

# TRAFFIC IMPACT STUDY

Prepared For  
**A&R HOMES**

**HARVEST CHURCH ROAD TRAFFIC STUDY**  
HABERSHAM COUNTY, GA

May 25, 2023



# Impact Study Certification

## TRAFFIC IMPACT STUDY CERTIFICATION SHEET

Harvest Church Rd Residential                      17                      Habersham  
Name of Development                      State Route No.                      County

Certification By Traffic Engineer:

I hereby certify that this study conducted for the above named development, for which a preliminary site plan is included herewith, has been conducted in accordance with industry-accepted standards. I further certify that I have compared the access/egress configuration for the proposed development as shown on the preliminary site plan and the conditions conform to the Georgia DOT Regulations for Driveway and Encroachment Control, 2001 to the following extent.

Check the applicable Category.

The development as shown on the preliminary site plan:

COMPLIES

DOES NOT COMPLY

With the requirements of the GDOT Regulations for Driveway and Encroachment Control, Current Edition.

If the site plan does not comply, list the exceptions to the GDOT Driveway Regulations that must be allowed in order to approve the project.

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**Report Submitted: May 25, 2023**

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**Lumin8 Project No.: 23-20-1036**

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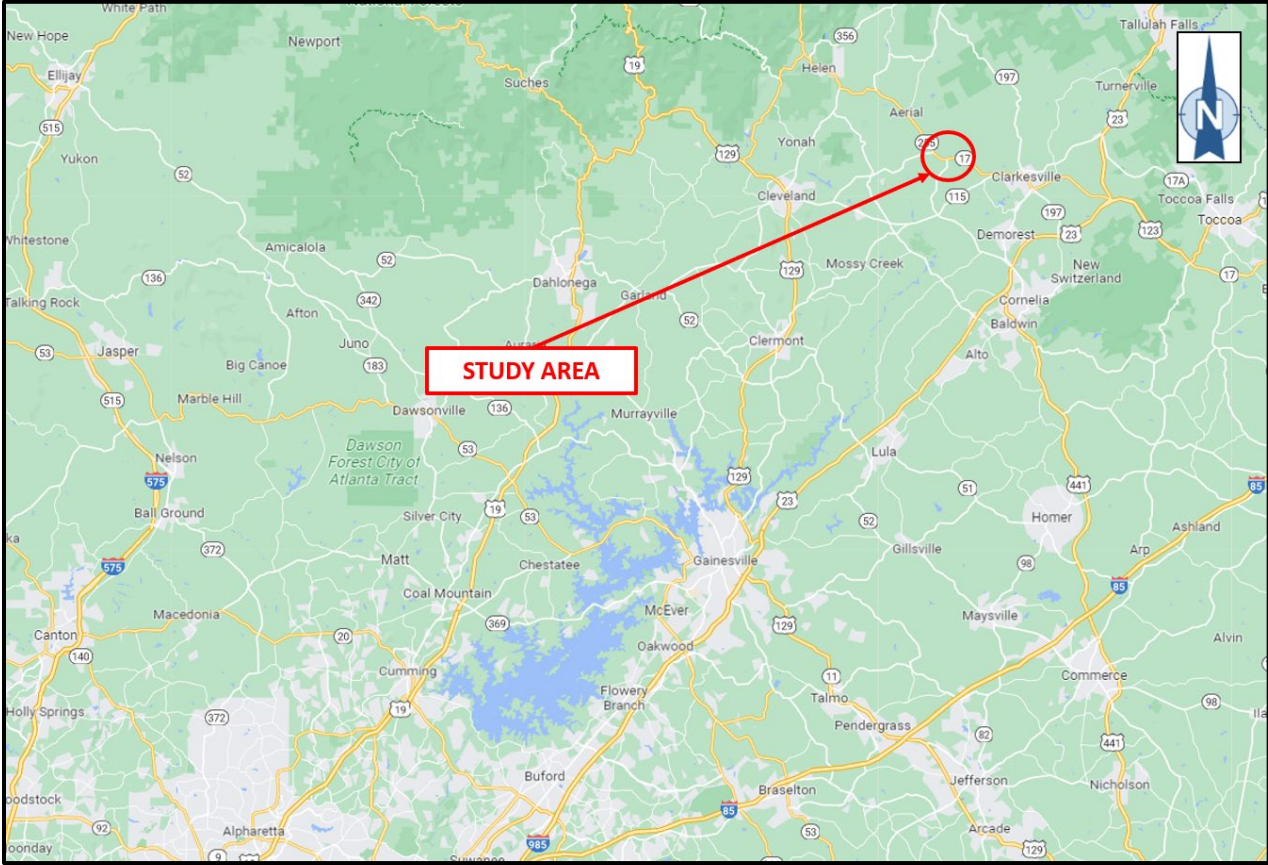
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# INTRODUCTION

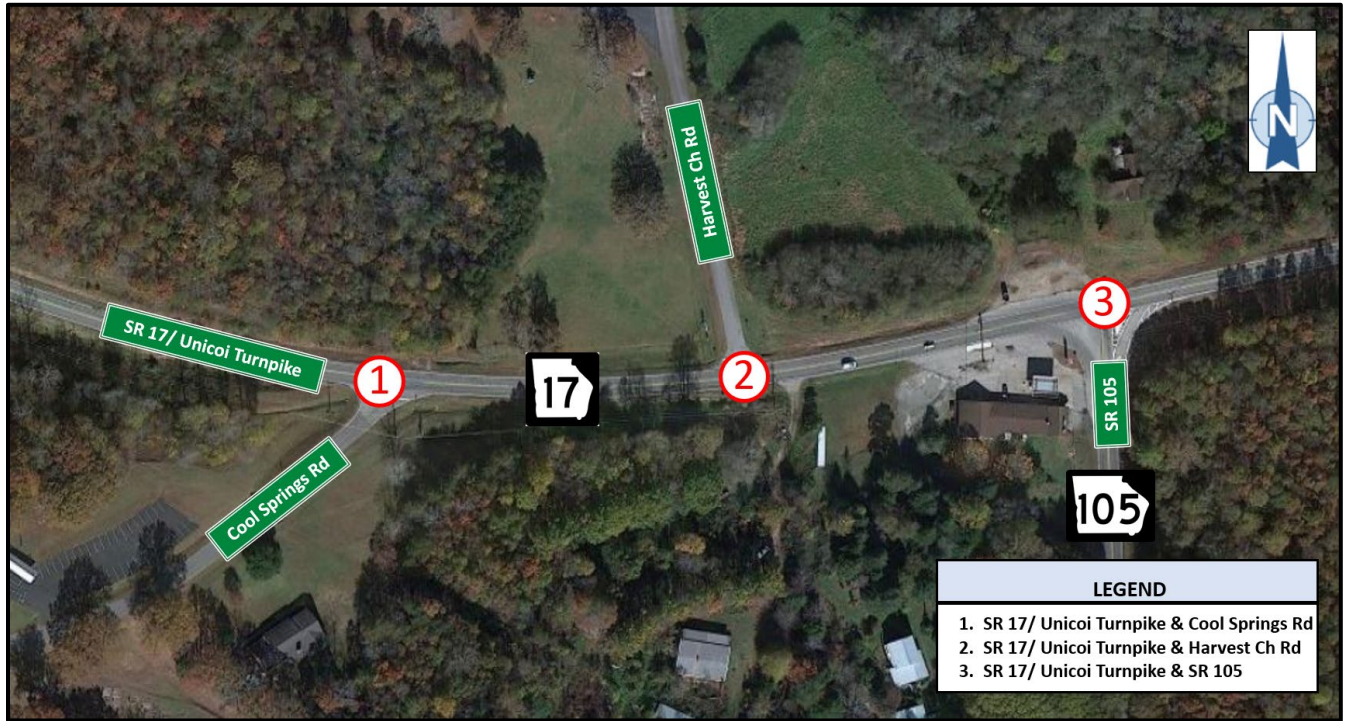
This study includes an analysis of the traffic related impacts of a residential development in Habersham County, Georgia. The project location is shown in Figure 1.

Figure 1: PROJECT LOCATION MAP



The study intersections are shown in Figure 2.

Figure 2: STUDY INTERSECTIONS MAP





## **NEARBY PLANNED PROJECTS**

The area surrounding the proposed study area was searched for potential information regarding other relevant projects. The following public entities were examined for projects that overlap in scope with this project:

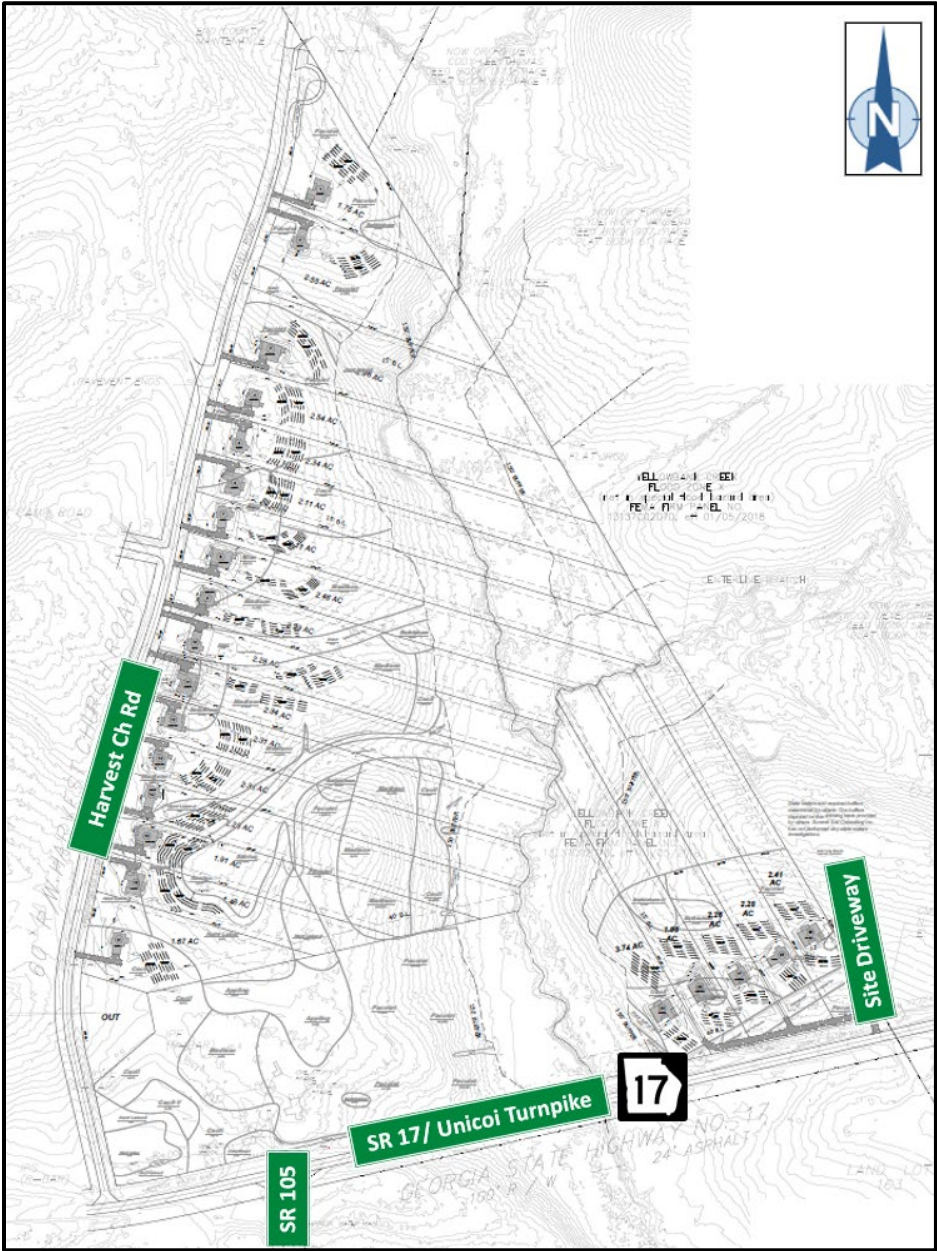
- Federally funded transportation projects in the Statewide Transportation Improvement Program (STIP)
- MPO funded transportation projects in the Transportation Improvement Program (TIP)
- Transportation projects in the Regional Transportation Program (RTP), funded from local, state, and federal planning partners
- Georgia Department of Transportation projects identified in the GeoPI website

There are no planned projects in the area that would impact this project.

# PROPOSED DEVELOPMENT

The site plan proposes 17 single family residential homes, each on approximately 1.5 to 3 acre lots located on the east side of Harvest Church Road. Each home site will have its own driveway onto Harvest Church Road. The site plan also calls for 5 single family residential homes, each on approximately 2 to 3.75 acre lots. The 5 lots will share a single access point onto Unicoi Turnpike (SR 17). The development is assumed to be built-out by 2025. The site plan for the proposed residential development is shown below in Figure 3. A larger scale site plan is provided in Appendix A.

Figure 3: SITE PLAN



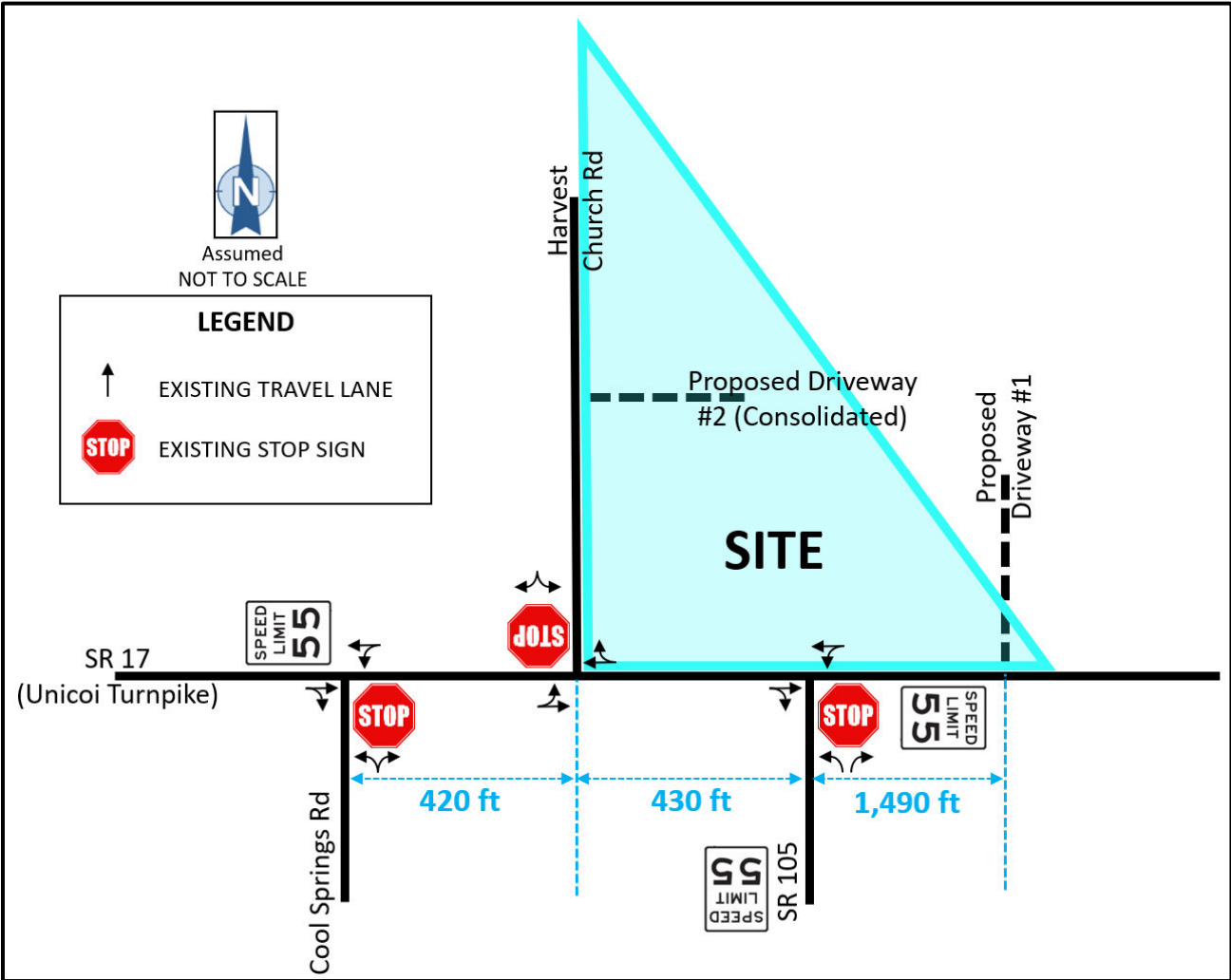
# EXISTING CONDITIONS

An existing conditions inventory was conducted of the current conditions at the study intersection, including roadway geometry, traffic control, and traffic volumes.

## INVENTORY OF EXISTING GEOMETRY AND TRAFFIC CONTROL

The existing roadway geometry and traffic control in the study area are shown in Figure 4 below.

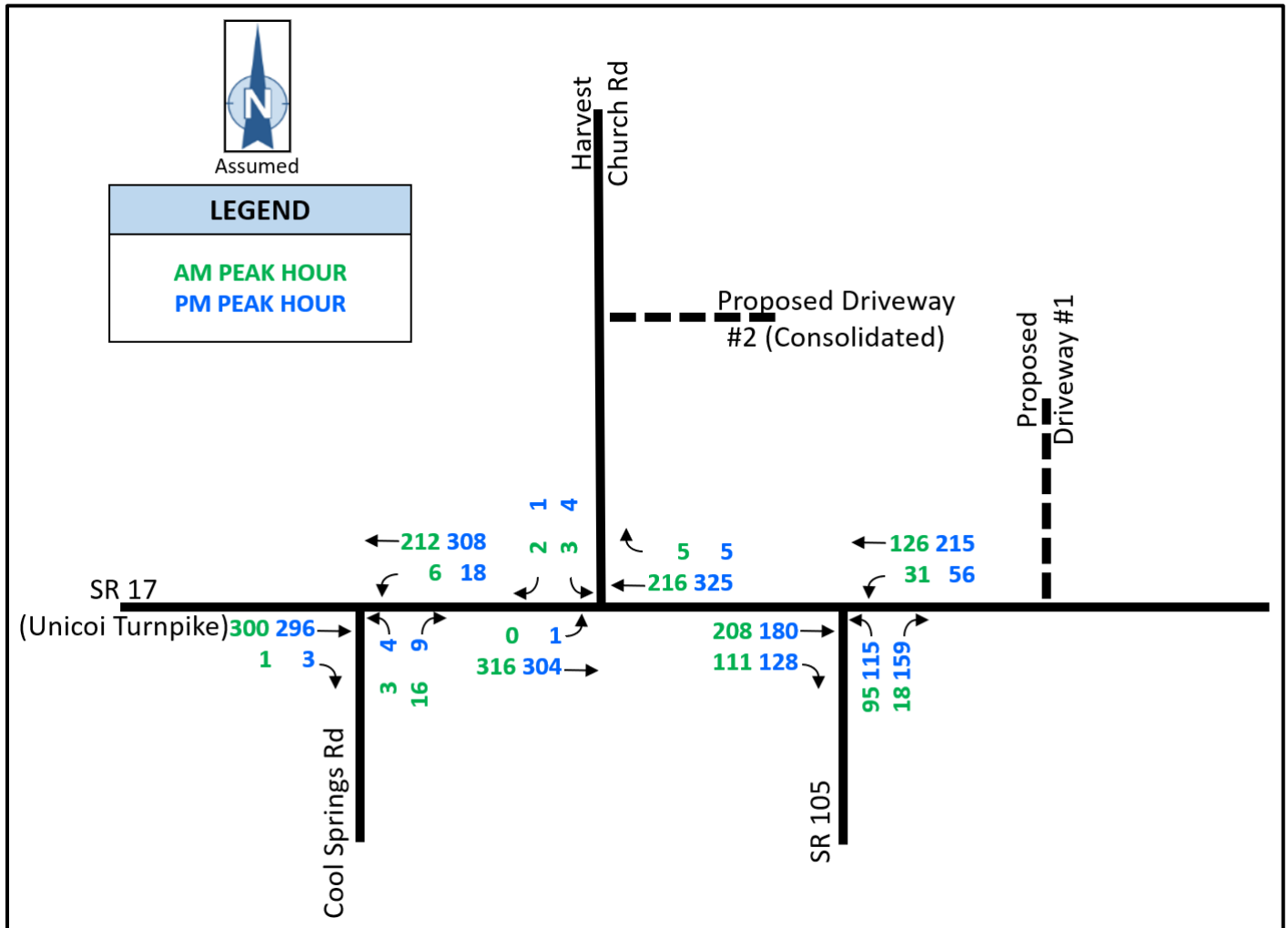
Figure 4: EXISTING CONDITIONS



## EXISTING TRAFFIC VOLUMES

Turning Movement Counts (TMCs) were conducted at the study intersections on Tuesday, May 2, 2023 from 7:00 AM to 9:00 AM and 4:30 PM to 6:30 PM. The observed peak hours are 7:15 to 8:15 AM and 4:30 to 5:30 PM. The existing balanced peak hour turning movement volumes are shown in Figure 5 below. The turning movement data is provided in Appendix B.

Figure 5: EXISTING TRAFFIC VOLUMES, BALANCED



## AUTOMATIC TRAFFIC RECORDER

Two Automatic Traffic Recorders (ATRs) were placed in the study area to collect bi-directional traffic data. The ATRs were placed on Harvest Church Road north of SR 17 and on SR 17 west of Cool Springs Road to collect data on Tuesday, May 2, 2023. The recorded daily volumes, truck percentages, and 85<sup>th</sup> percentile speed are shown in Figure 6 below. The ATR data is provided in Appendix C.

Figure 6: ATR DATA



# SAFETY EVALUATION

## CRASH HISTORY

Crash data was analyzed to identify collision-prone movements at the study intersections. Data was obtained from GDOT’s Numetric system for the five most recent years of data. Detailed crash data is provided in Appendix D.

Tables 1 and 2 summarize the crash frequency and severity at the intersection of SR 17/Unicoi Turnpike and Cool Springs Road.

**Table 1: CRASH DATA SUMMARY, SR 17 @ COOL SPRINGS RD**

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2017	0	0/0	0	0	0	0	0	0
2018	2	0/0	0	0	0	1	0	1
2019	2	2/5	0	1	1	0	0	0
2020	1	0/0	0	0	0	1	0	0
2021	1	0/0	0	0	0	1	0	0
<b>Total</b>	<b>6</b>	<b>2/5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>

**Table 2: CRASH SEVERITY, SR 17 @ COOL SPRINGS RD (2017-21)**

TYPE OF COLLISION	CRASH SEVERITY					TOTAL CRASHES BY TYPE
	K	A	B	C	O	
Angle	0	0	1	0	0	1
Head-On	0	1	0	0	0	1
Rear End	0	0	0	0	3	3
Sideswipe – same	0	0	0	0	0	0
Sideswipe – opposite	0	0	0	0	0	0
Not a Collision w/ Motor Veh	0	0	0	0	1	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>6</b>

K: Fatal Injury  
A: Suspected Serious Injury  
B: Suspected Minor/Visible Injury  
C: Possible Injury/Complaint  
O: No Injury

According to the crash history, rear end collisions were the most common type of crash, accounting for 50% of the total collisions in the past five years. No fatalities were reported during this time period.

There was a head on collision that resulted in a suspected serious injury. The accident occurred during rainy weather when the driver was unable to maintain their lane.

Tables 3 and 4 summarize the crash frequency and severity at the intersection of SR 17/Unicoi Turnpike and Harvest Church Road.

**Table 3: CRASH DATA SUMMARY, SR 17 @ HARVEST CHURCH RD**

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2017	1	0/0	0	0	0	0	0	1
2018	1	0/0	0	0	0	0	0	1
2019	0	0/0	0	0	0	0	0	0
2020	1	0/0	0	1	0	0	0	0
2021	0	0/0	0	0	0	0	0	0
<b>Total</b>	<b>3</b>	<b>0/0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

**Table 4: CRASH SEVERITY, SR 17 @ HARVEST CHURCH RD (2017-21)**

TYPE OF COLLISION	CRASH SEVERITY					TOTAL CRASHES BY TYPE
	K	A	B	C	O	
Angle	0	0	0	0	1	1
Head-On	0	0	0	0	0	0
Rear End	0	0	0	0	0	0
Sideswipe – same	0	0	0	0	0	0
Sideswipe – opposite	0	0	0	0	0	0
Not a Collision w/ Motor Veh	0	0	0	0	2	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>

K: Fatal Injury  
A: Suspected Serious Injury  
B: Suspected Minor/Visible Injury  
C: Possible Injury/Complaint  
O: No Injury

According to the crash history, there were two collisions with an animal or structure and an angle collision at the intersection in the past five years. No fatalities were reported during this time period.

Tables 5 and 6 summarize the crash frequency and severity at the intersection of SR 17/Unicoi Turnpike and SR 105.

**Table 5: CRASH DATA SUMMARY, SR 17 @ SR 105**

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2017	5	0/0	0	2	0	2	0	1
2018	3	1/1	0	2	0	0	0	1
2019	1	1/1	0	0	0	0	0	1
2020	2	0/0	0	0	0	1	0	1
2021	3	1/3	0	1	0	1	0	1
<b>Total</b>	<b>14</b>	<b>3/5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>

**Table 6: CRASH SEVERITY, SR 17 @ SR 105 (2017-21)**

TYPE OF COLLISION	CRASH SEVERITY					TOTAL CRASHES BY TYPE
	K	A	B	C	O	
Angle	0	0	0	1	4	5
Head-On	0	0	0	0	0	0
Rear End	0	0	1	0	3	4
Sideswipe – same	0	0	0	0	0	0
Sideswipe – opposite	0	0	0	0	0	0
Not a Collision w/ Motor Veh	0	0	1	0	4	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>11</b>	<b>14</b>

K: Fatal Injury  
A: Suspected Serious Injury  
B: Suspected Minor/Visible Injury  
C: Possible Injury/Complaint  
O: No Injury

According to the crash history, angle collision and collisions with an animal or structure were the most common type of crash, each accounting for 36% of the total collisions at the intersection in the past five years. No fatalities were reported during this time period.



# TRAFFIC PROJECTION METHODOLOGY

The methodology used to estimate future traffic growth included the examination of Habersham County census data and historic trends from the nearby GDOT count stations.

## CENSUS DATA

The census data from the 2018 Habersham County Joint Comprehensive Plan is shown in Table 7, and is also provided in Appendix E.

**Table 3: CENSUS DATA: HABERSHAM COUNTY**

HABERSHAM COUNTY			
YEAR	POPULATION	% CHANGE	% CHANGE PER YEAR
2010	76,120 43,041	-	-
2025	105,549 49,131	14.15%	1.19%

Source: 2018 Habersham County Joint Comprehensive Plan

The data shows an increase of the population in Habersham County of 14.15%, or a yearly rate of 1.19%, between 2010-2025.

## HISTORIC TRAFFIC DATA

The GDOT maintains multiple annual traffic count stations in the vicinity of the study intersections. This data was used to establish historic growth rates in the area. The count stations shown in Figure 7 were used. The annual traffic data for the count stations is included in Appendix F.

**Figure 7: GDOT COUNT STATIONS**

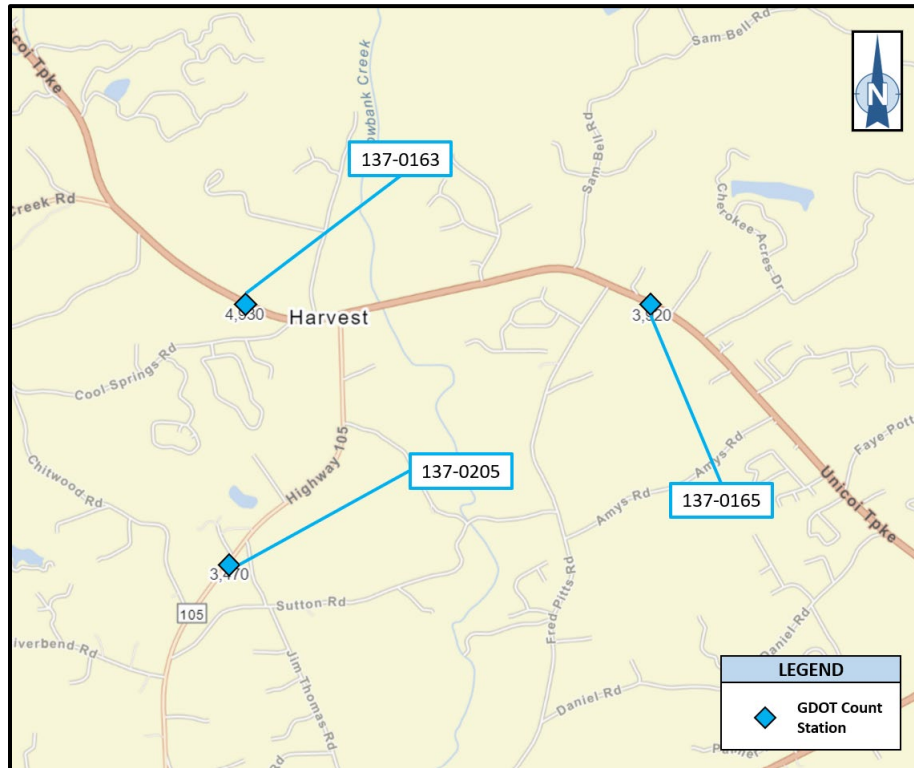


Table 8 summarizes the average annual daily traffic (AADT) reported by the GDOT for each of the years 2009 through 2022.

**Table 8: HISTORIC TRAFFIC DATA**

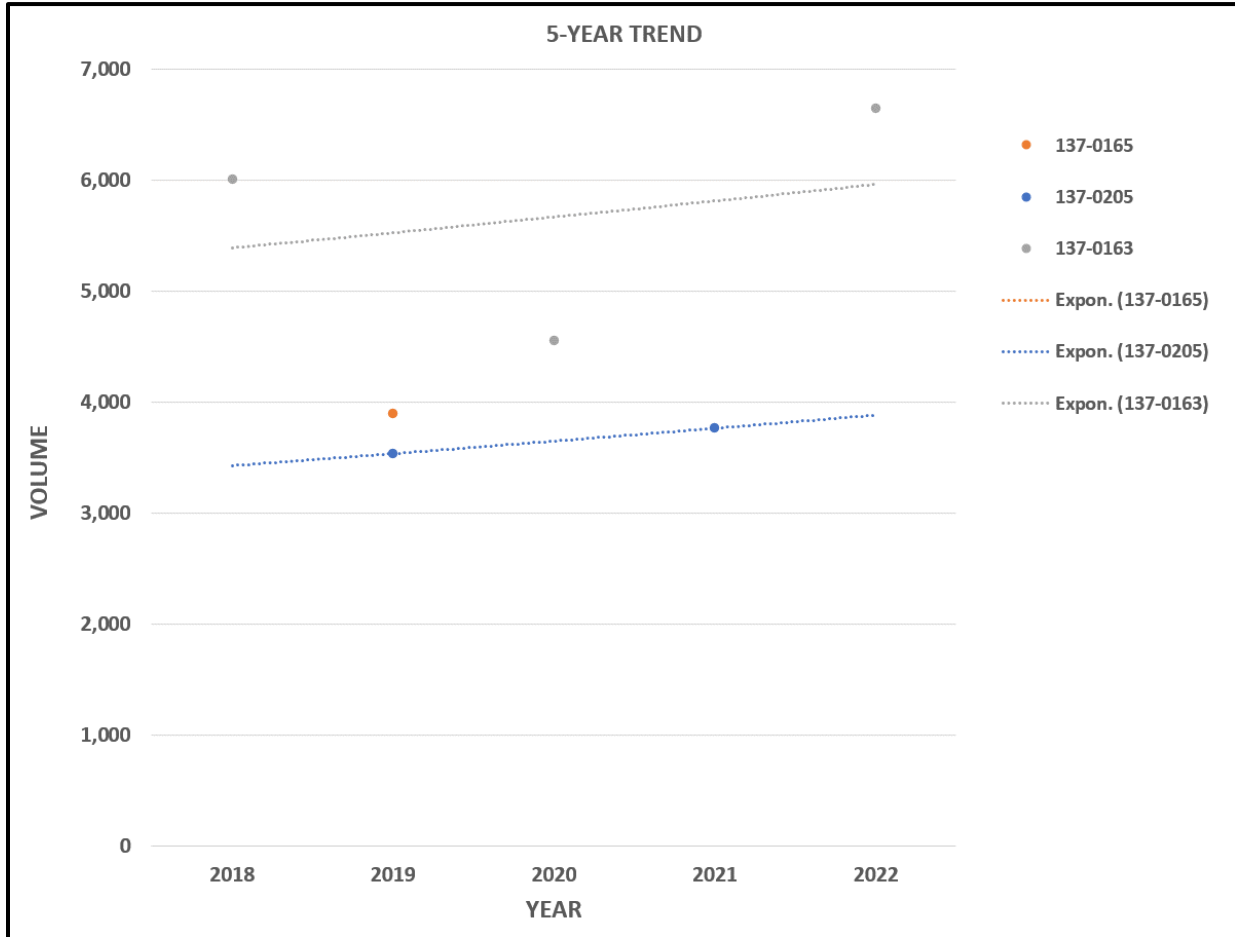
Year	GDOT Count Station 137-0163	GDOT Count Station 137-0165	GDOT Count Station 137-0205
2009	5506	-	-
2010	-	4403	3130
2011	-	4262	3062
2012	5051	*4110	*2840
2013	*4640	*4120	*2820
2014	5744	*4120	*2820
2015	*5150	4394	*2960
2016	5936	*3750	*3110
2017	*5540	*3870	*3200
2018	6010	*3890	*3160
2019	*6020	3896	3536
2020	4556	*3660	*3020
2021	*4930	*3920	3764
2022	6648	-	-

Source: GDOT Traffic Analysis & Data Application

\*=Estimated counts/anomalies were not used in the trend analysis.

