Record No: RZN-26-28

Rezoning Application

Status: Active

Submitted On: 5/21/2026

Primary Location

32.138135, -81.393472

Owner

No owner information

Applicant

Boltin Teeter
[redacted]
9040 Roswell Road Suite 420
Atlanta, GA 30350

Staff Review

Planning Board Meeting Date*

09/08/2026

Board of Commissioner Meeting Date*

10/06/2026

Notification Letter Description *

To allow for permitted uses in LI

Staff Description

Stipulations

Map #*

304

Parcel #*

10

Georgia Militia District

–

Commissioner District*

1st

Public Notification Letters Mailed

08/17/2026

Board of Commissioner Ads

09/16/2026

Planning Board Ads

08/19/2026

Request Approved or Denied

–

Plat Filing required*

No

Re-Application Date

–

Applicant Information

Who is applying for the rezoning request?*

Agent

Applicant / Agent Name*

Boltin Teeter

Applicant Email Address*

[redacted]

Applicant Phone Number*

[redacted]

Applicant Mailing Address*

9040 Roswell Road STE 420

Applicant City*

Atlanta

Applicant State & Zip Code*

30350

Property Owner Information

Owner's Name*

Mark Cooper

Owner's Email Address*

[redacted]

Owner's Phone Number*

[redacted]

Owner's Mailing Address*

[redacted]

Owner's City*

[redacted]

Owner's State & Zip Code*

[redacted]

Rezoning Information

How many parcels are you rezoning?*

1

Present Zoning of Property*

AR-1 (Agricultural Residential 5 or More Acres)

Proposed Zoning of Property*

LI (Light Industrial)

Map & Parcel *

03040010

Road Name*

Old River Road

Proposed Road Access*

Old River Road

Total Acres *

283

Acres to be Rezoned*

95

Lot Characteristics *

The parcel is 283ac with around 95ac of upland and the rest being wetlands that back up to the Ogeechee River. The applicant would apply for rezoning of the upland portion. There are multiple abandoned structures and debris discarded onsite. The parcel is believed to have prior agricultural use since at least 1938. Environmental studies discovered a clandestine drug laboratory registered in the US Department of Justice's database in 2004 at one of the structures.

Water Connection *

Public Water System

Name of Supplier*

Effingham

Sewer Connection*

Private Septic System

Justification for Rezoning Amendment *

The property is in the vicinity of other industrial zoned property and marked as transitional for future land use. Rezoning to Light industrial would follow the County's future land use planning. The parcel is around 1.3 miles North of I-16 with no turns making this corridor ideal for industrial use. Major drivers of a need for industrial space with interstate connectivity are the Hyundai Plant and the Port of Savannah. This property is believed to have a higher and better use with industrial zoning due to its location.

List the zoning of the other property in the vicinity of the property you wish to rezone:

North*

I-1

South*

AR-1

East*

I-1, B-2, R-1

West*

NA

Describe the current use of the property you wish to rezone.*

As far as we understand, the property has no use currently with abandoned structures and discarded debris scattered throughout. We do not know of any agricultural use today.

Does the property you wish to rezone have a reasonable economic use as it is currently zoned?*

No. Studies show historical agricultural activities including cotton and soybean production. Currently, the applicant does not know of any recent operational agricultural activities occurring onsite.

Describe the use that you propose to make of the land after rezoning.*

The highest and best use is thought to be industrial distribution or storage. The current concept considers one industrial building on the upland portion of the property parallel to Old River Road. It is assumed that the concept development would be used for distribution and storage. On this I-16 exit, proximity to the Hyundai Plant and the Port of Savannah are the likely drivers of demand for the proposed use. The applicant has had success in the past developing and leasing Savannah Portside International Park less than a mile away on this same exit.

Describe the uses of the other property in the vicinity of the property you wish to rezone?*

North: I-1 zoned; It's believed to be a logistics service business (google maps reads as "Savannah Marine Terminal") that appears to have access to rail. On the other side of the tracks looks to be a concrete ready-mix company. East: To the North is a raw land property zoned I-1. Just South is a B-2 zoned parcel with one industrial metal building with offices for commercial use. A group of about six residential homes sit to the South of the industrial metal building. South: multiple parcels zoned AR-1 improved with residential structures border the southern boundary.

Describe how your rezoning proposal will allow a use that is suitable in view of the uses and development of adjacent and nearby property?*

The property currently sits vacant next to industrial use property. To the North, it appears there is a ready-mix concrete plant, a logistics services company with rail access, a lumber plant, and a raw land site zoned I-1. Across the street looks to be a trucking company that has an industrial metal building with autos and dump trucks parked outside. To the South, the first right turn off the interstate is Savannah Portside International Parkway where the applicant developed two industrial buildings and leased them to distribution and storage related users. The rest of the park is earmarked for manufacturing. A rezoning for this property would allow for the upland portion to be used in line with the surrounding properties instead of sitting vacant. Light industrial use has the potential to attract strong companies to do business in the County having a positive economic impact to the community.

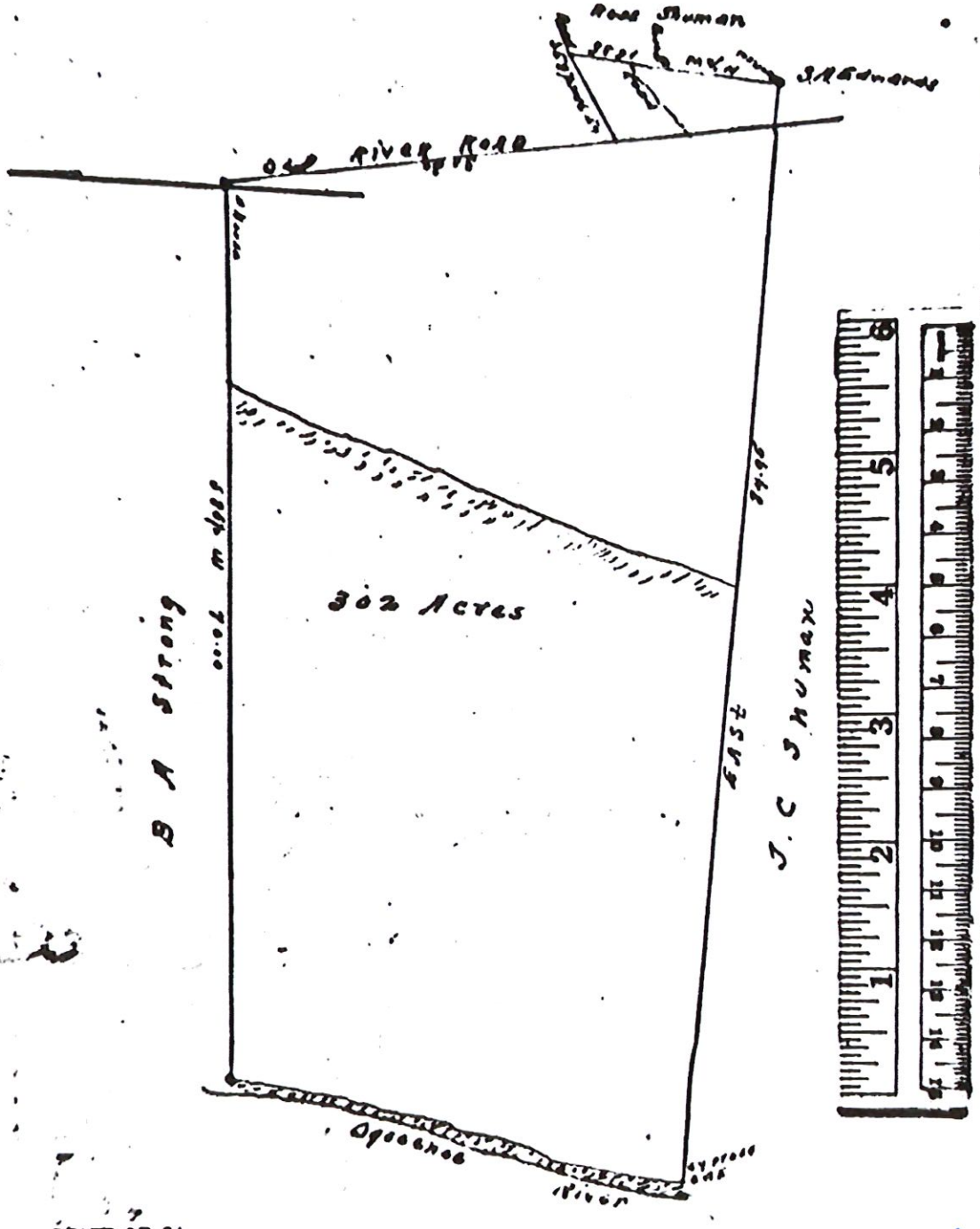
Will the proposed zoning change result in a use of the property, which could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools?*

The proposed rezoning and concept plan is not expected to cause excessive or burdensome use of the exiting streets, transportation facilities, or schools. The concept considers light industrial use geared towards distribution and storage. These facilities with this use typically have very little sewer or water use. The majority of the flow of traffic generated from the site is expected to be headed Eastbound on I-16 resulting in little to no change North of the property towards Hwy 80. Eastbound peak hour traffic in the morning was projected at 32 trips which was noted as not expected to result in a significant change in traffic operating conditions.

Digital Signature*

Boltin Teeter
May 18, 2026

61



STATE OF GA.
LIVINGSTON CO.

MAP OF

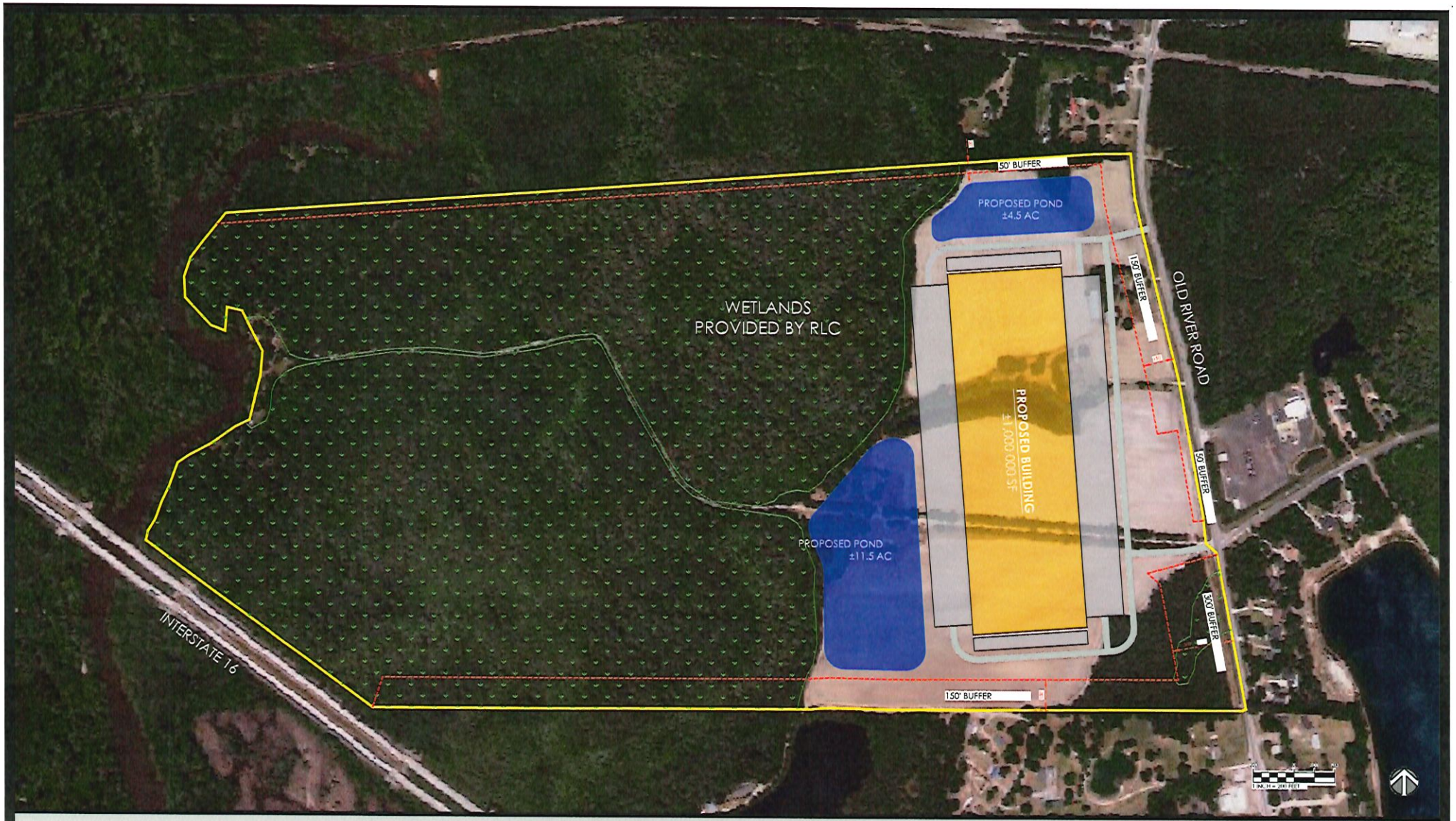
Three Hundred and Two acres of land near Meldrim, Ga.
Resurveyed for S. A. Edwards, June 23rd and 24thth 1915.

D. M. Weitman, Co. Sur.

Recorded Book F page 191. Sur. Records of Eff. Co. Ga.
Scale of 10 ch pr inch.

PB1/61

This map/plat is being furnished as an aid in locating the herein described Land in relation to adjoining streets, natural boundaries, and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the Company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.



PREPARED FOR:

CONCEPTUAL SITE LAYOUT EXHIBIT

OLD RIVER ROAD

BLOOMINGDALE COUNTY, GA

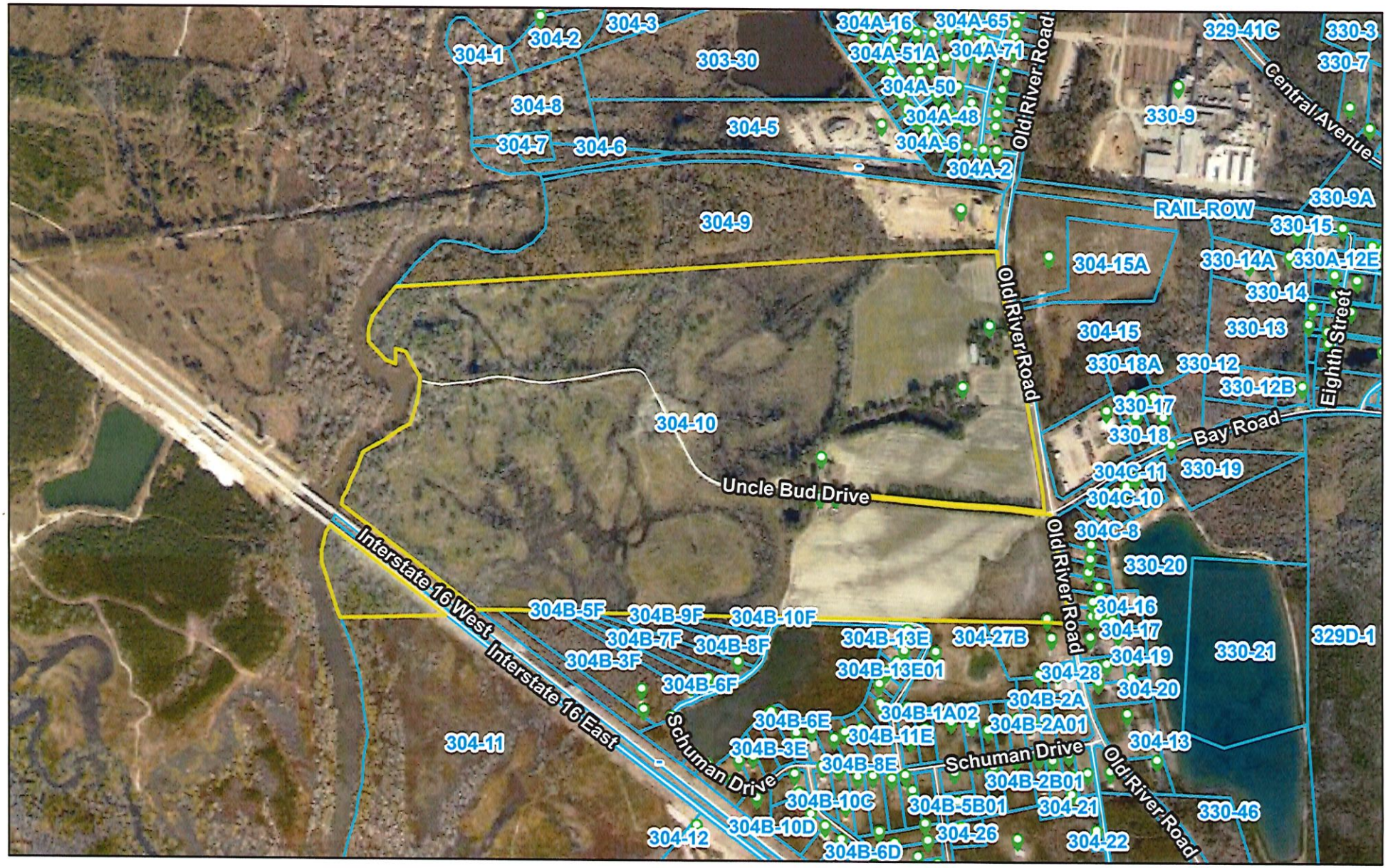
January 17, 2025

THOMAS & HUTTON
50 Park of Commerce Way
Savannah, GA 31405 • 912.234.5300
www.thomasandhutton.com

This map illustrates a general plan of the development which is for discussion purposes only, does not bind or bind the owner/developer, and is subject to change and revision without prior written notice to the holder. Dimensions, boundaries and position locations are for illustrative purposes only and are subject to an accurate survey and property description.

COPYRIGHT © 2025 THOMAS & HUTTON

304-10



7/21/2026

1:14,370

0 0.1 0.2 0.4 mi

0 0.15 0.3 0.6 km

ECBOC, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

304-10



7/21/2026

Addresses
Roads
Parcels

Zoning
AR-1
AR-2
R-1
R-2
B-2
B-3
I-1
HI

Citations

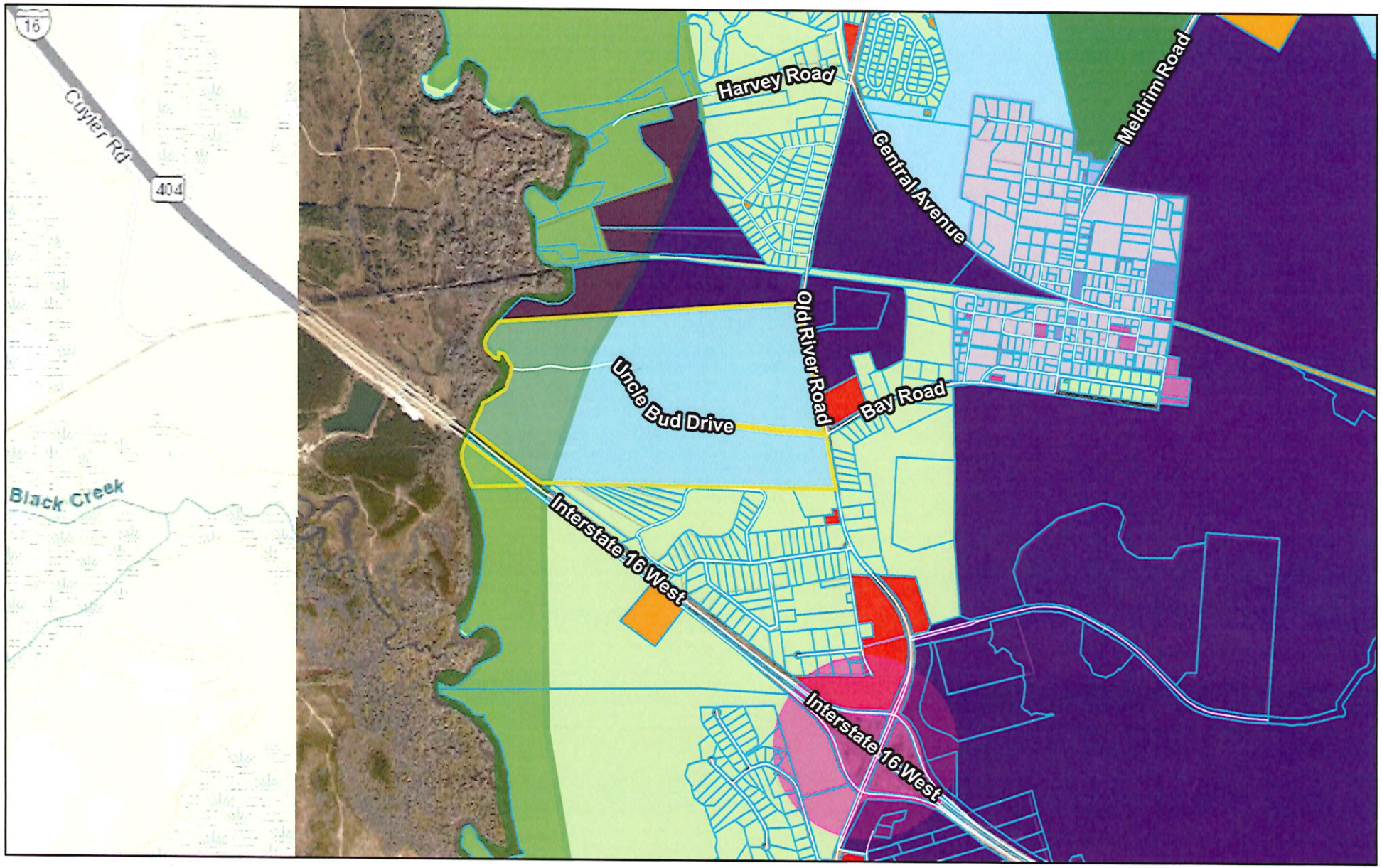
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0 0.15 0.3 0.6 km

ECBOC, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

304-10



7/21/2026

Roads
Parcels
Character Areas
Conservation

FLUM Areas
Development-Suburban Node
Historic Overlay District
Agricultural-Residential
Assembly Area
Commercial
Conservation-Recreation
Industrial
Public-Institutional
Transitional
Utility
Citations

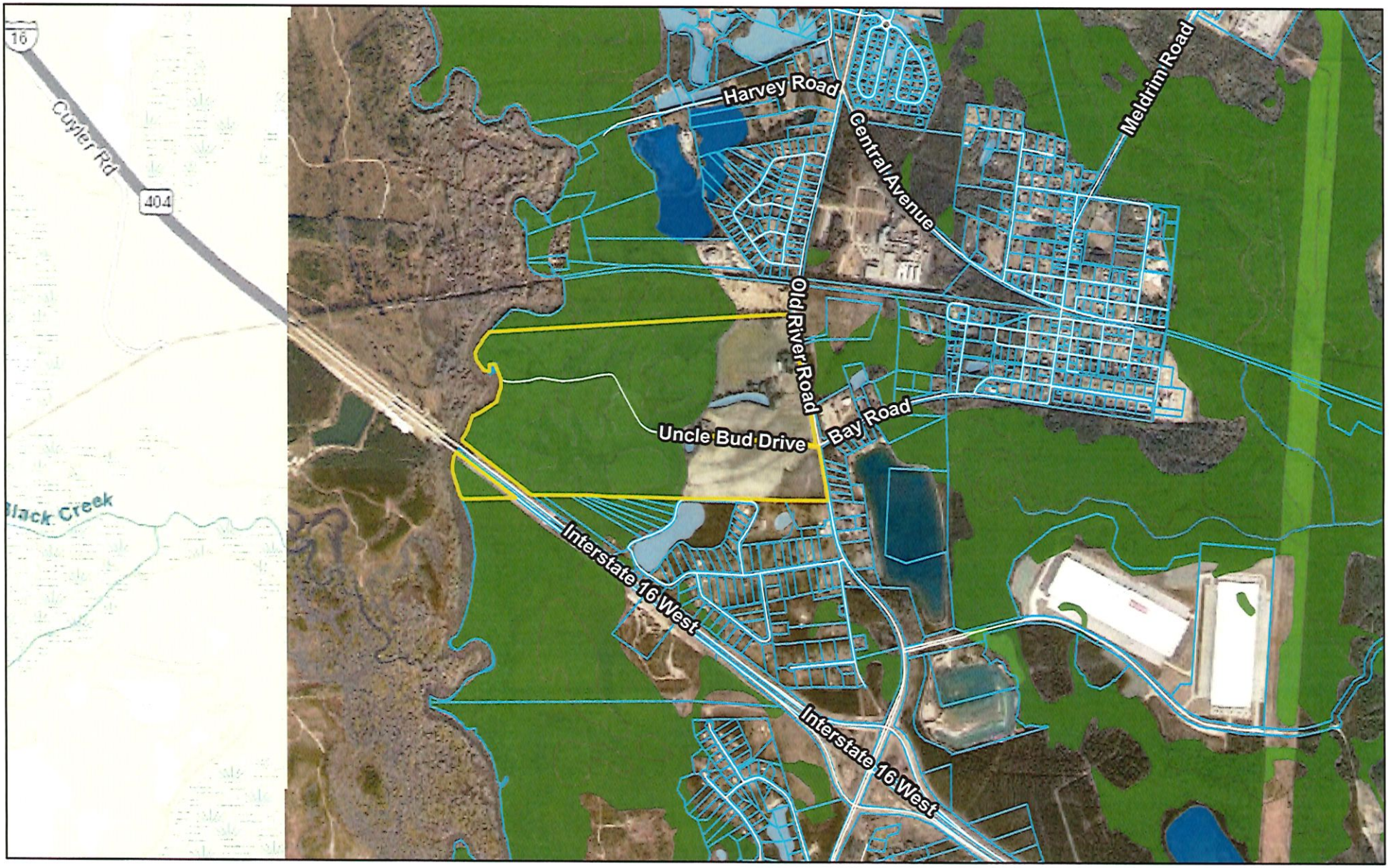
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0 0.2 0.4 0.8 mi

0 0.33 0.65 1.3 km

ECBOC, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

304-10



7/21/2026

Roads

Parcels

Wetlands

Freshwater Emergent Wetland

Freshwater Forested/Shrub Wetland

Freshwater Pond

Lake

Riverine

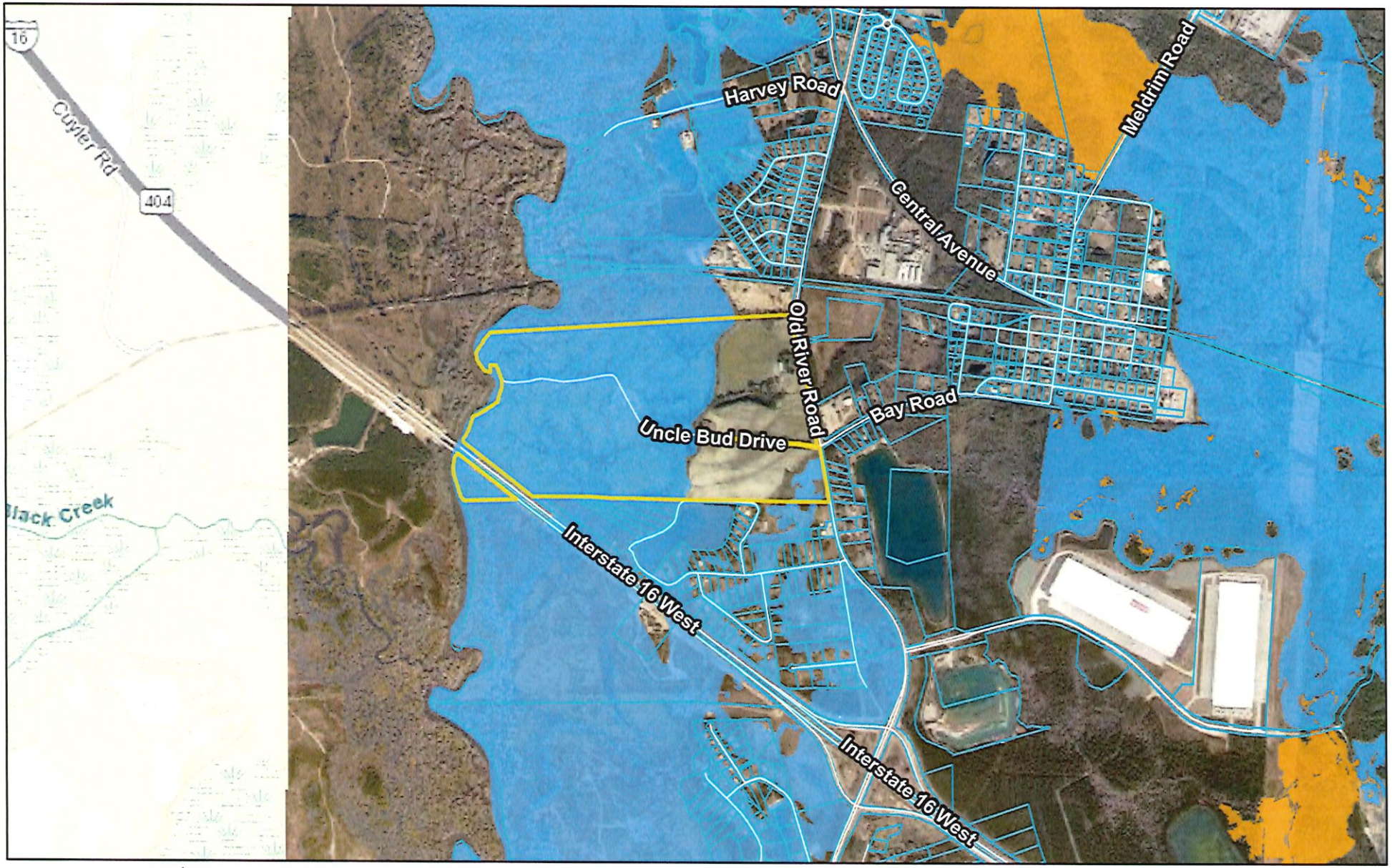
Citations

1:28,739

0 0.2 0.4 0.8 mi

0 0.33 0.65 1.3 km

ECBOC, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA



7/21/2026

Roads
Parcels
FEMA Flood Zone
AE
X, 0.2 PCT ANNUAL CHANCE FLOOD HAZARD
X, AREA OF MINIMAL FLOOD HAZARD
Citations

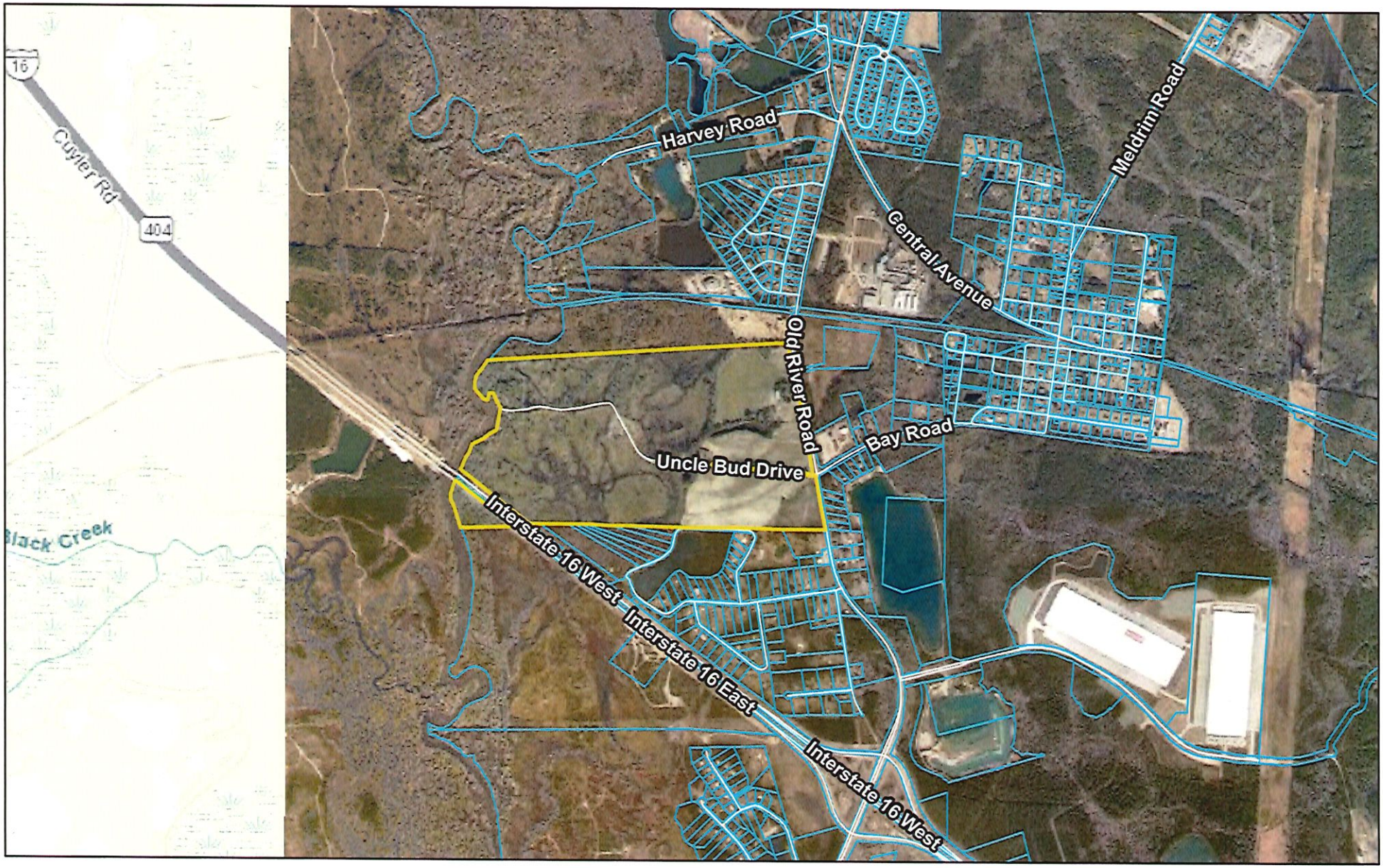
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0 0.2 0.4 0.8 mi

0 0.33 0.65 1.3 km

ECBOC, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

304-10



7/21/2026

Roads

Parcels

Citations

1:28,739

0 0.2 0.4 0.8 mi

0 0.33 0.65 1.3 km

ECBOC, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

TRAFFIC IMPACT STUDY

FOR

Old River Road Development

Effingham County, Georgia

Prepared for:

Panattoni Development Company, Inc.

Prepared by:

STV Incorporated
5160 Acworth Landing Drive, Acworth, Georgia 30101
www.stvinc.com | (770) 421-8422

June 12, 2026

EXECUTIVE SUMMARY

This traffic impact study presents an analysis of the existing and proposed traffic operating conditions expected from the proposed industrial development along Old River Road in Effingham County, Georgia. The proposed development will consist of an approximately 1,000,000 square feet of industrial facility along the west side of Old River Road. The proposed development will have two (2) full movement site driveways along Old River Road. The proposed development is expected to be built out by the year 2029 in one (1) phase.

The proposed development is expected to have similar operations to Savannah Portside International Park (SPIP) off Old River Road. SPIP Building 2, a Panattoni Development Company, Inc. development, is an approximately 1,231,163 square feet industrial facility that employs around 220 total employees split between two daily shifts. Also, operations at SPIP Building 2 total about 80 total truck trips per day. The proposed development is conceptually designed to be very similar to the operations at SPIP Building 2.

When complete, the proposed development is expected to generate 1,010 daily trips, including 124 trips during the weekday AM peak hour (89 entering and 35 exiting), and 146 trips during the weekday PM peak hour (53 entering and 93 exiting).

The existing year conditions and the development's built-out year 2029 No-Build and Build conditions were evaluated for the surrounding roadway network.

In existing conditions, the study intersections generally operate with acceptable traffic operating conditions during the weekday AM and PM peak hours, with most intersections operating at Levels of Service (LOS) D or better. However, undesirable conditions (LOS F) are observed for the northbound approach at US 80 at Old River Road intersection during both the AM and PM peak hours, and for the northbound approach at US 80 at River Road Spur intersection during the PM peak hour.

In 2029 No-Build conditions, the study intersections are expected to continue to operate with acceptable traffic operating conditions during the weekday AM and PM peak hours, with most study intersections operating at Levels of Service (LOS) D or better. As in existing conditions, undesirable traffic operating conditions are projected for the northbound approach at US 80 at Old River Road intersection during both the AM and PM peak hours,

the southbound approach during the PM peak hour, as well as the northbound approach at US 80 at River Road Spur intersection during the PM peak hour.

In 2029 Build conditions with project traffic, the study intersections are expected to continue to operate with similar traffic operating conditions as No-Build conditions during the weekday AM and PM peak hours, with most study intersections operating at Levels of Service (LOS) D or better. As in No-Build conditions, the northbound approach at US 80 at Old River Road intersection during both the AM and PM peak hours, the southbound approach during the PM peak hour and the northbound approach at US 80 at River Road Spur intersection during both the AM and PM peak hours are expected to continue to operate with undesirable traffic operating conditions.

A southbound right-turn deceleration lane is not warranted at Site Driveway 1 (south) along Old River Road, while a northbound left-turn lane is warranted. However, Site Driveway 2 (north) warrants a southbound right-turn deceleration lane along Old River Road, while a northbound left-turn lane is not warranted at Site Driveway 2 (north).

In summary, traffic operations within the study area are expected to generally remain acceptable under the Build conditions, with most study intersections operating at acceptable traffic operating conditions. While undesirable traffic operating conditions are projected at some study intersections, improvements at the study intersections are not required to mitigate the impact of the proposed development.

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1. INTRODUCTION

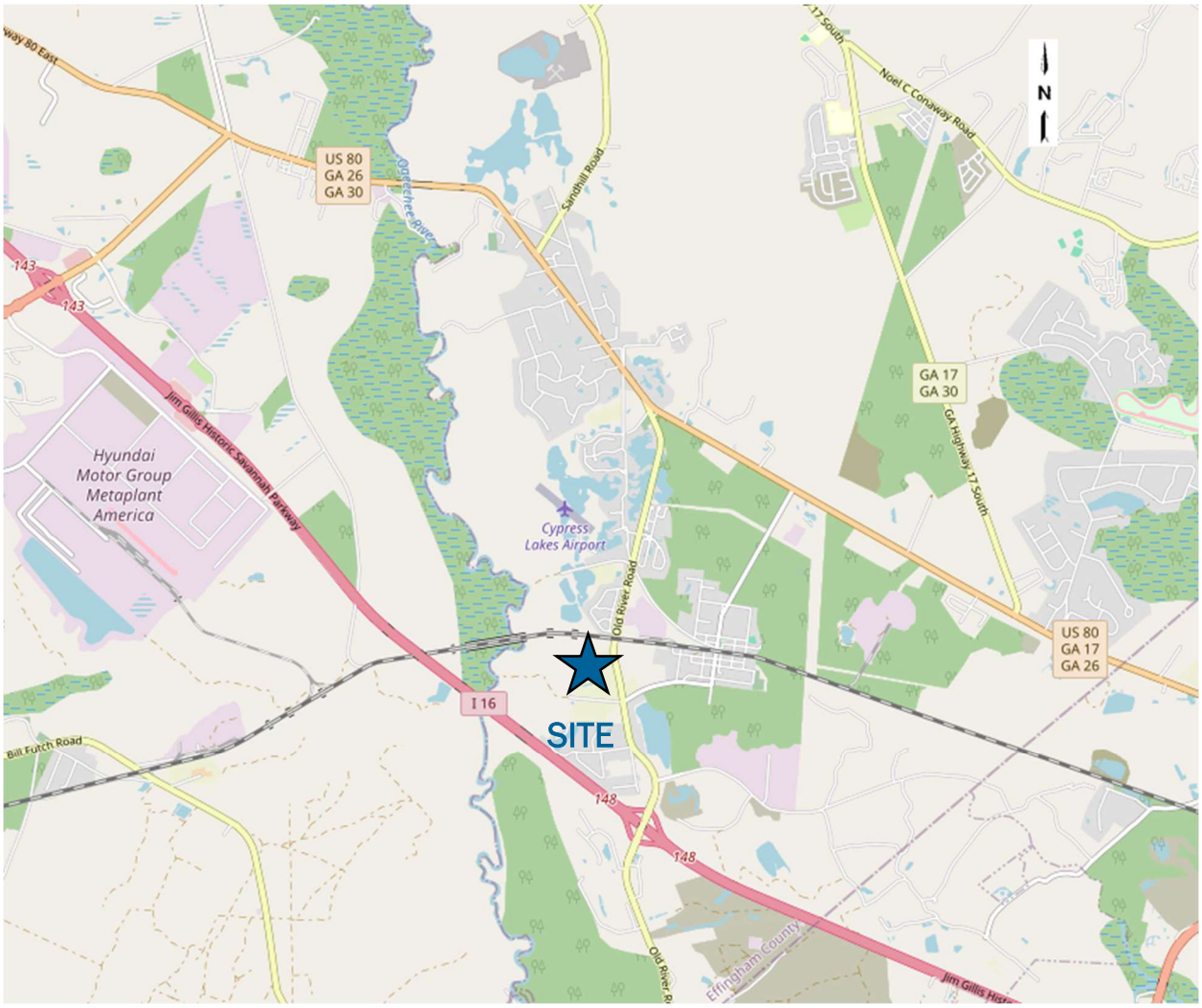
This traffic impact study presents an analysis of the existing and proposed traffic operating conditions expected from the proposed industrial development along Old River Road in Effingham County, Georgia. The proposed development will consist of an approximately 1,000,000 square feet of industrial facility along the west side of Old River Road. The proposed development will have two (2) full movement site driveways along Old River Road. The proposed development is expected to be built out by the year 2029 in one (1) phase.

The proposed development is expected to have similar operations to Savannah Portside International Park (SPIP) off Old River Road. SPIP Building 2, a Panattoni Development Company, Inc. development, is an approximately 1,231,163 square feet industrial facility that employs around 220 total employees split between two daily shifts. Also, operations at SPIP Building 2 total about 80 total truck trips per day. The proposed development is conceptually designed to be very similar to the operations at SPIP Building 2.

The existing year conditions and the development's build out year 2029 No-Build and Build conditions were evaluated for the surrounding roadway network.

Figure 1 shows the site location.

Figure 1. Site Location



2. STUDY METHODOLOGY

Intersection capacity analyses were performed using procedures in the Transportation Research Board's *Highway Capacity Manual (HCM), 7th Edition*. *Synchro 12* was used to perform intersection analysis.

Operating conditions at intersections are evaluated in terms of Levels of Service (LOS). The Levels of Service for an intersection are based on vehicular delays at the intersection. Levels of Service A through D are generally considered to be acceptable peak hour operations. Levels of Service E and F are generally considered to be undesirable conditions during the peak hour. The Levels of Service criteria for signalized and unsignalized intersections are shown in Table 1.

Table 1. Levels of Service Delay Criteria

Levels of Service	Control Delay (seconds per vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10	≤ 10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	> 80	> 50

Source: Highway Capacity Manual.

3. EXISTING ROADWAY CONDITIONS

After conducting a review of existing roadway network surrounding the proposed industrial development, the following key study intersections were identified for analysis:

1. Old River Road at I-16 eastbound ramps,
2. Old River Road at I-16 westbound ramps,
3. Old River Road at Bay Road/site driveway 1 (south),
4. Old River Road at site driveway 2 (north),
5. Old River Road at River Road Spur
6. US 80 at River Road Spur, and
7. US 80 at Old River Road

Figure 2 shows the study area.

Roadway Inventory

To determine existing traffic conditions for the study intersections and nearby roadways serving the site, an inventory was made of the major roads in the vicinity of the site. The following is a description of the major roadways:

Old River Road is a two-way undivided roadway running north-south through Effingham Couty and connecting US 80 with I-16. The roadway is classified as a major collector and serves industrial, agricultural, and residential land uses in the surrounding area and functions as a key local access corridor near the study area. The posted speed limit along Old River Road varies between 45 miles per hour and 50 miles per hour. The proposed development will have two driveways along Old River Road.

I-16 is a four-lane divided interstate highway with an east-west orientation providing regional mobility between Savannah and Macon. It serves as a major freight and commuter corridor supporting access to the port of Savannah and surrounding industrial areas. The posted speed limit along I-16 near the study area is 70 miles per hour.

US 80 is two-lane undivided highway with an east-west orientation providing regional connectivity between local communities. The roadway is classified as Minor Arterial and supports commuter, freight, and local travel between Savannah and inland areas. The posted speed limit along US 80 near the study area varies between 45 miles per hour and 55 miles per hour.

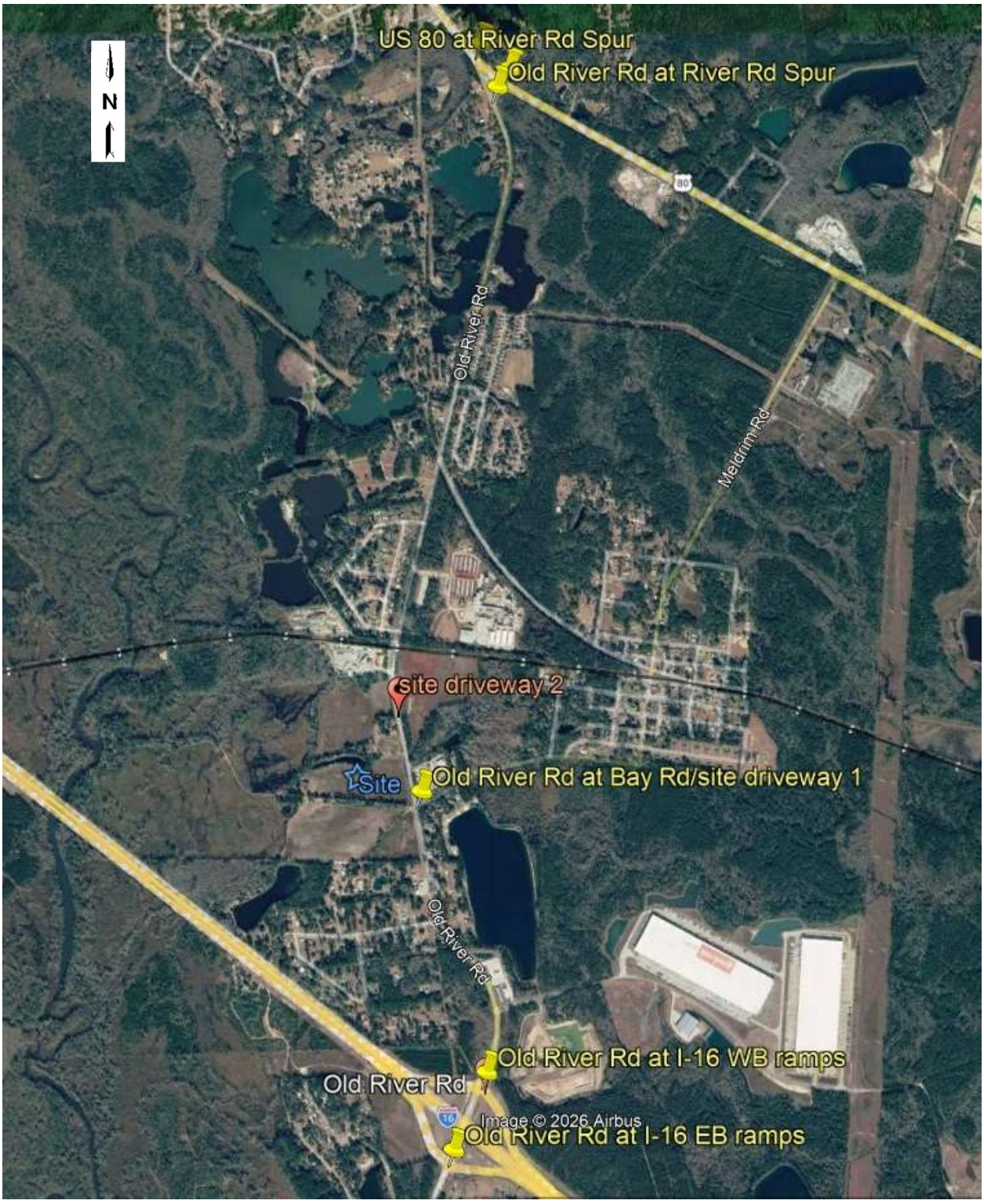
River Road Spur is a short two-lane undivided connector connecting US 80 to Old River Road. It provides local access to nearby properties and supports circulation near the study area.

Bay Road is two-lane undivided roadway with an east-west near orientation in the study area, providing local access between Old River Road and nearby residential and industrial properties. The roadway is classified as a Minor Collector and serves short-distance circulation within the surrounding area. The posted speed limit along Bay Road is 45 miles per hour.

Planned Roadway Improvements

There are plans to widen Old River Road from the I-16 interchange to US 80. However, the roadway widening is expected to be beyond the 2029 opening year for the proposed Old River Road development and, therefore, the roadway widening was not included in the analysis.

Figure 2. Study Area Map



4. EXISTING TRAFFIC CONDITIONS

Existing Traffic Volumes

Weekday AM and PM peak period turning movement counts were collected on Tuesday, April 21, 2026, at the study intersections. Figures 3a-b show the existing traffic volumes for weekday peak hours. Figures 4a-b show the existing lane geometry and traffic control at the study intersections. Also, daily traffic counts were collected along Old River Road Connector on Thursday, April 21, 2026, in the vicinity of the proposed development. The average daily traffic along Old River Road is approximately 5,691 vehicles.

All counts were collected while schools were in session and are included in Appendix A.

Figure 3a. Existing Traffic Volumes

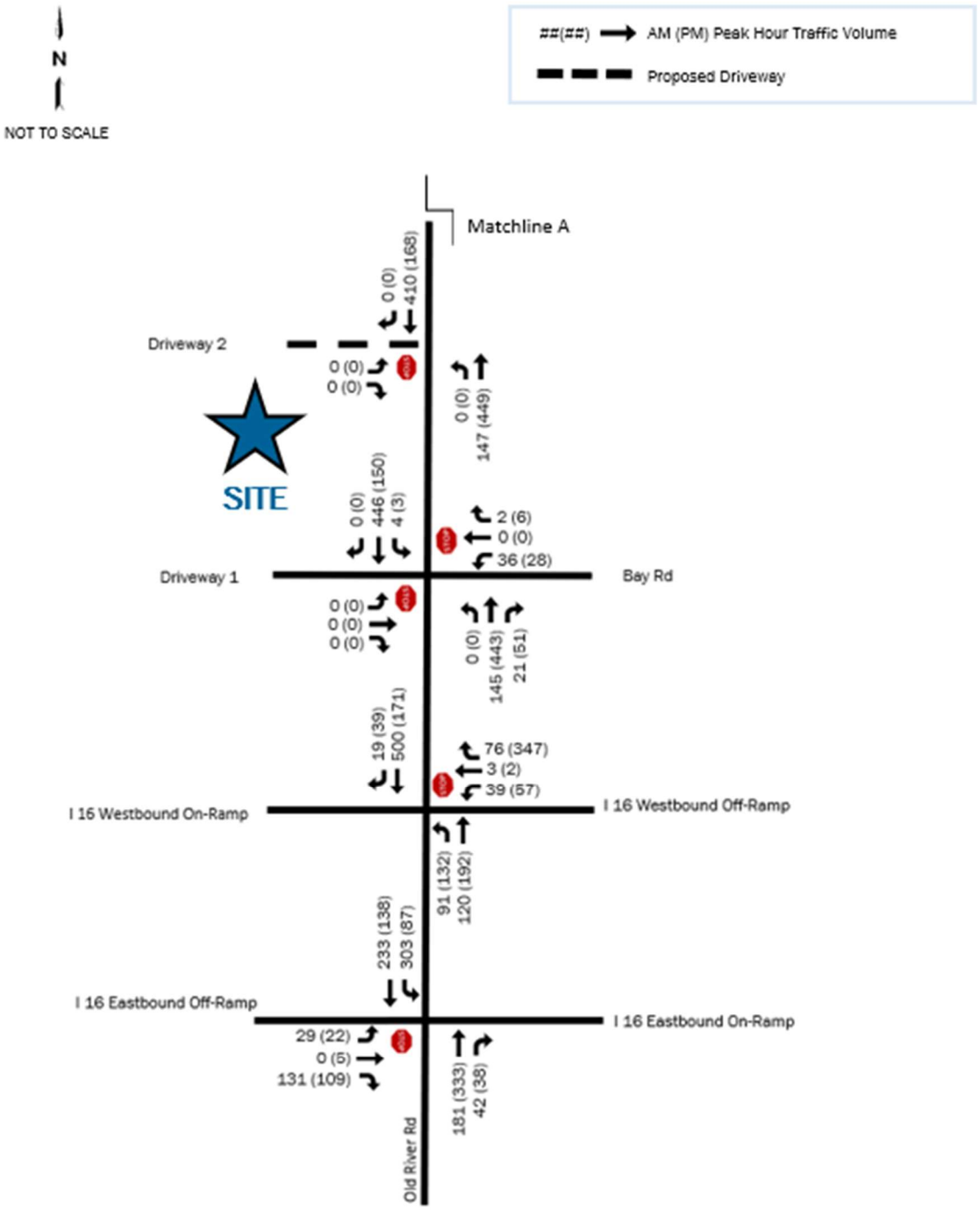


Figure 3b. Existing Traffic Volumes (continued)

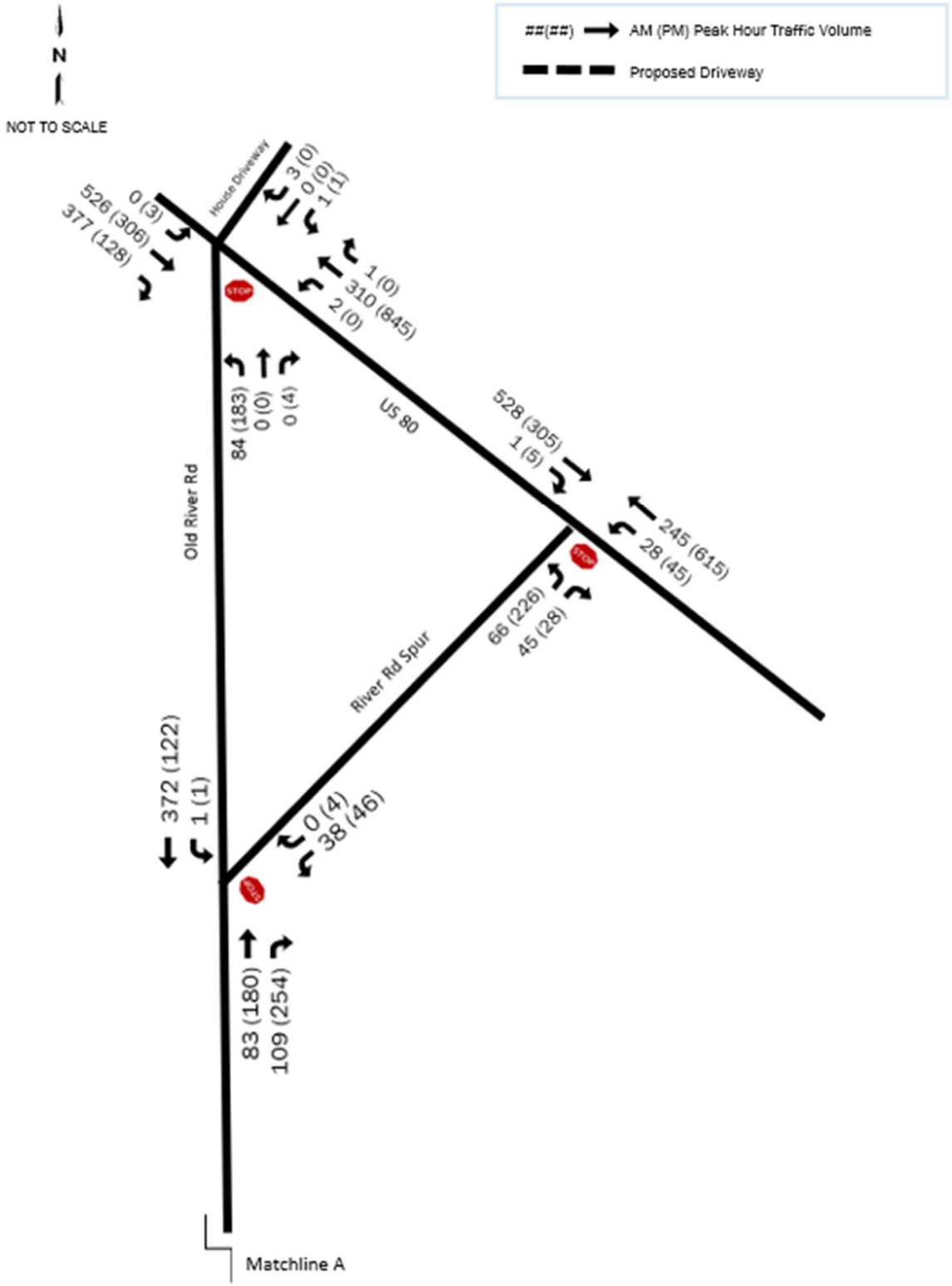


Figure 4a. Existing Lane Geometry and Traffic Control

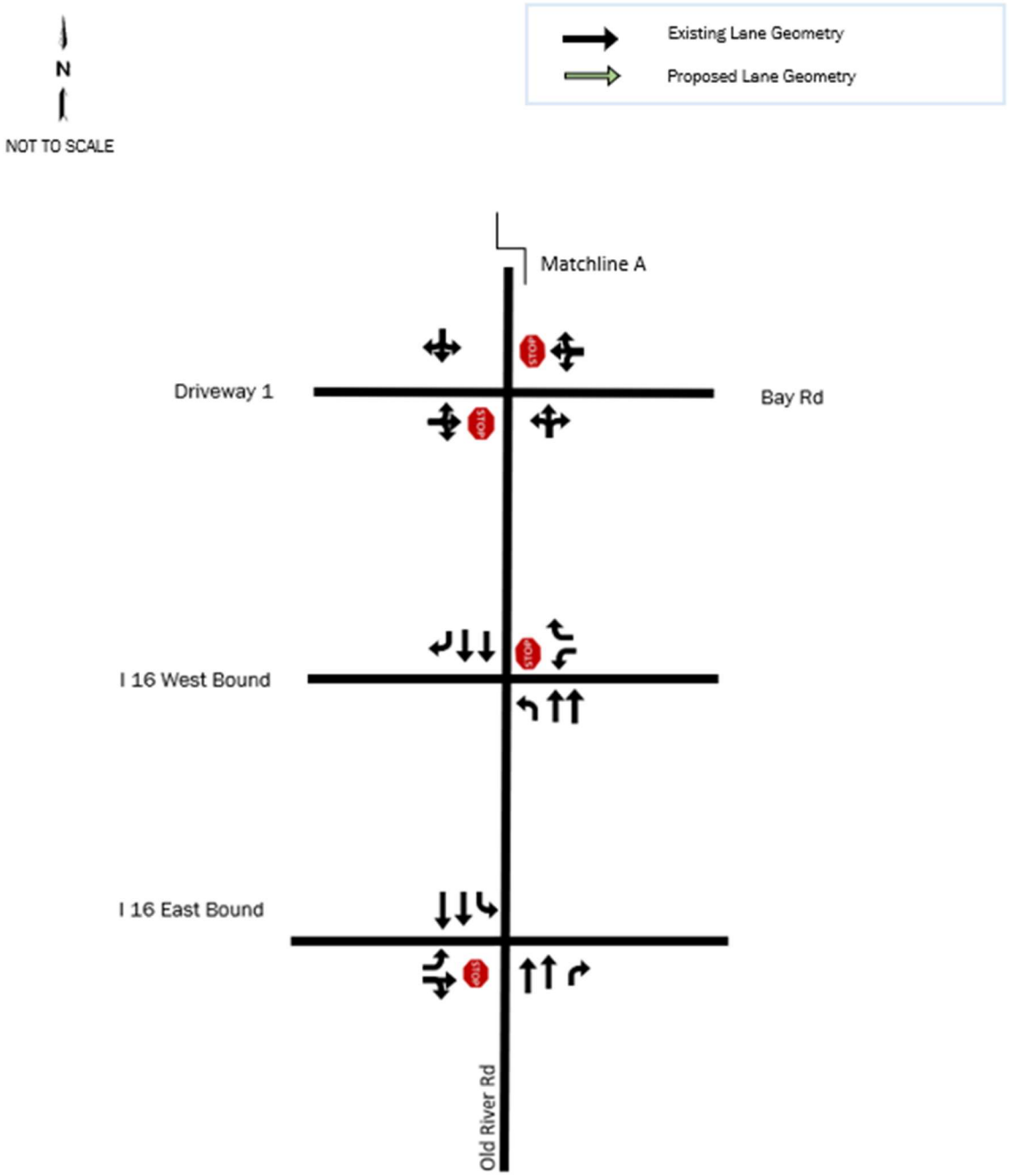
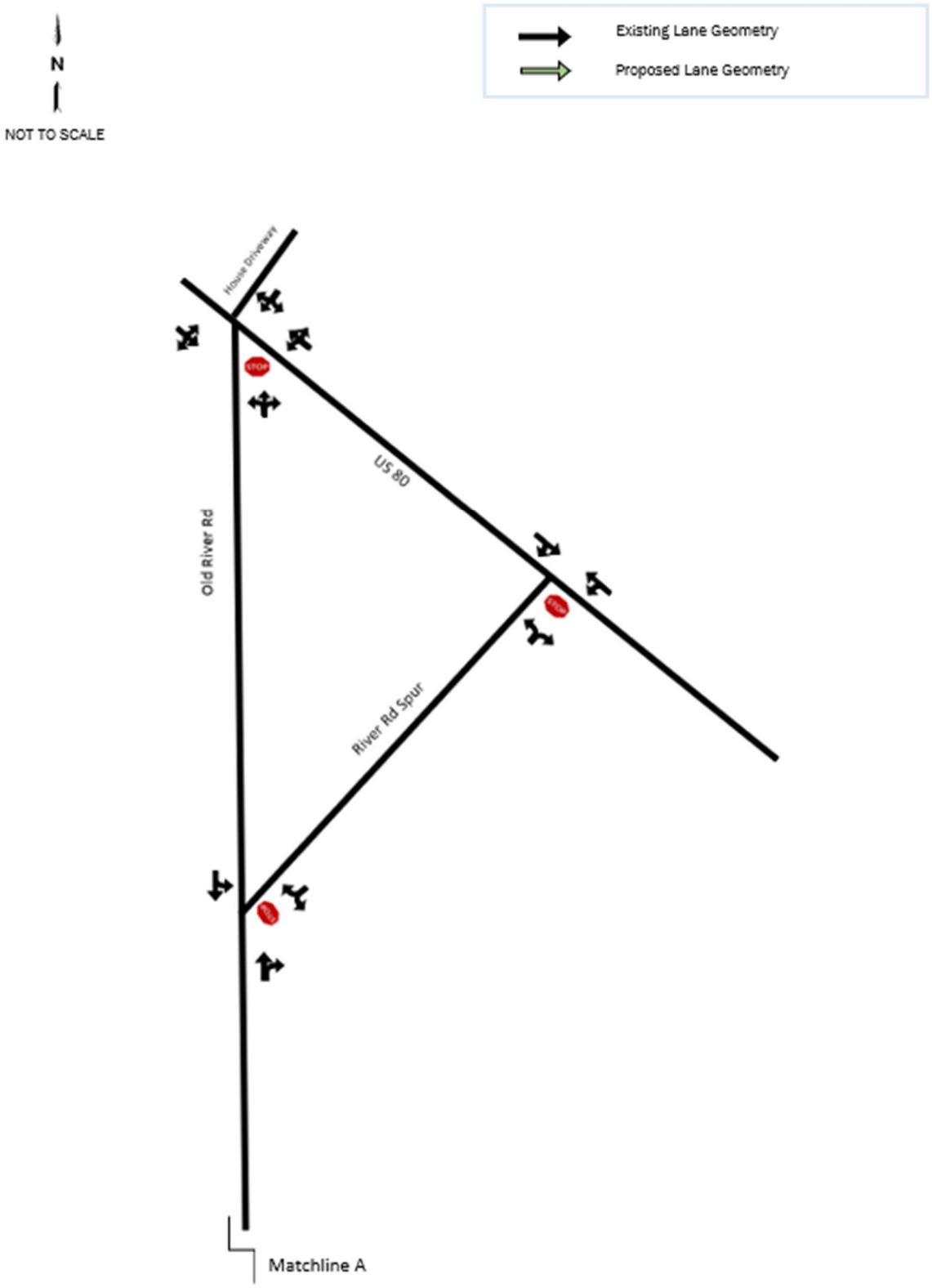


Figure 4b. Existing Lane Geometry and Traffic Control (continued)



Existing Traffic Conditions

Intersection capacity analyses were performed for the study intersections. The results of the existing conditions capacity analyses using the existing traffic volumes and the existing intersection geometries at the study intersections are shown in Table 2. The capacity analysis printouts are included in Appendix B.

Table 2. Existing Conditions Capacity Analysis

No.	Intersection	Control	Approach/ Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Old River Road at I-16 EB ramps	Stop-Control	EB	B	14.5	A	9.9
			SBL	A	8.7	A	8.3
2	Old River Road at I-16 WB ramps	Stop-Control	WB	B	11.3	B	12.2
			NBL	A	9.2	A	8.1
3	Old River Road at Bay Road/driveway 1 (south)	Stop-Control	EB	A	0.0	A	0.0
			WB	C	15.7	B	15.0
			NBL	A	0.0	A	0.0
			SBL	A	7.7	A	8.5
5	Old River Road at River Road Spur	Stop-Control	WB	B	12.9	B	12.2
			SBL	A	7.7	A	8.4
6	US 80 at River Road Spur	Stop-Control	WBL	A	9.3	A	8.2
			NB	C	24.8	F	186.6
7	US 80 at Old River Road	Stop-Control	EBL	A	0.0	A	10.0
			WBL	B	10.8	A	0.0
			NB	F	53.4	F	>300.0
			SB	B	12.6	D	28.6

For the purposes of the analysis, Old River Road is taken to be north/south.

As shown in Table 2, the study intersections currently operate with acceptable traffic operating conditions during the weekday AM and PM peak hours, with most intersections operating at Levels of Service (LOS) D or better. However, undesirable LOS are observed for the northbound approach at US 80 at Old River Road intersection during both the AM and PM peak hours, and for the northbound approach at US 80 at River Road Spur intersection during the PM peak hour.

5. PROPOSED DEVELOPMENT

Proposed Development

The proposed development will consist of an approximately 1,000,000 square feet of industrial facility along the west side of Old River Road. The proposed development will have two (2) full movement site driveways along Old River Road. The proposed development is expected to be built out by the year 2029 in one (1) phase.

The expected use of the proposed development is distribution in connection to the Port of Savannah. Panattoni Development Company, Inc. was the developer of Savannah Portside International Park (SPIP) off Old River Road. SPIP Building 2 is an approximately 1,231,163 square feet industrial facility that employs around 220 total employees split between two daily shifts. Around 60%, or 132 employees, during the morning shift and 40%, or 88 employees, during the evening shift. The operations at SPIP Building 2 total about 80 total truck trips per day (25 in + 30 out + 30 empty). The proposed development is conceptually designed to be very similar to the operations at SPIP Building 2, and therefore is being constructed to attract a similar tenant profile. For evaluation purposes, the analysis considers a total employee count of 200 employees in order to develop the trip generation for the proposed development.

The site plan is included in Appendix C.

Trip Generation

The estimated trip generation for the proposed industrial development was developed using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition (2025), which represents the standard methodology for estimating new vehicular trips associated with development projects. Data from Savannah Portside International Park (SPIP) a similar sized development located near the project site along Old River Road was utilized to develop project trips for the proposed site. Specifically, the similar sized development consists of approximately 1,231,163 square feet of industrial space and employs around 220 employees. Therefore, 1,000,000 square feet of space is expected to employ 200 employees. The estimated trip generation was developed utilizing the number of employees for the proposed development. The results of the trip generation analysis are summarized in Table 3 and are included in Appendix D.

Table 3. Trip Generation

Trip Type / LUC	Daily			AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
1,000,000 sf [200 employees] Warehousing (LUC 150) - Passenger Vehicles	371	371	742	80	17	97	44	85	129
1,000,000 sf [200 employees] Warehousing (LUC 150) - Trucks	134	134	268	9	18	27	9	8	17
Total Trips	**505**	**505**	**1,010**	**89**	**35**	**124**	**53**	**93**	**146**

As shown in Table 3, the proposed development is expected to generate 268 daily truck trips, whereas the similar SPIP Building 2 industrial facility typically generates about 80 daily truck trips. For analysis purposes, the trip generation developed from the ITE Trip Generation Manual were used in the analysis.

Trip Distribution and Assignment

The trip distribution is the percentage of site traffic that travels on each of the various roadways to and from a site. The trip distribution was based on the existing traffic volume patterns in the study area. The trip distributions for passenger vehicles and trucks are shown in Figures 5a-b and 6a-b, respectively, for the AM and PM peak hours.

The trip distributions were applied to the AM and PM peak hour respective land use project trips in order to develop the AM and PM peak hour project volumes at the study intersections. The distribution percentages shown in Figures 5a-b and 6a-b were applied to the expected passenger vehicle and truck trips generated from the proposed development, as presented in Table 3. The estimated project trips for the proposed development at the study intersections during the AM and PM peak hours are shown in Figures 7a-b and 8a-b for passenger vehicles and trucks, respectively. Figures 9a-b show the total project trips.

