



LOWNDES COUNTY BOARD OF COMMISSIONERS  
PROPOSED AGENDA  
WORK SESSION, MONDAY, APRIL 11, 2022, 8:30 AM  
REGULAR SESSION, TUESDAY, APRIL 12, 2022, 5:30 PM  
327 N. Ashley Street - 2nd Floor

1. **Call To Order**
2. **Invocation**
3. **Pledge Of Allegiance To The Flag**
4. **National Public Safety Telecommunicators Week Proclamation Presentation (Regular Session)**
5. **Minutes For Approval**
  - a. Work Session - March 21, 2022 & Regular Session - March 22, 2022  
Recommended Action: Approve  
Documents:
6. **Public Hearing**
  - a. REZ-2022-06 Kinderlou Forest, P-D to R-10, P-D, and C-H, County Utilities  
Recommended Action: Board's Pleasure  
Documents:
  - b. REZ-2022-07 Hayden Park, Camelot Crossing & Val Del Rd, ~149 acres, from R-1 to C-G, P-D, and R-10  
Recommended Action: Board's Pleasure  
Documents:
  - c. REZ-2022-08 Hallabrook, 3263 Old Clyattville Rd, ~15.6 acres, R-A to P-D, Well & Septic  
Recommended Action: Board's Pleasure  
Documents:
7. **For Consideration**
  - a. Electric Vehicle Charging Station  
Recommended Action: Approve  
Documents:
  - b. Acceptance of the FY2022 VAWA Continuation Grant Award  
  
Recommended Action: Accept  
Documents:
  - c. Lowndes County Jail Medical Addition Owner and Architect Agreement

Recommended Action: Approve

Documents:

- d. Acceptance of the Quit Claim Deed from the Georgia Department of Transportation for 9.014 acres

Recommended Action: Accept

Documents:

- e. Lowndes County Judicial Complex Courtroom Audio and Visual Replacement for 10 Courtrooms

Recommended Action: Approve

Documents:

**8. Reports - County Manager**

**9. Citizens Wishing To Be Heard - Please State Your Name and Address**

**10. Adjournment**

LOWNDES COUNTY BOARD OF COMMISSIONERS  
COMMISSION AGENDA ITEM

SUBJECT: REZ-2022-06 Kinderlou Forest, P-D to R-10, P-D, and C-H,  
County Utilities

DATE OF MEETING: April 12, 2022

Work Session/Regular Session

BUDGET IMPACT: N/A

FUNDING SOURCE:

- Annual
- Capital
- N/A
- SPLOST
- TSPLOST

COUNTY ACTION REQUESTED ON: REZ-2022-06 Kinderlou Forest, P-D to R-10, P-D, and C-H, County Utilities

HISTORY, FACTS AND ISSUES: This request represents a change in zoning on approximately 780 acres from P-D (Planned Development) zoning to R-10 (Suburban Density Residential) and C-H (Highway Commercial). Approximately 690 acres are designated as residential development to the west, and ~90 acres are proposed for commercial development along the southeastern edge of the development. The existing phases of the Kinderlou Forest Development will remain P-D, based on their 2002 and 2005 approved site plans.

The subject parcels were previously approved and bound to their site plans in 2008. The request for R-10 and C-H zoning on these parcels is to allow for flexibility in site plan changes, while still aligning with the overall vision and master plan of the founder of Kinderlou Forest Development, LLC.

The subject property is in the Urban Service Area and Suburban and Community Activity Center Character Areas, with access to and from the property from various interior roads (classified as residential), while the main entrance is located on US Hwy 84W, a principal arterial road. Per Comprehensive Plan guidance, R-10 zoning is listed as a recommended zoning within the Suburban Character area, and C-H zoning is recommended within the Community Activity Center.

Staff finds the request overall consistent with the Goals and Policies of the Comprehensive Plan, and the TRC considered the request and had no objectionable comments to the rezoning request itself. Additional comments regarding the build-out of the subdivision were received and will be applied to any construction plans and surveys submitted for recording.

The Planning Commission heard the request at their March meeting and recommend Approval (10-0).

- OPTIONS: 1. Approve  
2. Approve with Conditions  
3. Table  
4. Deny

RECOMMENDED ACTION: Board's Pleasure

DEPARTMENT: Planning/Zoning

DEPARTMENT HEAD: JD Dillard

ADMINISTRATIVE COMMENTS AND RECOMMENDATIONS:



March 07, 2022

Mr. JD Dillard  
327 N. Ashley St.  
2nd Floor  
Valdosta, GA 31601

Subject: Kinderlou Forest Development

Dear Mr. Dillard:

On behalf of our client, Kinderlou Forest Development LLC, Lovell Engineering Associates, PC (LEA) respectfully requests to rezone the following parcels:

From P-D to R-10 Zoning (Map/Parcel):  
0059/245 thru 0059/258  
0036/001B  
0036/001A

From P-D to C-H Zoning (Map/Parcel):  
A portion of Map 0059/156  
0059-155

The parcels will be rezoned for subdivision and/or commercial development. Thank you for your consideration concerning this request.

Sincerely,

A handwritten signature in blue ink that reads "Dale Arrowood".

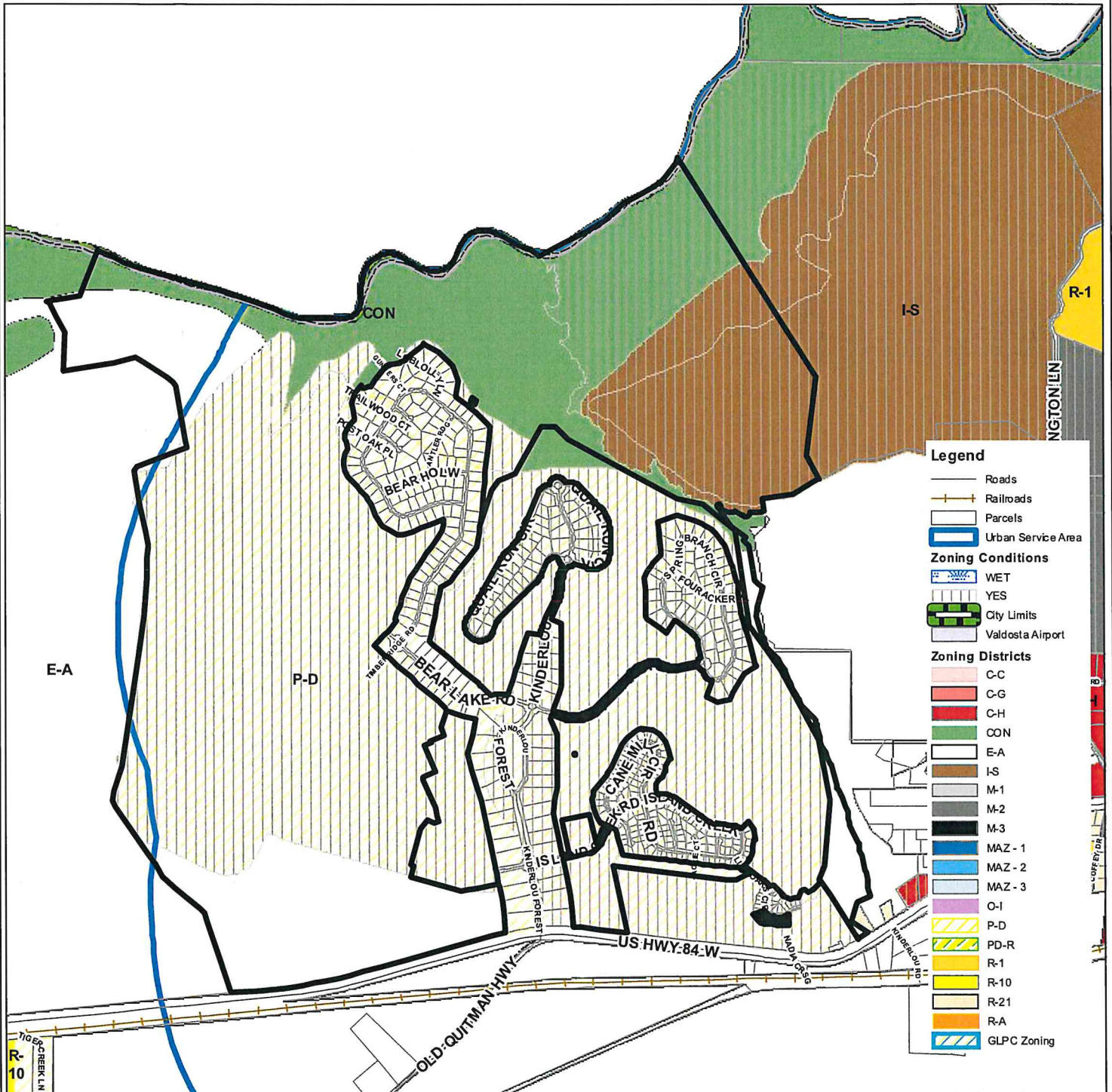
Dale Arrowood, CPESC  
Senior Civil Designer

# REZ-2022-06

# Zoning Location Map

KINDERLOU FOREST  
Rezoning Request

CURRENT ZONING: P-D  
PROPOSED ZONING: R-10 (AND C-H FOR 0059 --156 & 155)



## KINDERLOU FOREST Rezoning Request



**Roads**

**Functional Classification**

- 1. INTERSTATE
- 3. OTHER PRINCIPAL ARTERIAL
- 4. MINOR ARTERIAL
- 5. MAJOR COLLECTOR
- 6. MINOR COLLECTOR
- 7. LOCAL
- Railroads

**Urban Service Area**

- City Limits
- Parcels
- Open Water

**Land Use Categories:**

- Agriculture/Forestry
- Community/Activity Center
- Downtown
- Established Residential
- Industrial Activity Center
- Industrial Area
- Institutional Activity Center
- Linear Greenspace/Trails
- Mill Town
- Mixed Activity Zone
- Neighborhood Activity Center
- Park/Recreation/Conservation
- Public/Institutional
- Regional Activity Center
- Remain Neighborhood Village
- Rural Activity Center
- Rural Residential
- Suburban Area
- Transit/Neighborhood
- Transportation/Communication/Utilities

Scale: 0, 1,000 Feet



**VALOR**

Visit VALOR on the web at: [WWW.VALORGIS.COM](http://WWW.VALORGIS.COM)

# REZ-2022-06

## WRPDO Site Map

### Legend

- Roads
- Railroads
- Park
- City Limits
- Crashzone
- Crashzone West
- Urban Service Area
- Open Water
- Valdosta Airport
- Wetlands
- 100 Yr Flood
- Hydrology
- Drastic
- Recharge Areas
- Parcels

### KINDERLOU FOREST Rezoning Request

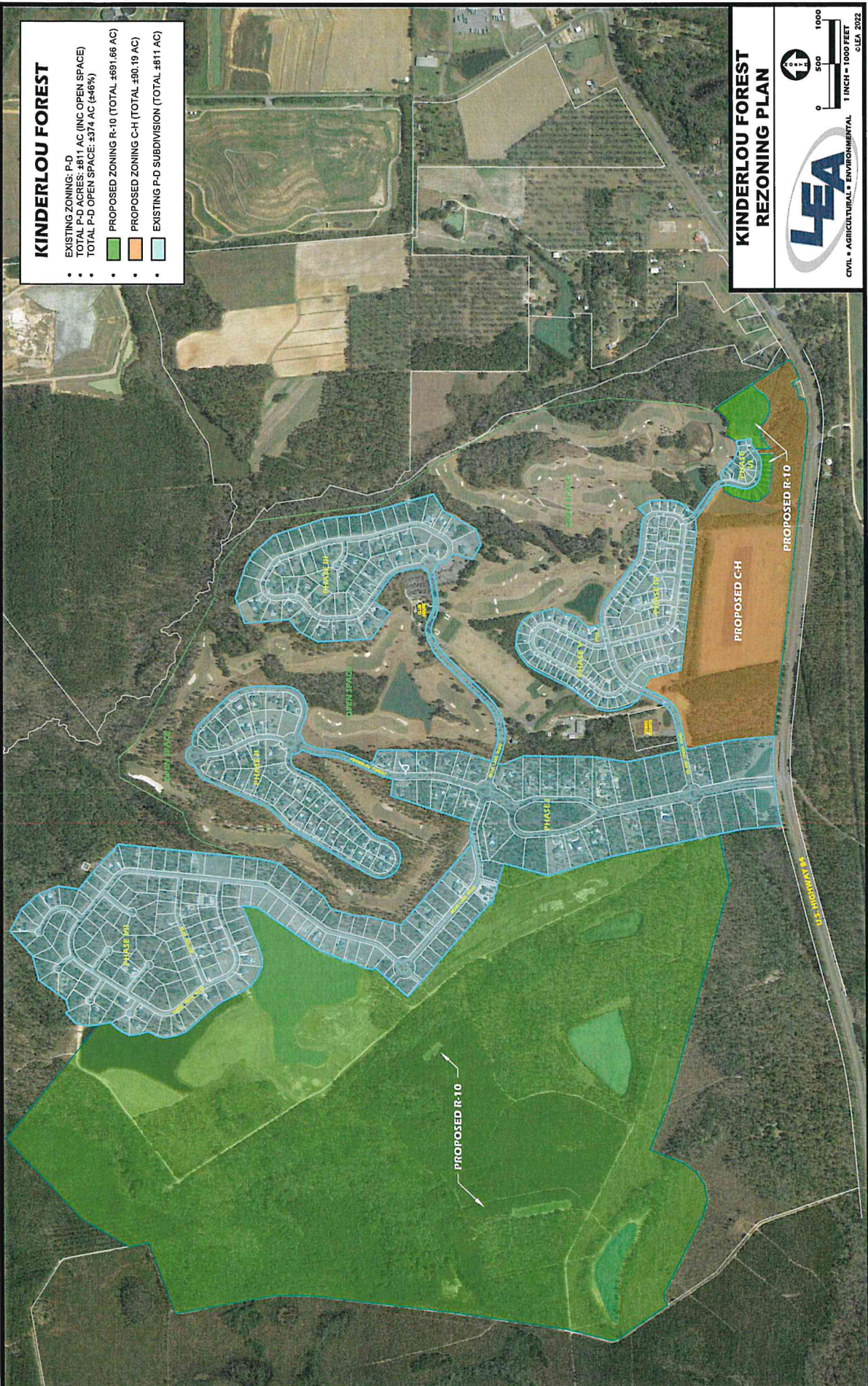


Graphic Scale: 0 200 400 Feet



# KINDERLOU FOREST

- EXISTING ZONING: P-D
- TOTAL P-D ACRES: 4811 AC (INC OPEN SPACE)
- TOTAL P-D OPEN SPACE: 374 AC (646%)
- PROPOSED ZONING R-10 (TOTAL 4891.66 AC)
- PROPOSED ZONING C-H (TOTAL 490.19 AC)
- EXISTING P-D SUBDIVISION (TOTAL 4811 AC)



## KINDERLOU FOREST REZONING PLAN



CIVIL & AGRICULTURAL & ENVIRONMENTAL  
GLEA 3022



0 500 1000  
1 INCH = 1000 FEET

LOWNDES COUNTY BOARD OF COMMISSIONERS  
COMMISSION AGENDA ITEM

SUBJECT: REZ-2022-07 Hayden Park, Camelot Crossing & Val Del Rd, ~149 acres, from R-1 to C-G, P-D, and R-10

DATE OF MEETING: April 12, 2022

Work Session/Regular Session

BUDGET IMPACT: N/A

FUNDING SOURCE:

- Annual
- Capital
- N/A
- SPLOST
- TSPLOST

COUNTY ACTION REQUESTED ON: REZ-2022-07 Hayden Park, Camelot Crossing & Val Del Rd, ~149 acres, from R-1 to C-G, P-D, and R-10

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HISTORY, FACTS AND ISSUES: This request represents a change in zoning on the subject property from R-1 (Low Density Residential) zoning to C-G (Commercial General) on ~63 acres, PD (Planned Development) zoning on ~28 acres, and R-10 (Suburban Density Residential) on ~55 acres. The general motivation, in this case, is for the applicant to create a mixture of residential and commercial sites for development in various stages. The subject property is within the Urban Service Area and Community Activity Center Character Area, and possesses road frontage on Val Del Road, a major collector, and Camelot Crossing, a local road.

The minimum lot size for C-G zoning on County Utilities is 10,000sf, with a minimum lot width of 80 feet; identical to the R-10 zoning proposed on the northern portion. Parking for Office and Commercial Businesses is based on gross floor area, between 2-300 sf depending on each use, while restaurants are determined by occupancy load and employees. For reference, the C-H parcels to the south are approximately 1 acre each.

The property is within a medium groundwater recharge area and contains large areas of wetlands, which act as natural dividers between the proposed zoning districts.

Per Comprehensive Plan Guidance, the proposed zonings are recommended as part of the development strategy to “include a relatively high-density mix of retail, office, services, and employment,” while the “residential development should reinforce the town center through locating higher density housing options adjacent to the town center, targeted to a broad range of income levels, including multi-family.”

Staff finds the request overall consistent with the Comprehensive Plan and existing land use patterns, and the TRC noted that before a final Certificate of Occupancy can be issued for the apartments in the P-D Portion, a secondary point of ingress/egress must be established.