Figures 8 and 9, below and on the following page, show trend line graphs of the historic AADT as reported by GDOT. A trend line is shown for each count station. Gaps in the graphs represent years for which data was estimated, which are not used in the analysis, per GDOT policy.

**Figure 8: 5-YEAR TREND LINES FOR GDOT COUNT STATIONS**



**Figure 9: 10-YEAR TREND LINES FOR GDOT COUNT STATIONS**

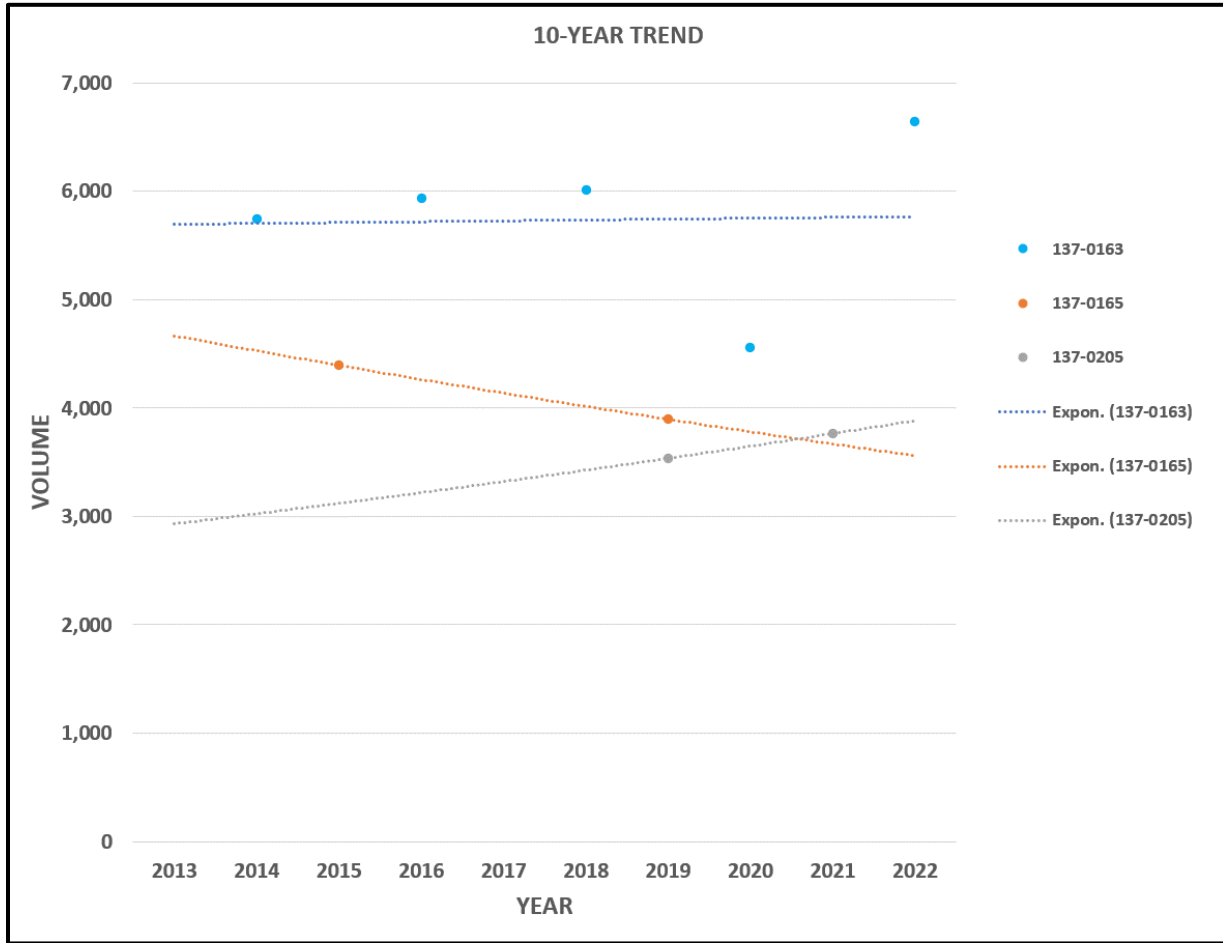


Table 9 shows the resulting trend rates.

**Table 9: TREND ANALYSIS FOR COUNT STATION DATA**

<b>GDOT Count Stations</b>	<b>5-year</b>	<b>10-year</b>
<b>137-0163</b>	2.04%	1.47%
<b>137-0165</b>	0.00%	-1.20%
<b>137-0205</b>	1.26%	0.63%
<b>Blended Trend Rates from Count Stations</b>	1.19%	0.40%

Note: Rates are calculated based on annual compounding.

## GROWTH RATE

The 2018 Habersham County Joint Comprehensive Plan projects an annual population growth rate of 1.19%. Based on the data available from the nearby GDOT count station, the growth trend was calculated to be 1.19% for the past five years and 0.40% for the past ten years.

Based on these rates and the surrounding area, the growth rate was established to be **1.00%** for the purpose of the study.

The Design Year of 2045 was established for the GDOT Intersection Control Evaluation (ICE).

## GROWTH FACTOR

A growth factor was established by applying the growth rates to the following equation, shown below:

$$\text{Growth Factor} = (1 + r)^n$$

Where:

$r$  = growth rate

$n$  = number of years

The volumes projections were calculated using the following values as ‘n’, taken as the time period between the 2023 Existing Year and each corresponding phase.

- Existing Year (2023) to Base Year (2025) – n=2
- Base Year (2025) to Design Year (2045) – n=20

Growth factors are provided in Table 10.

**Table 10: GROWTH FACTORS**

PROJECTED YEARS	
Base Year (2025)	Design Year (2045)
1.02	1.22

Figures 13 and 14 on the following pages show the estimated background growth traffic volumes at the study intersections for the Build Year (2025) and Design Year (2045).

Figure 13: PROJECTED 2025 BACKGROUND GROWTH VOLUMES

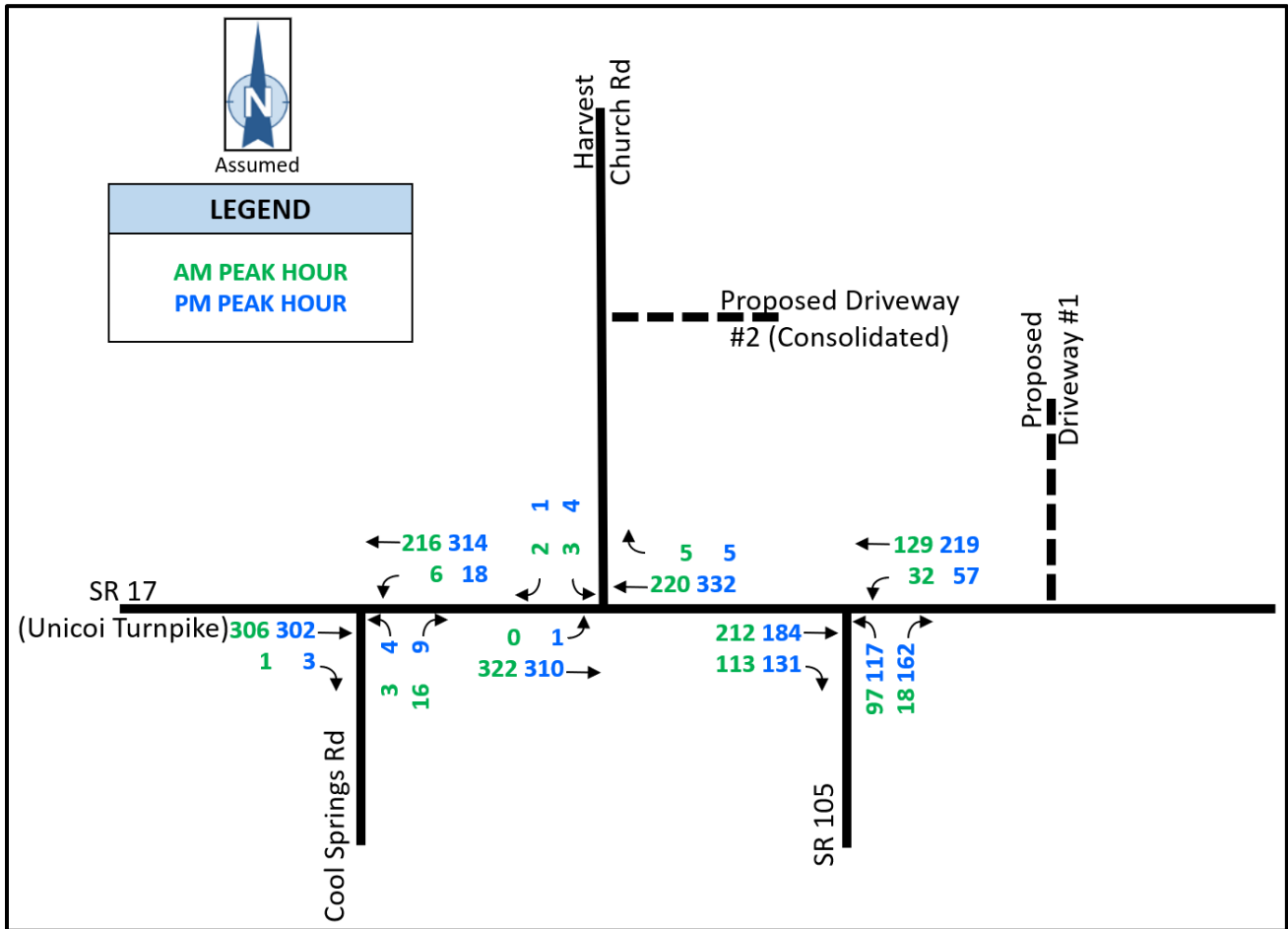
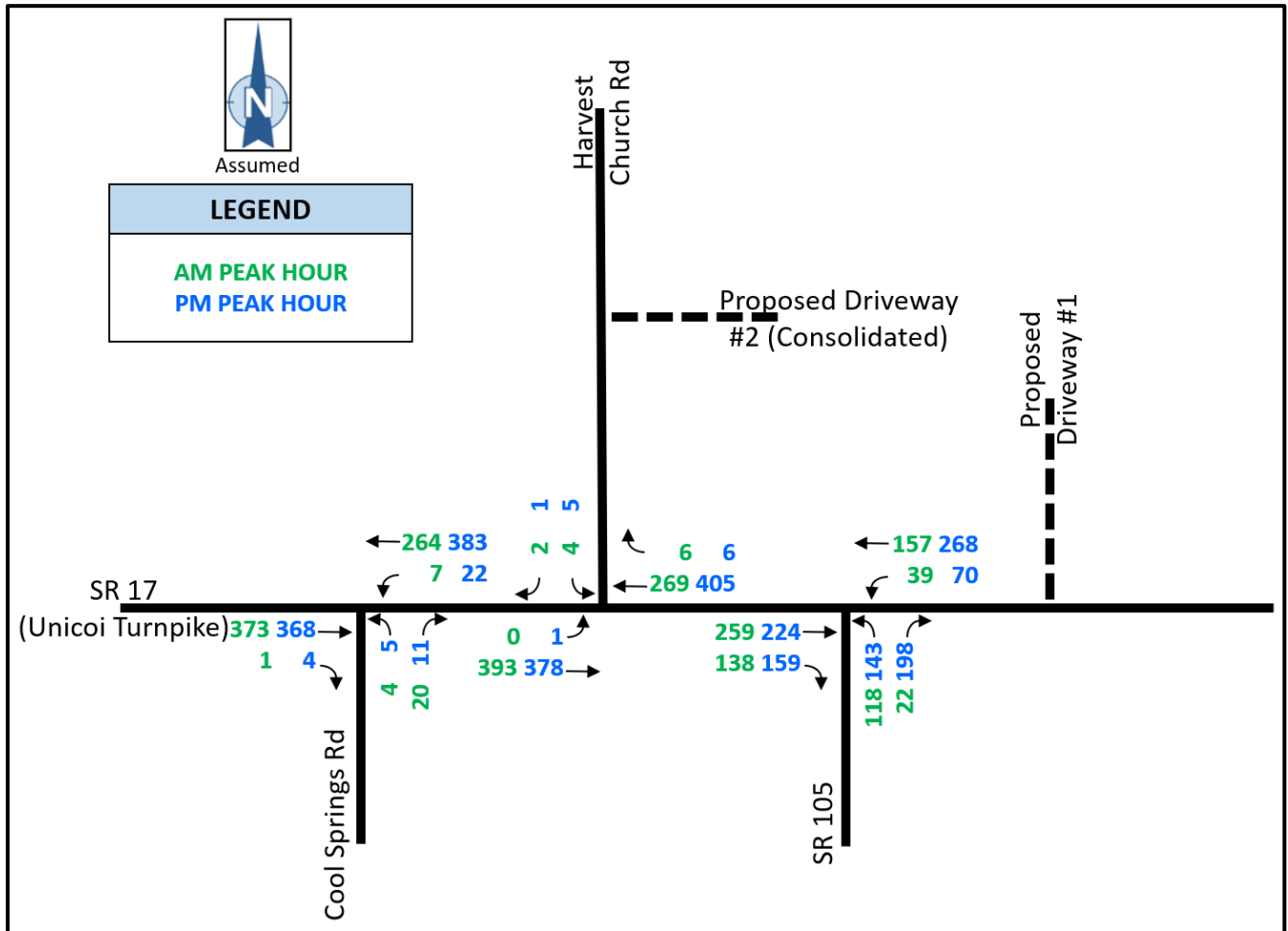


Figure 14: PROJECTED 2045 BACKGROUND GROWTH VOLUMES



# PROJECTED CONDITIONS

## TRIP GENERATION

The trips generated by the development were estimated using trip generation rates found in ITE’s publication *Trip Generation*, 11<sup>th</sup> Edition. The trip generation publication contains multiple associated trip rates for the listed land use. The rate that resulted in the larger trip generation was used for this study. The trip generation can be seen below in Table 11. Trip generation data is provided in Appendix G.

**Table 11: TRIP GENERATION**

ITE CODE	LAND USE DESCRIPTION	SIZE	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single Family Residential	17 Units	198	4	11	15	12	7	19
210	Single Family Residential	5 Units	64	1	4	5	4	2	6
<b>TOTAL GENERATED TRIPS</b>			<b>262</b>	<b>5</b>	<b>15</b>	<b>20</b>	<b>16</b>	<b>9</b>	<b>25</b>

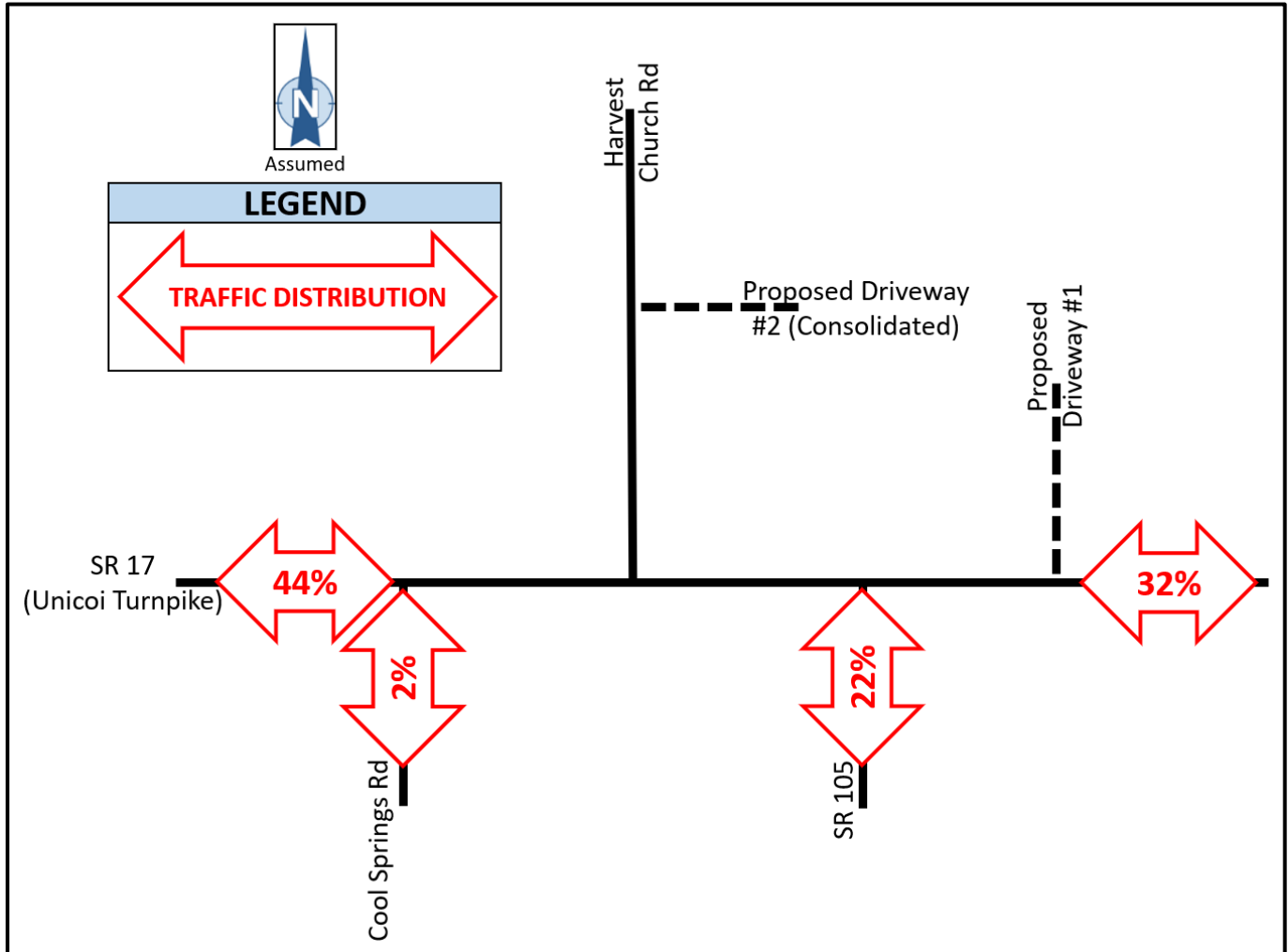


## TRIP DISTRIBUTION

In order to develop a distribution pattern for trips generated by the residential development, the TMC data was analyzed and used to determine the percentage of traffic entering and exiting the development. Distribution percentages were based on the AM traffic pattern.

Figure 15 shows the resulting trip distribution pattern that was used to assign the new generated traffic for the development.

Figure 15: TRIP DISTRIBUTION PATTERN



## TRAFFIC ASSIGNMENT

The generated traffic was assigned to the road network based on weighted movements analyzed at the study intersections during the AM Peak Hour. Table 12 show how the assigned trips are expected to reach the development according to the direction traveled.

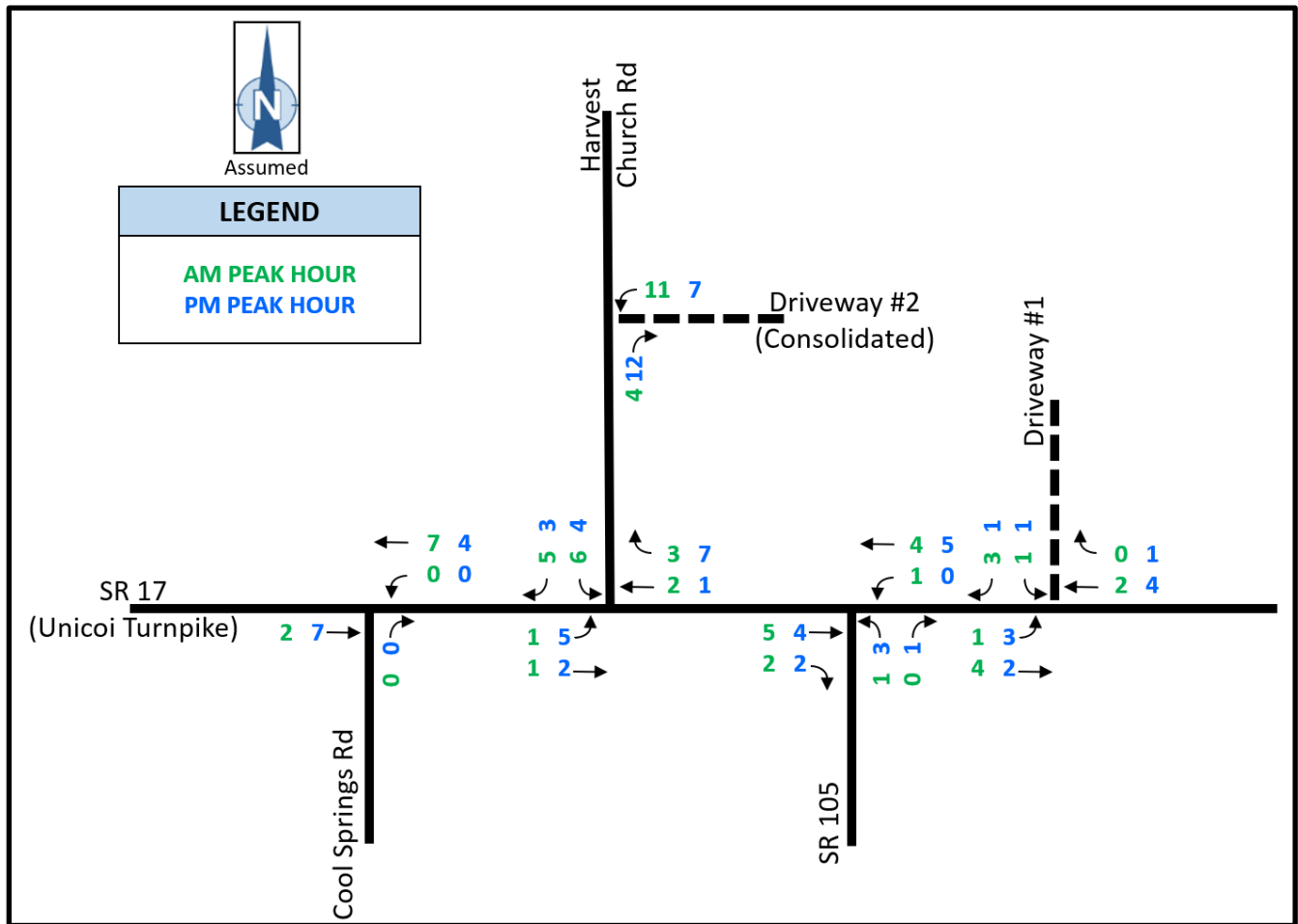
**Table 12: NEW TRIPS ASSIGNMENT**

To & From	%	AM		PM	
		IN	OUT	IN	OUT
SR 17 west	44%	2	7	7	4
Cool Springs Rd south	2%	0	0	0	0
SR 105 south	22%	1	3	4	2
SR 73 south	32%	2	5	5	3
<b>Total Trips</b>	<b>100%</b>	<b>5</b>	<b>15</b>	<b>16</b>	<b>9</b>

## New Trips

The generated new trips are shown in Figure 16. These trips were assigned in accordance with the distribution and assumptions listed on the previous pages. The 17 homes with individual driveways would generate a small amount of daily trips per driveway, so were therefore consolidated as Driveway #2 for evaluation purposes.

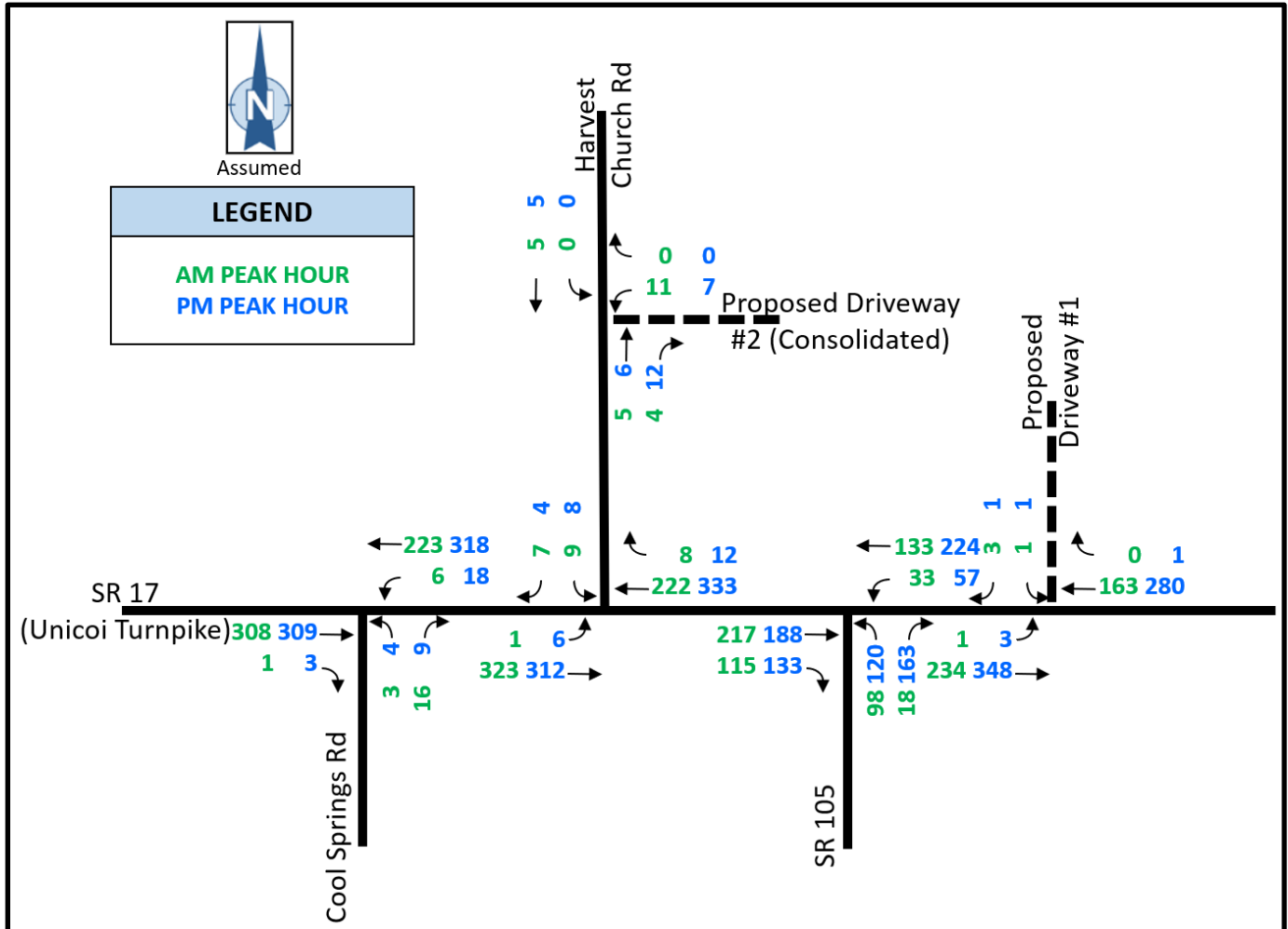
Figure 16: NEW TRIPS



### Projected Peak Hour Traffic Volumes

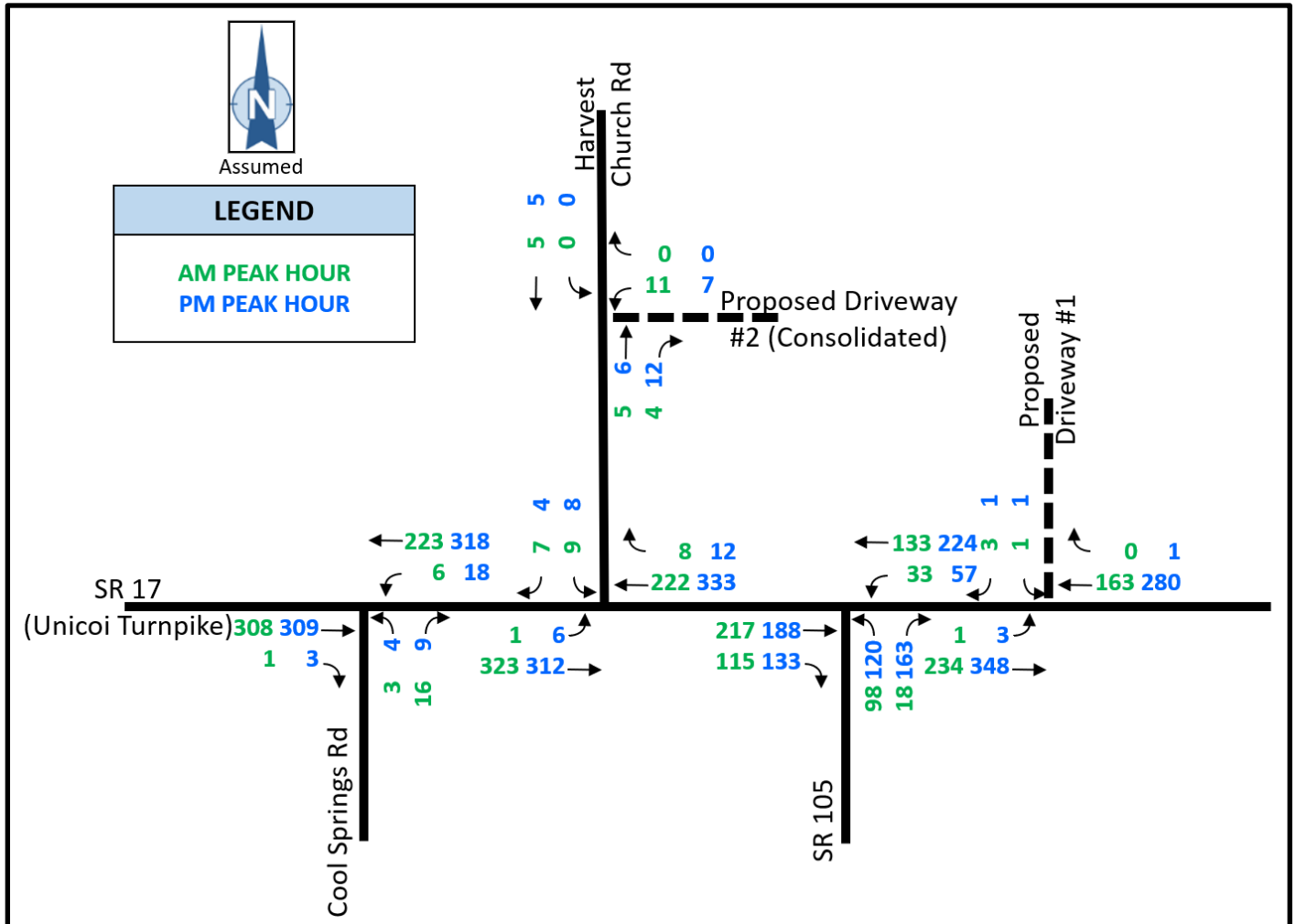
The Projected 2025 Build Volumes are derived by combining the Projected 2025 Background Growth Volumes (Figure 13) and the New Trips (Figure 16). The Projected 2025 Build Volumes are shown in Figure 17.

