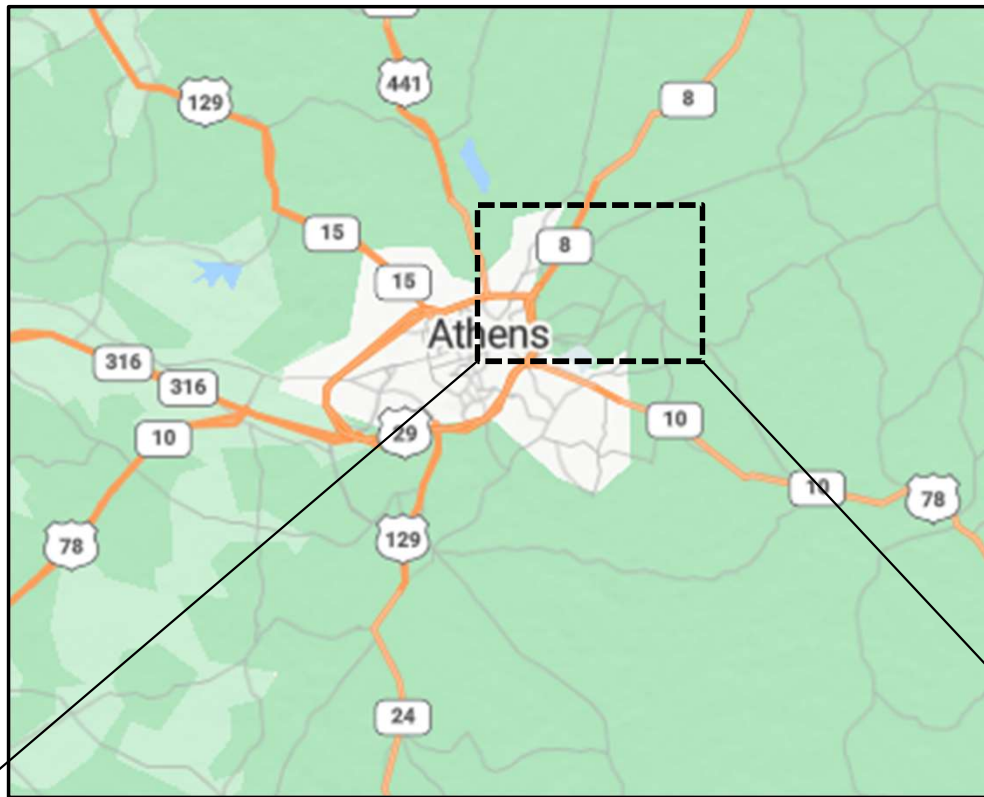
- Old Elberton Road at Proposed Driveway #1
 - Provide a full-movement intersection; driveway to be stop-control
 - Provide one entry lane and one exit lane (one shared left-turn/right-turn lane)
 - Construct a northbound right-turn deceleration lane along Old Elberton Road
 - Construct a southbound left-turn deceleration lane along Old Elberton Road

Appendices

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

Appendix A

Figures



Not to Scale



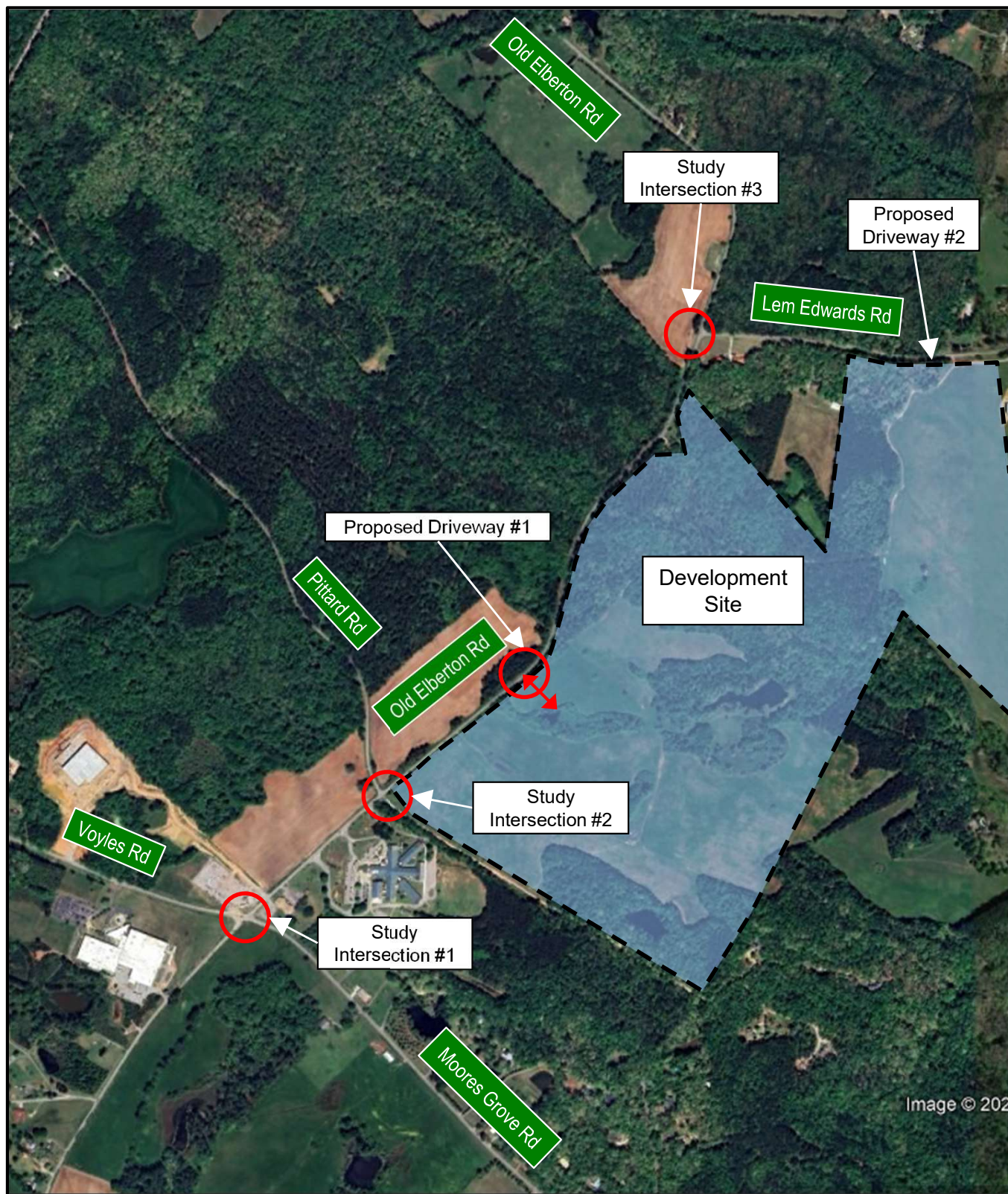
**Traffic Impact Study
Athens Industrial Park
Athens-Clarke County, Georgia**

**Location
Map**

**Figure
1**

Legend:

 Study Intersection



Not to Scale



**Traffic Impact Study
Athens Industrial Park
Athens-Clarke County, Georgia**

**Aerial &
Access
Locations**

**Figure
2**

Legend:

100 Industrial %

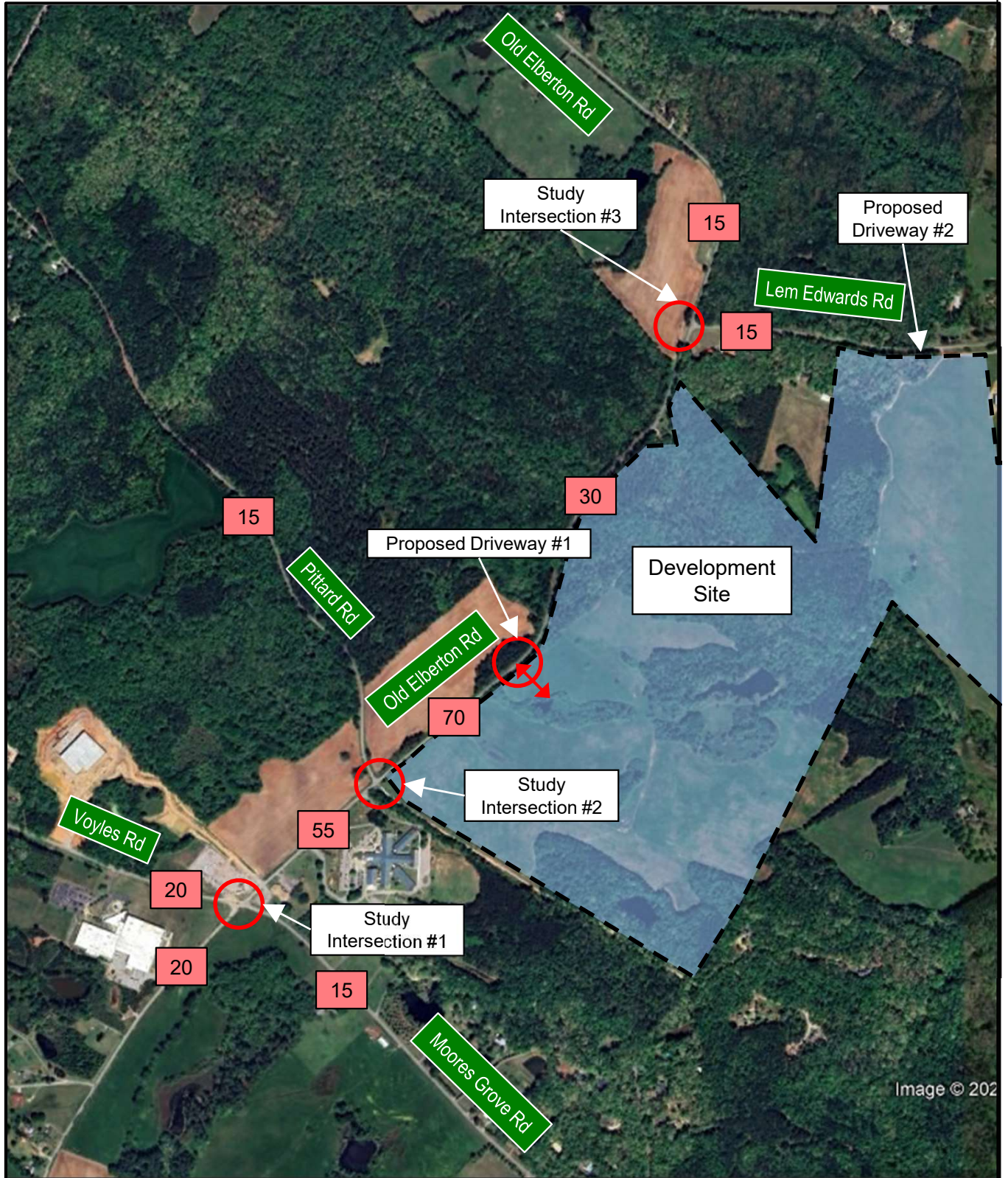


Image © 202



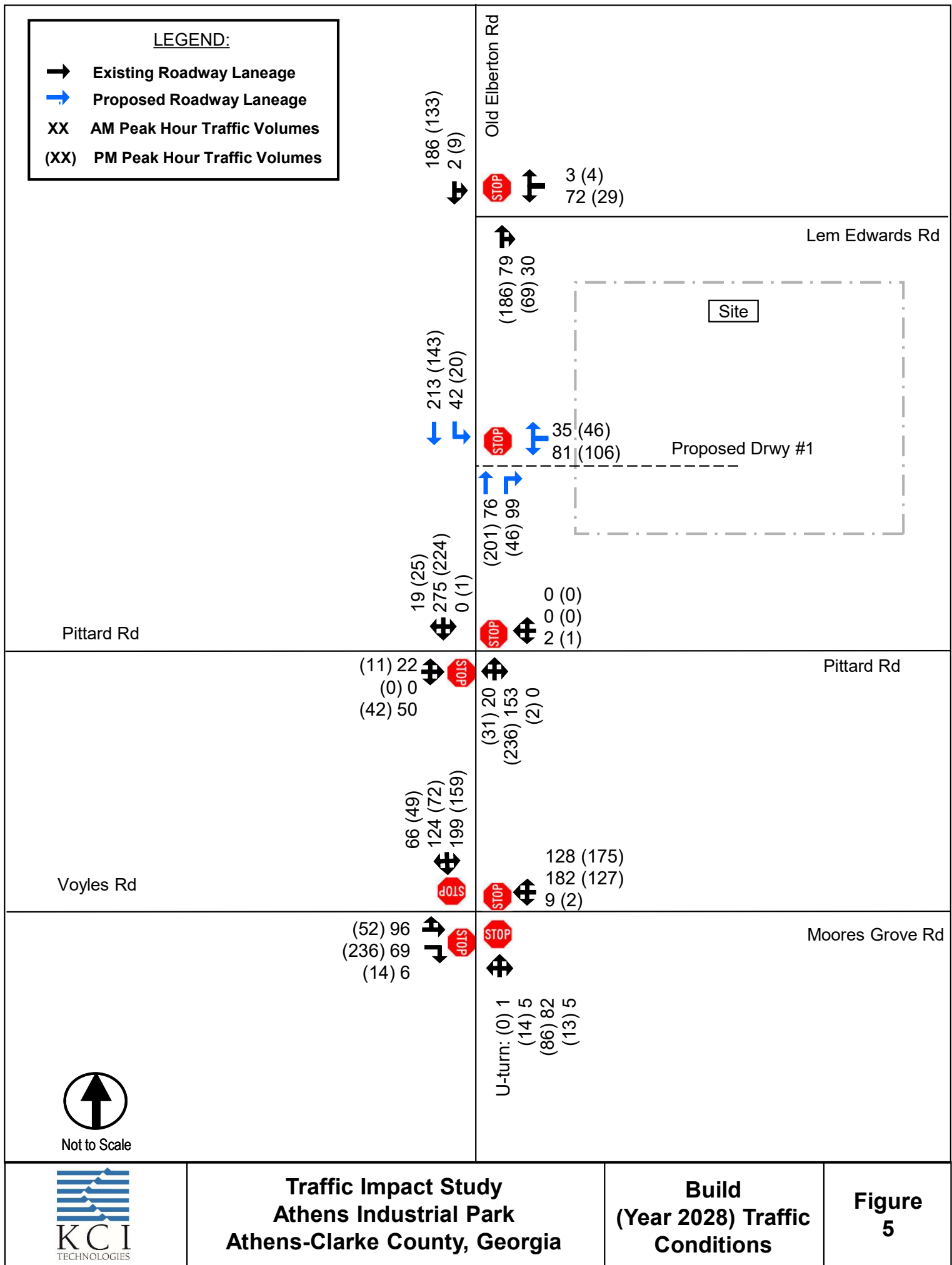
Not to Scale



**Traffic Impact Study
Athens Industrial Park
Athens-Clarke County, Georgia**

**Project Trip
Distribution**

**Figure
4**

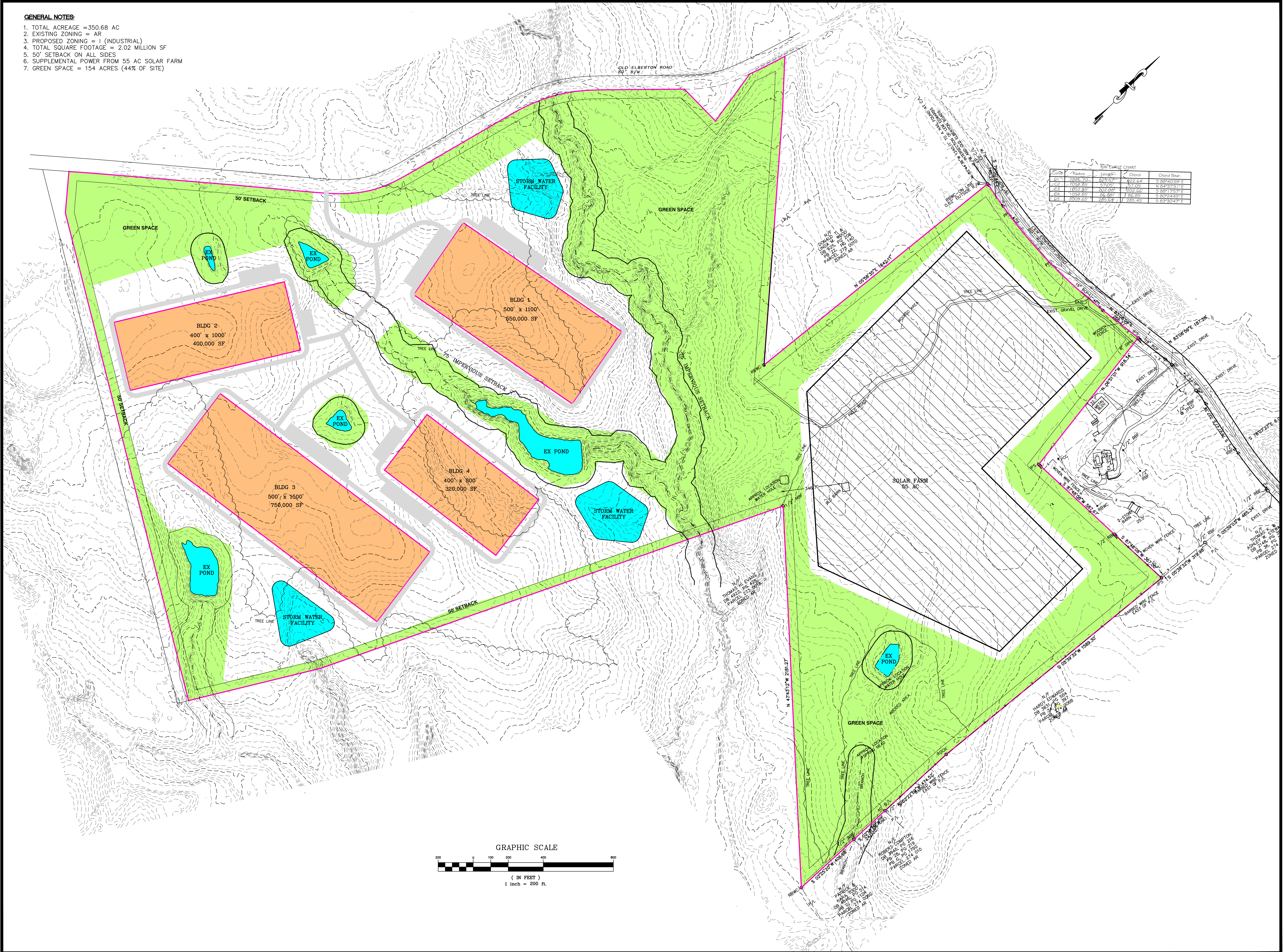


Appendix B

Concept Plan

GENERAL NOTES:

1. TOTAL ACREAGE = 350.68 AC
2. EXISTING ZONING = AR
3. PROPOSED ZONING = I (INDUSTRIAL)
4. TOTAL SQUARE FOOTAGE = 2.02 MILLION SF
5. 50' SETBACK ON ALL SIDES
6. SUPPLEMENTAL POWER FROM 55 AC SOLAR FARM
7. GREEN SPACE = 154 ACRES (44% OF SITE)



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Seal

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Project Description
ATHENS INDUSTRIAL PARK

Revisions	Sheet Title CONCEPT PLAN
DATE 1-27-25	JOB NO. 22-09

SHEET
1

Appendix C

Traffic Count Data

Bi-Directional Class Count || Location Overview

Athens, GA

Site 1

Old Elberton Rd,
north of Pittard Rd

Lat/Long

33.993276°, -83.294373°



[Click here for Map](#)

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

Location Overview

Description	Time Interval	Visible	Tabs
Bi-Directional Class Count	15min	☒	4
Bi-Directional Class Count	60min	☒	4
Graphical Analysis	-	☒	3
Base Data	15min	☒	2
Base Data	60min	☒	2

Daily & Monthly Factors

	
	Wed
	02/05
DF	1.00
MF	1.00
DF*MF	1.00

Bi-Directional Class Count || SB WB 15min

Athens, GA



Site 1
Old Elberton Rd,
north of Pittard Rd

Date
Wednesday, February 5, 2025

Weather
Fair
59°F

Lat/Long
33.993276°, -83.294373°

[Click here for Detailed Weather](#)

[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (02-05-2025)
SB WB 15min

Time	Southbound (Movement 1.2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0015 - 0030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0215 - 0230	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12
0415 - 0430	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0445 - 0500	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0500 - 0515	0	4	0	0	0	0	0	0	0	0	0	0	0	4	24
0515 - 0530	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0530 - 0545	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0545 - 0600	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
0600 - 0615	0	8	1	0	0	0	0	0	0	0	0	0	0	9	83
0615 - 0630	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
0630 - 0645	0	20	4	0	0	0	0	0	0	0	0	0	0	24	
0645 - 0700	0	30	5	0	1	0	0	0	0	0	0	0	0	36	
0700 - 0715	0	15	12	0	0	0	0	0	0	0	0	0	0	27	189
0715 - 0730	0	18	14	0	0	1	0	0	0	0	0	0	0	33	
0730 - 0745	1	38	30	0	0	0	0	0	0	0	0	0	0	69	
0745 - 0800	0	38	19	2	1	0	0	0	0	0	0	0	0	60	
0800 - 0815	0	22	11	0	2	0	0	1	0	0	0	0	0	36	132
0815 - 0830	0	22	6	0	1	0	0	0	0	0	0	0	0	29	
0830 - 0845	0	24	8	0	2	0	0	0	0	0	0	0	0	34	
0845 - 0900	0	20	9	0	3	1	0	0	0	0	0	0	0	33	
0900 - 0915	0	16	7	0	2	0	0	0	0	0	0	0	0	25	100
0915 - 0930	0	18	13	0	0	0	0	0	0	0	0	0	0	31	
0930 - 0945	0	17	8	0	2	0	0	0	0	0	0	0	0	27	
0945 - 1000	0	9	7	0	0	1	0	0	0	0	0	0	0	17	
1000 - 1015	0	10	6	0	1	0	0	0	0	0	0	0	0	17	87
1015 - 1030	0	19	5	0	0	0	0	0	0	0	0	0	0	24	
1030 - 1045	0	11	8	0	2	0	0	0	0	0	0	0	0	21	
1045 - 1100	0	14	9	0	2	0	0	0	0	0	0	0	0	25	
1100 - 1115	1	17	8	0	0	0	0	0	0	0	0	0	0	26	88
1115 - 1130	0	12	6	0	1	0	0	0	0	0	0	0	0	19	
1130 - 1145	0	14	5	0	2	0	0	0	0	0	0	0	0	21	
1145 - 1200	0	13	8	0	1	0	0	0	0	0	0	0	0	22	
1200 - 1215	0	17	13	0	2	0	0	0	0	0	0	0	0	32	106
1215 - 1230	0	21	10	0	1	0	0	0	0	0	0	0	0	32	
1230 - 1245	0	13	5	0	0	1	0	0	0	0	0	0	0	19	
1245 - 1300	0	18	5	0	0	0	0	0	0	0	0	0	0	23	
1300 - 1315	0	18	6	0	2	0	0	0	0	0	0	0	0	26	77
1315 - 1330	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
1330 - 1345	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
1345 - 1400	0	13	7	0	0	0	0	1	0	0	0	0	0	21	
1400 - 1415	0	13	3	0	0	0	0	0	0	0	0	0	0	16	76
1415 - 1430	1	15	3	0	1	0	0	0	0	0	0	0	0	20	
1430 - 1445	0	12	5	0	0	1	0	0	0	0	0	0	0	18	
1445 - 1500	0	12	9	0	0	0	0	1	0	0	0	0	0	22	
1500 - 1515	0	18	4	1	0	0	0	0	0	0	0	0	0	23	101
1515 - 1530	0	15	12	1	0	1	0	0	0	0	0	0	0	29	
1530 - 1545	0	17	7	0	0	1	2	0	0	0	0	0	0	27	
1545 - 1600	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
1600 - 1615	0	17	7	0	3	0	0	0	0	0	0	0	0	27	120
1615 - 1630	0	26	10	0	0	0	0	1	0	0	0	0	0	37	
1630 - 1645	1	18	10	0	0	0	0	0	0	0	0	0	0	29	
1645 - 1700	0	20	6	0	1	0	0	0	0	0	0	0	0	27	
1700 - 1715	0	28	7	0	1	0	0	0	0	0	0	0	0	36	133
1715 - 1730	0	27	5	0	1	0	0	1	0	0	0	0	0	34	
1730 - 1745	0	24	11	0	0	0	0	0	1	0	0	0	0	36	
1745 - 1800	0	21	6	0	0	0	0	0	0	0	0	0	0	27	
1800 - 1815	0	15	8	0	0	0	0	0	0	0	0	0	0	23	86
1815 - 1830	0	14	6	0	0	0	0	1	0	0	0	0	0	21	
1830 - 1845	0	12	7	0	0	0	0	0	1	0	0	0	0	20	
1845 - 1900	0	14	7	0	0	0	0	1	0	0	0	0	0	22	
1900 - 1915	0	11	4	0	1	0	0	0	0	0	0	0	0	16	56
1915 - 1930	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
1930 - 1945	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
1945 - 2000	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
2000 - 2015	0	5	3	0	0	1	0	0	0	0	0	0	0	9	27
2015 - 2030	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2030 - 2045	0	3	1	0	1	0	0	0	0	0	0	0	0	5	
2045 - 2100	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2100 - 2115	0	4	2	0	0	0	0	0	0	0	0	0	0	6	22
2115 - 2130	0	5	1	0	1	0	0	0	0	0	0	0	0	7	
2130 - 2145	0	5	2	0	0	0	0	1	0	0	0	0	0	8	
2145 - 2200	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2200 - 2215	0	2	1	0	0	0	0	0	0	0	0	0	0	3	13
2215 - 2230	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2230 - 2245	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2245 - 2300	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2300 - 2315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	6
2315 - 2330	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Session Total	4	1034	451	4	38	8	2	8	2	0	0	0	0	1551	
Session Average	0.04	10.77	4.70	0.04	0.40	0.08	0.02	0.08	0.02	0.00	0.00	0.00	0.00	16.16	
Session Percentage	0.26	66.67	29.08	0.26	2.45	0.52	0.13	0.52	0.13	0.00	0.00	0.00	0.00		
AM Peak Hour	0645 - 0745	0730 - 0830	0700 - 0800	07											