The Planning Commission heard the request at their March meeting and focused the majority of their discussion on traffic concerns along Val Del and North Valdosta Road and ultimately recommended Denial (8-2).

- OPTIONS: 1. Approve  
2. Approve with Conditions  
3. Table  
4. Deny

RECOMMENDED ACTION: Board's Pleasure

DEPARTMENT: Planning/Zoning

DEPARTMENT HEAD: JD Dillard

**ADMINISTRATIVE COMMENTS AND RECOMMENDATIONS:**

A traffic engineering report from January and February of 2022 counted the existing average daily traffic volume at this intersection at 8,164 trips within a 24 hour period. The anticipated residential development north of the study intersection is estimated to consist of 1,000 homes and generate 9,440 total daily trips. Plans for two left-turn lanes from Val Del to North Valdosta Road are anticipated to be complete by 2023.

## Letter of Intent for Rezoning Application

I respectfully request the Lowndes County Board of Commissioners to rezone the subject property from R-1 (Residential Single-Family, minimum 1.0-acre lots) to P-D Planned Development (mixed-use), R10, and CG.

The reason for the request is to develop the property for a creative and unique mix of residential, office and retail uses. Such a mix is not covered by a single zoning category in the Lowndes County Unified Land Development Code (ULDC). The P-D zoning was created specifically for this purpose, as described in the ULDC as follows:

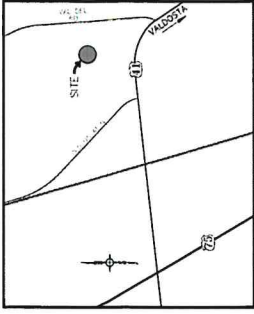
*"2.01.07 Planned Development Districts: PD, Planned Development and PD-R, Rural Planned Development. These districts are intended for the development of a combination of residential, office, and limited commercial uses. These districts are established to encourage creative and resourceful projects that include compatible, interrelated uses and related public facilities unified by a development plan and tailored to either an urban or rural setting."*

My intent is to develop the property per the site plan included, in phases, over time, as demand merits. The subject is especially suited for a mixed-use development of this type. There are multiple positive reasons to support such a development in this area, as follows:

- Located in the crosshairs of a significant growth pattern in the northern suburban area of Valdosta-Lowndes County.
- Excellent and easy access to and from multiple major highways including North Valdosta Road, Old U.S. Hwy. 41, and Val Del Road.
- ±1,000' frontage on Val Del Road; direct access to Camelot Crossing, a public right-of-way that connects directly to North Valdosta Road; Less than two miles away is I-75, Exit 22 with its rebuilt, expanded interchange.
- Lowndes County water-sewer utilities are at or very close to the site, with adequate capacity according to County officials. All other utilities, services and required infrastructure are in place and available.
- There is a shortage of residential, office and retail development in this large sub-market. Within a few miles of this site are multiple new residential developments, with more on the way. New homes being built nearby are sold even before they're finished. The existing commercial development in Camelot Crossing is almost completely built-out. Residents in north Lowndes must travel many miles to find adequate commercial services and amenities. This new development will meet this pent-up demand.
- We're in a new era with newer generations demanding new types of development that have been built elsewhere but not here yet. This includes "Town Village" lifestyle shopping centers replacing the old traditional enclosed Malls; new, unique types of residential living including high-tech smaller cluster or townhomes on smaller lots, better-suited for singles and small families, mixed in and around on-site amenities and recreational areas for residents, their families and pets; and distinct, high-tech, executive small-office suites that are built better, newer and safer than traditional older office buildings; with much greater appeal to younger workers moving up.
- This development will create significant, multi-million-dollar economic benefits to the community over many years, including: significant new revenues from property and sales tax revenues, and utility payments; millions spent locally for construction labor and materials as each section is phased in; new employment payrolls; and another draw for new residents to move to this community.
- Lowndes County has been wise to pro-actively invest in infrastructure here, anticipating and preparing for new growth. This development will help create a positive return on that investment for many years.

Valdosta and Lowndes County are ready for the next generation of community amenities to serve existing residents and attract new ones. This new planned site will lead the way to meet that need. I appreciate the opportunity to partner with Lowndes County to create a new, unique and exciting mixed-use development.

Thank you for your consideration. Charlie Hand



LOCATION MAP  
NOT TO SCALE



**VAN DER WATT  
ENGINEERING, LLC  
CONSULTING CIVIL ENGINEERS**

1000 WEST OAK CIRCLE  
VALDOSTA, GA 31602  
TEL: 229.254.1285  
FAX: 229.277.6903  
E-MAIL: INFO@VDWE.COM

PROJECT: PROPOSED  
DEVELOPMENT  
CAMELOT CROSSING  
VALDOSTA, GA 31602

CLIENT: CAIRO, LLC 39827  
HAND DEVELOPMENT,

CONCEPTUAL SITE PLAN  
OVERALL

PROJECT NO.: 22-002 DRAWN BY: JJ

DATE: 2/2/2022 CHECKED BY: JJ

SCALE: 1" = 200' DATE: 2 FEB 2022

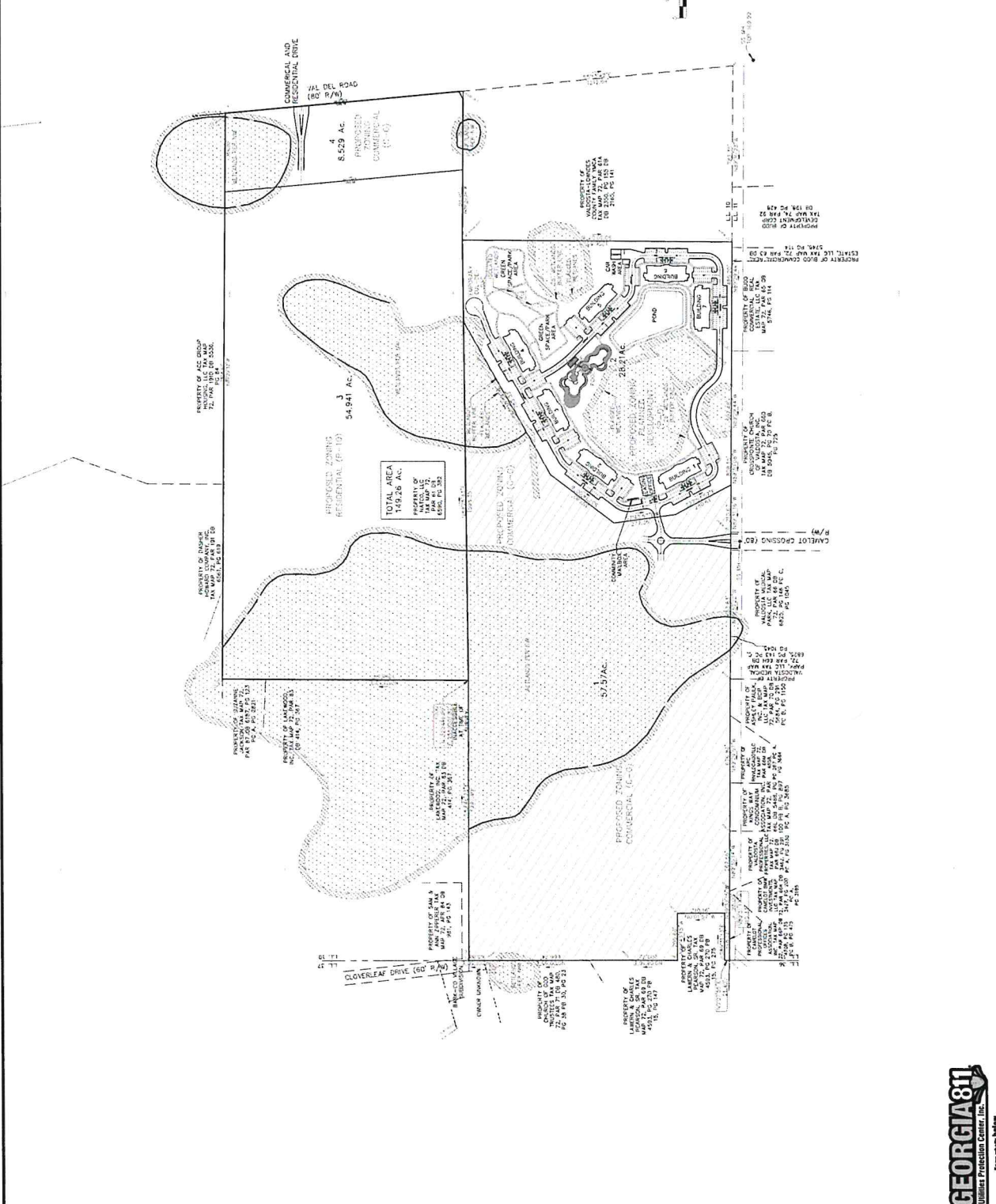
REVISIONS

DATE: 2 FEB 2022

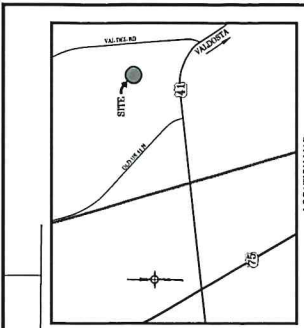
SCALE: 1" = 200'



**C1**



Call before you dig.



**VDWE**  
**VAN DER WATT**  
**ENGINEERING, LLC**  
**CONSULTING CIVIL ENGINEERS**  
 846 BENT OAK CIRCLE  
 THALISSE, GA 31081  
 TEL: (229) 227-6593  
 FAX: (229) 227-6593  
 WWW.VDWENGINEERING.COM  
 CERT. OF AUTH. GA # P0000482

**PROPOSED DEVELOPMENT**  
**CAMELOT CROSSING**  
**VALDOSTA, GA 31602**

**OWNER:**  
**HAND DEVELOPMENT, LLC**  
**CAIRO, GA 39827**

**PROJECT:**  
**CONCEPTUAL SITE PLAN**  
**APARTMENTS (PD)**

NO.	DATE	REVISION/DESCRIPTION
1	11/11/17	ISSUED FOR PERMITS
2	11/11/17	ISSUED FOR PERMITS
3	11/11/17	ISSUED FOR PERMITS
4	11/11/17	ISSUED FOR PERMITS
5	11/11/17	ISSUED FOR PERMITS
6	11/11/17	ISSUED FOR PERMITS
7	11/11/17	ISSUED FOR PERMITS
8	11/11/17	ISSUED FOR PERMITS
9	11/11/17	ISSUED FOR PERMITS
10	11/11/17	ISSUED FOR PERMITS

REGISTERED PROFESSIONAL ENGINEER  
 CIVIL ENGINEERING  
 STATE OF GEORGIA  
 No. 20100  
 License Expires 12/31/2020

**C2**

PROPOSED ZONING  
 RESIDENTIAL (P-R)



**PARKING:**  
 100 SPACES  
 200 SPACES  
 300 SPACES  
 400 SPACES  
 500 SPACES  
 600 SPACES  
 700 SPACES  
 800 SPACES  
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 3800 SPACES  
 3900 SPACES  
 4000 SPACES  
 4100 SPACES  
 4200 SPACES  
 4300 SPACES  
 4400 SPACES  
 4500 SPACES  
 4600 SPACES  
 4700 SPACES  
 4800 SPACES  
 4900 SPACES  
 5000 SPACES

**AREAS:**  
 1. RECREATION: 14.3 ACRE (14.3 ACR)  
 2. PARKING: 11.5 ACRE (11.5 ACR)  
 3. UTILITY: 1.5 ACRE (1.5 ACR)  
 4. TOTAL: 27.3 ACRE (27.3 ACR)

**UTILIZATION:**  
 1. 1-BEDROOM: 14.3 ACRE (14.3 ACR)  
 2. 2-BEDROOM: 11.5 ACRE (11.5 ACR)  
 3. 3-BEDROOM: 1.5 ACRE (1.5 ACR)  
 4. TOTAL: 27.3 ACRE (27.3 ACR)

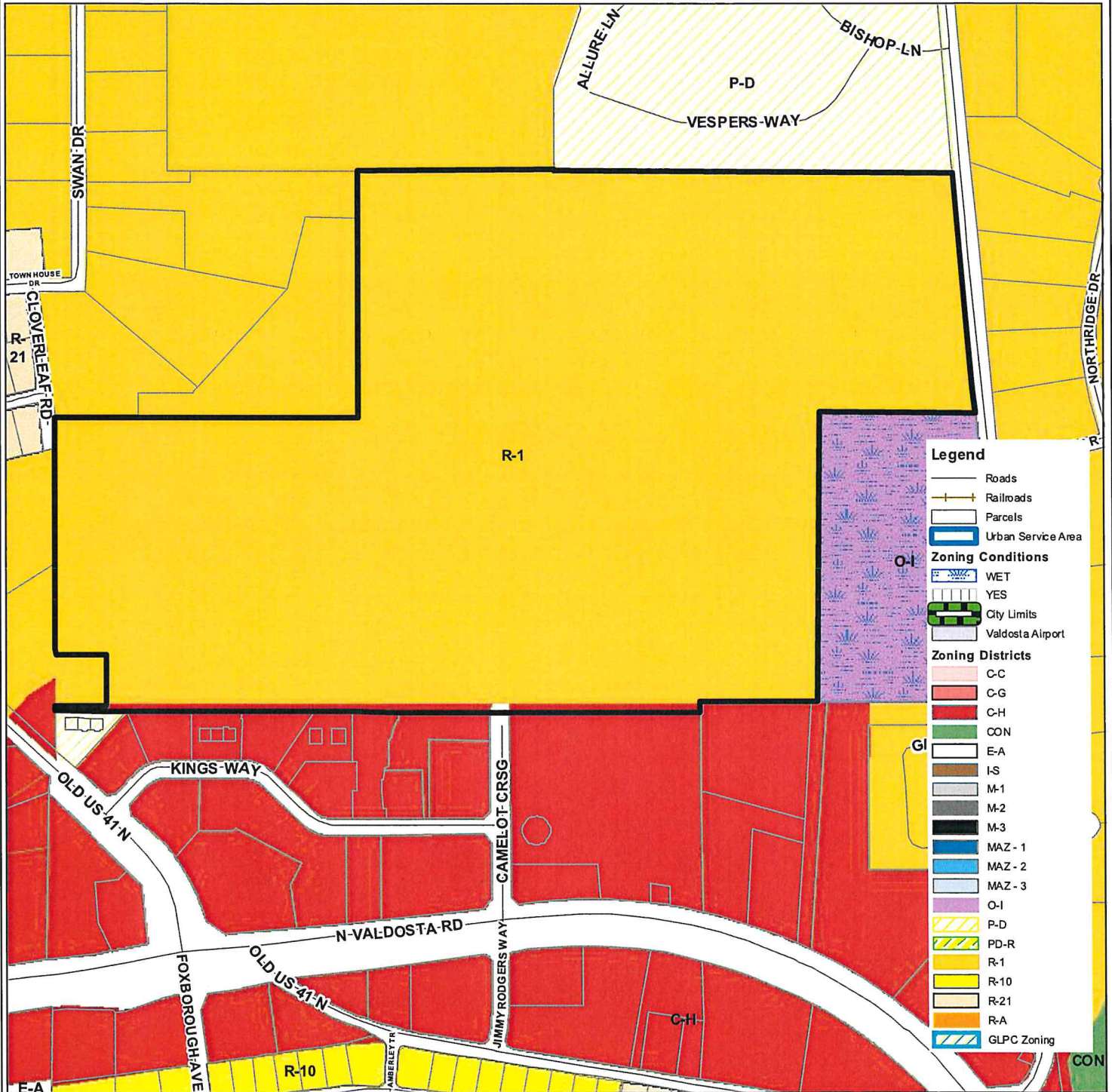


# REZ-2022-07

# Zoning Location Map

**HAYDEN PARK**  
Rezoning Request

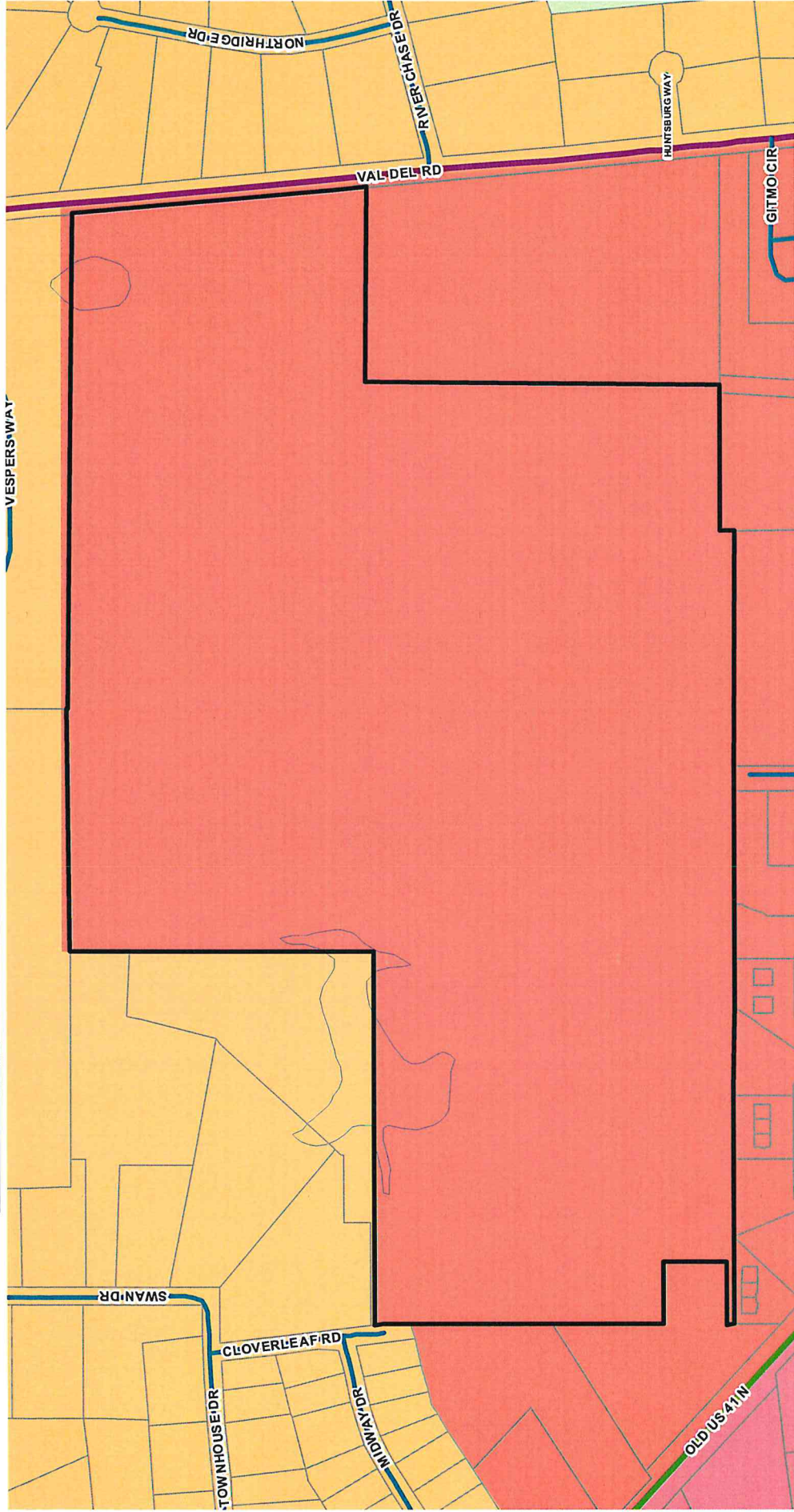
**CURRENT ZONING: R-1**  
**PROPOSED ZONING: C-G, P-D, AND R-10**