Figure 17: PROJECTED 2025 BUILD VOLUMES



The Projected 2045 Build Volumes are derived by combining the Projected 2045 Background Growth Volumes (Figure 14) and the New Trips (Figure 16). The Projected 2045 Build Volumes are shown in Figure 18.

Figure 18: PROJECTED 2045 BUILD VOLUMES



# CAPACITY ANALYSIS

Existing and projected conditions were evaluated using capacity analysis techniques described in the *Highway Capacity Manual, Special Report 209*, published by the Transportation Research Board, 6<sup>th</sup> Edition, and with the use of *Synchro II* from Trafficware. HCM Level of Service (LOS) definitions are shown in Table 13.

**Table 13: LEVEL OF SERVICE CRITERIA**

LEVEL OF SERVICE	DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS
A	≤10.0	≤10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 79.9	35.1 to 49.9
F	>80.0	>50.0

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 6<sup>th</sup> Edition

## EXISTING CONDITIONS

The intersections were evaluated under Existing conditions. The results of the capacity analysis are summarized in Table 14 below. For each condition, the level of service is shown, followed parenthetically by the average delay per vehicle, in seconds. Capacity analysis reports for existing conditions can be found in Appendix H.

**Table 14: CAPACITY ANALYSIS RESULTS, EXISTING CONDITIONS**

INTERSECTION	MOVEMENT	EXISTING YEAR (2023)	
		AM PEAK HOUR	PM PEAK HOUR
SR 17 @ Cool Springs Road	EBT/R	-	-
	WBL/T	A (0.2)	A (0.4)
	NBL/R	B (10.8)	B (11.3)
SR 17 @ Harvest Church Road	EBL/T	-	-
	WBT/R	-	-
	SBL/R	B (12.3)	B (12.8)
SR 17 @ SR 105	EBT/R	-	-
	WBL/T	A (1.6)	A (1.7)
	NBL	B (14.2)	C (16.5)
	NBR	B (10.0)	B (11.0)

Capacity analysis results indicate that the intersections currently operate at LOS ‘B’ or better on all approaches during both peak hours.

Table 15 below shows the 95<sup>th</sup> percentile queue length in feet for the study intersections under existing conditions.

**Table 15: 95<sup>TH</sup> PERCENTILE QUEUE LENGTH (FT), EXISTING CONDITIONS**

INTERSECTION	MOVEMENT	EXISTING YEAR (2023)	
		AM PEAK HOUR	PM PEAK HOUR
SR 17 @ Cool Springs Road	EBT/R	0	0
	WBL/T	0	0
	NBL/R	3	3
SR 17 @ Harvest Church Road	EBL/T	0	0
	WBT/R	0	0
	SBL/R	0	0
SR 17 @ SR 105	EBT/R	0	0
	WBL/T	3	5
	NBL	20	28
	NBR	3	20

## PROJECTED NO-BUILD CONDITIONS

The intersections were evaluated under projected No-Build conditions, with existing geometry and projected 2025/2045 background growth traffic volumes. The results of the capacity analysis are summarized in Table 16 below. Capacity analysis reports for projected No-Build conditions can be found in Appendix I.

**Table 16: CAPACITY ANALYSIS RESULTS, NO-BUILD CONDITIONS**

INTERSECTION	MOVEMENT	BASE YEAR (2025)		DESIGN YEAR (2045)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
SR 17 @ Cool Springs Road	EBT/R	-	-	-	-
	WBL/T	A (0.2)	A (0.4)	A (0.2)	A (0.4)
	NBL/R	B (10.9)	B (11.4)	B (11.8)	B (12.5)
SR 17 @ Harvest Church Road	EBL/T	-	-	-	-
	WBT/R	-	-	-	-
	SBL/R	B (12.4)	B (12.9)	B (14.1)	B (14.8)
SR 17 @ SR 105	EBT/R	-	-	-	-
	WBL/T	A (1.7)	A (1.7)	A (1.7)	A (1.7)
	NBL	B (14.5)	C (16.9)	C (17.8)	C (23.2)
	NBR	B (10.0)	B (11.1)	B (10.5)	C (12.2)

Capacity analysis results indicate that the intersections are projected to operate at LOS ‘C’ or better on all approaches during both peak hours.

Table 17 below shows the 95<sup>th</sup> percentile queue length in feet for the study intersections under projected No-Build conditions.

**Table 17: 95<sup>TH</sup> PERCENTILE QUEUE LENGTH (FT), NO-BUILD CONDITIONS**

INTERSECTION	MOVEMENT	BASE YEAR (2025)		DESIGN YEAR (2045)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
SR 17 @ Cool Springs Road	EBT/R	0	0	0	0
	WBL/T	0	0	0	3
	NBL/R	3	3	5	3
SR 17 @ Harvest Church Road	EBL/T	0	0	0	0
	WBT/R	0	0	0	0
	SBL/R	0	0	3	3
SR 17 @ SR 105	EBT/R	0	0	0	0
	WBL/T	3	5	3	5
	NBL	23	30	35	55
	NBR	3	23	3	30



## PROJECTED BUILD CONDITIONS

The intersections were evaluated under projected Build conditions, with projected geometry and projected 2025/2045 Build traffic volumes. The results of the capacity analysis are summarized in Table 18 below. Capacity analysis reports for projected Build conditions can be found in Appendix J.

**Table 18: CAPACITY ANALYSIS RESULTS, BUILD CONDITIONS**

INTERSECTION	MOVEMENT	BASE YEAR (2025)		DESIGN YEAR (2045)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
SR 17 @ Cool Springs Road	EBT/R	-	-	-	-
	WBL/T	A (0.2)	A (0.4)	A (0.2)	A (0.4)
	NBL/R	B (10.9)	B (11.5)	B (11.8)	B (12.6)
SR 17 @ Harvest Church Road	EBL/T	-	A (0.2)	-	A (0.1)
	WBT/R	-	-	-	-
	SBL/R	B (12.5)	B (12.8)	B (14.0)	B (14.5)
SR 17 @ SR 105	EBT/R	-	-	-	-
	WBL/T	A (1.7)	A (1.6)	A (1.7)	A (1.7)
	NBL	B (14.8)	C (17.3)	C (18.3)	C (24.0)
	NBR	B (10.1)	B (11.1)	B (10.6)	B (12.3)
SR 17 @ Driveway #1	EBL/T	-	A (0.3)	-	A (0.1)
	WBT/R	-	-	-	-
	SBL/R	A (9.7)	B (11.8)	B (10.0)	B (13.0)
Harvest Church Road @ Driveway #2 (consolidated)	WBL/R	A (8.6)	A (8.6)	A (8.6)	A (8.6)
	NBT/R	-	-	-	-
	SBL/T	-	-	-	-

Capacity analysis results indicate that the intersections are projected to operate at LOS ‘C’ or better on all approaches during both peak hours.

Table 19 below shows the 95<sup>th</sup> percentile queue length in feet for the study intersections under projected Build conditions.

**Table 19: 95<sup>TH</sup> PERCENTILE QUEUE LENGTH (FT), BUILD CONDITIONS**

INTERSECTION	MOVEMENT	BASE YEAR (2025)		DESIGN YEAR (2045)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
SR 17 @ Cool Springs Road	EBT/R	0	0	0	0
	WBL/T	0	0	0	3
	NBL/R	3	3	5	3
SR 17 @ Harvest Church Road	EBL/T	0	0	0	0
	WBT/R	0	0	0	0
	SBL/R	3	3	3	3
SR 17 @ SR 105	EBT/R	0	0	0	0
	WBL/T	3	5	3	5
	NBL	23	33	35	58
	NBR	3	23	3	33
SR 17 @ Driveway #1	EBL/T	0	0	0	0
	WBT/R	0	0	0	0
	SBL/R	0	0	0	0
Harvest Church Road @ Driveway #2 (consolidated)	WBL/R	0	0	0	0
	NBT/R	0	0	0	0
	SBL/T	0	0	0	0

# TURN LANE ANALYSIS

Considerations were made to include a dedicated left or right turn lane at the site driveways and study intersections to improve safety and operation.

The *GDOT Regulations for Driveway and Encroachment Control* was examined to determine the criteria for additional turn lanes. Figures 19 and 20 show the minimum daily volume requirements for additional right and left turn lanes, respectively.

**Figure 19: MINIMUM VOLUMES REQUIRING RIGHT TURN LANES**

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

**Table 4-6 Minimum Volumes Requiring Right Turn Lanes**

**Figure 20: MINIMUM VOLUMES REQUIRING LEFT TURN LANES**

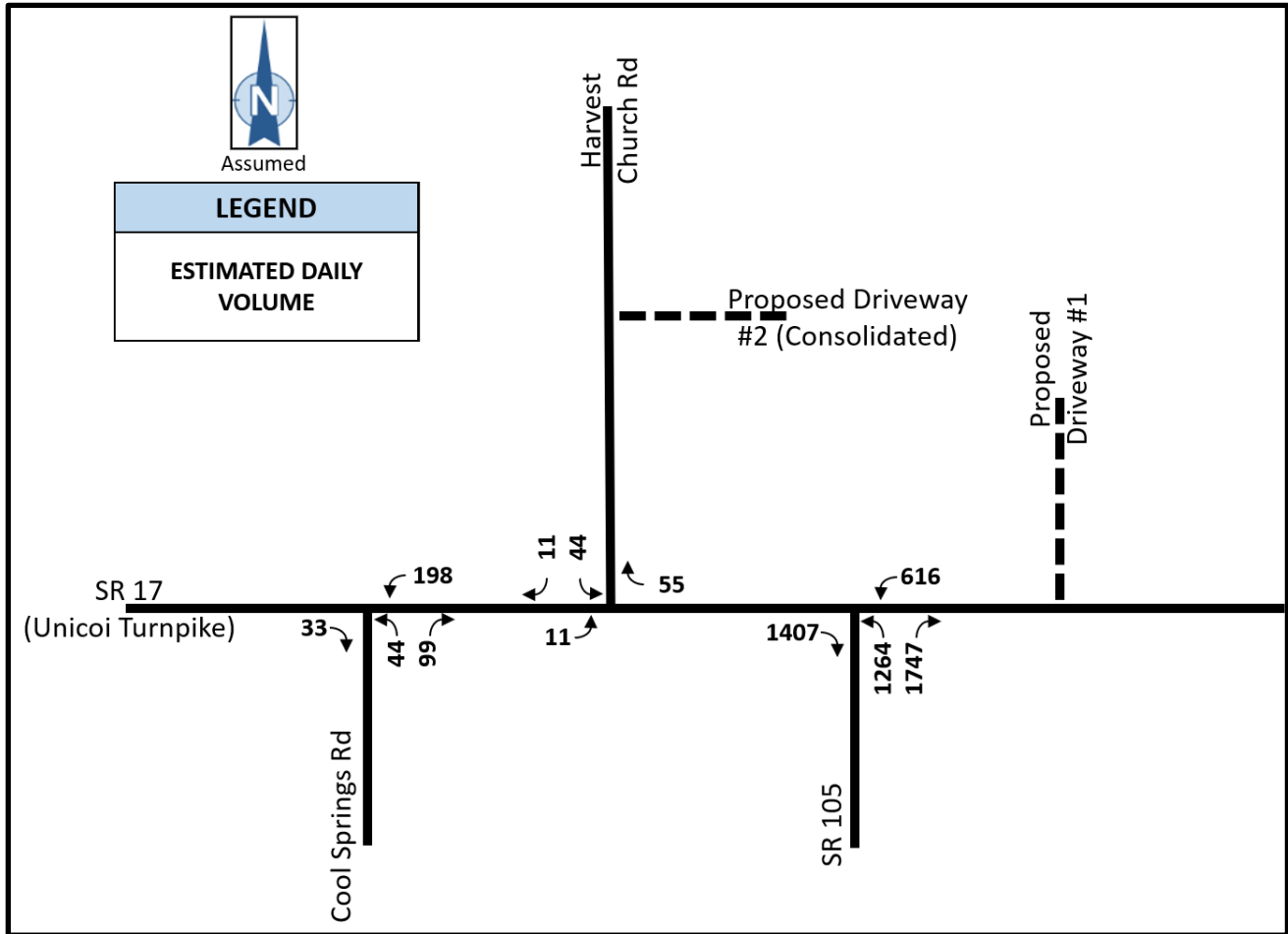
**Condition 1**

LEFT TURN REQUIREMENTS-FULL CONSTRUCTION				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	<6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

**Table 4-7a Minimum Volumes Requiring Left Turn Lanes**

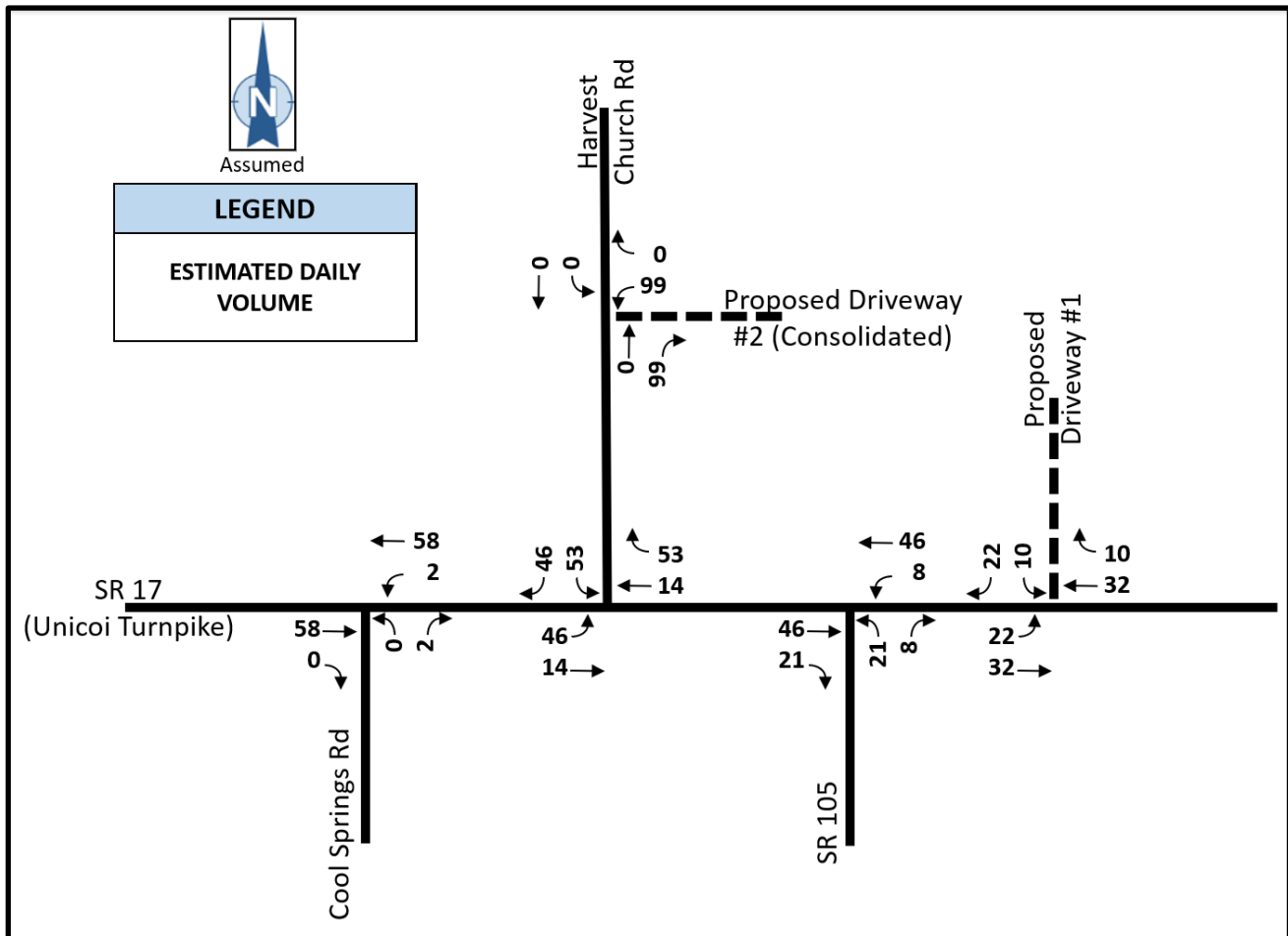
The existing estimated daily volumes are shown in Figure 21 below. The existing daily volumes are estimated from the highest peak hour volume and the K-factor, which was determined from the ATR count data on SR 17 to be 9.1%.

**Figure 21: ESTIMATED EXISTING DAILY VOLUMES**



The estimated daily volumes entering and exiting the site are shown in Figure 22 below. The estimated daily volumes are based on the trip generation and trip distribution earlier in the report.

**Figure 22: PROJECTED DAILY VOLUMES ENTERING/EXITING SITE**



Based on the projected turning movements, turn lanes will not be warranted for any driveways. The consolidation of the 17 individual driveways (Driveway #2) does not meet turn lane requirements, so each of the individual driveways also do not meet.

The westbound right turning volume onto Harvest Church Road from SR 17 generated by the development exceeds 50 vehicles per day and exceeds the threshold for a right turn lane. However, the estimated existing daily volume of this movement also exceeds the threshold for a turn lane. Therefore, a right turn lane will be evaluated as needed system improvement.

The intersection was evaluated under projected Build conditions, with projected 2025/2045 Build traffic volumes and an added westbound right turn lane. The results of the capacity analysis are summarized in Table 20 below. Capacity analysis reports for the turn lane addition can be found in Appendix K.

**Table 20: CAPACITY ANALYSIS RESULTS, TURN LANE ADDITION**

INTERSECTION	MOVEMENT	BASE YEAR (2025)		DESIGN YEAR (2045)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
SR 17 @ Harvest Church Road	EBL/T	-	A (0.2)	-	A (0.1)
	WBT	-	-	-	-
	WBR	-	-	-	-
	SBL/R	B (12.5)	B (12.7)	B (13.9)	B (14.4)

Capacity analysis results indicate that the intersection is projected to operate at LOS ‘B’ or better on all approaches during both peak hours.

Table 21 below shows the 95<sup>th</sup> percentile queue length in feet for the study intersection with the turn lane addition.

**Table 21: 95<sup>TH</sup> PERCENTILE QUEUE LENGTH (FT), TURN LANE ADDITION**

INTERSECTION	MOVEMENT	BASE YEAR (2025)		DESIGN YEAR (2045)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
SR 17 @ Harvest Church Road	EBL/T	0	0	0	0
	WBT	0	0	0	0
	WBR	0	0	0	0
	SBL/R	3	3	3	3

# **GDOT INTERSECTION CONTROL EVALUATION (ICE)**

The GDOT Intersection Control Evaluation (ICE) tool is used to evaluate potential traffic control alternatives for study intersections that intersect with a state route and are adversely affected by the generated trips of a new development.

The study intersections of SR 17 at Cool Springs Road and SR 105 were waived from ICE analysis as they maintain acceptable operation through the Design Year (2045). The intersection of SR 17 and Harvest Church Road also maintains acceptable operation through the Design Year and was waived to maintain minor street stop control with an added westbound right turn lane. The intersection of SR 17 and Driveway #1 was waived from evaluation as it operates at LOS 'B' or better on all approaches through the Design Year.

ICE spreadsheets for SR 17 at Harvest Church Road and SR 17 at Driveway #1, the intersections most impacted by this development, have been included in Appendix L.

## SUMMARY OF FINDINGS

- This study includes an evaluation of a residential development in Habersham County, Georgia. The site plan proposes 17 single family residential homes, each on approximately 1.5 to 3 acre lots located on the east side of Harvest Church Road. Each home site will have its own driveway onto Harvest Church Road. The site plan also calls for 5 single family residential homes, each on approximately 2 to 3.75 acre lots. The 5 lots will share a single access point onto Unicoi Turnpike (SR 17). The development is assumed to be built-out by 2025.
- Turning Movement Counts (TMCs) were conducted at the study intersections on Tuesday, May 2, 2023 from 7:00 AM to 9:00 AM and 4:30 PM to 6:30 PM. The observed peak hours are 7:15 to 8:15 AM and 4:30 to 5:30 PM.
- Two Automatic Traffic Recorders (ATRs) were placed in the study area to collect bi-directional traffic data. The ATRs were placed on Harvest Church Road north of SR 17 and on SR 17 west of Cool Springs Road to collect data on Tuesday, May 2, 2023.
  - Harvest Church Road north of SR 17
    - Northbound: 118 vehicles per day, 16.1% trucks
    - Southbound: 102 vehicles per day, 11.8% trucks
  - SR 17 west of Cool Springs Road
    - Eastbound: 3,440 vehicles per day, 6.9% trucks, 85<sup>th</sup> percentile speed of 53 mph
    - Westbound: 3,326 vehicles per day, 5.8% trucks, 85<sup>th</sup> percentile speed of 53 mph
- Safety evaluations were performed for the study intersection in the form of crash analyses for the past five years. According to the crash history, collisions with an animal or structure were the most common type of crash, accounting for 8 of the 23 (35%) of the total collisions at the intersections in the past five years. No fatalities were reported during this time period.
- Based on census data, GDOT count station data, and the area, an annual growth rate of 1.00% was established for the study.
- The proposed housing development is projected to generate 262 total daily trips (131 entering, 131 exiting).
  - The AM peak hour produces 20 total trips (5 entering, 15 exiting).
  - The PM peak hour produces 25 total trips (16 entering, 9 exiting).
- The TMC data was analyzed and used to determine the percentage of traffic entering and exiting the development.



- Capacity analysis results under existing conditions show that all of the approaches of the intersections operates at LOS 'B' or better during both peak hours.
- Capacity analysis results under projected No-Build conditions show that all of the approaches of the intersections are projected to operate at LOS 'C' or better during both peak hours.
- Capacity analysis results under projected Build conditions show that all of the approaches of the intersections are projected to operate at LOS 'C' or better during both peak hours.
- The westbound right turning volume onto Harvest Church Road from SR 17 generated by the development exceeds 50 vehicles per day and exceeds the threshold for a right turn lane. However, the estimated existing daily volume of this movement also exceeds the threshold for a turn lane. Therefore, a right turn lane will be evaluated as a needed system improvement.

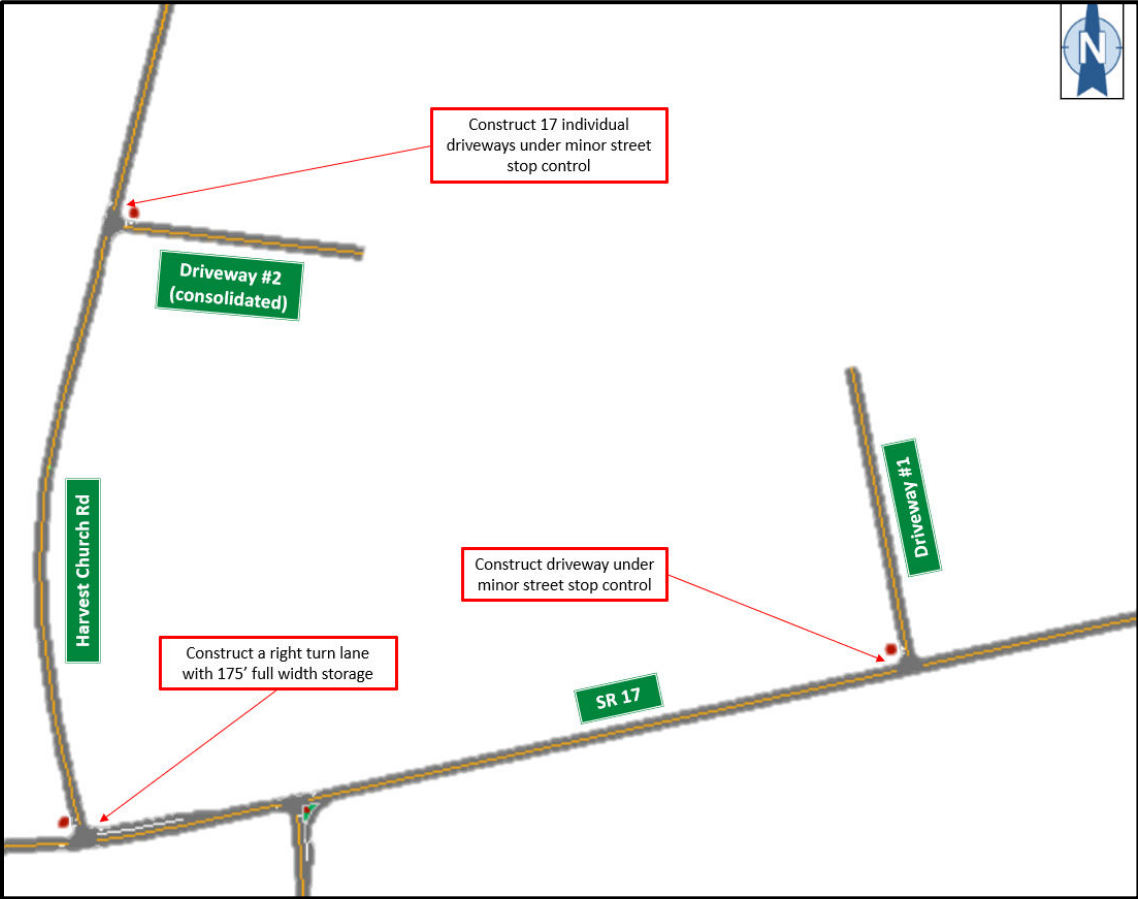
# RECOMMENDATIONS

Based on the findings from the study, the recommendations are as follows:

- Construct Driveway #1 under minor street stop control.
- Construct each driveway of the 17 single family residential homes to operate under minor street stop control with direct access to Harvest Church Road.
- Construct a westbound right turn lane at the intersection of SR 17 and Harvest Church Road with 175 feet full width storage. Based on the existing estimated daily volumes, this improvement is a needed system improvement.

Figure 23 below shows the recommended improvements. The 17 individual driveways are represented as a single consolidated driveway.

FIGURE 23: RECOMMENDATIONS





**PREPARED BY:** \_\_\_\_\_

Date: 5/25/2023

**Chris Stewart, PE**

**RECOMMENDED BY:** \_\_\_\_\_

Date: \_\_\_\_\_

District Traffic Engineer

**RECOMMENDED BY:** \_\_\_\_\_

Date: \_\_\_\_\_

State Traffic Engineer

**APPROVED BY:** \_\_\_\_\_

Date: \_\_\_\_\_

Director of Operations

# APPENDICES

SITE PLAN .....	A
TURNING MOVEMENT DATA .....	B
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# APPENDIX A

## SITE PLAN



**GEORGIA HWY 17 (PN: 040 022)**  
**Level III Soil Survey; Summit Soil Consulting Inc.**  
**HABERSHAM COUNTY**

NRCS SERIES	Depth to ROCK inches	Depth to WATER inches	TRENCH DEPTH inches	ESTIMATED PERC RATE min/in	DOH CODE
Appling	>72	>72	24-42	90	A, Note 12
Bethlehem	48-56	>58	18-30	65	K
Bethlehem-H	32-42	36-40	10-34	75	H
Cecil	>72	>72	24-42	75	A
Cecil Variant	>72	20-40	18-24	90	T, Note 12
Hard Labor	>72	36-40	10-24	90	C
Hard Labor-2	>72	50-60	18-34	90	P
Madison	>72	>72	24-42	55	A
Pacolet	>72	>72	24-42	55	A
Rion	>72	>72	24-42	55	A
Santac	>72	10-20	NA	NA	F
Starr	>72	40-60	NA	NA	D
Udorthent	>72	>72	20-34	65	A, Q

Note: - Hard rock is defined as material impervious by hand auger, soft saprolite excluded  
 - Depth to water is defined as the depth to first indication of seasonal saturation  
 - Denotes zone of slow percolation, not seasonal water table

**SUITABILITY CODES:**

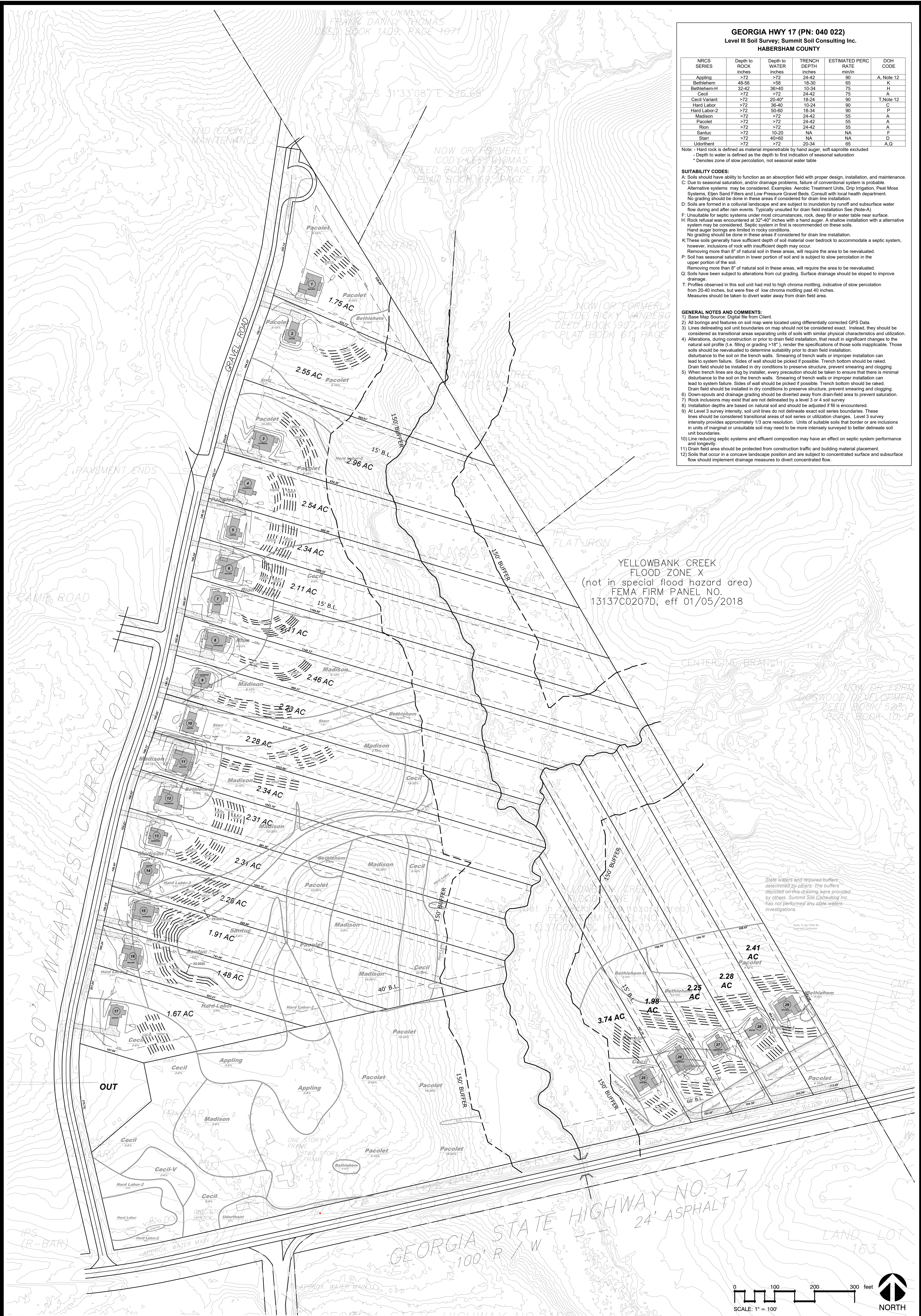
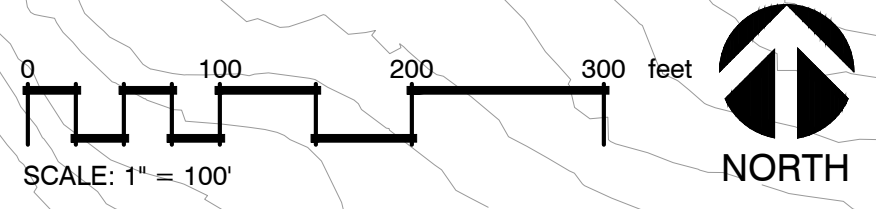
- A: Soils should have ability to function as an absorption field with proper design, installation, and maintenance.
- C: Due to seasonal saturation, and/or drainage problems, failure of conventional system is most probable. Alternative systems may be considered. Examples: Aerobic Treatment Units, Drip Irrigation, Peat Moss Systems, Eject Sand Filters and Low Pressure Gravel Beds. Consult with local health department.
- D: No grading should be done in these areas if considered for drain line installation.
- F: Soils are formed in a colluvial landscape and are subject to inundation by runoff and subsurface water flow during and after rain events. Typically unsuitable for drain field installation (See Note-A)
- H: Unusable for septic systems under most circumstances, rock, deep fill or water table near surface
- K: Rock refusal was encountered within a hard auger, shallow installation with a alternative system may be considered. Septic system in first is recommended on these soils. Hand auger borings are limited in rocky conditions.
- P: No grading should be done in these areas if considered for drain line installation. These soils generally have sufficient depth of soil material over bedrock to accommodate a septic system, however, inclusions of rock with insufficient depth may occur.
- T: Removing more than 8" of natural soil in these areas, will require the area to be reevaluated.
- Q: Soil has seasonal saturation in lower portion of soil and is subject to slow percolation in the upper portion of the soil.
- R: Removing more than 8" of natural soil in these areas, will require the area to be reevaluated.
- S: Soils have been subject to alterations from cut grading. Surface drainage should be sloped to improve drainage.
- U: Profiles observed in this soil unit had mid to high chroma mottling, indicative of slow percolation from 20-40 inches, but were free of low chroma mottling past 40 inches. Measures should be taken to divert water away from drain field areas.