Bi-Directional Class Count || Volume Summary 15min

Athens, GA

Site 1
Old Elberton Rd,
north of Pittard Rd

Date
Wednesday, February 5, 2025

Weather
Fair
59°F

Lat/Long
33.993276°, -83.294373°

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0000 - 2400 (Weekday 24h Session) (02-05-2025)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	1	0	1	7
0015 - 0030	1	3	4	
0030 - 0045	2	0	2	
0045 - 0100	0	0	0	
0100 - 0115	1	0	1	3
0115 - 0130	0	1	1	
0130 - 0145	0	1	1	
0145 - 0200	0	0	0	
0200 - 0215	2	0	2	8
0215 - 0230	3	2	5	
0230 - 0245	0	0	0	
0245 - 0300	0	1	1	
0300 - 0315	0	2	2	7
0315 - 0330	1	0	1	
0330 - 0345	1	2	3	
0345 - 0400	0	1	1	
0400 - 0415	3	1	4	20
0415 - 0430	1	2	3	
0430 - 0445	2	3	5	
0445 - 0500	2	6	8	
0500 - 0515	3	4	7	45
0515 - 0530	4	1	5	
0530 - 0545	2	4	6	
0545 - 0600	12	15	27	
0600 - 0615	6	9	15	135
0615 - 0630	11	14	25	
0630 - 0645	12	24	36	
0645 - 0700	23	36	59	
0700 - 0715	24	27	51	265
0715 - 0730	24	33	57	
0730 - 0745	12	69	81	
0745 - 0800	16	60	76	
0800 - 0815	19	36	55	196
0815 - 0830	15	29	44	
0830 - 0845	17	34	51	
0845 - 0900	13	33	46	
0900 - 0915	13	25	38	173
0915 - 0930	19	31	50	
0930 - 0945	18	27	45	
0945 - 1000	23	17	40	
1000 - 1015	27	17	44	178
1015 - 1030	23	24	47	
1030 - 1045	16	21	37	
1045 - 1100	25	25	50	
1100 - 1115	22	26	48	185
1115 - 1130	26	19	45	
1130 - 1145	22	21	43	
1145 - 1200	27	22	49	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	24	32	56	200
1215 - 1230	27	32	59	
1230 - 1245	24	19	43	
1245 - 1300	19	23	42	
1300 - 1315	19	26	45	164
1315 - 1330	22	15	37	
1330 - 1345	25	15	40	
1345 - 1400	21	21	42	
1400 - 1415	23	16	39	172
1415 - 1430	24	20	44	
1430 - 1445	25	18	43	
1445 - 1500	24	22	46	
1500 - 1515	27	23	50	242
1515 - 1530	27	29	56	
1530 - 1545	43	27	70	
1545 - 1600	44	22	66	
1600 - 1615	50	27	77	294
1615 - 1630	36	37	73	
1630 - 1645	40	29	69	
1645 - 1700	48	27	75	
1700 - 1715	57	36	93	320
1715 - 1730	49	34	83	
1730 - 1745	39	36	75	
1745 - 1800	42	27	69	
1800 - 1815	35	23	58	198
1815 - 1830	34	21	55	
1830 - 1845	22	20	42	
1845 - 1900	21	22	43	
1900 - 1915	31	16	47	137
1915 - 1930	20	18	38	
1930 - 1945	17	13	30	
1945 - 2000	13	9	22	
2000 - 2015	7	9	16	65
2015 - 2030	14	5	19	
2030 - 2045	9	5	14	
2045 - 2100	8	8	16	
2100 - 2115	13	6	19	71
2115 - 2130	19	7	26	
2130 - 2145	12	8	20	
2145 - 2200	5	1	6	
2200 - 2215	6	3	9	29
2215 - 2230	5	3	8	
2230 - 2245	3	4	7	
2245 - 2300	2	3	5	
2300 - 2315	2	2	4	18
2315 - 2330	5	4	9	
2330 - 2345	3	0	3	
2345 - 0000	2	0	2	

Session Total	1581	1551	3132
Session Average	16.47	16.16	32.63
Session Percentage	50.48	49.52	

Bi-Directional Class Count | | NB EB 60min

Athens, GA



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Site 1
Old Elberton Rd,
north of Pittard Rd

Date
Wednesday, February 5, 2025

Weather
Fair
59°F



Lat/Long
33.993276°, -83.294373°

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0000 - 2400 (Weekday 24h Session) (02-05-2025)

NB EB 60min

Northbound (Movement 1.1)														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	3	1	0	0	0	0	0	0	0	0	0	0	4
0100 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0200 - 0300	0	4	1	0	0	0	0	0	0	0	0	0	0	5
0300 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0400 - 0500	0	4	4	0	0	0	0	0	0	0	0	0	0	8
0500 - 0600	0	10	11	0	0	0	0	0	0	0	0	0	0	21
0600 - 0700	0	22	29	0	1	0	0	0	0	0	0	0	0	52
0700 - 0800	0	52	22	2	0	0	0	0	0	0	0	0	0	76
0800 - 0900	0	38	20	0	3	1	0	2	0	0	0	0	0	64
0900 - 1000	0	38	28	0	4	1	0	2	0	0	0	0	0	73
1000 - 1100	1	51	33	0	4	1	0	0	1	0	0	0	0	91
1100 - 1200	0	73	19	0	3	0	0	2	0	0	0	0	0	97
1200 - 1300	0	57	34	0	2	0	0	0	1	0	0	0	0	94
1300 - 1400	0	57	29	0	1	0	0	0	0	0	0	0	0	87
1400 - 1500	0	61	31	2	2	0	0	0	0	0	0	0	0	96
1500 - 1600	1	87	47	1	2	2	0	1	0	0	0	0	0	141
1600 - 1700	0	120	45	0	4	2	0	3	0	0	0	0	0	174
1700 - 1800	2	119	60	0	5	0	0	1	0	0	0	0	0	187
1800 - 1900	0	80	27	0	3	1	0	1	0	0	0	0	0	112
1900 - 2000	0	51	26	0	3	1	0	0	0	0	0	0	0	81
2000 - 2100	0	28	10	0	0	0	0	0	0	0	0	0	0	38
2100 - 2200	0	32	13	0	3	0	0	1	0	0	0	0	0	49
2200 - 2300	0	11	5	0	0	0	0	0	0	0	0	0	0	16
2300 - 2400	0	7	5	0	0	0	0	0	0	0	0	0	0	12

Session Total	4	1008	500	5	40	9	0	13	2	0	0	0	0	1581
Session Average	0.17	42.00	20.83	0.21	1.67	0.38	0.00	0.54	0.08	0.00	0.00	0.00	0.00	65.88
Session Percentage	0.25	63.76	31.63	0.32	2.53	0.57	0.00	0.82	0.13	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0600 - 0700	0700 - 0800	0900 - 1000	0800 - 0900	-	0800 - 0900	-	-	-	-	-	0700 - 0800
AM Peak Volume	0	52	29	2	4	1	0	2	0	0	0	0	0	76
AM Peak %age	0.00	68.42	38.16	2.63	5.26	1.32	0.00	2.63	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	1000 - 1100	1100 - 1200	1200 - 1300	1400 - 1500	1000 - 1100	1000 - 1100	-	1100 - 1200	1000 - 1100	-	-	-	-	1100 - 1200
Noon Peak Volume	1	73	34	2	4	1	0	2	1	0	0	0	0	97
Noon Peak %age	1.03	75.26	35.05	2.06	4.12	1.03	0.00	2.06	1.03	0.00	0.00	0.00	0.00	

PM Peak Hour	1700 - 1800	1600 - 1700	1700 - 1800	1500 - 1600	1700 - 1800	1500 - 1600	-	1600 - 1700	-	-	-	-	-	1700 - 1800
PM Peak Volume	2	120	60	1	5	2	0	3	0	0	0	0	0	187
PM Peak %age	1.07	64.17	32.09	0.53	2.67	1.07	0.00	1.60	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count | | SB WB 60min

Athens, GA



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Site 1
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Date
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Weather
Fair
59°F



Lat/Long
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0000 - 2400 (Weekday 24h Session) (02-05-2025)

SB WB 60min

Southbound (Movement 1.2)														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0100 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0200 - 0300	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0300 - 0400	0	3	2	0	0	0	0	0	0	0	0	0	0	5
0400 - 0500	0	9	3	0	0	0	0	0	0	0	0	0	0	12
0500 - 0600	0	20	4	0	0	0	0	0	0	0	0	0	0	24
0600 - 0700	0	68	14	0	1	0	0	0	0	0	0	0	0	83
0700 - 0800	1	109	75	2	1	1	0	0	0	0	0	0	0	189
0800 - 0900	0	88	34	0	8	1	0	1	0	0	0	0	0	132
0900 - 1000	0	60	35	0	4	1	0	0	0	0	0	0	0	100
1000 - 1100	0	54	28	0	5	0	0	0	0	0	0	0	0	87
1100 - 1200	1	56	27	0	4	0	0	0	0	0	0	0	0	88
1200 - 1300	0	69	33	0	3	1	0	0	0	0	0	0	0	106
1300 - 1400	0	55	19	0	2	0	0	1	0	0	0	0	0	77
1400 - 1500	1	52	20	0	1	1	0	1	0	0	0	0	0	76
1500 - 1600	0	67	28	2	0	2	2	0	0	0	0	0	0	101
1600 - 1700	1	81	33	0	4	0	0	1	0	0	0	0	0	120
1700 - 1800	0	100	29	0	2	0	0	1	1	0	0	0	0	133
1800 - 1900	0	55	28	0	0	0	0	2	1	0	0	0	0	86
1900 - 2000	0	37	18	0	1	0	0	0	0	0	0	0	0	56
2000 - 2100	0	17	8	0	1	1	0	0	0	0	0	0	0	27
2100 - 2200	0	14	6	0	1	0	0	1	0	0	0	0	0	22
2200 - 2300	0	9	4	0	0	0	0	0	0	0	0	0	0	13
2300 - 2400	0	5	1	0	0	0	0	0	0	0	0	0	0	6

Session Total	4	1034	451	4	38	8	2	8	2	0	0	0	0	1551
Session Average	0.17	43.08	18.79	0.17	1.58	0.33	0.08	0.33	0.08	0.00	0.00	0.00	0.00	64.63
Session Percentage	0.26	66.67	29.08	0.26	2.45	0.52	0.13	0.52	0.13	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0800 - 0900	0700 - 0800	-	0800 - 0900	-	-	-	-	-	0700 - 0800
AM Peak Volume	1	109	75	2	8	1	0	1	0	0	0	0	0	189
AM Peak %age	0.53	57.67	39.68	1.06	4.23	0.53	0.00	0.53	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	1100 - 1200	1200 - 1300	1200 - 1300	-	1000 - 1100	1200 - 1300	-	1300 - 1400	-	-	-	-	-	1200 - 1300
Noon Peak Volume	1	69	33	0	5	1	0	1	0	0	0	0	0	106
Noon Peak %age	0.94	65.09	31.13	0.00	4.72	0.94	0.00	0.94	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	1600 - 1700	1700 - 1800	1600 - 1700	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	1800 - 1900	1700 - 1800	-	-	-	-	1700 - 1800
PM Peak Volume	1	100	33	2	4	2	2	2	1	0	0	0	0	133
PM Peak %age	0.75	75.19	24.81	1.50	3.01	1.50	1.50	1.50	0.75	0.00	0.00	0.00	0.00	

Bi-Directional Class Count | | Bi-Directional 60min

Athens, GA



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0000 - 2400 (Weekday 24h Session) (02-05-2025)

Bi-Directional 60min

Bi-Directional 60min														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	5	2	0	0	0	0	0	0	0	0	0	0	7
0100 - 0200	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0200 - 0300	0	6	2	0	0	0	0	0	0	0	0	0	0	8
0300 - 0400	0	5	2	0	0	0	0	0	0	0	0	0	0	7
0400 - 0500	0	13	7	0	0	0	0	0	0	0	0	0	0	20
0500 - 0600	0	30	15	0	0	0	0	0	0	0	0	0	0	45
0600 - 0700	0	90	43	0	2	0	0	0	0	0	0	0	0	135
0700 - 0800	1	161	97	4	1	1	0	0	0	0	0	0	0	265
0800 - 0900	0	126	54	0	11	2	0	3	0	0	0	0	0	196
0900 - 1000	0	98	63	0	8	2	0	2	0	0	0	0	0	173
1000 - 1100	1	105	61	0	9	1	0	0	1	0	0	0	0	178
1100 - 1200	1	129	46	0	7	0	0	2	0	0	0	0	0	185
1200 - 1300	0	126	67	0	5	1	0	0	1	0	0	0	0	200
1300 - 1400	0	112	48	0	3	0	0	1	0	0	0	0	0	164
1400 - 1500	1	113	51	2	3	1	0	1	0	0	0	0	0	172
1500 - 1600	1	154	75	3	2	4	2	1	0	0	0	0	0	242
1600 - 1700	1	201	78	0	8	2	0	4	0	0	0	0	0	294
1700 - 1800	2	219	89	0	7	0	0	2	1	0	0	0	0	320
1800 - 1900	0	135	55	0	3	1	0	3	1	0	0	0	0	198
1900 - 2000	0	88	44	0	4	1	0	0	0	0	0	0	0	137
2000 - 2100	0	45	18	0	1	1	0	0	0	0	0	0	0	65
2100 - 2200	0	46	19	0	4	0	0	2	0	0	0	0	0	71
2200 - 2300	0	20	9	0	0	0	0	0	0	0	0	0	0	29
2300 - 2400	0	12	6	0	0	0	0	0	0	0	0	0	0	18

Session Total	8	2042	951	9	78	17	2	21	4	0	0	0	0	3132
Session Average	0.33	85.08	39.63	0.38	3.25	0.71	0.08	0.88	0.17	0.00	0.00	0.00	0.00	130.50
Session Percentage	0.26	65.20	30.36	0.29	2.49	0.54	0.06	0.67	0.13	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0800 - 0900	0800 - 0900	-	0800 - 0900	-	-	-	-	-	0700 - 0800
AM Peak Volume	1	161	97	4	11	2	0	3	0	0	0	0	0	265
AM Peak %age	0.38	60.75	36.60	1.51	4.15	0.75	0.00	1.13	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	1000 - 1100	1100 - 1200	1200 - 1300	1400 - 1500	1000 - 1100	1000 - 1100	-	1100 - 1200	1000 - 1100	-	-	-	-	1200 - 1300
Noon Peak Volume	1	129	67	2	9	1	0	2	1	0	0	0	0	200
Noon Peak %age	0.50	64.50	33.50	1.00	4.50	0.50	0.00	1.00	0.50	0.00	0.00	0.00	0.00	

PM Peak Hour	1700 - 1800	1700 - 1800	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	1600 - 1700	1700 - 1800	-	-	-	-	1700 - 1800
PM Peak Volume	2	219	89	3	8	4	2	4	1	0	0	0	0	320
PM Peak %age	0.63	68.44	27.81	0.94	2.50	1.25	0.63	1.25	0.31	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 60min

Athens, GA

Site 1
Old Elberton Rd,
north of Pittard Rd

Date
Wednesday, February 5, 2025

Lat/Long
33.993276°, -83.294373°

Weather
Fair
59°F

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (02-05-2025)

Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	4	3	7
0100 - 0200	1	2	3
0200 - 0300	5	3	8
0300 - 0400	2	5	7
0400 - 0500	8	12	20
0500 - 0600	21	24	45
0600 - 0700	52	83	135
0700 - 0800	76	189	265
0800 - 0900	64	132	196
0900 - 1000	73	100	173
1000 - 1100	91	87	178
1100 - 1200	97	88	185
Session Total	1581	1551	3132
Session Average	65.88	64.63	130.50
Session Percentage	50.48	49.52	

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	94	106	200
1300 - 1400	87	77	164
1400 - 1500	96	76	172
1500 - 1600	141	101	242
1600 - 1700	174	120	294
1700 - 1800	187	133	320
1800 - 1900	112	86	198
1900 - 2000	81	56	137
2000 - 2100	38	27	65
2100 - 2200	49	22	71
2200 - 2300	16	13	29
2300 - 2400	12	6	18



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Peak Hour Turning Movement Count

Athens, GA



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Wednesday, February 5, 2025		
Fair 59°F		
Period	0700 - 0900	APPLY
Peak Hour	0730 - 0830	APPLY
Global PH	0715 - 0815	APPLY

* the Peak Hour Diagram does not include bicycles

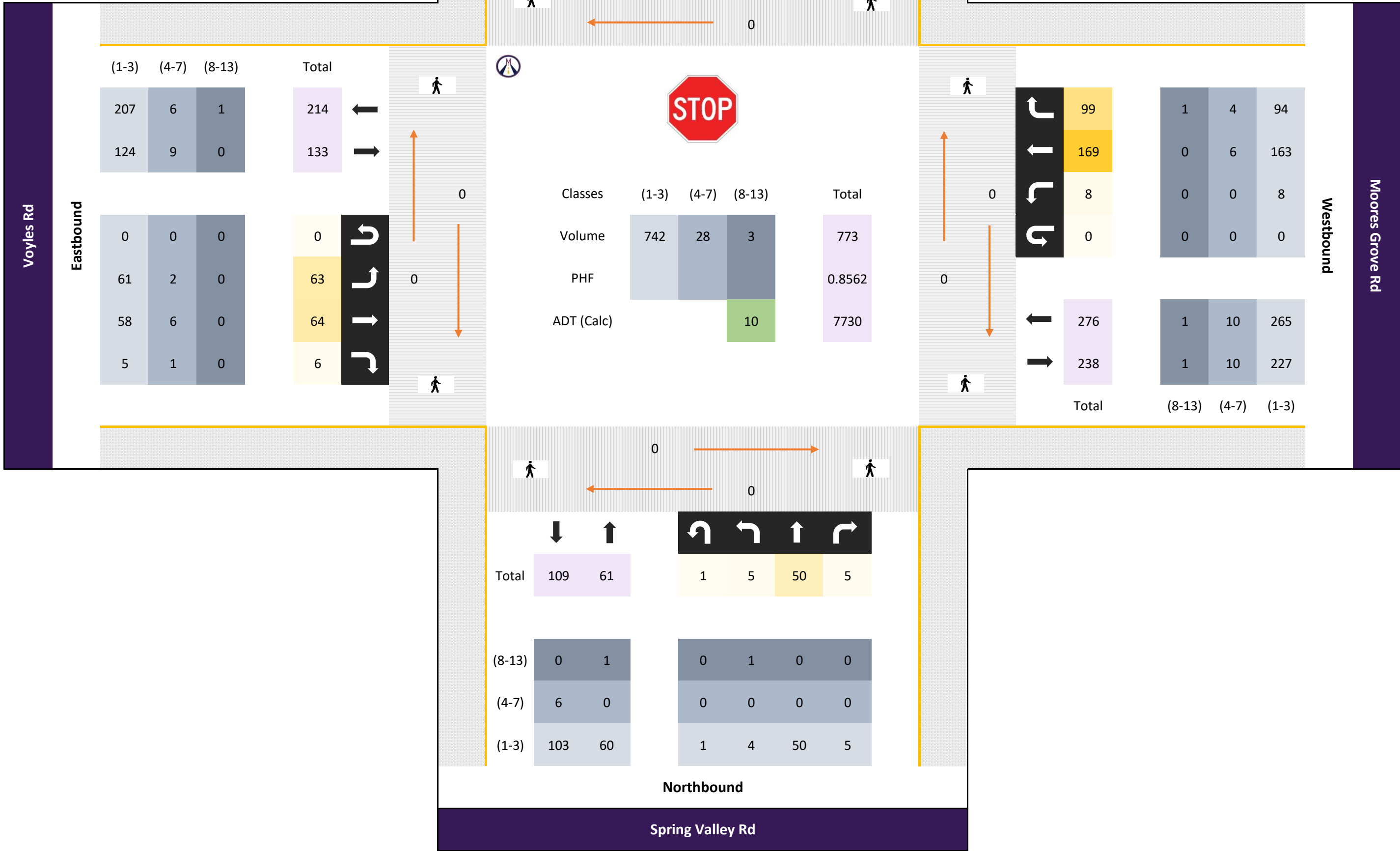


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



	Northbound						Southbound						Eastbound						Westbound						Int
	Spring Valley Rd						Old Elberton Rd						Voyles Rd						Moores Grove Rd						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Total
0730 - 0745	4	4	1	-	0	9	45	22	8	-	0	75	5	13	1	-	0	19	1	60	17	-	0	78	181
0745 - 0800	0	15	2	-	0	17	48	19	6	-	0	73	19	12	3	-	0	34	5	61	36	-	0	102	226
0800 - 0815	0	19	0	-	1	20	38	33	18	-	0	89	23	22	1	-	0	46	1	26	27	-	0	54	209
0815 - 0830	1	12	2	-	0	15	38	20	8	-	0	66	16	17	1	-	0	34	1	23	19	-	0	43	158
Total	5	50	5	0	1	61	169	94	40	0	0	303	63	64	6	0	0	133	8	170	99	0	0	277	774
Approach %	8.20	81.97	8.20	0.00	1.64	-	55.78	31.02	13.20	0.00	0.00	-	47.37	48.12	4.51	0.00	0.00	-	2.89	61.37	35.74	0.00	0.00	-	
PHF	0.31	0.66	0.63	0.00	0.25	0.76	0.88	0.71	0.56	0.00	0.00	0.85	0.68	0.73	0.50	0.00	0.00	0.72	0.40	0.70	0.69	0.00	0.00	0.68	0.86