Figure 5a. Passenger Vehicles Trip Distribution

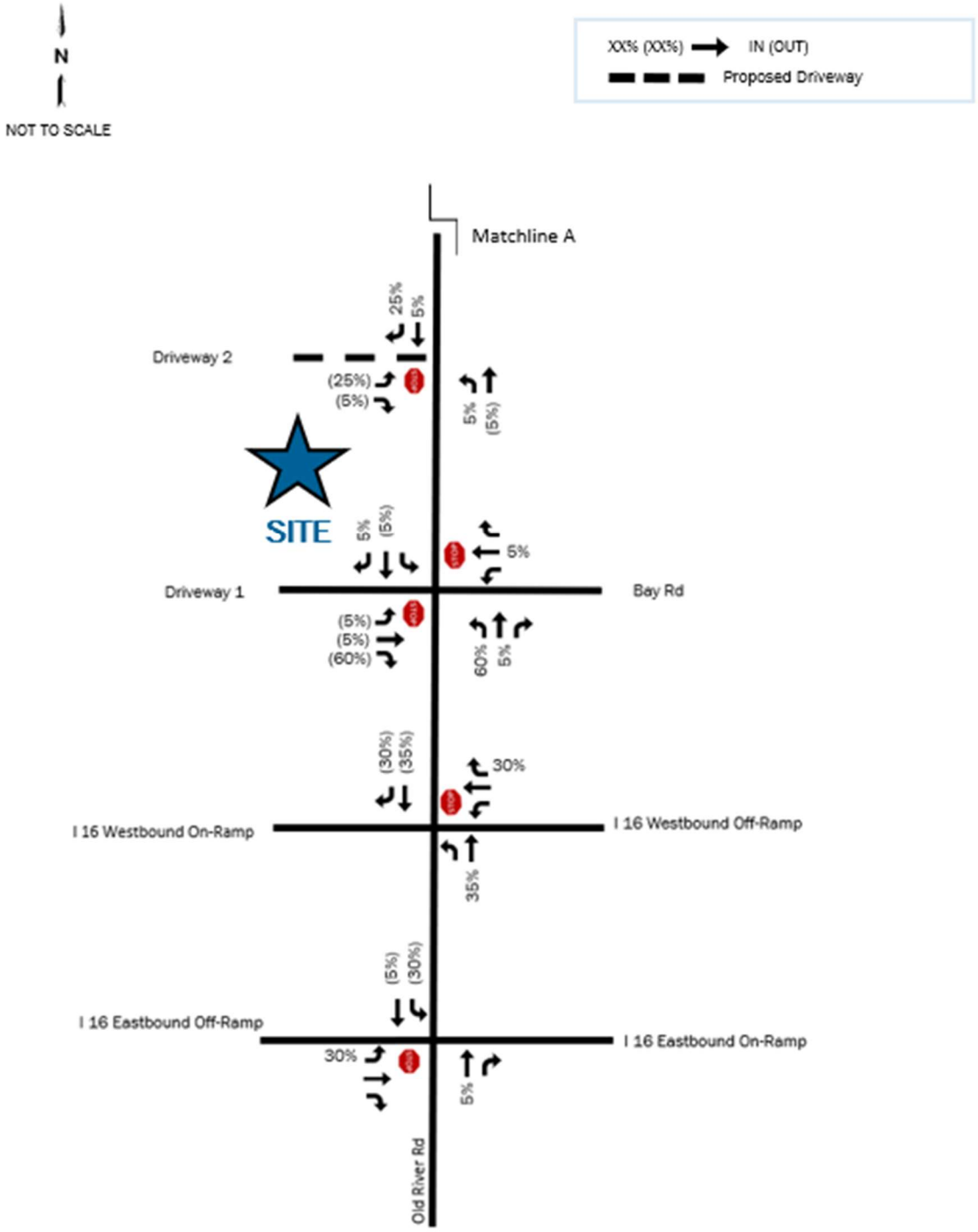


Figure 5b. Passenger Vehicles Trip Distribution (continued)

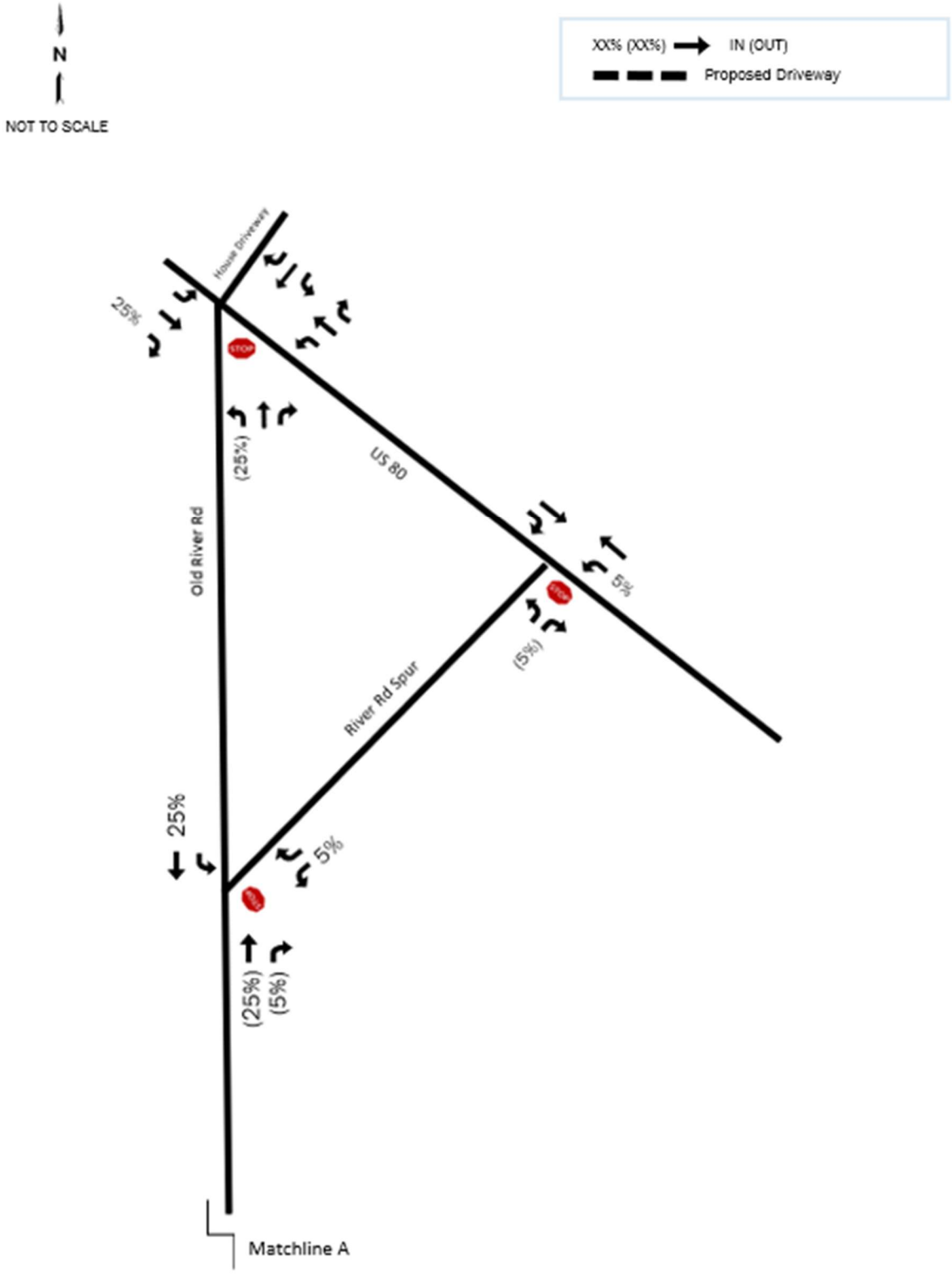


Figure 6a. Trucks Trip Distribution

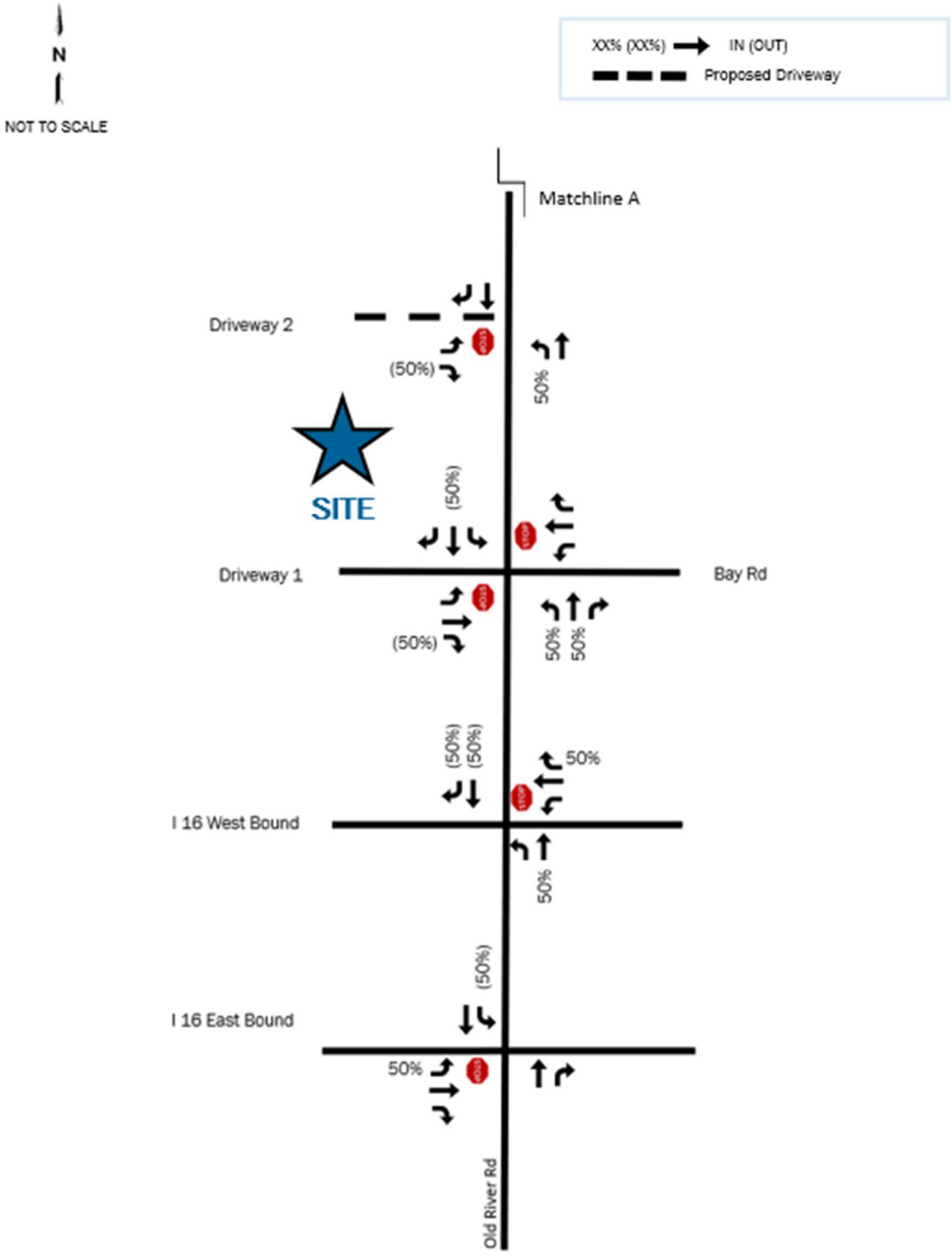


Figure 6b. Trucks Trip Distribution (continued)

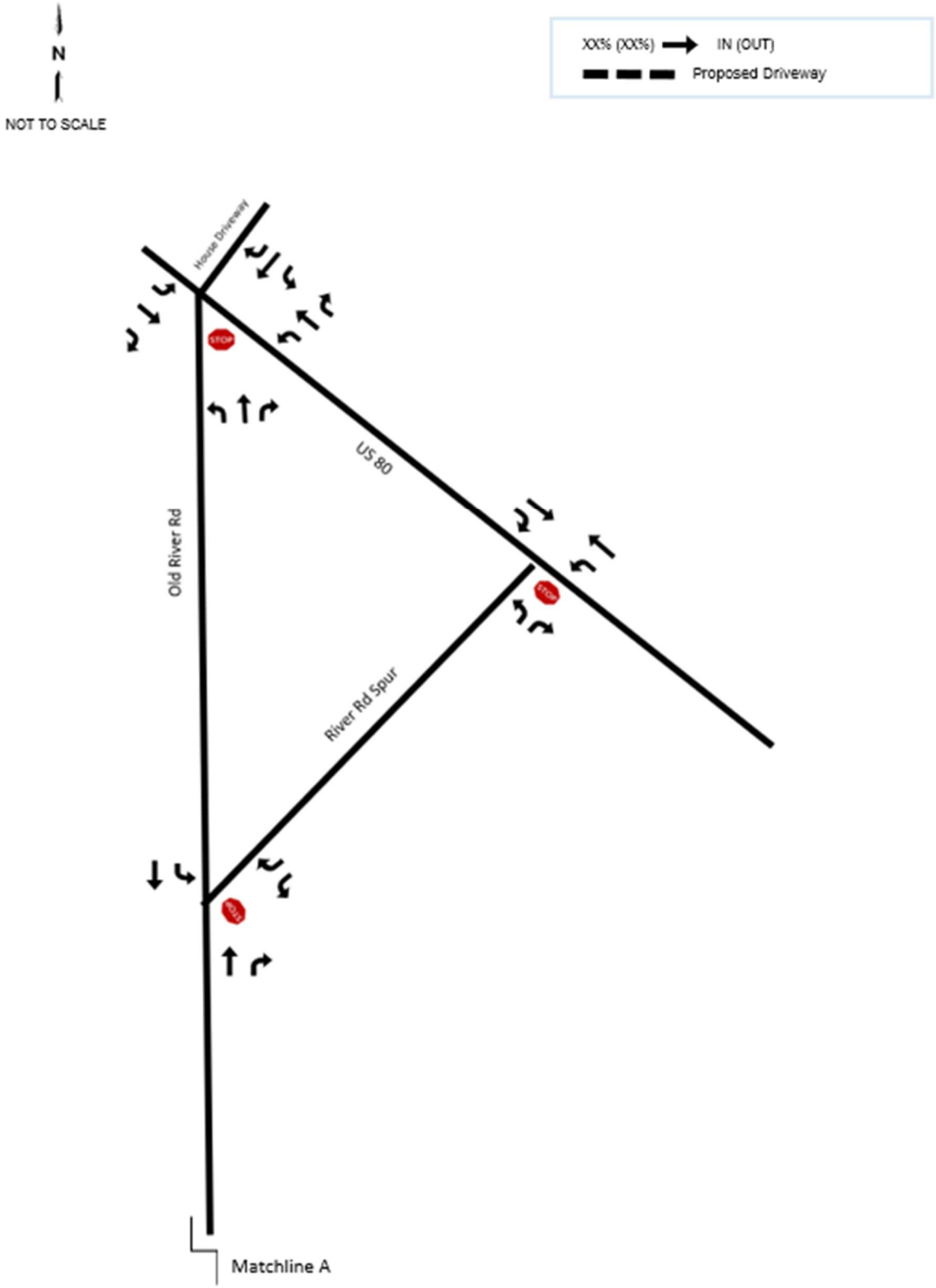
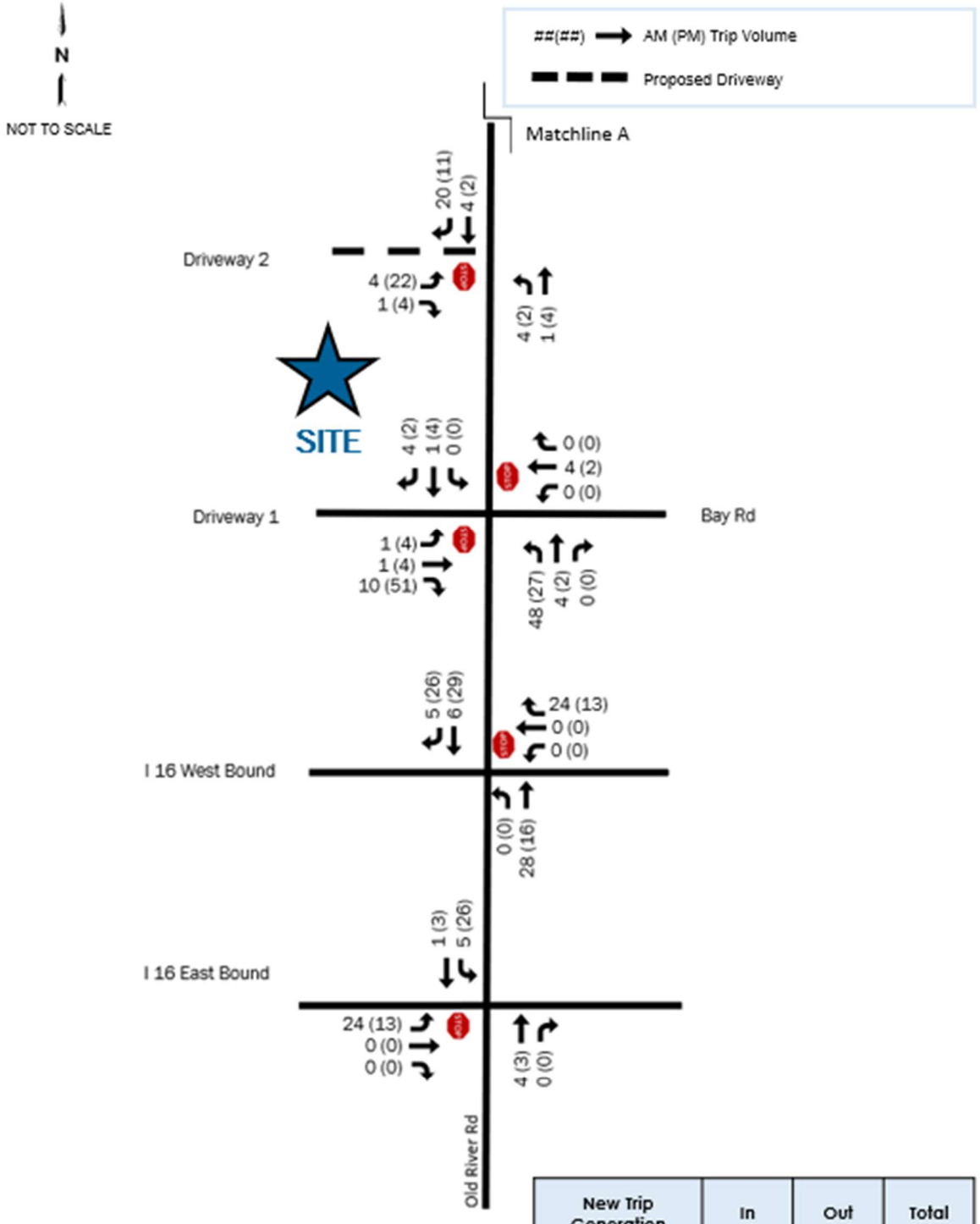
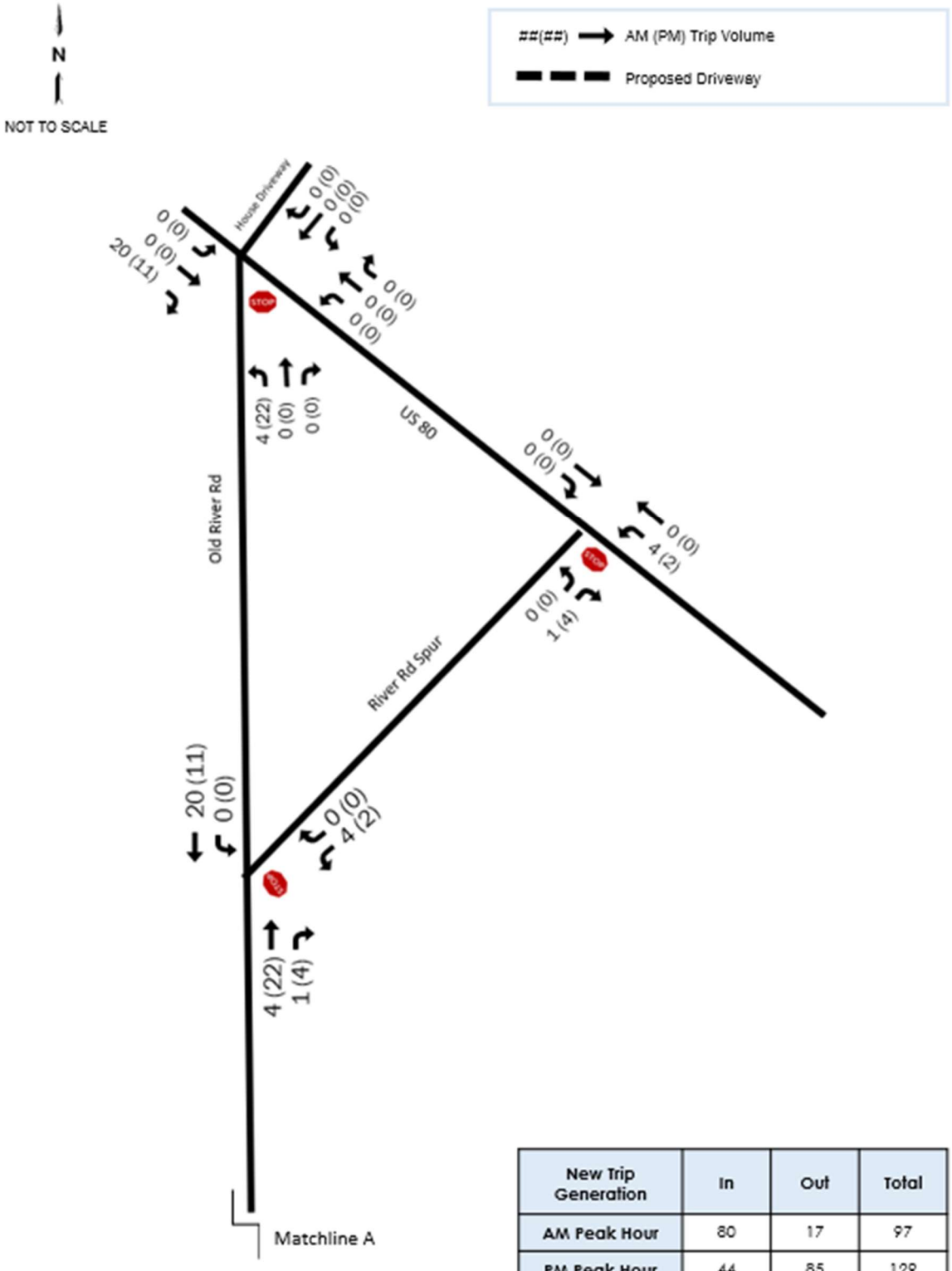


Figure 7a. Passenger Vehicles Project Traffic Volumes



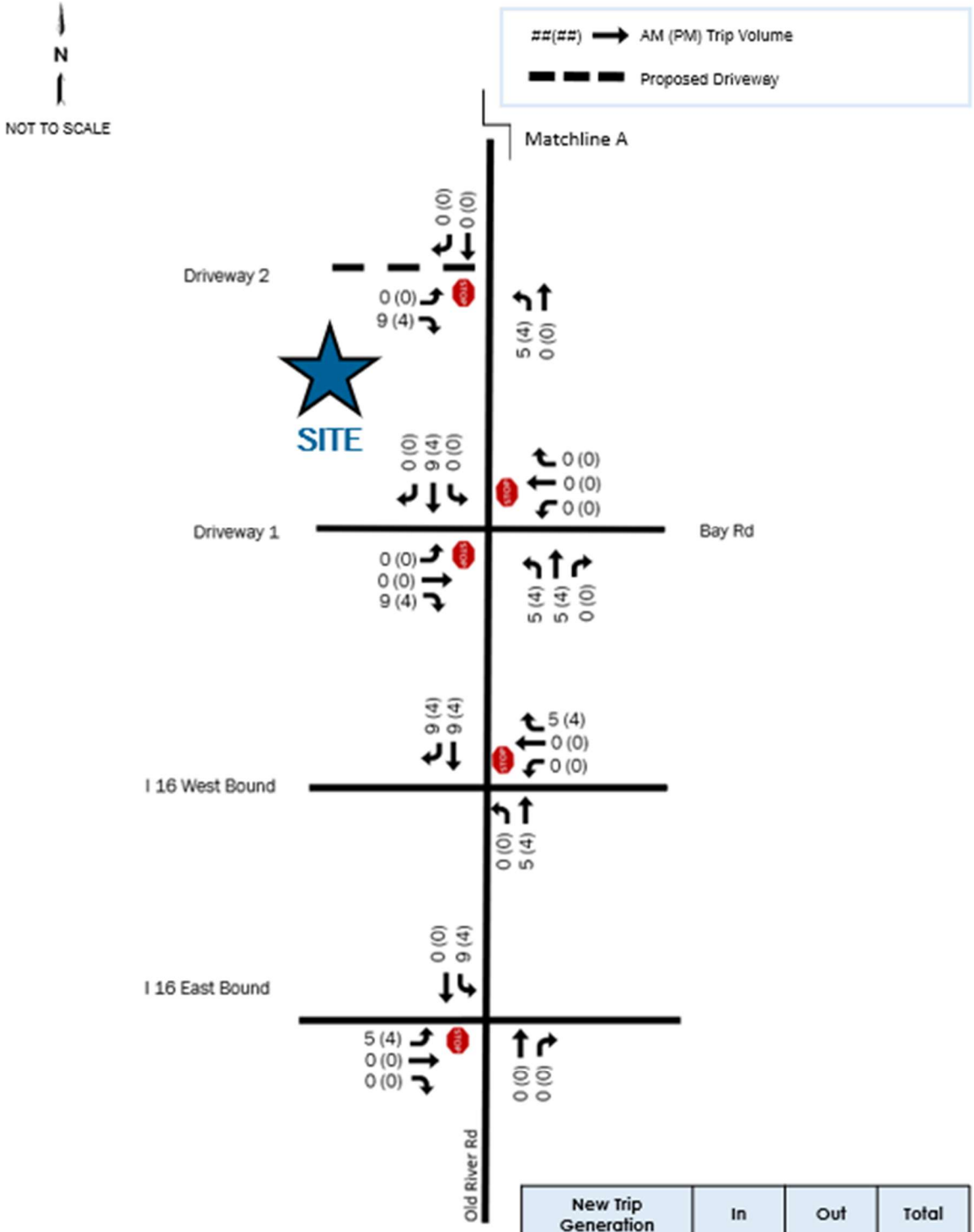
New Trip Generation	In	Out	Total
AM Peak Hour	80	17	97
PM Peak Hour	44	85	129

Figure 7b. Passenger Vehicles Project Traffic Volumes (continued)



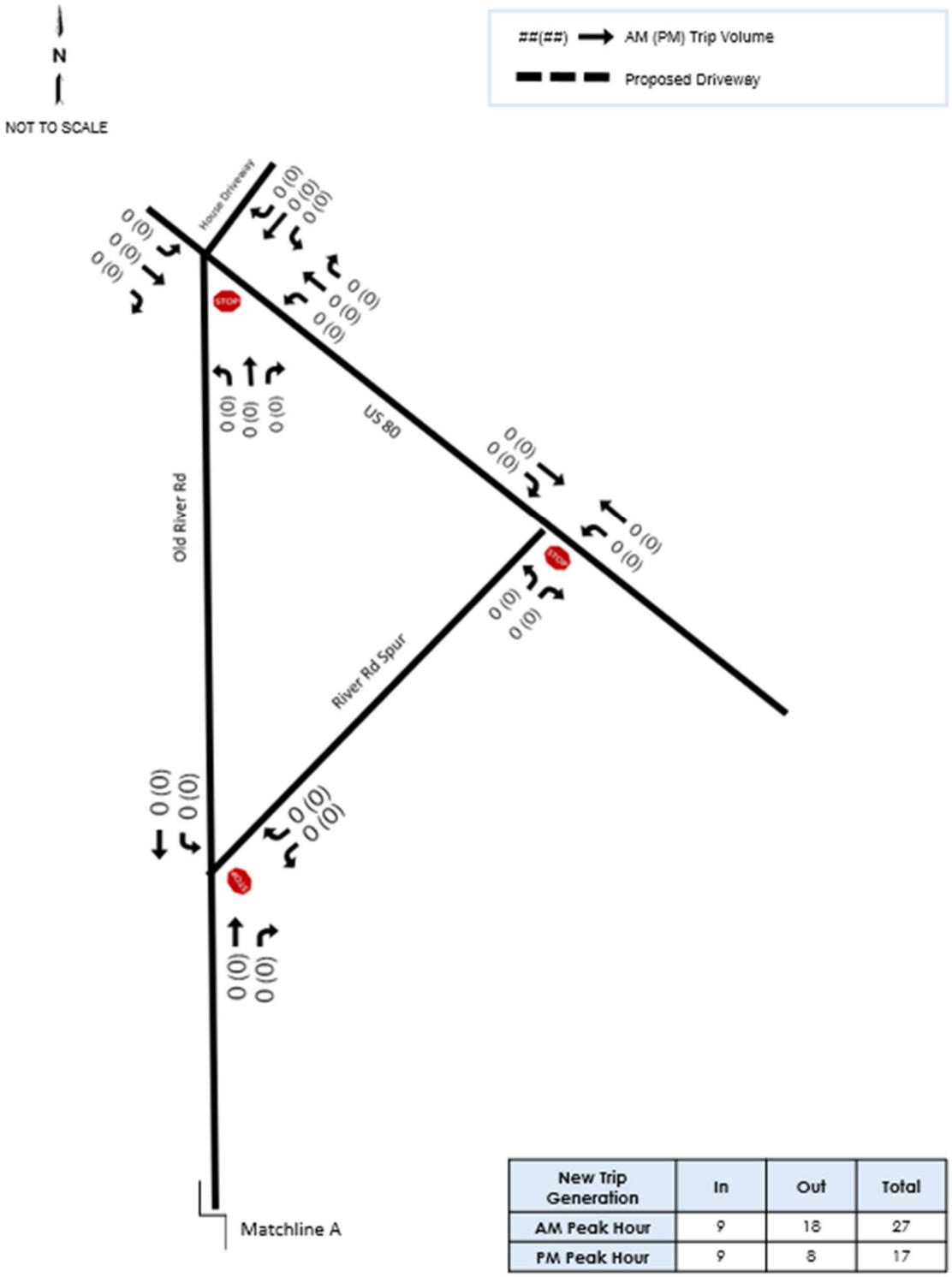
New Trip Generation	In	Out	Total
AM Peak Hour	80	17	97
PM Peak Hour	44	85	129

Figure 8a. Trucks Project Traffic Volumes



New Trip Generation	In	Out	Total
AM Peak Hour	9	18	27
PM Peak Hour	9	8	17

Figure 8b. Trucks Project Traffic Volumes (continued)



New Trip Generation	In	Out	Total
AM Peak Hour	9	18	27
PM Peak Hour	9	8	17

Figure 9a. Total Project Traffic Volumes

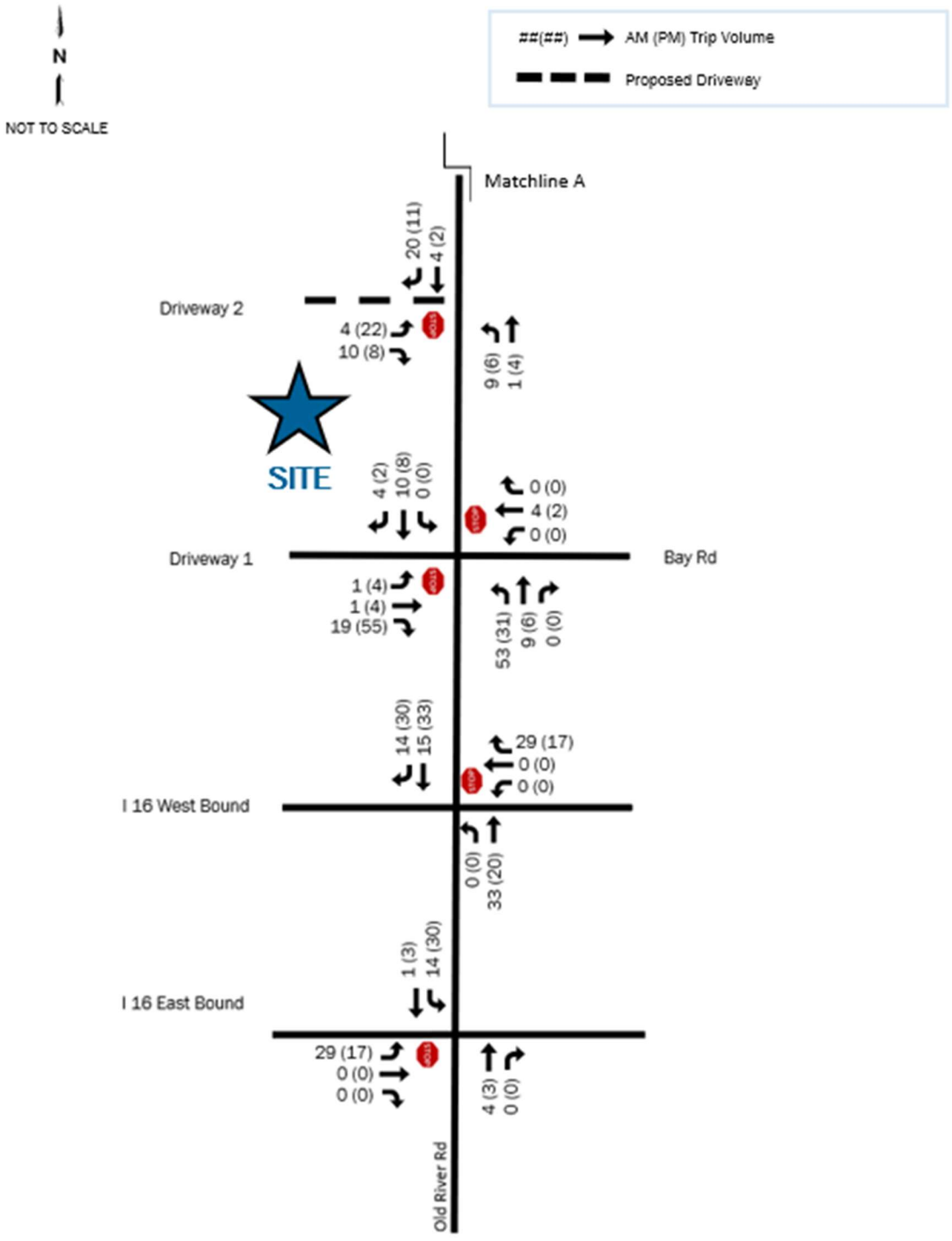
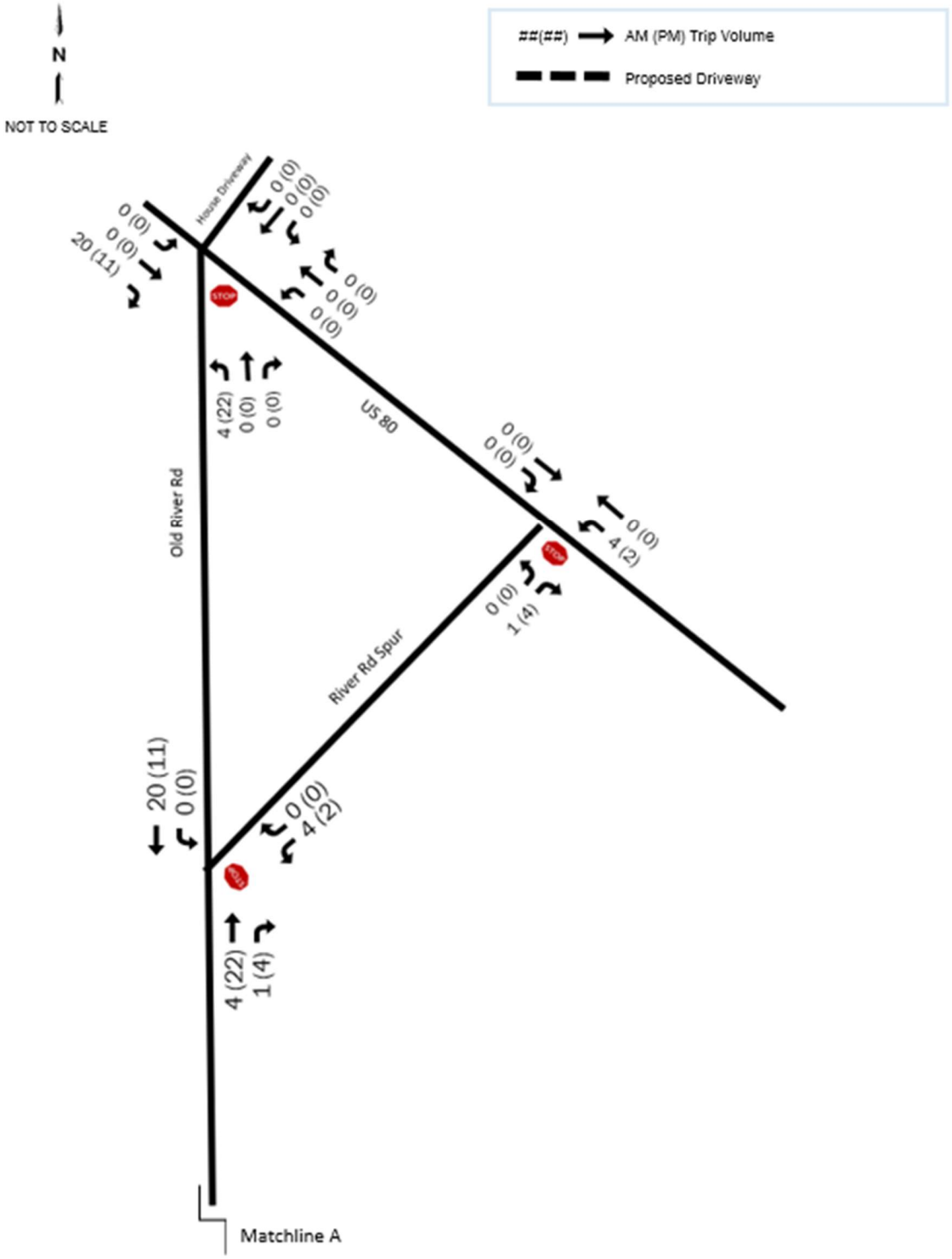


Figure 9b. Total Project Traffic Volumes (continued)



6. FUTURE NO-BUILD CONDITIONS

2029 No-Build Traffic Volumes

Between the time this study is performed, and the proposed industrial development is built out and occupied in the opening year 2029, the traffic volumes on the adjacent roadways are expected to increase as a result of other developments being constructed both inside and outside the study area as well as changes in traffic patterns. This growth is called background traffic growth. This growth can generally be determined by examining historic trends in the vicinity of the subject site, and by applying those trends to the appropriate roadways.

After analyzing historical traffic data provided by Georgia Department of Transportation (GDOT), a growth rate of 4.0% was calculated for the study area and applied to the 2026 existing traffic volumes to develop the opening year 2029 No-Build (without project volumes) traffic volumes for three (3) years. The 2029 No-Build traffic volumes are shown in Figures 10a-b.

The growth rates calculations are included in Appendix D.

Figure 10a. 2029 No-Build Traffic Volumes

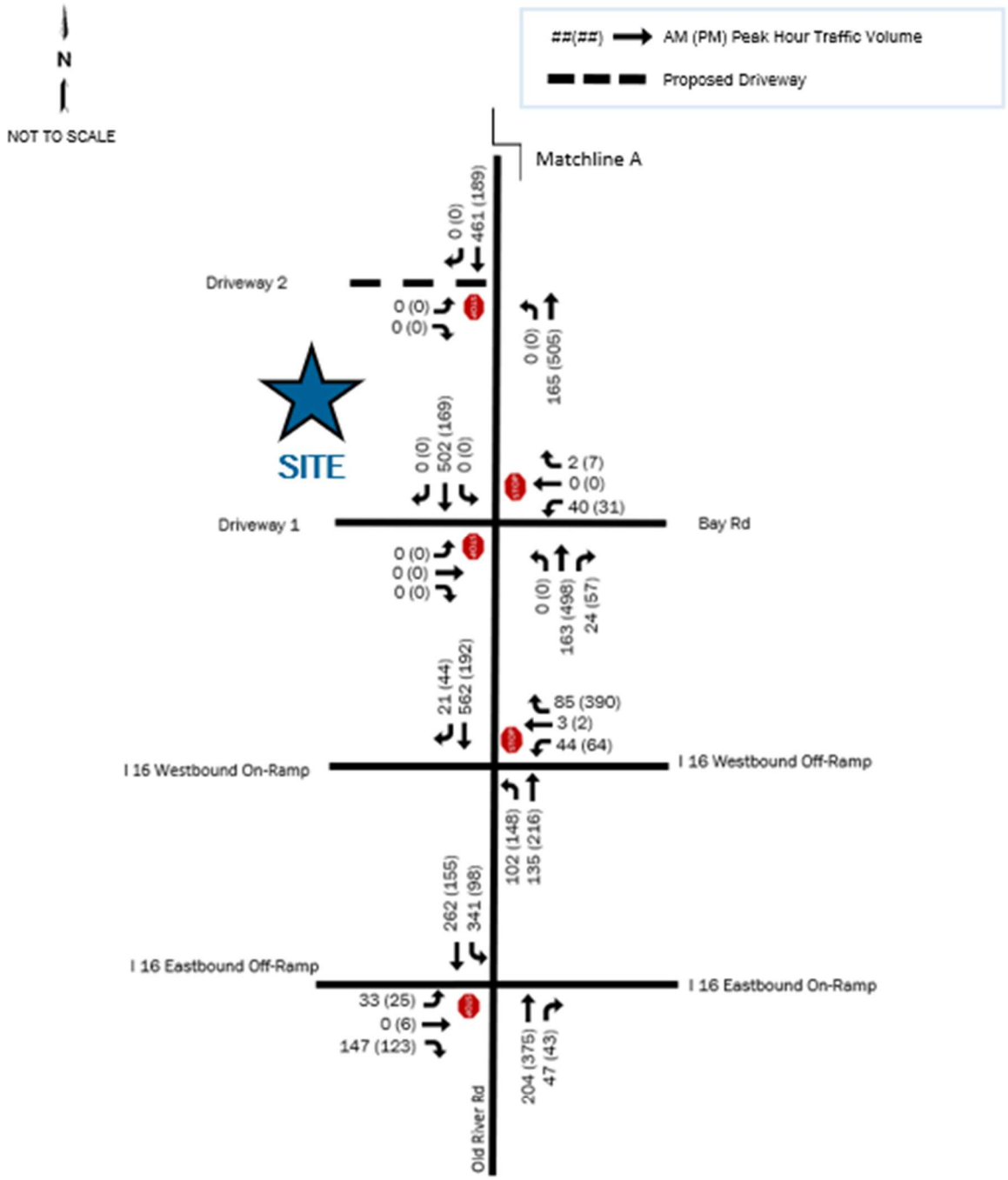
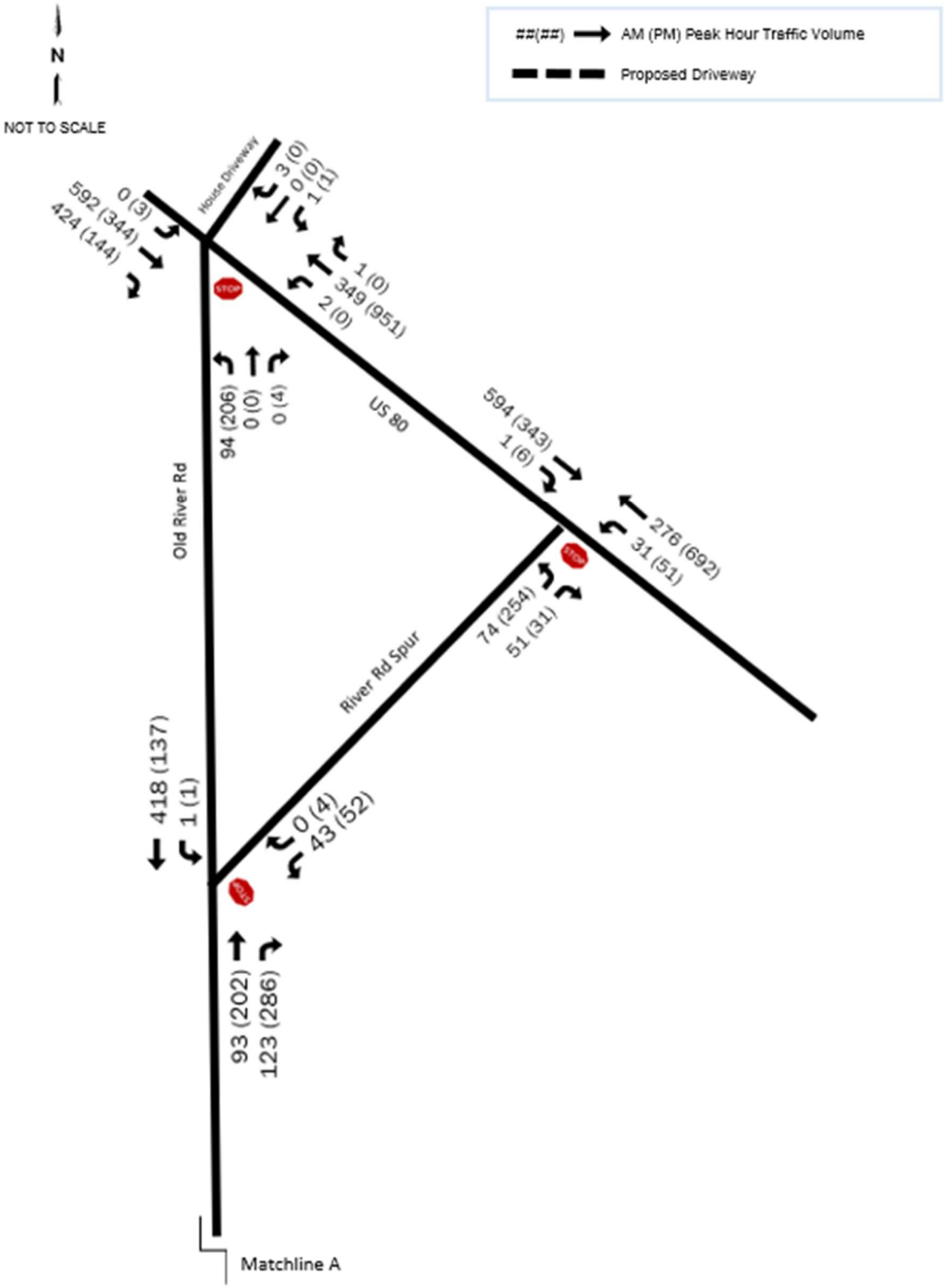


Figure 10b. 2029 No-Build Traffic Volumes (continued)



2029 No-Build Traffic Conditions

The results of the intersection capacity analysis for the 2029 No-Build traffic conditions are shown in Table 4.

Table 4. 2029 No-Build Conditions Capacity Analysis

No.	Intersection	Control	Approach/ Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Old River Road at I-16 EB ramps	Stop-Control	EB	C	17.4	B	10.2
			SBL	A	9.0	A	8.5
2	Old River Road at I-16 WB ramps	Stop-Control	WB	B	12.0	B	13.2
			NBL	A	9.5	A	8.2
3	Old River Road at Bay Road/driveway 1 (south)	Stop-Control	EB	A	0.0	A	0.0
			WB	C	17.6	C	16.5
			NBL	A	0.0	A	0.0
			SBL	A	7.7	A	8.7
5	Old River Road at River Road Spur	Stop-Control	WB	B	13.8	B	13.0
			SBL	A	7.8	A	8.5
6	US 80 at River Road Spur	Stop-Control	WBL	A	9.6	A	8.4
			NB	D	34.1	F	>300.0
7	US 80 at Old River Road	Stop-Control	EBL	A	0.0	B	10.5
			WBL	B	11.4	A	0.0
			NB	F	99.7	F	>300.0
			SB	B	13.5	E	35.2

For the purposes of the analysis, Old River Road is taken to be north/south.

As shown in Table 4, the study intersections are expected to operate with similar traffic operating conditions to existing conditions during the weekday AM and PM peak hours, with most intersections operating at Levels of Service (LOS) D or better with the anticipated growth in traffic. However, undesirable LOS are expected for the northbound approach at US 80 at Old River Road intersection during both the AM and PM peak hours, the southbound approach during the PM peak hour, and for the northbound approach at US 80 at River Road Spur intersection during the PM peak hour.

7. FUTURE BUILD CONDITIONS

2029 Build Traffic Volumes

The estimated traffic from the proposed industrial development along Old River Road was added to the 2029 No-Build traffic volumes to represent the traffic expected in the area in the future when the development is fully built-out and complete. The 2029 Build traffic volumes are shown in Figures 11a-b.

Figure 11a. 2029 Build Traffic Volumes

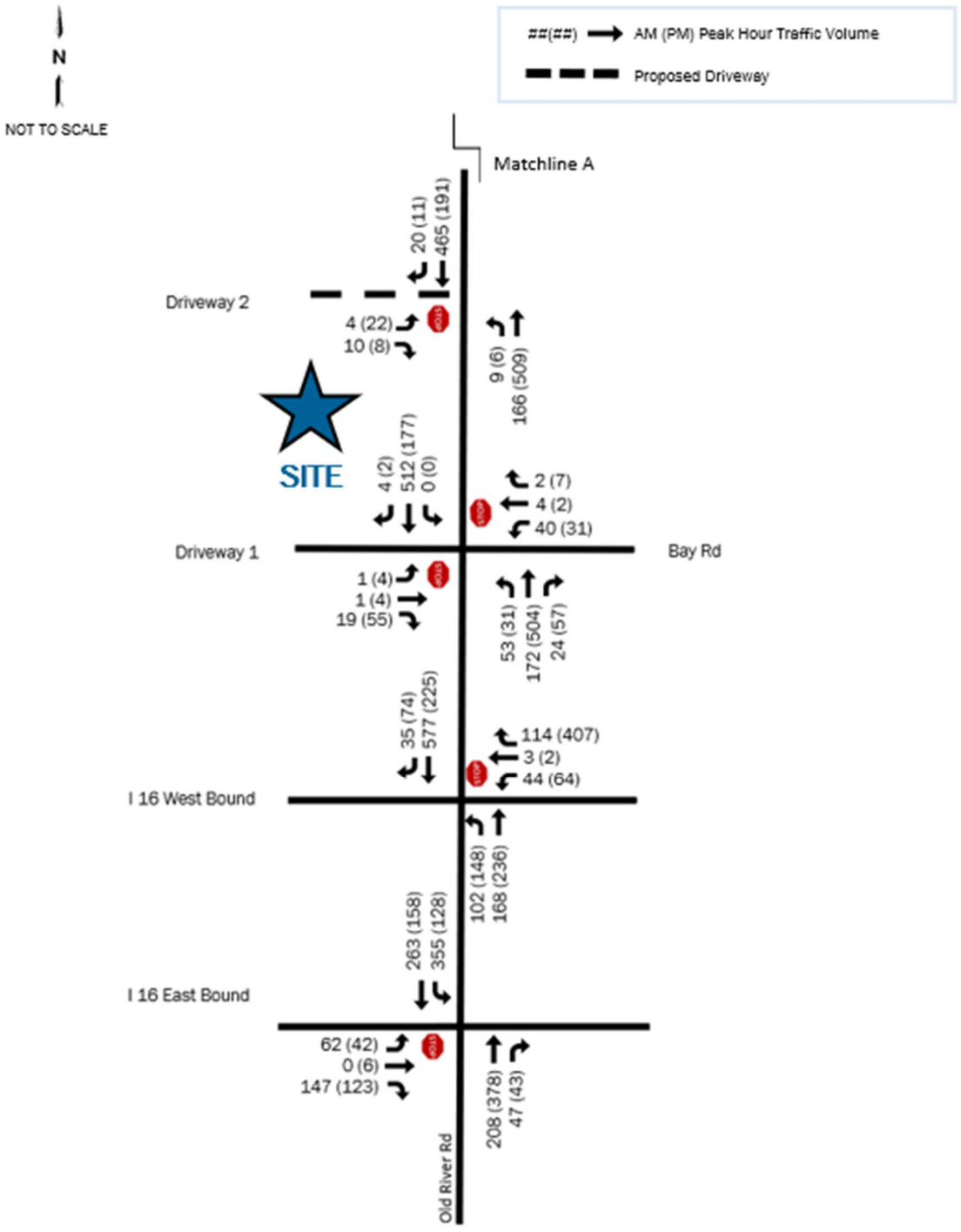
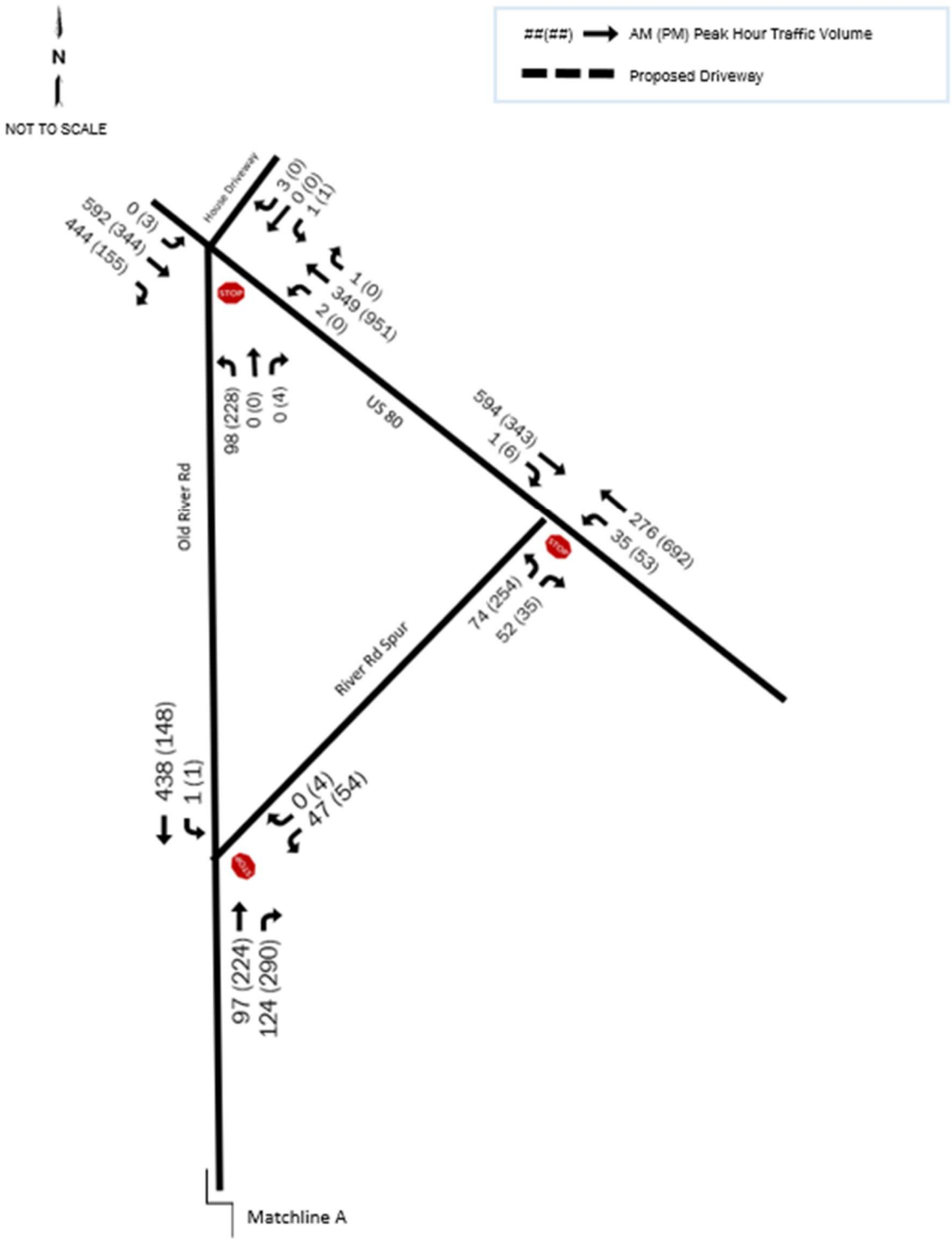


Figure 11b. 2029 Build Traffic Volumes (continued)



2029 Build Traffic Conditions

The results of the intersection capacity analysis for the 2029 Build (with project traffic) conditions are shown in Table 5.

Table 5. 2029 Build Conditions Capacity Analysis

No.	Intersection	Control	Approach/ Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Old River Road at I-16 EB ramps	Stop-Control	EB	D	32.1	B	11.3
			SBL	A	9.1	A	8.6
2	Old River Road at I-16 WB ramps	Stop-Control	WB	B	12.0	B	13.8
			NBL	A	9.7	A	8.4
3	Old River Road at Bay Road/driveway 1 (south)	Stop-Control	EB	B	13.1	B	10.9
			WB	C	23.2	C	19.7
			NBL	A	8.9	A	7.7
			SBL	A	0.0	A	0.0
4	Old River Road at site driveway 2 (north)	Stop-Control	EB	B	13.9	B	14.3
			NBL	A	9.4	A	8.6
5	Old River Road at River Road Spur	Stop-Control	WB	B	14.2	B	13.5
			SBL	A	7.8	A	8.6
6	US 80 at River Road Spur	Stop-Control	WBL	A	9.6	A	8.4
			NB	E	35.0	F	>300.0
7	US 80 at Old River Road	Stop-Control	EBL	A	0.0	B	10.5
			WBL	B	11.6	A	0.0
			NB	F	111.3	F	>300.0
			SB	B	13.5	E	35.2

For the purposes of the analysis, Old River Road is taken to be north/south.

As shown in Table 5, the study intersections are expected to operate with similar traffic operating conditions to existing conditions during the weekday AM and PM peak hours, with most intersections operating at Levels of Service (LOS) D or better with the addition of

project traffic. However, undesirable LOS are expected for the northbound approach at US 80 at Old River Road intersection during both the AM and PM peak hours, the southbound approach during the PM peak hour, and for the northbound approach at US 80 at River Road Spur intersection during the AM and PM peak hour.

Figures 12a-b shows the proposed lane geometry and traffic control for future traffic operations at the study intersections.

Figure 12a. Future Lane Geometry and Traffic Control

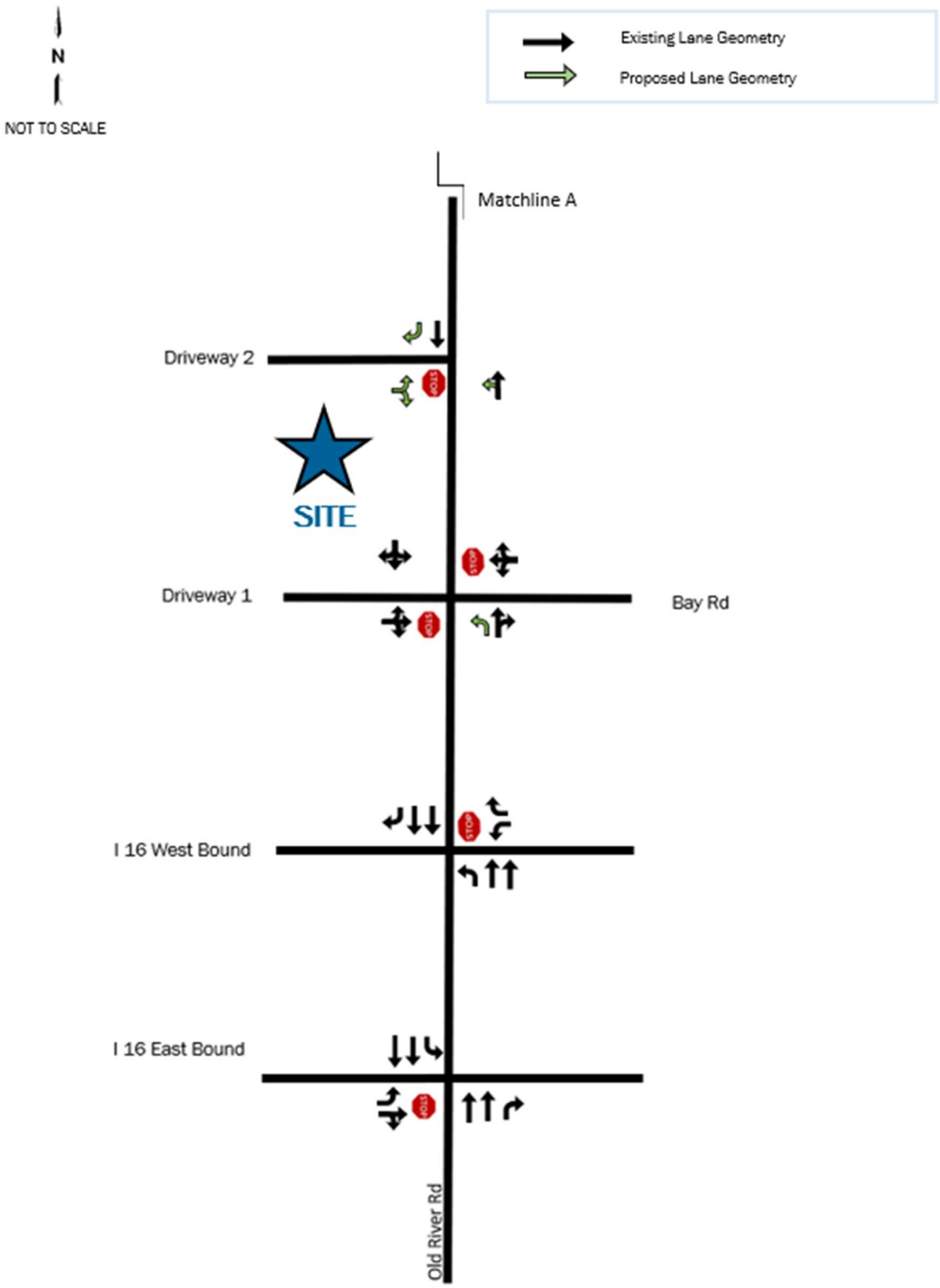
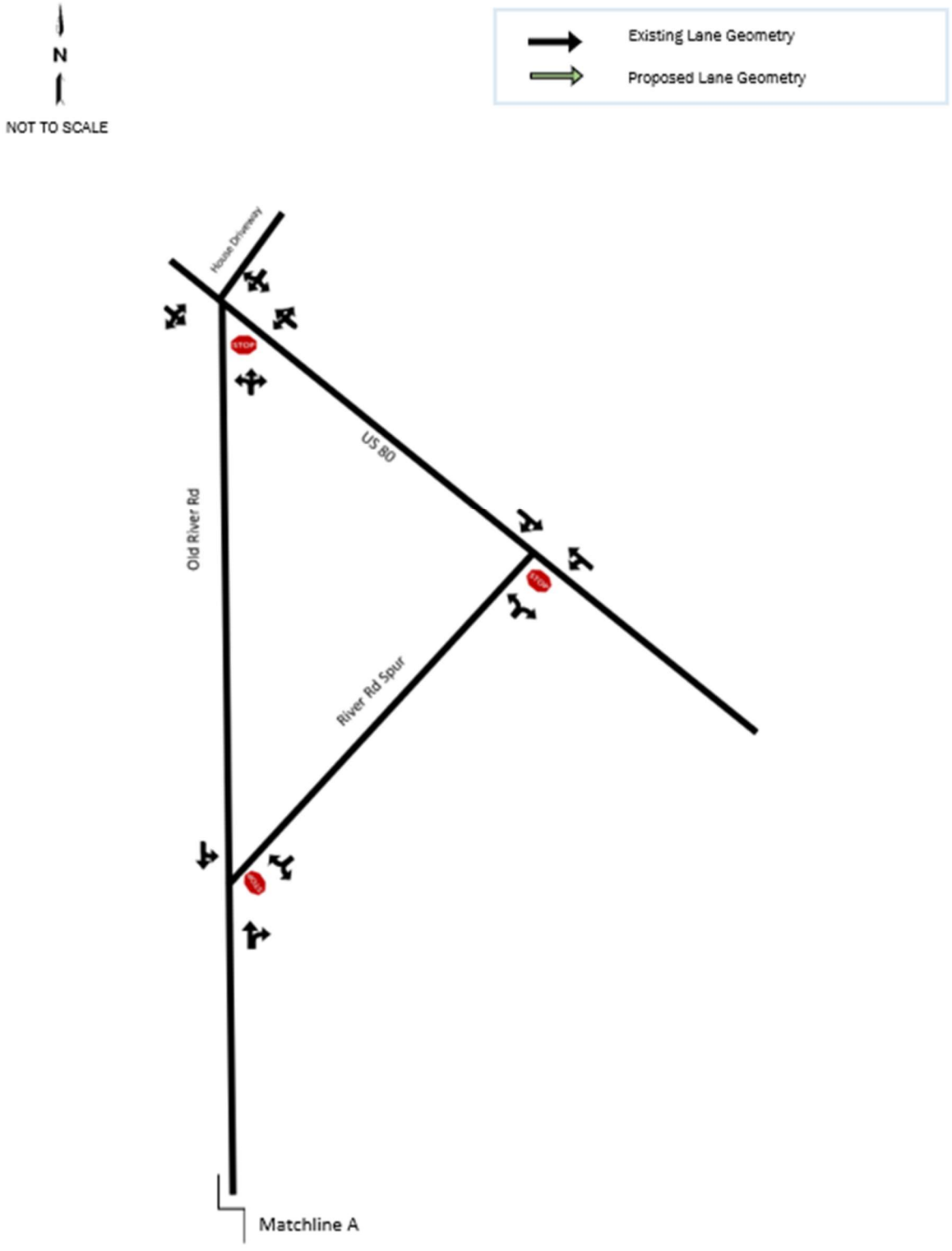


Figure 12b. Future Lane Geometry and Traffic Control (continued)



8. DRIVEWAY TURN LANE ANALYSIS

Turn lane analysis was conducted for the proposed two unsignalized driveways along Old River Road using the Georgia Department of Transportation (GDOT) Regulations for Driveway and Encroachment Control Manual, dated 11/4/2025. Old River Road is two-lane undivided roadway with a speed limit of 50 miles per hour and with average daily traffic of approximately 8,775 vehicles in the vicinity of the proposed development. The criteria for installing a right-turn deceleration lane for a two-lane roadway with a speed limit of 50 miles per hour, and average daily traffic of less than 6,000 vehicles per day is 75 right-turning vehicles per day. The criteria for installing a left-turn deceleration lane for a two-lane roadway with a speed limit of 50 miles per hour, and average daily traffic of less than 6,000 vehicles per day is 175 left-turning vehicles per day.

For site driveway 1 (south), the southbound right-turn movement is expected to be 19 vehicles daily. Based on the criteria, a southbound right-turn deceleration lane is not warranted. The northbound left-turn movement is expected to be 290 vehicles daily. Based on the criteria, a northbound left-turn lane is warranted.

For site driveway 2 (north), the southbound right-turn movement is expected to be 93 vehicles daily. Based on the criteria, a southbound right-turn deceleration lane is warranted. The northbound left-turn movement is expected to be 86 vehicles daily. Based on the criteria, a northbound left-turn lane is not warranted.

9. CONCLUSIONS

This traffic impact study presents an analysis of the existing and proposed traffic operating conditions expected from the proposed industrial development along Old River Road in Effingham County, Georgia. The proposed development will consist of an approximately 1,000,000 square feet of industrial facility along the west side of Old River Road. The proposed development will have two (2) full movement site driveways along Old River Road. The proposed development is expected to be built out by the year 2029 in one (1) phase.

The proposed development is expected to have similar operations to Savannah Portside International Park (SPIP) off Old River Road. SPIP Building 2, a Panattoni Development Company, Inc. development, is an approximately 1,231,163 square feet industrial facility that employs around 220 total employees split between two daily shifts. Also, operations at SPIP Building 2 total about 80 total truck trips per day. The proposed development is conceptually designed to be very similar to the operations at SPIP Building 2.

When complete, the proposed development is expected to generate 1,010 daily trips, including 124 trips during the weekday AM peak hour (89 entering and 35 exiting), and 146 trips during the weekday PM peak hour (53 entering and 93 exiting).

The existing year conditions and the development's built-out year 2029 No-Build and Build conditions were evaluated for the surrounding roadway network.

In existing conditions, the study intersections generally operate with acceptable traffic operating conditions during the weekday AM and PM peak hours, with most intersections operating at Levels of Service (LOS) D or better. However, undesirable conditions (LOS F) are observed for the northbound approach at US 80 at Old River Road intersection during both the AM and PM peak hours, and for the northbound approach at US 80 at River Road Spur intersection during the PM peak hour.

In 2029 No-Build conditions, the study intersections are expected to continue to operate with acceptable traffic operating conditions during the weekday AM and PM peak hours, with most study intersections operating at Levels of Service (LOS) D or better. As in existing conditions, undesirable traffic operating conditions are projected for the northbound approach at US 80 at Old River Road intersection during both the AM and PM peak hours,

the southbound approach during the PM peak hour, as well as the northbound approach at US 80 at River Road Spur intersection during the PM peak hour.

In 2029 Build conditions with project traffic, the study intersections are expected to continue to operate with similar traffic operating conditions as No-Build conditions during the weekday AM and PM peak hours, with most study intersections operating at Levels of Service (LOS) D or better. As in No-Build conditions, the northbound approach at US 80 at Old River Road intersection during both the AM and PM peak hours, the southbound approach during the PM peak hour and the northbound approach at US 80 at River Road Spur intersection during both the AM and PM peak hours are expected to continue to operate with undesirable traffic operating conditions.

A southbound right-turn deceleration lane is not warranted at Site Driveway 1 (south) along Old River Road, while a northbound left-turn lane is warranted at this location. However, Site Driveway 2 (north) warrants a southbound right-turn deceleration lane along Old River Road, while a northbound left-turn lane is not warranted at Site Driveway 2 (north).

In summary, traffic operations within the study area are expected to generally remain acceptable under the Build conditions, with most study intersections operating at acceptable traffic operating conditions. While undesirable traffic operating conditions are projected at some study intersections, improvements at the study intersections are not required to mitigate the impact of the proposed development.

