

TRAFFIC IMPACT STUDY FOR

DRI #4195

THE VILLAGES AT OLA

MIXED-USE DEVELOPMENT

DATE:

July 18, 2024

LOCATION:

Ola, Henry County, Georgia

PREPARED FOR:

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EXECUTIVE SUMMARY

The Villages at Ola Mixed-Use Development (DRI #4195) is proposed for construction along North Ola Road and SR 81 in Ola, Henry County, Georgia. The proposed development will consist of 242 single-family detached senior housing units, 193,300 square feet of shopping center space, a 13,700 square-foot restaurant, and a 9,000 square-foot gas station with 20 vehicle fueling positions. The development will have five access points consisting of one full-access driveway on SR 81, two full-access driveways on North Ola Road (one of which is proposed to align with the future Ola Crossroads residential driveway 2 (north), and one of which is proposed to align with the existing Publix driveway to the north), one right-in/right-out (RIRO) driveway on North Ola Road aligned with the existing Publix driveway to the south, and one RIRO driveway on SR 81 between the proposed full-access driveway on SR 81 and North Ola Road/South Ola Road, just west of Old South Ola Road.

Traffic operations at the study intersections are satisfactory at three of the eight study intersections during Existing conditions. However, inadequate LOS is present at the remaining five study intersections, and the conditions are expected to worsen as evidenced in the 2028 No-Build scenario, due to the anticipated growth in the study area. The programmed improvement at the intersection of North Ola Road and Wilson Drive/Snapping Shoals Road in the form of a single-lane roundabout is expected to restore adequate operations at that intersection and no additional intersections or movements are expected to become inadequate in 2028 No-Build conditions.

The addition of project traffic is expected to have an impact on the traffic operations at the study intersections. For 2028 Build conditions, study intersections are expected to continue to operate at the same overall LOS when compared to 2028 No-Build conditions, with some individual movements becoming inadequate.

A left-turn lane is warranted at Site Driveway Central (Road A) along North Ola Road, Site Driveway North (Road D) along North Ola Road, and Site Driveway West (Road W) along SR 81.

All five site driveways warrant a right-turn deceleration lane.

Single-lane approaches are sufficient at each of the site driveways, except for Site Driveway Central (Road A) and Site Driveway West (Road W), which are each expected to need separate left- and right-turn approach lanes.

Site Driveway West (Road W) along SR 81 warrants a traffic signal in Build conditions. A left-turn lane and a right-turn deceleration lane, along with the separate left- and right-turn approach lanes on Site Driveway West (Road W) are expected to be sufficient for Build operations.

From the analysis, mitigation should be considered at the following existing study intersection:

SR 81 and North Ola Road/South Ola Road

- Install a southbound permissive+overlap phase for the right-turn movement.

In the mitigation scenarios for 2028 No-Build and 2028 Build Conditions, one additional through lane in each direction on SR 81, and associated re-timing of the signalized study intersections, are expected to provide adequate LOS at the study intersections. However, SR 81 is programmed to be widened at some point between 2026 and 2035, and The Villages at North Ola DRI #4195 has accommodated this planned widening.

Table A summarizes the capacity analysis results along with the needed mitigation in each of the No-Build and Build scenarios to restore adequate operations along all approaches and intersections. Table B summarizes the queue lengths, 50th percentile and 95th percentile, respectively, across each of the Existing, No-Build, and Build scenarios at approaches and movements in Existing Conditions where LOS is inadequate and project trips are added.

Table A: Capacity Analysis Results Summary with Applied Mitigation

ID	Intersection	Control	Movement	2024 Existing				2028 No-Build				2028 No-Build Mitigated				2028 Build				2028 Build Mitigated							
				AM		PM		AM		PM		Mitigation		AM		PM		AM		PM		Mitigation		AM		PM	
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay			LOS	Delay	LOS	Delay
1	N Ola Rd & Wilson Dr/ Snapping Shoals Rd	All-Way Stop Control	Overall	F	52.0	B	11.1	A	9.8	A	5.3						B	10.8	A	5.8							
			EB	E	41.6	A	9.6	B	13.0	A	5.3						B	14.7	A	5.8							
			WB	E	36.9	B	10.6	A	9.9	A	4.6						B	10.9	A	5.0							
			NB	F	81.2	B	11.7	A	7.1	A	5.6						A	7.6	A	6.1							
			SB	C	23.9	B	11.4	A	10.0	A	5.1						B	10.9	A	5.5							
2	N Ola Rd & Ola Middle/High School Dwy North	Side Street Stop Control	EB	C	16.7	B	13.3	C	18.0	B	14.3						C	19.1	C	16.0							
			NB L	B	12.1	A	8.2	B	12.7	A	8.3						B	13.2	A	8.5							
3	N Ola Rd & Ola Middle/High School Dwy South	Side Street Stop Control	Overall	F	87.7	A	3.2	F	144.4	A	3.2	Single-Lane Roundabout	B	14.8	A	5.6	F	167.6	A	3.3	Single-Lane Roundabout	C	16.5	A	6.2		
			EB	F	>300	B	13.6	F	>300	B	14.8		A	9.9	A	5.9	F	>300	C	16.8		B	10.7	A	6.5		
			SB	A	0.0	A	0.0	A	0.0	A	0.0		C	20.8	A	5.9	A	0.0	A	0.0		C	23.7	A	6.5		
			NB L	B	10.0	A	8.1	B	10.7	A	8.3		B	10.1	A	5.2	B	11.1	A	8.5		B	10.7	A	5.7		
			Overall	F	87.7	A	3.2	F	144.4	A	3.2	Traffic Signal	B	14.0	A	8.7	F	167.6	A	3.3	Traffic Signal	B	14.6	A	8.8		
			EB	F	>300	B	13.6	F	>300	B	14.8		C	26.9	B	17.7	F	>300	C	16.8		C	28.1	B	18.7		
			SB	A	0.0	A	0.0	A	0.0	A	0.0		A	9.1	A	4.5	A	0.0	A	0.0		A	9.6	A	4.5		
			NB L	B	10.0	A	8.1	B	10.7	A	8.3		C	20.5	B	11.6	B	11.1	A	8.5		C	20.5	B	11.8		
4	N Ola Rd & Publix Dwy North	Side Street Stop Control	EB													C	20.1	D	25.2								
			WB	B	13.2	B	11.5	B	13.9	B		12.0					C	17.0	C		18.8						
			NB L														A	8.6	A		8.8						
5	N Ola Rd & Publix Dwy South	Side Street Stop Control	SB L	A	8.6	A	8.0	A	8.8	A	8.1					A	8.8	A	8.2								
			EB R													B	11.1	B	11.5								
			WB	B	13.5	B	13.2	B	14.3	B	14.1					C	19.3	D	27.7								
			SB L	A	8.7	A	8.1	A	8.9	A	8.3					A	9.4	A	9.0								
6	SR 81 & N Ola Rd/S Ola Rd	Traffic Signal	Overall	B	19.7	C	29.8	C	20.5	D	36.3	SBR pm+ overlap phase, 2 EBT Lanes, 2 WBT Lanes, Signal re-timing	C	21.4	C	28.2	C	24.0	D	36.8	SBR pm+ overlap phase, 2 EBT Lanes, 2 WBT Lanes, Signal re-timing	C	24.3	C	27.4		
			EB	B	12.1	C	26.9	B	13.3	C	32.7		B	15.6	C	26.3	B	10.1	B	12.9		B	10.3	B	14.2		
			WB	A	3.3	B	14.0	A	4.9	C	27.5		C	23.8	C	30.5	A	4.7	C	22.9		C	28.5	D	39.3		
			NB	D	51.6	E	59.7	D	48.7	E	60.3		C	33.7	C	30.5	D	44.8	E	59.9		D	35.9	D	47.5		
			SB	E	61.7	D	49.4	E	62.4	D	50.0		B	17.0	C	28.6	E	77.5	F	91.8		C	25.7	C	31.8		
7	SR 81 & New Hope Rd	Traffic Signal	Overall	B	18.5	B	15.5	C	21.2	B	17.4	2 EBT Lanes, 2 WBT Lanes, Signal re-timing	B	14.5	B	14.3	C	24.0	C	23.8	2 EBT Lanes, 2 WBT Lanes, Signal re-timing	B	12.7	B	15.1		
			EB	B	10.8	B	14.1	B	12.3	B	17.1		B	17.9	B	16.3	B	14.8	C	27.8		B	11.2	B	16.4		
			WB	B	12.2	A	4.3	B	16.9	A	5.2		A	7.9	A	3.8	C	21.7	A	8.0		A	8.0	A	4.0		
			NB	E	55.6	E	66.1	D	54.7	E	65.6		C	32.4	D	39.8	D	53.9	E	65.4		C	34.6	D	54.7		
8	SR 81 & Keys Ferry Rd	Traffic Signal	Overall	C	23.7	B	10.1	C	25.0	B	10.2	2 EBT Lanes, 2 WBT Lanes, Signal re-timing	C	21.3	A	9.3	C	26.5	B	12.2	2 EBT Lanes, 2 WBT Lanes, Signal re-timing	C	22.9	A	9.6		
			EB	A	0.6	A	0.9	A	0.8	A	0.9		C	21.4	A	5.1	A	1.3	A	1.0		C	23.8	A	1.1		
			WB	B	16.0	A	5.1	B	19.4	A	5.8		B	11.4	A	4.8	C	23.5	A	7.9		B	13.1	A	6.0		
			NB	D	52.5	E	63.5	D	52.8	E	62.7		C	34.2	D	38.8	D	53.0	E	66.5		C	34.7	D	52.1		
9	N Ola Rd & Ola Crossroads Residential Dwy N/ Site Dwy North (Road D)	Side Street Stop Control	EB													C	20.6	C	19.4								
			WB					B	12.8	B		10.6					B	13.0	B		10.9						
			NB L														A	8.4	A		8.6						
			SB L					A	8.8	A		8.1					A	8.9	A		8.2						
10	SR 81 & Site Dwy West (Road W)	Traffic Signal	Overall													B	17.3	B	12.3	2 EBT Lanes, 2 WBT Lanes	A	5.3	B	10.1			
			EB													A	4.3	A	6.4		A	3.5	A	4.4			
			WB													B	18.2	A	1.3		A	1.0	A	2.9			
			SB													D	52.1	E	60.6		C	33.5	D	48.5			
11	SR 81 & Site Dwy East (Road T)	Yield	SB R													D	26.6	C	15.1								

Table B: Queuing Analysis Summary

ID	Intersection	Control	Movement	Storage Length	2024 Existing				2028 No-Build				2028 Build			
					50th %ile		95th %ile		50th %ile		95th %ile		50th %ile		95th %ile	
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
6	SR 81 & N Ola Rd/S Ola Rd	Traffic Signal	NBL	350	25	25	25	25	25	25	25	25	25	25	44	51
			NBT	-	65	52	115	98	71	56	124	102	71	56	124	102
			SBL	625	76	155	127	226	82	170	135	243	151	277	284	480
			SBR	645	0	0	64	49	25	0	68	51	40	0	126	61
7	SR 81 & New Hope Rd	Traffic Signal	NBR	140	0	0	25	36	0	0	25	37	0	0	25	44
8	SR 81 & Keys Ferry Rd	Traffic Signal	NBL	-	336	176	412	250	362	191	443	266	393	241	483	321

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Introduction

The Villages at Ola Mixed-Use Development (DRI #4195) is proposed for construction along North Ola Road and SR 81 in Ola, Henry County, Georgia. The proposed development will consist of 242 single-family detached senior housing units, 193,300 square feet of shopping center space, a 13,700 square-foot restaurant, and a 9,000 square-foot gas station with 20 vehicle fueling positions. The development will have five access points consisting of one full-access driveway on SR 81, two full-access driveways on North Ola Road (one of which is proposed to align with the future Ola Crossroads residential driveway 2 (north), and one of which is proposed to align with the existing Publix driveway to the north), one right-in/right-out (RIRO) driveway on North Ola Road aligned with the existing Publix driveway to the south, and one RIRO driveway on SR 81 between the proposed full-access driveway on SR 81 and North Ola Road/South Ola Road, just west of Old South Ola Road. This traffic study analyzes the impact of new traffic added to the local roadways upon the occupancy of the mixed-use development. This study includes analysis of the following scenarios:

- 2024 Existing Conditions
- 2028 (Opening Year) No-Build Conditions (including background growth and expected traffic from adjacent/nearby developments)
- 2028 (Opening Year) Build Conditions

The following are the intersections proposed for study:

1. North Ola Road and Wilson Drive/Snapping Shoals Road
2. North Ola Road and Ola Middle/High School Driveway North
3. North Ola Road and Ola Middle/High School Driveway South
4. North Ola Road and Publix Driveway North/Site Driveway Central (Road A)
5. North Ola Road and Publix Driveway South/Site Driveway South (Road U)
6. SR 81 and North Ola Road/South Ola Road
7. SR 81 and New Hope Road
8. SR 81 and Keys Ferry Road
9. North Ola Road and Ola Crossroads Residential Driveway 2 (North)/Site Driveway North (Road D)
10. SR 81 and Site Driveway West (Road W)
11. SR 81 and Site Driveway East (Road T)

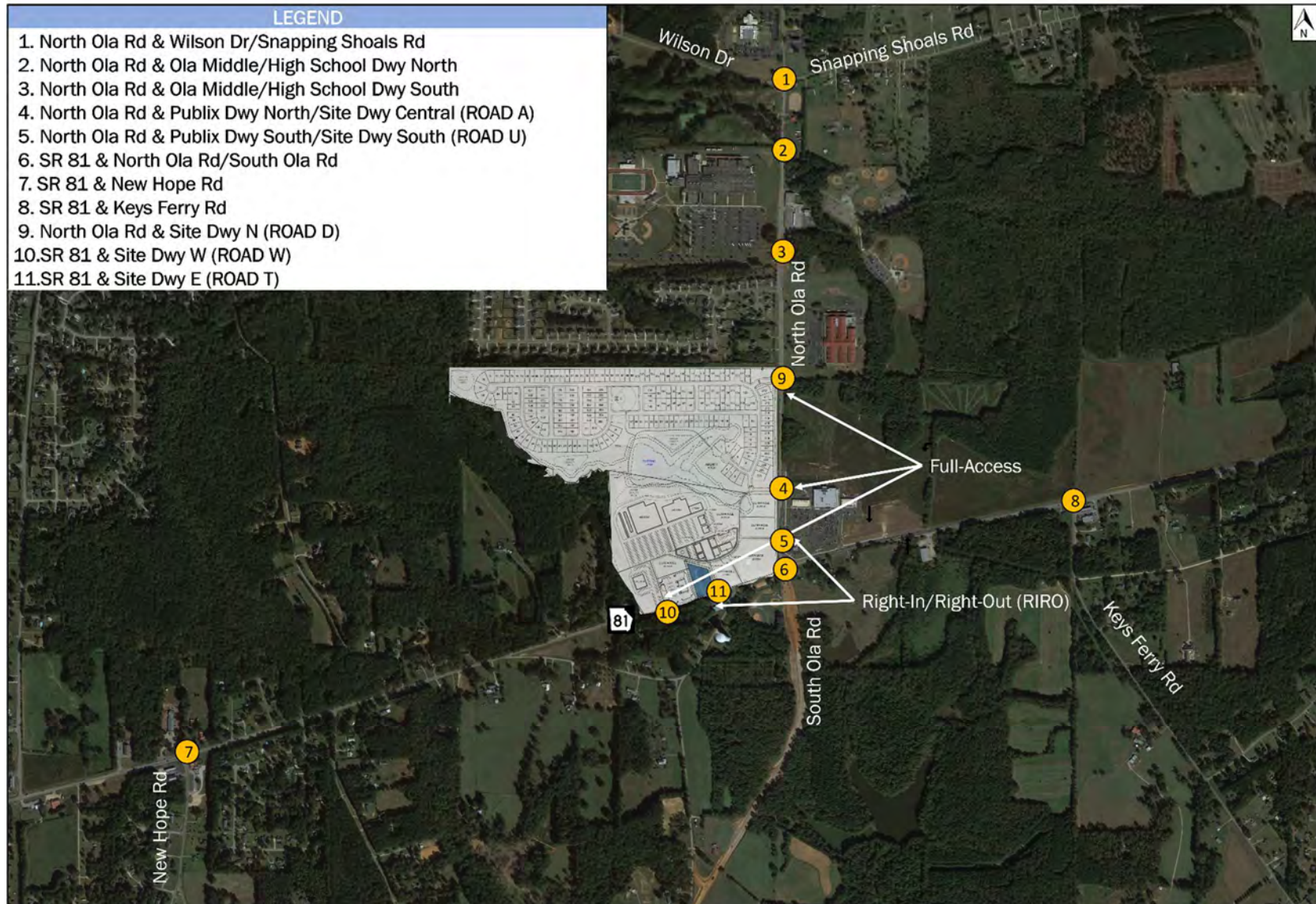
The report summarizes background and projected traffic at the study locations, analysis of traffic impacts including level of service (LOS) and queues, and conclusions and recommendations from the analysis.

The site location aerial is depicted in Figure 1. Figure 2 depicts the site location in Ola, Henry County, and the study intersections. A copy of the development concept plan is included in Appendix A.

Figure 1. Vicinity Map



Figure 2. Site Location Aerial



Traffic Impact Study for
 DRI 4195 – The Villages at Ola Mixed-Use Development
 NV5-3123070.00

Existing Conditions

A.1. Pedestrian and Multi-Use Facilities

There is limited pedestrian sidewalk infrastructure surrounding the planned development, primarily on the completed Publix development on the northeast quadrant of the intersection of SR 81 and North Ola Road. Refer to Figure 3 for existing pedestrian and multi-use path infrastructure. There is no infrastructure for bicycle use.

A.2. Transit and Bicycle Facilities

No transit routes exist in the study area.

A.3. Transportation Facilities

SR 81 is a two-lane undivided principal arterial that runs east-west in the study area with dedicated left turn lanes and right turn lanes to side streets at signalized intersections. SR 81 runs west towards McDonough, Georgia and east towards Newton County and Covington, Georgia. SR 81 has a posted speed limit of 55 MPH and provides access to adjacent residential, agricultural, and commercial land uses.

North Ola Road is a two-lane undivided major collector that runs north from its intersection with SR 81 towards East Lake Road. There are dedicated left turn lanes and right turn lanes to side streets in the study area. North Ola Road is the primary access for the residential portion of The Villages at Ola as well as two access points for the commercial section. North Ola Road has a posted speed limit of 45 MPH along its length, reducing to 35 miles per hour in the nearby school zone. North Ola Road provides access to multiple residential developments, the Ola school cluster, and the Shoppes at Ola Crossroads shopping center.

South Ola Road is a recently constructed two-lane undivided minor collector that runs south from its intersection with SR 81 towards New Hope Road. It has a posted speed limit of 35 MPH and provides access to low density residential and agricultural land uses.

Snapping Shoals Road is a two-lane undivided local roadway that runs east from its intersection with North Ola Road and Willson Drive towards SR 81. It has a posted speed limit of 45 MPH and provides access to residential and agricultural land uses.

Wilson Drive is a two-lane undivided local roadway that runs west from its intersection with North Ola Road and Snapping Shoals Road towards Upchurch Road. It has a posted speed limit of 45 MPH and provides access to residential and agricultural land uses.

Keys Ferry Road is a two-lane undivided major collector that runs south from its intersection with SR 81 towards the Henry County / Butts County line and eventually SR 36. It has a posted speed limit of 45 MPH and provides access to residential and agricultural land uses.

New Hope Road is a two-lane undivided minor collector that runs south/southeast from its intersection with SR 81 towards Peeksville Road. It has a posted speed limit of 45 MPH and provides access to residential and agricultural land uses.

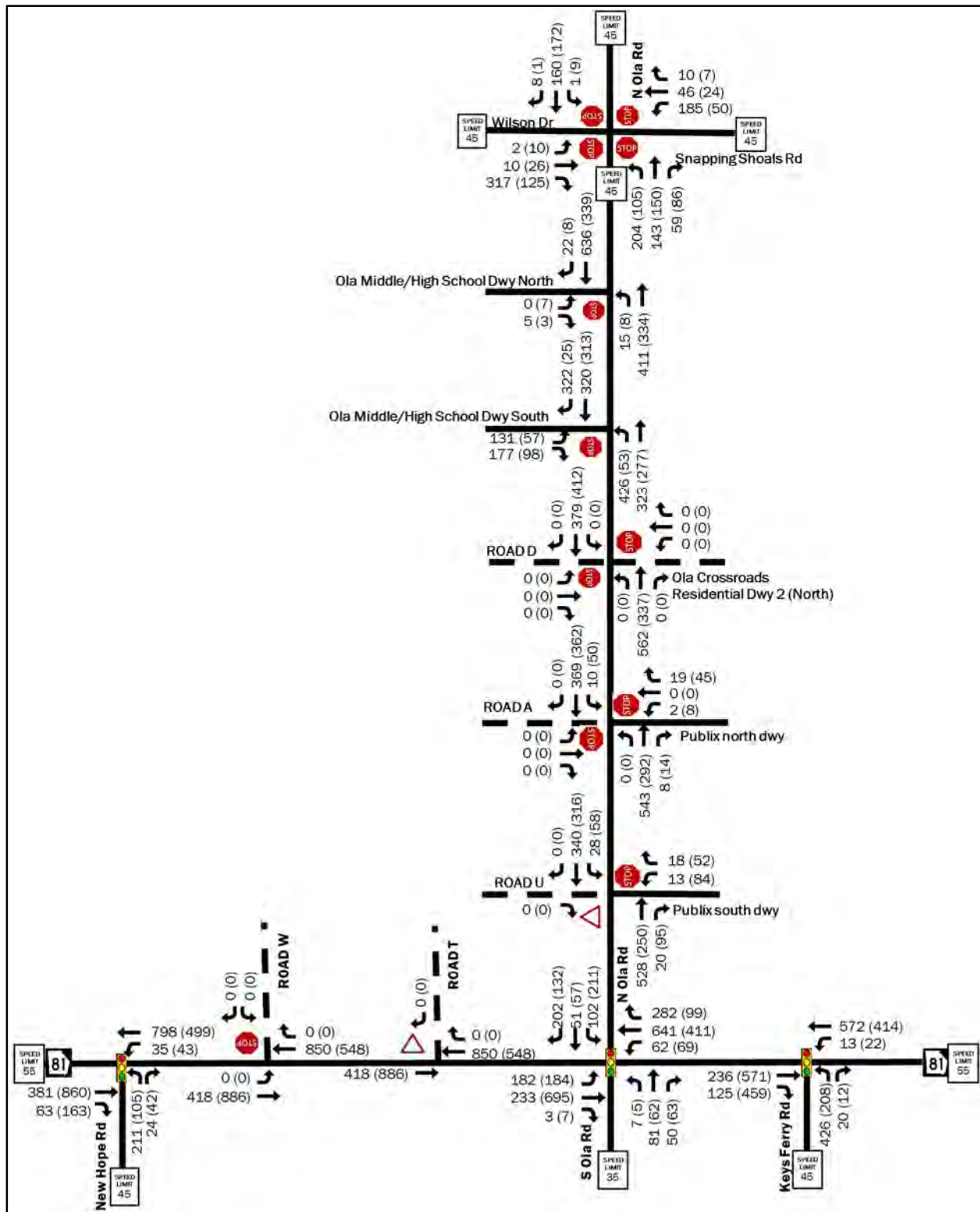
A.4. Traffic Counts

Intersection turning movement counts (TMCs) at the eight existing study intersections were collected on Tuesday, January 30, 2024, while schools were in session. In addition to the turning movement counts, two (2) 24-hour traffic classification counts were taken on Tuesday, January 30, 2024; one along SR 81 west of North Ola Road, and one along North Ola Road north of SR 81. The AM peak hour was determined to be 7:15-8:15AM, and the PM peak hour was determined to be 5:00-6:00PM. The resultant Existing Traffic Volumes are shown in Figure 4.

Figure 3: Existing Pedestrian and Multi-Use Path Infrastructure



Figure 4: Existing Traffic Volumes



Future Conditions

B.1. Adjacent Development

There is development currently under construction adjacent and to the east of the proposed site. The commercial portion of the Ola Crossroads development has been built-out; however, the residential portion is currently under construction and, for a conservative analysis, will be assumed to be fully built-out and occupied by or before the time the subject development is completed in 2028. The residential portion of the Ola Crossroads development is expected to consist of 100 single-family detached homes. The northern residential driveway of the Ola Crossroads development is expected to align with the northern site driveway (Road D) of the subject site. The expected trips from the residential portion of the Ola Crossroads development were added to the No-Build scenario in addition to the background growth expected in the region. The expected adjacent development volumes are contained in Appendix B. Figure 5 depicts the expected trips from the adjacent Ola Crossroads residential development.

B.2. Background Data Collection

The study uses a growth rate of 2.1% per year from 2024 to 2028. The growth rate was derived from the counts collected from 2009 to 2023 at the nearest count stations to the project and reported by GDOT's Traffic Analysis and Data Application (TADA). The historical traffic counts collected are contained in Appendix B, and the growth rate calculations are included in Appendix C. Figure 6 depicts the 2028 No-Build volumes with the growth rate applied to the existing volumes seen in Figure 4 and the added expected trips from the adjacent Ola Crossroads residential development seen in Figure 5.

B.3. Programmed Improvements

There are several programmed improvements scheduled by or before the project's anticipated opening year of 2028; however, none of these will impact the proposed project's site area. The intersection of North Ola Road and Wilson Drive/Snapping Shoals Road is on track to be converted to a single-lane roundabout by the time the subject development is open in 2028. The SR 81 Widening from Keys Ferry Road to North/South Bethany Road is not expected to be open by the time the proposed development is anticipated to be fully built out; however, the proposed development will accommodate the expected necessary right-of-way for this future programmed improvement, which is slated for construction sometime between 2026 and 2035. Table 1 shows the programmed improvements within the vicinity of the proposed project site.

B.4. Planned Improvements

There is one planned improvement that will take place after the proposed project site is built out – the SR 81 widening between Keys Ferry Road and North/South Bethany Road. Table 2 shows the planned improvements within the vicinity of the proposed project site.

Table 1: Programmed Projects

#	Estimated Constructed Date	Project ID	Project Description
1	2025	CTP PI-12	North Ola Road at Snapping Shoals Road Intersection Improvement. Improvements to Safety. Intersection will be reconfigured to a single-lane roundabout.
2	2025	CTP P-29	Snapping Shoals Road Widening from North Ola Road to River Road.
3	2025	GDOT P.I. No. 0015089 CTP P-03 ARC HE-005	SR 81 Widening from Post Master Drive to North Bethany Road. Road Widening from 2 to 4 lanes. The project will widen SR 81 from east of Lemon Street to east of Bethany Road from a two-lane section to a four-lane raised median section. It will include curb and gutter, ADA-compliant sidewalks, shared-use path and wheelchair ramps.

Table 2: Planned Improvements

#	Estimated Constructed Date	Project ID	Project Description
4	Mid-Term Projects (2026-2035)	GDOT P.I. No. 8338 CTP-R23 ARC HE-205	SR 81 Widening from Keys Ferry Road to North/South Bethany Road from 2 existing lanes to 4 proposed lanes.

B.5. Project Trip Generation

The mixed-use development consists of the following: 242 single-family detached senior housing units, 193,300 square feet of shopping center space, a 13,700 square-foot restaurant, and a 9,000 square-foot gas station with 20 vehicle fueling positions. The anticipated trips generated by the development were estimated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021.

The trip generation considers mixed-use internal capture trips. Internal capture trips are excluded from the external vehicle trips since they are not contributing to the ingress and egress of traffic at the site to and from the public road network. Percentages of 7% daily, 14% during the AM peak hour, and 16% during the PM peak hour was established to account for internal capture trips.

The trip generation considers pass-by trips. Pass-by trips are trips that are already part of the existing traffic pattern that are already "passing by" on their way to another destination and utilize the site before continuing their way. The pass-by trip volume was checked to ensure that it did not exceed 15% of the roadway's current traffic volume.

Table 3 summarizes the project trip generation calculated using the ITE Trip Generation rates. The detailed trip generation is included in Appendix D.