	Northbound						Southbound						Eastbound						Westbound						Int
	Spring Valley Rd						Old Elberton Rd						Voyles Rd						Moores Grove Rd						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Total
0730 - 0745	4	4	1	-	0	9	45	21	8	-	0	74	5	12	1	-	0	18	1	56	16	-	0	73	174
0745 - 0800	0	15	2	-	0	17	46	17	6	-	0	69	18	11	2	-	0	31	5	60	36	-	0	101	218
0800 - 0815	0	19	0	-	1	20	36	32	18	-	0	86	22	21	1	-	0	44	1	26	27	-	0	54	204
0815 - 0830	0	12	2	-	0	14	37	19	8	-	0	64	16	14	1	-	0	31	1	21	15	-	0	37	146
Total	4	50	5	0	1	60	164	89	40	0	0	293	61	58	5	0	0	124	8	163	94	0	0	265	742
Approach %	6.67	83.33	8.33	0.00	1.67	-	55.97	30.38	13.65	0.00	0.00	-	49.19	46.77	4.03	0.00	0.00	-	3.02	61.51	35.47	0.00	0.00	-	
PHF	0.25	0.66	0.63	0.00	0.25	0.75	0.89	0.70	0.56	0.00	0.00	0.85	0.69	0.69	0.63	0.00	0.00	0.70	0.40	0.68	0.65	0.00	0.00	0.66	0.85

	Northbound						Southbound						Eastbound						Westbound						Int
	Spring Valley Rd						Old Elberton Rd						Voyles Rd						Moores Grove Rd						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
Time	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	0	4	1	-	0	5	7
0730 - 0745	0	0	0	-	0	0	2	2	0	-	0	4	1	1	1	-	0	3	0	1	0	-	0	1	8
0800 - 0815	0	0	0	-	0	0	1	1	0	-	0	2	1	1	0	-	0	2	0	0	0	-	0	0	4
0815 - 0830	0	0	0	-	0	0	1	1	0	-	0	2	0	3	0	-	0	3	0	1	3	-	0	4	9
Total	0	0	0	0	0	0	4	5	0	0	0	9	2	6	1	0	0	9	0	6	4	0	0	10	28
Approach %	0.00	0.00	0.00	0.00	0.00	-	44.44	55.56	0.00	0.00	0.00	-	22.22	66.67	11.11	0.00	0.00	-	0.00	60.00	40.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.63	0.00	0.00	0.00	0.56	0.50	0.50	0.25	0.00	0.00	0.75	0.00	0.38	0.33	0.00	0.00	0.50	0.78

	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Spring Valley Rd						Old Elberton Rd						Voyles Rd						Moores Grove Rd							
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total		
Time	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	0	-	0	0	1
0815 - 0830	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	1	-	0	1	2
Total	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Approach %	100.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.38

	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Spring Valley Rd						Old Elberton Rd						Voyles Rd						Moore's Grove Rd							
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total		
Time	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	0	0	0	
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	0	0	0	
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	0	0	0	
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	1	0	-	0	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25



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Peak Hour Turning Movement Count

Athens, GA



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Wednesday, February 5, 2025		
Fair 59°F		
Period	1600 - 1800	APPLY
Peak Hour	1645 - 1745	APPLY
Global PH	1645 - 1745	APPLY

* the Peak Hour Diagram does not include bicycles

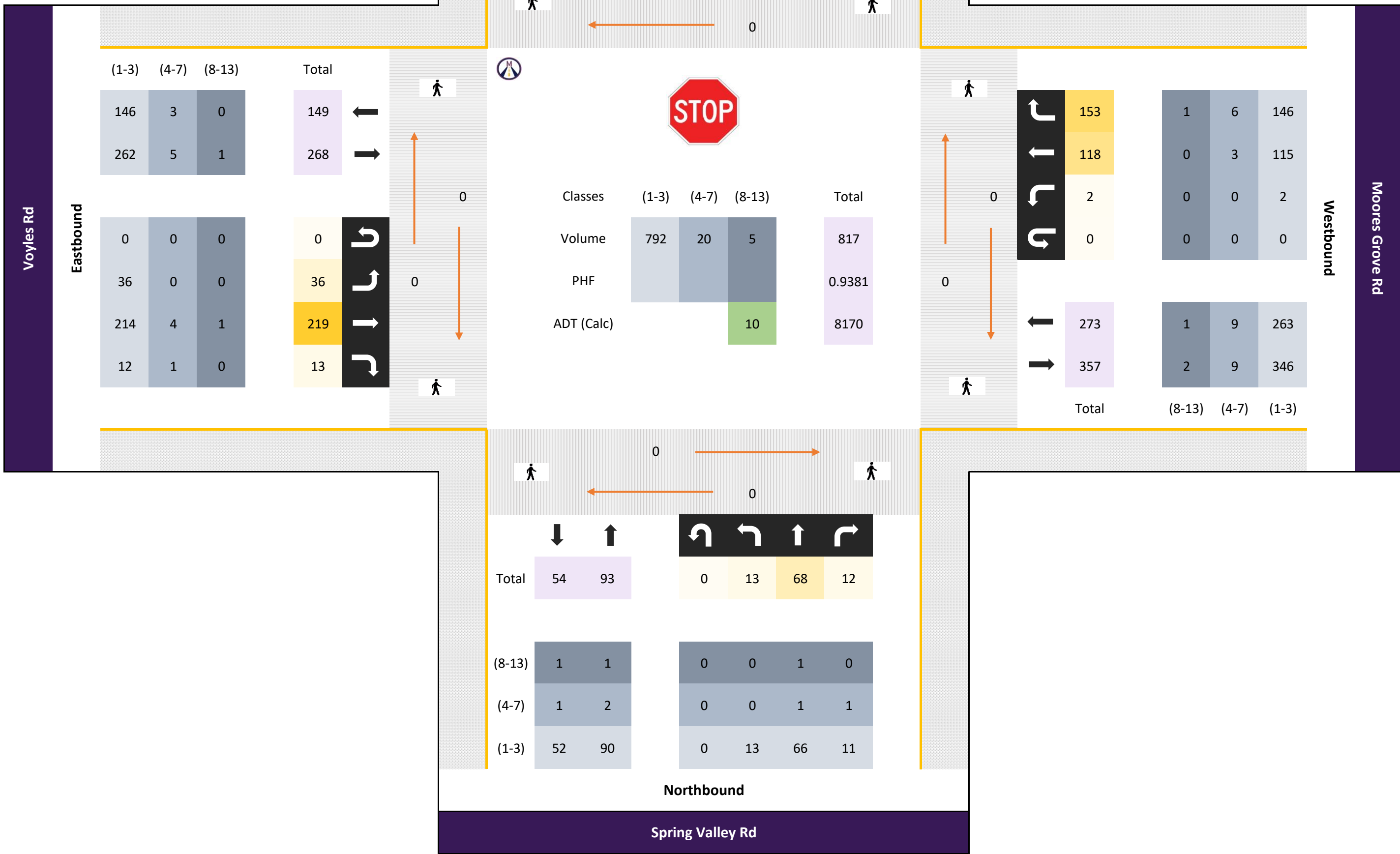


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Passenger Vehicles (1-3)

Single Unit Trucks (4-7)

Combination Trucks (8-13)

Bicycles

Bicycles	Northbound						Southbound						Eastbound						Westbound						Int Total
	Spring Valley Rd						Old Elberton Rd						Voyles Rd						Moores Grove Rd						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
Time	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.25

Classified Turn Movement Count | | All vehicles

Athens, GA



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Site 1
Spring Valley Rd
Old Elberton Rd
Voyles Rd
Moores Grove Rd



Date
Wednesday, February 5, 2025

Lat/Long
33.987621°, -83.302173°
[Click here for Map](#)

Weather
Fair
59°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (02-05-2025)

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Spring Valley Rd						Old Elberton Rd						Voyles Rd						Moores Grove Rd						
TIME	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0700 - 0715	1	7	2		0	10	20	9	4		0	33	1	12	2		0	15	1	26	21		0	48	106
0715 - 0730	1	7	1		0	9	28	17	3		0	48	2	14	1		0	17	1	53	26		0	80	154
0730 - 0745	4	4	1		0	9	45	22	8		0	75	5	13	1		0	19	1	60	17		0	78	181
0745 - 0800	0	15	2		0	17	48	19	6		0	73	19	12	3		0	34	5	61	36		0	102	226
Hourly Total	6	33	6		0	45	141	67	21		0	229	27	51	7		0	85	8	200	100		0	308	667
0800 - 0815	0	19	0		1	20	38	33	18		0	89	23	22	1		0	46	1	26	27		0	54	209
0815 - 0830	1	12	2		0	15	38	20	8		0	66	16	17	1		0	34	1	23	19		0	43	158
0830 - 0845	1	11	0		0	12	34	18	9		0	61	10	20	3		0	33	5	46	15		0	66	172
0845 - 0900	6	3	0		0	9	22	18	5		0	45	4	19	2		0	25	3	33	13		0	49	128
Hourly Total	8	45	2		1	56	132	89	40		0	261	53	78	7		0	138	10	128	74		0	212	667
Grand Total	14	78	8		1	101	273	156	61		0	490	80	129	14		0	223	18	328	174		0	520	1334
Approach %	13.86	77.23	7.92		0.99	-	55.71	31.84	12.45		0.00	-	35.87	57.85	6.28		0.00	-	3.46	63.08	33.46		0.00	-	
Intersection %	1.05	5.85	0.60		0.07	7.57	20.46	11.69	4.57		0.00	36.73	6.00	9.67	1.05		0.00	16.72	1.35	24.59	13.04		0.00	38.98	
Heavy Vehicle %	7	1	0		0	2	3	7	5		-	4	5	9	14		-	8	0	3	5		-	4	4
PHF	0.31	0.66	0.63		0.25	0.76	0.88	0.71	0.56		0.00	0.85	0.68	0.73	0.50		0.00	0.72	0.40	0.70	0.69		0.00	0.68	0.86

1600 - 1800 (Weekday 2h Session) (02-05-2025)

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Spring Valley Rd						Old Elberton Rd						Voyles Rd						Moores Grove Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
TIME	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1600 - 1615	1	18	1		0	20	34	23	21		0	78	4	57	3		0	64	3	33	40		0	76	238
1615 - 1630	5	15	3		0	23	38	17	6		0	61	4	37	2		0	43	2	23	27		0	52	179
1630 - 1645	4	20	4		0	28	27	10	5		0	42	1	42	6		0	49	2	35	33		0	70	189
1645 - 1700	4	12	1		0	17	23	11	2		0	36	8	46	2		0	56	1	34	40		0	75	184
Hourly Total	14	65	9		0	88	122	61	34		0	217	17	182	13		0	212	8	125	140		0	273	790
1700 - 1715	4	23	2		0	29	40	8	3		0	51	2	57	4		0	63	1	23	41		0	65	208
1715 - 1730	1	15	5		0	21	32	7	5		0	44	11	65	2		0	78	0	38	37		0	75	218
1730 - 1745	4	18	4		0	26	31	13	8		0	52	15	52	5		0	72	0	23	35		0	58	208
1745 - 1800	4	18	2		0	24	33	11	5		0	49	6	41	1		0	48	1	19	30		0	50	171
Hourly Total	13	74	13		0	100	136	39	21		0	196	34	215	12		0	261	2	103	143		0	248	805
Grand Total	27	139	22		0	188	258	100	55		0	413	51	397	25		0	473	10	228	283		0	521	1595
Approach %	14.36	73.94	11.70		0.00	-	62.47	24.21	13.32		0.00	-	10.78	83.93	5.29		0.00	-	1.92	43.76	54.32		0.00	-	
Intersection %	1.69	8.71	1.38		0.00	11.79	16.18	6.27	3.45		0.00	25.89	3.20	24.89	1.57		0.00	29.66	0.63	14.29	17.74		0.00	32.66	
Heavy Vehicle %	4	2	5		-	3	4	3	0		-	3	4	2	8		-	2	0	5	5		-	5	3
PHF	0.81	0.74	0.60		0.00	0.80	0.79	0.75	0.56		0.00	0.88	0.60	0.85	0.65		0.00	0.86	0.50	0.78	0.93		0.00	0.91	0.94

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**0700 - 0900 (Weekday 2h Session) (02-05-2025)**

Passenger Vehicles (1-3)

[illegible]**1600 - 1800 (Weekday 2h Session) (02-05-2025)**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Spring Valley Rd						Old Elberton Rd						Voyles Rd						Moores Grove Rd						
TIME	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	1	17	1		0	19	33	21	21		0	75	3	56	2		0	61	3	31	36		0	70	225
1615 - 1630	5	15	3		0	23	36	17	6		0	59	4	37	2		0	43	2	22	27		0	51	176
1630 - 1645	3	20	4		0	27	26	10	5		0	41	1	41	6		0	48	2	32	30		0	64	180
1645 - 1700	4	11	0		0	15	22	11	2		0	35	8	45	2		0	55	1	33	39		0	73	178
Hourly Total	13	63	8		0	84	117	59	34		0	210	16	179	12		0	207	8	118	132		0	258	759
1700 - 1715	4	22	2		0	28	39	8	3		0	50	2	55	3		0	60	1	23	37		0	61	199
1715 - 1730	1	15	5		0	21	30	7	5		0	42	11	62	2		0	75	0	36	36		0	72	210
1730 - 1745	4	18	4		0	26	30	12	8		0	50	15	52	5		0	72	0	23	34		0	57	205
1745 - 1800	4	18	2		0	24	32	11	5		0	48	5	41	1		0	47	1	17	29		0	47	166
Hourly Total	13	73	13		0	99	131	38	21		0	190	33	210	11		0	254	2	99	136		0	237	780
Grand Total	26	136	21		0	183	248	97	55		0	400	49	389	23		0	461	10	217	268		0	495	1539
Approach %	14.21	74.32	11.48		0.00	-	62.00	24.25	13.75		0.00	-	10.63	84.38	4.99		0.00	-	2.02	43.84	54.14		0.00	-	
Intersection %	1.69	8.84	1.36		0.00	11.89	16.11	6.30	3.57		0.00	25.99	3.18	25.28	1.49		0.00	29.95	0.65	14.10	17.41		0.00	32.16	

Classified Turn Movement Count | | Single Unit Trucks (4-7)

Athens, GA



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Site 1
Spring Valley Rd
Old Elberton Rd
Voyles Rd
Moores Grove Rd



Date
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0700 - 0900 (Weekday 2h Session) (02-05-2025)
Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound							
	Spring Valley Rd						Old Elberton Rd						Voyles Rd						Moores Grove Rd							
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total		Int Total
TIME	0	0	0		0	0	0	0	0		0	0	0	2	1		0	3	0	0	0		0	0	3	
0700 - 0715	0	0	0		0	0	0	0	1	1		0	2	1	1	0		0	2	0	1	1		0	2	6
0715 - 0730	0	0	0		0	0	0	1	0		0	1	0	1	0		0	1	0	4	1		0	5	7	
0730 - 0745	0	0	0		0	0	2	2	0		0	4	1	1	1		0	3	0	1	0		0	1	8	
0745 - 0800	0	0	0		0	0	2	4	1		0	7	2	5	2		0	9	0	6	2		0	8	24	
Hourly Total	0	0	0		0	0	1	1	0		0	2	1	1	0		0	2	0	0	0		0	0	4	
0800 - 0815	0	0	0		0	0	1	1	0		0	2	0	3	0		0	3	0	1	3		0	4	9	
0815 - 0830	0	1	0		0	1	0	2	1		0	3	1	0	0		0	1	0	2	1		0	3	8	
0830 - 0845	0	0	0		0	0	2	3	1		0	6	0	1	0		0	1	0	0	0		0	0	7	
0845 - 0900	0	1	0		0	1	4	7	2		0	13	2	5	0		0	7	0	3	4		0	7	28	
Hourly Total																										
Grand Total	0	1	0		0	1	6	11	3		0	20	4	10	2		0	16	0	9	6		0	15	52	
Approach %	0.00	100.00	0.00		0.00	-	30.00	55.00	15.00		0.00	-	25.00	62.50	12.50		0.00	-	0.00	60.00	40.00		0.00	-		
Intersection %	0.00	1.92	0.00		0.00	1.92	11.54	21.15	5.77		0.00	38.46	7.69	19.23	3.85		0.00	30.77	0.00	17.31	11.54		0.00	28.85		

1600 - 1800 (Weekday 2h Session) (02-05-2025)
Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Spring Valley Rd						Old Elberton Rd						Voyles Rd						Moores Grove Rd						
TIME	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	0	1	0		0	1	1	2	0		0	3	1	0	1		0	2	0	2	3		0	5	11
1615 - 1630	0	0	0		0	0	1	0	0		0	1	0	0	0		0	0	0	1	0		0	1	2
1630 - 1645	0	0	0		0	0	1	0	0		0	1	0	1	0		0	1	0	3	3		0	6	8
1645 - 1700	0	0	1		0	1	1	0	0		0	1	0	1	0		0	1	0	1	0		0	1	4
Hourly Total	0	1	1		0	2	4	2	0		0	6	1	2	1		0	4	0	7	6		0	13	25
1700 - 1715	0	1	0		0	1	1	0	0		0	1	0	1	1		0	2	0	0	4		0	4	8
1715 - 1730	0	0	0		0	0	1	0	0		0	1	0	2	0		0	2	0	2	1		0	3	6
1730 - 1745	0	0	0		0	0	1	0	0		0	1	0	0	0		0	0	0	0	1		0	1	2
1745 - 1800	0	0	0		0	0	1	0	0		0	1	1	0	0		0	1	0	2	0		0	2	4
Hourly Total	0	1	0		0	1	4	0	0		0	4	1	3	1		0	5	0	4	6		0	10	20
Grand Total	0	2	1		0	3	8	2	0		0	10	2	5	2		0	9	0	11	12		0	23	45
Approach %	0.00	66.67	33.33		0.00	-	80.00	20.00	0.00		0.00	-	22.22	55.56	22.22		0.00	-	0.00	47.83	52.17		0.00	-	
Intersection %	0.00	4.44	2.22		0.00	6.67	17.78	4.44	0.00		0.00	22.22	4.44	11.11	4.44		0.00	20.00	0.00	24.44	26.67		0.00	51.11	

Classified Turn Movement Count || Combination Trucks (8-13)

Athens, GA



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Voyles Rd
Moore's Grove Rd



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0700 - 0900 (Weekday 2h Session) (02-05-2025)
Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Spring Valley Rd						Old Elberton Rd						Voyles Rd						Moores Grove Rd						
TIME	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0715 - 0730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0730 - 0745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0745 - 0800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0800 - 0815	0	0	0		0	0	1	0	0		0	1	0	0	0		0	0	0	0	0		0	0	1
0815 - 0830	1	0	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	1		0	1	2
0830 - 0845	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	2		0	2	3
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
Hourly Total	1	0	0		0	1	1	0	0		0	1	0	1	0		0	1	0	1	3		0	4	7
Grand Total	1	0	0		0	1	1	0	0		0	1	0	1	0		0	1	0	1	3		0	4	7
Approach %	100.00	0.00	0.00		0.00	-	100.00	0.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	25.00	75.00		0.00	-	
Intersection %	14.29	0.00	0.00		0.00	14.29	14.29	0.00	0.00		0.00	14.29	0.00	14.29	0.00		0.00	14.29	0.00	14.29	42.86		0.00	57.14	

1600 - 1800 (Weekday 2h Session) (02-05-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound									
	Spring Valley Rd					Old Elberton Rd					Voyles Rd					Moores Grove Rd									
TIME	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	1		0	1	2
1615 - 1630	0	0	0		0	0	1	0	0		0	1	0	0	0		0	0	0	0	0		0	0	1
1630 - 1645	1	0	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
1645 - 1700	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	1		0	1	2
Hourly Total	1	1	0		0	2	1	0	0		0	1	0	1	0		0	1	0	0	2		0	2	6
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	1	0	0		0	1	0	1	0		0	1	0	0	0		0	0	2
1730 - 1745	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	1
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	1		0	1	1
Hourly Total	0	0	0		0	0	1	1	0		0	2	0	1	0		0	1	0	0	1		0	1	4
Grand Total	1	1	0		0	2	2	1	0		0	3	0	2	0		0	2	0	0	3		0	3	10
Approach %	50.00	50.00	0.00		0.00	-	66.67	33.33	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	0.00	100.00		0.00	-	
Intersection %	10.00	10.00	0.00		0.00	20.00	20.00	10.00	0.00		0.00	30.00	0.00	20.00	0.00		0.00	20.00	0.00	0.00	30.00		0.00	30.00	

Classified Turn Movement Count || Bicycles

Athens, GA



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Moore's Grove Rd



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0700 - 0900 (Weekday 2h Session) (02-05-2025)

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Spring Valley Rd						Old Elberton Rd						Voyles Rd						Moores Grove Rd						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
TIME	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0715 - 0730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0730 - 0745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0745 - 0800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0800 - 0815	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0815 - 0830	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
0830 - 0845	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
Grand Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	100.00	0.00		0.00	100.00	

1600 - 1800 (Weekday 2h Session) (02-05-2025)

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Spring Valley Rd						Old Elberton Rd						Voyles Rd						Moore's Grove Rd						
TIME	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
Grand Total	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	100.00	0.00		0.00	100.00	0.00	0.00	0.00		0.00	0.00	

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All Trucks (4-13)

[illegible]