APPENDIX A: Traffic Count Data

Bi-Directional Class Count || Location Overview

Bloomingdale, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

Old River Rd,
north of Bay Rd

Lat/Long

32.139220°, -81.389778°

Click here for Map

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

Location Overview

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

Daily & Monthly Factors

	Tue
	04/21
DF	1.00
MF	1.00
DF*MF	**1.00**

Bi-Directional Class Count || NB EB 15min

Bloomingdale, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1
Old River Rd,
north of Bay Rd

Date
Tuesday, April 21, 2026

Lat/Long
32.139220°, -81.389778°

Click here for Map

Weather
Fair
62°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (04-21-2026)

NB EB 15min

	Northbound (Movement 1.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	
0015 - 0030	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0045 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**16**
0100 - 0115	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0130 - 0145	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**10**
0200 - 0215	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0215 - 0230	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
0230 - 0245	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**	
0245 - 0300	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**11**
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0315 - 0330	0	0	0	0	0	0	0	0	2	0	0	0	0	**2**	
0330 - 0345	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**	
0345 - 0400	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**9**
0400 - 0415	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0415 - 0430	0	6	0	0	0	0	0	0	1	0	0	0	0	**7**	
0430 - 0445	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0445 - 0500	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**22**
0500 - 0515	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0515 - 0530	0	12	1	0	1	0	0	0	0	0	0	0	0	**14**	
0530 - 0545	0	15	3	0	1	0	0	0	0	0	0	0	0	**19**	
0545 - 0600	0	20	4	0	0	0	0	0	0	0	0	0	0	**24**	**59**
0600 - 0615	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**	
0615 - 0630	0	13	1	0	0	1	0	0	1	0	0	0	0	**16**	
0630 - 0645	0	31	6	1	0	2	0	0	0	0	0	0	0	**40**	
0645 - 0700	0	30	9	0	1	2	0	0	1	0	0	0	0	**43**	**120**
0700 - 0715	0	23	10	1	1	4	0	0	1	0	0	0	0	**40**	
0715 - 0730	0	20	14	0	3	2	0	0	2	0	0	0	0	**41**	
0730 - 0745	0	18	7	0	1	1	0	0	1	0	0	0	0	**28**	
0745 - 0800	0	25	11	0	1	1	0	0	0	0	0	0	0	**38**	**147**
0800 - 0815	0	16	15	1	2	1	0	0	2	0	0	0	0	**37**	
0815 - 0830	0	11	5	0	3	1	0	0	4	0	0	0	0	**24**	
0830 - 0845	0	9	8	0	0	2	0	0	1	0	0	0	0	**20**	
0845 - 0900	0	10	6	0	1	3	0	0	0	0	0	0	0	**20**	**101**
0900 - 0915	0	12	6	0	1	0	0	0	2	0	0	0	0	**21**	
0915 - 0930	0	6	5	0	1	4	0	0	3	0	0	0	0	**19**	
0930 - 0945	0	12	8	0	1	3	0	0	3	0	0	0	0	**27**	
0945 - 1000	0	7	9	0	1	3	0	0	3	0	0	0	0	**23**	**90**
1000 - 1015	0	9	9	0	1	1	0	0	1	0	0	0	0	**21**	
1015 - 1030	0	10	9	0	2	0	0	0	0	0	0	0	0	**21**	
1030 - 1045	0	15	4	0	0	1	0	0	1	0	0	0	0	**21**	
1045 - 1100	0	10	12	0	0	2	0	0	3	0	0	0	0	**27**	**90**
1100 - 1115	0	10	8	0	2	1	0	0	0	0	0	0	0	**21**	
1115 - 1130	0	12	10	1	1	1	0	0	0	0	0	0	0	**25**	
1130 - 1145	0	15	13	1	0	1	0	0	1	0	0	0	0	**31**	
1145 - 1200	0	8	7	0	3	1	0	0	2	0	0	0	0	**21**	**98**
1200 - 1215	0	18	10	0	1	1	0	0	1	1	0	0	0	**32**	
1215 - 1230	0	18	8	0	0	4	1	1	1	0	0	0	0	**33**	
1230 - 1245	0	25	12	0	0	2	0	1	0	1	0	0	0	**41**	
1245 - 1300	0	19	11	0	2	1	0	2	2	1	0	0	0	**38**	**144**
1300 - 1315	0	14	16	0	0	3	1	2	2	0	0	0	0	**38**	
1315 - 1330	0	16	11	0	2	2	0	1	0	0	0	0	0	**32**	
1330 - 1345	0	17	6	0	0	0	0	0	1	0	0	0	0	**24**	
1345 - 1400	0	20	12	0	0	0	0	1	4	0	0	0	0	**37**	**131**
1400 - 1415	0	23	11	0	2	1	0	2	1	0	0	0	0	**40**	
1415 - 1430	0	21	9	0	4	1	0	0	1	0	0	0	0	**36**	
1430 - 1445	0	41	18	0	1	2	0	1	0	0	0	0	0	**63**	
1445 - 1500	0	29	16	0	2	2	0	1	0	0	0	0	0	**50**	**189**
1500 - 1515	0	35	26	1	2	1	0	0	0	0	0	0	0	**65**	
1515 - 1530	0	50	33	1	3	5	0	1	3	0	0	0	0	**96**	
1530 - 1545	0	41	21	0	5	2	0	0	2	0	0	0	0	**71**	
1545 - 1600	0	54	41	0	2	2	0	2	1	0	0	0	0	**102**	**334**
1600 - 1615	3	60	34	2	0	7	0	0	0	0	0	0	0	**106**	
1615 - 1630	2	57	36	0	4	5	0	0	1	0	0	0	0	**105**	
1630 - 1645	1	61	38	1	3	1	0	0	0	0	0	0	0	**105**	
1645 - 1700	2	70	41	0	2	2	0	0	1	0	0	0	0	**118**	**434**
1700 - 1715	0	86	31	0	2	0	0	1	1	0	0	0	0	**121**	
1715 - 1730	1	65	24	0	5	0	0	1	0	0	0	0	0	**96**	
1730 - 1745	0	83	36	0	3	1	0	0	0	1	0	0	0	**124**	
1745 - 1800	1	55	22	0	4	0	0	0	0	0	0	0	0	**82**	**423**
1800 - 1815	0	37	14	0	0	0	0	0	0	0	0	0	0	**51**	
1815 - 1830	1	34	12	0	0	2	0	0	0	0	0	0	0	**49**	
1830 - 1845	1	25	22	0	0	0	0	0	0	0	0	0	0	**48**	
1845 - 1900	0	23	10	0	0	4	0	0	0	0	0	0	0	**37**	**185**
1900 - 1915	0	21	16	0	0	0	0	0	0	0	0	0	0	**37**	
1915 - 1930	0	19	16	0	0	0	0	0	0	0	0	0	0	**35**	
1930 - 1945	0	19	15	0	0	0	0	0	0	0	0	0	0	**34**	
1945 - 2000	0	23	6	0	0	0	0	0	0	0	0	0	0	**29**	**135**
2000 - 2015	0	22	7	0	0	1	0	0	0	0	0	0	0	**30**	
2015 - 2030	0	19	8	0	1	0	0	0	1	0	0	0	0	**29**	
2030 - 2045	0	13	3	0	1	0	0	0	0	0	0	0	0	**17**	
2045 - 2100	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**	**91**
2100 - 2115	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	
2115 - 2130	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	
2130 - 2145	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	
2145 - 2200	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**52**
2200 - 2215	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
2215 - 2230	0	9	1	0	0	0	0	0	1	0	0	0	0	**11**	
2230 - 2245	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**	
2245 - 2300	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**33**
2300 - 2315	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
2315 - 2330	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
2330 - 2345	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	
2345 - 0000	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**28**

Session Total	12	1803	874	10	80	90	2	17	60	4	0	0	0	**2952**
Session Average	0.13	18.78	9.10	0.10	0.83	0.94	0.02	0.18	0.63	0.04	0.00	0.00	0.00	**30.75**
Session Percentage	0.41	61.08	29.61	0.34	2.71	3.05	0.07	0.58	2.03	0.14	0.00	0.00	0.00	

AM Peak Hour	-	0630 - 0730	0715 - 0815	0615 - 0715	0715 - 0815	0915 - 1015	-	-	0900 - 1000	-	-	-	-	**0630 - 0730**
AM Peak Volume	0	104	47	2	7	11	0	0	11	0	0	0	0	**164**
AM Peak %age	0.00	63.41	28.66	1.22	4.27	6.71	0.00	0.00	6.71	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1430 - 1530	1445 - 1545	1045 - 1145	1445 - 1545	1215 - 1315	1215 - 1315	1215 - 1315	1300 - 1400	1200 - 1300	-	-	-	**1445 - 1545**
Noon Peak Volume	0	155	96	2	12	10	2	6	7	3	0	0	0	**282**
Noon Peak %age	0.00	54.96	34.04	0.71	4.26	3.55	0.71	2.13	2.48	1.06	0.00	0.00	0.00	

PM Peak Hour	1600 - 1700	1645 - 1745	1545 - 1645	1515 - 1615	1700 - 1800	1515 - 1615	-	1500 - 1600	1500 - 1600	1645 - 1745	-	-	-	**1645 - 1745**
PM Peak Volume	8	304	149	3	14	16	0	3	6	1	0	0	0	**459**
PM Peak %age	1.74	66.23	32.46	0.65	3.05	3.49	0.00	0.65	1.31	0.22	0.00	0.00	0.00	

User Peak Volume	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
User Peak %age	0.00	87.50	12.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 15min

Bloomingdale, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1
Old River Rd,
north of Bay Rd

Date
Tuesday, April 21, 2026

Lat/Long
32.139220°, -81.389778°

Click here for Map

Weather
Fair
62°F

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0000 - 2400 (Weekday 24h Session) (04-21-2026)

SB WB 15min

	Southbound (Movement 1.2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0030 - 0045	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**8**
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**3**
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0215 - 0230	0	3	0	0	0	0	0	0	1	0	0	0	0	**4**	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0245 - 0300	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**8**
0300 - 0315	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0345 - 0400	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**	**16**
0400 - 0415	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0415 - 0430	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0430 - 0445	0	13	0	0	2	0	0	0	2	0	0	0	0	**17**	
0445 - 0500	0	6	0	1	1	0	0	0	2	0	0	0	0	**10**	**36**
0500 - 0515	0	25	3	0	0	0	0	0	0	0	0	0	0	**28**	
0515 - 0530	0	22	0	0	0	0	0	0	1	0	0	0	0	**23**	
0530 - 0545	0	36	1	0	1	0	0	0	1	0	0	0	0	**39**	
0545 - 0600	0	34	5	0	0	0	0	0	0	0	0	0	0	**39**	**129**
0600 - 0615	0	54	4	0	2	1	0	0	0	0	0	0	0	**61**	
0615 - 0630	0	79	11	0	3	2	0	0	0	0	0	0	0	**95**	
0630 - 0645	0	57	18	2	0	8	0	0	0	0	0	0	0	**85**	
0645 - 0700	2	56	29	0	1	5	0	0	0	0	0	0	0	**93**	**334**
0700 - 0715	0	61	35	1	3	5	0	0	3	0	0	0	0	**108**	
0715 - 0730	0	65	49	0	2	3	0	0	3	0	0	0	0	**122**	
0730 - 0745	0	60	46	3	7	1	0	0	1	0	0	0	0	**118**	
0745 - 0800	2	67	24	0	3	2	0	1	3	0	0	0	0	**102**	**450**
0800 - 0815	0	48	20	0	3	1	1	0	1	0	0	0	0	**74**	
0815 - 0830	1	42	22	0	3	0	0	0	0	1	0	0	0	**69**	
0830 - 0845	1	31	21	0	3	1	0	0	4	1	0	0	0	**62**	
0845 - 0900	0	25	23	0	4	1	0	0	0	1	0	0	0	**54**	**259**
0900 - 0915	0	22	15	0	4	2	0	1	3	0	0	0	0	**47**	
0915 - 0930	0	19	15	0	1	0	1	0	4	0	0	0	0	**40**	
0930 - 0945	0	18	22	0	0	3	0	1	0	0	0	0	0	**44**	
0945 - 1000	0	16	13	0	0	1	0	0	1	0	0	0	0	**31**	**162**
1000 - 1015	0	15	6	0	0	0	0	0	0	0	0	0	0	**21**	
1015 - 1030	0	19	9	0	1	0	0	0	0	0	0	0	0	**29**	
1030 - 1045	0	12	14	0	1	1	0	1	1	0	0	0	0	**30**	
1045 - 1100	0	18	8	0	0	1	0	0	2	0	0	0	0	**29**	**109**
1100 - 1115	0	16	10	0	0	1	0	0	2	0	0	0	0	**29**	
1115 - 1130	0	18	9	0	2	1	0	0	0	0	0	0	0	**30**	
1130 - 1145	0	6	12	1	1	2	0	0	0	0	0	0	0	**22**	
1145 - 1200	2	7	12	0	1	2	0	0	0	0	0	0	0	**24**	**105**
1200 - 1215	0	19	7	1	0	0	1	0	0	0	0	0	0	**28**	
1215 - 1230	0	11	14	0	1	1	0	0	2	0	0	0	0	**29**	
1230 - 1245	1	13	13	0	2	1	0	0	2	0	0	0	0	**32**	
1245 - 1300	0	18	9	0	0	0	0	0	3	0	0	0	0	**30**	**119**
1300 - 1315	0	10	7	0	2	2	0	0	1	0	0	0	0	**22**	
1315 - 1330	0	13	8	0	1	2	0	0	2	0	0	0	0	**26**	
1330 - 1345	0	26	11	0	0	0	0	0	3	0	0	0	0	**40**	
1345 - 1400	0	12	8	1	1	2	0	0	3	0	0	0	0	**27**	**115**
1400 - 1415	0	13	9	0	0	0	0	0	0	0	0	0	0	**22**	
1415 - 1430	0	11	2	0	1	1	0	0	1	0	0	0	0	**16**	
1430 - 1445	0	32	21	2	1	2	0	0	1	0	0	0	0	**59**	
1445 - 1500	1	25	9	2	2	0	0	0	2	0	0	0	0	**41**	**138**
1500 - 1515	0	24	7	1	0	0	0	0	2	0	0	0	0	**34**	
1515 - 1530	0	20	20	2	0	1	0	0	1	0	0	0	0	**44**	
1530 - 1545	0	20	11	1	1	1	0	0	0	0	0	0	0	**34**	
1545 - 1600	0	22	13	0	0	2	0	0	0	0	0	0	0	**37**	**149**
1600 - 1615	0	16	13	1	1	0	0	0	0	0	0	0	0	**31**	
1615 - 1630	0	22	14	0	1	0	0	0	0	0	0	0	0	**37**	
1630 - 1645	0	16	22	0	0	1	0	0	2	0	0	0	0	**41**	
1645 - 1700	0	28	14	0	0	4	0	0	1	0	0	0	0	**47**	**156**
1700 - 1715	0	15	10	0	1	0	0	0	2	0	0	0	0	**28**	
1715 - 1730	0	16	15	0	0	0	0	0	1	0	0	0	0	**32**	
1730 - 1745	0	21	12	0	1	0	0	0	2	0	0	0	0	**36**	
1745 - 1800	1	17	13	0	0	0	0	0	0	0	0	0	0	**31**	**127**
1800 - 1815	0	25	4	0	0	1	0	1	0	0	0	0	0	**31**	
1815 - 1830	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	
1830 - 1845	0	17	11	0	0	0	0	0	0	0	0	0	0	**28**	
1845 - 1900	0	22	7	0	0	0	0	0	0	0	0	0	0	**29**	**102**
1900 - 1915	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**	
1915 - 1930	1	14	5	0	0	0	0	0	0	0	0	0	0	**20**	
1930 - 1945	0	18	8	0	0	0	0	0	0	0	0	0	0	**26**	
1945 - 2000	0	9	5	0	0	0	0	0	0	0	0	0	0	**14**	**74**
2000 - 2015	0	21	5	0	0	0	0	0	0	0	0	0	0	**26**	
2015 - 2030	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	
2030 - 2045	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	
2045 - 2100	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**	**65**
2100 - 2115	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	
2115 - 2130	0	5	0	0	0	0	0	0	1	0	0	0	0	**6**	
2130 - 2145	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	
2145 - 2200	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	**42**
2200 - 2215	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
2215 - 2230	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
2230 - 2245	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
2245 - 2300	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**22**
2300 - 2315	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
2315 - 2330	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
2330 - 2345	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
2345 - 0000	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**11**

Session Total	12	1703	795	19	66	65	3	5	68	3	0	0	0	2739
Session Average	0.13	17.74	8.28	0.20	0.69	0.68	0.03	0.05	0.71	0.03	0.00	0.00	0.00	**28.53**
Session Percentage	0.44	62.18	29.03	0.69	2.41	2.37	0.11	0.18	2.48	0.11	0.00	0.00	0.00	

AM Peak Hour	0745 - 0845	0615 - 0715	0645 - 0745	0645 - 0745	0730 - 0830	0630 - 0730	0715 - 0815	0845 - 0945	0830 - 0930	0800 - 0900	-	-	-	**0700 - 0800**
AM Peak Volume	4	253	159	4	16	21	1	2	11	3	0	0	0	**450**
AM Peak %age	0.89	56.22	35.33	0.89	3.56	4.67	0.22	0.44	2.44	0.67	0.00	0.00	0.00	

Noon Peak Hour	1145 - 1245	1430 - 1530	1430 - 1530	1430 - 1530	1215 - 1315	1100 - 1200	1115 - 1215	1000 - 1100	1245 - 1345	-	-	-	-	**1430 - 1530**
Noon Peak Volume	3	101	57	7	5	6	1	1	9	0	0	0	0	**178**
Noon Peak %age	1.69	56.74	32.02	3.93	2.81	3.37	0.56	0.56	5.06	0.00	0.00	0.00	0.00	

PM Peak Hour	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	1530 - 1630	1600 - 1700	-	1715 - 1815	1630 - 1730	-	-	-	-	**1600 - 1700**
PM Peak Volume	1	86	63	4	3	5	0	1	6	0	0	0	0	**156**
PM Peak %age	0.64	55.13	40.38	2.56	1.92	3.21	0.00	0.64	3.85	0.00	0.00	0.00	0.00	

User Peak Volume	0	7	0	0	0	0	0	0	1	0	0	0	0	**8**
User Peak %age	0.00	87.50	0.00	0.00	0.00	0.00	0.00	0.00	12.50	0.00	0.00	0.00	0.00	

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

Bloomingdale, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1
Old River Rd,
north of Bay Rd

Date
Tuesday, April 21, 2026

Lat/Long
32.139220°, -81.389778°

Weather
Fair
62°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (04-21-2026)

Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	
0015 - 0030	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
0030 - 0045	0	3	0	0	0	0	0	0	1	0	0	0	0	**4**	
0045 - 0100	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**24**
0100 - 0115	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0130 - 0145	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**13**
0200 - 0215	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
0215 - 0230	0	6	1	0	0	0	0	0	1	0	0	0	0	**8**	
0230 - 0245	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**	
0245 - 0300	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**19**
0300 - 0315	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0315 - 0330	0	3	0	0	0	0	0	0	2	0	0	0	0	**5**	
0330 - 0345	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**	
0345 - 0400	0	12	0	0	1	0	0	0	0	0	0	0	0	**13**	**25**
0400 - 0415	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
0415 - 0430	0	11	0	0	0	0	0	0	1	0	0	0	0	**12**	
0430 - 0445	0	18	0	0	2	0	0	0	2	0	0	0	0	**22**	
0445 - 0500	0	12	1	1	1	0	0	0	2	0	0	0	0	**17**	**58**
0500 - 0515	0	27	3	0	0	0	0	0	0	0	0	0	0	**30**	
0515 - 0530	0	34	1	0	1	0	0	0	1	0	0	0	0	**37**	
0530 - 0545	0	51	4	0	2	0	0	0	1	0	0	0	0	**58**	
0545 - 0600	0	54	9	0	0	0	0	0	0	0	0	0	0	**63**	**188**
0600 - 0615	0	73	6	0	2	1	0	0	0	0	0	0	0	**82**	
0615 - 0630	0	92	12	0	3	3	0	0	1	0	0	0	0	**111**	
0630 - 0645	0	88	24	3	0	10	0	0	0	0	0	0	0	**125**	
0645 - 0700	2	86	38	0	2	7	0	0	1	0	0	0	0	**136**	**454**
0700 - 0715	0	84	45	2	4	9	0	0	4	0	0	0	0	**148**	
0715 - 0730	0	85	63	0	5	5	0	0	5	0	0	0	0	**163**	
0730 - 0745	0	78	53	3	8	2	0	0	2	0	0	0	0	**146**	
0745 - 0800	2	92	35	0	4	3	0	1	3	0	0	0	0	**140**	**597**
0800 - 0815	0	64	35	1	5	2	1	0	3	0	0	0	0	**111**	
0815 - 0830	1	53	27	0	6	1	0	0	4	1	0	0	0	**93**	
0830 - 0845	1	40	29	0	3	3	0	0	5	1	0	0	0	**82**	
0845 - 0900	0	35	29	0	5	4	0	0	0	1	0	0	0	**74**	**360**
0900 - 0915	0	34	21	0	5	2	0	1	5	0	0	0	0	**68**	
0915 - 0930	0	25	20	0	2	4	1	0	7	0	0	0	0	**59**	
0930 - 0945	0	30	30	0	1	6	0	1	3	0	0	0	0	**71**	
0945 - 1000	0	23	22	0	1	4	0	0	4	0	0	0	0	**54**	**252**
1000 - 1015	0	24	15	0	1	1	0	0	1	0	0	0	0	**42**	
1015 - 1030	0	29	18	0	3	0	0	0	0	0	0	0	0	**50**	
1030 - 1045	0	27	18	0	1	2	0	1	2	0	0	0	0	**51**	
1045 - 1100	0	28	20	0	0	3	0	0	5	0	0	0	0	**56**	**199**
1100 - 1115	0	26	18	0	2	2	0	0	2	0	0	0	0	**50**	
1115 - 1130	0	30	19	1	3	2	0	0	0	0	0	0	0	**55**	
1130 - 1145	0	21	25	2	1	3	0	0	1	0	0	0	0	**53**	
1145 - 1200	2	15	19	0	4	3	0	0	2	0	0	0	0	**45**	**203**
1200 - 1215	0	37	17	1	1	1	1	0	1	1	0	0	0	**60**	
1215 - 1230	0	29	22	0	1	5	1	1	3	0	0	0	0	**62**	
1230 - 1245	1	38	25	0	2	3	0	1	2	1	0	0	0	**73**	
1245 - 1300	0	37	20	0	2	1	0	2	5	1	0	0	0	**68**	**263**
1300 - 1315	0	24	23	0	2	5	1	2	3	0	0	0	0	**60**	
1315 - 1330	0	29	19	0	3	4	0	1	2	0	0	0	0	**58**	
1330 - 1345	0	43	17	0	0	0	0	0	4	0	0	0	0	**64**	
1345 - 1400	0	32	20	1	1	2	0	1	7	0	0	0	0	**64**	**246**
1400 - 1415	0	36	20	0	2	1	0	2	1	0	0	0	0	**62**	
1415 - 1430	0	32	11	0	5	2	0	0	2	0	0	0	0	**52**	
1430 - 1445	0	73	39	2	2	4	0	1	1	0	0	0	0	**122**	
1445 - 1500	1	54	25	2	4	2	0	1	2	0	0	0	0	**91**	**327**
1500 - 1515	0	59	33	2	2	1	0	0	2	0	0	0	0	**99**	
1515 - 1530	0	70	53	3	3	6	0	1	4	0	0	0	0	**140**	
1530 - 1545	0	61	32	1	6	3	0	0	2	0	0	0	0	**105**	
1545 - 1600	0	76	54	0	2	4	0	2	1	0	0	0	0	**139**	**483**
1600 - 1615	3	76	47	3	1	7	0	0	0	0	0	0	0	**137**	
1615 - 1630	2	79	50	0	5	5	0	0	1	0	0	0	0	**142**	
1630 - 1645	1	77	60	1	3	2	0	0	2	0	0	0	0	**146**	
1645 - 1700	2	98	55	0	2	6	0	0	2	0	0	0	0	**165**	**590**
1700 - 1715	0	101	41	0	3	0	0	1	3	0	0	0	0	**149**	
1715 - 1730	1	81	39	0	5	0	0	1	1	0	0	0	0	**128**	
1730 - 1745	0	104	48	0	4	1	0	0	2	1	0	0	0	**160**	
1745 - 1800	2	72	35	0	4	0	0	0	0	0	0	0	0	**113**	**550**
1800 - 1815	0	62	18	0	0	1	0	1	0	0	0	0	0	**82**	
1815 - 1830	1	46	14	0	0	2	0	0	0	0	0	0	0	**63**	
1830 - 1845	1	42	33	0	0	0	0	0	0	0	0	0	0	**76**	
1845 - 1900	0	45	17	0	0	4	0	0	0	0	0	0	0	**66**	**287**
1900 - 1915	0	32	19	0	0	0	0	0	0	0	0	0	0	**51**	
1915 - 1930	1	33	21	0	0	0	0	0	0	0	0	0	0	**55**	
1930 - 1945	0	37	23	0	0	0	0	0	0	0	0	0	0	**60**	
1945 - 2000	0	32	11	0	0	0	0	0	0	0	0	0	0	**43**	**209**
2000 - 2015	0	43	12	0	0	1	0	0	0	0	0	0	0	**56**	
2015 - 2030	0	28	10	0	1	0	0	0	1	0	0	0	0	**40**	
2030 - 2045	0	23	3	0	1	0	0	0	0	0	0	0	0	**27**	
2045 - 2100	0	30	3	0	0	0	0	0	0	0	0	0	0	**33**	**156**
2100 - 2115	0	24	1	0	0	0	0	0	0	0	0	0	0	**25**	
2115 - 2130	0	19	0	0	0	0	0	0	1	0	0	0	0	**20**	
2130 - 2145	0	25	2	0	0	0	0	0	0	0	0	0	0	**27**	
2145 - 2200	0	19	3	0	0	0	0	0	0	0	0	0	0	**22**	**94**
2200 - 2215	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	
2215 - 2230	0	14	1	0	0	0	0	0	1	0	0	0	0	**16**	
2230 - 2245	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**	
2245 - 2300	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**55**
2300 - 2315	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
2315 - 2330	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	
2330 - 2345	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**	
2345 - 0000	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**39**

Session Total	24	3506	1669	29	146	155	5	22	128	7	0	0	0	5691
Session Average	0.25	36.52	17.39	0.30	1.52	1.61	0.05	0.23	1.33	0.07	0.00	0.00	0.00	**59.28**
Session Percentage	0.42	61.61	29.33	0.51	2.57	2.72	0.09	0.39	2.25	0.12	0.00	0.00	0.00	

AM Peak Hour	0745 - 0845	0615 - 0715	0645 - 0745	0615 - 0715	0730 - 0830	0630 - 0730	0715 - 0815	0845 - 0945	0900 - 1000	0800 - 0900	-	-	-	**0700 - 0800**
AM Peak Volume	4	350	199	5	23	31	1	2	19	3	0	0	0	**597**
AM Peak %age	0.67	58.63	33.33	0.84	3.85	5.19	0.17	0.34	3.18	0.50	0.00	0.00	0.00	

Noon Peak Hour	1145 - 1245	1430 - 1530	1430 - 1530	1430 - 1530	1445 - 1545	1215 - 1315	1130 - 1230	1215 - 1315	1300 - 1400	1200 - 1300	-	-	-	**1430 - 1530**
Noon Peak Volume	3	256	150	9	15	14	2	6	16	3	0	0	0	**452**
Noon Peak %age	0.66	56.64	33.19	1.99	3.32	3.10	0.44	1.33	3.54	0.66	0.00	0.00	0.00	

PM Peak Hour	1600 - 1700	1645 - 1745	1600 - 1700	1515 - 1615	1700 - 1800	1515 - 1615	-	1500 - 1600	1500 - 1600	1645 - 1745	-	-	-	**1615 - 1715**
PM Peak Volume	8	384	212	7	16	20	0	3	9	1	0	0	0	**602**
PM Peak %age	1.33	63.79	35.22	1.16	2.66	3.32	0.00	0.50	1.50	0.17	0.00	0.00	0.00	

User Peak Volume	0	21	2	0	0	0	0	0	1	0	0	0	0	**24**
User Peak %age	0.00	87.50	8.33	0.00	0.00	0.00	0.00	0.00	4.17	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

Bloomingdale, GA

Marr Traffic DATA COLLECTION

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Site 1
Old River Rd,
north of Bay Rd

Date
Tuesday, April 21, 2026

Lat/Long
32.139220°, -81.389778°

Weather
Fair
62°F

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0000 - 2400 (Weekday 24h Session) (04-21-2026)

Volume Summary 15min

TIME	Volume Summary 15min NB	SB	15min Total	60min Total
0000 - 0015	8	2	**10**	
0015 - 0030	5	2	**7**	
0030 - 0045	1	3	**4**	
0045 - 0100	2	1	**3**	**24**
0100 - 0115	2	0	**2**	
0115 - 0130	0	1	**1**	
0130 - 0145	7	1	**8**	
0145 - 0200	1	1	**2**	**13**
0200 - 0215	4	2	**6**	
0215 - 0230	4	4	**8**	
0230 - 0245	1	0	**1**	
0245 - 0300	2	2	**4**	**19**
0300 - 0315	1	3	**4**	
0315 - 0330	2	3	**5**	
0330 - 0345	2	1	**3**	
0345 - 0400	4	9	**13**	**25**
0400 - 0415	3	4	**7**	
0415 - 0430	7	5	**12**	
0430 - 0445	5	17	**22**	
0445 - 0500	7	10	**17**	**58**
0500 - 0515	2	28	**30**	
0515 - 0530	14	23	**37**	
0530 - 0545	19	39	**58**	
0545 - 0600	24	39	**63**	**188**
0600 - 0615	21	61	**82**	
0615 - 0630	16	95	**111**	
0630 - 0645	40	85	**125**	
0645 - 0700	43	93	**136**	**454**
0700 - 0715	40	108	**148**	
0715 - 0730	41	122	**163**	
0730 - 0745	28	118	**146**	
0745 - 0800	38	102	**140**	**597**
0800 - 0815	37	74	**111**	
0815 - 0830	24	69	**93**	
0830 - 0845	20	62	**82**	
0845 - 0900	20	54	**74**	**360**
0900 - 0915	21	47	**68**	
0915 - 0930	19	40	**59**	
0930 - 0945	27	44	**71**	
0945 - 1000	23	31	**54**	**252**
1000 - 1015	21	21	**42**	
1015 - 1030	21	29	**50**	
1030 - 1045	21	30	**51**	
1045 - 1100	27	29	**56**	**199**
1100 - 1115	21	29	**50**	
1115 - 1130	25	30	**55**	
1130 - 1145	31	22	**53**	
1145 - 1200	21	24	**45**	**203**

Time	Volume Summary 15min NB	SB	15min Total	60min Total
1200 - 1215	32	28	**60**	
1215 - 1230	33	29	**62**	
1230 - 1245	41	32	**73**	
1245 - 1300	38	30	**68**	**263**
1300 - 1315	38	22	**60**	
1315 - 1330	32	26	**58**	
1330 - 1345	24	40	**64**	
1345 - 1400	37	27	**64**	**246**
1400 - 1415	40	22	**62**	
1415 - 1430	36	16	**52**	
1430 - 1445	63	59	**122**	
1445 - 1500	50	41	**91**	**327**
1500 - 1515	65	34	**99**	
1515 - 1530	96	44	**140**	
1530 - 1545	71	34	**105**	
1545 - 1600	102	37	**139**	**483**
1600 - 1615	106	31	**137**	
1615 - 1630	105	37	**142**	
1630 - 1645	105	41	**146**	
1645 - 1700	118	47	**165**	**590**
1700 - 1715	121	28	**149**	
1715 - 1730	96	32	**128**	
1730 - 1745	124	36	**160**	
1745 - 1800	82	31	**113**	**550**
1800 - 1815	51	31	**82**	
1815 - 1830	49	14	**63**	
1830 - 1845	48	28	**76**	
1845 - 1900	37	29	**66**	**287**
1900 - 1915	37	14	**51**	
1915 - 1930	35	20	**55**	
1930 - 1945	34	26	**60**	
1945 - 2000	29	14	**43**	**209**
2000 - 2015	30	26	**56**	
2015 - 2030	29	11	**40**	
2030 - 2045	17	10	**27**	
2045 - 2100	15	18	**33**	**156**
2100 - 2115	14	11	**25**	
2115 - 2130	14	6	**20**	
2130 - 2145	13	14	**27**	
2145 - 2200	11	11	**22**	**94**
2200 - 2215	7	6	**13**	
2215 - 2230	11	5	**16**	
2230 - 2245	8	7	**15**	
2245 - 2300	7	4	**11**	**55**
2300 - 2315	6	2	**8**	
2315 - 2330	6	3	**9**	
2330 - 2345	11	4	**15**	
2345 - 0000	5	2	**7**	**39**

Session Total	2952	2739	**5691**
Session Average	30.75	28.53	**59.28**
Session Percentage	51.87	48.13	

Bi-Directional Class Count || NB EB 60min

Bloomingdale, GA

Marr Traffic DATA COLLECTION

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Site 1
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Lat/Long
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Weather
Fair
62°F

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0000 - 2400 (Weekday 24h Session) (04-21-2026)

NB EB 60min

	Northbound (Movement 1.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
0100 - 0200	0	8	1	0	1	0	0	0	0	0	0	0	0	**10**
0200 - 0300	0	9	1	0	0	0	0	0	1	0	0	0	0	**11**
0300 - 0400	0	5	2	0	0	0	0	0	2	0	0	0	0	**9**
0400 - 0500	0	20	1	0	0	0	0	0	1	0	0	0	0	**22**
0500 - 0600	0	49	8	0	2	0	0	0	0	0	0	0	0	**59**
0600 - 0700	0	93	18	1	1	5	0	0	2	0	0	0	0	**120**
0700 - 0800	0	86	42	1	6	8	0	0	4	0	0	0	0	**147**
0800 - 0900	0	46	34	1	6	7	0	0	7	0	0	0	0	**101**
0900 - 1000	0	37	28	0	4	10	0	0	11	0	0	0	0	**90**
1000 - 1100	0	44	34	0	3	4	0	0	5	0	0	0	0	**90**
1100 - 1200	0	45	38	2	6	4	0	0	3	0	0	0	0	**98**
1200 - 1300	0	80	41	0	3	8	1	4	4	3	0	0	0	**144**
1300 - 1400	0	67	45	0	2	5	1	4	7	0	0	0	0	**131**
1400 - 1500	0	114	54	0	9	6	0	4	2	0	0	0	0	**189**
1500 - 1600	0	180	121	2	12	10	0	3	6	0	0	0	0	**334**
1600 - 1700	8	248	149	3	9	15	0	0	2	0	0	0	0	**434**
1700 - 1800	2	289	113	0	14	1	0	2	1	1	0	0	0	**423**
1800 - 1900	2	119	58	0	0	6	0	0	0	0	0	0	0	**185**
1900 - 2000	0	82	53	0	0	0	0	0	0	0	0	0	0	**135**
2000 - 2100	0	67	20	0	2	1	0	0	1	0	0	0	0	**91**
2100 - 2200	0	49	3	0	0	0	0	0	0	0	0	0	0	**52**
2200 - 2300	0	27	5	0	0	0	0	0	1	0	0	0	0	**33**
2300 - 2400	0	25	3	0	0	0	0	0	0	0	0	0	0	**28**

Session Total	12	1803	874	10	80	90	2	17	60	4	0	0	0	**2952**
Session Average	0.50	75.13	36.42	0.42	3.33	3.75	0.08	0.71	2.50	0.17	0.00	0.00	0.00	**123.00**
Session Percentage	0.41	61.08	29.61	0.34	2.71	3.05	0.07	0.58	2.03	0.14	0.00	0.00	0.00	

AM Peak Hour	-	0600 - 0700	0700 - 0800	0600 - 0700	0700 - 0800	0900 - 1000	-	-	0900 - 1000	-	-	-	-	**0700 - 0800**
AM Peak Volume	0	93	42	1	6	10	0	0	11	0	0	0	0	**147**
AM Peak %age	0.00	63.27	28.57	0.68	4.08	6.80	0.00	0.00	7.48	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1400 - 1500	1400 - 1500	1100 - 1200	1400 - 1500	1200 - 1300	1200 - 1300	1200 - 1300	1300 - 1400	1200 - 1300	-	-	-	**1400 - 1500**
Noon Peak Volume	0	114	54	2	9	8	1	4	7	3	0	0	0	**189**
Noon Peak %age	0.00	60.32	28.57	1.06	4.76	4.23	0.53	2.12	3.70	1.59	0.00	0.00	0.00	

PM Peak Hour	1600 - 1700	1700 - 1800	1600 - 1700	1600 - 1700	1700 - 1800	1600 - 1700	-	1500 - 1600	1500 - 1600	1700 - 1800	-	-	-	**1600 - 1700**
PM Peak Volume	8	289	149	3	14	15	0	3	6	1	0	0	0	**434**
PM Peak %age	1.84	66.59	34.33	0.69	3.23	3.46	0.00	0.69	1.38	0.23	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 60min

Bloomingdale, GA

Marr Traffic DATA COLLECTION

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Site 1
Old River Rd,
north of Bay Rd

Date
Tuesday, April 21, 2026

Lat/Long
32.139220°, -81.389778°

Weather
Fair
62°F

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0000 - 2400 (Weekday 24h Session) (04-21-2026)

SB WB 60min

	Southbound (Movement 1.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	7	0	0	0	0	0	0	1	0	0	0	0	**8**
0100 - 0200	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
0200 - 0300	0	6	1	0	0	0	0	0	1	0	0	0	0	**8**
0300 - 0400	0	15	0	0	1	0	0	0	0	0	0	0	0	**16**
0400 - 0500	0	28	0	1	3	0	0	0	4	0	0	0	0	**36**
0500 - 0600	0	117	9	0	1	0	0	0	2	0	0	0	0	**129**
0600 - 0700	2	246	62	2	6	16	0	0	0	0	0	0	0	**334**
0700 - 0800	2	253	154	4	15	11	0	1	10	0	0	0	0	**450**
0800 - 0900	2	146	86	0	13	3	1	0	5	3	0	0	0	**259**
0900 - 1000	0	75	65	0	5	6	1	2	8	0	0	0	0	**162**
1000 - 1100	0	64	37	0	2	2	0	1	3	0	0	0	0	**109**
1100 - 1200	2	47	43	1	4	6	0	0	2	0	0	0	0	**105**
1200 - 1300	1	61	43	1	3	2	1	0	7	0	0	0	0	**119**
1300 - 1400	0	61	34	1	4	6	0	0	9	0	0	0	0	**115**
1400 - 1500	1	81	41	4	4	3	0	0	4	0	0	0	0	**138**
1500 - 1600	0	86	51	4	1	4	0	0	3	0	0	0	0	**149**
1600 - 1700	0	82	63	1	2	5	0	0	3	0	0	0	0	**156**
1700 - 1800	1	69	50	0	2	0	0	0	5	0	0	0	0	**127**
1800 - 1900	0	76	24	0	0	1	0	1	0	0	0	0	0	**102**
1900 - 2000	1	52	21	0	0	0	0	0	0	0	0	0	0	**74**
2000 - 2100	0	57	8	0	0	0	0	0	0	0	0	0	0	**65**
2100 - 2200	0	38	3	0	0	0	0	0	1	0	0	0	0	**42**
2200 - 2300	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**
2300 - 2400	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**

Session Total	12	1703	795	19	66	65	3	5	68	3	0	0	0	**2739**
Session Average	0.50	70.96	33.13	0.79	2.75	2.71	0.13	0.21	2.83	0.13	0.00	0.00	0.00	**114.13**
Session Percentage	0.44	62.18	29.03	0.69	2.41	2.37	0.11	0.18	2.48	0.11	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0600 - 0700	0800 - 0900	0900 - 1000	0700 - 0800	0800 - 0900	-	-	-	**0700 - 0800**
AM Peak Volume	2	253	154	4	15	16	1	2	10	3	0	0	0	**450**
AM Peak %age	0.44	56.22	34.22	0.89	3.33	3.56	0.22	0.44	2.22	0.67	0.00	0.00	0.00	

Noon Peak Hour	1100 - 1200	1400 - 1500	1100 - 1200	1400 - 1500	1100 - 1200	1100 - 1200	1200 - 1300	1000 - 1100	1300 - 1400	-	-	-	-	**1400 - 1500**
Noon Peak Volume	2	81	43	4	4	6	1	1	9	0	0	0	0	**138**
Noon Peak %age	1.45	58.70	31.16	2.90	2.90	4.35	0.72	0.72	6.52	0.00	0.00	0.00	0.00	

PM Peak Hour	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	1600 - 1700	1600 - 1700	-	1800 - 1900	1700 - 1800	-	-	-	-	**1600 - 1700**
PM Peak Volume	1	86	63	4	2	5	0	1	5	0	0	0	0	**156**
PM Peak %age	0.64	55.13	40.38	2.56	1.28	3.21	0.00	0.64	3.21	0.00	0.00	0.00	0.00	

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

Bloomingdale, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1
Old River Rd,
north of Bay Rd

Date
Tuesday, April 21, 2026

Lat/Long
32.139220°, -81.389778°

Weather
Fair
62°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (04-21-2026)

Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	21	2	0	0	0	0	0	1	0	0	0	0	**24**
0100 - 0200	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**
0200 - 0300	0	15	2	0	0	0	0	0	2	0	0	0	0	**19**
0300 - 0400	0	20	2	0	1	0	0	0	2	0	0	0	0	**25**
0400 - 0500	0	48	1	1	3	0	0	0	5	0	0	0	0	**58**
0500 - 0600	0	166	17	0	3	0	0	0	2	0	0	0	0	**188**
0600 - 0700	2	339	80	3	7	21	0	0	2	0	0	0	0	**454**
0700 - 0800	2	339	196	5	21	19	0	1	14	0	0	0	0	**597**
0800 - 0900	2	192	120	1	19	10	1	0	12	3	0	0	0	**360**
0900 - 1000	0	112	93	0	9	16	1	2	19	0	0	0	0	**252**
1000 - 1100	0	108	71	0	5	6	0	1	8	0	0	0	0	**199**
1100 - 1200	2	92	81	3	10	10	0	0	5	0	0	0	0	**203**
1200 - 1300	1	141	84	1	6	10	2	4	11	3	0	0	0	**263**
1300 - 1400	0	128	79	1	6	11	1	4	16	0	0	0	0	**246**
1400 - 1500	1	195	95	4	13	9	0	4	6	0	0	0	0	**327**
1500 - 1600	0	266	172	6	13	14	0	3	9	0	0	0	0	**483**
1600 - 1700	8	330	212	4	11	20	0	0	5	0	0	0	0	**590**
1700 - 1800	3	358	163	0	16	1	0	2	6	1	0	0	0	**550**
1800 - 1900	2	195	82	0	0	7	0	1	0	0	0	0	0	**287**
1900 - 2000	1	134	74	0	0	0	0	0	0	0	0	0	0	**209**
2000 - 2100	0	124	28	0	2	1	0	0	1	0	0	0	0	**156**
2100 - 2200	0	87	6	0	0	0	0	0	1	0	0	0	0	**94**
2200 - 2300	0	49	5	0	0	0	0	0	1	0	0	0	0	**55**
2300 - 2400	0	36	3	0	0	0	0	0	0	0	0	0	0	**39**

Session Total	24	3506	1669	29	146	155	5	22	128	7	0	0	0	**5691**
Session Average	1.00	146.08	69.54	1.21	6.08	6.46	0.21	0.92	5.33	0.29	0.00	0.00	0.00	**237.13**
Session Percentage	0.42	61.61	29.33	0.51	2.57	2.72	0.09	0.39	2.25	0.12	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0600 - 0700	0700 - 0800	0700 - 0800	0700 - 0800	0600 - 0700	0800 - 0900	0900 - 1000	0900 - 1000	0800 - 0900	-	-	-	**0700 - 0800**
AM Peak Volume	2	339	196	5	21	21	1	2	19	3	0	0	0	**597**
AM Peak %age	0.34	56.78	32.83	0.84	3.52	3.52	0.17	0.34	3.18	0.50	0.00	0.00	0.00	

Noon Peak Hour	1100 - 1200	1400 - 1500	1400 - 1500	1400 - 1500	1400 - 1500	1300 - 1400	1200 - 1300	1200 - 1300	1300 - 1400	1200 - 1300	-	-	-	**1400 - 1500**
Noon Peak Volume	2	195	95	4	13	11	2	4	16	3	0	0	0	**327**
Noon Peak %age	0.61	59.63	29.05	1.22	3.98	3.36	0.61	1.22	4.89	0.92	0.00	0.00	0.00	

PM Peak Hour	1600 - 1700	1700 - 1800	1600 - 1700	1500 - 1600	1700 - 1800	1600 - 1700	-	1500 - 1600	1500 - 1600	1700 - 1800	-	-	-	**1600 - 1700**
PM Peak Volume	8	358	212	6	16	20	0	3	9	1	0	0	0	**590**
PM Peak %age	1.36	60.68	35.93	1.02	2.71	3.39	0.00	0.51	1.53	0.17	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 60min

Bloomingdale, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1
Old River Rd,
north of Bay Rd

Date
Tuesday, April 21, 2026

Lat/Long
32.139220°, -81.389778°

Weather
Fair
62°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (04-21-2026)

Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	**Total**
0000 - 0100	16	8	**24**
0100 - 0200	10	3	**13**
0200 - 0300	11	8	**19**
0300 - 0400	9	16	**25**
0400 - 0500	22	36	**58**
0500 - 0600	59	129	**188**
0600 - 0700	120	334	**454**
0700 - 0800	147	450	**597**
0800 - 0900	101	259	**360**
0900 - 1000	90	162	**252**
1000 - 1100	90	109	**199**
1100 - 1200	98	105	**203**

	Volume Summary 60min		
Time	NB	SB	**Total**
1200 - 1300	144	119	**263**
1300 - 1400	131	115	**246**
1400 - 1500	189	138	**327**
1500 - 1600	334	149	**483**
1600 - 1700	434	156	**590**
1700 - 1800	423	127	**550**
1800 - 1900	185	102	**287**
1900 - 2000	135	74	**209**
2000 - 2100	91	65	**156**
2100 - 2200	52	42	**94**
2200 - 2300	33	22	**55**
2300 - 2400	28	11	**39**

Session Total	2952	2739	**5691**
Session Average	123.00	114.13	**237.13**
Session Percentage	51.87	48.13	

Peak Hour Turning Movement Count

Click here for Map

Bloomingdale, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, April 21, 2026		
	Fair	62°F
Period	0700 - 0900	**APPLY**
Peak Hour	0700 - 0800	**APPLY**
Global PH	0700 - 0800	**APPLY**

* the Peak Hour Diagram does not include bicycles



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Old River Rd (South)						Old River Rd (North)						04 Jim Gillis Historic Savannah Pkwy E/Bound Off-R						04 Jim Gillis Historic Savannah Pkwy E/Bound On-R						
		Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5			U-Turn 6.6	App Total	Left 6.7	Thru 6.8	Right 6.9			App Total						App Total	
0700 - 0715	-	34	12	-	0	46	65	50	-	-	0	115	10	0	26	-	-	36	-	-	-	-	-	0	197
0715 - 0730	-	55	13	-	0	68	92	56	-	-	0	148	8	0	38	-	-	46	-	-	-	-	-	0	262
0730 - 0745	-	43	10	-	0	53	75	61	-	-	0	136	8	0	31	-	-	39	-	-	-	-	-	0	228
0745 - 0800	-	49	7	-	0	56	71	66	-	-	0	137	3	0	36	-	-	39	-	-	-	-	-	0	232
Total	0	181	42	0	0	223	303	233	0	0	0	536	29	0	131	0	0	160	0	0	0	0	0	0	919
Approach %	0.00	81.17	18.83	0.00	0.00	-	56.53	43.47	0.00	0.00	0.00	-	18.13	0.00	81.88	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.82	0.81	0.00	0.00	**0.82**	0.82	0.88	0.00	0.00	0.00	**0.91**	0.73	0.00	0.86	0.00	0.00	**0.87**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.88**

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Old River Rd (South)						Old River Rd (North)						04 Jim Gillis Historic Savannah Pkwy E/Bound Off-R						04 Jim Gillis Historic Savannah Pkwy E/Bound On-R						
		Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5			U-Turn 6.6	App Total	Left 6.7	Thru 6.8	Right 6.9			App Total						App Total	
0700 - 0715	-	31	11	-	0	42	59	44	-	-	0	103	9	0	24	-	-	33	-	-	-	-	-	0	178
0715 - 0730	-	53	9	-	0	62	84	54	-	-	0	138	6	0	36	-	-	42	-	-	-	-	-	0	242
0730 - 0745	-	36	10	-	0	46	68	56	-	-	0	124	8	0	28	-	-	36	-	-	-	-	-	0	206
0745 - 0800	-	42	7	-	0	49	64	58	-	-	0	122	3	0	35	-	-	38	-	-	-	-	-	0	209
Total	0	162	37	0	0	199	275	212	0	0	0	487	26	0	123	0	0	149	0	0	0	0	0	0	835
Approach %	0.00	81.41	18.59	0.00	0.00	-	56.47	43.53	0.00	0.00	0.00	-	17.45	0.00	82.55	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.76	0.84	0.00	0.00	**0.80**	0.82	0.91	0.00	0.00	0.00	**0.88**	0.72	0.00	0.85	0.00	0.00	**0.89**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.86**

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Old River Rd (South)						Old River Rd (North)						04 Jim Gillis Historic Savannah Pkwy E/Bound Off-R						04 Jim Gillis Historic Savannah Pkwy E/Bound On-R						
		Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5			U-Turn 6.6	App Total	Left 6.7	Thru 6.8	Right 6.9			App Total						App Total	
0700 - 0715	-	2	0	-	0	2	4	5	-	-	0	9	1	0	1	-	-	2	-	-	-	-	-	0	13
0715 - 0730	-	2	1	-	0	3	6	1	-	-	0	7	1	0	1	-	-	2	-	-	-	-	-	0	12
0730 - 0745	-	4	0	-	0	4	4	5	-	-	0	9	0	0	2	-	-	2	-	-	-	-	-	0	15
0745 - 0800	-	3	0	-	0	3	5	3	-	-	0	8	0	0	0	-	-	0	-	-	-	-	-	0	11
Total	0	11	1	0	0	12	19	14	0	0	0	33	2	0	4	0	0	6	0	0	0	0	0	0	51
Approach %	0.00	91.67	8.33	0.00	0.00	-	57.58	42.42	0.00	0.00	0.00	-	33.33	0.00	66.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.69	0.25	0.00	0.00	**0.75**	0.79	0.70	0.00	0.00	0.00	**0.92**	0.50	0.00	0.50	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.85**

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Old River Rd (South)						Old River Rd (North)						04 Jim Gillis Historic Savannah Pkwy E/Bound Off-R						04 Jim Gillis Historic Savannah Pkwy E/Bound On-R						
		Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5			U-Turn 6.6	App Total	Left 6.7	Thru 6.8	Right 6.9			App Total						App Total	
0700 - 0715	-	1	1	-	0	2	2	1	-	-	0	3	0	0	1	-	-	1	-	-	-	-	-	0	6
0715 - 0730	-	0	3	-	0	3	2	1	-	-	0	3	1	0	1	-	-	2	-	-	-	-	-	0	8
0730 - 0745	-	3	0	-	0	3	3	0	-	-	0	3	0	0	1	-	-	1	-	-	-	-	-	0	7
0745 - 0800	-	4	0	-	0	4	2	5	-	-	0	7	0	0	1	-	-	1	-	-	-	-	-	0	12
Total	0	8	4	0	0	12	9	7	0	0	0	16	1	0	4	0	0	5	0	0	0	0	0	0	33
Approach %	0.00	66.67	33.33	0.00	0.00	-	56.25	43.75	0.00	0.00	0.00	-	20.00	0.00	80.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.33	0.00	0.00	**0.75**	0.75	0.35	0.00	0.00	0.00	**0.57**	0.25	0.00	1.00	0.00	0.00	**0.63**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.69**

Bicycles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Old River Rd (South)						Old River Rd (North)						04 Jim Gillis Historic Savannah Pkwy E/Bound Off-R						04 Jim Gillis Historic Savannah Pkwy E/Bound On-R						
		Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5			U-Turn 6.6	App Total	Left 6.7	Thru 6.8	Right 6.9			App Total						App Total	
0700 - 0715	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0715 - 0730	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0730 - 0745	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0745 - 0800	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Bloomingdale, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, April 21, 2026		
	Fair	62°F
Period	1600 - 1800	**APPLY**
Peak Hour	1645 - 1745	**APPLY**
Global PH	1645 - 1745	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Old River Rd (South)						Old River Rd (North)						04 Jim Gillis Historic Savannah Pkwy E/Bound Off-R						04 Jim Gillis Historic Savannah Pkwy E/Bound On-R						
		Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5			U-Turn 6.6	App Total	Left 6.7	Thru 6.8	Right 6.9			App Total						App Total	
1645 - 1700	-	89	9	-	0	98	22	39	-	-	0	61	5	1	21	-	-	27	-	-	-	-	-	0	186
1700 - 1715	-	80	13	-	0	93	21	35	-	-	0	56	6	1	23	-	-	30	-	-	-	-	-	0	179
1715 - 1730	-	84	7	-	0	91	24	33	-	-	0	57	8	3	31	-	-	42	-	-	-	-	-	0	190
1730 - 1745	-	80	9	-	0	89	20	31	-	-	0	51	3	0	34	-	-	37	-	-	-	-	-	0	177
Total	0	333	38	0	0	371	87	138	0	0	0	225	22	5	109	0	0	136	0	0	0	0	0	0	732
Approach %	0.00	89.76	10.24	0.00	0.00	-	38.67	61.33	0.00	0.00	0.00	-	16.18	3.68	80.15	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.94	0.73	0.00	0.00	**0.95**	0.91	0.88	0.00	0.00	0.00	**0.92**	0.69	0.42	0.80	0.00	0.00	**0.81**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Old River Rd (South)						Old River Rd (North)						04 Jim Gillis Historic Savannah Pkwy E/Bound Off-R						04 Jim Gillis Historic Savannah Pkwy E/Bound On-R						
		Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5			U-Turn 6.6	App Total	Left 6.7	Thru 6.8	Right 6.9			App Total						App Total	
1645 - 1700	-	86	6	-	0	92	19	38	-	-	0	57	5	1	18	-	-	24	-	-	-	-	-	0	173
1700 - 1715	-	75	13	-	0	88	17	34	-	-	0	51	6	1	23	-	-	30	-	-	-	-	-	0	169
1715 - 1730	-	82	5	-	0	87	20	33	-	-	0	53	8	3	29	-	-	40	-	-	-	-	-	0	180
1730 - 1745	-	75	7	-	0	82	19	30	-	-	0	49	3	0	34	-	-	37	-	-	-	-	-	0	168
Total	0	318	31	0	0	349	75	135	0	0	0	210	22	5	104	0	0	131	0	0	0	0	0	0	690
Approach %	0.00	91.12	8.88	0.00	0.00	-	35.71	64.29	0.00	0.00	0.00	-	16.79	3.82	79.39	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.92	0.60	0.00	0.00	**0.95**	0.94	0.89	0.00	0.00	0.00	**0.92**	0.69	0.42	0.76	0.00	0.00	**0.82**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Old River Rd (South)						Old River Rd (North)						04 Jim Gillis Historic Savannah Pkwy E/Bound Off-R						04 Jim Gillis Historic Savannah Pkwy E/Bound On-R						
		Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5			U-Turn 6.6	App Total	Left 6.7	Thru 6.8	Right 6.9			App Total						App Total	
1645 - 1700	-	2	2	-	0	4	2	0	-	-	0	2	0	0	1	-	-	1	-	-	-	-	-	0	7
1700 - 1715	-	3	0	-	0	3	3	1	-	-	0	4	0	0	0	-	-	0	-	-	-	-	-	0	7
1715 - 1730	-	2	1	-	0	3	1	0	-	-	0	1	0	0	1	-	-	1	-	-	-	-	-	0	5
1730 - 1745	-	4	1	-	0	5	0	1	-	-	0	1	0	0	0	-	-	0	-	-	-	-	-	0	6
Total	0	11	4	0	0	15	6	2	0	0	0	8	0	0	2	0	0	2	0	0	0	0	0	0	25
Approach %	0.00	73.33	26.67	0.00	0.00	-	75.00	25.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.69	0.50	0.00	0.00	**0.75**	0.50	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.89**

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Old River Rd (South)						Old River Rd (North)						04 Jim Gillis Historic Savannah Pkwy E/Bound Off-R						04 Jim Gillis Historic Savannah Pkwy E/Bound On-R						
		Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5			U-Turn 6.6	App Total	Left 6.7	Thru 6.8	Right 6.9			App Total						App Total	
1645 - 1700	-	1	1	-	0	2	1	1	-	-	0	2	0	0	2	-	-	2	-	-	-	-	-	0	6
1700 - 1715	-	2	0	-	0	2	1	0	-	-	0	1	0	0	0	-	-	0	-	-	-	-	-	0	3
1715 - 1730	-	0	1	-	0	1	3	0	-	-	0	3	0	0	1	-	-	1	-	-	-	-	-	0	5
1730 - 1745	-	1	1	-	0	2	1	0	-	-	0	1	0	0	0	-	-	0	-	-	-	-	-	0	3
Total	0	4	3	0	0	7	6	1	0	0	0	7	0	0	3	0	0	3	0	0	0	0	0	0	17
Approach %	0.00	57.14	42.86	0.00	0.00	-	85.71	14.29	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.75	0.00	0.00	**0.88**	0.50	0.25	0.00	0.00	0.00	**0.58**	0.00	0.00	0.38	0.00	0.00	**0.38**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.71**

Bicycles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Old River Rd (South)						Old River Rd (North)						04 Jim Gillis Historic Savannah Pkwy E/Bound Off-R						04 Jim Gillis Historic Savannah Pkwy E/Bound On-R						
		Thru 6.1	Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5			U-Turn 6.6	App Total	Left 6.7	Thru 6.8	Right 6.9			App Total						App Total	
1645 - 1700	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
1700 - 1715	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
1715 - 1730	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
1730 - 1745	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Bloomingdale, GA

Site 6
Old River Rd (South)
Old River Rd (North)
GA-404 Jim Gillis Historic Savannah Pkwy E/Bound Off-Ramp
GA-404 Jim Gillis Historic Savannah Pkwy E/Bound On-Ramp

Date
Tuesday, April 21, 2026

Lat/Long
32.123235°, -81.387891°
Click here for Map

Weather
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0700 - 0900 (Weekday 2h Session) (04-21-2026)

All vehicles

	Northbound				Southbound				Eastbound				Westbound	
	Old River Rd (South)				Old River Rd (North)				GA-404 Jim Gillis Historic Savannah Pkwy E/Bound Off-R				GA-404 Jim Gillis Historic Savannah Pkwy E/Bound On-Ramp	
TIME	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	Right 6.9	App Total		Int Total
0700 - 0715	34	12	0	46	65	50	0	115	10	0	26	36		197
0715 - 0730	55	13	0	68	92	56	0	148	8	0	38	46		262
0730 - 0745	43	10	0	53	75	61	0	136	8	0	31	39		228
0745 - 0800	49	7	0	56	71	66	0	137	3	0	36	39		232
Hourly Total	181	42	0	**223**	303	233	0	**536**	29	0	131	**160**		**919**
0800 - 0815	25	7	0	32	54	42	0	96	9	0	24	33		161
0815 - 0830	24	7	0	31	37	50	0	87	8	2	36	46		164
0830 - 0845	30	6	0	36	42	28	0	70	2	1	23	26		132
0845 - 0900	24	7	0	31	25	36	0	61	4	1	22	27		119
Hourly Total	103	27	0	**130**	158	156	0	**314**	23	4	105	**132**		**576**
Grand Total	284	69	0	**353**	461	389	0	**850**	52	4	236	**292**		**1495**
Approach %	80.45	19.55	0.00	-	54.24	45.76	0.00	-	17.81	1.37	80.82	-		
Intersection %	19.00	4.62	0.00	23.61	30.84	26.02	0.00	56.86	3.48	0.27	15.79	19.53		
Heavy Vehicle %	11	17	-	**12**	10	8	-	**9**	15	0	9	**10**		**10**
PHF	0.82	0.81	0.00	**0.82**	0.82	0.88	0.00	**0.91**	0.73	0.00	0.86	**0.87**		**0.88**
Peak Hour Total	181	42	0	**223**	303	233	0	**536**	29	0	131	**160**		**919**
Peak Hour HV %	10	12	0	**11**	9	9	0	**9**	10	0	6	**7**		**9**

1600 - 1800 (Weekday 2h Session) (04-21-2026)

All vehicles

	Northbound				Southbound				Eastbound				Westbound	
	Old River Rd (South)				Old River Rd (North)				GA-404 Jim Gillis Historic Savannah Pkwy E/Bound Off-R				GA-404 Jim Gillis Historic Savannah Pkwy E/Bound On-Ramp	
TIME	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	Right 6.9	App Total		Int Total
1600 - 1615	65	15	0	80	19	27	0	46	10	1	40	51		177
1615 - 1630	72	11	0	83	19	38	0	57	5	0	29	34		174
1630 - 1645	64	9	0	73	21	34	0	55	3	0	18	21		149
1645 - 1700	89	9	0	98	22	39	0	61	5	1	21	27		186
Hourly Total	290	44	0	**334**	81	138	0	**219**	23	2	108	**133**		**686**
1700 - 1715	80	13	0	93	21	35	0	56	6	1	23	30		179
1715 - 1730	84	7	0	91	24	33	0	57	8	3	31	42		190
1730 - 1745	80	9	0	89	20	31	0	51	3	0	34	37		177
1745 - 1800	74	4	0	78	28	23	0	51	4	0	24	28		157
Hourly Total	318	33	0	**351**	93	122	0	**215**	21	4	112	**137**		**703**
Grand Total	608	77	0	**685**	174	260	0	**434**	44	6	220	**270**		**1389**
Approach %	88.76	11.24	0.00	-	40.09	59.91	0.00	-	16.30	2.22	81.48	-		
Intersection %	43.77	5.54	0.00	49.32	12.53	18.72	0.00	31.25	3.17	0.43	15.84	19.44		
Heavy Vehicle %	5	16	-	**6**	9	4	-	**6**	7	17	4	**5**		**6**
PHF	0.94	0.73	0.00	**0.95**	0.91	0.88	0.00	**0.92**	0.69	0.42	0.80	**0.81**		**0.96**
Peak Hour Total	333	38	0	**371**	87	138	0	**225**	22	5	109	**136**		**732**
Peak Hour HV %	5	18	0	**6**	14	2	0	**7**	0	0	5	**4**		**6**

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

Marr Traffic DATA COLLECTION

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Bloomingdale, GA

Site 6
Old River Rd (South)
Old River Rd (North)
GA-404 Jim Gillis Historic Savannah Pkwy E/Bound Off-Ramp
GA-404 Jim Gillis Historic Savannah Pkwy E/Bound On-Ramp

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Passenger Vehicles (1-3)

TIME	Northbound: Old River Rd (South) Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Southbound: Old River Rd (North) Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Eastbound: GA-404 Jim Gillis Historic Savannah Pkwy E/Bound Off-Ramp Left 6.7	Thru 6.8	Right 6.9	App Total	Westbound: GA-404 Jim Gillis Historic Savannah Pkwy E/Bound On-Ramp	Int Total
0700 - 0715	31	11	0	42	59	44	0	103	9	0	24	33		178
0715 - 0730	53	9	0	62	84	54	0	138	6	0	36	42		242
0730 - 0745	36	10	0	46	68	56	0	124	8	0	28	36		206
0745 - 0800	42	7	0	49	64	58	0	122	3	0	35	38		209
Hourly Total	162	37	0	**199**	275	212	0	**487**	26	0	123	**149**		**835**
0800 - 0815	22	6	0	28	48	39	0	87	7	0	21	28		143
0815 - 0830	22	5	0	27	33	50	0	83	6	2	32	40		150
0830 - 0845	25	5	0	30	37	26	0	63	1	1	22	24		117
0845 - 0900	22	4	0	26	21	31	0	52	4	1	17	22		100
Hourly Total	91	20	0	**111**	139	146	0	**285**	18	4	92	**114**		**510**
Grand Total	253	57	0	**310**	414	358	0	**772**	44	4	215	**263**		**1345**
Approach %	81.61	18.39	0.00	-	53.63	46.37	0.00	-	16.73	1.52	81.75	-		
Intersection %	18.81	4.24	0.00	23.05	30.78	26.62	0.00	57.40	3.27	0.30	15.99	19.55		

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Passenger Vehicles (1-3)

TIME	Northbound: Old River Rd (South) Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Southbound: Old River Rd (North) Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Eastbound: GA-404 Jim Gillis Historic Savannah Pkwy E/Bound Off-Ramp Left 6.7	Thru 6.8	Right 6.9	App Total	Westbound: GA-404 Jim Gillis Historic Savannah Pkwy E/Bound On-Ramp	Int Total
1600 - 1615	63	15	0	78	19	24	0	43	8	0	39	47		168
1615 - 1630	66	8	0	74	19	35	0	54	4	0	28	32		160
1630 - 1645	60	7	0	67	18	33	0	51	3	0	17	20		138
1645 - 1700	86	6	0	92	19	38	0	57	5	1	18	24		173
Hourly Total	275	36	0	**311**	75	130	0	**205**	20	1	102	**123**		**639**
1700 - 1715	75	13	0	88	17	34	0	51	6	1	23	30		169
1715 - 1730	82	5	0	87	20	33	0	53	8	3	29	40		180
1730 - 1745	75	7	0	82	19	30	0	49	3	0	34	37		168
1745 - 1800	72	4	0	76	28	23	0	51	4	0	23	27		154
Hourly Total	304	29	0	**333**	84	120	0	**204**	21	4	109	**134**		**671**
Grand Total	579	65	0	**644**	159	250	0	**409**	41	5	211	**257**		**1310**
Approach %	89.91	10.09	0.00	-	38.88	61.12	0.00	-	15.95	1.95	82.10	-		
Intersection %	44.20	4.96	0.00	49.16	12.14	19.08	0.00	31.22	3.13	0.38	16.11	19.62		

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

Bloomingdale, GA

Marr Traffic DATA COLLECTION

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Site 6

Old River Rd (South)
Old River Rd (North)
GA-404 Jim Gillis Historic Savannah Pkwy E/Bound Off-Ramp
GA-404 Jim Gillis Historic Savannah Pkwy E/Bound On-Ramp

Date

Tuesday, April 21, 2026

Lat/Long

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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Single Unit Trucks (4-7)

TIME	Northbound: Old River Rd (South) Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Southbound: Old River Rd (North) Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Eastbound: GA-404 Jim Gillis Historic Savannah Pkwy E/Bound Off-Ramp Left 6.7	Thru 6.8	Right 6.9	App Total	Westbound: GA-404 Jim Gillis Historic Savannah Pkwy E/Bound On-Ramp	Int Total
0700 - 0715	2	0	0	2	4	5	0	9	1	0	1	2		13
0715 - 0730	2	1	0	3	6	1	0	7	1	0	1	2		12
0730 - 0745	4	0	0	4	4	5	0	9	0	0	2	2		15
0745 - 0800	3	0	0	3	5	3	0	8	0	0	0	0		11
Hourly Total	11	1	0	**12**	19	14	0	**33**	2	0	4	**6**		**51**
0800 - 0815	2	1	0	3	2	3	0	5	2	0	2	4		12
0815 - 0830	0	0	0	0	2	0	0	2	2	0	3	5		7
0830 - 0845	3	0	0	3	3	2	0	5	0	0	1	1		9
0845 - 0900	2	1	0	3	2	5	0	7	0	0	2	2		12
Hourly Total	7	2	0	**9**	9	10	0	**19**	4	0	8	**12**		**40**
Grand Total	18	3	0	**21**	28	24	0	**52**	6	0	12	**18**		**91**
Approach %	85.71	14.29	0.00	-	53.85	46.15	0.00	-	33.33	0.00	66.67	-		
Intersection %	19.78	3.30	0.00	23.08	30.77	26.37	0.00	57.14	6.59	0.00	13.19	19.78		

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Single Unit Trucks (4-7)

TIME	Northbound: Old River Rd (South) Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Southbound: Old River Rd (North) Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Eastbound: GA-404 Jim Gillis Historic Savannah Pkwy E/Bound Off-Ramp Left 6.7	Thru 6.8	Right 6.9	App Total	Westbound: GA-404 Jim Gillis Historic Savannah Pkwy E/Bound On-Ramp	Int Total
1600 - 1615	2	0	0	2	0	3	0	3	2	0	1	3		8
1615 - 1630	4	1	0	5	0	3	0	3	1	0	0	1		9
1630 - 1645	2	0	0	2	2	1	0	3	0	0	1	1		6
1645 - 1700	2	2	0	4	2	0	0	2	0	0	1	1		7
Hourly Total	10	3	0	**13**	4	7	0	**11**	3	0	3	**6**		**30**
1700 - 1715	3	0	0	3	3	1	0	4	0	0	0	0		7
1715 - 1730	2	1	0	3	1	0	0	1	0	0	1	1		5
1730 - 1745	4	1	0	5	0	1	0	1	0	0	0	0		6
1745 - 1800	1	0	0	1	0	0	0	0	0	0	1	1		2
Hourly Total	10	2	0	**12**	4	2	0	**6**	0	0	2	**2**		**20**
Grand Total	20	5	0	**25**	8	9	0	**17**	3	0	5	**8**		**50**
Approach %	80.00	20.00	0.00	-	47.06	52.94	0.00	-	37.50	0.00	62.50	-		
Intersection %	40.00	10.00	0.00	50.00	16.00	18.00	0.00	34.00	6.00	0.00	10.00	16.00		

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

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Combination Trucks (8-13)

TIME	Northbound: Old River Rd (South) Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Southbound: Old River Rd (North) Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Eastbound: GA-404 Jim Gillis Historic Savannah Pkwy E/Bound Off Left 6.7	Thru 6.8	Right 6.9	App Total	Westbound: GA-404 Jim Gillis Historic Savannah Pkwy E/Bound On-Ramp	Int Total
0700 - 0715	1	1	0	2	2	1	0	3	0	0	1	1		6
0715 - 0730	0	3	0	3	2	1	0	3	1	0	1	2		8
0730 - 0745	3	0	0	3	3	0	0	3	0	0	1	1		7
0745 - 0800	4	0	0	4	2	5	0	7	0	0	1	1		12
Hourly Total	8	4	0	**12**	9	7	0	**16**	1	0	4	**5**		**33**
0800 - 0815	1	0	0	1	4	0	0	4	0	0	1	1		6
0815 - 0830	2	2	0	4	2	0	0	2	0	0	1	1		7
0830 - 0845	2	1	0	3	2	0	0	2	1	0	0	1		6
0845 - 0900	0	2	0	2	2	0	0	2	0	0	3	3		7
Hourly Total	5	5	0	**10**	10	0	0	**10**	1	0	5	**6**		**26**
Grand Total	13	9	0	**22**	19	7	0	**26**	2	0	9	**11**		**59**
Approach %	59.09	40.91	0.00	-	73.08	26.92	0.00	-	18.18	0.00	81.82	-		
Intersection %	22.03	15.25	0.00	37.29	32.20	11.86	0.00	44.07	3.39	0.00	15.25	18.64		

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Combination Trucks (8-13)