# REZ-2022-07

## Future Development Map

### HAYDEN PARK Rezoning Request



**Roads**  
**Functional Classification**

- 1. INTERSTATE
- 3. OTHER PRINCIPAL ARTERIAL
- 4. MINOR ARTERIAL
- 5. MAJOR COLLECTOR
- 6. MINOR COLLECTOR
- 7. LOCAL
- Railroads

**Urban Service Area**  
City Limits  
Parcels  
Open Water

0 250 500 1,000 Feet

Visit VALOR on the web at: [WWW.VALORGIS.COM](http://WWW.VALORGIS.COM)

- Agriculture / Forestry
- Community Activity Center
- Downtown
- Established Residential
- Industrial Activity Center
- Industrial Area
- Institutional Activity Center
- Linear GreenSpace/Trails
- Mill Town
- Moody Activity Zone
- Neighborhood Activity Center
- Park/Recreation/Conservation
- Public / Institutional
- Regional Activity Center
- Remain in Neighborhood Village
- Rural Activity Center
- Rural Residential
- Suburban Area
- Transitional Neighborhood
- Transportation/Communication/Utilities



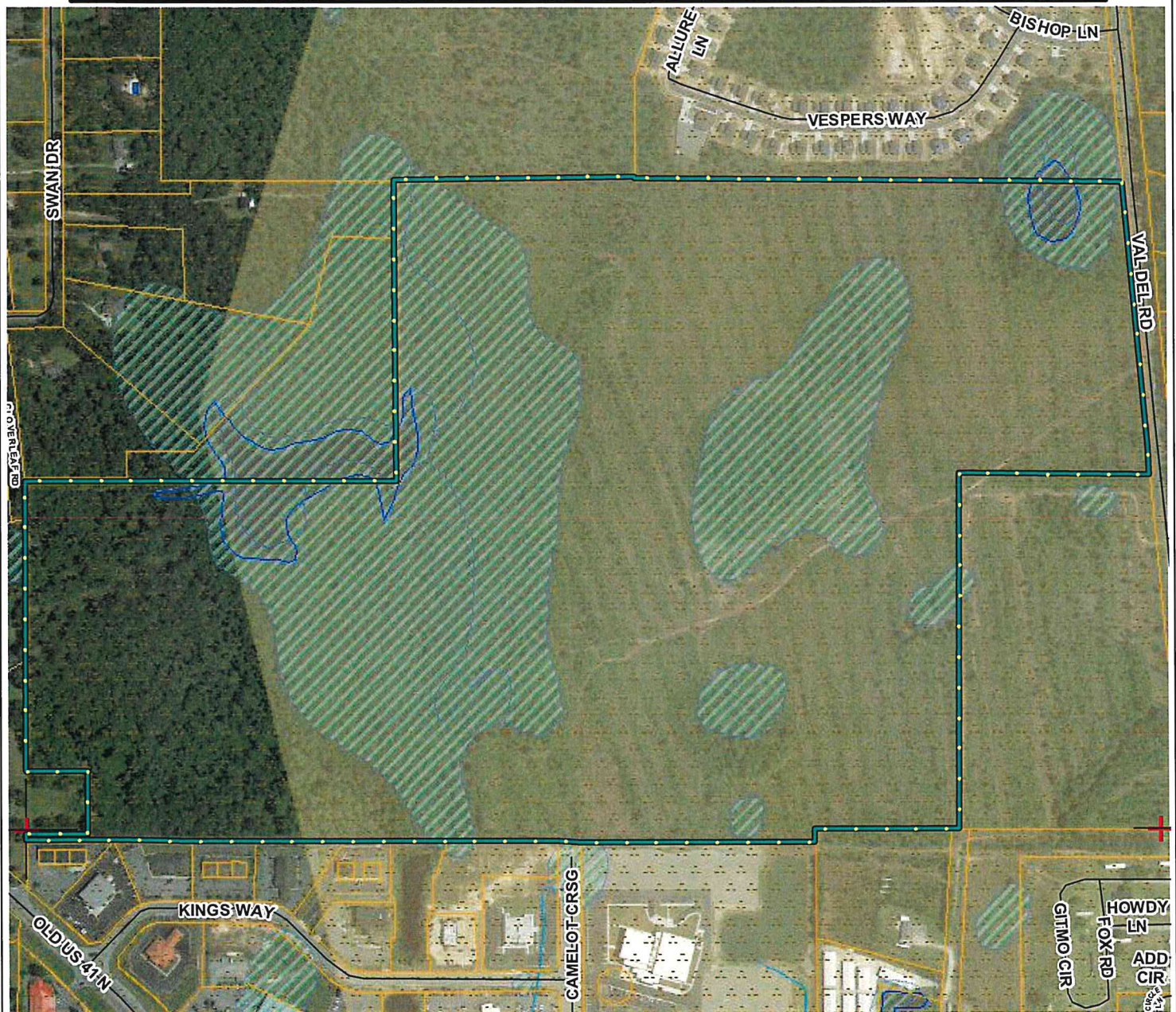
# REZ-2022-07

## WRPDO Site Map

### Legend

- Roads
- Railroads
- Park
- City Limits
- Crashzone
- Crashzone West
- Urban Service Area
- Open Water
- Valdosta Airport
- Wetlands
- 100 Yr Flood
- Hydrology
- Drastic
- Recharge Areas
- Parcels

### HAYDEN PARK Rezoning Request





**VAL DEL AT NORTH  
VALDOSTA RD.**

**LEA**  
CIVIL • AGRICULTURAL • ENVIRONMENTAL

1 INCH = 100 FEET  
© LEA 2019

(2) 500' LEFT TURN LANE  
(1) 500' RIGHT TURN LANE

REGRADE ROAD PROFILE  
TO ELIMINATE HILL

## LOWNDES COUNTY

# TRAFFIC ENGINEERING REPORT

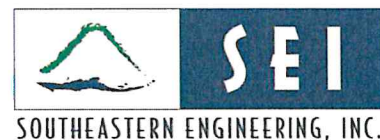
For the intersection of:  
SR 7 / US 41 / N Valdosta Road at Old US 41 / Val Del Road



Report prepared by:  
**Southeastern Engineering, Inc.**  
2470 Sandy Plains Road  
Marietta, GA 30066

Telephone Number: (770)-702-7049  
E-mail Address: [cmaddox@seengineering.com](mailto:cmaddox@seengineering.com)

Date report prepared: February 10, 2022



## Location

The study intersection of SR 7 / US 41 / N Valdosta Road at Old US 41 / Val Del Road is in Lowndes County, GA. The intersection is approximately 2.0 miles to the west of I-75 Exit 22 N Valdosta Rd / Moody Air Force Base. An aerial of the vicinity around the study intersection is attached in **Appendix A**.

## Reason for Investigation

Lowndes County has requested the intersection and traffic signal be analyzed for operational improvements due to the growth of the county. In addition to historical growth the County is anticipating additional residential development along Val Del Road over the next 10-20 years. The traffic study will analyze the impact of the proposed development and growth of the county on the study intersection.

## Description of the Intersection

The study intersection of SR 7 / US 41 / N Valdosta Road at Old US 41/ Val Del Road is a four-legged intersection.

SR 7/ US 41 / N Valdosta Road is classified as a principal arterial and has a posted speed limit of 55 mph. SR 7 / US 41 / N Valdosta Road is a four-lane divided facility with grass median.

Val Del Road is the east leg of the intersection and is classified as a major collector with a posted speed limit of 45 mph. Val Del Road is a two-lane facility which connects to McMillian Road in the north and SR 7 / US 41 / N Valdosta Road in the south.

Old US 41 is the west leg of the intersection and is classified as local road with a posted speed limit of 45 mph. Old US 41 is a two-lane facility which connects to SR 7 / US 41 / N Valdosta Road in the west and in the east.

## Existing Traffic Control

SR 7 / US 41 / N Valdosta Road at Old US 41/ Val Del Road is traffic signal controlled.

## Pedestrian Movements

No pedestrian movements were observed at the study intersection. Also, there are no pedestrian facilities provided at the study intersection.

## Other Modes of Transportation

There are no facilities for other modes of transportation, including bicycles and buses in the vicinity of the intersection.

## Parking

There is no on-street parking at the study intersection.

## Adjacent Signalized and Unsignalized Intersections

The intersection is approximately 0.7 miles (3,595 ft) to the south of the signalized intersection of SR 7 / US 41/ N Valdosta Road at Old US 41 / Foxborough Avenue.

## Crash History

Crash data for the study intersection was obtained from Georgia Department of Transportation Numetric for the years 2015 through 2019. Crash data from the years 2020-2021 were excluded due to potential impacts from COVID-19. At the intersection 81 crashes were reported out of which 12 crashes resulted in some level of injury but no fatalities. **Table 1** summarizes the accidents within the study area. Raw crash data details are attached in **Appendix B**.

Table 1: Crash Data for the Intersection of SR 7 / US 41 / N Valdosta Road @ Old US 41/ Val Del Road					
Year	Crashes by Collision Type				
	Rear-End	Angle	Struck Object	Sideswipe	Head-on
2015	9	2	1	0	0
2016	13	4	2	0	0
2017	14	4	1	0	0
2018	7	3	1	2	0
2019	13	4	0	1	0
Percentage	69%	21%	6%	4%	0%
Total	56	17	5	3	0

## Existing Traffic Volumes

Existing traffic volume counts were collected in January 2022 at the study intersection and locations on roadways adjacent the intersection. Counts included a 12-hour turning movement count at the intersection and multiple 24-hour daily traffic counts. Existing average daily traffic (ADT) volumes collected in the study area are summarized in **Table 2** and detail counts are attached in **Appendix C**.

Table 2: Existing Traffic Volume (2022)			
Location	Volume		Total
	Northbound	Southbound	
SR 7 / N Valdosta Rd s/o Old US 41 N	15,278	15,568	30,846
Val Del Rd e/o SR 7/ N Valdosta Rd	4,072	4,092	8,164

### Historical Growth Rate

A growth rate was determined for the study using annual volume statistics from the GDOT’s Traffic Analysis & Data Application (TADA) and Lowndes County census data. The growth rate calculated using GDOT’s historical traffic data is summarized in **Table 3**.

Table 3: GDOT TADA Historical Growth Rate			
Station ID	Location	2016-2020 Growth Rate	2011-2020 Growth Rate
185-0077	Old US 41 N/O Kelly Way	2.6%	2.1%
185-0075	SR 7/US 41/ N Valdosta Rd s/o Hyta Mederer Dr	3.1%	2.0%
185-0077	Old US 41 n/o Kelly Way	0.6%	1.6%
<b>5 – Year and 10 – Year Average</b>		<b>2.1%</b>	<b>1.9%</b>
<b>Weighted Average</b>		<b>2.0%</b>	

The data was limited at other stations located in the study area and therefore they were not included for growth rate calculations. Growth rate calculations using historical counts from the stations are attached in **Appendix D**.

County data obtained from the U.S. Census Bureau and the Georgia Governor’s Office of Planning and Budget Office was used to calculate an additional growth rate for the study area. The growth rates calculated for the County using census data are summarized in **Table 4** and **Table 5**. Census data from both the U.S. Census Bureau and Georgia Governor’s Office of Planning and Budget is attached in **Appendix D**.

Table 4: Georgia Governor’s Office of Planning and Budget Annual Population Estimates							
Geographic Area	Average 5-Year Growth Rate from 2020 to 2050						
	2020-2025	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050	Average
Lowndes County	0.8%	0.6%	0.4%	0.3%	0.3%	0.4%	0.5%
Geographic Area	Average 10-Year Growth Rate from 2020 to 2050						
	2020-2030		2030-2040		2040-2050		Average
Lowndes County	0.7%		0.4%		0.4%		0.5%

Table 5: U.S. Census Bureau Annual Estimates of the Resident Population				
Geographic Area	2010 Census	2010 Estimate Base	2019 Population Estimate	2010 to 2019 Estimated Growth Rate
Lowndes County	109,233	109,248	117,406	0.9%

The growth rate was calculated using the different sources to determine an overall growth rate based on engineering judgment. An average growth rate of 1.1% is recommended for the study area.

The effect of COVID-19 on traffic volumes was reviewed for this study. The traffic volumes collected in January 2022 were compared to historical traffic volumes from GDOT count stations

located in the study area. The historical traffic volumes were projected out to existing year (2022) volumes using a growth rate of 1.1% as calculated earlier. Projected traffic volumes were compared to the traffic volumes collected to determine a traffic adjustment factor for the collected data. The volume comparison is summarized in **Table 6**.

Table 6: Traffic Volume Comparison			
Location (TADA Station ID)	Historical 24-Hr Volume	Projected 24-Hr Volume (2022)	24-Hr Field Volume (2022)
	2018		
SR 7/US 41/ N Valdosta Rd s/o Hyta Mederer Dr (185-0075)	30,100	31,478	30,846

An average COVID-19 factor of 1.02 was calculated based on the projected versus field collected volumes. Due to the low COVID-19 factor, no traffic adjustment factor was applied to the field collected data.

### Trip Generation

The anticipated residential development north of the study intersection along Val Del Road is estimated to consist of 1000 homes over the next 10-20 years. The number of trips expected to be generated from the development were estimated based on the method defined in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10<sup>th</sup> Edition. Due to land use of the development, it was assumed that there will be no internal trips. Trips expected to be generated from the development are summarized in **Table 7**. The trip generation report is attached in **Appendix D**.

Table 7: Proposed Site Trip Generation										
Land Use (ITE Code)	Units	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
SF House 1 (210)	1000 Units	4720	4720	9440	185	555	740	624	366	990

### Trip Distribution and Assignment

Trip distribution and assignment for the development was done based on the land use and existing traffic patterns in the area. Trip distribution and assignment at the study intersection is shown in **Appendix E**.

### Left-turn Phasing Volume Justification

A left-turn volume evaluation was conducted, in accordance with GDOT Policy 6785-2. The policy and evaluation are summarized below. The traffic volumes used for the evaluation are the existing year (2022) volumes.

1. The cross-product is greater than 50,000 for a leading left-turn phase or greater than 30,000 for a lagging left-turn phase.

$$Cross\ Product = left\ turn\ volume \left( \frac{opposing\ through\ volume}{number\ of\ opposing\ through\ lanes} \right)$$

2. The left turn volume is 125 vehicles or greater per hour for a leading left-turn phase or is 75 vehicles or greater per hour for a lagging left-turn phase.
3. The number of left-turn crashes under permissive operation is 4 or more in a 12-month period; or 6 or more in a 24-month period

Additional criteria can also be taken into consideration apart from the criteria mentioned above. **Table 11** shows the left-turn phasing justification for the intersection. A protected left turn phase can be provided for the northbound, southbound and westbound approach as the approaches meet at least one of the above-mentioned criteria.