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound									
	Spring Valley Rd					Old Elberton Rd					Voyles Rd					Moore's Grove Rd									
TIME	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	0	1	0		0	1	1	2	0		0	3	1	1	1		0	3	0	2	4		0	6	13
1615 - 1630	0	0	0		0	0	2	0	0		0	2	0	0	0		0	0	0	1	0		0	1	3
1630 - 1645	1	0	0		0	1	1	0	0		0	1	0	1	0		0	1	0	3	3		0	6	9
1645 - 1700	0	1	1		0	2	1	0	0		0	1	0	1	0		0	1	0	1	1		0	2	6
Hourly Total	1	2	1		0	4	5	2	0		0	7	1	3	1		0	5	0	7	8		0	15	31
1700 - 1715	0	1	0		0	1	1	0	0		0	1	0	1	1		0	2	0	0	4		0	4	8
1715 - 1730	0	0	0		0	0	2	0	0		0	2	0	3	0		0	3	0	2	1		0	3	8
1730 - 1745	0	0	0		0	0	1	1	0		0	2	0	0	0		0	0	0	0	1		0	1	3
1745 - 1800	0	0	0		0	0	1	0	0		0	1	1	0	0		0	1	0	2	1		0	3	5
Hourly Total	0	1	0		0	1	5	1	0		0	6	1	4	1		0	6	0	4	7		0	11	24
Grand Total	1	3	1		0	5	10	3	0		0	13	2	7	2		0	11	0	11	15		0	26	55
Approach %	20.00	60.00	20.00		0.00	-	76.92	23.08	0.00		0.00	-	18.18	63.64	18.18		0.00	-	0.00	42.31	57.69		0.00	-	
Intersection %	1.82	5.45	1.82		0.00	9.09	18.18	5.45	0.00		0.00	23.64	3.64	12.73	3.64		0.00	20.00	0.00	20.00	27.27		0.00	47.27	

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Pedestrians

[illegible]

Pedestrians

[illegible]

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Site 1

Spring Valley Rd
Old Elberton Rd
Voyles Rd
Moore's Grove Rd

Lat/Long
33.987621°, -83.302173°
[Click here for Map](#)

Weather

Fair
59°F

[Click here for Detailed Weather](#)



Bicycles

[illegible]

Bicycles

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Motorized Vehicles

[illegible]

Motorized Vehicles

[illegible]



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Peak Hour Turning Movement Count

Athens, GA



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Wednesday, February 5, 2025		
Fair 59°F		
Period	0700 - 0900	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH	0715 - 0815	APPLY

* the Peak Hour Diagram does not include bicycles

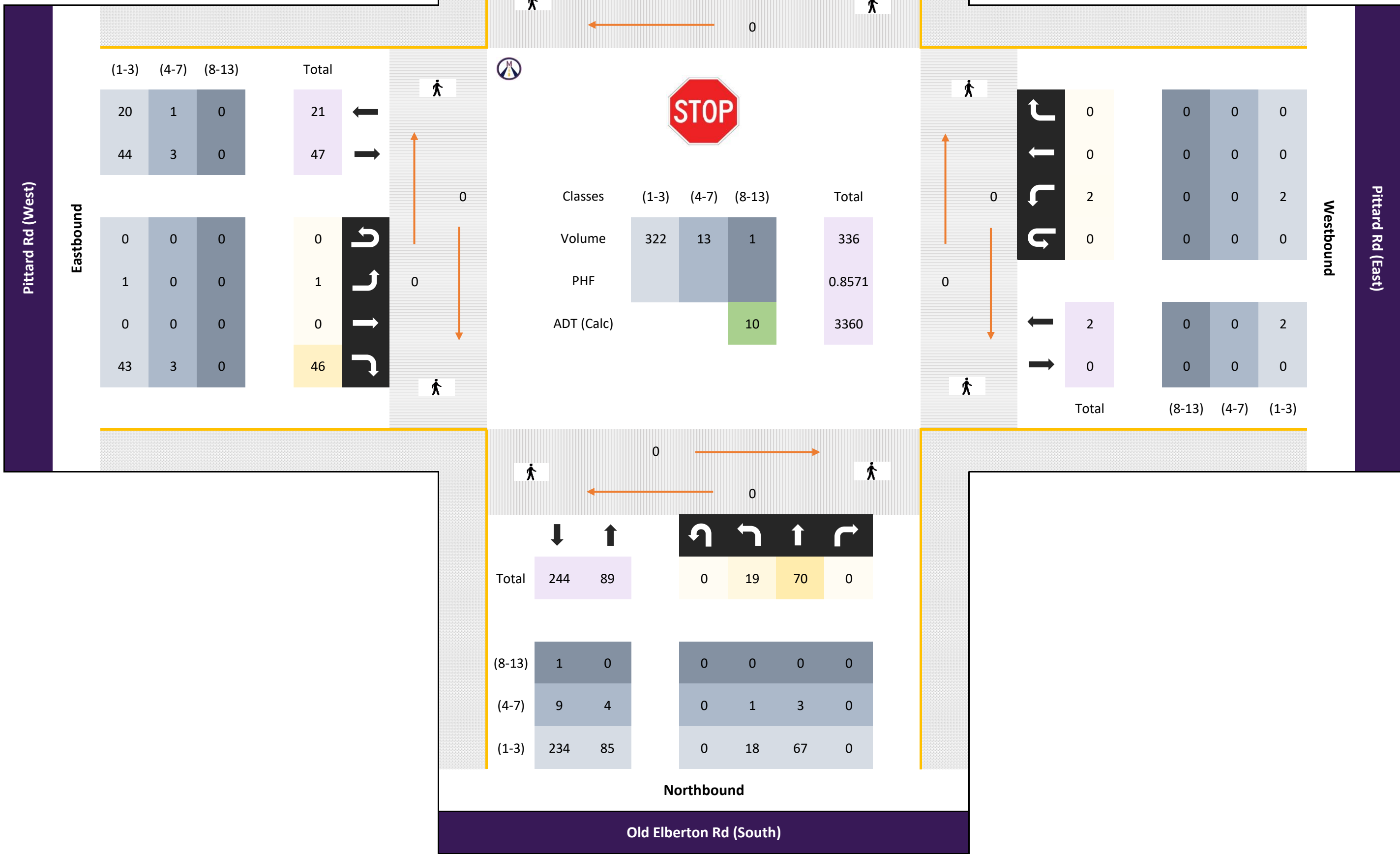


Session Parameters

(Drop Down Menu)

Peak Hour

Volume





[Click here for Map](#)

Peak Hour Turning Movement Count

Athens, GA



www.marrtraffic.com



Wednesday, February 5, 2025		
Fair 59°F		
Period	1600 - 1800	APPLY
Peak Hour	1700 - 1800	APPLY
Global PH	1645 - 1745	APPLY

* the Peak Hour Diagram does not include bicycles

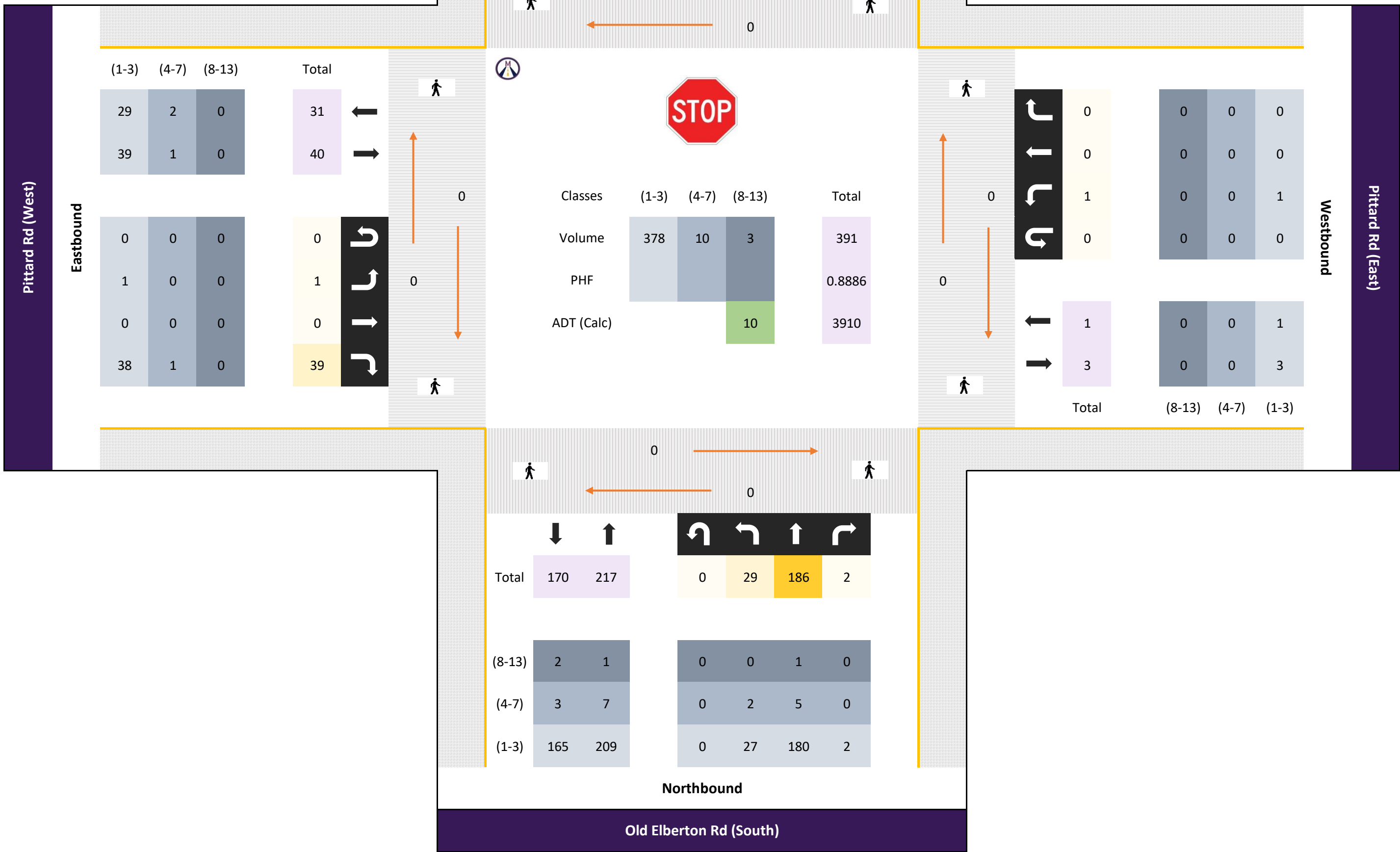


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Vehicle		Northbound						Southbound						Eastbound						Westbound						Int
		Old Elberton Rd (South)						Old Elberton Rd (North)						Pittard Rd (West)						Pittard Rd (East)						
		Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	
Time	2.1	2.2	2.3		2.4		2.5	2.6	2.7		2.8		2.9	2.10	2.11		2.12		2.13	2.14	2.15		2.16		Total	
1700 - 1715	8	56	0	-	0	64	0	34	2	-	0	36	1	0	8	-	0	9	1	0	0	-	0	1	110	
1715 - 1730	4	49	1	-	0	54	0	34	0	-	0	34	0	0	14	-	0	14	0	0	0	-	0	0	102	
1730 - 1745	7	39	1	-	0	47	1	35	0	-	0	36	0	0	6	-	0	6	0	0	0	-	0	0	89	
1745 - 1800	10	42	0	-	0	52	0	27	0	-	0	27	0	0	11	-	0	11	0	0	0	-	0	0	90	
Total		29	186	2	0	0	217	1	130	2	0	0	133	1	0	39	0	0	40	1	0	0	0	0	1	391
Approach %		13.36	85.71	0.92	0.00	0.00	-	0.75	97.74	1.50	0.00	0.00	-	2.50	0.00	97.50	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF		0.73	0.83	0.50	0.00	0.00	0.85	0.25	0.93	0.25	0.00	0.00	0.92	0.25	0.00	0.70	0.00	0.00	0.71	0.25	0.00	0.00	0.00	0.00	0.25	0.89

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Old Elberton Rd (South)						Old Elberton Rd (North)						Pittard Rd (West)						Pittard Rd (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
1700 - 1715	7	52	0	-	0	59	0	33	2	-	0	35	1	0	8	-	0	9	1	0	0	-	0	1	104
1715 - 1730	4	49	1	-	0	54	0	32	0	-	0	32	0	0	14	-	0	14	0	0	0	-	0	0	100
1730 - 1745	6	39	1	-	0	46	1	34	0	-	0	35	0	0	6	-	0	6	0	0	0	-	0	0	87
1745 - 1800	10	40	0	-	0	50	0	27	0	-	0	27	0	0	10	-	0	10	0	0	0	-	0	0	87
Total	27	180	2	0	0	209	1	126	2	0	0	129	1	0	38	0	0	39	1	0	0	0	0	1	378
Approach %	12.92	86.12	0.96	0.00	0.00	-	0.78	97.67	1.55	0.00	0.00	-	2.56	0.00	97.44	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.68	0.87	0.50	0.00	0.00	0.89	0.25	0.93	0.25	0.00	0.00	0.92	0.25	0.00	0.68	0.00	0.00	0.70	0.25	0.00	0.00	0.00	0.00	0.25	0.91

Single Unit Trucks (4-7)

[illegible]

Combination Trucks (8-13)

[illegible]

Bicycles

Bicycles	Northbound						Southbound						Eastbound						Westbound						Int Total
	Old Elberton Rd (South)						Old Elberton Rd (North)						Pittard Rd (West)						Pittard Rd (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
Time	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count | | All vehicles

Athens, GA



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Site 2
Old Elberton Rd (South)
Old Elberton Rd (North)
Pittard Rd (West)
Pittard Rd (East)



Date
Wednesday, February 5, 2025

Lat/Long
33.990434°, -83.298464°
[Click here for Map](#)

Weather
Fair
59°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (02-05-2025)
All vehicles

TIME	Northbound						Southbound						Eastbound						Westbound						
	Old Elberton Rd (South)						Old Elberton Rd (North)						Pittard Rd (West)						Pittard Rd (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0700 - 0715	5	24	0		0	29	0	27	0		0	27	0	0	6		0	6	0	0	0		0	0	62
0715 - 0730	4	24	0		0	28	0	33	0		0	33	0	0	10		0	10	0	0	0		0	0	71
0730 - 0745	6	12	0		0	18	0	69	0		0	69	0	0	6		0	6	1	0	0		0	1	94
0745 - 0800	5	15	0		0	20	0	59	1		0	60	1	0	17		0	18	0	0	0		0	0	98
Hourly Total	20	75	0		0	95	0	188	1		0	189	1	0	39		0	40	1	0	0		0	1	325
0800 - 0815	4	19	0		0	23	0	35	1		0	36	0	0	13		0	13	1	0	0		0	1	73
0815 - 0830	3	15	0		0	18	0	29	0		0	29	0	0	12		0	12	0	0	0		0	0	59
0830 - 0845	5	17	0		0	22	0	34	0		0	34	0	0	10		0	10	0	0	0		0	0	66
0845 - 0900	3	13	0		0	16	0	33	0		0	33	0	0	7		0	7	1	0	0		0	1	57
Hourly Total	15	64	0		0	79	0	131	1		0	132	0	0	42		0	42	2	0	0		0	2	255
Grand Total	35	139	0		0	174	0	319	2		0	321	1	0	81		0	82	3	0	0		0	3	580
Approach %	20.11	79.89	0.00		0.00	-	0.00	99.38	0.62		0.00	-	1.22	0.00	98.78		0.00	-	100.00	0.00	0.00		0.00	-	
Intersection %	6.03	23.97	0.00		0.00	30.00	0.00	55.00	0.34		0.00	55.34	0.17	0.00	13.97		0.00	14.14	0.52	0.00	0.00		0.00	0.52	
Heavy Vehicle %	9	6	-		-	6	-	4	0		-	4	0	-	6		-	6	0	-	-		-	0	5
PHF	0.79	0.73	0.00		0.00	0.79	0.00	0.71	0.50		0.00	0.72	0.25	0.00	0.68		0.00	0.65	0.50	0.00	0.00		0.00	0.50	0.86

1600 - 1800 (Weekday 2h Session) (02-05-2025)
All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Old Elberton Rd (South)						Old Elberton Rd (North)						Pittard Rd (West)						Pittard Rd (East)						
TIME	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1600 - 1615	14	50	0		0	64	0	27	0		0	27	0	0	5		0	5	1	0	0		0	1	97
1615 - 1630	10	35	0		0	45	0	36	1		0	37	1	0	7		0	8	1	0	0		0	1	91
1630 - 1645	11	39	0		0	50	0	29	0		0	29	1	0	7		0	8	0	0	0		0	0	87
1645 - 1700	7	47	1		0	55	0	27	0		0	27	1	0	5		0	6	0	0	0		0	0	88
Hourly Total	42	171	1		0	214	0	119	1		0	120	3	0	24		0	27	2	0	0		0	2	363
1700 - 1715	8	56	0		0	64	0	34	2		0	36	1	0	8		0	9	1	0	0		0	1	110
1715 - 1730	4	49	1		0	54	0	34	0		0	34	0	0	14		0	14	0	0	0		0	0	102
1730 - 1745	7	39	1		0	47	1	35	0		0	36	0	0	6		0	6	0	0	0		0	0	89
1745 - 1800	10	42	0		0	52	0	27	0		0	27	0	0	11		0	11	0	0	0		0	0	90
Hourly Total	29	186	2		0	217	1	130	2		0	133	1	0	39		0	40	1	0	0		0	1	391
Grand Total	71	357	3		0	431	1	249	3		0	253	4	0	63		0	67	3	0	0		0	3	754
Approach %	16.47	82.83	0.70		0.00	-	0.40	98.42	1.19		0.00	-	5.97	0.00	94.03		0.00	-	100.00	0.00	0.00		0.00	-	
Intersection %	9.42	47.35	0.40		0.00	57.16	0.13	33.02	0.40		0.00	33.55	0.53	0.00	8.36		0.00	8.89	0.40	0.00	0.00		0.00	0.40	
Heavy Vehicle %	6	4	0		-	4	0	4	0		-	4	0	-	3		-	3	0	-	-		-	0	4
PHF	0.73	0.83	0.50		0.00	0.85	0.25	0.93	0.25		0.00	0.92	0.25	0.00	0.70		0.00	0.71	0.25	0.00	0.00		0.00	0.25	0.89

Classified Turn Movement Count | | Passenger Vehicles (1-3)

Athens, GA



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Site 2
Old Elberton Rd (South)
Old Elberton Rd (North)
Pittard Rd (West)
Pittard Rd (East)



Date
Wednesday, February 5, 2025

Lat/Long
33.990434°, -83.298464°
[Click here for Map](#)

Weather
Fair
59°F
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0700 - 0900 (Weekday 2h Session) (02-05-2025)

Passenger Vehicles (1-3)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Old Elberton Rd (South)						Old Elberton Rd (North)						Pittard Rd (West)						Pittard Rd (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
0700 - 0715	5	24	0		0	29	0	27	0		0	27	0	0	6		0	6	0	0	0		0	0	62
0715 - 0730	4	22	0		0	26	0	32	0		0	32	0	0	9		0	9	0	0	0		0	0	67
0730 - 0745	5	12	0		0	17	0	69	0		0	69	0	0	5		0	5	1	0	0		0	1	92
0745 - 0800	5	15	0		0	20	0	56	1		0	57	1	0	16		0	17	0	0	0		0	0	94
Hourly Total	19	73	0		0	92	0	184	1		0	185	1	0	36		0	37	1	0	0		0	1	315
0800 - 0815	4	18	0		0	22	0	32	1		0	33	0	0	13		0	13	1	0	0		0	1	69
0815 - 0830	2	13	0		0	15	0	28	0		0	28	0	0	11		0	11	0	0	0		0	0	54
0830 - 0845	4	14	0		0	18	0	32	0		0	32	0	0	10		0	10	0	0	0		0	0	60
0845 - 0900	3	13	0		0	16	0	29	0		0	29	0	0	6		0	6	1	0	0		0	1	52
Hourly Total	13	58	0		0	71	0	121	1		0	122	0	0	40		0	40	2	0	0		0	2	235
Grand Total	32	131	0		0	163	0	305	2		0	307	1	0	76		0	77	3	0	0		0	3	550
Approach %	19.63	80.37	0.00		0.00	-	0.00	99.35	0.65		0.00	-	1.30	0.00	98.70		0.00	-	100.00	0.00	0.00		0.00	-	
Intersection %	5.82	23.82	0.00		0.00	29.64	0.00	55.45	0.36		0.00	55.82	0.18	0.00	13.82		0.00	14.00	0.55	0.00	0.00		0.00	0.55	

1600 - 1800 (Weekday 2h Session) (02-05-2025)

Passenger Vehicles (1-3)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Old Elberton Rd (South)						Old Elberton Rd (North)						Pittard Rd (West)						Pittard Rd (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
1600 - 1615	12	46	0		0	58	0	24	0		0	24	0	0	5		0	5	1	0	0		0	1	88
1615 - 1630	10	35	0		0	45	0	35	1		0	36	1	0	7		0	8	1	0	0		0	1	90
1630 - 1645	11	36	0		0	47	0	29	0		0	29	1	0	6		0	7	0	0	0		0	0	83
1645 - 1700	7	45	1		0	53	0	26	0		0	26	1	0	5		0	6	0	0	0		0	0	85
Hourly Total	40	162	1		0	203	0	114	1		0	115	3	0	23		0	26	2	0	0		0	2	346
1700 - 1715	7	52	0		0	59	0	33	2		0	35	1	0	8		0	9	1	0	0		0	1	104
1715 - 1730	4	49	1		0	54	0	32	0		0	32	0	0	14		0	14	0	0	0		0	0	100
1730 - 1745	6	39	1		0	46	1	34	0		0	35	0	0	6		0	6	0	0	0		0	0	87
1745 - 1800	10	40	0		0	50	0	27	0		0	27	0	0	10		0	10	0	0	0		0	0	87
Hourly Total	27	180	2		0	209	1	126	2		0	129	1	0	38		0	39	1	0	0		0	1	378
Grand Total	67	342	3		0	412	1	240	3		0	244	4	0	61		0	65	3	0	0		0	3	724
Approach %	16.26	83.01	0.73		0.00	-	0.41	98.36	1.23		0.00	-	6.15	0.00	93.85		0.00	-	100.00	0.00	0.00		0.00	-	
Intersection %	9.25	47.24	0.41		0.00	56.91	0.14	33.15	0.41		0.00	33.70	0.55	0.00	8.43		0.00	8.98	0.41	0.00	0.00		0.00	0.41	

Marr Traffic
DATA COLLECTION

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Date

Wednesday, February 5, 2025

Lat/Long

33.990434°, -83.298464°

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Weather

Fair

59°F

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Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Old Elberton Rd (South)						Old Elberton Rd (North)						Pittard Rd (West)						Pittard Rd (East)						
TIME	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0715 - 0730	0	2	0		0	2	0	1	0		0	1	0	0	1		0	1	0	0	0		0	0	4
0730 - 0745	1	0	0		0	1	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	2
0745 - 0800	0	0	0		0	0	0	3	0		0	3	0	0	1		0	1	0	0	0		0	0	4
Hourly Total	1	2	0		0	3	0	4	0		0	4	0	0	3		0	3	0	0	0		0	0	10
0800 - 0815	0	1	0		0	1	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	3
0815 - 0830	1	1	0		0	2	0	1	0		0	1	0	0	1		0	1	0	0	0		0	0	4
0830 - 0845	0	2	0		0	2	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	4
0845 - 0900	0	0	0		0	0	0	4	0		0	4	0	0	1		0	1	0	0	0		0	0	5
Hourly Total	1	4	0		0	5	0	9	0		0	9	0	0	2		0	2	0	0	0		0	0	16
Grand Total	2	6	0		0	8	0	13	0		0	13	0	0	5		0	5	0	0	0		0	0	26
Approach %	25.00	75.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	0.00	100.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	7.69	23.08	0.00		0.00	30.77	0.00	50.00	0.00		0.00	50.00	0.00	0.00	19.23		0.00	19.23	0.00	0.00	0.00		0.00	0.00	