Table 3: Project Trip Generation

LAND USE	PERIOD	TOTAL	IN	OUT
Senior Adult Housing – Single Family LUC 251 242 Dwelling Units	Daily	1,256	628	628
	AM Peak Hour	76	25	51
	PM Peak Hour	88	54	34
Shopping Center (>150k) LUC 820 193,300 Square Feet	Daily	10,910	5,455	5,455
	AM Peak Hour	248	154	94
	PM Peak Hour	907	435	472
High Turnover/Sit Down Restaurant LUC 932 13,700 Square Feet	Daily	1,468	734	734
	AM Peak Hour	131	72	59
	PM Peak Hour	124	76	48
Convenience Store/Gas Station LUC 945 5.5-10K GFA, 20 Vehicle Fueling Positions (VFP)	Daily	6,916	3,458	3,458
	AM Peak Hour	632	316	316
	PM Peak Hour	538	269	269
Total Gross Trips	Daily	20,550	10,275	10,275
	AM Peak Hour	1,087	567	520
	PM Peak Hour	1,657	834	823
Pass-By	Daily	-8,940	-4,470	-4,470
	AM Peak Hour	-480	-240	-240
	PM Peak Hour	-716	-358	-358
Internal Capture	Daily	-814	-407	-407
	AM Peak Hour	-86	-43	-43
	PM Peak Hour	-150	-75	-75
Total Net Trips	Daily	10,796	5,398	5,398
	AM Peak Hour	521	284	237
	PM Peak Hour	791	401	390

B.6. Trip Distribution and Assignment

The trips for the project were distributed based upon travel patterns evidenced in the existing traffic counts and historical GDOT AADT counts in the area, along with adherence to the GRTA 7% table, which determines the impact of site trips based upon a roadway's available capacity. The trip distribution is as follows:

- Approximately 45% of the traffic is expected to travel to/from the west on SR 81,
- Approximately 15% of the traffic is expected to travel to/from the east on SR 81,
- Approximately 5% of the traffic is expected to travel to/from the south on New Hope Road,
- Approximately 5% of the traffic is expected to travel to/from the south on South Ola Road,
- Approximately 15% of the traffic is expected to travel to/from the south on Keys Ferry Road,
- Approximately 5% of the traffic is expected to travel to/from the west on Wilson Drive,
- Approximately 5% of the traffic is expected to travel to/from the north on North Ola Road, and
- Approximately 5% of the traffic is expected to travel to/from the east on Snapping Shoals Road.

New trip distribution is shown in Figure 7. The new trips expected from the new trip distribution is depicted in Figure 8. Pass-by trip distribution is shown in Figure 9. The pass-by trips expected from the pass-by trip distribution are shown in Figure 10. The net project volumes (New Trips in Figure 8 + Pass-By Trips in Figure 10) are shown in Figure 11. The 2028 Build Volumes (2028 No-Build + Net Project Volumes) are depicted in Figure 12.

Figure 5: Adjacent Development Volumes

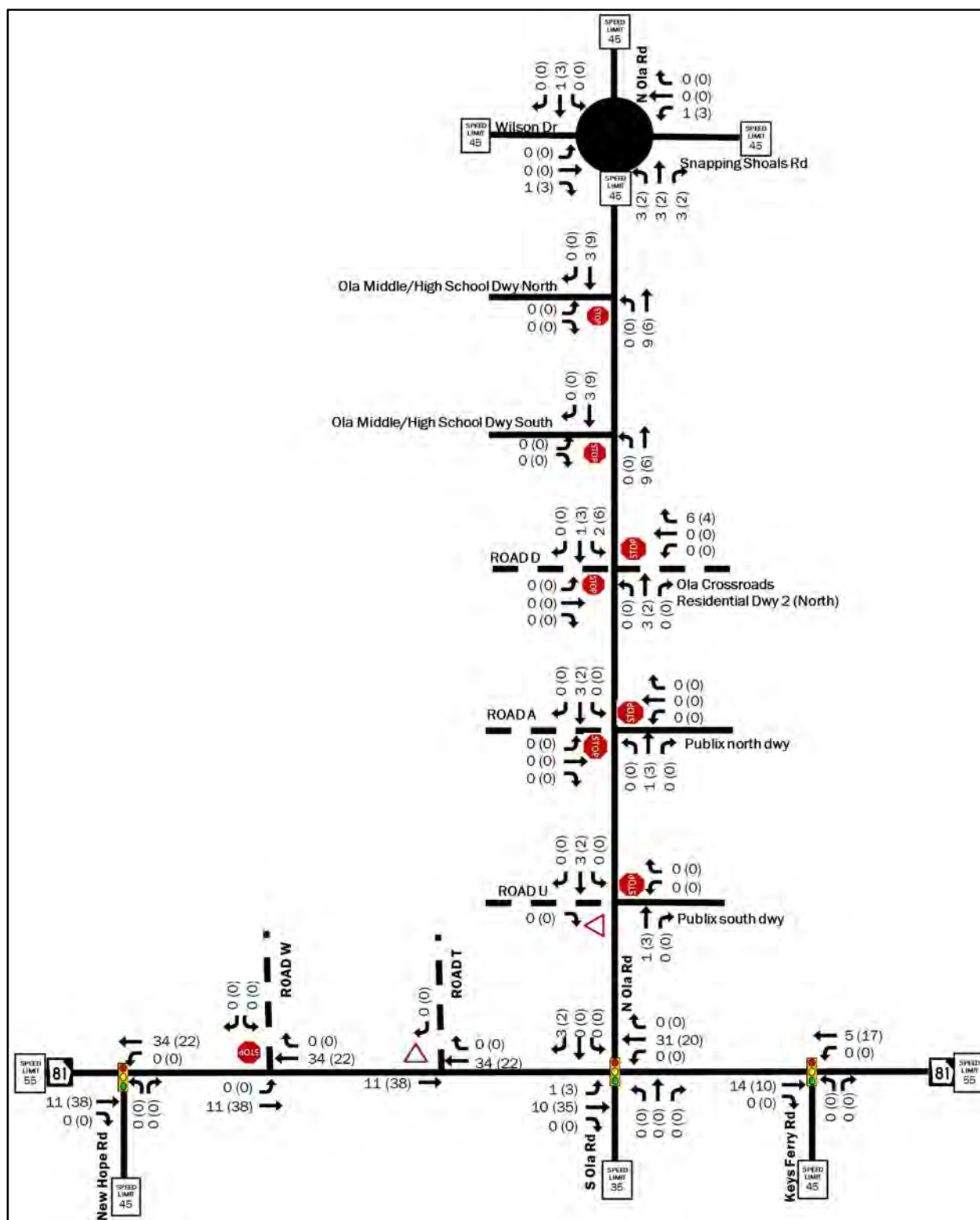


Figure 6: 2028 No-Build Traffic Volumes

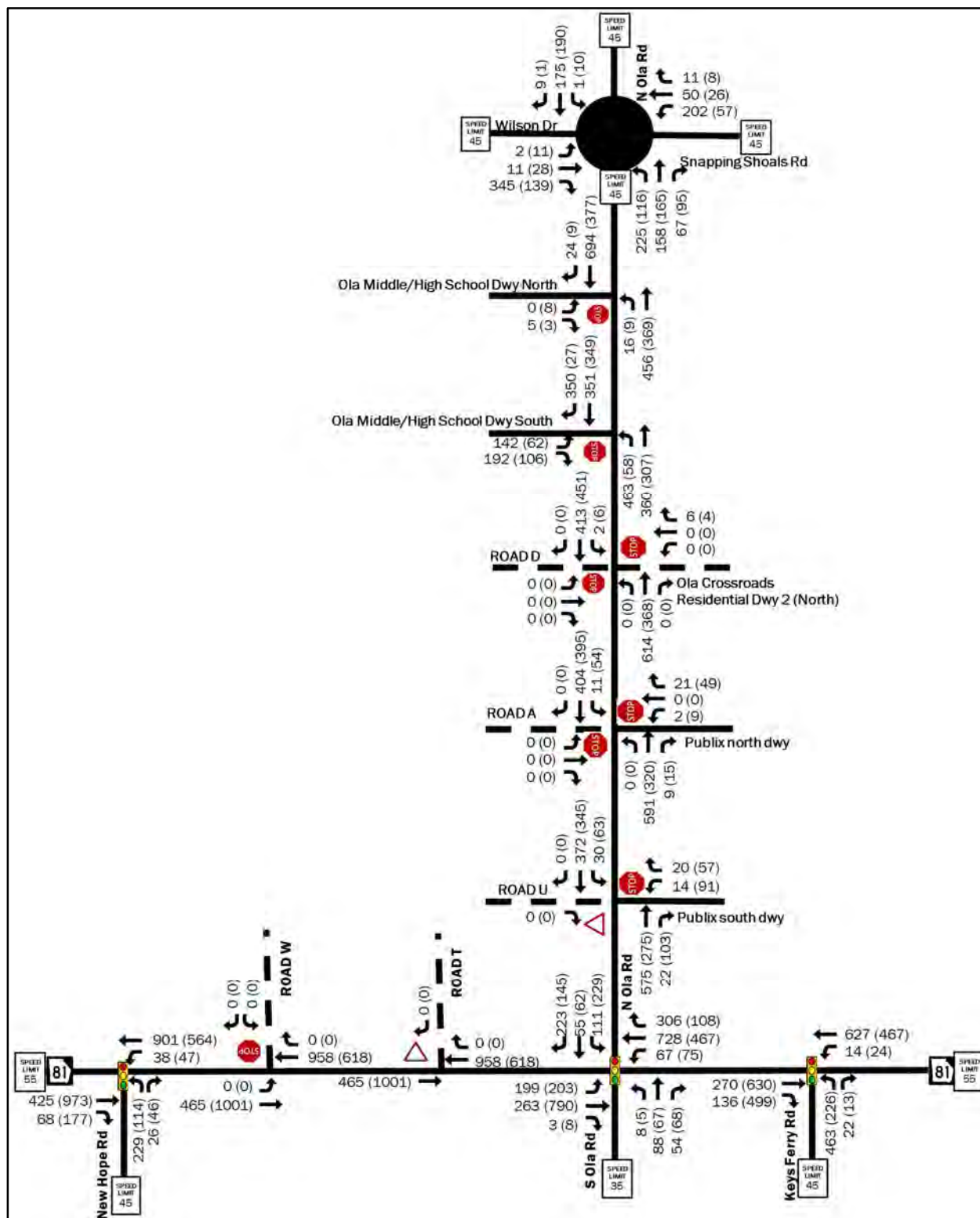


Figure 7: New Trip Distribution

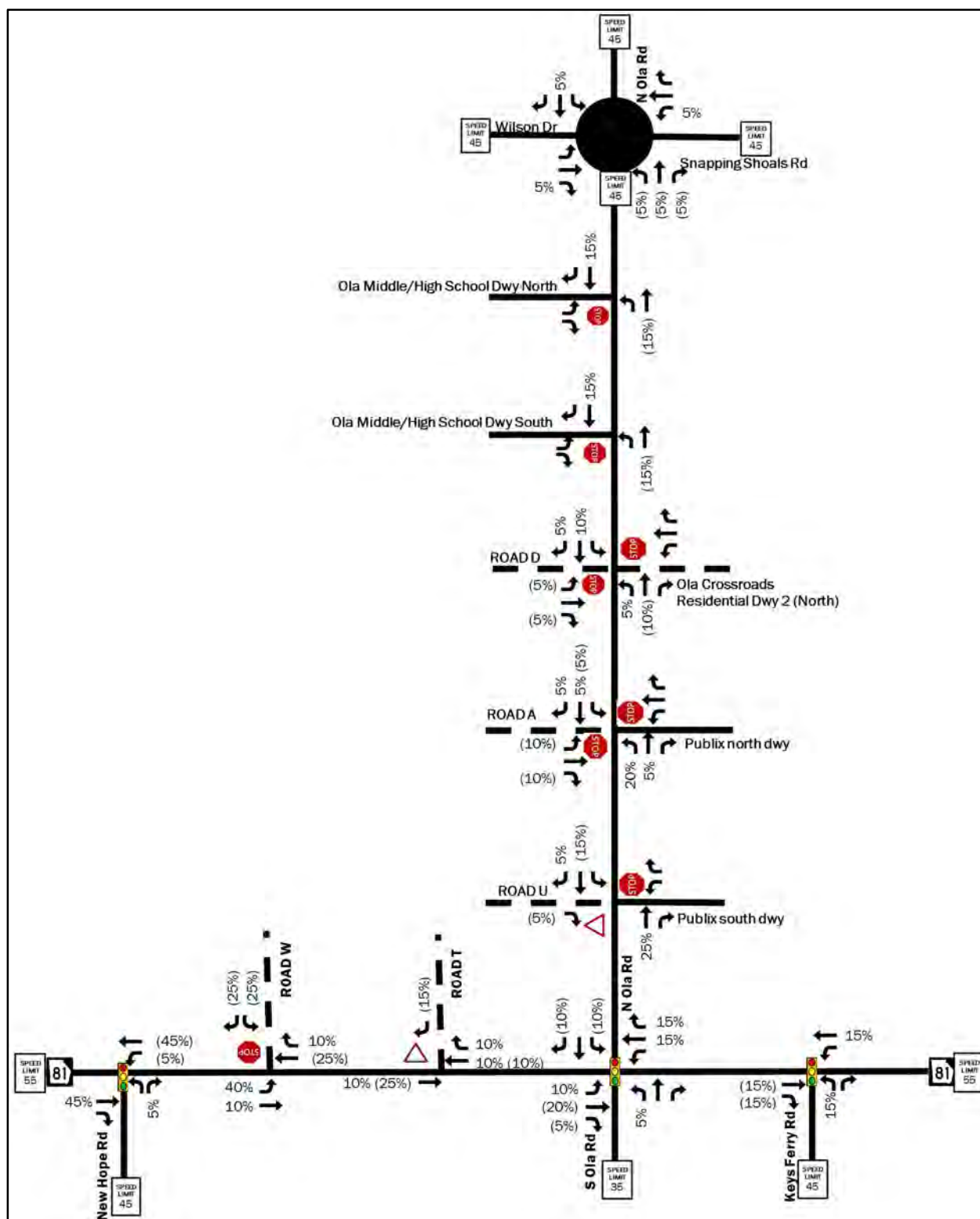


Figure 8: New Project Volumes

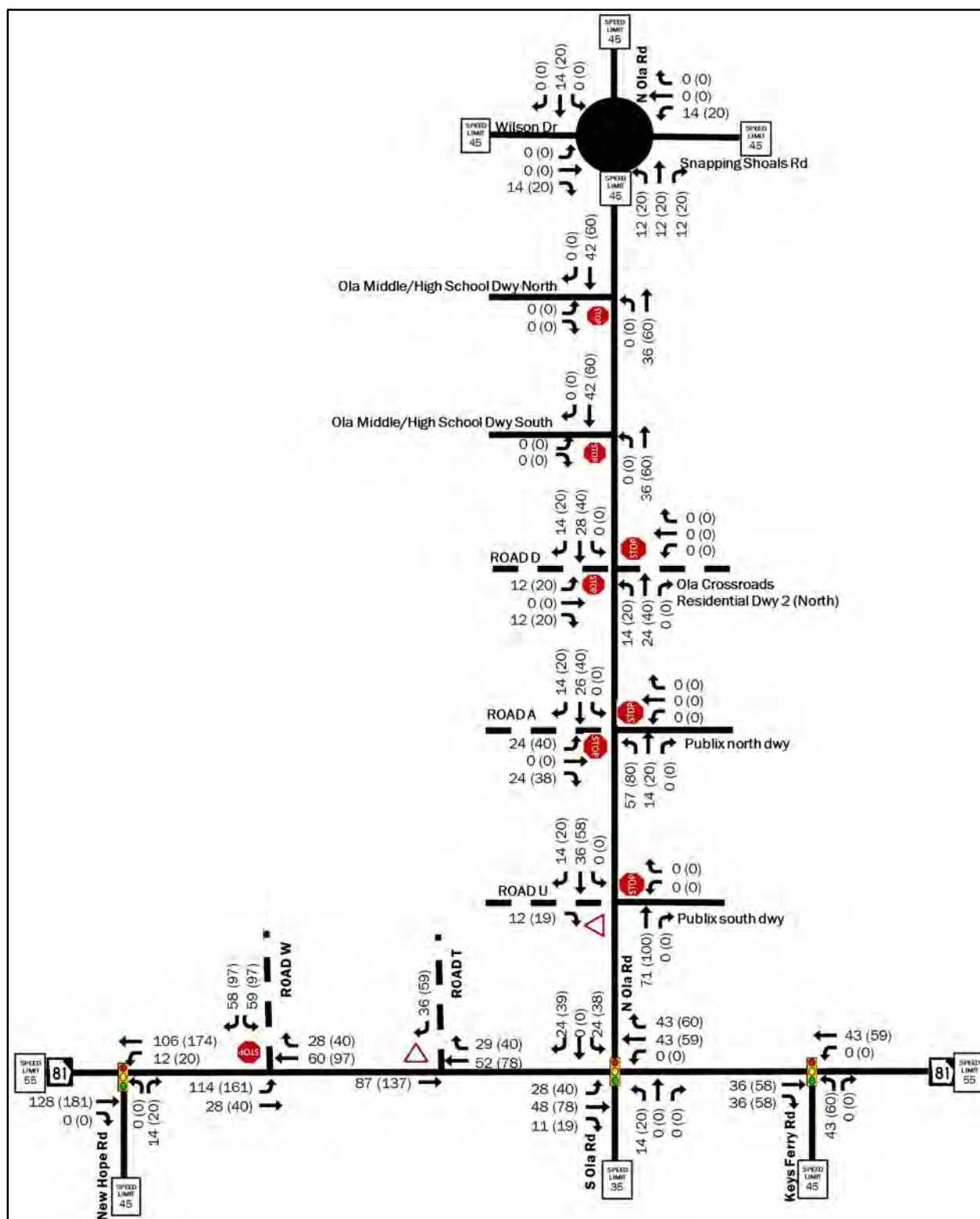


Figure 9: Pass-By Trip Distribution

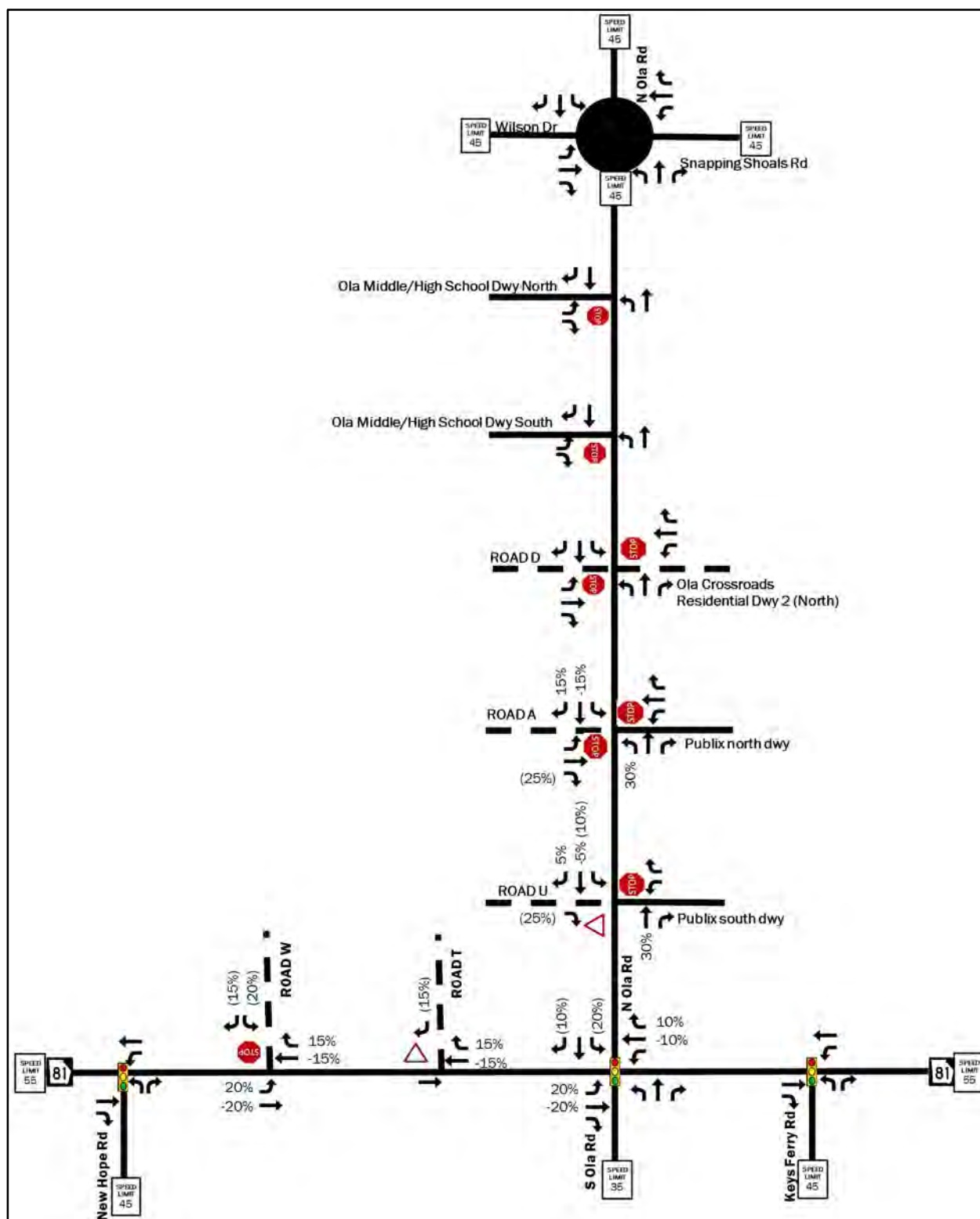


Figure 10: Pass-By Project Volumes

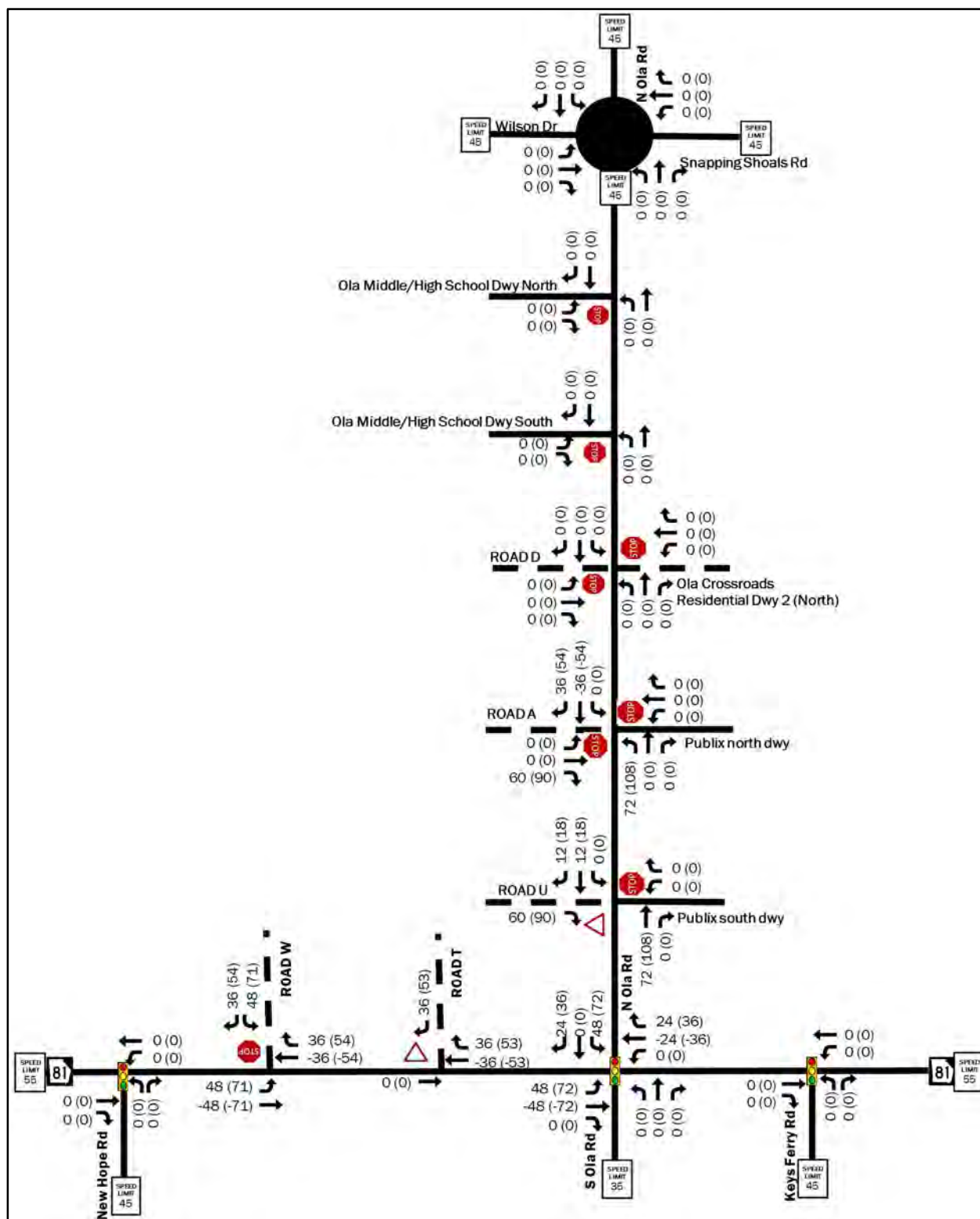


Figure 11: Net Project Volumes

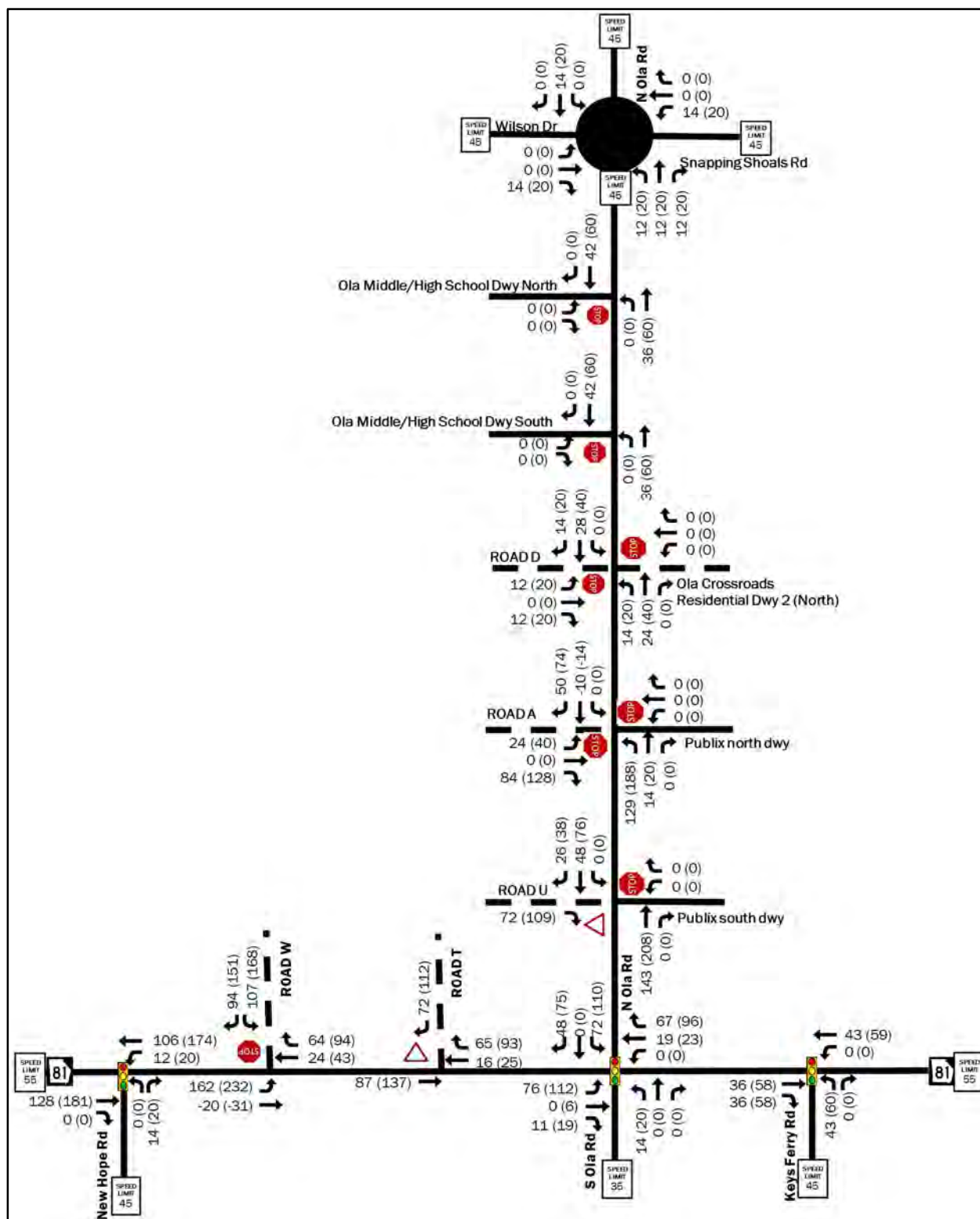
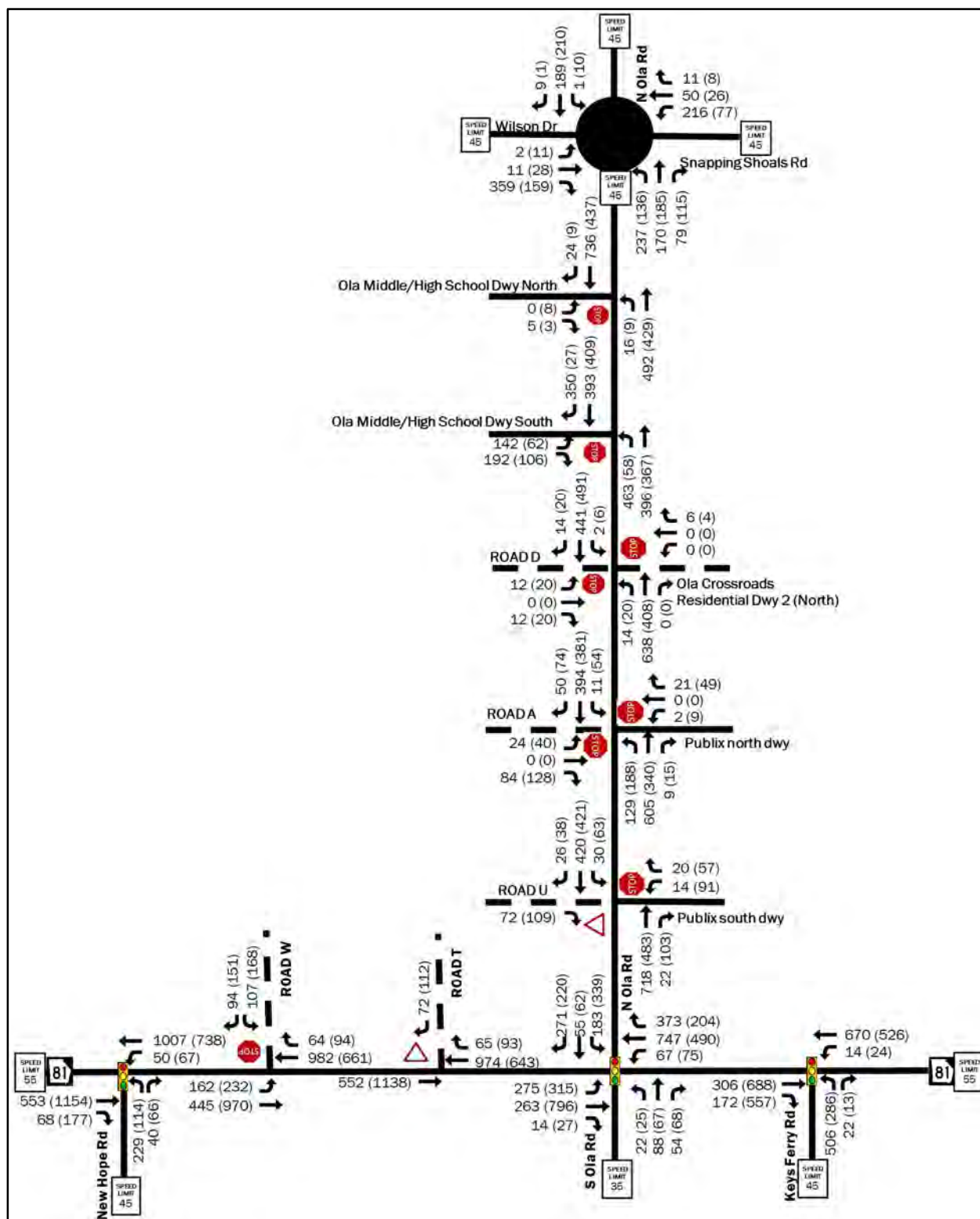