Table 8: Left-Turn Phasing Justification based on Peak Hour Volumes							
Left-Turn Movement	Cross-Product per Thru Lane	Left-Turn Volume	Opposing Thru Lanes	Left-Turn Phase Min.		P/P Lagging Only Min.	
				Cross-Product per Thru Lane	Left-Turn Volume	Cross Product per Thru Lane	Left-Turn Volume
NB Left (ø1)	46,155	102	2	50,000	125	30,000	75
SB Left (ø5)	98,264	173	2	50,000	125	30,000	75
EB Left (ø3)	50	5	1	50,000	125	30,000	75
WB Left (ø7)	802	401	1	50,000	125	30,000	75

**Capacity Analysis / Delay**

Intersection capacity analyses were performed to determine the existing and future traffic conditions within the study area. Intersection capacity analyses were performed using the methodology outlined in the Highway Capacity Manual 6<sup>th</sup> Edition (HCM 6<sup>th</sup> edition). This methodology is the industry standard for the evaluation of intersection capacity and delay. Computer software Synchro was used to facilitate the analysis. The vehicular delay value that results from the Synchro was used to determine the level of service for the intersection at SR 7 / US 41 / N Valdosta Road at Old US 41/ Val Del Road.

Level of service (LOS) is a letter designation used to describe traffic operating conditions, on a declining scale from A to F. LOS "A" represents free-flow traffic conditions, and LOS "F" represents extreme delays with stopped traffic conditions. Generally, LOS E and F are viewed as unacceptable. **Table 8** indicates the relationship between delay and LOS for signalized and unsignalized intersections, respectively.

Table 9: Level of Service for Signalized and Unsignalized Intersections		
Level of Service	Control Delay Per Vehicle (sec)	
	Unsignalized Intersection	Signalized Intersection
A	≤10	≤10
B	>10 and ≤15	>10 and ≤20
C	>15 and ≤25	>20 and ≤35
D	>25 and ≤35	>35 and ≤55
E	>35 and ≤50	>55 and ≤80
F	>50	>80



The LOS grades and delays experienced at the study intersection for the existing, open and future volumes are summarized in **Table 9**. The study intersection was modeled with existing signal timings and roadway geometry for the existing and future no-build scenarios. For the Open and Future Build scenarios, the signal phasing/timing was modified and the Val Del Rd approach lane movements were modified from a left, through, and right lane configuration to a left, shared left-through, and right turn lane configuration. The proposed configuration is shown in **Appendix A**. The design year of 2042 was used for the analysis. Detailed analysis reports are attached in **Appendix F**. The modification of the lane movements and the signal phasing improve the operations of the intersection from unacceptable to acceptable.

Year	Intersection Control	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
Existing (2022)	Signal	77 (E)	22 (C)
Open Year Build (2022)	Signal	26 (C)	19 (B)
Future No-Build (2042)	Signal	200 (F)	50 (D)
Future Build (2042)	Signal	53 (D)	33 (C)

### Intersection Control Evaluation (ICE)

Intersection Control Evaluation (ICE) analysis was completed for the intersection SR 7 / US 41 / N Valdosta Road / Old US 41/ Val Del Road utilizing the methodology and data provided in this report for existing and proposed build conditions. Intersection control was analyzed per the Highway Capacity Manual (6<sup>th</sup> edition) methodology. An analysis of peak hour traffic conditions was performed to determine the level of service (LOS) at the study intersections for the control options. LOS for an intersection is based on vehicular delay at the intersection and is a typical measure of effectiveness used to evaluate intersection operations. As previously mentioned, the HCM provides ranges of delay for each LOS definition, spanning from very minimal delays (LOS A) to high delays (LOS F).

Due to the type of improvement analyzed for this intersection an ICE Waiver Form was completed for the revision of an existing signal permit at the intersection. The completed ICE analysis report is included in **Attachment B**.

**Conclusion**

Background growth and anticipated residential development near the study intersection of SR 7 / US 41 / N Valdosta Road / Old US 41/ Val Del Road is anticipated to impact operations of the intersection and the traffic signal controlling it. This study analyzed the impact of the proposed growth on the study intersection and potential modifications to the intersection to improve operations.

The intersection currently operates at an unacceptable level of service during AM, LOS E and is expected to continue to operate at a worse level of service in the future design year 2042 if no modifications are made to the intersection. If the Val Del Rd approach lane movements are modified from a left, through, and right lane configuration to a left, shared left-through, and right turn lane configuration and side street signal phasing split phased the intersection will operate acceptably in it current and future conditions.

It is recommended the Val Del Rd approach lane movements be modified to a left, shared left-through, and right turn lane configuration and side street signal phasing split phased at the intersection.

**RECOMMENDED BY:** Chris Maddox  
Chris Maddox, PE, PTOE - Traffic Study Engineer

Date: 2/10/2022

**RECOMMENDED BY:** \_\_\_\_\_  
District Traffic Engineer

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

**RECOMMENDED BY:** \_\_\_\_\_  
State Traffic Engineer

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

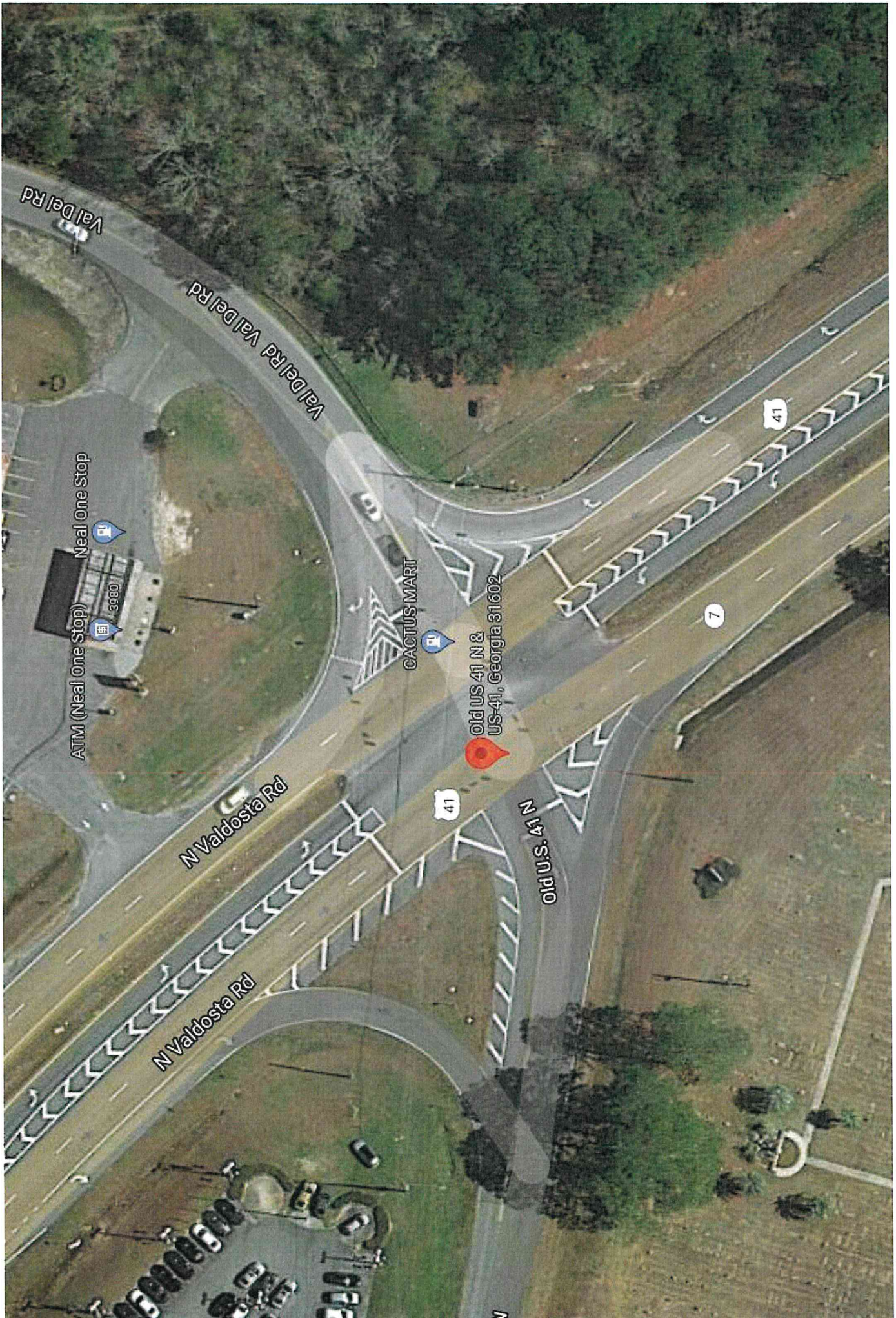
**APPROVED BY:** \_\_\_\_\_  
Director of Operations

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

## Appendices

- **Appendix A**
  - Aerial of the Study Intersection
  - Proposal of the Study Intersection
- **Appendix B**
  - Crash Data
- **Appendix C**
  - Traffic Count Data
- **Appendix D**
  - Growth Rate
  - Trip Generation Report
- **Appendix E**
  - Trip Generation Distribution Figure AM
  - Trip Generation Distribution Figure PM
- **Appendix F**
  - Synchro Reports
- **Appendix G**
  - ICE Tool

**Appendix A**  
**Aerial of the Study Intersection**  
**Proposal of the Study Intersection**



Val Del Rd

Val Del Rd

ATM (Neal One Stop)

Neal One Stop

CACTUS MART

Old US 41 N & US-41, Georgia 31602

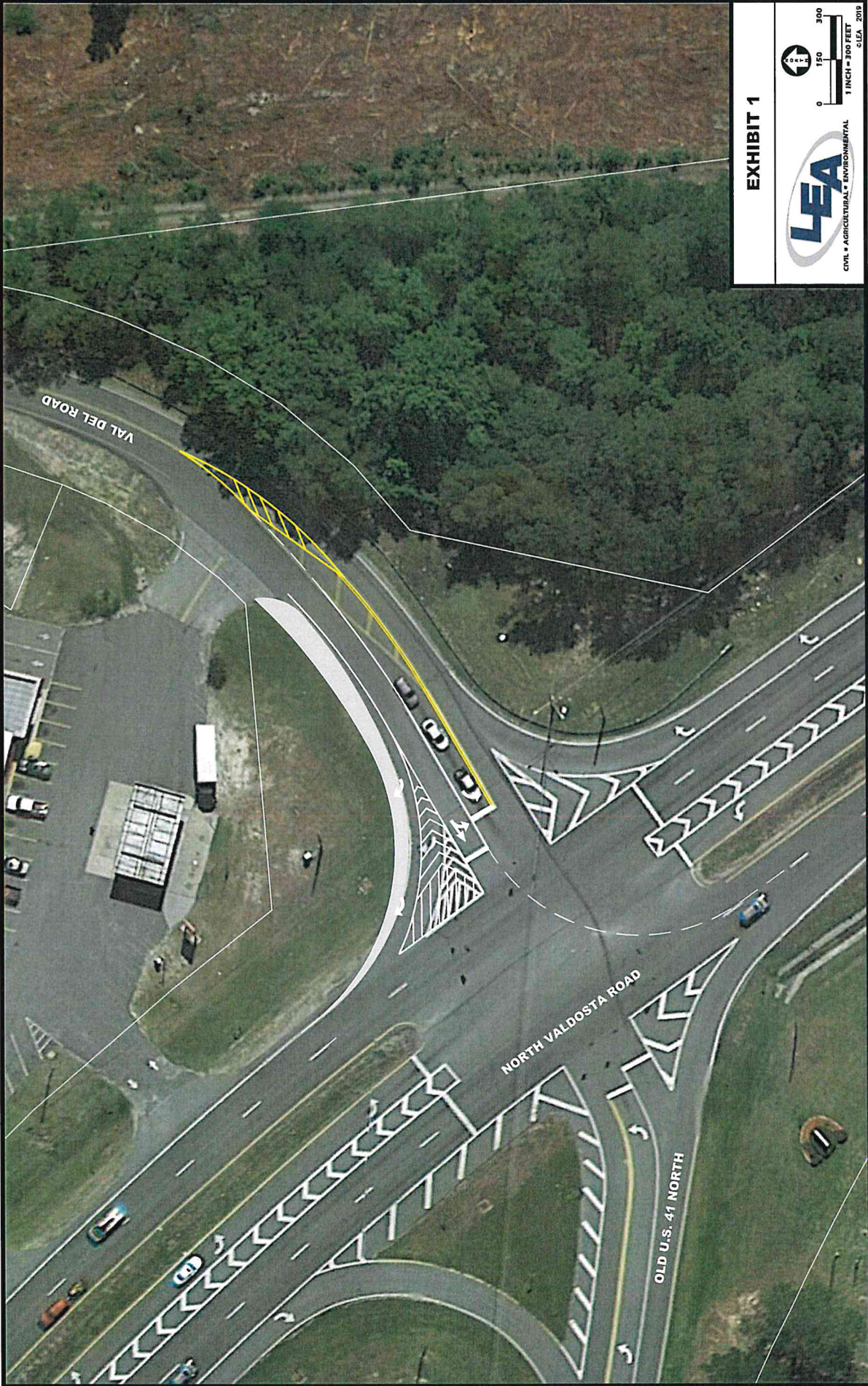
N Valdosta Rd

N Valdosta Rd

Old US 41 N

41

7



**EXHIBIT 1**



CIVIL • AGRICULTURAL • ENVIRONMENTAL  
S.E.A.




1 INCH = 300 FEET

**Appendix B**  
**Crash Data**

**Appendix C**  
**Traffic Count Data**



CRASH SUMMARY REPORT

# SR 7 N Valdosta Rd & Val Del Rd & Old US 41

Created on February 7, 2022

Created by Chris Maddox

Data extents: March 16, 2015 to December 18, 2019



**Applied Filters**

Date and Time (Year) ≤ 2015 - 2019 Shape: Polygon



<b>Total Crashes</b>	<b>81</b>	<b>Fatal Crashes</b>	<b>0</b>
----------------------	-----------	----------------------	----------

GDOT Summary	Collisions Dataset	
Total Crashes	81	100.00%
Distracted Driver (Suspected)	57	70.37%
Intersection Related	49	60.49%
Single Motor Vehicle Involved	3	3.70%
CMV Related	1	1.23%
Distracted Driver (Confirmed)	1	1.23%
Impaired Driving (Confirmed)	1	1.23%
+ 4 more	0	0%

KABCO Severity	Collisions Dataset	
(O) No Injury	48	59.26%
(C) Possible Injury / Complaint	21	25.93%
(B) Suspected Minor/Visible Injury	12	14.81%
+ 3 more	0	0%

Date and Time (Year)	Collisions Dataset	
2019	18	22.22%
2018	13	16.05%
2017	19	23.46%
2016	19	23.46%
2015	12	14.81%

+ 3 more 0 0%

Date and Time (Hour of Day)	Collisions	Dataset
6 am - 8 am	9	11.11%
8 am - 10 am	6	7.41%
10 am - 12 pm	5	6.17%
12 pm - 2 pm	12	14.81%
2 pm - 4 pm	13	16.05%
4 pm - 6 pm	18	22.22%
6 pm - 8 pm	12	14.81%
8 pm - 10 pm	5	6.17%
+ 4 more	1	1.23%

Manner of Collision (Crash Level)	Collisions	Dataset
Rear End	55	67.90%
Left Angle Crash	14	17.28%
Not a Collision with Motor Vehicle	5	6.17%
Angle (Other)	4	4.94%
Sideswipe-Same Direction	2	2.47%
Sideswipe-Opposite Direction	1	1.23%
+ 3 more	0	0%

Location at Impact (Crash Level)	Collisions	Dataset
On Roadway - Roadway Intersection	49	60.49%
On Roadway - Non-Intersection	30	37.04%
Off Roadway	1	1.23%
On Shoulder	1	1.23%
+ 13 more	0	0%

Most Harmful Event (Crash Level)	Collisions	Dataset
Motor Vehicle in Motion	77	95.06%
Ditch	2	2.47%
Other Non-Collision	1	1.23%
Other Object (Not Fixed)	1	1.23%
Utility Pole	1	1.23%
+ 33 more	0	0%

Operator / Driver Contributing Factor	Collisions	Dataset
No Contributing Factors	70	86.42%
Following Too Close	49	60.49%
Failure to Yield	14	17.28%
(None)	9	11.11%
Changed Lanes Improperly	2	2.47%

Improper Backing	2	2.47%
Inattentive or Other Distraction (Distracted)	1	1.23%
Other	1	1.23%
+ 35 more	2	2.46%

**SITE #1**  
**12-Hr TMC on SR 7 / N Valdosta Rd**  
**s/o Old US 41 N**

 [Click here for Map](#)