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound									
	Old Elberton Rd (South)					Old Elberton Rd (North)					Pittard Rd (West)					Pittard Rd (East)									
TIME	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1600 - 1615	2	3	0		0	5	0	3	0		0	3	0	0	0		0	0	0	0	0		0	0	8
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1630 - 1645	0	3	0		0	3	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	4
1645 - 1700	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	1
Hourly Total	2	6	0		0	8	0	4	0		0	4	0	0	1		0	1	0	0	0		0	0	13
1700 - 1715	1	4	0		0	5	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	6
1715 - 1730	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	1
1730 - 1745	1	0	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
1745 - 1800	0	1	0		0	1	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	2
Hourly Total	2	5	0		0	7	0	2	0		0	2	0	0	1		0	1	0	0	0		0	0	10
Grand Total	4	11	0		0	15	0	6	0		0	6	0	0	2		0	2	0	0	0		0	0	23
Approach %	26.67	73.33	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	0.00	100.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	17.39	47.83	0.00		0.00	65.22	0.00	26.09	0.00		0.00	26.09	0.00	0.00	8.70		0.00	8.70	0.00	0.00	0.00		0.00	0.00	

Classified Turn Movement Count | | Combination Trucks (8-13)

Athens, GA



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Site 2
Old Elberton Rd (South)
Old Elberton Rd (North)
Pittard Rd (West)
Pittard Rd (East)



Date
Wednesday, February 5, 2025

Lat/Long
33.990434°, -83.298464°
[Click here for Map](#)

Weather
Fair
59°F
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0700 - 0900 (Weekday 2h Session) (02-05-2025)
Combination Trucks (8-13)

TIME	Northbound						Southbound						Eastbound						Westbound						
	Old Elberton Rd (South)						Old Elberton Rd (North)						Pittard Rd (West)						Pittard Rd (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0715 - 0730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0730 - 0745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0745 - 0800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0800 - 0815	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	1
0815 - 0830	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
0830 - 0845	1	1	0		0	2	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	2
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	1	2	0		0	3	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	4
Grand Total	1	2	0		0	3	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	4
Approach %	33.33	66.67	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	25.00	50.00	0.00		0.00	75.00	0.00	25.00	0.00		0.00	25.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	

1600 - 1800 (Weekday 2h Session) (02-05-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound									
	Old Elberton Rd (South)					Old Elberton Rd (North)					Pittard Rd (West)					Pittard Rd (East)									
TIME	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1600 - 1615	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
1615 - 1630	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	1
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1645 - 1700	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	2
Hourly Total	0	3	0		0	3	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	4
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	1
1730 - 1745	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	1
1745 - 1800	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
Hourly Total	0	1	0		0	1	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	3
Grand Total	0	4	0		0	4	0	3	0		0	3	0	0	0		0	0	0	0	0		0	0	7
Approach %	0.00	100.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	57.14	0.00		0.00	57.14	0.00	42.86	0.00		0.00	42.86	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	

Classified Turn Movement Count || Bicycles

Athens, GA

Site 2



Old Elberton Rd (South)
Old Elberton Rd (North)
Pittard Rd (West)
Pittard Rd (East)

Date

Wednesday, February 5, 2025

Lat/Long

33.990434°, -83.298464°

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Weather

Fair
59°F

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0700 - 0900 (Weekday 2h Session) (02-05-2025)

Bicycles

TIME	Northbound						Southbound						Eastbound						Westbound						
	Old Elberton Rd (South)						Old Elberton Rd (North)						Pittard Rd (West)						Pittard Rd (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0715 - 0730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0730 - 0745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0745 - 0800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0800 - 0815	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0815 - 0830	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0830 - 0845	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Grand Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	

1600 - 1800 (Weekday 2h Session) (02-05-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound									
	Old Elberton Rd (South)					Old Elberton Rd (North)					Pittard Rd (West)					Pittard Rd (East)									
TIME	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Grand Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	

Marr Traffic
DATA COLLECTION

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Date

Wednesday, February 5, 2025

Weather

Fair

59°F

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Lat/Long

33.990434°, -83.298464°

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**0700 - 0900 (Weekday 2h Session) (02-05-2025)**

All Trucks (4-13)

[illegible]

1600 - 1800 (Weekday 2h Session) (02-05-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound									
	Old Elberton Rd (South)					Old Elberton Rd (North)					Pittard Rd (West)					Pittard Rd (East)									
TIME	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1600 - 1615	2	4	0		0	6	0	3	0		0	3	0	0	0		0	0	0	0	0		0	0	9
1615 - 1630	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	1
1630 - 1645	0	3	0		0	3	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	4
1645 - 1700	0	2	0		0	2	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	3
Hourly Total	2	9	0		0	11	0	5	0		0	5	0	0	1		0	1	0	0	0		0	0	17
1700 - 1715	1	4	0		0	5	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	6
1715 - 1730	0	0	0		0	0	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	2
1730 - 1745	1	0	0		0	1	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	2
1745 - 1800	0	2	0		0	2	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	3
Hourly Total	2	6	0		0	8	0	4	0		0	4	0	0	1		0	1	0	0	0		0	0	13
Grand Total	4	15	0		0	19	0	9	0		0	9	0	0	2		0	2	0	0	0		0	0	30
Approach %	21.05	78.95	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	0.00	100.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	13.33	50.00	0.00		0.00	63.33	0.00	30.00	0.00		0.00	30.00	0.00	0.00	6.67		0.00	6.67	0.00	0.00	0.00		0.00	0.00	

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Site 2

Old Elberton Rd (South)
Old Elberton Rd (North)
Pittard Rd (West)
Pittard Rd (East)

Date
Wednesday, February 5, 2025

Lat/Long
33.990434°, -83.298464°
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Weather
Fair
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Pedestrians

[illegible]

Pedestrians

[illegible]

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Site 2

Old Elberton Rd (South)
Old Elberton Rd (North)
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Pittard Rd (East)

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Bicycles

[illegible]

Bicycles

[illegible]

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Site 2

Old Elberton Rd (South)
Old Elberton Rd (North)
Pittard Rd (West)
Pittard Rd (East)

Lat/Long
33.990434°, -83.298464°
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Weather

Fair
59°F

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Motorized Vehicles

[illegible]

Motorized Vehicles

[illegible]



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Peak Hour Turning Movement Count

Athens, GA

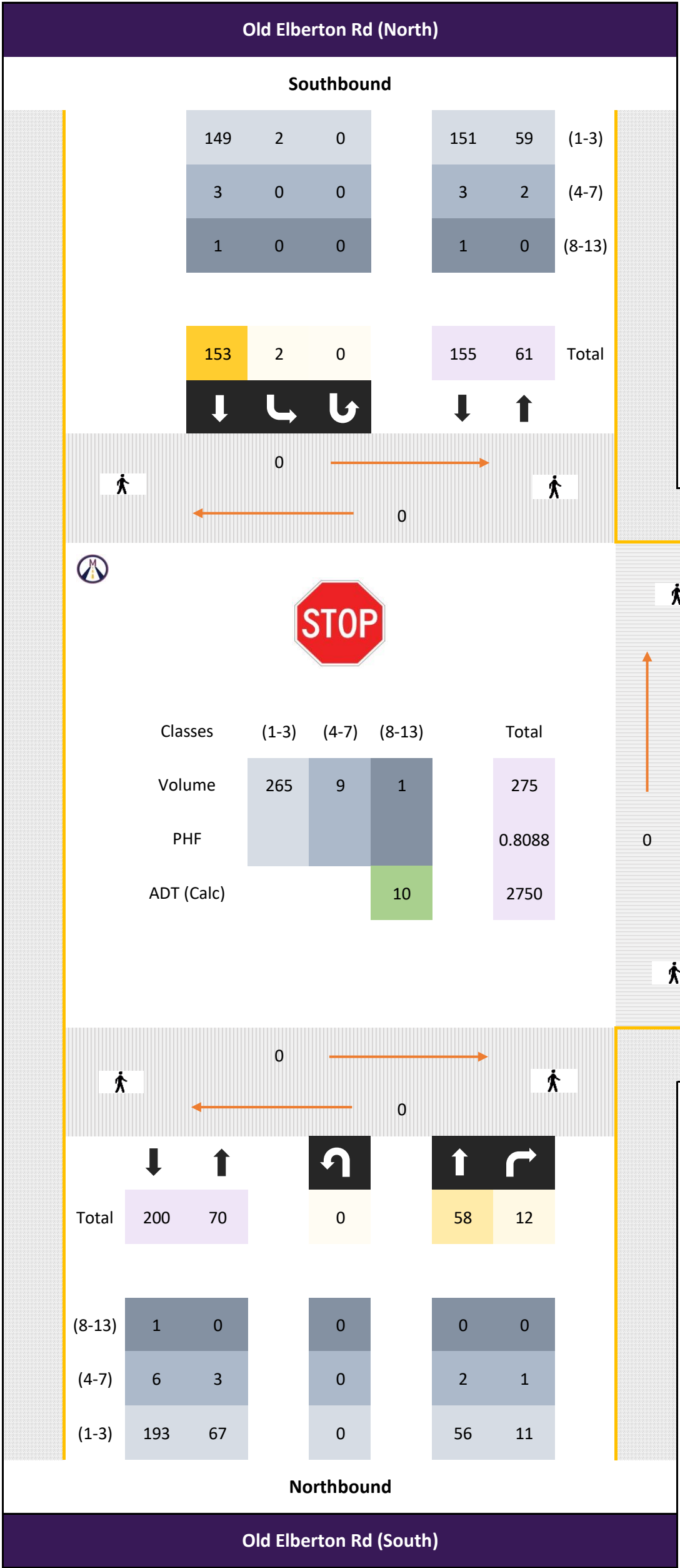


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Wednesday, February 5, 2025		
	Fair	59°F
Period	0700 - 0900	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH	0715 - 0815	APPLY

* the Peak Hour Diagram does not include bicycles



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Len Edwards Rd

Total	0	58	12	0	0	70	2	153	0	0	0	155	0	0	0	0	0	47	0	3	0	0	50	275
Approach %	0.00	82.86	17.14	0.00	0.00	-	1.29	98.71	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	94.00	0.00	6.00	0.00	0.00	-	
PHF	0.00	0.69	0.60	0.00	0.00	0.73	0.25	0.72	0.00	0.00	0.00	0.70	0.00	0.00	0.00	0.00	0.00	0.73	0.00	0.38	0.00	0.00	0.69	0.81

[illegible]

Total	0	2	1	0	0	3	0	3	0	0	0	3	0	0	0	0	0	3	0	0	0	0	3	9
Approach %	0.00	66.67	33.33	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.25	0.25	0.00	0.00	0.38	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.38	0.75

[illegible][illegible]



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Peak Hour Turning Movement Count

Athens, GA



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Wednesday, February 5, 2025		
	Fair	59°F
Period	1600 - 1800	APPLY
Peak Hour	1645 - 1745	APPLY
Global PH	1645 - 1745	APPLY

* the Peak Hour Diagram does not include bicycles

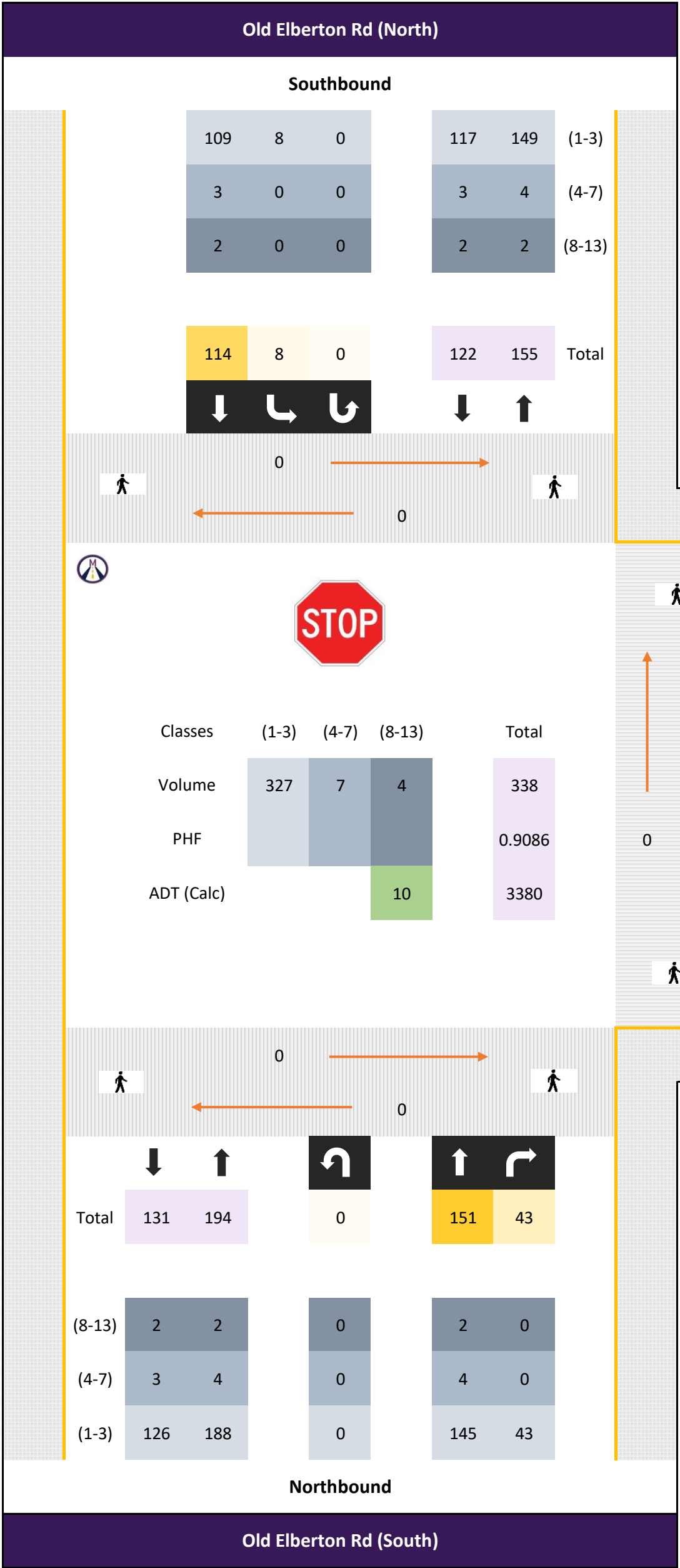


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Len Edwards Rd

All vehicles

Time	Northbound						Southbound												Westbound						Int Total
	Old Elberton Rd (South)						Old Elberton Rd (North)												Lem Edwards Rd						
		Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5			U-Turn 3.6	App Total						App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total	
1645 - 1700	-	36	13	-	0	49	5	20	-	-	0	25	-	-	-	-	-	0	7	-	1	-	0	8	82
1700 - 1715	-	47	9	-	0	56	1	32	-	-	0	33	-	-	-	-	-	0	4	-	0	-	0	4	93
1715 - 1730	-	37	14	-	0	51	1	28	-	-	0	29	-	-	-	-	-	0	4	-	1	-	1	6	86
1730 - 1745	-	31	7	-	0	38	1	34	-	-	0	35	-	-	-	-	-	0	2	-	2	-	0	4	77
Total	0	151	43	0	0	194	8	114	0	0	0	122	0	0	0	0	0	0	17	0	4	0	1	22	338
Approach %	0.00	77.84	22.16	0.00	0.00	-	6.56	93.44	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	77.27	0.00	18.18	0.00	4.55	-	
PHF	0.00	0.80	0.77	0.00	0.00	0.87	0.40	0.84	0.00	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.50	0.00	0.25	0.69	0.91

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Westbound											
	Old Elberton Rd (South)						Old Elberton Rd (North)						Lem Edwards Rd											
	Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5			U-Turn 3.6	App Total					App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total	Int Total	
1645 - 1700	-	34	13	-	0	47	5	19	-	-	0	24	-	-	-	-	0	7	-	1	-	0	8	79
1700 - 1715	-	43	9	-	0	52	1	31	-	-	0	32	-	-	-	-	0	4	-	0	-	0	4	88
1715 - 1730	-	37	14	-	0	51	1	26	-	-	0	27	-	-	-	-	0	4	-	1	-	1	6	84
1730 - 1745	-	31	7	-	0	38	1	33	-	-	0	34	-	-	-	-	0	2	-	2	-	0	4	76
Total	0	145	43	0	0	188	8	109	0	0	0	117	0	0	0	0	0	17	0	4	0	1	22	327
Approach %	0.00	77.13	22.87	0.00	0.00	-	6.84	93.16	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	77.27	0.00	18.18	0.00	4.55	-	
PHF	0.00	0.84	0.77	0.00	0.00	0.90	0.40	0.83	0.00	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.50	0.00	0.25	0.69	0.93

Single Unit Trucks (4-7)

[illegible]

Combination Trucks (8-13)

[illegible]

Bicycles

[illegible]

Classified Turn Movement Count | | All vehicles

Athens, GA



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Site 3
Old Elberton Rd (South)
Old Elberton Rd (North)



Date
Wednesday, February 5, 2025

Lat/Long
34.000942°, -83.289712°
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Lem Edwards Rd



0700 - 0900 (Weekday 2h Session) (02-05-2025)

All vehicles

TIME	Northbound					Southbound				
	Old Elberton Rd (South)					Old Elberton Rd (North)				
	Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total
0700 - 0715	21	2		0	23	0	22		0	22
0715 - 0730	21	3		0	24	0	26		0	26
0730 - 0745	10	2		0	12	2	53		0	55
0745 - 0800	12	2		0	14	0	49		0	49
Hourly Total	64	9		0	73	2	150		0	152
0800 - 0815	15	5		0	20	0	25		0	25
0815 - 0830	11	4		0	15	1	23		0	24
0830 - 0845	13	4		0	17	0	29		0	29
0845 - 0900	12	2		0	14	1	22		0	23
Hourly Total	51	15		0	66	2	99		0	101
Grand Total	115	24		0	139	4	249		0	253
Approach %	82.73	17.27		0.00	-	1.58	98.42		0.00	-
Intersection %	24.31	5.07		0.00	29.39	0.85	52.64		0.00	53.49
Heavy Vehicle %	5	8		-	6	0	3		-	3
PHF	0.69	0.60		0.00	0.73	0.25	0.72		0.00	0.70

Westbound						
Lem Edwards Rd						
Left 3.7		Right 3.8		U-Turn 3.9	App Total	Int Total
5		1		0	6	51
12		1		0	13	63
16		2		0	18	85
11		0		0	11	74
44		4		0	48	273
8		0		0	8	53
5		0		0	5	44
6		2		0	8	54
10		2		0	12	49
29		4		0	33	200
73		8		0	81	473
90.12		9.88		0.00	-	
15.43		1.69		0.00	17.12	
8		0		-	7	5
0.73		0.38		0.00	0.69	0.81

1600 - 1800 (Weekday 2h Session) (02-05-2025)

All vehicles

TIME	Northbound					Southbound				
	Old Elberton Rd (South)					Old Elberton Rd (North)				
	Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total
1600 - 1615	40	3		0	43	1	23		0	24
1615 - 1630	31	9		0	40	1	31		0	32
1630 - 1645	33	8		0	41	1	22		0	23
1645 - 1700	36	13		0	49	5	20		0	25
Hourly Total	140	33		0	173	8	96		0	104
1700 - 1715	47	9		0	56	1	32		0	33
1715 - 1730	37	14		0	51	1	28		0	29
1730 - 1745	31	7		0	38	1	34		0	35
1745 - 1800	35	7		0	42	1	25		0	26
Hourly Total	150	37		0	187	4	119		0	123
Grand Total	290	70		0	360	12	215		0	227
Approach %	80.56	19.44		0.00	-	5.29	94.71		0.00	-
Intersection %	45.74	11.04		0.00	56.78	1.89	33.91		0.00	35.80
Heavy Vehicle %	5	0		-	4	0	4		-	4
PHF	0.80	0.77		0.00	0.87	0.40	0.84		0.00	0.87

Westbound						
Lem Edwards Rd						
Left 3.7		Right 3.8		U-Turn 3.9	App Total	Int Total
3		2		0	5	72
7		0		0	7	79
7		2		0	9	73
7		1		0	8	82
24		5		0	29	306
4		0		0	4	93
4		1		1	6	86
2		2		0	4	77
3		1		0	4	72
13		4		1	18	328
37		9		1	47	634
78.72		19.15		2.13	-	
5.84		1.42		0.16	7.41	
0		0		0	0	4
0.61		0.50		0.25	0.69	0.91

Classified Turn Movement Count | | Passenger Vehicles (1-3)

Athens, GA



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Site 3
Old Elberton Rd (South)
Old Elberton Rd (North)



Date
Wednesday, February 5, 2025

Lat/Long
34.000942°, -83.289712°
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Lem Edwards Rd



0700 - 0900 (Weekday 2h Session) (02-05-2025)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound				
	Old Elberton Rd (South)					Old Elberton Rd (North)				
	Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total
0700 - 0715	21	2		0	23	0	22		0	22
0715 - 0730	19	3		0	22	0	26		0	26
0730 - 0745	10	2		0	12	2	53		0	55
0745 - 0800	12	2		0	14	0	46		0	46
Hourly Total	62	9		0	71	2	147		0	149
0800 - 0815	15	4		0	19	0	24		0	24
0815 - 0830	9	4		0	13	1	22		0	23
0830 - 0845	11	3		0	14	0	28		0	28
0845 - 0900	12	2		0	14	1	20		0	21
Hourly Total	47	13		0	60	2	94		0	96
Grand Total	109	22		0	131	4	241		0	245
Approach %	83.21	16.79		0.00	-	1.63	98.37		0.00	-
Intersection %	24.17	4.88		0.00	29.05	0.89	53.44		0.00	54.32

Westbound						
Lem Edwards Rd						
Left 3.7		Right 3.8		U-Turn 3.9	App Total	Int Total
5		1		0	6	51
11		1		0	12	60
16		2		0	18	85
11		0		0	11	71
43		4		0	47	267
6		0		0	6	49
5		0		0	5	41
6		2		0	8	50
7		2		0	9	44
24		4		0	28	184
67		8		0	75	451
89.33		10.67		0.00	-	
14.86		1.77		0.00	16.63	

1600 - 1800 (Weekday 2h Session) (02-05-2025)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound				
	Old Elberton Rd (South)					Old Elberton Rd (North)				
	Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total
1600 - 1615	36	3		0	39	1	20		0	21
1615 - 1630	31	9		0	40	1	30		0	31
1630 - 1645	30	8		0	38	1	22		0	23
1645 - 1700	34	13		0	47	5	19		0	24
Hourly Total	131	33		0	164	8	91		0	99
1700 - 1715	43	9		0	52	1	31		0	32
1715 - 1730	37	14		0	51	1	26		0	27
1730 - 1745	31	7		0	38	1	33		0	34
1745 - 1800	33	7		0	40	1	25		0	26
Hourly Total	144	37		0	181	4	115		0	119
Grand Total	275	70		0	345	12	206		0	218
Approach %	79.71	20.29		0.00	-	5.50	94.50		0.00	-
Intersection %	45.08	11.48		0.00	56.56	1.97	33.77		0.00	35.74