Figure 12: 2028 Build Traffic Volumes



Traffic Impact Analyses

The capacity analysis and queuing analysis was performed using the traffic analysis software Synchro® 12. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual, 7th Edition (HCM 7), where LOS A is best, and LOS F is worst. For the purposes of this study, LOS D is the acceptable standard, unless a LOS in Existing conditions is F, in which case the acceptable LOS for that movement would be E. The queue lengths are reported as 50th and 95th percentile queues. Signal timings established in Existing conditions prevail throughout all scenarios not involving mitigation. All capacity analysis worksheets are included in Appendix E.

C.1. 2024 Existing Capacity Analysis

The results of the 2024 Existing capacity analyses are shown in Table 4 and include the analysis of the volumes shown in Figure 3.

Table 4: 2024 Existing Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	N Ola Rd & Wilson Dr/ Snapping Shoals Rd	All-Way Stop Control	Overall	F	52.0	B	11.1
			EB	E	41.6	A	9.6
			WB	E	36.9	B	10.6
			NB	F	81.2	B	11.7
			SB	C	23.9	B	11.4
2	N Ola Rd & Ola Middle/High School Dwy North	Side Street Stop Control	EB	C	16.7	B	13.3
			NB L	B	12.1	A	8.2
3	N Ola Rd & Ola Middle/High School Dwy South	Side Street Stop Control	EB	F	>300	B	13.6
			NB L	B	10.0	A	8.1
4	N Ola Rd & Publix Dwy North	Side Street Stop Control	WB	B	13.2	B	11.5
			SB L	A	8.6	A	8.0
5	N Ola Rd & Publix Dwy South	Side Street Stop Control	WB	B	13.5	B	13.2
			SB L	A	8.7	A	8.1
6	SR 81 & N Ola Rd/S Ola Rd	Traffic Signal	Overall	B	19.7	C	29.8
			EB	B	12.1	C	26.9
			WB	A	3.3	B	14.0
			NB	D	51.6	E	59.7
			SB	E	61.7	D	49.4
7	SR 81 & New Hope Rd	Traffic Signal	Overall	B	18.5	B	15.5
			EB	B	10.8	B	14.1
			WB	B	12.2	A	4.3
			NB	E	55.6	E	66.1
8	SR 81 & Keys Ferry Rd	Traffic Signal	Overall	C	23.7	B	10.1
			EB	A	0.6	A	0.9
			WB	B	16.0	A	5.1
			NB	D	52.5	E	63.5

As shown in Table 4, there are several instances of inadequate LOS during Existing conditions at the study intersections that are detailed below:

North Ola Road and Wilson Drive/Snapping Shoals Road

- The overall intersection during the AM peak hour (LOS F)
- The eastbound approach during the AM peak hour (LOS E)
- The westbound approach during the AM peak hour (LOS F)
- The northbound approach during the AM peak hour (LOS F)

North Ola Road and Ole Middle/High School Driveway South

- The eastbound approach during the AM peak hour (LOS F)

SR 81 and North Ola Road/South Ola Road

- The northbound approach during the PM peak hour (LOS E)
- The southbound approach during the AM peak hour (LOS E)

SR 81 and New Hope Road

- The northbound approach during both peak hours (LOS E)

SR 81 and Keys Ferry Road

- The northbound approach during the PM peak hour (LOS E)

C.2. 2028 No-Build Conditions Capacity Analysis

The results of the 2028 No-Build conditions intersection capacity analysis are shown in Table 5 and include the volumes shown in Figure 6.

Table 5: 2028 No-Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	N Ola Rd & Wilson Dr/ Snapping Shoals Rd	Single-Lane Roundabout	Overall	A	9.8	A	5.3
			EB	B	13.0	A	5.3
			WB	A	9.9	A	4.6
			NB	A	7.1	A	5.6
			SB	A	10.0	A	5.1
2	N Ola Rd & Ola Middle/High School Dwy North	Side Street Stop Control	EB	C	18.0	B	14.3
			NB L	B	12.7	A	8.3
3	N Ola Rd & Ola Middle/High School Dwy South	Side Street Stop Control	EB	F	>300	B	14.8
			NB L	B	10.7	A	8.3
4	N Ola Rd & Publix Dwy North	Side Street Stop Control	WB	B	13.9	B	12.0
			SB L	A	8.8	A	8.1
5	N Ola Rd & Publix Dwy South	Side Street Stop Control	WB	B	14.3	B	14.1
			SB L	A	8.9	A	8.3
6	SR 81 & N Ola Rd/S Ola Rd	Traffic Signal	Overall	C	20.5	D	36.3
			EB	B	13.3	C	32.7
			WB	A	4.9	C	27.5
			NB	D	48.7	E	60.3
			SB	E	62.4	D	50.0
7	SR 81 & New Hope Rd	Traffic Signal	Overall	C	21.2	B	17.4
			EB	B	12.3	B	17.1
			WB	B	16.9	A	5.2
			NB	D	54.7	E	65.6
8	SR 81 & Keys Ferry Rd	Traffic Signal	Overall	C	25.0	B	10.2
			EB	A	0.8	A	0.9
			WB	B	19.4	A	5.8
			NB	D	52.8	E	62.7
9	N Ola Rd & Ola Crossroads Residential Dwy N	Side Street Stop Control	WB	B	12.8	B	10.6
			SB L	A	8.8	A	8.1

As shown in Table 5, there are no additional instances of inadequate LOS and degrading LOS during 2028 No-Build conditions at the study intersections. The programmed single-lane roundabout at the intersection of North Ola Road and Wilson Drive/Snapping Shoals Road is expected to provide satisfactory LOS at the intersection in future 2028 No-Build conditions.

C.3. 2028 Build Conditions Capacity Analysis

The results of the 2028 Build conditions intersection capacity analysis are shown in Table 6 and include the volumes shown in Figure 12.

Table 6: 2028 Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	N Ola Rd & Wilson Dr/ Snapping Shoals Rd	Single-Lane Roundabout	Overall	B	10.8	A	5.8
			EB	B	14.7	A	5.8
			WB	B	10.9	A	5.0
			NB	A	7.6	A	6.1
			SB	B	10.9	A	5.5
2	N Ola Rd & Ola Middle/High School Dwy North	Side Street Stop Control	EB	C	19.1	C	16.0
			NB L	B	13.2	A	8.5
3	N Ola Rd & Ola Middle/High School Dwy South	Side Street Stop Control	EB	F	>300	C	16.8
			EB L	F	>300	C	24.4
			EB R	B	14.5	B	12.4
			NB L	B	11.1	A	8.5
4	N Ola Rd & Publix Dwy North/ Site Dwy Central (Road A)	Side Street Stop Control	EB	C	20.1	D	25.2
			EB L	E	49.9	F	67.1
			EB R	B	11.6	B	12.2
			WB	C	17.0	C	18.8
			NB L	A	8.6	A	8.8
			SB L	A	8.8	A	8.2
5	N Ola Rd & Publix Dwy South/ Site Dwy South (Road U)	Side Street Stop Control	EB R	B	11.1	B	11.5
			WB	C	19.3	D	27.7
			SB L	A	9.4	A	9.0
6	SR 81 & N Ola Rd/S Ola Rd	Traffic Signal	Overall	C	24.0	D	36.8
			EB	B	10.1	B	12.9
			WB	A	4.7	C	22.9
			NB	D	44.8	E	59.9
			SB	E	77.5	F	91.8
7	SR 81 & New Hope Rd	Traffic Signal	Overall	C	24.0	C	23.8
			EB	B	14.8	C	27.8
			WB	C	21.7	A	8.0
			NB	D	53.9	E	65.4
8	SR 81 & Keys Ferry Rd	Traffic Signal	Overall	C	26.5	B	12.2
			EB	A	1.3	A	1.0
			WB	C	23.5	A	7.9
			NB	D	53.0	E	66.5
9	N Ola Rd & Ola Crossroads Residential Dwy N/ Site Dwy North (Road D)	Side Street Stop Control	EB	C	20.6	C	19.4
			WB	B	13.0	B	10.9
			NB L	A	8.4	A	8.6
			SB L	A	8.9	A	8.2
10	SR 81 & Site Dwy West (Road W)	Traffic Signal	Overall	B	17.3	B	12.3
			EB	A	4.3	A	6.4
			WB	B	18.2	A	1.3
			SB	D	52.1	E	60.6
11	SR 81 & Site Dwy East (Road T)	Yield	SB R	D	26.6	C	15.1

As shown in Table 6, in addition to the same intersections and movements from Existing conditions and No-Build conditions, there are additional instances of inadequate LOS and degrading LOS during 2028 Build conditions at the study intersections that are detailed below. The Build analysis considers all appropriate intersection control and lane geometry at each of the proposed site driveways. Discussion on turn lane analysis for all site driveways and signalization of Site Driveway West (Road W) are discussed in Sections C.6 and C.7, respectively.

SR 81 and North Ola Road/South Ola Road

- The southbound approach during the PM peak hour degraded from LOS D in Existing and No-Build Conditions to LOS F in Build conditions.

SR 81 and Site Driveway West (Road W)

- The southbound approach during the PM peak hour operates at LOS E.

C.4. Queue Length Analysis

Queue length analysis was conducted for all intersection approaches with failing LOS E or F where the project is adding additional trips to that approach. Queue length analysis results are modeled according to Highway Capacity Manual procedures, using the traffic analysis software Synchro® 12. Queue lengths reported include 50th percentile (average) queues, 95th percentile queues, existing storage lengths, and existing taper lengths to intersection approaches.

Queueing analysis indicates that project-related queues are contained in the available full-width storage capacity in Existing conditions and are expected to still be contained in No-Build conditions. In Build conditions, the additional site traffic generated by the proposed development minimally contributes to the delays and queues at each intersection; however, none of the full-width storage capacities are expected to be breached in Build conditions.

Table 7 shows the queue length comparisons across all study scenarios for Existing geometric conditions.

Table 7: 50th and 95th Percentile Queue Length Analysis

ID	Intersection	Control	Movement	Storage Length	2024 Existing				2028 No-Build				2028 Build			
					50th %ile		95th %ile		50th %ile		95th %ile		50th %ile		95th %ile	
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
6	SR 81 & N Ola Rd/S Ola Rd	Traffic Signal	NBL	350	25	25	29	25	25	25	34	25	25	25	56	56
			NBT	-	61	51	119	100	61	54	113	105	64	49	118	98
			SBL	625	86	135	148	223	86	146	153	234	131	245	215	378
			SBR	645	25	0	110	0	39	0	149	0	76	40	225	195
7	SR 81 & New Hope Rd	Traffic Signal	NBR	140	25	25	100	60	25	25	111	68	25	27	107	103
8	SR 81 & Keys Ferry Rd	Traffic Signal	NBL	-	305	167	447	265	322	166	437	275	338	202	473	307

C.5. 2028 No-Build and Build Conditions Capacity Analysis – Mitigated

The existing study intersections were analyzed with possible improvements to determine the feasibility of reducing the inadequate LOS back to acceptable (LOS D) levels, or levels seen in Existing conditions, for No-Build conditions and Build conditions. The same improvements needed in 2028 No-Build conditions are needed in 2028 Build conditions.

At the intersection of North Ola Road and Ola Middle/High School Driveway South, a traffic signal control and a roundabout were each analyzed as potential mitigation in the No-Build and Build scenarios. The preliminary warrant analysis including Warrant 2, Four-Hour Vehicular Volume, is included in Appendix G. The mitigation at the intersection of North Ola Road and Ola Middle/High School Driveway South in the form of a traffic signal and a roundabout is portrayed in Table 8 for No-Build conditions and Table 9 for Build conditions. Note that the intersection of North Ola Road and Ola Middle/High School Driveway South is only expected to carry through volumes related to the proposed project, and the eastbound approach of the intersection is operating inadequately without the presence of the proposed project.

The minimum required mitigations to achieve acceptable LOS in the No-Build scenario where project turning movement volume is expected is portrayed in Table 10 for each intersection. The minimum required mitigations to achieve acceptable LOS in the Build scenario where project turning movement volume is expected is portrayed in Table 11 for each intersection.

Table 8: 2028 No-Build Conditions Capacity Analysis – North Ola Road and Ola Middle/High School Driveway South – Mitigated

ID	Intersection	Mitigation	Movement	AM		PM	
				LOS	Delay	LOS	Delay
3	N Ola Rd & Ola Middle/High School Dwy South	Single-Lane Roundabout	Overall	B	14.8	A	5.6
			EB	A	9.9	A	5.9
			NB	C	20.8	A	5.9
			SB	B	10.1	A	5.2
		Traffic Signal	Overall	B	14.0	A	8.7
			EB	C	26.9	B	17.7
			NB	A	9.1	A	4.5
			SB	C	20.5	B	11.6

Table 9: 2028 Build Conditions Capacity Analysis – North Ola Road and Ola Middle/High School Driveway South – Mitigated

ID	Intersection	Mitigation	Movement	AM		PM	
				LOS	Delay	LOS	Delay
3	N Ola Rd & Ola Middle/High School Dwy South	Single-Lane Roundabout	Overall	C	16.5	A	6.2
			EB	B	10.7	A	6.5
			NB	C	23.7	A	6.5
			SB	B	10.7	A	5.7
		Traffic Signal	Overall	B	14.6	A	8.8
			EB	C	28.1	B	18.7
			NB	A	9.6	A	4.5
			SB	C	20.5	B	11.8

As shown in Tables 8 and 9, with the 2028 No-Build and Build conditions mitigated at the intersection of North Ola Road and Ola Middle/High School Driveway South, the intersection and its movements would be expected to be restored to satisfactory LOS with either a roundabout or a traffic signal.

Table 10: 2028 No-Build Conditions Capacity Analysis – Remaining Intersections – Mitigated

ID	Intersection	Mitigation	Movement	AM		PM	
				LOS	Delay	LOS	Delay
6	SR 81 & N Ola Rd/S Ola Rd	SBR pm+ overlap phase, 2 EBT Lanes, 2 WBT Lanes, Signal re-timing	Overall	C	21.4	C	28.2
			EB	B	15.6	C	26.3
			WB	C	23.8	C	30.5
			NB	C	33.7	C	30.5
			SB	B	17.0	C	28.6
7	SR 81 & New Hope Rd	2 EBT Lanes, 2 WBT Lanes, Signal re-timing	Overall	B	14.5	B	14.3
			EB	B	17.9	B	16.3
			WB	A	7.9	A	3.8
			NB	C	32.4	D	39.8
8	SR 81 & Keys Ferry Rd	2 EBT Lanes, 2 WBT Lanes, Signal re-timing	Overall	C	21.3	A	9.3
			EB	C	21.4	A	5.1
			WB	B	11.4	A	4.8
			NB	C	34.2	D	38.8

Table 11: 2028 Build Conditions Capacity Analysis – Remaining Intersections – Mitigated

ID	Intersection	Mitigation	Movement	AM		PM	
				LOS	Delay	LOS	Delay
6	SR 81 & N Ola Rd/S Ola Rd	SBR pm+ overlap phase, 2 EBT Lanes, 2 WBT Lanes, Signal re-timing	Overall	C	24.3	C	27.4
			EB	B	10.3	B	14.2
			WB	C	28.5	D	39.3
			NB	D	35.9	D	47.5
			SB	C	25.7	C	31.8
7	SR 81 & New Hope Rd	2 EBT Lanes, 2 WBT Lanes, Signal re-timing	Overall	B	12.7	B	15.1
			EB	B	11.2	B	16.4
			WB	A	8.0	A	4.0
			NB	C	34.6	D	54.7
8	SR 81 & Keys Ferry Rd	2 EBT Lanes, 2 WBT Lanes, Signal re-timing	Overall	C	22.9	A	9.6
			EB	C	23.8	A	1.1
			WB	B	13.1	A	6.0
			NB	C	34.7	D	52.1
10	SR 81 & Site Dwy West (Road W)	2 EBT Lanes, 2 WBT Lanes, Signal re-timing	Overall	A	5.3	B	10.1
			EB	A	3.5	A	4.4
			WB	A	1.0	A	2.9
			SB	C	33.5	D	48.5

As shown in Tables 10 and 11, with the 2028 No-Build and Build conditions mitigated at the remaining intersections of interest, the intersections and their movements would be expected to be restored to satisfactory LOS with the listed improvements.

C.6. Turn Lane Warrant Analysis

Turn lane analysis was conducted for the proposed development driveways along North Ola Road and along SR 81 using the GDOT Regulations for Driveway and Encroachment Control Manual (Regulations), dated July 25, 2023. The results of the evaluation are summarized in Table 12.

The ADT data collected on Tuesday, January 30, 2024, shows the average weekday traffic to be 8,129 vehicles per day along North Ola Road, north of the northern Publix Driveway. The data also shows the average weekday traffic to be 17,117 vehicles per day along SR 81. The speed limit on North Ola Road is 45 miles per hour, and the speed limit on SR 81 is 55 miles per hour.

The eastbound left-turn traffic on SR 81 is expected to exceed the threshold of 150 left-turn vehicles per day for Site Driveway West (Road W). The westbound right-turn traffic on SR 81 is expected to exceed the threshold of 50 right-turn vehicles per day for Site Driveway East (Road T) and Site Driveway West (Road W).

The northbound left-turn traffic on North Ola Road is expected to exceed the threshold of 175 left-turn vehicles per day for Site Driveway Central (Road A) and Site Driveway North (Road D). The southbound right-turn traffic is expected to exceed the threshold of 75 right-turn vehicles per day for Site Driveway Central (Road A), Site Driveway South (Road U), and Site Driveway North (Road D).

Table 12: GDOT Turn Lane Warrants

ID	Intersection	Movement/ Turn Lane	Turn Volume	GDOT Volume Criteria	GDOT Criteria met?
4	N Ola Rd & Site Dwy Central (Road A)	SB R	940 RT/Day	75 RT/Day	YES
		NB L	2421 LT/Day	175 LT/Day	YES
5	N Ola Rd & Site Dwy South (Road U)	SB R	493 RT/Day	75 RT/Day	YES
9	N Ola Rd & Site Dwy North (Road D)	SB R	270 RT/Day	75 RT/Day	YES
		NB L	270 LT/Day	175 LT/Day	YES
10	SR 81 & Site Dwy West (Road W)	WB R	1210 RT/Day	50 RT/Day	YES
		EB L	3054 LT/Day	150 LT/Day	YES
11	SR 81 & Site Dwy East (Road T)	WB R	1210 RT/Day	50 RT/Day	YES

As shown in Table 12, a right-turn deceleration lane is warranted at all site driveways along SR 81 and North Ola Road. A left-turn lane is warranted at Site Driveway Central (Road A) and Site Driveway North (Road D) along North Ola Road and at Site Driveway West (Road W) along SR 81.

Site Driveway West (Road W) and Site Driveway East (T) along SR 81 each warrant a right-turn deceleration lane. Based on GDOT criteria for a 55 MPH roadway, the minimum right-turn deceleration lane length is 250 feet with a taper of 100 feet.

Site Driveway Central (Road A), Site Driveway South (Road U), and Site Driveway North (Road D) along North Ola Road each warrant a right-turn deceleration lane. Based on GDOT criteria for a 45 MPH roadway, the minimum right-turn deceleration lane length is 175 feet with a taper of 100 feet.

Site Driveway West (Road W) along SR 81 warrants a left-turn lane. Based on GDOT criteria for a 55 MPH roadway, the minimum left-turn lane length is 310 feet with a taper of 100 feet, with either 330 feet or 660 feet of approach and departure taper for 6 feet of shift or 12 feet of shift, respectively.

Site Driveway Central, (Road A) and Site Driveway North (Road D) on North Ola Road each warrant a left-turn lane. Based on GDOT Regulations criteria for a 45 MPH roadway, the minimum left-turn lane length is 235 feet with 100 feet of taper, with either 270 feet or 540 feet of approach and departure taper for 6 feet of shift or 12 feet of shift, respectively.

The turn lane evaluations are included in Appendix F.

C.7. Signal Warrant Analysis

The Signal Warrant Analysis was conducted using the 11th edition of the Manual on Uniform Traffic Control Devices (MUTCD, 2023) for Build conditions with project traffic. The analysis uses the combined volumes on the main street (SR 81) and compares it to the minor street with the higher traffic volumes (proposed Site Driveway West (Road W)) on an hour-by-hour basis. For this analysis, Warrants 1A, 1B and 2 were considered. All other Warrants are not applicable for this intersection location. It is noted that the speed limit on SR 81 is 55 miles per hour. However, to prepare a conservative analysis, the speed limit was taken to be below 40 miles per hour. The warrant analysis results are shown in Table 13, which excludes the right-turning vehicles from the proposed driveway in the analysis per GDOT policy.

Table 13: Signal Warrant Analysis Summary - Excluding Right Turns

Hour Beginning	SR 81	Site Dwy W (Road W)	WARRANT 1A Major Street Condition Met? Major>600 Minor>150	WARRANT 1B Major Street Condition Met? Major>900 Minor>75	WARRANT 2 Conditions Met?
	Combined Volume with Right Turns	Approach Volume without Right Turns			
6:00	1221	100	NO	YES	YES
7:00	1613	107	NO	YES	YES
8:00	1414	116	NO	YES	YES
9:00	1104	92	NO	YES	NO
10:00	1025	96	NO	YES	NO
11:00	1174	96	NO	YES	NO
12:00	1228	100	NO	YES	YES
13:00	1294	107	NO	YES	YES
14:00	1299	107	NO	YES	YES
15:00	1562	130	NO	YES	YES
16:00	1714	140	NO	YES	YES
17:00	1865	170	YES	YES	YES
18:00	1535	127	NO	YES	YES
Number of Hours Needed			8	8	4
Number of Hours Met			1	13	10

A traffic signal is generally considered to be justified if Warrants 1A or 1B volume requirements are met for either (8) or more hours of the day. The study intersection is expected to meet the requirements without right-turning vehicles for Warrants 1B and 2. The signal warrant analysis worksheets are contained in Appendix G.

Conclusions

The Villages at Ola Mixed-Use Development (DRI #4195) is proposed for construction along North Ola Road and SR 81 in Ola, Henry County, Georgia. The proposed development will consist of 242 single-family detached senior housing units, 193,300 square feet of shopping center space, a 13,700 square-foot restaurant, and a 9,000 square-foot gas station with 20 vehicle fueling positions. The development will have five access points consisting of one full-access driveway on SR 81, two full-access driveways on North Ola Road (one of which is proposed to align with the future Ola Crossroads residential driveway 2 (north), and one of which is proposed to align with the existing Publix driveway to the north), one right-in/right-out (RIRO) driveway on North Ola Road aligned with the existing Publix driveway to the south, and one RIRO driveway on SR 81 between the proposed full-access driveway on SR 81 and North Ola Road/South Ola Road, just west of Old South Ola Road.

Traffic operations at the study intersections are satisfactory at three of the eight study intersections in the Existing conditions. However, inadequate LOS are present at the remaining five study intersections, and the conditions are expected to worsen as evidenced in the 2028 No-Build scenario due to the anticipated growth in the study area. The programmed improvement at the intersection of North Ola Road and Wilson Drive/Snapping Shoals Road in the form of a single-lane roundabout is expected to restore adequate operations at that intersection, and no additional intersections or movements are expected to become inadequate in 2028 No-Build conditions.

The addition of project traffic is expected to have an impact on the traffic operations at the study intersections. For 2028 Build conditions, study intersections are expected to continue to operate at the same overall LOS when compared to 2028 No-Build conditions, with some individual movements becoming inadequate.

A left-turn lane is warranted at Site Driveway Central (Road A) along North Ola Road, Site Driveway North (Road D) along North Ola Road, and Site Driveway West (Road W) along SR 81.

All five site driveways warrant a right-turn deceleration lane.

Single-lane approaches are sufficient at each of the site driveways, except for Site Driveway Central (Road A) and Site Driveway West (Road W), which are each expected to need separate left- and right-turn approach lanes.

Site Driveway West (Road W) along SR 81 warrants a traffic signal in Build conditions. A left-turn lane and a right-turn deceleration lane, along with the separate left- and right-turn approach lanes on Site Driveway West (Road W), are expected to be sufficient for Build operations.

Recommendations

All improvements related to site driveways are recommended, except for a left-turn lane at Site Driveway North (Road D) across from the Ola Crossroads residential driveway 2 (North) along North Ola Road. The Ola Crossroads residential development, associated driveways, and turn lane improvements are currently under construction for this development, and a left-turn lane for this development will not be installed. Therefore, it is proposed that the left-turn lane for Site Driveway North (Road D) be waived despite the turning movement meeting GDOT turn lane warrants.

