County of Effingham, GA

October 23, 2026

Record No: SITE-26-4

Site Plan Submittal

Status: Active

Submitted On: 7/23/2026

Primary Location

32.138020, -81.392177

Owner

No owner information

Applicant

Boltin Teeter
404-805-3764
bteeter@panattoni.com
9040 Roswell Road Suite 420
Atlanta, GA 30350

Internal Documents

Staff Report

No File Uploaded

Staff Review Letter

No File Uploaded

Board of Commissioners Meeting*

–

Map *

Parcel*

Description of Development*

Road Name*

Sketch Plan Modifications

Recommended Changes for Preliminary Plan

Applicant Information

Applicant / Agent Name*

Boltin

Applicant Phone Number*

4048053764

Applicant Email Address*

BTeeter@gmail.com

Applicant Address*

9040 Roswell Rd. STE 420

Applicant City*

Atlanta

Applicant State*

GA

Applicant Zip Code*

30350

Is Applicant owner of property?*

No

Project Information

Proposed Name of Project*

Old River Road Logistics

Map Number*

0304

Parcel Number*

03040010

Total Acreage of Property*

280

Number of Proposed Buildings*

1

Current Property Zoning*

AR-1

Water Provider?*

Effingham County

Sewer Provider?*

Other

Please explain*

Onsite Septic; Water Extention from SPIP.

Variance Requested?*

No

The undersigned (applicant)(owner), hereby acknowledges that the information contained herein is true and complete to the best of its knowledge.

Applicant*

Boltin Teeter
Jul 20, 2026

Owner*

Mark Cooper
Jul 21, 2026

Owner Information

Owner of Record*

Mark Cooper

Owner Phone Number*

803-94-8906

Owner Address*

P.O. Box 72

Owner City*

Furman

Owner State*

South Carolina

Owner Zip Code*

29921

Engineer Information

Engineer Company Name*

Thomas & Hutton

Engineer *

Michael Roach

Engineer Phone Number*

912-659-0879

Engineer Address*

50 Park of Commerce Way

Engineer City*

Savannah, GA 31405

Engineer State*

Georgia

Engineer Zip Code*

31405

Surveyor Information

Surveyor*

Aubrey J. Akin

Surveyor Phone Number*

770-922-6391

Surveyor Address*

1641 Autumn Blvd, SW

Surveyor City*

Conyers

Surveyor State*

Georgia

Surveyor Zip Code*

30012

EFFINGHAM COUNTY

Non-Residential Site Plan Submittal Form

OFFICIAL USE ONLY

Date Received: _____ Project Number: _____ Classification: _____

Date Reviewed: _____ Reviewed by: _____

Proposed Name of Project Old River Road Logistics

Name of Applicant/Agent Boltin Teeter Phone 404-805-3764

Company Name Panattoni Development Co., Inc

Address 9040 Roswell Road STE 420

Owner of Record Mark Cooper Phone 803-942-8906

Address P.O. Box 72 Furman, SC 29921

Engineer Thomas & Hutton Phone 912-659-0879

Address 50 Park Commerce Way Savannah, GA 31405

Surveyor Aubry J. Akin Phone _____

Address 1641 Autumn Blvd, SW Conyers, GA 30012

Proposed water Effingham County Proposed sewer Onsite Septic

Total acreage of property 283.695 Acreage to be divided 95 Number of Lots Proposed 2

Current Zoning AR-1 Proposed Zoning LI Tax map – Block – Parcel No 03040010

Are any variances requested? No If so, please describe: _____

The undersigned (applicant) (owner), hereby acknowledges that the information contained herein is true and complete to the best of its knowledge.

This 22 day of July, 2026

Notary

CHELSEA BRUMSON NOTARY PUBLIC STATE OF SOUTH CAROLINA My Comm. Exp. June 3, 2030

Applicant

Owner

EFFINGHAM COUNTY
SITE PLAN CHECKLIST

OFFICIAL USE ONLY

Subdivision Name: _____ Project Number: _____

Date Received: _____ Date Reviewed: _____ Reviewed by: _____

The following checklist is designed to inform applicants of the requirements for preparing sketch plans for review by Effingham County. Applicants should check off items to confirm that it is included as part of the submission. **CHECKLIST ITEMS OMITTED CAN RESULT IN THE APPLICATION BEING FOUND INCOMPLETE AND THEREFORE DELAY CONSIDERATION BY THE BOARD.** This checklist must be submitted with the application.

Office Use	Applicant Use	
(a) Project Information:		
	✓	**1.** Proposed name of development.
	✓	**2.** Names, addresses and telephone numbers of owner and applicant.
	✓	**3.** Name, address and telephone number of person or firm who prepared the plans.
	✓	**4.** Graphic scale (approximately 1"=100') and north arrow.
	✓	**5.** Location map (approximately 1" = 1000').
	✓	**6.** Date of preparation and revision dates.
	✓	**7.** Acreage to be subdivided.
	✓	**8.** A written description of proposed use of property.
(b) Existing Conditions:		
	✓	**1.** Location of all property lines.
	✓	**2.** Existing easements, covenants, reservations, and right-of-ways.
	✓	**3.** Buildings and structures.
	✓	**4.** Sidewalks, streets, alleys, driveways, parking areas, etc.
	✓	**5.** Existing utilities including water, sewer, electric, wells and septic tanks.
	✓	**6.** Natural or man-made watercourses and bodies of water and wetlands.
	✓	**7.** Limits of floodplain.
	✓	**8.** Existing topography.
	✓	**9.** Current zoning district classification and land use.
	✓	**10.** Level Three Soil Survey (if septic systems are to be used for wastewater treatment).
	✓	**11.** Zoning Classification, owners' name, and existing uses of adjacent property.
(c) Proposed Features:		
	✓	**1.** The building outline and maximum proposed height of all buildings.
	✓	**2.** Proposed new sidewalks, streets, alleys, driveways, parking areas, etc (to include proposed street/road names).
	✓	**3.** Proposed zoning and land use.
	✓	**4.** Existing buildings and structures to remain or be removed.
	✓	**5.** Existing sidewalks, streets, driveways, parking areas, etc., to remain or be removed.

	✓	6. Proposed retention/detention facilities and storm-water master plan.
	✓	7. Wastewater infrastructure master plan (to include reuse infrastructure if proposed).
	✓	8. Water distribution infrastructure master plan.
	✓	9. Undisturbed or Vegetated buffers according to Section 3.4 – Buffers of the Effingham County Zoning Ordinance.
TBD		10. Conditions from the approved Zoning Map Amendment

The undersigned (applicant) (owner), hereby acknowledges that the information contained herein is true and complete to the best of its knowledge.

This 22 day of July, 2026

Boltin Teeter
Applicant

Notary

Owner

OVERALL PROJECT INFORMATION

OLD RIVER ROAD LOGISTICS
ADDRESS:
1180 OLD RIVER RD
BLOOMINGDALE, GA 31302
PARCEL ID: 304-10

APPLICANT: PANATTONI DEVELOPMENT COMPANY, INC.
ADDRESS: 9040 ROSWELL ROAD, SUITE 420, ATLANTA, GA 30350
PHONE NUMBER: (404) 805 - 3764

PROPERTY OWNER: MARK & MARY COOPER

DESCRIPTION:
OLD RIVER ROAD LOGISTICS IS A PROPOSED WAREHOUSE DEVELOPMENT LOCATED ON A ± 284 ACRE PARCEL IN EFFINGHAM COUNTY, GEORGIA, CURRENTLY ZONED AR-1. THE PROPERTY IS PROPOSED TO BE SUBDIVIDED, WITH APPROXIMATELY 99 ACRES UTILIZED FOR THE DEVELOPMENT OF THE LI ZONED WAREHOUSE. THE DEVELOPMENT WILL INCLUDE EMPLOYEE PARKING, TRAILER SPACES, NECESSARY UTILITIES, & PROPOSED PONDS. THE REMAINING ACREAGE WILL BE PRESERVED AS UNDEVELOPED OPEN SPACES AND MAINTAINED IN ITS NATURAL CONDITIONS WITH ACCESS TO EXISTING RIVER DOCK ON THE WEST SIDE OF THE PROPERTY.

EXISTING CONDITIONS

EXISTING ZONING	AR-1	AGRICULTURAL RESIDENTIAL
PROPOSED ZONING	LI	LIGHT INDUSTRIAL

ADJACENT PROPERTY TABLE

NORTH	LI	LIGHT INDUSTRIAL	50' BUFFER (LI→LI)
SOUTH	AR-1	AGRICULTURAL RESIDENTIAL	50' BUFFER (LI→AR-1)
EAST	LI/B-2 /R-1	LIGHT INDUSTRIAL, BUSINESS/COMMERCIAL, RESIDENTIAL	50' BUFFER (LI→LI; LI→B-2) 300' BUFFER (LI→R-1)
WEST	AR-1	AGRICULTURAL RESIDENTIAL	0' INTERNAL BUFFER

TOTAL SITE AREA: ± 279 ACRES (± 99 ACRES DEVELOPABLE)
WETLAND AREA: ± 176 ACRES

100 YEAR FLOOD - ZONE AE
FEMA PANEL: 13103C0344E (3/16/2015)

PROPOSED LAND USE - WAREHOUSE/OFFICE

PARKING CALCULATIONS

NUMBER OF EMPLOYEES: 120 (60% OF TOTAL 200 EMPLOYEES FOR MAX SHIFT)

EMPLOYEE PARKING REQUIRED: 120 EMPLOYEES / 2 = 60 SPACES

RETAIL/SERVICE AREA: 0 SF / 50 = 0 SPACES

TOTAL REQUIRED PARKING: 60 + 0 = 60 SPACES

TOTAL PARKING PROVIDED: ± 248 SPACES

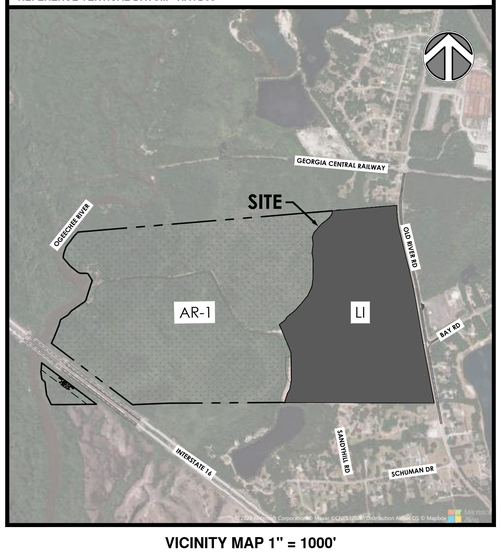
WATER - PROVIDED BY EFFINGHAM COUNTY (EXTENDED DOWN OLD RIVER ROAD AND CONNNECTED TO EXISTING 12" WATER MAIN ALONG SAVANNAH PORTSIDE INTERNATIONAL PARKWAY)
SEWER - PROVIDED BY SEPTIC TANK
STORM DRAINAGE - ENTIRE DEVELOPMENT TO MEET STORMWATER MANAGEMENT CRITERIA REQUIRED BY EFFINGHAM COUNTY STORMWATER MANAGEMENT ORDINANCE.

BUILDING BREAKDOWN:

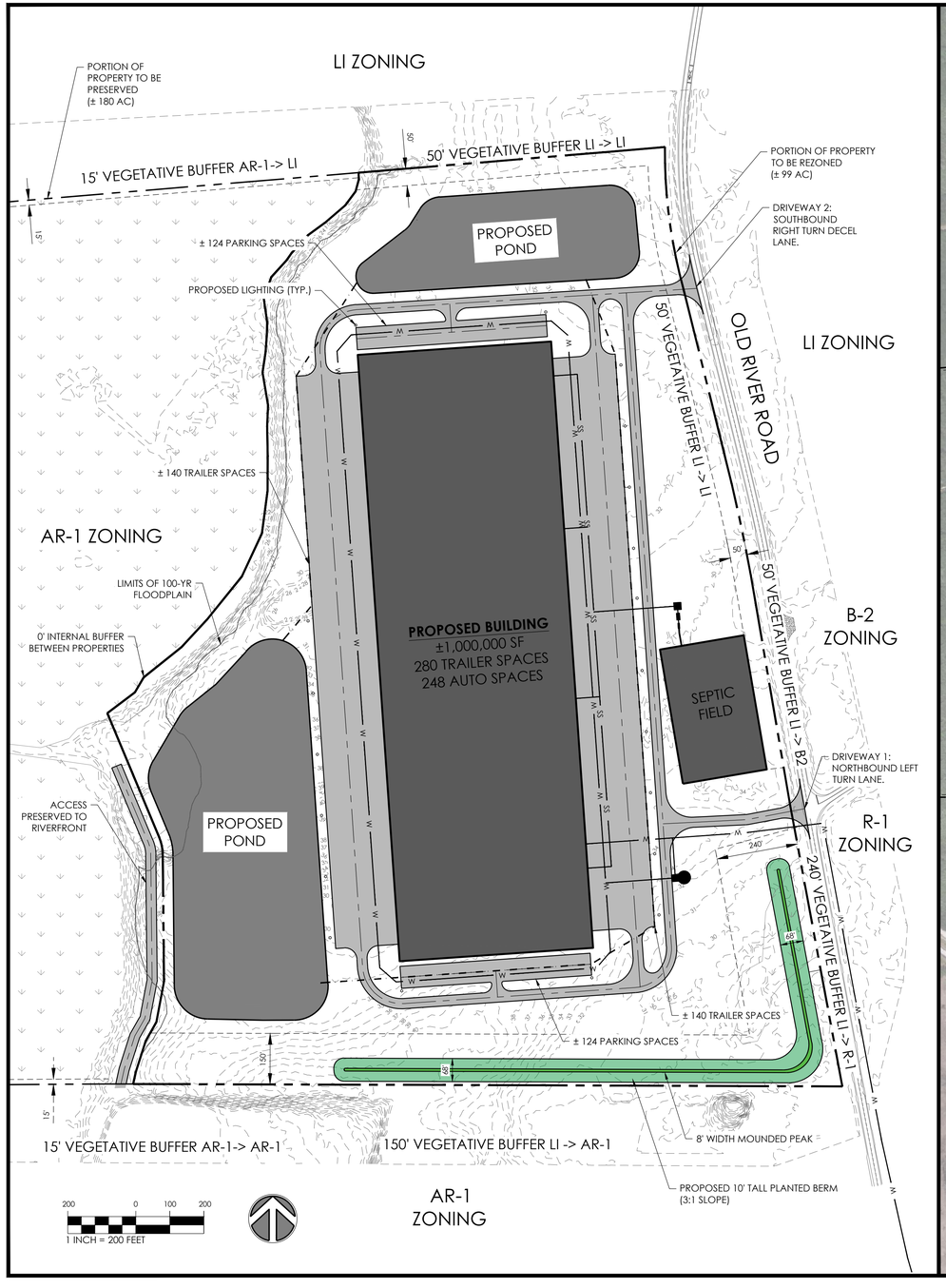
BUILDING	TOTAL SF	CLEAR HEIGHT	MAX. BLDG HEIGHT
BUILDING 1	1,000,000	40'-0"	48'-0"

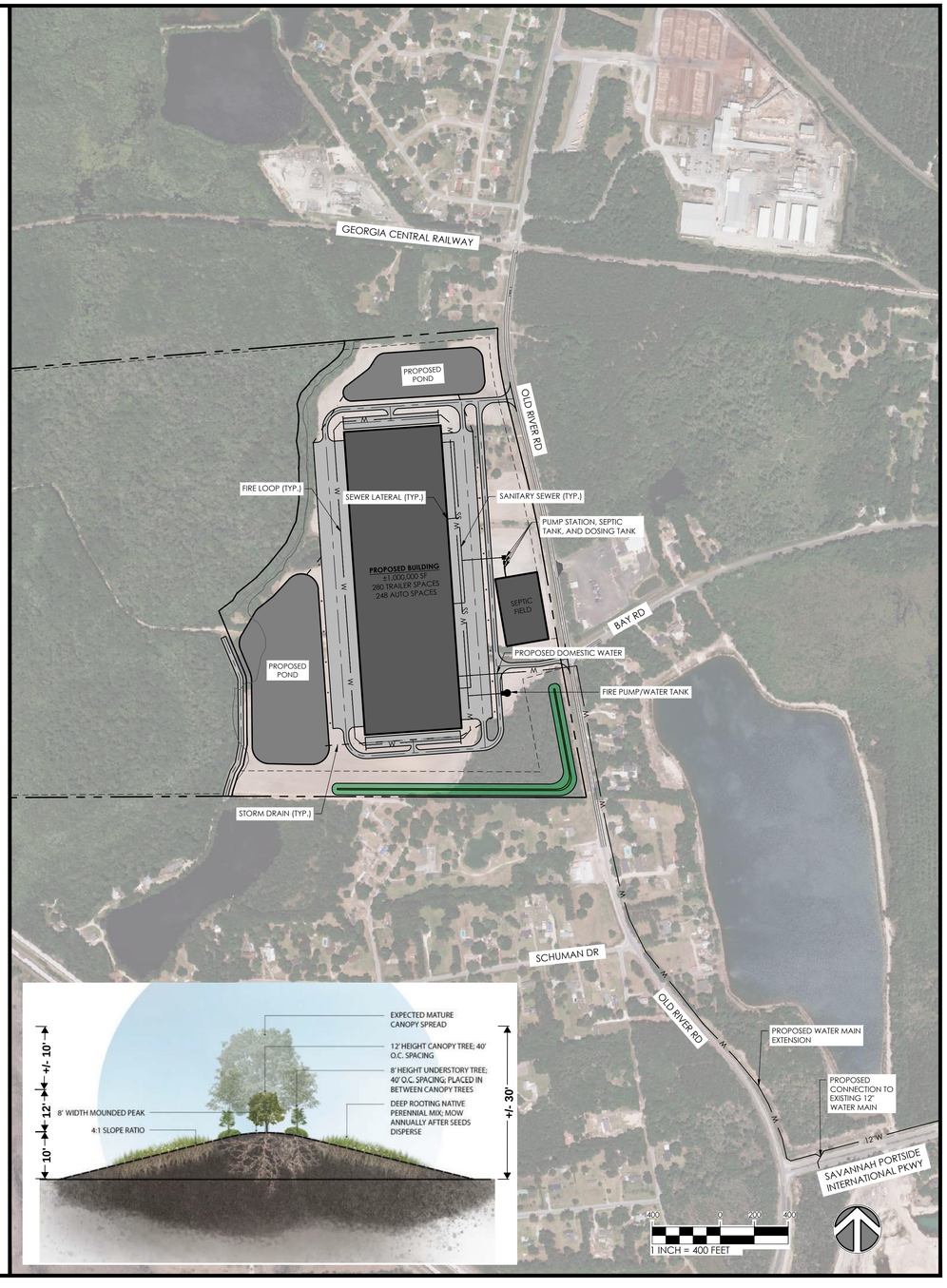
*** LOADING DOCK CONDITION - 4'-0" BELOW FINISHED FLOOR ELEVATION**
STRUCTURAL/PARAPET ALLOWANCE - 4'-0"

REFERENCE VERTICAL DATUM - NAVD88



VICINITY MAP 1" = 1000'





PREPARED FOR:

PANATTONI®

OLD RIVER ROAD LOGISTICS

CONCEPTUAL SITE PLAN & UTILITY PLAN

EFFINGHAM COUNTY, GA

AUGUST 2026

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.

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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

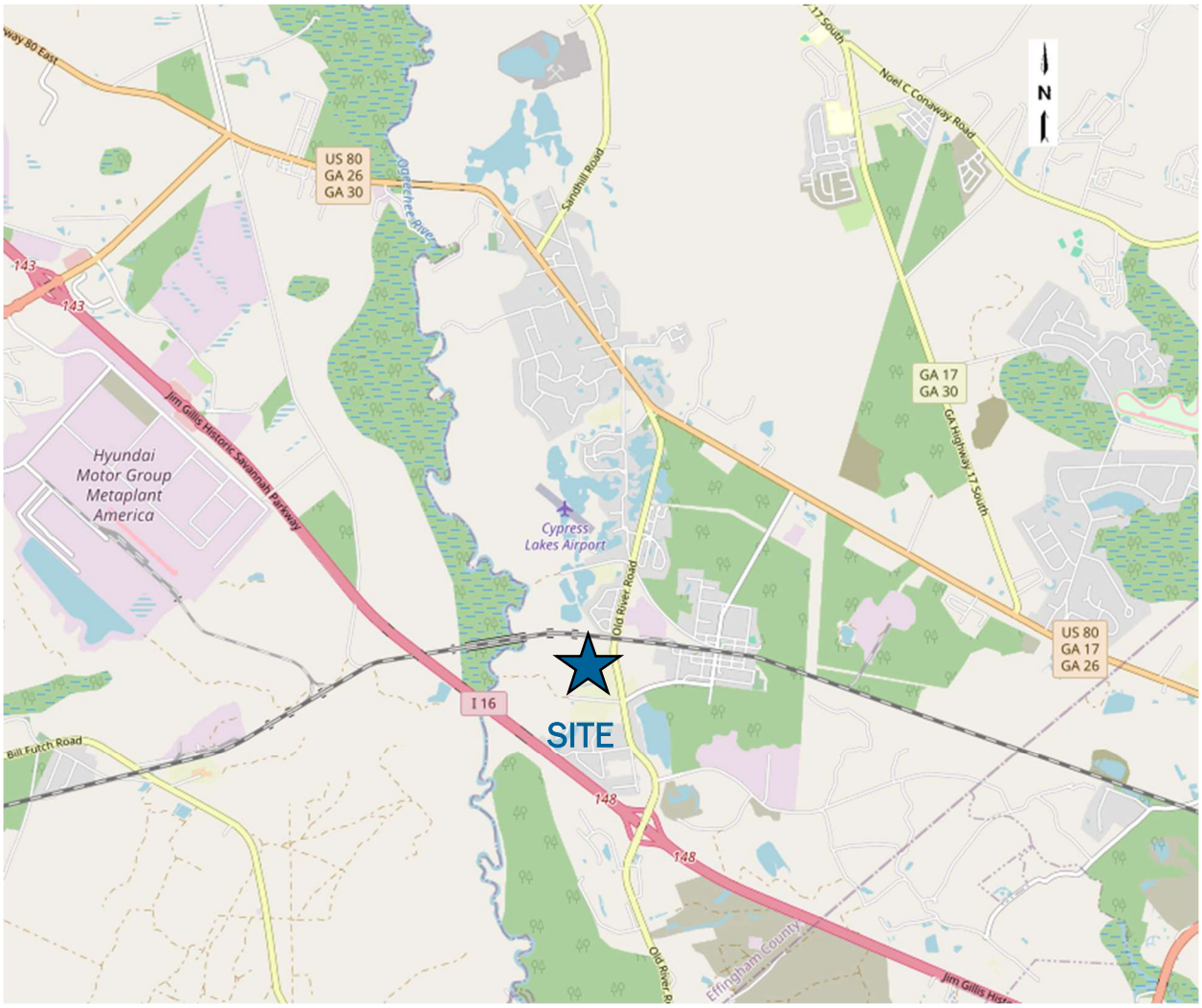
This traffic impact study presents an analysis of the existing and proposed traffic operating conditions expected from the proposed industrial development along Old River Road in Effingham County, Georgia. The proposed development will consist of an approximately 1,000,000 square feet of industrial facility 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.

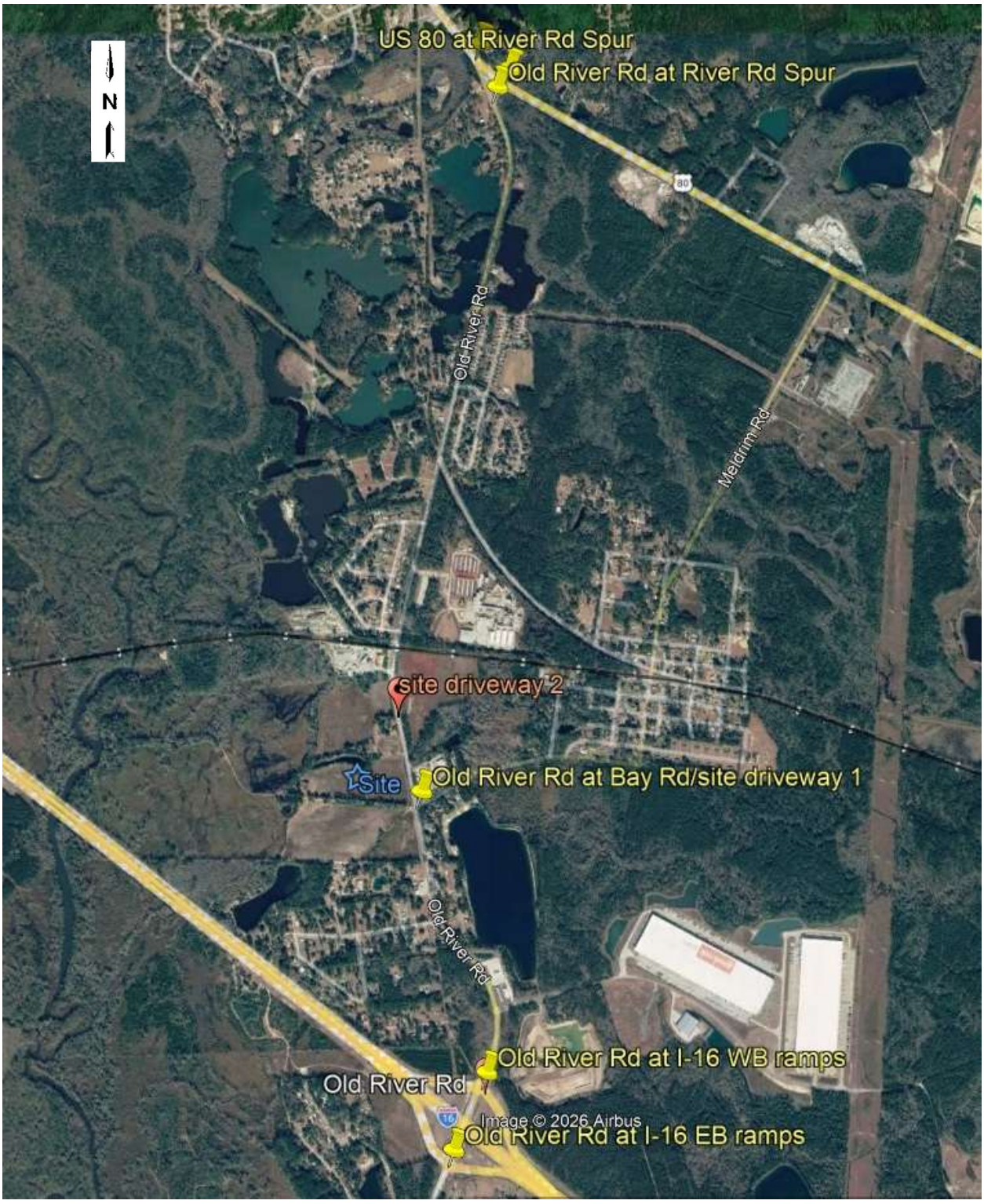
River Road Spur is a short two-lane undivided connector connecting US 80 to Old River Road. It provides local access to nearby properties and supports circulation near the study area.

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

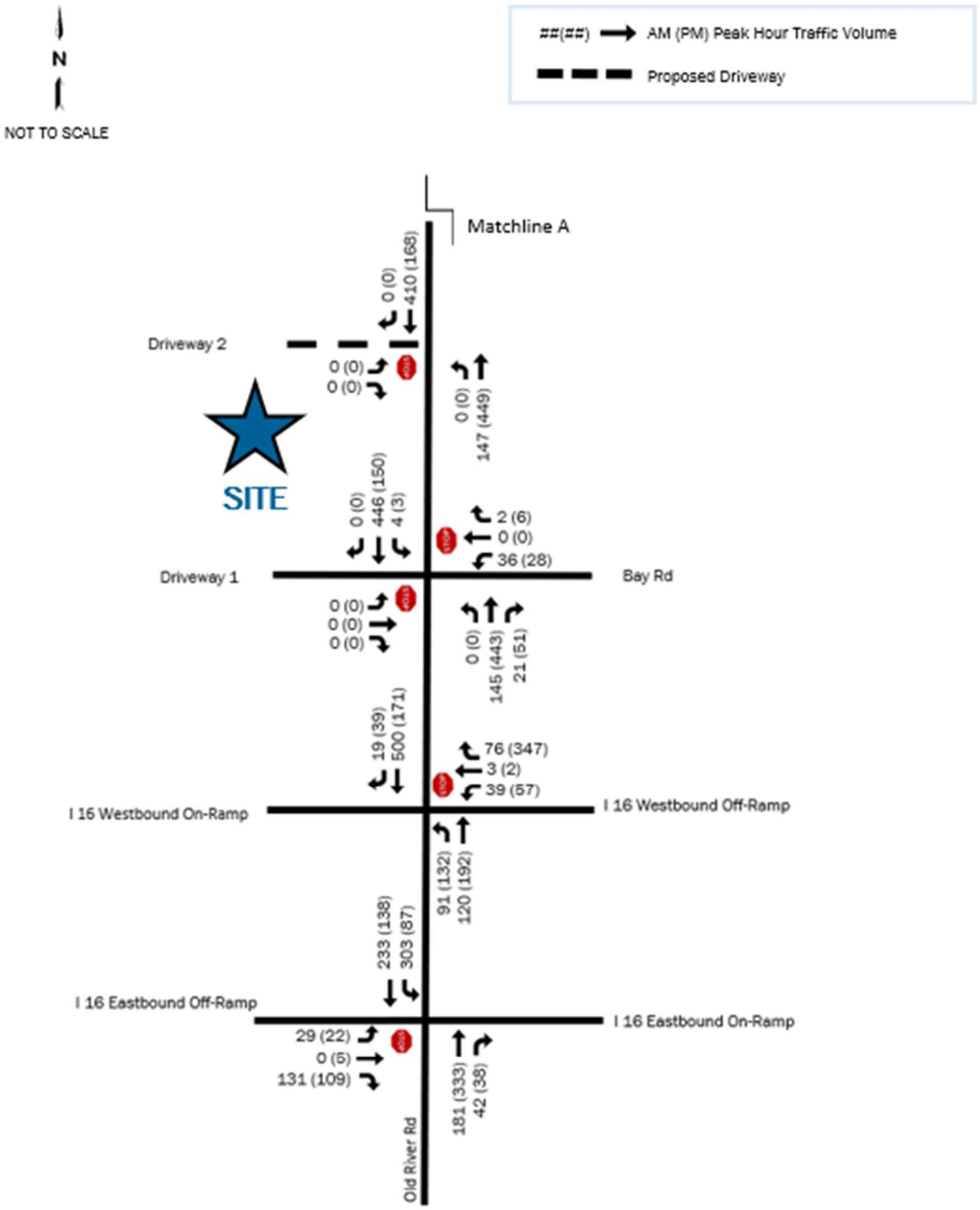


Figure 3b. Existing Traffic Volumes (continued)