**GENERAL NOTES AND COMMENTS:**

- 1) Base Map Source: Digital file from Client.
- 2) All borings and features on soil map were located using differentially corrected GPS Data.
- 3) Lines delineating soil unit boundaries on map should not be considered exact. Instead, they should be considered as transitional areas separating units of soils with similar physical characteristics and utilization.
- 4) Alterations, during construction or prior to drain field installation, that result in significant changes to the natural soil profile (i.e. filling or grading >18"), render the specifications of those soils inapplicable. Those soils should be reevaluated to determine suitability prior to drain field installation.
- 5) disturbance to the soil on the trench walls. Smearing of trench walls or improper installation can lead to system failure. Sides of wall should be picked if possible. Trench bottom should be raked. Drain field should be installed in dry conditions to preserve structure, prevent smearing and clogging.
- 6) When trench lines are dug by installer, every precaution should be taken to ensure that there is minimal disturbance to the soil on the trench walls. Smearing of trench walls or improper installation can lead to system failure. Sides of wall should be picked if possible. Trench bottom should be raked. Drain field should be installed in dry conditions to preserve structure, prevent smearing and clogging.
- 7) Down-spouts and drainage grading should be diverted away from drain-field area to prevent saturation.
- 8) Rock inclusions may exist that are not delineated by a level 3 or 4 soil survey
- 9) Installation depths are based on natural soil and should be adjusted if fill is encountered.
- 10) At Level 3 survey intensity, soil unit lines do not delineate exact soil series boundaries. These lines should be considered transitional areas of soil series or utilization changes. Level 3 survey intensity provides approximately 1/3 acre resolution. Units of suitable soils that border or are inclusions in units of marginal or unsuitable soil may need to be more intensively surveyed to better delineate soil unit boundaries.
- 11) Line reducing septic systems and effluent composition may have an effect on septic system performance and longevity.
- 12) Drain field area should be protected from construction traffic and building material placement.
- 13) Soils that occur in a concave landscape position and are subject to concentrated surface and subsurface flow should implement drainage measures to divert concentrated flow.

YELLOWBANK CREEK  
 FLOOD ZONE X  
 (not in special flood hazard area)  
 FEMA FIRM PANEL NO.  
 13137C0207D, eff 01/05/2018

State waters and required buffers  
 contained by others. The buffers  
 depicted on this drawing were provided  
 by others. Summit Soil Consulting Inc.  
 has not performed any state waters  
 investigations.



DESIGNED BY: JRM DRAWN BY: JRM CHECKED BY: HRP DATE: 03/14/23	SCALE: JOB NO. SHEET: C1	DATE NO REVISION	PRELIMINARY LAYOUT  SHEET TITLE	 <b>RIDGELINE</b> LAND PLANNING, INC. 196 Belaire Court, Winder, GA 30680 ph: 678-618-2037 holt@ridgelineplanning.com	HARVEST CHURCH RD TAX PARCEL: 040 022 HABERSHAM COUNTY, GEORGIA	SIGNED / SEALED PREPARED FOR A & R HOMES, LLC PO BOX 1109 LULA, GA 30554 706-499-0871 
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# APPENDIX B

## TURNING MOVEMENT DATA





(303) 216-2439  
www.alltrafficdata.net

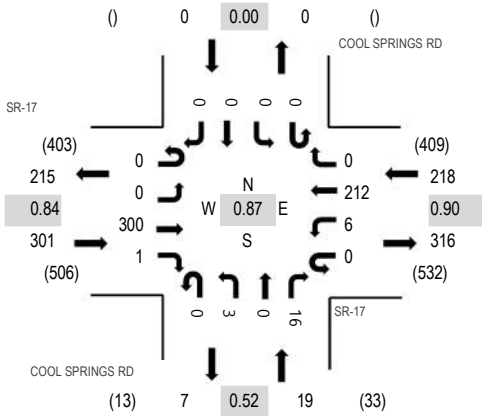
Location: 1 COOL SPRINGS RD & SR-17 AM

Date: Tuesday, May 2, 2023

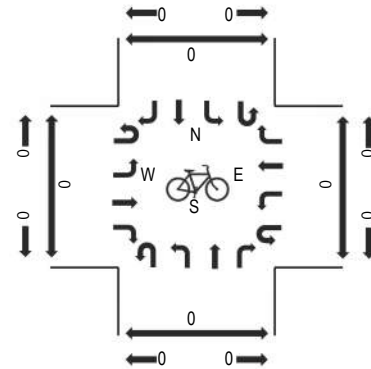
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

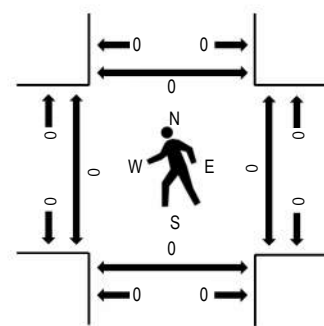
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	SR-17 Eastbound				SR-17 Westbound				COOL SPRINGS RD Northbound				COOL SPRINGS RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	78	0	0	0	28	0	0	0	0	4	0	0	0	0	110	536	0	0	0	0
7:15 AM	0	0	84	0	0	2	36	0	0	1	0	10	0	0	0	0	133	538	0	0	0	0
7:30 AM	0	0	100	0	0	1	49	0	0	1	0	3	0	0	0	0	154	520	0	0	0	0
7:45 AM	0	0	73	0	0	2	60	0	0	1	0	3	0	0	0	0	139	455	0	0	0	0
8:00 AM	0	0	43	1	0	1	67	0	0	0	0	0	0	0	0	0	112	412	0	0	0	0
8:15 AM	0	0	49	0	0	2	62	0	0	0	0	2	0	0	0	0	115		0	0	0	0
8:30 AM	0	0	39	0	0	2	43	0	0	2	0	3	0	0	0	0	89		0	0	0	0
8:45 AM	0	0	38	1	0	1	53	0	0	0	0	3	0	0	0	0	96		0	0	0	0

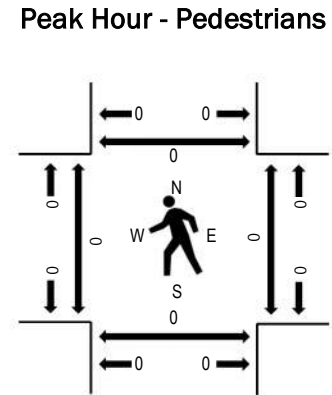
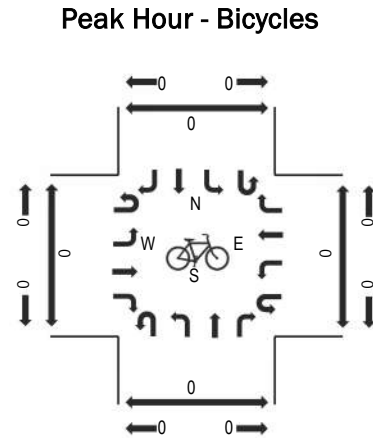
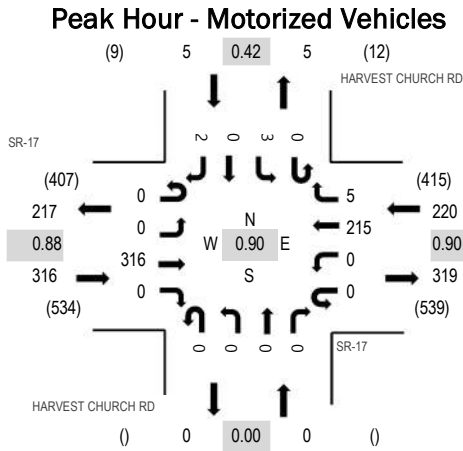
### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4
Lights	0	0	292	1	0	6	198	0	0	3	0	15	0	0	0	0	515
Mediums	0	0	6	0	0	0	12	0	0	0	0	1	0	0	0	0	19
Total	0	0	300	1	0	6	212	0	0	3	0	16	0	0	0	0	538

### Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	2.7%				6.4%				5.3%				0.0%				4.3%
Heavy Vehicle %	0.0%	0.0%	2.7%	0.0%	0.0%	0.0%	6.6%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	4.3%
Peak Hour Factor	0.84				0.90				0.52				0.00				0.87
Peak Hour Factor	0.00	0.00	0.84	0.50	0.00	0.88	0.89	0.00	0.00	0.38	0.00	0.50	0.00	0.00	0.00	0.00	0.87





Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	SR-17 Eastbound				SR-17 Westbound				HARVEST CHURCH RD Northbound				HARVEST CHURCH RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	82	0	0	0	23	2	0	0	0	0	0	0	1	0	109	536	0	0	0	0
7:15 AM	0	0	94	0	0	0	37	1	0	0	0	0	0	0	0	0	133	541	0	0	0	0
7:30 AM	0	0	101	0	0	0	49	0	0	0	0	0	0	0	0	0	150	524	0	0	0	0
7:45 AM	0	0	78	0	0	0	63	2	0	0	0	0	0	0	0	1	144	468	0	0	0	0
8:00 AM	0	0	43	0	0	0	66	2	0	0	0	0	0	3	0	0	114	422	0	0	0	0
8:15 AM	0	0	52	0	0	0	63	1	0	0	0	0	0	0	0	0	116		0	0	0	0
8:30 AM	0	0	44	0	0	0	47	2	0	0	0	0	0	0	0	1	94		0	0	0	0
8:45 AM	0	0	40	0	0	0	55	2	0	0	0	0	0	1	0	0	98		0	0	0	0

### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	4	0	0	0	0	0	0	1	0	0	8
Lights	0	0	308	0	0	0	201	4	0	0	0	0	0	2	0	1	516
Mediums	0	0	5	0	0	0	10	1	0	0	0	0	0	0	0	1	17
Total	0	0	316	0	0	0	215	5	0	0	0	0	0	3	0	2	541

### Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			2.5%	0.0%			6.8%	20.0%			0.0%	0.0%			40.0%	0.0%	4.6%
Peak Hour Factor			0.88	0.00			0.91	0.88			0.00	0.00			0.33	0.75	0.90



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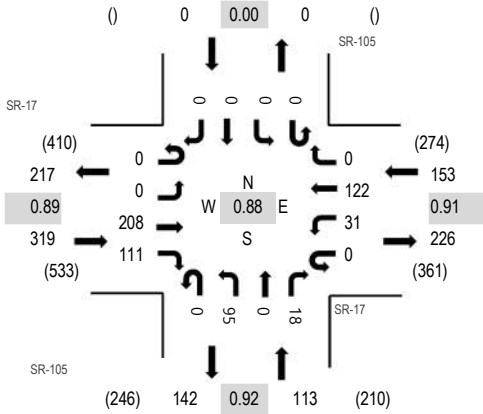
Location: 3 SR-105 & SR-17 AM

Date: Tuesday, May 2, 2023

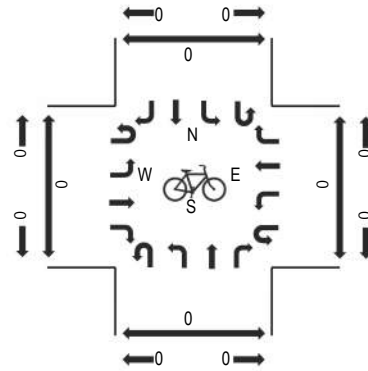
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

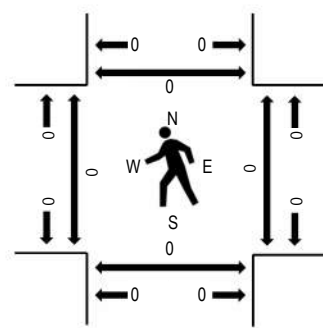
**Peak Hour - Motorized Vehicles**



**Peak Hour - Bicycles**



**Peak Hour - Pedestrians**



Note: Total study counts contained in parentheses.

**Traffic Counts - Motorized Vehicles**

Interval Start Time	SR-17 Eastbound				SR-17 Westbound				SR-105 Northbound				SR-105 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	44	36	0	6	17	0	0	10	0	4	0	0	0	0	117	583	0	0	0	0
7:15 AM	0	0	54	37	0	9	21	0	0	17	0	5	0	0	0	0	143	585	0	0	0	0
7:30 AM	0	0	70	29	0	12	32	0	0	17	0	6	0	0	0	0	166	559	0	0	0	0
7:45 AM	0	0	56	27	0	9	31	0	0	31	0	3	0	0	0	0	157	492	0	0	0	0
8:00 AM	0	0	28	18	0	1	38	0	0	30	0	4	0	0	0	0	119	434	0	0	0	0
8:15 AM	0	0	25	24	0	2	35	0	0	27	0	4	0	0	0	0	117		0	0	0	0
8:30 AM	0	0	27	17	0	1	28	0	0	21	0	5	0	0	0	0	99		0	0	0	0
8:45 AM	0	0	24	17	0	1	31	0	0	24	0	2	0	0	0	0	99		0	0	0	0

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	2	0	0	1	0	0	0	0	0	0	6
Lights	0	0	200	109	0	26	114	0	0	89	0	18	0	0	0	0	556
Mediums	0	0	5	2	0	5	6	0	0	5	0	0	0	0	0	0	23
Total	0	0	208	111	0	31	122	0	0	95	0	18	0	0	0	0	585

**Heavy Vehicle Percentage and Peak Hour Factor**

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %																	5.0%
Heavy Vehicle %	0.0%	0.0%	3.8%	1.8%	0.0%	16.1%	6.6%	0.0%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%
Peak Hour Factor																	0.88
Peak Hour Factor	0.00	0.00	0.80	0.87	0.00	0.75	0.89	0.00	0.00	0.88	0.00	0.75	0.00	0.00	0.00	0.00	0.88



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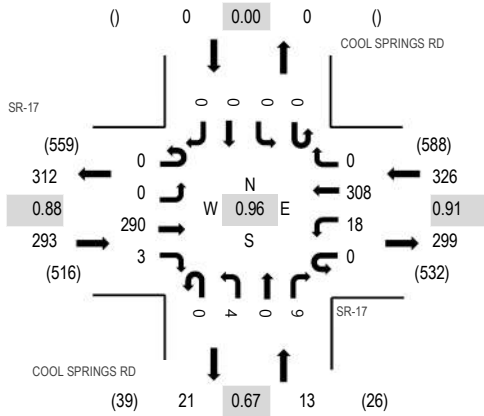
Location: 1 COOL SPRINGS RD & SR-17 PM

Date: Tuesday, May 2, 2023

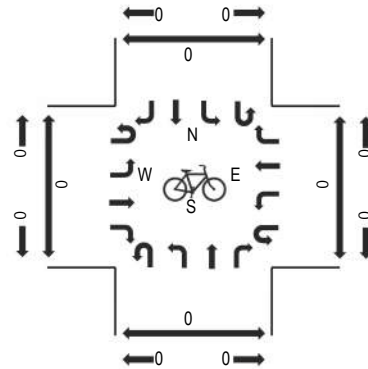
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

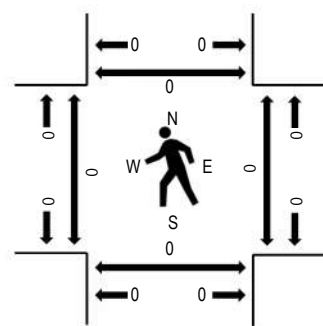
**Peak Hour - Motorized Vehicles**



**Peak Hour - Bicycles**



**Peak Hour - Pedestrians**



Note: Total study counts contained in parentheses.

**Traffic Counts - Motorized Vehicles**

Interval Start Time	SR-17 Eastbound				SR-17 Westbound				COOL SPRINGS RD Northbound				COOL SPRINGS RD Southbound				Total	Rolling Hour	Pedestrian Crossings							
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North				
4:30 PM	0	0	72	0	0	8	82	0	0	0	0	0	1	0	0	0	0	0	0	0	163	632	0	0	0	0
4:45 PM	0	0	64	2	0	3	73	0	0	0	2	0	4	0	0	0	0	0	0	0	148	632	0	0	0	0
5:00 PM	0	0	84	0	0	4	74	0	0	0	0	0	3	0	0	0	0	0	0	0	165	605	0	0	0	0
5:15 PM	0	0	70	1	0	3	79	0	0	0	2	0	1	0	0	0	0	0	0	0	156	545	0	0	0	0
5:30 PM	0	0	73	1	0	8	77	0	0	0	0	0	4	0	0	0	0	0	0	0	163	498	0	0	0	0
5:45 PM	0	0	38	2	0	2	78	0	0	0	0	0	1	0	0	0	0	0	0	0	121		0	0	0	0
6:00 PM	0	0	53	0	0	1	47	0	0	0	0	0	4	0	0	0	0	0	0	0	105		0	0	0	0
6:15 PM	0	0	56	0	0	4	45	0	0	0	0	0	4	0	0	0	0	0	0	0	109		0	0	0	0

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	0	0	275	3	0	18	304	0	0	4	0	8	0	0	0	0	612
Mediums	0	0	13	0	0	0	3	0	0	0	0	1	0	0	0	0	17
Total	0	0	290	3	0	18	308	0	0	4	0	9	0	0	0	0	632

**Heavy Vehicle Percentage and Peak Hour Factor**

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %																	3.2%
Heavy Vehicle %	0.0%	0.0%	5.2%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	3.2%
Peak Hour Factor																	0.96
Peak Hour Factor	0.00	0.00	0.87	0.50	0.00	0.56	0.94	0.00	0.00	0.50	0.00	0.81	0.00	0.00	0.00	0.00	0.96



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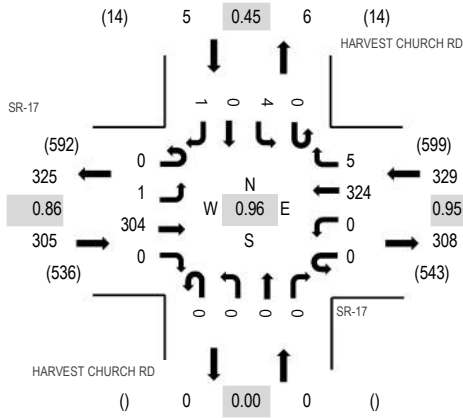
Location: 2 HARVEST CHURCH RD & SR-17 PM

Date: Tuesday, May 2, 2023

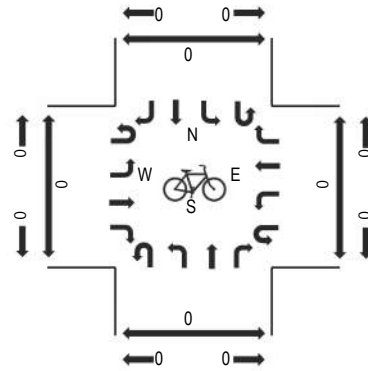
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

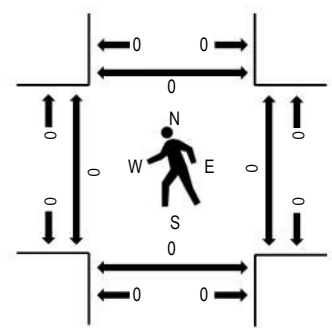
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	SR-17 Eastbound				SR-17 Westbound				HARVEST CHURCH RD Northbound				HARVEST CHURCH RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:30 PM	0	0	76	0	0	0	87	0	0	0	0	0	0	0	2			0	165	639	0
4:45 PM	0	1	67	0	0	0	80	0	0	0	0	0	0	1	0	0	149	637	0	0	0	0
5:00 PM	0	0	89	0	0	0	74	2	0	0	0	0	0	1	0	0	166	611	0	0	0	0
5:15 PM	0	0	72	0	0	0	83	3	0	0	0	0	0	0	0	1	159	558	0	0	0	0
5:30 PM	0	1	74	0	0	0	82	1	0	0	0	0	0	4	0	1	163	510	0	0	0	0
5:45 PM	0	1	39	0	0	0	82	1	0	0	0	0	0	0	0	0	123		0	0	0	0
6:00 PM	0	1	58	0	0	0	49	2	0	0	0	0	0	2	0	1	113		0	0	0	0
6:15 PM	0	0	57	0	0	0	52	1	0	0	0	0	0	1	0	0	111		0	0	0	0

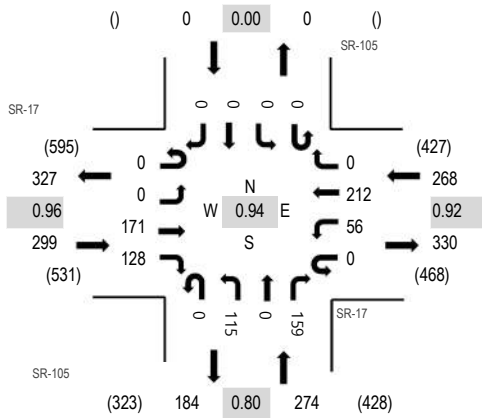
### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4
Lights	0	1	287	0	0	0	320	5	0	0	0	0	0	4	0	1	618
Mediums	0	0	14	0	0	0	3	0	0	0	0	0	0	0	0	0	17
Total	0	1	304	0	0	0	324	5	0	0	0	0	0	4	0	1	639

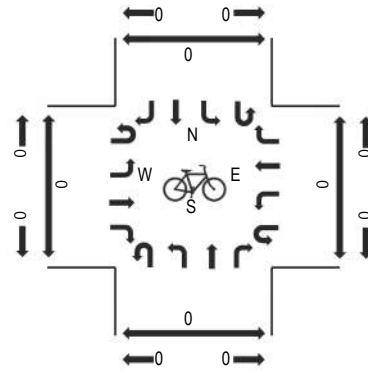
### Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			5.6%	0.0%			1.2%	0.0%			0.0%	0.0%			0.0%	0.0%	3.3%
Peak Hour Factor		0.86				0.95				0.00				0.45			0.96
Peak Hour Factor	0.00	0.75	0.85	0.00	0.00	0.00	0.93	0.58	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.75	0.96

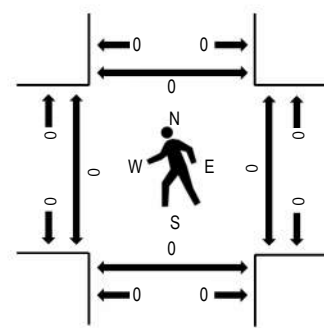
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	SR-17 Eastbound				SR-17 Westbound				SR-105 Northbound				SR-105 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:30 PM	0	0	41	36	0	13	51	0	0	35	0	48	0	0	0	0	224	841	0	0	0	0
4:45 PM	0	0	41	26	0	8	51	0	0	29	0	57	0	0	0	0	212	783	0	0	0	0
5:00 PM	0	0	40	38	0	22	51	0	0	26	0	43	0	0	0	0	220	709	0	0	0	0
5:15 PM	0	0	49	28	0	13	59	0	0	25	0	11	0	0	0	0	185	611	0	0	0	0
5:30 PM	0	0	38	30	0	9	45	0	0	37	0	7	0	0	0	0	166	545	0	0	0	0
5:45 PM	0	0	25	23	0	4	37	0	0	44	0	5	0	0	0	0	138		0	0	0	0
6:00 PM	0	0	22	35	0	8	27	0	0	24	0	6	0	0	0	0	122		0	0	0	0
6:15 PM	0	0	32	27	0	3	26	0	0	28	0	3	0	0	0	0	119		0	0	0	0

### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	0	1	0	0	0	0	2	0	0	0	0	5
Lights	0	0	164	119	0	56	209	0	0	113	0	151	0	0	0	0	812
Mediums	0	0	7	7	0	0	2	0	0	2	0	6	0	0	0	0	24
Total	0	0	171	128	0	56	212	0	0	115	0	159	0	0	0	0	841

### Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		5.4%				1.1%				3.6%				0.0%			3.4%
Heavy Vehicle %	0.0%	0.0%	4.1%	7.0%	0.0%	0.0%	1.4%	0.0%	0.0%	1.7%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	3.4%
Peak Hour Factor		0.96				0.92				0.80				0.00			0.94
Peak Hour Factor	0.00	0.00	0.87	0.84	0.00	0.64	0.90	0.00	0.00	0.76	0.00	0.70	0.00	0.00	0.00	0.00	0.94

# APPENDIX C

ATR DATA



# All Traffic Data Services

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Site Code: 1  
Station ID: 1  
SR-17 WEST OF COOL SPRINGS RD

Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/02/23	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	4	0	0	1	0	0	0	0	0	0	0	0	5
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:30	0	4	1	0	0	0	0	0	1	0	0	0	0	6
04:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	0	10	5	0	1	0	0	0	1	0	0	0	0	17
05:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
05:15	0	12	4	0	0	1	0	0	0	0	0	0	0	17
05:30	0	11	3	0	0	0	0	0	0	0	0	0	0	14
05:45	0	7	3	0	1	0	0	0	0	0	0	0	0	11
	0	39	13	0	1	1	0	0	0	0	0	0	0	54
06:00	0	21	4	2	2	0	0	0	0	0	0	0	0	29
06:15	0	24	10	0	3	0	0	0	0	0	0	0	0	37
06:30	0	22	10	1	1	0	0	0	0	0	0	0	0	34
06:45	0	39	15	0	3	0	0	0	1	0	0	0	0	58
	0	106	39	3	9	0	0	0	1	0	0	0	0	158
07:00	1	54	22	0	1	0	0	0	0	0	0	0	0	78
07:15	0	60	20	0	4	0	0	1	0	0	0	0	0	85
07:30	3	76	16	1	3	0	0	0	0	0	0	0	0	99
07:45	2	57	10	0	2	0	0	1	0	0	0	0	0	72
	6	247	68	1	10	0	0	2	0	0	0	0	0	334
08:00	0	26	17	0	2	0	0	0	1	0	0	0	0	46
08:15	0	34	11	0	3	0	0	1	1	0	0	0	0	50
08:30	0	30	4	0	4	0	0	0	0	0	0	0	0	38
08:45	0	24	8	1	4	1	0	0	0	0	0	0	0	38
	0	114	40	1	13	1	0	1	2	0	0	0	0	172
09:00	0	37	10	0	3	1	0	0	0	0	0	0	0	51
09:15	0	32	12	0	3	0	0	0	1	0	0	0	0	48
09:30	0	48	14	0	1	0	0	1	1	0	0	0	0	65
09:45	1	45	18	0	2	0	0	0	0	0	0	0	0	66
	1	162	54	0	9	1	0	1	2	0	0	0	0	230
10:00	0	36	13	0	0	2	0	1	2	0	0	0	0	54
10:15	0	42	10	0	2	0	0	0	1	0	0	0	0	55
10:30	0	42	7	0	1	0	0	2	0	0	0	0	0	52
10:45	0	35	12	0	1	1	0	0	0	0	0	0	0	49
	0	155	42	0	4	3	0	3	3	0	0	0	0	210
11:00	0	30	7	1	3	1	0	2	0	0	0	0	0	44
11:15	0	39	18	0	5	2	0	1	0	0	0	0	0	65
11:30	0	45	12	0	1	0	0	1	2	0	0	0	0	61
11:45	0	48	10	1	1	0	0	0	0	0	0	0	0	60
	0	162	47	2	10	3	0	4	2	0	0	0	0	230
Total	7	1012	308	7	58	9	0	11	11	0	0	0	0	1423
Percent	0.5%	71.1%	21.6%	0.5%	4.1%	0.6%	0.0%	0.8%	0.8%	0.0%	0.0%	0.0%	0.0%	

# All Traffic Data Services

[www.alltrafficdata.net](http://www.alltrafficdata.net)

Site Code: 1  
Station ID: 1  
SR-17 WEST OF COOL SPRINGS RD

Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	40	14	0	0	3	0	0	0	0	0	0	0	57
12:15	0	33	6	0	1	0	0	0	0	0	0	0	0	40
12:30	1	46	17	0	1	1	0	1	1	0	0	0	0	68
12:45	0	39	10	0	0	1	0	0	0	0	0	0	0	50
13:00	1	158	47	0	2	5	0	1	1	0	0	0	0	215
13:15	1	36	13	0	4	2	0	1	1	0	0	0	0	58
13:30	0	47	17	1	0	0	0	1	1	0	0	0	0	67
13:30	0	42	17	0	3	0	0	0	1	0	0	0	0	63
13:45	0	52	17	3	0	0	0	0	0	0	0	0	0	72
14:00	1	177	64	4	7	2	0	2	3	0	0	0	0	260
14:00	0	47	16	0	3	1	0	1	0	0	0	0	0	68
14:15	0	40	14	1	0	0	0	2	0	0	0	0	0	57
14:30	0	35	25	0	5	0	0	2	0	0	0	0	0	67
14:45	0	36	13	0	6	2	0	0	0	0	0	0	0	57
15:00	0	158	68	1	14	3	0	5	0	0	0	0	0	249
15:00	1	31	13	0	2	0	0	0	0	0	0	0	0	47
15:15	0	49	19	0	1	0	0	4	0	0	0	0	0	73
15:30	0	35	15	0	2	0	0	1	0	0	0	0	0	53
15:45	0	44	20	1	1	0	0	0	0	0	0	0	0	66
16:00	1	159	67	1	6	0	0	5	0	0	0	0	0	239
16:00	1	32	19	1	1	0	0	0	0	0	0	0	0	54
16:15	0	56	18	1	2	1	0	1	1	0	0	0	0	80
16:30	1	48	18	2	5	2	0	1	0	0	0	0	0	77
16:45	0	45	14	0	6	1	0	2	0	0	0	0	0	68
17:00	2	181	69	4	14	4	0	4	1	0	0	0	0	279
17:00	1	54	23	0	4	1	0	1	0	0	0	0	0	84
17:15	1	48	17	0	4	0	0	1	0	0	0	0	0	71
17:30	0	45	19	0	8	1	0	1	0	0	0	0	0	74
17:45	0	29	6	0	4	0	0	0	0	0	0	0	0	39
18:00	2	176	65	0	20	2	0	3	0	0	0	0	0	268
18:00	0	40	13	0	1	0	0	0	1	0	0	0	0	55
18:15	0	33	17	0	3	0	0	0	0	0	0	0	0	53
18:30	0	46	10	0	1	0	0	0	0	0	0	0	0	57
18:45	0	25	17	0	1	0	0	0	0	0	0	0	0	43
19:00	0	144	57	0	6	0	0	0	1	0	0	0	0	208
19:00	1	27	13	0	1	0	0	0	0	0	0	0	0	42
19:15	0	16	5	0	1	0	0	0	0	0	0	0	0	22
19:30	0	17	10	0	1	0	0	0	0	0	0	0	0	28
19:45	0	19	7	0	0	0	0	0	0	0	0	0	0	26
20:00	1	79	35	0	3	0	0	0	0	0	0	0	0	118
20:00	0	14	3	0	1	0	0	0	1	0	0	0	0	19
20:15	0	20	4	0	2	0	0	2	0	0	0	0	0	28
20:30	0	12	6	0	3	0	0	0	0	0	0	0	0	21
20:45	0	9	6	0	2	0	0	1	0	0	0	0	0	18
21:00	0	55	19	0	8	0	0	3	1	0	0	0	0	86
21:00	0	19	5	0	0	0	0	0	0	0	0	0	0	24
21:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
21:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
21:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
22:00	0	38	9	0	0	0	0	0	0	0	0	0	0	47
22:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
22:15	0	5	3	0	0	0	0	0	0	0	0	0	0	8
22:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
22:45	0	5	1	0	1	0	0	0	0	0	0	0	0	7
23:00	0	19	7	0	2	0	0	0	0	0	0	0	0	28
23:00	0	5	2	0	0	0	0	0	1	0	0	0	0	8
23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	8	1359	511	10	82	16	0	23	8	0	0	0	0	2017
Percent	0.4%	67.4%	25.3%	0.5%	4.1%	0.8%	0.0%	1.1%	0.4%	0.0%	0.0%	0.0%	0.0%	
Grand Total	15	2371	819	17	140	25	0	34	19	0	0	0	0	3440
Percent	0.4%	68.9%	23.8%	0.5%	4.1%	0.7%	0.0%	1.0%	0.6%	0.0%	0.0%	0.0%	0.0%	