From the analysis, mitigation should be considered at the following existing study intersections:

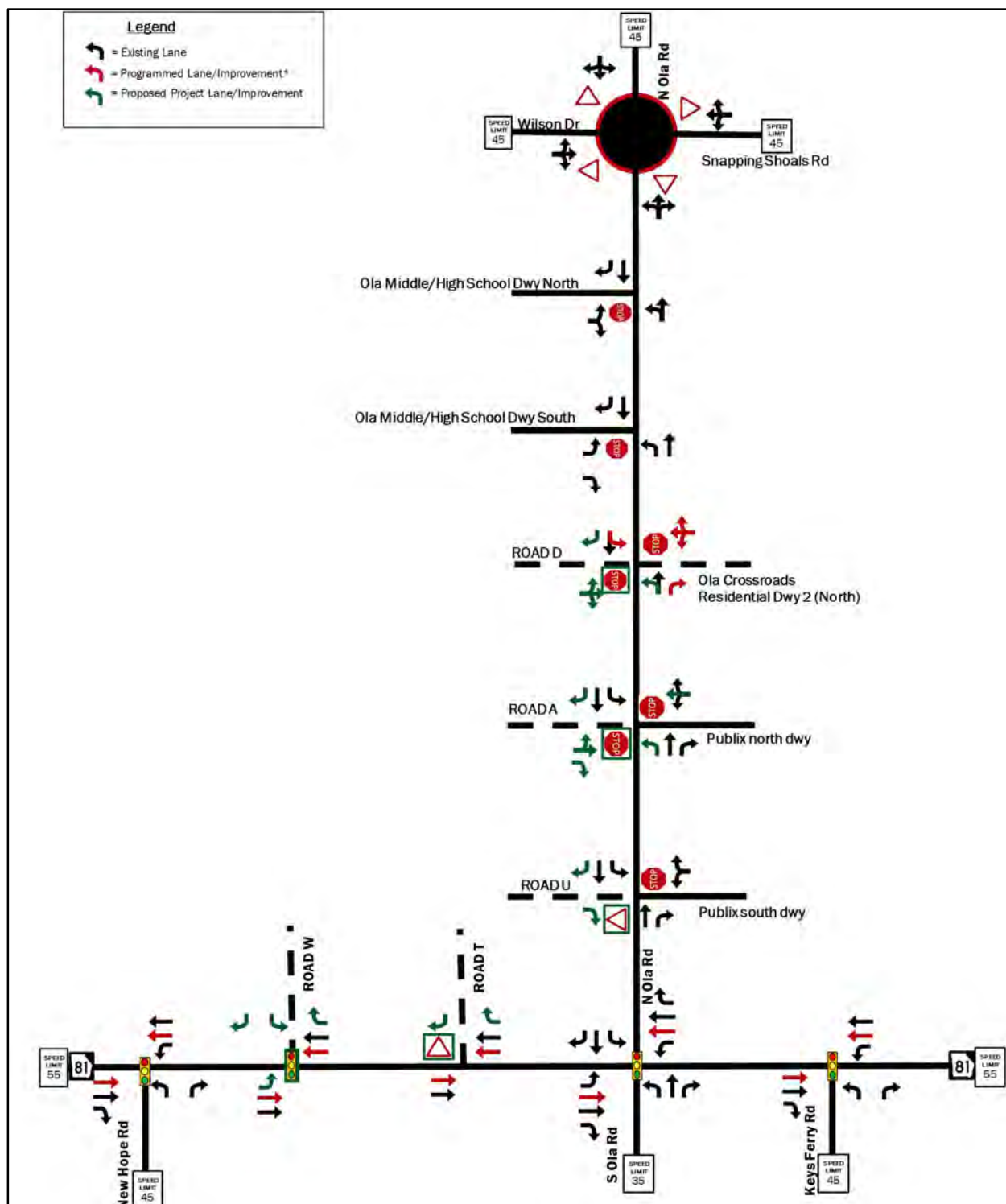
SR 81 and North Ola Road/South Ola Road

- Install a southbound permissive+overlap phase for the right-turn movement.

In the mitigation scenarios for 2028 No-Build and 2028 Build Conditions, one additional through lane in each direction on SR 81 and associated re-timing of the signalized study intersections are expected to provide adequate LOS at the study intersections. However, SR 81 is programmed to be widened at some point between 2026 and 2035, and The Villages at North Ola DRI #4195 has accommodated this planned widening.

Figure 13 below shows existing lane geometry alongside all the programmed improvements for No-Build conditions and proposed project lane configurations for Build conditions to restore or preserve adequate LOS on approaches and at overall intersections.

Figure 13: Existing, Programmed, and Proposed Project Lane Geometries



*-Planned SR 81 Widening to take place between 2026 and 2035

APPENDIX A: Site Plan

APPENDIX B: Traffic Count Data

Bi-Directional Class Count || NB EB 15min

Henry County, GA



Site 1
N Ola Rd,
north of Publix North Driveway

Date
Tuesday, January 30, 2024

Weather
Fair
47°F

Lat/Long
33.439773°, -84.041635°

[Click here for Detailed Weather](#)[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (01-30-2024)
NB EB 15min

Time	Northbound (Movement 1.1)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	3	1	0	0	0	0	0	0	0	0	0	0	4	15
0015 - 0030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0100 - 0115	0	1	1	0	0	0	0	0	0	0	0	0	0	2	7
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
0145 - 0200	0	1	0	0	0	1	0	0	0	0	0	0	0	2	
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	10
0315 - 0330	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	0	1	0	0	1	0	0	0	0	0	0	0	2	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0500 - 0515	0	2	1	0	0	0	0	0	0	0	0	0	0	3	41
0515 - 0530	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
0530 - 0545	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
0545 - 0600	0	7	5	2	0	0	0	0	0	0	0	0	0	14	
0600 - 0615	0	12	3	1	0	0	0	0	0	0	0	0	0	16	167
0615 - 0630	0	15	3	0	1	0	0	0	0	0	0	0	0	19	
0630 - 0645	0	37	18	0	0	0	0	0	0	0	0	0	0	55	
0645 - 0700	0	62	13	2	0	0	0	0	0	0	0	0	0	77	
0700 - 0715	0	60	15	4	0	0	0	0	0	0	0	0	0	79	487
0715 - 0730	0	111	18	2	1	0	0	0	0	0	0	0	0	132	
0730 - 0745	0	105	20	4	0	0	0	0	0	0	0	0	0	129	
0745 - 0800	0	119	23	5	0	0	0	0	0	0	0	0	0	147	
0800 - 0815	0	118	29	7	0	0	0	0	0	0	0	0	0	154	428
0815 - 0830	0	74	19	4	2	0	1	0	0	0	0	0	0	100	
0830 - 0845	0	66	10	3	3	0	0	0	0	0	0	0	0	82	
0845 - 0900	0	69	20	3	0	0	0	0	0	0	0	0	0	92	
0900 - 0915	0	39	14	4	1	0	0	0	0	0	0	0	0	58	156
0915 - 0930	0	20	8	1	2	0	0	1	0	0	0	0	0	32	
0930 - 0945	0	25	7	1	1	0	0	0	0	0	0	0	0	34	
0945 - 1000	0	23	7	0	1	1	0	0	0	0	0	0	0	32	
1000 - 1015	0	20	11	0	1	0	0	0	0	0	0	0	0	32	126
1015 - 1030	0	19	9	1	0	0	0	2	0	0	0	0	0	31	
1030 - 1045	0	19	6	0	3	1	0	0	0	0	0	0	0	29	
1045 - 1100	0	23	11	0	0	0	0	0	0	0	0	0	0	34	
1100 - 1115	0	28	7	0	1	0	0	0	1	0	0	0	0	37	158
1115 - 1130	0	30	11	0	0	0	0	0	0	0	0	0	0	41	
1130 - 1145	0	28	9	0	1	1	0	0	0	0	0	0	0	39	
1145 - 1200	0	26	12	0	2	1	0	0	0	0	0	0	0	41	
1200 - 1215	0	30	11	0	1	0	0	0	0	0	0	0	0	42	178
1215 - 1230	0	32	17	0	4	0	0	0	0	0	0	0	0	53	
1230 - 1245	0	31	13	1	1	0	0	0	0	0	0	0	0	46	
1245 - 1300	0	23	10	0	3	0	0	0	0	0	0	0	0	37	
1300 - 1315	0	41	11	0	3	0	0	0	0	0	0	0	0	55	194
1315 - 1330	0	38	9	2	0	0	0	0	0	0	0	0	0	49	
1330 - 1345	0	29	16	0	0	0	0	0	0	0	0	0	0	45	
1345 - 1400	0	29	14	1	1	0	0	0	0	0	0	0	0	45	
1400 - 1415	0	36	13	3	1	0	0	0	0	0	0	0	0	53	245
1415 - 1430	0	53	11	1	1	0	0	1	0	0	0	0	0	67	
1430 - 1445	0	37	16	2	0	0	0	0	0	0	0	0	0	55	
1445 - 1500	0	49	14	5	2	0	0	0	0	0	0	0	0	70	
1500 - 1515	0	57	12	12	0	0	0	0	0	0	0	0	0	81	309
1515 - 1530	1	59	11	0	2	0	0	1	0	0	0	0	0	74	
1530 - 1545	0	54	14	5	1	0	0	0	0	0	0	0	0	74	
1545 - 1600	0	61	18	1	0	0	0	0	0	0	0	0	0	80	
1600 - 1615	0	42	18	9	0	0	0	1	0	0	0	0	0	70	269
1615 - 1630	0	55	10	1	0	0	0	0	0	0	0	0	0	66	
1630 - 1645	0	47	17	1	1	0	0	0	0	0	0	0	0	66	
1645 - 1700	0	52	13	2	0	0	0	0	0	0	0	0	0	67	
1700 - 1715	0	67	15	1	1	0	0	2	0	0	0	0	0	86	338
1715 - 1730	0	56	15	0	1	0	0	0	0	0	0	0	0	72	
1730 - 1745	0	61	25	0	1	0	0	0	0	0	0	0	0	87	
1745 - 1800	0	72	21	0	0	0	0	0	0	0	0	0	0	93	
1800 - 1815	0	64	24	0	0	0	0	0	0	0	0	0	0	88	336
1815 - 1830	0	72	18	0	0	0	0	0	0	0	0	0	0	90	
1830 - 1845	0	75	21	0	0	0	0	0	0	0	0	0	0	96	
1845 - 1900	0	48	14	0	0	0	0	0	0	0	0	0	0	62	
1900 - 1915	0	49	14	0	0	0	0	0	0	0	0	0	0	63	175
1915 - 1930	0	27	4	0	0	0	0	0	0	0	0	0	0	31	
1930 - 1945	0	28	6	0	0	0	0	0	0	0	0	0	0	34	
1945 - 2000	0	43	4	0	0	0	0	0	0	0	0	0	0	47	
2000 - 2015	0	27	2	0	0	0	0	0	0	0	0	0	0	29	106
2015 - 2030	0	29	5	0	0	0	0	0	0	0	0	0	0	34	
2030 - 2045	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
2045 - 2100	0	21	3	0	0	0	0	0	0	0	0	0	0	24	
2100 - 2115	0	24	3	0	0	0	0	0	0	0	0	0	0	27	88
2115 - 2130	0	18	3	0	0	0	0	0	0	0	0	0	0	21	
2130 - 2145	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
2145 - 2200	0	13	8	0	0	0	0	0	0	0	0	0	0	21	
2200 - 2215	0	14	2	0	0	0	0	0	0	0	0	0	0	16	45
2215 - 2230	0	10	0	1	0	0	0	0	0	0	0	0	0	11	
2230 - 2245	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2245 - 2300	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2300 - 2315	0	5	0	0	0	0	0	0	0	0	0	0	0	5	19
2315 - 2330	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2330 - 2345	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2345 - 0000	0	5	0	0	0	0	0	0	0	0	0	0	0	5	

Session Total	1	2942	813	92	44	7	1	8	1	0	0	0	0	3909
Session Average	0.01	30.65	8.47	0.96	0.46	0.07	0.01	0.08	0.01	0.00	0.00	0.00	0.00	40.72
Session Percentage	0.03	75.26	20.80	2.35	1.13	0.18	0.03	0.20	0.03	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0715 - 0815	0730 - 0830	0730 - 0830	0815 - 0915	0945 - 1045	0730 - 0830	0930 - 1030	-	-	-	-	-	0715 - 0815
AM Peak Volume	-	453	91	20	6	2	1	2	0	0	0	0	0	562
Noon Peak Hour	1430 - 1530	1445 - 1545	1330 - 1430	1445 - 1545	1215 - 1315	1100 - 1200	-	1000 - 1100	1015 - 1115	-	-	-	-	1445 - 1545
Noon Peak Volume	1	219	54	22	11	2	0	2	1	0	0	0	0	299
PM Peak Hour	1500 - 1600	1745 - 1845	1730 - 1830	1500 - 1600	1500 - 1600	-	-	1515 - 1615	-	-	-	-	-	1745 - 1845
PM Peak Volume	1	283	88	18	3	0	0	2	0	0	0	0	0	367

Bi-Directional Class Count || SB WB 15min

Henry County, GA



Site 1
N Ola Rd,
north of Publix North Driveway

Date
Tuesday, January 30, 2024

Weather
Fair
47°F

Lat/Long
33.439773°, -84.041635°

[Click here for Detailed Weather](#)



[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (01-30-2024)
SB WB 15min

Time	Southbound (Movement 1,2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	2	1	0	0	0	0	0	0	0	0	0	0	3	6
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0215 - 0230	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	1	1	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	7
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	1	8	2	0	0	0	0	0	0	0	0	0	0	11	
0345 - 0400	0	3	3	0	0	0	0	0	0	0	0	0	0	6	22
0400 - 0415	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0415 - 0430	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0445 - 0500	0	7	4	0	0	0	0	0	0	0	0	0	0	11	24
0500 - 0515	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0515 - 0530	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
0530 - 0545	0	9	2	2	0	0	0	0	0	0	0	0	0	13	
0545 - 0600	0	12	2	2	0	0	0	0	0	0	0	0	0	16	45
0600 - 0615	0	17	2	3	0	0	0	0	0	0	0	0	0	22	
0615 - 0630	0	21	4	2	0	0	0	0	0	0	0	0	0	27	
0630 - 0645	0	30	2	0	0	0	0	0	0	0	0	0	0	32	
0645 - 0700	0	55	4	0	1	0	0	0	0	0	0	0	0	60	141
0700 - 0715	0	43	9	5	0	1	0	0	0	0	0	0	0	58	
0715 - 0730	0	75	12	2	0	0	0	0	0	0	0	0	0	89	
0730 - 0745	0	98	21	1	1	0	0	0	0	0	0	0	0	121	
0745 - 0800	0	72	12	8	6	0	0	0	0	0	0	0	0	98	366
0800 - 0815	0	53	14	4	0	0	0	0	0	0	0	0	0	71	
0815 - 0830	0	108	27	5	2	0	0	0	0	0	0	0	0	142	
0830 - 0845	0	66	16	2	2	0	0	2	0	0	0	0	0	88	
0845 - 0900	0	70	24	6	1	0	0	0	0	0	0	0	0	101	402
0900 - 0915	0	55	12	2	2	0	0	1	0	0	0	0	0	72	
0915 - 0930	0	35	6	3	1	0	0	0	0	0	0	0	0	45	
0930 - 0945	0	23	6	0	0	1	0	0	0	0	0	0	0	30	
0945 - 1000	0	21	8	0	2	0	0	0	1	0	0	0	0	32	179
1000 - 1015	0	18	6	1	1	0	0	1	0	0	0	0	0	27	
1015 - 1030	0	28	11	1	1	0	0	0	0	0	0	0	0	41	
1030 - 1045	0	28	3	1	1	0	0	0	0	0	0	0	0	33	
1045 - 1100	0	25	10	0	2	0	0	0	0	0	0	0	0	37	138
1100 - 1115	0	32	11	0	0	0	0	0	0	0	0	0	0	43	
1115 - 1130	0	25	18	0	2	0	0	1	0	0	0	0	0	46	
1130 - 1145	0	42	14	0	0	0	0	0	0	0	0	0	0	56	
1145 - 1200	0	39	10	1	1	0	0	0	1	0	0	0	0	52	197
1200 - 1215	0	31	16	1	2	1	0	0	0	0	0	0	0	51	
1215 - 1230	0	32	15	0	1	0	0	1	1	0	0	0	0	50	
1230 - 1245	0	31	12	0	2	0	0	0	0	0	0	0	0	45	
1245 - 1300	0	31	11	0	0	0	0	1	0	0	0	0	0	45	191
1300 - 1315	0	27	8	0	2	0	0	1	0	0	0	0	0	38	
1315 - 1330	0	38	9	4	1	0	0	0	0	0	0	0	0	52	
1330 - 1345	0	48	11	0	2	0	0	0	0	0	0	0	0	61	
1345 - 1400	0	23	7	0	0	0	0	0	0	0	0	0	0	30	181
1400 - 1415	1	36	11	1	1	0	0	0	0	0	0	0	0	50	
1415 - 1430	0	27	14	2	1	0	0	0	0	0	0	0	0	44	
1430 - 1445	0	85	18	0	1	0	0	0	0	0	0	0	0	104	
1445 - 1500	0	53	14	4	0	0	0	0	0	0	0	0	0	71	269
1500 - 1515	0	35	8	3	6	1	0	1	0	0	0	0	0	54	
1515 - 1530	0	118	23	0	1	0	0	0	0	0	0	0	0	142	
1530 - 1545	0	97	23	10	0	0	0	1	0	0	0	0	0	131	
1545 - 1600	0	61	21	3	1	0	0	2	0	0	0	0	0	88	415
1600 - 1615	1	93	25	1	1	0	0	1	0	0	0	0	0	122	
1615 - 1630	0	119	38	10	0	0	0	0	0	0	0	0	0	167	
1630 - 1645	0	68	11	1	0	1	0	0	0	0	0	0	0	81	
1645 - 1700	0	75	23	1	0	0	0	0	0	0	0	0	0	99	469
1700 - 1715	0	65	20	0	0	0	0	0	0	0	0	0	0	85	
1715 - 1730	0	96	25	0	3	0	0	0	0	0	0	0	0	124	
1730 - 1745	0	74	17	0	0	0	0	0	0	0	0	0	0	91	
1745 - 1800	2	89	20	0	1	0	0	0	0	0	0	0	0	112	412
1800 - 1815	0	91	32	0	2	0	0	0	0	0	0	0	0	125	
1815 - 1830	0	70	18	0	0	0	0	0	0	0	0	0	0	88	
1830 - 1845	0	40	16	0	0	0	0	0	0	0	0	0	0	56	
1845 - 1900	0	56	11	0	2	0	0	0	0	0	0	0	0	69	338
1900 - 1915	0	55	9	0	0	0	0	0	0	0	0	0	0	64	
1915 - 1930	0	28	1	0	0	0	0	0	0	0	0	0	0	29	
1930 - 1945	0	27	5	0	0	0	0	0	0	0	0	0	0	32	
1945 - 2000	0	43	6	0	0	0	0	0	0	0	0	0	0	49	174
2000 - 2015	0	71	8	0	0	0	0	0	0	0	0	0	0	79	
2015 - 2030	0	27	4	0	0	0	0	0	0	0	0	0	0	31	
2030 - 2045	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
2045 - 2100	0	23	4	0	0	0	0	0	0	0	0	0	0	27	156
2100 - 2115	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2115 - 2130	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
2130 - 2145	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
2145 - 2200	0	6	1	0	0	0	0	0	0	0	0	0	0	7	39
2200 - 2215	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
2215 - 2230	0	13	1	1	0	0	0	0	0	0	0	0	0	15	
2230 - 2245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2245 - 2300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	30
2300 - 2315	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2315 - 2330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2330 - 2345	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2345 - 0000	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15

Session Total	5	3234	809	93	58	5	0	13	3	0	0	0	0	4220
Session Average	0.05	33.69	8.43	0.97	0.60	0.05	0.00	0.14	0.03	0.00	0.00	0.00	0.00	43.96
Session Percentage	0.12	76.64	19.17	2.20	1.37	0.12	0.00	0.31	0.07	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0730 - 0830	0800 - 0900	0745 - 0845	0745 - 0845	0615 - 0715	-	0815 - 0915	0900 - 1000	-	-	-	-	0730 - 0830
AM Peak Volume	0	331	81	19	10	1	0	3	1	0	0	0	0	432
Noon Peak Hour	1315 - 1415	1445 - 1545	1445 - 1545	1445 - 1545	1415 - 1515	1115 - 1215	-	1215 - 1315	1130 - 1230	-	-	-	-	1445 - 1545
Noon Peak Volume	1	303	68	17	8	1	0	3	2	0	0	0	0	398
PM Peak Hour	1700 - 1800	1530 - 1630	1530 - 1630	1530 - 1630	1500 - 1600	1500 - 1600	-	1500 - 1600	-	0	0	0	0	1530 - 1630
PM Peak Volume	2	370	307	24	18	1	0	4	0	0	0	0	0	508

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

Henry County, GA



Site 1
N Ola Rd,
north of Publix North Driveway

Date
Tuesday, January 30, 2024

Lat/Long
33.439773°, -84.041635°

Weather
Fair
47°F

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0000 - 2400 (Weekday 24h Session) (01-30-2024)
Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	5	1	0	0	0	0	0	0	0	0	0	0	6	19
0015 - 0030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0045 - 0100	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0100 - 0115	0	3	1	0	0	0	0	0	0	0	0	0	0	4	13
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
0145 - 0200	0	3	1	0	0	1	0	0	0	0	0	0	0	5	
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12
0215 - 0230	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0245 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0300 - 0315	0	5	0	0	0	0	0	0	0	0	0	0	0	5	32
0315 - 0330	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0330 - 0345	1	8	3	0	0	1	0	0	0	0	0	0	0	13	
0345 - 0400	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
0400 - 0415	0	3	1	0	0	0	0	0	0	0	0	0	0	4	31
0415 - 0430	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0430 - 0445	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0445 - 0500	0	10	5	0	0	0	0	0	0	0	0	0	0	15	
0500 - 0515	0	7	1	0	0	0	0	0	0	0	0	0	0	8	86
0515 - 0530	0	15	5	0	0	0	0	0	0	0	0	0	0	20	
0530 - 0545	0	21	5	2	0	0	0	0	0	0	0	0	0	28	
0545 - 0600	0	19	7	4	0	0	0	0	0	0	0	0	0	30	
0600 - 0615	0	29	5	4	0	0	0	0	0	0	0	0	0	38	308
0615 - 0630	0	36	7	2	1	0	0	0	0	0	0	0	0	46	
0630 - 0645	0	67	20	0	0	0	0	0	0	0	0	0	0	87	
0645 - 0700	0	117	17	2	1	0	0	0	0	0	0	0	0	137	
0700 - 0715	0	103	24	9	0	1	0	0	0	0	0	0	0	137	853
0715 - 0730	0	186	30	4	1	0	0	0	0	0	0	0	0	221	
0730 - 0745	0	203	41	5	1	0	0	0	0	0	0	0	0	250	
0745 - 0800	0	191	35	13	6	0	0	0	0	0	0	0	0	245	
0800 - 0815	0	171	43	11	0	0	0	0	0	0	0	0	0	225	830
0815 - 0830	0	182	46	9	4	0	1	0	0	0	0	0	0	242	
0830 - 0845	0	132	26	5	5	0	0	2	0	0	0	0	0	170	
0845 - 0900	0	139	44	9	1	0	0	0	0	0	0	0	0	193	
0900 - 0915	0	94	26	6	3	0	0	1	0	0	0	0	0	130	335
0915 - 0930	0	55	14	4	3	0	0	1	0	0	0	0	0	77	
0930 - 0945	0	48	13	1	1	1	0	0	0	0	0	0	0	64	
0945 - 1000	0	44	15	0	3	1	0	0	1	0	0	0	0	64	
1000 - 1015	0	38	17	1	2	0	0	1	0	0	0	0	0	59	264
1015 - 1030	0	47	20	2	1	0	0	2	0	0	0	0	0	72	
1030 - 1045	0	47	9	1	4	1	0	0	0	0	0	0	0	62	
1045 - 1100	0	48	21	0	2	0	0	0	0	0	0	0	0	71	
1100 - 1115	0	60	18	0	1	0	0	0	1	0	0	0	0	80	355
1115 - 1130	0	55	29	0	2	0	0	1	0	0	0	0	0	87	
1130 - 1145	0	70	23	0	1	1	0	0	0	0	0	0	0	95	
1145 - 1200	0	65	22	1	3	1	0	0	1	0	0	0	0	93	
1200 - 1215	0	61	27	1	3	1	0	0	0	0	0	0	0	93	369
1215 - 1230	0	64	32	0	5	0	0	1	1	0	0	0	0	103	
1230 - 1245	0	62	25	1	3	0	0	0	0	0	0	0	0	91	
1245 - 1300	0	54	21	0	5	0	0	1	0	0	0	0	0	82	
1300 - 1315	0	68	19	0	5	0	0	1	0	0	0	0	0	93	375
1315 - 1330	0	76	18	6	1	0	0	0	0	0	0	0	0	101	
1330 - 1345	0	77	27	0	2	0	0	0	0	0	0	0	0	106	
1345 - 1400	0	52	21	1	1	0	0	0	0	0	0	0	0	75	
1400 - 1415	1	72	24	4	2	0	0	0	0	0	0	0	0	103	514
1415 - 1430	0	80	25	3	2	0	0	1	0	0	0	0	0	111	
1430 - 1445	0	122	34	2	1	0	0	0	0	0	0	0	0	159	
1445 - 1500	0	102	28	9	2	0	0	0	0	0	0	0	0	141	
1500 - 1515	0	92	20	15	6	1	0	0	1	0	0	0	0	135	724
1515 - 1530	1	177	34	0	3	0	0	1	0	0	0	0	0	216	
1530 - 1545	0	151	37	15	1	0	0	1	0	0	0	0	0	205	
1545 - 1600	0	122	39	4	1	0	0	2	0	0	0	0	0	168	
1600 - 1615	1	135	43	10	1	0	0	2	0	0	0	0	0	192	738
1615 - 1630	0	174	48	11	0	0	0	0	0	0	0	0	0	233	
1630 - 1645	0	115	28	2	1	1	0	0	0	0	0	0	0	147	
1645 - 1700	0	127	36	3	0	0	0	0	0	0	0	0	0	166	
1700 - 1715	0	132	35	1	1	0	0	2	0	0	0	0	0	171	750
1715 - 1730	0	152	40	0	4	0	0	0	0	0	0	0	0	196	
1730 - 1745	0	135	42	0	1	0	0	0	0	0	0	0	0	178	
1745 - 1800	2	161	41	0	1	0	0	0	0	0	0	0	0	205	
1800 - 1815	0	155	56	0	2	0	0	0	0	0	0	0	0	213	674
1815 - 1830	0	142	36	0	0	0	0	0	0	0	0	0	0	178	
1830 - 1845	0	115	37	0	0	0	0	0	0	0	0	0	0	152	
1845 - 1900	0	104	25	0	2	0	0	0	0	0	0	0	0	131	
1900 - 1915	0	104	23	0	0	0	0	0	0	0	0	0	0	127	349
1915 - 1930	0	55	5	0	0	0	0	0	0	0	0	0	0	60	
1930 - 1945	0	55	11	0	0	0	0	0	0	0	0	0	0	66	
1945 - 2000	0	86	10	0	0	0	0	0	0	0	0	0	0	96	
2000 - 2015	0	98	10	0	0	0	0	0	0	0	0	0	0	108	262
2015 - 2030	0	56	9	0	0	0	0	0	0	0	0	0	0	65	
2030 - 2045	0	31	7	0	0	0	0	0	0	0	0	0	0	38	
2045 - 2100	0	44	7	0	0	0	0	0	0	0	0	0	0	51	
2100 - 2115	0	31	5	0	0	0	0	0	0	0	0	0	0	36	127
2115 - 2130	0	27	3	0	0	0	0	0	0	0	0	0	0	30	
2130 - 2145	0	26	7	0	0	0	0	0	0	0	0	0	0	33	
2145 - 2200	0	19	9	0	0	0	0	0	0	0	0	0	0	28	
2200 - 2215	0	21	3	0	0	0	0	0	0	0	0	0	0	24	75
2215 - 2230	0	23	1	2	0	0	0	0	0	0	0	0	0	26	
2230 - 2245	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
2245 - 2300	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
2300 - 2315	0	11	1	0	0	0	0	0	0	0	0	0	0	12	34
2315 - 2330	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
2330 - 2345	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2345 - 0000	0	9	0	0	0	0	0	0	0	0	0	0	0	9	