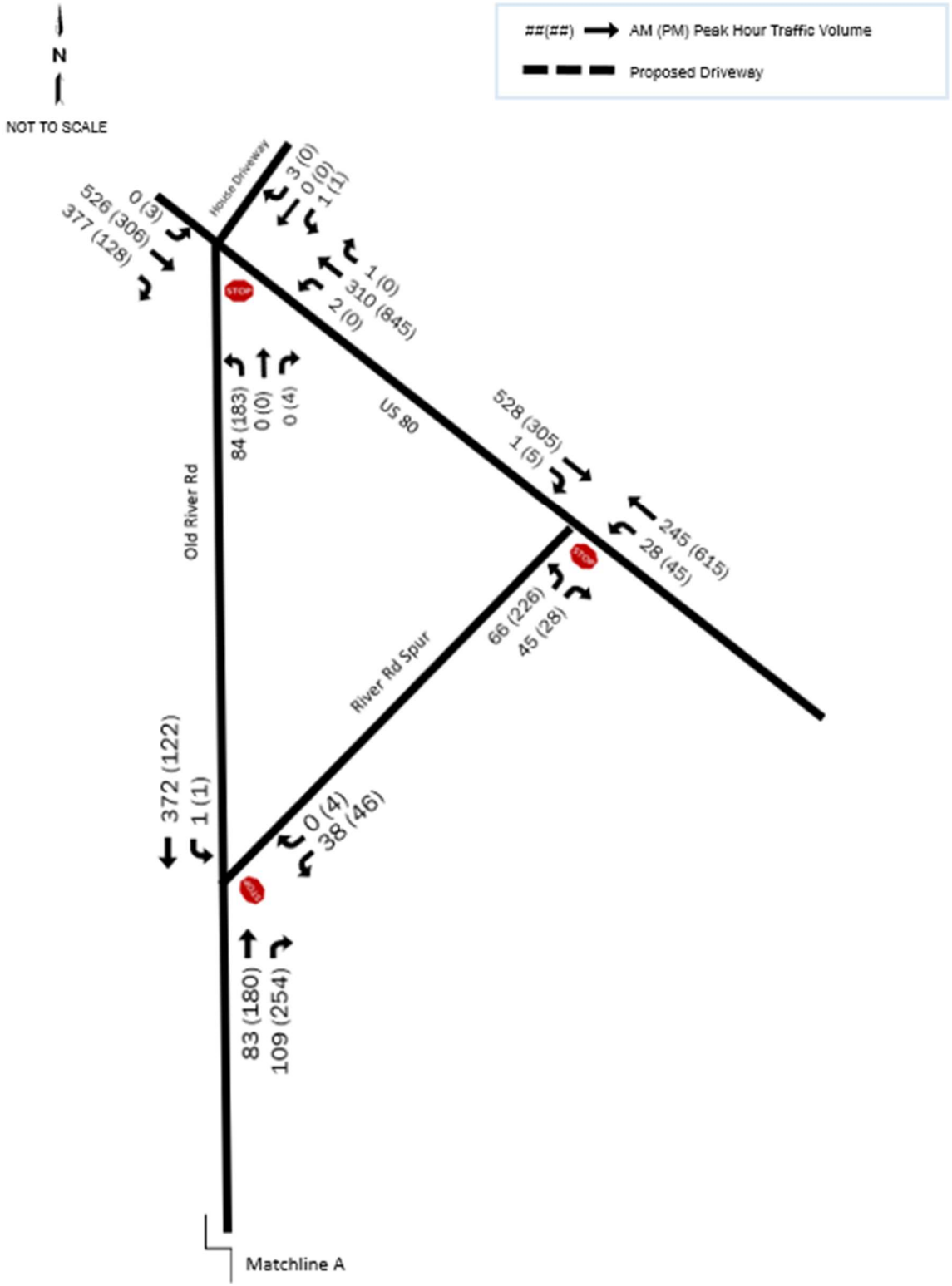


Figure 4a. Existing Lane Geometry and Traffic Control

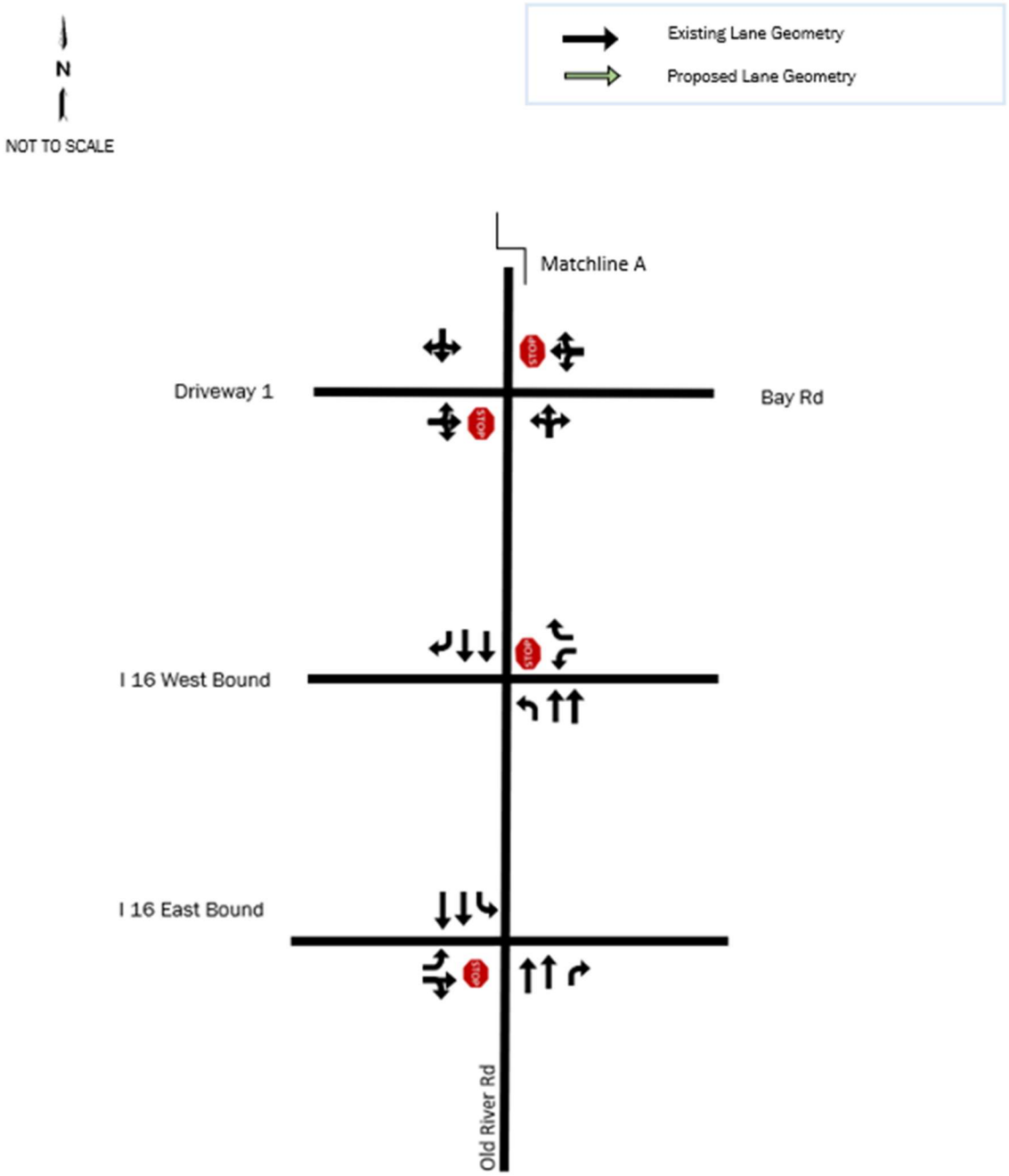
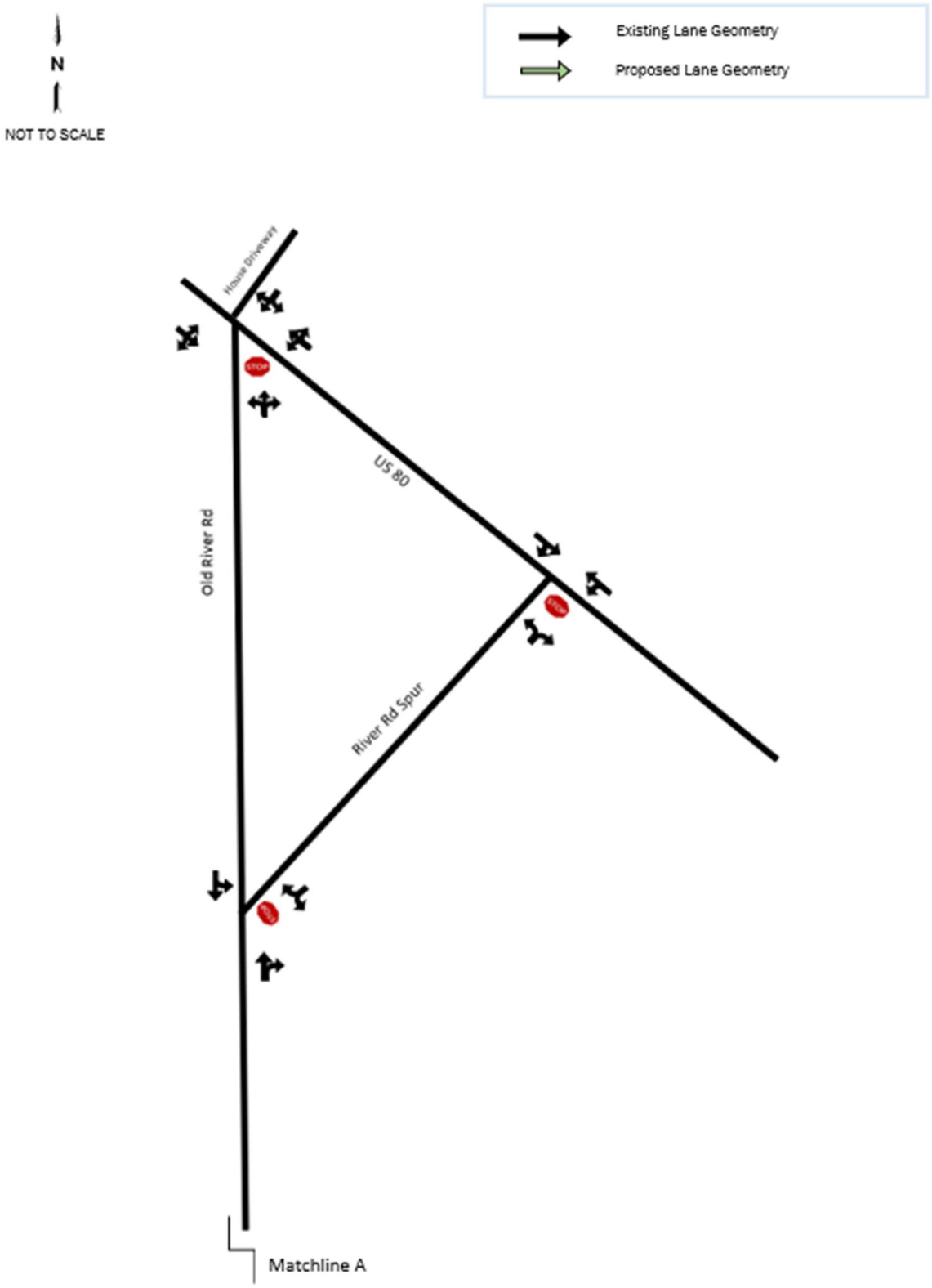


Figure 4b. Existing Lane Geometry and Traffic Control (continued)



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

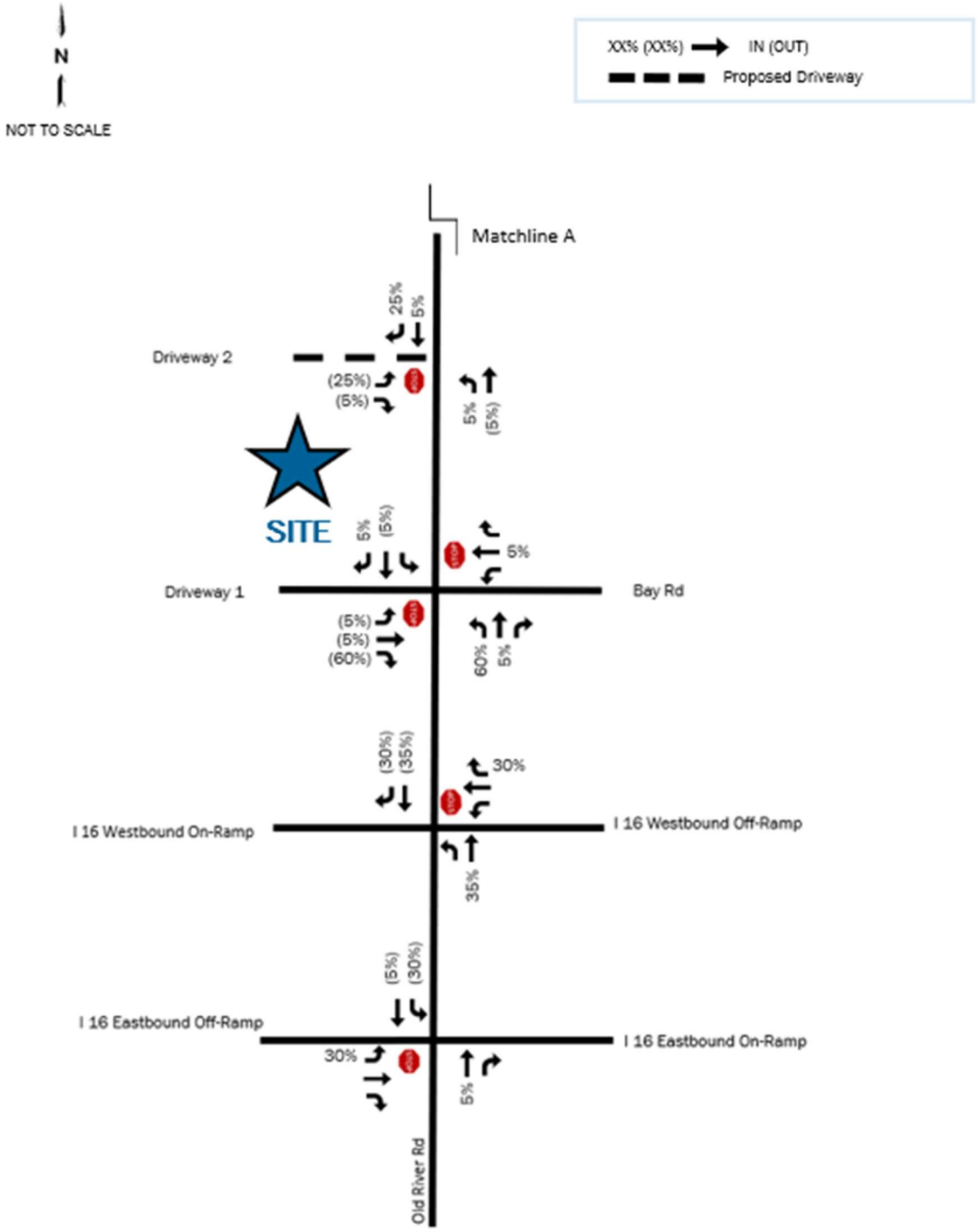


Figure 5b. Passenger Vehicles Trip Distribution (continued)

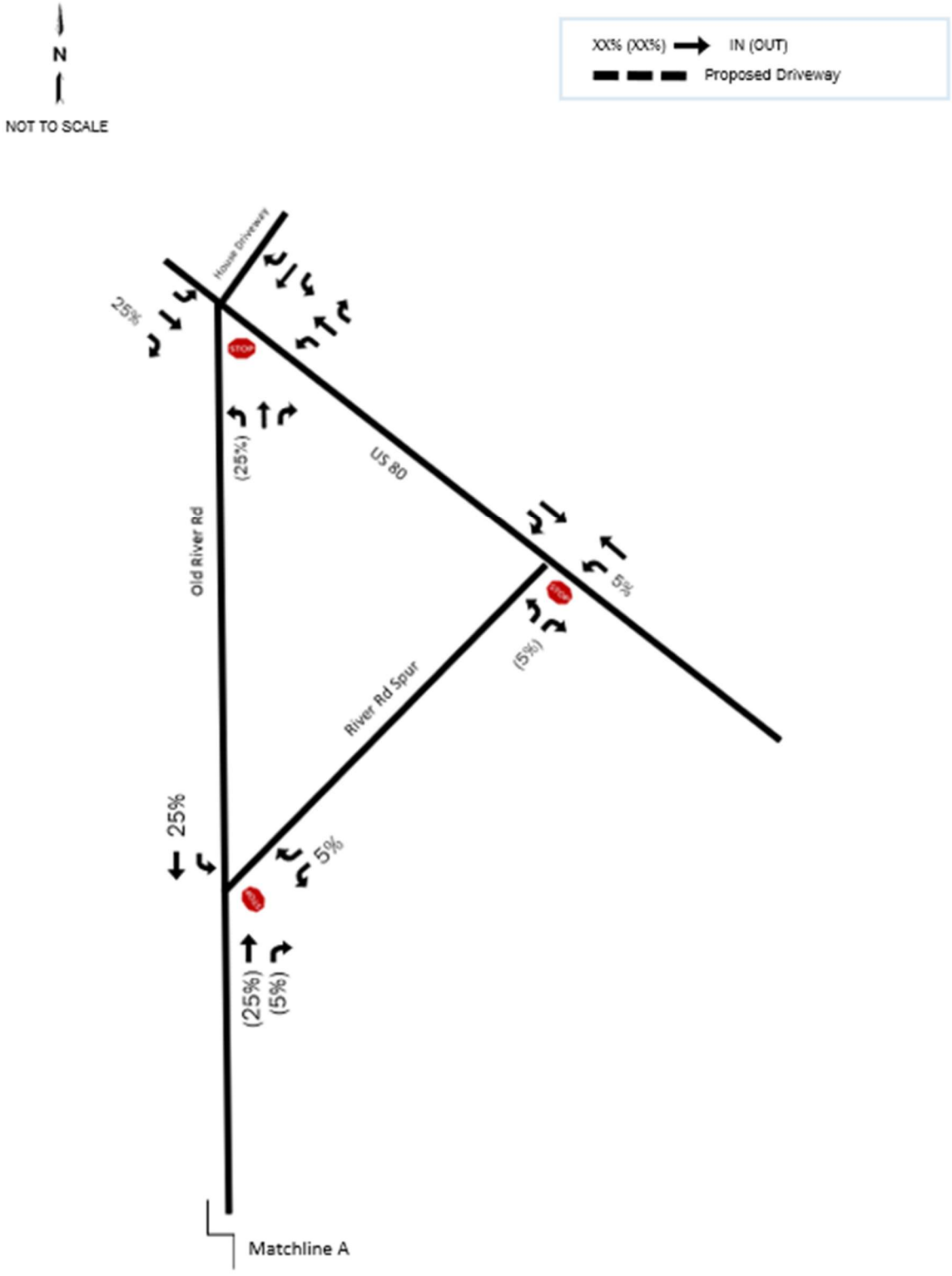


Figure 6a. Trucks Trip Distribution

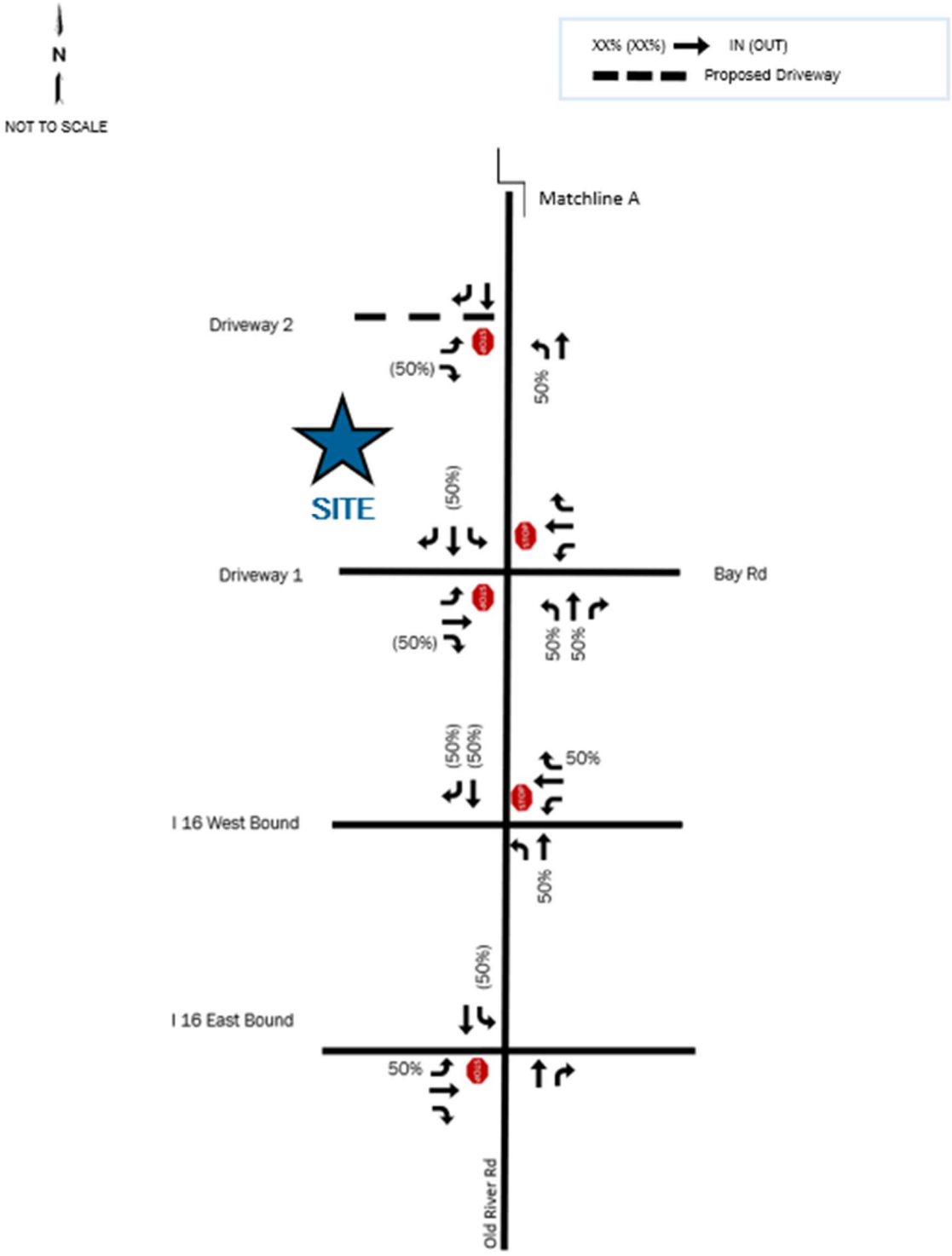


Figure 6b. Trucks Trip Distribution (continued)

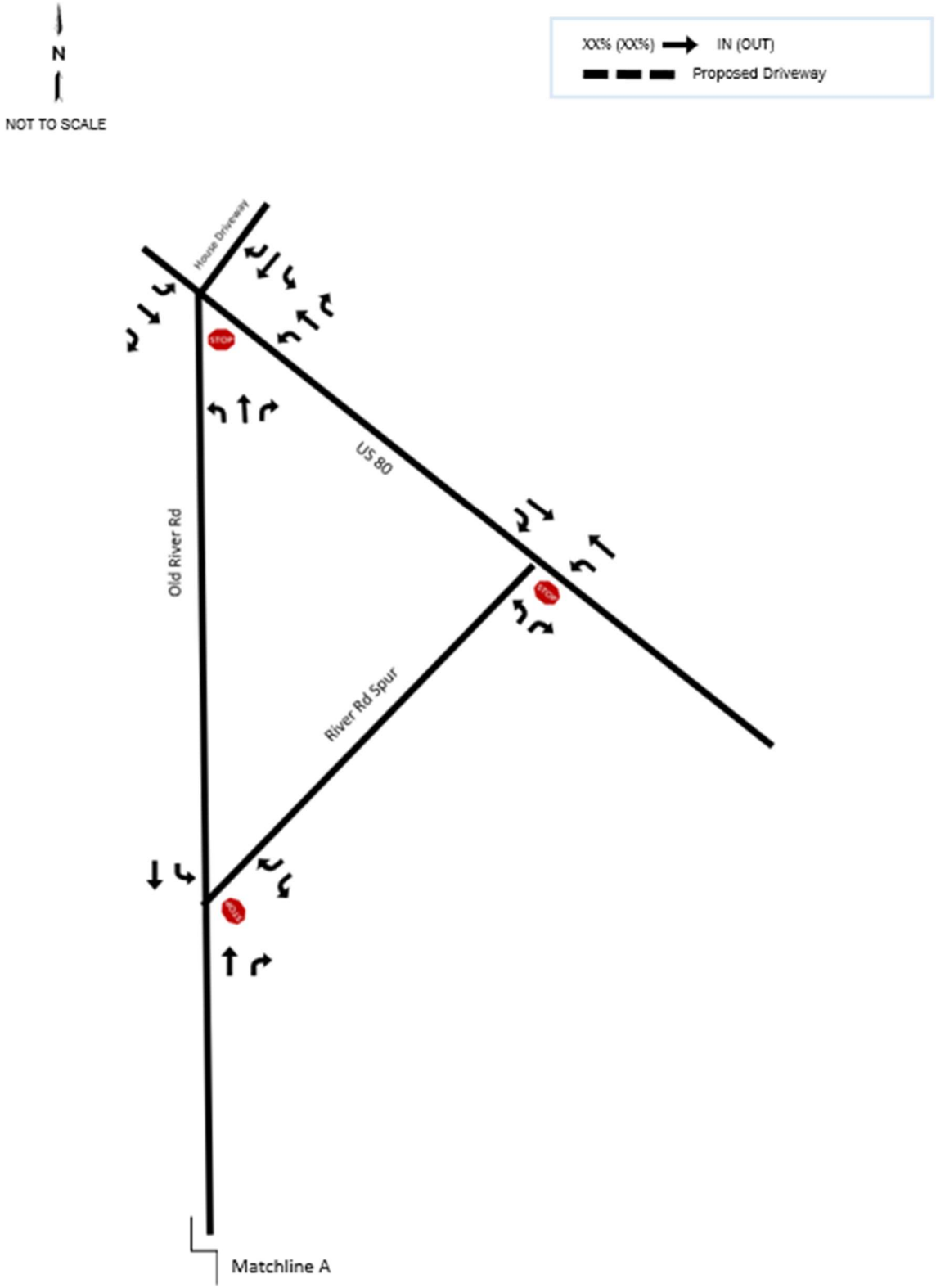
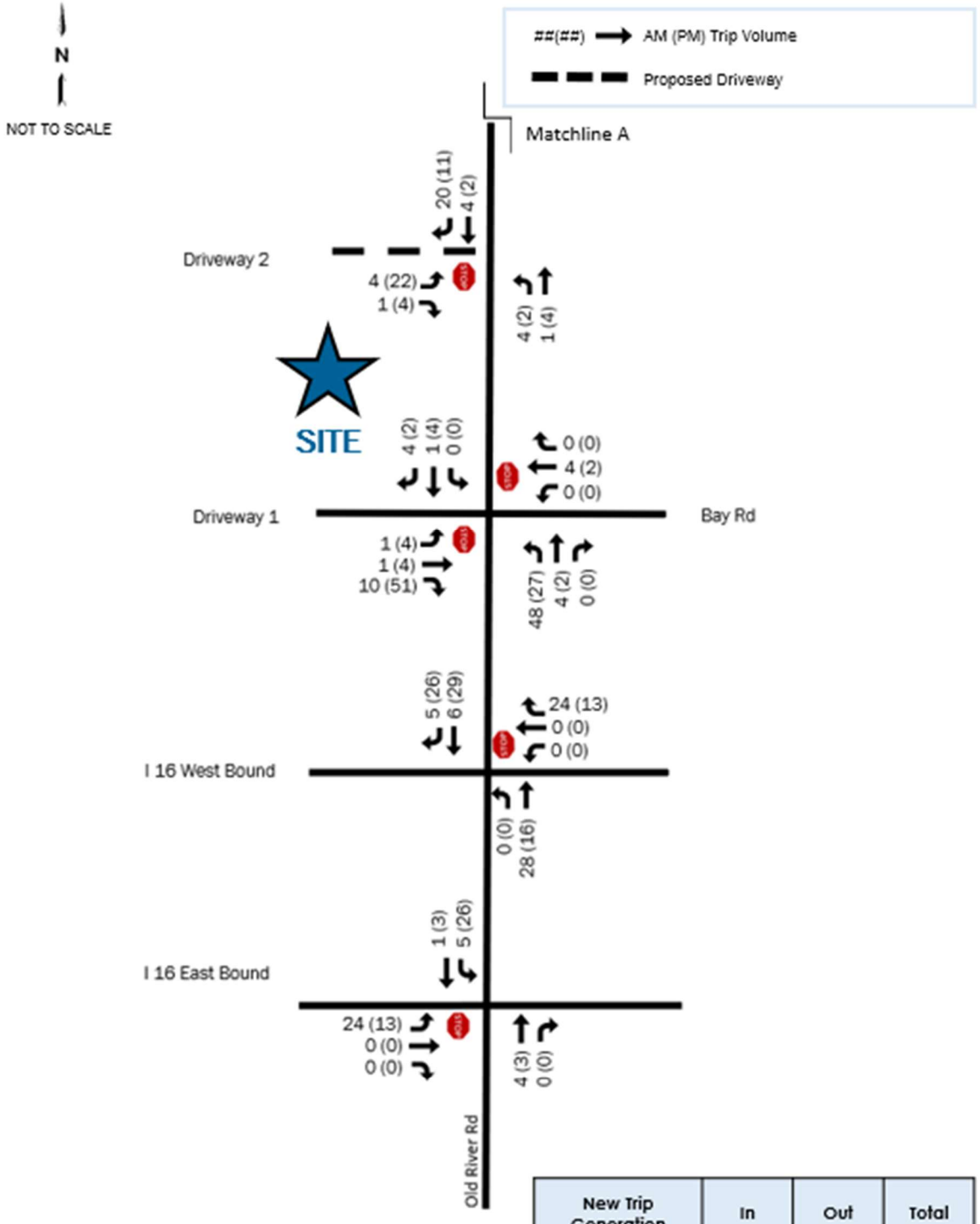
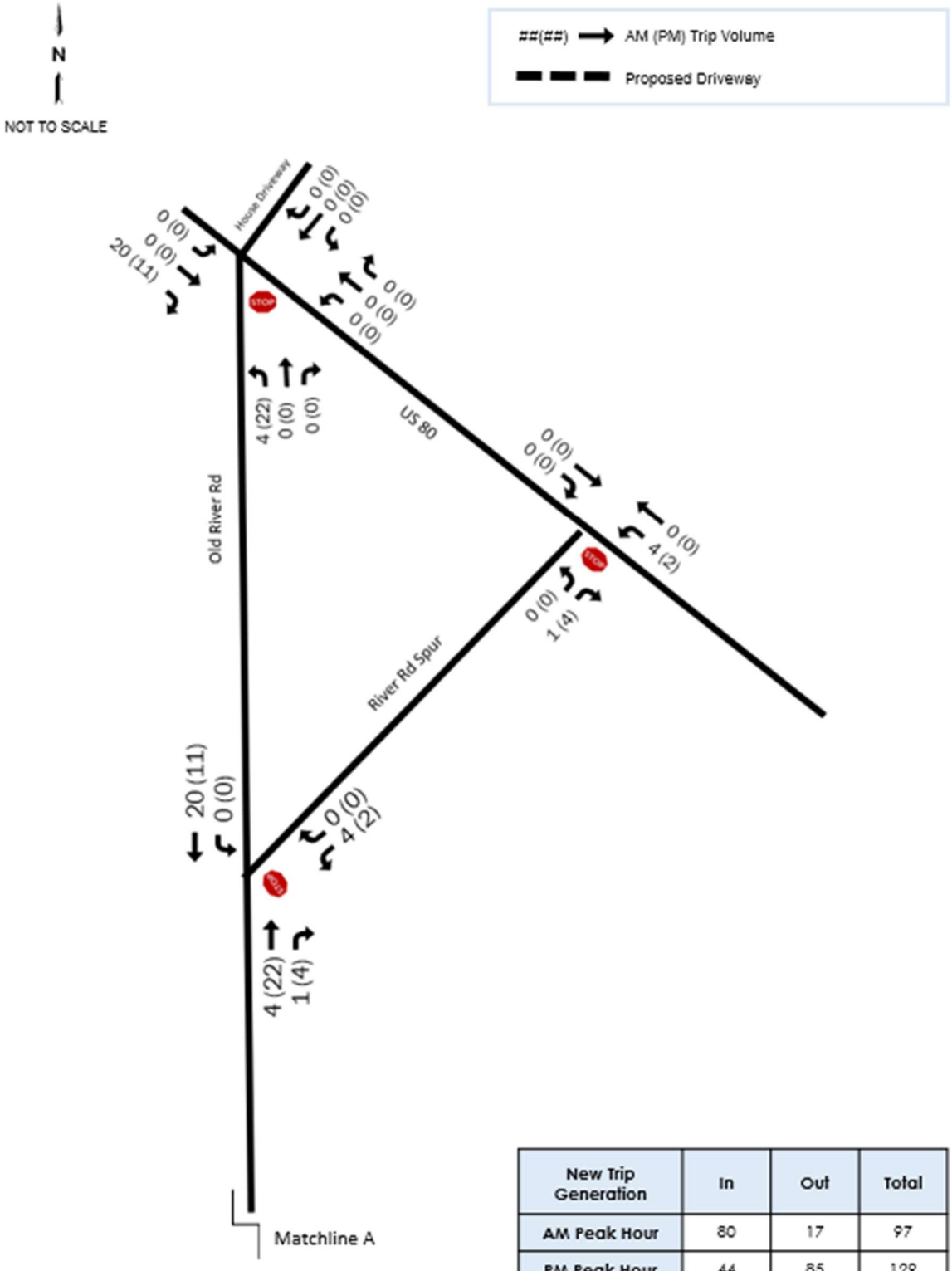


Figure 7a. Passenger Vehicles Project Traffic Volumes



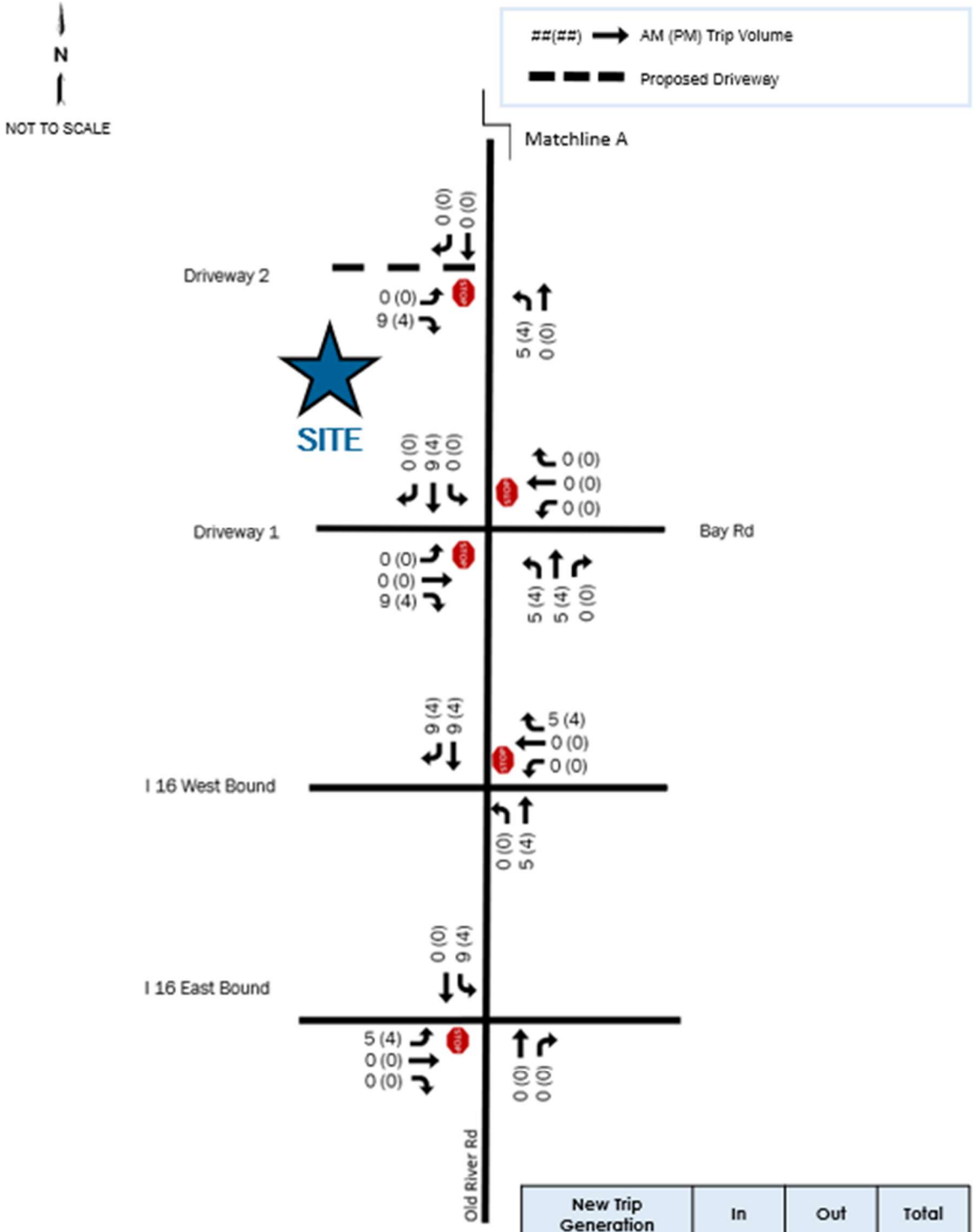
New Trip Generation	In	Out	Total
AM Peak Hour	80	17	97
PM Peak Hour	44	85	129