TIME	Northbound: Old River Rd (South) Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Southbound: Old River Rd (North) Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Eastbound: GA-404 Jim Gillis Historic Savannah Pkwy E/Bound Off Left 6.7	Thru 6.8	Right 6.9	App Total	Westbound: GA-404 Jim Gillis Historic Savannah Pkwy E/Bound On-Ramp	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	1	0	1		1
1615 - 1630	2	2	0	4	0	0	0	0	0	0	1	1		5
1630 - 1645	2	2	0	4	1	0	0	1	0	0	0	0		5
1645 - 1700	1	1	0	2	1	1	0	2	0	0	2	2		6
Hourly Total	5	5	0	**10**	2	1	0	**3**	0	1	3	**4**		**17**
1700 - 1715	2	0	0	2	1	0	0	1	0	0	0	0		3
1715 - 1730	0	1	0	1	3	0	0	3	0	0	1	1		5
1730 - 1745	1	1	0	2	1	0	0	1	0	0	0	0		3
1745 - 1800	1	0	0	1	0	0	0	0	0	0	0	0		1
Hourly Total	4	2	0	**6**	5	0	0	**5**	0	0	1	**1**		**12**
Grand Total	9	7	0	**16**	7	1	0	**8**	0	1	4	**5**		**29**
Approach %	56.25	43.75	0.00	-	87.50	12.50	0.00	-	0.00	20.00	80.00	-		
Intersection %	31.03	24.14	0.00	55.17	24.14	3.45	0.00	27.59	0.00	3.45	13.79	17.24		

Classified Turn Movement Count || Bicycles

Bloomingdale, GA

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Bicycles

TIME	Northbound				Southbound				Eastbound				Westbound				
	Old River Rd (South)				Old River Rd (North)				GA-404 Jim Gillis Historic Savannah Pkwy E/Bound Off-Ramp				GA-404 Jim Gillis Historic Savannah Pkwy E/Bound On-Ramp				
	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	Right 6.9	App Total					Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0					0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0					0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0					0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0					0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**					**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0					0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0					0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0					0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0					0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**					**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**					**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-					
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Bicycles

TIME	Northbound				Southbound				Eastbound				Westbound				
	Old River Rd (South)				Old River Rd (North)				GA-404 Jim Gillis Historic Savannah Pkwy E/Bound Off-Ramp				GA-404 Jim Gillis Historic Savannah Pkwy E/Bound On-Ramp				
	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	Right 6.9	App Total					Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0					0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0					0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0					0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0					0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**					**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0					0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0					0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0					0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0					0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**					**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**					**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-					
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					

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

Bloomingdale, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 6
Old River Rd (South)
Old River Rd (North)
GA-404 Jim Gillis Historic Savannah Pkwy E/Bound Off-Ramp
GA-404 Jim Gillis Historic Savannah Pkwy E/Bound On-Ramp

Date
Tuesday, April 21, 2026

Lat/Long
32.123235°, -81.387891°
Click here for Map

Weather
Fair
62°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-21-2026)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound				
	Old River Rd (South)				Old River Rd (North)				GA-404 Jim Gillis Historic Savannah Pkwy E/Bound Off				GA-404 Jim Gillis Historic Savannah Pkwy E/Bound On-Ramp				
TIME	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	Right 6.9	App Total					Int Total
0700 - 0715	3	1	0	4	6	6	0	12	1	0	2	3					19
0715 - 0730	2	4	0	6	8	2	0	10	2	0	2	4					20
0730 - 0745	7	0	0	7	7	5	0	12	0	0	3	3					22
0745 - 0800	7	0	0	7	7	8	0	15	0	0	1	1					23
Hourly Total	19	5	0	**24**	28	21	0	**49**	3	0	8	**11**					**84**
0800 - 0815	3	1	0	4	6	3	0	9	2	0	3	5					18
0815 - 0830	2	2	0	4	4	0	0	4	2	0	4	6					14
0830 - 0845	5	1	0	6	5	2	0	7	1	0	1	2					15
0845 - 0900	2	3	0	5	4	5	0	9	0	0	5	5					19
Hourly Total	12	7	0	**19**	19	10	0	**29**	5	0	13	**18**					**66**
Grand Total	31	12	0	**43**	47	31	0	**78**	8	0	21	**29**					**150**
Approach %	72.09	27.91	0.00	-	60.26	39.74	0.00	-	27.59	0.00	72.41	-					
Intersection %	20.67	8.00	0.00	28.67	31.33	20.67	0.00	52.00	5.33	0.00	14.00	19.33					

1600 - 1800 (Weekday 2h Session) (04-21-2026)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound				
	Old River Rd (South)				Old River Rd (North)				GA-404 Jim Gillis Historic Savannah Pkwy E/Bound Off				GA-404 Jim Gillis Historic Savannah Pkwy E/Bound On-Ramp				
TIME	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	Right 6.9	App Total					Int Total
1600 - 1615	2	0	0	2	0	3	0	3	2	1	1	4					9
1615 - 1630	6	3	0	9	0	3	0	3	1	0	1	2					14
1630 - 1645	4	2	0	6	3	1	0	4	0	0	1	1					11
1645 - 1700	3	3	0	6	3	1	0	4	0	0	3	3					13
Hourly Total	15	8	0	**23**	6	8	0	**14**	3	1	6	**10**					**47**
1700 - 1715	5	0	0	5	4	1	0	5	0	0	0	0					10
1715 - 1730	2	2	0	4	4	0	0	4	0	0	2	2					10
1730 - 1745	5	2	0	7	1	1	0	2	0	0	0	0					9
1745 - 1800	2	0	0	2	0	0	0	0	0	0	1	1					3
Hourly Total	14	4	0	**18**	9	2	0	**11**	0	0	3	**3**					**32**
Grand Total	29	12	0	**41**	15	10	0	**25**	3	1	9	**13**					**79**
Approach %	70.73	29.27	0.00	-	60.00	40.00	0.00	-	23.08	7.69	69.23	-					
Intersection %	36.71	15.19	0.00	51.90	18.99	12.66	0.00	31.65	3.80	1.27	11.39	16.46					

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Bloomingdale, GA

Site 6
Old River Rd (South)
Old River Rd (North)
GA-404 Jim Gillis Historic Savannah Pkwy E/Bound Off-Ramp
GA-404 Jim Gillis Historic Savannah Pkwy E/Bound On-Ramp

Date
Tuesday, April 21, 2026

Lat/Long
32.123235°, -81.387891°
Click here for Map

Weather
Fair
62°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-21-2026)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp			
TIME	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp			
TIME	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	1	0	1	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
Grand Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Bloomingdale, GA

Site 6
Old River Rd (South)
Old River Rd (North)
GA-404 Jim Gillis Historic Savannah Pkwy E/Bound Off-Ramp
GA-404 Jim Gillis Historic Savannah Pkwy E/Bound On-Ramp

Date
Tuesday, April 21, 2026

Lat/Long
32.123235°, -81.387891°
Click here for Map

Weather
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62°F
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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp			
TIME	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp			
TIME	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Bloomingdale, GA

Site 6
Old River Rd (South)
Old River Rd (North)
GA-404 Jim Gillis Historic Savannah Pkwy E/Bound Off-Ramp
GA-404 Jim Gillis Historic Savannah Pkwy E/Bound On-Ramp

Date
Tuesday, April 21, 2026

Lat/Long
32.123235°, -81.387891°
Click here for Map

Weather
Fair
62°F
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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp			
TIME	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp			
TIME	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Click here for Map

Bloomingdale, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, April 21, 2026		
	Fair	62°F
Period	0700 - 0900	**APPLY**
Peak Hour	0700 - 0800	**APPLY**
Global PH	0700 - 0800	**APPLY**

* the Peak Hour Diagram does not include bicycles



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

Time	Northbound Old River Rd (South) Left 5.1	Thru 5.2			U-Turn 5.3	App Total	Southbound Old River Rd (North)	Thru 5.4	Right 5.5		U-Turn 5.6	App Total	Eastbound 04 Jim Gillis Historic Savannah Pkwy W/Bound On-					App Total	Westbound 04 Jim Gillis Historic Savannah Pkwy W/Bound Off- Left 5.7	Thru 5.8	Right 5.9			App Total	Int Total
0700 - 0715	14	32	-	-	0	46	-	114	13	-	0	127	-	-	-	-	-	0	4	0	27	-	-	31	204
0715 - 0730	32	29	-	-	0	61	-	142	3	-	0	145	-	-	-	-	-	0	8	0	12	-	-	20	226
0730 - 0745	26	25	-	-	0	51	-	120	1	-	0	121	-	-	-	-	-	0	13	0	16	-	-	29	201
0745 - 0800	19	34	-	-	0	53	-	124	2	-	0	126	-	-	-	-	-	0	14	3	21	-	-	38	217
Total	91	120	0	0	0	211	0	500	19	0	0	519	0	0	0	0	0	0	39	3	76	0	0	118	848
Approach %	43.13	56.87	0.00	0.00	0.00	-	0.00	96.34	3.66	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	33.05	2.54	64.41	0.00	0.00	-	
PHF	0.71	0.88	0.00	0.00	0.00	**0.86**	0.00	0.88	0.37	0.00	0.00	**0.89**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.70	0.25	0.70	0.00	0.00	**0.78**	**0.94**

Passenger Vehicles (1-3)

Time	Northbound Old River Rd (South) Left 5.1	Thru 5.2			U-Turn 5.3	App Total	Southbound Old River Rd (North)	Thru 5.4	Right 5.5		U-Turn 5.6	App Total	Eastbound 04 Jim Gillis Historic Savannah Pkwy W/Bound On-					App Total	Westbound 04 Jim Gillis Historic Savannah Pkwy W/Bound Off- Left 5.7	Thru 5.8	Right 5.9			App Total	Int Total
0700 - 0715	14	28	-	-	0	42	-	102	12	-	0	114	-	-	-	-	-	0	3	0	24	-	-	27	183
0715 - 0730	31	26	-	-	0	57	-	132	3	-	0	135	-	-	-	-	-	0	8	0	10	-	-	18	210
0730 - 0745	22	22	-	-	0	44	-	111	1	-	0	112	-	-	-	-	-	0	10	0	14	-	-	24	180
0745 - 0800	14	32	-	-	0	46	-	114	2	-	0	116	-	-	-	-	-	0	10	3	18	-	-	31	193
Total	81	108	0	0	0	189	0	459	18	0	0	477	0	0	0	0	0	0	31	3	66	0	0	100	766
Approach %	42.86	57.14	0.00	0.00	0.00	-	0.00	96.23	3.77	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	31.00	3.00	66.00	0.00	0.00	-	
PHF	0.65	0.84	0.00	0.00	0.00	**0.83**	0.00	0.87	0.38	0.00	0.00	**0.88**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.78	0.25	0.69	0.00	0.00	**0.81**	**0.91**

Single Unit Trucks (4-7)

Time	Northbound Old River Rd (South) Left 5.1	Thru 5.2			U-Turn 5.3	App Total	Southbound Old River Rd (North)	Thru 5.4	Right 5.5		U-Turn 5.6	App Total	Eastbound 04 Jim Gillis Historic Savannah Pkwy W/Bound On-					App Total	Westbound 04 Jim Gillis Historic Savannah Pkwy W/Bound Off- Left 5.7	Thru 5.8	Right 5.9			App Total	Int Total
0700 - 0715	0	3	-	-	0	3	-	9	1	-	0	10	-	-	-	-	-	0	1	0	3	-	-	4	17
0715 - 0730	1	2	-	-	0	3	-	7	0	-	0	7	-	-	-	-	-	0	0	0	2	-	-	2	12
0730 - 0745	2	2	-	-	0	4	-	8	0	-	0	8	-	-	-	-	-	0	1	0	2	-	-	3	15
0745 - 0800	2	1	-	-	0	3	-	6	0	-	0	6	-	-	-	-	-	0	1	0	3	-	-	4	13
Total	5	8	0	0	0	13	0	30	1	0	0	31	0	0	0	0	0	0	3	0	10	0	0	13	57
Approach %	38.46	61.54	0.00	0.00	0.00	-	0.00	96.77	3.23	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	23.08	0.00	76.92	0.00	0.00	-	
PHF	0.63	0.67	0.00	0.00	0.00	**0.81**	0.00	0.83	0.25	0.00	0.00	**0.78**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.75	0.00	0.83	0.00	0.00	**0.81**	**0.84**

Combination Trucks (8-13)

Time	Northbound Old River Rd (South) Left 5.1	Thru 5.2			U-Turn 5.3	App Total	Southbound Old River Rd (North)	Thru 5.4	Right 5.5		U-Turn 5.6	App Total	Eastbound 04 Jim Gillis Historic Savannah Pkwy W/Bound On-					App Total	Westbound 04 Jim Gillis Historic Savannah Pkwy W/Bound Off- Left 5.7	Thru 5.8	Right 5.9			App Total	Int Total
0700 - 0715	0	1	-	-	0	1	-	3	0	-	0	3	-	-	-	-	-	0	0	0	0	-	-	0	4
0715 - 0730	0	1	-	-	0	1	-	3	0	-	0	3	-	-	-	-	-	0	0	0	0	-	-	0	4
0730 - 0745	2	1	-	-	0	3	-	1	0	-	0	1	-	-	-	-	-	0	2	0	0	-	-	2	6
0745 - 0800	3	1	-	-	0	4	-	4	0	-	0	4	-	-	-	-	-	0	3	0	0	-	-	3	11
Total	5	4	0	0	0	9	0	11	0	0	0	11	0	0	0	0	0	0	5	0	0	0	0	5	25
Approach %	55.56	44.44	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.42	1.00	0.00	0.00	0.00	**0.56**	0.00	0.69	0.00	0.00	0.00	**0.69**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.42	0.00	0.00	0.00	0.00	**0.42**	**0.57**

Bicycles

Time	Northbound Old River Rd (South) Left 5.1	Thru 5.2			U-Turn 5.3	App Total	Southbound Old River Rd (North)	Thru 5.4	Right 5.5		U-Turn 5.6	App Total	Eastbound 04 Jim Gillis Historic Savannah Pkwy W/Bound On-					App Total	Westbound 04 Jim Gillis Historic Savannah Pkwy W/Bound Off- Left 5.7	Thru 5.8	Right 5.9			App Total	Int Total
0700 - 0715	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0715 - 0730	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0730 - 0745	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Bloomingdale, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, April 21, 2026		
	Fair	62°F
Period	1600 - 1800	**APPLY**
Peak Hour	1615 - 1715	**APPLY**
Global PH	1645 - 1745	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound Old River Rd (South) Left 5.1	Thru 5.2			U-Turn 5.3	App Total	Southbound Old River Rd (North)	Thru 5.4	Right 5.5		U-Turn 5.6	App Total	Eastbound 04 Jim Gillis Historic Savannah Pkwy W/Bound On-					App Total	Westbound 04 Jim Gillis Historic Savannah Pkwy W/Bound Off- Left 5.7	Thru 5.8	Right 5.9			App Total	Int Total
1615 - 1630	34	45	-	-	0	79	-	43	11	-	0	54	-	-	-	-	-	0	14	1	80	-	-	95	228
1630 - 1645	33	35	-	-	0	68	-	42	7	-	0	49	-	-	-	-	-	0	13	0	94	-	-	107	224
1645 - 1700	39	53	-	-	0	92	-	46	12	-	0	58	-	-	-	-	-	0	13	1	90	-	-	104	254
1700 - 1715	26	59	-	-	1	86	-	40	9	-	0	49	-	-	-	-	-	0	17	0	83	-	-	100	235
Total	132	192	0	0	1	325	0	171	39	0	0	210	0	0	0	0	0	0	57	2	347	0	0	406	941
Approach %	40.62	59.08	0.00	0.00	0.31	-	0.00	81.43	18.57	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	14.04	0.49	85.47	0.00	0.00	-	
PHF	0.85	0.81	0.00	0.00	0.25	**0.88**	0.00	0.93	0.81	0.00	0.00	**0.91**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.84	0.50	0.92	0.00	0.00	**0.95**	**0.93**

Passenger Vehicles (1-3)

Time	Northbound Old River Rd (South) Left 5.1	Thru 5.2			U-Turn 5.3	App Total	Southbound Old River Rd (North)	Thru 5.4	Right 5.5		U-Turn 5.6	App Total	Eastbound 04 Jim Gillis Historic Savannah Pkwy W/Bound On-					App Total	Westbound 04 Jim Gillis Historic Savannah Pkwy W/Bound Off- Left 5.7	Thru 5.8	Right 5.9			App Total	Int Total
1615 - 1630	31	41	-	-	0	72	-	39	11	-	0	50	-	-	-	-	-	0	13	0	73	-	-	86	208
1630 - 1645	29	34	-	-	0	63	-	40	6	-	0	46	-	-	-	-	-	0	13	0	90	-	-	103	212
1645 - 1700	37	52	-	-	0	89	-	43	12	-	0	55	-	-	-	-	-	0	12	0	85	-	-	97	241
1700 - 1715	25	55	-	-	1	81	-	38	8	-	0	46	-	-	-	-	-	0	15	0	83	-	-	98	225
Total	122	182	0	0	1	305	0	160	37	0	0	197	0	0	0	0	0	0	53	0	331	0	0	384	886
Approach %	40.00	59.67	0.00	0.00	0.33	-	0.00	81.22	18.78	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	13.80	0.00	86.20	0.00	0.00	-	
PHF	0.82	0.83	0.00	0.00	0.25	**0.86**	0.00	0.93	0.77	0.00	0.00	**0.90**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.88	0.00	0.92	0.00	0.00	**0.93**	**0.92**

Single Unit Trucks (4-7)

Time	Northbound Old River Rd (South) Left 5.1	Thru 5.2			U-Turn 5.3	App Total	Southbound Old River Rd (North)	Thru 5.4	Right 5.5		U-Turn 5.6	App Total	Eastbound 04 Jim Gillis Historic Savannah Pkwy W/Bound On-					App Total	Westbound 04 Jim Gillis Historic Savannah Pkwy W/Bound Off- Left 5.7	Thru 5.8	Right 5.9			App Total	Int Total
1615 - 1630	2	3	-	-	0	5	-	4	0	-	0	4	-	-	-	-	-	0	0	0	7	-	-	7	16
1630 - 1645	2	1	-	-	0	3	-	2	0	-	0	2	-	-	-	-	-	0	0	0	4	-	-	4	9
1645 - 1700	1	1	-	-	0	2	-	2	0	-	0	2	-	-	-	-	-	0	0	0	4	-	-	4	8
1700 - 1715	1	2	-	-	0	3	-	1	0	-	0	1	-	-	-	-	-	0	1	0	0	-	-	1	5
Total	6	7	0	0	0	13	0	9	0	0	0	9	0	0	0	0	0	0	1	0	15	0	0	16	38
Approach %	46.15	53.85	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	6.25	0.00	93.75	0.00	0.00	-	
PHF	0.75	0.58	0.00	0.00	0.00	**0.65**	0.00	0.56	0.00	0.00	0.00	**0.56**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.54	0.00	0.00	**0.57**	**0.59**

Combination Trucks (8-13)

Time	Northbound Old River Rd (South) Left 5.1	Thru 5.2			U-Turn 5.3	App Total	Southbound Old River Rd (North)	Thru 5.4	Right 5.5		U-Turn 5.6	App Total	Eastbound 04 Jim Gillis Historic Savannah Pkwy W/Bound On-					App Total	Westbound 04 Jim Gillis Historic Savannah Pkwy W/Bound Off- Left 5.7	Thru 5.8	Right 5.9			App Total	Int Total
1615 - 1630	1	1	-	-	0	2	-	0	0	-	0	0	-	-	-	-	-	0	1	1	0	-	-	2	4
1630 - 1645	2	0	-	-	0	2	-	0	1	-	0	1	-	-	-	-	-	0	0	0	0	-	-	0	3
1645 - 1700	1	0	-	-	0	1	-	1	0	-	0	1	-	-	-	-	-	0	1	1	1	-	-	3	5
1700 - 1715	0	2	-	-	0	2	-	1	1	-	0	2	-	-	-	-	-	0	1	0	0	-	-	1	5
Total	4	3	0	0	0	7	0	2	2	0	0	4	0	0	0	0	0	0	3	2	1	0	0	6	17
Approach %	57.14	42.86	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	50.00	33.33	16.67	0.00	0.00	-	
PHF	0.50	0.38	0.00	0.00	0.00	**0.88**	0.00	0.50	0.50	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.75	0.50	0.25	0.00	0.00	**0.50**	**0.85**

Bicycles

Time	Northbound Old River Rd (South) Left 5.1	Thru 5.2			U-Turn 5.3	App Total	Southbound Old River Rd (North)	Thru 5.4	Right 5.5		U-Turn 5.6	App Total	Eastbound 04 Jim Gillis Historic Savannah Pkwy W/Bound On-					App Total	Westbound 04 Jim Gillis Historic Savannah Pkwy W/Bound Off- Left 5.7	Thru 5.8	Right 5.9			App Total	Int Total
1615 - 1630	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
1630 - 1645	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
1645 - 1700	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Bloomingdale, GA

Site 5
Old River Rd (South)
Old River Rd (North)
GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp
GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp

Date
Tuesday, April 21, 2026

Lat/Long
32.126361°, -81.386392°
Click here for Map

Weather
Fair
62°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-21-2026)

All vehicles

	Northbound				Southbound				Eastbound				Westbound					
	Old River Rd (South)				Old River Rd (North)				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp					
TIME	Left 5.1	Thru 5.2		U-Turn 5.3	App Total	Thru 5.4	Right 5.5	U-Turn 5.6	App Total				Left 5.7	Thru 5.8	Right 5.9		App Total	Int Total
0700 - 0715	14	32		0	46	114	13	0	127				4	0	27		31	204
0715 - 0730	32	29		0	61	142	3	0	145				8	0	12		20	226
0730 - 0745	26	25		0	51	120	1	0	121				13	0	16		29	201
0745 - 0800	19	34		0	53	124	2	0	126				14	3	21		38	217
Hourly Total	91	120		0	**211**	500	19	0	**519**				39	3	76		**118**	**848**
0800 - 0815	14	20		0	34	85	7	0	92				10	3	28		41	167
0815 - 0830	23	8		0	31	79	5	0	84				8	0	25		33	148
0830 - 0845	16	15		0	31	64	3	0	67				5	0	16		21	119
0845 - 0900	13	16		0	29	55	3	0	58				5	0	12		17	104
Hourly Total	66	59		0	**125**	283	18	0	**301**				28	3	81		**112**	**538**
Grand Total	157	179		0	**336**	783	37	0	**820**				67	6	157		**230**	**1386**
Approach %	46.73	53.27		0.00	-	95.49	4.51	0.00	-				29.13	2.61	68.26		-	
Intersection %	11.33	12.91		0.00	24.24	56.49	2.67	0.00	59.16				4.83	0.43	11.33		16.59	
Heavy Vehicle %	9	14		-	**12**	8	14	-	**8**				22	17	12		**15**	**10**
PHF	0.71	0.88		0.00	**0.86**	0.88	0.37	0.00	**0.89**				0.70	0.25	0.70		**0.78**	**0.94**
Peak Hour Total	91	120		0	**211**	500	19	0	**519**				39	3	76		**118**	**848**
Peak Hour HV %	11	10		0	**10**	8	5	0	**8**				21	0	13		**15**	**10**

1600 - 1800 (Weekday 2h Session) (04-21-2026)

All vehicles

	Northbound				Southbound				Eastbound				Westbound					
	Old River Rd (South)				Old River Rd (North)				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp					
TIME	Left 5.1	Thru 5.2		U-Turn 5.3	App Total	Thru 5.4	Right 5.5	U-Turn 5.6	App Total				Left 5.7	Thru 5.8	Right 5.9		App Total	Int Total
1600 - 1615	27	46		0	73	39	4	0	43				8	0	68		76	192
1615 - 1630	34	45		0	79	43	11	0	54				14	1	80		95	228
1630 - 1645	33	35		0	68	42	7	0	49				13	0	94		107	224
1645 - 1700	39	53		0	92	46	12	0	58				13	1	90		104	254
Hourly Total	133	179		0	**312**	170	34	0	**204**				48	2	332		**382**	**898**
1700 - 1715	26	59		1	86	40	9	0	49				17	0	83		100	235
1715 - 1730	31	60		0	91	39	11	0	50				17	1	34		52	193
1730 - 1745	33	50		0	83	40	5	0	45				12	0	93		105	233
1745 - 1800	43	37		0	80	41	9	0	50				9	0	59		68	198
Hourly Total	133	206		1	**340**	160	34	0	**194**				55	1	269		**325**	**859**
Grand Total	266	385		1	**652**	330	68	0	**398**				103	3	601		**707**	**1757**
Approach %	40.80	59.05		0.15	-	82.91	17.09	0.00	-				14.57	0.42	85.01		-	
Intersection %	15.14	21.91		0.06	37.11	18.78	3.87	0.00	22.65				5.86	0.17	34.21		40.24	
Heavy Vehicle %	6	4		0	**5**	5	9	-	**6**				9	67	5		**6**	**6**
PHF	0.85	0.81		0.25	**0.88**	0.93	0.81	0.00	**0.91**				0.84	0.50	0.92		**0.95**	**0.93**
Peak Hour Total	132	192		1	**325**	171	39	0	**210**				57	2	347		**406**	**941**
Peak Hour HV %	8	5		0	**6**	6	5	0	**6**				7	100	5		**5**	**6**

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Bloomingdale, GA

Site 5

Old River Rd (South)
Old River Rd (North)
GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp
GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp

Date

Tuesday, April 21, 2026

Lat/Long

32.126361°, -81.386392°
Click here for Map

Weather

Fair
62°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-21-2026)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Westbound					
	Old River Rd (South)				Old River Rd (North)				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp					
TIME	Left 5.1	Thru 5.2		U-Turn 5.3	App Total	Thru 5.4	Right 5.5	U-Turn 5.6	App Total				Left 5.7	Thru 5.8	Right 5.9	App Total	Int Total	
0700 - 0715	14	28		0	42	102	12	0	114				3	0	24	27	183	
0715 - 0730	31	26		0	57	132	3	0	135				8	0	10	18	210	
0730 - 0745	22	22		0	44	111	1	0	112				10	0	14	24	180	
0745 - 0800	14	32		0	46	114	2	0	116				10	3	18	31	193	
Hourly Total	81	108		0	**189**	459	18	0	**477**				31	3	66	**100**	**766**	
0800 - 0815	13	16		0	29	79	6	0	85				7	2	27	36	150	
0815 - 0830	20	7		0	27	75	5	0	80				8	0	18	26	133	
0830 - 0845	16	9		0	25	59	1	0	60				3	0	15	18	103	
0845 - 0900	13	14		0	27	48	2	0	50				3	0	12	15	92	
Hourly Total	62	46		0	**108**	261	14	0	**275**				21	2	72	**95**	**478**	
Grand Total	143	154		0	**297**	720	32	0	**752**				52	5	138	**195**	**1244**	
Approach %	48.15	51.85		0.00	-	95.74	4.26	0.00	-				26.67	2.56	70.77	-		
Intersection %	11.50	12.38		0.00	23.87	57.88	2.57	0.00	60.45				4.18	0.40	11.09	15.68		

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Westbound					
	Old River Rd (South)				Old River Rd (North)				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp					
TIME	Left 5.1	Thru 5.2		U-Turn 5.3	App Total	Thru 5.4	Right 5.5	U-Turn 5.6	App Total				Left 5.7	Thru 5.8	Right 5.9	App Total	Int Total	
1600 - 1615	27	43		0	70	37	3	0	40				7	0	63	70	180	
1615 - 1630	31	41		0	72	39	11	0	50				13	0	73	86	208	
1630 - 1645	29	34		0	63	40	6	0	46				13	0	90	103	212	
1645 - 1700	37	52		0	89	43	12	0	55				12	0	85	97	241	
Hourly Total	124	170		0	**294**	159	32	0	**191**				45	0	311	**356**	**841**	
1700 - 1715	25	55		1	81	38	8	0	46				15	0	83	98	225	
1715 - 1730	29	60		0	89	38	10	0	48				14	1	29	44	181	
1730 - 1745	31	47		0	78	38	4	0	42				11	0	92	103	223	
1745 - 1800	41	37		0	78	41	8	0	49				9	0	54	63	190	
Hourly Total	126	199		1	**326**	155	30	0	**185**				49	1	258	**308**	**819**	
Grand Total	250	369		1	**620**	314	62	0	**376**				94	1	569	**664**	**1660**	
Approach %	40.32	59.52		0.16	-	83.51	16.49	0.00	-				14.16	0.15	85.69	-		
Intersection %	15.06	22.23		0.06	37.35	18.92	3.73	0.00	22.65				5.66	0.06	34.28	40.00		

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

Marr Traffic DATA COLLECTION

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Bloomingdale, GA

Site 5
Old River Rd (South)
Old River Rd (North)
GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp
GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp

Date
Tuesday, April 21, 2026

Lat/Long
32.126361°, -81.386392°
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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Westbound				
	Old River Rd (South)				Old River Rd (North)				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp				
TIME	Left 5.1	Thru 5.2		U-Turn 5.3	App Total	Thru 5.4	Right 5.5	U-Turn 5.6	App Total				Left 5.7	Thru 5.8	Right 5.9	App Total	Int Total
0700 - 0715	0	3		0	3	9	1	0	10				1	0	3	4	17
0715 - 0730	1	2		0	3	7	0	0	7				0	0	2	2	12
0730 - 0745	2	2		0	4	8	0	0	8				1	0	2	3	15
0745 - 0800	2	1		0	3	6	0	0	6				1	0	3	4	13
Hourly Total	5	8		0	**13**	30	1	0	**31**				3	0	10	**13**	**57**
0800 - 0815	1	3		0	4	5	0	0	5				0	1	1	2	11
0815 - 0830	1	1		0	2	2	0	0	2				0	0	4	4	8
0830 - 0845	0	3		0	3	4	0	0	4				1	0	1	2	9
0845 - 0900	0	2		0	2	6	1	0	7				1	0	0	1	10
Hourly Total	2	9		0	**11**	17	1	0	**18**				2	1	6	**9**	**38**
Grand Total	7	17		0	**24**	47	2	0	**49**				5	1	16	**22**	**95**
Approach %	29.17	70.83		0.00	-	95.92	4.08	0.00	-				22.73	4.55	72.73	-	
Intersection %	7.37	17.89		0.00	25.26	49.47	2.11	0.00	51.58				5.26	1.05	16.84	23.16	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Westbound				
	Old River Rd (South)				Old River Rd (North)				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp				
TIME	Left 5.1	Thru 5.2		U-Turn 5.3	App Total	Thru 5.4	Right 5.5	U-Turn 5.6	App Total				Left 5.7	Thru 5.8	Right 5.9	App Total	Int Total
1600 - 1615	0	3		0	3	2	0	0	2				1	0	5	6	11
1615 - 1630	2	3		0	5	4	0	0	4				0	0	7	7	16
1630 - 1645	2	1		0	3	2	0	0	2				0	0	4	4	9
1645 - 1700	1	1		0	2	2	0	0	2				0	0	4	4	8
Hourly Total	5	8		0	**13**	10	0	0	**10**				1	0	20	**21**	**44**
1700 - 1715	1	2		0	3	1	0	0	1				1	0	0	1	5
1715 - 1730	2	0		0	2	1	0	0	1				2	0	5	7	10
1730 - 1745	2	2		0	4	1	1	0	2				0	0	1	1	7
1745 - 1800	1	0		0	1	0	0	0	0				0	0	4	4	5
Hourly Total	6	4		0	**10**	3	1	0	**4**				3	0	10	**13**	**27**
Grand Total	11	12		0	**23**	13	1	0	**14**				4	0	30	**34**	**71**
Approach %	47.83	52.17		0.00	-	92.86	7.14	0.00	-				11.76	0.00	88.24	-	
Intersection %	15.49	16.90		0.00	32.39	18.31	1.41	0.00	19.72				5.63	0.00	42.25	47.89	

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

Marr Traffic DATA COLLECTION

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Bloomingdale, GA

Site 5

Old River Rd (South)
Old River Rd (North)
GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp
GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp

Date

Tuesday, April 21, 2026

Lat/Long

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Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Westbound				
	Old River Rd (South)				Old River Rd (North)				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp				
TIME	Left 5.1	Thru 5.2		U-Turn 5.3	App Total	Thru 5.4	Right 5.5	U-Turn 5.6	App Total				Left 5.7	Thru 5.8	Right 5.9	App Total	Int Total
0700 - 0715	0	1		0	1	3	0	0	3				0	0	0	0	4
0715 - 0730	0	1		0	1	3	0	0	3				0	0	0	0	4
0730 - 0745	2	1		0	3	1	0	0	1				2	0	0	2	6
0745 - 0800	3	1		0	4	4	0	0	4				3	0	0	3	11
Hourly Total	5	4		0	**9**	11	0	0	**11**				5	0	0	**5**	**25**
0800 - 0815	0	1		0	1	1	1	0	2				3	0	0	3	6
0815 - 0830	2	0		0	2	2	0	0	2				0	0	3	3	7
0830 - 0845	0	3		0	3	1	2	0	3				1	0	0	1	7
0845 - 0900	0	0		0	0	1	0	0	1				1	0	0	1	2
Hourly Total	2	4		0	**6**	5	3	0	**8**				5	0	3	**8**	**22**
Grand Total	7	8		0	**15**	16	3	0	**19**				10	0	3	**13**	**47**
Approach %	46.67	53.33		0.00	-	84.21	15.79	0.00	-				76.92	0.00	23.08	-	
Intersection %	14.89	17.02		0.00	31.91	34.04	6.38	0.00	40.43				21.28	0.00	6.38	27.66	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Westbound				
	Old River Rd (South)				Old River Rd (North)				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp				
TIME	Left 5.1	Thru 5.2		U-Turn 5.3	App Total	Thru 5.4	Right 5.5	U-Turn 5.6	App Total				Left 5.7	Thru 5.8	Right 5.9	App Total	Int Total
1600 - 1615	0	0		0	0	0	1	0	1				0	0	0	0	1
1615 - 1630	1	1		0	2	0	0	0	0				1	1	0	2	4
1630 - 1645	2	0		0	2	0	1	0	1				0	0	0	0	3
1645 - 1700	1	0		0	1	1	0	0	1				1	1	1	3	5
Hourly Total	4	1		0	**5**	1	2	0	**3**				2	2	1	**5**	**13**
1700 - 1715	0	2		0	2	1	1	0	2				1	0	0	1	5
1715 - 1730	0	0		0	0	0	1	0	1				1	0	0	1	2
1730 - 1745	0	1		0	1	1	0	0	1				1	0	0	1	3
1745 - 1800	1	0		0	1	0	1	0	1				0	0	1	1	3
Hourly Total	1	3		0	**4**	2	3	0	**5**				3	0	1	**4**	**13**
Grand Total	5	4		0	**9**	3	5	0	**8**				5	2	2	**9**	**26**
Approach %	55.56	44.44		0.00	-	37.50	62.50	0.00	-				55.56	22.22	22.22	-	
Intersection %	19.23	15.38		0.00	34.62	11.54	19.23	0.00	30.77				19.23	7.69	7.69	34.62	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

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Bloomingdale, GA

Site 5
Old River Rd (South)
Old River Rd (North)
GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp
GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp

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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Bicycles

	Northbound				Southbound				Eastbound				Westbound				
	Old River Rd (South)				Old River Rd (North)				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp				
TIME	Left 5.1	Thru 5.2		U-Turn 5.3	App Total	Thru 5.4	Right 5.5	U-Turn 5.6	App Total				Left 5.7	Thru 5.8	Right 5.9	App Total	Int Total
0700 - 0715	0	0		0	0	0	0	0	0				0	0	0	0	0
0715 - 0730	0	0		0	0	0	0	0	0				0	0	0	0	0
0730 - 0745	0	0		0	0	0	0	0	0				0	0	0	0	0
0745 - 0800	0	0		0	0	0	0	0	0				0	0	0	0	0
Hourly Total	0	0		0	**0**	0	0	0	**0**				0	0	0	**0**	**0**
0800 - 0815	0	0		0	0	0	0	0	0				0	0	0	0	0
0815 - 0830	0	0		0	0	0	0	0	0				0	0	0	0	0
0830 - 0845	0	0		0	0	0	0	0	0				0	0	0	0	0
0845 - 0900	0	0		0	0	0	0	0	0				0	0	0	0	0
Hourly Total	0	0		0	**0**	0	0	0	**0**				0	0	0	**0**	**0**
Grand Total	0	0		0	**0**	0	0	0	**0**				0	0	0	**0**	**0**
Approach %	0.00	0.00		0.00	-	0.00	0.00	0.00	-				0.00	0.00	0.00	-	
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00				0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Bicycles

	Northbound				Southbound				Eastbound				Westbound				
	Old River Rd (South)				Old River Rd (North)				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp				
TIME	Left 5.1	Thru 5.2		U-Turn 5.3	App Total	Thru 5.4	Right 5.5	U-Turn 5.6	App Total				Left 5.7	Thru 5.8	Right 5.9	App Total	Int Total
1600 - 1615	0	0		0	0	0	0	0	0				0	0	0	0	0
1615 - 1630	0	0		0	0	0	0	0	0				0	0	0	0	0
1630 - 1645	0	0		0	0	0	0	0	0				0	0	0	0	0
1645 - 1700	0	0		0	0	0	0	0	0				0	0	0	0	0
Hourly Total	0	0		0	**0**	0	0	0	**0**				0	0	0	**0**	**0**
1700 - 1715	0	0		0	0	0	0	0	0				0	0	0	0	0
1715 - 1730	0	0		0	0	0	0	0	0				0	0	0	0	0
1730 - 1745	0	0		0	0	0	0	0	0				0	0	0	0	0
1745 - 1800	0	0		0	0	0	0	0	0				0	0	0	0	0
Hourly Total	0	0		0	**0**	0	0	0	**0**				0	0	0	**0**	**0**
Grand Total	0	0		0	**0**	0	0	0	**0**				0	0	0	**0**	**0**
Approach %	0.00	0.00		0.00	-	0.00	0.00	0.00	-				0.00	0.00	0.00	-	
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00				0.00	0.00	0.00	0.00	

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

Bloomingdale, GA

Marr Traffic DATA COLLECTION

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All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound					
	Old River Rd (South)				Old River Rd (North)				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp					
TIME	Left 5.1	Thru 5.2		U-Turn 5.3	App Total	Thru 5.4	Right 5.5	U-Turn 5.6	App Total				Left 5.7	Thru 5.8	Right 5.9		App Total	Int Total
0700 - 0715	0	4		0	4	12	1	0	13				1	0	3		4	21
0715 - 0730	1	3		0	4	10	0	0	10				0	0	2		2	16
0730 - 0745	4	3		0	7	9	0	0	9				3	0	2		5	21
0745 - 0800	5	2		0	7	10	0	0	10				4	0	3		7	24
Hourly Total	10	12		0	**22**	41	1	0	**42**				8	0	10		**18**	**82**
0800 - 0815	1	4		0	5	6	1	0	7				3	1	1		5	17
0815 - 0830	3	1		0	4	4	0	0	4				0	0	7		7	15
0830 - 0845	0	6		0	6	5	2	0	7				2	0	1		3	16
0845 - 0900	0	2		0	2	7	1	0	8				2	0	0		2	12
Hourly Total	4	13		0	**17**	22	4	0	**26**				7	1	9		**17**	**60**
Grand Total	14	25		0	**39**	63	5	0	**68**				15	1	19		**35**	**142**
Approach %	35.90	64.10		0.00	-	92.65	7.35	0.00	-				42.86	2.86	54.29		-	
Intersection %	9.86	17.61		0.00	27.46	44.37	3.52	0.00	47.89				10.56	0.70	13.38		24.65	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound					
	Old River Rd (South)				Old River Rd (North)				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp				GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp					
TIME	Left 5.1	Thru 5.2		U-Turn 5.3	App Total	Thru 5.4	Right 5.5	U-Turn 5.6	App Total				Left 5.7	Thru 5.8	Right 5.9		App Total	Int Total
1600 - 1615	0	3		0	3	2	1	0	3				1	0	5		6	12
1615 - 1630	3	4		0	7	4	0	0	4				1	1	7		9	20
1630 - 1645	4	1		0	5	2	1	0	3				0	0	4		4	12
1645 - 1700	2	1		0	3	3	0	0	3				1	1	5		7	13
Hourly Total	9	9		0	**18**	11	2	0	**13**				3	2	21		**26**	**57**
1700 - 1715	1	4		0	5	2	1	0	3				2	0	0		2	10
1715 - 1730	2	0		0	2	1	1	0	2				3	0	5		8	12
1730 - 1745	2	3		0	5	2	1	0	3				1	0	1		2	10
1745 - 1800	2	0		0	2	0	1	0	1				0	0	5		5	8
Hourly Total	7	7		0	**14**	5	4	0	**9**				6	0	11		**17**	**40**
Grand Total	16	16		0	**32**	16	6	0	**22**				9	2	32		**43**	**97**
Approach %	50.00	50.00		0.00	-	72.73	27.27	0.00	-				20.93	4.65	74.42		-	
Intersection %	16.49	16.49		0.00	32.99	16.49	6.19	0.00	22.68				9.28	2.06	32.99		44.33	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp
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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Bloomingdale, GA

Site 5
Old River Rd (South)
Old River Rd (North)
GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp
GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp

Date
Tuesday, April 21, 2026

Lat/Long
32.126361°, -81.386392°
Click here for Map

Weather
Fair
62°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-21-2026)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Bloomingdale, GA

Site 5
Old River Rd (South)
Old River Rd (North)
GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp
GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp

Date
Tuesday, April 21, 2026

Lat/Long
32.126361°, -81.386392°
Click here for Map

Weather
Fair
62°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-21-2026)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound On-Ramp			GA-404 Jim Gillis Historic Savannah Pkwy W/Bound Off-Ramp			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Click here for Map

Bloomingdale, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, April 21, 2026		
	Fair	62°F
Period	0700 - 0900	**APPLY**
Peak Hour	0700 - 0800	**APPLY**
Global PH	0700 - 0800	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound Old River Rd (South) Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Southbound Old River Rd (North) Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Eastbound Uncle Bud Dr Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Westbound Bay Rd Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0700 - 0715	0	38	2	-	0	40	1	107	0	-	0	108	0	0	0	-	0	0	12	0	2	-	0	14	162
0715 - 0730	0	41	5	-	0	46	1	121	0	-	0	122	0	0	0	-	0	0	7	0	0	-	0	7	175
0730 - 0745	0	28	5	-	0	33	1	117	0	-	0	118	0	0	0	-	0	0	6	0	0	-	0	6	157
0745 - 0800	0	38	9	-	0	47	1	101	0	-	0	102	0	0	0	-	0	0	11	0	0	-	0	11	160
Total	0	145	21	0	0	166	4	446	0	0	0	450	0	0	0	0	0	0	36	0	2	0	0	38	654
Approach %	0.00	87.35	12.65	0.00	0.00	-	0.89	99.11	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	94.74	0.00	5.26	0.00	0.00	-	
PHF	0.00	0.88	0.58	0.00	0.00	**0.88**	1.00	0.92	0.00	0.00	0.00	**0.92**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.75	0.00	0.25	0.00	0.00	**0.68**	**0.93**

Passenger Vehicles (1-3)

Time	Northbound Old River Rd (South) Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Southbound Old River Rd (North) Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Eastbound Uncle Bud Dr Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Westbound Bay Rd Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0700 - 0715	0	31	2	-	0	33	0	96	0	-	0	96	0	0	0	-	0	0	11	0	2	-	0	13	142
0715 - 0730	0	34	5	-	0	39	1	113	0	-	0	114	0	0	0	-	0	0	7	0	0	-	0	7	160
0730 - 0745	0	25	4	-	0	29	0	106	0	-	0	106	0	0	0	-	0	0	6	0	0	-	0	6	141
0745 - 0800	0	36	8	-	0	44	1	92	0	-	0	93	0	0	0	-	0	0	10	0	0	-	0	10	147
Total	0	126	19	0	0	145	2	407	0	0	0	409	0	0	0	0	0	0	34	0	2	0	0	36	590
Approach %	0.00	86.90	13.10	0.00	0.00	-	0.49	99.51	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	94.44	0.00	5.56	0.00	0.00	-	
PHF	0.00	0.88	0.59	0.00	0.00	**0.82**	0.50	0.90	0.00	0.00	0.00	**0.90**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.77	0.00	0.25	0.00	0.00	**0.69**	**0.92**

Single Unit Trucks (4-7)

Time	Northbound Old River Rd (South) Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Southbound Old River Rd (North) Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Eastbound Uncle Bud Dr Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Westbound Bay Rd Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0700 - 0715	0	6	0	-	0	6	1	8	0	-	0	9	0	0	0	-	0	0	1	0	0	-	0	1	16
0715 - 0730	0	5	0	-	0	5	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	10
0730 - 0745	0	2	1	-	0	3	1	10	0	-	0	11	0	0	0	-	0	0	0	0	0	-	0	0	14
0745 - 0800	0	2	1	-	0	3	0	5	0	-	0	5	0	0	0	-	0	0	1	0	0	-	0	1	9
Total	0	15	2	0	0	17	2	28	0	0	0	30	0	0	0	0	0	0	2	0	0	0	0	2	49
Approach %	0.00	88.24	11.76	0.00	0.00	-	6.67	93.33	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.63	0.50	0.00	0.00	**0.71**	0.50	0.70	0.00	0.00	0.00	**0.68**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.00	0.00	0.00	**0.50**	**0.77**

Combination Trucks (8-13)

Time	Northbound Old River Rd (South) Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Southbound Old River Rd (North) Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Eastbound Uncle Bud Dr Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Westbound Bay Rd Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0700 - 0715	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	4
0715 - 0730	0	2	0	-	0	2	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	5
0730 - 0745	0	1	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2
0745 - 0800	0	0	0	-	0	0	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	4
Total	0	4	0	0	0	4	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	15
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.69	0.00	0.00	0.00	**0.69**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Bicycles

Time	Northbound Old River Rd (South) Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Southbound Old River Rd (North) Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Eastbound Uncle Bud Dr Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Westbound Bay Rd Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Bloomingdale, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, April 21, 2026		
	Fair	62°F
Period	1600 - 1800	**APPLY**
Peak Hour	1615 - 1715	**APPLY**
Global PH	1645 - 1745	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Old River Rd (South)						Old River Rd (North)						Uncle Bud Dr						Bay Rd						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1615 - 1630	0	104	18	-	0	122	1	36	0	-	0	37	0	0	0	-	0	0	7	0	1	-	0	8	167
1630 - 1645	0	103	9	-	0	112	1	40	0	-	0	41	0	0	0	-	0	0	8	0	2	-	0	10	163
1645 - 1700	0	117	9	-	0	126	1	46	0	-	0	47	0	0	0	-	0	0	6	0	1	-	0	7	180
1700 - 1715	0	119	15	-	0	134	0	28	0	-	0	28	0	0	0	-	0	0	7	0	2	-	0	9	171
Total	0	443	51	0	0	494	3	150	0	0	0	153	0	0	0	0	0	0	28	0	6	0	0	34	681
Approach %	0.00	89.68	10.32	0.00	0.00	-	1.96	98.04	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	82.35	0.00	17.65	0.00	0.00	-	
PHF	0.00	0.93	0.71	0.00	0.00	**0.92**	0.75	0.82	0.00	0.00	0.00	**0.81**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.88	0.00	0.75	0.00	0.00	**0.85**	**0.95**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Old River Rd (South)						Old River Rd (North)						Uncle Bud Dr						Bay Rd						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1615 - 1630	0	94	17	-	0	111	1	35	0	-	0	36	0	0	0	-	0	0	6	0	1	-	0	7	154
1630 - 1645	0	99	8	-	0	107	1	37	0	-	0	38	0	0	0	-	0	0	8	0	1	-	0	9	154
1645 - 1700	0	112	9	-	0	121	1	41	0	-	0	42	0	0	0	-	0	0	6	0	1	-	0	7	170
1700 - 1715	0	116	15	-	0	131	0	25	0	-	0	25	0	0	0	-	0	0	7	0	1	-	0	8	164
Total	0	421	49	0	0	470	3	138	0	0	0	141	0	0	0	0	0	0	27	0	4	0	0	31	642
Approach %	0.00	89.57	10.43	0.00	0.00	-	2.13	97.87	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	87.10	0.00	12.90	0.00	0.00	-	
PHF	0.00	0.91	0.72	0.00	0.00	**0.90**	0.75	0.84	0.00	0.00	0.00	**0.84**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.84	0.00	1.00	0.00	0.00	**0.86**	**0.94**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Old River Rd (South)						Old River Rd (North)						Uncle Bud Dr						Bay Rd						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1615 - 1630	0	9	1	-	0	10	0	1	0	-	0	1	0	0	0	-	0	0	1	0	0	-	0	1	12
1630 - 1645	0	4	1	-	0	5	0	1	0	-	0	1	0	0	0	-	0	0	0	0	1	-	0	1	7
1645 - 1700	0	4	0	-	0	4	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	8
1700 - 1715	0	1	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	0	0	1	-	0	1	3
Total	0	18	2	0	0	20	0	7	0	0	0	7	0	0	0	0	0	0	1	0	2	0	0	3	30
Approach %	0.00	90.00	10.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	33.33	0.00	66.67	0.00	0.00	-	
PHF	0.00	0.50	0.50	0.00	0.00	**0.50**	0.00	0.44	0.00	0.00	0.00	**0.44**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.50	0.00	0.00	**0.75**	**0.63**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Old River Rd (South)						Old River Rd (North)						Uncle Bud Dr						Bay Rd						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1615 - 1630	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1630 - 1645	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	2
1645 - 1700	0	1	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2
1700 - 1715	0	2	0	-	0	2	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	4
Total	0	4	0	0	0	4	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	9
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.63	0.00	0.00	0.00	**0.63**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.56**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Old River Rd (South)						Old River Rd (North)						Uncle Bud Dr						Bay Rd						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Bloomingdale, GA

Site 4
Old River Rd (South)
Old River Rd (North)
Uncle Bud Dr
Bay Rd

Date
Tuesday, April 21, 2026

Lat/Long
32.137817°, -81.389502°
Click here for Map

Weather
Fair
62°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-21-2026)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd (South)					Old River Rd (North)					Uncle Bud Dr					Bay Rd					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	38	2	0	40	1	107	0	0	108	0	0	0	0	0	12	0	2	0	14	162
0715 - 0730	0	41	5	0	46	1	121	0	0	122	0	0	0	0	0	7	0	0	0	7	175
0730 - 0745	0	28	5	0	33	1	117	0	0	118	0	0	0	0	0	6	0	0	0	6	157
0745 - 0800	0	38	9	0	47	1	101	0	0	102	0	0	0	0	0	11	0	0	0	11	160
Hourly Total	0	145	21	0	**166**	4	446	0	0	**450**	0	0	0	0	**0**	36	0	2	0	**38**	**654**
0800 - 0815	0	37	7	0	44	1	73	0	0	74	0	0	0	0	0	4	0	0	0	4	122
0815 - 0830	0	23	3	0	26	0	69	0	0	69	0	0	0	0	0	8	0	1	0	9	104
0830 - 0845	0	20	4	0	24	0	62	0	0	62	0	0	0	0	0	3	0	0	0	3	89
0845 - 0900	0	20	3	0	23	1	53	0	0	54	0	0	0	0	0	0	0	0	0	0	77
Hourly Total	0	100	17	0	**117**	2	257	0	0	**259**	0	0	0	0	**0**	15	0	1	0	**16**	**392**
Grand Total	0	245	38	0	**283**	6	703	0	0	**709**	0	0	0	0	**0**	51	0	3	0	**54**	**1046**
Approach %	0.00	86.57	13.43	0.00	-	0.85	99.15	0.00	0.00	-	0.00	0.00	0.00	0.00	-	94.44	0.00	5.56	0.00	-	
Intersection %	0.00	23.42	3.63	0.00	27.06	0.57	67.21	0.00	0.00	67.78	0.00	0.00	0.00	0.00	0.00	4.88	0.00	0.29	0.00	5.16	
Heavy Vehicle %	-	16	8	-	**15**	33	9	-	-	**9**	-	-	-	-	**-**	4	-	0	-	**4**	**11**
PHF	0.00	0.88	0.58	0.00	**0.88**	1.00	0.92	0.00	0.00	**0.92**	0.00	0.00	0.00	0.00	**0.00**	0.75	0.00	0.25	0.00	**0.68**	**0.93**
Peak Hour Total	0	145	21	0	**166**	4	446	0	0	**450**	0	0	0	0	**0**	36	0	2	0	**38**	**654**
Peak Hour HV %	0	13	10	0	**13**	50	9	0	0	**9**	0	0	0	0	**0**	6	0	0	0	**5**	**10**

1600 - 1800 (Weekday 2h Session) (04-21-2026)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd (South)					Old River Rd (North)					Uncle Bud Dr					Bay Rd					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	105	7	0	112	1	30	0	0	31	0	0	0	0	0	7	0	1	0	8	151
1615 - 1630	0	104	18	0	122	1	36	0	0	37	0	0	0	0	0	7	0	1	0	8	167
1630 - 1645	0	103	9	0	112	1	40	0	0	41	0	0	0	0	0	8	0	2	0	10	163
1645 - 1700	0	117	9	0	126	1	46	0	0	47	0	0	0	0	0	6	0	1	0	7	180
Hourly Total	0	429	43	0	**472**	4	152	0	0	**156**	0	0	0	0	**0**	28	0	5	0	**33**	**661**
1700 - 1715	0	119	15	0	134	0	28	0	0	28	0	0	0	0	0	7	0	2	0	9	171
1715 - 1730	0	95	14	0	109	0	32	0	0	32	0	0	0	0	0	3	0	1	0	4	145
1730 - 1745	0	124	11	0	135	2	34	0	0	36	0	0	0	0	0	6	0	0	0	6	177
1745 - 1800	0	82	9	0	91	0	31	0	0	31	0	0	0	0	0	21	0	0	0	21	143
Hourly Total	0	420	49	0	**469**	2	125	0	0	**127**	0	0	0	0	**0**	37	0	3	0	**40**	**636**
Grand Total	0	849	92	0	**941**	6	277	0	0	**283**	0	0	0	0	**0**	65	0	8	0	**73**	**1297**
Approach %	0.00	90.22	9.78	0.00	-	2.12	97.88	0.00	0.00	-	0.00	0.00	0.00	0.00	-	89.04	0.00	10.96	0.00	-	
Intersection %	0.00	65.46	7.09	0.00	72.55	0.46	21.36	0.00	0.00	21.82	0.00	0.00	0.00	0.00	0.00	5.01	0.00	0.62	0.00	5.63	
Heavy Vehicle %	-	5	2	-	**5**	0	6	-	-	**6**	-	-	-	-	**-**	5	-	38	-	**8**	**5**
PHF	0.00	0.93	0.71	0.00	**0.92**	0.75	0.82	0.00	0.00	**0.81**	0.00	0.00	0.00	0.00	**0.00**	0.88	0.00	0.75	0.00	**0.85**	**0.95**
Peak Hour Total	0	443	51	0	**494**	3	150	0	0	**153**	0	0	0	0	**0**	28	0	6	0	**34**	**681**
Peak Hour HV %	0	5	4	0	**5**	0	8	0	0	**8**	0	0	0	0	**0**	4	0	33	0	**9**	**6**

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

Marr Traffic DATA COLLECTION

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Bloomingdale, GA

Site 4
Old River Rd (South)
Old River Rd (North)
Uncle Bud Dr
Bay Rd

Date
Tuesday, April 21, 2026

Lat/Long
32.137817°, -81.389502°
Click here for Map

Weather
Fair
62°F
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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd (South)					Old River Rd (North)					Uncle Bud Dr					Bay Rd					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	31	2	0	33	0	96	0	0	96	0	0	0	0	0	11	0	2	0	13	142
0715 - 0730	0	34	5	0	39	1	113	0	0	114	0	0	0	0	0	7	0	0	0	7	160
0730 - 0745	0	25	4	0	29	0	106	0	0	106	0	0	0	0	0	6	0	0	0	6	141
0745 - 0800	0	36	8	0	44	1	92	0	0	93	0	0	0	0	0	10	0	0	0	10	147
Hourly Total	0	126	19	0	**145**	2	407	0	0	**409**	0	0	0	0	**0**	34	0	2	0	**36**	**590**
0800 - 0815	0	31	6	0	37	1	67	0	0	68	0	0	0	0	0	4	0	0	0	4	109
0815 - 0830	0	15	3	0	18	0	65	0	0	65	0	0	0	0	0	8	0	1	0	9	92
0830 - 0845	0	17	4	0	21	0	53	0	0	53	0	0	0	0	0	3	0	0	0	3	77
0845 - 0900	0	16	3	0	19	1	47	0	0	48	0	0	0	0	0	0	0	0	0	0	67
Hourly Total	0	79	16	0	**95**	2	232	0	0	**234**	0	0	0	0	**0**	15	0	1	0	**16**	**345**
Grand Total	0	205	35	0	**240**	4	639	0	0	**643**	0	0	0	0	**0**	49	0	3	0	**52**	**935**
Approach %	0.00	85.42	14.58	0.00	-	0.62	99.38	0.00	0.00	-	0.00	0.00	0.00	0.00	-	94.23	0.00	5.77	0.00	-	
Intersection %	0.00	21.93	3.74	0.00	25.67	0.43	68.34	0.00	0.00	68.77	0.00	0.00	0.00	0.00	0.00	5.24	0.00	0.32	0.00	5.56	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd (South)					Old River Rd (North)					Uncle Bud Dr					Bay Rd					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	97	7	0	104	1	28	0	0	29	0	0	0	0	0	6	0	0	0	6	139
1615 - 1630	0	94	17	0	111	1	35	0	0	36	0	0	0	0	0	6	0	1	0	7	154
1630 - 1645	0	99	8	0	107	1	37	0	0	38	0	0	0	0	0	8	0	1	0	9	154
1645 - 1700	0	112	9	0	121	1	41	0	0	42	0	0	0	0	0	6	0	1	0	7	170
Hourly Total	0	402	41	0	**443**	4	141	0	0	**145**	0	0	0	0	**0**	26	0	3	0	**29**	**617**
1700 - 1715	0	116	15	0	131	0	25	0	0	25	0	0	0	0	0	7	0	1	0	8	164
1715 - 1730	0	89	14	0	103	0	31	0	0	31	0	0	0	0	0	3	0	1	0	4	138
1730 - 1745	0	119	11	0	130	2	31	0	0	33	0	0	0	0	0	5	0	0	0	5	168
1745 - 1800	0	78	9	0	87	0	31	0	0	31	0	0	0	0	0	21	0	0	0	21	139
Hourly Total	0	402	49	0	**451**	2	118	0	0	**120**	0	0	0	0	**0**	36	0	2	0	**38**	**609**
Grand Total	0	804	90	0	**894**	6	259	0	0	**265**	0	0	0	0	**0**	62	0	5	0	**67**	**1226**
Approach %	0.00	89.93	10.07	0.00	-	2.26	97.74	0.00	0.00	-	0.00	0.00	0.00	0.00	-	92.54	0.00	7.46	0.00	-	
Intersection %	0.00	65.58	7.34	0.00	72.92	0.49	21.13	0.00	0.00	21.62	0.00	0.00	0.00	0.00	0.00	5.06	0.00	0.41	0.00	5.46	

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

Marr Traffic DATA COLLECTION

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Bloomingdale, GA

Site 4
Old River Rd (South)
Old River Rd (North)
Uncle Bud Dr
Bay Rd

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Tuesday, April 21, 2026

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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd (South)					Old River Rd (North)					Uncle Bud Dr					Bay Rd					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	6	0	0	6	1	8	0	0	9	0	0	0	0	0	1	0	0	0	1	16
0715 - 0730	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
0730 - 0745	0	2	1	0	3	1	10	0	0	11	0	0	0	0	0	0	0	0	0	0	14
0745 - 0800	0	2	1	0	3	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	9
Hourly Total	0	15	2	0	**17**	2	28	0	0	**30**	0	0	0	0	**0**	2	0	0	0	**2**	**49**
0800 - 0815	0	4	1	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
0815 - 0830	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
0830 - 0845	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
0845 - 0900	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	14	1	0	**15**	0	17	0	0	**17**	0	0	0	0	**0**	0	0	0	0	**0**	**32**
Grand Total	0	29	3	0	**32**	2	45	0	0	**47**	0	0	0	0	**0**	2	0	0	0	**2**	**81**
Approach %	0.00	90.63	9.38	0.00	-	4.26	95.74	0.00	0.00	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	
Intersection %	0.00	35.80	3.70	0.00	39.51	2.47	55.56	0.00	0.00	58.02	0.00	0.00	0.00	0.00	0.00	2.47	0.00	0.00	0.00	2.47	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd (South)					Old River Rd (North)					Uncle Bud Dr					Bay Rd					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	8	0	0	8	0	2	0	0	2	0	0	0	0	0	1	0	1	0	2	12
1615 - 1630	0	9	1	0	10	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	12
1630 - 1645	0	4	1	0	5	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	7
1645 - 1700	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	25	2	0	**27**	0	8	0	0	**8**	0	0	0	0	**0**	2	0	2	0	**4**	**39**
1700 - 1715	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
1715 - 1730	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1730 - 1745	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	6
1745 - 1800	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	14	0	0	**14**	0	2	0	0	**2**	0	0	0	0	**0**	1	0	1	0	**2**	**18**
Grand Total	0	39	2	0	**41**	0	10	0	0	**10**	0	0	0	0	**0**	3	0	3	0	**6**	**57**
Approach %	0.00	95.12	4.88	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	
Intersection %	0.00	68.42	3.51	0.00	71.93	0.00	17.54	0.00	0.00	17.54	0.00	0.00	0.00	0.00	0.00	5.26	0.00	5.26	0.00	10.53	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Bloomingdale, GA

Site 4
Old River Rd (South)
Old River Rd (North)
Uncle Bud Dr
Bay Rd

Date
Tuesday, April 21, 2026

Lat/Long
32.137817°, -81.389502°
Click here for Map

Weather
Fair
62°F
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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd (South)					Old River Rd (North)					Uncle Bud Dr					Bay Rd					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
0715 - 0730	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
0730 - 0745	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0745 - 0800	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	4	0	0	**4**	0	11	0	0	**11**	0	0	0	0	**0**	0	0	0	0	**0**	**15**
0800 - 0815	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
0815 - 0830	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
0830 - 0845	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
0845 - 0900	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	7	0	0	**7**	0	8	0	0	**8**	0	0	0	0	**0**	0	0	0	0	**0**	**15**
Grand Total	0	11	0	0	**11**	0	19	0	0	**19**	0	0	0	0	**0**	0	0	0	0	**0**	**30**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	36.67	0.00	0.00	36.67	0.00	63.33	0.00	0.00	63.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd (South)					Old River Rd (North)					Uncle Bud Dr					Bay Rd					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1645 - 1700	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	2	0	0	**2**	0	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
1700 - 1715	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
1715 - 1730	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	4	0	0	**4**	0	5	0	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	**9**
Grand Total	0	6	0	0	**6**	0	8	0	0	**8**	0	0	0	0	**0**	0	0	0	0	**0**	**14**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	42.86	0.00	0.00	42.86	0.00	57.14	0.00	0.00	57.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Bloomingdale, GA

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Old River Rd (South)
Old River Rd (North)
Uncle Bud Dr
Bay Rd

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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd (South)					Old River Rd (North)					Uncle Bud Dr					Bay Rd					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd (South)					Old River Rd (North)					Uncle Bud Dr					Bay Rd					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Bloomingdale, GA

Site 4
Old River Rd (South)
Old River Rd (North)
Uncle Bud Dr
Bay Rd

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Tuesday, April 21, 2026

Lat/Long
32.137817°, -81.389502°
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62°F
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0700 - 0900 (Weekday 2h Session) (04-21-2026)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd (South)					Old River Rd (North)					Uncle Bud Dr					Bay Rd					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	7	0	0	7	1	11	0	0	12	0	0	0	0	0	1	0	0	0	1	20
0715 - 0730	0	7	0	0	7	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	15
0730 - 0745	0	3	1	0	4	1	11	0	0	12	0	0	0	0	0	0	0	0	0	0	16
0745 - 0800	0	2	1	0	3	0	9	0	0	9	0	0	0	0	0	1	0	0	0	1	13
Hourly Total	0	19	2	0	**21**	2	39	0	0	**41**	0	0	0	0	**0**	2	0	0	0	**2**	**64**
0800 - 0815	0	6	1	0	7	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	13
0815 - 0830	0	8	0	0	8	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	12
0830 - 0845	0	3	0	0	3	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	12
0845 - 0900	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	0	21	1	0	**22**	0	25	0	0	**25**	0	0	0	0	**0**	0	0	0	0	**0**	**47**
Grand Total	0	40	3	0	**43**	2	64	0	0	**66**	0	0	0	0	**0**	2	0	0	0	**2**	**111**
Approach %	0.00	93.02	6.98	0.00	-	3.03	96.97	0.00	0.00	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	
Intersection %	0.00	36.04	2.70	0.00	38.74	1.80	57.66	0.00	0.00	59.46	0.00	0.00	0.00	0.00	0.00	1.80	0.00	0.00	0.00	1.80	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd (South)					Old River Rd (North)					Uncle Bud Dr					Bay Rd					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	8	0	0	8	0	2	0	0	2	0	0	0	0	0	1	0	1	0	2	12
1615 - 1630	0	10	1	0	11	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	13
1630 - 1645	0	4	1	0	5	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	9
1645 - 1700	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	0	27	2	0	**29**	0	11	0	0	**11**	0	0	0	0	**0**	2	0	2	0	**4**	**44**
1700 - 1715	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	7
1715 - 1730	0	6	0	0	6	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7
1730 - 1745	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	9
1745 - 1800	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	18	0	0	**18**	0	7	0	0	**7**	0	0	0	0	**0**	1	0	1	0	**2**	**27**
Grand Total	0	45	2	0	**47**	0	18	0	0	**18**	0	0	0	0	**0**	3	0	3	0	**6**	**71**
Approach %	0.00	95.74	4.26	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	
Intersection %	0.00	63.38	2.82	0.00	66.20	0.00	25.35	0.00	0.00	25.35	0.00	0.00	0.00	0.00	0.00	4.23	0.00	4.23	0.00	8.45	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			Uncle Bud Dr			Bay Rd			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			Uncle Bud Dr			Bay Rd			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

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Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			Uncle Bud Dr			Bay Rd			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			Uncle Bud Dr			Bay Rd			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Bloomingdale, GA

Site 4
Old River Rd (South)
Old River Rd (North)
Uncle Bud Dr
Bay Rd

Date
Tuesday, April 21, 2026

Lat/Long
32.137817°, -81.389502°
Click here for Map

Weather
Fair
62°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-21-2026)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			Uncle Bud Dr			Bay Rd			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			Uncle Bud Dr			Bay Rd			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Click here for Map

Bloomingdale, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, April 21, 2026		
Fair	62°F	
Period	0700 - 0900	**APPLY**
Peak Hour	0700 - 0800	**APPLY**
Global PH	0700 - 0800	**APPLY**

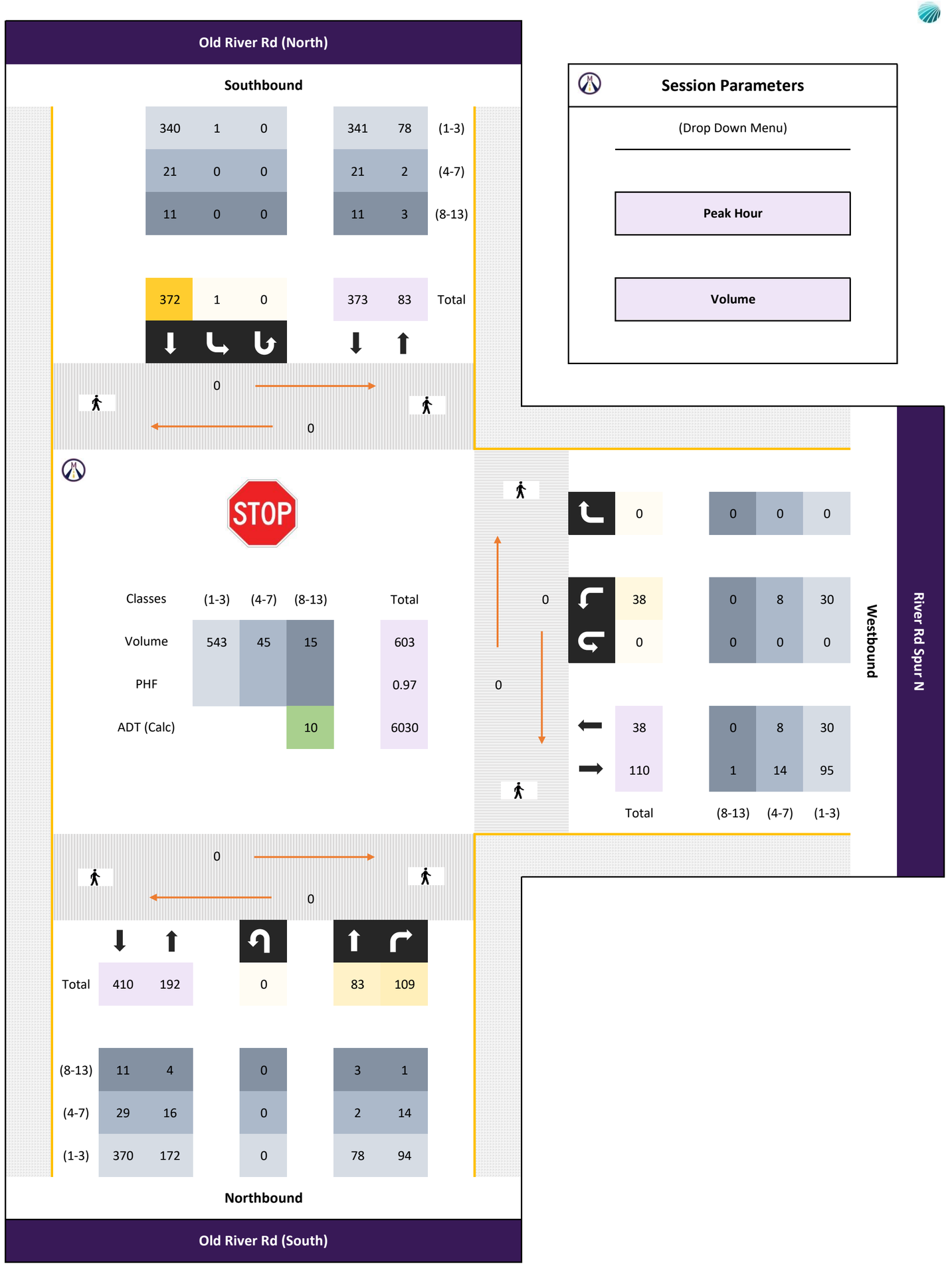
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound												Westbound						
	Old River Rd (South)						Old River Rd (North)												River Rd Spur N						
Time		Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5			U-Turn 3.6	App Total						App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total	Int Total
0700 - 0715	-	24	31	-	0	55	0	87	-	-	0	87	-	-	-	-	-	0	7	-	0	-	0	7	149
0715 - 0730	-	17	31	-	0	48	0	95	-	-	0	95	-	-	-	-	-	0	12	-	0	-	0	12	155
0730 - 0745	-	18	25	-	0	43	0	98	-	-	0	98	-	-	-	-	-	0	13	-	0	-	0	13	154
0745 - 0800	-	24	22	-	0	46	1	92	-	-	0	93	-	-	-	-	-	0	6	-	0	-	0	6	145
Total	0	83	109	0	0	192	1	372	0	0	0	373	0	0	0	0	0	0	38	0	0	0	0	38	603
Approach %	0.00	43.23	56.77	0.00	0.00	-	0.27	99.73	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.86	0.88	0.00	0.00	**0.87**	0.25	0.95	0.00	0.00	0.00	**0.95**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.73	0.00	0.00	0.00	0.00	**0.73**	**0.97**