**Peak Hour Turning Movement Count**  
Valdosta, GA

Thursday, January 20, 2022	
Period	0600 - 0800
Peak Hour	0700 - 0800

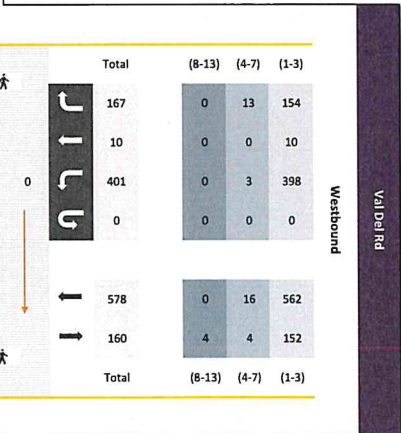
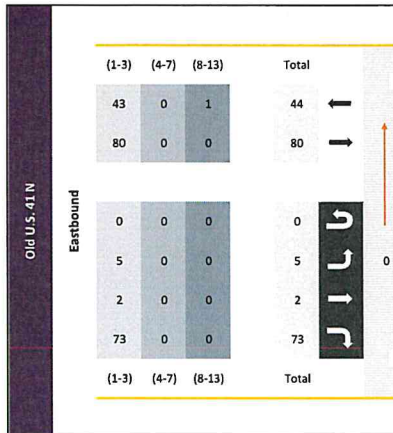
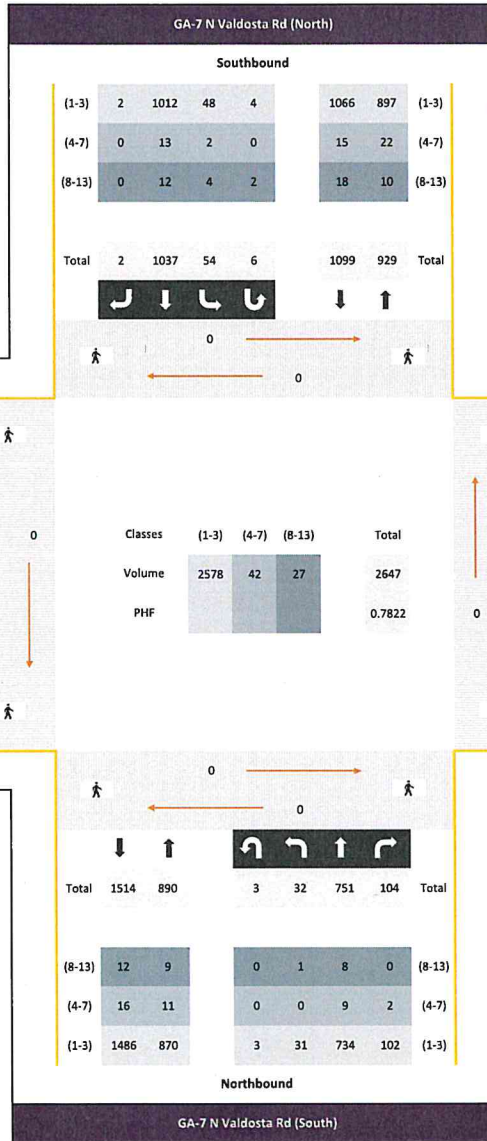
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume



Old U.S. 41 N

Valdosta Rd



 [Click here for Map](#)

**Peak Hour Turning Movement Count**  
Valdosta, GA

Thursday, January 20, 2022	
Period	1600 - 1800
Peak Hour	1700 - 1800

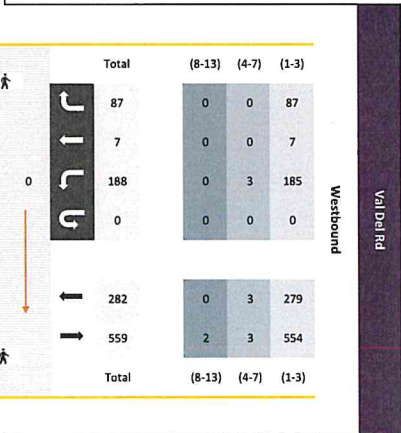
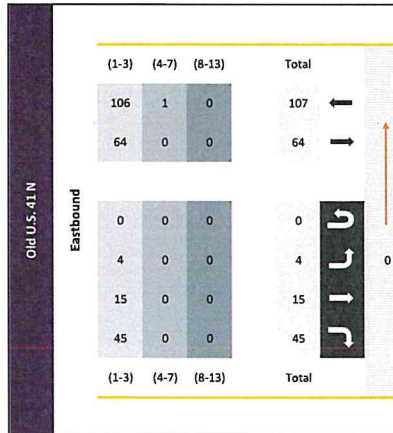
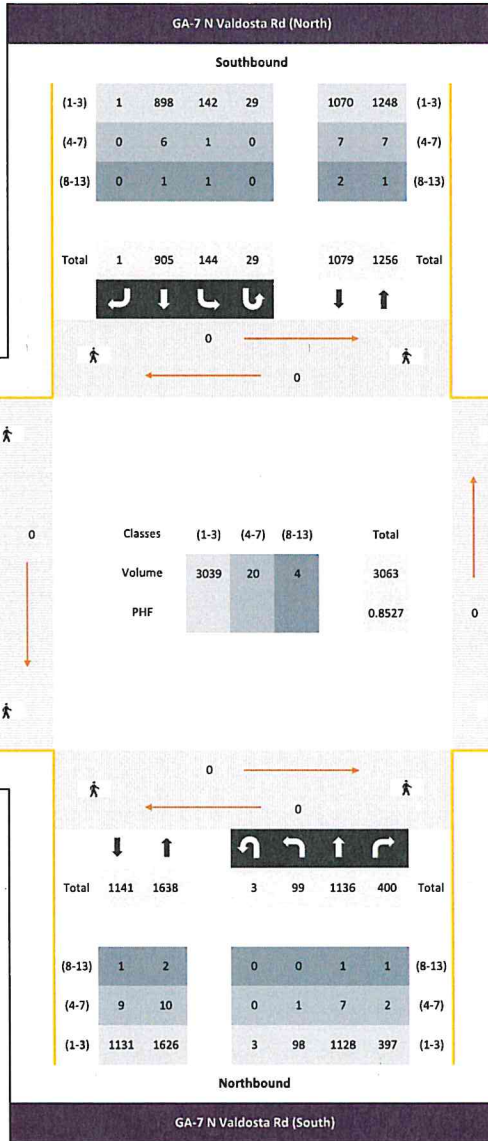
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume







# Classified Turn Movement Count | All vehicles



www.marrtraffic.com

Valdosta, GA

**Site 1 of 1**

GA-7 N Valdosta Rd (South)  
 GA-7 N Valdosta Rd (North)  
 Old U.S. 41 N  
 Val Del Rd

**Date**

Thursday, January 20, 2022

**Weather**

Fair  
 57°F

**Lat/Long**

30.895170°, -83.320958°

**0600 - 0800 (Weekday 2h Session) (01-20-2022)**

All vehicles

TIME	Northbound GA-7 N Valdosta Rd (South)					Southbound GA-7 N Valdosta Rd (North)					Eastbound Old U.S. 41 N					Westbound Val Del Rd					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	1.1	1.2	1.3	1.4		1.5	1.6	1.7	1.8		1.9	1.10	1.11	1.12		1.13	1.14	1.15	1.16		
0600 - 0615	2	48	6	0	56	1	58	0	0	59	0	0	6	0	6	18	0	8	0	26	147
0615 - 0630	2	71	6	0	79	0	102	0	1	103	0	0	5	0	5	31	0	14	0	45	232
0630 - 0645	3	109	11	0	123	5	110	0	0	115	0	0	6	0	6	41	1	13	0	55	299
0645 - 0700	3	119	16	0	138	8	144	0	0	152	0	1	11	0	12	50	1	26	0	77	379
Hourly Total	10	347	39	0	396	14	414	0	1	429	0	1	28	0	29	140	2	61	0	203	1057
0700 - 0715	5	134	21	0	160	17	166	0	1	184	2	0	19	0	21	76	1	22	0	99	464
0715 - 0730	8	149	25	1	183	14	251	0	1	266	0	0	14	0	14	89	1	35	0	125	588
0730 - 0745	7	223	22	2	254	13	266	0	2	281	2	0	22	0	24	132	2	56	0	190	749
0745 - 0800	12	245	36	0	293	10	354	2	2	368	1	2	18	0	21	104	6	54	0	164	846
Hourly Total	32	751	104	3	890	54	1037	2	6	1099	5	2	73	0	80	401	10	167	0	578	2647
Grand Total	42	1098	143	3	1286	68	1451	2	7	1528	5	3	101	0	109	541	12	228	0	781	3704
Approach %	3.27	85.38	11.12	0.23	-	4.45	94.96	0.13	0.46	-	4.59	2.75	92.66	0.00	-	69.27	1.54	29.19	0.00	-	-
Intersection %	1.13	29.64	3.86	0.08	34.72	1.84	39.17	0.05	0.19	41.25	0.13	0.08	2.73	0.00	2.94	14.61	0.32	6.16	0.00	21.09	-
PHF	0.67	0.77	0.72	0.38	0.76	0.79	0.73	0.25	0.75	0.75	0.63	0.25	0.83	0.00	0.83	0.76	0.42	0.75	0.00	0.76	0.78

**1600 - 1800 (Weekday 2h Session) (01-20-2022)**

All vehicles

TIME	Northbound GA-7 N Valdosta Rd (South)					Southbound GA-7 N Valdosta Rd (North)					Eastbound Old U.S. 41 N					Westbound Val Del Rd					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	1.1	1.2	1.3	1.4		1.5	1.6	1.7	1.8		1.9	1.10	1.11	1.12		1.13	1.14	1.15	1.16		
1600 - 1615	12	255	65	1	333	25	217	0	4	246	1	2	10	0	13	44	4	11	0	59	651
1615 - 1630	16	275	79	0	370	35	176	0	5	216	1	2	8	0	11	41	1	12	0	54	651
1630 - 1645	12	203	53	3	271	34	199	0	6	239	2	1	10	0	13	43	3	18	0	64	587
1645 - 1700	11	174	45	2	232	25	180	0	6	211	1	2	13	0	16	31	5	13	0	49	508
Hourly Total	51	907	242	6	1206	119	772	0	21	912	5	7	41	0	53	159	13	54	0	226	2397
1700 - 1715	9	175	57	0	241	45	262	1	7	315	1	3	16	0	20	46	1	24	0	71	647
1715 - 1730	31	333	128	1	493	35	218	0	8	261	1	3	8	0	12	47	0	23	0	70	836
1730 - 1745	32	358	142	1	533	36	255	0	5	296	0	3	9	0	12	38	3	16	0	57	898
1745 - 1800	27	270	73	1	371	28	170	0	9	207	2	6	12	0	20	57	3	24	0	84	682
Hourly Total	99	1136	400	3	1638	144	905	1	29	1079	4	15	45	0	64	188	7	87	0	282	3063
Grand Total	150	2043	642	9	2844	263	1677	1	50	1991	9	22	86	0	117	347	20	141	0	508	5460
Approach %	5.27	71.84	22.57	0.32	-	13.21	84.23	0.05	2.51	-	7.69	18.80	73.50	0.00	-	68.31	3.94	27.76	0.00	-	-
Intersection %	2.75	37.42	11.76	0.16	52.09	4.82	30.71	0.02	0.92	36.47	0.16	0.40	1.58	0.00	2.14	6.36	0.37	2.58	0.00	9.30	-
PHF	0.77	0.79	0.70	0.75	0.77	0.80	0.86	0.25	0.81	0.86	0.50	0.63	0.70	0.00	0.80	0.82	0.58	0.91	0.00	0.84	0.85

**SITE #2**

**24-Hr Classification on Val Del Rd  
e/o SR 7/ N Valdosta Rd**

Bi-Directional Class Count || NB EB 15min

Valdosta, GA



Site 2  
Val Del Rd,  
east of GA-7 N Valdosta Rd (South)

Date  
Thursday, January 20, 2022

Weather  
Fair  
57°F

Lat/Long  
30.895433°, -83.320503°

[Click here for Map](#)

0000 - 2400 (24h Session) (01-20-2022)  
NB EB 15min

Time	Eastbound (Movement 2,1)													15min Total	60min Total	
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
0015 - 0030	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10	
0030 - 0045	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4	
0045 - 0100	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	20
0100 - 0115	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
0115 - 0130	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5	
0145 - 0200	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	16
0200 - 0215	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7	
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	6
0400 - 0415	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
0445 - 0500	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	12
0500 - 0515	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
0515 - 0530	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
0530 - 0545	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5	
0545 - 0600	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7	17
0600 - 0615	0	5	1	1	0	0	0	0	0	0	0	0	0	0	7	
0615 - 0630	0	4	1	1	0	0	0	0	0	0	0	0	0	0	6	
0630 - 0645	0	14	1	0	1	0	0	0	0	0	0	0	0	0	16	
0645 - 0700	0	19	2	4	0	0	0	0	0	0	0	0	0	0	25	54
0700 - 0715	0	28	8	0	0	0	0	1	1	0	0	0	0	0	38	
0715 - 0730	0	32	6	0	1	0	0	0	0	0	0	0	0	0	39	
0730 - 0745	0	24	8	0	2	0	0	1	0	0	0	0	0	0	35	
0745 - 0800	0	40	6	0	1	0	0	1	0	0	0	0	0	0	48	160
0800 - 0815	0	50	12	0	3	0	0	1	0	0	0	0	0	0	66	
0815 - 0830	0	28	15	0	2	0	0	0	0	0	0	0	0	0	45	
0830 - 0845	0	38	13	1	1	0	0	0	0	0	0	0	0	0	53	
0845 - 0900	0	27	0	0	0	0	0	0	0	0	0	0	0	0	27	213
0900 - 0915	0	37	16	0	0	2	0	0	0	0	0	0	0	0	55	
0915 - 0930	0	34	11	0	0	1	0	0	0	0	0	0	0	0	46	
0930 - 0945	0	26	11	0	0	0	0	0	0	0	0	0	0	0	37	
0945 - 1000	0	21	14	0	2	0	0	2	0	0	0	0	0	0	39	177
1000 - 1015	0	31	18	1	1	1	0	0	0	0	0	0	0	0	52	
1015 - 1030	0	25	12	0	0	0	0	0	0	0	0	0	0	0	38	
1030 - 1045	1	26	16	0	2	1	0	0	0	0	0	0	0	0	46	
1045 - 1100	0	44	10	0	0	0	0	1	0	0	0	0	0	0	55	191
1100 - 1115	0	39	20	0	1	1	0	0	0	0	0	0	0	0	61	
1115 - 1130	0	32	16	0	1	0	0	1	0	0	0	0	0	0	50	
1130 - 1145	0	50	13	0	0	1	0	1	1	0	0	0	0	0	66	
1145 - 1200	0	34	8	0	2	0	0	0	0	0	0	0	0	0	44	221
1200 - 1215	0	70	22	0	0	0	0	0	0	0	0	0	0	0	92	
1215 - 1230	0	50	19	0	1	0	0	0	0	0	0	0	0	0	70	
1230 - 1245	0	48	16	0	1	0	0	0	0	0	0	0	0	0	65	
1245 - 1300	0	49	20	0	1	0	0	0	0	0	0	0	0	0	70	297
1300 - 1315	0	57	20	0	1	0	0	1	0	0	0	0	0	0	79	
1315 - 1330	0	37	29	0	3	1	0	0	0	0	0	0	0	0	70	
1330 - 1345	0	46	20	0	1	1	0	0	0	0	0	0	0	0	68	
1345 - 1400	1	49	12	0	1	0	0	0	0	0	0	0	0	0	63	280
1400 - 1415	0	52	11	0	1	0	0	0	1	0	0	0	0	0	65	
1415 - 1430	0	48	14	0	0	0	0	0	0	0	0	0	0	0	62	
1430 - 1445	0	51	16	0	1	0	0	0	0	0	0	0	0	0	68	
1445 - 1500	0	52	15	0	5	0	0	1	0	0	0	0	0	0	73	268
1500 - 1515	0	68	20	4	0	0	0	0	0	0	0	0	0	0	92	
1515 - 1530	0	69	24	11	1	0	0	0	0	0	0	0	0	0	106	
1530 - 1545	0	68	15	1	0	0	0	0	0	0	0	0	0	0	84	
1545 - 1600	0	65	21	0	0	0	0	0	0	0	0	0	0	0	86	368
1600 - 1615	0	70	21	0	1	0	0	0	0	0	0	0	0	0	92	
1615 - 1630	0	82	33	0	0	0	0	1	0	0	0	0	0	0	116	
1630 - 1645	0	63	24	0	0	0	0	0	0	0	0	0	0	0	88	
1645 - 1700	0	57	0	0	0	0	0	0	0	0	0	0	0	0	72	368
1700 - 1715	0	73	31	0	1	0	0	0	0	0	0	0	0	0	105	
1715 - 1730	0	125	39	0	1	0	0	1	0	0	0	0	0	0	166	
1730 - 1745	0	137	42	0	0	0	0	0	1	0	0	0	0	0	180	
1745 - 1800	0	86	21	0	1	0	0	0	0	0	0	0	0	0	108	559
1800 - 1815	0	86	18	0	0	0	0	0	0	0	0	0	0	0	104	
1815 - 1830	0	58	16	0	0	0	0	0	0	0	0	0	0	0	74	
1830 - 1845	0	55	7	0	1	0	0	0	0	0	0	0	0	0	63	
1845 - 1900	0	65	8	0	0	0	0	0	0	0	0	0	0	0	73	314
1900 - 1915	0	48	7	0	0	0	0	0	0	0	0	0	0	0	55	
1915 - 1930	0	38	7	0	0	0	0	0	0	0	0	0	0	0	45	
1930 - 1945	0	38	11	0	0	0	0	0	0	0	0	0	0	0	49	
1945 - 2000	0	38	8	0	0	0	0	0	0	0	0	0	0	0	46	195
2000 - 2015	0	39	6	0	0	0	0	0	0	0	0	0	0	0	45	
2015 - 2030	0	25	8	1	0	0	0	0	0	0	0	0	0	0	34	
2030 - 2045	0	23	8	0	0	0	0	0	0	0	0	0	0	0	31	
2045 - 2100	0	20	8	0	0	0	0	0	0	0	0	0	0	0	28	138
2100 - 2115	0	22	4	0	0	0	0	0	0	0	0	0	0	0	26	
2115 - 2130	0	33	4	0	0	0	0	0	0	0	0	0	0	0	37	
2130 - 2145	0	21	7	0	0	0	0	0	0	0	0	0	0	0	28	
2145 - 2200	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10	101
2200 - 2215	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15	
2215 - 2230	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15	
2230 - 2245	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12	
2245 - 2300	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10	52
2300 - 2315	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15	
2315 - 2330	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	
2330 - 2345	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
2345 - 0000	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8	34