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



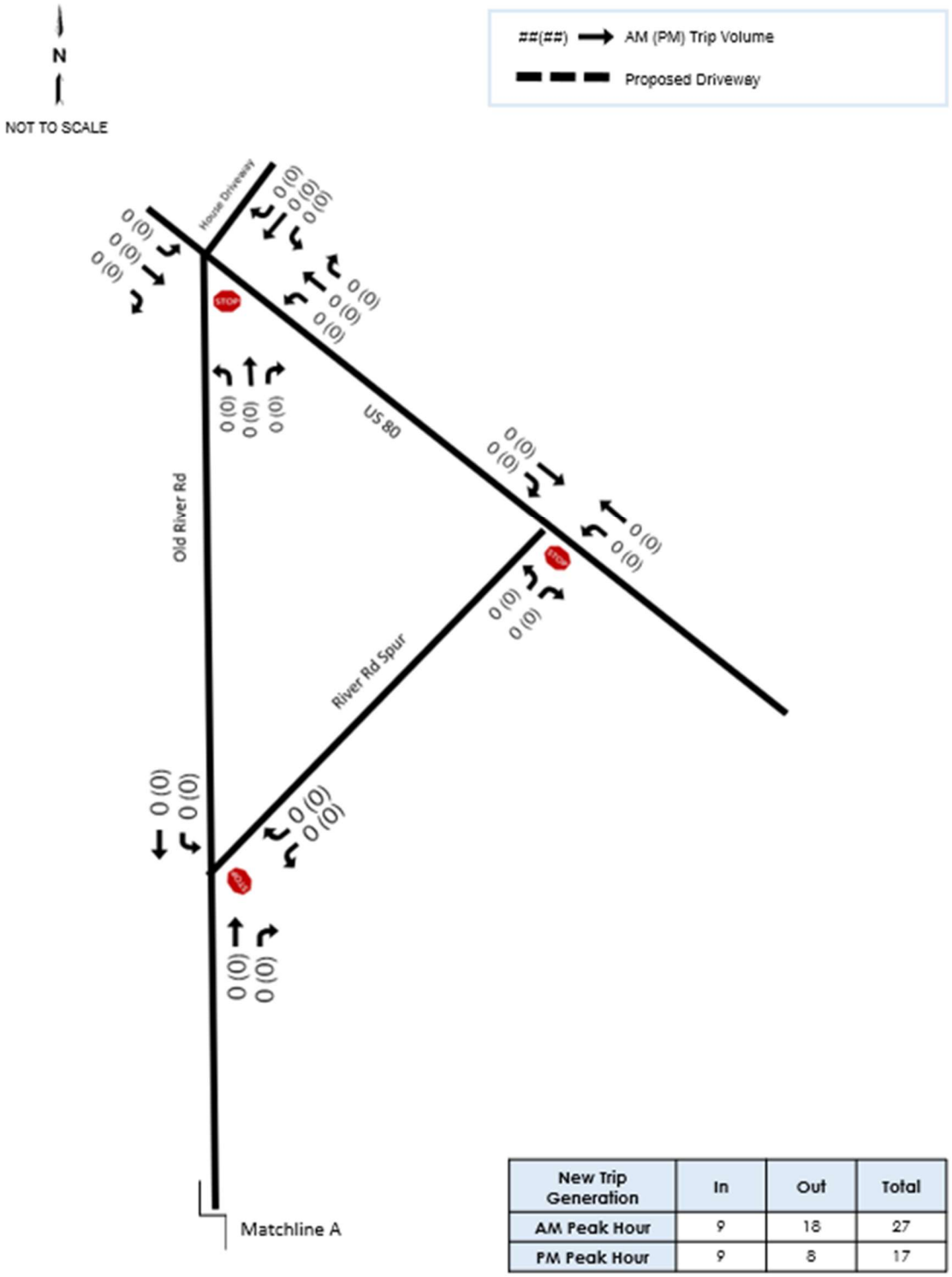
New Trip Generation	In	Out	Total
AM Peak Hour	80	17	97
PM Peak Hour	44	85	129

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

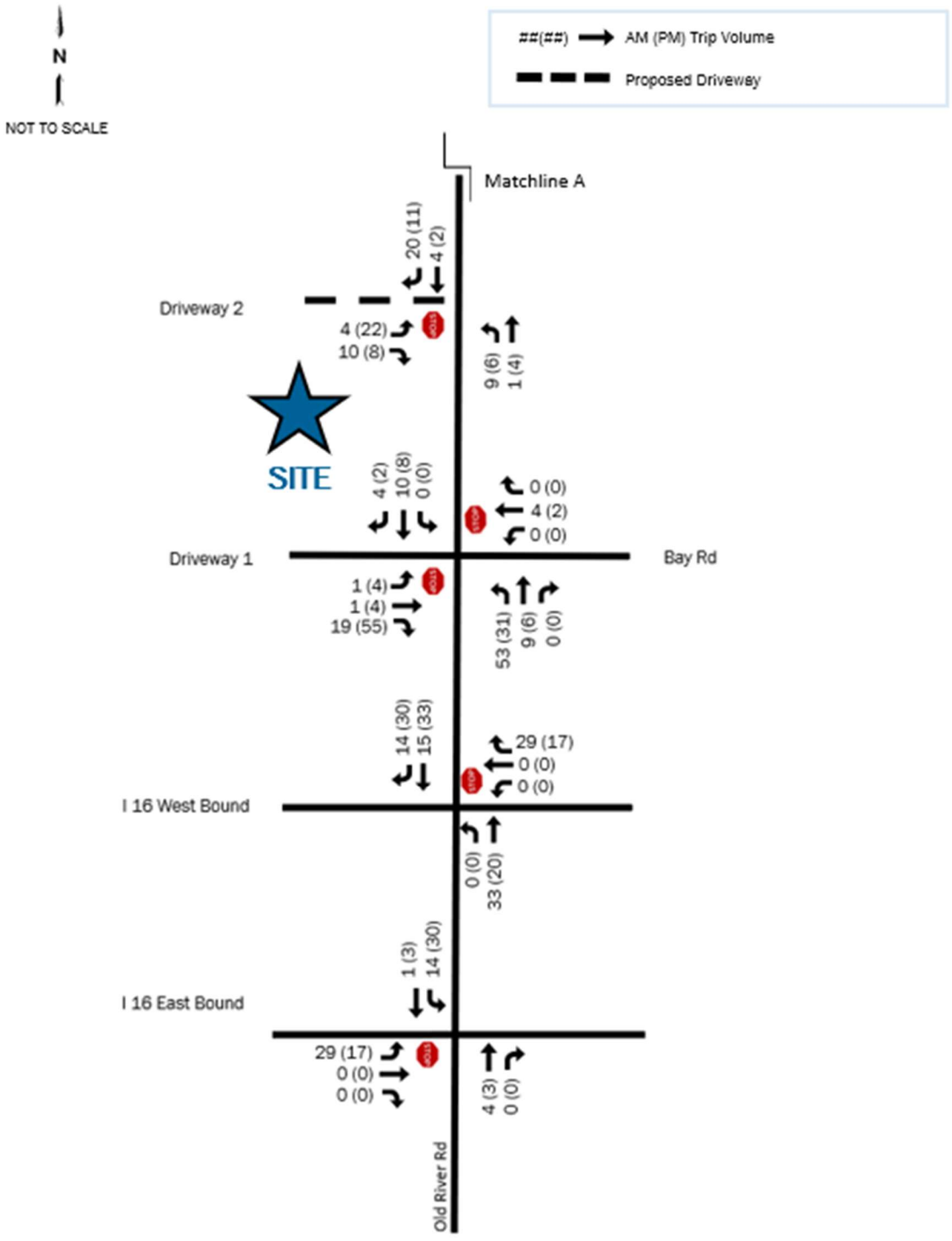
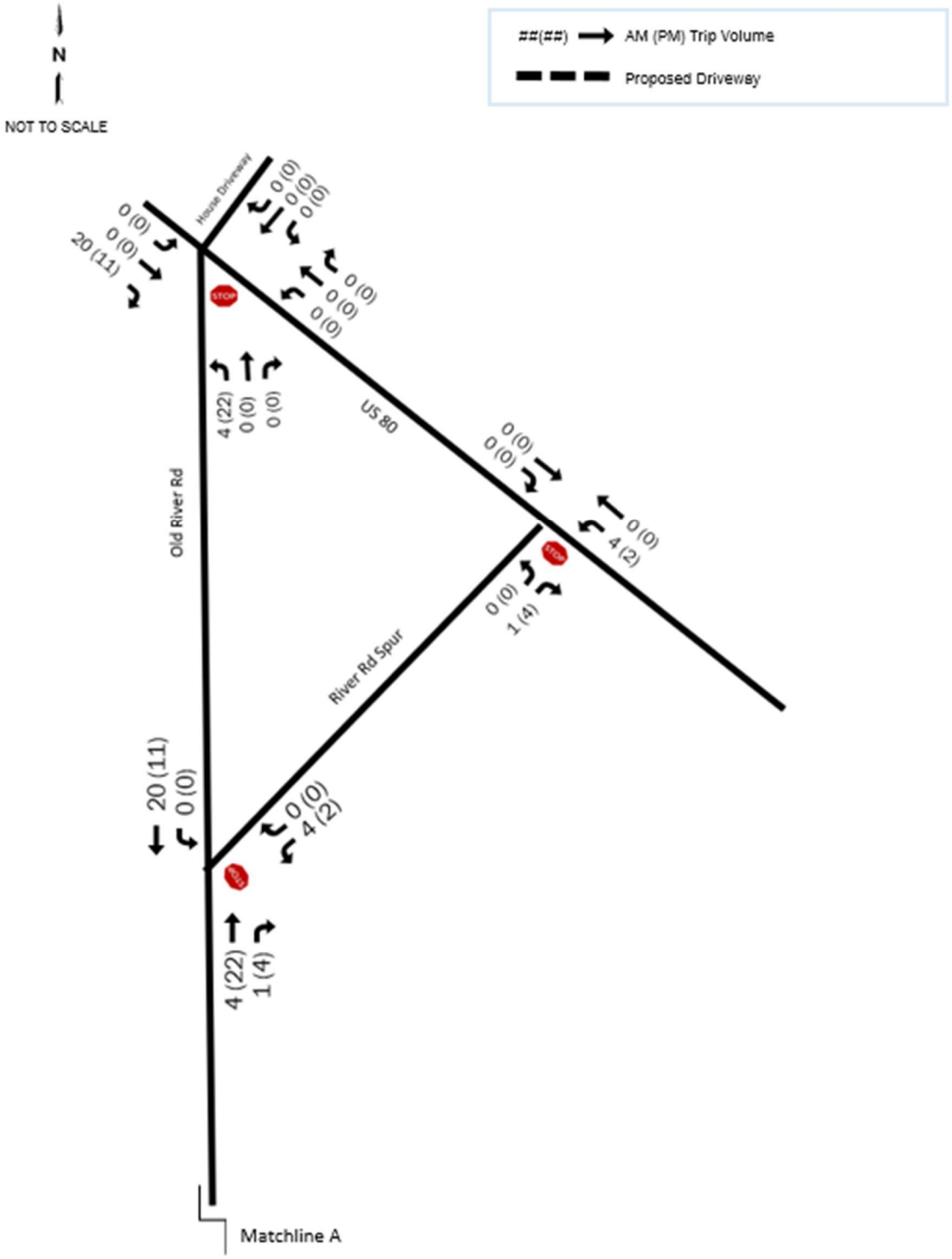


Figure 9b. Total Project Traffic Volumes (continued)



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

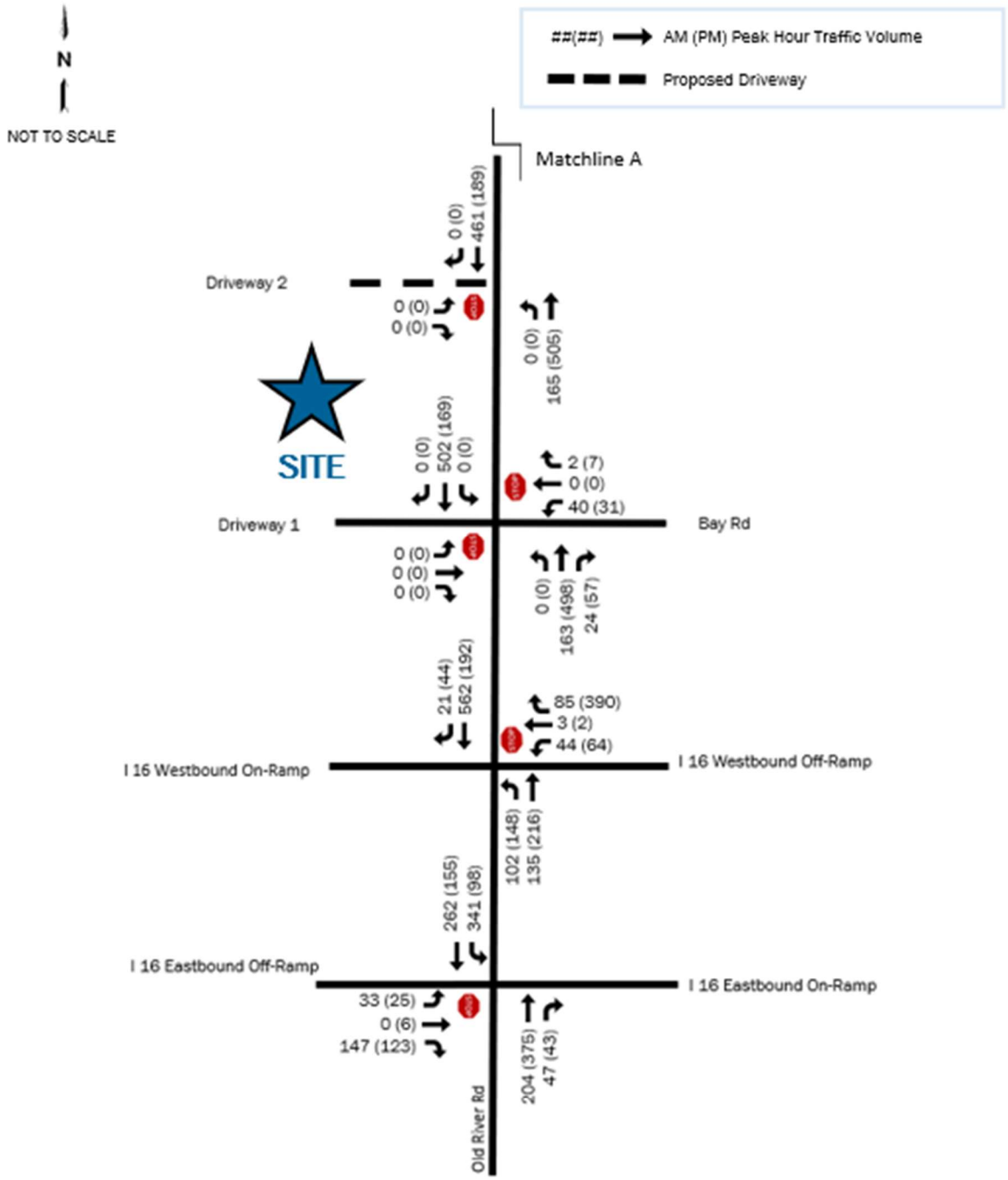
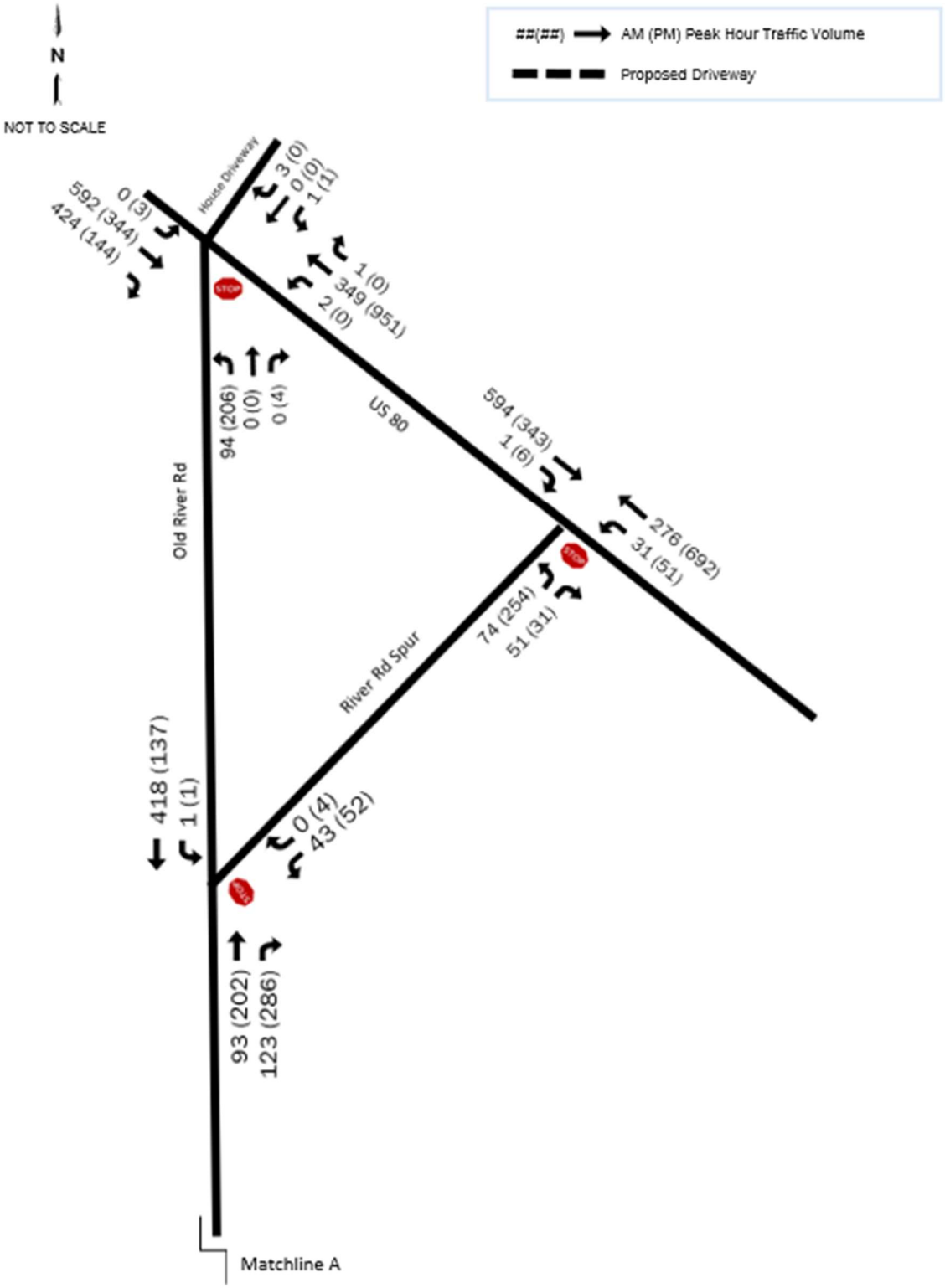


Figure 10b. 2029 No-Build Traffic Volumes (continued)



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

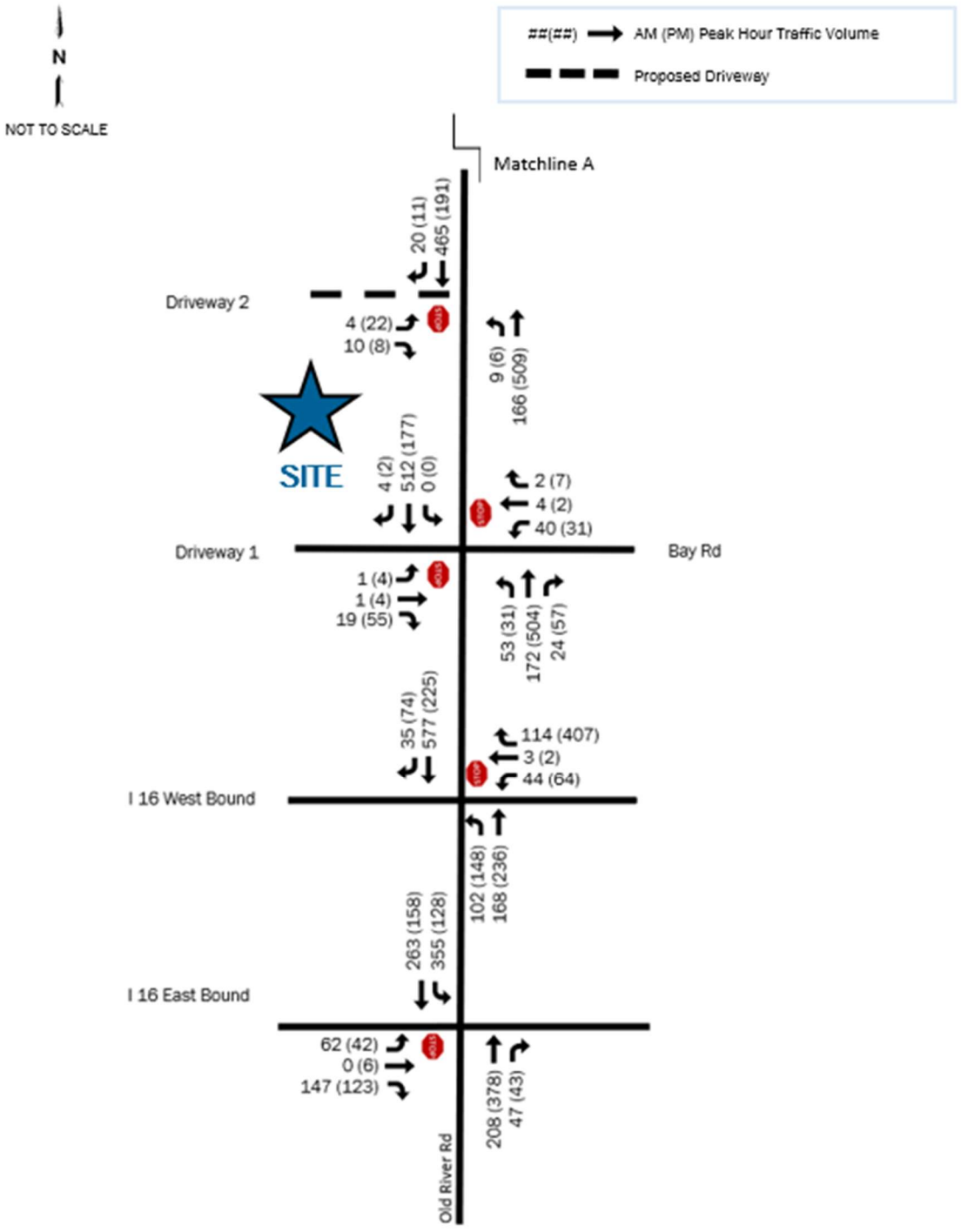
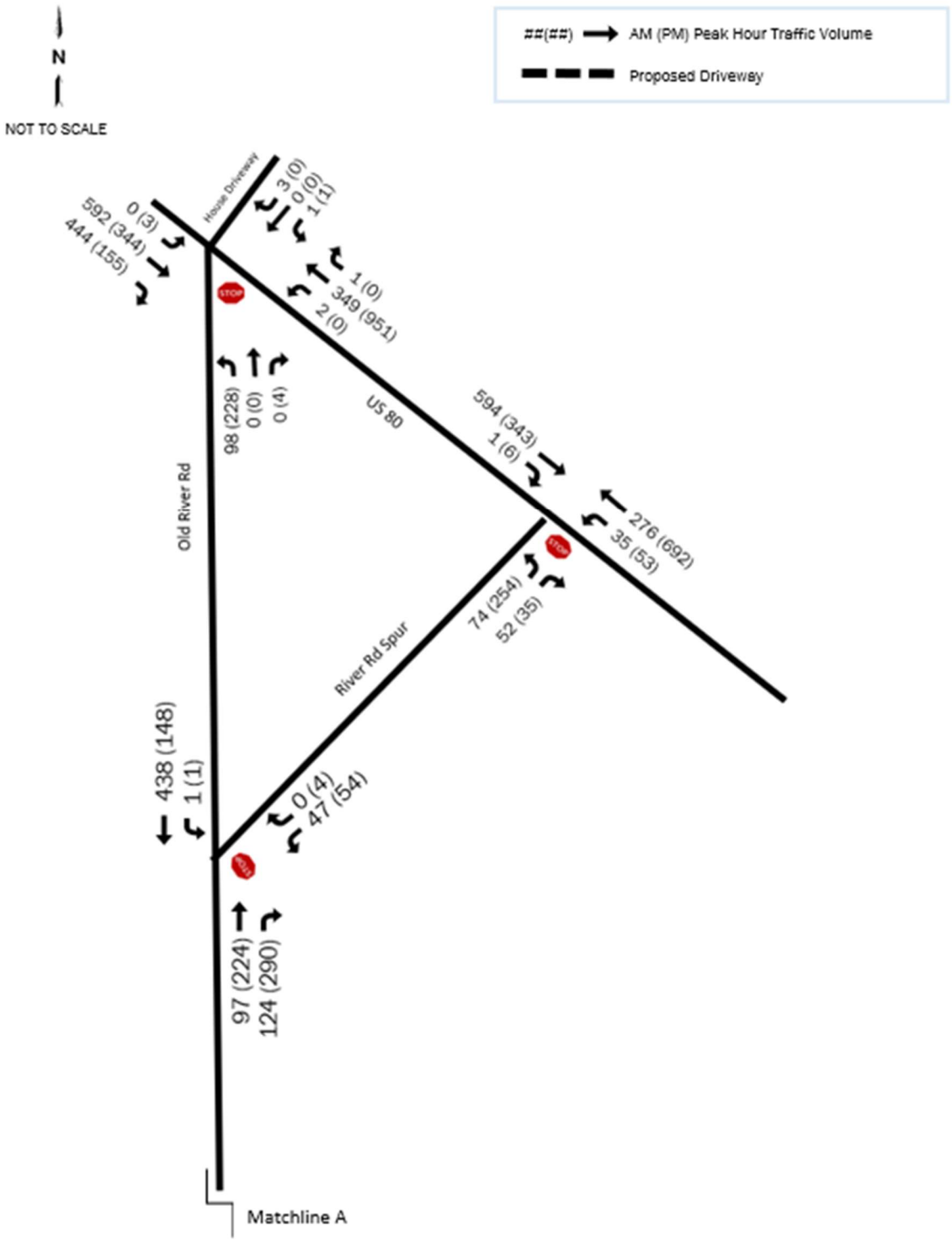


Figure 11b. 2029 Build Traffic Volumes (continued)



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

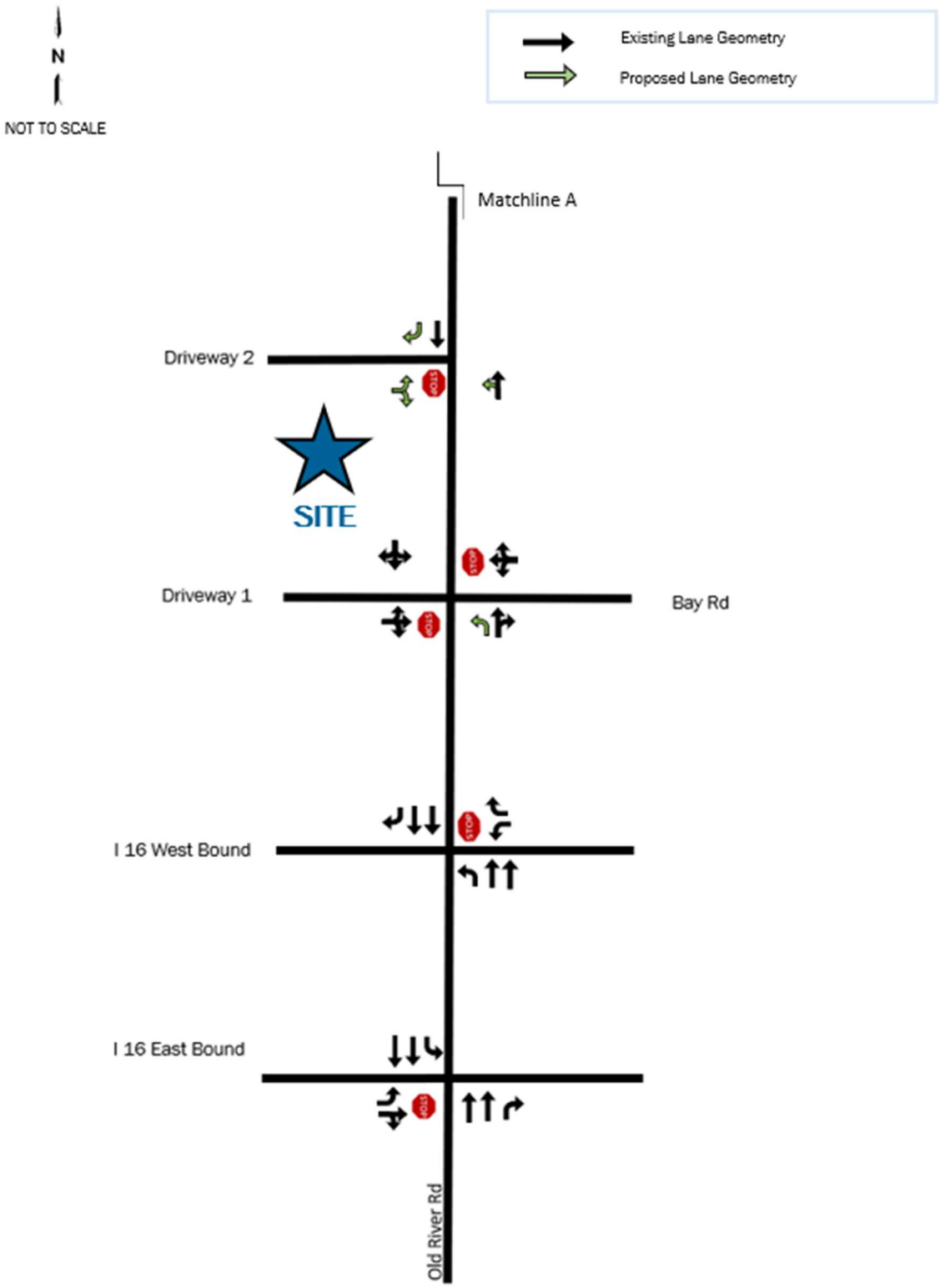
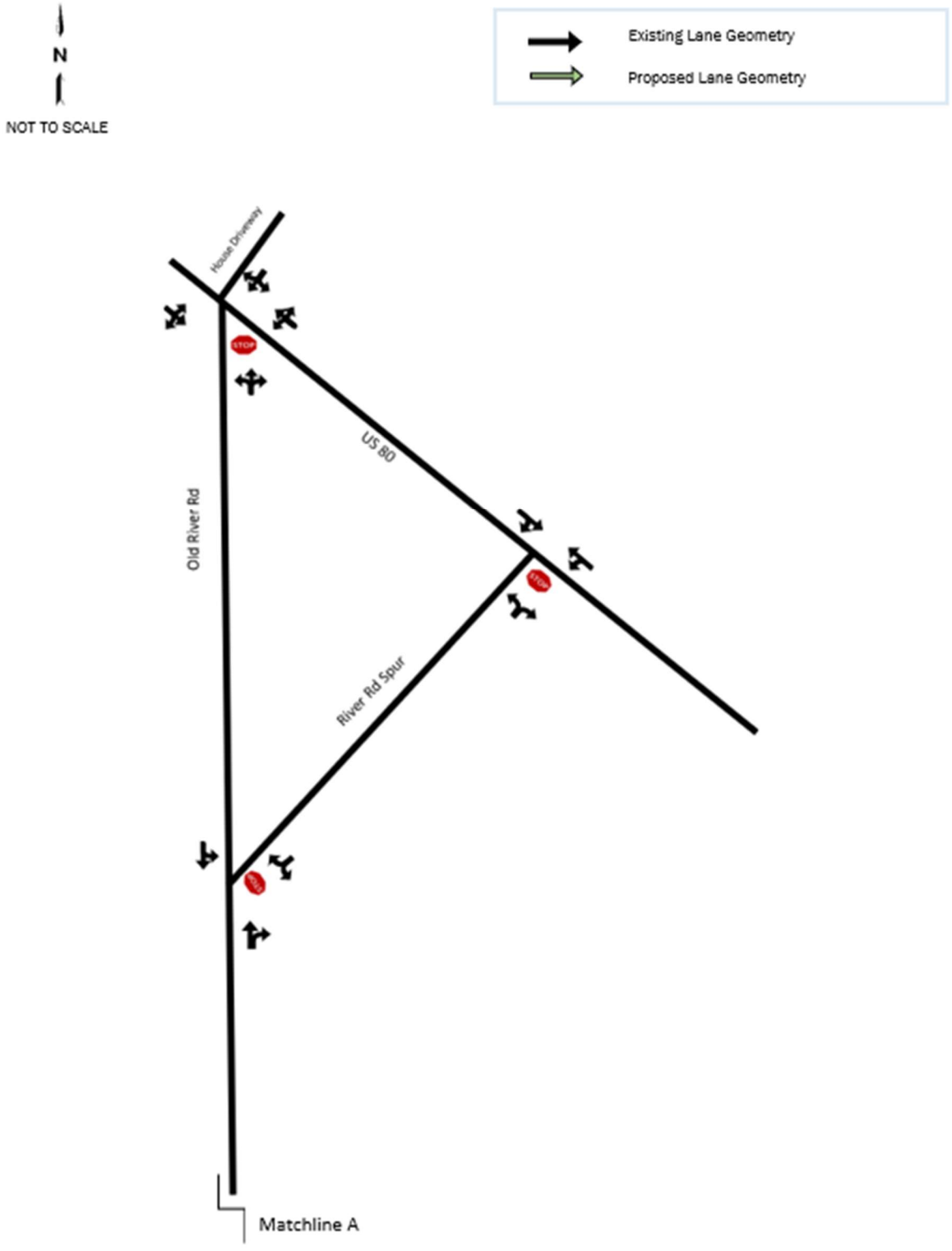