Westbound						
Lem Edwards Rd						
Left 3.7		Right 3.8		U-Turn 3.9	App Total	Int Total
3		2		0	5	65
7		0		0	7	78
7		2		0	9	70
7		1		0	8	79
24		5		0	29	292
4		0		0	4	88
4		1		1	6	84
2		2		0	4	76
3		1		0	4	70
13		4		1	18	318
37		9		1	47	610
78.72		19.15		2.13	-	
6.07		1.48		0.16	7.70	

Classified Turn Movement Count | | Single Unit Trucks (4-7)

Athens, GA

Site 3
Old Elberton Rd (South)
Old Elberton Rd (North)



Date
Wednesday, February 5, 2025

Lat/Long
34.000942°, -83.289712°
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Lem Edwards Rd

0700 - 0900 (Weekday 2h Session) (02-05-2025)
Single Unit Trucks (4-7)

TIME	Northbound					Southbound				
	Old Elberton Rd (South)					Old Elberton Rd (North)				
	Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total
0700 - 0715	0	0		0	0	0	0		0	0
0715 - 0730	2	0		0	2	0	0		0	0
0730 - 0745	0	0		0	0	0	0		0	0
0745 - 0800	0	0		0	0	0	3		0	3
Hourly Total	2	0		0	2	0	3		0	3
0800 - 0815	0	1		0	1	0	0		0	0
0815 - 0830	1	0		0	1	0	1		0	1
0830 - 0845	1	1		0	2	0	1		0	1
0845 - 0900	0	0		0	0	0	2		0	2
Hourly Total	2	2		0	4	0	4		0	4
Grand Total	4	2		0	6	0	7		0	7
Approach %	66.67	33.33		0.00	-	0.00	100.00		0.00	-
Intersection %	21.05	10.53		0.00	31.58	0.00	36.84		0.00	36.84

Westbound						
Lem Edwards Rd						
Left 3.7		Right 3.8		U-Turn 3.9	App Total	Int Total
0		0		0	0	0
1		0		0	1	3
0		0		0	0	0
0		0		0	0	3
1		0		0	1	6
2		0		0	2	3
0		0		0	0	2
0		0		0	0	3
3		0		0	3	5
5		0		0	5	13
6		0		0	6	19
100.00		0.00		0.00	-	
31.58		0.00		0.00	31.58	

1600 - 1800 (Weekday 2h Session) (02-05-2025)
Single Unit Trucks (4-7)

TIME	Northbound					Southbound				
	Old Elberton Rd (South)					Old Elberton Rd (North)				
	Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total
1600 - 1615	3	0		0	3	0	3		0	3
1615 - 1630	0	0		0	0	0	0		0	0
1630 - 1645	3	0		0	3	0	0		0	0
1645 - 1700	0	0		0	0	0	1		0	1
Hourly Total	6	0		0	6	0	4		0	4
1700 - 1715	4	0		0	4	0	1		0	1
1715 - 1730	0	0		0	0	0	1		0	1
1730 - 1745	0	0		0	0	0	0		0	0
1745 - 1800	1	0		0	1	0	0		0	0
Hourly Total	5	0		0	5	0	2		0	2
Grand Total	11	0		0	11	0	6		0	6
Approach %	100.00	0.00		0.00	-	0.00	100.00		0.00	-
Intersection %	64.71	0.00		0.00	64.71	0.00	35.29		0.00	35.29

Westbound						
Lem Edwards Rd						
Left 3.7		Right 3.8		U-Turn 3.9	App Total	Int Total
0		0		0	0	6
0		0		0	0	0
0		0		0	0	3
0		0		0	0	1
0		0		0	0	10
0		0		0	0	5
0		0		0	0	1
0		0		0	0	0
0		0		0	0	1
0		0		0	0	7
0		0		0	0	17
0.00		0.00		0.00	-	
0.00		0.00		0.00	0.00	

Classified Turn Movement Count | | Combination Trucks (8-13)

Athens, GA



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Site 3
Old Elberton Rd (South)
Old Elberton Rd (North)



Date
Wednesday, February 5, 2025

Lat/Long
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Lem Edwards Rd



0700 - 0900 (Weekday 2h Session) (02-05-2025)
Combination Trucks (8-13)

TIME	Northbound					Southbound				
	Old Elberton Rd (South)					Old Elberton Rd (North)				
	Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total
0700 - 0715	0	0		0	0	0	0		0	0
0715 - 0730	0	0		0	0	0	0		0	0
0730 - 0745	0	0		0	0	0	0		0	0
0745 - 0800	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
0800 - 0815	0	0		0	0	0	1		0	1
0815 - 0830	1	0		0	1	0	0		0	0
0830 - 0845	1	0		0	1	0	0		0	0
0845 - 0900	0	0		0	0	0	0		0	0
Hourly Total	2	0		0	2	0	1		0	1
Grand Total	2	0		0	2	0	1		0	1
Approach %	100.00	0.00		0.00	-	0.00	100.00		0.00	-
Intersection %	66.67	0.00		0.00	66.67	0.00	33.33		0.00	33.33

Westbound						
Lem Edwards Rd						
Left 3.7		Right 3.8		U-Turn 3.9	App Total	Int Total
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	1
0		0		0	0	1
0		0		0	0	1
0		0		0	0	0
0		0		0	0	3
0		0		0	0	3
0.00		0.00		0.00	-	
0.00		0.00		0.00	0.00	

1600 - 1800 (Weekday 2h Session) (02-05-2025)
Combination Trucks (8-13)

TIME	Northbound					Southbound				
	Old Elberton Rd (South)					Old Elberton Rd (North)				
	Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total
1600 - 1615	1	0		0	1	0	0		0	0
1615 - 1630	0	0		0	0	0	1		0	1
1630 - 1645	0	0		0	0	0	0		0	0
1645 - 1700	2	0		0	2	0	0		0	0
Hourly Total	3	0		0	3	0	1		0	1
1700 - 1715	0	0		0	0	0	0		0	0
1715 - 1730	0	0		0	0	0	1		0	1
1730 - 1745	0	0		0	0	0	1		0	1
1745 - 1800	1	0		0	1	0	0		0	0
Hourly Total	1	0		0	1	0	2		0	2
Grand Total	4	0		0	4	0	3		0	3
Approach %	100.00	0.00		0.00	-	0.00	100.00		0.00	-
Intersection %	57.14	0.00		0.00	57.14	0.00	42.86		0.00	42.86

Westbound						
Lem Edwards Rd						
Left 3.7		Right 3.8		U-Turn 3.9	App Total	Int Total
0		0		0	0	1
0		0		0	0	1
0		0		0	0	0
0		0		0	0	2
0		0		0	0	4
0		0		0	0	0
0		0		0	0	1
0		0		0	0	1
0		0		0	0	1
0		0		0	0	3
0		0		0	0	7
0.00		0.00		0.00	-	
0.00		0.00		0.00	0.00	

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Site 3
 Old Elberton Rd (South)
 Old Elberton Rd (North)

Date
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Lem Edwards Rd

0700 - 0900 (Weekday 2h Session) (02-05-2025)

Bicycles

TIME	Northbound					Southbound				
	Old Elberton Rd (South)					Old Elberton Rd (North)				
	Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total
0700 - 0715	0	0		0	0	0	0		0	0
0715 - 0730	0	0		0	0	0	0		0	0
0730 - 0745	0	0		0	0	0	0		0	0
0745 - 0800	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
0800 - 0815	0	0		0	0	0	0		0	0
0815 - 0830	0	0		0	0	0	0		0	0
0830 - 0845	0	0		0	0	0	0		0	0
0845 - 0900	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
Grand Total	0	0		0	0	0	0		0	0
Approach %	0.00	0.00		0.00	-	0.00	0.00		0.00	-
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00

[illegible]

1600 - 1800 (Weekday 2h Session) (02-05-2025)

Bicycles

TIME	Northbound					Southbound				
	Old Elberton Rd (South)					Old Elberton Rd (North)				
	Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total
1600 - 1615	0	0		0	0	0	0		0	0
1615 - 1630	0	0		0	0	0	0		0	0
1630 - 1645	0	0		0	0	0	0		0	0
1645 - 1700	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
1700 - 1715	0	0		0	0	0	0		0	0
1715 - 1730	0	0		0	0	0	0		0	0
1730 - 1745	0	0		0	0	0	0		0	0
1745 - 1800	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
Grand Total	0	0		0	0	0	0		0	0
Approach %	0.00	0.00		0.00	-	0.00	0.00		0.00	-
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00

Westbound					Int Total
Lem Edwards Rd					
Left 3.7		Right 3.8		U-Turn 3.9	App Total
0		0		0	0
0		0		0	0
0		0		0	0
0		0		0	0
0		0		0	0
0		0		0	0
0		0		0	0
0		0		0	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
0.00		0.00		0.00	-
0.00		0.00		0.00	0.00

Classified Turn Movement Count | | All Trucks (4-13)

Athens, GA



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Site 3
Old Elberton Rd (South)
Old Elberton Rd (North)



Date
Wednesday, February 5, 2025

Lat/Long
34.000942°, -83.289712°
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Lem Edwards Rd



0700 - 0900 (Weekday 2h Session) (02-05-2025)
All Trucks (4-13)

TIME	Northbound					Southbound				
	Old Elberton Rd (South)					Old Elberton Rd (North)				
	Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total
0700 - 0715	0	0		0	0	0	0		0	0
0715 - 0730	2	0		0	2	0	0		0	0
0730 - 0745	0	0		0	0	0	0		0	0
0745 - 0800	0	0		0	0	0	3		0	3
Hourly Total	2	0		0	2	0	3		0	3
0800 - 0815	0	1		0	1	0	1		0	1
0815 - 0830	2	0		0	2	0	1		0	1
0830 - 0845	2	1		0	3	0	1		0	1
0845 - 0900	0	0		0	0	0	2		0	2
Hourly Total	4	2		0	6	0	5		0	5
Grand Total	6	2		0	8	0	8		0	8
Approach %	75.00	25.00		0.00	-	0.00	100.00		0.00	-
Intersection %	27.27	9.09		0.00	36.36	0.00	36.36		0.00	36.36

Westbound						
Lem Edwards Rd						
Left 3.7		Right 3.8		U-Turn 3.9	App Total	Int Total
0		0		0	0	0
1		0		0	1	3
0		0		0	0	0
0		0		0	0	3
1		0		0	1	6
2		0		0	2	4
0		0		0	0	3
0		0		0	0	4
3		0		0	3	5
5		0		0	5	16
6		0		0	6	22
100.00		0.00		0.00	-	
27.27		0.00		0.00	27.27	

1600 - 1800 (Weekday 2h Session) (02-05-2025)
All Trucks (4-13)

TIME	Northbound					Southbound				
	Old Elberton Rd (South)					Old Elberton Rd (North)				
	Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total
1600 - 1615	4	0		0	4	0	3		0	3
1615 - 1630	0	0		0	0	0	1		0	1
1630 - 1645	3	0		0	3	0	0		0	0
1645 - 1700	2	0		0	2	0	1		0	1
Hourly Total	9	0		0	9	0	5		0	5
1700 - 1715	4	0		0	4	0	1		0	1
1715 - 1730	0	0		0	0	0	2		0	2
1730 - 1745	0	0		0	0	0	1		0	1
1745 - 1800	2	0		0	2	0	0		0	0
Hourly Total	6	0		0	6	0	4		0	4
Grand Total	15	0		0	15	0	9		0	9
Approach %	100.00	0.00		0.00	-	0.00	100.00		0.00	-
Intersection %	62.50	0.00		0.00	62.50	0.00	37.50		0.00	37.50

Westbound						
Lem Edwards Rd						
Left 3.7		Right 3.8		U-Turn 3.9	App Total	Int Total
0		0		0	0	7
0		0		0	0	1
0		0		0	0	3
0		0		0	0	3
0		0		0	0	14
0		0		0	0	5
0		0		0	0	2
0		0		0	0	1
0		0		0	0	2
0		0		0	0	10
0		0		0	0	24
0.00		0.00		0.00	-	
0.00		0.00		0.00	0.00	

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Pedestrians

TIME	Northbound				Southbound			
	Old Elberton Rd (South)				Old Elberton Rd (North)			
	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total
0700 - 0715	0	0		0	0	0		0
0715 - 0730	0	0		0	0	0		0
0730 - 0745	0	0		0	0	0		0
0745 - 0800	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0
0800 - 0815	0	0		0	0	0		0
0815 - 0830	0	0		0	0	0		0
0830 - 0845	0	0		0	0	0		0
0845 - 0900	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0
Grand Total	0	0		0	0	0		0
Approach %	0.00	0.00		-	0.00	0.00		-
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00

Westbound			
Lem Edwards Rd			
NB 3g	SB 3h		
0	0	App Total	Int Total
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0.00	0.00	-	
0.00	0.00	0.00	

Pedestrians

TIME	Northbound				Southbound			
	Old Elberton Rd (South)				Old Elberton Rd (North)			
	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total
1600 - 1615	0	0		0	0	0		0
1615 - 1630	0	0		0	0	0		0
1630 - 1645	0	0		0	0	0		0
1645 - 1700	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0
1700 - 1715	0	0		0	0	0		0
1715 - 1730	0	0		0	0	0		0
1730 - 1745	0	0		0	0	0		0
1745 - 1800	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0
Grand Total	0	0		0	0	0		0
Approach %	0.00	0.00		-	0.00	0.00		-
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00

Westbound			
Lem Edwards Rd			
NB 3g	SB 3h		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0.00	0.00		
0.00	0.00		

Crosswalk Counts | | Bicycles

Athens, GA

Site 3
Old Elberton Rd (South)
Old Elberton Rd (North)

Lem Edwards Rd

Date
Wednesday, February 5, 2025

Lat/Long
34.000942°, -83.289712°
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0700 - 0900 (Weekday 2h Session) (02-05-2025)

Bicycles

TIME	Northbound			Southbound			
	Old Elberton Rd (South)			Old Elberton Rd (North)			
	EB 3a	WB 3b		App Total	EB 3c	WB 3d	App Total
0700 - 0715	0	0		0	0	0	0
0715 - 0730	0	0		0	0	0	0
0730 - 0745	0	0		0	0	0	0
0745 - 0800	0	0		0	0	0	0
Hourly Total	0	0		0	0	0	0
0800 - 0815	0	0		0	0	0	0
0815 - 0830	0	0		0	0	0	0
0830 - 0845	0	0		0	0	0	0
0845 - 0900	0	0		0	0	0	0
Hourly Total	0	0		0	0	0	0
Grand Total	0	0		0	0	0	0
Approach %	0.00	0.00		-	0.00	0.00	-
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00

Westbound				
Lem Edwards Rd				
NB 3g	SB 3h		App Total	Int Total
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0.00	0.00		-	
0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (02-05-2025)

Bicycles

TIME	Northbound			Southbound			
	Old Elberton Rd (South)			Old Elberton Rd (North)			
	EB 3a	WB 3b		App Total	EB 3c	WB 3d	App Total
1600 - 1615	0	0		0	0	0	0
1615 - 1630	0	0		0	0	0	0
1630 - 1645	0	0		0	0	0	0
1645 - 1700	0	0		0	0	0	0
Hourly Total	0	0		0	0	0	0
1700 - 1715	0	0		0	0	0	0
1715 - 1730	0	0		0	0	0	0
1730 - 1745	0	0		0	0	0	0
1745 - 1800	0	0		0	0	0	0
Hourly Total	0	0		0	0	0	0
Grand Total	0	0		0	0	0	0
Approach %	0.00	0.00		-	0.00	0.00	-
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00

Westbound				
Lem Edwards Rd				
NB 3g	SB 3h		App Total	Int Total
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0.00	0.00		-	
0.00	0.00		0.00	

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Motorized Vehicles

TIME	Northbound				Southbound			
	Old Elberton Rd (South)				Old Elberton Rd (North)			
	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total
0700 - 0715	0	0		0	0	0		0
0715 - 0730	0	0		0	0	0		0
0730 - 0745	0	0		0	0	0		0
0745 - 0800	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0
0800 - 0815	0	0		0	0	0		0
0815 - 0830	0	0		0	0	0		0
0830 - 0845	0	0		0	0	0		0
0845 - 0900	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0
Grand Total	0	0		0	0	0		0
Approach %	0.00	0.00		-	0.00	0.00		-
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00

Westbound					
Lem Edwards Rd					
NB 3g	SB 3h		App Total	Int Total	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0.00	0.00		-		
0.00	0.00		0.00		

Motorized Vehicles

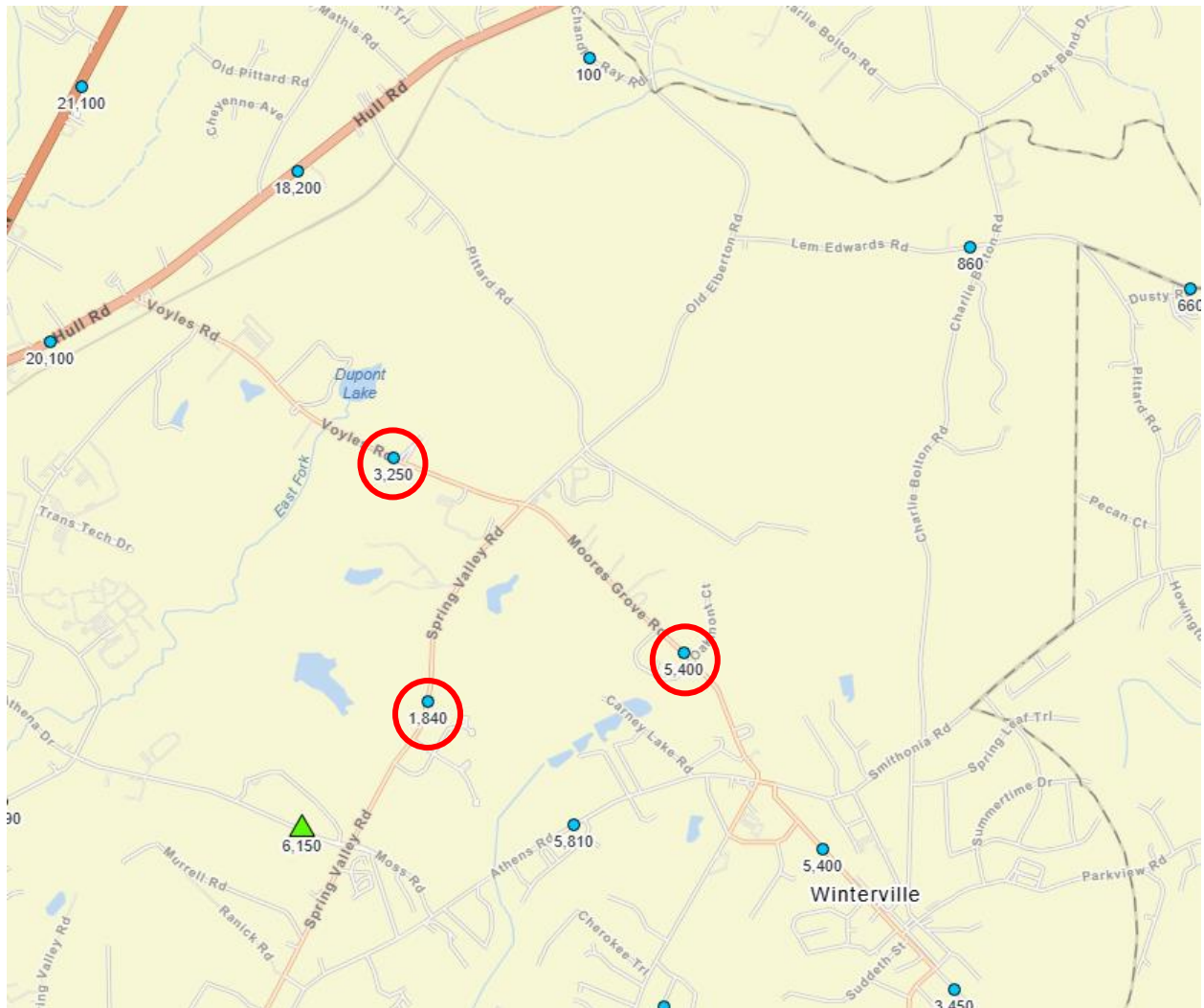
TIME	Northbound				Southbound			
	Old Elberton Rd (South)				Old Elberton Rd (North)			
	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total
1600 - 1615	0	0		0	0	0		0
1615 - 1630	0	0		0	0	0		0
1630 - 1645	0	0		0	0	0		0
1645 - 1700	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0
1700 - 1715	0	0		0	0	0		0
1715 - 1730	0	0		0	0	0		0
1730 - 1745	0	0		0	0	0		0
1745 - 1800	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0
Grand Total	0	0		0	0	0		0
Approach %	0.00	0.00		-	0.00	0.00		-
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00

Westbound			
Lem Edwards Rd			
NB 3g	SB 3h		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0.00	0.00		
0.00	0.00		

Appendix D

GDOT Traffic Data

Location Map of GDOT Count Stations



0000059_0216 - 059-0216

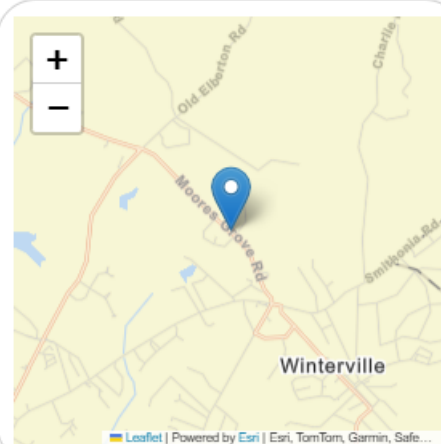
- BEG MADISON 195

County: Clarke**Route number:** 00014000**LRS section:** 0592014000**Functional class:** 5U - Major Collector (Urban)**Coordinates:** 33.97782622, -83.30801456**Site Data****Count History**

Year	Month	Count type	Duration	Count	ADT
2024	April	Volume	48 hours	3,638	1,819
2022	March	Volume	48 hours	4,050	2,025
2018	June	Volume	48 hours	3,252	1,626
2015	January	Volume	48 hours	3,322	1,661
2011	January	Volume	48 hours	2,701	1,350
2010	January	Volume	48 hours	2,981	1,490

**0000059_0283 - 059-0283**

- Moores Grove Rd

County: Clarke**Route number:** 00047700**LRS section:** 0592047700**Functional class:** 4R - Minor Arterial (Rural)**Coordinates:** 33.98026553, -83.29265658**Site Data****Count History**

Year	Month	Count type	Duration	Count	ADT
2024	April	Class	48 hours	12,735	6,368
2022	March	Volume	48 hours	12,756	6,378
2018	June	Volume	48 hours	11,432	5,716
2014	January	Volume	48 hours	10,026	5,013
2010	January	Volume	48 hours	9,748	4,874



0000059_0281 - 059-0281

- Voyles Rd

County: Clarke

Route number: 00192800

LRS section: 0592192800

Functional class: 4U - Minor Arterial (Urban)

Coordinates: 33.989923, -83.310093

Site Data

Count History

Year	Month	Count type	Duration	Count	ADT
2024	March	Class	48 hours	8,231	4,116
2013	January	Volume	48 hours	7,095	3,548
2009	January	Class	48 hours	5,980	2,990