Session Total	7	3079	837	25	45	10	0	81	0	0	0	0	0	0	4272
Session Average	0.02	31.66	9.71	0.26	0.47	0.10	0.00	0.14	0.06	0.00	0.00	0.00	0.00	0.00	42.42
Session Percentage	0.05	74.63	22.89	0.61	1.11	0.25	0.00	0.32	0.15	0.00	0.0				



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

Valdosta, GA



**Site 2**  
Val Del Rd,  
east of GA-7 N Valdosta Rd (South)

**Date**  
Thursday, January 20, 2022

**Weather**  
Fair  
57°F

**Lat/Long**  
30.854333, -83.320503

0000 - 2400 (24h Session) (01-20-2022)  
Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
0000 - 0015	0	5	0	0	1	0	0	0	0	0	0	0	0	6	
0015 - 0030	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
0030 - 0045	0	5	0	0	0	0	0	0	1	0	0	0	0	6	
0045 - 0100	0	7	0	0	0	0	0	0	0	0	0	0	0	7	35
0100 - 0115	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0115 - 0130	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0130 - 0145	0	3	1	0	1	0	0	0	0	0	0	0	0	5	
0145 - 0200	0	9	2	0	0	0	0	0	0	0	0	0	0	11	33
0200 - 0215	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0215 - 0230	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	3	0	0	0	0	0	0	0	0	0	0	0	3	22
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	7	2	0	0	0	0	0	0	0	0	0	0	9	16
0400 - 0415	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0415 - 0430	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
0430 - 0445	0	9	5	0	0	0	0	0	0	0	0	0	0	14	
0445 - 0500	0	8	2	0	0	0	0	0	0	0	0	0	0	10	37
0500 - 0515	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
0515 - 0530	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
0530 - 0545	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
0545 - 0600	0	21	7	0	0	0	0	0	0	0	0	0	0	28	81
0600 - 0615	0	24	8	1	0	0	0	0	0	0	0	0	0	33	
0615 - 0630	0	36	12	2	1	0	0	0	0	0	0	0	0	53	
0630 - 0645	0	62	7	0	1	0	0	0	0	0	0	0	0	70	
0645 - 0700	0	80	12	6	1	1	0	0	0	0	0	0	0	100	256
0700 - 0715	0	118	17	1	0	1	0	1	1	0	0	0	0	139	
0715 - 0730	0	141	24	0	1	0	0	0	0	0	0	0	0	166	
0730 - 0745	0	183	29	12	3	0	0	1	0	0	0	0	0	228	
0745 - 0800	0	177	26	1	1	0	0	1	0	0	0	0	0	206	739
0800 - 0815	0	134	33	0	4	1	0	1	0	0	0	0	0	173	
0815 - 0830	0	97	35	0	3	1	0	1	0	0	0	0	0	137	
0830 - 0845	0	123	34	1	2	0	0	0	0	0	0	0	0	160	
0845 - 0900	0	111	39	0	1	0	0	1	0	0	0	0	0	152	622
0900 - 0915	0	96	40	0	0	0	0	0	0	0	0	0	0	139	
0915 - 0930	0	88	29	0	1	3	0	1	1	0	0	0	0	111	
0930 - 0945	0	84	26	0	0	0	0	0	0	0	0	0	0	120	
0945 - 1000	0	78	25	0	2	0	0	3	1	0	0	0	0	109	479
1000 - 1015	0	79	32	1	2	4	0	1	0	0	0	0	0	119	
1015 - 1030	0	69	29	0	1	0	0	0	0	0	0	0	0	99	
1030 - 1045	1	81	37	0	3	1	0	2	0	0	0	0	0	125	
1045 - 1100	0	89	25	0	0	0	0	1	1	0	0	0	0	116	459
1100 - 1115	0	83	41	0	2	2	0	0	0	0	0	0	0	128	
1115 - 1130	0	77	26	0	1	0	0	2	0	0	0	0	0	106	
1130 - 1145	0	73	27	0	2	2	0	1	1	0	0	0	0	106	
1145 - 1200	0	68	24	0	2	0	0	0	0	0	0	0	0	94	434
1200 - 1215	0	115	38	0	2	0	0	1	0	0	0	0	0	156	
1215 - 1230	0	89	37	0	1	0	0	0	0	0	0	0	0	127	
1230 - 1245	0	88	32	0	1	2	0	0	0	0	0	0	0	123	
1245 - 1300	0	90	35	0	2	0	0	0	0	0	0	0	0	127	533
1300 - 1315	0	97	40	0	2	0	0	2	0	0	0	0	0	141	
1315 - 1330	0	101	51	0	4	1	0	0	0	0	0	0	0	157	
1330 - 1345	0	102	34	0	3	2	0	0	0	0	0	0	0	141	
1345 - 1400	1	95	27	0	2	1	0	1	0	0	0	0	0	127	566
1400 - 1415	0	105	23	0	3	1	0	0	1	0	0	0	0	133	
1415 - 1430	0	100	27	0	0	0	0	0	0	0	0	0	0	127	
1430 - 1445	0	100	29	0	1	1	0	0	0	0	0	0	0	131	
1445 - 1500	1	102	27	0	7	0	0	1	0	0	0	0	0	138	529
1500 - 1515	0	101	40	5	0	0	0	0	0	0	0	0	0	146	
1515 - 1530	0	119	34	11	0	1	0	0	0	0	0	0	0	166	
1530 - 1545	0	108	35	2	3	0	0	0	0	0	0	0	0	148	
1545 - 1600	0	115	36	0	1	1	0	0	0	0	0	0	0	153	613
1600 - 1615	0	109	38	1	2	0	0	0	1	0	0	0	0	151	
1615 - 1630	0	120	47	1	1	0	0	1	0	0	0	0	0	170	
1630 - 1645	0	114	36	0	2	0	0	0	0	0	0	0	0	152	
1645 - 1700	0	93	27	0	1	0	0	0	0	0	0	0	0	121	594
1700 - 1715	0	129	46	0	1	0	0	0	0	0	0	0	0	176	
1715 - 1730	0	184	49	0	2	0	0	1	0	0	0	0	0	236	
1730 - 1745	0	182	54	0	0	0	0	0	1	0	0	0	0	237	
1745 - 1800	0	146	43	0	3	0	0	0	0	0	0	0	0	192	841
1800 - 1815	0	123	23	0	0	0	0	0	0	0	0	0	0	146	
1815 - 1830	0	108	21	0	0	0	0	0	0	0	0	0	0	129	
1830 - 1845	0	88	11	0	2	0	0	0	0	0	0	0	0	101	
1845 - 1900	0	100	13	0	0	0	0	0	0	0	0	0	0	113	489
1900 - 1915	0	79	10	0	1	0	0	0	0	0	0	0	0	90	
1915 - 1930	0	62	10	0	0	0	0	0	0	0	0	0	0	72	
1930 - 1945	0	45	15	0	0	0	0	0	0	0	0	0	0	60	
1945 - 2000	0	53	10	0	0	0	0	0	0	0	0	0	0	63	285
2000 - 2015	0	53	7	0	0	0	0	0	0	0	0	0	0	60	
2015 - 2030	0	45	9	1	0	0	0	0	0	0	0	0	0	55	
2030 - 2045	1	40	12	0	0	0	0	0	0	0	0	0	0	53	
2045 - 2100	0	35	9	0	0	0	0	0	0	0	0	0	0	44	212
2100 - 2115	0	32	5	0	0	0	0	0	0	0	0	0	0	37	
2115 - 2130	0	42	8	0	0	0	0	0	0	0	0	0	0	50	
2130 - 2145	0	32	8	0	0	0	0	0	0	0	0	0	0	40	
2145 - 2200	0	21	3	0	0	0	0	0	0	0	0	0	0	24	151
2200 - 2215	0	20	5	0	0	0	0	0	0	0	0	0	0	25	
2215 - 2230	0	21	3	0	0	0	0	0	0	0	0	0	0	24	
2230 - 2245	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
2245 - 2300	0	17	4	0	0	0	0	0	0	0	0	0	0	21	87
2300 - 2315	0	21	2	0	0	0	0	0	0	0	0	0	0	23	
2315 - 2330	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
2330 - 2345	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
2345 - 0000	0	5	3	0	0	0	0	0	0	0	0	0	0	8	51

Session Total	4	6223	1757	46	64	27	0	23	9	1	0	0	0	8164
Session Average	0.04	64.72	18.30	0.48	0.88	0.28	0.00	0.24	0.09	0.01	0.00	0.00	0.00	85.04
Session Percentage	0.05	76.10	21.52	0.56	1.03	0.33	0.00	0.28	0.11	0.01	0.00	0.00	0.00	

AM Peak Hour	0945 - 1045	0715 - 0815	0815 - 0915	0645 - 0745	0730 - 0830	0915 - 1015	-	0945 - 1045	0900 - 1000	-	-	-	-	0715 - 0815
AM Peak Volume	1	635	148	19	11	5	0	6	2	0	0	0	0	773

Noon Peak Hour	1000 - 1100	1445 - 1545	1245 - 1345	1445 - 1545	1315 - 1415	1000 - 1100	-	1030 - 1130	10
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**SITE #3**

**24-Hr Classification on SR 7 / N Valdosta Rd  
s/o Old US 41 N**

Bi-Directional Class Count || NB EB 15min

Valdosta, GA



www.marrtraffic.com

Site 3  
GA-7 N Valdosta Rd (South),  
south of Old U.S. 41 N

Date  
Thursday, January 20, 2022

Weather  
Fair  
57°F

Lat/Long  
30.894910°, -81.320746°

[Click here for Map](#)

0000 - 2400 (24h Session) (01-20-2022)  
NB EB 15min

Time	Northbound (Movement 3-1)													15min Total	60min Total	
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			
0000-0015	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16	
0015-0030	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12	
0030-0045	0	11	1	0	0	0	0	0	1	0	0	0	0	0	13	
0045-0100	0	8	1	0	1	0	0	0	0	1	0	0	0	0	11	52
0100-0115	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11	
0115-0130	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7	
0130-0145	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9	
0145-0200	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11	38
0200-0215	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10	
0215-0230	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8	
0230-0245	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5	
0245-0300	0	9	0	0	1	0	0	0	0	0	0	0	0	0	10	33
0300-0315	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	
0315-0330	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5	
0330-0345	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5	
0345-0400	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7	23
0400-0415	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6	
0415-0430	0	12	1	0	1	0	0	0	1	0	0	0	0	0	15	
0430-0445	0	9	1	0	0	0	0	0	2	0	0	0	0	0	12	
0445-0500	0	16	5	2	0	0	0	0	0	0	0	0	0	0	23	56
0500-0515	0	13	3	0	1	0	0	0	1	0	0	0	0	0	18	
0515-0530	0	21	5	0	0	0	0	0	0	0	0	0	0	0	26	
0530-0545	0	35	4	0	1	0	0	0	1	0	0	0	0	0	41	
0545-0600	0	32	10	0	2	0	0	0	1	0	0	0	0	0	45	130
0600-0615	0	43	10	2	0	1	0	0	0	0	0	0	0	0	56	
0615-0630	0	68	12	2	1	1	0	0	0	0	0	0	0	0	84	
0630-0645	0	96	25	0	1	0	0	0	0	0	0	0	0	0	122	403
0645-0700	0	122	18	1	0	0	0	0	0	0	0	0	0	0	141	
0700-0715	0	129	23	0	2	1	0	0	2	0	0	0	0	0	157	
0715-0730	0	149	31	0	1	0	0	0	1	1	0	0	0	0	183	
0730-0745	0	213	36	0	0	2	0	0	1	0	0	0	0	0	252	
0745-0800	0	233	49	0	3	2	0	2	2	2	0	0	0	0	291	883
0800-0815	0	237	40	1	5	2	0	1	4	0	0	0	0	0	290	
0815-0830	0	152	44	0	2	1	0	1	0	0	0	0	0	0	200	
0830-0845	0	131	49	2	1	1	0	1	0	0	0	0	0	0	185	
0845-0900	0	131	54	0	0	0	0	0	3	0	0	0	0	0	189	864
0900-0915	0	165	52	0	2	1	0	2	3	0	0	0	0	0	225	
0915-0930	0	150	39	0	2	1	0	0	0	0	0	0	0	0	192	
0930-0945	0	113	46	0	2	2	0	2	2	0	0	0	0	0	167	
0945-1000	0	126	65	1	4	5	0	1	1	0	0	0	0	0	203	787
1000-1015	0	133	56	3	3	0	0	0	5	0	0	0	0	0	200	
1015-1030	0	168	55	0	7	0	0	0	3	0	0	0	0	0	233	
1030-1045	1	131	51	0	3	1	0	3	4	0	0	0	0	0	193	
1045-1100	0	180	63	0	2	2	0	0	2	0	0	0	0	0	249	875
1100-1115	1	174	58	0	2	1	0	1	1	0	0	0	0	0	238	
1115-1130	0	166	61	0	2	1	0	0	2	0	0	0	0	0	232	
1130-1145	1	186	65	1	5	1	0	0	1	1	0	0	0	0	261	
1145-1200	0	210	58	0	3	1	0	0	1	0	0	0	0	0	273	1004
1200-1215	1	229	59	0	3	1	0	0	0	0	0	0	0	0	293	
1215-1230	1	218	80	0	3	1	0	0	1	0	0	0	0	0	306	
1230-1245	1	217	55	0	4	1	0	0	2	0	0	0	0	0	280	
1245-1300	1	212	65	0	5	3	0	0	2	0	0	0	0	0	288	1167
1300-1315	0	190	62	0	5	1	0	0	2	0	0	0	0	0	260	
1315-1330	0	180	68	0	7	0	0	0	0	0	0	0	0	0	255	
1330-1345	0	174	72	0	6	1	0	0	4	0	0	0	0	0	257	
1345-1400	0	195	44	0	3	2	0	0	1	0	0	0	0	0	245	1017
1400-1415	2	106	61	1	1	2	0	2	4	0	0	0	0	0	279	
1415-1430	1	215	54	0	0	1	0	0	2	0	0	0	0	0	273	
1430-1445	0	240	52	1	5	1	0	2	0	0	0	0	0	0	301	
1445-1500	0	193	61	0	4	0	0	0	1	0	0	0	0	0	259	1112
1500-1515	2	252	74	1	2	2	0	2	1	0	0	0	0	0	336	
1515-1530	0	273	65	1	3	0	0	0	0	0	0	0	0	0	342	
1530-1545	1	275	59	1	6	0	0	1	1	0	0	0	0	0	344	
1545-1600	0	273	84	0	1	2	1	1	1	0	0	0	0	0	363	1385
1600-1615	0	261	72	1	1	0	0	0	1	0	0	0	0	0	336	
1615-1630	0	271	89	2	2	1	0	0	1	0	0	0	0	0	366	
1630-1645	0	212	52	0	1	0	0	0	0	0	0	0	0	0	265	
1645-1700	0	187	47	0	4	0	0	0	5	0	0	0	0	0	239	1206
1700-1715	0	209	41	0	2	0	0	0	0	0	0	0	0	0	252	
1715-1730	0	405	70	0	4	0	0	2	0	0	0	0	0	0	481	
1730-1745	0	423	111	0	1	0	0	0	0	0	0	0	0	0	535	
1745-1800	0	300	67	0	3	0	0	0	0	0	0	0	0	0	370	1638
1800-1815	0	198	63	0	1	0	0	0	0	0	0	0	0	0	262	
1815-1830	0	183	56	0	0	0	0	0	0	0	0	0	0	0	239	
1830-1845	0	192	44	0	0	0	0	0	0	0	0	0	0	0	236	
1845-1900	0	173	43	0	0	0	0	0	0	0	0	0	0	0	216	953
1900-1915	0	176	33	0	0	0	0	0	1	0	0	0	0	0	210	
1915-1930	0	145	24	0	0	0	0	0	0	0	0	0	0	0	169	
1930-1945	0	144	13	0	0	0	0	0	0	0	0	0	0	0	157	
1945-2000	0	119	9	0	0	1	0	0	0	0	0	0	0	0	129	665
2000-2015	0	105	18	0	0	0	0	1	2	0	0	0	0	0	126	
2015-2030	0	79	25	0	1	0	0	0	0	0	0	0	0	0	105	
2030-2045	1	65	12	0	0	0	0	0	0	0	0	0	0	0	98	
2045-2100	0	90	13	0	0	1	0	0	0	0	0	0	0	0	104	433
2100-2115	0	72	14	0	0	0	0	0	0	0	0	0	0	0	86	
2115-2130	0	81	11	0	0	0	0	0	0	0	0	0	0	0	92	
2130-2145	0	63	11	0	0	0	0	1	0	0	0	0	0	0	75	
2145-2200	0	33	8	0	0	0	0	0	0	0	0	0	0	0	41	294
2200-2215	0	38	9	0	1	0	0	0	1	0	0	0	0	0	49	
2215-2230	0	39	7	0	0	0	0	0	0	0	0	0	0	0	46	
2230-2245	0	31	7	0	0	0	0	0	0	0	0	0	0	0	38	
2245-2300	0	16	4	0	1	0	0	0	0	0	0	0	0	0	21	154
2300-2315	0	30	7	0	0	0	0	0	0	0	0	0	0	0	37	
2315-2330	0	21	5	0	0	0	0	0	0	0	0	0	0	0	26	
2330-2345	0	18	3	0	0	0	0	0	0	0	0	0	0	0	21	
2345-0000	0	18	4	0	0	0	0	0	0	0	0	0	0	0	22	106
Session Total	14	11832	3111	23	144	52	1	26	72	1	0	0	0	0	15278	
Session Average	0.15	123.25	32.41	0.24	1.50	0.54	0.01	0.27	0.77	0.01	0.00	0.00	0.00	0.00	159.15	
Session Percentage	0.09	77.44	20.36	0.15	0.94											