Figure 12b. Future Lane Geometry and Traffic Control (continued)



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**

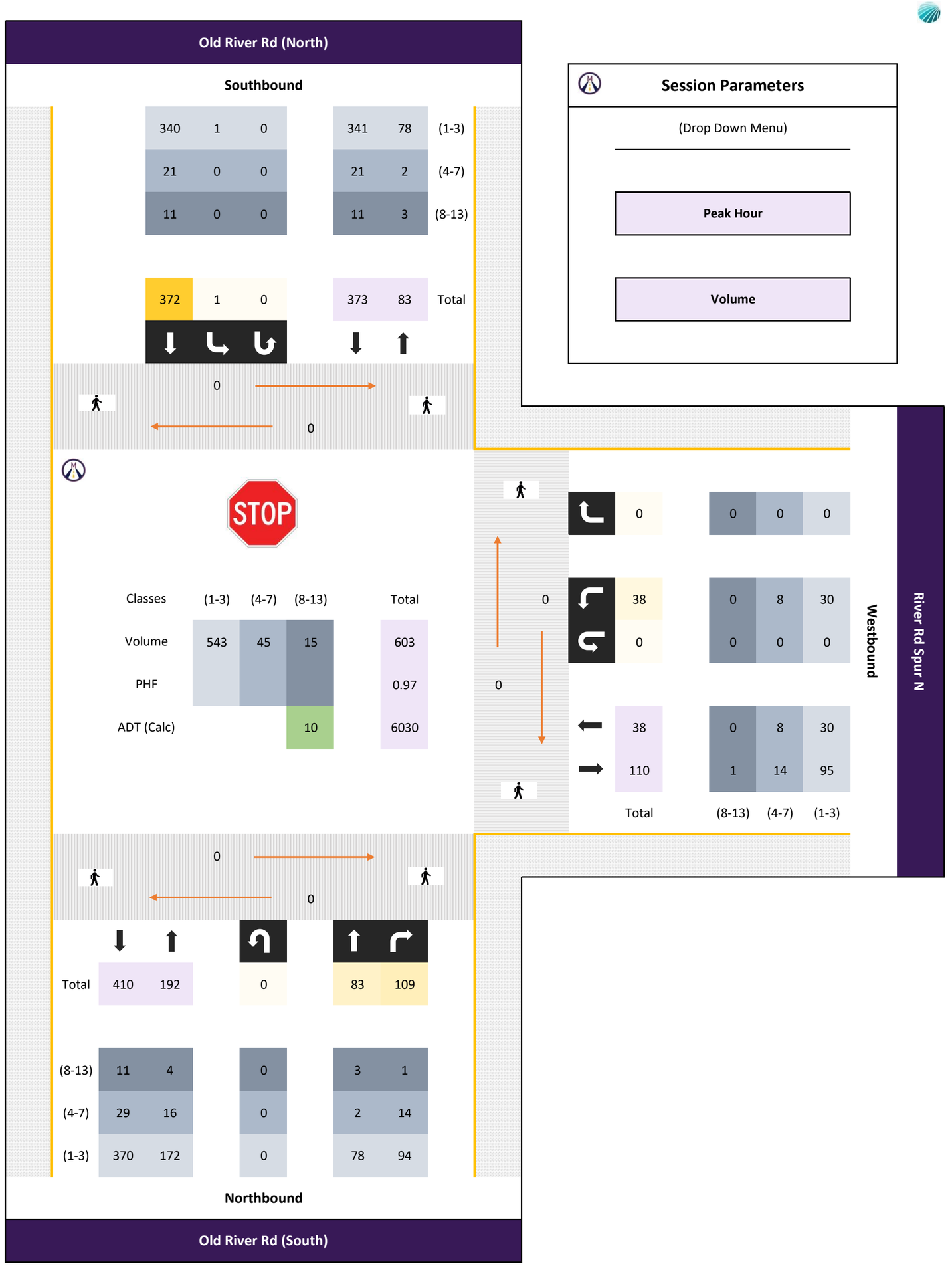
* the Peak Hour Diagram does not include bicycles

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**

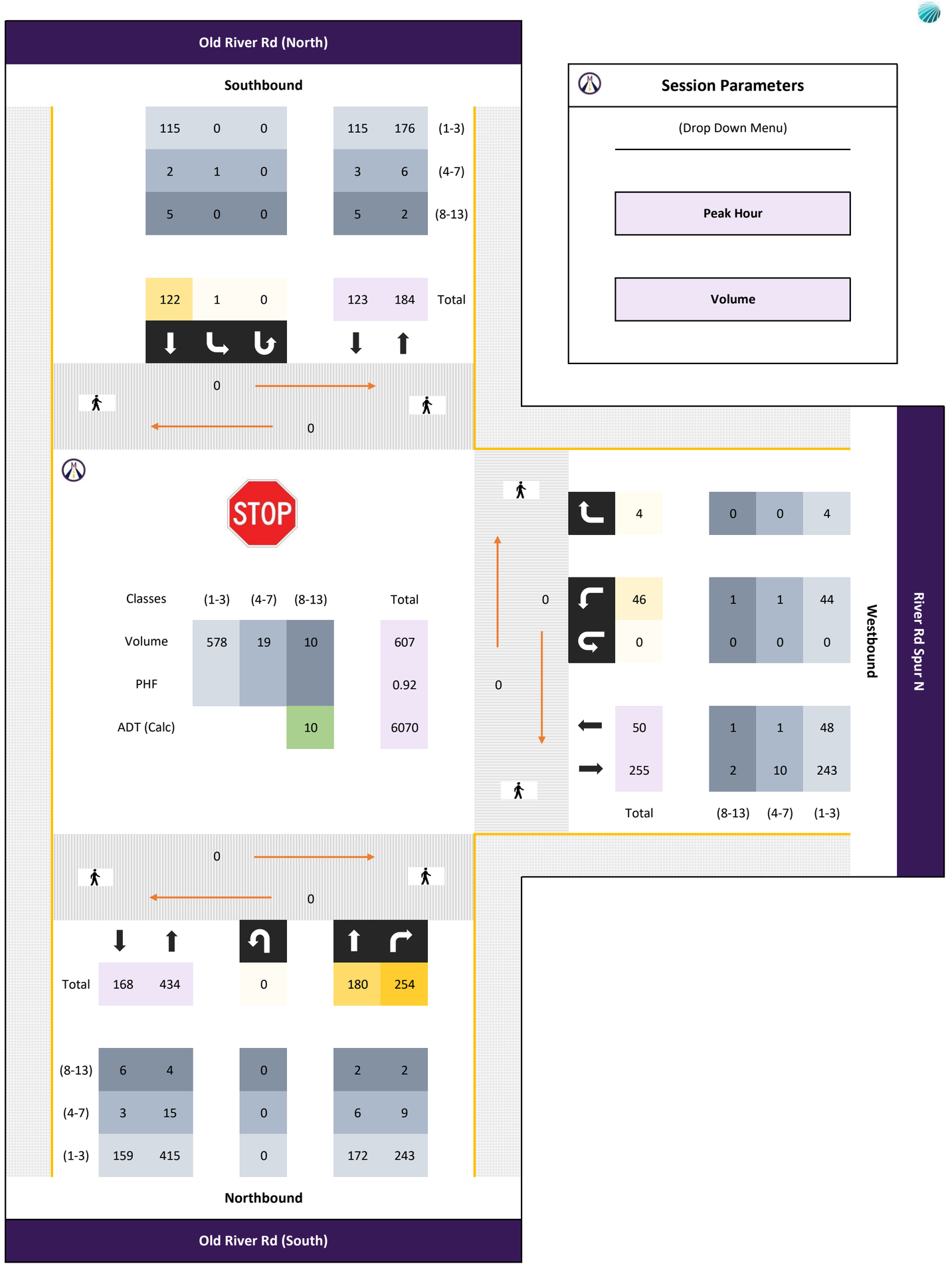
* the Peak Hour Diagram does not include bicycles

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**

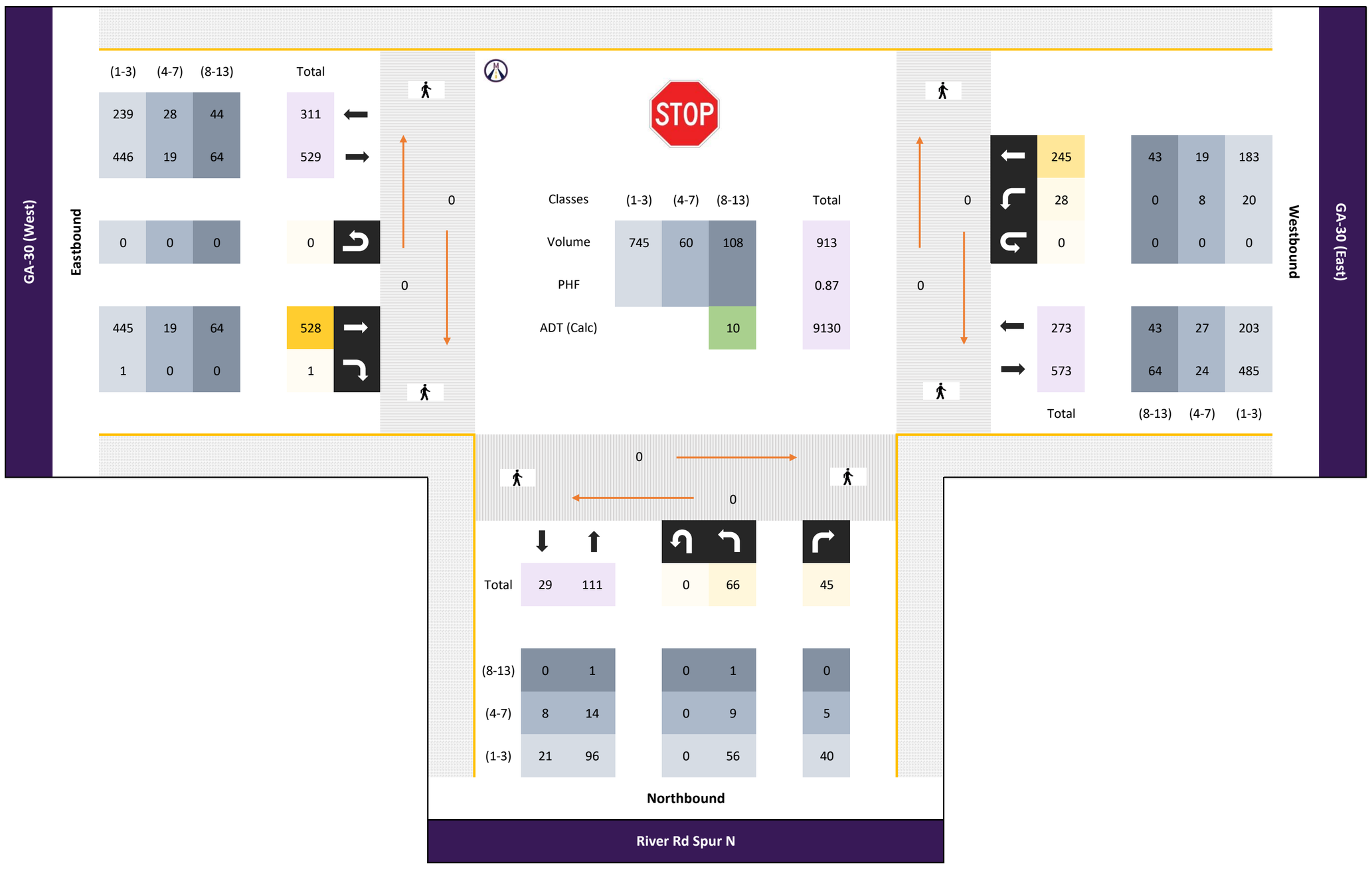
* the Peak Hour Diagram does not include bicycles

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**

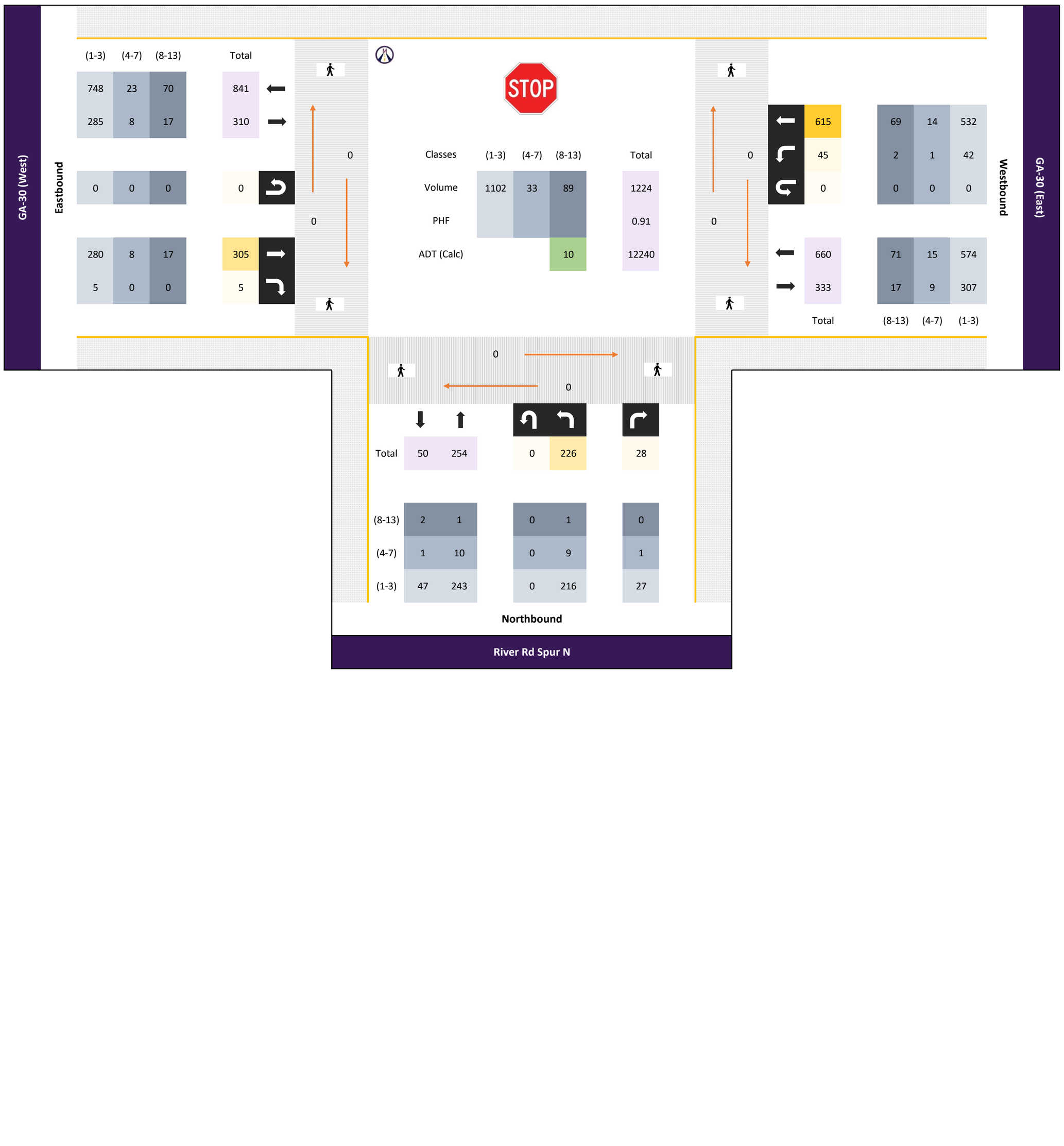
* the Peak Hour Diagram does not include bicycles

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

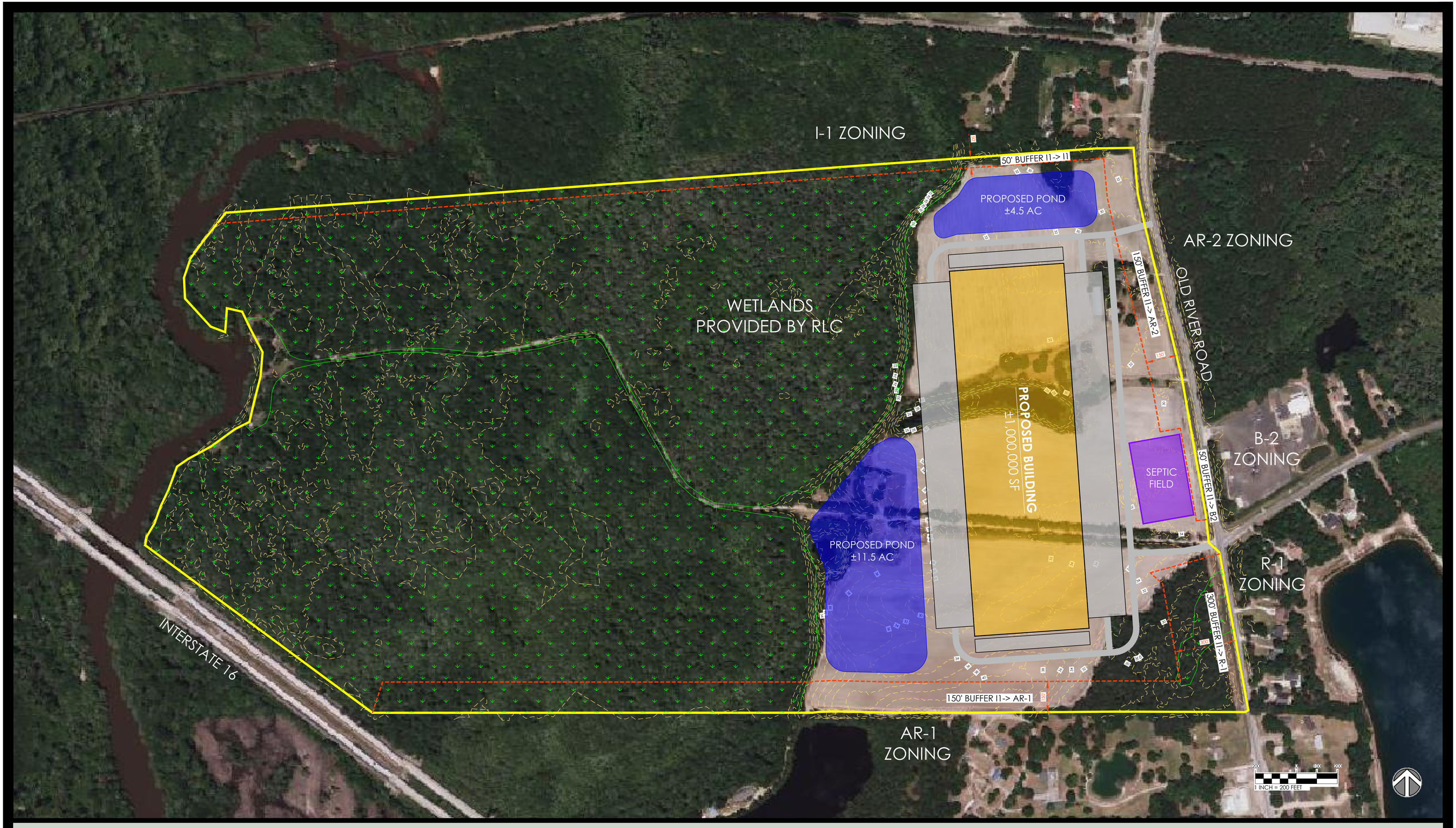
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1012	0	0	531	0	0	1466	1466	448	1384	1549	1012
Stage 1	-	-	-	-	-	-	455	455	-	1012	1012	-
Stage 2	-	-	-	-	-	-	1012	1012	-	372	537	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.2	6.6	6.3	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.1	5.5	-
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