Passenger Vehicles (1-3)

	Northbound						Southbound												Westbound						
	Old River Rd (South)						Old River Rd (North)												River Rd Spur N						
Time		Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5			U-Turn 3.6	App Total						App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total	Int Total
0700 - 0715	-	22	27	-	0	49	0	80	-	-	0	80	-	-	-	-	-	0	6	-	0	-	0	6	135
0715 - 0730	-	15	27	-	0	42	0	90	-	-	0	90	-	-	-	-	-	0	9	-	0	-	0	9	141
0730 - 0745	-	17	19	-	0	36	0	89	-	-	0	89	-	-	-	-	-	0	9	-	0	-	0	9	134
0745 - 0800	-	24	21	-	0	45	1	81	-	-	0	82	-	-	-	-	-	0	6	-	0	-	0	6	133
Total	0	78	94	0	0	172	1	340	0	0	0	341	0	0	0	0	0	0	30	0	0	0	0	30	543
Approach %	0.00	45.35	54.65	0.00	0.00	-	0.29	99.71	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.81	0.87	0.00	0.00	**0.88**	0.25	0.94	0.00	0.00	0.00	**0.95**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.83	0.00	0.00	0.00	0.00	**0.83**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound												Westbound						
	Old River Rd (South)						Old River Rd (North)												River Rd Spur N						
Time		Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5			U-Turn 3.6	App Total						App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total	Int Total
0700 - 0715	-	1	4	-	0	5	0	4	-	-	0	4	-	-	-	-	-	0	1	-	0	-	0	1	10
0715 - 0730	-	1	3	-	0	4	0	3	-	-	0	3	-	-	-	-	-	0	3	-	0	-	0	3	10
0730 - 0745	-	0	6	-	0	6	0	7	-	-	0	7	-	-	-	-	-	0	4	-	0	-	0	4	17
0745 - 0800	-	0	1	-	0	1	0	7	-	-	0	7	-	-	-	-	-	0	0	-	0	-	0	0	8
Total	0	2	14	0	0	16	0	21	0	0	0	21	0	0	0	0	0	0	8	0	0	0	0	8	45
Approach %	0.00	12.50	87.50	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.58	0.00	0.00	**0.67**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.00	0.00	0.00	**0.50**	**0.66**

Combination Trucks (8-13)

	Northbound						Southbound												Westbound						
	Old River Rd (South)						Old River Rd (North)												River Rd Spur N						
Time		Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5			U-Turn 3.6	App Total						App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total	Int Total
0700 - 0715	-	1	0	-	0	1	0	3	-	-	0	3	-	-	-	-	-	0	0	-	0	-	0	0	4
0715 - 0730	-	1	1	-	0	2	0	2	-	-	0	2	-	-	-	-	-	0	0	-	0	-	0	0	4
0730 - 0745	-	1	0	-	0	1	0	2	-	-	0	2	-	-	-	-	-	0	0	-	0	-	0	0	3
0745 - 0800	-	0	0	-	0	0	0	4	-	-	0	4	-	-	-	-	-	0	0	-	0	-	0	0	4
Total	0	3	1	0	0	4	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	15
Approach %	0.00	75.00	25.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.25	0.00	0.00	**0.50**	0.00	0.69	0.00	0.00	0.00	**0.69**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.94**

Bicycles

	Northbound						Southbound												Westbound						
	Old River Rd (South)						Old River Rd (North)												River Rd Spur N						
Time		Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5			U-Turn 3.6	App Total						App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total	Int Total
0700 - 0715	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
0715 - 0730	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
0730 - 0745	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
0745 - 0800	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Bloomingdale, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, April 21, 2026		
	Fair	62°F
Period	1600 - 1800	**APPLY**
Peak Hour	1645 - 1745	**APPLY**
Global PH	1645 - 1745	**APPLY**

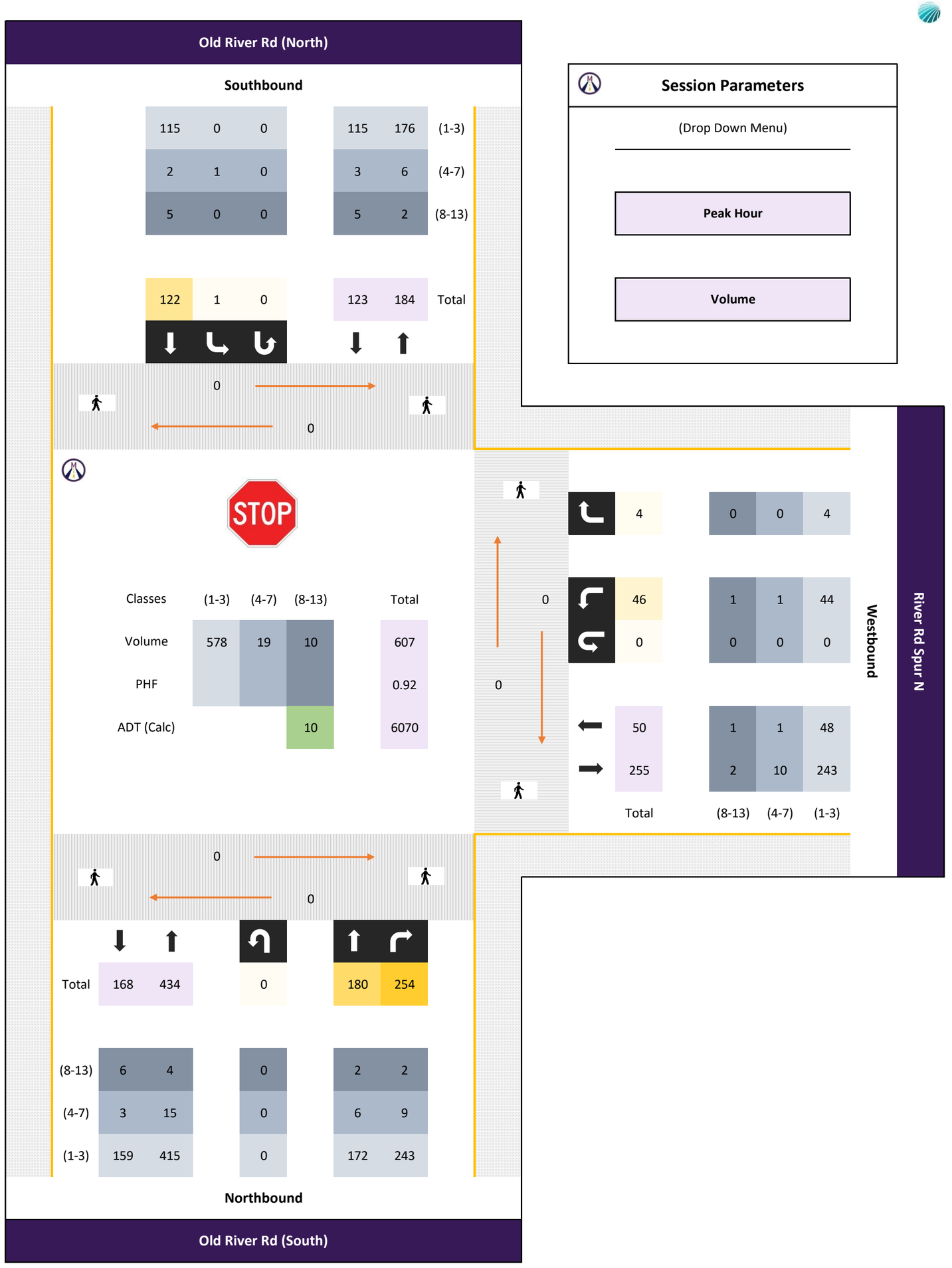
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound												Westbound						
	Old River Rd (South)						Old River Rd (North)												River Rd Spur N						
Time		Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5			U-Turn 3.6	App Total						App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total	Int Total
1645 - 1700	-	45	65	-	0	110	1	34	-	-	0	35	-	-	-	-	-	0	12	-	1	-	0	13	158
1700 - 1715	-	47	66	-	0	113	0	23	-	-	0	23	-	-	-	-	-	0	14	-	0	-	0	14	150
1715 - 1730	-	39	54	-	0	93	0	29	-	-	0	29	-	-	-	-	-	0	9	-	3	-	0	12	134
1730 - 1745	-	49	69	-	0	118	0	36	-	-	0	36	-	-	-	-	-	0	11	-	0	-	0	11	165
Total	0	180	254	0	0	434	1	122	0	0	0	123	0	0	0	0	0	0	46	0	4	0	0	50	607
Approach %	0.00	41.47	58.53	0.00	0.00	-	0.81	99.19	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	92.00	0.00	8.00	0.00	0.00	-	
PHF	0.00	0.92	0.92	0.00	0.00	**0.92**	0.25	0.85	0.00	0.00	0.00	**0.85**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.82	0.00	0.33	0.00	0.00	**0.89**	**0.92**

Passenger Vehicles (1-3)

	Northbound						Southbound												Westbound						
	Old River Rd (South)						Old River Rd (North)												River Rd Spur N						
Time		Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5			U-Turn 3.6	App Total						App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total	Int Total
1645 - 1700	-	44	61	-	0	105	0	31	-	-	0	31	-	-	-	-	-	0	12	-	1	-	0	13	149
1700 - 1715	-	47	64	-	0	111	0	21	-	-	0	21	-	-	-	-	-	0	14	-	0	-	0	14	146
1715 - 1730	-	34	52	-	0	86	0	29	-	-	0	29	-	-	-	-	-	0	7	-	3	-	0	10	125
1730 - 1745	-	47	66	-	0	113	0	34	-	-	0	34	-	-	-	-	-	0	11	-	0	-	0	11	158
Total	0	172	243	0	0	415	0	115	0	0	0	115	0	0	0	0	0	0	44	0	4	0	0	48	578
Approach %	0.00	41.45	58.55	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	91.67	0.00	8.33	0.00	0.00	-	
PHF	0.00	0.91	0.92	0.00	0.00	**0.92**	0.00	0.85	0.00	0.00	0.00	**0.85**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.79	0.00	0.33	0.00	0.00	**0.86**	**0.91**

Single Unit Trucks (4-7)

	Northbound						Southbound												Westbound						
	Old River Rd (South)						Old River Rd (North)												River Rd Spur N						
Time		Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5			U-Turn 3.6	App Total						App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total	Int Total
1645 - 1700	-	1	3	-	0	4	1	2	-	-	0	3	-	-	-	-	-	0	0	-	0	-	0	0	7
1700 - 1715	-	0	2	-	0	2	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	2
1715 - 1730	-	3	2	-	0	5	0	0	-	-	0	0	-	-	-	-	-	0	1	-	0	-	0	1	6
1730 - 1745	-	2	2	-	0	4	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	4
Total	0	6	9	0	0	15	1	2	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	1	19
Approach %	0.00	40.00	60.00	0.00	0.00	-	33.33	66.67	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.75	0.00	0.00	**0.75**	0.25	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	**0.68**

Combination Trucks (8-13)

	Northbound						Southbound												Westbound						
	Old River Rd (South)						Old River Rd (North)												River Rd Spur N						
Time		Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5			U-Turn 3.6	App Total						App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total	Int Total
1645 - 1700	-	0	1	-	0	1	0	1	-	-	0	1	-	-	-	-	-	0	0	-	0	-	0	0	2
1700 - 1715	-	0	0	-	0	0	0	2	-	-	0	2	-	-	-	-	-	0	0	-	0	-	0	0	2
1715 - 1730	-	2	0	-	0	2	0	0	-	-	0	0	-	-	-	-	-	0	1	-	0	-	0	1	3
1730 - 1745	-	0	1	-	0	1	0	2	-	-	0	2	-	-	-	-	-	0	0	-	0	-	0	0	3
Total	0	2	2	0	0	4	0	5	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	1	10
Approach %	0.00	50.00	50.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.50	0.00	0.00	**0.50**	0.00	0.63	0.00	0.00	0.00	**0.63**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	**0.83**

Bicycles

	Northbound						Southbound												Westbound						
	Old River Rd (South)						Old River Rd (North)												River Rd Spur N						
Time		Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5			U-Turn 3.6	App Total						App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total	Int Total
1645 - 1700	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
1700 - 1715	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
1715 - 1730	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
1730 - 1745	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Bloomingdale, GA

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

River Rd Spur N

Date
Tuesday, April 21, 2026

Lat/Long
32.167408°, -81.385817°
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0700 - 0900 (Weekday 2h Session) (04-21-2026)

All vehicles

	Northbound				Southbound				Westbound				
	Old River Rd (South)				Old River Rd (North)				River Rd Spur N				
TIME	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	24	31	0	55	0	87	0	87	7	0	0	7	149
0715 - 0730	17	31	0	48	0	95	0	95	12	0	0	12	155
0730 - 0745	18	25	0	43	0	98	0	98	13	0	0	13	154
0745 - 0800	24	22	0	46	1	92	0	93	6	0	0	6	145
Hourly Total	83	109	0	**192**	1	372	0	**373**	38	0	0	**38**	**603**
0800 - 0815	17	24	0	41	0	69	0	69	1	0	0	1	111
0815 - 0830	23	12	0	35	0	60	0	60	9	0	0	9	104
0830 - 0845	18	11	0	29	0	55	0	55	10	0	0	10	94
0845 - 0900	21	7	0	28	0	44	0	44	8	0	0	8	80
Hourly Total	79	54	0	**133**	0	228	0	**228**	28	0	0	**28**	**389**
Grand Total	162	163	0	**325**	1	600	0	**601**	66	0	0	**66**	**992**
Approach %	49.85	50.15	0.00	-	0.17	99.83	0.00	-	100.00	0.00	0.00	-	
Intersection %	16.33	16.43	0.00	32.76	0.10	60.48	0.00	60.58	6.65	0.00	0.00	6.65	
Heavy Vehicle %	4	22	-	**13**	0	9	-	**9**	20	-	-	**20**	**11**
PHF	0.86	0.88	0.00	**0.87**	0.25	0.95	0.00	**0.95**	0.73	0.00	0.00	**0.73**	**0.97**
Peak Hour Total	83	109	0	**192**	1	372	0	**373**	38	0	0	**38**	**603**
Peak Hour HV %	6	14	0	**10**	0	9	0	**9**	21	0	0	**21**	**10**

1600 - 1800 (Weekday 2h Session) (04-21-2026)

All vehicles

	Northbound				Southbound				Westbound				
	Old River Rd (South)				Old River Rd (North)				River Rd Spur N				
TIME	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	40	45	0	85	0	25	0	25	14	1	0	15	125
1615 - 1630	39	55	0	94	0	32	0	32	12	1	0	13	139
1630 - 1645	49	63	0	112	0	32	0	32	12	0	0	12	156
1645 - 1700	45	65	0	110	1	34	0	35	12	1	0	13	158
Hourly Total	173	228	0	**401**	1	123	0	**124**	50	3	0	**53**	**578**
1700 - 1715	47	66	0	113	0	23	0	23	14	0	0	14	150
1715 - 1730	39	54	0	93	0	29	0	29	9	3	0	12	134
1730 - 1745	49	69	0	118	0	36	0	36	11	0	0	11	165
1745 - 1800	41	48	0	89	0	19	0	19	10	0	0	10	118
Hourly Total	176	237	0	**413**	0	107	0	**107**	44	3	0	**47**	**567**
Grand Total	349	465	0	**814**	1	230	0	**231**	94	6	0	**100**	**1145**
Approach %	42.87	57.13	0.00	-	0.43	99.57	0.00	-	94.00	6.00	0.00	-	
Intersection %	30.48	40.61	0.00	71.09	0.09	20.09	0.00	20.17	8.21	0.52	0.00	8.73	
Heavy Vehicle %	7	5	-	**6**	100	4	-	**5**	9	0	-	**8**	**6**
PHF	0.92	0.92	0.00	**0.92**	0.25	0.85	0.00	**0.85**	0.82	0.33	0.00	**0.89**	**0.92**
Peak Hour Total	180	254	0	**434**	1	122	0	**123**	46	4	0	**50**	**607**
Peak Hour HV %	4	4	0	**4**	100	6	0	**7**	4	0	0	**4**	**5**

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

Marr Traffic DATA COLLECTION

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Bloomingdale, GA

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

River Rd Spur N

Date
Tuesday, April 21, 2026

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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Passenger Vehicles (1-3)

TIME	Northbound Old River Rd (South) Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Southbound Old River Rd (North) Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Westbound River Rd Spur N Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	22	27	0	49	0	80	0	80	6	0	0	6	135
0715 - 0730	15	27	0	42	0	90	0	90	9	0	0	9	141
0730 - 0745	17	19	0	36	0	89	0	89	9	0	0	9	134
0745 - 0800	24	21	0	45	1	81	0	82	6	0	0	6	133
Hourly Total	78	94	0	**172**	1	340	0	**341**	30	0	0	**30**	**543**
0800 - 0815	17	15	0	32	0	65	0	65	1	0	0	1	98
0815 - 0830	23	11	0	34	0	54	0	54	9	0	0	9	97
0830 - 0845	17	5	0	22	0	48	0	48	8	0	0	8	78
0845 - 0900	21	2	0	23	0	41	0	41	5	0	0	5	69
Hourly Total	78	33	0	**111**	0	208	0	**208**	23	0	0	**23**	**342**
Grand Total	156	127	0	**283**	1	548	0	**549**	53	0	0	**53**	**885**
Approach %	55.12	44.88	0.00	-	0.18	99.82	0.00	-	100.00	0.00	0.00	-	
Intersection %	17.63	14.35	0.00	31.98	0.11	61.92	0.00	62.03	5.99	0.00	0.00	5.99	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Passenger Vehicles (1-3)

TIME	Northbound Old River Rd (South) Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Southbound Old River Rd (North) Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Westbound River Rd Spur N Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	34	42	0	76	0	25	0	25	11	1	0	12	113
1615 - 1630	34	51	0	85	0	31	0	31	10	1	0	11	127
1630 - 1645	47	60	0	107	0	31	0	31	11	0	0	11	149
1645 - 1700	44	61	0	105	0	31	0	31	12	1	0	13	149
Hourly Total	159	214	0	**373**	0	118	0	**118**	44	3	0	**47**	**538**
1700 - 1715	47	64	0	111	0	21	0	21	14	0	0	14	146
1715 - 1730	34	52	0	86	0	29	0	29	7	3	0	10	125
1730 - 1745	47	66	0	113	0	34	0	34	11	0	0	11	158
1745 - 1800	37	47	0	84	0	18	0	18	10	0	0	10	112
Hourly Total	165	229	0	**394**	0	102	0	**102**	42	3	0	**45**	**541**
Grand Total	324	443	0	**767**	0	220	0	**220**	86	6	0	**92**	**1079**
Approach %	42.24	57.76	0.00	-	0.00	100.00	0.00	-	93.48	6.52	0.00	-	
Intersection %	30.03	41.06	0.00	71.08	0.00	20.39	0.00	20.39	7.97	0.56	0.00	8.53	

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

Bloomingdale, GA

Marr Traffic DATA COLLECTION

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Site 3

Old River Rd (South)
Old River Rd (North)

River Rd Spur N

Date

Tuesday, April 21, 2026

Lat/Long

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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Single Unit Trucks (4-7)

TIME	Northbound Old River Rd (South) Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Southbound Old River Rd (North) Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Westbound River Rd Spur N Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	1	4	0	5	0	4	0	4	1	0	0	1	10
0715 - 0730	1	3	0	4	0	3	0	3	3	0	0	3	10
0730 - 0745	0	6	0	6	0	7	0	7	4	0	0	4	17
0745 - 0800	0	1	0	1	0	7	0	7	0	0	0	0	8
Hourly Total	2	14	0	**16**	0	21	0	**21**	8	0	0	**8**	**45**
0800 - 0815	0	6	0	6	0	4	0	4	0	0	0	0	10
0815 - 0830	0	1	0	1	0	5	0	5	0	0	0	0	6
0830 - 0845	0	3	0	3	0	2	0	2	2	0	0	2	7
0845 - 0900	0	5	0	5	0	2	0	2	2	0	0	2	9
Hourly Total	0	15	0	**15**	0	13	0	**13**	4	0	0	**4**	**32**
Grand Total	2	29	0	**31**	0	34	0	**34**	12	0	0	**12**	**77**
Approach %	6.45	93.55	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	2.60	37.66	0.00	40.26	0.00	44.16	0.00	44.16	15.58	0.00	0.00	15.58	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Single Unit Trucks (4-7)

TIME	Northbound Old River Rd (South) Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Southbound Old River Rd (North) Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Westbound River Rd Spur N Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	6	3	0	9	0	0	0	0	3	0	0	3	12
1615 - 1630	4	4	0	8	0	1	0	1	2	0	0	2	11
1630 - 1645	2	3	0	5	0	0	0	0	0	0	0	0	5
1645 - 1700	1	3	0	4	1	2	0	3	0	0	0	0	7
Hourly Total	13	13	0	**26**	1	3	0	**4**	5	0	0	**5**	**35**
1700 - 1715	0	2	0	2	0	0	0	0	0	0	0	0	2
1715 - 1730	3	2	0	5	0	0	0	0	1	0	0	1	6
1730 - 1745	2	2	0	4	0	0	0	0	0	0	0	0	4
1745 - 1800	4	0	0	4	0	1	0	1	0	0	0	0	5
Hourly Total	9	6	0	**15**	0	1	0	**1**	1	0	0	**1**	**17**
Grand Total	22	19	0	**41**	1	4	0	**5**	6	0	0	**6**	**52**
Approach %	53.66	46.34	0.00	-	20.00	80.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	42.31	36.54	0.00	78.85	1.92	7.69	0.00	9.62	11.54	0.00	0.00	11.54	

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

Marr Traffic DATA COLLECTION

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Bloomingdale, GA

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River Rd Spur N

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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Combination Trucks (8-13)

	Northbound				Southbound				Westbound				
	Old River Rd (South)				Old River Rd (North)				River Rd Spur N				
TIME	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	1	0	0	1	0	3	0	3	0	0	0	0	4
0715 - 0730	1	1	0	2	0	2	0	2	0	0	0	0	4
0730 - 0745	1	0	0	1	0	2	0	2	0	0	0	0	3
0745 - 0800	0	0	0	0	0	4	0	4	0	0	0	0	4
Hourly Total	3	1	0	**4**	0	11	0	**11**	0	0	0	**0**	**15**
0800 - 0815	0	3	0	3	0	0	0	0	0	0	0	0	3
0815 - 0830	0	0	0	0	0	1	0	1	0	0	0	0	1
0830 - 0845	1	3	0	4	0	5	0	5	0	0	0	0	9
0845 - 0900	0	0	0	0	0	1	0	1	1	0	0	1	2
Hourly Total	1	6	0	**7**	0	7	0	**7**	1	0	0	**1**	**15**
Grand Total	4	7	0	**11**	0	18	0	**18**	1	0	0	**1**	**30**
Approach %	36.36	63.64	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	13.33	23.33	0.00	36.67	0.00	60.00	0.00	60.00	3.33	0.00	0.00	3.33	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Combination Trucks (8-13)

	Northbound				Southbound				Westbound				
	Old River Rd (South)				Old River Rd (North)				River Rd Spur N				
TIME	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	1	0	0	1	0	0	0	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	1	0	1	1	0	0	1	2
1645 - 1700	0	1	0	1	0	1	0	1	0	0	0	0	2
Hourly Total	1	1	0	**2**	0	2	0	**2**	1	0	0	**1**	**5**
1700 - 1715	0	0	0	0	0	2	0	2	0	0	0	0	2
1715 - 1730	2	0	0	2	0	0	0	0	1	0	0	1	3
1730 - 1745	0	1	0	1	0	2	0	2	0	0	0	0	3
1745 - 1800	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	2	2	0	**4**	0	4	0	**4**	1	0	0	**1**	**9**
Grand Total	3	3	0	**6**	0	6	0	**6**	2	0	0	**2**	**14**
Approach %	50.00	50.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	21.43	21.43	0.00	42.86	0.00	42.86	0.00	42.86	14.29	0.00	0.00	14.29	

Classified Turn Movement Count || Bicycles

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Bicycles

	Northbound				Southbound				Westbound				
	Old River Rd (South)				Old River Rd (North)				River Rd Spur N				
TIME	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Bicycles

	Northbound				Southbound				Westbound				
	Old River Rd (South)				Old River Rd (North)				River Rd Spur N				
TIME	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

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0700 - 0900 (Weekday 2h Session) (04-21-2026)

All Trucks (4-13)

TIME	Northbound Old River Rd (South) Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Southbound Old River Rd (North) Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Westbound River Rd Spur N Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	2	4	0	6	0	7	0	7	1	0	0	1	14
0715 - 0730	2	4	0	6	0	5	0	5	3	0	0	3	14
0730 - 0745	1	6	0	7	0	9	0	9	4	0	0	4	20
0745 - 0800	0	1	0	1	0	11	0	11	0	0	0	0	12
Hourly Total	5	15	0	**20**	0	32	0	**32**	8	0	0	**8**	**60**
0800 - 0815	0	9	0	9	0	4	0	4	0	0	0	0	13
0815 - 0830	0	1	0	1	0	6	0	6	0	0	0	0	7
0830 - 0845	1	6	0	7	0	7	0	7	2	0	0	2	16
0845 - 0900	0	5	0	5	0	3	0	3	3	0	0	3	11
Hourly Total	1	21	0	**22**	0	20	0	**20**	5	0	0	**5**	**47**
Grand Total	6	36	0	**42**	0	52	0	**52**	13	0	0	**13**	**107**
Approach %	14.29	85.71	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	5.61	33.64	0.00	39.25	0.00	48.60	0.00	48.60	12.15	0.00	0.00	12.15	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

All Trucks (4-13)

TIME	Northbound Old River Rd (South) Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Southbound Old River Rd (North) Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Westbound River Rd Spur N Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	6	3	0	9	0	0	0	0	3	0	0	3	12
1615 - 1630	5	4	0	9	0	1	0	1	2	0	0	2	12
1630 - 1645	2	3	0	5	0	1	0	1	1	0	0	1	7
1645 - 1700	1	4	0	5	1	3	0	4	0	0	0	0	9
Hourly Total	14	14	0	**28**	1	5	0	**6**	6	0	0	**6**	**40**
1700 - 1715	0	2	0	2	0	2	0	2	0	0	0	0	4
1715 - 1730	5	2	0	7	0	0	0	0	2	0	0	2	9
1730 - 1745	2	3	0	5	0	2	0	2	0	0	0	0	7
1745 - 1800	4	1	0	5	0	1	0	1	0	0	0	0	6
Hourly Total	11	8	0	**19**	0	5	0	**5**	2	0	0	**2**	**26**
Grand Total	25	22	0	**47**	1	10	0	**11**	8	0	0	**8**	**66**
Approach %	53.19	46.81	0.00	-	9.09	90.91	0.00	-	100.00	0.00	0.00	-	
Intersection %	37.88	33.33	0.00	71.21	1.52	15.15	0.00	16.67	12.12	0.00	0.00	12.12	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Bloomingdale, GA

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

River Rd Spur N

Date
Tuesday, April 21, 2026

Lat/Long
32.167408°, -81.385817°
Click here for Map

Weather
Fair
62°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-21-2026)

Pedestrians

	Northbound			Southbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			River Rd Spur N			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Pedestrians

	Northbound			Southbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			River Rd Spur N			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

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Bloomingdale, GA

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

River Rd Spur N

Date
Tuesday, April 21, 2026

Lat/Long
32.167408°, -81.385817°
Click here for Map

Weather
Fair
62°F
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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Bicycles

	Northbound			Southbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			River Rd Spur N			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Bicycles

	Northbound			Southbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			River Rd Spur N			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Bloomingdale, GA

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

River Rd Spur N

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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Motorized Vehicles

	Northbound			Southbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			River Rd Spur N			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Motorized Vehicles

	Northbound			Southbound			Westbound			
	Old River Rd (South)			Old River Rd (North)			River Rd Spur N			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Click here for Map

Bloomingdale, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, April 21, 2026		
Fair		62°F
Period	0700 - 0900	**APPLY**
Peak Hour	0700 - 0800	**APPLY**
Global PH	0700 - 0800	**APPLY**

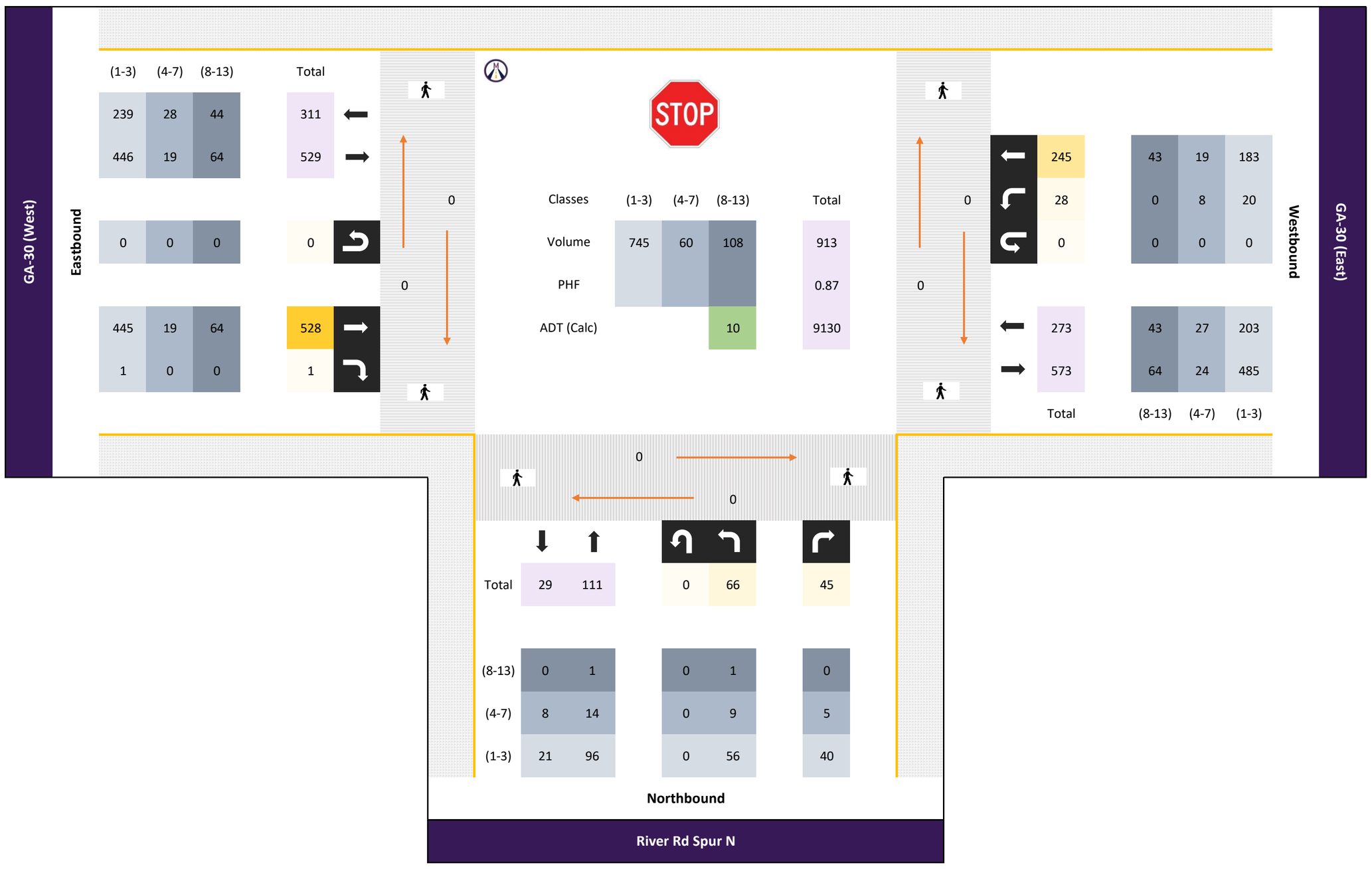
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound												Eastbound						Westbound						
	River Rd Spur N												GA-30 (West)						GA-30 (East)						
Time	Left 2.1		Right 2.2		U-Turn 2.3	App Total						App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	Int Total
0700 - 0715	26	-	3	-	0	29	-	-	-	-	-	0	-	108	0	-	0	108	3	52	-	-	0	55	192
0715 - 0730	17	-	16	-	0	33	-	-	-	-	-	0	-	122	0	-	0	122	11	62	-	-	0	73	228
0730 - 0745	15	-	13	-	0	28	-	-	-	-	-	0	-	166	0	-	0	166	9	60	-	-	0	69	263
0745 - 0800	8	-	13	-	0	21	-	-	-	-	-	0	-	132	1	-	0	133	5	71	-	-	0	76	230
Total	66	0	45	0	0	111	0	0	0	0	0	0	0	528	1	0	0	529	28	245	0	0	0	273	913
Approach %	59.46	0.00	40.54	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	99.81	0.19	0.00	0.00	-	10.26	89.74	0.00	0.00	0.00	-	
PHF	0.63	0.00	0.70	0.00	0.00	**0.84**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.80	0.25	0.00	0.00	**0.80**	0.64	0.86	0.00	0.00	0.00	**0.90**	**0.87**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	River Rd Spur N												GA-30 (West)						GA-30 (East)						
Time	Left 2.1		Right 2.2		U-Turn 2.3	App Total						App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	Int Total
0700 - 0715	22	-	3	-	0	25	-	-	-	-	-	0	-	92	0	-	0	92	2	37	-	-	0	39	156
0715 - 0730	15	-	14	-	0	29	-	-	-	-	-	0	-	103	0	-	0	103	8	50	-	-	0	58	190
0730 - 0745	11	-	11	-	0	22	-	-	-	-	-	0	-	141	0	-	0	141	5	46	-	-	0	51	214
0745 - 0800	8	-	12	-	0	20	-	-	-	-	-	0	-	109	1	-	0	110	5	50	-	-	0	55	185
Total	56	0	40	0	0	96	0	0	0	0	0	0	0	445	1	0	0	446	20	183	0	0	0	203	745
Approach %	58.33	0.00	41.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	99.78	0.22	0.00	0.00	-	9.85	90.15	0.00	0.00	0.00	-	
PHF	0.64	0.00	0.71	0.00	0.00	**0.83**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.79	0.25	0.00	0.00	**0.79**	0.63	0.92	0.00	0.00	0.00	**0.88**	**0.87**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	River Rd Spur N												GA-30 (West)						GA-30 (East)						
Time	Left 2.1		Right 2.2		U-Turn 2.3	App Total						App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	Int Total
0700 - 0715	4	-	0	-	0	4	-	-	-	-	-	0	-	5	0	-	0	5	1	5	-	-	0	6	15
0715 - 0730	1	-	2	-	0	3	-	-	-	-	-	0	-	3	0	-	0	3	3	3	-	-	0	6	12
0730 - 0745	4	-	2	-	0	6	-	-	-	-	-	0	-	6	0	-	0	6	4	4	-	-	0	8	20
0745 - 0800	0	-	1	-	0	1	-	-	-	-	-	0	-	5	0	-	0	5	0	7	-	-	0	7	13
Total	9	0	5	0	0	14	0	0	0	0	0	0	0	19	0	0	0	19	8	19	0	0	0	27	60
Approach %	64.29	0.00	35.71	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	29.63	70.37	0.00	0.00	0.00	-	
PHF	0.56	0.00	0.63	0.00	0.00	**0.58**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.79	0.00	0.00	0.00	**0.79**	0.50	0.68	0.00	0.00	0.00	**0.84**	**0.75**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	River Rd Spur N												GA-30 (West)						GA-30 (East)						
Time	Left 2.1		Right 2.2		U-Turn 2.3	App Total						App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	Int Total
0700 - 0715	0	-	0	-	0	0	-	-	-	-	-	0	-	11	0	-	0	11	0	10	-	-	0	10	21
0715 - 0730	1	-	0	-	0	1	-	-	-	-	-	0	-	16	0	-	0	16	0	9	-	-	0	9	26
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	19	0	-	0	19	0	10	-	-	0	10	29
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	18	0	-	0	18	0	14	-	-	0	14	32
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	64	0	0	0	64	0	43	0	0	0	43	108
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.84	0.00	0.00	0.00	**0.84**	0.00	0.77	0.00	0.00	0.00	**0.77**	**0.84**

Bicycles

	Northbound												Eastbound						Westbound						
	River Rd Spur N												GA-30 (West)						GA-30 (East)						
Time	Left 2.1		Right 2.2		U-Turn 2.3	App Total						App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	Int Total
0700 - 0715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Bloomingdale, GA

Marr Traffic DATA COLLECTION

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Tuesday, April 21, 2026		
	Fair	62°F
Period	1600 - 1800	**APPLY**
Peak Hour	1630 - 1730	**APPLY**
Global PH	1645 - 1745	**APPLY**

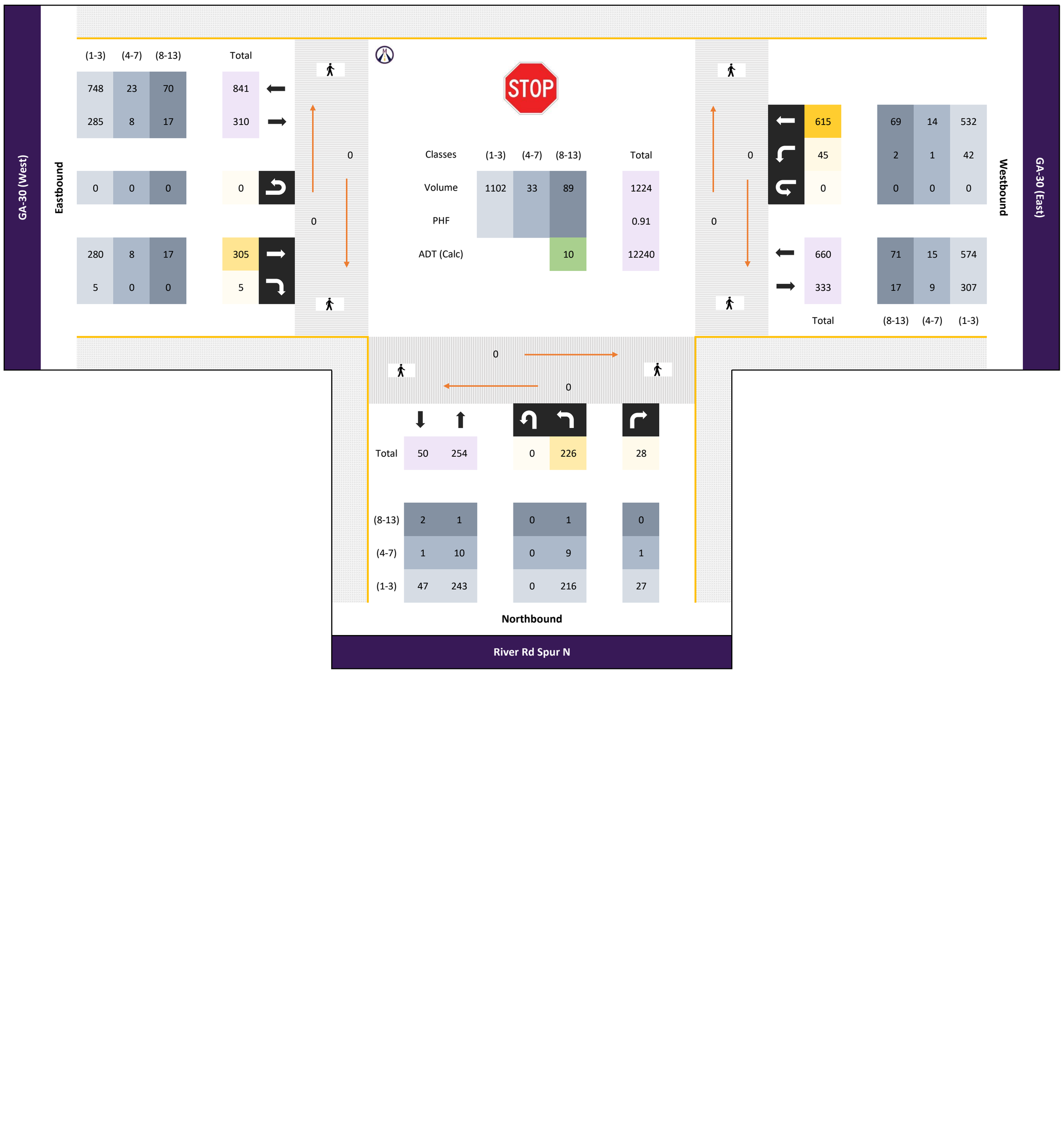
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound												Eastbound						Westbound						
	River Rd Spur N												GA-30 (West)						GA-30 (East)						
Time	Left 2.1		Right 2.2		U-Turn 2.3	App Total						App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	Int Total
1630 - 1645	55	-	10	-	0	65	-	-	-	-	-	0	-	76	0	-	0	76	10	184	-	-	0	194	335
1645 - 1700	63	-	5	-	0	68	-	-	-	-	-	0	-	58	2	-	0	60	12	146	-	-	0	158	286
1700 - 1715	52	-	7	-	0	59	-	-	-	-	-	0	-	76	1	-	0	77	15	153	-	-	0	168	304
1715 - 1730	56	-	6	-	0	62	-	-	-	-	-	0	-	95	2	-	0	97	8	132	-	-	0	140	299
Total	226	0	28	0	0	254	0	0	0	0	0	0	0	305	5	0	0	310	45	615	0	0	0	660	1224
Approach %	88.98	0.00	11.02	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	98.39	1.61	0.00	0.00	-	6.82	93.18	0.00	0.00	0.00	-	
PHF	0.90	0.00	0.70	0.00	0.00	**0.93**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.80	0.63	0.00	0.00	**0.80**	0.75	0.84	0.00	0.00	0.00	**0.85**	**0.91**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	River Rd Spur N												GA-30 (West)						GA-30 (East)						
Time	Left 2.1		Right 2.2		U-Turn 2.3	App Total						App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	Int Total
1630 - 1645	53	-	9	-	0	62	-	-	-	-	-	0	-	66	0	-	0	66	9	155	-	-	0	164	292
1645 - 1700	59	-	5	-	0	64	-	-	-	-	-	0	-	53	2	-	0	55	12	123	-	-	0	135	254
1700 - 1715	50	-	7	-	0	57	-	-	-	-	-	0	-	72	1	-	0	73	14	134	-	-	0	148	278
1715 - 1730	54	-	6	-	0	60	-	-	-	-	-	0	-	89	2	-	0	91	7	120	-	-	0	127	278
Total	216	0	27	0	0	243	0	0	0	0	0	0	0	280	5	0	0	285	42	532	0	0	0	574	1102
Approach %	88.89	0.00	11.11	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	98.25	1.75	0.00	0.00	-	7.32	92.68	0.00	0.00	0.00	-	
PHF	0.92	0.00	0.75	0.00	0.00	**0.95**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.79	0.63	0.00	0.00	**0.78**	0.75	0.86	0.00	0.00	0.00	**0.88**	**0.94**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	River Rd Spur N												GA-30 (West)						GA-30 (East)						
Time	Left 2.1		Right 2.2		U-Turn 2.3	App Total						App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	Int Total
1630 - 1645	2	-	1	-	0	3	-	-	-	-	-	0	-	4	0	-	0	4	0	5	-	-	0	5	12
1645 - 1700	3	-	0	-	0	3	-	-	-	-	-	0	-	3	0	-	0	3	0	4	-	-	0	4	10
1700 - 1715	2	-	0	-	0	2	-	-	-	-	-	0	-	1	0	-	0	1	0	4	-	-	0	4	7
1715 - 1730	2	-	0	-	0	2	-	-	-	-	-	0	-	0	0	-	0	0	1	1	-	-	0	2	4
Total	9	0	1	0	0	10	0	0	0	0	0	0	0	8	0	0	0	8	1	14	0	0	0	15	33
Approach %	90.00	0.00	10.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	6.67	93.33	0.00	0.00	0.00	-	
PHF	0.75	0.00	0.25	0.00	0.00	**0.83**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.25	0.70	0.00	0.00	0.00	**0.75**	**0.69**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	River Rd Spur N												GA-30 (West)						GA-30 (East)						
Time	Left 2.1		Right 2.2		U-Turn 2.3	App Total						App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	Int Total
1630 - 1645	0	-	0	-	0	0	-	-	-	-	-	0	-	6	0	-	0	6	1	24	-	-	0	25	31
1645 - 1700	1	-	0	-	0	1	-	-	-	-	-	0	-	2	0	-	0	2	0	19	-	-	0	19	22
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	3	0	-	0	3	1	15	-	-	0	16	19
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	6	0	-	0	6	0	11	-	-	0	11	17
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	17	0	0	0	17	2	69	0	0	0	71	89
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	2.82	97.18	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.71	0.00	0.00	0.00	**0.71**	0.50	0.72	0.00	0.00	0.00	**0.71**	**0.72**

Bicycles

	Northbound												Eastbound						Westbound						
	River Rd Spur N												GA-30 (West)						GA-30 (East)						
Time	Left 2.1		Right 2.2		U-Turn 2.3	App Total						App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	Int Total
1630 - 1645	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1645 - 1700	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Bloomingdale, GA

Site 2
River Rd Spur N

GA-30 (West)
GA-30 (East)

Date
Tuesday, April 21, 2026

Lat/Long
32.168186°, -81.385228°
Click here for Map

Weather
Fair
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0700 - 0900 (Weekday 2h Session) (04-21-2026)

All vehicles

TIME	Northbound River Rd Spur N Left 2.1	Right 2.2	U-Turn 2.3	App Total	Eastbound GA-30 (West) Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Westbound GA-30 (East) Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	26	3	0	29	108	0	0	108	3	52	0	55	192
0715 - 0730	17	16	0	33	122	0	0	122	11	62	0	73	228
0730 - 0745	15	13	0	28	166	0	0	166	9	60	0	69	263
0745 - 0800	8	13	0	21	132	1	0	133	5	71	0	76	230
Hourly Total	66	45	0	**111**	528	1	0	**529**	28	245	0	**273**	**913**
0800 - 0815	14	13	0	27	108	0	0	108	2	46	0	48	183
0815 - 0830	4	8	0	12	88	0	0	88	8	54	0	62	162
0830 - 0845	6	6	0	12	85	1	0	86	10	45	0	55	153
0845 - 0900	6	4	0	10	86	1	0	87	6	56	0	62	159
Hourly Total	30	31	0	**61**	367	2	0	**369**	26	201	0	**227**	**657**
Grand Total	96	76	0	**172**	895	3	0	**898**	54	446	0	**500**	**1570**
Approach %	55.81	44.19	0.00	-	99.67	0.33	0.00	-	10.80	89.20	0.00	-	
Intersection %	6.11	4.84	0.00	10.96	57.01	0.19	0.00	57.20	3.44	28.41	0.00	31.85	
Heavy Vehicle %	28	12	-	**21**	20	0	-	**20**	24	34	-	**33**	**24**
PHF	0.63	0.70	0.00	**0.84**	0.80	0.25	0.00	**0.80**	0.64	0.86	0.00	**0.90**	**0.87**
Peak Hour Total	66	45	0	**111**	528	1	0	**529**	28	245	0	**273**	**913**
Peak Hour HV %	15	11	0	**14**	16	0	0	**16**	29	25	0	**26**	**18**

1600 - 1800 (Weekday 2h Session) (04-21-2026)

All vehicles

TIME	Northbound River Rd Spur N Left 2.1	Right 2.2	U-Turn 2.3	App Total	Eastbound GA-30 (West) Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Westbound GA-30 (East) Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	27	13	0	40	77	0	0	77	16	174	0	190	307
1615 - 1630	41	15	0	56	70	1	0	71	12	149	0	161	288
1630 - 1645	55	10	0	65	76	0	0	76	10	184	0	194	335
1645 - 1700	63	5	0	68	58	2	0	60	12	146	0	158	286
Hourly Total	186	43	0	**229**	281	3	0	**284**	50	653	0	**703**	**1216**
1700 - 1715	52	7	0	59	76	1	0	77	15	153	0	168	304
1715 - 1730	56	6	0	62	95	2	0	97	8	132	0	140	299
1730 - 1745	54	13	0	67	70	1	0	71	10	180	0	190	328
1745 - 1800	40	9	0	49	71	0	0	71	10	124	0	134	254
Hourly Total	202	35	0	**237**	312	4	0	**316**	43	589	0	**632**	**1185**
Grand Total	388	78	0	**466**	593	7	0	**600**	93	1242	0	**1335**	**2401**
Approach %	83.26	16.74	0.00	-	98.83	1.17	0.00	-	6.97	93.03	0.00	-	
Intersection %	16.16	3.25	0.00	19.41	24.70	0.29	0.00	24.99	3.87	51.73	0.00	55.60	
Heavy Vehicle %	5	6	-	**5**	10	0	-	**10**	9	13	-	**13**	**11**
PHF	0.90	0.70	0.00	**0.93**	0.80	0.63	0.00	**0.80**	0.75	0.84	0.00	**0.85**	**0.91**
Peak Hour Total	226	28	0	**254**	305	5	0	**310**	45	615	0	**660**	**1224**
Peak Hour HV %	4	4	0	**4**	8	0	0	**8**	7	13	0	**13**	**10**

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

Marr Traffic DATA COLLECTION

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GA-30 (West)
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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	River Rd Spur N				GA-30 (West)				GA-30 (East)				
TIME	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	22	3	0	25	92	0	0	92	2	37	0	39	156
0715 - 0730	15	14	0	29	103	0	0	103	8	50	0	58	190
0730 - 0745	11	11	0	22	141	0	0	141	5	46	0	51	214
0745 - 0800	8	12	0	20	109	1	0	110	5	50	0	55	185
Hourly Total	56	40	0	**96**	445	1	0	**446**	20	183	0	**203**	**745**
0800 - 0815	7	11	0	18	84	0	0	84	2	31	0	33	135
0815 - 0830	3	8	0	11	65	0	0	65	8	33	0	41	117
0830 - 0845	1	5	0	6	54	1	0	55	7	22	0	29	90
0845 - 0900	2	3	0	5	68	1	0	69	4	25	0	29	103
Hourly Total	13	27	0	**40**	271	2	0	**273**	21	111	0	**132**	**445**
Grand Total	69	67	0	**136**	716	3	0	**719**	41	294	0	**335**	**1190**
Approach %	50.74	49.26	0.00	-	99.58	0.42	0.00	-	12.24	87.76	0.00	-	
Intersection %	5.80	5.63	0.00	11.43	60.17	0.25	0.00	60.42	3.45	24.71	0.00	28.15	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	River Rd Spur N				GA-30 (West)				GA-30 (East)				
TIME	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	26	11	0	37	63	0	0	63	13	147	0	160	260
1615 - 1630	37	14	0	51	57	1	0	58	10	123	0	133	242
1630 - 1645	53	9	0	62	66	0	0	66	9	155	0	164	292
1645 - 1700	59	5	0	64	53	2	0	55	12	123	0	135	254
Hourly Total	175	39	0	**214**	239	3	0	**242**	44	548	0	**592**	**1048**
1700 - 1715	50	7	0	57	72	1	0	73	14	134	0	148	278
1715 - 1730	54	6	0	60	89	2	0	91	7	120	0	127	278
1730 - 1745	52	12	0	64	64	1	0	65	10	162	0	172	301
1745 - 1800	39	9	0	48	67	0	0	67	10	115	0	125	240
Hourly Total	195	34	0	**229**	292	4	0	**296**	41	531	0	**572**	**1097**
Grand Total	370	73	0	**443**	531	7	0	**538**	85	1079	0	**1164**	**2145**
Approach %	83.52	16.48	0.00	-	98.70	1.30	0.00	-	7.30	92.70	0.00	-	
Intersection %	17.25	3.40	0.00	20.65	24.76	0.33	0.00	25.08	3.96	50.30	0.00	54.27	

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

Marr Traffic DATA COLLECTION

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Bloomingdale, GA

Site 2
River Rd Spur N

GA-30 (West)
GA-30 (East)

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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Single Unit Trucks (4-7)

TIME	Northbound: River Rd Spur N				Eastbound: GA-30 (West)				Westbound: GA-30 (East)				
	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	4	0	0	4	5	0	0	5	1	5	0	6	15
0715 - 0730	1	2	0	3	3	0	0	3	3	3	0	6	12
0730 - 0745	4	2	0	6	6	0	0	6	4	4	0	8	20
0745 - 0800	0	1	0	1	5	0	0	5	0	7	0	7	13
Hourly Total	9	5	0	**14**	19	0	0	**19**	8	19	0	**27**	**60**
0800 - 0815	4	2	0	6	5	0	0	5	0	10	0	10	21
0815 - 0830	1	0	0	1	3	0	0	3	0	7	0	7	11
0830 - 0845	2	1	0	3	9	0	0	9	2	1	0	3	15
0845 - 0900	4	1	0	5	2	0	0	2	2	7	0	9	16
Hourly Total	11	4	0	**15**	19	0	0	**19**	4	25	0	**29**	**63**
Grand Total	20	9	0	**29**	38	0	0	**38**	12	44	0	**56**	**123**
Approach %	68.97	31.03	0.00	-	100.00	0.00	0.00	-	21.43	78.57	0.00	-	
Intersection %	16.26	7.32	0.00	23.58	30.89	0.00	0.00	30.89	9.76	35.77	0.00	45.53	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Single Unit Trucks (4-7)

TIME	Northbound: River Rd Spur N				Eastbound: GA-30 (West)				Westbound: GA-30 (East)				
	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	1	2	0	3	2	0	0	2	3	6	0	9	14
1615 - 1630	4	1	0	5	6	0	0	6	2	5	0	7	18
1630 - 1645	2	1	0	3	4	0	0	4	0	5	0	5	12
1645 - 1700	3	0	0	3	3	0	0	3	0	4	0	4	10
Hourly Total	10	4	0	**14**	15	0	0	**15**	5	20	0	**25**	**54**
1700 - 1715	2	0	0	2	1	0	0	1	0	4	0	4	7
1715 - 1730	2	0	0	2	0	0	0	0	1	1	0	2	4
1730 - 1745	2	0	0	2	1	0	0	1	0	2	0	2	5
1745 - 1800	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	6	0	0	**6**	3	0	0	**3**	1	7	0	**8**	**17**
Grand Total	16	4	0	**20**	18	0	0	**18**	6	27	0	**33**	**71**
Approach %	80.00	20.00	0.00	-	100.00	0.00	0.00	-	18.18	81.82	0.00	-	
Intersection %	22.54	5.63	0.00	28.17	25.35	0.00	0.00	25.35	8.45	38.03	0.00	46.48	

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

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GA-30 (East)

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Combination Trucks (8-13)

TIME	Northbound River Rd Spur N Left 2.1	Right 2.2	U-Turn 2.3	App Total	Eastbound GA-30 (West) Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Westbound GA-30 (East) Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	0	0	0	0	11	0	0	11	0	10	0	10	21
0715 - 0730	1	0	0	1	16	0	0	16	0	9	0	9	26
0730 - 0745	0	0	0	0	19	0	0	19	0	10	0	10	29
0745 - 0800	0	0	0	0	18	0	0	18	0	14	0	14	32
Hourly Total	1	0	0	**1**	64	0	0	**64**	0	43	0	**43**	**108**
0800 - 0815	3	0	0	3	19	0	0	19	0	5	0	5	27
0815 - 0830	0	0	0	0	20	0	0	20	0	14	0	14	34
0830 - 0845	3	0	0	3	22	0	0	22	1	22	0	23	48
0845 - 0900	0	0	0	0	16	0	0	16	0	24	0	24	40
Hourly Total	6	0	0	**6**	77	0	0	**77**	1	65	0	**66**	**149**
Grand Total	7	0	0	**7**	141	0	0	**141**	1	108	0	**109**	**257**
Approach %	100.00	0.00	0.00	-	100.00	0.00	0.00	-	0.92	99.08	0.00	-	
Intersection %	2.72	0.00	0.00	2.72	54.86	0.00	0.00	54.86	0.39	42.02	0.00	42.41	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Combination Trucks (8-13)

TIME	Northbound River Rd Spur N Left 2.1	Right 2.2	U-Turn 2.3	App Total	Eastbound GA-30 (West) Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Westbound GA-30 (East) Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	0	0	0	0	12	0	0	12	0	21	0	21	33
1615 - 1630	0	0	0	0	7	0	0	7	0	21	0	21	28
1630 - 1645	0	0	0	0	6	0	0	6	1	24	0	25	31
1645 - 1700	1	0	0	1	2	0	0	2	0	19	0	19	22
Hourly Total	1	0	0	**1**	27	0	0	**27**	1	85	0	**86**	**114**
1700 - 1715	0	0	0	0	3	0	0	3	1	15	0	16	19
1715 - 1730	0	0	0	0	6	0	0	6	0	11	0	11	17
1730 - 1745	0	1	0	1	5	0	0	5	0	16	0	16	22
1745 - 1800	1	0	0	1	3	0	0	3	0	9	0	9	13
Hourly Total	1	1	0	**2**	17	0	0	**17**	1	51	0	**52**	**71**
Grand Total	2	1	0	**3**	44	0	0	**44**	2	136	0	**138**	**185**
Approach %	66.67	33.33	0.00	-	100.00	0.00	0.00	-	1.45	98.55	0.00	-	
Intersection %	1.08	0.54	0.00	1.62	23.78	0.00	0.00	23.78	1.08	73.51	0.00	74.59	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

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Bloomingdale, GA

Site 2
River Rd Spur N

GA-30 (West)
GA-30 (East)

Date
Tuesday, April 21, 2026

Lat/Long
32.168186°, -81.385228°
Click here for Map

Weather
Fair
62°F
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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Bicycles

TIME	Northbound River Rd Spur N Left 2.1	Right 2.2	U-Turn 2.3	App Total	Eastbound GA-30 (West) Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Westbound GA-30 (East) Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Bicycles

TIME	Northbound River Rd Spur N Left 2.1	Right 2.2	U-Turn 2.3	App Total	Eastbound GA-30 (West) Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Westbound GA-30 (East) Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Bloomingdale, GA

Site 2
River Rd Spur N

GA-30 (West)
GA-30 (East)

Date
Tuesday, April 21, 2026

Lat/Long
32.168186°, -81.385228°
Click here for Map

Weather
Fair
62°F
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0700 - 0900 (Weekday 2h Session) (04-21-2026)

All Trucks (4-13)

	Northbound				Eastbound				Westbound				
	River Rd Spur N				GA-30 (West)				GA-30 (East)				
TIME	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	4	0	0	4	16	0	0	16	1	15	0	16	36
0715 - 0730	2	2	0	4	19	0	0	19	3	12	0	15	38
0730 - 0745	4	2	0	6	25	0	0	25	4	14	0	18	49
0745 - 0800	0	1	0	1	23	0	0	23	0	21	0	21	45
Hourly Total	10	5	0	**15**	83	0	0	**83**	8	62	0	**70**	**168**
0800 - 0815	7	2	0	9	24	0	0	24	0	15	0	15	48
0815 - 0830	1	0	0	1	23	0	0	23	0	21	0	21	45
0830 - 0845	5	1	0	6	31	0	0	31	3	23	0	26	63
0845 - 0900	4	1	0	5	18	0	0	18	2	31	0	33	56
Hourly Total	17	4	0	**21**	96	0	0	**96**	5	90	0	**95**	**212**
Grand Total	27	9	0	**36**	179	0	0	**179**	13	152	0	**165**	**380**
Approach %	75.00	25.00	0.00	-	100.00	0.00	0.00	-	7.88	92.12	0.00	-	
Intersection %	7.11	2.37	0.00	9.47	47.11	0.00	0.00	47.11	3.42	40.00	0.00	43.42	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

All Trucks (4-13)

	Northbound				Eastbound				Westbound				
	River Rd Spur N				GA-30 (West)				GA-30 (East)				
TIME	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	1	2	0	3	14	0	0	14	3	27	0	30	47
1615 - 1630	4	1	0	5	13	0	0	13	2	26	0	28	46
1630 - 1645	2	1	0	3	10	0	0	10	1	29	0	30	43
1645 - 1700	4	0	0	4	5	0	0	5	0	23	0	23	32
Hourly Total	11	4	0	**15**	42	0	0	**42**	6	105	0	**111**	**168**
1700 - 1715	2	0	0	2	4	0	0	4	1	19	0	20	26
1715 - 1730	2	0	0	2	6	0	0	6	1	12	0	13	21
1730 - 1745	2	1	0	3	6	0	0	6	0	18	0	18	27
1745 - 1800	1	0	0	1	4	0	0	4	0	9	0	9	14
Hourly Total	7	1	0	**8**	20	0	0	**20**	2	58	0	**60**	**88**
Grand Total	18	5	0	**23**	62	0	0	**62**	8	163	0	**171**	**256**
Approach %	78.26	21.74	0.00	-	100.00	0.00	0.00	-	4.68	95.32	0.00	-	
Intersection %	7.03	1.95	0.00	8.98	24.22	0.00	0.00	24.22	3.13	63.67	0.00	66.80	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Bloomingdale, GA

Site 2
River Rd Spur N

GA-30 (West)
GA-30 (East)

Date
Tuesday, April 21, 2026

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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Pedestrians

	Northbound			Eastbound			Westbound			
	River Rd Spur N			GA-30 (West)			GA-30 (East)			
TIME	EB 2a	WB 2b	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Pedestrians

	Northbound			Eastbound			Westbound			
	River Rd Spur N			GA-30 (West)			GA-30 (East)			
TIME	EB 2a	WB 2b	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

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GA-30 (East)

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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Bicycles

	Northbound			Eastbound			Westbound			
	River Rd Spur N			GA-30 (West)			GA-30 (East)			
TIME	EB 2a	WB 2b	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Bicycles

	Northbound			Eastbound			Westbound			
	River Rd Spur N			GA-30 (West)			GA-30 (East)			
TIME	EB 2a	WB 2b	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Bloomingdale, GA

Site 2
River Rd Spur N

GA-30 (West)
GA-30 (East)

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Tuesday, April 21, 2026

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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Motorized Vehicles

	Northbound			Eastbound			Westbound			
	River Rd Spur N			GA-30 (West)			GA-30 (East)			
TIME	EB 2a	WB 2b	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Motorized Vehicles

	Northbound			Eastbound			Westbound			
	River Rd Spur N			GA-30 (West)			GA-30 (East)			
TIME	EB 2a	WB 2b	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Click here for Map

Bloomingdale, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, April 21, 2026		
	Fair	62°F
Period	0700 - 0900	**APPLY**
Peak Hour	0700 - 0800	**APPLY**
Global PH	0700 - 0800	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound Old River Rd Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Southbound Driveway Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Eastbound GA-30 (West) Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Westbound GA-30 (East) Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0700 - 0715	23	0	0	-	0	23	0	0	0	-	0	0	0	107	90	-	0	197	0	79	0	-	0	79	299
0715 - 0730	21	0	0	-	0	21	0	0	0	-	0	0	0	121	96	-	0	217	0	78	0	-	0	78	316
0730 - 0745	17	0	0	-	0	17	0	0	0	-	0	0	0	165	102	-	0	267	0	77	0	-	0	77	361
0745 - 0800	23	0	0	-	0	23	1	0	3	-	0	4	0	133	89	-	0	222	2	76	1	-	0	79	328
Total	84	0	0	0	0	84	1	0	3	0	0	4	0	526	377	0	0	903	2	310	1	0	0	313	1304
Approach %	100.00	0.00	0.00	0.00	0.00	-	25.00	0.00	75.00	0.00	0.00	-	0.00	58.25	41.75	0.00	0.00	-	0.64	99.04	0.32	0.00	0.00	-	
PHF	0.91	0.00	0.00	0.00	0.00	**0.91**	0.25	0.00	0.25	0.00	0.00	**0.25**	0.00	0.80	0.92	0.00	0.00	**0.85**	0.25	0.98	0.25	0.00	0.00	**0.99**	**0.90**

Passenger Vehicles (1-3)

Time	Northbound Old River Rd Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Southbound Driveway Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Eastbound GA-30 (West) Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Westbound GA-30 (East) Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0700 - 0715	21	0	0	-	0	21	0	0	0	-	0	0	0	91	83	-	0	174	0	60	0	-	0	60	255
0715 - 0730	19	0	0	-	0	19	0	0	0	-	0	0	0	102	91	-	0	193	0	63	0	-	0	63	275
0730 - 0745	16	0	0	-	0	16	0	0	0	-	0	0	0	140	93	-	0	233	0	59	0	-	0	59	308
0745 - 0800	23	0	0	-	0	23	1	0	3	-	0	4	0	110	78	-	0	188	2	56	1	-	0	59	274
Total	79	0	0	0	0	79	1	0	3	0	0	4	0	443	345	0	0	788	2	238	1	0	0	241	1112
Approach %	100.00	0.00	0.00	0.00	0.00	-	25.00	0.00	75.00	0.00	0.00	-	0.00	56.22	43.78	0.00	0.00	-	0.83	98.76	0.41	0.00	0.00	-	
PHF	0.86	0.00	0.00	0.00	0.00	**0.86**	0.25	0.00	0.25	0.00	0.00	**0.25**	0.00	0.79	0.93	0.00	0.00	**0.85**	0.25	0.94	0.25	0.00	0.00	**0.96**	**0.90**

Single Unit Trucks (4-7)

Time	Northbound Old River Rd Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Southbound Driveway Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Eastbound GA-30 (West) Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Westbound GA-30 (East) Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0700 - 0715	1	0	0	-	0	1	0	0	0	-	0	0	0	5	4	-	0	9	0	9	0	-	0	9	19
0715 - 0730	1	0	0	-	0	1	0	0	0	-	0	0	0	3	3	-	0	6	0	5	0	-	0	5	12
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	6	7	-	0	13	0	8	0	-	0	8	21
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	5	7	-	0	12	0	6	0	-	0	6	18
Total	2	0	0	0	0	2	0	0	0	0	0	0	0	19	21	0	0	40	0	28	0	0	0	28	70
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	47.50	52.50	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.50	0.00	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.79	0.75	0.00	0.00	**0.77**	0.00	0.78	0.00	0.00	0.00	**0.78**	**0.83**

Combination Trucks (8-13)

Time	Northbound Old River Rd Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Southbound Driveway Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Eastbound GA-30 (West) Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Westbound GA-30 (East) Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0700 - 0715	1	0	0	-	0	1	0	0	0	-	0	0	0	11	3	-	0	14	0	10	0	-	0	10	25
0715 - 0730	1	0	0	-	0	1	0	0	0	-	0	0	0	16	2	-	0	18	0	10	0	-	0	10	29
0730 - 0745	1	0	0	-	0	1	0	0	0	-	0	0	0	19	2	-	0	21	0	10	0	-	0	10	32
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	18	4	-	0	22	0	14	0	-	0	14	36
Total	3	0	0	0	0	3	0	0	0	0	0	0	0	64	11	0	0	75	0	44	0	0	0	44	122
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	85.33	14.67	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.75	0.00	0.00	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.84	0.69	0.00	0.00	**0.85**	0.00	0.79	0.00	0.00	0.00	**0.79**	**0.85**

Bicycles

Time	Northbound Old River Rd Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Southbound Driveway Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Eastbound GA-30 (West) Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Westbound GA-30 (East) Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Bloomingdale, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, April 21, 2026		
	Fair	62°F
Period	1600 - 1800	**APPLY**
Peak Hour	1630 - 1730	**APPLY**
Global PH	1645 - 1745	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Old River Rd						Driveway						GA-30 (West)						GA-30 (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1630 - 1645	43	0	0	-	0	43	1	0	0	-	0	1	0	76	35	-	0	111	0	238	0	-	0	238	393
1645 - 1700	54	0	0	-	0	54	0	0	0	-	0	0	1	60	38	-	0	99	0	213	0	-	0	213	366
1700 - 1715	46	0	2	-	0	48	0	0	0	-	0	0	1	75	25	-	0	101	0	205	0	-	0	205	354
1715 - 1730	40	0	2	-	0	42	0	0	0	-	0	0	1	95	30	-	0	126	0	189	0	-	0	189	357
Total	183	0	4	0	0	187	1	0	0	0	0	1	3	306	128	0	0	437	0	845	0	0	0	845	1470
Approach %	97.86	0.00	2.14	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.69	70.02	29.29	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.85	0.00	0.50	0.00	0.00	**0.87**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.75	0.81	0.84	0.00	0.00	**0.87**	0.00	0.89	0.00	0.00	0.00	**0.89**	**0.94**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Old River Rd						Driveway						GA-30 (West)						GA-30 (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1630 - 1645	41	0	0	-	0	41	1	0	0	-	0	1	0	65	34	-	0	99	0	207	0	-	0	207	348
1645 - 1700	53	0	0	-	0	53	0	0	0	-	0	0	1	55	34	-	0	90	0	186	0	-	0	186	329
1700 - 1715	46	0	2	-	0	48	0	0	0	-	0	0	1	71	23	-	0	95	0	183	0	-	0	183	326
1715 - 1730	35	0	2	-	0	37	0	0	0	-	0	0	1	89	30	-	0	120	0	176	0	-	0	176	333
Total	175	0	4	0	0	179	1	0	0	0	0	1	3	280	121	0	0	404	0	752	0	0	0	752	1336
Approach %	97.77	0.00	2.23	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.74	69.31	29.95	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.83	0.00	0.50	0.00	0.00	**0.84**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.75	0.79	0.89	0.00	0.00	**0.84**	0.00	0.91	0.00	0.00	0.00	**0.91**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Old River Rd						Driveway						GA-30 (West)						GA-30 (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1630 - 1645	2	0	0	-	0	2	0	0	0	-	0	0	0	5	0	-	0	5	0	7	0	-	0	7	14
1645 - 1700	1	0	0	-	0	1	0	0	0	-	0	0	0	3	3	-	0	6	0	7	0	-	0	7	14
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	7	0	-	0	7	8
1715 - 1730	3	0	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	5
Total	6	0	0	0	0	6	0	0	0	0	0	0	0	9	3	0	0	12	0	23	0	0	0	23	41
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	75.00	25.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.50	0.00	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.45	0.25	0.00	0.00	**0.50**	0.00	0.82	0.00	0.00	0.00	**0.82**	**0.73**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Old River Rd						Driveway						GA-30 (West)						GA-30 (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	6	1	-	0	7	0	24	0	-	0	24	31
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	2	1	-	0	3	0	20	0	-	0	20	23
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	3	2	-	0	5	0	15	0	-	0	15	20
1715 - 1730	2	0	0	-	0	2	0	0	0	-	0	0	0	6	0	-	0	6	0	11	0	-	0	11	19
Total	2	0	0	0	0	2	0	0	0	0	0	0	0	17	4	0	0	21	0	70	0	0	0	70	93
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	80.95	19.05	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.71	0.50	0.00	0.00	**0.75**	0.00	0.73	0.00	0.00	0.00	**0.73**	**0.75**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Old River Rd						Driveway						GA-30 (West)						GA-30 (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Bloomingdale, GA