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Site Code: 1  
Station ID: 1  
SR-17 WEST OF COOL SPRINGS RD

Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/02/23	0	2	1	0	0	0	0	0	0	0	0	0	0	3
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	6	1	0	0	0	0	0	0	0	0	0	0	7
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	0	1	2	0	1	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	2	0	0	0	0	0	1	0	0	0	0	6
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	2	1	0	1	0	0	0	0	0	0	0	0	4
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	4	2	0	1	0	0	0	0	0	0	0	0	7
05:00	0	3	1	0	0	0	0	0	1	0	0	0	0	5
05:15	0	2	1	0	1	0	0	0	0	0	0	0	0	4
05:30	0	2	3	0	1	0	0	0	0	0	0	0	0	6
05:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	0	12	7	0	2	0	0	0	1	0	0	0	0	22
06:00	0	3	2	0	2	1	0	0	0	0	0	0	0	8
06:15	0	17	3	0	2	0	0	0	0	0	0	0	0	22
06:30	0	17	6	0	0	0	0	0	1	0	0	0	0	24
06:45	0	18	10	0	0	0	0	1	0	0	0	0	0	29
	0	55	21	0	4	1	0	1	1	0	0	0	0	83
07:00	0	15	6	0	2	0	0	0	1	0	0	0	0	24
07:15	0	15	16	0	1	1	0	0	1	0	0	0	0	34
07:30	1	32	8	0	4	1	0	3	0	0	0	0	0	49
07:45	0	43	18	0	2	0	0	0	0	0	0	0	0	63
	1	105	48	0	9	2	0	3	2	0	0	0	0	170
08:00	0	41	15	1	3	2	0	3	0	0	0	0	0	65
08:15	0	34	16	0	5	1	0	2	1	0	0	0	0	59
08:30	1	33	9	0	4	1	0	1	0	0	0	0	0	49
08:45	1	34	20	0	0	0	0	0	1	0	0	0	0	56
	2	142	60	1	12	4	0	6	2	0	0	0	0	229
09:00	0	36	9	0	1	0	0	0	0	0	0	0	0	46
09:15	0	33	13	0	3	0	0	3	0	0	0	0	0	52
09:30	0	25	11	0	4	1	0	0	1	0	0	0	0	42
09:45	0	41	15	0	1	1	0	1	0	0	0	0	0	59
	0	135	48	0	9	2	0	4	1	0	0	0	0	199
10:00	0	35	12	0	2	0	0	0	0	0	0	0	0	49
10:15	0	30	8	0	0	0	0	0	0	0	0	0	0	38
10:30	0	31	8	0	1	0	0	1	1	0	0	0	0	42
10:45	0	33	16	0	2	2	0	0	1	0	0	0	0	54
	0	129	44	0	5	2	0	1	2	0	0	0	0	183
11:00	0	36	14	0	2	1	0	0	0	0	0	0	0	53
11:15	1	37	11	1	1	1	0	1	0	0	0	0	1	54
11:30	0	31	13	0	1	1	0	0	0	0	0	0	0	46
11:45	1	34	10	0	2	2	0	0	0	0	0	0	0	49
	2	138	48	1	6	5	0	1	0	0	0	0	0	202
Total	5	734	283	2	49	16	0	16	10	0	0	0	1	1116
Percent	0.4%	65.8%	25.4%	0.2%	4.4%	1.4%	0.0%	1.4%	0.9%	0.0%	0.0%	0.0%	0.1%	

# All Traffic Data Services

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Site Code: 1  
Station ID: 1  
SR-17 WEST OF COOL SPRINGS RD

Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	50	8	0	1	2	0	2	3	0	0	0	0	66
12:15	0	44	17	1	2	0	0	0	0	0	0	0	0	64
12:30	1	40	13	0	4	1	0	0	0	0	0	0	0	59
12:45	0	45	12	0	0	0	0	0	0	0	0	0	0	57
	1	179	50	1	7	3	0	2	3	0	0	0	0	246
13:00	0	45	16	0	2	0	0	1	1	0	0	0	0	65
13:15	1	32	15	0	1	1	0	0	0	0	0	0	0	50
13:30	1	30	10	0	1	0	0	0	0	0	0	0	0	42
13:45	0	39	15	0	1	0	0	0	0	0	0	0	0	55
	2	146	56	0	5	1	0	1	1	0	0	0	0	212
14:00	0	45	11	0	3	1	0	0	0	0	0	0	0	60
14:15	0	56	15	0	4	0	0	4	0	0	0	0	0	79
14:30	0	53	17	0	1	1	0	0	0	0	0	0	0	72
14:45	0	50	16	0	0	1	0	0	0	0	0	0	0	67
	0	204	59	0	8	3	0	4	0	0	0	0	0	278
15:00	0	55	14	1	1	0	0	1	0	0	0	0	0	72
15:15	0	51	12	0	3	1	0	1	1	0	0	0	0	69
15:30	0	54	10	0	2	1	0	0	0	0	0	0	0	67
15:45	0	63	19	0	5	1	0	1	0	0	0	0	0	89
	0	223	55	1	11	3	0	3	1	0	0	0	0	297
16:00	0	68	15	0	4	1	0	0	0	0	0	0	0	88
16:15	0	61	10	0	2	0	0	0	0	0	0	0	0	73
16:30	0	54	19	0	1	1	0	1	0	0	0	0	0	76
16:45	0	55	20	0	4	0	0	0	1	0	0	0	0	80
	0	238	64	0	11	2	0	1	1	0	0	0	0	317
17:00	0	57	17	0	1	1	0	0	0	0	0	0	0	76
17:15	0	63	14	0	2	0	0	1	0	0	0	0	0	80
17:30	0	52	21	0	1	0	0	0	0	0	0	0	0	74
17:45	0	67	13	0	1	0	0	0	1	0	0	0	0	82
	0	239	65	0	5	1	0	1	1	0	0	0	0	312
18:00	0	41	7	0	0	0	0	0	0	0	0	0	0	48
18:15	0	40	8	0	1	0	0	0	0	0	0	0	0	49
18:30	0	36	11	0	0	0	0	1	0	0	0	0	0	48
18:45	0	27	7	0	2	0	0	0	0	0	0	0	0	36
	0	144	33	0	3	0	0	1	0	0	0	0	0	181
19:00	1	28	8	0	0	0	0	0	0	0	0	0	0	37
19:15	1	18	6	0	2	0	0	0	0	0	0	0	0	27
19:30	0	22	6	0	2	0	0	0	0	0	0	0	0	30
19:45	0	25	6	0	2	0	0	0	0	0	0	0	0	33
	2	93	26	0	6	0	0	0	0	0	0	0	0	127
20:00	1	26	5	0	1	0	0	0	0	0	0	0	0	33
20:15	0	22	1	0	0	0	0	0	0	0	0	0	0	23
20:30	0	21	9	0	1	0	0	0	0	0	0	0	0	31
20:45	0	32	6	0	1	0	0	0	0	0	0	0	0	39
	1	101	21	0	3	0	0	0	0	0	0	0	0	126
21:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
21:15	0	10	2	0	0	0	0	0	0	0	0	0	0	12
21:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11
21:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	0	43	8	0	0	0	0	0	0	0	0	0	0	51
22:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
22:15	0	9	1	0	1	0	0	0	0	0	0	0	0	11
22:30	0	10	2	0	1	0	0	0	0	0	0	0	0	13
22:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	0	35	4	0	2	0	0	0	0	0	0	0	0	41
23:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
23:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	0	16	6	0	0	0	0	0	0	0	0	0	0	22
Total	6	1661	447	2	61	13	0	13	7	0	0	0	0	2210
Percent	0.3%	75.2%	20.2%	0.1%	2.8%	0.6%	0.0%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	
Grand Total	11	2395	730	4	110	29	0	29	17	0	0	0	1	3326
Percent	0.3%	72.0%	21.9%	0.1%	3.3%	0.9%	0.0%	0.9%	0.5%	0.0%	0.0%	0.0%	0.0%	

# All Traffic Data Services

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Site Code: 1  
Station ID: 1  
SR-17 WEST OF COOL SPRINGS RD

Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

**EB**

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
05/02/23	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
01:00	0	0	0	0	0	0	0	2	2	1	0	0	0	0	5
01:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:30	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
01:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
02:00	0	0	0	0	0	1	1	2	1	1	0	0	0	0	6
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
03:00	0	0	0	0	0	1	0	1	0	0	1	0	0	0	3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4
04:15	0	0	0	0	0	0	0	1	4	0	0	0	0	0	5
04:30	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
04:45	0	0	0	0	0	1	0	1	1	1	0	0	0	0	6
05:00	0	0	0	0	1	2	0	6	7	1	0	0	0	0	17
05:15	0	0	0	0	0	0	1	7	4	0	0	0	0	0	12
05:30	0	0	0	0	1	0	0	4	8	1	0	0	0	0	17
05:45	0	0	0	0	0	0	0	2	7	1	1	0	0	0	14
06:00	0	0	0	0	1	1	5	18	25	3	1	0	0	0	11
06:15	0	0	0	1	0	0	6	4	12	6	0	0	0	0	54
06:30	0	0	0	0	0	0	7	13	14	3	0	0	0	0	29
06:45	1	0	0	0	0	1	9	24	18	5	0	0	0	0	37
07:00	1	0	0	1	8	3	25	51	53	16	0	0	0	0	34
07:15	0	0	0	0	0	2	10	34	28	4	0	0	0	0	58
07:30	0	0	0	0	0	2	15	31	32	4	0	0	1	0	85
07:45	2	0	0	0	0	5	25	38	27	2	0	1	0	0	100
08:00	2	0	1	0	4	2	13	23	21	6	0	0	0	0	72
08:15	4	0	1	0	4	11	63	126	108	16	0	1	1	0	335
08:30	1	0	0	0	2	0	7	16	18	2	0	0	0	0	46
08:45	0	0	0	0	0	0	8	20	17	3	2	0	0	0	50
09:00	0	0	0	0	0	0	7	18	10	3	0	0	0	0	38
09:15	1	0	0	0	0	2	3	24	6	2	0	0	0	0	38
09:30	2	0	0	0	2	2	25	78	51	10	2	0	0	0	172
09:45	2	0	0	0	0	0	5	32	10	3	0	0	0	0	52
10:00	0	0	0	0	0	7	14	14	11	2	0	0	0	0	48
10:15	0	0	0	0	0	6	15	30	14	0	0	0	0	0	65
10:30	0	0	0	0	0	7	12	24	18	3	2	0	0	0	66
10:45	2	0	0	0	0	20	46	100	53	8	2	0	0	0	231
11:00	0	0	0	0	0	2	5	28	16	3	0	0	0	0	54
11:15	1	0	0	0	1	0	5	37	11	0	0	0	0	0	55
11:30	2	0	0	0	0	2	8	16	20	5	0	0	0	0	53
11:45	0	0	0	0	0	4	11	20	12	2	0	0	0	0	49
12:00	3	0	0	0	1	8	29	101	59	10	0	0	0	0	211
12:15	3	0	0	0	2	0	13	16	10	0	0	0	0	0	44
12:30	2	0	0	0	4	7	12	27	14	0	0	0	0	0	66
12:45	1	0	0	0	1	9	7	22	18	3	0	0	0	0	61
13:00	0	0	0	0	0	1	24	24	9	2	0	0	0	0	60
Total	6	0	0	0	7	17	56	89	51	5	0	0	0	0	231
Total	18	0	1	1	24	66	251	575	412	71	6	1	1	0	1427

# All Traffic Data Services

[www.alltrafficdata.net](http://www.alltrafficdata.net)

Site Code: 1  
Station ID: 1  
SR-17 WEST OF COOL SPRINGS RD

Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

EB

Start Time	15	16:20	21:25	26:30	31:35	36:40	41:45	46:50	51:55	56:60	61:65	66:70	71:75	76:999	Total
12 PM	0	0	0	0	0	4	9	27	12	3	2	0	0	0	57
12:15	1	0	0	0	0	2	9	15	10	3	0	0	0	0	40
12:30	5	0	0	0	2	3	11	30	15	2	0	0	0	0	68
12:45	1	0	0	0	2	3	5	14	23	2	0	0	0	0	50
13:00	7	0	0	0	4	12	34	86	60	10	2	0	0	0	215
13:15	0	0	0	0	0	2	11	22	18	5	0	0	0	0	58
13:30	1	0	0	0	1	1	12	26	22	3	1	0	0	0	67
13:45	1	0	0	0	0	0	11	28	16	7	0	0	0	0	63
14:00	3	0	0	0	1	5	43	112	74	21	1	0	0	0	260
14:15	1	0	0	0	0	2	8	33	17	6	1	0	0	0	68
14:30	1	0	0	0	0	1	9	21	20	4	1	0	0	0	57
14:45	3	0	0	0	0	1	17	25	18	4	1	0	0	0	67
15:00	6	0	0	0	1	6	6	18	15	7	1	0	0	0	57
15:15	3	0	0	0	0	10	40	97	70	21	4	0	0	0	249
15:30	0	0	0	0	0	1	9	22	10	1	1	0	0	0	47
15:45	2	0	0	0	0	6	16	24	25	1	0	0	0	0	74
16:00	0	0	0	0	4	3	10	20	13	2	1	0	0	0	53
16:15	5	0	0	0	0	0	12	25	21	3	0	0	0	1	67
16:30	10	0	0	0	4	10	47	91	69	7	2	0	0	1	241
16:45	3	0	0	0	0	3	11	22	11	3	1	0	0	0	54
17:00	2	0	0	0	0	0	16	40	19	4	0	0	0	0	81
17:15	3	0	0	1	6	3	20	28	14	2	0	0	0	0	77
17:30	2	0	0	0	2	4	9	27	21	4	0	0	0	0	69
17:45	10	0	0	1	8	10	56	117	65	13	1	0	0	0	281
18:00	0	0	0	0	1	0	28	31	16	7	1	0	0	0	84
18:15	1	0	0	0	1	3	15	24	20	6	0	0	0	1	71
18:30	1	0	0	0	0	6	8	29	23	6	1	0	0	0	74
18:45	0	0	0	0	0	1	10	12	10	4	2	0	0	0	39
19:00	2	0	0	0	2	10	61	96	69	23	4	0	0	1	268
19:15	1	0	0	0	0	0	4	28	18	4	0	0	0	0	55
19:30	0	0	0	0	0	2	6	17	22	5	1	0	0	0	53
19:45	0	0	0	0	0	2	8	17	24	5	1	0	0	0	57
20:00	1	0	0	0	0	2	16	13	9	1	1	0	0	0	43
20:15	2	0	0	0	0	6	34	75	73	15	3	0	0	0	208
20:30	0	0	0	0	0	0	2	12	21	6	1	0	0	0	42
20:45	0	0	0	0	0	1	0	4	14	2	1	0	0	0	22
21:00	0	0	0	0	0	2	7	14	4	1	0	0	0	0	28
21:15	1	0	0	0	0	0	4	11	6	4	0	0	0	0	26
21:30	0	0	0	0	0	3	13	41	45	13	2	0	0	0	118
21:45	0	0	0	0	0	0	3	5	8	1	1	1	0	0	19
22:00	0	0	0	0	1	7	9	6	3	2	0	0	0	0	28
22:15	0	0	0	0	0	3	1	7	8	2	0	0	0	0	21
22:30	0	0	0	0	1	2	3	6	6	0	0	0	0	0	18
22:45	0	0	0	0	2	12	16	24	25	5	1	1	0	0	86
23:00	0	0	0	0	0	0	5	9	9	1	0	0	0	0	24
23:15	0	0	0	0	0	0	1	4	5	1	0	0	0	0	11
23:30	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5
23:45	0	0	0	0	0	0	0	5	1	1	0	0	0	0	7
Total	41	0	0	1	22	82	370	773	575	133	20	1	1	2	2021
Grand Total	59	0	1	2	46	148	621	1348	987	204	26	2	2	2	3448

15th Percentile : 42 MPH  
 50th Percentile : 48 MPH  
 85th Percentile : 53 MPH  
 95th Percentile : 56 MPH

Stats Mean Speed(Average) : 48 MPH  
 10 MPH Pace Speed : 46-55 MPH  
 Number in Pace : 2335

Percent in Pace :	67.7%
Number of Vehicles > 55 MPH :	236
Percent of Vehicles > 55 MPH :	6.8%

# All Traffic Data Services

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Site Code: 1  
Station ID: 1  
SR-17 WEST OF COOL SPRINGS RD

Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

WB	Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
	05/02/23	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
	00:15	0	0	0	0	1	0	0	1	1	0	0	0	0	0	3
	00:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	1	0	0	2	4	0	0	0	0	0	7
	01:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
	01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:45	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
	02:00	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
	03:00	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4
	03:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	03:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
	03:45	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
	04:00	0	0	0	0	0	0	0	1	2	3	0	0	0	0	6
	04:15	0	0	0	1	0	0	0	2	1	0	0	0	0	0	4
	04:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
	04:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
	05:00	0	0	0	1	0	0	0	4	1	1	0	0	0	0	7
	05:15	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
	05:30	0	0	0	0	0	1	1	3	1	0	0	0	0	0	6
	05:45	0	0	0	0	0	0	1	2	2	1	0	1	0	0	7
	06:00	0	0	0	0	0	1	2	10	5	2	1	1	0	0	22
	06:15	0	0	0	0	0	0	2	2	2	2	0	0	0	0	8
	06:30	0	0	0	0	0	0	2	13	5	2	0	0	0	0	22
	06:45	0	0	0	0	0	0	3	10	10	1	0	0	0	0	24
	07:00	1	0	0	0	0	0	2	9	16	1	0	0	0	0	29
	07:15	2	0	0	0	0	5	5	34	33	6	0	0	0	0	83
	07:30	0	0	0	0	0	0	10	5	5	2	1	0	0	0	25
	07:45	4	0	0	0	0	1	5	16	6	1	1	0	0	0	34
	08:00	1	0	0	0	0	2	6	21	15	3	0	0	0	0	49
	08:15	7	0	0	0	0	8	26	19	6	1	0	0	0	0	63
	08:30	1	0	0	0	0	0	10	70	45	12	3	0	0	0	171
	08:45	1	0	0	0	0	2	9	27	22	4	1	0	0	0	65
	09:00	3	0	0	0	0	7	30	25	21	1	0	0	0	0	59
	09:15	2	0	0	0	0	0	6	23	17	2	0	0	0	0	49
	09:30	1	0	0	0	0	3	6	16	26	4	0	0	0	0	56
	09:45	3	0	0	0	0	7	30	9	11	1	0	0	0	0	229
	10:00	2	0	0	0	0	0	6	18	18	2	1	0	0	0	47
	10:15	1	0	0	0	0	0	7	24	16	4	0	0	0	0	52
	10:30	0	0	0	0	0	0	9	16	13	4	0	0	0	0	42
	10:45	2	0	0	0	0	0	11	31	13	3	0	0	0	0	60
	11:00	5	0	0	0	0	0	33	89	60	13	1	0	0	0	201
	11:15	2	0	0	0	0	0	3	23	20	2	0	0	0	0	50
	11:30	2	0	0	0	0	0	10	15	11	0	1	0	0	0	39
	11:45	2	0	0	0	0	0	7	24	10	0	0	0	0	0	43
	12:00	0	0	0	0	0	4	10	15	21	3	1	0	0	0	54
	12:15	6	0	0	0	0	4	30	77	62	5	2	0	0	0	186
	12:30	1	0	0	0	0	3	10	23	16	0	0	0	0	0	53
	12:45	2	0	0	0	0	3	13	28	8	1	0	0	0	0	55
	13:00	0	0	0	0	0	0	9	14	15	8	0	0	0	0	46
	13:15	1	0	0	0	0	2	6	20	16	3	0	0	1	0	49
	13:30	4	0	0	0	0	8	38	85	55	12	0	0	1	0	203
	13:45	4	0	0	0	0	8	38	85	55	12	0	0	1	0	203
	Total	26	0	0	1	1	28	171	466	357	63	8	1	1	0	1123

# All Traffic Data Services

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Site Code: 1  
Station ID: 1  
SR-17 WEST OF COOL SPRINGS RD

Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

WB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
		15	20	25	30	35	40	45	50	55	60	65	70	75	999	
	12 PM	1	0	0	0	1	1	8	27	21	7	0	0	0	0	66
	12:15	0	0	0	0	0	2	12	23	22	5	0	0	0	0	64
	12:30	4	0	0	0	0	0	6	21	21	7	0	0	0	0	59
	12:45	0	0	0	0	0	3	10	26	17	1	0	0	0	0	57
		5	0	0	0	1	6	36	97	81	20	0	0	0	0	246
	13:00	0	0	0	0	0	0	13	30	18	4	0	0	0	0	65
	13:15	2	0	0	0	0	0	7	18	22	1	1	0	0	0	51
	13:30	1	0	0	0	0	0	3	14	20	4	0	0	0	0	42
	13:45	1	0	0	0	0	1	5	16	28	4	0	0	0	0	55
		4	0	0	0	0	1	28	78	88	13	1	0	0	0	213
	14:00	0	0	0	0	0	0	12	25	22	1	0	0	0	0	60
	14:15	1	0	0	0	0	0	16	27	32	3	0	0	0	0	79
	14:30	1	0	0	0	0	2	9	39	17	4	0	0	0	0	72
	14:45	2	0	0	0	0	0	13	38	12	3	0	0	0	0	68
		4	0	0	0	0	2	50	129	83	11	0	0	0	0	279
	15:00	2	0	0	0	0	0	6	37	25	2	0	1	0	0	73
	15:15	2	0	0	0	0	3	11	29	17	8	0	0	0	0	70
	15:30	1	0	0	0	0	6	13	23	21	3	0	0	0	0	67
	15:45	2	0	0	0	0	1	8	46	29	4	0	0	0	0	90
		7	0	0	0	0	10	38	135	92	17	0	1	0	0	300
	16:00	1	0	0	0	0	1	11	44	26	4	1	0	0	0	88
	16:15	3	0	0	0	0	0	10	23	33	2	2	0	0	0	73
	16:30	3	0	0	0	0	0	10	34	26	2	1	0	0	0	76
	16:45	3	0	0	0	0	0	11	37	25	4	0	0	0	0	80
		10	0	0	0	0	1	42	138	110	12	4	0	0	0	317
	17:00	4	0	0	0	0	3	12	28	25	4	0	0	0	0	76
	17:15	3	0	0	0	0	0	7	34	34	2	0	0	0	0	80
	17:30	3	0	0	0	0	0	8	32	22	7	1	0	1	0	74
	17:45	1	0	0	0	0	1	3	36	33	7	1	0	0	0	82
		11	0	0	0	0	4	30	130	114	20	2	0	1	0	312
	18:00	2	0	0	0	0	0	3	24	17	3	0	0	0	0	49
	18:15	0	0	0	0	0	0	3	21	22	3	0	0	0	0	49
	18:30	0	0	0	0	0	0	5	25	15	3	0	0	0	0	48
	18:45	0	0	0	0	0	3	7	9	13	4	0	0	0	0	36
		2	0	0	0	0	3	18	79	67	13	0	0	0	0	182
	19:00	0	0	0	0	0	0	5	15	14	3	0	0	0	0	37
	19:15	0	0	0	0	0	0	1	7	14	5	0	0	0	0	27
	19:30	0	0	0	0	0	1	3	11	11	2	0	2	0	0	30
	19:45	1	0	0	0	0	0	1	15	16	0	0	0	0	0	33
		1	0	0	0	0	1	10	48	55	10	0	2	0	0	127
	20:00	0	0	0	0	0	0	1	17	12	3	0	0	0	0	33
	20:15	1	0	0	0	0	0	6	5	10	1	0	0	0	0	23
	20:30	0	0	0	0	0	2	5	15	7	1	0	0	1	0	31
	20:45	0	0	0	0	0	1	10	12	14	2	0	0	0	0	39
		1	0	0	0	0	3	22	49	43	7	0	0	1	0	126
	21:00	0	0	0	0	0	2	6	7	2	0	0	0	0	0	17
	21:15	0	0	0	0	0	0	1	5	4	1	0	1	0	0	12
	21:30	0	0	0	0	0	0	4	4	2	0	0	1	0	0	11
	21:45	0	0	0	0	0	1	0	6	2	1	1	0	0	0	11
		0	0	0	0	0	3	11	22	10	2	1	2	0	0	51
	22:00	0	0	0	0	0	0	0	4	4	2	0	0	0	0	10
	22:15	0	0	0	0	0	0	1	9	0	1	0	0	0	0	11
	22:30	0	0	0	0	0	1	3	0	5	3	0	1	0	0	13
	22:45	0	0	0	0	0	0	0	4	2	0	1	0	0	0	7
		0	0	0	0	0	1	4	17	11	6	1	1	0	0	41
	23:00	0	0	0	0	0	0	1	7	1	0	0	0	0	0	9
	23:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
	23:30	0	0	0	0	0	0	1	3	1	0	0	0	0	0	5
	23:45	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
		0	0	0	0	0	0	2	15	5	0	0	0	0	0	22
	Total	45	0	0	0	1	35	291	937	759	131	9	6	2	0	2216
	Grand Total	71	0	0	1	2	63	462	1403	1116	194	17	7	3	0	3339

15th Percentile : 43 MPH  
 50th Percentile : 48 MPH  
 85th Percentile : 53 MPH  
 95th Percentile : 56 MPH

Stats Mean Speed(Average) : 49 MPH  
 10 MPH Pace Speed : 46-55 MPH  
 Number in Pace : 2519

Percent in Pace :	75.4%
Number of Vehicles > 55 MPH :	221
Percent of Vehicles > 55 MPH :	6.6%



# All Traffic Data Services

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Site Code: 2  
Station ID: 2  
HARVEST CHURCH RD NORTH OF SR-17

Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/02/23	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	1	1	0	1	0	0	0	0	0	0	0	0	3
06:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
07:00	0	2	1	0	2	0	0	0	0	0	0	0	0	5
07:15	0	1	0	0	1	0	0	1	0	0	0	0	0	3
07:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	3	2	0	1	0	0	1	0	0	0	0	0	7
08:30	1	2	1	0	0	0	0	0	0	0	0	0	0	4
08:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	6	3	0	1	0	0	0	0	0	0	0	0	11
09:15	0	1	1	0	1	0	0	0	0	0	0	0	0	3
09:30	0	2	2	0	0	0	0	0	0	0	0	0	0	3
09:45	0	1	0	0	0	0	0	0	0	0	0	0	0	2
10:00	0	1	2	0	1	0	0	2	0	0	0	0	0	4
10:15	0	5	5	0	2	0	0	0	0	0	0	0	0	12
10:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
10:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	1	2	0	0	1	0	0	0	0	0	0	0	0	4
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	3	1	0	1	0	0	1	0	0	0	0	0	7
Percent	4.0%	48.0%	28.0%	0.0%	16.0%	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50

# All Traffic Data Services

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Site Code: 2  
Station ID: 2  
HARVEST CHURCH RD NORTH OF SR-17

Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	3	0	0	0	0	0	1	0	0	0	0	0	4
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	1	0	0	0	0	1	0	0	0	0	0	5
14:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
14:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:30	0	0	2	0	1	0	0	1	0	0	0	0	0	4
14:45	0	1	1	0	1	0	0	0	0	0	0	0	0	3
	0	2	6	0	2	0	0	1	0	0	0	0	0	11
15:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
15:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
15:45	0	0	1	0	0	0	0	1	0	0	0	0	0	2
	0	4	4	0	0	0	0	1	0	0	0	0	0	9
16:00	0	2	1	0	0	0	0	1	0	0	0	0	0	4
16:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	2	3	0	0	0	0	1	0	0	0	0	0	6
17:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
17:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
17:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
17:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
	0	6	2	0	1	0	0	0	0	0	0	0	0	9
18:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
18:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
18:45	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	0	5	5	0	0	0	0	0	0	0	0	0	0	10
19:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
19:15	0	0	2	0	1	0	0	0	0	0	0	0	0	3
19:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	4	0	2	0	0	0	0	0	0	0	0	10
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	1	3	0	0	0	0	0	0	0	0	0	0	4
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	1	4	0	0	0	0	0	0	0	0	0	0	5
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	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
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	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
Total	0	29	30	0	5	0	0	4	0	0	0	0	0	68
Percent	0.0%	42.6%	44.1%	0.0%	7.4%	0.0%	0.0%	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	2	53	44	0	13	0	0	6	0	0	0	0	0	118
Percent	1.7%	44.9%	37.3%	0.0%	11.0%	0.0%	0.0%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

# All Traffic Data Services

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Site Code: 2  
Station ID: 2  
HARVEST CHURCH RD NORTH OF SR-17

Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/02/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	1	0	0	1	0	0	0	0	0	0	0	0	2
06:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
07:00	0	3	3	0	2	0	0	0	0	0	0	0	0	8
07:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
07:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
08:30	2	4	0	0	0	0	0	0	0	0	0	0	0	6
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	2	4	0	0	1	0	0	0	0	0	0	0	0	7
09:15	1	0	1	0	0	1	0	0	0	0	0	0	0	3
09:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15	1	2	1	0	1	1	0	0	0	0	0	0	0	6
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00	1	2	0	0	0	1	0	0	0	0	0	0	0	4
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
Total	4	22	7	0	5	2	0	0	0	0	0	0	0	40
Percent	10.0%	55.0%	17.5%	0.0%	12.5%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# All Traffic Data Services

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Site Code: 2  
Station ID: 2  
HARVEST CHURCH RD NORTH OF SR-17

Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	1	0	0	0	1	0	0	0	0	0	0	0	2
12:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	0	0	0	1	0	0	0	0	0	0	0	3
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
13:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
13:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	5	1	0	0	0	0	0	0	0	0	0	0	6
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
14:30	0	0	3	0	0	0	0	1	0	0	0	0	0	4
14:45	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	0	3	6	0	0	0	0	1	0	0	0	0	0	10
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	1	0	0	2	0	0	0	0	0	0	0	0	3
15:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
15:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	7	2	0	2	0	0	0	0	0	0	0	0	11
16:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	1	0	0	0	0	0	0	0	0	0	0	5
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	6	1	0	0	0	0	0	0	0	0	0	0	7
18:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
18:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	7	2	0	0	0	0	0	0	0	0	0	0	9
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	0	0	0	0	0	0	0	0	0	0	0	4
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	1	0	0	0	0	0	0	0	0	2
21:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
21:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	2	0	0	0	0	0	0	0	0	0	0	5
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	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
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	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
Total	0	42	15	0	3	1	0	1	0	0	0	0	0	62
Percent	0.0%	67.7%	24.2%	0.0%	4.8%	1.6%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	4	64	22	0	8	3	0	1	0	0	0	0	0	102
Percent	3.9%	62.7%	21.6%	0.0%	7.8%	2.9%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# APPENDIX D