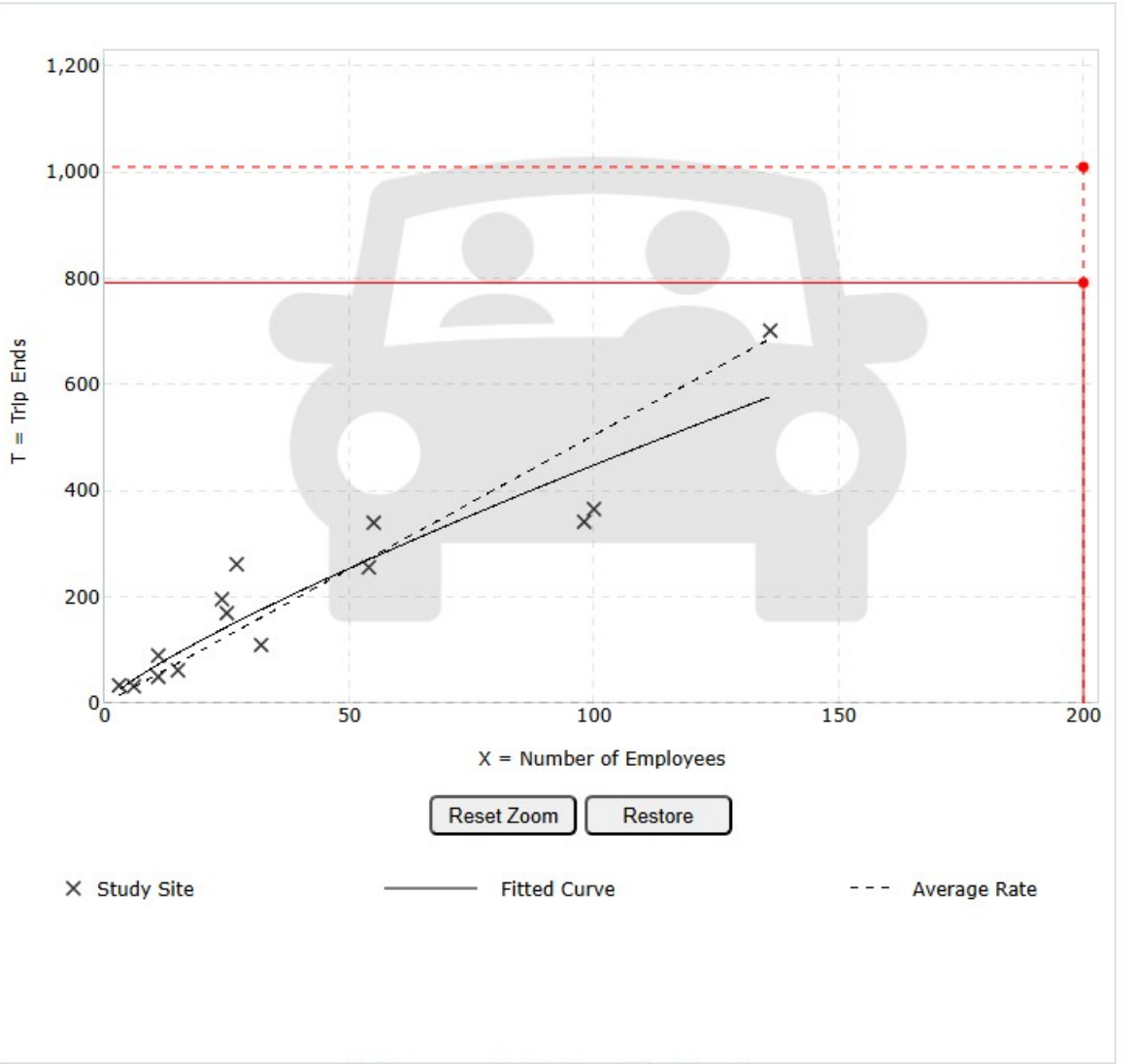
INDEPENDENT VARIABLE (IV):
Employees

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

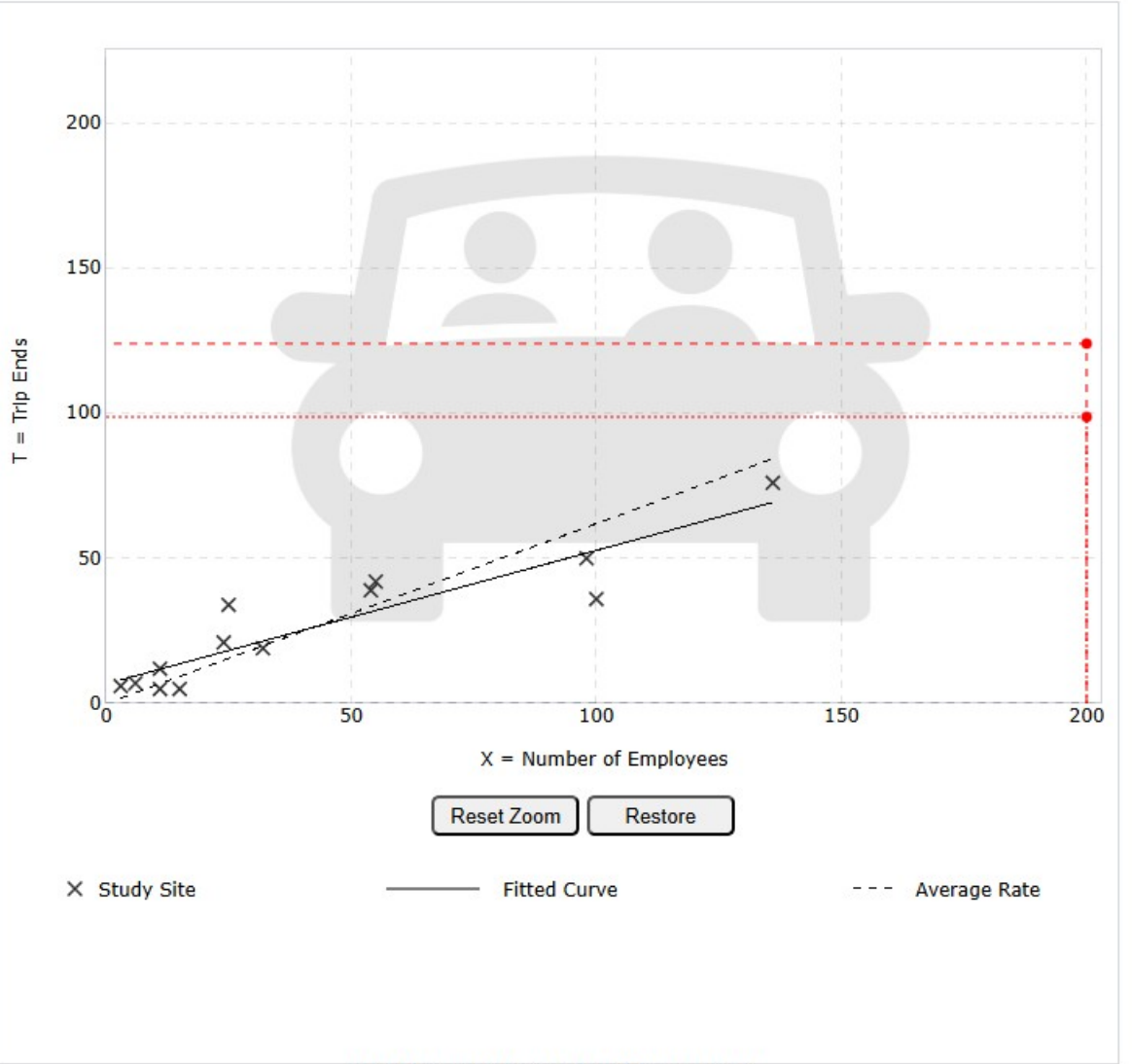
INDEPENDENT VARIABLE (IV):
Employees

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

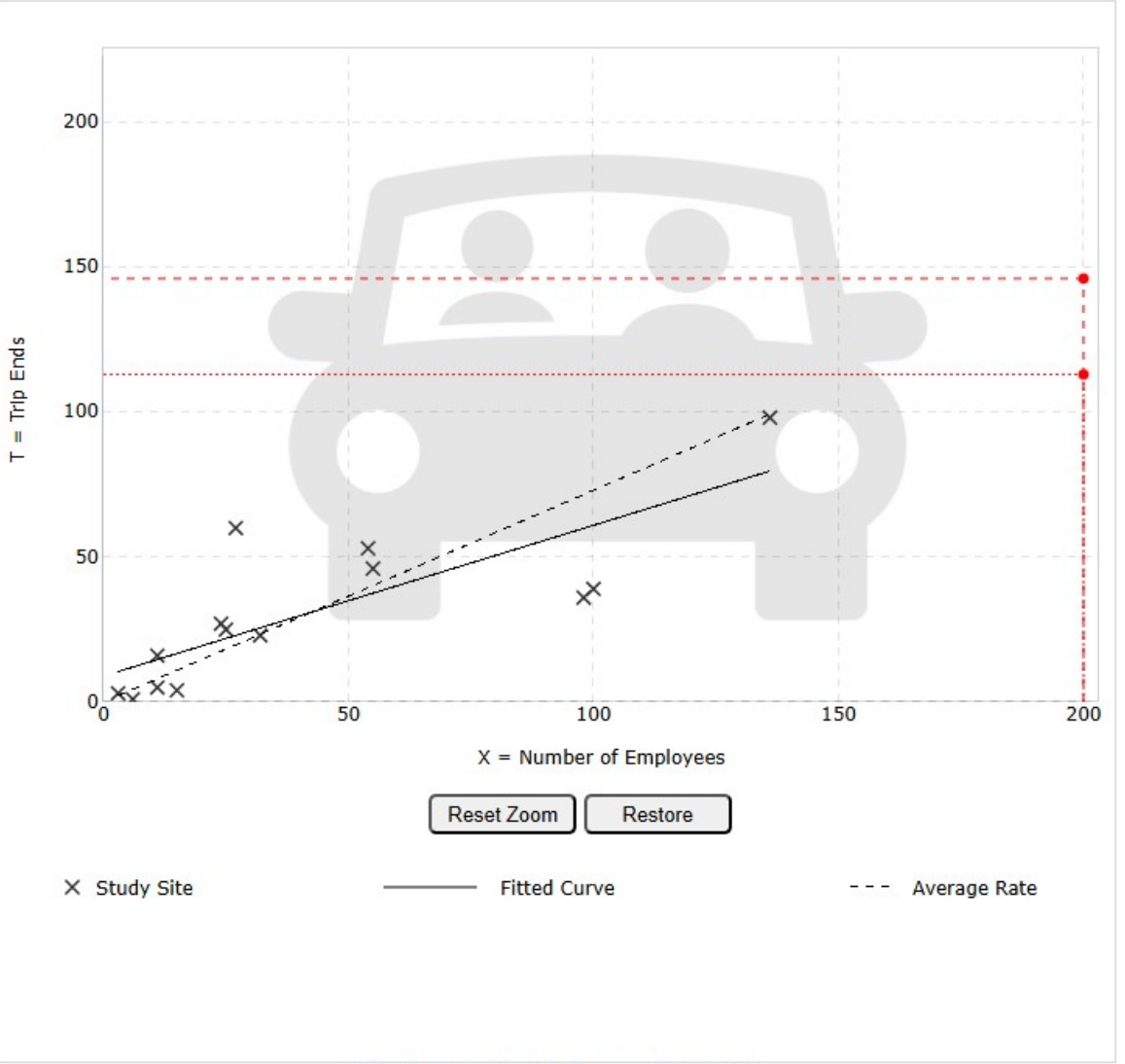
INDEPENDENT VARIABLE (IV):
Employees

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

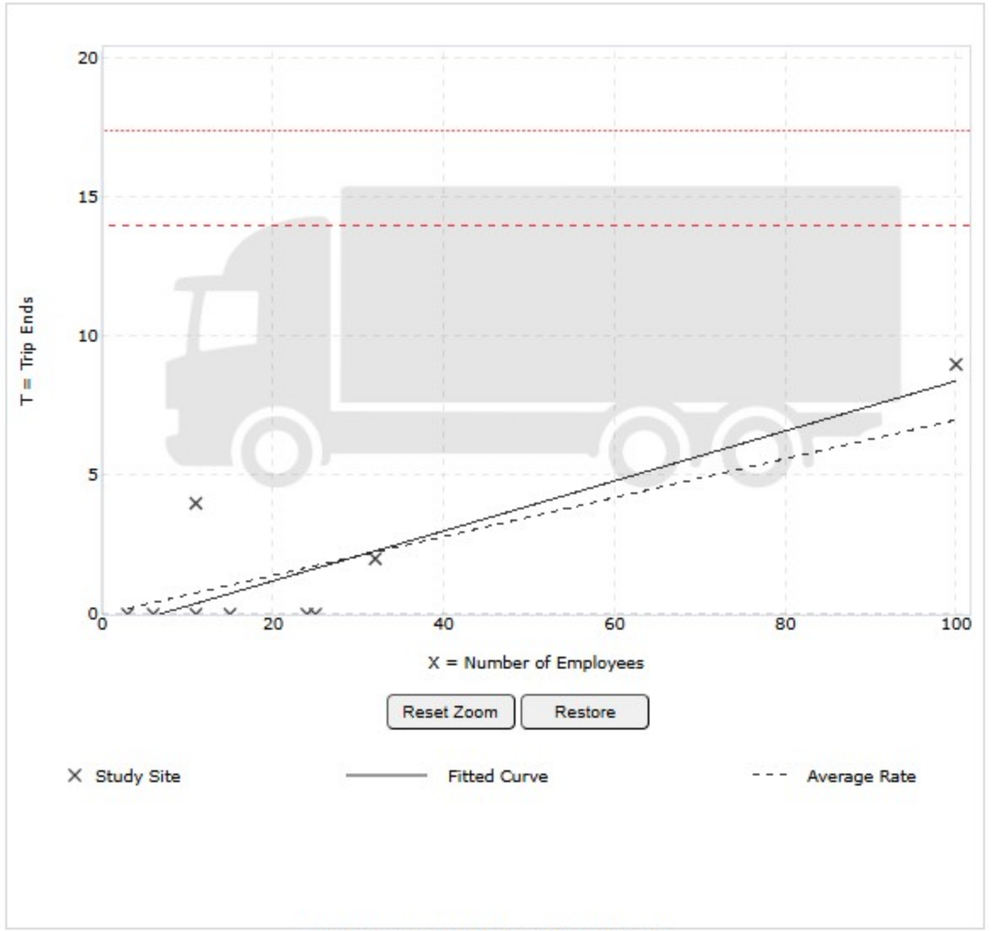
INDEPENDENT VARIABLE (IV):
Employees

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



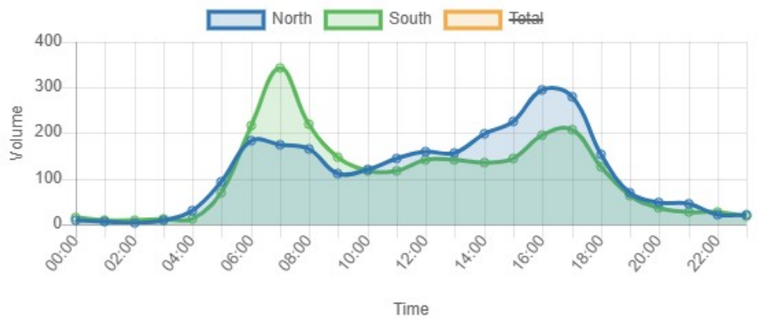
Count History

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

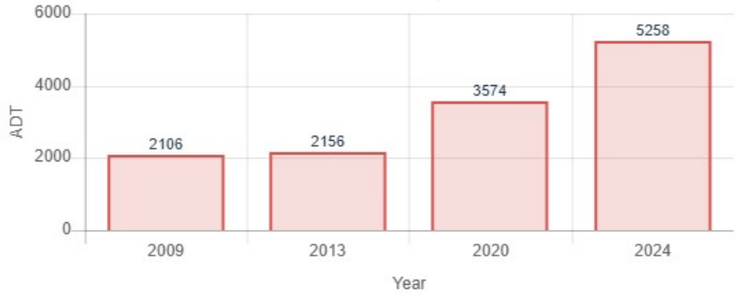
Annual Statistics

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**

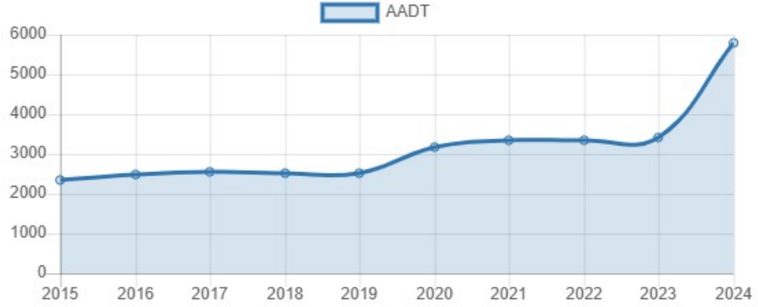
Average Hourly Volume



Count History



AADT Trend



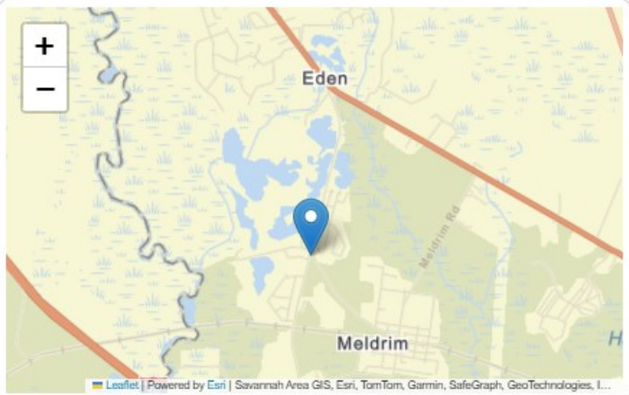
Vehicle Classification 2026

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

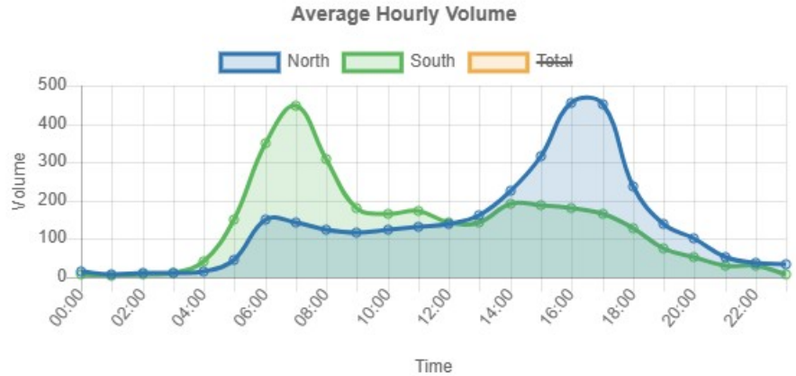


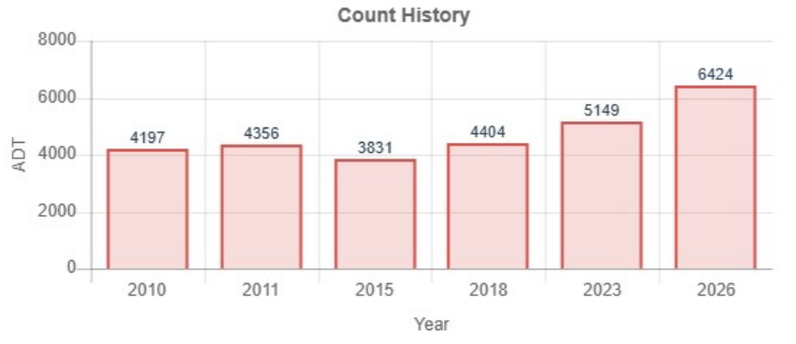
Count History

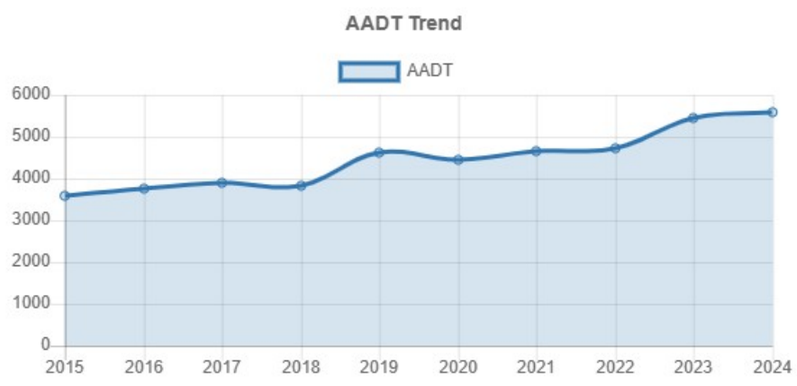
Year	Month	Count type	Duration	ADT	Count
2026	March	Volume	48 hours	6,424	12,847
2023	January	Class	48 hours	5,149	10,298
2018	December	Class	48 hours	4,404	8,809
2015	March	Volume	48 hours	3,831	7,662
2011	March	Volume	48 hours	4,356	8,711
2010	March	Volume	48 hours	4,197	8,394

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**



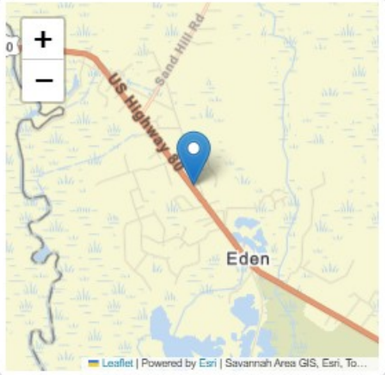




0000103_0162 - 103-0162 - US-80/SR26,30 N/O Old River Rd

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

Site Data

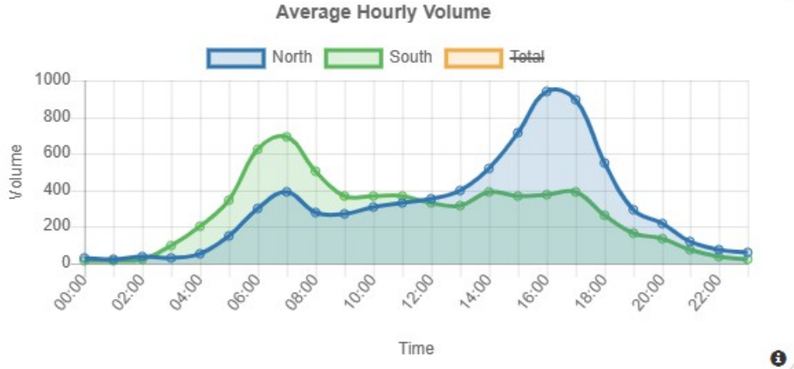


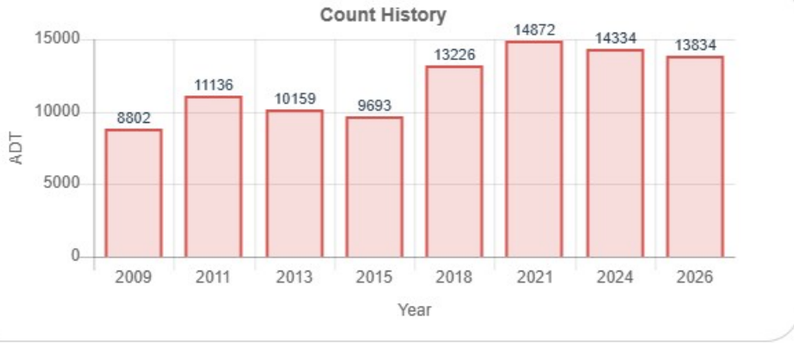
Count History

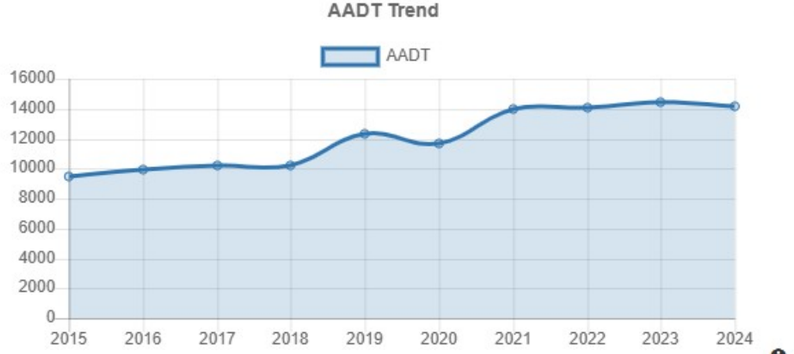
Year	Month	Count type	Duration	ADT	Count
2026	March	Class	48 hours	13,834	27,669
2024	February	Class	48 hours	14,334	28,669
2021	May	Class	48 hours	14,872	29,744
2018	December	Volume	48 hours	13,226	26,453
2015	February	Class	48 hours	9,693	19,386
2013	January	Class	48 hours	10,159	20,318
2011	March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

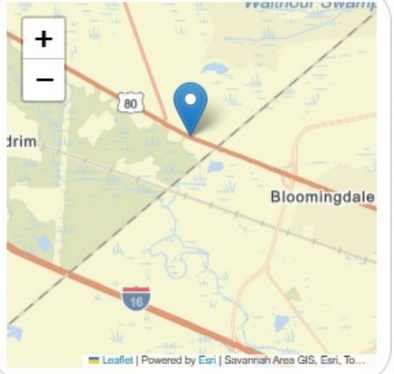
1. Motorcycles 2 axles, 2 or 3 wheels.	**0.26%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**60.63%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**21.96%**
4. Buses 2- or 3-axle, full length.	**0.66%**
5. Single-unit trucks 2-axle, 6-tire, (dual 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



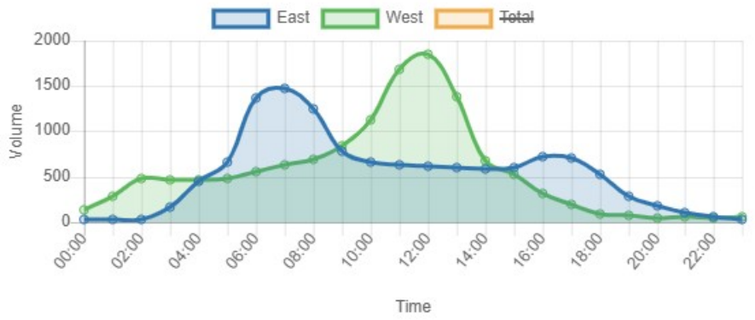
Count History

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

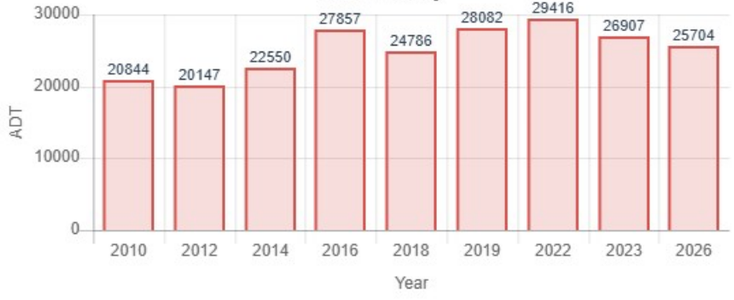
Annual Statistics

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**

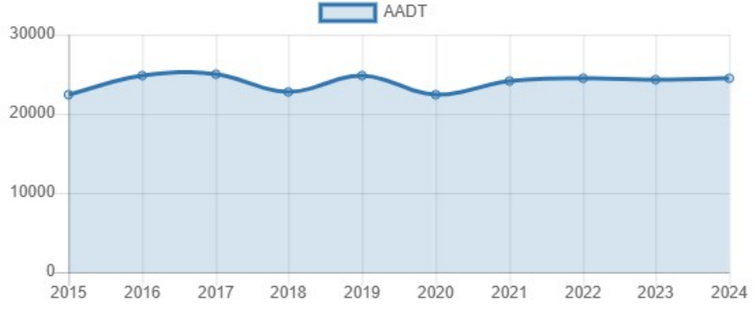
Average Hourly Volume



Count History



AADT Trend



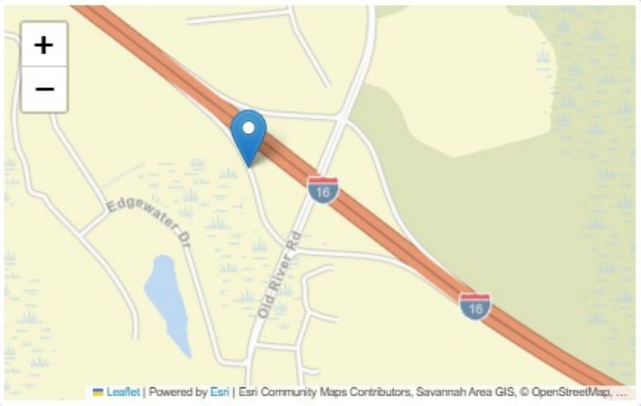
Vehicle Classification 2026

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

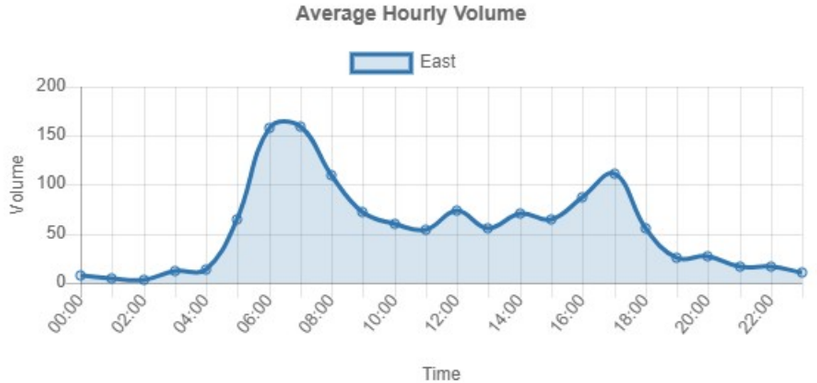


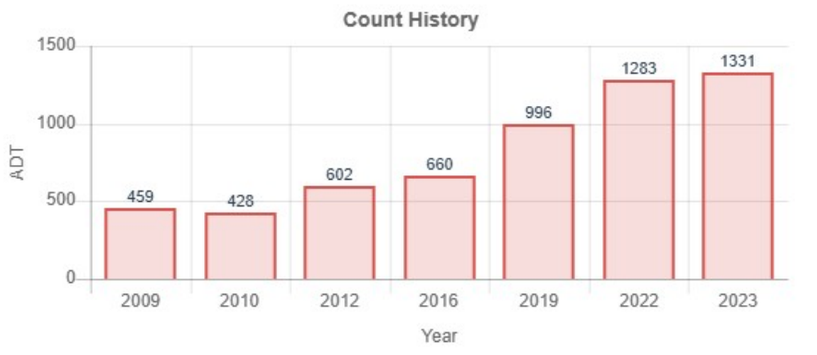
Count History

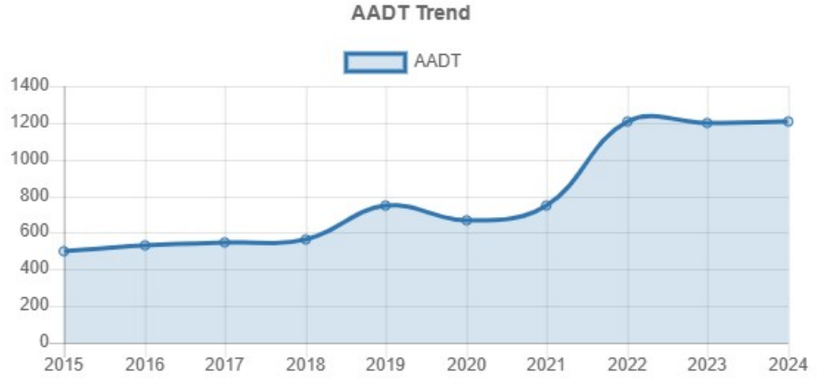
Year	Month	Count type	Duration	ADT	Count
2023	January	Volume	48 hours	1,331	2,662
2022	January	Volume	48 hours	1,283	2,566
2019	July	Volume	48 hours	996	1,993
2016	June	Volume	48 hours	660	1,319
2012	March	Volume	48 hours	602	1,204
2010	January	Volume	48 hours	428	856
2009	February	Volume	48 hours	459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



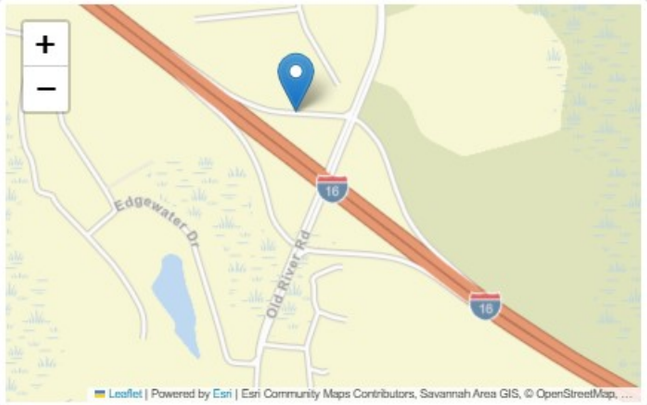




0000103_R802 - 103-R802 - CR 031000 BEG AT

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

Site Data

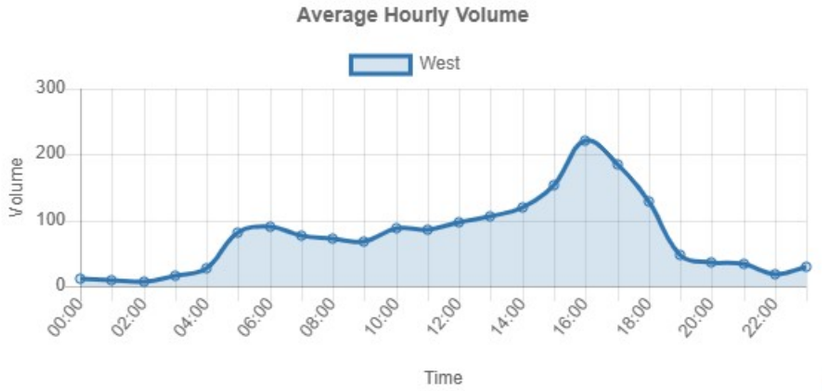


Count History

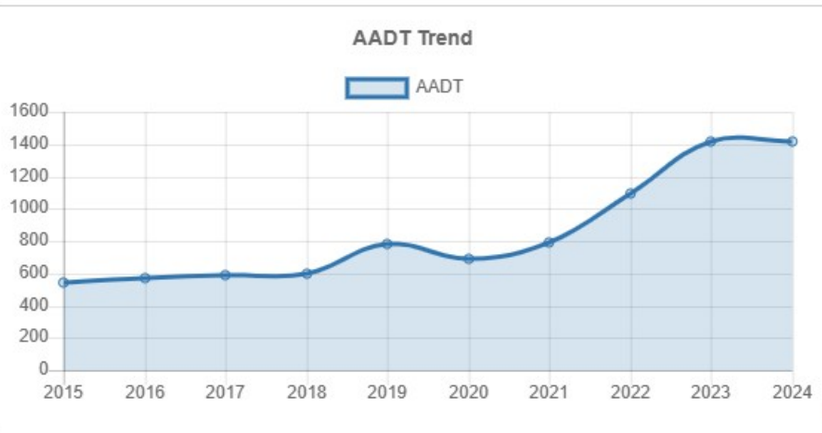
Year	Month	Count type	Duration	ADT	Count
2023	October	Volume	48 hours	1,806	3,612
2022	April	Volume	48 hours	1,435	2,870
2019	July	Volume	48 hours	1,042	2,083
2016	June	Volume	48 hours	706	1,413
2012	March	Volume	48 hours	646	1,292
2010	January	Volume	48 hours	517	1,034
2009	February	Volume	48 hours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



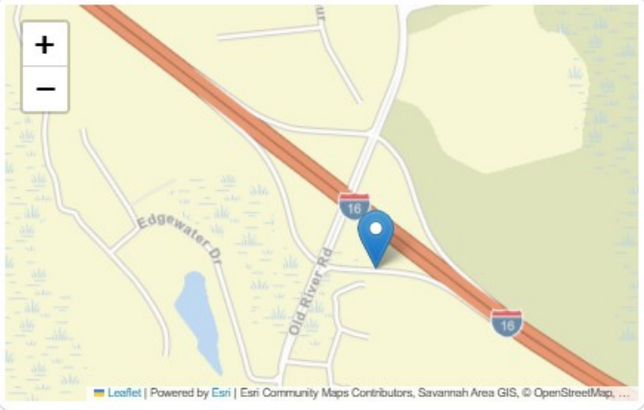




0000103_R202 - 103-R202 - Old River Rd to I-16 EB

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

Site Data

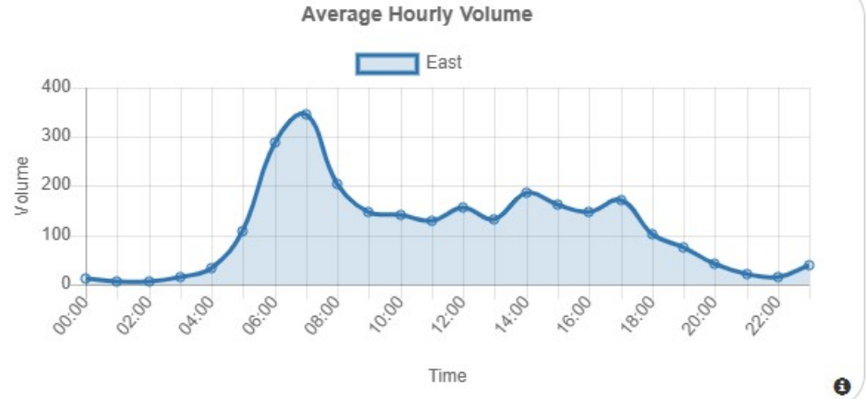


Count History

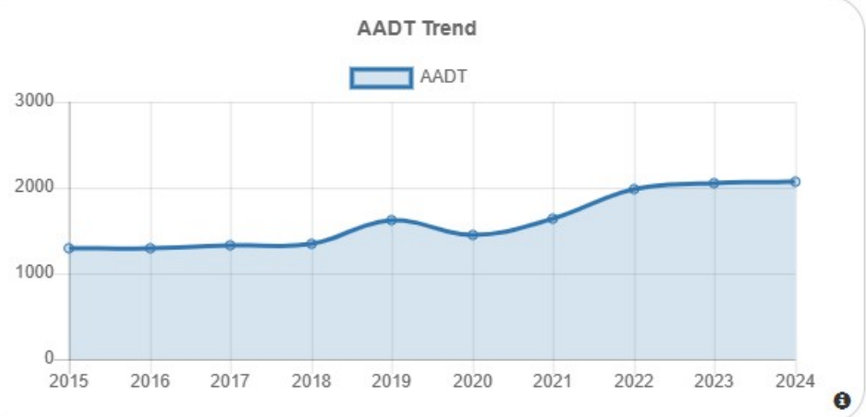
Year	Month	Count type	Duration	ADT	Count
2026	January	Volume	48 hours	2,682	5,363
2023	January	Volume	48 hours	2,278	4,556
2022	January	Volume	48 hours	2,118	4,237
2019	July	Volume	48 hours	2,163	4,326
2016	June	Volume	48 hours	1,596	3,192
2012	March	Volume	48 hours	1,548	3,096
2010	January	Volume	48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



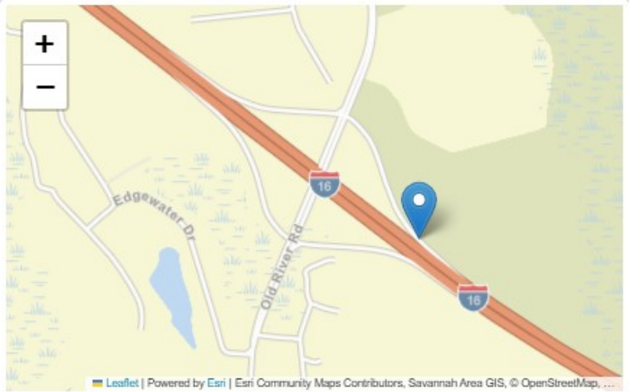




0000103_R801 - 103-R801 - SR 040400 BEG AT

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

Site Data

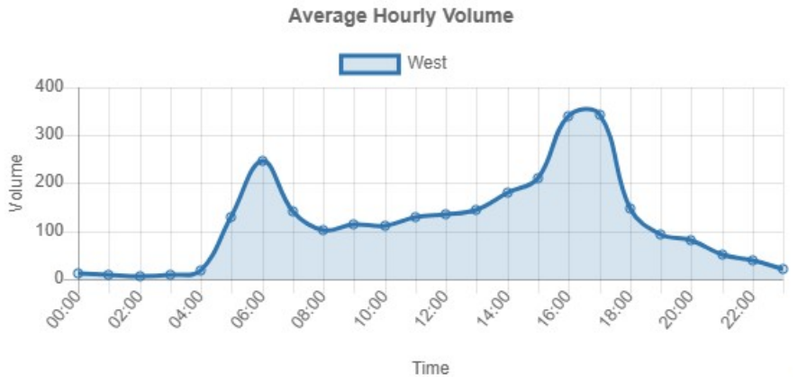


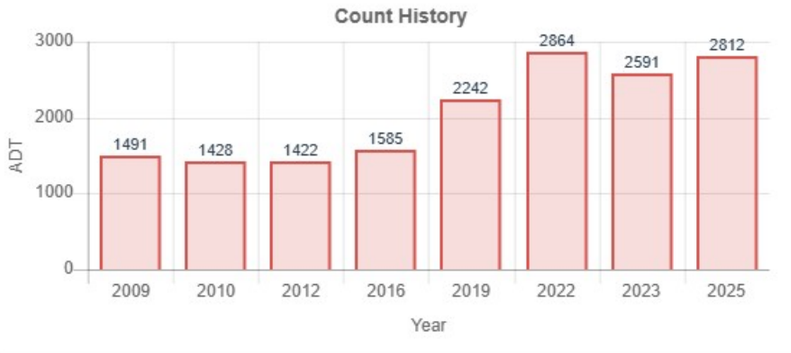
Count History

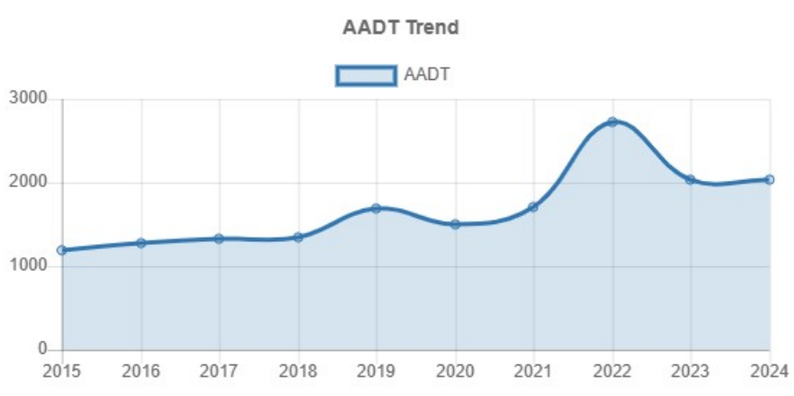
Year	Month	Count type	Duration	ADT	Count
2025	June	Volume	48 hours	2,812	5,624
2023	October	Volume	48 hours	2,591	5,182
2022	January	Volume	48 hours	2,864	5,728
2019	July	Volume	48 hours	2,242	4,483
2016	June	Volume	48 hours	1,585	3,170
2012	March	Volume	48 hours	1,422	2,843
2010	January	Volume	48 hours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







DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SAVANNAH DISTRICT
100 W. OGLETHORPE AVENUE
SAVANNAH, GEORGIA 31401-3604

August 31, 2026

Regulatory Division
SAS-2026-00317

Joe Guion
PDC Atlanta, LLC
9040 Roswell Road, Suite 420
Atlanta, Georgia 30350

Dear Mr. Guion:

I refer to a letter received April 10, 2026, submitted on your behalf by Zach Marsh, Resource and Land Consultants (RLC), requesting a Delineation Concurrence (DC) and Jurisdictional Determination (AJD) for a 283.72-acre site located at 1180 Old River Road, near Meldrim, in Effingham County, Georgia (Latitude 32.139017, Longitude -81.391551). This project has been assigned number SAS-2026-00317 and it is important that you refer to this number in all communication concerning this matter.

We have completed a DC and AJD for this site. Any wetlands on-site were delineated in accordance with criteria contained in the 1987 "Corps of Engineers Wetland Delineation Manual," as amended by the most recent regional supplements to the manual. I have enclosed an "AJD Memorandum for Record," which details whether aquatic resources present on the site are subject to the jurisdiction of the U.S. Army Corps of Engineers and how the Corps determined jurisdiction.

"Wetland C" and "Ponds 1 and 2" as depicted on the enclosed exhibit, entitled "Aquatic Resources GPS Delineation Exhibit" dated May 5, 2026, are not waters of the United States and are therefore not within the jurisdiction of Section 404 of the Clean Water Act (33 United States Code § 1344). The placement of dredged or fill material into non-jurisdictional waters would not require prior Department of the Army authorization pursuant to Section 404. The above referenced exhibit also identifies the delineation limits of all other aquatic resources within the review area.

This approved JD will remain valid for a period of 5-years unless new information warrants revision prior to that date. You may request an administrative appeal for any approved JD under the Corps regulations at 33 Code of Federal Regulations (CFR) Part 331. Enclosed you will find a Notification of Administrative Appeal Options and Process and Request for Appeal form.

The delineation included herein has been conducted to identify the location and extent of the aquatic resource boundaries and/or the jurisdictional status for purposes of the Clean Water Act for the particular site identified in this request. This delineation and/or jurisdictional determination may not be valid for the Wetland Conservation Provisions of the Food Security Act of 1985, as amended. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should discuss the applicability of a certified wetland determination with the local USDA service center, prior to starting work.

If you intend to sell property that is part of a project that requires Department of the Army Authorization, it may be subject to the Interstate Land Sales Full Disclosure Act. The Property Report required by Housing and Urban Development Regulation must state whether, or not a permit for the development has been applied for, issued or denied by the U.S. Army Corps of Engineers (Part 320.3(h) of Title 33 of the CFR).

This communication does not convey any property rights, either in real estate or material, or any exclusive privileges. It does not authorize any injury to property, invasion of rights, or any infringement of federal, state or local laws, or regulations. It does not obviate your requirement to obtain state or local assent required by law for the development of this property. If the information you have submitted, and on which the U.S. Army Corps of Engineers has based its determination is later found to be in error, this decision may be revoked.

Thank you in advance for completing our on-line Customer Survey Form located at https://regulatory.ops.usace.army.mil/customer-service-survey/. We value your comments and appreciate your taking the time to complete a survey each time you have interaction with our office.

If you have any questions, please contact me by telephone at 912-652-5651 or by email at crystal.k.joyce@usace.army.mil.

Sincerely,

Crystal Joyce, CEP, CPESC
Regulatory Specialist, Coastal Branch

Copy Furnished: Zach Marsh, RLC
Enclosures

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL		
Applicant: Joe Guion, PDC Atlanta, LLC	File Number: SAS-2026-00317	Date: August 31, 2026
Attached is:		See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
	PERMIT DENIAL	C
x	APPROVED JURISDICTIONAL DETERMINATION	D
	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/CECW/Pages/reg_materials.aspx or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit.

ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

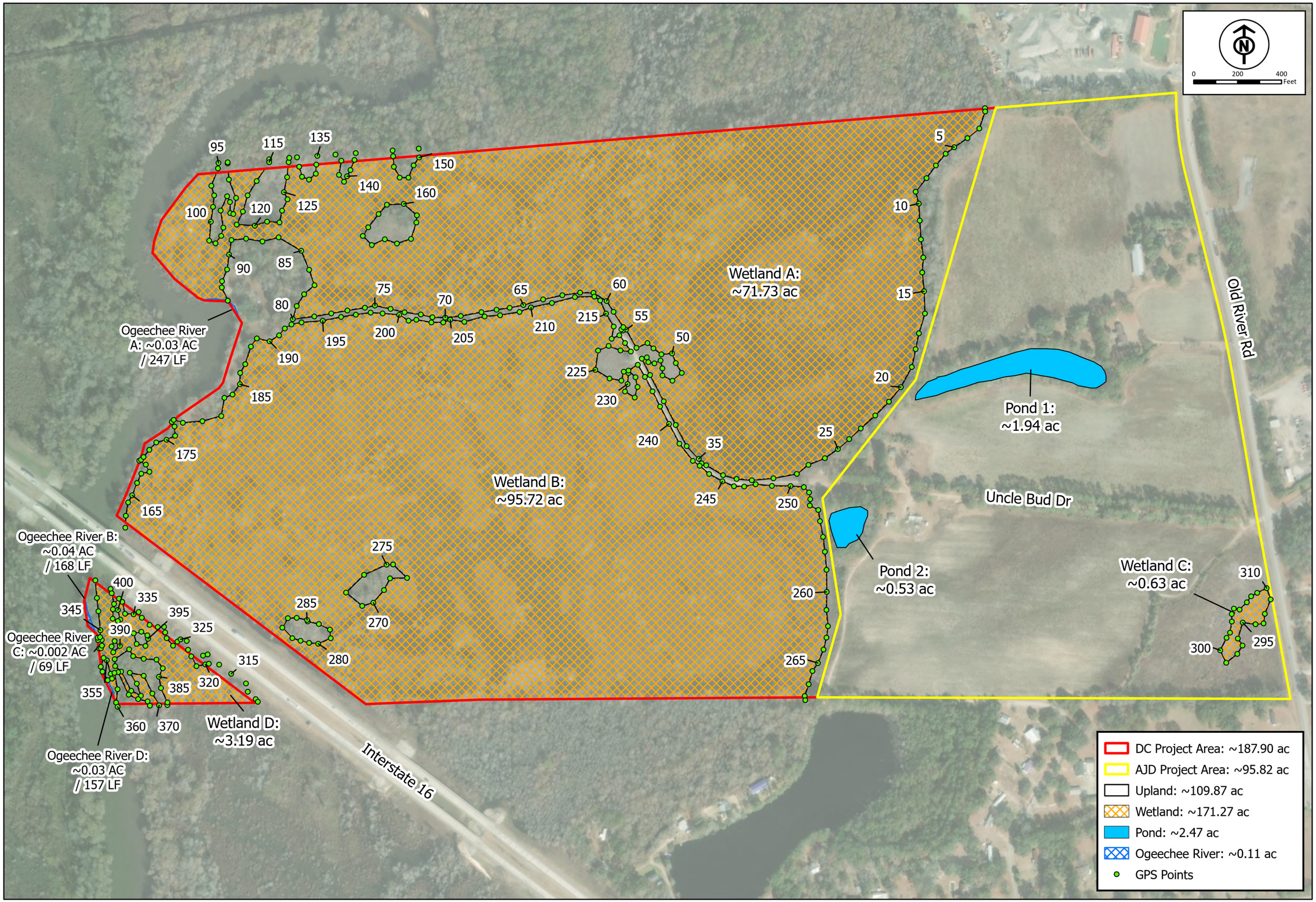
D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.

APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. The division engineer must receive this form within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT		
REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)		
ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.		
POINT OF CONTACT FOR QUESTIONS OR INFORMATION:		
If you have questions regarding this decision and/or the appeal process you may contact: Crystal Joyce, CEP, CPESC U.S. Army Corps of Engineers, Savannah District 100 W. Oglethorpe Avenue, Savannah, Georgia 31401 Phone: (912) 652-5651 Email: crystal.k.joyce@usace.army.mil	If you only have questions regarding the appeal process you may also contact: Swade Hammond Appeals Officer, Regulatory South Atlantic Division 60 Forsyth Street SW Atlanta, Georgia 30303-8801 Phone: (912) 710-1798 Email: Swade.D.Hammond@usace.army.mil	
RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15-day notice of any site investigation, and will have the opportunity to participate in all site investigations.		
_____ Signature of appellant or agent.	Date:	Telephone number:



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:	5/5/2026
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

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SAVANNAH DISTRICT
100 WEST OGLETHORPE AVENUE
SAVANNAH GEORGIA 31401

SAS-RD-C 31 August 2026

MEMORANDUM FOR RECORD

SUBJECT: US Army Corps of Engineers (Corps) Pre-2015 Regulatory Regime Approved Jurisdictional Determination in Light of *Sackett v. EPA*, 143 S. Ct. 1322 (2023) ,[1] SAS-2026-00317

BACKGROUND. An Approved Jurisdictional Determination (AJD) is a Corps document stating the presence or absence of waters of the United States on a parcel or a written statement and map identifying the limits of waters of the United States on a parcel. AJDs are clearly designated appealable actions and will include a basis of JD with the document.[2] AJDs are case-specific and are typically made in response to a request. AJDs are valid for a period of five years unless new information warrants revision of the determination before the expiration date or a District Engineer has identified, after public notice and comment, that specific geographic areas with rapidly changing environmental conditions merit re-verification on a more frequent basis.[3] For the purposes of this AJD, we have relied on section 10 of the Rivers and Harbors Act of 1899 (RHA),[4] the Clean Water Act (CWA) implementing regulations published by the Department of the Army in 1986 and amended in 1993 (references 2.a. and 2.b. respectively), the 2008 *Rapanos-Carabell* guidance (reference 2.c.), and other applicable guidance, relevant case law and longstanding practice, (collectively the pre-2015 regulatory regime), and the *Sackett* decision (reference 2.d.) in evaluating jurisdiction.

This Memorandum for Record (MFR) constitutes the basis of jurisdiction for a Corps AJD as defined in 33 CFR §331.2. The features addressed in this AJD were evaluated consistent with the definition of "waters of the United States" found in the pre-2015 regulatory regime and consistent with the Supreme Court's decision in *Sackett*. This AJD did not rely on the 2023 "Revised Definition of 'Waters of the United States,'" as amended on 8 September 2023 (Amended 2023 Rule) because, as of the date of this decision, the Amended 2023 Rule is not applicable in the state of Georgia due to litigation.

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[1] While the Supreme Court's decision in *Sackett* had no effect on some categories of waters covered under the CWA, and no effect on any waters covered under RHA, all categories are included in this Memorandum for Record for efficiency.
[2] 33 CFR 331.2.
[3] Regulatory Guidance Letter 05-02.
[4] USACE has authority under both Section 9 and Section 10 of the Rivers and Harbors Act of 1899 but for convenience, in this MFR, jurisdiction under RHA will be referred to as Section 10.

1. SUMMARY OF CONCLUSIONS.

   a. Provide a list of each individual feature within the review area and the jurisdictional status of each one (i.e., identify whether each feature is/is not a water of the United States and/or a navigable water of the United States).

Name of Aquatic Resource	JD or Non-JD	Section 404/Section 10
Wetland C	Non-JD	NA
Pond 1	Non-JD	NA
Pond 2	Non-JD	NA

2. REFERENCES.

   a. Final Rule for Regulatory Programs of the Corps of Engineers, 51 FR 41206 (13 November 1986).

   b. Clean Water Act Regulatory Programs, 58 FR 45008 (25 August 1993).

   c. U.S. EPA & U.S. Army Corps of Engineers, Clean Water Act Jurisdiction Following the U.S. Supreme Court's Decision in *Rapanos v. United States & Carabell v. United States* (2 December 2008)

   d. *Sackett v. EPA*, 598 U.S. 651, 143 S. Ct. 1322 (2023)

   e. Memorandum from Benita Best-Wong, U.S. EPA Deputy Assistant Director for the Assistant Administrator for Water and Robyn Colosimo, U.S. Department of the Army Senior Official for the Assistant Secretary of the Army (Civil Works) "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 (12 March 2025).

3. REVIEW AREA.

   a. Review Area Size (in acres): 283.72 acres
   b. AJD Review Area Size (in acres, if different): 95.82 acres
   c. Center Coordinates of the Project Area (in decimal degrees):
      Latitude: 32.139017 Longitude: -81.391551
   d. Nearest City or Town: Meldrim
   e. County: Effingham
   f. State: Georgia
   g. Other associated Jurisdictional Determinations (including outcomes): None.

h. Any additional, relevant site-specific information: The project area has been routinely utilized for agriculture in the eastern portion of the review area and for silviculture in the western portion of the review area that predates 1985 historic aerials. Additionally, the southwestern corner of the project review area is transected by Interstate 16 (I-16). As such, the project area has had significant manipulation over an extended period of time due to the agriculture and silviculture practices conducted within the project area and major highway development in the southwestern portion of the site.

4. NEAREST TRADITIONAL NAVIGABLE WATER (TNW), INTERSTATE WATER, OR THE TERRITORIAL SEAS TO WHICH THE AQUATIC RESOURCE IS CONNECTED.

   a. Name of nearest downstream TNW, Territorial Sea or interstate water: The Ogeechee River, which is a TNW.

   b. Determination based on: This determination was made based on a review of desktop data resources listed in Section 9 of this memorandum, a review of the SAS Section 10 list (for a water body that is navigable-in-fact under federal law for any purpose [such as Section 10, RHA], that water body categorically qualifies as a Section 404 "traditional navigable water" subject to CWA jurisdiction under 33 CFR 328.3[a][1]), and documented occurrences of boating traffic on the identified water (identified from aerial imagery and observed private recreational dock facilities located upstream within the river).

5. FLOWPATH FROM THE SUBJECT AQUATIC RESOURCES TO A TNW, INTERSTATE WATER, OR THE TERRITORIAL SEAS

   The wetland evaluated in this MFR meets the hydrophytic vegetation, wetland hydrology, and hydric soil criteria of the 1987 Corps of Engineers Wetland Delineation Manual and the Atlantic and Gulf Coastal Plain Region Supplement. Wetland C is not contiguous with a requisite water (i.e., a jurisdictional wetland or relatively permanent water [RPW]). Therefore, this wetland onsite is not jurisdictional.

   The two ponds evaluated in the MFR (Pond 1 and Pond 2) exhibit an Ordinary High Water Mark (OHWM) as indicated by the following physical characteristics: wracking/presence of organic litter, leaf litter disturbed or washed away, water staining, and change in vegetation type. Both ponds are depressional features and entirely surrounded by upland areas. Ponds 1 and 2 are not contiguous with requisite waters that would connect to the aforementioned TNW. As such, and based on current guidance, Pond 1 and 2 do not exhibit continuous surface

connection to nearby jurisdictional wetlands or a jurisdictional requisite water that would connect to the aforementioned TNW and thereby are not jurisdictional.

6. SECTION 10 JURISDICTIONAL WATERS[5]: Describe aquatic resources or other features within the review area determined to be jurisdictional in accordance with Section 10 of the Rivers and Harbors Act of 1899. Include the size of each aquatic resource or other feature within the review area and how it was determined to be jurisdictional in accordance with Section 10.[6]

   N/A.

7. SECTION 404 JURISDICTIONAL WATERS: Describe the aquatic resources within the review area that were found to meet the definition of waters of the United States in accordance with the pre-2015 regulatory regime and consistent with the Supreme Court's decision in *Sackett*. List each aquatic resource separately, by name, consistent with the naming convention used in section 1, above. Include a rationale for each aquatic resource, supporting that the aquatic resource meets the relevant category of "waters of the United States" in the pre-2015 regulatory regime. The rationale should also include a written description of, or reference to a map in the administrative record that shows, the lateral limits of jurisdiction for each aquatic resource, including how that limit was determined, and incorporate relevant references used. Include the size of each aquatic resource in acres or linear feet and attach and reference related figures as needed.

   a. TNWs (a)(1): N/A.
   b. Interstate Waters (a)(2): N/A.
   c. Other Waters (a)(3): N/A.
   d. Impoundments (a)(4): N/A.
   e. Tributaries (a)(5): N/A.
   f. The territorial seas (a)(6): N/A.
   g. Adjacent wetlands (a)(7): N/A.

[5] 33 CFR 329.9(a) A waterbody which was navigable in its natural or improved state, or which was susceptible of reasonable improvement (as discussed in § 329.8(b) of this part) retains its character as "navigable in law" even though it is not presently used for commerce, or is presently incapable of such use because of changed conditions or the presence of obstructions.
[6] This MFR is not to be used to make a report of findings to support a determination that the water is a navigable water of the United States. The district must follow the procedures outlined in 33 CFR part 329.14 to make a determination that water is a navigable water of the United States subject to Section 10 of the RHA.

8. NON-JURISDICTIONAL AQUATIC RESOURCES AND FEATURES

a. Describe aquatic resources and other features within the review area identified as "generally non-jurisdictional" in the preamble to the 1986 regulations (referred to as "preamble waters").[7] Include size of the aquatic resource or feature within the review area and describe how it was determined to be non-jurisdictional under the CWA as a preamble water.

Name of excluded feature	Size (in acres)	Specific exclusion (a)-(e)
Pond 1	1.94	Exclusion (c): Artificial lakes or ponds created by excavating or diking dry land to collect and retain water and which are used exclusively for such purposes as stock watering, irrigation, settling basins, or rice growing.
Pond 2	0.53	Exclusion (c): Artificial lakes or ponds created by excavating or diking dry land to collect and retain water and which are used exclusively for such purposes as stock watering, irrigation, settling basins, or rice growing.

b. Describe aquatic resources and features within the review area identified as "generally not jurisdictional" in the *Rapanos* guidance. Include size of the aquatic resource or feature within the review area and describe how it was determined to be non-jurisdictional under the CWA based on the criteria listed in the guidance.
N/A.

c. Describe aquatic resources and features identified within the review area as waste treatment systems, including treatment ponds or lagoons designed to meet the requirements of CWA. Include the size of the waste treatment system within the review area and describe how it was determined to be a waste treatment system.
N/A.

d. Describe aquatic resources and features within the review area determined to be prior converted cropland in accordance with the 1993 regulations (reference 2.b.). Include the size of the aquatic resource or feature within the review area and describe how it was determined to be prior converted cropland.
N/A.

[7] 51 FR 41217, November 13, 1986.

e. Describe aquatic resources (i.e. lakes and ponds) within the review area, which do not have a nexus to interstate or foreign commerce, and prior to the January 2001 Supreme Court decision in "*SWANCC*," would have been jurisdictional based solely on the "Migratory Bird Rule." Include the size of the aquatic resource or feature, and how it was determined to be an "isolated water" in accordance with *SWANCC*.
N/A.

f. Describe aquatic resources and features within the review area that were determined to be non-jurisdictional because they do not meet one or more categories of waters of the United States under the pre-2015 regulatory regime consistent with the Supreme Court's decision in *Sackett* (e.g., tributaries that are non-relatively permanent waters; non-tidal wetlands that do not have a continuous surface connection to a jurisdictional water).

Name of excluded feature	**Size (in acres)**	**Type of resource generally not jurisdictional**
Wetland C	0.63	Wetland C is depressional and surrounded by uplands. Wetland C lacks a continuous surface connection to a requisite water of the US under current regulations and guidance.

9. DATA SOURCES. List sources of data/information used in making determination. Include titles and dates of sources used and ensure that information referenced is available in the administrative record.

a. 1. Date of Office (desktop review): May 2025 and June 2026
2. Date(s) of Field Review (if applicable): N/A, field verification was not required following application and desktop review.

b. Data sources used to support this determination (included in the administrative record).
☒ Aquatic Resources delineation submitted by, or on behalf of, the applicant: Aquatic Resources Delineation GPS Exhibit, dated 5 May 2026 (Figure No. 8), prepared by Resource and Land Consultants (RLC).
☒ Wetland field data sheets submitted by, or on behalf of, the applicant: dated 5 March 2026 prepared by RLC.
☒ OHWM data sheets submitted by, or on behalf of, the applicant: dated 22 January 2026 prepared by RLC.
☐ Previous JDs (AJD or PJD) addressing the same (or portions of the same) review area: N/A.
☐ Photographs: N/A.
☒ Aerial Imagery provided by, or on behalf of, applicant: Ortho Aerial, dated 18 March 2026 (Figure No. 5) prepared by RLC; and Google Earth Aerial Imagery 2024 Airbus and Historical Aerial Imagery between 1985 and 2025.

- ☒ LIDAR provided by, or on behalf of, applicant: NOAA Topographic Lidar, dated 18 March 2026 (Figure No. 7) prepared by RLC; and NOAA Lidar Elevation and Hillshade data, maps prepared from the National Regulatory Viewer (Georgia).
- ☒ USDA NRCS Soil Survey provided by, or on behalf of, applicant: NRCS Soil Survey, dated 18 March 2026 (Figure No. 3) prepared by RLC.
- ☒ USFWS NWI maps provided by, or on behalf of, applicant: National Wetlands Inventory, dated 18 March 2026 (Figure No. 4) prepared by RLC.
- ☒ USGS topographic maps provided by, or on behalf of, applicant: USGS Topographic Survey, dated 18 March 2026 (Figure No. 2) prepared by RLC.
- ☒ USGS NHD data/maps: NHD-TNW data provided on the National Regulatory Viewer (Georgia).
- ☒ Section 10 resources used: SAS Section 10 List
- ☒ Antecedent Precipitation Tool Analysis: Processed data for the 22 January 2026 and 5 March 2026 surveys.
- ☐ Other sources of Information: N/A.

10. OTHER SUPPORTING INFORMATION. N/A.

11. NOTE: The structure and format of this MFR were developed in coordination with the EPA and Department of the Army. The MFR's structure and format may be subject to future modification or may be rescinded as needed to implement additional guidance from the agencies; however, the approved jurisdictional determination described herein is a final agency action.

DRI REPORT
#4772 – Old River Rd. Logistics

Prepared for Effingham County
July 20, 2026

Coastal Regional Commission
planning@crc.ga.gov

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1 Applicant Information

1.1 Jurisdiction and Local Government Information

Local Government:	Effingham County
Contact Person:	Kimberly Barlett
Contact:	(912)754-2128 | kbarlett@effinghamcounty.org
Developer:	Panattoni Development Co., Inc.

1.2 Project Description

DRI #4772 is an **Industrial Development** that involves a 1,000,000 square foot one story industrial building for distribution purposes. The site encompasses approximately 280.50 acres and is currently zoned **Agricultural Residential**. The developer submitted an application to **rezone** 95 acres of uplands to **Light Industrial**. The wetlands, which comprise the remainder of the parcel and extend to the Ogeechee River, are not included in the rezoning request. According to the Rezoning Application, there are multiple abandoned structures and debris discarded on the site. Major drivers of a need for industrial space with interstate connectivity are the Hyundai Plant and the Port of Savannah. The rezoning application states that this property is believed to have a higher and better use with industrial zoning due to its location.

1.3 Site Information

Site Overview

The project is located at 1180 Old River Road. The parcel number is 03040010. The attached site plan illustrates the proposed layout of the development.

Character Area/Future Land Use

Based upon the Future Land Use Map, the site is within the **Transitional** land use area, but also within the **Conservation** land use category to the west. According to the adopted local comprehensive plan, the **Transitional** land use category includes areas that buffer between commercial, industrial, and less intense residential areas that allow for development opportunities. Future development will allow for mixed use and adaptive use opportunities. This area is designed to allow for transition from residential uses to compatible non-residential developments. Transitional areas often exhibit characteristics of neighboring zones and may undergo changes in land use, density, or character over time. A blend of residential, commercial, or industrial uses bridge the gap between adjacent zones. The **Conservation** land use category is dedicated to lands in open or cultivated state, including woodlands, farmlands, active or passive recreational uses. These areas may be either publicly or privately owned and may include playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreational centers, or similar uses. By preserving natural areas and promoting sustainable land management practices, conservation land use contributes to the protection of valuable resources and the long-term sustainability for the county. Some land is undeveloped, natural lands with significant features including flood plains, wetlands, watersheds, and other environmentally sensitive areas not suitable for development.

Zoning Classification

The site is located within an **Agricultural Residential** zoning district with residential zoned parcels to the south and east, and light industrial zoned parcels to the north and northeast. State Highway 16 passes through the southwestern corner of the parcel.

Consistency and Compatibility Analysis

1.4 Consistency with the Comprehensive Plan

The proposed development is compatible with surrounding land uses and is generally consistent with the adopted Comprehensive Plan. Based upon the county's Future Land Use Map, the areas surrounding this development are zoned agricultural-residential to the south and southeast, industrial use to the north and northeast with a small area to the east designated as business thereby making this project compatible with Effingham County's Comprehensive Plan.

1.5 Consistency with the Regional Plan of Coastal Georgia

Since 1964, the Coastal Regional Commission of Georgia (CRC) has been dedicated to serving the ten counties and thirty-five cities of Coastal Georgia. The CRC region encompasses Georgia's eastern shore, stretching almost 100 miles from the northern tip of Savannah to the southern city of St Marys. The region is home to historic towns, industries, military installations, major ports including the fourth busiest and fastest-growing container terminal in the U.S., and a thriving tourism trade, each driving some part of the region's economic engine. Equally important, one finds abundant wildlife, beautiful beaches, and over 2,300 miles of tributaries and salt marshes.

In 2022, the CRC Council adopted the updated to satisfy planning requirements for regional commissions established under the Georgia Planning Act and the Department of Community Affairs' Regional Planning Requirements. The plan aims to secure a successful future for the region's communities and achieve a common vision through comprehensive planning and collaborative implementation.

The CRC recommends that the applicant and local government review the Coastal Georgia Regional Plan to ensure that the proposed development is consistent with the Implementation Program in relation to:

- Water and Wastewater
- Stormwater
- Transportation
- Cultural and Historic Resources
- Natural Resources
- Regional Growth Management
- Economic Development
- Tourism
- Quality of Life
- Coastal Vulnerability
- Governance Regional Land Use Map

Regional Land Use

The Regional Land Use Map analyzes current development patterns in terms of urbanization. Three categories are used to represent these patterns:

- **Rural** areas are not expected to urbanize or require urban services in the next 20 years. These areas are characterized by sparsely developed non-urban areas where the land is primarily used for farming, forestry, and very low density residential or open space uses.
- **Developing** areas are expected to urbanize and require provision of new urban services in the next 20 years. These services will include water and sewer service at a minimum.
- **Developed** areas are currently exhibiting urban type development patterns and currently have access to urban services. These areas typically include higher density residential areas, along with industrial and commercial developments.

The proposed development is located within the **Rural** future development area.

Area Requiring Special Attention (ARSA)

The Areas Requiring Special Attention Map was developed by considering the Regional Land Use Map and incorporating local comprehensive plans and the regionally important resources map to evaluate land use trends within the region and identify areas requiring special attention. These areas include:

- **Threatened Regionally Important Resources**: Areas where crucial natural or cultural resources are likely to be impacted by development
- **Rapid Development**: Areas where rapid development or change of land uses are likely to occur, especially where the rate of development has and/or may outpace the availability of community facilities and services, including transportation.
- **Redevelopment**: Areas in need of redevelopment and/or significant improvements to aesthetics or attractiveness.

The Areas Requiring Special Attention Defining Narrative includes a list of recommended development patterns, types of land uses, and implementation measures.

According to the ARSA Map, the parcel is located within **Areas of Significant Natural Resources** with the exception of the area to the east.

Green Infrastructure

As part of the Conservation area in the Coastal Land Use Map, Green Infrastructure encompasses features such as wetlands, floodplains, streams, prime agricultural lands, and habitats for endangered species or state-listed species. These areas include vital riparian buffers along water bodies and wetlands. Protecting coastal Georgia's green infrastructure network helps

- Maintain biodiversity and ecosystem health
- Safeguard native species
- Minimize landscape disruption and invasive species spread
- Improve water quality
- Support sustainable land use planning and stormwater management

- Promote transportation connectivity
- Encourage ecotourism and outdoor recreation
- Strengthen the local economy
- Enhance residents' quality of life

According to the Green Infrastructure Map, it indicates that a significate portion of the parcel is located in a **Core Class** with a few small areas towards the eastern portion of the parcel in a **Corridor Class**. The Wetlands Map indicates a significant area of the parcel as **Freshwater Forested/Shrub Wetlands**, and the eastern portion of the parcel has a small amount of **Freshwater Ponds** in the area**.** The flood zone map shows that the parcel **is located mostly within Flood Zone AE**, which is considered part of the special flood hazard area (SFHA). Most of the eastern portion of the parcel is not within a flood zone with the exception of the far southeastern corner, which also falls within **Flood Zone AE**.

1.6 Coastal Stormwater Supplement

The applicant indicated that approximately **20%** of the project site is expected to be covered by impervious surface upon completion. Onsite drainage swales and detention ponds are being proposed to address the stormwater runoff for the site. The site will be designed to meet the current requirements as required by Effingham County and Georgia EPD.

1.7 Comprehensive Economic Development Strategy

The CRC serves as the designated Economic Development District (EDD) for six coastal and four inland counties, as recognized by the U.S. Department of Commerce's Economic Development Administration (EDA). In alignment with EDA requirements, the region's Comprehensive Economic Development Strategy (CEDS) is updated and submitted every five years.

The 2017-2022 CEDS outlines a collaborative regional planning process that brings together public and private sector partners to create a roadmap for strengthening and sustaining coastal Georgia's economy. The document includes a detailed analysis of the regional economy and serves as a foundation for establishing goals and objectives, implementing a plan of action, and identifying investment priorities and funding sources.

By maintaining an up-to-date CEDS, the region remains eligible for EDA investment assistance, which can support local infrastructure improvements, technology-driven economic initiatives, and responses to sudden and severe economic disruptions.

Population and Employment Trends

	2000	2010	2020	2024	2030
Effingham	37,535	52,250	64,769	69,143	82,568

Source: U.S. Census Bureau Decennial Census 2000-2020; U.S. Census Bureau American Community Survey 5-Year Estimates; and Georgia Governor's Office of Planning and Budget Population Projects, County Population 2024-2060 (https://opb.georgia.gov/census-data/population-projections).

According to the U.S. Census Bureau, the county's population has increased from 37,535 in 2000 to 64,769 in 2020, representing a 72.5% increase. Population in the county is projected to reach 82,568 by 2030 according to the Georgia Governor's Office of Planning and Budget.

Regionally, the coastal Georgia area is expected to see substantial growth as well, with the population rising from 558,350 in 2000 to a projected 842,715 in 2030.

Employment across the region is also expected to increase significantly. According to the Georgia Coast 2030: Population Projections for the 10-county Coastal Region published by the Center for Quality Growth and Regional Development at the Georgia Institute of Technology, the coastal Georgia region supported approximately 312,400 jobs in 2000. By 2030, that figure is expected to reach 435,050 jobs, reflecting an economic expansion of 39%. According to the U.S. Bureau of Labor Statistics, unemployment rate in Effingham County was 2.5 in May 2026, which is less than the unemployment rate of 3.5 in Georgia.

1.8 Economic Impact

The proposed development has an estimated build-out value of **$85,000,000**. Upon completion, the proposed development is expected to generate an estimated **$1,003,884** in annual local tax revenue. The estimated number of full-time employees will be **200** people. According to the applicant, the existing regional workforce is sufficient to fill the demand for this development. This development will not displace any existing uses or employees.

1.9 Transportation Impact

A **traffic study** has been completed for the proposed development, and the applicant has indicated that transportation improvements **will** be needed to serve this project**.** The applicant's concept plan indicates two entrances on Old River Road. Improvements recommended by the traffic engineer include a northbound left deceleration lane for both entrances. The northern entrance is recommended to also have a southbound right turn deceleration lane. The traffic volume per day expected to be generated by this development will be **124 vehicle trips** at weekday AM peak hour (89 entering and 35 exiting), and **146 trips** during the weekday PM peak hour (53 entering and 93 exiting).

2 CRC Resources

2.1 Regional Commission Recommendations and Environmental Considerations

The following comments from the CRC are recommendations. The CRC is not the approving body for new developments in Effingham County, that authority rests with locally elected representatives. The CRC is tasked with providing public notice, an opportunity for public comment, and recommendations based on existing comprehensive plans and best planning practices.

Water conservation is a key planning priority in coastal Georgia, particularly in support of long-term resource stewardship. The CRC strongly encourages the use of native or drought-tolerant landscaping and recommends the applicant to review the Coastal Georgia Regional Water Plan to ensure that the best practices for water efficiency, and stormwater management are incorporated into site design.

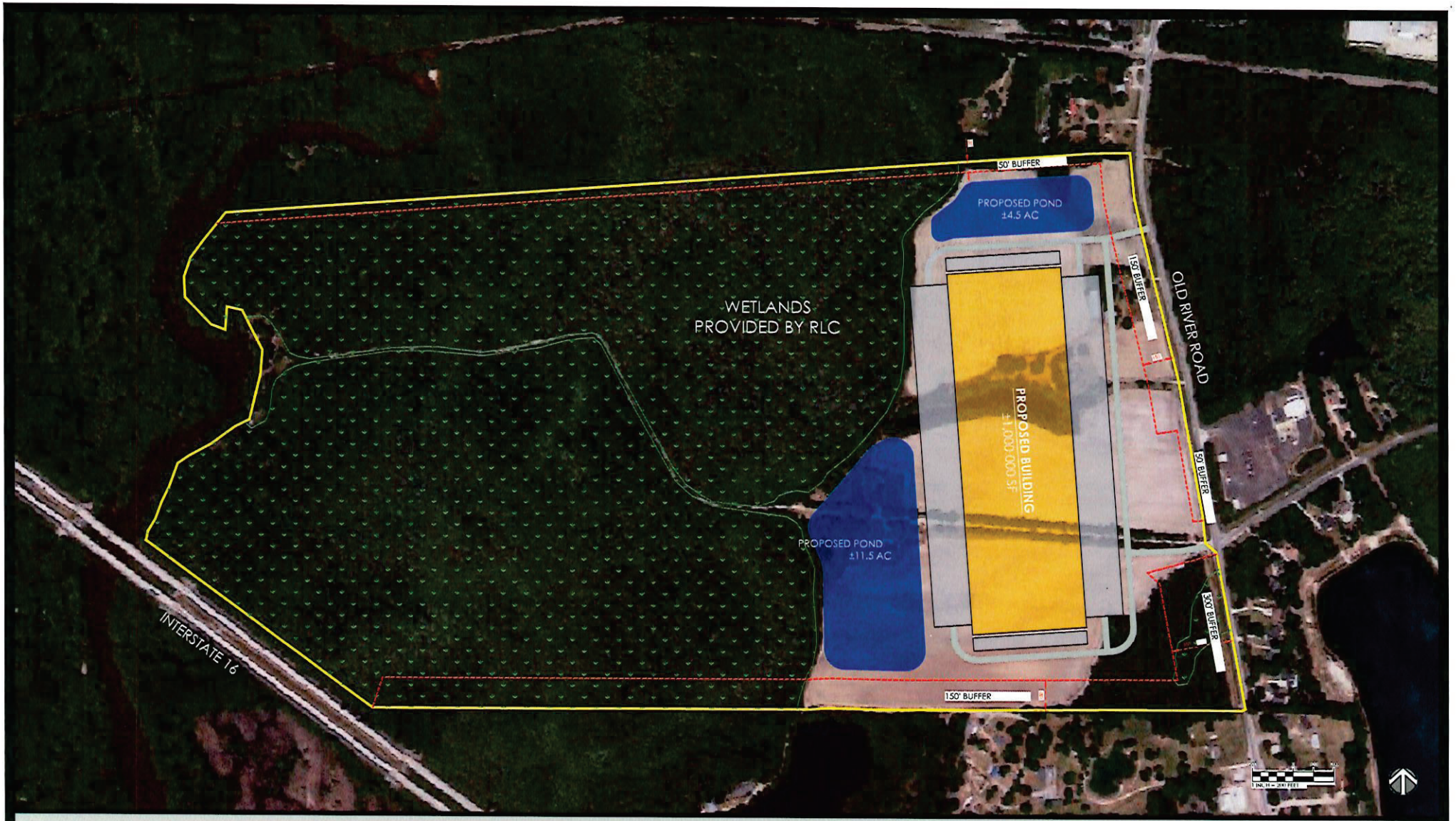
The CRC strongly advises the applicant to evaluate the potential impacts on the overall drainage system and flood risks associated with the proposed development, taking into account FEMA flood zone designation.

The property is designated as an **Area of Significant Natural Resources** with the exception of the area to the east.

2.2 Public Comments

Public comments were to be received on or by July 15, 2026, and are included as Attachment F. The CRC has received commentary from the City of Savannah, Ogeechee Riverkeeper, and one general public comment that is in opposition to this potential development.