Session Total	6	6176	1622	185	102	12	1	21	4	0	0	0	0	8129
Session Average	0.06	64.33	16.90	1.93	1.06	0.13	0.01	0.22	0.04	0.00	0.00	0.00	0.00	84.68
Session Percentage	0.07	75.97	19.95	2.28	1.25	0.15	0.01	0.26	0.05	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0715 - 0815	0730 - 0830	0730 - 0830	0745 - 0845	0900 - 1000	0730 - 0830	0830 - 0930	0900 - 1000	-	-	-	-	0730 - 0830
AM Peak Volume	-	751	165	38	15	2	1	4	0	0	0	0	0	562
Noon Peak Hour	1315 - 1415	1445 - 1545	1445 - 1545	1445 - 1545	1215 - 1315	1115 - 1215	-	1000 - 1100	1100 - 1200	-	-	-	-	1445 - 1545
Noon Peak Volume	1	522	119	39	18	3	0	3	2	0	0	0	0	697
PM Peak Hour	1515 - 1615	1715 - 1815	1715 - 1815	1530 - 1630	1500 - 1600	1500 - 1600	-	1515 - 1615	-	-	-	-	-	1530 - 1630
PM Peak Volume	2	593	373	40	151	151	0	6	0	0	0	0	0	798

Bi-Directional Class Count || Volume Summary 15min

Henry County, GA

Site 1
N Ola Rd,
north of Publix North Driveway

Date
Tuesday, January 30, 2024

Weather
Fair
47°F

Lat/Long
33.439773°, -84.041635°

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0000 - 2400 (Weekday 24h Session) (01-30-2024)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	4	2	6	19
0015 - 0030	3	0	3	
0030 - 0045	4	1	5	
0045 - 0100	4	1	5	
0100 - 0115	2	2	4	13
0115 - 0130	0	1	1	
0130 - 0145	3	0	3	
0145 - 0200	2	3	5	
0200 - 0215	1	1	2	12
0215 - 0230	1	1	2	
0230 - 0245	2	2	4	
0245 - 0300	1	3	4	
0300 - 0315	3	2	5	32
0315 - 0330	3	3	6	
0330 - 0345	2	11	13	
0345 - 0400	2	6	8	
0400 - 0415	0	4	4	31
0415 - 0430	1	3	4	
0430 - 0445	2	6	8	
0445 - 0500	4	11	15	
0500 - 0515	3	5	8	86
0515 - 0530	9	11	20	
0530 - 0545	15	13	28	
0545 - 0600	14	16	30	
0600 - 0615	16	22	38	308
0615 - 0630	19	27	46	
0630 - 0645	55	32	87	
0645 - 0700	77	60	137	
0700 - 0715	79	58	137	853
0715 - 0730	132	89	221	
0730 - 0745	129	121	250	
0745 - 0800	147	98	245	
0800 - 0815	154	71	225	830
0815 - 0830	100	142	242	
0830 - 0845	82	88	170	
0845 - 0900	92	101	193	
0900 - 0915	58	72	130	335
0915 - 0930	32	45	77	
0930 - 0945	34	30	64	
0945 - 1000	32	32	64	
1000 - 1015	32	27	59	264
1015 - 1030	31	41	72	
1030 - 1045	29	33	62	
1045 - 1100	34	37	71	
1100 - 1115	37	43	80	355
1115 - 1130	41	46	87	
1130 - 1145	39	56	95	
1145 - 1200	41	52	93	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	42	51	93	369
1215 - 1230	53	50	103	
1230 - 1245	46	45	91	
1245 - 1300	37	45	82	
1300 - 1315	55	38	93	375
1315 - 1330	49	52	101	
1330 - 1345	45	61	106	
1345 - 1400	45	30	75	
1400 - 1415	53	50	103	514
1415 - 1430	67	44	111	
1430 - 1445	55	104	159	
1445 - 1500	70	71	141	
1500 - 1515	81	54	135	724
1515 - 1530	74	142	216	
1530 - 1545	74	131	205	
1545 - 1600	80	88	168	
1600 - 1615	70	122	192	738
1615 - 1630	66	167	233	
1630 - 1645	66	81	147	
1645 - 1700	67	99	166	
1700 - 1715	86	85	171	750
1715 - 1730	72	124	196	
1730 - 1745	87	91	178	
1745 - 1800	93	112	205	
1800 - 1815	88	125	213	674
1815 - 1830	90	88	178	
1830 - 1845	96	56	152	
1845 - 1900	62	69	131	
1900 - 1915	63	64	127	349
1915 - 1930	31	29	60	
1930 - 1945	34	32	66	
1945 - 2000	47	49	96	
2000 - 2015	29	79	108	262
2015 - 2030	34	31	65	
2030 - 2045	19	19	38	
2045 - 2100	24	27	51	
2100 - 2115	27	9	36	127
2115 - 2130	21	9	30	
2130 - 2145	19	14	33	
2145 - 2200	21	7	28	
2200 - 2215	16	8	24	75
2215 - 2230	11	15	26	
2230 - 2245	8	3	11	
2245 - 2300	10	4	14	
2300 - 2315	5	7	12	34
2315 - 2330	6	2	8	
2330 - 2345	3	2	5	
2345 - 0000	5	4	9	

Session Total	3909	4220	8129
Session Average	40.72	43.96	84.68
Session Percentage	48.09	51.91	

Bi-Directional Class Count || NB EB 60min

Henry County, GA



Site 1

N Ola Rd,
north of Publix North Driveway

Date

Tuesday, January 30, 2024

Weather

Fair
47°F

Lat/Long

33.439773°, -84.041635°

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0000 - 2400 (Weekday 24h Session) (01-30-2024)

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	11	4	0	0	0	0	0	0	0	0	0	0	15
0100 - 0200	0	3	3	0	0	1	0	0	0	0	0	0	0	7
0200 - 0300	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0300 - 0400	0	7	2	0	0	1	0	0	0	0	0	0	0	10
0400 - 0500	0	6	1	0	0	0	0	0	0	0	0	0	0	7
0500 - 0600	0	26	13	2	0	0	0	0	0	0	0	0	0	41
0600 - 0700	0	126	37	3	1	0	0	0	0	0	0	0	0	167
0700 - 0800	0	395	76	15	1	0	0	0	0	0	0	0	0	487
0800 - 0900	0	327	78	17	5	0	1	0	0	0	0	0	0	428
0900 - 1000	0	107	36	6	5	1	0	1	0	0	0	0	0	156
1000 - 1100	0	81	37	1	4	1	0	2	0	0	0	0	0	126
1100 - 1200	0	112	39	0	4	2	0	0	1	0	0	0	0	158
1200 - 1300	0	116	51	1	9	1	0	0	0	0	0	0	0	178
1300 - 1400	0	137	50	3	4	0	0	0	0	0	0	0	0	194
1400 - 1500	0	175	54	11	4	0	0	1	0	0	0	0	0	245
1500 - 1600	1	231	55	18	3	0	0	1	0	0	0	0	0	309
1600 - 1700	0	196	58	13	1	0	0	1	0	0	0	0	0	269
1700 - 1800	0	256	76	1	3	0	0	2	0	0	0	0	0	338
1800 - 1900	0	259	77	0	0	0	0	0	0	0	0	0	0	336
1900 - 2000	0	147	28	0	0	0	0	0	0	0	0	0	0	175
2000 - 2100	0	92	14	0	0	0	0	0	0	0	0	0	0	106
2100 - 2200	0	70	18	0	0	0	0	0	0	0	0	0	0	88
2200 - 2300	0	39	5	1	0	0	0	0	0	0	0	0	0	45
2300 - 2400	0	18	1	0	0	0	0	0	0	0	0	0	0	19

Session Total	1	2942	813	92	44	7	1	8	1	0	0	0	0	3909
Session Average	0.04	122.58	33.88	3.83	1.83	0.29	0.04	0.33	0.04	0.00	0.00	0.00	0.00	162.88
Session Percentage	0.03	75.26	20.80	2.35	1.13	0.18	0.03	0.20	0.03	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0800 - 0900	0800 - 0900	0800 - 0900	0900 - 1000	0800 - 0900	0900 - 1000	-	-	-	-	-	0700 - 0800
AM Peak Volume	0	395	78	17	5	1	1	1	0	0	0	0	0	487

Noon Peak Hour	-	1400 - 1500	1400 - 1500	1400 - 1500	1200 - 1300	1100 - 1200	-	1000 - 1100	1100 - 1200	-	-	-	-	1400 - 1500
Noon Peak Volume	0	175	54	11	9	2	0	2	1	0	0	0	0	245

PM Peak Hour	1500 - 1600	1800 - 1900	1800 - 1900	1500 - 1600	1500 - 1600	-	-	1700 - 1800	-	-	-	-	-	1700 - 1800
PM Peak Volume	1	259	77	18	3	0	0	2	0	0	0	0	0	338

Bi-Directional Class Count || SB WB 60min

Henry County, GA

Site 1

N Ola Rd,
north of Publix North Driveway

Date

Tuesday, January 30, 2024

Weather

Fair
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Lat/Long

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0000 - 2400 (Weekday 24h Session) (01-30-2024)

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	4	0	0	0	0	0	0	0	0	0	0	0	4
0100 - 0200	0	5	1	0	0	0	0	0	0	0	0	0	0	6
0200 - 0300	0	5	2	0	0	0	0	0	0	0	0	0	0	7
0300 - 0400	1	16	5	0	0	0	0	0	0	0	0	0	0	22
0400 - 0500	0	17	7	0	0	0	0	0	0	0	0	0	0	24
0500 - 0600	0	36	5	4	0	0	0	0	0	0	0	0	0	45
0600 - 0700	0	123	12	5	1	0	0	0	0	0	0	0	0	141
0700 - 0800	0	288	54	16	7	1	0	0	0	0	0	0	0	366
0800 - 0900	0	297	81	17	5	0	0	2	0	0	0	0	0	402
0900 - 1000	0	134	32	5	5	1	0	1	1	0	0	0	0	179
1000 - 1100	0	99	30	3	5	0	0	1	0	0	0	0	0	138
1100 - 1200	0	138	53	1	3	0	0	1	1	0	0	0	0	197
1200 - 1300	0	125	54	1	7	1	0	2	1	0	0	0	0	191
1300 - 1400	0	136	35	4	5	0	0	1	0	0	0	0	0	181
1400 - 1500	1	201	57	7	3	0	0	0	0	0	0	0	0	269
1500 - 1600	0	311	75	16	8	1	0	4	0	0	0	0	0	415
1600 - 1700	1	355	97	13	1	1	0	1	0	0	0	0	0	469
1700 - 1800	2	324	82	0	4	0	0	0	0	0	0	0	0	412
1800 - 1900	0	257	77	0	4	0	0	0	0	0	0	0	0	338
1900 - 2000	0	153	21	0	0	0	0	0	0	0	0	0	0	174
2000 - 2100	0	137	19	0	0	0	0	0	0	0	0	0	0	156
2100 - 2200	0	33	6	0	0	0	0	0	0	0	0	0	0	39
2200 - 2300	0	27	2	1	0	0	0	0	0	0	0	0	0	30
2300 - 2400	0	13	2	0	0	0	0	0	0	0	0	0	0	15

Session Total	5	3234	809	93	58	5	0	13	3	0	0	0	0	4220
Session Average	0.21	134.75	33.71	3.88	2.42	0.21	0.00	0.54	0.13	0.00	0.00	0.00	0.00	175.83
Session Percentage	0.12	76.64	19.17	2.20	1.37	0.12	0.00	0.31	0.07	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0800 - 0900	0800 - 0900	0800 - 0900	0700 - 0800	0700 - 0800	-	0800 - 0900	0900 - 1000	-	-	-	-	0800 - 0900
AM Peak Volume	0	297	81	17	7	1	0	2	1	0	0	0	0	402

Noon Peak Hour	1400 - 1500	1400 - 1500	1400 - 1500	1400 - 1500	1200 - 1300	1200 - 1300	-	1200 - 1300	1100 - 1200	-	-	-	-	1400 - 1500
Noon Peak Volume	1	201	57	7	7	1	0	2	1	0	0	0	0	269

PM Peak Hour	1700 - 1800	1600 - 1700	1600 - 1700	1500 - 1600	1500 - 1600	1500 - 1600	-	1500 - 1600	-	-	-	-	-	1600 - 1700
PM Peak Volume	2	355	97	16	8	1	0	4	0	0	0	0	0	469

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

Henry County, GA

Site 1

N Ola Rd,
north of Publix North Driveway

Date

Tuesday, January 30, 2024

Weather

Fair
47°F

Lat/Long

33.439773°, -84.041635°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (01-30-2024)

Bi-Directional 60min

Bi-Directional 60min														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	15	4	0	0	0	0	0	0	0	0	0	0	19
0100 - 0200	0	8	4	0	0	1	0	0	0	0	0	0	0	13
0200 - 0300	0	10	2	0	0	0	0	0	0	0	0	0	0	12
0300 - 0400	1	23	7	0	0	1	0	0	0	0	0	0	0	32
0400 - 0500	0	23	8	0	0	0	0	0	0	0	0	0	0	31
0500 - 0600	0	62	18	6	0	0	0	0	0	0	0	0	0	86
0600 - 0700	0	249	49	8	2	0	0	0	0	0	0	0	0	308
0700 - 0800	0	683	130	31	8	1	0	0	0	0	0	0	0	853
0800 - 0900	0	624	159	34	10	0	1	2	0	0	0	0	0	830
0900 - 1000	0	241	68	11	10	2	0	2	1	0	0	0	0	335
1000 - 1100	0	180	67	4	9	1	0	3	0	0	0	0	0	264
1100 - 1200	0	250	92	1	7	2	0	1	2	0	0	0	0	355
1200 - 1300	0	241	105	2	16	2	0	2	1	0	0	0	0	369
1300 - 1400	0	273	85	7	9	0	0	1	0	0	0	0	0	375
1400 - 1500	1	376	111	18	7	0	0	1	0	0	0	0	0	514
1500 - 1600	1	542	130	34	11	1	0	5	0	0	0	0	0	724
1600 - 1700	1	551	155	26	2	1	0	2	0	0	0	0	0	738
1700 - 1800	2	580	158	1	7	0	0	2	0	0	0	0	0	750
1800 - 1900	0	516	154	0	4	0	0	0	0	0	0	0	0	674
1900 - 2000	0	300	49	0	0	0	0	0	0	0	0	0	0	349
2000 - 2100	0	229	33	0	0	0	0	0	0	0	0	0	0	262
2100 - 2200	0	103	24	0	0	0	0	0	0	0	0	0	0	127
2200 - 2300	0	66	7	2	0	0	0	0	0	0	0	0	0	75
2300 - 2400	0	31	3	0	0	0	0	0	0	0	0	0	0	34

Session Total	6	6176	1622	185	102	12	1	21	4	0	0	0	0	8129
Session Average	0.25	257.33	67.58	7.71	4.25	0.50	0.04	0.88	0.17	0.00	0.00	0.00	0.00	338.71
Session Percentage	0.07	75.97	19.95	2.28	1.25	0.15	0.01	0.26	0.05	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0800 - 0900	0800 - 0900	0800 - 0900	0900 - 1000	0800 - 0900	0800 - 0900	0900 - 1000	-	-	-	-	0700 - 0800
AM Peak Volume	0	683	159	34	10	2	1	2	1	0	0	0	0	853

Noon Peak Hour	1400 - 1500	1400 - 1500	1400 - 1500	1400 - 1500	1200 - 1300	1100 - 1200	-	1000 - 1100	1100 - 1200	-	-	-	-	1400 - 1500
Noon Peak Volume	1	376	111	18	16	2	0	3	2	0	0	0	0	514

PM Peak Hour	1700 - 1800	1700 - 1800	1700 - 1800	1500 - 1600	1500 - 1600	1500 - 1600	-	1500 - 1600	-	-	-	-	-	1700 - 1800
PM Peak Volume	2	580	158	34	11	1	0	5	0	0	0	0	0	750

Bi-Directional Class Count || Volume Summary 60min

Henry County, GA

Site 1
N Ola Rd,
north of Publix North Driveway

Date
Tuesday, January 30, 2024

Lat/Long
33.439773°, -84.041635°

Weather
Fair
47°F

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (01-30-2024)
Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	15	4	19
0100 - 0200	7	6	13
0200 - 0300	5	7	12
0300 - 0400	10	22	32
0400 - 0500	7	24	31
0500 - 0600	41	45	86
0600 - 0700	167	141	308
0700 - 0800	487	366	853
0800 - 0900	428	402	830
0900 - 1000	156	179	335
1000 - 1100	126	138	264
1100 - 1200	158	197	355

Session Total	3909	4220	8129
Session Average	162.88	175.83	338.71
Session Percentage	48.09	51.91	

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	178	191	369
1300 - 1400	194	181	375
1400 - 1500	245	269	514
1500 - 1600	309	415	724
1600 - 1700	269	469	738
1700 - 1800	338	412	750
1800 - 1900	336	338	674
1900 - 2000	175	174	349
2000 - 2100	106	156	262
2100 - 2200	88	39	127
2200 - 2300	45	30	75
2300 - 2400	19	15	34

Bi-Directional Class Count || Graphical Analysis NB EB

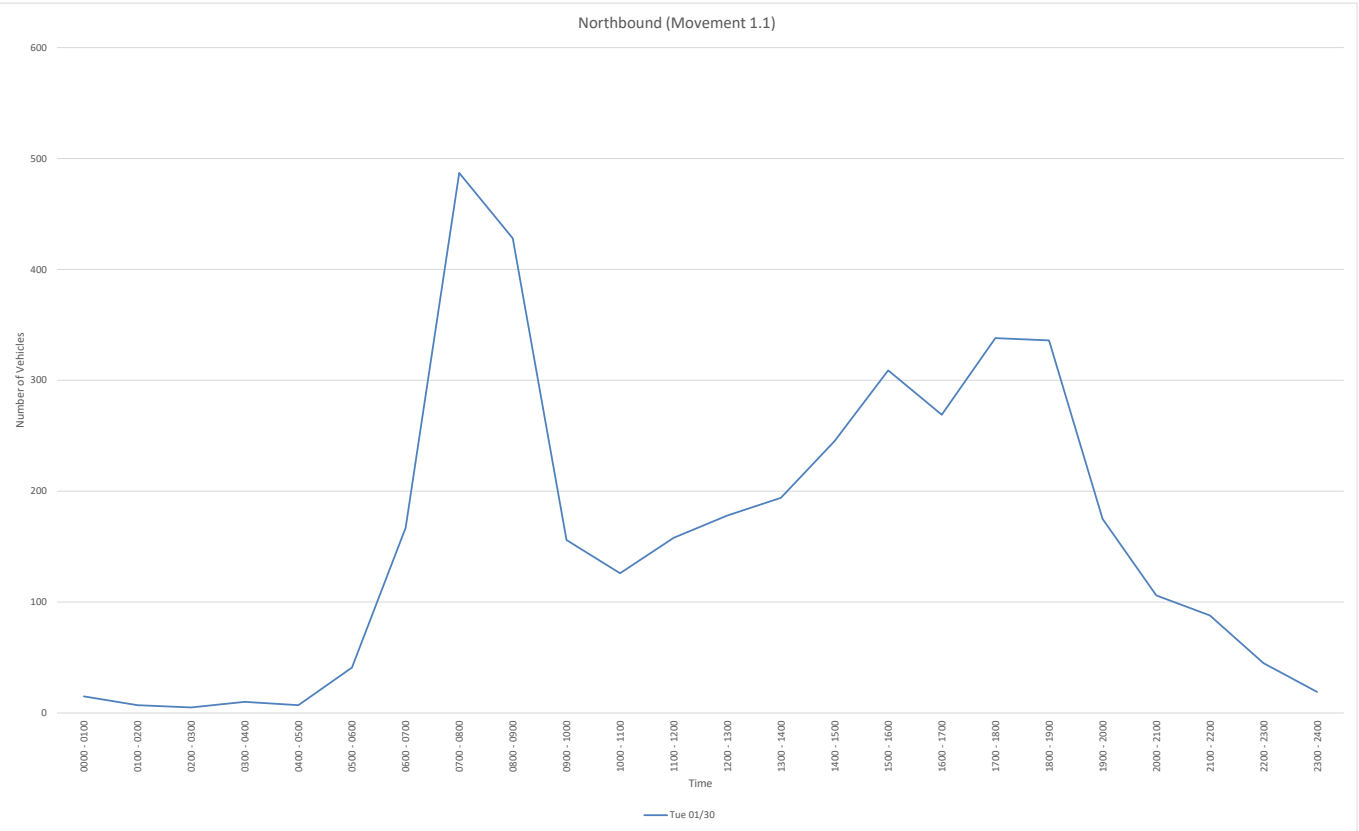
Henry County, GA



Site 1
N Ola Rd,
north of Publix North Driveway

Lat/Long
33.439773°, -84.041635°

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Class Count || Graphical Analysis SB WB

Henry County, GA

Site 1

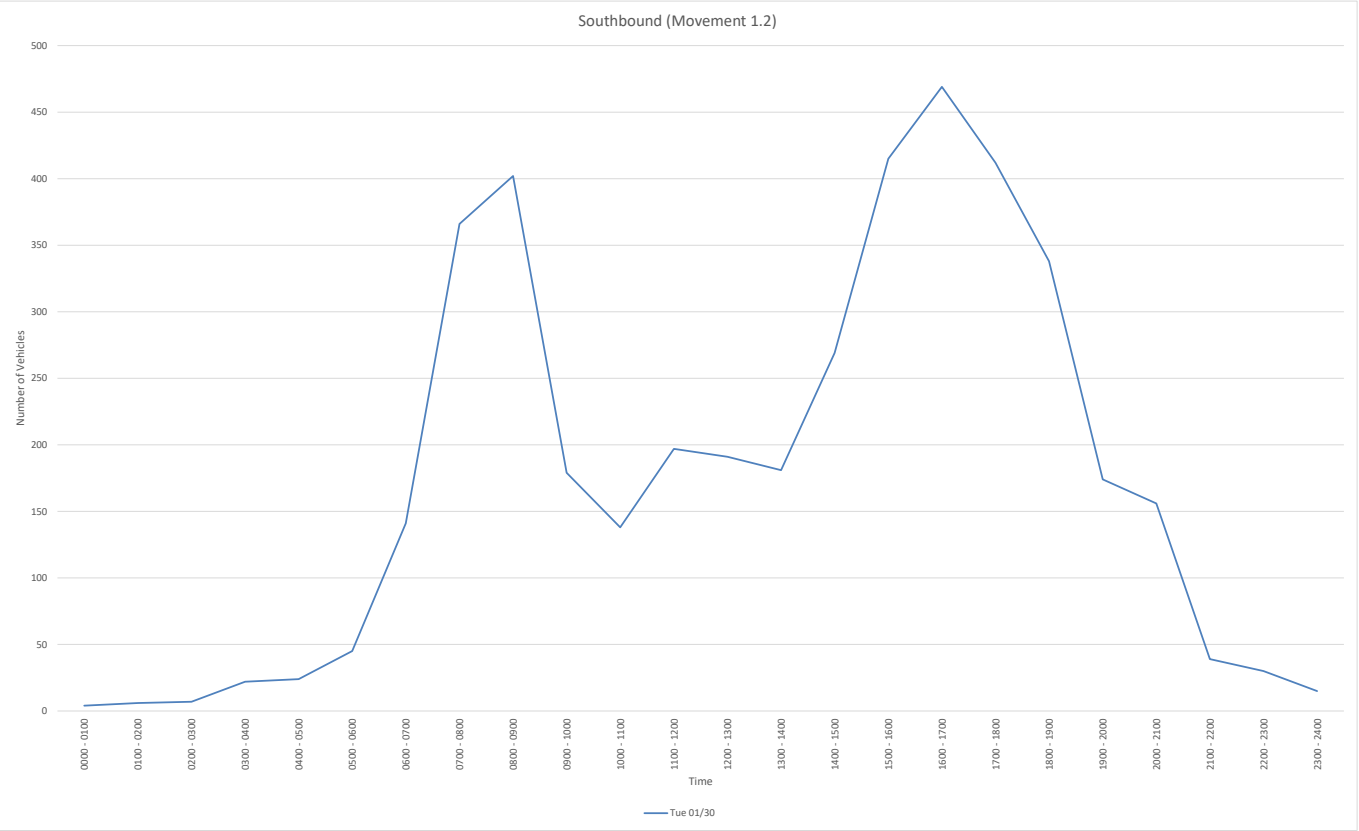
N Ola Rd,
north of Publix North Driveway

Lat/Long

33.439773°, -84.041635°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Bi-Directional Class Count || Graphical Analysis BiDir

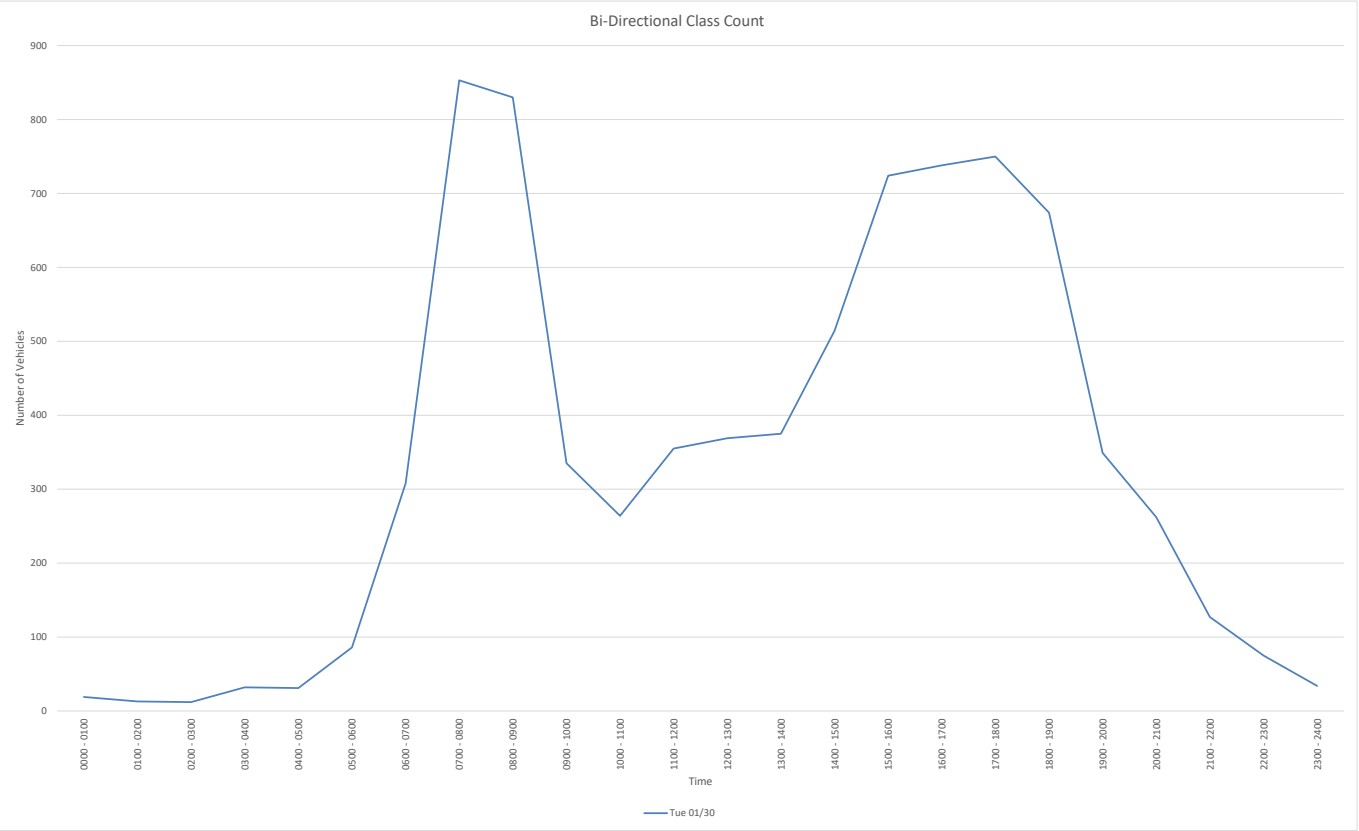
Henry County, GA

Site 1

N Ola Rd,
north of Publix North Driveway

Lat/Long
33.439773°, -84.041635°

0000 - 2400 (Weekday 24h Session)
Graphical Analysis BiDir



File Name:

Start Time: 0

Station ID: 1

Location 2:

Date _____

1/30/2024	12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	12:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	12:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	12:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:30 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0
1/30/2024	2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	3:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	3:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0
1/30/2024	3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	4:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	5:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	5:15 AM	0	5	4	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	5:30 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	5:45 AM	0	7	5	2	0	0	0	0	0	0	0	0	0	0
1/30/2024	6:00 AM	0	12	3	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	6:15 AM	0	15	3	0	1	0	0	0	0	0	0	0	0	0
1/30/2024	6:30 AM	0	37	18	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	6:45 AM	0	62	13	2	0	0	0	0	0	0	0	0	0	0
1/30/2024	7:00 AM	0	60	15	4	0	0	0	0	0	0	0	0	0	0
1/30/2024	7:15 AM	0	111	18	2	1	0	0	0	0	0	0	0	0	0
1/30/2024	7:30 AM	0	105	20	4	0	0	0	0	0	0	0	0	0	0
1/30/2024	7:45 AM	0	119	23	5	0	0	0	0	0	0	0	0	0	0
1/30/2024	8:00 AM	0	118	29	7	0	0	0	0	0	0	0	0	0	0
1/30/2024	8:15 AM	0	74	19	4	2	0	1	0	0	0	0	0	0	0
1/30/2024	8:30 AM	0	66	10	3	3	0	0	0	0	0	0	0	0	0
1/30/2024	8:45 AM	0	69	20	3	0	0	0	0	0	0	0	0	0	0
1/30/2024	9:00 AM	0	39	14	4	1	0	0	0	0	0	0	0	0	0
1/30/2024	9:15 AM	0	20	8	1	2	0	0	1	0	0	0	0	0	0
1/30/2024	9:30 AM	0	25	7	1	1	0	0	0	0	0	0	0	0	0
1/30/2024	9:45 AM	0	23	7	0	1	1	0	0	0	0	0	0	0	0
1/30/2024	10:00 AM	0	20	11	0	1	0	0	0	0	0	0	0	0	0
1/30/2024	10:15 AM	0	19	9	1	0	0	0	2	0	0	0	0	0	0
1/30/2024	10:30 AM	0	19	6	0	3	1	0	0	0	0	0	0	0	0
1/30/2024	10:45 AM	0	23	11	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:00 AM	0	28	7	0	1	0	0	0	1	0	0	0	0	0
1/30/2024	11:15 AM	0	30	11	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:30 AM	0	28	9	0	1	1	0	0	0	0	0	0	0	0
1/30/2024	11:45 AM	0	26	12	0	2	1	0	0	0	0	0	0	0	0
1/30/2024	12:00 PM	0	30	11	0	1	0	0	0	0	0	0	0	0	0
1/30/2024	12:15 PM	0	32	17	0	4	0	0	0	0	0	0	0	0	0
1/30/2024	12:30 PM	0	31	13	1	1	0	0	0	0	0	0	0	0	0
1/30/2024	12:45 PM	0	23	10	0	3	1	0	0	0	0	0	0	0	0
1/30/2024	1:00 PM	0	41	11	0	3	0	0	0	0	0	0	0	0	0
1/30/2024	1:15 PM	0	38	9	2	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:30 PM	0	29	16	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:45 PM	0	29	14	1	1	0	0	0	0	0	0	0	0	0
1/30/2024	2:00 PM	0	36	13	3	1	0	0	0	0	0	0	0	0	0
1/30/2024	2:15 PM	0	53	11	1	1	0	0	1	0	0	0	0	0	0
1/30/2024	2:30 PM	0	37	16	2	0	0	0	0	0	0	0	0	0	0
1/30/2024	2:45 PM	0	49	14	5	2	0	0	0	0	0	0	0	0	0
1/30/2024	3:00 PM	0	57	12	12	0	0	0	0	0	0	0	0	0	0
1/30/2024	3:15 PM	1	59	11	0	2	0	0	1	0	0	0	0	0	0
1/30/2024	3:30 PM	0	54	14	5	1	0	0	0	0	0	0	0	0	0
1/30/2024	3:45 PM	0	61	18	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	4:00 PM	0	42	18	9	0	0	0	1	0	0	0	0	0	0
1/30/2024	4:15 PM	0	55	10	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	4:30 PM	0	47	17	1	1	0	0	0	0	0	0	0	0	0
1/30/2024	4:45 PM	0	52	13	2	0	0	0	0	0	0	0	0	0	0
1/30/2024	5:00 PM	0	67	15	1	1	0	0	2	0	0	0	0	0	0
1/30/2024	5:15 PM	0	56	15	0	1	0	0	0	0	0	0	0	0	0
1/30/2024	5:30 PM	0	61	25	0	1	0	0	0	0	0	0	0	0	0
1/30/2024	5:45 PM	0	72	21	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	6:00 PM	0	64	24	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	6:15 PM	0	72	18	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	6:30 PM	0	75	21	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	6:45 PM	0	48	14	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	7:00 PM	0	49	14	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	7:15 PM	0	27	4	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	7:30 PM	0	28	6	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	7:45 PM	0	43	4	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	8:00 PM	0	27	2	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	8:15 PM	0	29	5	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	8:30 PM	0	15	4	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	8:45 PM	0	21	3	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	9:00 PM	0	24	3	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	9:15 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	9:30 PM	0	15	4	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	9:45 PM	0	13	8	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	10:00 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	10:15 PM	0	10	0	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	10:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	10:45 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0

File Name:

Start Date:

Start Time: 0

Site Code: 1

Station ID: 1

Location 1: N

Location 2:

date	Time	13												
		1	2	3	4	5	6	7	8	9	10	11	12	13
1/30/2024	12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	2:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	2:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	3:30 AM	1	8	2	0	0	0	0	0	0	0	0	0	0
1/30/2024	3:45 AM	0	3	3	0	0	0	0	0	0	0	0	0	0
1/30/2024	4:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	4:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	4:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	4:45 AM	0	7	4	0	0	0	0	0	0	0	0	0	0
1/30/2024	5:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	5:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	5:30 AM	0	9	2	2	0	0	0	0	0	0	0	0	0
1/30/2024	5:45 AM	0	12	2	2	0	0	0	0	0	0	0	0	0
1/30/2024	6:00 AM	0	17	2	3	0	0	0	0	0	0	0	0	0
1/30/2024	6:15 AM	0	21	4	2	0	0	0	0	0	0	0	0	0
1/30/2024	6:30 AM	0	30	2	0	0	0	0	0	0	0	0	0	0
1/30/2024	6:45 AM	0	55	4	0	1	0	0	0	0	0	0	0	0
1/30/2024	7:00 AM	0	43	9	5	0	1	0	0	0	0	0	0	0
1/30/2024	7:15 AM	0	75	12	2	0	0	0	0	0	0	0	0	0
1/30/2024	7:30 AM	0	98	21	1	1	0	0	0	0	0	0	0	0
1/30/2024	7:45 AM	0	72	12	8	6	0	0	0	0	0	0	0	0
1/30/2024	8:00 AM	0	53	14	4	0	0	0	0	0	0	0	0	0
1/30/2024	8:15 AM	0	108	27	5	2	0	0	0	10	0	0	0	0
1/30/2024	8:30 AM	0	66	16	2	2	0	0	2	6	0	0	0	0
1/30/2024	8:45 AM	0	70	24	6	1	0	0	0	0	0	0	0	0
1/30/2024	9:00 AM	0	55	12	2	2	0	0	1	0	0	0	0	0
1/30/2024	9:15 AM	0	35	6	3	1	0	0	0	0	0	0	0	0
1/30/2024	9:30 AM	0	23	6	0	0	1	0	0	0	0	0	0	0
1/30/2024	9:45 AM	0	21	8	0	2	0	0	0	1	0	0	0	0
1/30/2024	10:00 AM	0	18	6	1	1	0	0	1	0	0	0	0	0
1/30/2024	10:15 AM	0	28	11	1	1	0	0	0	0	0	0	0	0
1/30/2024	10:30 AM	0	28	3	1	1	0	0	0	0	0	0	0	0
1/30/2024	10:45 AM	0	25	10	0	2	0	0	0	0	0	0	0	0
1/30/2024	11:00 AM	0	32	11	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:15 AM	0	25	18	0	2	0	0	1	0	0	0	0	0
1/30/2024	11:30 AM	0	42	14	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:45 AM	0	39	10	1	1	0	0	0	1	0	0	0	0
1/30/2024	12:00 PM	0	31	16	1	2	1	0	0	0	0	0	0	0
1/30/2024	12:15 PM	0	32	15	0	1	0	0	1	1	0	0	0	0
1/30/2024	12:30 PM	0	31	12	0	2	0	0	0	0	0	0	0	0
1/30/2024	12:45 PM	0	31	11	0	2	0	0	1	0	0	0	0	0
1/30/2024	1:00 PM	0	27	8	0	2	0	0	1	0	0	0	0	0
1/30/2024	1:15 PM	0	38	9	4	1	0	0	0	0	0	0	0	0
1/30/2024	1:30 PM	0	48	11	0	2	0	0	0	0	0	0	0	0
1/30/2024	1:45 PM	0	23	7	0	0	0	0	0	0	0	0	0	0
1/30/2024	2:00 PM	1	36	11	1	1	0	0	0	0	0	0	0	0
1/30/2024	2:15 PM	0	27	14	2	1	0	0	0	0	0	0	0	0
1/30/2024	2:30 PM	0	85	18	0	1	0	0	0	0	0	0	0	0
1/30/2024	2:45 PM	0	53	14	4	0	0	0	0	0	0	0	0	0
1/30/2024	3:00 PM	0	35	8	3	6	1	0	1	0	0	0	0	0
1/30/2024	3:15 PM	0	118	23	0	1	0	0	0	0	0	0	0	0
1/30/2024	3:30 PM	0	97	23	10	0	0	0	1	0	0	0	0	0
1/30/2024	3:45 PM	0	61	21	3	1	0	0	2	0	0	0	0	0
1/30/2024	4:00 PM	1	93	25	1	1	0	0	1	0	0	0	0	0
1/30/2024	4:15 PM	0	119	38	10	0	0	0	0	0	0	0	0	0
1/30/2024	4:30 PM	0	68	11	1	0	1	0	0	0	0	0	0	0
1/30/2024	4:45 PM	0	75	23	1	0	0	0	0	0	0	0	0	0
1/30/2024	5:00 PM	0	65	20	0	0	0	0	0	0	0	0	0	0
1/30/2024	5:15 PM	0	96	25	0	3	0	0	0	0	0	0	0	0
1/30/2024	5:30 PM	0	74	17	0	0	0	0	0	0	0	0	0	0
1/30/2024	5:45 PM	2	89	20	0	1	0	0	0	0	0	0	0	0
1/30/2024	6:00 PM	0	91	32	0	2	0	0	0	0	0	0	0	0
1/30/2024	6:15 PM	0	70	18	0	0	0	0	0	0	0	0	0	0
1/30/2024	6:30 PM	0	40	16	0	0	0	0	0	0	0	0	0	0
1/30/2024	6:45 PM	0	56	11	0	2	0	0	0	0	0	0	0	0
1/30/2024	7:00 PM	0	55	9	0	0	0	0	0	0	0	0	0	0
1/30/2024	7:15 PM	0	28	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	7:30 PM	0	27	5	0	0	0	0	0	0	0	0	0	0
1/30/2024	7:45 PM	0	43	6	0	0	0	0	0	0	0	0	0	0
1/30/2024	8:00 PM	0	71	8	0	0	0	0	0	0	0	0	0	0
1/30/2024	8:15 PM	0	27	4	0	0	0	0	0	0	0	0	0	0
1/30/2024	8:30 PM	0	16	3	0	0	0	0	0	0	0	0	0	0
1/30/2024	8:45 PM	0	23	4	0	0	0	0	0	0	0	0	0	0
1/30/2024	9:00 PM	0	7	2	0	0	0	0	0	0	0	0	0	0
1/30/2024	9:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	9:30 PM	0	11	3	0	0	0	0	0	0	0	0	0	0
1/30/2024	9:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	10:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	10:15 PM	0	13	1	1	0	0	0	0	0	0	0	0	0
1/30/2024	10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	10:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0

File Name:

Start Time: 0

Site Code: 1
Station ID: 1

Location 1: N

date	Time	13												
		1	2	3	4	5	6	7	8	9	10	11	12	13
1/30/2024	12:00 AM	0	11	4	0	0	0	0	0	0	0	0	0	0
1/30/2024	12:15 AM	0	9	4	0	0	0	0	0	0	0	0	0	0
1/30/2024	12:30 AM	0	7	3	0	0	0	0	0	0	0	0	0	0
1/30/2024	12:45 AM	0	5	4	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:00 AM	0	3	3	0	0	1	0	0	0	0	0	0	0
1/30/2024	1:15 AM	0	3	2	0	0	1	0	0	0	0	0	0	0
1/30/2024	1:30 AM	0	4	2	0	0	1	0	0	0	0	0	0	0
1/30/2024	1:45 AM	0	5	0	0	0	1	0	0	0	0	0	0	0
1/30/2024	2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	2:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	2:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	2:45 AM	0	6	2	0	0	1	0	0	0	0	0	0	0
1/30/2024	3:00 AM	0	7	2	0	0	1	0	0	0	0	0	0	0
1/30/2024	3:15 AM	0	4	2	0	0	1	0	0	0	0	0	0	0
1/30/2024	3:30 AM	0	3	1	0	0	1	0	0	0	0	0	0	0
1/30/2024	3:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	4:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	4:15 AM	0	8	2	0	0	0	0	0	0	0	0	0	0
1/30/2024	4:30 AM	0	12	6	0	0	0	0	0	0	0	0	0	0
1/30/2024	4:45 AM	0	22	9	0	0	0	0	0	0	0	0	0	0
1/30/2024	5:00 AM	0	26	13	2	0	0	0	0	0	0	0	0	0
1/30/2024	5:15 AM	0	36	15	3	0	0	0	0	0	0	0	0	0
1/30/2024	5:30 AM	0	46	14	3	1	0	0	0	0	0	0	0	0
1/30/2024	5:45 AM	0	71	29	3	1	0	0	0	0	0	0	0	0
1/30/2024	6:00 AM	0	126	37	3	1	0	0	0	0	0	0	0	0
1/30/2024	6:15 AM	0	174	49	6	1	0	0	0	0	0	0	0	0
1/30/2024	6:30 AM	0	270	64	8	1	0	0	0	0	0	0	0	0
1/30/2024	6:45 AM	0	338	66	12	1	0	0	0	0	0	0	0	0
1/30/2024	7:00 AM	0	395	76	15	1	0	0	0	0	0	0	0	0
1/30/2024	7:15 AM	0	453	90	18	1	0	0	0	0	0	0	0	0
1/30/2024	7:30 AM	0	416	91	20	2	0	1	0	0	0	0	0	0
1/30/2024	7:45 AM	0	377	81	19	5	0	1	0	0	0	0	0	0
1/30/2024	8:00 AM	0	327	78	17	5	0	1	0	0	0	0	0	0
1/30/2024	8:15 AM	0	248	63	14	6	0	1	0	0	0	0	0	0
1/30/2024	8:30 AM	0	194	52	11	6	0	0	1	0	0	0	0	0
1/30/2024	8:45 AM	0	153	49	9	4	0	0	1	0	0	0	0	0
1/30/2024	9:00 AM	0	107	36	6	5	1	0	1	0	0	0	0	0
1/30/2024	9:15 AM	0	88	33	2	5	1	0	1	0	0	0	0	0
1/30/2024	9:30 AM	0	87	34	2	3	1	0	2	0	0	0	0	0
1/30/2024	9:45 AM	0	81	33	1	5	2	0	2	0	0	0	0	0
1/30/2024	10:00 AM	0	81	37	1	4	1	0	2	0	0	0	0	0
1/30/2024	10:15 AM	0	89	33	1	4	1	0	2	1	0	0	0	0
1/30/2024	10:30 AM	0	100	35	0	4	1	0	0	1	0	0	0	0
1/30/2024	10:45 AM	0	109	38	0	2	1	0	0	1	0	0	0	0
1/30/2024	11:00 AM	0	112	39	0	4	2	0	0	1	0	0	0	0
1/30/2024	11:15 AM	0	114	43	0	4	2	0	0	0	0	0	0	0
1/30/2024	11:30 AM	0	116	49	0	8	2	0	0	0	0	0	0	0
1/30/2024	11:45 AM	0	119	53	1	8	1	0	0	0	0	0	0	0
1/30/2024	12:00 PM	0	116	51	1	9	1	0	0	0	0	0	0	0
1/30/2024	12:15 PM	0	127	51	1	11	1	0	0	0	0	0	0	0
1/30/2024	12:30 PM	0	133	43	3	7	1	0	0	0	0	0	0	0
1/30/2024	12:45 PM	0	131	46	2	6	1	0	0	0	0	0	0	0
1/30/2024	1:00 PM	0	137	50	3	4	0	0	0	0	0	0	0	0
1/30/2024	1:15 PM	0	132	52	6	2	0	0	0	0	0	0	0	0
1/30/2024	1:30 PM	0	147	54	5	3	0	0	1	0	0	0	0	0
1/30/2024	1:45 PM	0	155	54	7	3	0	0	1	0	0	0	0	0
1/30/2024	2:00 PM	0	175	54	11	4	0	0	1	0	0	0	0	0
1/30/2024	2:15 PM	0	196	53	20	3	0	0	1	0	0	0	0	0
1/30/2024	2:30 PM	1	202	53	19	4	0	0	1	0	0	0	0	0
1/30/2024	2:45 PM	1	219	51	22	5	0	0	1	0	0	0	0	0
1/30/2024	3:00 PM	1	231	55	18	3	0	0	1	0	0	0	0	0
1/30/2024	3:15 PM	1	216	61	15	3	0	0	2	0	0	0	0	0
1/30/2024	3:30 PM	0	212	60	16	1	0	0	1	0	0	0	0	0
1/30/2024	3:45 PM	0	205	63	12	1	0	0	1	0	0	0	0	0
1/30/2024	4:00 PM	0	196	58	13	1	0	0	1	0	0	0	0	0
1/30/2024	4:15 PM	0	221	55	5	2	0	0	2	0	0	0	0	0
1/30/2024	4:30 PM	0	222	60	4	3	0	0	2	0	0	0	0	0
1/30/2024	4:45 PM	0	236	68	3	3	0	0	2	0	0	0	0	0
1/30/2024	5:00 PM	0	256	76	1	3	0	0	2	0	0	0	0	0
1/30/2024	5:15 PM	0	253	85	0	2	0	0	0	0	0	0	0	0
1/30/2024	5:30 PM	0	269	88	0	1	0	0	0	0	0	0	0	0
1/30/2024	5:45 PM	0	283	84	0	0	0	0	0	0	0	0	0	0
1/30/2024	6:00 PM	0	259	77	0	0	0	0	0	0	0	0	0	0
1/30/2024	6:15 PM	0	244	67	0	0	0	0	0	0	0	0	0	0
1/30/2024	6:30 PM	0	199	53	0	0	0	0	0	0	0	0	0	0
1/30/2024	6:45 PM	0	152	38	0	0	0	0	0	0	0	0	0	0
1/30/2024	7:00 PM	0	147	28	0	0	0	0	0	0	0	0	0	0
1/30/2024	7:15 PM	0	125	16	0	0	0	0	0	0	0	0	0	0
1/30/2024	7:30 PM	0	127	17	0	0	0	0	0	0	0	0	0	0
1/30/2024	7:45 PM	0	114	15	0	0	0	0	0	0	0	0	0	0
1/30/2024	8:00 PM	0	92	14	0	0	0	0	0	0	0	0	0	0
1/30/2024	8:15 PM	0	89	15	0	0	0	0	0	0	0	0	0	0
1/30/2024	8:30 PM	0	78	13	0	0	0	0	0	0	0	0	0	0
1/30/2024	8:45 PM	0	78	13	0	0	0	0	0	0	0	0	0	0
1/30/2024	9:00 PM	0	70	18	0	0	0	0	0	0	0	0	0	0
1/30/2024	9:15 PM	0	60	17	0	0	0	0	0	0	0	0	0	0
1/30/2024	9:30 PM	0	52	14	1	0	0	0	0	0	0	0	0	0
1/30/2024	9:45 PM	0	43	12	1	0	0	0	0	0	0	0	0	0
1/30/2024	10:00 PM	0	39	5	1	0	0	0	0	0	0	0	0	0
1/30/2024	10:15 PM	0	30	3	1	0	0	0	0	0	0	0	0	0
1/30/2024	10:30 PM	0	25	4	0	0	0	0	0	0	0	0	0	0
1/30/2024	10:45 PM	0	22	2	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:00 PM	0	18	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:15 PM	0	13	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0

File Name:

Start Time: 0

Station ID: 1

Location 2:

Date _____

[illegible]

Bi-Directional Class Count || NB EB 15min

Henry County, GA



Site 2

GA-81,
west of N Ola Rd

Date

Tuesday, January 30, 2024

Weather

Fair
47°F

Lat/Long

33.434727°, -84.044927°

[Click here for Detailed Weather](#)[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (01-30-2024)

NB EB 15min

Time	Eastbound (Movement 2.1)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	10	1	0	0	0	0	0	0	0	0	0	0	11	63
0015 - 0030	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
0030 - 0045	0	14	0	0	0	1	0	0	0	0	0	0	0	15	
0045 - 0100	0	14	3	0	0	0	0	0	0	0	0	0	0	17	
0100 - 0115	0	4	0	0	0	0	0	0	0	0	0	0	0	4	38
0115 - 0130	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
0130 - 0145	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
0145 - 0200	0	5	2	0	0	2	0	0	0	0	0	0	0	9	
0200 - 0215	0	8	1	0	0	0	0	0	0	0	0	0	0	9	30
0215 - 0230	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0230 - 0245	0	5	1	0	1	0	0	0	0	0	0	0	0	7	
0245 - 0300	0	3	1	2	0	0	0	0	0	0	0	0	0	6	
0300 - 0315	0	7	1	0	1	0	0	0	0	0	0	0	0	9	27
0315 - 0330	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0330 - 0345	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
0345 - 0400	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
0400 - 0415	0	3	0	0	0	0	0	0	1	0	0	0	0	4	36
0415 - 0430	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0430 - 0445	0	4	3	0	0	0	0	0	2	0	0	0	0	9	
0445 - 0500	0	10	4	0	0	0	0	0	1	1	0	0	0	15	
0500 - 0515	0	8	4	0	1	0	0	0	0	0	0	0	0	13	75
0515 - 0530	0	13	2	0	2	0	0	0	0	0	0	0	0	17	
0530 - 0545	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
0545 - 0600	0	19	6	0	1	0	0	0	0	0	0	0	0	26	
0600 - 0615	0	19	5	1	0	0	0	0	0	0	0	0	0	25	185
0615 - 0630	0	26	4	1	0	0	0	0	0	0	0	0	0	31	
0630 - 0645	0	26	11	0	2	0	0	1	0	0	0	0	0	40	
0645 - 0700	0	69	18	2	0	0	0	0	0	0	0	0	0	89	
0700 - 0715	0	67	12	2	2	0	0	0	1	0	0	0	0	84	378
0715 - 0730	0	89	16	0	2	0	0	0	2	0	0	0	0	109	
0730 - 0745	0	67	20	1	0	0	0	0	1	0	0	0	0	89	
0745 - 0800	0	67	16	3	4	0	0	4	2	0	0	0	0	96	
0800 - 0815	0	70	26	1	6	0	0	3	1	0	0	0	0	107	393
0815 - 0830	0	61	29	1	4	1	1	0	1	0	0	0	0	98	
0830 - 0845	0	53	32	1	6	0	0	1	1	0	0	0	0	94	
0845 - 0900	0	66	25	0	1	0	0	0	1	0	0	0	0	94	
0900 - 0915	0	55	25	6	1	0	0	0	1	0	0	0	0	88	332
0915 - 0930	0	53	18	0	4	0	0	1	0	0	0	0	0	76	
0930 - 0945	0	63	25	1	2	0	0	0	0	0	0	0	0	91	
0945 - 1000	0	46	24	2	2	1	0	1	0	1	0	0	0	77	
1000 - 1015	0	59	20	1	4	0	0	2	1	0	0	0	0	87	316
1015 - 1030	0	42	25	0	3	2	0	2	2	0	0	0	0	76	
1030 - 1045	0	48	17	0	1	0	0	0	1	0	0	0	0	67	
1045 - 1100	0	58	23	1	3	0	0	0	1	0	0	0	0	86	
1100 - 1115	0	53	26	0	3	1	0	0	1	0	0	0	0	84	424
1115 - 1130	0	71	26	1	7	2	0	1	2	0	0	0	0	110	
1130 - 1145	0	80	37	1	1	2	0	0	0	0	0	0	0	121	
1145 - 1200	0	73	30	1	4	0	0	0	1	0	0	0	0	109	
1200 - 1215	1	75	24	0	5	1	0	0	0	0	0	0	0	106	465
1215 - 1230	0	74	36	0	4	1	0	0	0	0	0	0	0	115	
1230 - 1245	1	84	36	0	3	2	0	0	2	0	0	0	0	128	
1245 - 1300	0	86	26	1	2	0	0	0	1	0	0	0	0	116	
1300 - 1315	0	110	39	0	1	2	0	0	2	2	0	0	0	154	513
1315 - 1330	0	84	28	0	3	1	0	1	0	0	0	0	0	117	
1330 - 1345	0	72	34	0	2	4	0	0	0	0	0	0	0	112	
1345 - 1400	0	89	35	2	3	0	0	0	1	0	0	0	0	130	
1400 - 1415	0	96	35	2	2	2	0	0	1	0	0	0	0	138	518
1415 - 1430	0	89	37	2	1	1	0	1	0	0	0	0	0	131	
1430 - 1445	0	76	31	1	1	2	0	0	1	0	0	0	0	112	
1445 - 1500	0	102	31	1	1	1	0	0	1	0	0	0	0	137	
1500 - 1515	0	96	41	2	2	0	0	1	0	0	0	0	0	142	642
1515 - 1530	1	126	42	0	4	0	0	1	0	0	0	0	0	174	
1530 - 1545	0	115	39	0	0	2	0	0	0	0	0	0	0	156	
1545 - 1600	0	118	48	1	0	1	0	1	1	0	0	0	0	170	
1600 - 1615	0	146	44	4	1	0	0	1	3	0	0	0	0	199	810
1615 - 1630	1	166	55	0	1	0	0	0	1	0	0	0	0	224	
1630 - 1645	0	123	48	1	2	0	0	1	0	0	0	0	0	175	
1645 - 1700	1	144	64	1	1	1	0	0	1	0	0	0	0	212	
1700 - 1715	0	167	48	1	1	1	0	1	0	0	0	0	0	219	870
1715 - 1730	0	147	55	0	0	0	0	2	0	2	0	0	0	206	
1730 - 1745	0	156	62	0	4	1	0	0	2	0	0	0	0	225	
1745 - 1800	2	173	43	0	2	0	0	0	0	0	0	0	0	220	
1800 - 1815	0	162	54	0	2	1	0	0	1	1	0	0	0	221	748
1815 - 1830	0	158	47	0	1	0	0	0	0	0	0	0	0	206	
1830 - 1845	0	129	35	0	5	1	0	0	0	0	0	0	0	170	
1845 - 1900	0	121	28	0	2	0	0	0	0	0	0	0	0	151	
1900 - 1915	0	114	28	0	1	0	0	0	0	0	0	0	0	143	523
1915 - 1930	0	102	25	0	0	0	0	0	0	0	0	0	0	127	
1930 - 1945	0	93	28	0	1	0	0	0	0	0	0	0	0	122	
1945 - 2000	0	98	32	0	1	0	0	0	0	0	0	0	0	131	
2000 - 2015	0	94	26	0	0	0	0	0	0	0	0	0	0	120	423
2015 - 2030	1	89	27	0	0	0	0	0	0	0	0	0	0	117	
2030 - 2045	0	76	18	0	1	0	0	0	0	0	0	0	0	95	
2045 - 2100	0	74	17	0	0	0	0	0	0	0	0	0	0	91	
2100 - 2115	0	61	17	0	0	0	0	0	0	0	0	0	0	78	278
2115 - 2130	0	58	16	0	0	0	0	0	0	0	0	0	0	74	
2130 - 2145	0	55	19	0	1	0	0	0	0	0	0	0	0	75	
2145 - 2200	0	37	12	0	1	0	0	0	0	0	1	0	0	51	
2200 - 2215	0	35	10	0	0	0	0	0	0	0	0	0	0	45	171
2215 - 2230	0	31	9	0	1	0	0	0	0	0	0	0	0	41	
2230 - 2245	1	37	9	1	2	0	0	0	0	0	0	0	0	50	
2245 - 2300	0	25	9	0	1	0	0	0	0	0	0	0	0	35	
2300 - 2315	0	28	12	0	0	0	0	0	0	0	0	0	0	40	125
2315 - 2330	0	27	6	0	0	0	0	0	0	0	0	0	0	33	
2330 - 2345	0	17	9	0	0	0	0	0	0	0	0	0	0	26	
2345 - 0000	0	21	5	0	0	0	0	0	0	0	0	0	0	26	