CRASH DATA



# SR 17 @ Cool Springs Road

Created on May 18, 2023

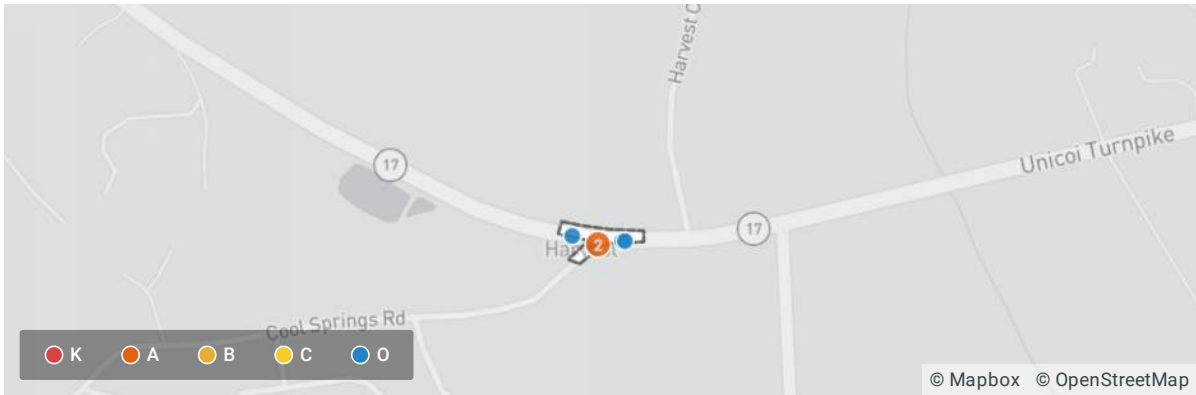
Created by Andrew Johnson

Data extents: January 1, 2017 to December 31, 2021



## Applied Filters

Shape: Polygon



Total Crashes	6	Fatal Crashes	0
---------------	---	---------------	---

GDOT Summary	Collisions Dataset	
Total Crashes	6	100.00%
Intersection Related	4	66.67%
Distracted Driver (Suspected)	3	50.00%
Single Motor Vehicle Involved	1	16.67%
+ 7 more	0	0%

KABCO Severity	Collisions Dataset	
(O) No Injury	4	66.67%
(A) Suspected Serious Injury	1	16.67%
(B) Suspected Minor/Visible Injury	1	16.67%
+ 3 more	0	0%

Date and Time (Year)	Collisions Dataset	
2021	1	16.67%
2020	1	16.67%
2019	2	33.33%
2018	2	33.33%
+ 5 more	0	0%

Date and Time (Hour of Day)	Collisions Dataset	
6 am - 8 am	2	33.33%
12 pm - 2 pm	1	16.67%
2 pm - 4 pm	3	50.00%

+ 9 more 0 0%

Manner of Collision (Crash Level)	Collisions Dataset	
Rear End	3	50.00%
Head On	1	16.67%
Not a Collision with Motor Vehicle	1	16.67%
Right Angle Crash	1	16.67%
+ 5 more	0	0%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	3	50.00%
On Roadway - Non-Intersection	2	33.33%
Off Roadway	1	16.67%
+ 14 more	0	0%

Most Harmful Event (Crash Level)	Collisions Dataset	
Motor Vehicle in Motion	5	83.33%
Ditch	1	16.67%
+ 36 more	0	0%

**Unit Factor\_array** Collisions Dataset  
*This field contains no values*

Area: County	Collisions Dataset	
Habersham	6	100.00%
+ 158 more	0	0%

Area: GDOT District (Crash Level)	Collisions Dataset	
D1	6	100.00%
+ 6 more	0	0%

First Harmful Event	Collisions Dataset	
Motor Vehicle in Motion	5	83.33%
Other Non-Collision	1	16.67%
+ 37 more	0	0%

Vehicle Type (Crash Level)	Collisions Dataset	
Sports Utility Vehicle (SUV)	4	66.67%
Passenger Car	3	50.00%
Pickup Truck	1	16.67%
+ 21 more	0	0%

SHSP Emphasis Areas	Collisions Dataset	
Intersection Related	4	66.67%
Distracted Driver (Suspected)	3	50.00%

Older Driver (55-64)	3	50.00%
Older Driver (65+)	3	50.00%
Young Adult Driver (Age 20-24)	3	50.00%
Aggressive Driving	2	33.33%
Speed Related	2	33.33%
Roadway Departure	1	16.67%
+ 11 more	0	0%

Operator/Driver Contributing Factors	Collisions Dataset	
No Contributing Factors	5	83.33%
Following Too Close	3	50.00%
Wrong Side of Road	2	33.33%
Exceeding Speed Limit	1	16.67%
Failure to Yield	1	16.67%
Too Fast for Conditions	1	16.67%
Vision Obscured	1	16.67%
+ 36 more	0	0%

Roadway Contributing Factors	Collisions Dataset	
No Contributing Factors	6	100.00%
+ 13 more	0	0%

Vehicle Contributing Factor (Crash Level)	Collisions Dataset	
No Known Defects	6	100.00%
+ 12 more	0	0%



# SR 17 @ Harvest Church Road

Created on May 18, 2023

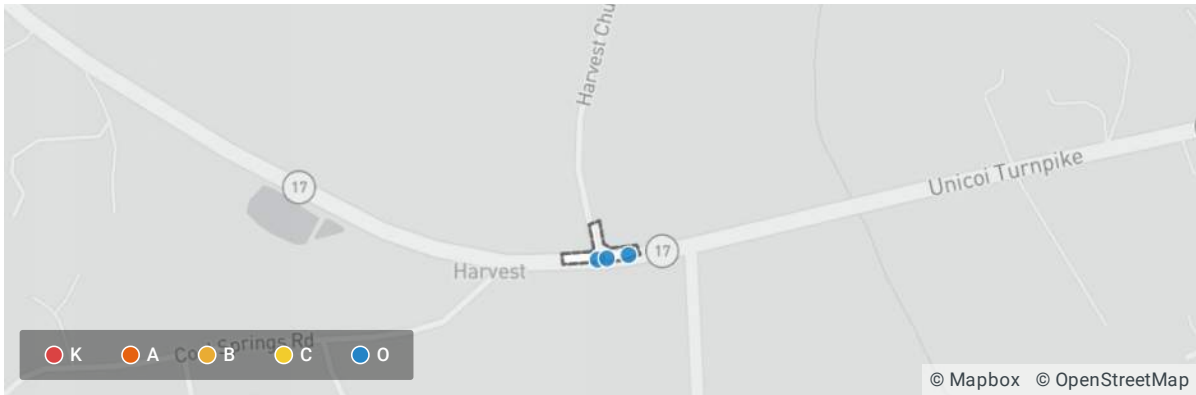
Created by Andrew Johnson

Data extents: January 1, 2017 to December 31, 2021



## Applied Filters

Shape: Polygon



Total Crashes	3	Fatal Crashes	0
---------------	---	---------------	---

GDOT Summary	Collisions Dataset	
Total Crashes	3	100.00%
Distracted Driver (Confirmed)	2	66.67%
Intersection Related	2	66.67%
Single Motor Vehicle Involved	2	66.67%
CMV Related	1	33.33%
Impaired (Suspected)	1	33.33%
+ 5 more	0	0%

KABCO Severity	Collisions Dataset	
(O) No Injury	3	100.00%
+ 5 more	0	0%

Date and Time (Year)	Collisions Dataset	
2020	1	33.33%
2018	1	33.33%
2017	1	33.33%
+ 6 more	0	0%

Date and Time (Hour of Day)	Collisions Dataset	
12 pm - 2 pm	2	66.67%
4 pm - 6 pm	1	33.33%
+ 10 more	0	0%

Manner of Collision (Crash Level)	Collisions Dataset	
Not a Collision with Motor Vehicle	2	66.67%
Angle (Other)	1	33.33%
+ 7 more	0	0%

Location at Impact (Crash Level)	Collisions Dataset	
On Shoulder	2	66.67%
On Roadway - Roadway Intersection	1	33.33%
+ 15 more	0	0%

Most Harmful Event (Crash Level)	Collisions Dataset	
Ditch	1	33.33%
Highway Traffic Sign Post	1	33.33%
Motor Vehicle in Motion	1	33.33%
+ 35 more	0	0%

Unit Factor_array	Collisions Dataset	
<i>This field contains no values</i>		

Area: County	Collisions Dataset	
Habersham	3	100.00%
+ 158 more	0	0%

Area: GDOT District (Crash Level)	Collisions Dataset	
D1	3	100.00%
+ 6 more	0	0%

First Harmful Event	Collisions Dataset	
Ditch	1	33.33%
Highway Traffic Sign Post	1	33.33%
Motor Vehicle in Motion	1	33.33%
+ 36 more	0	0%

Vehicle Type (Crash Level)	Collisions Dataset	
Pickup Truck	2	66.67%
Passenger Car	1	33.33%
Tractor/Trailer	1	33.33%
+ 21 more	0	0%

SHSP Emphasis Areas	Collisions Dataset	
Distracted Driver (Confirmed)	2	66.67%
Intersection Related	2	66.67%
Roadway Departure	2	66.67%
CMV Related	1	33.33%
Hit & Run	1	33.33%

Impaired (Suspected)	1	33.33%
Young Driver (Age 15-19)	1	33.33%
+ 12 more	0	0%

Operator/Driver Contributing Factors	Collisions Dataset	
Inattentive or Other Distraction (Distracted)	2	66.67%
Driver Condition	1	33.33%
Driver Lost Control	1	33.33%
Following Too Close	1	33.33%
No Contributing Factors	1	33.33%
Under the Influence (U.I.)	1	33.33%
+ 37 more	0	0%

Roadway Contributing Factors	Collisions Dataset	
No Contributing Factors	3	100.00%
+ 13 more	0	0%

Vehicle Contributing Factor (Crash Level)	Collisions Dataset	
No Known Defects	2	66.67%
Slick Tires	1	33.33%
+ 11 more	0	0%

# SR 17 @ SR 105

Created on May 18, 2023

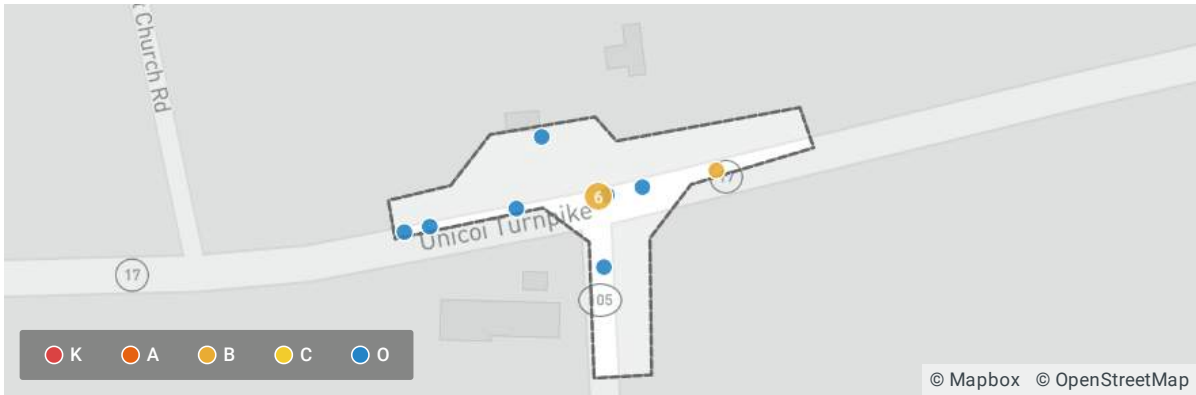
Created by Andrew Johnson

Data extents: January 1, 2017 to December 31, 2021



## Applied Filters

Shape: Polygon



Total Crashes	14	Fatal Crashes	0
---------------	----	---------------	---

GDOT Summary		Collisions Dataset	
Total Crashes	14	100.00%	
Intersection Related	12	85.71%	
Single Motor Vehicle Involved	6	42.86%	
Distracted Driver (Suspected)	3	21.43%	
Distracted Driver (Confirmed)	2	14.29%	
+ 6 more	0	0%	

KABCO Severity		Collisions Dataset	
(O) No Injury	11	78.57%	
(B) Suspected Minor/Visible Injury	2	14.29%	
(C) Possible Injury / Complaint	1	7.14%	
+ 3 more	0	0%	

Date and Time (Year)		Collisions Dataset	
2021	3	21.43%	
2020	2	14.29%	
2019	1	7.14%	
2018	3	21.43%	
2017	5	35.71%	
+ 4 more	0	0%	

Date and Time (Hour of Day)		Collisions Dataset	
12 am - 2 am	1	7.14%	

6 am - 8 am	4	28.57%
10 am - 12 pm	2	14.29%
12 pm - 2 pm	1	7.14%
2 pm - 4 pm	2	14.29%
4 pm - 6 pm	2	14.29%
6 pm - 8 pm	1	7.14%
8 pm - 10 pm	1	7.14%
+ 4 more	0	0%

Manner of Collision (Crash Level)	Collisions Dataset	
Not a Collision with Motor Vehicle	5	35.71%
Rear End	4	28.57%
Angle (Other)	3	21.43%
Left Angle Crash	2	14.29%
+ 5 more	0	0%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	6	42.86%
On Roadway - Non-Intersection	5	35.71%
Off Roadway	2	14.29%
On Shoulder	1	7.14%
+ 13 more	0	0%

Most Harmful Event (Crash Level)	Collisions Dataset	
Motor Vehicle in Motion	8	57.14%
Deer	2	14.29%
Animal	1	7.14%
Embankment	1	7.14%
Fence	1	7.14%
Other Object (Not Fixed)	1	7.14%
Tree	1	7.14%
+ 31 more	0	0%

Unit Factor_array	Collisions Dataset	
<i>This field contains no values</i>		

Area: County	Collisions Dataset	
Habersham	14	100.00%
+ 158 more	0	0%

Area: GDOT District (Crash Level)	Collisions Dataset	
D1	14	100.00%
+ 6 more	0	0%

First Harmful Event	Collisions Dataset	
Motor Vehicle in Motion	8	57.14%
Deer	2	14.29%
Animal	1	7.14%
Fence	1	7.14%
Other - Fixed Object	1	7.14%
Tree	1	7.14%
+ 33 more	0	0%

Vehicle Type (Crash Level)	Collisions Dataset	
Passenger Car	7	50.00%
Sports Utility Vehicle (SUV)	6	42.86%
Pickup Truck	5	35.71%
+ 21 more	0	0%

SHSP Emphasis Areas	Collisions Dataset	
Intersection Related	12	85.71%
Older Driver (65+)	6	42.86%
Roadway Departure	5	35.71%
Distracted Driver (Suspected)	3	21.43%
Older Driver (55-64)	3	21.43%
Young Adult Driver (Age 20-24)	3	21.43%
Distracted Driver (Confirmed)	2	14.29%
Young Driver (Age 15-19)	2	14.29%
+ 11 more	0	0%

Operator/Driver Contributing Factors	Collisions Dataset	
No Contributing Factors	12	85.71%
Failure to Yield	3	21.43%
Following Too Close	3	21.43%
Disregard Stop Sign/Signal	1	7.14%
Driver Condition	1	7.14%
Improper Backing	1	7.14%
Inattentive or Other Distraction (Distracted)	1	7.14%
Other	1	7.14%
+ 35 more	1	7.14%

Roadway Contributing Factors	Collisions Dataset	
No Contributing Factors	13	92.86%
Road Surface Condition (wet, icy, snow, slush, etc.)	1	7.14%
+ 12 more	0	0%

Vehicle Contributing Factor (Crash Level)	Collisions Dataset	
No Known Defects	14	100.00%



# APPENDIX E

2018 HABERSHAM COUNTY JOINT COMPREHENSIVE PLAN





# 2018 Joint Comprehensive Plan

## Habersham County



- DRAFT -

August, 2018

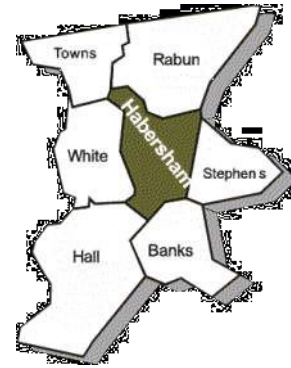


Georgia

Area Labor Profile

Habersham

County



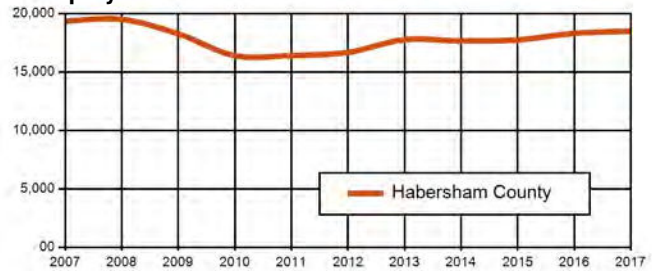
Updated: Jun 2018

Labor Force Activity - 2017

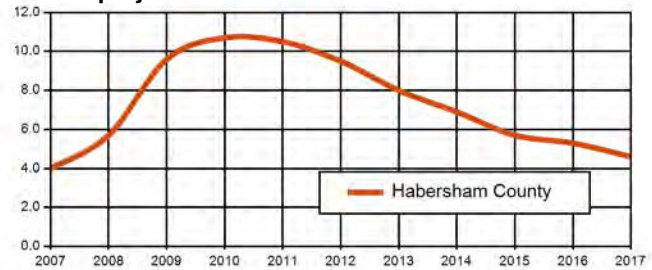
2017 ANNUAL AVERAGES

	Labor Force	Employed	Unemployed	Rate
Habersham	19,372	18,485	887	4.6%
Banks	9,242	8,876	366	4.0%
Hall	100,338	96,413	3,925	3.9%
Rabun	6,915	6,570	345	5.0%
Stephens	11,020	10,438	582	5.3%
Towns	3,839	3,588	251	6.5%
White	15,745	15,133	612	3.9%
<b>Habersham Area</b>	<b>166,471</b>	<b>159,503</b>	<b>6,968</b>	<b>4.2%</b>
Georgia	5,061,399	4,821,622	239,777	4.7%
United States	160,320,000	153,337,000	6,982,000	4.4%
Oconee, SC	34,315	32,817	1,498	4.4%

Employment Trends



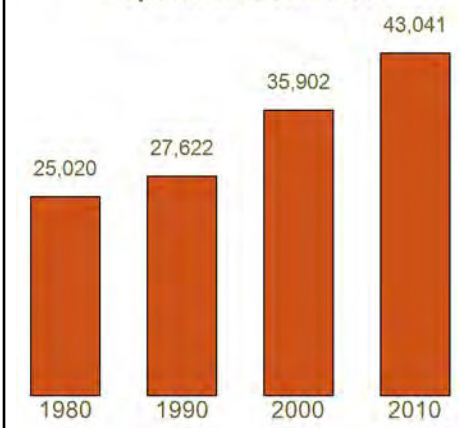
Unemployment Rate Trends



Note: This series reflects the latest information available. Labor Force includes residents of the county who are employed or actively seeking employment.

Source: Georgia Department of Labor; U.S. Bureau of Labor Statistics.

Population Estimates



Population

	2010 Census	2017 Rank	2017 Estimate	% Change 2000-2017	2025 Projected*	% Change 2010-2025
Habersham	43,041	46	44,567	3.5	49,131	14.1
City of Clarkesville	1,733					
<b>Habersham Area</b>	<b>393,169</b>		<b>423,257</b>	<b>7.7</b>	<b>468,684</b>	<b>19.2</b>
Georgia	9,687,653		10,429,379	7.7	11,538,707	19.1
United States	308,745,538		325,719,178	5.5	349,439,199	13.2
Oconee, SC	71,983		77,270	7.3	87,500	21.6

Source: Population Division, U.S. Census Bureau, \*Governor's Office of Planning and Budget.

MARK BUTLER - COMMISSIONER, GEORGIA DEPARTMENT OF LABOR

Equal Opportunity Employer/Program

Auxillary Aids and Services Available upon Request to Individuals with Disabilities

Workforce Statistics & Economic Research; E-mail: Workforce\_Info@gdol.ga.gov Phone: (404) 232-3875

# APPENDIX F

GDOT COUNT STATION DATA



**0000137\_0163 - 137-0163**  
 Description: Unicol Tpke  
 County: Habersham  
 Route number: 00001700  
 LRS section: 1371001700  
 Functional class: 4R - Minor Arterial (Rural)  
 Coordinates: 34.62771356, -83.60976903

**Site Data**




**Count History**

Year	Month	Count type	Duration	Count
2022	September	Class	48 hours	6,648
2020	March	Class	48 hours	4,556
2018	June	Class	48 hours	6,010
2016	October	Class	48 hours	5,936
2014	August	Class	48 hours	5,744
2012	May	Class	48 hours	5,051
2009	April	Class	48 hours	5,506

**Annual Statistics**

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated
AADT	4,630	4,640	4,900	5,150	5,370	5,540	5,840	6,020	4,610	4,930
K-Factor	-	-	0.100	0.100	0.097	-	0.086	0.086	0.086	0.086
D-Factor	-	-	0.600	0.600	0.500	-	0.550	0.550	0.540	0.540
Future AADT	-	-	-	-	5,890	6,690	8,600	9,540	9,540	10,700



**Vehicle Classification**

1. Motorcycles 2 axes, 2 or 3 wheels.		0.64%
2. Passenger cars 2 axes. Can have 1- or 2-axis trailers.		63.47%
3. Pickups, panels, vans 2-axis, 4-tire single units. Can have 1- or 2-axis trailers.		26.33%
4. Buses 2- or 3-axis, full length.		0.44%
5. Single-unit trucks 2-axis, 6-tire, (dual rear tires), single-unit trucks.		6.48%
6. Single-unit trucks 3-axis, single-unit trucks.		1.05%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.02%
8. Single-trailer trucks 3- or 4-axis, single-trailer trucks.		1.29%
9. Single-trailer trucks 5-axis, single-trailer trucks.		0.26%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.02%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axis, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0%

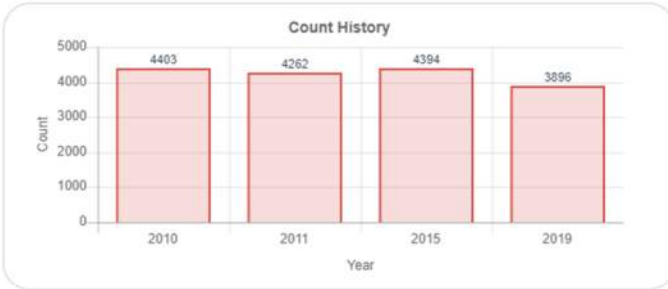
**0000137\_0165 - 137-0165**  
 Description: CRY 042000 L  
 County: Habersham  
 Route number: 00001700  
 LRS section: 1371001700  
 Functional class: 4R - Minor Arterial (Rural)  
 Coordinates: 34.6276546916238, -83.5853033757693

**Site Data**



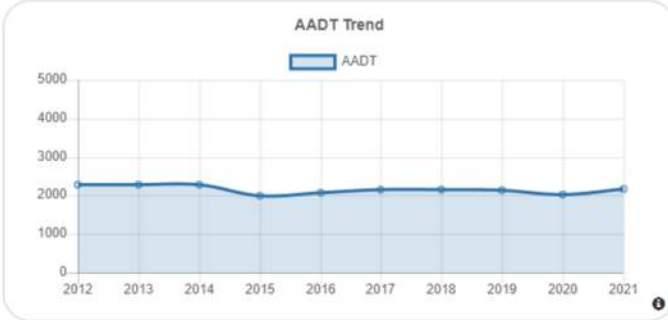

**Count History**

Year	Month	Count type	Duration	Count
2019	March	Class	48 hours	3,896
2015	October	Volume	48 hours	4,394
2011	June	Class	48 hours	4,262
2010	July	Class	48 hours	4,403




**Annual Statistics**

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Estimated
AADT	4,110	4,120	4,120	3,600	3,750	3,870	3,890	3,860	3,660	3,920
K-Factor	-	-	-	0.112	0.112	-	-	0.094	0.094	0.094
D-Factor	-	-	-	0.500	0.500	-	-	0.580	0.580	0.580
Future AADT	-	-	-	-	4,710	3,900	4,900	4,860	4,860	4,940



**Vehicle Classification**

1. Motorcycles 2 axes, 2 or 3 wheels.		0.15%
2. Passenger cars 2 axes. Can have 1- or 2-axle trailers.		70.06%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		23.71%
4. Buses 2- or 3-axle, full length.		0.65%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		4.34%
6. Single-unit trucks 3-axle, single-unit trucks.		0.17%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.01%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.54%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.36%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0%



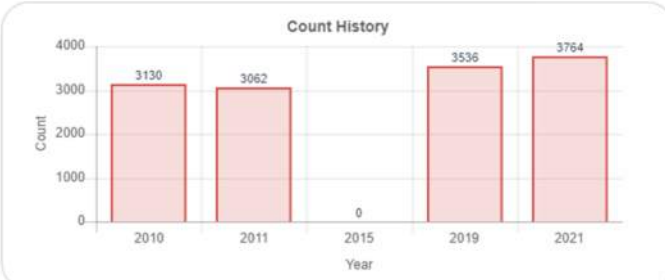
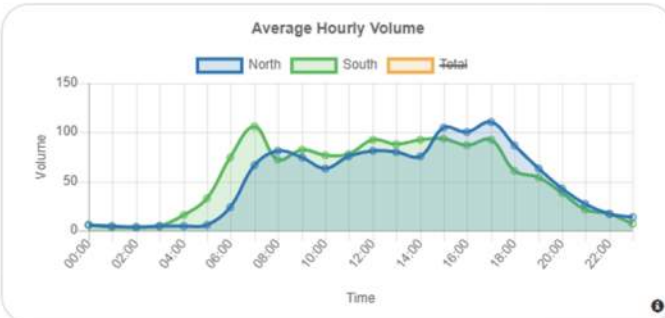
**0000137\_0205 - 137-0205**  
 Description: CRY 014500 R  
 County: Habersham  
 Route number: 00010500  
 LRS section: 1371010500  
 Functional class: 5R - Major Collector (Rural)  
 Coordinates: 34.6148687276284, -83.610716976037

**Site Data**



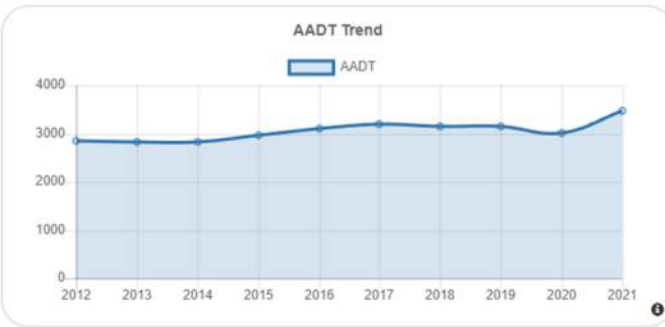
**Count History**

Year	Month	Count type	Duration	Count
2021	August	Volume	48 hours	3,764
2019	August	Volume	48 hours	3,536
2015	October	Volume	31 hours	0
2011	June	Volume	48 hours	3,062
2010	July	Class	48 hours	3,130



**Annual Statistics**

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Estimated	Estimated	Estimated	Estimated	Actual	Estimated	Actual
AADT	2,840	2,820	2,820	2,960	3,110	3,200	3,160	3,140	3,020	3,470
K-Factor	-	-	-	-	-	-	-	0.094	0.094	0.082
D-Factor	-	-	-	-	-	-	-	0.560	0.560	0.500
Future AADT	-	-	-	-	3,530	3,330	3,980	3,980	3,980	4,540



# APPENDIX G

TRIP GENERATION DATA



Query Filter

**DATA SOURCE:**  
 Trip Generation Manual, 11th Ed

**SEARCH BY LAND USE CODE:**

**LAND USE GROUP:**  
 (200-299) Residential

**LAND USE :**  
 210 - Single-Family Detached Housing

**LAND USE SUBCATEGORY:**  
 All Sites

**SETTING/LOCATION:**  
 General Urban/Suburban

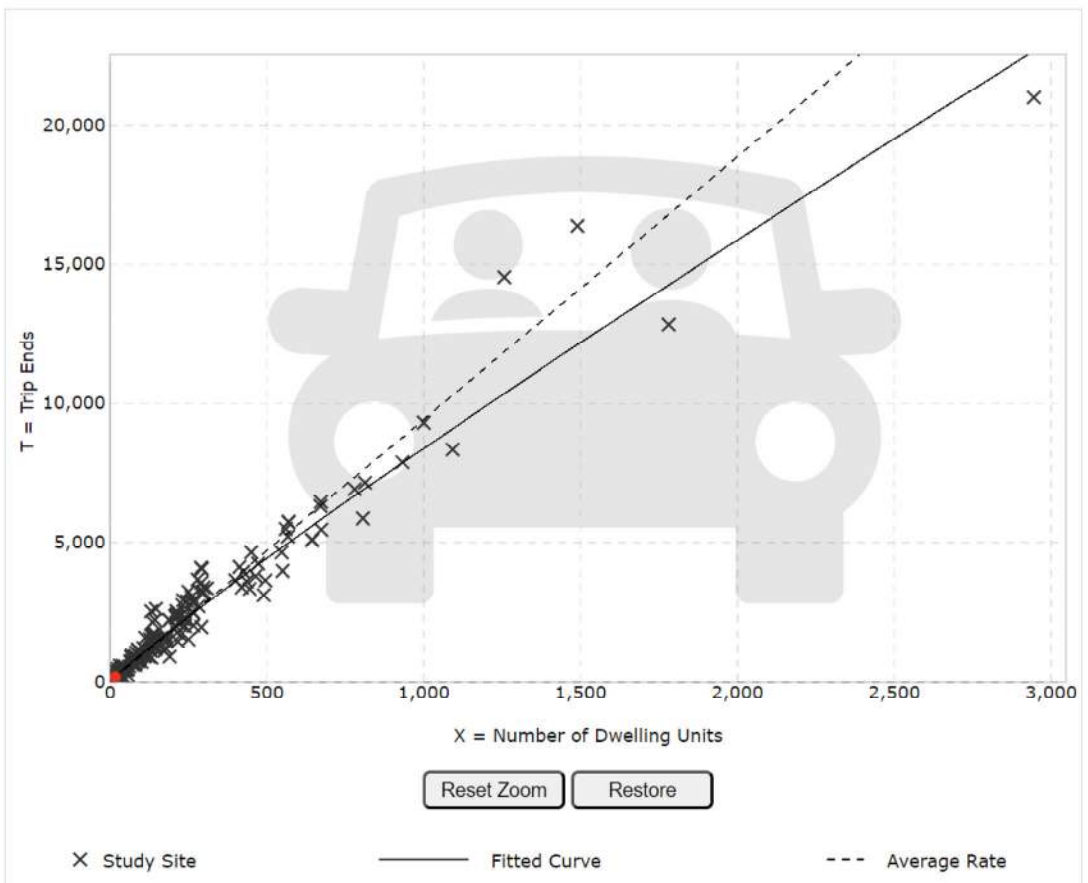
**INDEPENDENT VARIABLE (IV):**  
 Dwelling Units

**TIME PERIOD:**  
 Weekday

**TRIP TYPE:**  
 Vehicle

**ENTER IV VALUE TO CALCULATE TRIPS:**

**Data Plot and Equation**



**DATA STATISTICS**

<b>Land Use:</b>	Single-Family Detached Housing (210) <a href="#">Click for Description and Data Plots</a>
<b>Independent Variable:</b>	Dwelling Units
<b>Time Period:</b>	Weekday
<b>Setting/Location:</b>	General Urban/Suburban
<b>Trip Type:</b>	Vehicle
<b>Number of Studies:</b>	174
<b>Avg. Num. of Dwelling Units:</b>	246
<b>Average Rate:</b>	9.43
<b>Range of Rates:</b>	4.45 - 22.61
<b>Standard Deviation:</b>	2.13
<b>Fitted Curve Equation:</b>	$\ln(T) = 0.92 \ln(X) + 2.68$
<b>R<sup>2</sup>:</b>	0.95
<b>Directional Distribution:</b>	50% entering, 50% exiting
<b>Calculated Trip Ends:</b>	Average Rate: 160 (Total), 80 (Entry), 80 (Exit) Fitted Curve: 198 (Total), 99 (Entry), 99 (Exit)



DATA SOURCE:  
 Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:  
 210

LAND USE GROUP:  
 (200-299) Residential

LAND USE :  
 210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:  
 All Sites