# Bi-Directional Class Count || SB WB 15min

Valdosta, GA



Site 3  
GA-7 N Valdosta Rd (South),  
south of Old U.S. 41 N

Date  
Thursday, January 20, 2022

Weather  
Fair  
57°F

Lat/Long  
30.894910°, -83.320746°

[Click here for Map](#)

0000 - 2400 (24h Session) | 01-20-2022  
SB WB 15min

Time	Southbound (Movement 3.2)													15min Total	60min Total
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
0000-0015	0	9	1	0	0	0	0	0	0	0	0	0	0	11	
0015-0030	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
0030-0045	0	8	0	0	0	0	0	0	0	1	0	0	0	9	
0045-0100	0	7	1	0	0	0	0	0	0	0	0	0	0	8	43
0100-0115	0	8	1	0	1	0	0	0	0	0	0	0	0	10	
0115-0130	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0130-0145	0	2	0	0	0	0	0	0	1	0	0	0	0	3	
0145-0200	0	10	4	0	0	0	0	0	0	0	0	0	0	14	39
0200-0215	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0215-0230	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
0230-0245	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0245-0300	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
0300-0315	0	7	2	0	0	0	0	0	1	0	0	0	0	10	40
0315-0330	0	3	1	0	1	0	0	0	0	0	0	0	0	5	
0330-0345	0	8	1	0	0	0	0	0	1	0	0	0	0	10	
0345-0400	0	10	1	0	0	0	0	0	0	0	0	0	0	11	36
0400-0415	0	6	1	0	0	0	0	0	2	0	0	0	0	9	
0415-0430	0	10	4	0	0	0	0	0	1	0	0	0	0	15	
0430-0445	0	14	9	0	0	0	0	0	0	0	0	0	0	23	
0445-0500	0	12	6	0	1	0	0	0	0	0	0	0	0	19	66
0500-0515	0	14	10	0	0	0	0	0	0	0	0	0	0	24	
0515-0530	0	22	8	0	1	0	0	0	0	0	0	0	0	31	
0530-0545	0	40	5	0	2	0	0	0	1	0	0	0	0	48	
0545-0600	0	33	19	0	0	0	0	0	1	0	0	0	0	53	156
0600-0615	0	50	30	0	0	0	0	0	1	1	0	0	0	62	
0615-0630	0	99	37	0	3	0	0	0	0	0	0	0	0	139	
0630-0645	0	110	41	2	2	0	0	0	2	0	0	0	0	157	
0645-0700	0	157	40	2	1	1	0	2	1	0	0	0	0	204	582
0700-0715	0	224	26	1	2	1	0	4	1	0	0	0	0	259	
0715-0730	0	323	30	0	3	0	0	0	3	0	0	0	0	359	
0730-0745	0	354	62	1	2	0	0	0	2	0	0	0	0	421	
0745-0800	0	403	64	1	5	0	0	1	1	0	0	0	0	475	1514
0800-0815	0	291	50		1	3	0	1	2	0	0	0	0	348	
0815-0830	0	292	36		5	3	0	0	1	0	0	0	0	337	
0830-0845	0	257	54		4	3	0	0	2	0	0	0	0	320	
0845-0900	0	259	48	1	7	2	0	1	1	0	0	0	0	319	1324
0900-0915	0	232	70	2	3	1	0	2	2	0	0	0	0	312	
0915-0930	0	200	48	0	3	3	0	1	1	0	0	0	0	256	
0930-0945	0	197	54	0	1	2	0	0	2	0	0	0	0	256	
0945-1000	0	223	44	1	4	3	0	0	2	0	0	0	0	277	1101
1000-1015	0	208	40	1	4	3	0	0	2	0	0	0	0	258	
1015-1030	0	184	39	0	0	3	0	0	0	0	0	0	0	226	
1030-1045	1	219	44	1	4	2	0	0	2	0	0	0	0	273	
1045-1100	1	202	60	0	1	2	0	2	2	0	0	0	0	270	1027
1100-1115	0	212	57	0	1	1	0	0	3	0	0	0	0	274	
1115-1130	0	211	36	0	0	2	0	1	3	0	0	0	0	253	
1130-1145	1	157	59	0	3	1	0	0	0	0	0	0	0	221	
1145-1200	0	184	55	0	2	0	0	0	0	0	0	0	0	241	989
1200-1215	0	242	30	0	4	1	0	1	2	0	0	0	0	279	
1215-1230	1	211	44	0	3	0	0	0	2	0	0	0	0	261	
1230-1245	3	209	31	0	3	0	0	0	0	0	0	0	0	246	
1245-1300	2	263	32	0	5	1	0	0	0	0	0	0	0	303	1089
1300-1315	1	252	34	0	5	2	0	2	3	0	0	0	0	299	
1315-1330	1	213	43	0	2	0	0	0	1	0	0	0	0	260	
1330-1345	0	212	49	0	5	0	0	0	0	0	0	0	0	266	
1345-1400	0	205	48	0	3	0	0	0	1	0	0	0	0	258	1083
1400-1415	0	190	45	0	3	1	0	3	0	0	0	0	0	242	
1415-1430	1	191	58	0	3	0	0	1	2	0	0	0	0	256	
1430-1445	0	220	70	1	1	1	0	3	0	0	0	0	0	296	
1445-1500	3	211	73	1	3	0	0	0	0	0	0	0	0	291	1085
1500-1515	1	231	65	0	2	3	0	1	0	0	0	0	0	303	
1515-1530	1	236	53	0	5	0	0	0	1	0	0	0	0	296	
1530-1545	0	214	40	2	4	0	0	2	1	0	0	0	0	263	
1545-1600	0	209	54	2	6	1	0	1	1	0	0	0	0	274	1136
1600-1615	0	211	55	1	6	0	0	0	1	0	0	0	0	274	
1615-1630	0	184	38	1	1	1	0	0	0	0	0	0	0	225	
1630-1645	0	209	40	1	3	0	0	0	1	0	0	0	0	254	
1645-1700	0	180	41	0	4	0	0	0	1	0	0	0	0	226	979
1700-1715	0	260	62	0	2	0	0	0	0	0	0	0	0	324	
1715-1730	0	240	33	0	2	0	0	0	0	0	0	0	0	275	
1730-1745	0	260	40	0	2	0	0	0	0	0	0	0	0	302	
1745-1800	0	205	30	0	3	0	0	1	0	0	0	0	0	239	1140
1800-1815	0	198	29	0	2	0	0	0	1	0	0	0	0	230	
1815-1830	0	205	12	0	1	0	0	0	0	0	0	0	0	218	
1830-1845	0	173	6	0	1	0	0	0	0	0	0	0	0	180	
1845-1900	0	166	8	0	0	0	0	0	0	0	0	0	0	174	802
1900-1915	0	133	6	0	1	0	0	0	1	0	0	0	0	141	
1915-1930	0	130	10	0	2	0	0	0	1	0	0	0	0	143	
1930-1945	0	131	8	1	1	0	0	0	2	0	0	0	0	143	
1945-2000	0	92	6	0	1	0	0	0	0	0	0	0	0	99	526
2000-2015	0	81	2	0	0	1	0	0	0	0	0	0	0	84	
2015-2030	0	88	4	0	1	0	0	0	0	0	0	0	0	93	
2030-2045	1	76	7	0	0	1	0	0	0	0	0	0	0	85	
2045-2100	0	81	6	0	0	0	0	0	0	0	0	0	0	87	349
2100-2115	0	62	8	0	0	0	0	0	0	0	0	0	0	70	
2115-2130	0	49	8	0	0	0	0	0	0	0	0	0	0	57	
2130-2145	0	53	6	0	1	0	0	0	0	0	0	0	0	60	
2145-2200	0	36	5	0	0	1	0	0	0	0	0	0	0	42	229
2200-2215	0	39	4	0	0	0	0	0	0	0	0	0	0	43	
2215-2230	0	33	4	0	1	0	0	0	1	0	0	0	0	39	
2230-2245	0	30	4	0	1	0	0	0	0	0	0	0	0	35	
2245-2300	0	27	5	0	0	0	0	0	0	0	0	0	0	32	149
2300-2315	0	26	2	0	0	0	0	0	0	0	0	0	0	28	
2315-2330	0	23	1	0	0	0	0	0	1	0	0	0	0	25	
2330-2345	0	12	4	0	1	0	0	0	1	0	0	0	0	18	
2345-0000	0	11	1	0	1	0	0	0	0	0	0	0	0	13	84

Session Total	18	11742	2475	23	163	51	0	54	67	0	0	0	0	15568
Session Average	0.19	132.73	25.74	0.24	1.69	0.53	0.00	0.35	0.70	0.00	0.00	0.00	0.00	162.17
Session Percentage	0.12	81.85	15.87	0.15	1.04	0.33	0.00	0.22	0.43	0.00	0.00	0.00	0.00	

AM Peak Hour	0945-1045	0715-0815	0830-0930	0615-0715	0815-0915	0800-0900	-	0615-0715	0715-0815	-	-	-	-	0715-0815
AM Peak Volume	1	1371	220	5	19	11	0	6	8	0	0	0	0	1603

Noon Peak Hour	1215-1315	1245-1345	1415-1515
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## Bi-Directional Class Count | Bi-Directional 15min

Valdosta, GA



Site 3  
GA - N Valdosta Rd (South),  
south of Old U.S. 41 N

Date  
Thursday, January 20, 2022

Weather  
Fair  
57°F

Lat/Long  
30.894910° - 83.320746°

0000 - 2400 (24h Session) (01-20-2022)  
Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
0000-0015	0	25	1	0	0	0	0	0	0	0	0	0	0	27	
0015-0030	0	26	1	0	0	0	0	0	0	0	0	0	0	27	
0030-0045	0	19	1	0	0	0	0	0	2	0	0	0	0	22	
0045-0100	0	15	2	0	1	0	0	0	1	0	0	0	0	19	95
0100-0115	0	17	2	0	0	0	0	0	0	0	0	0	0	21	
0115-0130	0	16	2	0	0	0	0	0	1	0	0	0	0	19	
0130-0145	0	10	0	1	0	0	0	0	1	0	0	0	0	12	
0145-0200	0	20	5	0	0	0	0	0	0	0	0	0	0	25	77
0200-0215	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
0215-0230	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
0230-0245	0	12	2	0	1	0	0	0	0	0	0	0	0	15	
0245-0300	0	18	3	0	1	0	0	0	0	0	0	0	0	22	73
0300-0315	0	13	2	0	0	0	0	0	1	0	0	0	0	16	
0315-0330	0	6	2	0	2	0	0	0	0	0	0	0	0	10	
0330-0345	0	11	2	0	0	0	0	0	2	0	0	0	0	15	
0345-0400	0	14	4	0	0	0	0	0	0	0	0	0	0	18	59
0400-0415	0	11	2	0	0	0	0	0	2	0	0	0	0	15	
0415-0430	0	22	5	0	1	0	0	0	2	0	0	0	0	30	
0430-0445	0	23	10	0	0	0	0	0	2	0	0	0	0	35	
0445-0500	0	28	11	2	1	0	0	0	0	0	0	0	0	42	122
0500-0515	0	27	13	0	1	0	0	0	1	0	0	0	0	42	
0515-0530	0	43	13	0	1	0	0	0	0	0	0	0	0	57	
0530-0545	0	75	9	0	3	0	0	0	2	0	0	0	0	89	
0545-0600	0	65	29	0	2	0	0	1	1	1	0	0	0	98	286
0600-0615	0	93	40	2	0	1	0	1	1	0	0	0	0	138	
0615-0630	0	167	49	2	4	1	0	0	0	0	0	0	0	223	
0630-0645	0	206	66	2	3	0	0	0	2	0	0	0	0	279	985
0645-0700	0	279	58	3	1	1	0	2	1	0	0	0	0	345	
0700-0715	0	353	49	1	4	2	0	4	3	0	0	0	0	416	
0715-0730	0	472	61	0	4	0	0	1	4	0	0	0	0	542	
0730-0745	0	567	98	1	2	2	0	0	3	0	0	0	0	673	
0745-0800	0	636	113	1	8	2	0	3	3	0	0	0	0	766	2397
0800-0815	0	528	90	1	6	5	0	2	6	0	0	0	0	638	
0815-0830	0	444	80	0	7	4	0	1	1	0	0	0	0	537	
0830-0845	0	388	103	2	5	4	0	1	2	0	0	0	0	505	
0845-0900	0	390	102	1	8	2	0	4	1	0	0	0	0	506	2188
0900-0915	0	397	122	2	5	2	0	4	5	0	0	0	0	537	
0915-0930	0	350	87	0	5	4	0	1	1	0	0	0	0	448	
0930-0945	0	310	100	0	3	4	0	2	4	0	0	0	0	423	1888
0945-1000	0	349	109	2	8	8	0	1	3	0	0	0	0	480	
1000-1015	0	341	96	4	7	3	0	0	7	0	0	0	0	458	
1015-1030	0	352	94	0	7	3	0	0	3	0	0	0	0	459	
1030-1045	2	351	95	1	7	4	0	0	6	0	0	0	0	466	
1045-1100	1	382	123	0	3	4	0	2	4	0	0	0	0	519	1902
1100-1115	1	386	115	0	3	2	0	1	4	0	0	0	0	512	
1115-1130	0	377	97	0	2	3	0	1	5	0	0	0	0	485	
1130-1145	2	343	124	1	8	2	0	0	1	1	0	0	0	482	
1145-1200	0	394	113	0	5	1	0	0	1	0	0	0	0	514	1993
1200-1215	1	471	89	0	7	2	0	2	0	0	0	0	0	572	
1215-1230	2	428	124	0	7	3	0	0	3	0	0	0	0	567	
1230-1245	4	426	86	0	7	1	0	0	2	0	0	0	0	526	
1245-1300	3	475	97	0	10	4	0	0	2	0	0	0	0	591	2256
1300-1315	1	442	96	0	10	3	0	2	5	0	0	0	0	559	
1315-1330	1	393	111	0	9	0	0	0	1	0	0	0	0	515	
1330-1345	0	386	121	0	11	1	0	0	4	0	0	0	0	523	
1345-1400	0	400	92	0	6	2	0	1	2	0	0	0	0	503	2100
1400-1415	2	396	106	1	4	3	0	5	4	0	0	0	0	521	
1415-1430	2	406	112	0	3	1	0	1	4	0	0	0	0	529	
1430-1445	0	460	122	2	6	2	0	5	0	0	0	0	0	597	
1445-1500	3	404	134	1	7	0	0	0	1	0	0	0	0	550	2197
1500-1515	3	483	139	1	4	5	0	3	1	0	0	0	0	639	
1515-1530	1	509	118	1	8	0	0	0	1	0	0	0	0	628	
1530-1545	1	489	99	3	10	0	0	3	2	0	0	0	0	607	
1545-1600	0	482	138	2	7	3	1	2	2	0	0	0	0	637	2521
1600-1615	0	472	127	2	7	0	0	0	2	0	0	0	0	610	
1615-1630	0	455	127	3	3	2	0	0	1	0	0	0	0	591	
1630-1645	0	421	92	1	4	0	0	0	1	0	0	0	0	519	
1645-1700	0	567	88	0	6	0	0	0	2	0	0	0	0	645	2185
1700-1715	0	469	103	0	5	0	0	0	0	0	0	0	0	576	
1715-1730	0	645	103	0	6	0	0	2	0	0	0	0	0	756	
1730-1745	0	683	151	0	3	0	0	0	0	0	0	0	0	837	
1745-1800	0	505	97	0	6	0	0	1	0	0	0	0	0	609	2778
1800-1815	0	396	92	0	3	0	0	0	1	0	0	0	0	492	
1815-1830	0	388	68	0	1	0	0	0	0	0	0	0	0	457	
1830-1845	0	365	50	0	1	0	0	0	0	0	0	0	0	416	
1845-1900	0	339	51	0	0	0	0	0	0	0	0	0	0	390	1755
1900-1915	0	309	39	0	1	0	0	0	2	0	0	0	0	351	
1915-1930	0	275	34	0	2	0	0	0	1	0	0	0	0	312	
1930-1945	0	275	21	1	1	0	0	0	2	0	0	0	0	300	
1945-2000	0	211	15	0	1	1	0	0	0	0	0	0	0	228	1191
2000-2015	0	386	20	0	0	1	0	1	2	0	0	0	0	210	
2015-2030	0	167	29	0	2	0	0	0	0	0	0	0	0	198	
2030-2045	2	161	19	0	0	1	0	0	0	0	0	0	0	183	
2045-2100	0	171	19	0	0	1	0	0	0	0	0	0	0	191	782
2100-2115	0	134	22	0	0	0	0	0	0	0	0	0	0	156	
2115-2130	0	130	19	0	0	0	0	0	0	0	0	0	0	149	
2130-2145	0	116	17	0	1	1	0	0	0	0	0	0	0	135	
2145-2200	0	69	13	0	0	0	0	0	1	0	0	0	0	83	528
2200-2215	0	77	13	0	1	0	0	0	1	0	0	0	0	92	
2215-2230	0	72	11	0	1	0	0	0	1	0	0	0	0	85	
2230-2245	0	61	11	0	1	0	0	0	0	0	0	0	0	73	
2245-2300	0	43	9	0	1	0	0	0	0	0	0	0	0	53	303
2300-2315	0	56	9	0	0	0	0	0	0	0	0	0	0	65	
2315-2330	0	44	6	0	0	0	0	0	0	0	0	0	0	51	
2330-2345	0	30	7	0	1	0	0	0	1	0	0	0	0	39	
2345-0000	0	29	5	0	1	0	0	0	0	0	0	0	0	35	190