Site 1
Old River Rd
Driveway
GA-30 (West)
GA-30 (East)

Date
Tuesday, April 21, 2026

Lat/Long
32.169218°, -81.386604°
Click here for Map

Weather
Fair
62°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (04-21-2026)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd					Driveway					GA-30 (West)					GA-30 (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	23	0	0	0	23	0	0	0	0	0	0	107	90	0	197	0	79	0	0	79	299
0715 - 0730	21	0	0	0	21	0	0	0	0	0	0	121	96	0	217	0	78	0	0	78	316
0730 - 0745	17	0	0	0	17	0	0	0	0	0	0	165	102	0	267	0	77	0	0	77	361
0745 - 0800	23	0	0	0	23	1	0	3	0	4	0	133	89	0	222	2	76	1	0	79	328
Hourly Total	84	0	0	0	**84**	1	0	3	0	**4**	0	526	377	0	**903**	2	310	1	0	**313**	**1304**
0800 - 0815	20	0	0	0	20	0	0	0	0	0	0	106	70	0	176	0	60	0	0	60	256
0815 - 0830	21	0	1	0	22	0	0	1	0	1	0	88	61	0	149	0	57	0	0	57	229
0830 - 0845	19	0	0	0	19	1	0	0	0	1	2	87	55	0	144	0	49	0	0	49	213
0845 - 0900	15	1	0	0	16	1	0	0	0	1	0	87	48	0	135	0	63	0	0	63	215
Hourly Total	75	1	1	0	**77**	2	0	1	0	**3**	2	368	234	0	**604**	0	229	0	0	**229**	**913**
Grand Total	159	1	1	0	**161**	3	0	4	0	**7**	2	894	611	0	**1507**	2	539	1	0	**542**	**2217**
Approach %	98.76	0.62	0.62	0.00	-	42.86	0.00	57.14	0.00	-	0.13	59.32	40.54	0.00	-	0.37	99.45	0.18	0.00	-	
Intersection %	7.17	0.05	0.05	0.00	7.26	0.14	0.00	0.18	0.00	0.32	0.09	40.32	27.56	0.00	67.97	0.09	24.31	0.05	0.00	24.45	
Heavy Vehicle %	4	0	0	-	**4**	0	-	0	-	**0**	0	20	9	-	**15**	0	33	0	-	**33**	**19**
PHF	0.91	0.00	0.00	0.00	**0.91**	0.25	0.00	0.25	0.00	**0.25**	0.00	0.80	0.92	0.00	**0.85**	0.25	0.98	0.25	0.00	**0.99**	**0.90**
Peak Hour Total	84	0	0	0	**84**	1	0	3	0	**4**	0	526	377	0	**903**	2	310	1	0	**313**	**1304**
Peak Hour HV %	6	0	0	0	**6**	0	0	0	0	**0**	0	16	8	0	**13**	0	23	0	0	**23**	**15**

1600 - 1800 (Weekday 2h Session) (04-21-2026)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd					Driveway					GA-30 (West)					GA-30 (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	29	1	0	0	30	0	0	0	0	0	0	78	29	0	107	0	197	0	0	197	334
1615 - 1630	50	1	0	0	51	0	0	0	0	0	0	68	31	0	99	0	188	0	0	188	338
1630 - 1645	43	0	0	0	43	1	0	0	0	1	0	76	35	0	111	0	238	0	0	238	393
1645 - 1700	54	0	0	0	54	0	0	0	0	0	1	60	38	0	99	0	213	0	0	213	366
Hourly Total	176	2	0	0	**178**	1	0	0	0	**1**	1	282	133	0	**416**	0	836	0	0	**836**	**1431**
1700 - 1715	46	0	2	0	48	0	0	0	0	0	1	75	25	0	101	0	205	0	0	205	354
1715 - 1730	40	0	2	0	42	0	0	0	0	0	1	95	30	0	126	0	189	0	0	189	357
1730 - 1745	45	0	1	0	46	1	0	0	0	1	0	70	36	0	106	0	230	1	0	231	384
1745 - 1800	48	0	1	0	49	0	0	0	0	0	0	70	20	0	90	0	169	0	0	169	308
Hourly Total	179	0	6	0	**185**	1	0	0	0	**1**	2	310	111	0	**423**	0	793	1	0	**794**	**1403**
Grand Total	355	2	6	0	**363**	2	0	0	0	**2**	3	592	244	0	**839**	0	1629	1	0	**1630**	**2834**
Approach %	97.80	0.55	1.65	0.00	-	100.00	0.00	0.00	0.00	-	0.36	70.56	29.08	0.00	-	0.00	99.94	0.06	0.00	-	
Intersection %	12.53	0.07	0.21	0.00	12.81	0.07	0.00	0.00	0.00	0.07	0.11	20.89	8.61	0.00	29.60	0.00	57.48	0.04	0.00	57.52	
Heavy Vehicle %	7	0	0	-	**7**	0	-	-	-	**0**	0	10	5	-	**9**	-	11	0	-	**11**	**10**
PHF	0.85	0.00	0.50	0.00	**0.87**	0.25	0.00	0.00	0.00	**0.25**	0.75	0.81	0.84	0.00	**0.87**	0.00	0.89	0.00	0.00	**0.89**	**0.94**
Peak Hour Total	183	0	4	0	**187**	1	0	0	0	**1**	3	306	128	0	**437**	0	845	0	0	**845**	**1470**
Peak Hour HV %	4	0	0	0	**4**	0	0	0	0	**0**	0	8	5	0	**8**	0	11	0	0	**11**	**9**

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Bloomingdale, GA

Site 1
Old River Rd
Driveway
GA-30 (West)
GA-30 (East)

Date
Tuesday, April 21, 2026

Lat/Long
32.169218°, -81.386604°
Click here for Map

Weather
Fair
62°F
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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd					Driveway					GA-30 (West)					GA-30 (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	21	0	0	0	21	0	0	0	0	0	0	91	83	0	174	0	60	0	0	60	255
0715 - 0730	19	0	0	0	19	0	0	0	0	0	0	102	91	0	193	0	63	0	0	63	275
0730 - 0745	16	0	0	0	16	0	0	0	0	0	0	140	93	0	233	0	59	0	0	59	308
0745 - 0800	23	0	0	0	23	1	0	3	0	4	0	110	78	0	188	2	56	1	0	59	274
Hourly Total	79	0	0	0	**79**	1	0	3	0	**4**	0	443	345	0	**788**	2	238	1	0	**241**	**1112**
0800 - 0815	20	0	0	0	20	0	0	0	0	0	0	82	66	0	148	0	38	0	0	38	206
0815 - 0830	21	0	1	0	22	0	0	1	0	1	0	65	55	0	120	0	35	0	0	35	178
0830 - 0845	18	0	0	0	18	1	0	0	0	1	2	56	48	0	106	0	21	0	0	21	146
0845 - 0900	15	1	0	0	16	1	0	0	0	1	0	69	45	0	114	0	28	0	0	28	159
Hourly Total	74	1	1	0	**76**	2	0	1	0	**3**	2	272	214	0	**488**	0	122	0	0	**122**	**689**
Grand Total	153	1	1	0	**155**	3	0	4	0	**7**	2	715	559	0	**1276**	2	360	1	0	**363**	**1801**
Approach %	98.71	0.65	0.65	0.00	-	42.86	0.00	57.14	0.00	-	0.16	56.03	43.81	0.00	-	0.55	99.17	0.28	0.00	-	
Intersection %	8.50	0.06	0.06	0.00	8.61	0.17	0.00	0.22	0.00	0.39	0.11	39.70	31.04	0.00	70.85	0.11	19.99	0.06	0.00	20.16	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd					Driveway					GA-30 (West)					GA-30 (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	23	1	0	0	24	0	0	0	0	0	0	63	29	0	92	0	169	0	0	169	285
1615 - 1630	45	1	0	0	46	0	0	0	0	0	0	57	30	0	87	0	158	0	0	158	291
1630 - 1645	41	0	0	0	41	1	0	0	0	1	0	65	34	0	99	0	207	0	0	207	348
1645 - 1700	53	0	0	0	53	0	0	0	0	0	1	55	34	0	90	0	186	0	0	186	329
Hourly Total	162	2	0	0	**164**	1	0	0	0	**1**	1	240	127	0	**368**	0	720	0	0	**720**	**1253**
1700 - 1715	46	0	2	0	48	0	0	0	0	0	1	71	23	0	95	0	183	0	0	183	326
1715 - 1730	35	0	2	0	37	0	0	0	0	0	1	89	30	0	120	0	176	0	0	176	333
1730 - 1745	43	0	1	0	44	1	0	0	0	1	0	64	33	0	97	0	210	1	0	211	353
1745 - 1800	44	0	1	0	45	0	0	0	0	0	0	66	20	0	86	0	159	0	0	159	290
Hourly Total	168	0	6	0	**174**	1	0	0	0	**1**	2	290	106	0	**398**	0	728	1	0	**729**	**1302**
Grand Total	330	2	6	0	**338**	2	0	0	0	**2**	3	530	233	0	**766**	0	1448	1	0	**1449**	**2555**
Approach %	97.63	0.59	1.78	0.00	-	100.00	0.00	0.00	0.00	-	0.39	69.19	30.42	0.00	-	0.00	99.93	0.07	0.00	-	
Intersection %	12.92	0.08	0.23	0.00	13.23	0.08	0.00	0.00	0.00	0.08	0.12	20.74	9.12	0.00	29.98	0.00	56.67	0.04	0.00	56.71	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Bloomingdale, GA

Site 1
Old River Rd
Driveway
GA-30 (West)
GA-30 (East)

Date
Tuesday, April 21, 2026

Lat/Long
32.169218°, -81.386604°
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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd					Driveway					GA-30 (West)					GA-30 (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	1	0	0	0	1	0	0	0	0	0	0	5	4	0	9	0	9	0	0	9	19
0715 - 0730	1	0	0	0	1	0	0	0	0	0	0	3	3	0	6	0	5	0	0	5	12
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	6	7	0	13	0	8	0	0	8	21
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	5	7	0	12	0	6	0	0	6	18
Hourly Total	2	0	0	0	**2**	0	0	0	0	**0**	0	19	21	0	**40**	0	28	0	0	**28**	**70**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	5	4	0	9	0	14	0	0	14	23
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	3	5	0	8	0	8	0	0	8	16
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	9	2	0	11	0	3	0	0	3	14
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	0	11	0	0	11	15
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	19	13	0	**32**	0	36	0	0	**36**	**68**
Grand Total	2	0	0	0	**2**	0	0	0	0	**0**	0	38	34	0	**72**	0	64	0	0	**64**	**138**
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	52.78	47.22	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	1.45	0.00	0.00	0.00	1.45	0.00	0.00	0.00	0.00	0.00	0.00	27.54	24.64	0.00	52.17	0.00	46.38	0.00	0.00	46.38	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd					Driveway					GA-30 (West)					GA-30 (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	6	0	0	0	6	0	0	0	0	0	0	4	0	0	4	0	7	0	0	7	17
1615 - 1630	4	0	0	0	4	0	0	0	0	0	0	3	1	0	4	0	9	0	0	9	17
1630 - 1645	2	0	0	0	2	0	0	0	0	0	0	5	0	0	5	0	7	0	0	7	14
1645 - 1700	1	0	0	0	1	0	0	0	0	0	0	3	3	0	6	0	7	0	0	7	14
Hourly Total	13	0	0	0	**13**	0	0	0	0	**0**	0	15	4	0	**19**	0	30	0	0	**30**	**62**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	7	0	0	7	8
1715 - 1730	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
1730 - 1745	2	0	0	0	2	0	0	0	0	0	0	1	1	0	2	0	4	0	0	4	8
1745 - 1800	4	0	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Hourly Total	9	0	0	0	**9**	0	0	0	0	**0**	0	3	1	0	**4**	0	13	0	0	**13**	**26**
Grand Total	22	0	0	0	**22**	0	0	0	0	**0**	0	18	5	0	**23**	0	43	0	0	**43**	**88**
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	78.26	21.74	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	25.00	0.00	0.00	0.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	20.45	5.68	0.00	26.14	0.00	48.86	0.00	0.00	48.86	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Bloomingdale, GA

Site 1
Old River Rd
Driveway
GA-30 (West)
GA-30 (East)

Date
Tuesday, April 21, 2026

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Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd					Driveway					GA-30 (West)					GA-30 (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	1	0	0	0	1	0	0	0	0	0	0	11	3	0	14	0	10	0	0	10	25
0715 - 0730	1	0	0	0	1	0	0	0	0	0	0	16	2	0	18	0	10	0	0	10	29
0730 - 0745	1	0	0	0	1	0	0	0	0	0	0	19	2	0	21	0	10	0	0	10	32
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	18	4	0	22	0	14	0	0	14	36
Hourly Total	3	0	0	0	**3**	0	0	0	0	**0**	0	64	11	0	**75**	0	44	0	0	**44**	**122**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	8	0	0	8	27
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	20	1	0	21	0	14	0	0	14	35
0830 - 0845	1	0	0	0	1	0	0	0	0	0	0	22	5	0	27	0	25	0	0	25	53
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	16	1	0	17	0	24	0	0	24	41
Hourly Total	1	0	0	0	**1**	0	0	0	0	**0**	0	77	7	0	**84**	0	71	0	0	**71**	**156**
Grand Total	4	0	0	0	**4**	0	0	0	0	**0**	0	141	18	0	**159**	0	115	0	0	**115**	**278**
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	88.68	11.32	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	1.44	0.00	0.00	0.00	1.44	0.00	0.00	0.00	0.00	0.00	0.00	50.72	6.47	0.00	57.19	0.00	41.37	0.00	0.00	41.37	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd					Driveway					GA-30 (West)					GA-30 (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	21	0	0	21	32
1615 - 1630	1	0	0	0	1	0	0	0	0	0	0	8	0	0	8	0	21	0	0	21	30
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	24	0	0	24	31
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	20	0	0	20	23
Hourly Total	1	0	0	0	**1**	0	0	0	0	**0**	0	27	2	0	**29**	0	86	0	0	**86**	**116**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	0	15	0	0	15	20
1715 - 1730	2	0	0	0	2	0	0	0	0	0	0	6	0	0	6	0	11	0	0	11	19
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	5	2	0	7	0	16	0	0	16	23
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	10	0	0	10	13
Hourly Total	2	0	0	0	**2**	0	0	0	0	**0**	0	17	4	0	**21**	0	52	0	0	**52**	**75**
Grand Total	3	0	0	0	**3**	0	0	0	0	**0**	0	44	6	0	**50**	0	138	0	0	**138**	**191**
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	88.00	12.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	1.57	0.00	0.00	0.00	1.57	0.00	0.00	0.00	0.00	0.00	0.00	23.04	3.14	0.00	26.18	0.00	72.25	0.00	0.00	72.25	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

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Bloomingdale, GA

Site 1
Old River Rd
Driveway
GA-30 (West)
GA-30 (East)

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Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd					Driveway					GA-30 (West)					GA-30 (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd					Driveway					GA-30 (West)					GA-30 (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

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GA-30 (East)

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All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd					Driveway					GA-30 (West)					GA-30 (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	2	0	0	0	2	0	0	0	0	0	0	16	7	0	23	0	19	0	0	19	44
0715 - 0730	2	0	0	0	2	0	0	0	0	0	0	19	5	0	24	0	15	0	0	15	41
0730 - 0745	1	0	0	0	1	0	0	0	0	0	0	25	9	0	34	0	18	0	0	18	53
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	23	11	0	34	0	20	0	0	20	54
Hourly Total	5	0	0	0	**5**	0	0	0	0	**0**	0	83	32	0	**115**	0	72	0	0	**72**	**192**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	24	4	0	28	0	22	0	0	22	50
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	23	6	0	29	0	22	0	0	22	51
0830 - 0845	1	0	0	0	1	0	0	0	0	0	0	31	7	0	38	0	28	0	0	28	67
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	18	3	0	21	0	35	0	0	35	56
Hourly Total	1	0	0	0	**1**	0	0	0	0	**0**	0	96	20	0	**116**	0	107	0	0	**107**	**224**
Grand Total	6	0	0	0	**6**	0	0	0	0	**0**	0	179	52	0	**231**	0	179	0	0	**179**	**416**
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	77.49	22.51	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	1.44	0.00	0.00	0.00	1.44	0.00	0.00	0.00	0.00	0.00	0.00	43.03	12.50	0.00	55.53	0.00	43.03	0.00	0.00	43.03	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Old River Rd					Driveway					GA-30 (West)					GA-30 (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	6	0	0	0	6	0	0	0	0	0	0	15	0	0	15	0	28	0	0	28	49
1615 - 1630	5	0	0	0	5	0	0	0	0	0	0	11	1	0	12	0	30	0	0	30	47
1630 - 1645	2	0	0	0	2	0	0	0	0	0	0	11	1	0	12	0	31	0	0	31	45
1645 - 1700	1	0	0	0	1	0	0	0	0	0	0	5	4	0	9	0	27	0	0	27	37
Hourly Total	14	0	0	0	**14**	0	0	0	0	**0**	0	42	6	0	**48**	0	116	0	0	**116**	**178**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	4	2	0	6	0	22	0	0	22	28
1715 - 1730	5	0	0	0	5	0	0	0	0	0	0	6	0	0	6	0	13	0	0	13	24
1730 - 1745	2	0	0	0	2	0	0	0	0	0	0	6	3	0	9	0	20	0	0	20	31
1745 - 1800	4	0	0	0	4	0	0	0	0	0	0	4	0	0	4	0	10	0	0	10	18
Hourly Total	11	0	0	0	**11**	0	0	0	0	**0**	0	20	5	0	**25**	0	65	0	0	**65**	**101**
Grand Total	25	0	0	0	**25**	0	0	0	0	**0**	0	62	11	0	**73**	0	181	0	0	**181**	**279**
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	84.93	15.07	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	8.96	0.00	0.00	0.00	8.96	0.00	0.00	0.00	0.00	0.00	0.00	22.22	3.94	0.00	26.16	0.00	64.87	0.00	0.00	64.87	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Bloomingdale, GA

Site 1
Old River Rd
Driveway
GA-30 (West)
GA-30 (East)

Date
Tuesday, April 21, 2026

Lat/Long
32.169218°, -81.386604°
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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd			Driveway			GA-30 (West)			GA-30 (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd			Driveway			GA-30 (West)			GA-30 (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

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Bloomingdale, GA

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Driveway
GA-30 (West)
GA-30 (East)

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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd			Driveway			GA-30 (West)			GA-30 (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd			Driveway			GA-30 (West)			GA-30 (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Bloomingdale, GA

Site 1
Old River Rd
Driveway
GA-30 (West)
GA-30 (East)

Date
Tuesday, April 21, 2026

Lat/Long
32.169218°, -81.386604°
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0700 - 0900 (Weekday 2h Session) (04-21-2026)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd			Driveway			GA-30 (West)			GA-30 (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (04-21-2026)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Old River Rd			Driveway			GA-30 (West)			GA-30 (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

APPENDIX B: Capacity Analysis Reports

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	0	131	0	0	0	0	181	42	303	233	0
Future Vol, veh/h	29	0	131	0	0	0	0	181	42	303	233	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	20	-	-	-	-	-	-	-	372	665	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	33	0	149	0	0	0	0	206	48	344	265	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1056	1159	132	-	0	0	206	0	0
Stage 1	953	953	-	-	-	-	-	-	-
Stage 2	103	206	-	-	-	-	-	-	-
Critical Hdwy	7	6.7	7.1	-	-	-	4.3	-	-
Critical Hdwy Stg 1	6	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4.1	3.4	-	-	-	2.3	-	-
Pot Cap-1 Maneuver	208	183	868	0	-	-	1306	-	0
Stage 1	317	318	-	0	-	-	-	-	0
Stage 2	887	711	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	153	0	868	-	-	-	1306	-	-
Mov Cap-2 Maneuver	153	0	-	-	-	-	-	-	-
Stage 1	317	0	-	-	-	-	-	-	-
Stage 2	653	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.52	0	4.94
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	153	868	1306	-
HCM Lane V/C Ratio	-	-	0.215	0.172	0.264	-
HCM Ctrl Dly (s/v)	-	-	34.9	10	8.7	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.6	1.1	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	39	3	76	91	120	0	0	500	19
Future Vol, veh/h	0	0	0	39	3	76	91	120	0	0	500	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	275	-	-	-	-	207
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	0	0	0	41	3	81	97	128	0	0	532	20

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	587	873	64	552	0	-	-	-	0	
Stage 1	321	321	-	-	-	-	-	-	-	
Stage 2	266	552	-	-	-	-	-	-	-	
Critical Hdwy	7	6.7	7.1	4.3	-	-	-	-	-	
Critical Hdwy Stg 1	6	5.7	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6	5.7	-	-	-	-	-	-	-	
Follow-up Hdwy	3.6	4.1	3.4	2.3	-	-	-	-	-	
Pot Cap-1 Maneuver	422	273	962	961	-	0	0	-	-	
Stage 1	684	630	-	-	-	0	0	-	-	
Stage 2	731	493	-	-	-	0	0	-	-	
Platoon blocked, %					-			-	-	
Mov Cap-1 Maneuver	380	0	962	961	-	-	-	-	-	
Mov Cap-2 Maneuver	380	0	-	-	-	-	-	-	-	
Stage 1	615	0	-	-	-	-	-	-	-	
Stage 2	731	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.31	3.95	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	961	-	380	962	-	-
HCM Lane V/C Ratio	0.101	-	0.109	0.084	-	-
HCM Ctrl Dly (s/v)	9.2	-	15.6	9.1	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.4	0.3	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	36	0	2	0	145	21	4	446	0
Future Vol, veh/h	0	0	0	36	0	2	0	145	21	4	446	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	0	0	0	39	0	2	0	156	23	4	480	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	644	667	480	655	655	167	480	0	0	178	0	0
Stage 1	488	488	-	167	167	-	-	-	-	-	-	-
Stage 2	156	178	-	488	488	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.61	6.31	7.21	6.61	6.31	4.21	-	-	4.21	-	-
Critical Hdwy Stg 1	6.21	5.61	-	6.21	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.61	-	6.21	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4.099	3.399	3.599	4.099	3.399	2.299	-	-	2.299	-	-
Pot Cap-1 Maneuver	373	369	568	367	374	854	1038	-	-	1345	-	-
Stage 1	545	535	-	814	743	-	-	-	-	-	-	-
Stage 2	826	735	-	545	535	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	371	367	568	365	373	854	1038	-	-	1345	-	-
Mov Cap-2 Maneuver	371	367	-	365	373	-	-	-	-	-	-	-
Stage 1	542	533	-	814	743	-	-	-	-	-	-	-
Stage 2	823	735	-	542	533	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	15.72	0	0.07
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1038	-	-	-	377	16	-	-
HCM Lane V/C Ratio	-	-	-	-	0.108	0.003	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	15.7	7.7	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	0	83	109	1	372
Future Vol, veh/h	38	0	83	109	1	372
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	97	97	97	97	97	97
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	39	0	86	112	1	384

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	527	142	0	0	198	0
Stage 1	142	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Critical Hdwy	6.51	6.31	-	-	4.21	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.399	-	-	2.299	-
Pot Cap-1 Maneuver	496	883	-	-	1322	-
Stage 1	864	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	495	883	-	-	1322	-
Mov Cap-2 Maneuver	495	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.89	0	0.02
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	495	5	-
HCM Lane V/C Ratio	-	-	0.079	0.001	-
HCM Ctrl Dly (s/v)	-	-	12.9	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	528	1	28	245	66	45
Future Vol, veh/h	528	1	28	245	66	45
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, %	24	24	24	24	24	24
Mvmt Flow	607	1	32	282	76	52

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	608	0	953	607
Stage 1	-	-	-	-	607	-
Stage 2	-	-	-	-	346	-
Critical Hdwy	-	-	4.34	-	6.64	6.44
Critical Hdwy Stg 1	-	-	-	-	5.64	-
Critical Hdwy Stg 2	-	-	-	-	5.64	-
Follow-up Hdwy	-	-	2.416	-	3.716	3.516
Pot Cap-1 Maneuver	-	-	872	-	262	458
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	670	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	872	-	251	458
Mov Cap-2 Maneuver	-	-	-	-	251	-
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	641	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.95	24.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	307	-	-	185	-
HCM Lane V/C Ratio	0.415	-	-	0.037	-
HCM Ctrl Dly (s/v)	24.8	-	-	9.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	526	377	2	310	1	84	0	0	1	0	3
Future Vol, veh/h	0	526	377	2	310	1	84	0	0	1	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	19	19	19	19	19	19	19	19	19	0	0	0
Mvmt Flow	0	584	419	2	344	1	93	0	0	1	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	346	0	0	1003	0	0	1143	1144	794	934	1353	345
Stage 1	-	-	-	-	-	-	794	794	-	349	349	-
Stage 2	-	-	-	-	-	-	349	350	-	584	1003	-
Critical Hdwy	4.29	-	-	4.29	-	-	7.29	6.69	6.39	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.29	5.69	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.29	5.69	-	6.1	5.5	-
Follow-up Hdwy	2.371	-	-	2.371	-	-	3.671	4.171	3.471	3.5	4	3.3
Pot Cap-1 Maneuver	1125	-	-	628	-	-	164	186	363	248	151	702
Stage 1	-	-	-	-	-	-	357	376	-	671	637	-
Stage 2	-	-	-	-	-	-	633	604	-	501	322	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1125	-	-	628	-	-	163	185	363	247	151	702
Mov Cap-2 Maneuver	-	-	-	-	-	-	163	185	-	247	151	-
Stage 1	-	-	-	-	-	-	357	376	-	668	634	-
Stage 2	-	-	-	-	-	-	628	601	-	501	322	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.07	53.35	12.56
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	163	1125	-	-	11	-	-	481
HCM Lane V/C Ratio	0.574	-	-	-	0.004	-	-	0.009
HCM Ctrl Dly (s/v)	53.3	0	-	-	10.8	0	-	12.6
HCM Lane LOS	F	A	-	-	B	A	-	B
HCM 95th %tile Q(veh)	3	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	5	109	0	0	0	0	333	38	87	138	0
Future Vol, veh/h	22	5	109	0	0	0	0	333	38	87	138	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	25	-	-	-	-	-	-	-	372	665	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	23	5	114	0	0	0	0	347	40	91	144	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	498	672	72	-	0	0	347	0	0
Stage 1	325	325	-	-	-	-	-	-	-
Stage 2	173	347	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.62	7.02	-	-	-	4.22	-	-
Critical Hdwy Stg 1	5.92	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.56	4.06	3.36	-	-	-	2.26	-	-
Pot Cap-1 Maneuver	491	368	963	0	-	-	1180	-	0
Stage 1	693	638	-	0	-	-	-	-	0
Stage 2	827	623	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	454	0	963	-	-	-	1180	-	-
Mov Cap-2 Maneuver	454	0	-	-	-	-	-	-	-
Stage 1	693	0	-	-	-	-	-	-	-
Stage 2	764	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.93	0	3.21
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	454	963	1180	-
HCM Lane V/C Ratio	-	-	0.051	0.123	0.077	-
HCM Ctrl Dly (s/v)	-	-	13.4	9.3	8.3	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.4	0.2	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	57	2	347	132	192	0	0	171	39
Future Vol, veh/h	0	0	0	57	2	347	132	192	0	0	171	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	275	-	-	-	-	207
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	0	0	0	61	2	373	142	206	0	0	184	42

Major/Minor	Minor1		Major1			Major2			
Conflicting Flow All	582	716	103	226	0	-	-	-	0
Stage 1	490	490	-	-	-	-	-	-	-
Stage 2	92	226	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.62	7.02	4.22	-	-	-	-	-
Critical Hdwy Stg 1	5.92	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.56	4.06	3.36	2.26	-	-	-	-	-
Pot Cap-1 Maneuver	434	346	919	1311	-	0	0	-	-
Stage 1	570	537	-	-	-	0	0	-	-
Stage 2	909	706	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	387	0	919	1311	-	-	-	-	-
Mov Cap-2 Maneuver	387	0	-	-	-	-	-	-	-
Stage 1	508	0	-	-	-	-	-	-	-
Stage 2	909	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.2	3.29	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1311	-	387	919	-	-
HCM Lane V/C Ratio	0.108	-	0.158	0.406	-	-
HCM Ctrl Dly (s/v)	8.1	-	16	11.6	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.6	2	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	28	0	6	0	443	51	3	150	0
Future Vol, veh/h	0	0	0	28	0	6	0	443	51	3	150	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	29	0	6	0	466	54	3	158	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	631	684	158	657	657	493	158	0	0	520	0	0
Stage 1	164	164	-	493	493	-	-	-	-	-	-	-
Stage 2	466	520	-	164	164	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	390	367	880	374	381	570	1404	-	-	1031	-	-
Stage 1	831	757	-	552	542	-	-	-	-	-	-	-
Stage 2	571	527	-	831	757	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	384	366	880	373	379	570	1404	-	-	1031	-	-
Mov Cap-2 Maneuver	384	366	-	373	379	-	-	-	-	-	-	-
Stage 1	828	754	-	552	542	-	-	-	-	-	-	-
Stage 2	565	527	-	828	754	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	14.97	0	0.17
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1404	-	-	-	397	35	-	-
HCM Lane V/C Ratio	-	-	-	-	0.09	0.003	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	15	8.5	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	4	180	254	1	122
Future Vol, veh/h	46	4	180	254	1	122
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, %	6	6	6	6	6	6
Mvmt Flow	50	4	196	276	1	133

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	468	334	0	0	472	0
Stage 1	334	-	-	-	-	-
Stage 2	135	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.16	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.254	-
Pot Cap-1 Maneuver	546	699	-	-	1069	-
Stage 1	717	-	-	-	-	-
Stage 2	882	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	545	699	-	-	1069	-
Mov Cap-2 Maneuver	545	-	-	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	881	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.19	0	0.07
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	555	15	-
HCM Lane V/C Ratio	-	-	0.098	0.001	-
HCM Ctrl Dly (s/v)	-	-	12.2	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	39

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	305	5	45	615	226	28
Future Vol, veh/h	305	5	45	615	226	28
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	91	91	91	91	91	91
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	335	5	49	676	248	31

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	341	0	1113	338
Stage 1	-	-	-	-	338	-
Stage 2	-	-	-	-	775	-
Critical Hdwy	-	-	4.21	-	6.51	6.31
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.299	-	3.599	3.399
Pot Cap-1 Maneuver	-	-	1170	-	~ 222	684
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	439	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1170	-	~ 207	684
Mov Cap-2 Maneuver	-	-	-	-	~ 207	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	409	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.56	186.61
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	224	-	-	123	-
HCM Lane V/C Ratio	1.247	-	-	0.042	-
HCM Ctrl Dly (s/v)	186.6	-	-	8.2	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	14.3	-	-	0.1	-

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

Intersection	
Int Delay, s/veh	39.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	306	128	0	845	0	183	0	4	1	0	0
Future Vol, veh/h	3	306	128	0	845	0	183	0	4	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	0	0	0
Mvmt Flow	3	326	136	0	899	0	195	0	4	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	899	0	0	462	0	0	1299	1299	394	1231	1367	899
Stage 1	-	-	-	-	-	-	400	400	-	899	899	-
Stage 2	-	-	-	-	-	-	899	899	-	332	468	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.2	6.6	6.3	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.1	5.5	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.59	4.09	3.39	3.5	4	3.3
Pot Cap-1 Maneuver	723	-	-	1059	-	-	~ 133	156	638	156	148	341
Stage 1	-	-	-	-	-	-	611	588	-	336	360	-
Stage 2	-	-	-	-	-	-	323	347	-	686	565	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	723	-	-	1059	-	-	~ 132	155	638	154	147	341
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 132	155	-	154	147	-
Stage 1	-	-	-	-	-	-	607	584	-	336	360	-
Stage 2	-	-	-	-	-	-	323	347	-	677	561	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.07	0	$ 310.57	28.59
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	135	12	-	-	1059	-	-	154
HCM Lane V/C Ratio	1.478	0.004	-	-	-	-	-	0.007
HCM Ctrl Dly (s/v)	$ 310.6	10	0	-	0	-	-	28.6
HCM Lane LOS	F	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	13.5	0	-	-	0	-	-	0

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

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	0	147	0	0	0	0	204	47	341	262	0
Future Vol, veh/h	33	0	147	0	0	0	0	204	47	341	262	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	25	-	-	-	-	-	-	-	372	665	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	38	0	167	0	0	0	0	232	53	388	298	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1189	1305	149	-	0	0	232	0	0
Stage 1	1073	1073	-	-	-	-	-	-	-
Stage 2	116	232	-	-	-	-	-	-	-
Critical Hdwy	7	6.7	7.1	-	-	-	4.3	-	-
Critical Hdwy Stg 1	6	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4.1	3.4	-	-	-	2.3	-	-
Pot Cap-1 Maneuver	169	149	846	0	-	-	1277	-	0
Stage 1	273	278	-	0	-	-	-	-	0
Stage 2	873	692	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	118	0	846	-	-	-	1277	-	-
Mov Cap-2 Maneuver	118	0	-	-	-	-	-	-	-
Stage 1	273	0	-	-	-	-	-	-	-
Stage 2	608	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	17.41	0	5.11
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	118	846	1277	-
HCM Lane V/C Ratio	-	-	0.318	0.197	0.304	-
HCM Ctrl Dly (s/v)	-	-	49.1	10.3	9	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	1.2	0.7	1.3	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	44	3	85	102	135	0	0	562	21
Future Vol, veh/h	0	0	0	44	3	85	102	135	0	0	562	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	275	-	-	-	-	207
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	0	0	0	47	3	90	109	144	0	0	598	22

Major/Minor	Minor1		Major1			Major2			
Conflicting Flow All	660	981	72	620	0	-	-	-	0
Stage 1	361	361	-	-	-	-	-	-	-
Stage 2	299	620	-	-	-	-	-	-	-
Critical Hdwy	7	6.7	7.1	4.3	-	-	-	-	-
Critical Hdwy Stg 1	6	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4.1	3.4	2.3	-	-	-	-	-
Pot Cap-1 Maneuver	379	235	951	904	-	0	0	-	-
Stage 1	653	605	-	-	-	0	0	-	-
Stage 2	703	459	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	333	0	951	904	-	-	-	-	-
Mov Cap-2 Maneuver	333	0	-	-	-	-	-	-	-
Stage 1	575	0	-	-	-	-	-	-	-
Stage 2	703	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.04	4.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	904	-	333	951	-	-
HCM Lane V/C Ratio	0.12	-	0.14	0.095	-	-
HCM Ctrl Dly (s/v)	9.5	-	17.6	9.2	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	0.5	0.3	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	40	0	2	0	163	24	4	502	0
Future Vol, veh/h	0	0	0	40	0	2	0	163	24	4	502	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	0	0	0	43	0	2	0	175	26	4	540	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	724	749	540	737	737	188	540	0	0	201	0	0
Stage 1	548	548	-	188	188	-	-	-	-	-	-	-
Stage 2	175	201	-	548	548	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.61	6.31	7.21	6.61	6.31	4.21	-	-	4.21	-	-
Critical Hdwy Stg 1	6.21	5.61	-	6.21	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.61	-	6.21	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4.099	3.399	3.599	4.099	3.399	2.299	-	-	2.299	-	-
Pot Cap-1 Maneuver	330	330	525	323	336	831	985	-	-	1319	-	-
Stage 1	505	502	-	793	728	-	-	-	-	-	-	-
Stage 2	806	718	-	505	502	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	327	328	525	322	334	831	985	-	-	1319	-	-
Mov Cap-2 Maneuver	327	328	-	322	334	-	-	-	-	-	-	-
Stage 1	502	500	-	793	728	-	-	-	-	-	-	-
Stage 2	804	718	-	502	500	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	17.57	0	0.06
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	985	-	-	-	331	14	-	-
HCM Lane V/C Ratio	-	-	-	-	0.136	0.003	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	17.6	7.7	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	0	93	123	1	418
Future Vol, veh/h	43	0	93	123	1	418
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	97	97	97	97	97	97
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	44	0	96	127	1	431

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	592	159	0	0	223	0
Stage 1	159	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Critical Hdwy	6.51	6.31	-	-	4.21	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.399	-	-	2.299	-
Pot Cap-1 Maneuver	454	863	-	-	1295	-
Stage 1	848	-	-	-	-	-
Stage 2	635	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	454	863	-	-	1295	-
Mov Cap-2 Maneuver	454	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	635	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.79	0	0.02
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	454	4	-
HCM Lane V/C Ratio	-	-	0.098	0.001	-
HCM Ctrl Dly (s/v)	-	-	13.8	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	594	1	31	276	74	51
Future Vol, veh/h	594	1	31	276	74	51
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, %	24	24	24	24	24	24
Mvmt Flow	683	1	36	317	85	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	684	0	1072	683
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	389	-
Critical Hdwy	-	-	4.34	-	6.64	6.44
Critical Hdwy Stg 1	-	-	-	-	5.64	-
Critical Hdwy Stg 2	-	-	-	-	5.64	-
Follow-up Hdwy	-	-	2.416	-	3.716	3.516
Pot Cap-1 Maneuver	-	-	815	-	222	413
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	815	-	210	413
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	606	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.97	34.07
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	263	-	-	182	-
HCM Lane V/C Ratio	0.547	-	-	0.044	-
HCM Ctrl Dly (s/v)	34.1	-	-	9.6	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	3	-	-	0.1	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	592	424	2	349	1	94	0	0	1	0	3
Future Vol, veh/h	0	592	424	2	349	1	94	0	0	1	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	19	19	19	19	19	19	19	19	19	0	0	0
Mvmt Flow	0	658	471	2	388	1	104	0	0	1	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	389	0	0	1129	0	0	1286	1287	893	1051	1522	388
Stage 1	-	-	-	-	-	-	893	893	-	393	393	-
Stage 2	-	-	-	-	-	-	392	393	-	658	1129	-
Critical Hdwy	4.29	-	-	4.29	-	-	7.29	6.69	6.39	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.29	5.69	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.29	5.69	-	6.1	5.5	-
Follow-up Hdwy	2.371	-	-	2.371	-	-	3.671	4.171	3.471	3.5	4	3.3
Pot Cap-1 Maneuver	1083	-	-	561	-	-	130	152	317	207	120	664
Stage 1	-	-	-	-	-	-	314	338	-	636	609	-
Stage 2	-	-	-	-	-	-	600	577	-	457	282	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1083	-	-	561	-	-	129	151	317	206	119	664
Mov Cap-2 Maneuver	-	-	-	-	-	-	129	151	-	206	119	-
Stage 1	-	-	-	-	-	-	314	338	-	633	606	-
Stage 2	-	-	-	-	-	-	594	574	-	457	282	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.07	99.65	13.53
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	129	1083	-	-	10	-	-	427
HCM Lane V/C Ratio	0.81	-	-	-	0.004	-	-	0.01
HCM Ctrl Dly (s/v)	99.7	0	-	-	11.4	0	-	13.5
HCM Lane LOS	F	A	-	-	B	A	-	B
HCM 95th %tile Q(veh)	4.9	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	6	123	0	0	0	0	375	43	98	155	0
Future Vol, veh/h	25	6	123	0	0	0	0	375	43	98	155	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	25	-	-	-	-	-	-	-	372	665	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	26	6	128	0	0	0	0	391	45	102	161	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	561	756	81	-	0	0	391	0	0
Stage 1	366	366	-	-	-	-	-	-	-
Stage 2	195	391	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.62	7.02	-	-	-	4.22	-	-
Critical Hdwy Stg 1	5.92	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.56	4.06	3.36	-	-	-	2.26	-	-
Pot Cap-1 Maneuver	448	328	950	0	-	-	1136	-	0
Stage 1	661	611	-	0	-	-	-	-	0
Stage 2	807	596	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	408	0	950	-	-	-	1136	-	-
Mov Cap-2 Maneuver	408	0	-	-	-	-	-	-	-
Stage 1	661	0	-	-	-	-	-	-	-
Stage 2	734	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.23	0	3.28
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	408	950	1136	-
HCM Lane V/C Ratio	-	-	0.064	0.141	0.09	-
HCM Ctrl Dly (s/v)	-	-	14.4	9.4	8.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.5	0.3	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	64	2	390	148	216	0	0	192	44
Future Vol, veh/h	0	0	0	64	2	390	148	216	0	0	192	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	275	-	-	-	-	207
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	0	0	0	69	2	419	159	232	0	0	206	47

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	654	804	116	254	0	-	-	-	0
Stage 1	551	551	-	-	-	-	-	-	-
Stage 2	103	254	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.62	7.02	4.22	-	-	-	-	-
Critical Hdwy Stg 1	5.92	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.56	4.06	3.36	2.26	-	-	-	-	-
Pot Cap-1 Maneuver	391	307	901	1280	-	0	0	-	-
Stage 1	530	504	-	-	-	0	0	-	-
Stage 2	898	686	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	342	0	901	1280	-	-	-	-	-
Mov Cap-2 Maneuver	342	0	-	-	-	-	-	-	-
Stage 1	464	0	-	-	-	-	-	-	-
Stage 2	898	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.23	3.34	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1280	-	342	901	-	-
HCM Lane V/C Ratio	0.124	-	0.201	0.465	-	-
HCM Ctrl Dly (s/v)	8.2	-	18.1	12.4	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.7	2.5	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	31	0	7	0	498	57	3	169	0
Future Vol, veh/h	0	0	0	31	0	7	0	498	57	3	169	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	33	0	7	0	524	60	3	178	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	708	768	178	738	738	554	178	0	0	584	0	0
Stage 1	184	184	-	554	554	-	-	-	-	-	-	-
Stage 2	524	584	-	184	184	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	345	328	857	330	342	526	1380	-	-	976	-	-
Stage 1	811	742	-	511	509	-	-	-	-	-	-	-
Stage 2	531	493	-	811	742	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	339	327	857	329	341	526	1380	-	-	976	-	-
Mov Cap-2 Maneuver	339	327	-	329	341	-	-	-	-	-	-	-
Stage 1	808	739	-	511	509	-	-	-	-	-	-	-
Stage 2	524	493	-	808	739	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	16.5	0	0.15
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1380	-	-	-	353	31	-	-
HCM Lane V/C Ratio	-	-	-	-	0.113	0.003	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	16.5	8.7	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	4	202	286	1	137
Future Vol, veh/h	52	4	202	286	1	137
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, %	6	6	6	6	6	6
Mvmt Flow	57	4	220	311	1	149

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	526	375	0	0	530	0
Stage 1	375	-	-	-	-	-
Stage 2	151	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.16	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.254	-
Pot Cap-1 Maneuver	505	663	-	-	1017	-
Stage 1	686	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	505	663	-	-	1017	-
Mov Cap-2 Maneuver	505	-	-	-	-	-
Stage 1	686	-	-	-	-	-
Stage 2	866	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.95	0	0.06
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	513	13	-
HCM Lane V/C Ratio	-	-	0.119	0.001	-
HCM Ctrl Dly (s/v)	-	-	13	8.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	82.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	343	6	51	692	254	31
Future Vol, veh/h	343	6	51	692	254	31
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	91	91	91	91	91	91
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	377	7	56	760	279	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	384	0	1253	380
Stage 1	-	-	-	-	380	-
Stage 2	-	-	-	-	873	-
Critical Hdwy	-	-	4.21	-	6.51	6.31
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.299	-	3.599	3.399
Pot Cap-1 Maneuver	-	-	1127	-	~ 182	647
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	394	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1127	-	~ 166	647
Mov Cap-2 Maneuver	-	-	-	-	~ 166	-
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	360	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.57	$ 395.26
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	181	-	-	124	-
HCM Lane V/C Ratio	1.73	-	-	0.05	-
HCM Ctrl Dly (s/v)	$ 395.3	-	-	8.4	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	21.9	-	-	0.2	-

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

Intersection	
Int Delay, s/veh	78.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	344	144	0	951	0	206	0	4	1	0	0
Future Vol, veh/h	3	344	144	0	951	0	206	0	4	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	0	0	0
Mvmt Flow	3	366	153	0	1012	0	219	0	4	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1012	0	0	519	0	0	1461	1461	443	1384	1537	1012
Stage 1	-	-	-	-	-	-	449	449	-	1012	1012	-
Stage 2	-	-	-	-	-	-	1012	1012	-	372	526	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.2	6.6	6.3	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.1	5.5	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.59	4.09	3.39	3.5	4	3.3
Pot Cap-1 Maneuver	655	-	-	1007	-	-	~ 103	124	599	122	117	293
Stage 1	-	-	-	-	-	-	574	559	-	291	319	-
Stage 2	-	-	-	-	-	-	279	307	-	652	532	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	655	-	-	1007	-	-	~ 102	123	599	120	116	293
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 102	123	-	120	116	-
Stage 1	-	-	-	-	-	-	570	555	-	291	319	-
Stage 2	-	-	-	-	-	-	279	307	-	643	529	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.06	0	$ 619.41	35.17
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	103	10	-	-	1007	-	-	120
HCM Lane V/C Ratio	2.159	0.005	-	-	-	-	-	0.009
HCM Ctrl Dly (s/v)	$ 619.4	10.5	0	-	0	-	-	35.2
HCM Lane LOS	F	B	A	-	A	-	-	E
HCM 95th %tile Q(veh)	19.3	0	-	-	0	-	-	0

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

Intersection	
Int Delay, s/veh	9.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	0	147	0	0	0	0	208	47	355	263	0
Future Vol, veh/h	62	0	147	0	0	0	0	208	47	355	263	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	25	-	-	-	-	-	-	-	372	665	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	70	0	167	0	0	0	0	236	53	403	299	0

Major/Minor	Minor2				Major1			Major2		
Conflicting Flow All	1224	1342	149		-	0	0	236	0	0
Stage 1	1106	1106	-		-	-	-	-	-	-
Stage 2	118	236	-		-	-	-	-	-	-
Critical Hdwy	7	6.7	7.1		-	-	-	4.3	-	-
Critical Hdwy Stg 1	6	5.7	-		-	-	-	-	-	-
Critical Hdwy Stg 2	6	5.7	-		-	-	-	-	-	-
Follow-up Hdwy	3.6	4.1	3.4		-	-	-	2.3	-	-
Pot Cap-1 Maneuver	161	141	846		0	-	-	1272	-	0
Stage 1	262	268	-		0	-	-	-	-	0
Stage 2	871	689	-		0	-	-	-	-	0
Platoon blocked, %						-	-		-	
Mov Cap-1 Maneuver	110	0	846		-	-	-	1272	-	-
Mov Cap-2 Maneuver	110	0	-		-	-	-	-	-	-
Stage 1	262	0	-		-	-	-	-	-	-
Stage 2	594	0	-		-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	32.12	0	5.25
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	110	846	1272	-
HCM Lane V/C Ratio	-	-	0.643	0.198	0.317	-
HCM Ctrl Dly (s/v)	-	-	83.8	10.3	9.1	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	3.2	0.7	1.4	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	44	3	114	102	168	0	0	577	35
Future Vol, veh/h	0	0	0	44	3	114	102	168	0	0	577	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	275	-	-	-	-	207
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	0	0	0	47	3	121	109	179	0	0	614	37

Major/Minor	Minor1		Major1			Major2			
Conflicting Flow All	703	1047	89	651	0	-	-	-	0
Stage 1	396	396	-	-	-	-	-	-	-
Stage 2	307	651	-	-	-	-	-	-	-
Critical Hdwy	7	6.7	7.1	4.3	-	-	-	-	-
Critical Hdwy Stg 1	6	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4.1	3.4	2.3	-	-	-	-	-
Pot Cap-1 Maneuver	355	214	926	879	-	0	0	-	-
Stage 1	626	583	-	-	-	0	0	-	-
Stage 2	696	444	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	311	0	926	879	-	-	-	-	-
Mov Cap-2 Maneuver	311	0	-	-	-	-	-	-	-
Stage 1	549	0	-	-	-	-	-	-	-
Stage 2	696	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.02	3.65	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	879	-	311	926	-	-
HCM Lane V/C Ratio	0.123	-	0.15	0.131	-	-
HCM Ctrl Dly (s/v)	9.7	-	18.6	9.5	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	0.5	0.5	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	19	40	4	2	53	172	24	0	512	4
Future Vol, veh/h	1	1	19	40	4	2	53	172	24	0	512	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	1	1	20	43	4	2	57	185	26	0	551	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	854	877	553	863	867	198	555	0	0	211	0	0
Stage 1	553	553	-	312	312	-	-	-	-	-	-	-
Stage 2	301	325	-	551	555	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.61	6.31	7.21	6.61	6.31	4.21	-	-	4.21	-	-
Critical Hdwy Stg 1	6.21	5.61	-	6.21	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.61	-	6.21	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4.099	3.399	3.599	4.099	3.399	2.299	-	-	2.299	-	-
Pot Cap-1 Maneuver	269	277	516	265	281	821	972	-	-	1308	-	-
Stage 1	502	500	-	680	642	-	-	-	-	-	-	-
Stage 2	689	633	-	503	499	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	247	259	516	237	263	821	972	-	-	1308	-	-
Mov Cap-2 Maneuver	247	259	-	237	263	-	-	-	-	-	-	-
Stage 1	502	500	-	635	599	-	-	-	-	-	-	-
Stage 2	637	591	-	482	499	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.06	23.23	1.9	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	374	-	-	469	247	1308	-	-
HCM Lane V/C Ratio	0.059	-	-	0.048	0.201	-	-	-
HCM Ctrl Dly (s/v)	8.9	0	-	13.1	23.2	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.7	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	10	9	166	465	20
Future Vol, veh/h	4	10	9	166	465	20
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	83	50	0	0	0
Mvmt Flow	4	11	10	180	505	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	716	516	527	0	-	0
Stage 1	516	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Critical Hdwy	6.4	7.03	4.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.047	2.65	-	-	-
Pot Cap-1 Maneuver	400	428	836	-	-	-
Stage 1	603	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	394	428	836	-	-	-
Mov Cap-2 Maneuver	394	-	-	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	838	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.94	0.48	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	93	-	418	-	-
HCM Lane V/C Ratio	0.012	-	0.036	-	-
HCM Ctrl Dly (s/v)	9.4	0	13.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	47	0	97	124	1	438
Future Vol, veh/h	47	0	97	124	1	438
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	97	97	97	97	97	97
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	48	0	100	128	1	452

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	618	164	0	0	228	0
Stage 1	164	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Critical Hdwy	6.51	6.31	-	-	4.21	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.399	-	-	2.299	-
Pot Cap-1 Maneuver	439	858	-	-	1289	-
Stage 1	844	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	438	858	-	-	1289	-
Mov Cap-2 Maneuver	438	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	621	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.23	0	0.02
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	438	4	-
HCM Lane V/C Ratio	-	-	0.111	0.001	-
HCM Ctrl Dly (s/v)	-	-	14.2	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	594	1	35	276	74	52
Future Vol, veh/h	594	1	35	276	74	52
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, %	24	24	24	24	24	24
Mvmt Flow	683	1	40	317	85	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	684	0	1081	683
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	398	-
Critical Hdwy	-	-	4.34	-	6.64	6.44
Critical Hdwy Stg 1	-	-	-	-	5.64	-
Critical Hdwy Stg 2	-	-	-	-	5.64	-
Follow-up Hdwy	-	-	2.416	-	3.716	3.516
Pot Cap-1 Maneuver	-	-	815	-	219	413
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	633	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	815	-	206	413
Mov Cap-2 Maneuver	-	-	-	-	206	-
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	596	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.09	35.05
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	260	-	-	203	-
HCM Lane V/C Ratio	0.558	-	-	0.049	-
HCM Ctrl Dly (s/v)	35.1	-	-	9.6	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	3.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	592	444	2	349	1	98	0	0	1	0	3
Future Vol, veh/h	0	592	444	2	349	1	98	0	0	1	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	19	19	19	19	19	19	19	19	19	0	0	0
Mvmt Flow	0	658	493	2	388	1	109	0	0	1	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	389	0	0	1151	0	0	1297	1298	904	1051	1544	388
Stage 1	-	-	-	-	-	-	904	904	-	393	393	-
Stage 2	-	-	-	-	-	-	392	393	-	658	1151	-
Critical Hdwy	4.29	-	-	4.29	-	-	7.29	6.69	6.39	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.29	5.69	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.29	5.69	-	6.1	5.5	-
Follow-up Hdwy	2.371	-	-	2.371	-	-	3.671	4.171	3.471	3.5	4	3.3
Pot Cap-1 Maneuver	1083	-	-	549	-	-	128	150	312	207	116	664
Stage 1	-	-	-	-	-	-	309	333	-	636	609	-
Stage 2	-	-	-	-	-	-	600	577	-	457	275	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1083	-	-	549	-	-	127	149	312	206	115	664
Mov Cap-2 Maneuver	-	-	-	-	-	-	127	149	-	206	115	-
Stage 1	-	-	-	-	-	-	309	333	-	633	606	-
Stage 2	-	-	-	-	-	-	594	574	-	457	275	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.07	111.34	13.53
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	127	1083	-	-	10	-	-	427
HCM Lane V/C Ratio	0.86	-	-	-	0.004	-	-	0.01
HCM Ctrl Dly (s/v)	111.3	0	-	-	11.6	0	-	13.5
HCM Lane LOS	F	A	-	-	B	A	-	B
HCM 95th %tile Q(veh)	5.4	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	6	123	0	0	0	0	378	43	128	158	0
Future Vol, veh/h	42	6	123	0	0	0	0	378	43	128	158	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	25	-	-	-	-	-	-	-	372	665	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	44	6	128	0	0	0	0	394	45	133	165	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	628	825	82	-	0	0	394	0	0
Stage 1	431	431	-	-	-	-	-	-	-
Stage 2	197	394	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.62	7.02	-	-	-	4.22	-	-
Critical Hdwy Stg 1	5.92	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.56	4.06	3.36	-	-	-	2.26	-	-
Pot Cap-1 Maneuver	406	299	948	0	-	-	1133	-	0
Stage 1	611	571	-	0	-	-	-	-	0
Stage 2	805	594	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	358	0	948	-	-	-	1133	-	-
Mov Cap-2 Maneuver	358	0	-	-	-	-	-	-	-
Stage 1	611	0	-	-	-	-	-	-	-
Stage 2	710	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.33	0	3.85
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	358	811	1133	-
HCM Lane V/C Ratio	-	-	0.081	0.184	0.118	-
HCM Ctrl Dly (s/v)	-	-	15.9	10.4	8.6	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.7	0.4	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	64	2	407	148	236	0	0	225	74
Future Vol, veh/h	0	0	0	64	2	407	148	236	0	0	225	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	275	-	-	-	-	207
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	0	0	0	69	2	438	159	254	0	0	242	80

Major/Minor	Minor1		Major1			Major2			
Conflicting Flow All	693	894	127	322	0	-	-	-	0
Stage 1	572	572	-	-	-	-	-	-	-
Stage 2	121	322	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.62	7.02	4.22	-	-	-	-	-
Critical Hdwy Stg 1	5.92	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.56	4.06	3.36	2.26	-	-	-	-	-
Pot Cap-1 Maneuver	369	272	887	1207	-	0	0	-	-
Stage 1	517	493	-	-	-	0	0	-	-
Stage 2	879	640	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	320	0	887	1207	-	-	-	-	-
Mov Cap-2 Maneuver	320	0	-	-	-	-	-	-	-
Stage 1	449	0	-	-	-	-	-	-	-
Stage 2	879	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.81	3.25	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1207	-	320	887	-	-
HCM Lane V/C Ratio	0.132	-	0.215	0.493	-	-
HCM Ctrl Dly (s/v)	8.4	-	19.3	12.9	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.8	2.8	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	4	55	31	2	7	31	504	57	0	177	4
Future Vol, veh/h	4	4	55	31	2	7	31	504	57	0	177	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	4	4	58	33	2	7	33	531	60	0	186	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	785	844	188	814	816	561	191	0	0	591	0	0
Stage 1	188	188	-	626	626	-	-	-	-	-	-	-
Stage 2	597	656	-	188	191	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	307	297	846	293	308	522	1365	-	-	970	-	-
Stage 1	806	739	-	467	472	-	-	-	-	-	-	-
Stage 2	484	458	-	806	737	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	289	286	846	259	297	522	1365	-	-	970	-	-
Mov Cap-2 Maneuver	289	286	-	259	297	-	-	-	-	-	-	-
Stage 1	806	739	-	450	455	-	-	-	-	-	-	-
Stage 2	458	441	-	747	737	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.88	19.72	0.4	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	92	-	-	679	286	970	-	-
HCM Lane V/C Ratio	0.024	-	-	0.098	0.147	-	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	10.9	19.7	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.5	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	8	6	509	191	11
Future Vol, veh/h	22	8	6	509	191	11
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	50	75	0	0	0
Mvmt Flow	24	9	7	553	208	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	780	214	220	0	-	0
Stage 1	214	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Critical Hdwy	6.4	6.7	4.85	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.75	2.875	-	-	-
Pot Cap-1 Maneuver	367	720	1016	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	363	720	1016	-	-	-
Mov Cap-2 Maneuver	363	-	-	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	572	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.32	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	21	-	419	-	-
HCM Lane V/C Ratio	0.006	-	0.078	-	-
HCM Ctrl Dly (s/v)	8.6	0	14.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	54	4	224	290	1	148
Future Vol, veh/h	54	4	224	290	1	148
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, %	6	6	6	6	6	6
Mvmt Flow	59	4	243	315	1	161

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	564	401	0	0	559	0
Stage 1	401	-	-	-	-	-
Stage 2	163	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.16	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.254	-
Pot Cap-1 Maneuver	480	640	-	-	992	-
Stage 1	668	-	-	-	-	-
Stage 2	856	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	479	640	-	-	992	-
Mov Cap-2 Maneuver	479	-	-	-	-	-
Stage 1	668	-	-	-	-	-
Stage 2	855	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.47	0	0.06
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	488	12	-
HCM Lane V/C Ratio	-	-	0.129	0.001	-
HCM Ctrl Dly (s/v)	-	-	13.5	8.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	85

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	343	6	53	692	254	35
Future Vol, veh/h	343	6	53	692	254	35
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	91	91	91	91	91	91
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	377	7	58	760	279	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	384	0	1257	380
Stage 1	-	-	-	-	380	-
Stage 2	-	-	-	-	877	-
Critical Hdwy	-	-	4.21	-	6.51	6.31
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.299	-	3.599	3.399
Pot Cap-1 Maneuver	-	-	1127	-	~ 181	647
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	392	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1127	-	~ 165	647
Mov Cap-2 Maneuver	-	-	-	-	~ 165	-
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	357	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.6	$ 405.25
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	181	-	-	128	-
HCM Lane V/C Ratio	1.754	-	-	0.052	-
HCM Ctrl Dly (s/v)	$ 405.3	-	-	8.4	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	22.4	-	-	0.2	-

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

Intersection	
Int Delay, s/veh	100.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	344	155	0	951	0	228	0	4	1	0	0
Future Vol, veh/h	3	344	155	0	951	0	228	0	4	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	0	0	0
Mvmt Flow	3	366	165	0	1012	0	243	0	4	1	0	0

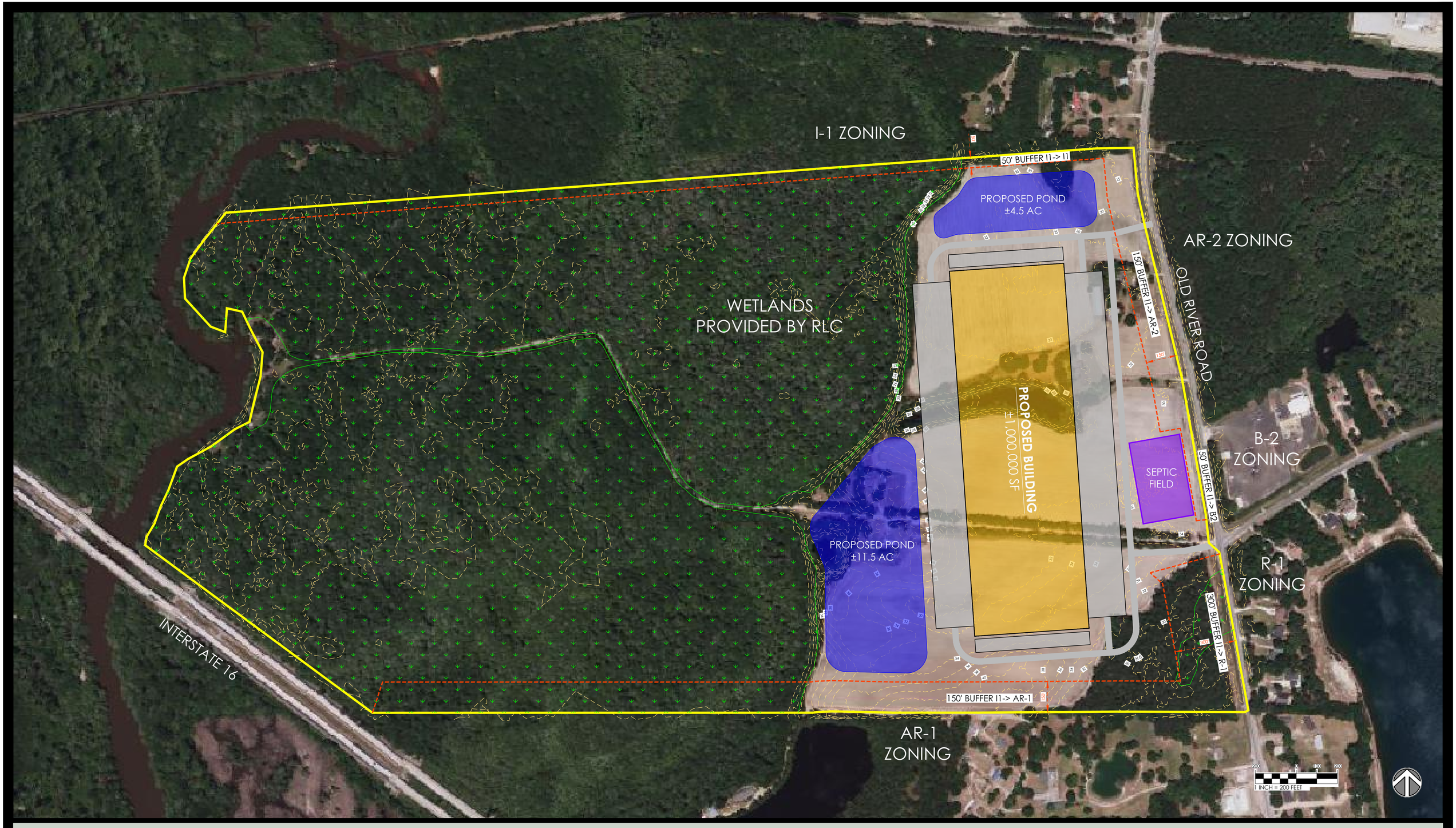
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1012	0	0	531	0	0	1466	1466	448	1384	1549	1012
Stage 1	-	-	-	-	-	-	455	455	-	1012	1012	-
Stage 2	-	-	-	-	-	-	1012	1012	-	372	537	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.2	6.6	6.3	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.1	5.5	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.59	4.09	3.39	3.5	4	3.3
Pot Cap-1 Maneuver	655	-	-	997	-	-	~ 102	123	594	122	115	293
Stage 1	-	-	-	-	-	-	570	556	-	291	319	-
Stage 2	-	-	-	-	-	-	279	307	-	652	526	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	655	-	-	997	-	-	~ 101	122	594	120	114	293
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 101	122	-	120	114	-
Stage 1	-	-	-	-	-	-	566	552	-	291	319	-
Stage 2	-	-	-	-	-	-	279	307	-	643	522	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.06	0	$ 730.49	35.18
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	102	10	-	-	997	-	-	120
HCM Lane V/C Ratio	2.411	0.005	-	-	-	-	-	0.009
HCM Ctrl Dly (s/v)	$ 730.5	10.5	0	-	0	-	-	35.2
HCM Lane LOS	F	B	A	-	A	-	-	E
HCM 95th %tile Q(veh)	22.2	0	-	-	0	-	-	0

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

APPENDIX C: Site Plan



PREPARED FOR:

CONCEPTUAL SITE LAYOUT EXHIBIT

OLD RIVER ROAD

BLOOMINGDALE COUNTY, GA

January 17, 2025

THOMAS & HUTTON

50 Park of Commerce Way
Savannah, GA 31405 • 912.234.5300

www.thomasandhutton.com

This map illustrates a general plan of the development which is for discussion purposes only, does not limit or bind the owner/developer, and is subject to change and revision without prior written notice to the holder. Dimensions, boundaries and position locations are for illustrative purposes only and are subject to an accurate survey and property description.