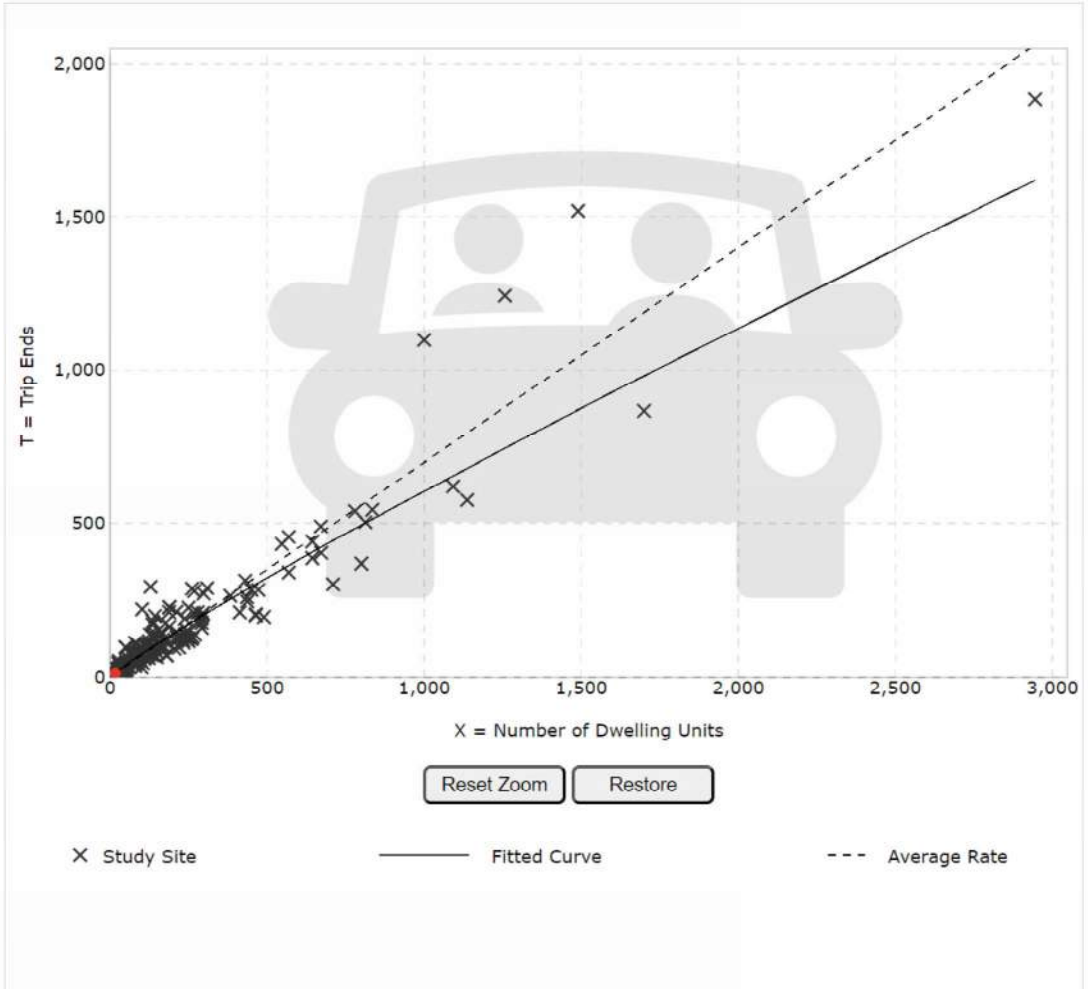
SETTING/LOCATION:  
 General Urban/Suburban

INDEPENDENT VARIABLE (IV):  
 Dwelling Units

TIME PERIOD:  
 Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:  
 Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:  
 17 Calculate



**Land Use:**  
 Single-Family Detached Housing (210) [Click for Description and Data Plots](#)

**Independent Variable:**  
 Dwelling Units

**Time Period:**  
 Weekday  
 Peak Hour of Adjacent Street Traffic  
 One Hour Between 7 and 9 a.m.

**Setting/Location:**  
 General Urban/Suburban

**Trip Type:**  
 Vehicle

**Number of Studies:**  
 192

**Avg. Num. of Dwelling Units:**  
 226

**Average Rate:**  
 0.70

**Range of Rates:**  
 0.27 - 2.27

**Standard Deviation:**  
 0.24

**Fitted Curve Equation:**  
 $\ln(T) = 0.91 \ln(X) + 0.12$

**R<sup>2</sup>:**  
 0.90

**Directional Distribution:**  
 25% entering, 75% exiting

**Calculated Trip Ends:**  
 Average Rate: 12 (Total), 3 (Entry), 9 (Exit)  
 Fitted Curve: 15 (Total), 4 (Entry), 11 (Exit)

DATA SOURCE:  
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:  
210

LAND USE GROUP:  
(200-299) Residential

LAND USE :  
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:  
All Sites

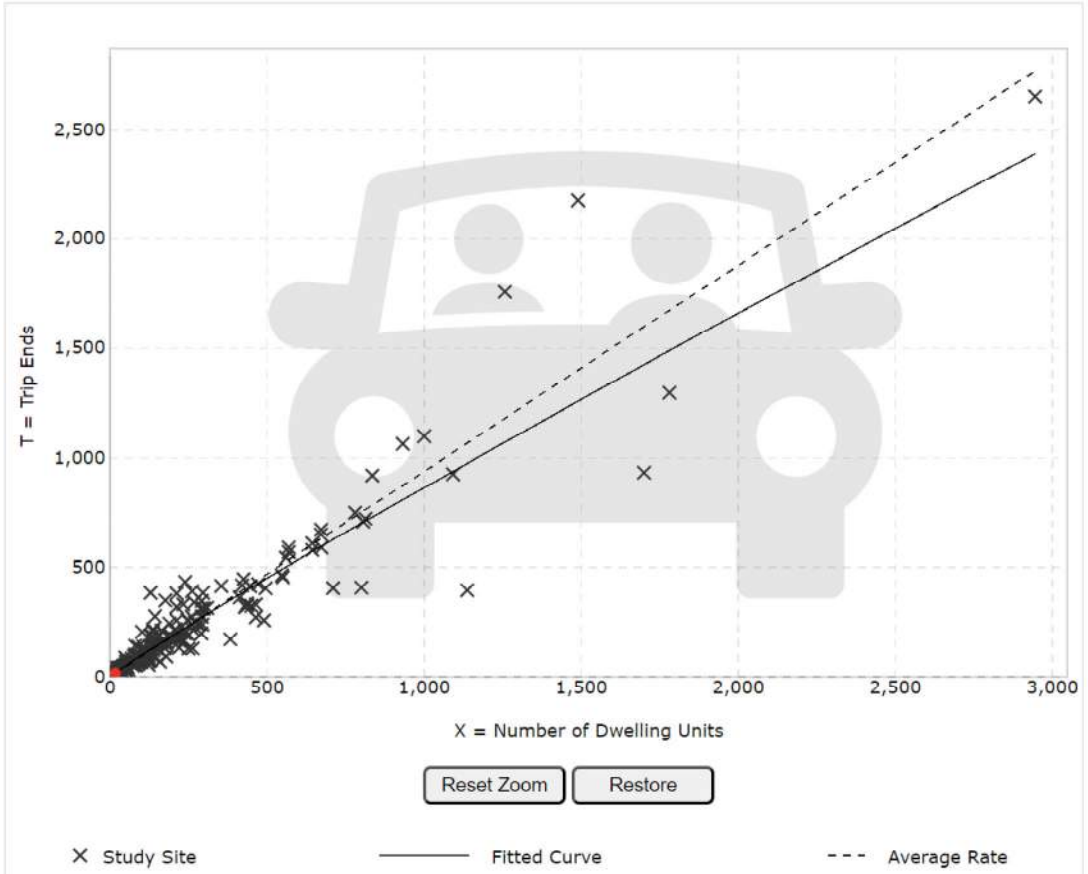
SETTING/LOCATION:  
General Urban/Suburban

INDEPENDENT VARIABLE (IV):  
Dwelling Units

TIME PERIOD:  
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:  
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:  
17 Calculate



**Land Use:**  
Single-Family Detached Housing (210) [Click for Description and Data Plots](#)

**Independent Variable:**  
Dwelling Units

**Time Period:**  
Weekday  
Peak Hour of Adjacent Street Traffic  
One Hour Between 4 and 6 p.m.

**Setting/Location:**  
General Urban/Suburban

**Trip Type:**  
Vehicle

**Number of Studies:**  
208

**Avg. Num. of Dwelling Units:**  
248

**Average Rate:**  
0.94

**Range of Rates:**  
0.35 - 2.98

**Standard Deviation:**  
0.31

**Fitted Curve Equation:**  
 $\ln(T) = 0.94 \ln(X) + 0.27$

**R<sup>2</sup>:**  
0.92

**Directional Distribution:**  
63% entering, 37% exiting

**Calculated Trip Ends:**  
Average Rate: 16 (Total), 10 (Entry), 6 (Exit)  
Fitted Curve: 19 (Total), 12 (Entry), 7 (Exit)

DATA SOURCE:  
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:  
210

LAND USE GROUP:  
(200-299) Residential

LAND USE:  
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:  
All Sites

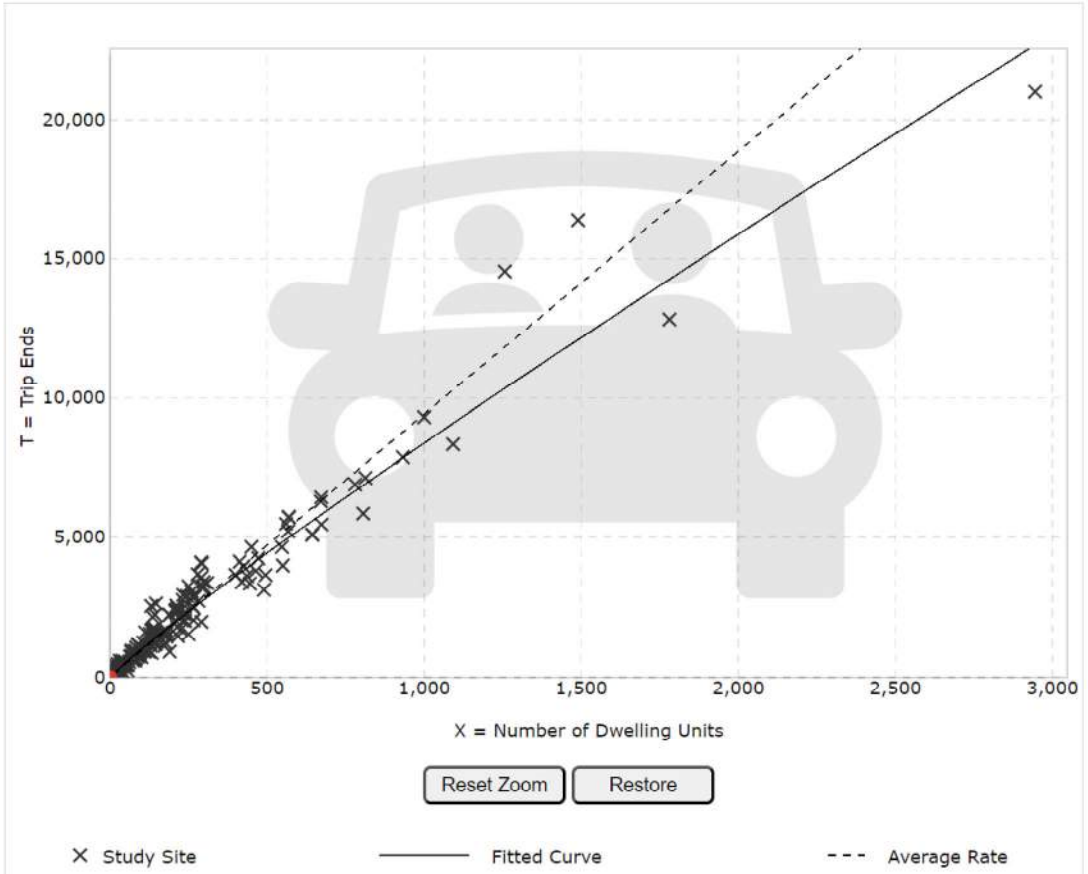
SETTING/LOCATION:  
General Urban/Suburban

INDEPENDENT VARIABLE (IV):  
Dwelling Units

TIME PERIOD:  
Weekday

TRIP TYPE:  
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:  
5 Calculate



<b>Land Use:</b>	Single-Family Detached Housing (210) <a href="#">Click for Description and Data Plots</a>
<b>Independent Variable:</b>	Dwelling Units
<b>Time Period:</b>	Weekday
<b>Setting/Location:</b>	General Urban/Suburban
<b>Trip Type:</b>	Vehicle
<b>Number of Studies:</b>	174
<b>Avg. Num. of Dwelling Units:</b>	246
<b>Average Rate:</b>	9.43
<b>Range of Rates:</b>	4.45 - 22.61
<b>Standard Deviation:</b>	2.13
<b>Fitted Curve Equation:</b>	$\ln(T) = 0.92 \ln(X) + 2.68$
<b>R<sup>2</sup>:</b>	0.95
<b>Directional Distribution:</b>	50% entering, 50% exiting
<b>Calculated Trip Ends:</b>	Average Rate: 47 (Total), 24 (Entry), 23 (Exit) Fitted Curve: 64 (Total), 32 (Entry), 32 (Exit)

DATA SOURCE:  
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:  
210

LAND USE GROUP:  
(200-299) Residential

LAND USE :  
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:  
All Sites

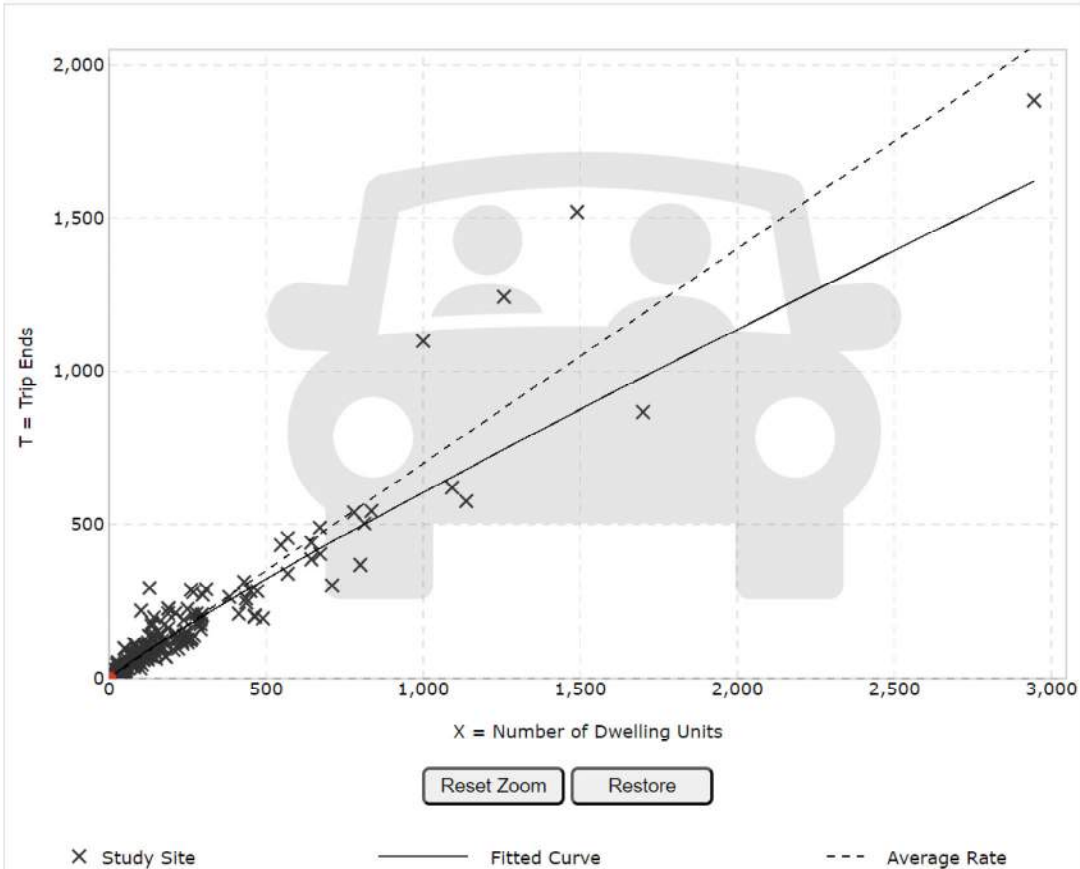
SETTING/LOCATION:  
General Urban/Suburban

INDEPENDENT VARIABLE (IV):  
Dwelling Units

TIME PERIOD:  
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:  
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:  
5 Calculate



Land Use:  
Single-Family Detached Housing (210) [Click for Description and Data Plots](#)

Independent Variable:  
Dwelling Units

Time Period:  
Weekday  
Peak Hour of Adjacent Street Traffic  
One Hour Between 7 and 9 a.m.

Setting/Location:  
General Urban/Suburban

Trip Type:  
Vehicle

Number of Studies:  
192

Avg. Num. of Dwelling Units:  
226

Average Rate:  
0.70

Range of Rates:  
0.27 - 2.27

Standard Deviation:  
0.24

Fitted Curve Equation:  
 $\ln(T) = 0.91 \ln(X) + 0.12$

R<sup>2</sup>:  
0.90

Directional Distribution:  
25% entering, 75% exiting

Calculated Trip Ends:  
Average Rate: 4 (Total), 1 (Entry), 3 (Exit)  
Fitted Curve: 5 (Total), 1 (Entry), 4 (Exit)

DATA SOURCE:  
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:  
210

LAND USE GROUP:  
(200-299) Residential

LAND USE :  
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:  
All Sites

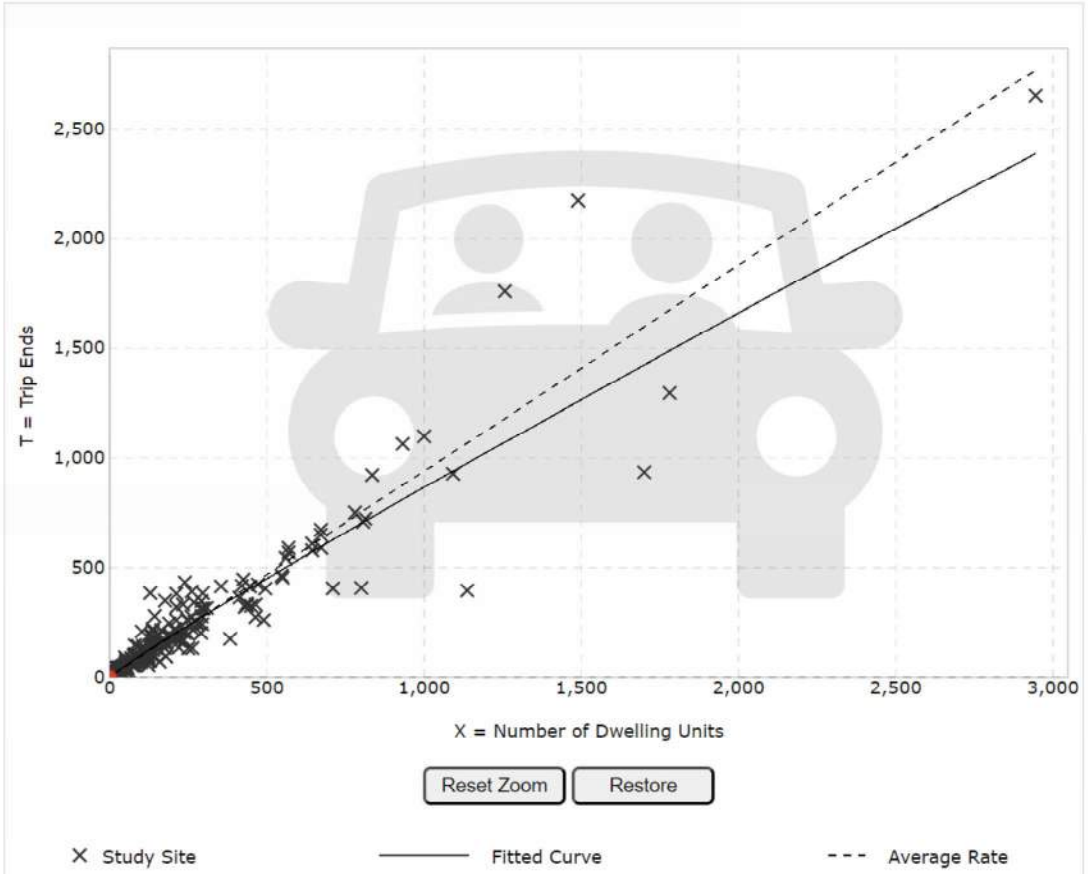
SETTING/LOCATION:  
General Urban/Suburban

INDEPENDENT VARIABLE (IV):  
Dwelling Units

TIME PERIOD:  
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:  
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:  
5 Calculate



**Land Use:**  
Single-Family Detached Housing (210) [Click for Description and Data Plots](#)

**Independent Variable:**  
Dwelling Units

**Time Period:**  
Weekday  
Peak Hour of Adjacent Street Traffic  
One Hour Between 4 and 6 p.m.

**Setting/Location:**  
General Urban/Suburban

**Trip Type:**  
Vehicle

**Number of Studies:**  
208

**Avg. Num. of Dwelling Units:**  
248

**Average Rate:**  
0.94

**Range of Rates:**  
0.35 - 2.98

**Standard Deviation:**  
0.31

**Fitted Curve Equation:**  
 $\ln(T) = 0.94 \ln(X) + 0.27$

**R<sup>2</sup>:**  
0.92

**Directional Distribution:**  
63% entering, 37% exiting

**Calculated Trip Ends:**  
Average Rate: 5 (Total), 3 (Entry), 2 (Exit)  
Fitted Curve: 6 (Total), 4 (Entry), 2 (Exit)

# APPENDIX H

CAPACITY ANALYSIS RESULTS - EXISTING CONDITIONS



## 1: Cool Springs Road &amp; SR 17

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	300	1	6	212	3	16
Future Vol, veh/h	300	1	6	212	3	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	3	0	0	7	0	6
Mvmt Flow	345	1	7	244	3	18
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	346	0	604	346
Stage 1	-	-	-	-	346	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	-	-	4.1	-	6.4	6.26
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.354
Pot Cap-1 Maneuver	-	-	1224	-	465	688
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	790	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1224	-	462	688
Mov Cap-2 Maneuver	-	-	-	-	462	-
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	784	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.2	10.8			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	639	-	-	1224	-	
HCM Lane V/C Ratio	0.034	-	-	0.006	-	
HCM Control Delay (s)	10.8	-	-	8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

## 2: SR 17 &amp; Harvest Church Road

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	316	216	5	3	2
Future Vol, veh/h	0	316	216	5	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	7	20	33	50
Mvmt Flow	0	351	240	6	3	2
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	246	0	-	0	594	243
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	351	-
Critical Hdwy	4.1	-	-	-	6.73	6.7
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.2	-	-	-	3.797	3.75
Pot Cap-1 Maneuver	1332	-	-	-	420	691
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	649	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1332	-	-	-	420	691
Mov Cap-2 Maneuver	-	-	-	-	420	-
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	649	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	12.3			
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1332	-	-	-	-	498
HCM Lane V/C Ratio	-	-	-	-	-	0.011
HCM Control Delay (s)	0	-	-	-	-	12.3
HCM Lane LOS	A	-	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0



## 3: SR 105 &amp; SR 17

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	208	111	31	126	95	18
Future Vol, veh/h	208	111	31	126	95	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	0	85
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	2	16	7	6	0
Mvmt Flow	236	126	35	143	108	20
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	362	0	512	299
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	213	-
Critical Hdwy	-	-	4.26	-	6.46	6.2
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.344	-	3.554	3.3
Pot Cap-1 Maneuver	-	-	1123	-	515	745
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	813	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1123	-	497	745
Mov Cap-2 Maneuver	-	-	-	-	497	-
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	785	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.6		13.5	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	497	745	-	-	1123	-
HCM Lane V/C Ratio	0.217	0.027	-	-	0.031	-
HCM Control Delay (s)	14.2	10	-	-	8.3	0
HCM Lane LOS	B	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.1	-

## 1: Cool Springs Road &amp; SR 17

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	296	3	18	308	4	9
Future Vol, veh/h	296	3	18	308	4	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	0	0	1	0	11
Mvmt Flow	308	3	19	321	4	9
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	311	0	669	310
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	359	-
Critical Hdwy	-	-	4.1	-	6.4	6.31
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.399
Pot Cap-1 Maneuver	-	-	1261	-	426	710
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	711	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1261	-	418	710
Mov Cap-2 Maneuver	-	-	-	-	418	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	698	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.4		11.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	584	-	-	1261	-	
HCM Lane V/C Ratio	0.023	-	-	0.015	-	
HCM Control Delay (s)	11.3	-	-	7.9	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

## 2: SR 17 &amp; Harvest Church Road

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	1	304	325	5	4	1
Future Vol, veh/h	1	304	325	5	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	6	1	0	0	0
Mvmt Flow	1	317	339	5	4	1
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	344	0	-	0	661	342
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	319	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1226	-	-	-	431	705
Stage 1	-	-	-	-	724	-
Stage 2	-	-	-	-	741	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1226	-	-	-	431	705
Mov Cap-2 Maneuver	-	-	-	-	431	-
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	741	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	12.8			
HCM LOS						B
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1226	-	-	-	467	
HCM Lane V/C Ratio	0.001	-	-	-	0.011	
HCM Control Delay (s)	7.9	0	-	-	12.8	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

## 3: SR 105 &amp; SR 17

Intersection						
Int Delay, s/veh	4.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	180	128	56	215	115	159
Future Vol, veh/h	180	128	56	215	115	159
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	0	85
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	7	0	1	2	5
Mvmt Flow	191	136	60	229	122	169
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	327	0	608	259
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	349	-
Critical Hdwy	-	-	4.1	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.345
Pot Cap-1 Maneuver	-	-	1244	-	459	772
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	714	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1244	-	434	772
Mov Cap-2 Maneuver	-	-	-	-	434	-
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	675	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	1.7	13.3			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	434	772	-	-	1244	-
HCM Lane V/C Ratio	0.282	0.219	-	-	0.048	-
HCM Control Delay (s)	16.5	11	-	-	8	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	1.1	0.8	-	-	0.2	-

# APPENDIX I

## CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS



1: Cool Springs Road & SR 17

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	306	1	6	216	3	16
Future Vol, veh/h	306	1	6	216	3	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	3	0	0	7	0	6
Mvmt Flow	352	1	7	248	3	18

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	353	0	615 353
Stage 1	-	-	-	-	353 -
Stage 2	-	-	-	-	262 -
Critical Hdwy	-	-	4.1	-	6.4 6.26
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.354
Pot Cap-1 Maneuver	-	-	1217	-	458 682
Stage 1	-	-	-	-	716 -
Stage 2	-	-	-	-	786 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1217	-	455 682
Mov Cap-2 Maneuver	-	-	-	-	455 -
Stage 1	-	-	-	-	716 -
Stage 2	-	-	-	-	780 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	632	-	-	1217	-
HCM Lane V/C Ratio	0.035	-	-	0.006	-
HCM Control Delay (s)	10.9	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

## 2: SR 17 &amp; Harvest Church Road

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	322	220	5	3	2
Future Vol, veh/h	0	322	220	5	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	7	20	33	50
Mvmt Flow	0	358	244	6	3	2
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	250	0	-	0	605	247
Stage 1	-	-	-	-	247	-
Stage 2	-	-	-	-	358	-
Critical Hdwy	4.1	-	-	-	6.73	6.7
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.2	-	-	-	3.797	3.75
Pot Cap-1 Maneuver	1327	-	-	-	414	688
Stage 1	-	-	-	-	727	-
Stage 2	-	-	-	-	644	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1327	-	-	-	414	688
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	727	-
Stage 2	-	-	-	-	644	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	12.4			
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1327	-	-	-	492	
HCM Lane V/C Ratio	-	-	-	-	0.011	
HCM Control Delay (s)	0	-	-	-	12.4	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

## 3: SR 105 &amp; SR 17

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	212	113	32	129	97	18
Future Vol, veh/h	212	113	32	129	97	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	0	85
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	2	16	7	6	0
Mvmt Flow	241	128	36	147	110	20
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	369	0	524	305
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	219	-
Critical Hdwy	-	-	4.26	-	6.46	6.2
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.344	-	3.554	3.3
Pot Cap-1 Maneuver	-	-	1116	-	507	740
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	808	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1116	-	489	740
Mov Cap-2 Maneuver	-	-	-	-	489	-
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	780	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	1.7	13.8			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	489	740	-	-	1116	-
HCM Lane V/C Ratio	0.225	0.028	-	-	0.033	-
HCM Control Delay (s)	14.5	10	-	-	8.3	0
HCM Lane LOS	B	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-



1: Cool Springs Road & SR 17

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	302	3	18	314	4	9
Future Vol, veh/h	302	3	18	314	4	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	0	0	1	0	11
Mvmt Flow	315	3	19	327	4	9

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	318	0	682 317
Stage 1	-	-	-	-	317 -
Stage 2	-	-	-	-	365 -
Critical Hdwy	-	-	4.1	-	6.4 6.31
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.399
Pot Cap-1 Maneuver	-	-	1253	-	419 703
Stage 1	-	-	-	-	743 -
Stage 2	-	-	-	-	707 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1253	-	411 703
Mov Cap-2 Maneuver	-	-	-	-	411 -
Stage 1	-	-	-	-	743 -
Stage 2	-	-	-	-	694 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	577	-	-	1253	-
HCM Lane V/C Ratio	0.023	-	-	0.015	-
HCM Control Delay (s)	11.4	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

2: SR 17 & Harvest Church Road

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	1	310	332	5	4	1
Future Vol, veh/h	1	310	332	5	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	6	1	0	0	0
Mvmt Flow	1	323	346	5	4	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	351	0	-	0	674 349
Stage 1	-	-	-	-	349 -
Stage 2	-	-	-	-	325 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1219	-	-	-	423 699
Stage 1	-	-	-	-	719 -
Stage 2	-	-	-	-	737 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1219	-	-	-	423 699
Mov Cap-2 Maneuver	-	-	-	-	423 -
Stage 1	-	-	-	-	718 -
Stage 2	-	-	-	-	737 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1219	-	-	-	459
HCM Lane V/C Ratio	0.001	-	-	-	0.011
HCM Control Delay (s)	8	0	-	-	12.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

3: SR 105 & SR 17

Intersection						
Int Delay, s/veh	4.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	184	131	57	219	117	162
Future Vol, veh/h	184	131	57	219	117	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	0	85
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	7	0	1	2	5
Mvmt Flow	196	139	61	233	124	172

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	335	0	621 266
Stage 1	-	-	-	-	266 -
Stage 2	-	-	-	-	355 -
Critical Hdwy	-	-	4.1	-	6.42 6.25
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.2	-	3.518 3.345
Pot Cap-1 Maneuver	-	-	1236	-	451 765
Stage 1	-	-	-	-	779 -
Stage 2	-	-	-	-	710 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1236	-	425 765
Mov Cap-2 Maneuver	-	-	-	-	425 -
Stage 1	-	-	-	-	779 -
Stage 2	-	-	-	-	670 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	425	765	-	-	1236	-
HCM Lane V/C Ratio	0.293	0.225	-	-	0.049	-
HCM Control Delay (s)	16.9	11.1	-	-	8.1	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	1.2	0.9	-	-	0.2	-

1: Cool Springs Road & SR 17

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	373	1	7	264	4	20
Future Vol, veh/h	373	1	7	264	4	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	3	0	0	7	0	6
Mvmt Flow	429	1	8	303	5	23

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	430	0	749 430
Stage 1	-	-	-	-	430 -
Stage 2	-	-	-	-	319 -
Critical Hdwy	-	-	4.1	-	6.4 6.26
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.354
Pot Cap-1 Maneuver	-	-	1140	-	382 617
Stage 1	-	-	-	-	660 -
Stage 2	-	-	-	-	741 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1140	-	379 617
Mov Cap-2 Maneuver	-	-	-	-	379 -
Stage 1	-	-	-	-	660 -
Stage 2	-	-	-	-	735 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	559	-	-	1140	-
HCM Lane V/C Ratio	0.049	-	-	0.007	-
HCM Control Delay (s)	11.8	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

## 2: SR 17 &amp; Harvest Church Road

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	393	269	6	4	2
Future Vol, veh/h	0	393	269	6	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	7	20	33	50
Mvmt Flow	0	437	299	7	4	2
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	306	0	-	0	740	303
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	437	-
Critical Hdwy	4.1	-	-	-	6.73	6.7
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.2	-	-	-	3.797	3.75
Pot Cap-1 Maneuver	1266	-	-	-	342	637
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	590	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1266	-	-	-	342	637
Mov Cap-2 Maneuver	-	-	-	-	342	-
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	590	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	14.1			
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1266	-	-	-	404	
HCM Lane V/C Ratio	-	-	-	-	0.017	
HCM Control Delay (s)	0	-	-	-	14.1	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