Session Total	9	6040	2040	47	136	38	1	26	41	4	1	0	0	8383
Session Average	0.09	62.92	21.25	0.49	1.42	0.40	0.01	0.27	0.43	0.04	0.01	0.00	0.00	87.32
Session Percentage	0.11	72.05	24.33	0.56	1.62	0.45	0.01	0.31	0.49	0.05	0.01	0.00	0.00	
AM Peak Hour	-	0715 - 0815	0800 - 0900	0900 - 1000	0745 - 0845	0930 - 1030	0730 - 0830	0745 - 0845	0700 - 0800	1000 - 1100	-	-	-	0715 - 0815
AM Peak Volume	-	293	112	9	20	3	1	6	6	1	0	0	0	401
Noon Peak Hour	1145 - 1245	1445 - 1545	1445 - 1545	1345 - 1445	1115 - 1215	1245 - 1345	-	1000 - 1100	1000 - 1100	-	-	-	-	1445 - 1545
Noon Peak Volume	2	439	153	7	17	7	0	4	5	0	0	0	0	609
PM Peak Hour	1600 - 1700	1730 - 1830	1645 - 1745	1545 - 1645	1745 - 1845	1500 - 1600	-	1630 - 1730	1530 - 1630	1715 - 1815	-	-	-	1715 - 1815
PM Peak Volume	2	649	229	6	10	3	0	4	5	3	0	0	0	872

Bi-Directional Class Count || SB WB 15min

Henry County, GA



Site 2

GA-81,
west of N Ola Rd

Date

Tuesday, January 30, 2024

Weather

Fair
47°F

Lat/Long

33.434727°, -84.044927°

[Click here for Detailed Weather](#)[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (01-30-2024)

SB WB 15min

Time	Westbound (Movement 2.2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	5	1	0	0	0	0	0	0	0	0	0	0	6	25
0015 - 0030	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0030 - 0045	0	6	1	0	1	0	0	0	0	0	0	0	0	8	
0045 - 0100	0	5	0	0	1	0	0	0	0	0	0	0	0	6	
0100 - 0115	0	4	0	0	0	0	0	0	0	0	0	0	0	4	17
0115 - 0130	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0145 - 0200	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0200 - 0215	0	5	2	0	0	0	0	0	0	0	0	0	0	7	32
0215 - 0230	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0230 - 0245	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0245 - 0300	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
0300 - 0315	0	9	1	0	1	0	0	0	0	0	0	0	0	11	73
0315 - 0330	0	11	1	0	1	0	0	0	0	0	0	0	0	13	
0330 - 0345	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
0345 - 0400	0	18	5	0	0	0	0	0	0	0	0	0	0	23	
0400 - 0415	0	31	6	0	0	0	0	0	0	0	0	0	0	37	206
0415 - 0430	0	40	8	0	0	0	0	0	0	0	0	0	0	48	
0430 - 0445	0	47	10	0	0	1	0	0	1	0	0	0	0	59	
0445 - 0500	0	52	9	0	1	0	0	0	0	0	0	0	0	62	
0500 - 0515	0	71	11	0	2	0	0	0	0	0	0	0	0	84	414
0515 - 0530	0	94	16	0	1	0	0	0	0	0	1	0	0	112	
0530 - 0545	0	87	12	0	0	0	0	0	1	0	0	0	0	100	
0545 - 0600	1	100	15	1	1	0	0	0	0	0	0	0	0	118	
0600 - 0615	0	131	23	0	3	0	0	0	0	0	0	0	0	157	749
0615 - 0630	0	160	33	1	2	0	0	0	0	0	0	0	0	196	
0630 - 0645	0	136	41	1	2	0	0	0	0	0	0	0	0	180	
0645 - 0700	0	181	28	0	6	0	0	1	0	0	0	0	0	216	
0700 - 0715	0	165	45	3	4	0	0	0	0	0	0	0	0	217	893
0715 - 0730	0	183	58	0	2	1	0	2	2	0	0	0	0	248	
0730 - 0745	1	197	55	3	4	0	0	1	0	0	0	0	0	261	
0745 - 0800	0	119	36	2	9	0	0	0	1	0	0	0	0	167	
0800 - 0815	0	106	40	3	2	2	0	0	1	0	0	0	0	154	688
0815 - 0830	0	129	47	3	2	1	0	0	1	0	0	0	0	183	
0830 - 0845	0	118	35	2	4	0	0	2	5	0	0	0	0	166	
0845 - 0900	0	122	48	5	2	1	0	2	5	0	0	0	0	185	
0900 - 0915	0	86	43	2	4	0	0	2	0	0	0	0	0	137	511
0915 - 0930	0	82	36	2	7	2	0	2	0	0	0	0	0	131	
0930 - 0945	0	85	32	0	1	4	0	0	2	0	0	0	0	124	
0945 - 1000	0	83	31	0	0	1	0	3	1	0	0	0	0	119	
1000 - 1015	0	66	23	1	3	0	0	1	2	0	0	0	0	96	446
1015 - 1030	0	95	41	1	2	2	0	1	0	0	0	0	0	142	
1030 - 1045	0	79	22	1	1	1	0	0	1	0	0	0	0	105	
1045 - 1100	0	66	29	0	6	1	0	1	0	0	0	0	0	103	
1100 - 1115	1	67	23	0	2	1	0	0	4	0	0	0	0	98	475
1115 - 1130	0	99	37	0	6	2	0	2	1	0	0	0	0	147	
1130 - 1145	0	78	30	1	2	0	0	0	1	0	0	0	0	112	
1145 - 1200	0	85	25	1	2	1	0	1	3	0	0	0	0	118	
1200 - 1215	0	80	32	1	5	3	0	1	1	0	0	0	0	123	475
1215 - 1230	0	82	16	0	1	0	0	2	1	0	0	0	0	102	
1230 - 1245	1	85	33	0	5	1	0	1	0	0	0	0	0	126	
1245 - 1300	0	89	28	0	4	2	0	1	0	0	0	0	0	124	
1300 - 1315	0	86	30	0	3	1	0	1	1	0	0	0	0	122	475
1315 - 1330	0	82	33	1	1	0	0	0	0	0	0	0	0	117	
1330 - 1345	0	92	21	0	2	0	0	1	2	0	0	0	0	118	
1345 - 1400	0	79	37	0	1	0	0	0	1	0	0	0	0	118	
1400 - 1415	0	83	28	1	0	1	0	1	0	0	0	0	0	114	475
1415 - 1430	0	67	20	2	0	1	0	0	0	0	0	0	0	90	
1430 - 1445	0	120	32	0	3	0	0	0	0	0	0	0	0	155	
1445 - 1500	0	84	25	0	2	2	0	0	3	0	0	0	0	116	
1500 - 1515	0	87	27	2	4	2	0	0	0	0	0	0	0	122	552
1515 - 1530	0	103	30	1	2	1	0	1	0	0	0	0	0	138	
1530 - 1545	1	124	31	1	2	1	0	1	1	0	0	0	0	162	
1545 - 1600	1	92	32	2	2	1	0	0	0	0	0	0	0	130	
1600 - 1615	1	85	23	0	0	0	0	2	1	0	0	0	0	112	502
1615 - 1630	0	102	34	3	2	0	0	0	0	0	0	0	0	141	
1630 - 1645	1	96	27	1	1	0	0	0	2	0	0	0	0	128	
1645 - 1700	0	100	20	0	1	1	0	0	1	0	0	0	0	121	
1700 - 1715	0	101	26	0	7	0	0	1	0	0	0	0	0	135	534
1715 - 1730	3	105	43	0	1	0	0	1	0	0	0	0	0	153	
1730 - 1745	0	94	33	0	0	1	0	1	1	0	0	0	0	130	
1745 - 1800	1	94	20	0	0	0	0	0	1	0	0	0	0	116	
1800 - 1815	0	94	31	0	3	0	0	0	0	0	0	0	0	128	425
1815 - 1830	0	82	19	0	3	0	0	0	0	0	0	0	0	104	
1830 - 1845	0	86	20	0	2	0	0	0	0	0	0	0	0	108	
1845 - 1900	0	68	16	0	1	0	0	0	0	0	0	0	0	85	
1900 - 1915	0	74	18	0	0	0	0	0	0	0	0	0	0	92	282
1915 - 1930	0	55	15	0	0	0	0	0	1	0	0	0	0	71	
1930 - 1945	0	45	12	0	0	0	0	0	0	0	0	0	0	57	
1945 - 2000	0	47	15	0	0	0	0	0	0	0	0	0	0	62	
2000 - 2015	0	53	22	0	0	0	0	0	0	0	0	0	0	75	207
2015 - 2030	0	37	8	0	2	0	0	0	0	0	0	0	0	47	
2030 - 2045	0	32	13	0	0	0	0	0	0	0	0	0	0	45	
2045 - 2100	0	25	13	0	2	0	0	0	1	0	0	0	0	40	
2100 - 2115	0	34	11	0	0	0	0	0	0	0	0	0	0	46	137
2115 - 2130	0	30	10	0	0	0	0	0	0	0	0	0	0	40	
2130 - 2145	0	17	6	0	0	0	0	0	0	0	0	0	0	23	
2145 - 2200	0	19	9	0	0	0	0	0	0	0	0	0	0	28	
2200 - 2215	0	20	6	0	0	0	0	0	0	0	0	0	0	26	91
2215 - 2230	0	15	9	1	0	0	0	0	0	0	0	0	0	25	
2230 - 2245	0	17	7	0	1	0	0	0	1	0	0	0	0	26	
2245 - 2300	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
2300 - 2315	0	9	4	0	0	0	0	0	0	0	0	0	0	13	50
2315 - 2330	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
2330 - 2345	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
2345 - 0000	0	14	6	0	0	0	0	0	0	0	0	0	0	20	

Session Total	12	6468	1930	52	150	38	0	37	46	0	1	0	0	8734
Session Average	0.13	67.38	20.10	0.54	1.56	0.40	0.00	0.39	0.48	0.00	0.01	0.00	0.00	90.98
Session Percentage	0.14	74.06	22.10	0.60	1.72	0.44	0.00	0.42	0.53	0.00	0.01	0.00	0.00	
AM Peak Hour	0500 - 0600	0645 - 0745	0700 - 0800	0800 - 0900	0845 - 0945	-	-	0830 - 0930	0800 - 0900	-	0500 - 0600	-	-	0645 - 0745
AM Peak Volume	1	726	194	13	19	7	0	8	11	0	1	0	0	942
Noon Peak Hour	1015 - 1115	1445 - 1545	1115 - 1215	1415 - 1515	1045 - 1145	1115 - 1215	-	1145 - 1245	1100 - 1200	-	-	-	-	1445 - 1545
Noon Peak Volume	1	398	124	7	16	6	0	5	9	0	0	0	0	1538
PM Peak Hour	1630 - 1730	1500 - 1600	1715 - 1815	1500 - 1600	1615 - 1715	1500 - 1600	-	1515 - 1615	1545 - 1645	-	-	-	-	1500 - 1600
PM Peak Volume	4	408	327	6	11	5	0	4	3	0	0	0	0	552

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

Henry County, GA



Site 2

GA-81,
west of N Ola Rd

Date

Tuesday, January 30, 2024

Weather

Fair
47°F

Lat/Long

33.434727°, -84.044927°

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0000 - 2400 (Weekday 24h Session) (01-30-2024)

Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	15	2	0	0	0	0	0	0	0	0	0	0	17	88
0015 - 0030	0	22	3	0	0	0	0	0	0	0	0	0	0	25	
0030 - 0045	0	20	1	0	1	1	0	0	0	0	0	0	0	23	
0045 - 0100	0	19	3	0	1	0	0	0	0	0	0	0	0	23	
0100 - 0115	0	8	0	0	0	0	0	0	0	0	0	0	0	8	55
0115 - 0130	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
0130 - 0145	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
0145 - 0200	0	9	2	0	0	2	0	0	0	0	0	0	0	13	
0200 - 0215	0	13	3	0	0	0	0	0	0	0	0	0	0	16	62
0215 - 0230	0	13	3	0	0	0	0	0	0	0	0	0	0	16	
0230 - 0245	0	11	2	0	1	0	0	0	0	0	0	0	0	14	
0245 - 0300	0	11	3	0	2	0	0	0	0	0	0	0	0	16	
0300 - 0315	0	16	2	0	2	0	0	0	0	0	0	0	0	20	100
0315 - 0330	0	17	4	0	1	0	0	0	0	0	0	0	0	22	
0330 - 0345	0	24	8	0	0	0	0	0	0	0	0	0	0	32	
0345 - 0400	0	19	7	0	0	0	0	0	0	0	0	0	0	26	
0400 - 0415	0	34	6	0	0	0	0	0	1	0	0	0	0	41	242
0415 - 0430	0	46	10	0	0	0	0	0	0	0	0	0	0	56	
0430 - 0445	0	51	13	0	0	1	0	0	3	0	0	0	0	68	
0445 - 0500	0	62	13	0	1	0	0	0	1	0	0	0	0	77	
0500 - 0515	0	79	15	0	3	0	0	0	0	0	0	0	0	97	489
0515 - 0530	0	107	18	0	3	0	0	0	0	0	1	0	0	129	
0530 - 0545	0	102	16	0	0	0	0	0	1	0	0	0	0	119	
0545 - 0600	1	119	21	1	2	0	0	0	0	0	0	0	0	144	
0600 - 0615	0	150	28	1	3	0	0	0	0	0	0	0	0	182	934
0615 - 0630	0	186	37	2	2	0	0	0	0	0	0	0	0	227	
0630 - 0645	0	162	52	1	4	0	0	1	0	0	0	0	0	220	
0645 - 0700	0	250	46	2	6	0	0	1	0	0	0	0	0	305	
0700 - 0715	0	232	57	5	6	0	0	0	1	0	0	0	0	301	1271
0715 - 0730	0	272	74	0	4	1	0	2	4	0	0	0	0	357	
0730 - 0745	1	264	75	4	4	0	0	1	1	0	0	0	0	350	
0745 - 0800	0	186	52	5	13	0	0	4	3	0	0	0	0	263	
0800 - 0815	0	176	66	4	8	2	0	3	2	0	0	0	0	261	1081
0815 - 0830	0	190	74	4	6	2	1	1	1	0	0	0	0	281	
0830 - 0845	0	171	67	3	10	0	0	3	6	0	0	0	0	260	
0845 - 0900	0	188	73	5	3	2	0	2	6	0	0	0	0	279	
0900 - 0915	0	141	68	8	5	0	0	2	1	0	0	0	0	225	843
0915 - 0930	0	135	54	2	11	2	0	3	0	0	0	0	0	207	
0930 - 0945	0	148	57	1	3	4	0	0	2	0	0	0	0	215	
0945 - 1000	0	129	55	2	2	2	0	4	1	1	0	0	0	196	
1000 - 1015	0	125	43	2	7	0	0	3	3	0	0	0	0	183	762
1015 - 1030	0	137	66	1	5	4	0	3	2	0	0	0	0	218	
1030 - 1045	0	127	39	1	2	1	0	1	0	2	0	0	0	172	
1045 - 1100	0	124	52	1	9	1	0	1	1	0	0	0	0	189	
1100 - 1115	1	120	49	0	5	2	0	0	5	0	0	0	0	182	899
1115 - 1130	0	170	63	1	13	4	0	3	3	0	0	0	0	257	
1130 - 1145	0	158	67	2	3	2	0	0	1	0	0	0	0	233	
1145 - 1200	0	158	55	2	6	1	0	1	4	0	0	0	0	227	
1200 - 1215	1	155	56	1	10	4	0	1	1	0	0	0	0	229	940
1215 - 1230	0	156	52	0	5	1	0	2	1	0	0	0	0	217	
1230 - 1245	2	169	69	0	8	3	0	1	2	0	0	0	0	254	
1245 - 1300	0	175	54	1	6	2	0	1	1	0	0	0	0	240	
1300 - 1315	0	196	69	0	4	3	0	1	3	0	0	0	0	276	988
1315 - 1330	0	166	61	1	4	1	0	1	0	0	0	0	0	234	
1330 - 1345	0	164	55	0	4	4	0	1	2	0	0	0	0	230	
1345 - 1400	0	168	72	2	4	0	0	0	2	0	0	0	0	248	
1400 - 1415	0	179	63	3	2	3	0	1	1	0	0	0	0	252	993
1415 - 1430	0	156	57	4	1	2	0	1	0	0	0	0	0	221	
1430 - 1445	0	196	63	1	4	2	0	0	1	0	0	0	0	267	
1445 - 1500	0	186	44	3	0	3	0	0	1	0	0	0	0	253	
1500 - 1515	0	183	68	4	6	2	0	1	0	0	0	0	0	264	1194
1515 - 1530	1	229	72	1	6	1	0	2	0	0	0	0	0	312	
1530 - 1545	1	239	70	1	2	3	0	1	1	0	0	0	0	318	
1545 - 1600	1	210	80	3	2	2	0	1	1	0	0	0	0	300	
1600 - 1615	1	231	67	4	1	0	0	3	4	0	0	0	0	311	1312
1615 - 1630	1	268	89	3	3	0	0	0	1	0	0	0	0	365	
1630 - 1645	1	219	75	2	3	0	0	1	2	0	0	0	0	303	
1645 - 1700	1	244	84	1	2	1	0	0	0	0	0	0	0	333	
1700 - 1715	0	268	74	1	8	1	0	2	0	0	0	0	0	354	1404
1715 - 1730	3	252	98	0	1	0	0	3	0	2	0	0	0	359	
1730 - 1745	0	250	95	0	4	2	0	1	3	0	0	0	0	355	
1745 - 1800	3	267	63	0	2	0	0	0	1	0	0	0	0	336	
1800 - 1815	0	256	85	0	5	1	0	0	1	1	0	0	0	349	1173
1815 - 1830	0	240	66	0	4	0	0	0	0	0	0	0	0	310	
1830 - 1845	0	215	55	0	7	1	0	0	0	0	0	0	0	278	
1845 - 1900	0	189	44	0	3	0	0	0	0	0	0	0	0	236	
1900 - 1915	0	188	46	0	1	0	0	0	0	0	0	0	0	235	805
1915 - 1930	0	157	40	0	0	0	0	0	1	0	0	0	0	198	
1930 - 1945	0	138	40	0	1	0	0	0	0	0	0	0	0	179	
1945 - 2000	0	145	47	0	1	0	0	0	0	0	0	0	0	193	
2000 - 2015	0	147	48	0	0	0	0	0	0	0	0	0	0	195	630
2015 - 2030	1	126	35	0	2	0	0	0	0	0	0	0	0	164	
2030 - 2045	0	108	31	0	1	0	0	0	0	0	0	0	0	140	
2045 - 2100	0	99	30	0	2	0	0	0	0	0	0	0	0	131	
2100 - 2115	0	95	28	0	0	0	0	0	1	0	0	0	0	124	415
2115 - 2130	0	88	26	0	0	0	0	0	0	0	0	0	0	114	
2130 - 2145	0	72	25	0	1	0	0	0	0	0	0	0	0	98	
2145 - 2200	0	56	21	0	1	0	0	0	0	0	1	0	0	79	
2200 - 2215	0	55	16	0	0	0	0	0	0	0	0	0	0	71	262
2215 - 2230	0	46	18	1	1	0	0	0	0	0	0	0	0	66	
2230 - 2245	1	54	16	1	3	0	0	0	1	0	0	0	0	76	
2245 - 2300	0	36	12	0	1	0	0	0	0	0	0	0	0	49	
2300 - 2315	0	37	16	0	0	0	0	0	0	0	0	0	0	53	175
2315 - 2330	0	32	9	0	0	0	0	0	0	0	0	0	0	41	
2330 - 2345	0	23	12	0	0	0	0	0	0	0	0	0	0	35	
2345 - 0000	0	35	11	0	0	0	0	0	0	0	0	0	0	46	

Session Total	21	12508	3970	99	286	76	1	63	87	4	2	0	0	17117
Session Average	0.22	130.29	41.35	1.03	2.98	0.79	0.01	0.66	0.91	0.04	0.02	0.00	0.00	178.30
Session Percentage	0.12	73.07	23.19	0.58	1.67	0.44	0.01	0.37	0.51	0.02	0.01	0.00	0.00	

AM Peak Hour	0500 - 0600	0645 - 0745	0815 - 0915	0815 - 0915	0745 - 0845	0930 - 1030	0730 - 0830	0745 - 0845	0800 - 0900	0900 - 1000	0500 - 0600			0645 - 0745
AM Peak Volume	1	1018	284	20	37	10	11	15	15	1	1	0	0	1313

Noon Peak Hour	1145 - 1245	1445 - 1545	1445 - 1545	1415 - 1515	1115 - 1215	1115 - 1215		1000 - 1100	1100 - 1200		-	-	-	1445 - 1545
Noon Peak Volume	3	837	266	32	32	11	0	7	13	0	0	0	0	1147

PM Peak Hour	1700 - 1800	1700 - 1800	1645 - 1745	1545 - 1645	1800 - 1900	1500 - 1600		1515 - 1615	1545 - 1645	1715 - 1815				1700 - 1800
PM Peak Volume	6	1037	351	12	19	5	0	7	18	4	3	0	0	1804

Bi-Directional Class Count || Volume Summary 15min

Henry County, GA

Site 2
GA-81,
west of N Ola Rd

Date
Tuesday, January 30, 2024

Weather
Fair
47°F

Lat/Long
33.434727°, -84.044927°

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0000 - 2400 (Weekday 24h Session) (01-30-2024)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	11	6	17	88
0015 - 0030	20	5	25	
0030 - 0045	15	8	23	
0045 - 0100	17	6	23	
0100 - 0115	4	4	8	55
0115 - 0130	11	3	14	
0130 - 0145	14	6	20	
0145 - 0200	9	4	13	
0200 - 0215	9	7	16	62
0215 - 0230	8	8	16	
0230 - 0245	7	7	14	
0245 - 0300	6	10	16	
0300 - 0315	9	11	20	100
0315 - 0330	9	13	22	
0330 - 0345	6	26	32	
0345 - 0400	3	23	26	
0400 - 0415	4	37	41	242
0415 - 0430	8	48	56	
0430 - 0445	9	59	68	
0445 - 0500	15	62	77	
0500 - 0515	13	84	97	489
0515 - 0530	17	112	129	
0530 - 0545	19	100	119	
0545 - 0600	26	118	144	
0600 - 0615	25	157	182	934
0615 - 0630	31	196	227	
0630 - 0645	40	180	220	
0645 - 0700	89	216	305	
0700 - 0715	84	217	301	1271
0715 - 0730	109	248	357	
0730 - 0745	89	261	350	
0745 - 0800	96	167	263	
0800 - 0815	107	154	261	1081
0815 - 0830	98	183	281	
0830 - 0845	94	166	260	
0845 - 0900	94	185	279	
0900 - 0915	88	137	225	843
0915 - 0930	76	131	207	
0930 - 0945	91	124	215	
0945 - 1000	77	119	196	
1000 - 1015	87	96	183	762
1015 - 1030	76	142	218	
1030 - 1045	67	105	172	
1045 - 1100	86	103	189	
1100 - 1115	84	98	182	
1115 - 1130	110	147	257	
1130 - 1145	121	112	233	
1145 - 1200	109	118	227	

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	106	123	229	940
1215 - 1230	115	102	217	
1230 - 1245	128	126	254	
1245 - 1300	116	124	240	
1300 - 1315	154	122	276	988
1315 - 1330	117	117	234	
1330 - 1345	112	118	230	
1345 - 1400	130	118	248	
1400 - 1415	138	114	252	993
1415 - 1430	131	90	221	
1430 - 1445	112	155	267	
1445 - 1500	137	116	253	
1500 - 1515	142	122	264	1194
1515 - 1530	174	138	312	
1530 - 1545	156	162	318	
1545 - 1600	170	130	300	
1600 - 1615	199	112	311	1312
1615 - 1630	224	141	365	
1630 - 1645	175	128	303	
1645 - 1700	212	121	333	
1700 - 1715	219	135	354	1404
1715 - 1730	206	153	359	
1730 - 1745	225	130	355	
1745 - 1800	220	116	336	
1800 - 1815	221	128	349	1173
1815 - 1830	206	104	310	
1830 - 1845	170	108	278	
1845 - 1900	151	85	236	
1900 - 1915	143	92	235	805
1915 - 1930	127	71	198	
1930 - 1945	122	57	179	
1945 - 2000	131	62	193	
2000 - 2015	120	75	195	630
2015 - 2030	117	47	164	
2030 - 2045	95	45	140	
2045 - 2100	91	40	131	
2100 - 2115	78	46	124	415
2115 - 2130	74	40	114	
2130 - 2145	75	23	98	
2145 - 2200	51	28	79	
2200 - 2215	45	26	71	262
2215 - 2230	41	25	66	
2230 - 2245	50	26	76	
2245 - 2300	35	14	49	
2300 - 2315	40	13	53	
2315 - 2330	33	8	41	
2330 - 2345	26	9	35	
2345 - 0000	26	20	46	

Session Total	8383	8734	17117
Session Average	87.32	90.98	178.30
Session Percentage	48.97	51.03	

Bi-Directional Class Count || NB EB 60min

Henry County, GA

Site 2

GA-81,
west of N Ola Rd

Date

Tuesday, January 30, 2024

Weather

Fair
47°F

Lat/Long

33.434727°, -84.044927°

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0000 - 2400 (Weekday 24h Session) (01-30-2024)

NB EB 60min

Eastbound (Movement 2.1)														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	56	6	0	0	1	0	0	0	0	0	0	0	63
0100 - 0200	0	29	7	0	0	2	0	0	0	0	0	0	0	38
0200 - 0300	0	23	4	0	3	0	0	0	0	0	0	0	0	30
0300 - 0400	0	17	9	0	1	0	0	0	0	0	0	0	0	27
0400 - 0500	0	23	9	0	0	0	0	0	4	0	0	0	0	36
0500 - 0600	0	55	16	0	4	0	0	0	0	0	0	0	0	75
0600 - 0700	0	140	38	4	2	0	0	1	0	0	0	0	0	185
0700 - 0800	0	290	64	6	8	0	0	4	6	0	0	0	0	378
0800 - 0900	0	250	112	3	17	2	1	4	4	0	0	0	0	393
0900 - 1000	0	217	92	9	9	1	0	2	1	1	0	0	0	332
1000 - 1100	0	207	85	2	11	2	0	4	5	0	0	0	0	316
1100 - 1200	0	277	119	3	15	5	0	1	4	0	0	0	0	424
1200 - 1300	2	319	122	1	14	4	0	0	3	0	0	0	0	465
1300 - 1400	0	355	136	2	9	7	0	1	3	0	0	0	0	513
1400 - 1500	0	363	134	6	5	6	0	1	3	0	0	0	0	518
1500 - 1600	1	455	170	3	6	3	0	3	1	0	0	0	0	642
1600 - 1700	2	579	211	6	5	1	0	2	4	0	0	0	0	810
1700 - 1800	2	643	208	1	7	2	0	3	2	2	0	0	0	870
1800 - 1900	0	570	164	0	10	2	0	0	1	1	0	0	0	748
1900 - 2000	0	407	113	0	3	0	0	0	0	0	0	0	0	523
2000 - 2100	1	333	88	0	1	0	0	0	0	0	0	0	0	423
2100 - 2200	0	211	64	0	2	0	0	0	0	0	1	0	0	278
2200 - 2300	1	128	37	1	4	0	0	0	0	0	0	0	0	171
2300 - 2400	0	93	32	0	0	0	0	0	0	0	0	0	0	125

Session Total	9	6040	2040	47	136	38	1	26	41	4	1	0	0	8383
Session Average	0.38	251.67	85.00	1.96	5.67	1.58	0.04	1.08	1.71	0.17	0.04	0.00	0.00	349.29
Session Percentage	0.11	72.05	24.33	0.56	1.62	0.45	0.01	0.31	0.49	0.05	0.01	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0800 - 0900	0900 - 1000	0800 - 0900	0800 - 0900	0800 - 0900	0700 - 0800	0700 - 0800	0900 - 1000	-	-	-	0800 - 0900
AM Peak Volume	0	290	112	9	17	2	1	4	6	1	0	0	0	393

Noon Peak Hour	1200 - 1300	1400 - 1500	1300 - 1400	1400 - 1500	1100 - 1200	1300 - 1400	-	1000 - 1100	1000 - 1100	-	-	-	-	1400 - 1500
Noon Peak Volume	2	363	136	6	15	7	0	4	5	0	0	0	0	518

PM Peak Hour	1600 - 1700	1700 - 1800	1600 - 1700	1600 - 1700	1800 - 1900	1500 - 1600	-	1500 - 1600	1600 - 1700	1700 - 1800	-	-	-	1700 - 1800
PM Peak Volume	2	643	211	6	10	3	0	3	4	2	0	0	0	870