COPYRIGHT © 2020 THOMAS & HUTTON

W:\DANIEL GREEN\OLD RIVER RD\OLD RIVER ROAD CONCEPT 1-15-25.DWG - Jan 17, 2025 - 8:10 AM

APPENDIX D: Trip Generation and Growth Rate Calculations

Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
150

LAND USE GROUP:
(100-199) Industrial

LAND USE :
150 - Warehouse

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

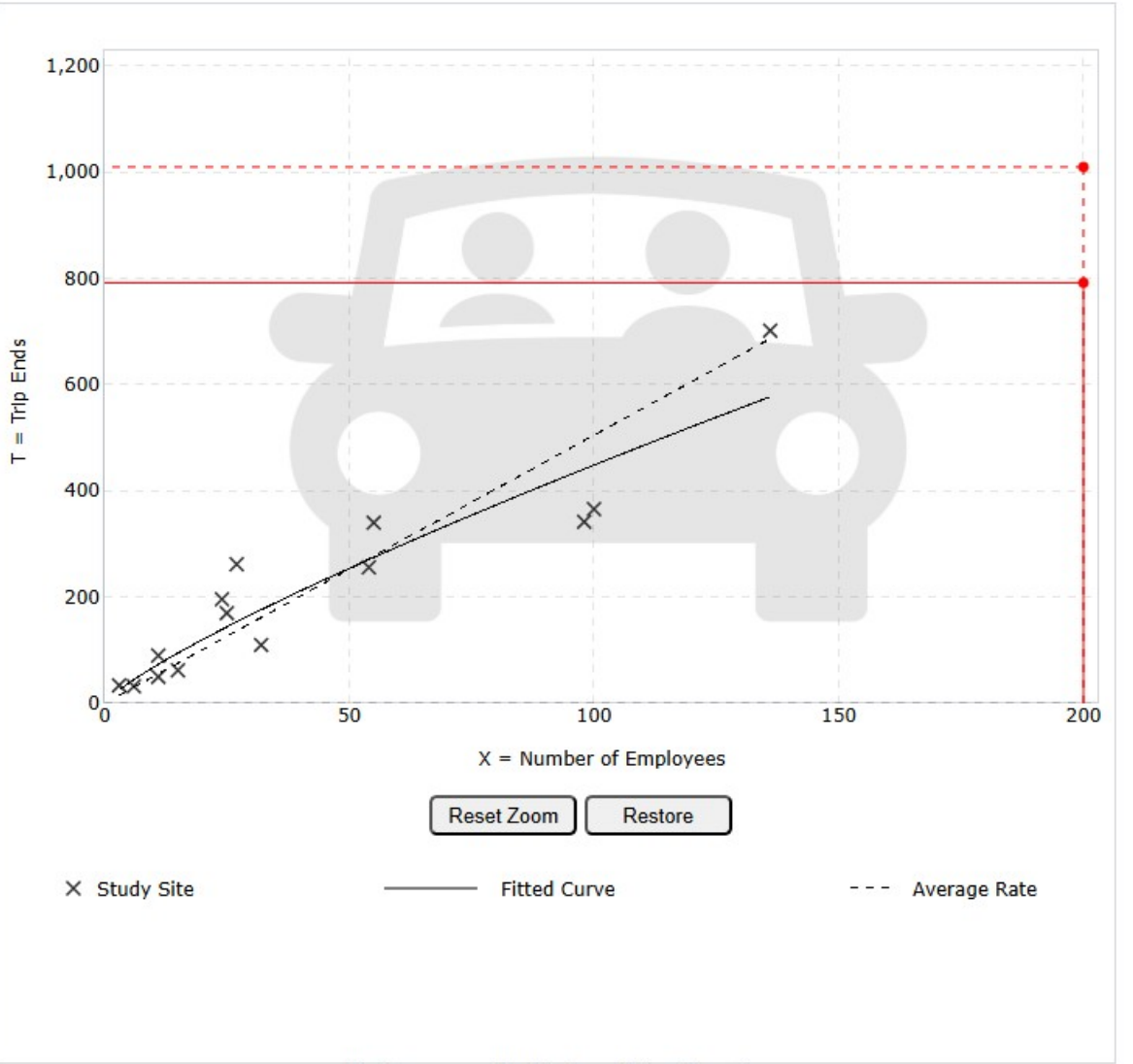
INDEPENDENT VARIABLE (IV):
Employees

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
200 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Warehouse (150) Click for Description and Data Plots

Independent Variable:
Employees

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
14

Avg. Num. of Employees:
43

Average Rate:
5.05

Range of Rates:
3.44 - 11.33

Standard Deviation:
1.77

Fitted Curve Equation:
Ln(T) = 0.82 Ln(X) + 2.33

R^2:
0.88

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 1010 (Total), 505 (Entry), 505 (Exit)
Fitted Curve: 792 (Total), 396 (Entry), 396 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
150

LAND USE GROUP:
(100-199) Industrial

LAND USE :
150 - Warehouse

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
Employees

TIME PERIOD:
Weekday

TRIP TYPE:
Truck

ENTER IV VALUE TO CALCULATE TRIPS:
200 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Warehouse (150) Click for Description and Data Plots

Independent Variable:
Employees

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Truck

Number of Studies:
9

Avg. Num. of Employees:
25

Average Rate:
0.89

Range of Rates:
0.00 - 7.33

Standard Deviation:
1.06

Fitted Curve Equation:
T = 1.41(X) - 13.21

R^2:
0.82

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 178 (Total), 89 (Entry), 89 (Exit)
Fitted Curve: 269 (Total), 134 (Entry), 135 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
150

LAND USE GROUP:
(100-199) Industrial

LAND USE :
150 - Warehouse

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

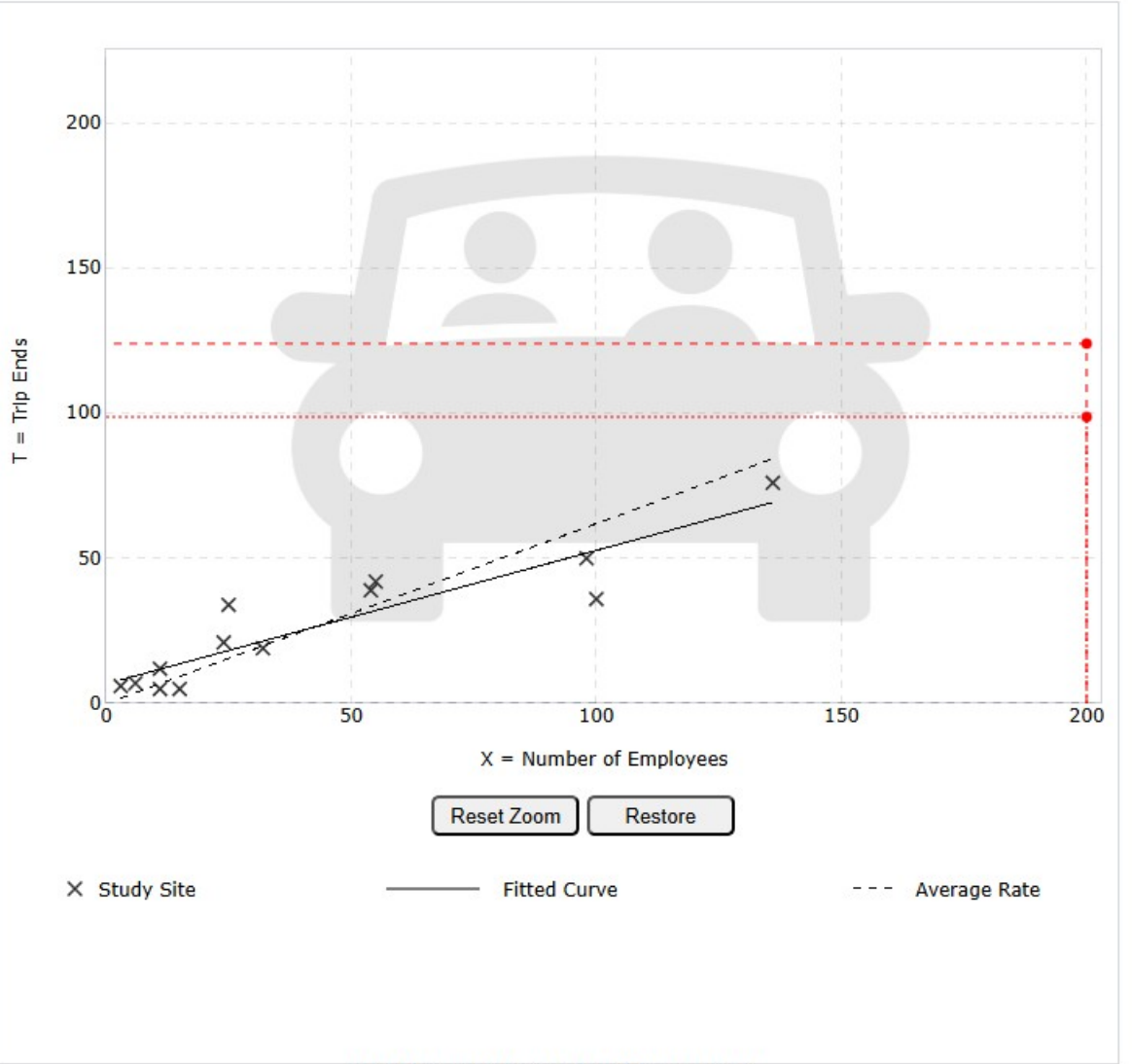
INDEPENDENT VARIABLE (IV):
Employees

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
200 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Warehouse (150) Click for Description and Data Plots

Independent Variable:
Employees

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:
13

Avg. Num. of Employees:
44

Average Rate:
0.62

Range of Rates:
0.33 - 2.00

Standard Deviation:
0.26

Fitted Curve Equation:
T = 0.46(X) + 6.75

R^2:
0.84

Directional Distribution:
72% entering, 28% exiting

Calculated Trip Ends:
Average Rate: 124 (Total), 89 (Entry), 35 (Exit)
Fitted Curve: 99 (Total), 71 (Entry), 28 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
150

LAND USE GROUP:
(100-199) Industrial

LAND USE :
150 - Warehouse

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
Employees

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street

TRIP TYPE:
Truck

ENTER IV VALUE TO CALCULATE TRIPS:
200 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Warehouse (150) Click for Description and Data Plots

Independent Variable:
Employees

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

Setting/Location:
General Urban/Suburban

Trip Type:
Truck

Number of Studies:
9

Avg. Num. of Employees:
25

Average Rate:
0.09

Range of Rates:
0.00 - 1.00

Standard Deviation:
0.14

Fitted Curve Equation:
T = 0.14(X) - 1.32

R^2:
0.77

Directional Distribution:
33% entering, 67% exiting

Calculated Trip Ends:
Average Rate: 18 (Total), 6 (Entry), 12 (Exit)
Fitted Curve: 27 (Total), 9 (Entry), 18 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
150

LAND USE GROUP:
(100-199) Industrial

LAND USE :
150 - Warehouse

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

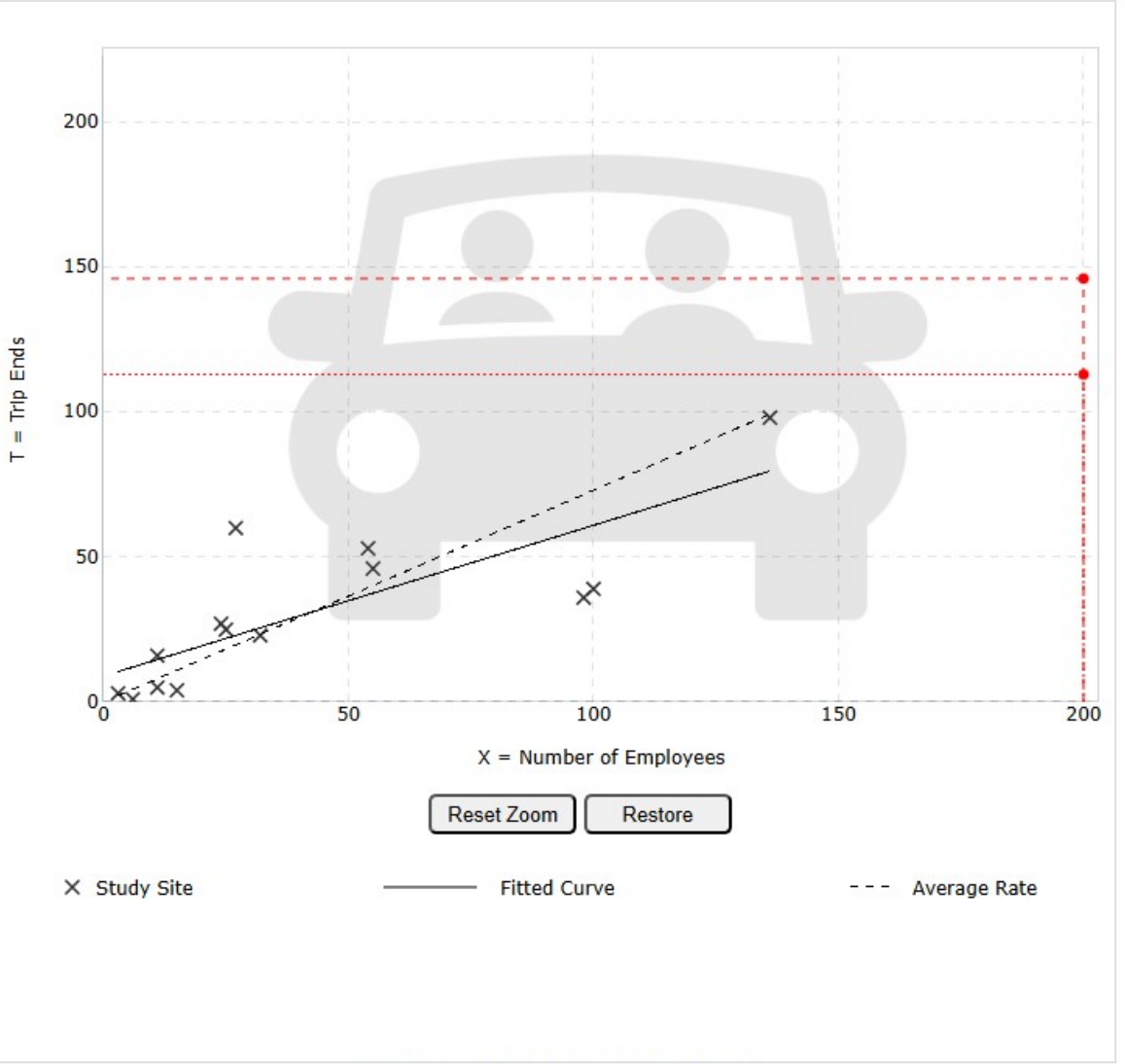
INDEPENDENT VARIABLE (IV):
Employees

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
200 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Warehouse (150) Click for Description and Data Plots

Independent Variable:
Employees

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:
14

Avg. Num. of Employees:
43

Average Rate:
0.73

Range of Rates:
0.17 - 2.22

Standard Deviation:
0.44

Fitted Curve Equation:
T = 0.52(X) + 8.92

R^2:
0.63

Directional Distribution:
36% entering, 64% exiting

Calculated Trip Ends:
Average Rate: 146 (Total), 53 (Entry), 93 (Exit)
Fitted Curve: 113 (Total), 41 (Entry), 72 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
150

LAND USE GROUP:
(100-199) Industrial

LAND USE :
150 - Warehouse

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

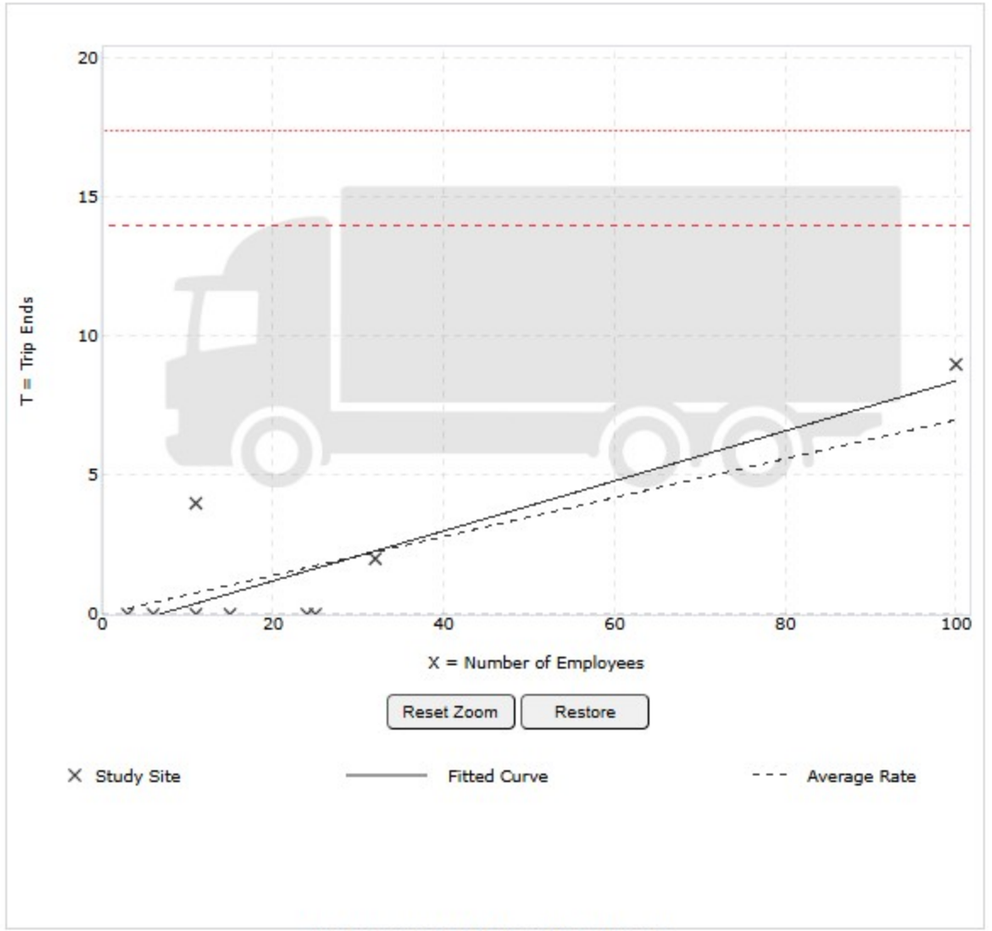
INDEPENDENT VARIABLE (IV):
Employees

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street

TRIP TYPE:
Truck

ENTER IV VALUE TO CALCULATE TRIPS:
200 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Warehouse (150) Click for Description and Data Plots

Independent Variable:
Employees

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

Setting/Location:
General Urban/Suburban

Trip Type:
Truck

Number of Studies:
9

Avg. Num. of Employees:
25

Average Rate:
0.07

Range of Rates:
0.00 - 0.36

Standard Deviation:
0.08

Fitted Curve Equation:
T = 0.09(X) - 0.60

R^2:
0.74

Directional Distribution:
53% entering, 47% exiting

Calculated Trip Ends:
Average Rate: 14 (Total), 7 (Entry), 7 (Exit)
Fitted Curve: 17 (Total), 9 (Entry), 8 (Exit)

Old River Road development

Growth Rate

Percentage Growth												
Roadway	**County**	**Traffic Count Station**	**2020 Traffic Volumes**	**2021 Traffic Volumes**	**2022 Traffic Volumes**	**2023 Traffic Volumes**	**2024 Traffic Volumes**	**2025 Traffic Volumes by Linear Regress.**	**2030 Traffic Volumes by Linear Regress.**	**2040 Traffic Volumes by Linear Regress.**	**Annual Growth 2025 to 2030**	**Annual Growth 2030 to 2040**
Old River Road (south)	Effingham	103-0204	3,160	3,330	3,360	3,410	5,790	5,412	8,082	13,422	9.9%	6.6%
Old River Road (north)	Effingham	103-0206	4,440	4,670	4,720	5,450	5,590	5,898	7,438	10,518	5.2%	4.1%
US 80 (West)	Effingham	103-0162	11,700	14,000	14,100	14,400	14,200	15,300	18,000	23,400	3.5%	3.0%
US 80 (East)	Effingham	103-0102	22,500	24,200	24,400	24,300	24,500	25,210	27,260	31,360	1.6%	1.5%
I-16 EB Off Ramp	Effingham	103-R201	670	750	1,210	1,200	1,210	1,467	2,232	3,762	10.4%	6.9%
I-16 WB On Ramp	Effingham	103-R802	690	790	1,090	1,420	1,420	1,709	2,754	4,844	12.2%	7.6%
I-16 EB On Ramp	Effingham	103-R202	1,450	1,640	1,990	2,060	2,070	2,340	3,170	4,830	7.1%	5.2%
I-16 WB Off Ramp	Effingham	103-R801	1,500	1,700	2,730	2,030	2,040	2,423	3,128	4,538	5.8%	4.5%
		Weighted Average	**46,110**	**51,080**	**53,600**	**54,270**	**56,820**	**59,759**	**72,064**	**96,674**	**4.1%**	**3.4%**

0000103_0204 - 103-0204 - BEG CHATHAM 051

County: EFFINGHAM
Route number: 00031000
LRS section: 1032031000
Functional class: 5R - Major Collector (Rural)
Coordinates: 32.1139171258188, -81.3867926630429

Latest data is from January 2024

Site Data



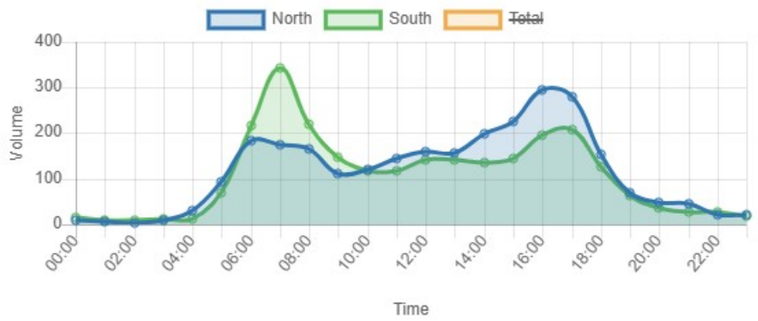
Count History

Year	Month	Count type	Duration	ADT	Count
2024	January	Class	48 hours	5,258	10,516
2020	June	Volume	48 hours	3,574	7,149
2013	January	Class	48 hours	2,156	4,313
2009	February	Class	48 hours	2,106	4,213

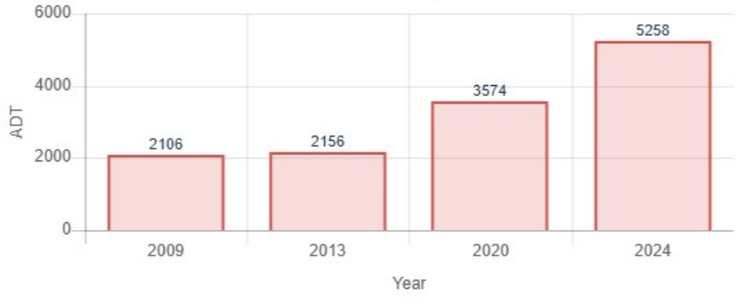
Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Estimated	Estimated	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	**Actual**
AADT	2,360	2,480	2,550	2,510	2,510	3,160	3,330	3,360	3,410	**5,790**
SU AADT	103	109	-	-	-	-	-	-	-	**777**
CU AADT	137	144	-	-	-	-	-	-	-	**276**
K-Factor	0.090	0.090	-	-	-	0.107	0.107	0.107	0.107	**0.093**
D-Factor	0.600	0.600	-	-	-	0.660	0.660	0.660	0.660	**0.680**
Future AADT	-	2,510	3,210	3,390	3,580	3,980	4,200	5,280	5,950	**9,360**

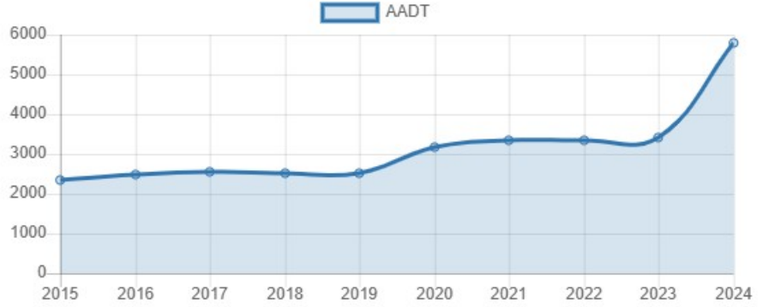
Average Hourly Volume



Count History



AADT Trend



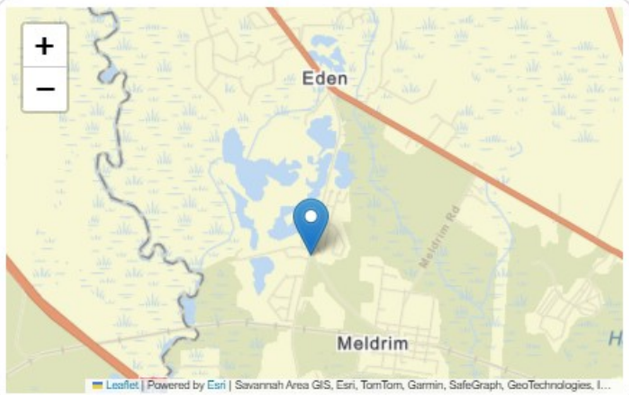
Vehicle Classification 2026

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.31%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**51.53%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**29.94%**
4. Buses 2- or 3-axle, full length.	**0.69%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**8.33%**
6. Single-unit trucks 3-axle, single-unit trucks.	**4.38%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.06%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**1.57%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**2.88%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.21%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0.00%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0.00%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0.10%**

0000103_0206 - 103-0206 - RPX 404110L404111R

County: EFFINGHAM
Route number: 00031000
LRS section: 1032031000
Functional class: 5R - Major Collector (Rural)
Coordinates: 32.1516950219838, -81.3885169345524

Site Data

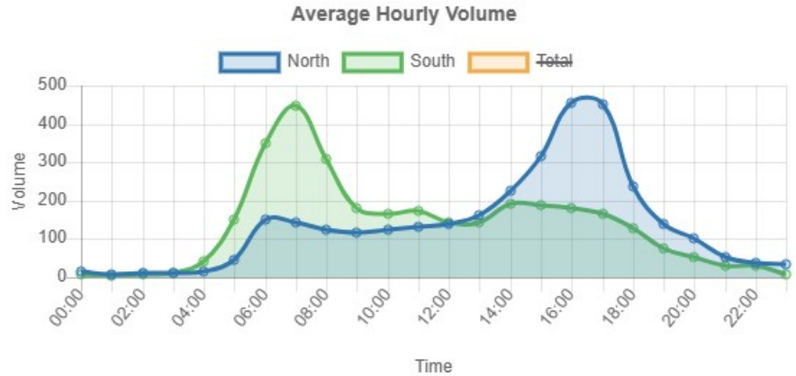


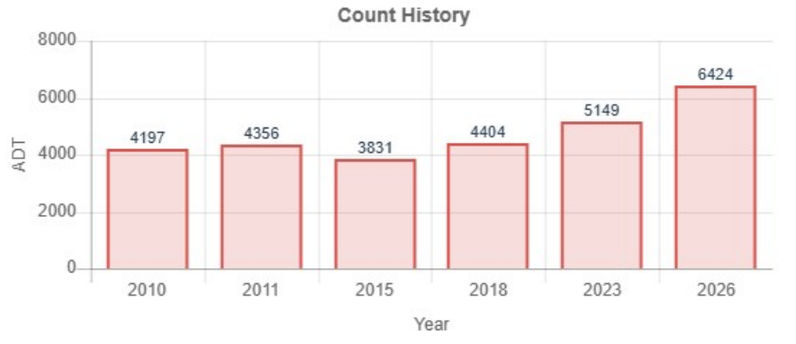
Count History

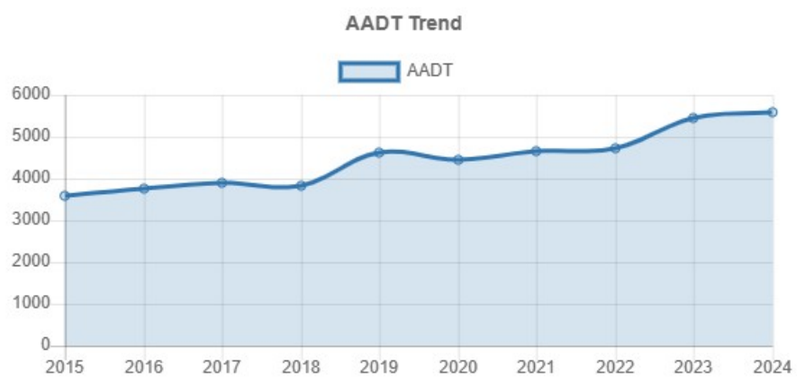
Year	Month	Count type	Duration	ADT	Count
2026	March	Volume	48 hours	6,424	12,847
2023	January	Class	48 hours	5,149	10,298
2018	December	Class	48 hours	4,404	8,809
2015	March	Volume	48 hours	3,831	7,662
2011	March	Volume	48 hours	4,356	8,711
2010	March	Volume	48 hours	4,197	8,394

Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	**Estimated**
AADT	3,580	3,770	3,880	3,830	4,620	4,440	4,670	4,720	5,450	**5,590**
SU AADT	-	-	-	-	253	243	256	259	515	**528**
CU AADT	-	-	-	-	327	314	330	334	452	**463**
K-Factor	0.104	0.104	-	-	0.102	0.102	0.102	0.102	0.149	**0.149**
D-Factor	0.500	0.500	-	-	0.730	0.730	0.730	0.730	0.740	**0.740**
Future AADT	-	4,500	4,890	4,820	5,830	5,830	5,880	6,930	8,810	**9,380**



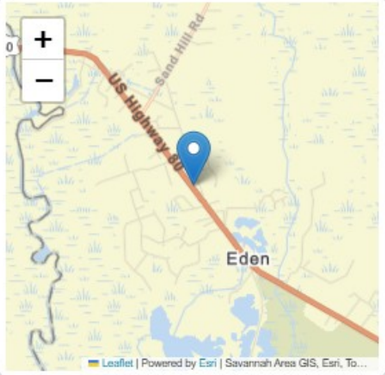




0000103_0162 - 103-0162 - US-80/SR26,30 N/O Old River Rd

County: EFFINGHAM
Route number: 00002600
LRS section: 1031002600
Functional class: 4R - Minor Arterial (Rural)
Coordinates: 32.17718, -81.39366

Site Data

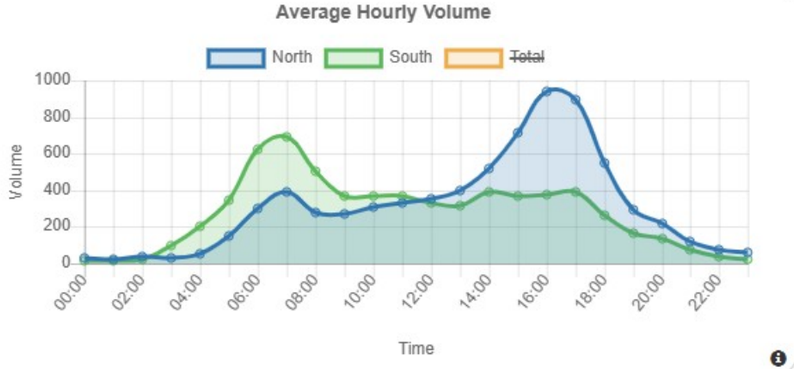


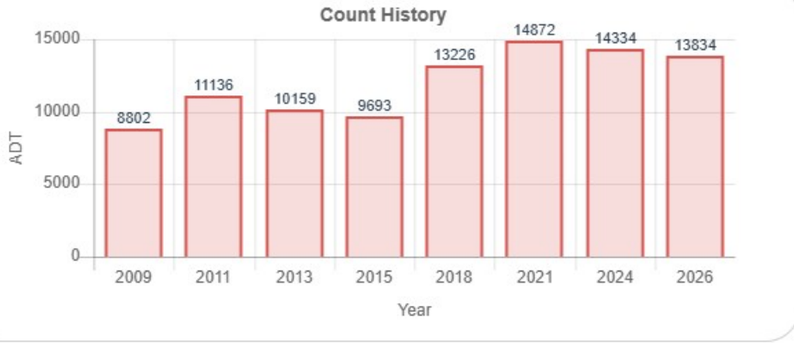
Count History

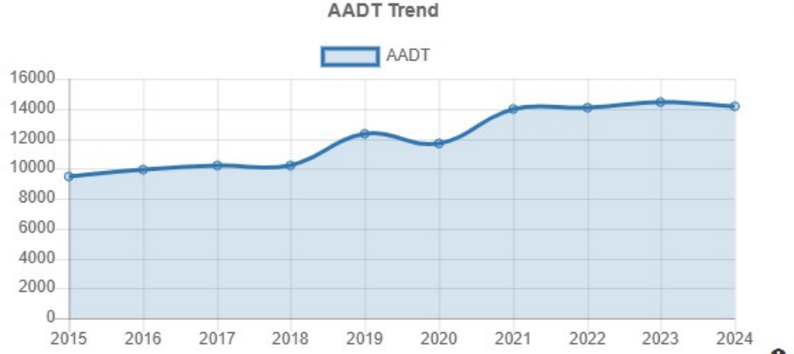
Year	Month	Count type	Duration	ADT	Count
2026	March	Class	48 hours	13,834	27,669
2024	February	Class	48 hours	14,334	28,669
2021	May	Class	48 hours	14,872	29,744
2018	December	Volume	48 hours	13,226	26,453
2015	February	Class	48 hours	9,693	19,386
2013	January	Class	48 hours	10,159	20,318
2011	March	Volume	48 hours	11,136	22,272

Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Actual	Estimated	Estimated	**Actual**
AADT	9,500	9,890	10,200	10,200	12,300	11,700	14,000	14,100	14,400	**14,200**
SU AADT	521	542	-	-	-	-	897	907	924	**1,357**
CU AADT	1,396	1,453	-	-	-	-	2,733	2,762	2,813	**1,777**
K-Factor	0.096	0.096	-	-	0.082	0.082	0.089	0.089	0.089	**0.085**
D-Factor	0.700	0.700	-	-	0.730	0.730	0.710	0.710	0.710	**0.710**
Future AADT	-	12,900	15,700	15,400	16,800	16,800	17,600	22,200	25,800	**25,500**







Vehicle Classification 2026

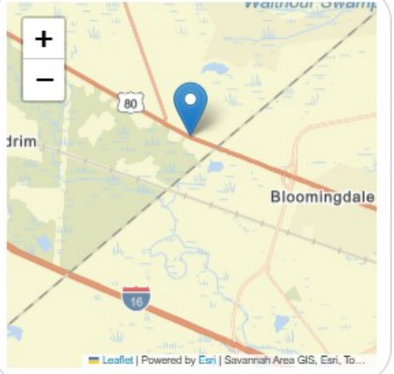
1. Motorcycles 2 axles, 2 or 3 wheels.	**0.26%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**60.63%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**21.96%**
4. Buses 2- or 3-axle, full length.	**0.66%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**4.55%**
6. Single-unit trucks 3-axle, single-unit trucks.	**2.19%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.01%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**2.82%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**6.44%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.45%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0.01%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0.00%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0.02%**

0000103_0102 - 103-0102 - BEG CHATHAM 051

County: EFFINGHAM
Route number: 00001700
LRS section: 1031001700
Functional class: 4R - Minor Arterial (Rural)
Coordinates: 32.14402433, -81.33488059

Latest data is from January 2026

Site Data



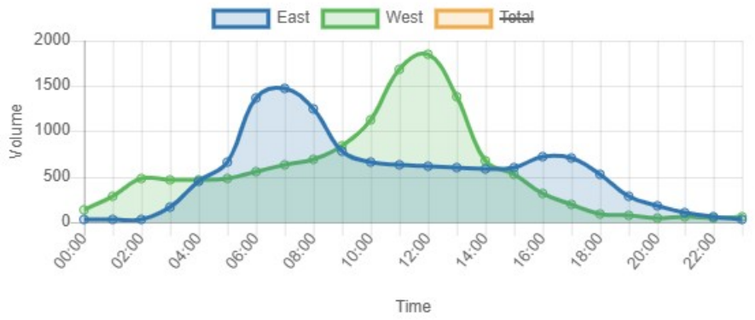
Count History

Year	Month	Count type	Duration	ADT	Count
2026	January	Class	48 hours	25,704	51,408
2023	June	Volume	48 hours	26,907	53,814
2022	April	Volume	48 hours	29,416	58,832
2019	October	Volume	48 hours	28,082	56,164
2018	October	Class	48 hours	24,786	49,572
2016	June	Volume	48 hours	27,857	55,714
2014	June	Volume	48 hours	22,550	45,100

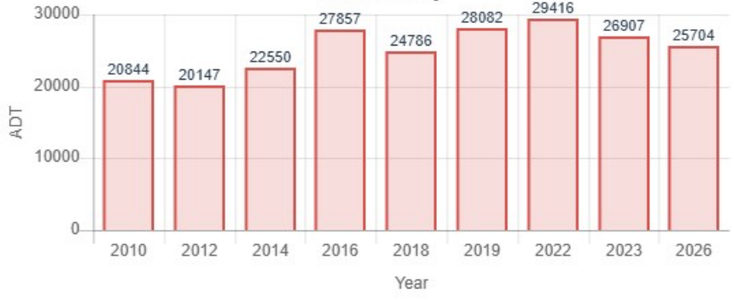
Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Estimated	Actual	Estimated	Actual	Actual	Estimated	Estimated	Actual	Actual	**Estimated**
AADT	22,400	24,800	25,000	22,700	24,900	22,500	24,200	24,400	24,300	**24,500**
SU AADT	-	-	-	1,463	-	-	1,554	1,572	1,562	**1,575**
CU AADT	-	-	-	1,830	-	-	1,944	1,966	1,954	**1,970**
K-Factor	0.106	0.121	-	0.143	0.101	0.101	0.101	0.097	0.087	**0.087**
D-Factor	0.800	0.800	-	0.500	0.740	0.740	0.740	0.750	0.730	**0.730**
Future AADT	-	40,800	51,800	45,900	44,600	44,600	51,400	39,000	30,600	**30,900**

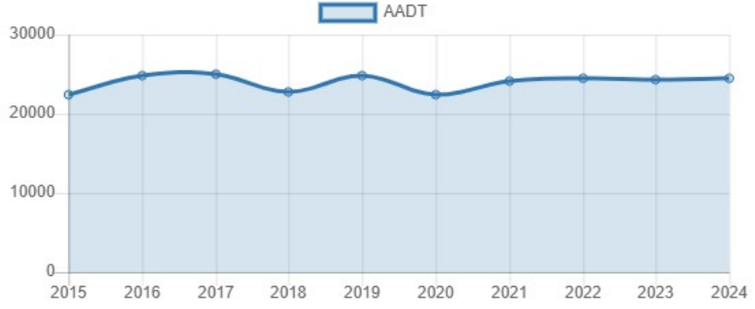
Average Hourly Volume



Count History



AADT Trend



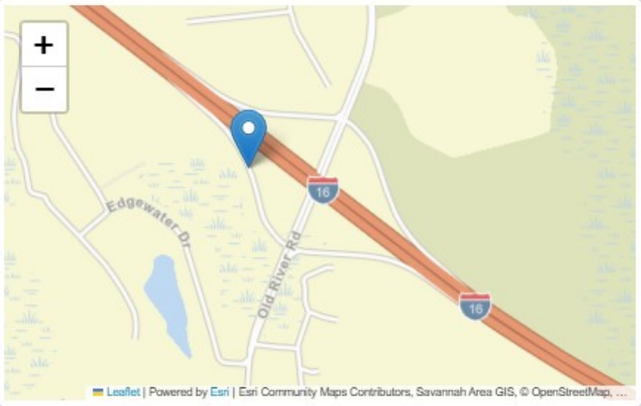
Vehicle Classification 2026

1. Motorcycles 2 axles, 2 or 3 wheels.	0.07%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	60.23%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	27.03%
4. Buses 2- or 3-axle, full length.	0.14%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	2.44%
6. Single-unit trucks 3-axle, single-unit trucks.	2.48%
7. Single-unit trucks 4 or more axle, single-unit trucks.	0.15%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	1.08%
9. Single-trailer trucks 5-axle, single-trailer trucks.	6.21%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	0.13%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	0.02%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	0.01%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	0.00%

0000103_R201 - 103-R201 - SR 040400 BEG AT

County: EFFINGHAM
Route number: 00404110
LRS section: 1036404110
Functional class: 1R - Interstate (Rural)
Coordinates: 32.1251568948251, -81.3890651814434

Site Data

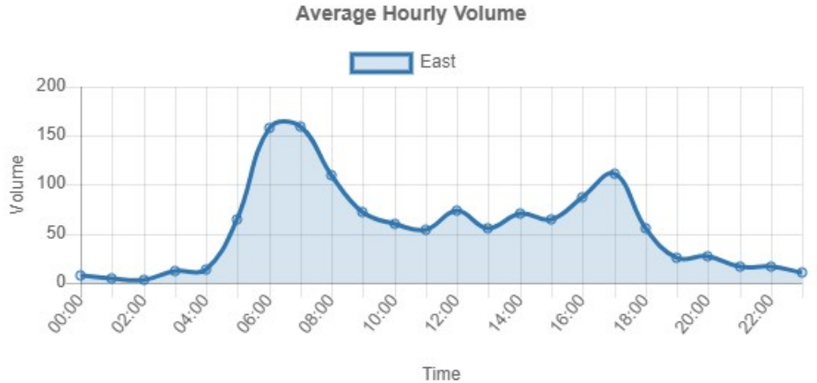


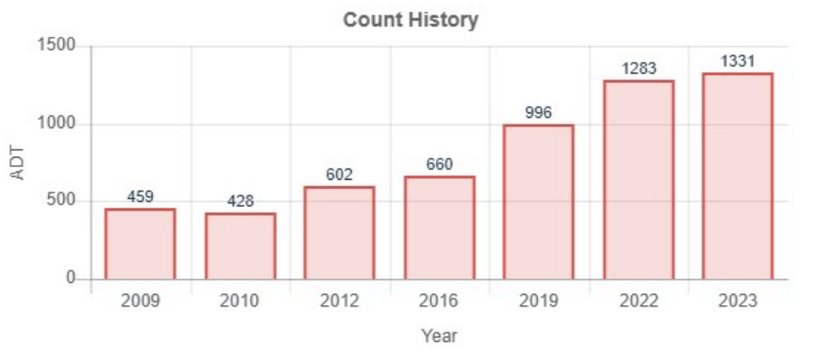
Count History

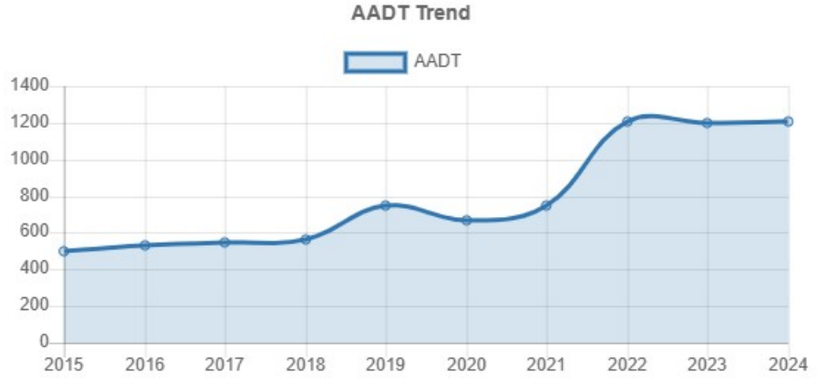
Year	Month	Count type	Duration	ADT	Count
2023	January	Volume	48 hours	1,331	2,662
2022	January	Volume	48 hours	1,283	2,566
2019	July	Volume	48 hours	996	1,993
2016	June	Volume	48 hours	660	1,319
2012	March	Volume	48 hours	602	1,204
2010	January	Volume	48 hours	428	856
2009	February	Volume	48 hours	459	918

Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Actual	Actual	**Estimated**
AADT	500	530	550	560	750	670	750	1,210	1,200	**1,210**
K-Factor	-	0.120	-	-	0.116	0.116	0.116	0.133	0.104	**0.104**
D-Factor	-	-	-	-	1.00	1.00	1.00	1.00	1.00	**1.00**
Future AADT	-	590	-	780	1,130	1,130	1,340	2,560	3,010	**3,020**



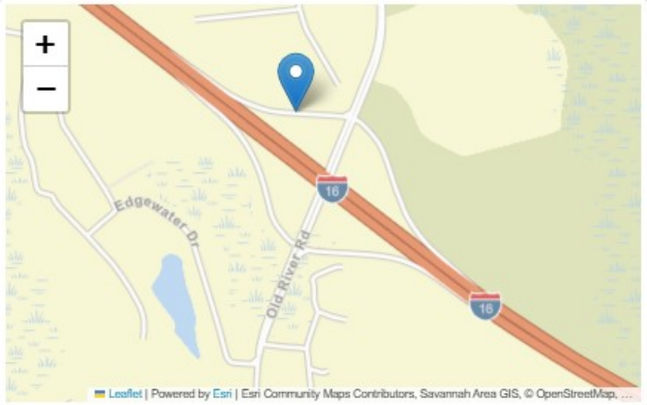




0000103_R802 - 103-R802 - CR 031000 BEG AT

County: EFFINGHAM
Route number: 00404113
LRS section: 1036404113
Functional class: 1R - Interstate (Rural)
Coordinates: 32.1264897349034, -81.3879431312681

Site Data

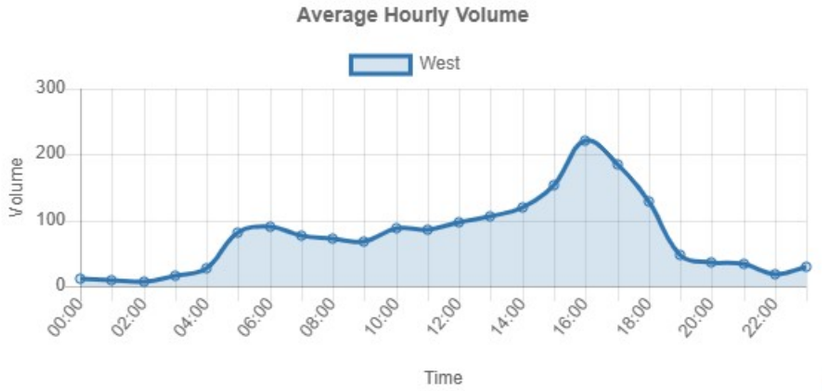


Count History

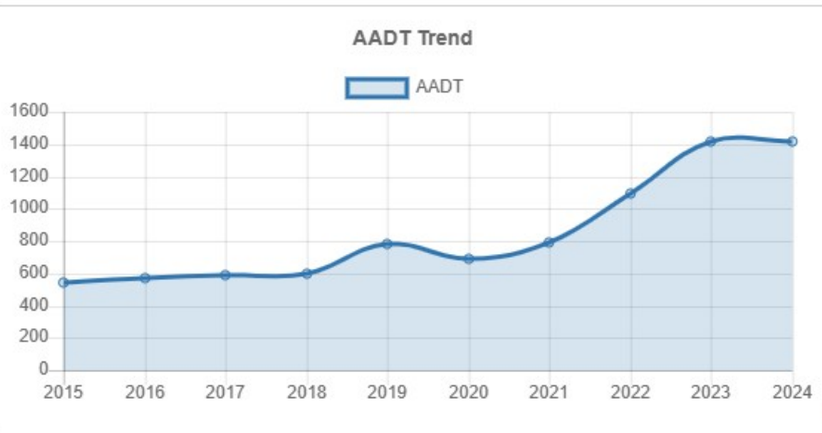
Year	Month	Count type	Duration	ADT	Count
2023	October	Volume	48 hours	1,806	3,612
2022	April	Volume	48 hours	1,435	2,870
2019	July	Volume	48 hours	1,042	2,083
2016	June	Volume	48 hours	706	1,413
2012	March	Volume	48 hours	646	1,292
2010	January	Volume	48 hours	517	1,034
2009	February	Volume	48 hours	526	1,051

Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Actual	Actual	**Estimated**
AADT	540	570	590	600	780	690	790	1,090	1,420	**1,420**
K-Factor	-	0.147	-	-	0.143	0.143	0.143	0.124	0.132	**0.132**
D-Factor	-	-	-	-	1.00	1.00	1.00	1.00	1.00	**1.00**
Future AADT	-	630	-	760	1,030	1,030	1,380	2,210	3,140	**3,350**



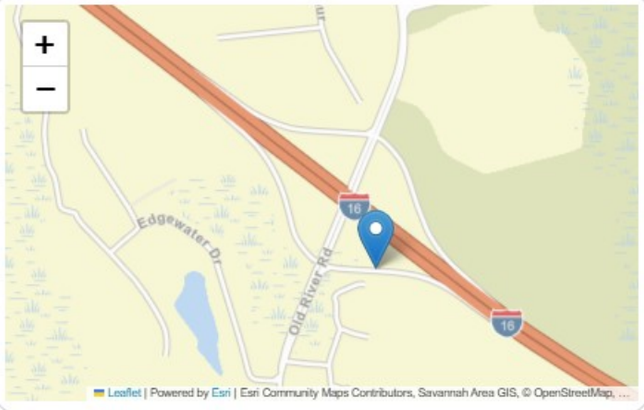




0000103_R202 - 103-R202 - Old River Rd to I-16 EB

County: EFFINGHAM
Route number: 00404111
LRS section: 1036404111
Functional class: 1R - Interstate (Rural)
Coordinates: 32.123068, -81.386303

Site Data

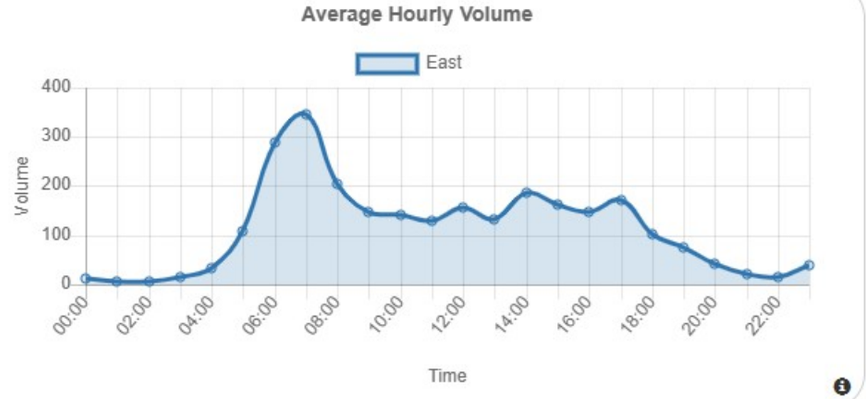


Count History

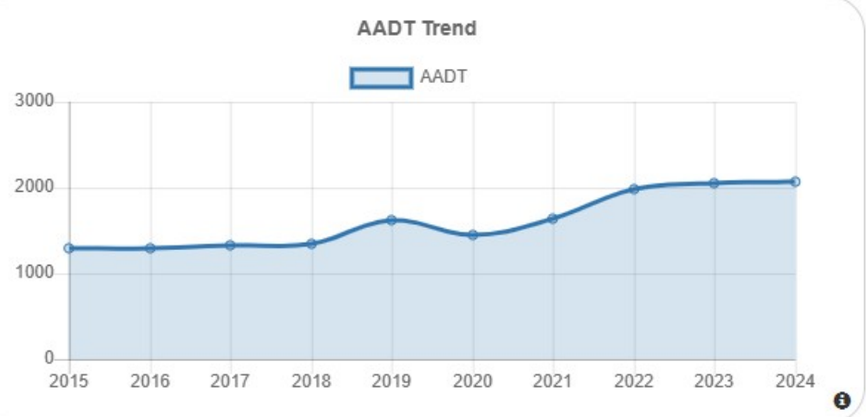
Year	Month	Count type	Duration	ADT	Count
2026	January	Volume	48 hours	2,682	5,363
2023	January	Volume	48 hours	2,278	4,556
2022	January	Volume	48 hours	2,118	4,237
2019	July	Volume	48 hours	2,163	4,326
2016	June	Volume	48 hours	1,596	3,192
2012	March	Volume	48 hours	1,548	3,096
2010	January	Volume	48 hours	1,554	3,107

Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Actual	Actual	**Estimated**
AADT	1,300	1,290	1,330	1,350	1,620	1,450	1,640	1,990	2,060	**2,070**
K-Factor	-	0.190	-	-	0.124	0.124	0.124	0.111	0.098	**0.098**
D-Factor	-	-	-	-	1.00	1.00	1.00	1.00	1.00	**1.00**
Future AADT	-	1,400	-	1,700	2,050	2,050	2,500	3,520	4,010	**4,040**



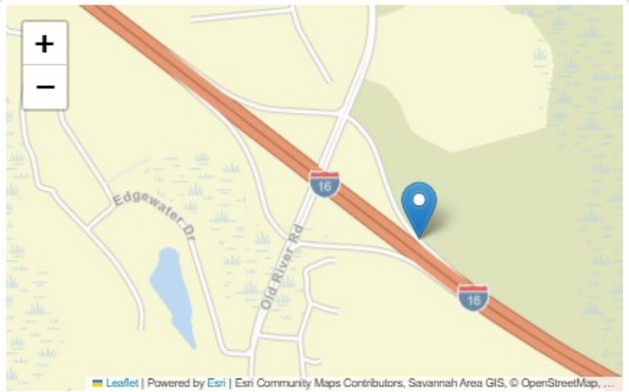




0000103_R801 - 103-R801 - SR 040400 BEG AT

County: EFFINGHAM
Route number: 00404112
LRS section: 1036404112
Functional class: 1R - Interstate (Rural)
Coordinates: 32.1232208549289, -81.3840996325075

Site Data

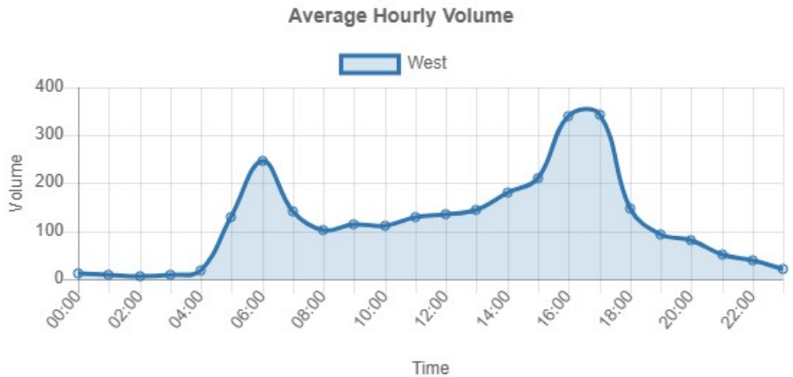


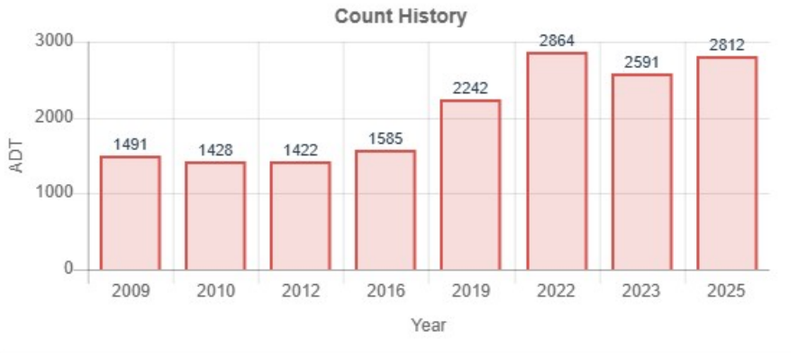
Count History

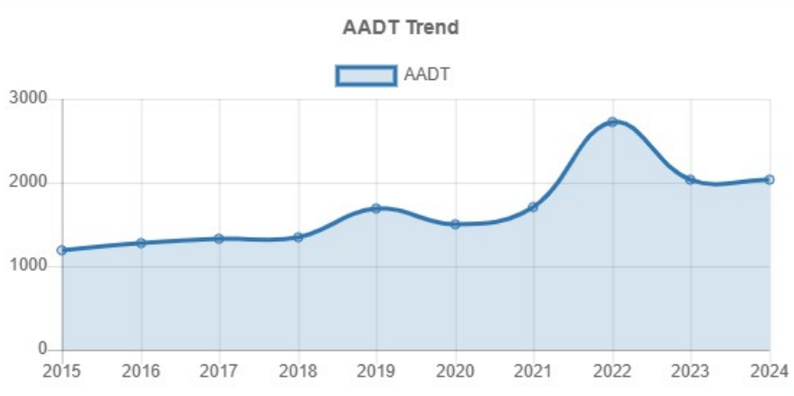
Year	Month	Count type	Duration	ADT	Count
2025	June	Volume	48 hours	2,812	5,624
2023	October	Volume	48 hours	2,591	5,182
2022	January	Volume	48 hours	2,864	5,728
2019	July	Volume	48 hours	2,242	4,483
2016	June	Volume	48 hours	1,585	3,170
2012	March	Volume	48 hours	1,422	2,843
2010	January	Volume	48 hours	1,428	2,857

Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Actual	Actual	**Estimated**
AADT	1,190	1,280	1,320	1,340	1,690	1,500	1,700	2,730	2,030	**2,040**
K-Factor	-	0.203	-	-	0.132	0.132	0.132	0.111	0.114	**0.114**
D-Factor	-	-	-	-	1.00	1.00	1.00	1.00	1.00	**1.00**
Future AADT	-	1,540	-	1,690	2,130	2,130	3,040	5,640	5,340	**4,860**







7 April 2026

US Army Corps of Engineers
Savannah District / Regulatory Division
Attention: CESAS-RD (Sarah Wise, Coastal Branch Chief)
100 West Oglethorpe Avenue
Savannah, Georgia 31401-3640

Subject: Request for Approved Jurisdictional Determination and Delineation Concurrence **RLC# 24-156.1**
1180 Old River Road
Effingham County, Georgia

Dear Ms. Wise:

Resource & Land Consultants (RLC), on behalf of the Panattoni Development Company, LLC, is submitting the attached information requesting an Approved Jurisdictional Determination (AJD) and Delineation Concurrence (DC) for the subject site located on, Effingham County, Georgia (32.139017°, -81.391551°). The delineation was conducted in accordance with the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region Version 2, and 33 CFR Part 328 & 329. Based on our delineation, the ~283.71-acre site contains approximately 109.87 acres of upland, 171.27 acres of wetland, 0.11 acres of Ogeechee River, and 2.47 acres of non-jurisdictional pond.

On May 25, 2023, the U.S. Supreme Court (SCOTUS) ruled in Sackett v. U.S. Environmental Protection Agency (EPA) that the Clean Water Act (CWA) only extends to wetlands that have a "continuous surface connection" with "waters of the United States" (WOTUS).

Additionally, the *MEMORANDUM TO THE FIELD BETWEEN THE U.S. DEPARTMENT OF THE ARMY, U.S. ARMY CORPS OF ENGINEERS AND THE U.S. ENVIRONMENTAL PROTECTION AGENCY CONCERNING THE PROPER IMPLEMENTATION OF "CONTINUOUS SURFACE CONNECTION" UNDER THE DEFINITION OF "WATERS OF THE UNITED STATES" UNDER THE CLEAN WATER ACT* dated 12 March 2025 provided clarity regarding "continuous surface connection" and rescinded any components of guidance or training materials that assumed a discrete feature established a continuous surface connection.

In light of the SCOTUS ruling and the EPA Memorandum to the field, we are requesting an AJD confirming wetland C and ponds 1 & 2 are not Waters of the U.S.

The attached information includes the following:

- USACE Form ENG6247: Request for Jurisdictional Determination
- USACE Form ENG6294: Right of Entry
- USACE Form ENG6295: Agent Authorization
- Figures/Site Maps
- GPS Wetland Delineation Exhibit
- Atlantic and Gulf Coastal Plain Region Wetland Determination Data Forms
- DFIRM Map

We greatly appreciate your assistance with this project. If you have any questions or require a site inspection, please contact us at (912) 443-5896.

Sincerely,



Simon Joubert
Project Manager
Resource & Land Consultants

cc: Mr. Boltin Teeter – Panattoni Development Company, LLC

RESOURCE+LAND CONSULTANTS

APPENDIX A:

JD Request, Right of Entry, Agent Authorization Forms

U.S. Army Corps of Engineers (USACE)

REQUEST FOR JURISDICTIONAL DETERMINATION (JD)

For use of this form, see Sec 404 CWA, Sec 10 RHA, Sec 103 MPRSA; the proponent agency is CECW-COR.

Form Approved -
OMB No. 0710-0024
Expires 2027-09-30

DATA REQUIRED BY THE PRIVACY ACT OF 1974

Authority Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332.

Principal Purpose The information that you provide will be used in evaluating your request to determine whether there are any aquatic resources within the review area that are or that may be subject to federal jurisdiction under the regulatory authorities referenced above.

Routine Uses This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public, and may be made available as part of a public notice or FOIA request as required by federal law. Your name and property location where federal jurisdiction is to be determined will be included in any approved jurisdictional determination (AJD), which will be made available to the public on the District's website and on the Headquarters USACE website.

Disclosure Submission of requested information is voluntary, however, if the information is not provided there may be some delay in processing your request. Failure to provide this information will not result in an adverse action.
System of Record Notice (SORN): The information received is entered into our permit tracking database and a SORN has been completed (SORN #A1145b) and may be accessed at the following website:
http://dpcld.defense.gov/Privacy/SORNsIndex/DOD-wide-SORN-Article-View/Article/570115/a1145b-ce.aspx

The Agency Disclosure Notice (ADN)

The Public reporting burden for this collection of information, 0710-0024, is estimated to average 10 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

1. To (*District Name*): Savannah

2. I am requesting a JD on property located at (*Street Address*): 1180 Old River Road

City/Township/Parish: Bloomingdale County: Effingham State: Georgia

Acreage of Parcel/Review Area for JD: 95.82

Section: Township: Range:

Latitude (*decimal degrees*): 32.139017 ° Longitude (*decimal degrees*): -81.391551 °

(*For linear projects, please include the center point of the proposed alignment.*)

3. Please attach a survey/plat map and vicinity map identifying location and review area for the JD.

4. ☐ I currently own this property. ☐ I plan to purchase this property.

☒ I am an agent/consultant acting on behalf of the requester.

☐ Other (*provide explanation*):

5. Reason for request: (*check as many as applicable*)

- [ ] I intend to construct/develop a project or perform activities on this parcel which would be designed to avoid all aquatic resources.
- [ ] I intend to construct/develop a project or perform activities on this parcel which would be designed to avoid all jurisdictional aquatic resources under Corps authority.
- [ ] I intend to construct/develop a project or perform activities on this parcel which may require authorization from the Corps, and the JD would be used to avoid and minimize impacts to jurisdictional aquatic resources and as an initial step in a future permitting process.
- [ ] I intend to construct/develop a project or perform activities on this parcel which may require authorization from the Corps; this request is accompanied by my permit application and the JD is to be used in the permitting process.
- [ ] I intend to construct/develop a project or perform activities in a navigable water of the U.S. which is included on the district Section 10 list and/or is subject to the ebb and flow of the tide.
- [ ] A Corps JD is required in order to obtain my local/state authorization.
- [ ] I intend to contest jurisdiction over a particular aquatic resource and request the Corps confirm that jurisdiction does/does not exist over the aquatic resource on the parcel.
- [ ] I believe that the site may be comprised entirely of dry land.
- [x] Other *(provide details below):*

6. Type of determination being requested:

- [x] I am requesting an approved JD.
- [ ] I am requesting a preliminary JD.
- [ ] I am requesting a "no permit required" letter as I believe my proposed activity is not regulated.
- [ ] I am requesting a verification of an aquatic resources delineation but I am not requesting a JD.
- [ ] I am unclear as to which JD I would like to request and require additional information to inform my decision.

7. Typed or Printed Name:	Simon Joubert	Daytime Phone No.:	912.443.5896
Company Name:	Resource & Land Consultants	Email Address:	sjoubert@rlandc.com
Address:	41 Park of Commerce Way, Suite 101 Savannah, GA 31405		

By signing below, you are indicating that you have the authority, or are acting as the duly authorized agent of a person or entity with such authority, to and do hereby grant Corps personnel right of entry to legally access the site if needed to perform the JD. Your signature shall be an affirmation that you possess the requisite property rights to request a JD on the subject property.

Signature: 	Date: 2026-03-17

U.S. Army Corps of Engineers (USACE)

RIGHT OF ENTRY

For use of this form, see Section 404 of the Clean Water Act, Section 10 of the Rivers and Harbors Act of 1899, and Section 103 of the Marine Protection, Research, and Sanctuaries Act, the proponent agency is CECW-COR.

Form Approved -
OMB No. 0710-0003
Expires XX-XX-XXXX

The Agency Disclosure Notice (ADN)

The Public reporting burden for this collection of information, 0710-003, is estimated to average 5 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

Purpose: This form is used by members of the public to authorize the USACE to enter their property for site investigations relating to USACE project reviews. These reviews include onsite investigations needed to support application review, processing, and issuance of a Clean Water Act and/or Rivers and Rivers Act delineations, determinations, and/or permits.

This form is a component in the Corps Regulatory Request System (RRS), which is an online permitting application portal for the Regulatory Program.

ITEMS 1 THRU 3 - FOR USACE USE ONLY

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED

ITEMS 4 THRU 12 - COMPLETD BY THE PROPERTY OWNER

4. PROPERTY OWNER NAME (*first, middle, last*)	5. PROPERTY OWNER ADDRESS:	
Mark G. Cooper		
Company:	City:	State:
E-mail Address:	Zip:	Country:
mgcooper4@hotmail.com		US

6. PROPERTY OWNER PHONE NUMBERS. w/AREA CODE

a. Residence	b. Business	c. Fax

LOCATION AND LEGAL DESCRIPTION OF PROPERTY

7. PROJECT STREET ADDRESS (*if applicable*)

8. LOCATION OF PROPERTY (*in decimal degrees*)

Address	City:	State:	Zip:	Latitude: ◦N	Longitude: ◦W
1180 Old River Road	Bloomingdale	Ga	31302	32.13906	-81.39138

9. TAX PARCEL ID(s)

03040-00000-010-000

10. PROPERTY OWNER CERTIFICATION

By signing below, I authorize representatives of the USACE to enter upon the property described above for the purpose of conducting on-site investigations, if necessary, and issuing a jurisdictional determination pursuant to Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899. I, the undersigned, am a duly authorized owner of record of the property identified herein.

11. SIGNATURE OF PROPERTY OWNER	12. DATE
	3/18/24

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than $10,000 or imprisoned not more than five years or both.

U.S. Army Corps of Engineers (USACE)

AUTHORIZATION TO ACT AS AN AGENT

For use of this form, see Section 404 of the Clean Water Act, Section 10 of the Rivers and Harbors Act of 1899, and Section 103 of the Marine Protection, Research, and Sanctuaries Act, the proponent agency is CECW-COR.

Form Approved -
OMB No. 0710-0003
Expires XX-XX-XXXX

The Agency Disclosure Notice (ADN)

The Public reporting burden for this collection of information, 0710-003, is estimated to average 5 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

Purpose: This form is used by members of the public to authorize an agent (for example - a private consultant) to act on their behalf in all matters relating to all dealings with the USACE regarding the project. This includes taking all necessary actions for the application, processing, issuance, and/or acceptance of a Clean Water Act and/or Rivers and Rivers Act delineations, determinations, and/or permits.

This form is a component in the Corps Regulatory Request System (RRS), which is an online permitting application portal for the Regulatory Program.

ITEMS 1 THRU 3 - FOR USACE USE ONLY

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED

ITEMS 4 THRU 14 - COMPLETD BY THE PROPERTY OWNER

4. PROJECT NAME 1180 Old River Road	5. PROJECT LOCATION 1180 Old River Road
6. APPLICANT NAME (*first, middle, last*) Joe Guion	7. AGENT NAME Zach Marsh
Company (*if applicable*): PDC Atlanta, LLC	Company: Resource & Land Consultants, LLC
E-mail Address: bteeter@panattoni.com	E-mail Address: zmarsh@rlandc.com
8. APPLICANT ADDRESS (*if applicable*)	9. AGENT ADDRESS (*if applicable*)
Address 9040 Roswell Road, Suite 420	Address 41 Park of Commerce Way, Suite 101
City: Atlanta / State: GA	City: Savannah / State: GA

10. APPLICANT PHONE NUMBERS. w/AREA CODE			11. AGENT PHONE NUMBERS. w/AREA CODE		
a. Residence 404-805-3764	b. Business	c. Fax	a. Residence	b. Business 912-443-5896	c. Fax

12. APPLICANT/AGENT CERTIFICATION

By signing below, I hereby authorize the agent listed above, to act on my behalf in all matters relating to all dealings with the USACE regarding the project and properties listed above, including taking all necessary actions for the application, processing, issuance, and/or acceptance of a Clean Water Act and/or Rivers and Rivers Act delineations, determinations, and/or permits. Any and all acts carried out by my agent on my behalf as it relates to this project and property shall have the same effect as acts of my own.

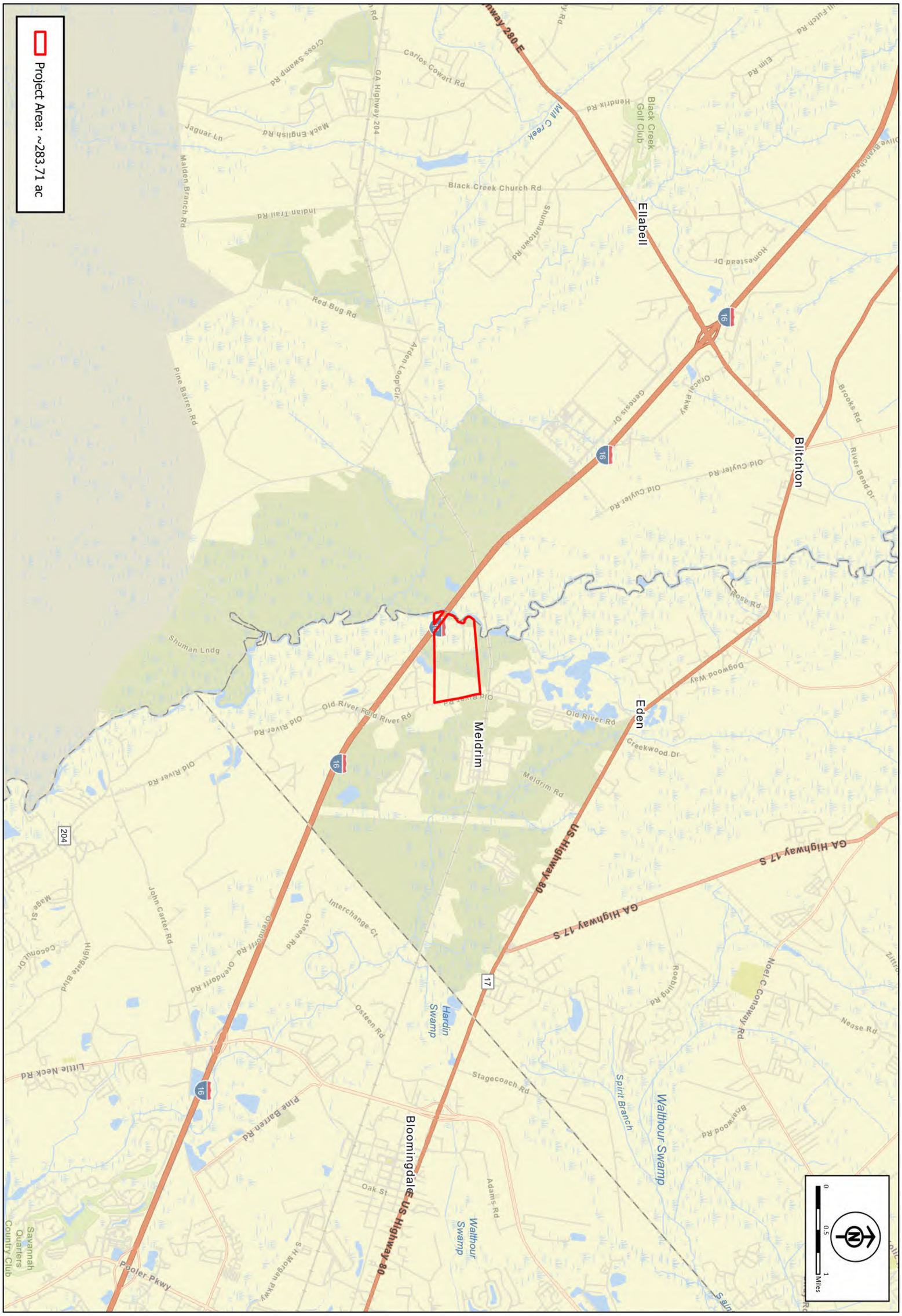
I agree to review all information submitted to the USACE on my behalf by my agent and certify that any information submitted on my behalf is true and correct.

13. SIGNATURE OF APPLICANT	14. DATE
	3/18/26

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than $10,000 or imprisoned not more than five years or both.