3: SR 105 & SR 17

Intersection						
Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	259	138	39	157	118	22
Future Vol, veh/h	259	138	39	157	118	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	0	85
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	2	16	7	6	0
Mvmt Flow	294	157	44	178	134	25

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	451	0	639	373
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	266	-
Critical Hdwy	-	-	4.26	-	6.46	6.2
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.344	-	3.554	3.3
Pot Cap-1 Maneuver	-	-	1039	-	434	678
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	769	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1039	-	414	678
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	733	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	16.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	414	678	-	-	1039	-
HCM Lane V/C Ratio	0.324	0.037	-	-	0.043	-
HCM Control Delay (s)	17.8	10.5	-	-	8.6	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0.1	-

1: Cool Springs Road & SR 17

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	368	4	22	383	5	11
Future Vol, veh/h	368	4	22	383	5	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	0	0	1	0	11
Mvmt Flow	383	4	23	399	5	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	387	0	830 385
Stage 1	-	-	-	-	385 -
Stage 2	-	-	-	-	445 -
Critical Hdwy	-	-	4.1	-	6.4 6.31
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.399
Pot Cap-1 Maneuver	-	-	1183	-	343 643
Stage 1	-	-	-	-	692 -
Stage 2	-	-	-	-	650 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1183	-	334 643
Mov Cap-2 Maneuver	-	-	-	-	334 -
Stage 1	-	-	-	-	692 -
Stage 2	-	-	-	-	634 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	499	-	-	1183	-
HCM Lane V/C Ratio	0.033	-	-	0.019	-
HCM Control Delay (s)	12.5	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

2: SR 17 & Harvest Church Road

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	1	378	405	6	5	1
Future Vol, veh/h	1	378	405	6	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	6	1	0	0	0
Mvmt Flow	1	394	422	6	5	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	428	0	-	0	821 425
Stage 1	-	-	-	-	425 -
Stage 2	-	-	-	-	396 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1142	-	-	-	347 634
Stage 1	-	-	-	-	664 -
Stage 2	-	-	-	-	684 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1142	-	-	-	347 634
Mov Cap-2 Maneuver	-	-	-	-	347 -
Stage 1	-	-	-	-	663 -
Stage 2	-	-	-	-	684 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1142	-	-	-	375
HCM Lane V/C Ratio	0.001	-	-	-	0.017
HCM Control Delay (s)	8.2	0	-	-	14.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1



3: SR 105 & SR 17

Intersection						
Int Delay, s/veh	5.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	224	159	70	268	143	198
Future Vol, veh/h	224	159	70	268	143	198
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	0	85
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	7	0	1	2	5
Mvmt Flow	238	169	74	285	152	211
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	407	0	756	323
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	433	-
Critical Hdwy	-	-	4.1	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.345
Pot Cap-1 Maneuver	-	-	1163	-	376	711
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	654	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1163	-	347	711
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	604	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	1.7	16.8			
HCM LOS			C			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	347	711	-	-	1163	-
HCM Lane V/C Ratio	0.438	0.296	-	-	0.064	-
HCM Control Delay (s)	23.2	12.2	-	-	8.3	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	2.2	1.2	-	-	0.2	-

# APPENDIX J

## CAPACITY ANALYSIS RESULTS – BUILD CONDITIONS



## 1: Cool Springs Road &amp; SR 17

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	308	1	6	223	3	16
Future Vol, veh/h	308	1	6	223	3	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	3	0	0	7	0	6
Mvmt Flow	354	1	7	256	3	18
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	355	0	625	355
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	270	-
Critical Hdwy	-	-	4.1	-	6.4	6.26
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.354
Pot Cap-1 Maneuver	-	-	1215	-	452	680
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	780	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1215	-	449	680
Mov Cap-2 Maneuver	-	-	-	-	449	-
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	775	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.2	10.9			
HCM LOS				B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	629	-	-	1215	-	
HCM Lane V/C Ratio	0.035	-	-	0.006	-	
HCM Control Delay (s)	10.9	-	-	8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

## 2: SR 17 &amp; Harvest Church Road

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	323	222	8	9	7
Future Vol, veh/h	1	323	222	8	9	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	7	20	33	50
Mvmt Flow	1	359	247	9	10	8
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	256	0	-	0	613	252
Stage 1	-	-	-	-	252	-
Stage 2	-	-	-	-	361	-
Critical Hdwy	4.1	-	-	-	6.73	6.7
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.2	-	-	-	3.797	3.75
Pot Cap-1 Maneuver	1321	-	-	-	409	683
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	642	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1321	-	-	-	409	683
Mov Cap-2 Maneuver	-	-	-	-	409	-
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	642	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	12.5			
HCM LOS						B
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1321	-	-	-	496	
HCM Lane V/C Ratio	0.001	-	-	-	0.036	
HCM Control Delay (s)	7.7	0	-	-	12.5	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	




## 3: SR 105 &amp; SR 17

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	217	115	33	133	98	18
Future Vol, veh/h	217	115	33	133	98	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	0	85
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	2	16	7	6	0
Mvmt Flow	247	131	38	151	111	20
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	378	0	540	313
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	227	-
Critical Hdwy	-	-	4.26	-	6.46	6.2
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.344	-	3.554	3.3
Pot Cap-1 Maneuver	-	-	1108	-	496	732
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1108	-	478	732
Mov Cap-2 Maneuver	-	-	-	-	478	-
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	771	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	1.7	14.1			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	478	732	-	-	1108	-
HCM Lane V/C Ratio	0.233	0.028	-	-	0.034	-
HCM Control Delay (s)	14.8	10.1	-	-	8.4	0
HCM Lane LOS	B	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-

## 4: SR 17 &amp; Driveway #1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	234	163	0	1	3
Future Vol, veh/h	1	234	163	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	4	9	0	0	0
Mvmt Flow	1	254	177	0	1	3
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	177	0	-	0	433	177
Stage 1	-	-	-	-	177	-
Stage 2	-	-	-	-	256	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1411	-	-	-	584	871
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	791	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1411	-	-	-	583	871
Mov Cap-2 Maneuver	-	-	-	-	583	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	791	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	9.7			
HCM LOS						A
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1411	-	-	-	-	775
HCM Lane V/C Ratio	0.001	-	-	-	-	0.006
HCM Control Delay (s)	7.6	0	-	-	-	9.7
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0

## 5: Harvest Church Road &amp; Driveway #2 (consolidated)

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	0	5	4	0	5
Future Vol, veh/h	11	0	5	4	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	20	0	0	40
Mvmt Flow	12	0	5	4	0	5
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	12	7	0	0	9	0
Stage 1	7	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1013	1081	-	-	1624	-
Stage 1	1021	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	1013	1081	-	-	1624	-
Mov Cap-2 Maneuver	1013	-	-	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	8.6	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	1013	1624	-	
HCM Lane V/C Ratio	-	-	0.012	-	-	
HCM Control Delay (s)	-	-	8.6	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

## 1: Cool Springs Road &amp; SR 17

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	309	3	18	318	4	9
Future Vol, veh/h	309	3	18	318	4	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	0	0	1	0	11
Mvmt Flow	322	3	19	331	4	9

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	325	0	693 324
Stage 1	-	-	-	-	324 -
Stage 2	-	-	-	-	369 -
Critical Hdwy	-	-	4.1	-	6.4 6.31
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.399
Pot Cap-1 Maneuver	-	-	1246	-	412 697
Stage 1	-	-	-	-	738 -
Stage 2	-	-	-	-	704 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1246	-	404 697
Mov Cap-2 Maneuver	-	-	-	-	404 -
Stage 1	-	-	-	-	738 -
Stage 2	-	-	-	-	691 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	570	-	-	1246	-
HCM Lane V/C Ratio	0.024	-	-	0.015	-
HCM Control Delay (s)	11.5	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



## 2: SR 17 &amp; Harvest Church Road

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	6	312	333	12	8	4
Future Vol, veh/h	6	312	333	12	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	6	1	0	0	0
Mvmt Flow	6	325	347	13	8	4
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	360	0	-	0	691	354
Stage 1	-	-	-	-	354	-
Stage 2	-	-	-	-	337	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1210	-	-	-	413	694
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1210	-	-	-	411	694
Mov Cap-2 Maneuver	-	-	-	-	411	-
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	728	-
Approach	EB	WB	SB			
HCM Control Delay, s	0.2	0	12.8			
HCM LOS			B			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1210	-	-	-	476	
HCM Lane V/C Ratio	0.005	-	-	-	0.026	
HCM Control Delay (s)	8	0	-	-	12.8	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

## 3: SR 105 &amp; SR 17

**Intersection**

Int Delay, s/veh 4.9

**Movement** EBT EBR WBL WBT NBL NBRLane Configurations 

Traffic Vol, veh/h 188 133 57 224 120 163

Future Vol, veh/h 188 133 57 224 120 163

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - Yield

Storage Length - - - - 0 85

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 94 94 94 94 94 94

Heavy Vehicles, % 4 7 0 1 2 5

Mvmt Flow 200 141 61 238 128 173

**Major/Minor** Major1 Major2 Minor1

Conflicting Flow All 0 0 341 0 631 271

Stage 1 - - - - 271 -

Stage 2 - - - - 360 -

Critical Hdwy - - 4.1 - 6.42 6.25

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy - - 2.2 - 3.518 3.345

Pot Cap-1 Maneuver - - 1229 - 445 761

Stage 1 - - - - 775 -

Stage 2 - - - - 706 -

Platoon blocked, % - - -

Mov Cap-1 Maneuver - - 1229 - 420 761

Mov Cap-2 Maneuver - - - - 420 -

Stage 1 - - - - 775 -

Stage 2 - - - - 666 -

**Approach** EB WB NB

HCM Control Delay, s 0 1.6 13.7

HCM LOS B

**Minor Lane/Major Mvmt** NBLn1 NBLn2 EBT EBR WBL WBT

Capacity (veh/h) 420 761 - - 1229 -

HCM Lane V/C Ratio 0.304 0.228 - - 0.049 -

HCM Control Delay (s) 17.3 11.1 - - 8.1 0




HCM Lane LOS C B - - A A

HCM 95th %tile Q(veh) 1.3 0.9 - - 0.2 -

## 4: SR 17 &amp; Driveway #1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	3	348	280	1	1	1
Future Vol, veh/h	3	348	280	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	4	1	0	0	0
Mvmt Flow	3	378	304	1	1	1
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	305	0	-	0	689	305
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	384	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1267	-	-	-	415	740
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	693	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1267	-	-	-	414	740
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	693	-
Approach	EB	WB	SB			
HCM Control Delay, s	0.1	0	11.8			
HCM LOS			B			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1267	-	-	-	531	
HCM Lane V/C Ratio	0.003	-	-	-	0.004	
HCM Control Delay (s)	7.8	0	-	-	11.8	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

## 5: Harvest Church Road &amp; Driveway #2 (consolidated)

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	0	6	12	0	5
Future Vol, veh/h	7	0	6	12	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	0	7	13	0	5
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	19	14	0	0	20	0
Stage 1	14	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1004	1072	-	-	1609	-
Stage 1	1014	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1004	1072	-	-	1609	-
Mov Cap-2 Maneuver	1004	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	8.6	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	1004	1609	-	
HCM Lane V/C Ratio	-	-	0.008	-	-	
HCM Control Delay (s)	-	-	8.6	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

## 1: Cool Springs Road &amp; SR 17

## Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations 

Traffic Vol, veh/h 375 1 7 271 4 20

Future Vol, veh/h 375 1 7 271 4 20

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 87 87 87 87 87 87

Heavy Vehicles, % 3 0 0 7 0 6

Mvmt Flow 431 1 8 311 5 23

Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All 0 0 432 0 759 432

Stage 1 - - - - 432 -

Stage 2 - - - - 327 -

Critical Hdwy - - 4.1 - 6.4 6.26

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy - - 2.2 - 3.5 3.354

Pot Cap-1 Maneuver - - 1138 - 377 615

Stage 1 - - - - 659 -

Stage 2 - - - - 735 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - - 1138 - 374 615

Mov Cap-2 Maneuver - - - - 374 -

Stage 1 - - - - 659 -

Stage 2 - - - - 728 -

Approach	EB	WB	NB
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HCM Control Delay, s 0 0.2 11.8

HCM LOS B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
-----------------------	-------	-----	-----	-----	-----

Capacity (veh/h) 555 - - 1138 -

HCM Lane V/C Ratio 0.05 - - 0.007 -

HCM Control Delay (s) 11.8 - - 8.2 0

HCM Lane LOS B - - A A

HCM 95th %tile Q(veh) 0.2 - - 0 -

## 2: SR 17 &amp; Harvest Church Road

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	1	394	271	9	10	7
Future Vol, veh/h	1	394	271	9	10	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	7	20	33	50
Mvmt Flow	1	438	301	10	11	8
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	311	0	-	0	746	306
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	440	-
Critical Hdwy	4.1	-	-	-	6.73	6.7
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.2	-	-	-	3.797	3.75
Pot Cap-1 Maneuver	1261	-	-	-	340	634
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	588	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1261	-	-	-	340	634
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	588	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	14			
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1261	-	-	-	420	
HCM Lane V/C Ratio	0.001	-	-	-	0.045	
HCM Control Delay (s)	7.9	0	-	-	14	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

## 3: SR 105 &amp; SR 17




Intersection						
Int Delay, s/veh	3.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	264	140	40	161	119	22
Future Vol, veh/h	264	140	40	161	119	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	0	85
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	2	16	7	6	0
Mvmt Flow	300	159	45	183	135	25
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	459	0	653	380
Stage 1	-	-	-	-	380	-
Stage 2	-	-	-	-	273	-
Critical Hdwy	-	-	4.26	-	6.46	6.2
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.344	-	3.554	3.3
Pot Cap-1 Maneuver	-	-	1032	-	426	671
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	764	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1032	-	405	671
Mov Cap-2 Maneuver	-	-	-	-	405	-
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	727	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	1.7	17.1			
HCM LOS			C			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	405	671	-	-	1032	-
HCM Lane V/C Ratio	0.334	0.037	-	-	0.044	-
HCM Control Delay (s)	18.3	10.6	-	-	8.6	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0.1	-

## 4: SR 17 &amp; Driveway #1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	285	198	0	1	3
Future Vol, veh/h	1	285	198	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	4	9	0	0	0
Mvmt Flow	1	310	215	0	1	3
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	215	0	-	0	527	215
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	312	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1367	-	-	-	515	830
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	747	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1367	-	-	-	514	830
Mov Cap-2 Maneuver	-	-	-	-	514	-
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	747	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	10			
HCM LOS						B
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1367	-	-	-	-	719
HCM Lane V/C Ratio	0.001	-	-	-	-	0.006
HCM Control Delay (s)	7.6	0	-	-	-	10
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0



## 5: Harvest Church Road &amp; Driveway #2 (consolidated)

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	0	6	4	0	6
Future Vol, veh/h	11	0	6	4	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	20	0	0	40
Mvmt Flow	12	0	7	4	0	7
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	16	9	0	0	11	0
Stage 1	9	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1008	1079	-	-	1621	-
Stage 1	1019	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	1008	1079	-	-	1621	-
Mov Cap-2 Maneuver	1008	-	-	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	8.6	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	1008	1621	-	
HCM Lane V/C Ratio	-	-	0.012	-	-	
HCM Control Delay (s)	-	-	8.6	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

## 1: Cool Springs Road &amp; SR 17

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	375	4	22	387	5	11
Future Vol, veh/h	375	4	22	387	5	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	0	0	1	0	11
Mvmt Flow	391	4	23	403	5	11
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	395	0	842	393
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	449	-
Critical Hdwy	-	-	4.1	-	6.4	6.31
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.399
Pot Cap-1 Maneuver	-	-	1175	-	337	637
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	647	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1175	-	329	637
Mov Cap-2 Maneuver	-	-	-	-	329	-
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	631	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.4	12.6			
HCM LOS						B
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	493	-	-	1175	-	
HCM Lane V/C Ratio	0.034	-	-	0.02	-	
HCM Control Delay (s)	12.6	-	-	8.1	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

## 2: SR 17 &amp; Harvest Church Road

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	6	380	406	13	9	4
Future Vol, veh/h	6	380	406	13	9	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	6	1	0	0	0
Mvmt Flow	6	396	423	14	9	4
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	437	0	-	0	838	430
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	408	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1134	-	-	-	339	629
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	676	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1134	-	-	-	337	629
Mov Cap-2 Maneuver	-	-	-	-	337	-
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	676	-
Approach	EB	WB	SB			
HCM Control Delay, s	0.1	0	14.5			
HCM LOS						B
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1134	-	-	-	393	
HCM Lane V/C Ratio	0.006	-	-	-	0.034	
HCM Control Delay (s)	8.2	0	-	-	14.5	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	




## 3: SR 105 &amp; SR 17

Intersection						
Int Delay, s/veh	6.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	228	161	70	273	146	199
Future Vol, veh/h	228	161	70	273	146	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	0	85
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	7	0	1	2	5
Mvmt Flow	243	171	74	290	155	212
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	414	0	767	329
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	438	-
Critical Hdwy	-	-	4.1	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.345
Pot Cap-1 Maneuver	-	-	1156	-	370	706
Stage 1	-	-	-	-	729	-
Stage 2	-	-	-	-	651	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1156	-	342	706
Mov Cap-2 Maneuver	-	-	-	-	342	-
Stage 1	-	-	-	-	729	-
Stage 2	-	-	-	-	602	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	1.7	17.3			
HCM LOS			C			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	342	706	-	-	1156	-
HCM Lane V/C Ratio	0.454	0.3	-	-	0.064	-
HCM Control Delay (s)	24	12.3	-	-	8.3	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	2.3	1.3	-	-	0.2	-

## 4: SR 17 &amp; Driveway #1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	3	424	342	1	1	1
Future Vol, veh/h	3	424	342	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	4	1	0	0	0
Mvmt Flow	3	461	372	1	1	1
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	373	0	-	0	840	373
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	467	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1197	-	-	-	338	678
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	635	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1197	-	-	-	337	678
Mov Cap-2 Maneuver	-	-	-	-	337	-
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	635	-
Approach	EB	WB	SB			
HCM Control Delay, s	0.1	0	13			
HCM LOS			B			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1197	-	-	-	450	
HCM Lane V/C Ratio	0.003	-	-	-	0.005	
HCM Control Delay (s)	8	0	-	-	13	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

## 5: Harvest Church Road &amp; Driveway #2 (consolidated)

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	0	7	12	0	6
Future Vol, veh/h	7	0	7	12	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	0	8	13	0	7
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	22	15	0	0	21	0
Stage 1	15	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1000	1070	-	-	1608	-
Stage 1	1013	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1000	1070	-	-	1608	-
Mov Cap-2 Maneuver	1000	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.6	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 1000		1608	-	
HCM Lane V/C Ratio	-	- 0.008		-	-	
HCM Control Delay (s)	-	- 8.6		0	-	
HCM Lane LOS	-	- A		A	-	
HCM 95th %tile Q(veh)	-	- 0		0	-	

# APPENDIX K

CAPACITY ANALYSIS REPORTS - ADDED TURN LANE



Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	1	323	222	8	9	7
Future Vol, veh/h	1	323	222	8	9	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	7	20	33	50
Mvmt Flow	1	359	247	9	10	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	256	0	-	0	608
Stage 1	-	-	-	-	247
Stage 2	-	-	-	-	361
Critical Hdwy	4.1	-	-	-	6.73
Critical Hdwy Stg 1	-	-	-	-	5.73
Critical Hdwy Stg 2	-	-	-	-	5.73
Follow-up Hdwy	2.2	-	-	-	3.797
Pot Cap-1 Maneuver	1321	-	-	-	412
Stage 1	-	-	-	-	727
Stage 2	-	-	-	-	642
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1321	-	-	-	412
Mov Cap-2 Maneuver	-	-	-	-	412
Stage 1	-	-	-	-	726
Stage 2	-	-	-	-	642

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1321	-	-	-	500
HCM Lane V/C Ratio	0.001	-	-	-	0.036
HCM Control Delay (s)	7.7	0	-	-	12.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	6	312	333	12	8	4
Future Vol, veh/h	6	312	333	12	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	6	1	0	0	0
Mvmt Flow	6	325	347	13	8	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	360	0	-	0	684 347
Stage 1	-	-	-	-	347 -
Stage 2	-	-	-	-	337 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1210	-	-	-	417 701
Stage 1	-	-	-	-	720 -
Stage 2	-	-	-	-	728 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1210	-	-	-	414 701
Mov Cap-2 Maneuver	-	-	-	-	414 -
Stage 1	-	-	-	-	716 -
Stage 2	-	-	-	-	728 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1210	-	-	-	479
HCM Lane V/C Ratio	0.005	-	-	-	0.026
HCM Control Delay (s)	8	0	-	-	12.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	1	394	271	9	10	7
Future Vol, veh/h	1	394	271	9	10	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	7	20	33	50
Mvmt Flow	1	438	301	10	11	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	311	0	-	0	741 301
Stage 1	-	-	-	-	301 -
Stage 2	-	-	-	-	440 -
Critical Hdwy	4.1	-	-	-	6.73 6.7
Critical Hdwy Stg 1	-	-	-	-	5.73 -
Critical Hdwy Stg 2	-	-	-	-	5.73 -
Follow-up Hdwy	2.2	-	-	-	3.797 3.75
Pot Cap-1 Maneuver	1261	-	-	-	342 639
Stage 1	-	-	-	-	685 -
Stage 2	-	-	-	-	588 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1261	-	-	-	342 639
Mov Cap-2 Maneuver	-	-	-	-	342 -
Stage 1	-	-	-	-	684 -
Stage 2	-	-	-	-	588 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1261	-	-	-	423
HCM Lane V/C Ratio	0.001	-	-	-	0.045
HCM Control Delay (s)	7.9	0	-	-	13.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	6	380	406	13	9	4
Future Vol, veh/h	6	380	406	13	9	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	6	1	0	0	0
Mvmt Flow	6	396	423	14	9	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	437	0	-	0	831 423
Stage 1	-	-	-	-	423 -
Stage 2	-	-	-	-	408 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1134	-	-	-	342 635
Stage 1	-	-	-	-	665 -
Stage 2	-	-	-	-	676 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1134	-	-	-	340 635
Mov Cap-2 Maneuver	-	-	-	-	340 -
Stage 1	-	-	-	-	660 -
Stage 2	-	-	-	-	676 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1134	-	-	-	397
HCM Lane V/C Ratio	0.006	-	-	-	0.034
HCM Control Delay (s)	8.2	0	-	-	14.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

# APPENDIX L

ICE SPREADSHEETS





GDOT PI#:  Request By:

County:  GDOT District:

Major Road:  Road Class:  Speed Limit:

Crossing Road:  Road Class:  Speed Limit:

Major Rd Direction:  Area Type:

Intersection Control:  Project ID:

Prepared By:  Date:

Project Purpose:

Existing Data Year:

Project Opening Year:

Project Design Year:

Annual Growth Rate:

K Factor\*:

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

### 2025 OPENING YEAR VOLUMES

		5 (5) [100]						
		(0)	(0)	(0)	(5)			
		0	0	0	5			
		SB Harvest Ch Rd						
		Peds	↔	↕	↔	Peds	0	(0)
320 (310) [7000]	(0)	0	↕	2025 Intersection Daily Entering Volume (est):	↕	5	(5)	
	(310)	320	↔		↔	220	(330)	
	(0)	0	↕		7,100	↕	0	(0)
	(0)	0	Peds		↕	↕	↕	↕
		EB SR 17						
		0	0	0	0			
		(0)	(0)	(0)	(0)			
		NB Harvest Ch Rd						
		0 (0) [0]						

**LEGEND:**

- 000 = AM Peak Approach Volume
- (000) = PM Peak Approach Volume
- [000] = ADT Volume (Estimate)

### 2023 EXISTING YEAR VOLUMES

**APPROACH SPLITS:**  
 SR 17: 99%  
 Harvest Ch Rd: 1%

		5 (5) [100]						
		(0)	(1)	(0)	(4)			
		0	2	0	3			
		SB Harvest Ch Rd						
		Peds	↔	↕	↔	Peds	0	(0)
316 (305) [6900]	(1)	0	↕	2023 Intersection Daily Entering Volume (est):	↕	5	(5)	
	(304)	316	↔		↔	216	(325)	
	(0)	0	↕		7,000	↕	0	(0)
	(0)	0	Peds		↕	↕	↕	↕
		EB SR 17						
		0	0	0	0			
		(0)	(0)	(0)	(0)			
		NB Harvest Ch Rd						
		0 (0) [0]						

**PEAK HR % TRUCKS:**

EB	WB	NB	SB
6%	1%	0%	0%

### 2045 DESIGN YEAR VOLUMES

		5 (5) [100]						
		(0)	(0)	(0)	(5)			
		0	0	0	5			
		SB Harvest Ch Rd						
		Peds	↔	↕	↔	Peds	0	(0)
395 (380) [8600]	(0)	0	↕	2045 Intersection Daily Entering Volume (est):	↕	5	(5)	
	(380)	395	↔		↔	270	(405)	
	(0)	0	↕		8,700	↕	0	(0)
	(0)	0	Peds		↕	↕	↕	↕
		EB SR 17						
		0	0	0	0			
		(0)	(0)	(0)	(0)			
		NB Harvest Ch Rd						
		0 (0) [0]						

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

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

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

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

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

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

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

### Waiver Request - Level 2 / 3

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

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

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

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

**Project Information:**  
 Location: SR 17 @ Harvest Ch Rd  
 County: Habersham  
 GDOT District: 1 - Gainesville  
 Area Type: Rural  
 Existing Intersection Control: Conventional (Minor Stop)

GDOT PI # (or N/A): N/A  
 Requested By: GDOT  
 Prepared By: Lumin8 Transportation Technologies  
 Date: 5/25/2023  
 Waiver Request Type: Driveway Permit

**Traffic and Operations Data:**<sup>1,2</sup>

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Major Street Avg Daily Traffic (ADT):	6,775	
Existing Minor Street Avg Daily Traffic (ADT):	225	
Analysis Period:	AM Peak	PM Peak
2025 Opening Yr Peak Hour Intersection Delay:	12.5 sec	12.8 sec
2025 Opening Yr Peak Hour Intersection V/C:	0.04	0.03
2045 Design Yr Peak Hour Intersection Delay:	14.0 sec	14.5 sec
2045 Design Yr Peak Hour Intersection V/C:	0.05	0.03

Crash Data (Required): <sup>3</sup>						
Crash Type	Crash Severity					Years:
	K*	A*	B*	C*	O	5
Crash Data: Enter most recent 5 years of crash data						
Angle	0	0	0	0	1	33%
Head-On	0	0	0	0	0	0%
Rear End	0	0	0	0	0	0%
Sideswipe - same	0	0	0	0	0	0%
Sideswipe - opposite	0	0	0	0	0	0%
Not Collision w/Motor Veh	0	0	0	0	2	67%
<b>TOTALS:</b>	0	0	0	0	3	3

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

**Description of Work / Justification for Waiver (Required):** The intersection is projected to maintain LOS 'B' or better on all approaches through the Design Year (2045) and is not adversely affected by the development. The threshold for a westbound right turn lane is met, so an additional right turn lane with 175' will be constructed.

Proposed Intersection Control: Add Turn Ln/Median (Unsig)

**REQUESTED BY:** Chris Stewart, P.E. Date: 5/25/2023

Title: Lead Engineer

**APPROVED BY:** \_\_\_\_\_ Date: \_\_\_\_\_

Name: \_\_\_\_\_

District Engineer or (Approved Delegate)

<sup>1</sup> Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2  
<sup>2</sup> ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.  
<sup>3</sup> Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)

GDOT PI#:  Request By:   
 County:  GDOT District:   
 Major Road:  Road Class:  Speed Limit:   
 Crossing Road:  Road Class:  Speed Limit:   
 Major Rd Direction:  Area Type:   
 Intersection Control:  Project ID:   
 Prepared By:  Date:   
 Project Purpose:

Existing Data Year:   
 Project Opening Year:   
 Project Design Year:   
 Annual Growth Rate:   
 K Factor\*:

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

### 2025 OPENING YEAR VOLUMES

		0 (0) [0]						
		(0)	(0)	(0)	(0)			
		0	0	0	0			
		SB Driveway #1						
		Peds	↔	↕	↔	Peds	0	(0)
230 (345) [6800]	(0)	0	↘	2025 Intersection Daily Entering Volume (est): 6,800	↙	0	(0)	
	(345)	230	→		←	160	(275)	
	(0)	0	↗		↖	0	(0)	
	(0)	0	Peds		↔	Peds	↕	↔
		EB SR 17						
		0	0	0	0			
		(0)	(0)	(0)	(0)			
		NB Driveway #1						
		0 (0) [0]						

**LEGEND:**  
 000 = AM Peak Approach Volume  
 (000) = PM Peak Approach Volume  
 [000] = ADT Volume (Estimate)

### 2023 EXISTING YEAR VOLUMES

**APPROACH SPLITS:**  
 SR 17: 100%  
 Driveway #1: 0%

		0 (0) [0]						
		(0)	(0)	(0)	(0)			
		0	0	0	0			
		SB Driveway #1						
		Peds	↔	↕	↔	Peds	0	(0)
226 (339) [6700]	(0)	0	↘	2023 Intersection Daily Entering Volume (est): 6,700	↙	0	(0)	
	(339)	226	→		←	157	(271)	
	(0)	0	↗		↖	0	(0)	
	(0)	0	Peds		↔	Peds	↕	↔
		EB SR 17						
		0	0	0	0			
		(0)	(0)	(0)	(0)			
		NB Driveway #1						
		0 (0) [0]						

**PEAK HR % TRUCKS:**

EB	WB	NB	SB
5%	1%	0%	0%

### 2045 DESIGN YEAR VOLUMES

		0 (0) [0]						
		(0)	(0)	(0)	(0)			
		0	0	0	0			
		SB Driveway #1						
		Peds	↔	↕	↔	Peds	0	(0)
280 (420) [8300]	(0)	0	↘	2045 Intersection Daily Entering Volume (est): 8,300	↙	0	(0)	
	(420)	280	→		←	195	(335)	
	(0)	0	↗		↖	0	(0)	
	(0)	0	Peds		↔	Peds	↕	↔
		EB SR 17						
		0	0	0	0			
		(0)	(0)	(0)	(0)			
		NB Driveway #1						
		0 (0) [0]						

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

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  - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
  - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
  - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
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**Project Information:**  
 Location: SR 17 @ Driveway #1  
 County: Habersham  
 GDOT District: 1 - Gainesville  
 Area Type: Rural  
 Existing Intersection Control: New Intersection or Other

GDOT PI # (or N/A): N/A  
 Requested By: GDOT  
 Prepared By: Lumin8 Transportation Technologies  
 Date: 5/25/2023  
 Waiver Request Type: Driveway Permit

**Traffic and Operations Data:**<sup>1,2</sup>

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Major Street Avg Daily Traffic (ADT):	6,775	
Existing Minor Street Avg Daily Traffic (ADT):	0	
Analysis Period:	AM Peak	PM Peak
2025 Opening Yr Peak Hour Intersection Delay:	9.7 sec	11.8 sec
2025 Opening Yr Peak Hour Intersection V/C:	0.01	0.00
2045 Design Yr Peak Hour Intersection Delay:	10.0 sec	13.0 sec
2045 Design Yr Peak Hour Intersection V/C:	0.01	0.01

Crash Data (Required): <sup>3</sup>						
Crash Type	Crash Severity					Years:
	K*	A*	B*	C*	O	5
Angle	0	0	0	0	1	33%
Head-On	0	0	0	0	0	0%
Rear End	0	0	0	0	0	0%
Sideswipe - same	0	0	0	0	0	0%
Sideswipe - opposite	0	0	0	0	0	0%
Not Collision w/Motor Veh	0	0	0	0	2	67%
<b>TOTALS:</b>	0	0	0	0	3	3

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

**Description of Work / Justification for Waiver (Required):** The driveway intersection is projected to maintain LOS 'B' or better on all approaches through the Design Year (2045) and serves five single family homes.

**Proposed Intersection Control:** Conventional (Minor Stop)

**REQUESTED BY:** Chris Stewart, P.E. **Date:** 5/25/2023

**Title:** Lead Engineer

**APPROVED BY:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Name:** \_\_\_\_\_

District Engineer or (Approved Delegate)

<sup>1</sup> Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2  
<sup>2</sup> ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.  
<sup>3</sup> Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)