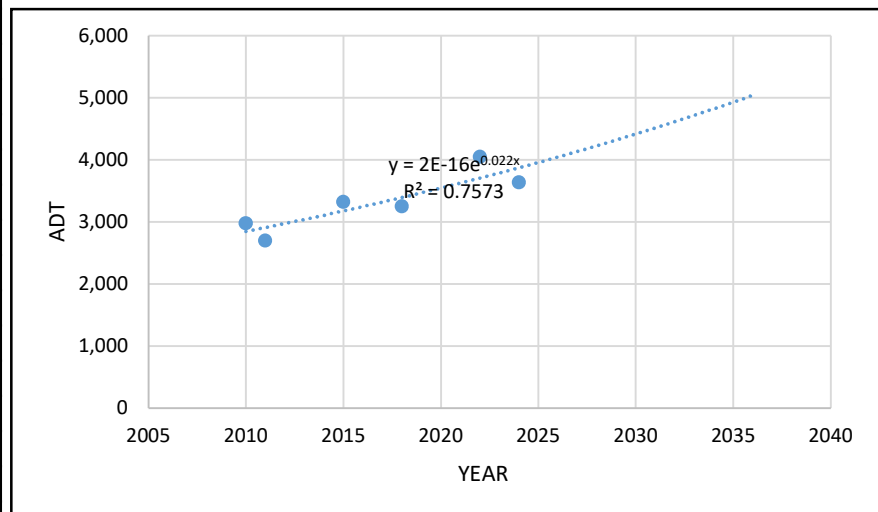
Count Station: GDOT #59-0216
 Street: Spring Valley Rd
 Location: south of Moores Grove Rd
 Source: GDOT

YEAR	ADT	TREND
2010	2,981	2800
2011	2,701	2900
2012		3000
2013		3000
2014		3100
2015	3,322	3200
2016		3200
2017		3300
2018	3,252	3400
2019		3500
2020		3500
2021		3600
2022	4,050	3700
2023		3800
2024	3,638	3900
2025		4000
2026		4000
2027		4100
2028		4200
2029		4300
2030		4400
2031		4500
2032		4600
2033		4700
2034		4800
2035		4900
2036		5000

14-Years of Count Data

Trend Annual Historic Compound Growth Rate

2.40%



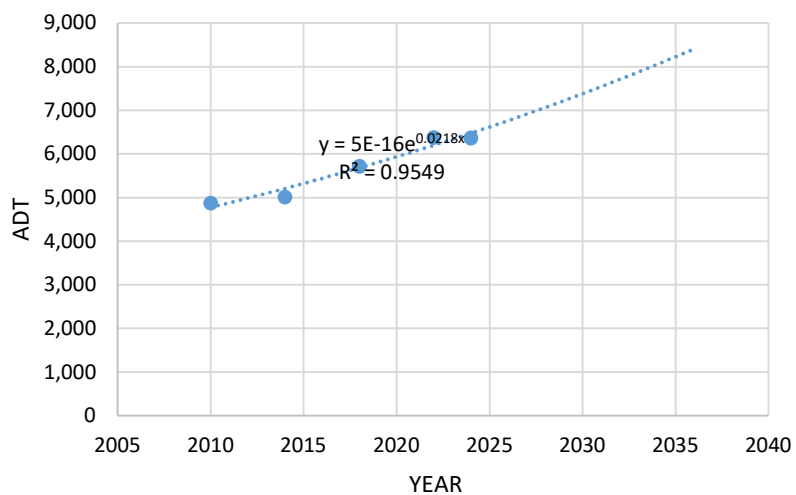
Count Station: GDOT #059-0283
 Street: Moores Grove Rd
 Location: east of Old Elberton Rd
 Source: GDOT

YEAR	ADT	TREND
2010	4,874	4800
2011		4900
2012		5000
2013		5100
2014	5,013	5200
2015		5300
2016		5400
2017		5600
2018	5,716	5700
2019		5800
2020		5900
2021		6100
2022	6,378	6200
2023		6300
2024	6,368	6500
2025		6600
2026		6800
2027		6900
2028		7100
2029		7200
2030		7400
2031		7500
2032		7700
2033		7900
2034		8100
2035		8200
2036		8400

14-Years of Count Data

Trend Annual Historic Compound Growth Rate

2.34%



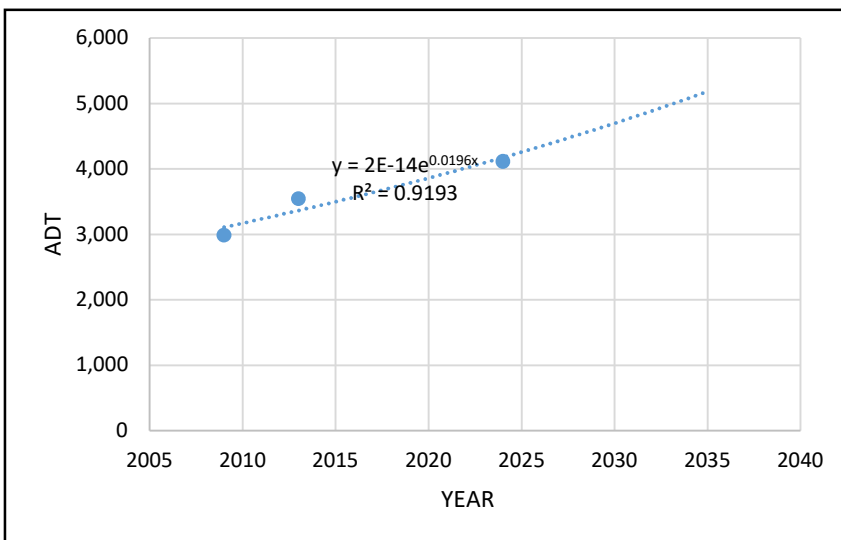
Count Station: GDOT #059-0281
 Street: Moores Grove Rd
 Location: west of Old Elberton Rd
 Source: GDOT

YEAR	ADT	TREND
2009	2,990	3100
2010		3200
2011		3200
2012		3300
2013	3,548	3400
2014		3400
2015		3500
2016		3600
2017		3600
2018		3700
2019		3800
2020		3900
2021		3900
2022		4000
2023		4100
2024	4,116	4200
2025		4300
2026		4300
2027		4400
2028		4500
2029		4600
2030		4700
2031		4800
2032		4900
2033		5000
2034		5100
2035		5200

15-Years of Count Data

Trend Annual Historic Compound Growth Rate

2.05%



Appendix E

Intersection Volume Development

Traffic Impact Study
Athens Industrial Park Traffic Impact Study
Intersection Traffic Volumes

Intersection: #1 - Old Elberton Road/Spring Valley Road at Voyles Road/Moores Grove Road

A.M. PEAK HOUR

Condition	Spring Valley Rd Northbound				Old Elberton Rd Southbound			Voyles Rd Eastbound			Moores Grove Rd Westbound		
	U-turn	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2025)	1	5	50	5	169	94	40	63	64	6	8	169	99
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
No-Build Condition (2028)	1	5	54	5	182	101	43	68	69	6	9	182	107
Trip Distribution IN			20%					20%					15%
Trip Distribution OUT					15%	20%	20%						
Development Trips	0	0	28	0	17	23	23	28	0	0	0	0	21
Total Project Trips	0	0	28	0	17	23	23	28	0	0	0	0	21
Buildout Total (2028)	1	5	82	5	199	124	66	96	69	6	9	182	128

P.M. PEAK HOUR

Condition	Spring Valley Rd Northbound				Old Elberton Rd Southbound			Voyles Rd Eastbound			Moores Grove Rd Westbound		
	U-turn	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2025)	0	13	68	12	126	39	18	36	219	13	2	118	153
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
No-Build Condition (2028)	0	14	73	13	136	42	19	39	236	14	2	127	165
Trip Distribution IN			20%					20%					15%
Trip Distribution OUT					15%	20%	20%						
Development Trips	0	0	13	0	23	30	30	13	0	0	0	0	10
Total Project Trips	0	0	13	0	23	30	30	13	0	0	0	0	10
Buildout Total (2028)	0	14	86	13	159	72	49	52	236	14	2	127	175

Traffic Impact Study
Athens Industrial Park Traffic Impact Study
Intersection Traffic Volumes

Intersection: #2 -Old Elberton Road at Pittard Road

A.M. PEAK HOUR

Condition	Old Elberton Rd Northbound			Old Elberton Rd Southbound			Pittard Rd Eastbound			Pittard Rd Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2025)	19	70	0	0	196	2	1	0	46	2	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
No-Build Condition (2028)	20	75	0	0	211	2	1	0	50	2	0	0
Trip Distribution IN		55%					15%					
Trip Distribution OUT					55%	15%						
Development Trips	0	78	0	0	64	17	21	0	0	0	0	0
Total Project Trips	0	78	0	0	64	17	21	0	0	0	0	0
Buildout Total (2028)	20	153	0	0	275	19	22	0	50	2	0	0

P.M. PEAK HOUR

Condition	Old Elberton Rd Northbound			Old Elberton Rd Southbound			Pittard Rd Eastbound			Pittard Rd Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2025)	29	186	2	1	130	2	1	0	39	1	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
No-Build Condition (2028)	31	200	2	1	140	2	1	0	42	1	0	0
Trip Distribution IN		55%					15%					
Trip Distribution OUT					55%	15%						
Development Trips	0	36	0	0	84	23	10	0	0	0	0	0
Total Project Trips	0	36	0	0	84	23	10	0	0	0	0	0
Buildout Total (2028)	31	236	2	1	224	25	11	0	42	1	0	0

Traffic Impact Study
Athens Industrial Park Traffic Impact Study
Intersection Traffic Volumes

Intersection: #3 - Old Elberton Road at Lem Edwards Road

A.M. PEAK HOUR

Condition	Old Elberton Rd Northbound			Old Elberton Rd Southbound			N/A Eastbound			Lem Edwards Rd Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2025)	0	58	12	2	153	0				47	0	3
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
No-Build Condition (2028)	0	62	13	2	165	0	0	0	0	51	0	3
Trip Distribution IN					15%					15%		
Trip Distribution OUT		15%	15%									
Development Trips	0	17	17	0	21	0	0	0	0	21	0	0
Total Project Trips	0	17	17	0	21	0	0	0	0	21	0	0
Buildout Total (2028)	0	79	30	2	186	0	0	0	0	72	0	3

P.M. PEAK HOUR

Condition	Old Elberton Rd Northbound			Old Elberton Rd Southbound			N/A Eastbound			Lem Edwards Rd Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2025)	0	151	43	8	114	0				18	0	4
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
No-Build Condition (2028)	0	163	46	9	123	0	0	0	0	19	0	4
Trip Distribution IN					15%					15%		
Trip Distribution OUT		15%	15%									
Development Trips	0	23	23	0	10	0	0	0	0	10	0	0
Total Project Trips	0	23	23	0	10	0	0	0	0	10	0	0
Buildout Total (2028)	0	186	69	9	133	0	0	0	0	29	0	4

Traffic Impact Study
Athens Industrial Park Traffic Impact Study
Intersection Traffic Volumes

Intersection: #4 - Old Elberton Road at Proposed Driveway #1

A.M. PEAK HOUR

Condition	Old Elberton Rd Northbound			Old Elberton Rd Southbound			N/A Eastbound			Proposed Drwy #1 Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2025)	0	71	0	0	198	0						
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
No-Build Condition (2028)	0	76	0	0	213	0	0	0	0	0	0	0
Trip Distribution IN			70%	30%								
Trip Distribution OUT										70%		30%
Development Trips	0	0	99	42	0	0	0	0	0	81	0	35
Total Project Trips	0	0	99	42	0	0	0	0	0	81	0	35
Buildout Total (2028)	0	76	99	42	213	0	0	0	0	81	0	35

P.M. PEAK HOUR

Condition	Old Elberton Rd Northbound			Old Elberton Rd Southbound			N/A Eastbound			Proposed Drwy #1 Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2025)	0	187	0	0	133	0						
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
No-Build Condition (2028)	0	201	0	0	143	0	0	0	0	0	0	0
Trip Distribution IN			70%	30%								
Trip Distribution OUT										70%		30%
Development Trips	0	0	46	20	0	0	0	0	0	106	0	46
Total Project Trips	0	0	46	20	0	0	0	0	0	106	0	46
Buildout Total (2028)	0	201	46	20	143	0	0	0	0	106	0	46

Traffic Impact Study
Athens Industrial Park Traffic Impact Study
Intersection Traffic Volumes

Intersection: #1 - Old Elberton Road/Spring Valley Road at Voyles Road/Moores Grove Road (2028-2033)

A.M. PEAK HOUR

Condition	Spring Valley Rd Northbound				Old Elberton Rd Southbound			Voyles Rd Eastbound			Moores Grove Rd Westbound		
	U-turn	L	T	R	L	T	R	L	T	R	L	T	R
2028 Volumes (2028)	1	5	54	5	182	101	43	68	69	6	9	182	107
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
No-Build Condition (2033)	1	6	61	6	206	114	49	77	78	7	10	206	121
Trip Distribution IN			20%					20%					15%
Trip Distribution OUT					15%	20%	20%						
Development Trips	0	0	28	0	17	23	23	28	0	0	0	0	21
Total Project Trips	0	0	28	0	17	23	23	28	0	0	0	0	21
Buildout Total (2033)	1	6	89	6	223	137	72	105	78	7	10	206	142

P.M. PEAK HOUR

Condition	Spring Valley Rd Northbound				Old Elberton Rd Southbound			Voyles Rd Eastbound			Moores Grove Rd Westbound		
	U-turn	L	T	R	L	T	R	L	T	R	L	T	R
2028 Volumes (2028)	0	14	73	13	136	42	19	39	236	14	2	127	165
Annual Growth Rate	5.0%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.276	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
No-Build Condition (2033)	0	16	83	15	154	48	21	44	267	16	2	144	187
Trip Distribution IN			20%					20%					15%
Trip Distribution OUT					15%	20%	20%						
Development Trips	0	0	13	0	23	30	30	13	0	0	0	0	10
Total Project Trips	0	0	13	0	23	30	30	13	0	0	0	0	10
Buildout Total (2033)	0	16	96	15	177	78	51	57	267	16	2	144	197

Traffic Impact Study
Athens Industrial Park Traffic Impact Study
Intersection Traffic Volumes

Intersection: #1 - Old Elberton Road/Spring Valley Road at Voyles Road/Moores Grove Road (2028-2033)

A.M. PEAK HOUR

Condition	Old Elberton Rd Northbound			Old Elberton Rd Southbound			Pittard Rd Eastbound			Pittard Rd Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2028 Volumes (2028)	20	75	0	0	211	2	1	0	50	2	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
No-Build Condition (2033)	23	85	0	0	239	2	1	0	57	2	0	0
Trip Distribution IN		55%					15%					
Trip Distribution OUT					55%	15%						
Development Trips	0	78	0	0	64	17	21	0	0	0	0	0
Total Project Trips	0	78	0	0	64	17	21	0	0	0	0	0
Buildout Total (2033)	23	163	0	0	303	19	22	0	57	2	0	0

P.M. PEAK HOUR

Condition	Old Elberton Rd Northbound			Old Elberton Rd Southbound			Pittard Rd Eastbound			Pittard Rd Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2028 Volumes (2028)	31	200	2	1	140	2	1	0	42	1	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
No-Build Condition (2033)	35	226	2	1	158	2	1	0	48	1	0	0
Trip Distribution IN		55%					15%					
Trip Distribution OUT					55%	15%						
Development Trips	0	36	0	0	84	23	10	0	0	0	0	0
Total Project Trips	0	36	0	0	84	23	10	0	0	0	0	0
Buildout Total (2033)	35	262	2	1	242	25	11	0	48	1	0	0

Traffic Impact Study
Athens Industrial Park Traffic Impact Study
Intersection Traffic Volumes

Intersection: #1 - Old Elberton Road/Spring Valley Road at Voyles Road/Moores Grove Road (2028-2033)

A.M. PEAK HOUR

Condition	Old Elberton Rd Northbound			Old Elberton Rd Southbound			N/A Eastbound			Lem Edwards Rd Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2028 Volumes (2028)	0	62	13	2	165	0				51	0	3
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
No-Build Condition (2033)	0	70	15	2	187	0	0	0	0	58	0	3
Trip Distribution IN					15%					15%		
Trip Distribution OUT		15%	15%									
Development Trips	0	17	17	0	21	0	0	0	0	21	0	0
Total Project Trips	0	17	17	0	21	0	0	0	0	21	0	0
Buildout Total (2033)	0	87	32	2	208	0	0	0	0	79	0	3

P.M. PEAK HOUR

Condition	Old Elberton Rd Northbound			Old Elberton Rd Southbound			N/A Eastbound			Lem Edwards Rd Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2028 Volumes (2028)	0	163	46	9	123	0				19	0	4
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
No-Build Condition (2033)	0	184	52	10	139	0	0	0	0	21	0	5
Trip Distribution IN					15%					15%		
Trip Distribution OUT		15%	15%									
Development Trips	0	23	23	0	10	0	0	0	0	10	0	0
Total Project Trips	0	23	23	0	10	0	0	0	0	10	0	0
Buildout Total (2033)	0	207	75	10	149	0	0	0	0	31	0	5

Traffic Impact Study
Athens Industrial Park Traffic Impact Study
Intersection Traffic Volumes

Intersection: #1 - Old Elberton Road/Spring Valley Road at Voyles Road/Moores Grove Road (2028-2033)

A.M. PEAK HOUR

Condition	Old Elberton Rd Northbound			Old Elberton Rd Southbound			N/A Eastbound			Proposed Drwy #1 Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2028 Volumes (2028)	0	76	0	0	213	0						
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
No-Build Condition (2033)	0	86	0	0	241	0	0	0	0	0	0	0
Trip Distribution IN			70%	30%								
Trip Distribution OUT										70%		30%
Development Trips	0	0	99	42	0	0	0	0	0	81	0	35
Total Project Trips	0	0	99	42	0	0	0	0	0	81	0	35
Buildout Total (2033)	0	86	99	42	241	0	0	0	0	81	0	35

P.M. PEAK HOUR

Condition	Old Elberton Rd Northbound			Old Elberton Rd Southbound			N/A Eastbound			Proposed Drwy #1 Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2028 Volumes (2028)	0	201	0	0	143	0						
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
No-Build Condition (2033)	0	227	0	0	162	0	0	0	0	0	0	0
Trip Distribution IN			70%	30%								
Trip Distribution OUT										70%		30%
Development Trips	0	0	46	20	0	0	0	0	0	106	0	46
Total Project Trips	0	0	46	20	0	0	0	0	0	106	0	46
Buildout Total (2033)	0	227	46	20	162	0	0	0	0	106	0	46

Appendix F

Capacity Analysis Reports

Existing Year 2025

HCM 6th AWSC
1: Old Elberton Rd & Voyles Rd/Moores Grove Rd

Existing 2025
AM Peak Hour

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	64	6	8	169	99	6	50	5	169	94	40
Future Vol, veh/h	63	64	6	8	169	99	6	50	5	169	94	40
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	74	7	9	197	115	7	58	6	197	109	47
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	11.4	13.2	9.7	14.6
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	10%	50%	0%	3%	56%
Vol Thru, %	82%	50%	0%	61%	31%
Vol Right, %	8%	0%	100%	36%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	127	6	276	303
LT Vol	6	63	0	8	169
Through Vol	50	64	0	169	94
RT Vol	5	0	6	99	40
Lane Flow Rate	71	148	7	321	352
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.116	0.265	0.011	0.476	0.533
Departure Headway (Hd)	5.9	6.459	5.495	5.336	5.441
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	605	555	649	674	662
Service Time	3.962	4.212	3.248	3.381	3.484
HCM Lane V/C Ratio	0.117	0.267	0.011	0.476	0.532
HCM Control Delay	9.7	11.5	8.3	13.2	14.6
HCM Lane LOS	A	B	A	B	B
HCM 95th-tile Q	0.4	1.1	0	2.6	3.2

HCM 6th TWSC
2: Old Elberton Rd & Pittard Rd

Existing 2025
AM Peak Hour

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	46	2	0	0	19	70	0	0	196	2
Future Vol, veh/h	1	0	46	2	0	0	19	70	0	0	196	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	53	2	0	0	22	81	0	0	228	2
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	354	354	229	381	355	81	230	0	0	81	0	0
Stage 1	229	229	-	125	125	-	-	-	-	-	-	-
Stage 2	125	125	-	256	230	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	601	571	810	577	571	979	1338	-	-	1517	-	-
Stage 1	774	715	-	879	792	-	-	-	-	-	-	-
Stage 2	879	792	-	749	714	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	593	561	810	532	561	979	1338	-	-	1517	-	-
Mov Cap-2 Maneuver	593	561	-	532	561	-	-	-	-	-	-	-
Stage 1	761	715	-	864	779	-	-	-	-	-	-	-
Stage 2	864	779	-	700	714	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.8		11.8			1.7			0			
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1338	-	-	804	532	1517	-	-				
HCM Lane V/C Ratio	0.017	-	-	0.068	0.004	-	-	-				
HCM Control Delay (s)	7.7	0	-	9.8	11.8	0	-	-				
HCM Lane LOS	A	A	-	A	B	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-				

HCM 6th TWSC
3: Old Elberton Rd & Lem Edwards Rd

Existing 2025
AM Peak Hour

Intersection

Int Delay, s/veh 1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	47	3	58	12	2	153
Future Vol, veh/h	47	3	58	12	2	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	4	72	15	2	189

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	273	80	0
Stage 1	80	-	-
Stage 2	193	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	716	980	-
Stage 1	943	-	-
Stage 2	840	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	715	980	-
Mov Cap-2 Maneuver	715	-	-
Stage 1	943	-	-
Stage 2	839	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	727	1509
HCM Lane V/C Ratio	-	-	0.085	0.002
HCM Control Delay (s)	-	-	10.4	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

HCM 6th AWSC
1: Old Elberton Rd & Voyles Rd/Moores Grove Rd

Existing 2025
PM Peak Hour

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	219	13	2	118	153	13	68	12	126	39	18
Future Vol, veh/h	36	219	13	2	118	153	13	68	12	126	39	18
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	233	14	2	126	163	14	72	13	134	41	19
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	12.8	11.5	10	11.3
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	14%	14%	0%	1%	69%
Vol Thru, %	73%	86%	0%	43%	21%
Vol Right, %	13%	0%	100%	56%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	93	255	13	273	183
LT Vol	13	36	0	2	126
Through Vol	68	219	0	118	39
RT Vol	12	0	13	153	18
Lane Flow Rate	99	271	14	290	195
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.16	0.439	0.019	0.406	0.31
Departure Headway (Hd)	5.806	5.824	5.044	5.036	5.733
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	616	619	709	714	627
Service Time	3.855	3.56	2.78	3.074	3.776
HCM Lane V/C Ratio	0.161	0.438	0.02	0.406	0.311
HCM Control Delay	10	13.1	7.9	11.5	11.3
HCM Lane LOS	A	B	A	B	B
HCM 95th-tile Q	0.6	2.2	0.1	2	1.3