Attachment A
Site Concept Plan



PREPARED FOR:

CONCEPTUAL SITE LAYOUT EXHIBIT

OLD RIVER ROAD

BLOOMINGDALE COUNTY, GA

January 17, 2025

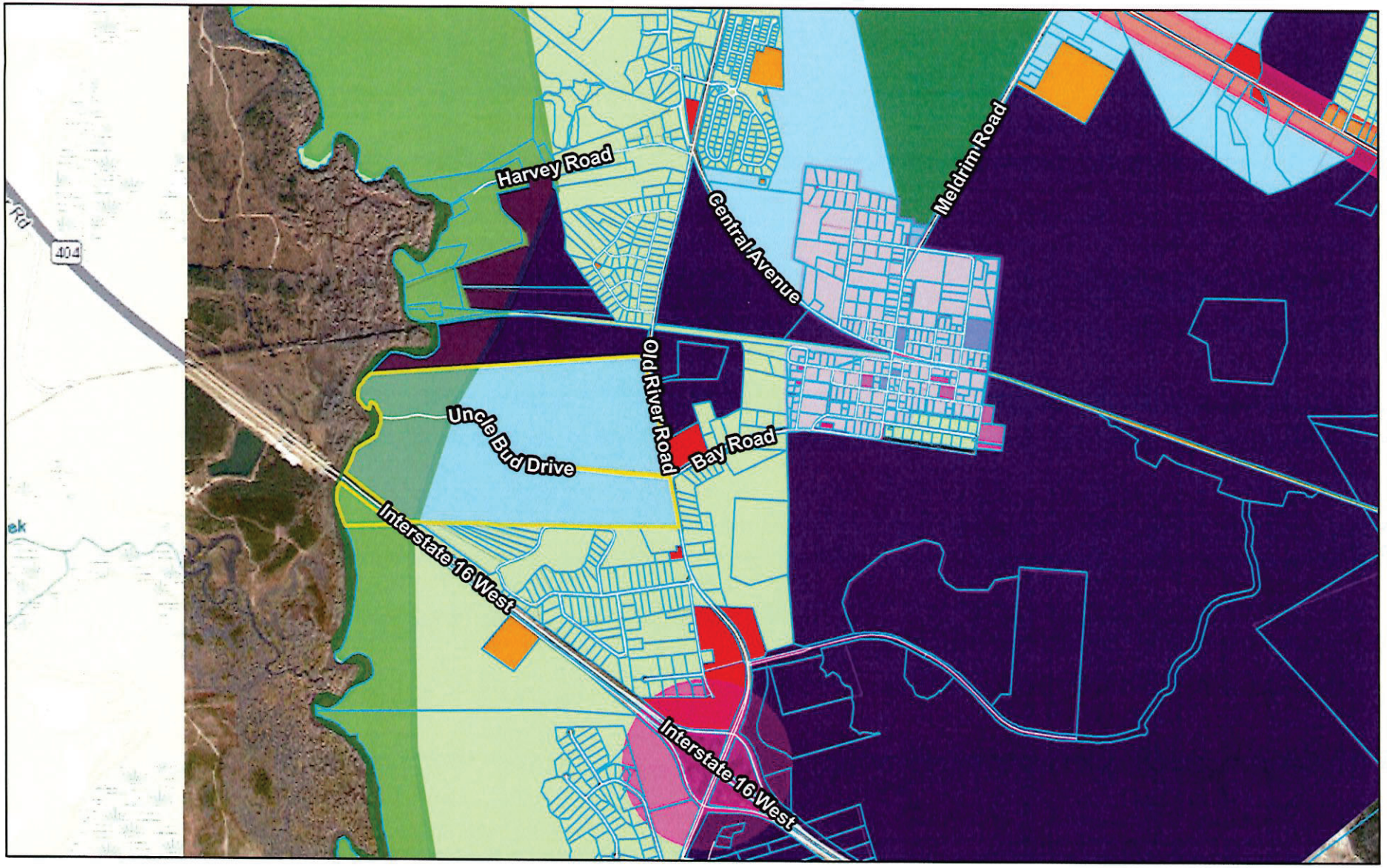
THOMAS & HUTTON
50 Park of Commerce Way
Savannah, GA 31405 • 912.234.5300
www.thomasandhutton.com

This map illustrates a general plan of the development which is for discussion purposes only, does not emit 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

Attachment B
Future Land Use Map

304-10



6/29/2026

Roads
Parcels

Character Areas
Commercial Corridor Overlay
Conservation

Development-Suburban Node
Historic Overlay District

FLUM Areas
Agricultural-Residential
Assembly Area

Commercial
Conservation-Recreation
Industrial
Public-Institutional
Transitional

Utility

Citations

1:31,372

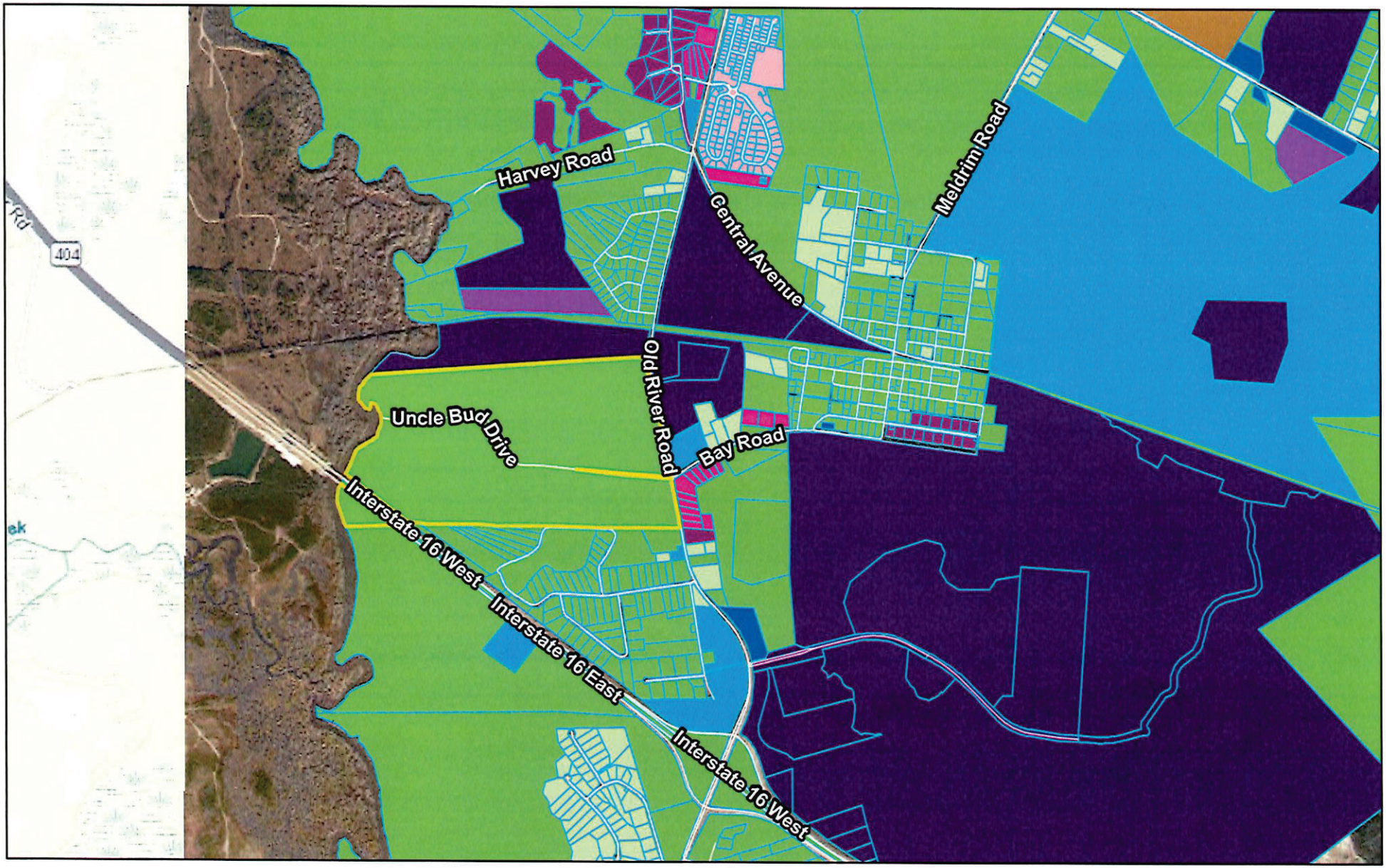
0 0.23 0.45 0.9 mi

0 0.35 0.7 1.4 km

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

Attachment C
Zoning Districts Map

304-10



6/29/2026

Roads
Parcels

Zoning
AR-1
AR-2
R-1
R-2
B-2
B-3
I-1
HI
PD
SPLIT
Citations

1:31,372

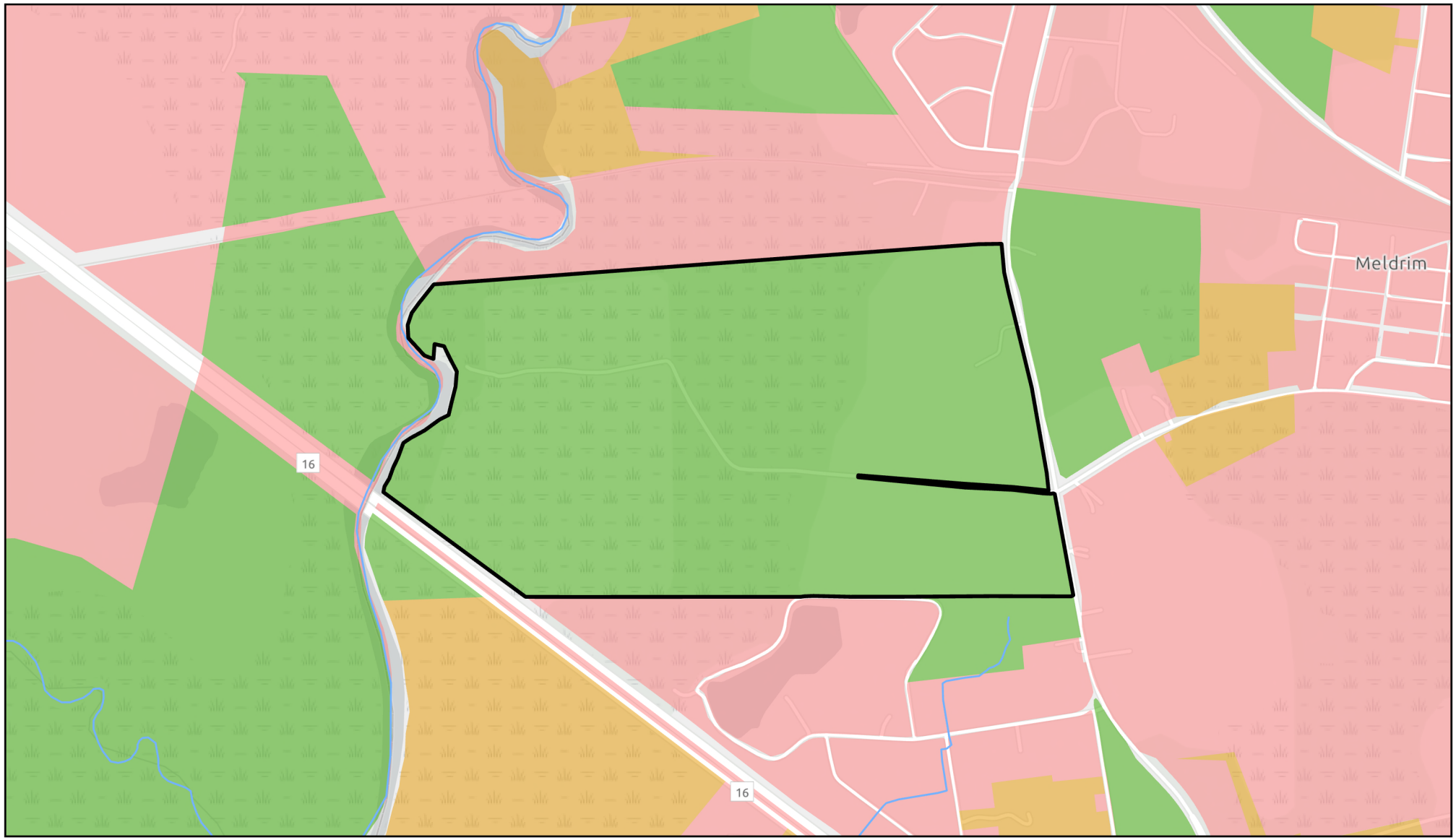
0 0.23 0.45 0.9 mi

0 0.35 0.7 1.4 km

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

Attachment D
Regional Impact Maps

DRI #4772 - Old River Rd Logistics
Jurisdiction: Unincorporated Effingham
Future Development



Rivers

Future Development

- Developed
- Developing
- Rural

0 950 1,900 3,800 Feet

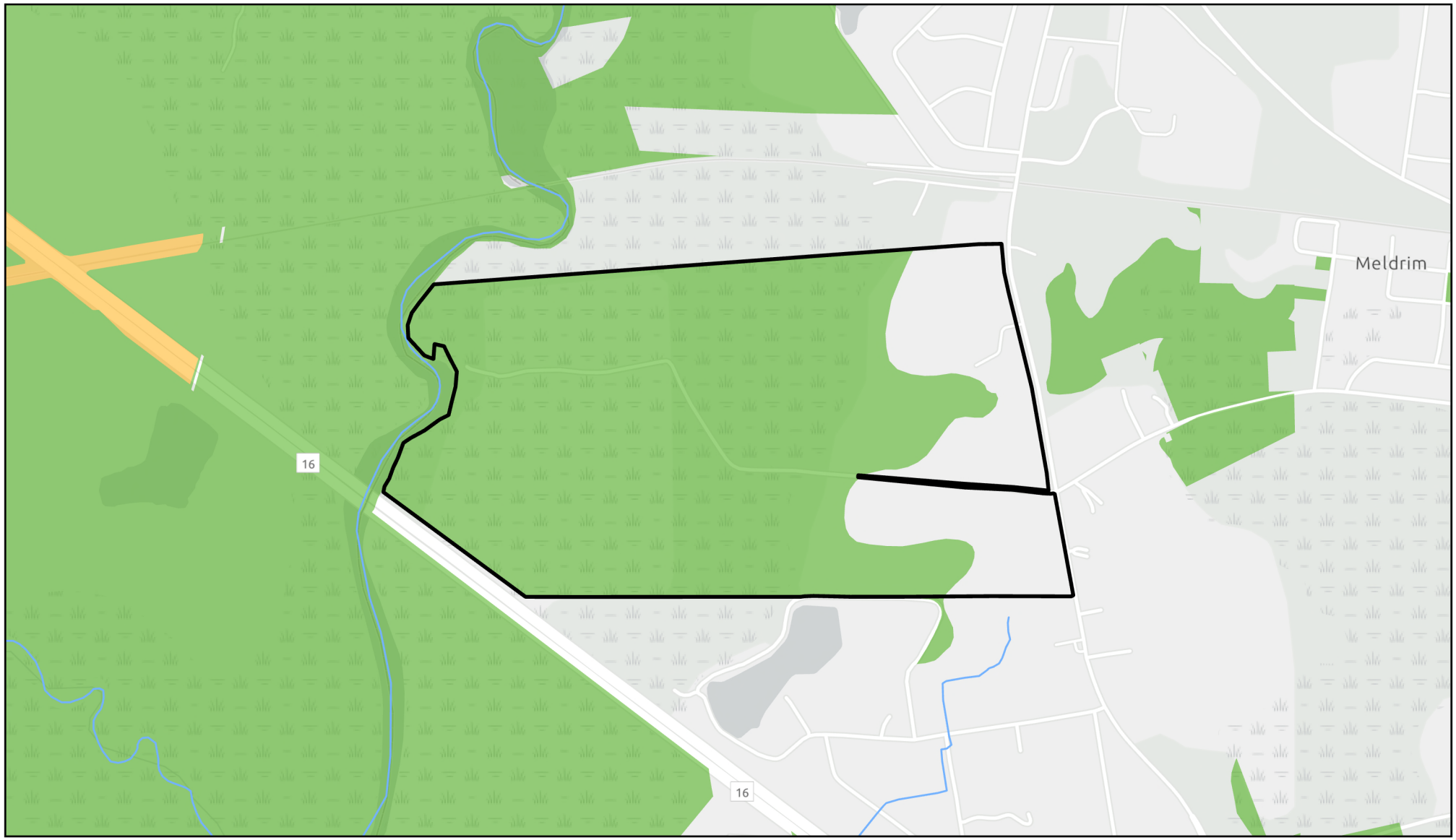
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Date Exported: 6/30/2026

N

Coastal Regional Commission OF GEORGIA

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DRI #4772 - Old River Rd Logistics
Jurisdiction: Unincorporated Effingham
Areas Requiring Special Attention



Rivers

Areas Requiring Special Attention

Areas in Need of Redevelopment

Areas of Significant Natural Resources

Map Coordinates:
81.39776°W 32.1394°N
Date Exported: 6/30/2026

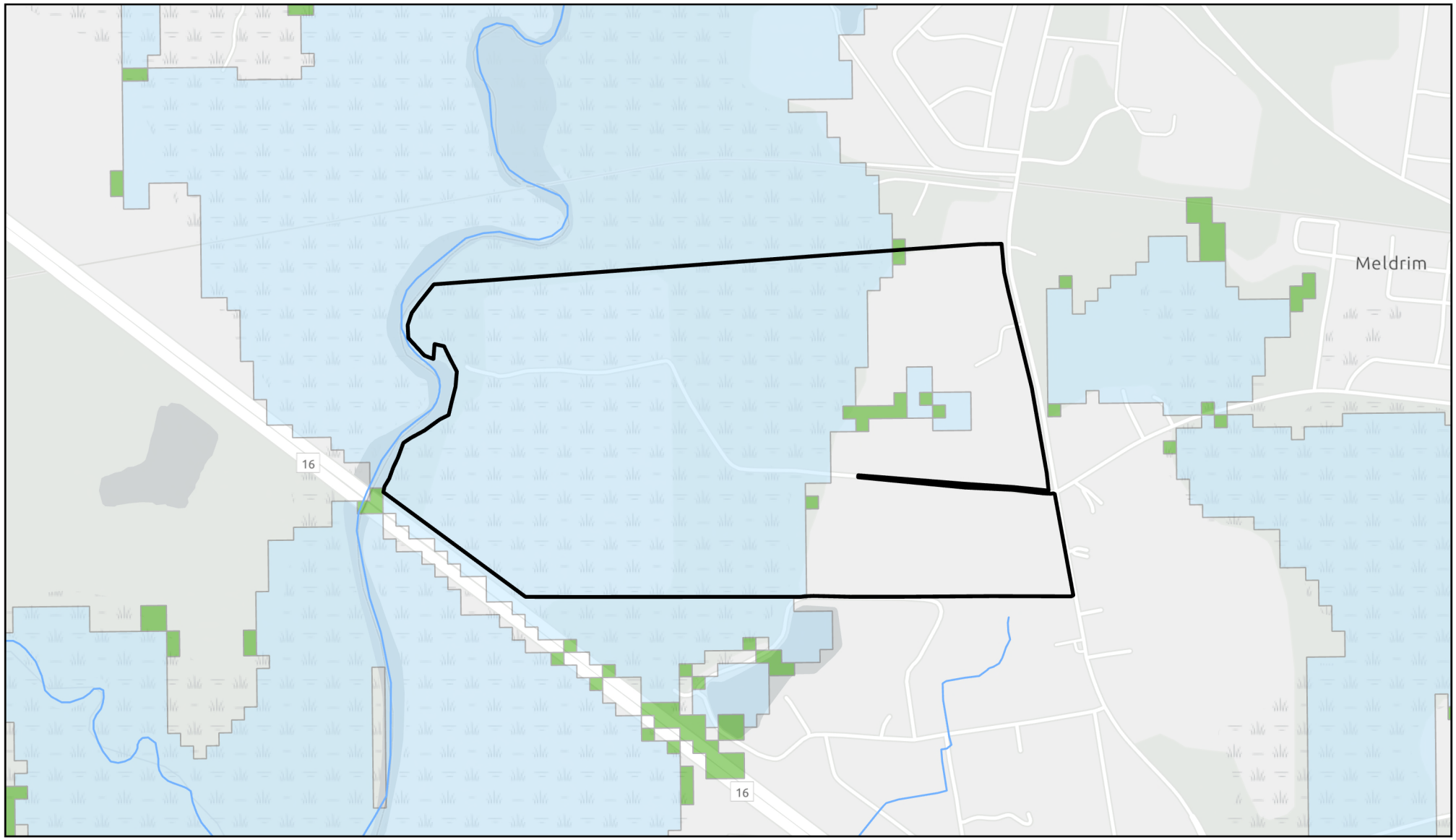
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Coastal Regional Commission OF GEORGIA

0 950 1,900 3,800 Feet

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DRI #4772 - Old River Rd Logistics
Jurisdiction: Unincorporated Effingham
Green Infrastructure



Rivers

Green Infrastructure Class

Core

Corridor

Map Coordinates:
81.39776°W 32.1394°N
Date Exported: 6/30/2026

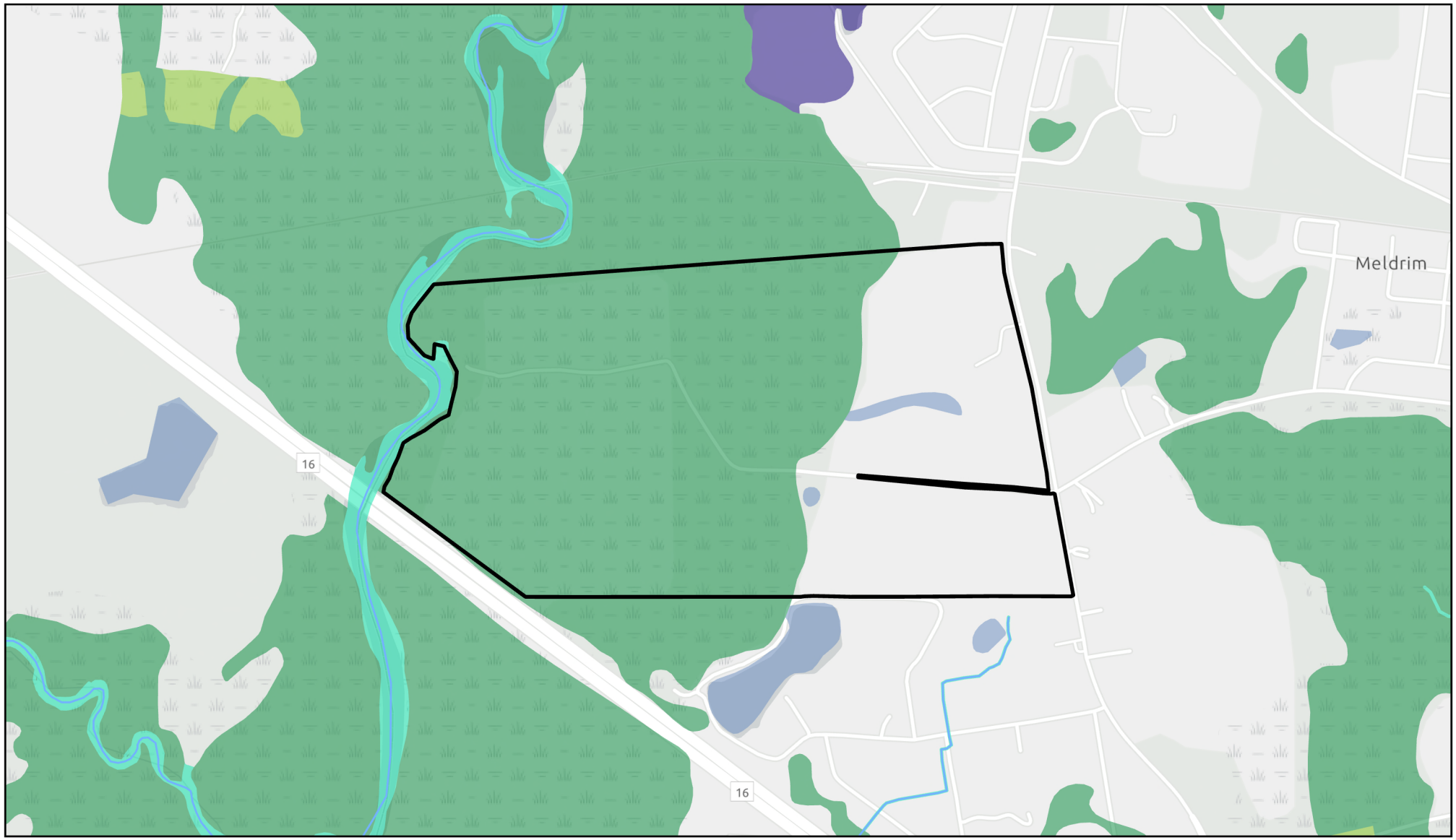
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Coastal Regional Commission OF GEORGIA

0 950 1,900 3,800 Feet

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DRI #4772 - Old River Rd Logistics
Jurisdiction: Unincorporated Effingham
Wetlands



Rivers

Wetlands Type

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine

Map Coordinates:
81.39776°W 32.1394°N
Date Exported: 6/30/2026

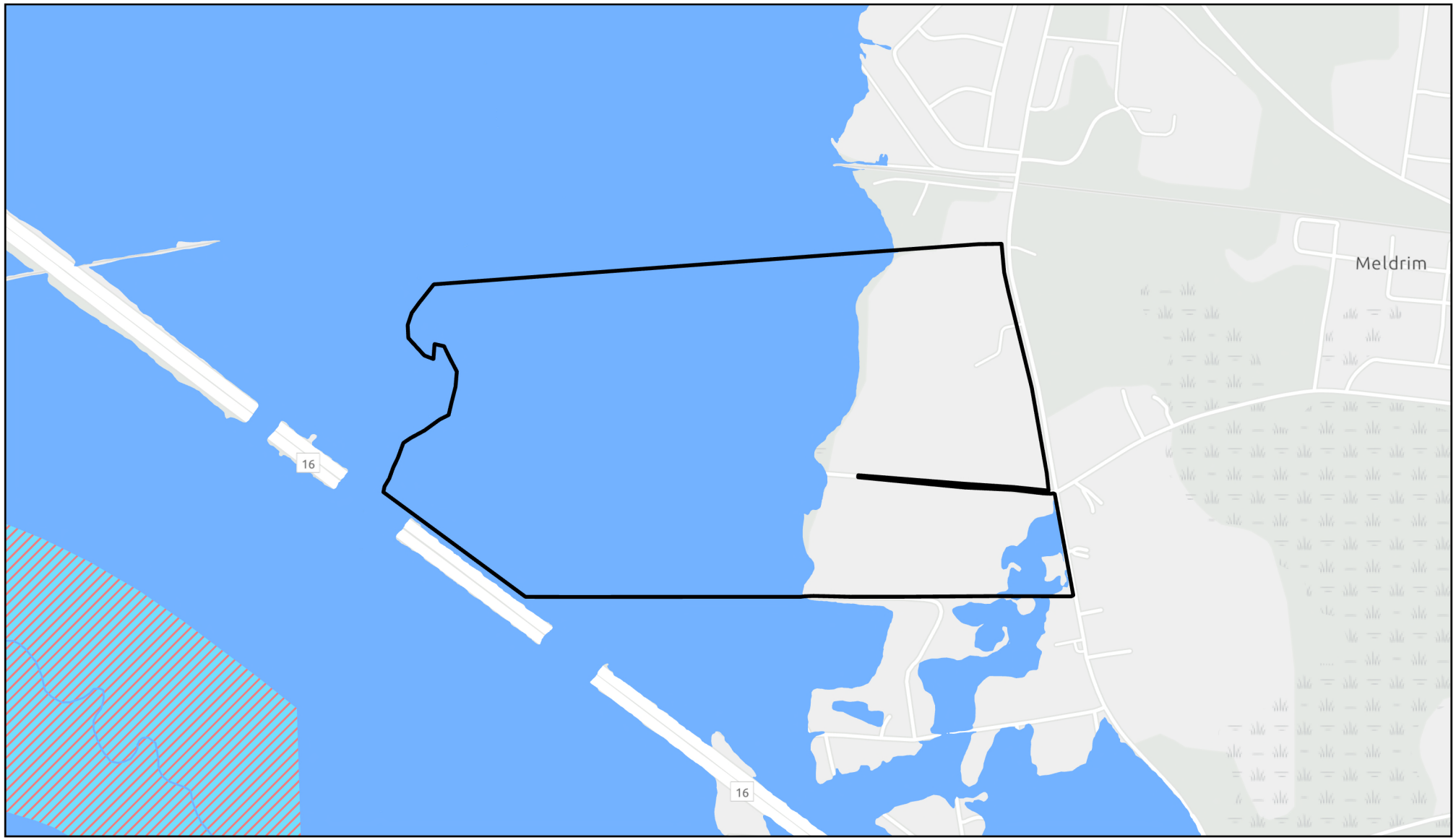
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Coastal Regional Commission of Georgia

0 950 1,900 3,800 Feet

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DRI #4772 - Old River Rd Logistics
Jurisdiction: Unincorporated Effingham
Flood Zones



Rivers

Flood Zone

AE

AE (Floodway)

Map Coordinates:
81.39776°W 32.1394°N
Date Exported: 6/30/2026

N

Coastal Regional Commission OF GEORGIA

0 950 1,900 3,800 Feet

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Attachment E
Property Record Card

Effingham County, GA

To view Prebill Mobile Home Information. Please scroll down this page to the Prebill Mobile Home section.
Left click on the Account Number to under the Prebill Mobile Home section to view additional information.

Assessment Appeals Process

Would you like to submit an appeal to the Board of Assessors? Appeal to Board of Assessors

Homestead Application

Please wait to apply for homestead until your name appears under the "Owner" section below.

Apply for Homestead Exemption

Assessment Notice

2026 Assessment Notice (PDF)
2025 Assessment Notice (PDF)
2024 Assessment Notice (PDF)
2023 Assessment Notice (PDF)
2022 Assessment Notice (PDF)

CUVA / FLPA Notices

2023 CUVA Notices (PDF)

Public Comment Card

Public Comment Card

Sales Questionnaire

Sales Questionnaire

Summary

Parcel Number	03040010
Account/Realkey	3889
Location Address	1180 OLD RIVER RD
Legal Description	280.50 AC (COMB 304-10CUV) (Note: Not to be used on legal documents)
Class	A5-Agricultural (Note: This is for tax purposes only. Not to be used for zoning.)
Zoning	AR-1
Tax District	01-County (District 01)
Millage Rate	29.526
Acres	280.5
Neighborhood	03040: LAND: 00000/ BLDG: 00000 (000529)
Homestead Exemption	No (S0)
Landlot/District	N/A

View Map



Owner

COOPER MARK G AND MARY D AND LAURA
MADELINE AND MARK DANIEL
P O BOX 72
FURMAN, SC 29921

Rural Land

Type	Description	Calculation Method	Soil Productivity	Acres
RUR	Open Land	Rural	8	1
RUR	Open Land	Rural	6	6
RUR	Open Land	Rural	1	11.31
RUR	Open Land	Rural	4	0.41
RUR	Open Land	Rural	6	60.39
RUR	Ponds	Rural	2	2.09
RUR	Woodland	Rural	2	3
RUR	Woodland	Rural	5	1.91
RUR	Woodland	Rural	6	4.29
RUR	Woodland	Rural	7	185.88
RUR	Woodland	Rural	8	0.01
RUR	Woodland	Rural	9	4.21

Residential Improvement Information

Style	One Family
Heated Square Feet	2755
Interior Walls	Sheetrock
Exterior Walls	Brick Veneer
Foundation	Slab Perimeter
Attic Square Feet	0
Basement Square Feet	0
Year Built	1983
Roof Type	Asphalt Shingles
Flooring Type	Carpet\Tile
Heating Type	Cent Heat / AC
Number Of Rooms	0
Number Of Bedrooms	0
Number Of Full Bathrooms	2
Number Of Half Bathrooms	0
Number Of Plumbing Extras	6
Value	$245,154
Condition	Average
Fireplaces\Appliances	Const 1 sty 1 Box 1
House Address	1180 OLD RIVER RD

Style	One Family
Heated Square Feet	1260
Interior Walls	Sheetrock
Exterior Walls	Masonry and Wood
Foundation	Piers
Attic Square Feet	0
Basement Square Feet	0
Year Built	1949
Roof Type	Asphalt Shingles
Flooring Type	Pine
Heating Type	No Heating
Number Of Rooms	0
Number Of Bedrooms	0
Number Of Full Bathrooms	1
Number Of Half Bathrooms	0
Number Of Plumbing Extras	0
Value	$111,825
Condition	Average
Fireplaces\Appliances	Const 1 sty 1 Box 1

Style	One Family
Heated Square Feet	672
Interior Walls	Panel
Exterior Walls	Asbestos Shingle\Siding
Foundation	Piers
Attic Square Feet	0
Basement Square Feet	0
Year Built	1950
Roof Type	Asphalt Shingles
Flooring Type	Pine
Heating Type	No Heating
Number Of Rooms	0
Number Of Bedrooms	0
Number Of Full Bathrooms	1
Number Of Half Bathrooms	0
Number Of Plumbing Extras	0
Value	$50,687
Condition	Average
House Address	217 UNCLE BUD DR

Style	One Family
Heated Square Feet	672

Interior Walls	Sheetrock
Exterior Walls	Asbestos Shingle\Siding
Foundation	Piers
Attic Square Feet	0
Basement Square Feet	0
Year Built	1951
Roof Type	Asphalt Shingles
Flooring Type	Pine
Heating Type	No Heating
Number Of Rooms	0
Number Of Bedrooms	0
Number Of Full Bathrooms	1
Number Of Half Bathrooms	0
Number Of Plumbing Extras	0
Value	$50,687
Condition	Average
House Address	218 UNCLE BUD DR

Prebill Mobile Homes

Left click on the Account Number to view additional information.