RESOURCE+LAND CONSULTANTS

APPENDIX B:
Figures/Site Maps



RLC Project No.:	24-156.1
Figure No.:	1
Prepared By:	SJ
Sketch Date:	3/18/2026
Map Scale :	1 inch = 5,280 ft

1180 Old River Road

Effingham County, Georgia

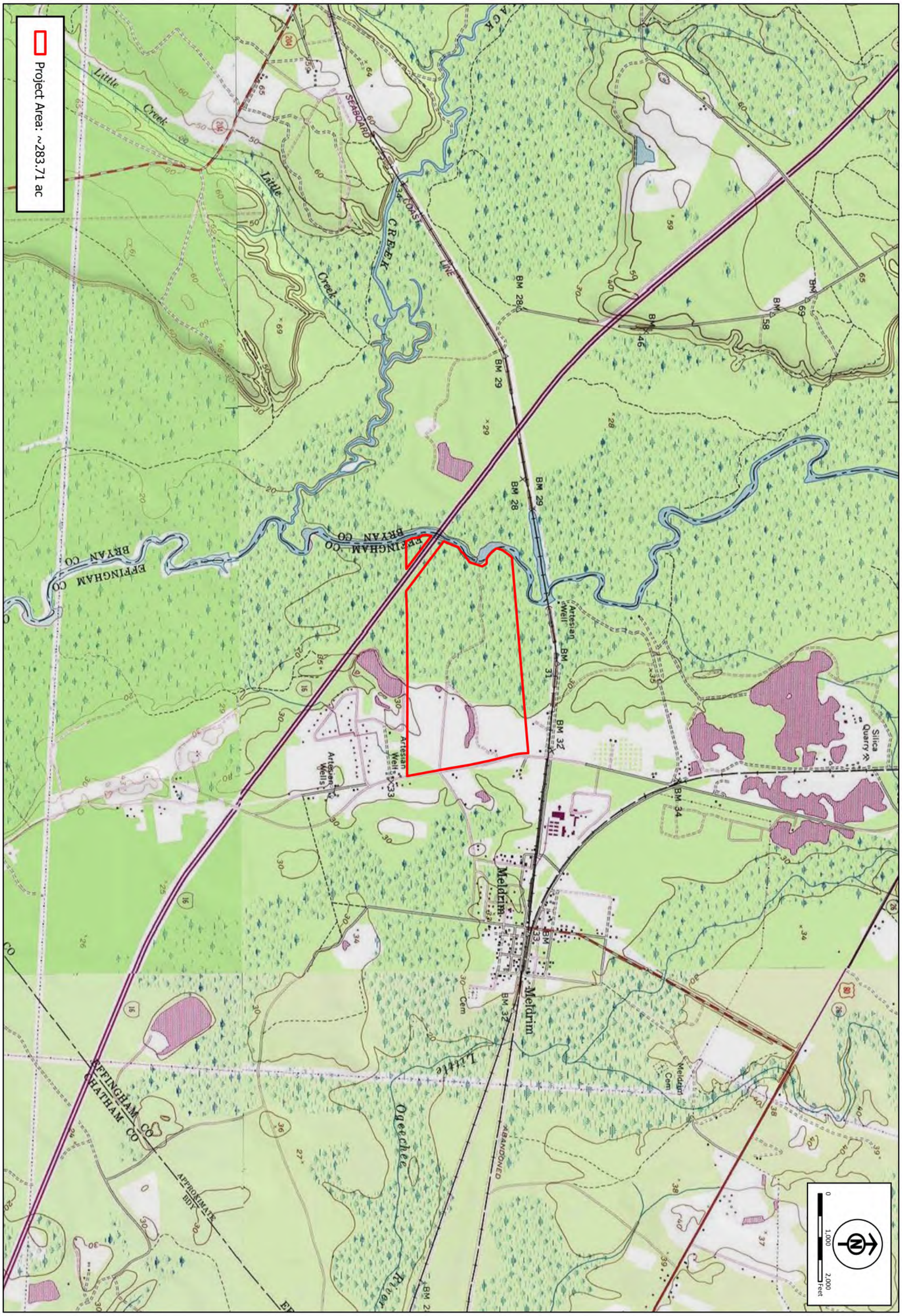
Project Location

Prepared For:
Panattoni Development Company. LLC

RLC
RESOURCE+LAND CONSULTANTS
41 Park of Commerce Way, Ste 101
Savannah, GA 31405
tel 912.443.5896 fax 912.443.5898

Y:\2024 Projects\24-156.1 Boltin Teeter 1180 Old River Rd\graphics\24-156.1.aprx

Source(s): ESRI Basemap; Street Imagery



RLC Project No.:	24-156.1
Figure No.:	2
Prepared By:	SJ
Sketch Date:	3/18/2026
Map Scale :	1 inch = 2,000 ft

1180 Old River Road

Effingham County, Georgia

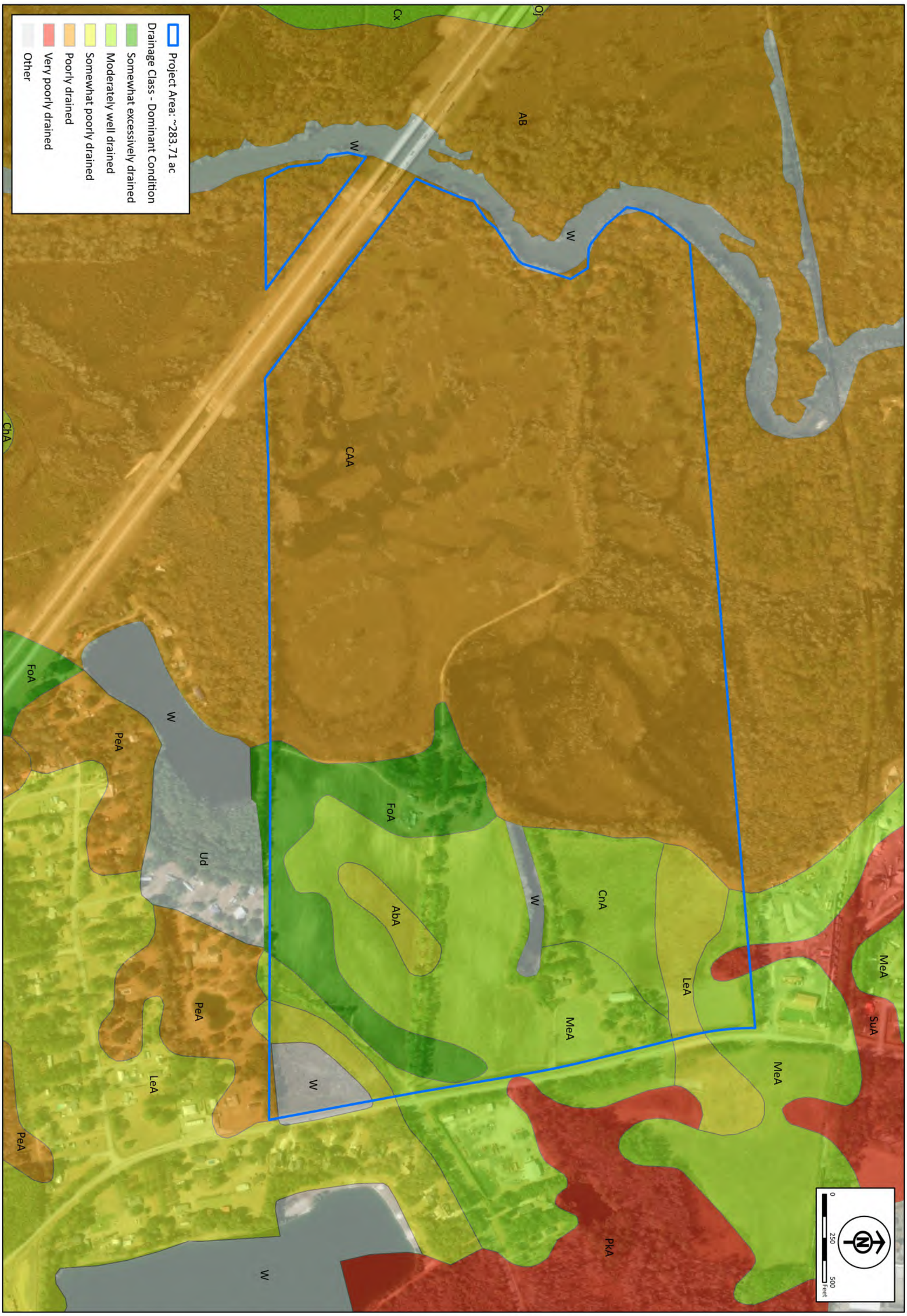
USGS Topographic Survey

Prepared For:
Panattoni Development Company. LLC

RLC
RESOURCE+LAND CONSULTANTS
41 Park of Commerce Way, Ste 101
Savannah, GA 31405
tel 912.443.5896 fax 912.443.5898

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Source(s): USGS Topographic Survey of Effingham County GA



RLC Project No.:	24-156.1
Figure No.:	3
Prepared By:	SJ
Sketch Date:	3/18/2026
Map Scale :	1 inch = 500 ft

1180 Old River Road

Effingham County, Georgia

NRCS Soil Survey

Prepared for: Panattoni Development Company, LLC

RLC
RESOURCE+LAND CONSULTANTS
41 Park of Commerce Way, Ste 101
Savannah, GA 31405
tel 912.443.5896 fax 912.443.5898

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Source(s): USA Soils Map Units Feature Service Layer; ESRI Basemap, World Imagery

PFO1/4B
PFO1/2C
PFO1C
PFO1/2C
PFO2/1F
PFO1C
PFO1/4B
PFO1C
R2UBH
PFO1C
PFO1C
PFO1C
PFO1C
PUBHx
PUBHx
PFO1C
PUBHx
PFO1C
PFO1C
PFO1C
PFO1C
PFO1/4B
PFO1C
PUBHx
PUBHx
R5UBH
PFO1C
PFO1C
PFO1/4B
PFO1C
PFO1C

N

0 250 500 Feet

Project Area: ~283.71 ac

NWI Wetlands USFWS NWI of Georgia; ESRI Basemap, World Imagery

RESOURCE+LAND CONSULTANTS
41 Park of Commerce Way, Ste 101
Savannah, GA 31405
tel 912.443.5896 fax 912.443.5898

RLC

National Wetlands Inventory

Prepared for: Panattoni Development Company, LLC

1180 Old River Road

Effingham County, Georgia

RLC Project No.:	24-156.1
Figure No.:	4
Prepared By:	SJ
Sketch Date:	3/18/2026
Map Scale :	1 inch = 500 ft

Source(s):USFWS NWI of Georgia; ESRI Basemap, World Imagery

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RLC Project No.:	24-156.1
Figure No.:	5
Prepared By:	SJ
Sketch Date:	3/18/2026
Map Scale :	1 inch = 500 ft

1180 Old River Road

Effingham County, Georgia

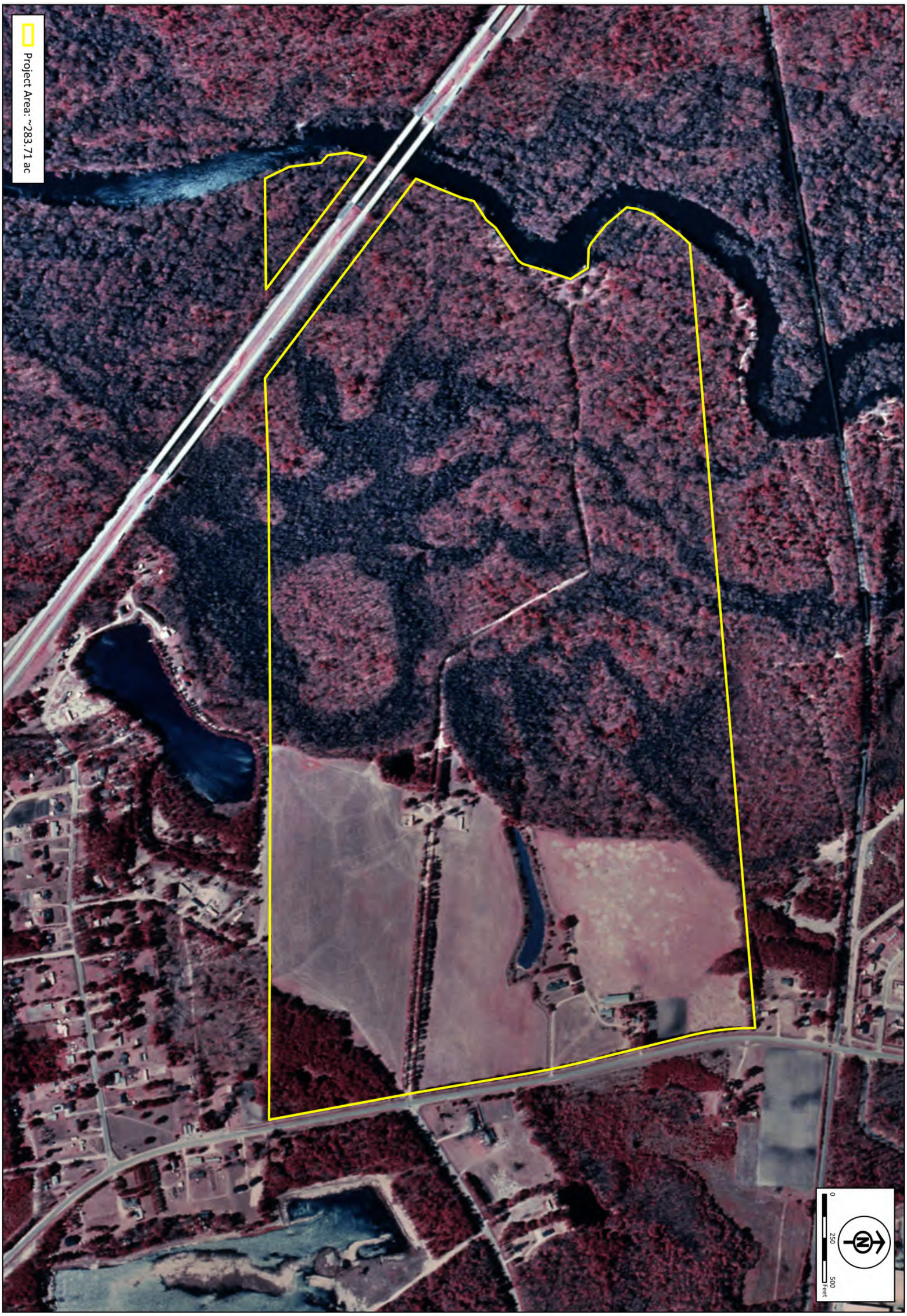
Ortho Imagery

Prepared for: Panattoni Development Company, LLC

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41 Park of Commerce Way, Ste 101
Savannah, GA 31405
tel 912.443.5896 fax 912.443.5898

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Source(s):



RLC Project No.:	24-156.1
Figure No.:	6
Prepared By:	SJ
Sketch Date:	3/18/2026
Map Scale :	1 inch = 500 ft

1180 Old River Road

Effingham County, Georgia

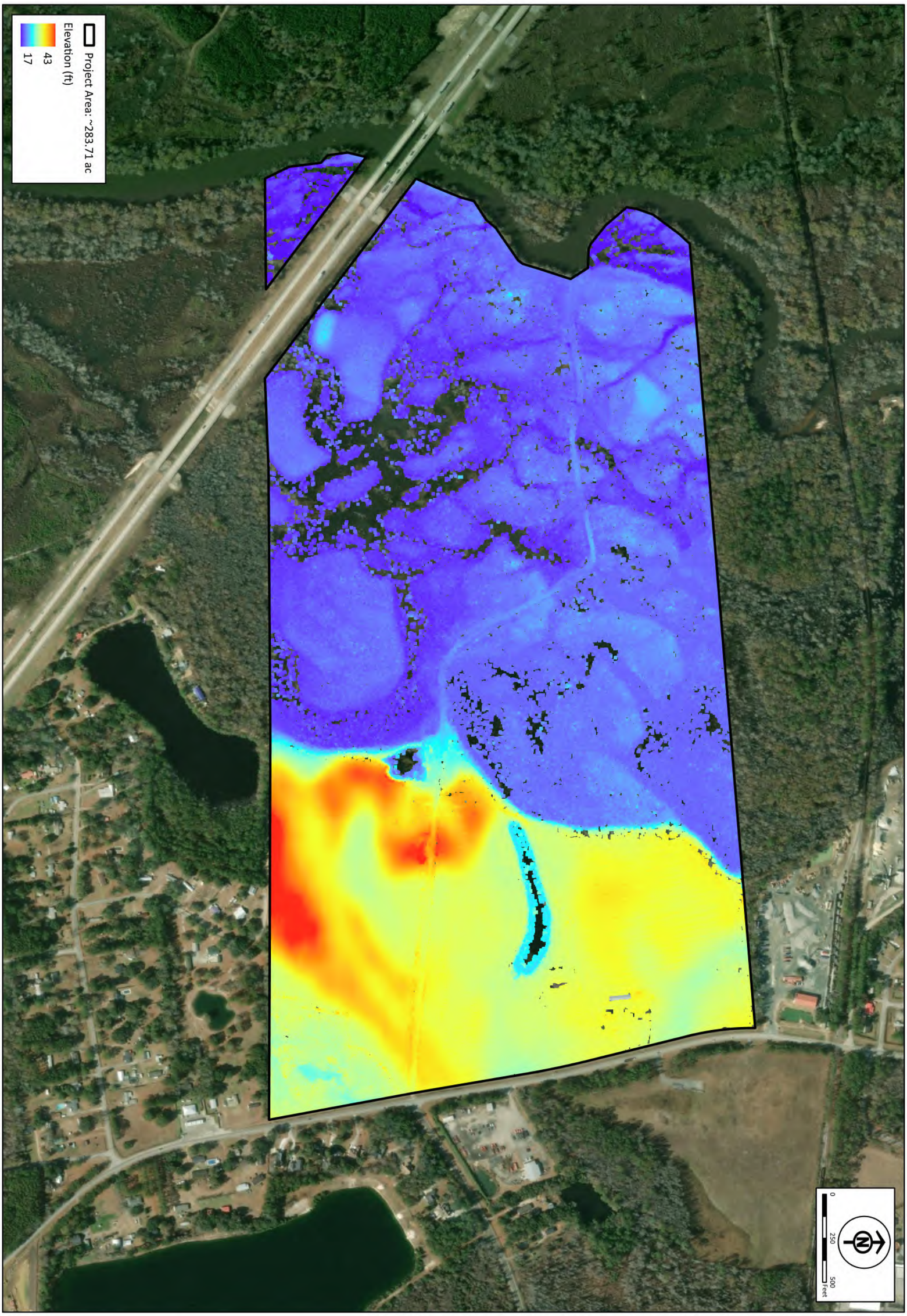
1999 Color-Infrared Imagery

Prepared for: Panattoni Development Company, LLC

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RESOURCE+LAND CONSULTANTS
41 Park of Commerce Way, Ste 101
Savannah, GA 31405
tel 912.443.5896 fax 912.443.5898

Y:\2024 Projects\24-156.1 Boltin Teeter 1180 Old River Rd\graphics\24-156.1.aprx

Source(s):1999 Statewide Color-Infrared Imagery of Georgia



RLC Project No.:	24-156.1
Figure No.:	7
Prepared By:	SJ
Sketch Date:	3/18/2026
Map Scale :	1 inch = 500 ft

1180 Old River Road

Effingham County, Georgia

NOAA Topographic LiDAR

Prepared for: Panattoni Development Company, LLC

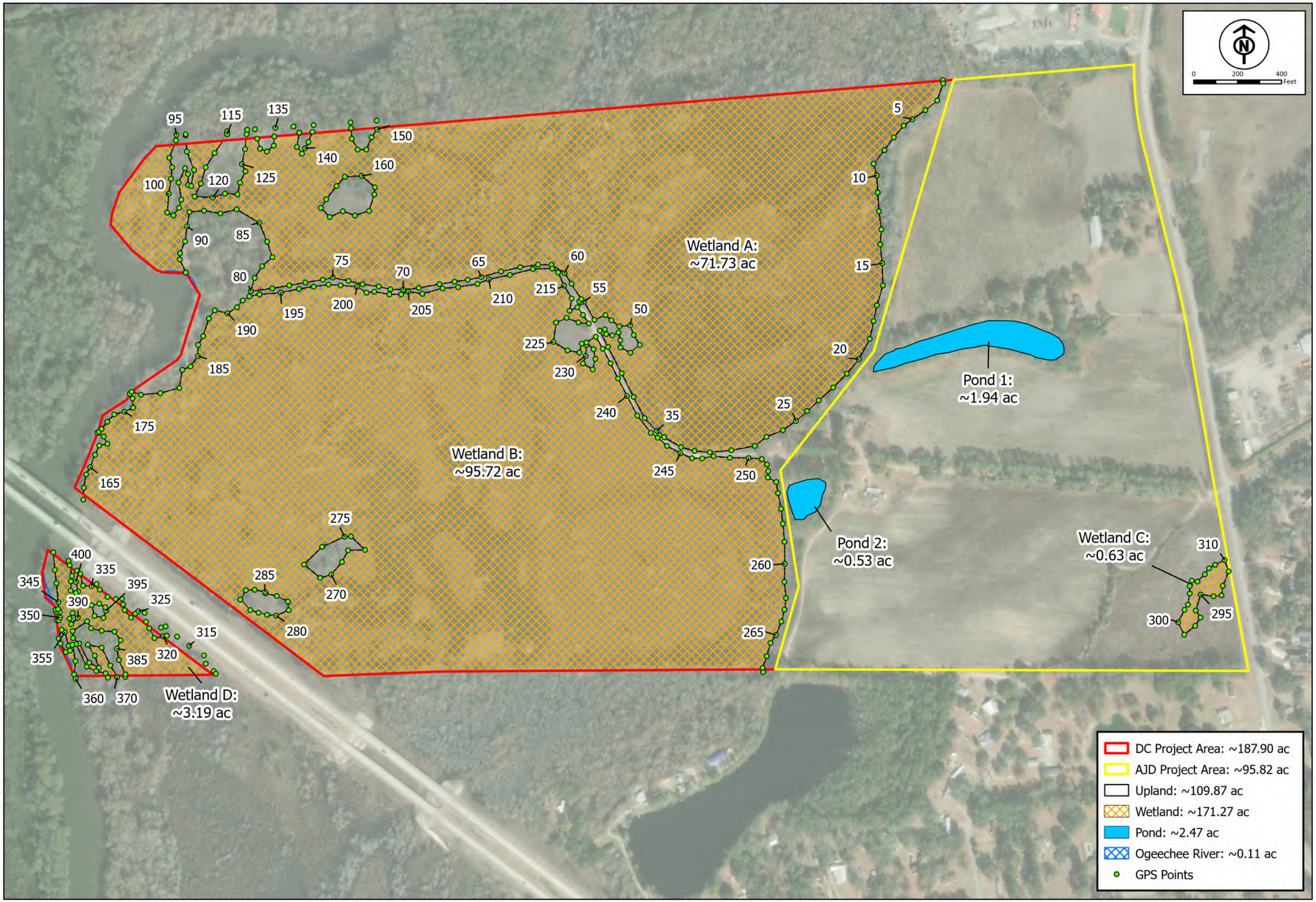
RLC
RESOURCE+LAND CONSULTANTS
41 Park of Commerce Way, Ste 101
Savannah, GA 31405
tel 912.443.5896 fax 912.443.5898

Y:\2024 Projects\24-156.1 Boltin Teeter 1180 Old River Rd\graphics\24-156.1.aprx

Source(s):NOAA Digital Coast, 2018-2019 USGS LiDAR: GA Statewide; ESRI Basemap, World Imagery

RESOURCE+LAND CONSULTANTS

APPENDIX C:
GPS Wetland Delineation Exhibit



RESOURCE+LAND CONSULTANTS
41 Park of Commerce Way, Ste 101
Savannah, GA 31405
tel 912.443.5896 fax 912.443.5898
RLC

Aquatic Resource GPS Delineation Exhibit

Prepared For:
Panattoni Development Company, LLC

1180 Old River Road

Effingham County, Georgia

RLC Project No.:	24-156.1
Figure No.:	8
Prepared By:	SJ
Sketch Date:	3/18/2026
Map Scale :	1 inch = 400 ft

Source(s): 2018 Chatham County NAIP Ortho Aerial

Y:\2024 Projects\24-156.1 Bolton Teeter 1180 Old River Rd\graphics\24-156.1.aprx

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188	32.140080	-81.404465
189	32.140182	-81.404376
190	32.140145	-81.404189
191	32.140218	-81.404049
192	32.140303	-81.403963
193	32.140354	-81.403865
194	32.140378	-81.403717
195	32.140396	-81.403405
196	32.140443	-81.403135
197	32.140470	-81.402917
198	32.140495	-81.402699
199	32.140484	-81.402523
200	32.140464	-81.402279
201	32.140391	-81.402142
202	32.140401	-81.402027
203	32.140366	-81.401806
204	32.140366	-81.401632
205	32.140398	-81.401528
206	32.140371	-81.401321
207	32.140437	-81.401022
208	32.140450	-81.400794
209	32.140490	-81.400508
210	32.140545	-81.400340
211	32.140599	-81.400030
212	32.140671	-81.399691
213	32.140676	-81.399405
214	32.140626	-81.399320
215	32.140462	-81.399235
216	32.140299	-81.399123
217	32.140146	-81.399155
218	32.140188	-81.399041
219	32.140092	-81.398958
220	32.139985	-81.398874
221	32.139999	-81.399026
223	32.140057	-81.399200
224	32.139999	-81.399356
225	32.139758	-81.399397

Label	Latitude	Longitude
226	32.139649	-81.399190
227	32.139621	-81.399016
228	32.139733	-81.398980
229	32.139715	-81.398912
230	32.139577	-81.398925
231	32.139485	-81.398964
232	32.139409	-81.398822
233	32.139540	-81.398779
234	32.139662	-81.398808
235	32.139746	-81.398910
236	32.139818	-81.398772
237	32.139666	-81.398670
238	32.139484	-81.398558
239	32.139293	-81.398450
240	32.139075	-81.398319
241	32.138827	-81.398169
242	32.138610	-81.397973
243	32.138548	-81.397872
244	32.138445	-81.397734
245	32.138352	-81.397540
246	32.138290	-81.397370
247	32.138285	-81.397220
248	32.138312	-81.397051
249	32.138290	-81.396812
250	32.138286	-81.396538
251	32.138271	-81.396342
252	32.138205	-81.396265
253	32.138121	-81.396249
254	32.138041	-81.396257
255	32.137985	-81.396132
256	32.137844	-81.396107
257	32.137648	-81.396064
258	32.137462	-81.396039
259	32.137235	-81.396017
260	32.136959	-81.396016
261	32.136733	-81.396023
262	32.136530	-81.396001
263	32.136387	-81.396025
264	32.136238	-81.396070
265	32.136069	-81.396154
266	32.135969	-81.396234
267	32.135804	-81.396291
268	32.135658	-81.396351
269	32.135605	-81.396344
270	32.136863	-81.402689

Label	Latitude	Longitude
271	32.137021	-81.402531
272	32.137167	-81.402441
273	32.137171	-81.402190
274	32.137340	-81.402394
275	32.137339	-81.402491
276	32.137214	-81.402823
277	32.136993	-81.403090
278	32.136824	-81.402853
279	32.136366	-81.403639
280	32.136355	-81.403506
281	32.136423	-81.403320
282	32.136531	-81.403331
283	32.136602	-81.403493
284	32.136635	-81.403658
285	32.136654	-81.403667
286	32.136681	-81.403819
287	32.136677	-81.403949
288	32.136560	-81.404031
289	32.136427	-81.403885
290	32.136394	-81.403765
291	32.136824	-81.389484
292	32.136645	-81.389572
293	32.136525	-81.389592
294	32.136515	-81.389710
295	32.136537	-81.389898
296	32.136338	-81.389972
297	32.136250	-81.389903
298	32.136145	-81.389981
299	32.136036	-81.390145
300	32.136192	-81.390231
301	32.136348	-81.390137
302	32.136412	-81.390085
303	32.136551	-81.390058
304	32.136645	-81.390059
305	32.136713	-81.390026
306	32.136700	-81.389943
307	32.136790	-81.389835
308	32.136865	-81.389771
309	32.136908	-81.389682
310	32.136966	-81.389542
311	32.135634	-81.404399
312	32.135667	-81.404431
313	32.135761	-81.404546
314	32.135864	-81.404572
315	32.135987	-81.404789

Label	Latitude	Longitude
316	32.136102	-81.404964
317	32.136231	-81.405133
318	32.136216	-81.405201
319	32.136115	-81.405117
320	32.136106	-81.405168
321	32.136085	-81.405299
322	32.136208	-81.405375
323	32.136292	-81.405421
324	32.136402	-81.405439
325	32.136422	-81.405531
326	32.136394	-81.405577
327	32.136344	-81.405642
328	32.136438	-81.405735
329	32.136510	-81.405756
330	32.136581	-81.405772
331	32.136578	-81.405865
332	32.136606	-81.405985
333	32.136696	-81.406098
334	32.136768	-81.406144
335	32.136740	-81.406219
336	32.136748	-81.406345
337	32.136897	-81.406385
338	32.136937	-81.406431
339	32.136871	-81.406506
340	32.137005	-81.406539
341	32.137060	-81.406555
342	32.137168	-81.406778
343	32.136947	-81.406757
344	32.136781	-81.406736
345	32.136543	-81.406709
346	32.136457	-81.406715
347	32.136449	-81.406750
348	32.136420	-81.406744
349	32.136422	-81.406689
350	32.136351	-81.406688
351	32.136316	-81.406704
352	32.136316	-81.406729
353	32.136087	-81.406707
354	32.136197	-81.406666
355	32.136166	-81.406617
356	32.135997	-81.406561
357	32.135937	-81.406543
358	32.136025	-81.406683
359	32.135918	-81.406607
360	32.135583	-81.406463

Label	Latitude	Longitude
361	32.135637	-81.406485
362	32.135804	-81.406463
363	32.136009	-81.406507
364	32.136017	-81.406452
365	32.135734	-81.406299
367	32.135678	-81.406161
368	32.135649	-81.406021
369	32.135595	-81.405988
370	32.135598	-81.405852
371	32.135747	-81.405950
372	32.135970	-81.406077
373	32.136009	-81.406281
374	32.135872	-81.406179
375	32.135719	-81.406119
376	32.135783	-81.406261
377	32.136024	-81.406408
378	32.136093	-81.406496
379	32.136180	-81.406502
380	32.136302	-81.406288
381	32.136216	-81.406230
382	32.136182	-81.406074
383	32.136171	-81.405886
384	32.136062	-81.405795
385	32.135955	-81.405852
386	32.135814	-81.405823
387	32.135633	-81.405730
388	32.135601	-81.405731
389	32.136267	-81.406522
390	32.136345	-81.406424
391	32.136407	-81.406501
392	32.136339	-81.406546
393	32.136369	-81.406178
394	32.136343	-81.406047
395	32.136432	-81.406008
396	32.136476	-81.406018
397	32.136521	-81.406107
398	32.136502	-81.406219
399	32.136674	-81.406414
400	32.136796	-81.406449
401	32.136805	-81.406523
402	32.136686	-81.406527
403	32.136658	-81.406451

RESOURCE+LAND CONSULTANTS

APPENDIX D:
Atlantic and Gulf Coastal Plain Region Wetland Determination Data Forms

U.S. Army Corps of Engineers
WETLAND DETERMINATION DATA SHEET – Atlantic and Gulf Coastal Plain Region
See ERDC/EL TR-10-20; the proponent agency is CECW-CO-R

OMB Control #: 0710-0024, Exp: 11/30/2024
Requirement Control Symbol EXEMPT:
(Authority: AR 335-15, paragraph 5-2a)

Project/Site: 1180 Old River Road City/County: Bloomingdale/Effingham Sampling Date: 3/5/2026

Applicant/Owner: Panattoni Development Company, LLC c/o Boltin Teeter State: GA Sampling Point: Upland

Investigator(s): RLC (Zach Marsh) Section, Township, Range:

Landform (hillside, terrace, etc.): backslope Local relief (concave, convex, none): none Slope (%): 0-2

Subregion (LRR or MLRA): LRR T, MLRA 153A Lat: 32.138314 Long: 81.395352 Datum: NAD 83

Soil Map Unit Name: Foxworth sand NWI classification: Upland

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No ____ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No X	**Is the Sampled Area within a Wetland?** **Yes** ____ **No** X
Hydric Soil Present?	Yes ____	No X	
Wetland Hydrology Present?	Yes ____	No X	

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Sphagnum Moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes ____	No x	Depth (inches): ____
Water Table Present?	Yes ____	No x	Depth (inches): ____
Saturation Present? (includes capillary fringe)	Yes ____	No x	Depth (inches): ____

Wetland Hydrology Present? **Yes** ____ **No** X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION (Four Strata) – Use scientific names of plants.

Sampling Point: Upland

Tree Stratum (Plot size: 30)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Pinus taeda*	40	Yes	FAC
2. *Liquidambar styraciflua*	25	Yes	FAC
3. *Acer rubrum*	10	No	FAC
4.			
5.			
6.			
7.			
8.			
	75	=Total Cover	
50% of total cover: 38		20% of total cover:	15
Sapling/Shrub Stratum (Plot size: 30)			
1. *Pinus taeda*	10	Yes	FAC
2. *Liquidambar styraciflua*	5	Yes	FAC
3. *Serenoa repens*	8	Yes	FACU
4.			
5.			
6.			
7.			
8.			
	23	=Total Cover	
50% of total cover: 12		20% of total cover:	5
Herb Stratum (Plot size: 30)			
1. *Pteridium aquilinum*	8	Yes	FACU
2. *Parthenocissus quinquefolia*	5	Yes	FACU
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	13	=Total Cover	
50% of total cover: 7		20% of total cover:	3
Woody Vine Stratum (Plot size: 30)			
1.			
2.			
3.			
4.			
5.			
		=Total Cover	
50% of total cover:		20% of total cover:	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 4 (A)

Total Number of Dominant Species Across All Strata: 7 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 57.1% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	90	x 3 =	270
FACU species	21	x 4 =	84
UPL species	0	x 5 =	0
Column Totals:	111 (A)		354 (B)

Prevalence Index = B/A = 3.19

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

X 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Four Vegetation Strata:

Tree – Woody plants, excluding vines, 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/Shrub – Woody plants, excluding vines, less than 3 in. DBH and greater than 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody Vine – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? **Yes** ___ **No** X

Remarks: (If observed, list morphological adaptations below.)

SOIL

Sampling Point: Upland

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-4	10YR 3/2	60					Sandy	40% UCSG
4-16	10YR 4/3	90					Sandy	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) (**MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Barrier Islands 1 cm Muck (S12) **(MLRA 153B, 153D)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Floodplain Soils (F20) **(MLRA 149A, 153C, 153D)**
- ___ Very Shallow Dark Surface (F22) **(MLRA 138, 152A in FL, 154)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Coast Prairie Redox (A16) **(outside MLRA 150A)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, T)**
- ___ Anomalous Bright Floodplain Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (F21)
- ___ Very Shallow Dark Surface (F22) **(outside MLRA 138, 152A in FL, 154)**
- ___ Barrier Islands Low Chroma Matrix (TS7) **(MLRA 153B, 153D)**
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** ___ **No** X

Remarks:

U.S. Army Corps of Engineers
WETLAND DETERMINATION DATA SHEET – Atlantic and Gulf Coastal Plain Region
See ERDC/EL TR-10-20; the proponent agency is CECW-CO-R

OMB Control #: 0710-0024, Exp: 11/30/2024
Requirement Control Symbol EXEMPT:
(Authority: AR 335-15, paragraph 5-2a)

Project/Site: 1180 Old River Road City/County: Bloomingdale/Effingham Sampling Date: 3/5/2026

Applicant/Owner: Panattoni Development Company, LLC c/o Boltin Teeter State: GA Sampling Point: Wetland

Investigator(s): RLC (Zach Marsh) Section, Township, Range:

Landform (hillside, terrace, etc.): toe of slope Local relief (concave, convex, none): concave Slope (%): 0-2

Subregion (LRR or MLRA): LRR T, MLRA 153A Lat: 32.136380 Long: -81.405685 Datum: NAD 83

Soil Map Unit Name: Chastain and Tawcaw NWI classification: PFO1C

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No ____ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No ____	**Is the Sampled Area within a Wetland?** **Yes** ____ **No** X
Hydric Soil Present?	Yes X	No ____	
Wetland Hydrology Present?	Yes X	No ____	

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- X FAC-Neutral Test (D5)
- ___ Sphagnum Moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes ____	No x	Depth (inches): ____
Water Table Present?	Yes ____	No x	Depth (inches): ____
Saturation Present? (includes capillary fringe)	Yes ____	No x	Depth (inches): ____

Wetland Hydrology Present? **Yes** X **No** ____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION (Four Strata) – Use scientific names of plants. Sampling Point: Wetland

Tree Stratum (Plot size: 30)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Taxodium distichum*	25	Yes	OBL
2. *Pinus taeda*	8	No	FAC
3. *Liquidambar styraciflua*	10	Yes	FAC
4.			
5.			
6.			
7.			
8.			
	43	=Total Cover	
50% of total cover: 22		20% of total cover: 9	
Sapling/Shrub Stratum (Plot size: 30)			
1. *Taxodium distichum*	12	Yes	OBL
2. *Liquidambar styraciflua*	12	Yes	FAC
3. *Acer rubrum*	5	No	FAC
4. *Lyonia lucida*	8	Yes	FACW
5.			
6.			
7.			
8.			
	37	=Total Cover	
50% of total cover: 19		20% of total cover: 8	
Herb Stratum (Plot size: 30)			
1. *Lyonia lucida*	10	Yes	FACW
2. *Chasmanthium laxum*	8	Yes	FACW
3. *Ilex glabra*	5	Yes	FACW
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	23	=Total Cover	
50% of total cover: 12		20% of total cover: 5	
Woody Vine Stratum (Plot size: 30)			
1.			
2.			
3.			
4.			
5.			
		=Total Cover	
50% of total cover:		20% of total cover:	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 8 (A)

Total Number of Dominant Species Across All Strata: 8 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	37	x 1 =	37
FACW species	31	x 2 =	62
FAC species	35	x 3 =	105
FACU species	0	x 4 =	0
UPL species	0	x 5 =	0
Column Totals:	103 (A)		204 (B)

Prevalence Index = B/A = 1.98

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

X 2 - Dominance Test is >50%

X 3 - Prevalence Index is ≤3.0[1]

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Four Vegetation Strata:

Tree – Woody plants, excluding vines, 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/Shrub – Woody plants, excluding vines, less than 3 in. DBH and greater than 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody Vine – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? **Yes** X **No** ___

Remarks: (If observed, list morphological adaptations below.)

SOIL

Sampling Point: Wetland

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-6	10YR 3/2	100					Sandy	
6-18	10YR 5/2	90	10YR 5/6	10	C	M	Sandy	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- X Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) (**MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- X Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Barrier Islands 1 cm Muck (S12) **(MLRA 153B, 153D)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Floodplain Soils (F20) **(MLRA 149A, 153C, 153D)**
- ___ Very Shallow Dark Surface (F22) **(MLRA 138, 152A in FL, 154)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Coast Prairie Redox (A16) **(outside MLRA 150A)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, T)**
- ___ Anomalous Bright Floodplain Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (F21)
- ___ Very Shallow Dark Surface (F22) **(outside MLRA 138, 152A in FL, 154)**
- ___ Barrier Islands Low Chroma Matrix (TS7) **(MLRA 153B, 153D)**
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** X **No** ___

Remarks:

RESOURCE+LAND CONSULTANTS

APPENDIX E:
DFIRM Map

1180 Old River Rd, Bloomingdale, Georgia, 31302

GEORGIA FLOOD MAP PROGRAM



Low Risk

Current Flood Zone:	X	
*Probability of Flooding: (30-Year Period)	Not Available	Not Available
Base Flood Elevation:	Not Available	Not Available
Lowest Adj Grade:	Not Available	
Preliminary Flood Zone:	Not Available	Not Available
Flood Zone Change Type:	Not Available	

Location Information

Panel:	13103C0344E
Watershed:	Lower Ogeechee
County:	EFFINGHAM
Community ID:	13103C
Map Status:	EFFECTIVE

* Flood Depths shown on this report are derived from FEMA RiskMAP products and are rounded to the nearest tenth of a foot. These depths are calculated from HEC-RAS modeling and represent the best available data. Only areas within a RiskMAP studied watershed will have this data available. Please check back if your area is not currently available. For more information, please visit the FEMA Map Service Center at https://msc.fema.gov/portal/resources/faq

Nature Doesn't Read Flood Maps

Many people don't understand just how risky the floodplain can be. There is a greater than 26% chance that a non-elevated home in the SFHA will be flooded during a 30-year mortgage period.

The chance that a major fire will occur during the same period is less than 10%!

FOR MORE INFORMATION VISIT, PLEASE VISIT: FloodSmart.gov

Legend with Flood Zone Designations

- Flood Control Structures
- Base Flood Elevations
- Cross Sections
- Coastal Transects
- FIRM Panel Index
- 1% Flood - Floodway (High Risk)
- 1% Flood - Zone AE (High Risk)
- 1% Flood - Zone A, AH, or AO (HighRisk)
- 0.2% Flood - X-Shaded (Moderate Risk)
- Area of Undertermined Flood Hazard
- 1% Flood - Zone VE (HighRisk)
- Area Not Included
- Letters of Map Revision
- Coastal Barrier Resource Area
- Limit of Moderate Wave Action
- Floodway Decrease
- Floodway Increase
- 100-Year Flood Zone Decrease
- 100-Year Flood Zone Increase
- Zone Change

Disclaimer: This data is not to be used to determine any base flood elevations or flood zone designations for NFIP (National Flood Insurance Program) purposes. For NFIP flood insurance and regulation purposes, please refer to the published effective FIRM (Flood Rate Insurance Map) for your area of concern. Values displayed for Current Flood Zone, Preliminary Flood Zone, Flood Zone Change Type, and Probability of Flooding over a 30-year period based on center of dot location, not extent of structure(s).

2201 Rowland Ave
Savannah, Georgia 31404
P (912) 629 4000
F (912) 629-4001
Terracon.com

January 28, 2026

PDC Atlanta, LLC
(a Delaware Limited Liability Company)
9040 Roswell Road, Suite 420
Atlanta, Georgia 30350

Attn: Mr. Joe Guion / Local Partner
E: jguion@panattoni.com

Re: Level III Soil Survey
Old River Road
1180 Old River Road
Bloomingdale, Effingham County, Georgia
Terracon Project No. ES257310

Dear Mr. Guion:

Terracon Consultants, Inc. (Terracon) has completed a Level III Soil Survey for the above-referenced site located off at 1180 Old River Road, in Effingham County, Georgia. The work was performed in general accordance with the rules of the Georgia Department of Public Health for On-Site Sewage Management Systems (June 2025). This investigation was performed to evaluate the on-site material and determine if the study areas are suitable for the intended use of the installation of a septic drain field. The following report presents a brief description of the site conditions, our exploration procedures, findings, and recommendations.

We appreciate the opportunity to be of service to you on this project. If there are any questions regarding this report or if we may be of further assistance, please do not hesitate to contact us.

Sincerely,
Terracon Consultants, Inc.

Jordan H. Caldwell
Senior Staff Geologist

Christopher Barr, PE
Senior Principal / Office Manager

Stewart A. Dixon, PG
Principal / Senior Geologist

Attachments:
Exhibits

Executive Summary

County:	Effingham
Dates Survey Performed:	1/21/2026 and 1/22/2026
Owner:	PDC Atlanta, LLC
Site Location / Address:	Old River Road (32.138688°N, -81.390458°W) 1180 Old River Road Bloomingdale, Effingham County, Georgia
Phone Number:	(404) 921-2011
Subdivision:	N/A
Map Scale:	Exhibit 1 – Topographic Map: 1" = 2,000' Exhibit 2 – Site Diagram: 1" = 100' Exhibit 3 – Study Area 1 Soil Survey Map: 1" = 50'
Intensity of Investigation:	Level III
Certified Soil Classifier:	Christopher W. Barr, P.E., Georgia P.E. #033592

Soil Properties

Soil Series	**Slope** (%)	**Depth to Bedrock** (inches BGS)	**Depth to Seasonal High Water** (inches BGS)	**Estimated Absorption Rate at Recommended Depth** (minutes/inch)	**Recommended Trench Depth** (inches BGS)	**Suitability Code**
Foxworth	0-25	>72	38-42	<5	14	A
Meldrim	0-6	>72	38	<5	14	A

BGS = Below Ground Surface
N/A = Not Applicable

Suitability Code Descriptions and General Notes

A: These soils are suitable for installation of on-site systems with proper system design, installation, and maintenance. Position of the site or other soil and landscape considerations may require the drainfield area to be greater than the minimum and/or the drainfield design to require equal distribution or level field installation.

1.0 Project Description

As part of the septic drain field design for a proposed warehouse facility development, the client has requested a Level III Soil Survey be completed within an approximate 2.4-acre area located at 1180 Old River Road, Bloomingdale, Georgia (Effingham County Parcel Number 03040010), as shown in the attached Exhibit 1. The study area is located with an approximate center coordinated of 32.138688°N, 81.390458°W.

This survey is being conducted as a Level III Soil Survey, for the use of the land for on-site sewage management. The soil borings and infiltration tests were advanced across the client-requested study area, which is depicted on Exhibit 3.

2.0 Exploration and Testing Procedures

Prior to exploration and testing procedure completion, Terracon performed a review of the previously mapped United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Soil Classifications for the area. Previously mapped soil series within the study area indicated that Foxworth sand and Meldrim sand are the primary soil series within the study area.

Ten hand auger borings (B-1 through B-10) were advanced within the study area to approximately 72 inches below ground surface (bgs). Groundwater was not encountered in any of the soil borings within the study area. Indicators of seasonal high groundwater table were encountered at depths ranging from 38 inches bgs to 45 inches bgs.

Soil lithology observations from borings B-4, B-5, B-9, and B-10 exhibit characteristics of the Foxworth soil series, consisting predominantly of loose, poorly graded, fine- to medium-grained sand with fine root material extending from the surface to approximately 72 inches below ground surface (bgs). Borings B-2, B-3, B-6, B-7, and B-8 similarly display characteristics consistent with Foxworth soils; however, these borings transition to a clayey sand at depths of approximately 40 inches bgs. Soils encountered in boring B-1 also included mostly poorly graded, fine to medium grained sand however color characteristics and trace lenses of loamy fines were more representative of the Meldrim soil series.

Ten hydraulic conductivity tests were performed within the study area. These tests were performed immediately adjacent to soil borings B-1 through B-10 (Exhibit 3). All the tests were performed at 24 inches bgs. As described above, hydraulic conductivity testing was performed within the Meldrim soil series at B-1, and within the Foxworth soil series at B-2 through B-10.

All of Terracon's work was performed under the direct supervision of a State of Georgia certified soil classifier and Georgia Professional Engineer. The on-site soils were evaluated in

general accordance with the *Georgia Manual for On-Site Sewage Management Systems* (June 2015).

3.0 Site Subsurface Conditions

The proposed absorption field is located in the Atlantic Coastal Plain Physiographic Province. The soils encountered in the hand auger borings were classified as Foxworth and Meldrim soils. The following paragraphs (with some language taken from the Natural Resources Conservation Service [NRCS] Soil Survey) present a brief description of the soil series.

Foxworth – The Foxworth soil series consists of very deep, moderately well to somewhat excessively drained, rapid to very rapid permeable soils on broad uplands and side slopes. They formed in sandy marine or eolian sediments in the Southern Coastal Plain, the Eastern Gulf Coast Flatwoods, the Atlantic Coast Flatwoods, and the Tidewater Area. Near the type location, the mean annual temperature is about 68 degrees F., and the mean annual precipitation is about 56 inches. Slopes range from 0 to 25 percent.

The soil profiles as described by the NRCS soil survey generally consists of the following:

- 0 to 4 inches; grayish brown (10YR 5/2) sand; single grained; loose; many fine roots; strongly acid; gradual wavy boundary.
- 4 to 10 inches; brown (10YR 5/3) sand; single grained; loose; common fine roots; strongly acid; clear smooth boundary.
- 10 to 40 inches; light yellowish brown (10YR 6/4) sand; single grained; loose; common fine roots; strongly acid; gradual wavy boundary.
- 40 to 52 inches; very pale brown (10YR 7/4) sand; single grained; loose; common uncoated sand grains; few fine roots; common fine distinct yellowish brown (10YR 5/6) masses of iron accumulations; common fine faint pale brown (10YR 6/3) areas of iron depletions; strongly acid; gradual wavy boundary.
- 52 to 58 inches; light gray (10YR 7/1) sand; single grained; loose; few fine roots; common to many uncoated sand grains; many fine distinct yellowish brown (10YR 5/6), common medium distinct strong brown (7.5YR 5/6), and yellowish red (5YR 4/6), and many fine faint very pale brown (10YR 7/3) masses of iron accumulation, strongly acid; gradual wavy boundary.
- 58 to 64 inches; very pale brown (10YR 7/4) sand; single grained; loose; few fine roots; many uncoated sand grains; many fine faint light yellowish brown (10YR 6/4), many fine distinct strong brown (7.5YR 5/6) and yellowish red (5YR 4/6) masses of iron accumulation; many fine faint light gray (10YR 7/2) areas of iron depletions; strongly acid; gradual wavy boundary.

- 64 to 80 inches; light gray (10YR 7/2) sand; single grained; loose; many uncoated sand grains; few small quartz pebbles; common fine faint light yellowish brown (10YR 6/4) and few fine distinct yellowish brown (10YR 5/6) masses of iron accumulation; strongly acid.

Meldrim – The Meldrim soil series consists of very deep, moderately well drained, very high or high in the upper part and high or moderately high in the lower part saturated hydraulic conductivity. These soils formed in marine and fluviomarine deposits or eolian deposits of the middle and lower Coastal Plain. These soils are on upland flats and marine terraces. Slopes range from 0 to 6 percent.

The soil profiles as described by the NRCS soil survey generally consists of the following:

- 0 to 5 inches; very dark grayish brown (10YR 3/2) sand; single grain; loose; many fine and medium roots throughout; moderately acid, pH 5.8, Hellige-Truog; clear smooth boundary.
- 2 to 22 inches; brownish yellow (10YR 6/6) sand; single grain; loose; many fine roots and few medium roots throughout; moderately acid, pH 5.8, Hellige-Truog; clear smooth boundary.
- 22 to 37 inches; brownish yellow (10YR 6/6) sand; single grain; loose; few fine prominent strong brown (7.5YR 5/6) masses of oxidized iron and common medium distinct yellowish brown (10YR 5/8) masses of oxidized iron; common coarse prominent vertical seams of pale yellow (2.5Y 7/3) uncoated sand grains; moderately acid, pH 5.8, Hellige-Truog; gradual wavy boundary.
- 37 to 50 inches; yellow (10YR 7/6 sand; single grain; loose; common medium prominent yellowish red (5YR 5/8) masses of oxidized iron and medium distinct strong brown (7.5 YR 5/6) masses of oxidized iron and medium distinct yellowish brown (10YR 5/8) masses of oxidized iron and common medium prominent light gray (10YR 7/2) iron depletions; strongly acid, pH 5.3, Hellige-Truog; common very pale brown (10YR 8/2) pockets of uncoated sand grains; gradual wavy boundary.
- 50 to 56 inches; light yellowish brown (10YR 6/4) loamy fine sand; weak fine granular structure; very friable; common medium prominent yellowish red (5YR 5/8) masses of oxidized iron and common medium distinct strong brown (7/5YR 5/6) masses of oxidized iron and common medium distinct yellowish brown (10YR 5/6) masses of oxidized iron and many medium prominent light gray (10YR 7/2) iron depletions; strongly acid, pH 5.3, Hellige-Truog; common very pale brown (10YR 8/2) pockets of uncoated sand grains; gradual wavy boundary.
- 56 to 63 inches; light yellowish brown (10YR 6/4) sandy loam; weak medium subangular blocky structure; friable; many continuous clay bridges between sand grains; common medium prominent yellowish red (5YR 5/8) masses of oxidized iron and common medium prominent strong brown (7/5YR 5/6) masses of oxidized iron and

many medium prominent light gray (10YR 7/2) iron depletions; strongly acid, pH 5.3, Hellige-Truog; gradual wavy boundary.

- 63 to 80 inches; light brownish gray (10YR 6/2) sandy clay loam; weak medium subangular blocky structure; friable; few percent discontinuous clay films on all faces of peds; 3 percent plinthite nodules; common medium prominent yellowish red (5YR 5/8) masses of oxidized iron and common medium prominent strong brown (7.5YR 5/6) masses of oxidized iron and many medium prominent light gray (10YR 7/2) iron depletions; strongly acid, pH 5.3, Hellige-Truog.

The seasonal high-water table is typically based on the types of materials encountered, color, chroma, values, and mottling. These levels are approximate and may only be present at certain times of the year. Groundwater levels may fluctuate due to rainfall variations and with changes in the water level. Typically, the highest groundwater levels occur in late winter and spring, with the lowest levels occurring in late summer and fall. This may not always be the case with soils; however, it is generally true.

Table 1: Soil Series Description

Boring Number	Encountered Groundwater Depth (Inches BGS)	Estimated Depth to Seasonal High Groundwater (Inches BGS)	Depth of Refusal (Inches BGS)	Identified Soil Type	Recommended Trench Depth (Inches BGS)
B-1	>72	38	>72	Meldrim	14
B-2	>72	40	>72	Foxworth	16
B-3	>72	38	>72	Foxworth	14
B-4	>72	39	>72	Foxworth	15
B-5	>72	42	>72	Foxworth	18
B-6	>72	42	>72	Foxworth	18
B-7	>72	40	>72	Foxworth	16
B-8	>72	45	>72	Foxworth	21
B-9	>72	40	>72	Foxworth	16
B-10	>72	38	>72	Foxworth	14

BGS = Below Ground Surface

4.0 Saturated Hydraulic Conductivity Testing

10 saturated hydraulic conductivity tests were performed within the study area immediately adjacent to the soil borings (Exhibits 3). The saturated hydraulic conductivity tests were completed to determine field saturated hydraulic conductivity based on the Reynolds and

Elrick method in general accordance with Subsection 6 (Saturated Hydraulic Conductivity Guidance) of Section C – Soil Information of the *Georgia Department of Public Health's Manual for On-Site Sewage Management Systems* (June 2025). The following tables outline the test results within each study area.

Table 2: Saturated Hydraulic Conductivity Testing Summary

Test Location	Soil Map Unit	Depth (Inches)	Saturated Hydraulic Conductivity (Ksat)				
			cm/min	m/sec	in/hr	in/day	in/week
Test 1 (B-1)	Meldrim	24	4.4E-04	4.37E-06	0.62	14.87	104.10
Test 2 (B-2)	Foxworth	24	3.6E-04	3.55E-06	0.50	12.09	84.64
Test 3 (B-3)	Foxworth	24	4.1E-04	4.12E-06	0.58	14.03	98.16
Test 4 (B-4)	Foxworth	24	7.0E-04	7.00E-06	0.99	23.82	166.74
Test 5 (B-5)	Foxworth	24	5.5E-04	5.51E-06	0.78	18.74	131.19
Test 6 (B-6)	Foxworth	24	6.3E-04	6.29E-06	0.89	21.40	149.81
Test 7 (B-7)	Foxworth	24	6.0E-04	6.01E-06	0.85	20.43	143.04
Test 8 (B-8)	Foxworth	24	8.0E-04	7.96E-06	1.13	27.08	189.59
Test 9 (B-9)	Foxworth	24	6.8E-04	6.79E-06	0.96	23.09	161.66
Test 10 (B-10)	Foxworth	24	5.1E-04	5.08E-06	0.72	17.29	121.03
			Geometric Mean		0.78	18.73	131.14
			Arithmetic Mean		0.80	19.29	135.00

Notes:

Ksat testing completed on-site using a Pask Permeameter.
cm/min = centimeters per minute, m/sec = meters per second
in/hr = inches per hour; in/day = inches per day; and in/week = inches per week

Based on the Ksat hydraulic conductivity values, Terracon's Percolation Rate converts to **approximately <5 minutes per inch**. This value places the Foxworth and Meldrim soils into Group I – Sands (Sand and Loamy Sand).

5.0 Findings and Opinions

The following findings and opinions are based upon our understanding of the proposed system construction and the field exploration performed. If the above-described project conditions are incorrect or changed after the issuance of this report, or subsurface conditions encountered during construction are different from those described, Terracon should be notified as our opinions must be re-evaluated so appropriate revisions can be made, if warranted.

5.1 Findings

The study areas surveyed by Terracon were previously mapped by NRCS as Foxworth Sand and Meldrim Sand. During field work activities, Terracon confirmed that material consisting of Meldrim soils was observed at B-1 and material generally consisting of the Foxworth soil series were observed at B-2 through B-10.

At the time of our investigation, saturated soils (groundwater) were not encountered at any of the borings advanced within the study area. The seasonal high groundwater table within the study area was encountered at depths ranging from approximately 38 to 45 inches bgs.

The Foxworth soil series generally consisted of sand to depths of approximately 40 inches bgs, then graded to clayey sand to depths of approximately 72 inches bgs. Meldrim soils generally consisted of sand to a depth of approximately 72 inches bgs.

Percolation rates converted to less than 5 minutes per inch within the study area.

5.1 Opinions

It is Terracon's opinion that the study area is suitable for a traditional septic drain field system. The Georgia Department of Health requires at least 24 inches of separation between the bottom of the drain lines and the estimated seasonal high groundwater table. The depth to seasonal high groundwater table within the study area ranges from approximately 38 to 45 inches bgs, which is more than the required 24 inches of separation.

5.2 Setbacks

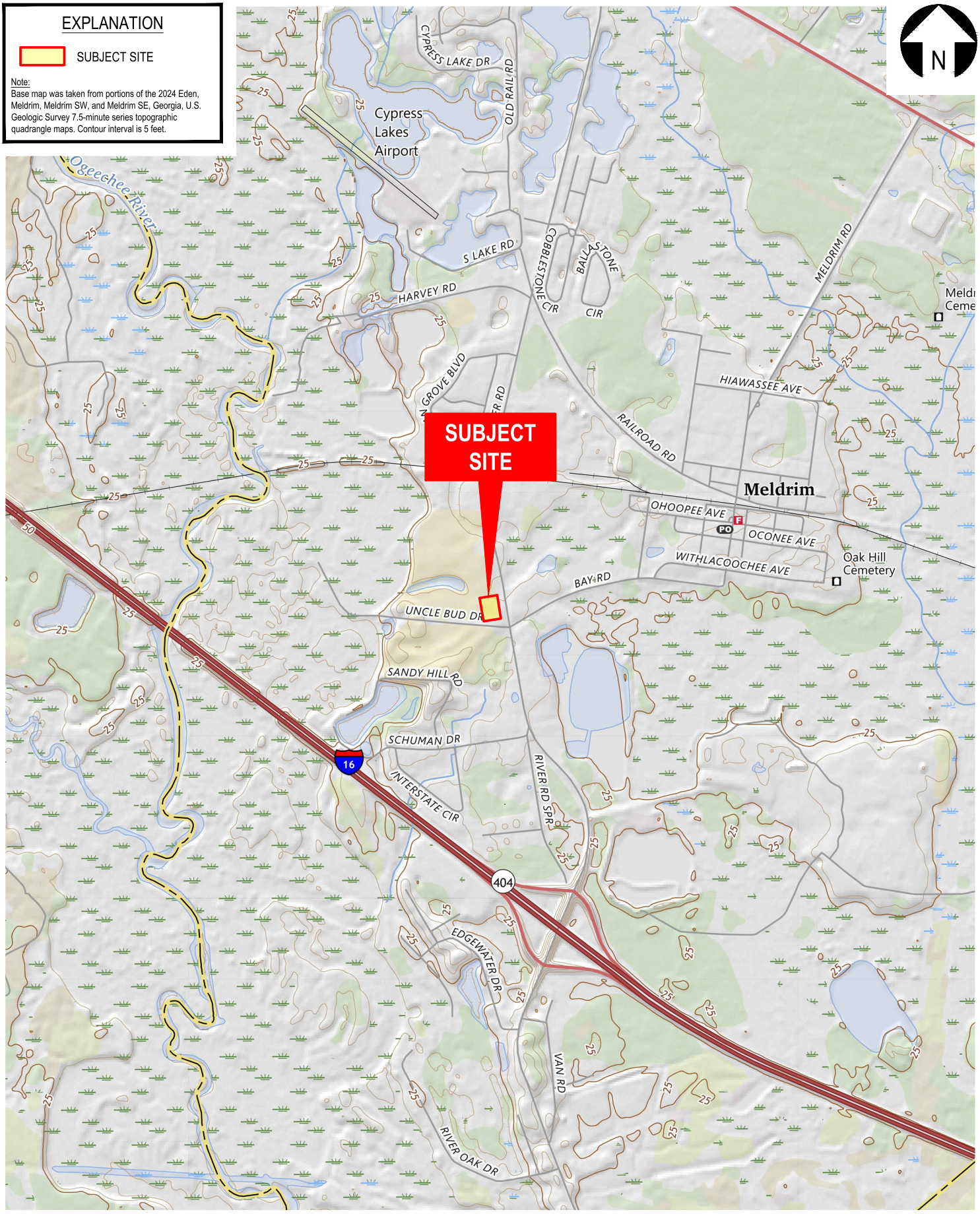
All required setbacks must be observed and honored. Absorption fields must be located more than 100 feet from existing or proposed drinking water wells; more than 50 feet from water bodies; more than 10 feet from water supply lines; and more than 5 feet from building structures without basements.

ATTACHMENTS

EXPLANATION

SUBJECT SITE

Note:
Base map was taken from portions of the 2024 Eden, Meldrim, Meldrim SW, and Meldrim SE, Georgia, U.S. Geologic Survey 7.5-minute series topographic quadrangle maps. Contour interval is 5 feet.



0 1,000' 2,000'
1" = 2,000'
SCALE IN FEET

Project Mngr:	JHC
Drawn By:	KMB
Checked By:	JHC
Approved By:	SAD

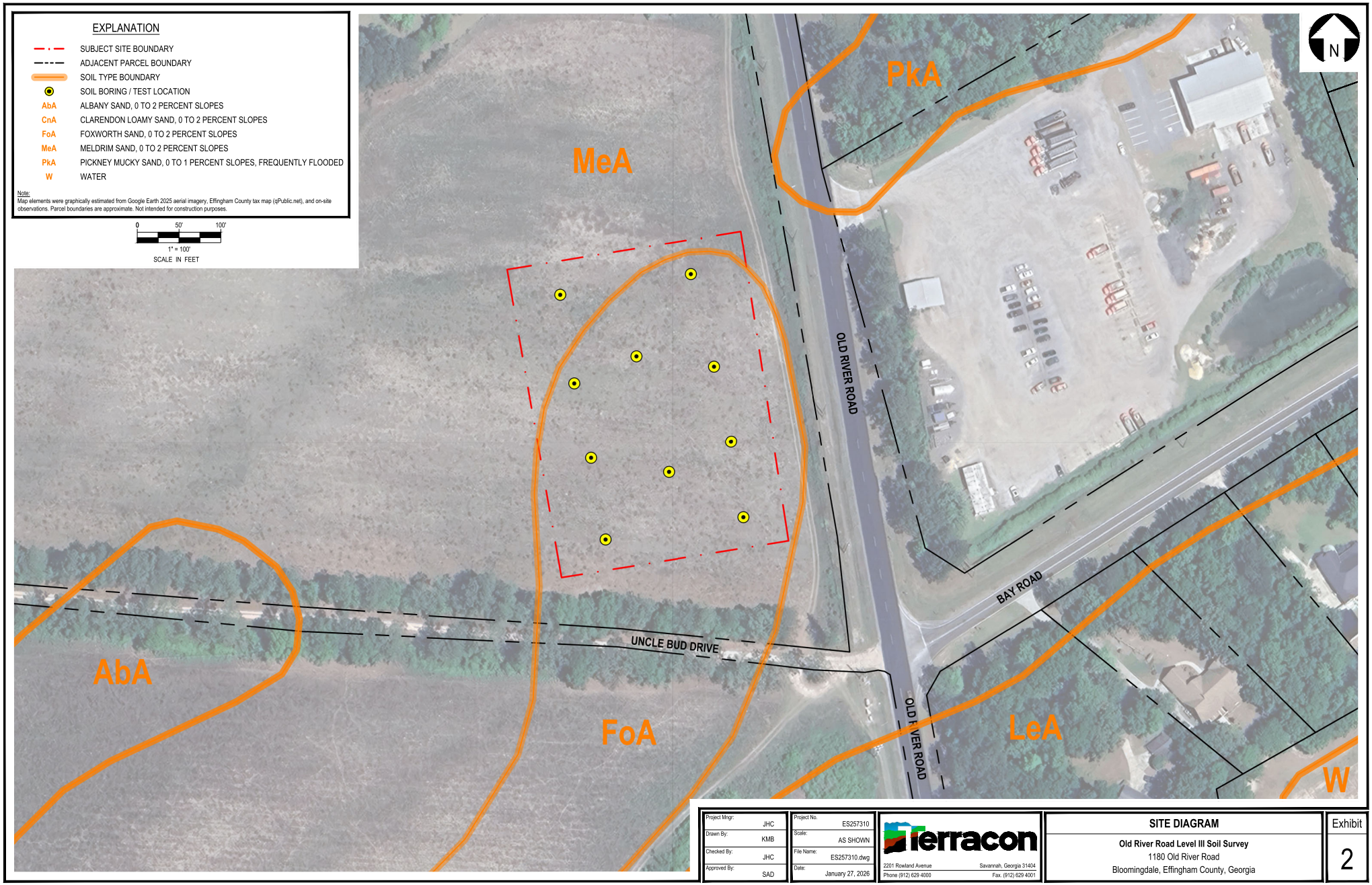
Project No.	ES257310
Scale:	AS SHOWN
File Name:	ES257310.dwg
Date:	January 17, 2026

Terracon
2201 Rowland Avenue Savannah, Georgia 31404
Phone (912) 629 4000 Fax. (912) 629 4001

TOPOGRAPHIC MAP

Old River Road Level III Soil Survey
1180 Old River Road
Bloomingdale, Effingham County, Georgia

Exhibit
1



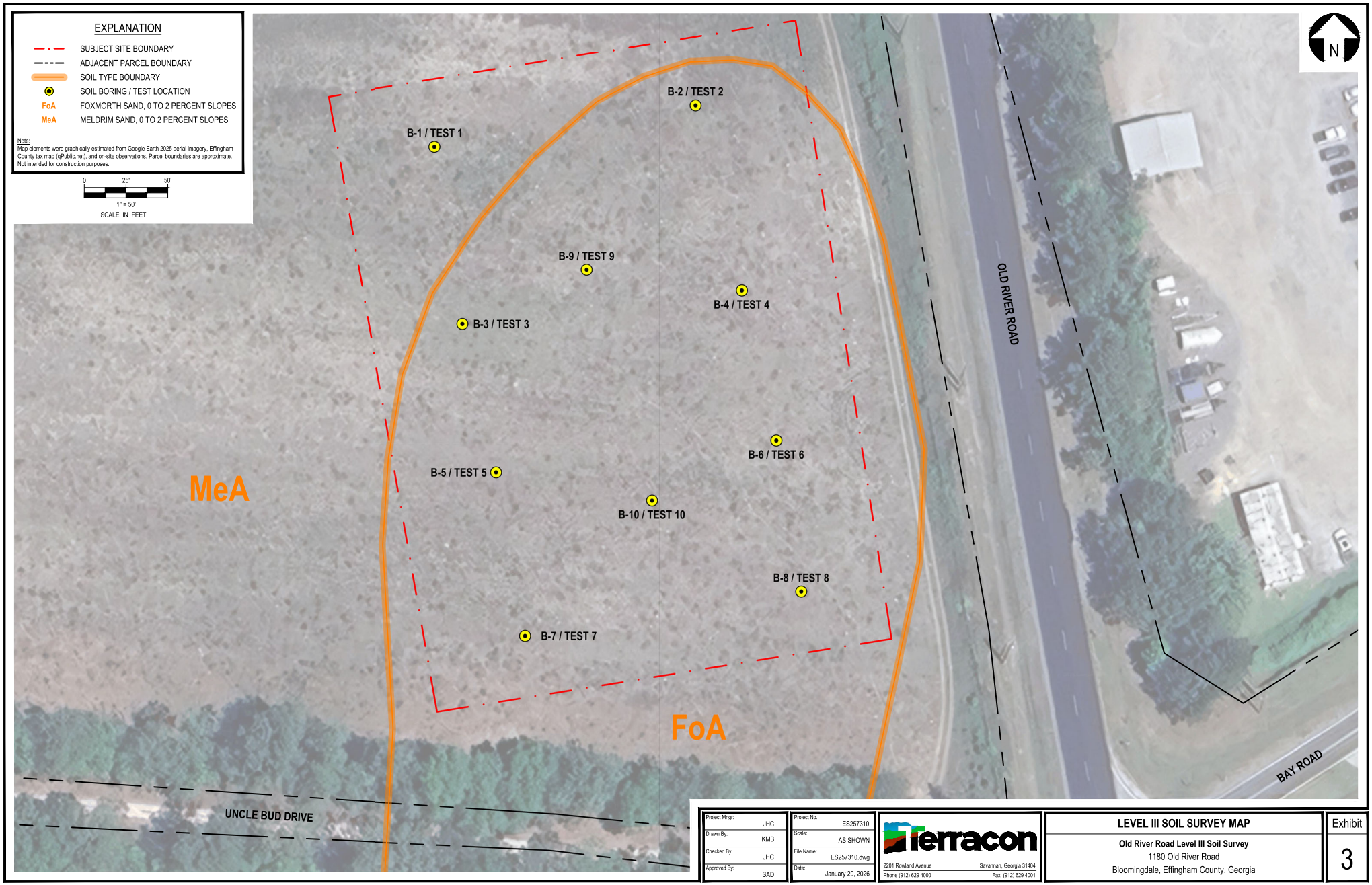
Project Mngr:	JHC
Drawn By:	KMB
Checked By:	JHC
Approved By:	SAD
Project No.	ES257310
Scale:	AS SHOWN
File Name:	ES257310.dwg
Date:	January 27, 2026

Terracon
2201 Rowland Avenue Savannah, Georgia 31404
Phone (912) 629 4000 Fax. (912) 629 4001

SITE DIAGRAM

Old River Road Level III Soil Survey
1180 Old River Road
Bloomingdale, Effingham County, Georgia

Exhibit 2



Project Mngr:	JHC
Drawn By:	KMB
Checked By:	JHC
Approved By:	SAD
Project No.	ES257310
Scale:	AS SHOWN
File Name:	ES257310.dwg
Date:	January 20, 2026

Terracon
2201 Rowland Avenue Savannah, Georgia 31404
Phone (912) 629 4000 Fax. (912) 629 4001

LEVEL III SOIL SURVEY MAP

Old River Road Level III Soil Survey
1180 Old River Road
Bloomingdale, Effingham County, Georgia

Exhibit 3

9.5 EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL ✓ DISAPPROVAL_____

Of the rezoning request, **Boltin Teeter as agent for Mark Cooper (Map # 304 Parcel # 10)** from **AR-1 to L-1 zoning.**

Yes (No)? 1. Is this proposal inconsistent with the county's master plan?

(Yes) No ? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?

(Yes) No ? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?

(Yes) No ? 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?

Yes (No)? 5. Does the proposed change constitute "spot zoning" which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?

(Yes) No ? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?

(Yes) No ? 7. Are nearby residents opposed to the proposed zoning change?

Yes (No)? 8. Do other conditions affect the property so as to support a decision against the proposal?

Environmental R's - Being so close to the river & river swamp. A lot of residential.

9.5 EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

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CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL ✓ DISAPPROVAL_____

Of the rezoning request, **Boltin Teeter as agent for Mark Cooper (Map # 304 Parcel # 10)** from **AR-1 to L-1 zoning.**

Yes (No) ? 1. Is this proposal inconsistent with the county's master plan?

(Yes) No ? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?

ADD Permanent Berm & Buffer to Nearby Residences

(Yes) No ? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?

(Yes) No ? 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?

Yes (No) ? 5. Does the proposed change constitute "spot zoning" which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?

Yes (No) ? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?

2 in opposition only (Yes) No ? 7. Are nearby residents opposed to the proposed zoning change?

Parcel # 304-27B 304-27

Yes (No) ? 8. Do other conditions affect the property so as to support a decision against the proposal?

9.5 EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL X DISAPPROVAL_____

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