HCM 6th TWSC
2: Old Elberton Rd & Pittard Rd

Existing 2025
PM Peak Hour

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	39	1	0	0	29	186	2	1	130	2
Future Vol, veh/h	1	0	39	1	0	0	29	186	2	1	130	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	46	1	0	0	35	221	2	1	155	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	450	451	156	473	451	222	157	0	0	223	0	0
Stage 1	158	158	-	292	292	-	-	-	-	-	-	-
Stage 2	292	293	-	181	159	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	519	504	890	501	504	818	1423	-	-	1346	-	-
Stage 1	844	767	-	716	671	-	-	-	-	-	-	-
Stage 2	716	670	-	821	766	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	508	489	890	464	489	818	1423	-	-	1346	-	-
Mov Cap-2 Maneuver	508	489	-	464	489	-	-	-	-	-	-	-
Stage 1	820	766	-	696	652	-	-	-	-	-	-	-
Stage 2	696	651	-	777	765	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.4		12.8		1		0.1	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1423	-	-	874	464	1346	-
HCM Lane V/C Ratio	0.024	-	-	0.054	0.003	0.001	-
HCM Control Delay (s)	7.6	0	-	9.4	12.8	7.7	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-

HCM 6th TWSC
3: Old Elberton Rd & Lem Edwards Rd

Existing 2025
PM Peak Hour

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	4	151	43	8	114
Future Vol, veh/h	18	4	151	43	8	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	4	166	47	9	125

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	333	190	0	0	213
Stage 1	190	-	-	-	-
Stage 2	143	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	662	852	-	-	1357
Stage 1	842	-	-	-	-
Stage 2	884	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	657	852	-	-	1357
Mov Cap-2 Maneuver	657	-	-	-	-
Stage 1	842	-	-	-	-
Stage 2	878	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	686	1357
HCM Lane V/C Ratio	-	-	0.035	0.006
HCM Control Delay (s)	-	-	10.4	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

No Build Year 2028

HCM 6th AWSC
1: Old Elberton Rd & Voyles Rd/Moores Grove Rd

No Build 2028
AM Peak Hour

Intersection	
Intersection Delay, s/veh	14.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	68	69	6	9	182	107	6	54	5	182	101	43
Future Vol, veh/h	68	69	6	9	182	107	6	54	5	182	101	43
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	79	80	7	10	212	124	7	63	6	212	117	50
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	12	14.6	10.1	16.4
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	9%	50%	0%	3%	56%
Vol Thru, %	83%	50%	0%	61%	31%
Vol Right, %	8%	0%	100%	36%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	137	6	298	326
LT Vol	6	68	0	9	182
Through Vol	54	69	0	182	101
RT Vol	5	0	6	107	43
Lane Flow Rate	76	159	7	347	379
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.129	0.294	0.011	0.529	0.589
Departure Headway (Hd)	6.133	6.652	5.686	5.497	5.595
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	580	538	626	655	644
Service Time	4.214	4.422	3.455	3.554	3.648
HCM Lane V/C Ratio	0.131	0.296	0.011	0.53	0.589
HCM Control Delay	10.1	12.2	8.5	14.6	16.4
HCM Lane LOS	B	B	A	B	C
HCM 95th-tile Q	0.4	1.2	0	3.1	3.8

HCM 6th TWSC
2: Old Elberton Rd & Pittard Rd

No Build 2028
AM Peak Hour

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	50	2	0	0	20	75	0	0	211	2
Future Vol, veh/h	1	0	50	2	0	0	20	75	0	0	211	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	58	2	0	0	23	87	0	0	245	2
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	379	379	246	408	380	87	247	0	0	87	0	0
Stage 1	246	246	-	133	133	-	-	-	-	-	-	-
Stage 2	133	133	-	275	247	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	579	553	793	554	552	971	1319	-	-	1509	-	-
Stage 1	758	703	-	870	786	-	-	-	-	-	-	-
Stage 2	870	786	-	731	702	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	571	543	793	506	542	971	1319	-	-	1509	-	-
Mov Cap-2 Maneuver	571	543	-	506	542	-	-	-	-	-	-	-
Stage 1	744	703	-	854	772	-	-	-	-	-	-	-
Stage 2	854	772	-	677	702	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.9		12.1			1.6			0			
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1319	-	-	787	506	1509	-	-				
HCM Lane V/C Ratio	0.018	-	-	0.075	0.005	-	-	-				
HCM Control Delay (s)	7.8	0	-	9.9	12.1	0	-	-				
HCM Lane LOS	A	A	-	A	B	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-				

HCM 6th TWSC
3: Old Elberton Rd & Lem Edwards Rd

No Build 2028
AM Peak Hour

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	3	62	13	2	165
Future Vol, veh/h	51	3	62	13	2	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	4	77	16	2	204
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	293	85	0	0	93	0
Stage 1	85	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	698	974	-	-	1501	-
Stage 1	938	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	697	974	-	-	1501	-
Mov Cap-2 Maneuver	697	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	10.6		0		0.1	
HCM LOS	B					
Minor Lane/Major Mvmt		NBT	NBRWBLn1	SBL	SBT	
Capacity (veh/h)		-	-	708	1501	-
HCM Lane V/C Ratio		-	-	0.094	0.002	-
HCM Control Delay (s)		-	-	10.6	7.4	0
HCM Lane LOS		-	-	B	A	A
HCM 95th %tile Q(veh)		-	-	0.3	0	-

HCM 6th AWSC
1: Old Elberton Rd & Voyles Rd/Moores Grove Rd

No Build 2028
PM Peak Hour

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	236	14	2	127	165	14	73	13	136	42	19
Future Vol, veh/h	39	236	14	2	127	165	14	73	13	136	42	19
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	251	15	2	135	176	15	78	14	145	45	20
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	13.9	12.4	10.4	12.1
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	14%	14%	0%	1%	69%
Vol Thru, %	73%	86%	0%	43%	21%
Vol Right, %	13%	0%	100%	56%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	275	14	294	197
LT Vol	14	39	0	2	136
Through Vol	73	236	0	127	42
RT Vol	13	0	14	165	19
Lane Flow Rate	106	293	15	313	210
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.178	0.485	0.021	0.45	0.344
Departure Headway (Hd)	6.013	5.964	5.183	5.185	5.909
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	594	603	688	691	606
Service Time	4.077	3.713	2.931	3.235	3.965
HCM Lane V/C Ratio	0.178	0.486	0.022	0.453	0.347
HCM Control Delay	10.4	14.2	8	12.4	12.1
HCM Lane LOS	B	B	A	B	B
HCM 95th-tile Q	0.6	2.6	0.1	2.3	1.5

HCM 6th TWSC
2: Old Elberton Rd & Pittard Rd

No Build 2028
PM Peak Hour

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	42	1	0	0	31	200	2	1	140	2
Future Vol, veh/h	1	0	42	1	0	0	31	200	2	1	140	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	50	1	0	0	37	238	2	1	167	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	483	484	168	508	484	239	169	0	0	240	0	0
Stage 1	170	170	-	313	313	-	-	-	-	-	-	-
Stage 2	313	314	-	195	171	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	494	483	876	475	483	800	1409	-	-	1327	-	-
Stage 1	832	758	-	698	657	-	-	-	-	-	-	-
Stage 2	698	656	-	807	757	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	482	468	876	437	468	800	1409	-	-	1327	-	-
Mov Cap-2 Maneuver	482	468	-	437	468	-	-	-	-	-	-	-
Stage 1	807	757	-	677	637	-	-	-	-	-	-	-
Stage 2	677	636	-	760	756	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.5		13.3		1		0.1					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1409	-	-	860	437	1327	-	-				
HCM Lane V/C Ratio	0.026	-	-	0.06	0.003	0.001	-	-				
HCM Control Delay (s)	7.6	0	-	9.5	13.3	7.7	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-				

HCM 6th TWSC
3: Old Elberton Rd & Lem Edwards Rd

No Build 2028
PM Peak Hour

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	4	163	46	9	123
Future Vol, veh/h	19	4	163	46	9	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	4	179	51	10	135
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	360	205	0	0	230	0
Stage 1	205	-	-	-	-	-
Stage 2	155	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	639	836	-	-	1338	-
Stage 1	829	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	634	836	-	-	1338	-
Mov Cap-2 Maneuver	634	-	-	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.7	0		0.5		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		662	1338	-
HCM Lane V/C Ratio	-	-		0.038	0.007	-
HCM Control Delay (s)	-	-		10.7	7.7	0
HCM Lane LOS	-	-		B	A	A
HCM 95th %tile Q(veh)	-	-		0.1	0	-

Build Year 2028

Intersection	
Intersection Delay, s/veh	20.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	69	6	9	182	128	6	82	5	199	124	66
Future Vol, veh/h	96	69	6	9	182	128	6	82	5	199	124	66
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	112	80	7	10	212	149	7	95	6	231	144	77
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	14.7	19	11.7	25.7
HCM LOS	B	C	B	D

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	6%	58%	0%	3%	51%
Vol Thru, %	88%	42%	0%	57%	32%
Vol Right, %	5%	0%	100%	40%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	93	165	6	319	389
LT Vol	6	96	0	9	199
Through Vol	82	69	0	182	124
RT Vol	5	0	6	128	66
Lane Flow Rate	108	192	7	371	452
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.206	0.393	0.012	0.629	0.759
Departure Headway (Hd)	6.847	7.371	6.356	6.105	6.04
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	522	487	561	590	597
Service Time	4.913	5.129	4.113	4.154	4.082
HCM Lane V/C Ratio	0.207	0.394	0.012	0.629	0.757
HCM Control Delay	11.7	14.9	9.2	19	25.7
HCM Lane LOS	B	B	A	C	D
HCM 95th-tile Q	0.8	1.8	0	4.4	6.8

HCM 6th TWSC
2: Old Elberton Rd & Pittard Rd

Build 2028
AM Peak Hour

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	0	50	2	0	0	20	153	0	0	275	19
Future Vol, veh/h	22	0	50	2	0	0	20	153	0	0	275	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	0	58	2	0	0	23	178	0	0	320	22
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	555	555	331	584	566	178	342	0	0	178	0	0
Stage 1	331	331	-	224	224	-	-	-	-	-	-	-
Stage 2	224	224	-	360	342	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	442	440	711	423	434	865	1217	-	-	1398	-	-
Stage 1	682	645	-	779	718	-	-	-	-	-	-	-
Stage 2	779	718	-	658	638	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	435	431	711	382	425	865	1217	-	-	1398	-	-
Mov Cap-2 Maneuver	435	431	-	382	425	-	-	-	-	-	-	-
Stage 1	668	645	-	763	703	-	-	-	-	-	-	-
Stage 2	763	703	-	604	638	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	12		14.5			0.9			0			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL		NBT	NBR EBLn1WBLn1		SBL		SBT	SBR			
Capacity (veh/h)	1217		-	-	596	382	1398	-	-			
HCM Lane V/C Ratio	0.019		-	-	0.14	0.006	-	-	-			
HCM Control Delay (s)	8		0	-	12	14.5	0	-	-			
HCM Lane LOS	A		A	-	B	B	A	-	-			
HCM 95th %tile Q(veh)	0.1		-	-	0.5	0	0	-	-			

HCM 6th TWSC
3: Old Elberton Rd & Lem Edwards Rd

Build 2028
AM Peak Hour

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	72	3	79	30	2	186
Future Vol, veh/h	72	3	79	30	2	186
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	4	98	37	2	230
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	351	117	0	0	135	0
Stage 1	117	-	-	-	-	-
Stage 2	234	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	646	935	-	-	1449	-
Stage 1	908	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	645	935	-	-	1449	-
Mov Cap-2 Maneuver	645	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.4	0		0.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	653	1449	-	
HCM Lane V/C Ratio	-	-	0.142	0.002	-	
HCM Control Delay (s)	-	-	11.4	7.5	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

HCM 6th TWSC
4: Old Elberton Rd & Proposed Drwy #1

Build 2028
AM Peak Hour

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	81	35	76	99	42	213
Future Vol, veh/h	81	35	76	99	42	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	38	83	108	46	232
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	407	83	0	0	191	0
Stage 1	83	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	600	976	-	-	1383	-
Stage 1	940	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	580	976	-	-	1383	-
Mov Cap-2 Maneuver	580	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.7	0	1.3			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	661	1383	-	
HCM Lane V/C Ratio	-	-	0.191	0.033	-	
HCM Control Delay (s)	-	-	11.7	7.7	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-	

Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	236	14	2	127	175	14	86	13	159	72	49
Future Vol, veh/h	52	236	14	2	127	175	14	86	13	159	72	49
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	251	15	2	135	186	15	91	14	169	77	52
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	16.7	14.7	11.5	15.5
HCM LOS	C	B	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	12%	18%	0%	1%	57%
Vol Thru, %	76%	82%	0%	42%	26%
Vol Right, %	12%	0%	100%	58%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	113	288	14	304	280
LT Vol	14	52	0	2	159
Through Vol	86	236	0	127	72
RT Vol	13	0	14	175	49
Lane Flow Rate	120	306	15	323	298
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.219	0.555	0.024	0.514	0.51
Departure Headway (Hd)	6.556	6.521	5.716	5.727	6.163
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	547	555	627	631	587
Service Time	4.607	4.248	3.443	3.756	4.196
HCM Lane V/C Ratio	0.219	0.551	0.024	0.512	0.508
HCM Control Delay	11.5	17.1	8.6	14.7	15.5
HCM Lane LOS	B	C	A	B	C
HCM 95th-tile Q	0.8	3.4	0.1	2.9	2.9

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	42	1	0	0	31	236	2	1	224	25
Future Vol, veh/h	11	0	42	1	0	0	31	236	2	1	224	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	50	1	0	0	37	281	2	1	267	30
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	640	641	282	665	655	282	297	0	0	283	0	0
Stage 1	284	284	-	356	356	-	-	-	-	-	-	-
Stage 2	356	357	-	309	299	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	388	393	757	374	386	757	1264	-	-	1279	-	-
Stage 1	723	676	-	661	629	-	-	-	-	-	-	-
Stage 2	661	628	-	701	666	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	378	379	757	340	372	757	1264	-	-	1279	-	-
Mov Cap-2 Maneuver	378	379	-	340	372	-	-	-	-	-	-	-
Stage 1	698	675	-	638	607	-	-	-	-	-	-	-
Stage 2	638	606	-	654	665	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.4		15.6		0.9		0					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1264	-	-	627	340	1279	-	-				
HCM Lane V/C Ratio	0.029	-	-	0.101	0.004	0.001	-	-				
HCM Control Delay (s)	7.9	0	-	11.4	15.6	7.8	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	0	-	-				

HCM 6th TWSC
3: Old Elberton Rd & Lem Edwards Rd

Build 2028
PM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	4	186	69	9	133
Future Vol, veh/h	29	4	186	69	9	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	4	204	76	10	146
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	408	242	0	0	280	0
Stage 1	242	-	-	-	-	-
Stage 2	166	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	599	797	-	-	1283	-
Stage 1	798	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	594	797	-	-	1283	-
Mov Cap-2 Maneuver	594	-	-	-	-	-
Stage 1	798	-	-	-	-	-
Stage 2	856	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.2	0		0.5		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 613		1283	-	
HCM Lane V/C Ratio	-	- 0.059		0.008	-	
HCM Control Delay (s)	-	- 11.2		7.8	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0.2		0	-	

HCM 6th TWSC
4: Old Elberton Rd & Proposed Drwy #1

Build 2028
PM Peak Hour

Intersection						
Int Delay, s/veh	3.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↑	↔	↔	↑
Traffic Vol, veh/h	106	46	201	46	20	143
Future Vol, veh/h	106	46	201	46	20	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	115	50	218	50	22	155
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	417	218	0	0	268	0
Stage 1	218	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	592	822	-	-	1296	-
Stage 1	818	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	582	822	-	-	1296	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	821	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.6	0	1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	638	1296	-	
HCM Lane V/C Ratio	-	-	0.259	0.017	-	
HCM Control Delay (s)	-	-	12.6	7.8	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	1	0.1	-	

Future 5-Year 2033

HCM 6th AWSC
1: Old Elberton Rd & Voyles Rd/Moores Grove Rd

Future 5-Year 2033
AM Peak Hour

Intersection	
Intersection Delay, s/veh	31
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	105	78	7	10	206	142	7	89	6	223	137	72
Future Vol, veh/h	105	78	7	10	206	142	7	89	6	223	137	72
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	122	91	8	12	240	165	8	103	7	259	159	84
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	17.5	28.5	13.2	43.3
HCM LOS	C	D	B	E

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	7%	57%	0%	3%	52%
Vol Thru, %	87%	43%	0%	58%	32%
Vol Right, %	6%	0%	100%	40%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	183	7	358	432
LT Vol	7	105	0	10	223
Through Vol	89	78	0	206	137
RT Vol	6	0	7	142	72
Lane Flow Rate	119	213	8	416	502
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.251	0.474	0.016	0.77	0.9
Departure Headway (Hd)	7.63	8.014	6.997	6.663	6.562
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	471	451	513	545	558
Service Time	5.674	5.739	4.722	4.663	4.562
HCM Lane V/C Ratio	0.253	0.472	0.016	0.763	0.9
HCM Control Delay	13.2	17.8	9.8	28.5	43.3
HCM Lane LOS	B	C	A	D	E
HCM 95th-tile Q	1	2.5	0	6.9	10.6

HCM 6th TWSC
2: Old Elberton Rd & Pittard Rd

Future 5-Year 2033
AM Peak Hour

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	0	57	2	0	0	23	163	0	0	303	19
Future Vol, veh/h	22	0	57	2	0	0	23	163	0	0	303	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	0	66	2	0	0	27	190	0	0	352	22
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	607	607	363	640	618	190	374	0	0	190	0	0
Stage 1	363	363	-	244	244	-	-	-	-	-	-	-
Stage 2	244	244	-	396	374	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	408	411	682	388	405	852	1184	-	-	1384	-	-
Stage 1	656	625	-	760	704	-	-	-	-	-	-	-
Stage 2	760	704	-	629	618	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	400	401	682	344	395	852	1184	-	-	1384	-	-
Mov Cap-2 Maneuver	400	401	-	344	395	-	-	-	-	-	-	-
Stage 1	640	625	-	741	686	-	-	-	-	-	-	-
Stage 2	741	686	-	568	618	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	12.5		15.5			1			0			
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1184	-	-	570	344	1384	-	-				
HCM Lane V/C Ratio	0.023	-	-	0.161	0.007	-	-	-				
HCM Control Delay (s)	8.1	0	-	12.5	15.5	0	-	-				
HCM Lane LOS	A	A	-	B	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0	0	-	-				

HCM 6th TWSC
3: Old Elberton Rd & Lem Edwards Rd

Future 5-Year 2033
AM Peak Hour

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	79	3	87	32	2	208
Future Vol, veh/h	79	3	87	32	2	208
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	4	107	40	2	257
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	388	127	0	0	147	0
Stage 1	127	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	616	923	-	-	1435	-
Stage 1	899	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	615	923	-	-	1435	-
Mov Cap-2 Maneuver	615	-	-	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	781	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.9	0		0.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	623	1435	-	
HCM Lane V/C Ratio	-	-	0.162	0.002	-	
HCM Control Delay (s)	-	-	11.9	7.5	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.6	0	-	

HCM 6th TWSC
4: Old Elberton Rd & Proposed Drwy #1

Future 5-Year 2033
AM Peak Hour

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	81	35	86	99	42	241
Future Vol, veh/h	81	35	86	99	42	241
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	38	93	108	46	262
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	447	93	0	0	201	0
Stage 1	93	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	569	964	-	-	1371	-
Stage 1	931	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	550	964	-	-	1371	-
Mov Cap-2 Maneuver	550	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.1	0	1.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	632	1371	-	
HCM Lane V/C Ratio	-	-	0.2	0.033	-	
HCM Control Delay (s)	-	-	12.1	7.7	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-	

HCM 6th AWSC
1: Old Elberton Rd & Voyles Rd/Moores Grove Rd

Future 5-Year 2033
PM Peak Hour

Intersection	
Intersection Delay, s/veh	19.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	267	16	2	144	197	16	96	15	177	78	51
Future Vol, veh/h	57	267	16	2	144	197	16	96	15	177	78	51
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	284	17	2	153	210	17	102	16	188	83	54
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	21.6	18.8	12.8	19.1
HCM LOS	C	C	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	13%	18%	0%	1%	58%
Vol Thru, %	76%	82%	0%	42%	25%
Vol Right, %	12%	0%	100%	57%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	127	324	16	343	306
LT Vol	16	57	0	2	177
Through Vol	96	267	0	144	78
RT Vol	15	0	16	197	51
Lane Flow Rate	135	345	17	365	326
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.267	0.661	0.029	0.621	0.597
Departure Headway (Hd)	7.114	6.899	6.093	6.127	6.602
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	503	520	585	587	544
Service Time	5.201	4.663	3.857	4.193	4.666
HCM Lane V/C Ratio	0.268	0.663	0.029	0.622	0.599
HCM Control Delay	12.8	22.2	9	18.8	19.1
HCM Lane LOS	B	C	A	C	C
HCM 95th-tile Q	1.1	4.8	0.1	4.3	3.9

HCM 6th TWSC
2: Old Elberton Rd & Pittard Rd

Future 5-Year 2033
PM Peak Hour

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	0	48	1	0	0	35	262	2	1	242	25
Future Vol, veh/h	11	0	48	1	0	0	35	262	2	1	242	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	57	1	0	0	42	312	2	1	288	30

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	702	703	303	731	717	313	318	0	0	314	0	0
Stage 1	305	305	-	397	397	-	-	-	-	-	-	-
Stage 2	397	398	-	334	320	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	353	362	737	337	355	727	1242	-	-	1246	-	-
Stage 1	705	662	-	629	603	-	-	-	-	-	-	-
Stage 2	629	603	-	680	652	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	342	347	737	301	340	727	1242	-	-	1246	-	-
Mov Cap-2 Maneuver	342	347	-	301	340	-	-	-	-	-	-	-
Stage 1	676	661	-	603	578	-	-	-	-	-	-	-
Stage 2	603	578	-	627	651	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.7		17		0.9		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1242	-	-	606	301	1246	-
HCM Lane V/C Ratio	0.034	-	-	0.116	0.004	0.001	-
HCM Control Delay (s)	8	0	-	11.7	17	7.9	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	0	-

HCM 6th TWSC
3: Old Elberton Rd & Lem Edwards Rd

Future 5-Year 2033
PM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	5	207	75	10	149
Future Vol, veh/h	31	5	207	75	10	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	5	227	82	11	164
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	454	268	0	0	309	0
Stage 1	268	-	-	-	-	-
Stage 2	186	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	564	771	-	-	1252	-
Stage 1	777	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	558	771	-	-	1252	-
Mov Cap-2 Maneuver	558	-	-	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.7	0		0.5		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	580	1252	-	
HCM Lane V/C Ratio	-	-	0.068	0.009	-	
HCM Control Delay (s)	-	-	11.7	7.9	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

HCM 6th TWSC
4: Old Elberton Rd & Proposed Drwy #1

Future 5-Year 2033
PM Peak Hour

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	106	46	227	46	20	162
Future Vol, veh/h	106	46	227	46	20	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	115	50	247	50	22	176
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	467	247	0	0	297	0
Stage 1	247	-	-	-	-	-
Stage 2	220	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	554	792	-	-	1264	-
Stage 1	794	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	545	792	-	-	1264	-
Mov Cap-2 Maneuver	545	-	-	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.2	0		0.9		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	602	1264	-	
HCM Lane V/C Ratio	-	-	0.274	0.017	-	
HCM Control Delay (s)	-	-	13.2	7.9	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	1.1	0.1	-	