Session Total	32	24574	5587	46	306	193	1	60	141	1	0	0	0	30846
Session Average	0.33	255.98	58.15	0.48	3.19	1.07	0.01	0.63	1.47	0.01	0.00	0.00	0.00	321.31
Session Percentage	0.10	79.67	18.10	0.15	0.99	0.33	0.00	0.19	0.46	0.00	0.00	0.00	0.00	

AM Peak Hour	0945-1045	0715-0815	0900-1000	0600-0700	0945-1045	0915-1015	-	0845-0945	0945-1045	-	-	-	-	0715-0815
AM Peak Volume	2	2203	418	9	29	19	0	11	19	0	0	0	0	2619

Noon Peak Hour	1200-1300	1445-1545	1430-1530
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**Appendix D**  
**Growth Rate**

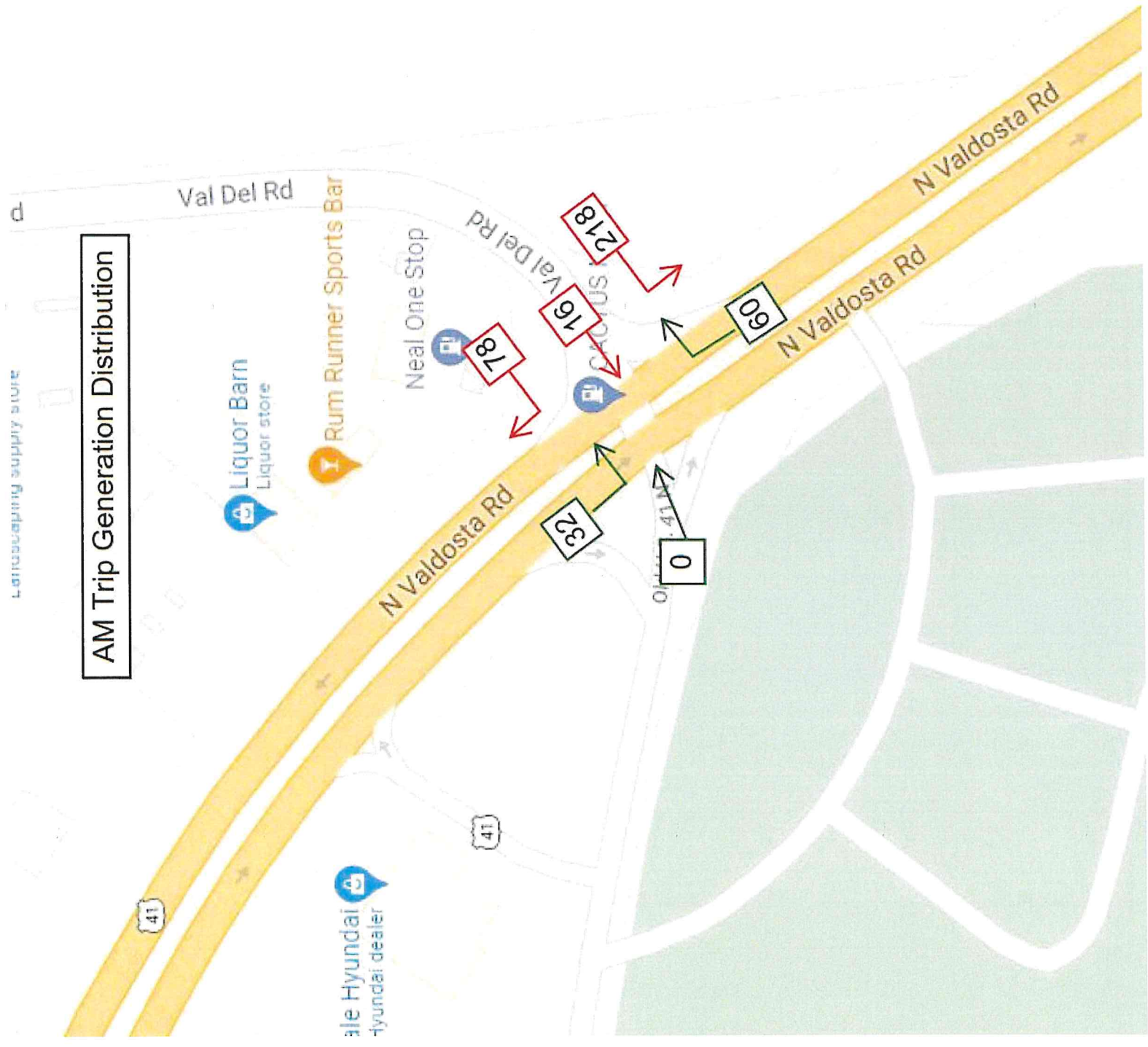
Growth Rate Based on Georgia Governor's Office of Planning and Budget Annual Population Projections						
Geographic Area						
Average 5-Year Growth Rate From 2020-2050						
2020-2025	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050	
0.8%	0.6%	0.4%	0.3%	0.3%	0.4%	
Average						0.5%
Average 10-Year Growth Rate From 2020-2050						
2020-2030			2030-2040			2040-2050
0.7%			0.4%			0.4%
Average						0.5%
Lowndes County						

Growth Rate Based on U.S. Census Bureau				
Geographic Area	2010	2019	2019	From 2010 to 2019
Lowndes County	Census Estimate Base	Population Estimate	Population % Change	Population % Change
Lowndes County	109,233	109,248	117,406	0.9%

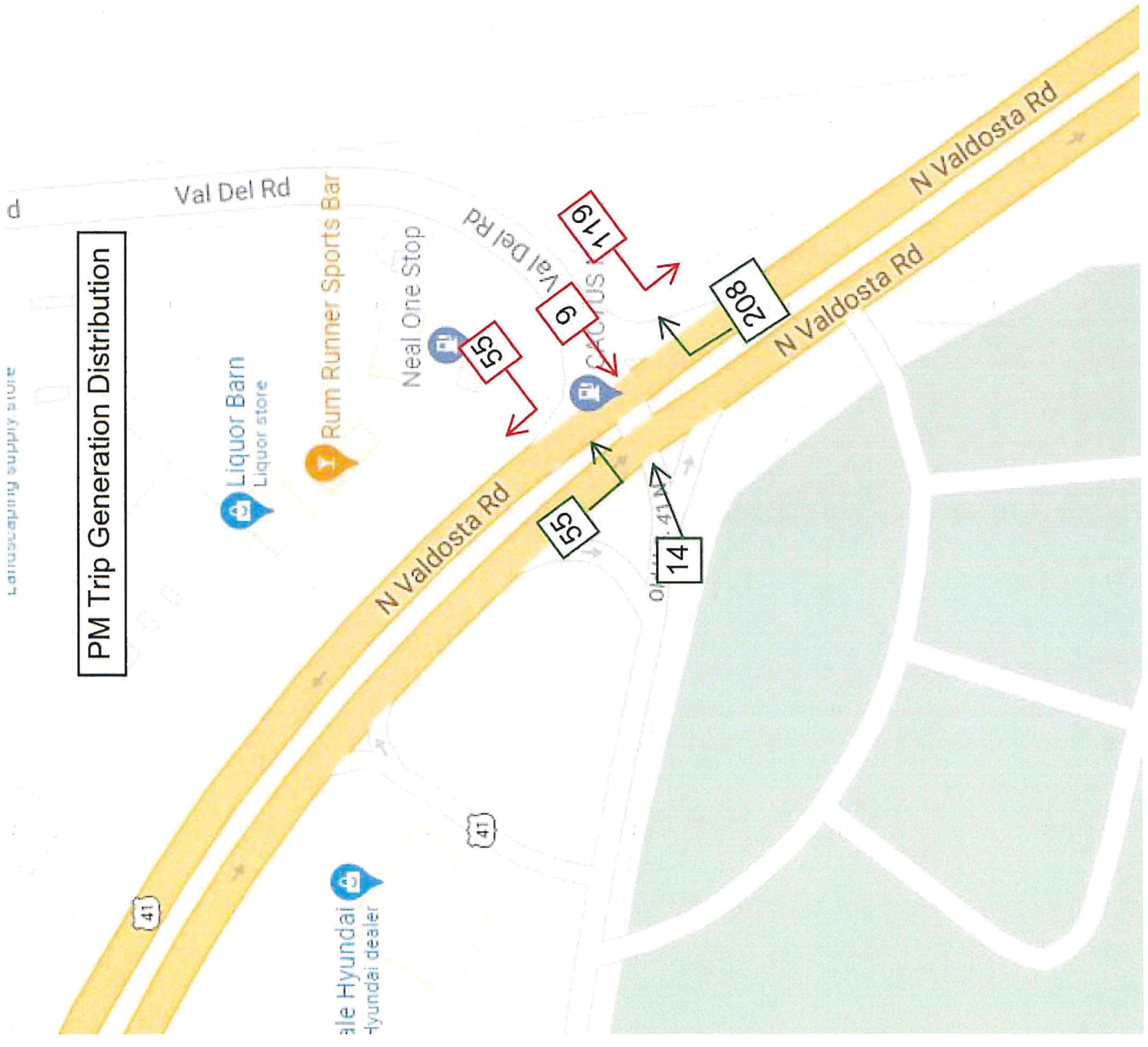
GDOT Historical Growth Rate													
Station ID	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	5 year	10 year
Old US 41 n/o Kelly Way	185-0077		10,151				9,171				8,627	2.6%	2.1%
US 41/GA 7/N Valdosta Rd w/o Valnorth Dr	185-0113		20,321	20,930		19,709		19,690		18,543	17,943	0.6%	1.6%
US 41/GA 7/N Valdosta Rd s/o Hyla Mederer Dr	185-0075		33,654	32,574	31,707		28,850		29,244			3.1%	2.0%
5 & 10 - Year Average												2.1%	1.9%
Weighted Average												2.0%	

**Appendix E**  
**AM and PM**  
**Trip Generation Distribution**

# AM Trip Generation Distribution



# PM Trip Generation Distribution



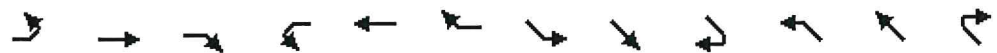
**Appendix F**  
**Synchro Reports**

**Existing AM and PM (2022)**



HCM 6th Signalized Intersection Summary  
 3: N Valdosta Rd & Old Hwy 41/Val Del Rd

02/07/2022



























Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (veh/h)	5	2	73	401	10	167	60	1037	2	35	751	104
Future Volume (veh/h)	5	2	73	401	10	167	60	1037	2	35	751	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	6	2	0	528	13	0	80	1383	0	46	988	0
Peak Hour Factor	0.83	0.83	0.83	0.76	0.76	0.76	0.75	0.75	0.75	0.76	0.76	0.76
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	3	3	3
Cap, veh/h	306	345		313	343		405	2295		274	2258	
Arrive On Green	0.18	0.18	0.00	0.18	0.18	0.00	0.04	0.65	0.00	0.03	0.64	0.00
Sat Flow, veh/h	1401	1870	1585	1404	1856	1572	1781	3554	1585	1767	3526	1572
Grp Volume(v), veh/h	6	2	0	528	13	0	80	1383	0	46	988	0
Grp Sat Flow(s),veh/h/ln	1401	1870	1585	1404	1856	1572	1781	1777	1585	1767	1763	1572
Q Serve(g_s), s	0.5	0.1	0.0	23.9	0.7	0.0	2.0	29.3	0.0	1.1	18.2	0.0
Cycle Q Clear(g_c), s	1.2	0.1	0.0	24.0	0.7	0.0	2.0	29.3	0.0	1.1	18.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	306	345		313	343		405	2295		274	2258	
V/C Ratio(X)	0.02	0.01		1.69	0.04		0.20	0.60		0.17	0.44	
Avail Cap(c_a), veh/h	306	345		313	343		532	2295		409	2258	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.0	43.3	0.0	55.2	43.5	0.0	8.6	13.4	0.0	10.8	11.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	321.9	0.0	0.0	0.2	1.2	0.0	0.3	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.0	38.1	0.3	0.0	0.7	10.3	0.0	0.4	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	43.3	0.0	377.0	43.6	0.0	8.8	14.5	0.0	11.1	12.3	0.0
LnGrp LOS	D	D		F	D		A	B		B	B	
Approach Vol, veh/h		8	A		541	A		1463	A		1034	A
Approach Delay, s/veh		43.8			369.0			14.2			12.2	
Approach LOS		D			F			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	89.9		30.0	10.7	89.3		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	74.0		24.0	14.0	74.0		24.0				
Max Q Clear Time (g_c+I1), s	3.1	31.3		26.0	4.0	20.2		3.2				
Green Ext Time (p_c), s	0.1	35.4		0.0	0.1	30.4		0.0				

Intersection Summary												
HCM 6th Ctrl Delay	76.6											
HCM 6th LOS	E											

Notes  
 Unsignalized Delay for [NWR, EBR, WBR, SER] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
 3: N Valdosta Rd & Old Hwy 41/Val Del Rd

02/07/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	4	15	45	188	7	87	173	905	1	102	1136	400
Future Volume (veh/h)	4	15	45	188	7	87	173	905	1	102	1136	400
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	5	18	0	247	9	0	231	1207	0	134	1495	0
Peak Hour Factor	0.83	0.83	0.83	0.76	0.76	0.76	0.75	0.75	0.75	0.76	0.76	0.76
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	3	3	3
Cap, veh/h	309	345		300	343		287	2246		338	2153	
Arrive On Green	0.18	0.18	0.00	0.18	0.18	0.00	0.07	0.63	0.00	0.04	0.61	0.00
Sat Flow, veh/h	1406	1870	1585	1384	1856	1572	1781	3554	1585	1767	3526	1572
Grp Volume(v), veh/h	5	18	0	247	9	0	231	1207	0	134	1495	0
Grp Sat Flow(s),veh/h/ln	1406	1870	1585	1384	1856	1572	1781	1777	1585	1767	1763	1572
Q Serve(g_s), s	0.4	1.0	0.0	23.0	0.5	0.0	6.3	24.6	0.0	3.7	37.3	0.0
Cycle Q Clear(g_c), s	0.9	1.0	0.0	24.0	0.5	0.0	6.3	24.6	0.0	3.7	37.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	309	345		300	343		287	2246		338	2153	
V/C Ratio(X)	0.02	0.05		0.82	0.03		0.80	0.54		0.40	0.69	
Avail Cap(c_a), veh/h	309	345		300	343		361	2246		449	2153	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.8	43.6	0.0	53.6	43.4	0.0	21.6	13.3	0.0	10.9	17.1	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	16.8	0.0	0.0	10.1	0.9	0.0	0.8	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.0	9.1	0.2	0.0	5.0	8.8	0.0	1.3	13.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	43.7	0.0	70.4	43.5	0.0	31.7	14.3	0.0	11.7	19.0	0.0
LnGrp LOS	D	D		E	D		C	B		B	B	
Approach Vol, veh/h		23	A		256	A		1438	A		1629	A
Approach Delay, s/veh		43.7			69.4			17.1			18.4	
Approach LOS		D			E			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	88.2		30.0	14.6	85.4		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	74.0		24.0	14.0	74.0		24.0				
Max Q Clear Time (g_c+I1), s	5.7	26.6		26.0	8.3	39.3		3.0				
Green Ext Time (p_c), s	0.2	34.5		0.0	0.3	30.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay				21.9								
HCM 6th LOS				C								

Notes  
 Unsignalized Delay for [NWR, EBR, WBR, SER] is excluded from calculations of the approach delay and intersection delay.