Account Number	Owner	Lot Number	Year Built	Manufacturer	Model	Width x Length
168	BARNES H L		1969	HOLIDAY HOUSE INC	HOLIDAY (SGL/MULTI)	12x65

Accessory Information

Description	Year Built	Dimensions/Units	Identical Units	Value
IMPLEMENT SHED, ROOF ONLY	2021	12x32 / 0	1	$2,089
FIRE CHARGE-BUILDING ON PARCEL	2020	0x0 / 1	2755	$0
FIRE CHARGE-BUILDING ON PARCEL	2020	0x0 / 1	1260	$0
FIRE CHARGE-BUILDING ON PARCEL	2020	0x0 / 1	672	$0
FIRE CHARGE-BUILDING ON PARCEL	2020	0x0 / 1	672	$0
FIRE CHARGE-BUILDING ON PARCEL	2020	0x0 / 1	780	$0
FIRE FEE-RES	2010	0x0 / 0	5	$0
SANITATION - REGULAR	2010	0x0 / 0	5	$0
HOME SITE ABOVE AVERAGE	2000	0x0 / 1	1	$12,950
HAY BARN OR POLE SHED	2000	45x140 / 0	1	$23,154
MOBILE HOME PICS	1975	12x70 / 0	1	$0
IMPLEMENT SHED FLR OR WLS & RF	1900	28x60 / 0	1	$1,000
UTILITY BUILDING, UNFINISHED	1900	12x30 / 0	1	$600

Sales

Sale Date	Sale Price
9/21/2018	$0
9/21/2018	$0
9/1/1959	$0
9/1/1959	$0

Valuation

		2026	2025	2024	2023
	Previous Value	$1,781,631	$1,745,685	$1,527,164	$1,527,164
	Land Value	$1,351,474	$1,283,485	$1,283,485	$1,283,485
+	Improvement Value	$458,353	$458,353	$422,407	$218,705
+	Accessory Value	$39,793	$39,793	$39,793	$24,974
=	**Current Value**	**$1,849,620**	**$1,781,631**	**$1,745,685**	**$1,527,164**
	10 Year Land Covenant (Agreement Year / Value)				2014 / $105,638

Photos

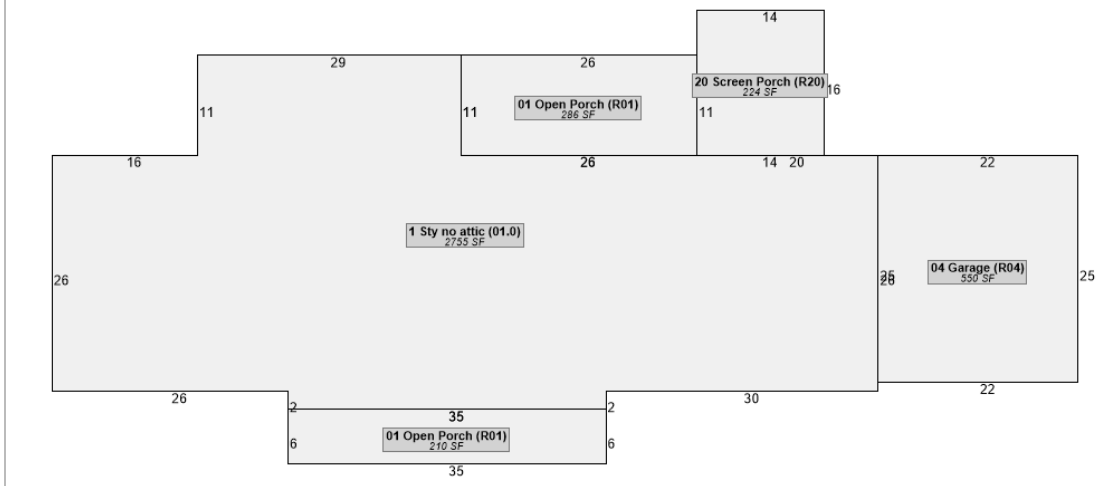

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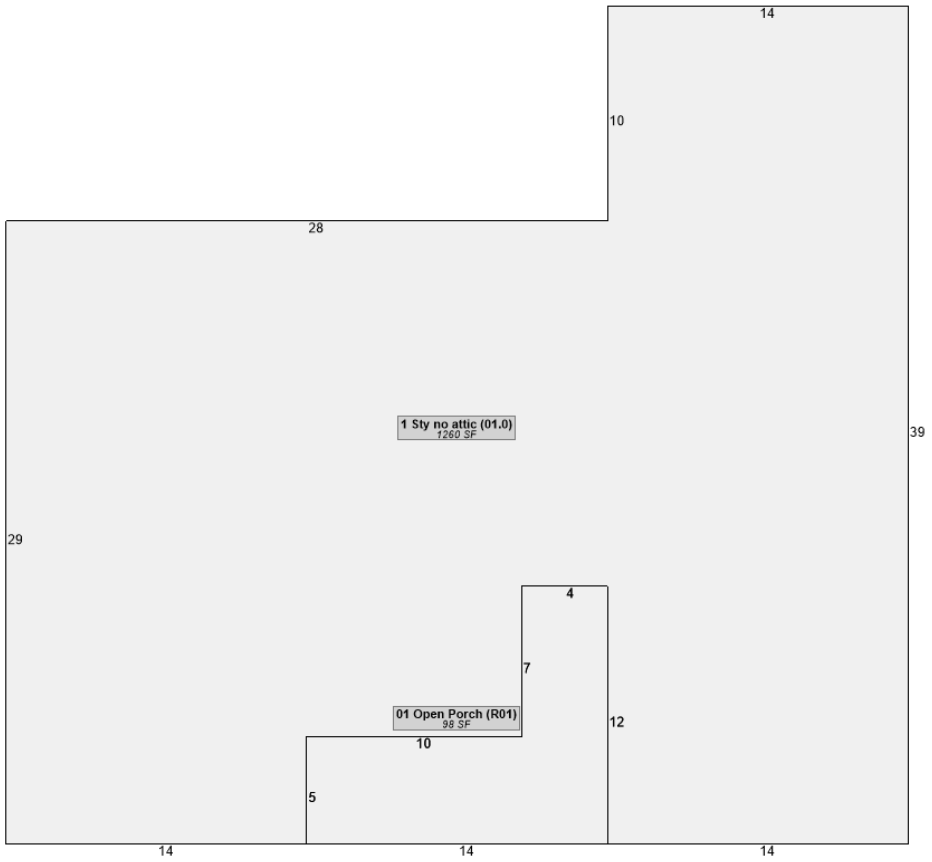

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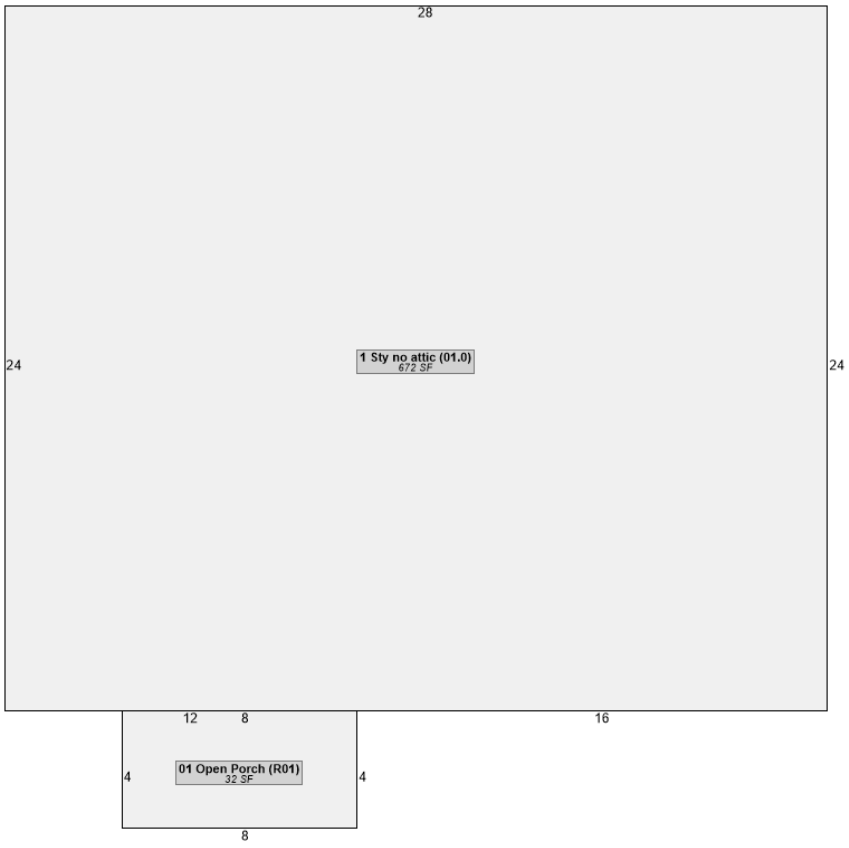

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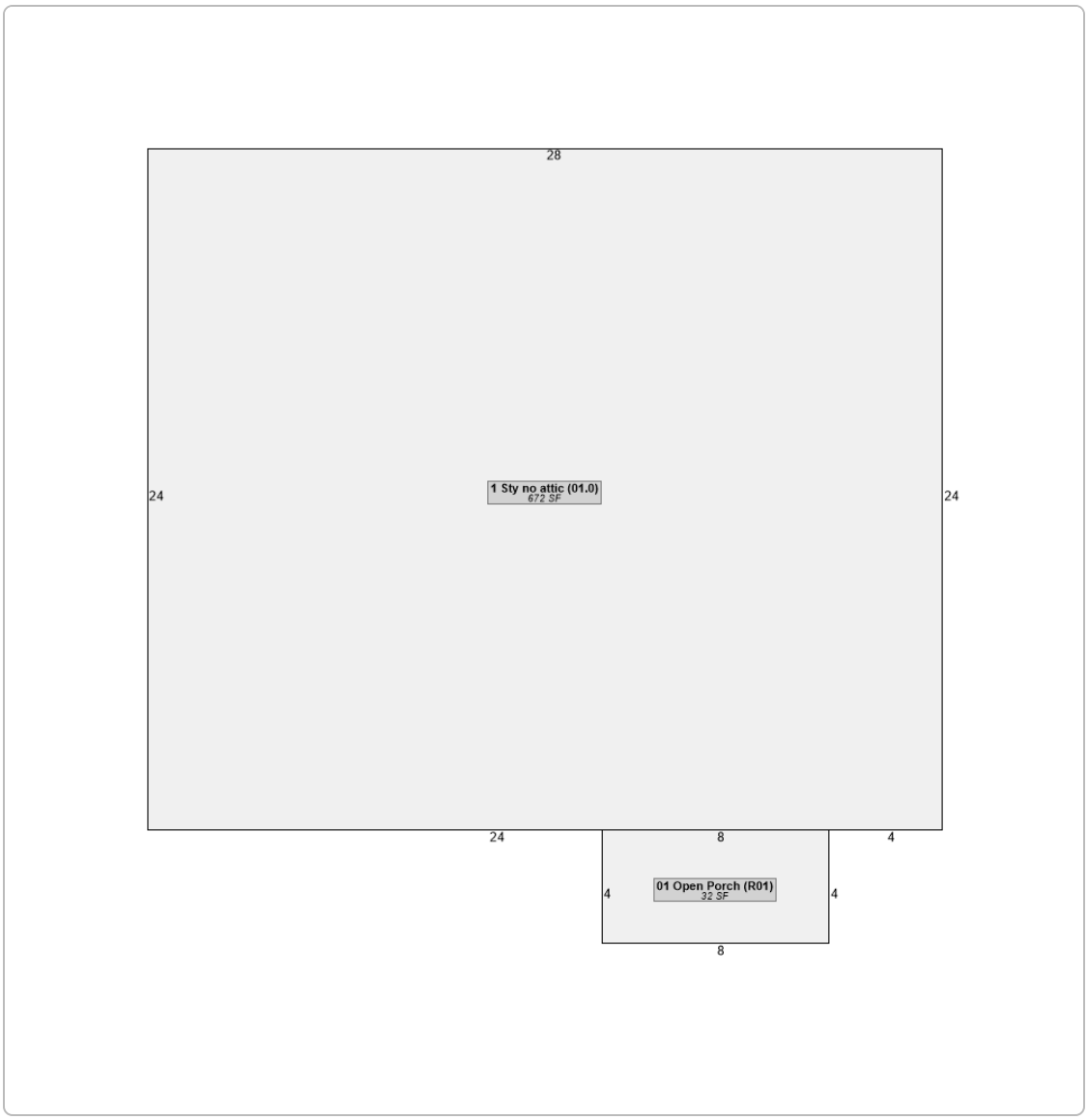

06.05.2014

Sketches


14
29
26
20 Screen Porch (R20)
224 SF
16
01 Open Porch (R01)
286 SF
11
11
11
16
26
14
20
22
1 Sty no attic (01.0)
2755 SF
26
04 Garage (R04)
550 SF
25
26
30
22
2
35
2
01 Open Porch (R01)
210 SF
6
6
35


14
10
28
1 Sty no attic (01.0)
1260 SF
39
29
4
7
01 Open Porch (R01)
98 SF
12
10
5
14
14
14


28
1 Sty no attic (01.0)
672 SF
24
24
12
8
16
01 Open Porch (R01)
32 SF
4
4
8



No data available for the following modules: Mobile Home Tax Notice, Assessment Notice, Land, Conservation Use Rural Land, FLPA Report, Commercial Improvement Information, Mobile Homes, Permits.

The Effingham County Assessor Office makes every effort to produce the most accurate information possible. No warranties, expressed or implied are provided for the data herein, its use or interpretation.
| User Privacy Policy | GDPR Privacy Notice
Last Data Upload: 6/29/2026, 6:24:38 PM

Contact Us

Developed by
SCHNEIDER GEOSPATIAL

Attachment F
Public Comment

Jennifer Voris

From: Cornelia Reed <CReed@Savannahga.Gov>
Sent: Tuesday, July 14, 2026 1:25 PM
To: Planning
Cc: Shawn Rosenquist; James Laplander; Ronald Feldner; Bridget Lidy; Edward Morrow; Cornelia Reed
Subject: City of Savannah Response DRI #4772 -1180 Old River Rd. Logistics - Effingham

SAVANNAH
savannahga.gov

Hello. The City of Savannah has the following response regarding DRI #4772 -1180 Old River Rd. Logistics - Effingham.

Water Resources Planning and Engineering: Water Resources, would like to make the following statements regarding the regional impact of the development described in DRI #4772 - 1180 Old River Rd. Logistics - Effingham: City of Savannah, Water Resources, does not anticipate any direct impacts from this project outside of that already captured in state level management of groundwater resources and Coastal Georgia regional surface water supply planning.

Shawn Rosenquist, Ph.D., P.E.
Assistant Director
Water Resources Planning and Engineering
Shawn.Rosenquist@Savannahga.gov
O: 912.651.6573 ext. 2511; M: 912.657.6975
SAVANNAH
savannahga.gov

Thank you.

With best regard

Cornelia M. Reed, M.A.
Program Coordinator
creed@savannahga.gov
SAVANNAH
savannahga.gov

PO Box 16206
Savannah, GA 31416
Phone/Fax: 866-942-6222

www.ogeecheeriverkeeper.org
Working Together to Protect the Ogeechee, Canoochee and Coastal Rivers

July 15, 2026

Via E-Mail

Coastal Regional Commission
planning@crc.ga.gov

Re: Comments on DRI #4772 - Old River Rd. Logistics - Effingham

Coastal Regional Commission and Effingham County:

Ogeechee Riverkeeper 501(c)(3) (ORK) works to protect, preserve, and improve the water quality of the Ogeechee River basin, which includes the Canoochee River, tributary streams, and all of the streams flowing out to Ossabaw Sound and St. Catherine's Sound. The Ogeechee River system drains more than 5,500 square miles across 20 counties in Georgia. ORK works with local communities to retain the ecological and cultural integrity of rivers, streams, wetlands, and related habitats throughout the Basin. One of ORK's primary roles is as watchdog on new land development projects in the watershed that could pose a threat to its water quality and aquatic environments.

ORK's comments on the Old River Rd. Logistics development fall into two main categories. First, we are concerned about the actual need for this project, as millions of square feet of warehouse space is currently vacant. Second, flooding risks and stormwater management concerns should prevent the rezoning and development as proposed. Effingham County should seriously consider these two significant issues when making its decision here.

1. No demonstrable need for additional warehouse space

The Savannah region's warehouse market does not currently need new warehouses, including the 1 million square feet of new warehousing space proposed here. The regional market has maintained its current **roughly 10% vacancy rate**[1] for the last 6 quarters. With a crystal clear lack of need for the proposed use, ORK urges Effingham County to deny the requested rezoning and deny any requested permit for the proposed development.

[1] Colliers (2026 Q2) = **10.01%** (https://www.colliers.com/en/research/savannah/2026q2-industrial)
Lee & Associates (2026 Q1) = **12.8%** (https://www.lee-associates.com/atlanta/wp-content/uploads/sites/77/2026/04/Savannah-Industrial-Market-Report_2026_Q1.pdf)
Cushman & Wakefield (2026 Q1) = **9.9%** (https://assets.cushmanwakefield.com/-/media/cw/marketbeat-pdfs/2026/q1/us-reports/industrial/savannah_americas_alliance_marketbeat_industrial_q12026.pdf?rev=94a98d29b2f14009b02655150f484227)

The Savannah regional market has no demonstrable need for this proposed warehousing and logistics development. Warehouse development continues at an unprecedented rate, leading to an ever-growing oversupply of space. Looking specifically at the Savannah-area warehousing market, vacancy rates have continued to rise over the previous year. The vacancy rate remains extremely elevated from the recent low seen in 2022 Q4's vacancy rate of less than 1%. **Between 2022 and 2024**, the Savannah market has **added more than 50 million square feet**[2] of warehouse space - **a nearly 50% increase** in supply over an incredibly short period. In the **4 quarters of 2025 and Q1 2026, another ~18 million square feet**[3] of new space has been added. Based on the averages of vacant rate applied to total inventory,[4] **there is currently around 18 million square feet of already-existing and vacant warehouse and distribution space.**

In the most recent report published by Colliers,[5] the Savannah region saw **7.9 million square feet of new warehouse space** added to the market. In addition, an estimated 4.4 million square feet was currently under construction, with likely tens of millions more square feet rezoned and approved but not yet under construction, or otherwise under consideration.

In light of this continued oversaturation of warehouse space, ORK along with Savannah Riverkeeper and One Hundred Miles,[6] developed a Warehouse Dashboard.[7] Attachment A, included below, provides a visualization of the warehousing landscape around the proposed site. ORK urges Effingham County's staff and decision makers to review this tool, available here: https://savrk.maps.arcgis.com/apps/dashboards/438f7c1bd32845628aac697703ac7537# **Simply put, there is no clear need for more new warehouse space.**

In sum:

- There is no clear need for new warehouse space.
- The warehouse vacancy rate remains around 10%.
- Roughly 18 million square feet of warehouse space is entirely empty and ready to be utilized.
- More speculative warehouse space will only add to the glut of supply, at the cost of other land uses.

---

[2] Q4 2022 total = 102,993,004 square feet (Q1 2023 total = 103,514,071 [minus] Q1 2023 delivered =521,067) - https://www.colliers.com/en/research/savannah/2023q1industrial
Q4 2024 total = 153,531,831 square feet (Q3 2024 total = 137,731,831 [plus] Q4 2024 delivered = "15.8 million") - https://www.colliers.com/en/research/savannah/2023q1industrial and https://www.colliers.com/en/research/savannah/2024q4industrial
Two-year net increase = 50,538,827 square feet

[3] Per Lee & Associates quarterly reports = **27,491,785 sqft** → 2025 Q4 167,637,487 (minus) 2024 Q4 140,635,189 (plus) 2026 Q1 507,460.
Per Colliers quarterly reports = **18.188M sqft** → 2025 Q1 = 4.9M sqft; 2025 Q2 = 4.2M sqft; 2025 Q3 = 943k sqft; 2025 Q4 = 745k sqft; 2026 Q1 = 7.4M sqft.
Per Cushman & Wakefield quarterly reports = **13,326,380 sqft** → 2025 Q1 = 4,580,464; 2025 Q2 = 4,009,093; 2025 Q3 = 2,453,583; 2025 Q4 = 2,058,600; 2026 Q1 = 224,640.

[4] **Average = 18,357,204 square feet**
Lee & Associates' vacancy rate of 12.8% applied to the total inventory of (2026 Q1 new supply 507,460 sqft + 2025 Q4 total inventory 167,637,487) put the total vacant square footage at **21,522,553.**
Colliers' 9.8% vacancy rate applied to total inventory of 172,492,470 results in **16,904,262** square feet of vacant space.
Cushman & Wakefield put total vacant square footage at **16,644,799.**

[5] Colliers (2026 Q2) = **10.01%** . https://www.colliers.com/en/research/savannah/2026q2-industrial.

[6] Warehouse Dashboard press release - https://www.ogeecheeriverkeeper.org/release-savannah-area-warehouse-dashboard/

[7] Warehouse Dashboard - https://savrk.maps.arcgis.com/apps/dashboards/438f7c1bd32845628aac697703ac7537#

2. The site's natural and aquatic features present flooding risks and make it a poor location for this development

Stormwater management is important for any development in Effingham County. As storms will intensify and occur more frequently in the coming years and decades, stormwater management will only become more important. As such, a site's existing natural condition must instruct whether a development is feasible and guide how stormwater will be managed, including the preservation of natural stormwater management, reduction to artificial and constructed stormwater intensifiers, building in long-term resilience, and avoiding construction in hazardous areas.

This site is vulnerable to flooding and stormwater management issues. A FEMA-designated Zone AE Special Flood Hazard Area (aka the 100-year floodplain) dominates the site. Wetlands and a freshwater pond further indicate the prevalence of water flowing on and through the site. As proposed, the site layout does not escape the present flooding vulnerabilities and fails to fully consider a future of growing flood risks. As such, ORK urges Effingham County to deny this rezoning and to not permit this project due to the flood hazards and associated risks.

If the project is to proceed, ORK further urges Effingham County to fully consider present conditions as well as future risks, preserving already-existing natural flood controls while building in additional stormwater control capacity.

Wetlands - natural and no-cost stormwater management - should be preserved throughout the property. These quickly-dwindling resources not only reduce stormwater flows, they retain important volumes of stormwater, filter pollutants, and provide natural habitats for the region's fish and wildlife. All of these ecosystem services are invaluable and are freely available - so long as Effingham County and other governmental bodies and regulators do not allow developers to fill the wetlands and build atop them. When wetlands are filled, these services are lost and either have to be replaced with expensive and less effective artificial options or are not replaced and harm our shared places and natural resources. **Wetlands provide these ecosystem services regardless of the Army Corps' jurisdictional determination**. As such wetlands preservation should be the first step in stormwater management.

Impervious surface coverage reduction should be the second step in reducing stormwater management pressure. Based on the applicant's estimate of 20% impervious surface coverage of the approximately 280.5-acre site, this proposal will create approximately **56.1 acres of new impervious surface**. These hard surfaces, like concrete and asphalt, prevent stormwater from infiltrating into the ground, where they can be absorbed and reduce stormwater volumes. Impervious surfaces also speed up stormwaters, adding to management pressure. Finally, impervious surfaces hold pollutants and allow them to be washed into nearby waterways if not properly captured or treated. To reduce these issues, a significant reduction in impervious surfaces should be prioritized.

Following wetland preservation and impervious surface reductions, the developers should be required to build resilient and long-term stormwater retention/detention structures. Effingham County should be specific in its requirements, rather than relying on non-specific, passing references of potential management options. To better prepare for intensifying and more frequent storming and flooding, stormwater and flood damage prevention designs should go beyond the required minimums. First, the development should be conditioned on **reducing post-construction runoff**, rather than just ensuring no additional runoff compared to pre-construction amounts. This will help to offset stormwater pressure from stronger storms. Second, **increasing stormwater retention/detention ponds capacity** should be increased. As one of the main mechanisms to control post-construction runoff, these ponds

capacities are important. In anticipation of increasing storm strength, requiring these ponds to be able to retain and assimilate 125% of the 100-year storm or 100% of the 500-year storm.

Finally, the proposed location for this development faces serious and sustained **flooding risks**. Flooding, and its associated damages and pollution risks, will be an ongoing and growing issue on this site. Careful site design and layout should consider and protect the neighboring and nearby property as well as the natural areas around this site.

Flooding is very likely at this location. FEMA's designated 1% Annual Chance Flood Hazard area, also known as the 100-year floodplain or Zone AE,[8] should draw specific attention. While the "100-year floodplain" name implies that floods will only occur once every 100 years, this obscures the actual risk. Over a 30-year period, the actual flood risk is 26%[9] - a more than 1 in 4 chance for properties in the 100-year floodplain over that time.

The "100-year floodplain" only looks narrowly at the "base flood." The base flood describes the strength of flood that is 1% likely to happen in any year.[10] Non-base floods, *i.e.* floods less strong or severe than the base flood (aka the "100-year flood"), are more likely to happen each year. Likewise, the 100-year flood is not the absolute strongest possible flood that the property could face. The narrow focus on the 100-year flood not only undercounts the potential frequency of flooding on the property but also underconsiders the severity of flooding the property could experience.

Further, reliance on the backwards-looking 100-year flood model further obscures risk. The estimates of floods and the extent of the floodplains rely on historic data, leaving out the most recent and most representative data. With the anticipated increase in storm frequency and intensity in the coming years and decades, the extent, size, and frequency of flooding on this property is likely greater than the Flood Hazard area anticipates.

The project's current layout presents serious concerns about flood risk and damage. While attempts were made to avoid floodplains, aquatic features, and wetlands, it does not appear to do so completely. The northwestern portions of the proposed parking lot look to require wetland fill, as does the southwestern stormwater pond. Additionally, the warehouse structure itself will overlay a freshwater pond identified on the Wetlands map included in the DRI Notice. When considering these current conditions and the likely expansion of floodplains as storm frequency and intensity grows, this and the proposed development will likely face flooding-related issues throughout its operational lifetime. Effingham County should strongly consider these risks when deciding whether to rezone the property and permit the proposed development.

Finally, Effingham County should also take into account the potential financial burdens related to flooding. Those financial burdens include, but are not necessarily limited to property and structure damage, water and land pollution, and buyout costs. At the most basic level, flooding threatens to inundate, damage, and destroy any structure in its path. Structures within the floodplain see their risks increase. Costs of clean up, collateral damage, and to neighboring properties should be considered. Flooding also presents water pollution threats. As discussed above, gasoline and diesel fuels as well as other remnant vehicle-related pollution from frequent car and truck traffic risks

[8] Federal Emergency Management Agency (FEMA). " Zone A." *See*: https://www.fema.gov/about/glossary/z?%2Fabout%2Fglossary%2Fz= .
[9] *See* https://savannahga.gov/FAQ.aspx?QID=332 and https://www.floodsmart.gov/flood-zones-and-maps
[10] Federal Emergency Management Agency. "Appendix B: How to Read a Flood Insurance Rate Map (FIRM) Course Glossary". *Available at*: https://emilms.fema.gov/is_0273/groups/157.html

being swept up in flood waters. The nearby Little Ogeechee River is the principal water body threatened by these pollution risks. Finally, if flooding occurs frequently enough, FEMA may offer a property buyout[11] to return the property to its now-current, undeveloped conditions. These buyouts, though funded mainly by FEMA, still expect a 25% contribution from the local and/or state government.[12] This burden, as well as additional clean-up, emergency, rescue, and other foreseeable flood-related costs would likely fall on the City. ORK urges Effingham County to specifically consider and factor in these foreseeable financial costs of building in the floodplain.

In summary:

- Stormwater management considerations must be central to any land use decision made by Effingham County,
- The prevalence of aquatic features, including wetlands and a pond, along with the 100-year floodplain should prevent the rezoning and construction proposed,
- Wetland preservation should be prioritized for the broad-ranging and free environmental services it provides,
- A reduction to the 56+ acres of new impervious surface coverage should occur,
- Stormwater retention and detention features should be built above minimum standards to add long-term resiliency in light of anticipated increased storm frequency and intensity,
- Even alternative site layouts will likely find it difficult to sufficiently avoid flooding risk, and
- Effingham County risks the possibility of bearing costs related to FEMA buyouts.

Thank you in advance for your time and consideration; please let me know if you have any questions or would like to talk further on these topics: ben@ogeecheeriverkeeper.org.

Ben Kirsch, Legal Director
Ogeechee Riverkeeper

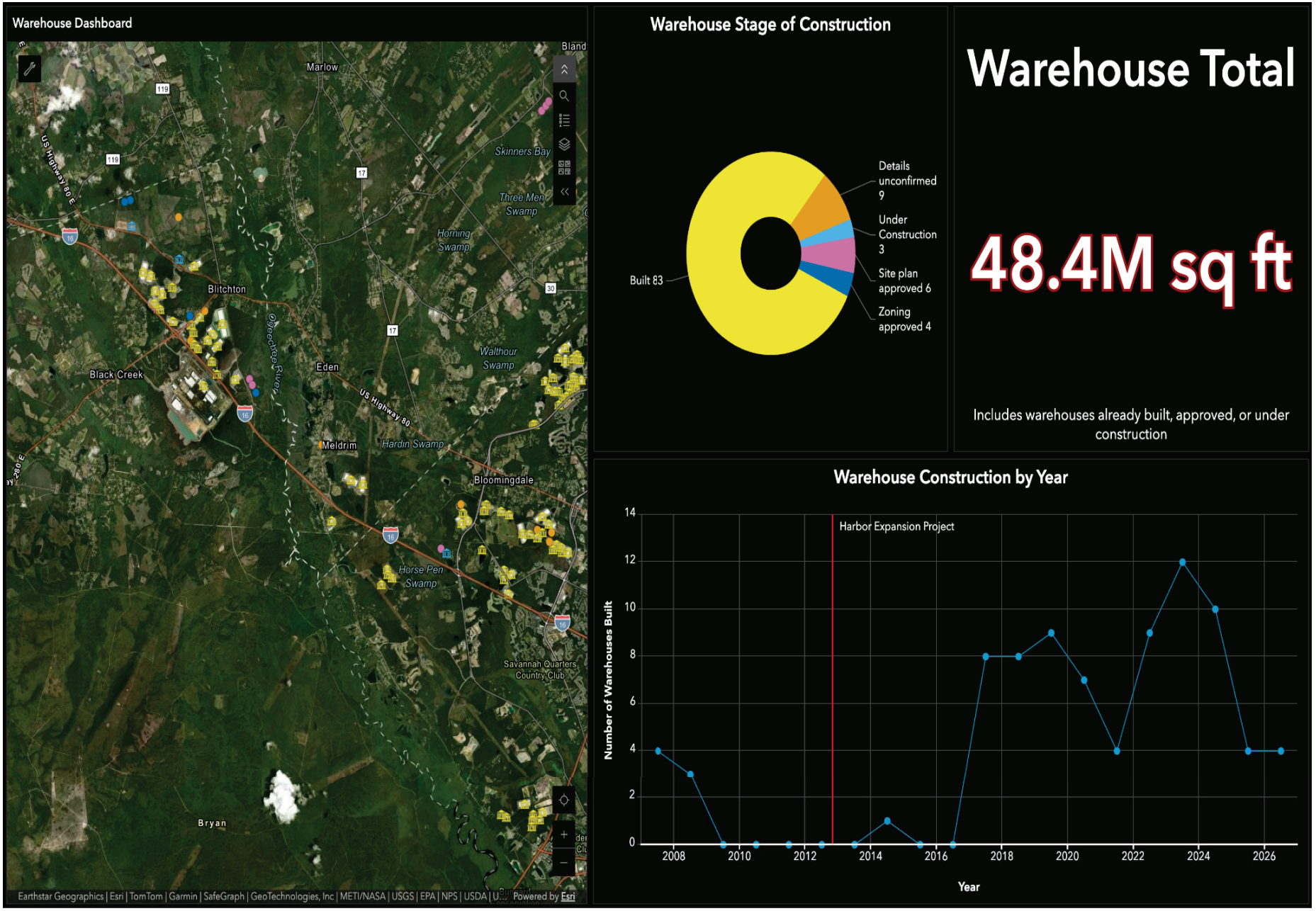
[11] University of Delaware Disaster Research Center and The Nature Conservancy. "Floodplain Buyouts: Challenges, Practices, and Lessons Learned." At page 9. August 2021. *Available at*: https://www.nature.org/content/dam/tnc/nature/en/documents/Buyouts_Lessons_Learned_Siders_Gerber_Chavez_TNC_Full_Report_2021.pdf

[12] Federal Emergency Management Agency. "FACT SHEET: Acquisition of Property After a Flood Event." *Available at*: https://www.fema.gov/press-release/20250121/fact-sheet-acquisition-property-after-flood-event

Attachment A

Warehouse Dashboard
Developed by:
Ogeechee Riverkeeper, Savannah Riverkeeper, and One Hundred Miles
Select area around the
Old River Rd. Logistics development

Available at:
https://savrk.maps.arcgis.com/apps/dashboards/438f7c1bd32845628aac697703ac7537#


Warehouse Dashboard
Marlow
Bland
Skinners Bay
Three Men Swamp
Horning Swamp
Blitchton
Ogeechee River
Eden
Walthour Swamp
Black Creek
US Highway 80
Meldrim
Hardin Swamp
Bloomingdale
Horse Pen Swamp
Savannah Quarters Country Club
Bryan
Earthstar Geographics | Esri | TomTom | Garmin | SafeGraph | GeoTechnologies, Inc | METI/NASA | USGS | EPA | NPS | USDA
Powered by Esri
Warehouse Stage of Construction
Built 83
Details unconfirmed 9
Under Construction 3
Site plan approved 6
Zoning approved 4
Warehouse Total
48.4M sq ft
Includes warehouses already built, approved, or under construction
Warehouse Construction by Year
Harbor Expansion Project
Number of Warehouses Built
Year
0
2
4
6
8
10
12
14
2008
2010
2012
2014
2016
2018
2020
2022
2024
2026

Jennifer Voris

From: Jenny Watkins <jenny@ta-tria.com>
Sent: Thursday, July 2, 2026 4:39 PM
To: Planning
Subject: Public comment regarding DRI 4772 - Old River Rd. Logistics

I am submitting this comment in opposition to the proposed industrial development at **1180 Old River Road, Bloomingdale (DRI #4772).**

I oppose this project for the following reasons:

- **The proposal is incompatible with local planning objectives and would have detrimental impacts on environmental resources.** The proposed industrial development conflicts with established land use planning intended to protect the character and ecological integrity of the area.
- **The development would undermine the intended transitional land use buffer.** This property is intended to serve as a transition between neighboring rural properties and existing industrial uses. Rezoning it for industrial development would eliminate that important buffer.
- **The project includes land designated for conservation.** Rezoning property identified for conservation to industrial use is inconsistent with long-term planning goals and disregards the interests of area residents who rely on these natural areas.
- **Most of the parcel is classified as Core Class on the Green Infrastructure Map.** This designation identifies lands that provide essential ecological functions and habitat connectivity. Replacing this core natural area with industrial development would result in the permanent loss of valuable ecosystem services.
- **The parcel contains significant wetland resources.** These wetlands provide critical flood mitigation, water filtration, wildlife habitat, and other ecological benefits that support both the surrounding community and the broader watershed.

For these reasons, I respectfully urge decision-makers to deny the requested rezoning and protect this ecologically significant parcel from industrial development.

Sincerely,
Jenny Watkins
jenny@ta-tria.com