Bi-Directional Class Count || SB WB 60min

Henry County, GA

Site 2

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0000 - 2400 (Weekday 24h Session) (01-30-2024)

SB WB 60min

TIME	Westbound (Movement 2.2)													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	0	20	3	0	2	0	0	0	0	0	0	0	0	25
0100 - 0200	0	17	0	0	0	0	0	0	0	0	0	0	0	17
0200 - 0300	0	25	7	0	0	0	0	0	0	0	0	0	0	32
0300 - 0400	0	59	12	0	2	0	0	0	0	0	0	0	0	73
0400 - 0500	0	170	33	0	1	1	0	0	1	0	0	0	0	206
0500 - 0600	1	352	54	1	4	0	0	0	1	0	1	0	0	414
0600 - 0700	0	608	125	2	13	0	0	1	0	0	0	0	0	749
0700 - 0800	1	664	194	8	19	1	0	3	3	0	0	0	0	893
0800 - 0900	0	475	170	13	10	4	0	5	11	0	0	0	0	688
0900 - 1000	0	336	142	4	12	7	0	7	3	0	0	0	0	511
1000 - 1100	0	306	115	3	12	4	0	3	3	0	0	0	0	446
1100 - 1200	1	329	115	2	12	4	0	3	9	0	0	0	0	475
1200 - 1300	1	336	109	1	15	6	0	5	2	0	0	0	0	475
1300 - 1400	0	339	121	1	7	1	0	2	4	0	0	0	0	475
1400 - 1500	0	354	105	6	5	4	0	1	0	0	0	0	0	475
1500 - 1600	2	406	120	6	10	5	0	2	1	0	0	0	0	552
1600 - 1700	2	383	104	4	4	0	0	2	3	0	0	0	0	502
1700 - 1800	4	394	122	0	8	1	0	3	2	0	0	0	0	534
1800 - 1900	0	330	86	0	9	0	0	0	0	0	0	0	0	425
1900 - 2000	0	221	60	0	0	0	0	0	1	0	0	0	0	282
2000 - 2100	0	147	56	0	4	0	0	0	0	0	0	0	0	207
2100 - 2200	0	100	36	0	0	0	0	0	1	0	0	0	0	137
2200 - 2300	0	63	25	1	1	0	0	0	1	0	0	0	0	91
2300 - 2400	0	34	16	0	0	0	0	0	0	0	0	0	0	50

Session Total	12	6468	1930	52	150	38	0	37	46	0	1	0	0	8734
Session Average	0.50	269.50	80.42	2.17	6.25	1.58	0.00	1.54	1.92	0.00	0.04	0.00	0.00	363.92
Session Percentage	0.14	74.06	22.10	0.60	1.72	0.44	0.00	0.42	0.53	0.00	0.01	0.00	0.00	

AM Peak Hour	0500 - 0600	0700 - 0800	0700 - 0800	0800 - 0900	0700 - 0800	0900 - 1000	-	0900 - 1000	0800 - 0900	-	0500 - 0600	-	-	0700 - 0800
AM Peak Volume	1	664	194	13	19	7	0	7	11	0	1	0	0	893

Noon Peak Hour	1100 - 1200	1400 - 1500	1300 - 1400	1400 - 1500	1200 - 1300	1200 - 1300	-	1200 - 1300	1100 - 1200	-	-	-	-	1100 - 1200
Noon Peak Volume	1	354	121	6	15	6	0	5	9	0	0	0	0	475

PM Peak Hour	1700 - 1800	1500 - 1600	1700 - 1800	1500 - 1600	1500 - 1600	1500 - 1600	-	1700 - 1800	1600 - 1700	-	-	-	-	1500 - 1600
PM Peak Volume	4	406	122	6	10	5	0	3	3	0	0	0	0	552

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

Henry County, GA

Site 2

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0000 - 2400 (Weekday 24h Session) (01-30-2024)

Bi-Directional 60min

Bi-Directional 60min														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	76	9	0	2	1	0	0	0	0	0	0	0	88
0100 - 0200	0	46	7	0	0	2	0	0	0	0	0	0	0	55
0200 - 0300	0	48	11	0	3	0	0	0	0	0	0	0	0	62
0300 - 0400	0	76	21	0	3	0	0	0	0	0	0	0	0	100
0400 - 0500	0	193	42	0	1	1	0	0	5	0	0	0	0	242
0500 - 0600	1	407	70	1	8	0	0	0	1	0	1	0	0	489
0600 - 0700	0	748	163	6	15	0	0	2	0	0	0	0	0	934
0700 - 0800	1	954	258	14	27	1	0	7	9	0	0	0	0	1271
0800 - 0900	0	725	282	16	27	6	1	9	15	0	0	0	0	1081
0900 - 1000	0	553	234	13	21	8	0	9	4	1	0	0	0	843
1000 - 1100	0	513	200	5	23	6	0	7	8	0	0	0	0	762
1100 - 1200	1	606	234	5	27	9	0	4	13	0	0	0	0	899
1200 - 1300	3	655	231	2	29	10	0	5	5	0	0	0	0	940
1300 - 1400	0	694	257	3	16	8	0	3	7	0	0	0	0	988
1400 - 1500	0	717	239	12	10	10	0	2	3	0	0	0	0	993
1500 - 1600	3	861	290	9	16	8	0	5	2	0	0	0	0	1194
1600 - 1700	4	962	315	10	9	1	0	4	7	0	0	0	0	1312
1700 - 1800	6	1037	330	1	15	3	0	6	4	2	0	0	0	1404
1800 - 1900	0	900	250	0	19	2	0	0	1	1	0	0	0	1173
1900 - 2000	0	628	173	0	3	0	0	0	1	0	0	0	0	805
2000 - 2100	1	480	144	0	5	0	0	0	0	0	0	0	0	630
2100 - 2200	0	311	100	0	2	0	0	0	1	0	1	0	0	415
2200 - 2300	1	191	62	2	5	0	0	0	1	0	0	0	0	262
2300 - 2400	0	127	48	0	0	0	0	0	0	0	0	0	0	175

Session Total	21	12508	3970	99	286	76	1	63	87	4	2	0	0	17117
Session Average	0.88	521.17	165.42	4.13	11.92	3.17	0.04	2.63	3.63	0.17	0.08	0.00	0.00	713.21
Session Percentage	0.12	73.07	23.19	0.58	1.67	0.44	0.01	0.37	0.51	0.02	0.01	0.00	0.00	

AM Peak Hour	0500 - 0600	0700 - 0800	0800 - 0900	0800 - 0900	0700 - 0800	0900 - 1000	0800 - 0900	0800 - 0900	0800 - 0900	0900 - 1000	0500 - 0600	-	-	0700 - 0800
AM Peak Volume	1	954	282	16	27	8	1	9	15	1	1	0	0	1271

Noon Peak Hour	1200 - 1300	1400 - 1500	1300 - 1400	1400 - 1500	1200 - 1300	1200 - 1300	-	1000 - 1100	1100 - 1200	-	-	-	-	1400 - 1500
Noon Peak Volume	3	717	257	12	29	10	0	7	13	0	0	0	0	993

PM Peak Hour	1700 - 1800	1700 - 1800	1700 - 1800	1600 - 1700	1800 - 1900	1500 - 1600	-	1700 - 1800	1600 - 1700	1700 - 1800	-	-	-	1700 - 1800
PM Peak Volume	6	1037	330	10	19	8	0	6	7	2	0	0	0	1404

Bi-Directional Class Count || Volume Summary 60min

Henry County, GA

Site 2
GA-81,
west of N Ola Rd

Date
Tuesday, January 30, 2024

Lat/Long
33.434727°, -84.044927°

Weather
Fair
47°F

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (01-30-2024)
Volume Summary 60min

Volume Summary 60min			
TIME	EB	WB	Total
0000 - 0100	63	25	88
0100 - 0200	38	17	55
0200 - 0300	30	32	62
0300 - 0400	27	73	100
0400 - 0500	36	206	242
0500 - 0600	75	414	489
0600 - 0700	185	749	934
0700 - 0800	378	893	1271
0800 - 0900	393	688	1081
0900 - 1000	332	511	843
1000 - 1100	316	446	762
1100 - 1200	424	475	899

Session Total	8383	8734	17117
Session Average	349.29	363.92	713.21
Session Percentage	48.97	51.03	

Volume Summary 60min			
Time	EB	WB	Total
1200 - 1300	465	475	940
1300 - 1400	513	475	988
1400 - 1500	518	475	993
1500 - 1600	642	552	1194
1600 - 1700	810	502	1312
1700 - 1800	870	534	1404
1800 - 1900	748	425	1173
1900 - 2000	523	282	805
2000 - 2100	423	207	630
2100 - 2200	278	137	415
2200 - 2300	171	91	262
2300 - 2400	125	50	175

Bi-Directional Class Count | | Graphical Analysis NB EB

Henry County, GA

Site 2

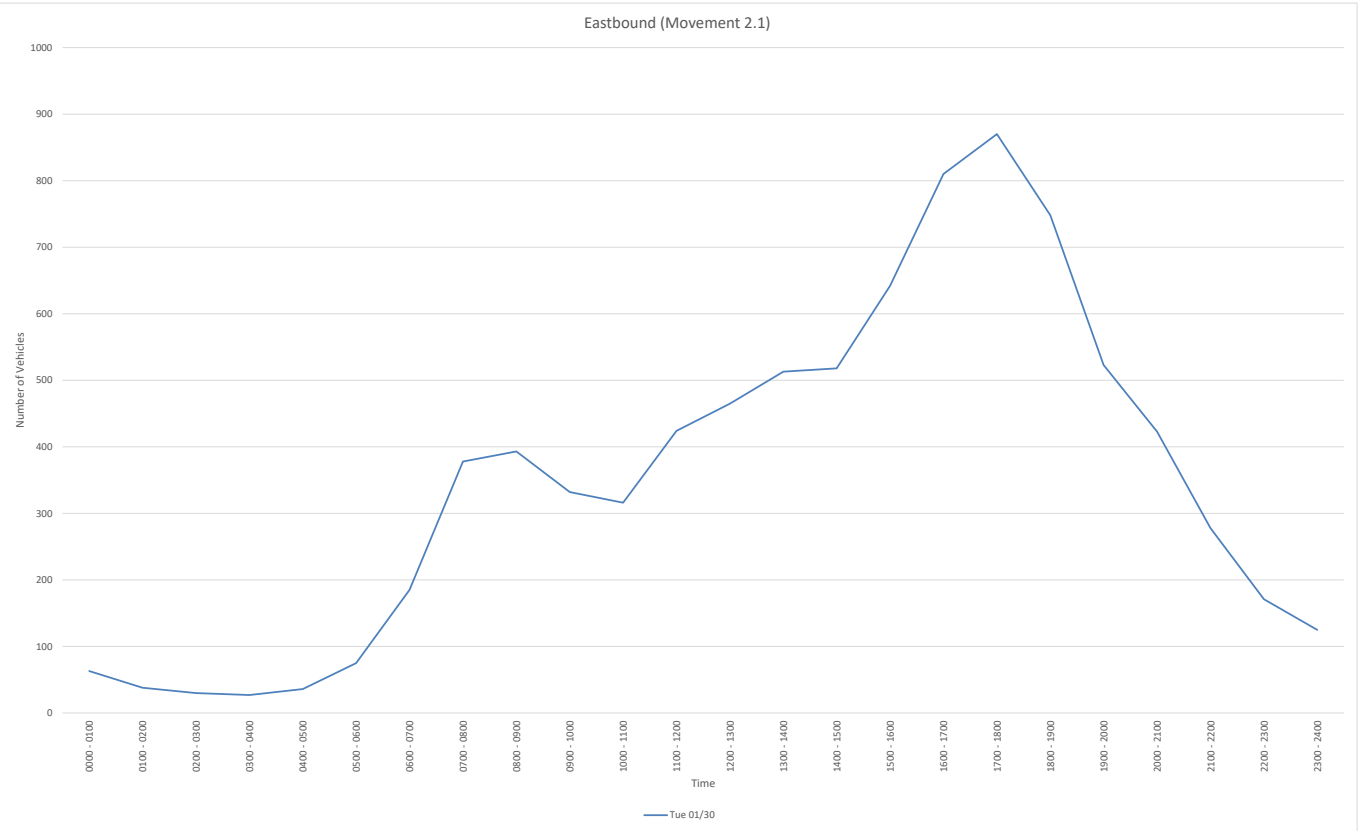
GA-81,
west of N Ola Rd

Lat/Long

33.434727°, -84.044927°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Bi-Directional Class Count || Graphical Analysis SB WB

Henry County, GA

Site 2

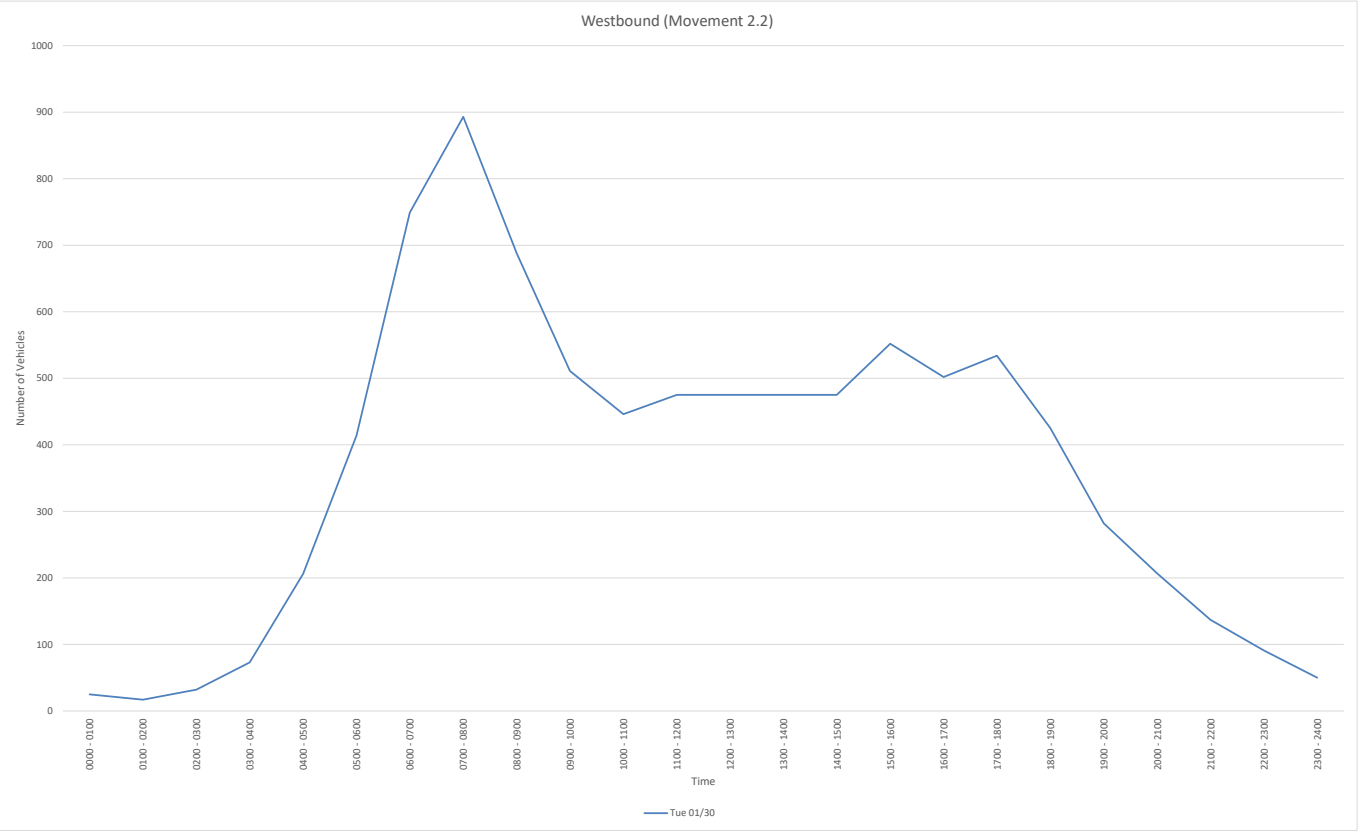
GA-81,
west of N Ola Rd

Lat/Long

33.434727°, -84.044927°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Bi-Directional Class Count || Graphical Analysis BiDir

Henry County, GA

Site 2

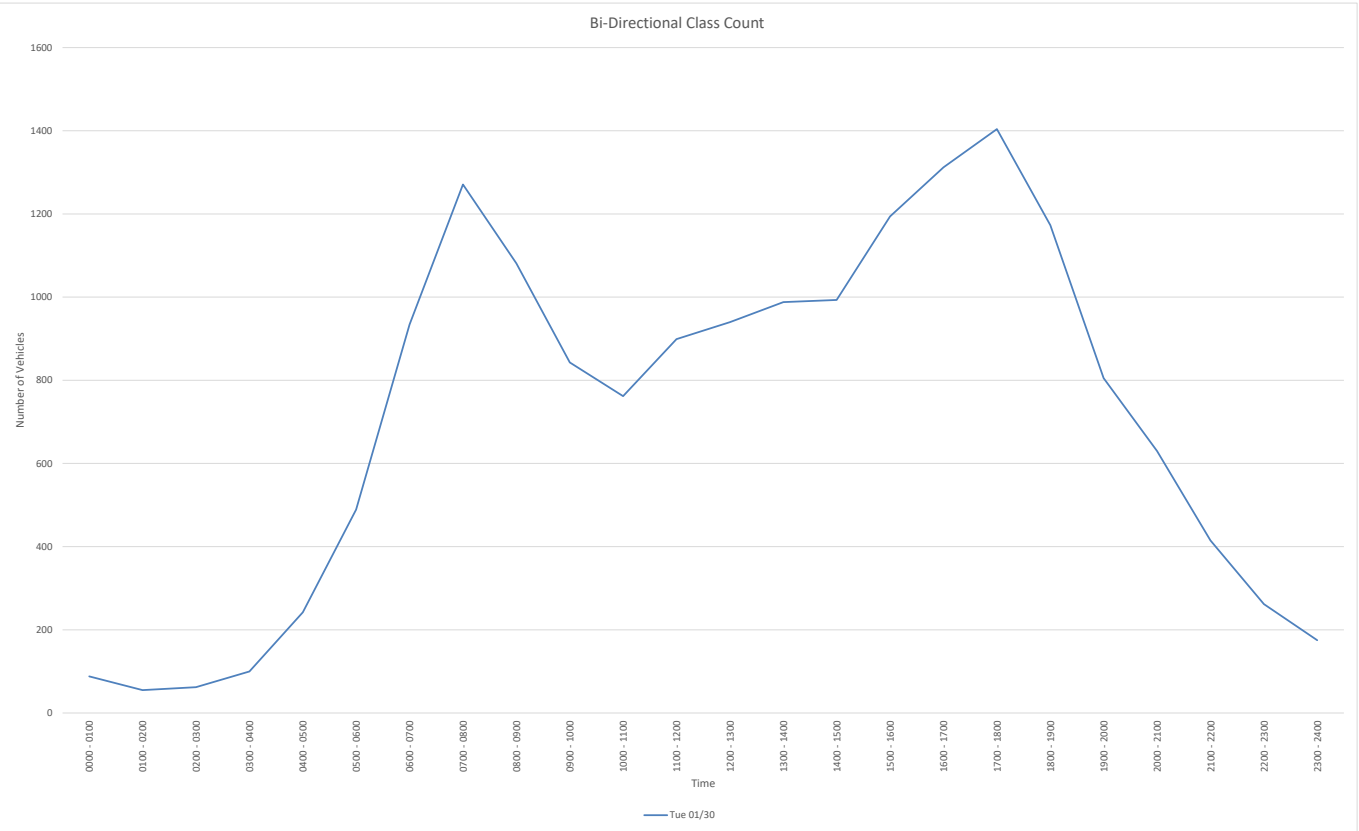
GA-81,
west of N Ola Rd

Lat/Long

33.434727°, -84.044927°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



File Name:
Start Date: 1/30/2024
Start Time: 0
Site Code: 2
Station ID: 1
Location 1: GA-81, west of N Ola Rd
Location 2:

Date	Time	Day of the Week												
		1	2	3	4	5	6	7	8	9	10	11	12	13
1/30/2024	12:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	12:15 AM	0	18	2	0	0	0	0	0	0	0	0	0	0
1/30/2024	12:30 AM	0	14	0	0	0	1	0	0	0	0	0	0	0
1/30/2024	12:45 AM	0	14	3	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:15 AM	0	8	3	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:30 AM	0	12	2	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:45 AM	0	5	2	0	0	2	0	0	0	0	0	0	0
1/30/2024	2:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	2:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	2:30 AM	0	5	1	0	1	0	0	0	0	0	0	0	0
1/30/2024	2:45 AM	0	3	1	0	2	0	0	0	0	0	0	0	0
1/30/2024	3:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0
1/30/2024	3:15 AM	0	6	3	0	0	0	0	0	0	0	0	0	0
1/30/2024	3:30 AM	0	3	3	0	0	0	0	0	0	0	0	0	0
1/30/2024	3:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0
1/30/2024	4:00 AM	0	3	0	0	0	0	0	0	1	0	0	0	0
1/30/2024	4:15 AM	0	6	2	0	0	0	0	0	0	0	0	0	0
1/30/2024	4:30 AM	0	4	3	0	0	0	0	0	2	0	0	0	0
1/30/2024	4:45 AM	0	10	4	0	0	0	0	0	1	0	0	0	0
1/30/2024	5:00 AM	0	8	4	0	1	0	0	0	0	0	0	0	0
1/30/2024	5:15 AM	0	13	2	0	2	0	0	0	0	0	0	0	0
1/30/2024	5:30 AM	0	15	4	0	0	0	0	0	0	0	0	0	0
1/30/2024	5:45 AM	0	19	6	0	1	0	0	0	0	0	0	0	0
1/30/2024	6:00 AM	0	19	5	1	0	0	0	0	0	0	0	0	0
1/30/2024	6:15 AM	0	26	4	1	0	0	0	0	0	0	0	0	0
1/30/2024	6:30 AM	0	26	11	0	2	0	0	1	0	0	0	0	0
1/30/2024	6:45 AM	0	69	18	2	0	0	0	0	0	0	0	0	0
1/30/2024	7:00 AM	0	67	12	2	2	0	0	0	1	0	0	0	0
1/30/2024	7:15 AM	0	89	16	0	2	0	0	0	2	0	0	0	0
1/30/2024	7:30 AM	0	67	20	1	0	0	0	0	1	0	0	0	0
1/30/2024	7:45 AM	0	67	16	3	4	0	0	4	2	0	0	0	0
1/30/2024	8:00 AM	0	70	26	1	6	0	0	3	1	0	0	0	0
1/30/2024	8:15 AM	0	61	29	1	4	1	1	0	1	0	0	0	0
1/30/2024	8:30 AM	0	53	32	1	6	0	0	1	1	0	0	0	0
1/30/2024	8:45 AM	0	66	25	0	1	1	0	0	1	0	0	0	0
1/30/2024	9:00 AM	0	55	25	6	1	0	0	0	1	0	0	0	0
1/30/2024	9:15 AM	0	53	18	0	4	0	0	1	0	0	0	0	0
1/30/2024	9:30 AM	0	63	25	1	2	0	0	0	0	0	0	0	0
1/30/2024	9:45 AM	0	46	24	2	2	1	0	1	0	1	0	0	0
1/30/2024	10:00 AM	0	59	20	1	4	0	0	2	1	0	0	0	0
1/30/2024	10:15 AM	0	42	25	0	3	2	0	2	2	0	0	0	0
1/30/2024	10:30 AM	0	48	17	0	1	0	0	0	1	0	0	0	0
1/30/2024	10:45 AM	0	58	23	1	3	0	0	0	1	0	0	0	0
1/30/2024	11:00 AM	0	53	26	0	3	1	0	0	1	0	0	0	0
1/30/2024	11:15 AM	0	71	26	1	7	2	0	1	2	0	0	0	0
1/30/2024	11:30 AM	0	80	37	1	1	2	0	0	1	0	0	0	0
1/30/2024	11:45 AM	0	73	30	1	4	0	0	0	1	0	0	0	0
1/30/2024	12:00 PM	1	75	24	0	5	1	0	0	0	0	0	0	0
1/30/2024	12:15 PM	0	74	36	0	4	1	0	0	0	0	0	0	0
1/30/2024	12:30 PM	1	84	36	0	3	2	0	0	2	0	0	0	0
1/30/2024	12:45 PM	0	86	26	1	2	0	0	0	1	0	0	0	0
1/30/2024	1:00 PM	0	110	39	0	1	2	0	0	2	0	0	0	0
1/30/2024	1:15 PM	0	84	28	0	3	1	0	1	0	0	0	0	0
1/30/2024	1:30 PM	0	72	34	0	2	4	0	0	0	0	0	0	0
1/30/2024	1:45 PM	0	89	35	2	3	0	0	0	1	0	0	0	0
1/30/2024	2:00 PM	0	96	35	2	2	2	0	0	1	0	0	0	0
1/30/2024	2:15 PM	0	89	37	2	1	1	0	1	0	0	0	0	0
1/30/2024	2:30 PM	0	76	31	1	1	2	0	0	1	0	0	0	0
1/30/2024	2:45 PM	0	102	31	1	1	1	0	0	1	0	0	0	0
1/30/2024	3:00 PM	0	96	41	2	2	0	0	1	0	0	0	0	0
1/30/2024	3:15 PM	1	126	42	0	4	0	0	1	0	0	0	0	0
1/30/2024	3:30 PM	0	115	39	0	0	2	0	0	0	0	0	0	0
1/30/2024	3:45 PM	0	118	48	1	0	1	0	1	1	0	0	0	0
1/30/2024	4:00 PM	0	146	44	4	1	0	0	1	3	0	0	0	0
1/30/2024	4:15 PM	1	166	55	0	1	0	0	0	1	0	0	0	0
1/30/2024	4:30 PM	0	123	48	1	2	0	0	1	0	0	0	0	0
1/30/2024	4:45 PM	1	144	64	1	1	1	0	0	0	0	0	0	0
1/30/2024	5:00 PM	0	167	48	1	1	1	0	1	0	0	0	0	0
1/30/2024	5:15 PM	0	147	55	0	0	0	0	2	0	2	0	0	0
1/30/2024	5:30 PM	0	156	62	0	4	1	0	0	2	0	0	0	0
1/30/2024	5:45 PM	2	173	43	0	2	0	0	0	0	0	0	0	0
1/30/2024	6:00 PM	0	162	54	0	2	1	0	0	1	1	0	0	0
1/30/2024	6:15 PM	0	158	47	0	1	0	0	0	0	0	0	0	0
1/30/2024	6:30 PM	0	129	35	0	5	1	0	0	0	0	0	0	0
1/30/2024	6:45 PM	0	121	28	0	2	0	0	0	0	0	0	0	0
1/30/2024	7:00 PM	0	114	28	0	1	0	0	0	0	0	0	0	0
1/30/2024	7:15 PM	0	102	25	0	0	0	0	0	0	0	0	0	0
1/30/2024	7:30 PM	0	93	28	0	1	0	0	0	0	0	0	0	0
1/30/2024	7:45 PM	0	98	32	0	1	0	0	0	0	0	0	0	0
1/30/2024	8:00 PM	0	94	26	0	0	0	0	0	0	0	0	0	0
1/30/2024	8:15 PM	1	89	27	0	0	0	0	0	0	0	0	0	0
1/30/2024	8:30 PM	0	76	18	0	1	0	0	0	0	0	0	0	0
1/30/2024	8:45 PM	0	74	17	0	0	0	0	0	0	0	0	0	0
1/30/2024	9:00 PM	0	61	17	0	0	0	0	0	0	0	0	0	0
1/30/2024	9:15 PM	0	58	16	0	0	0	0	0	0	0	0	0	0
1/30/2024	9:30 PM	0	55	19	0	1	0	0	0	0	0	0	0	0
1/30/2024	9:45 PM	0	37	12	0	1	0	0	0	0	0	1	0	0
1/30/2024	10:00 PM	0	35	10	0	0	0	0	0	0	0	0	0	0
1/30/2024	10:15 PM	0	31	9	0	1	0	0	0	0	0	0	0	0
1/30/2024	10:30 PM	1	37	9	1	2	0	0	0	0	0	0	0	0
1/30/2024	10:45 PM	0	25	9	0	1	0	0	0	0	0	0	0	0
1/30/2024	11:00 PM	0	28	12	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:15 PM	0	27	6	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:30 PM	0	17	9	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:45 PM	0	21	5	0	0	0	0	0	0	0	0	0	0

File Name:
Start Date: 1/30/2024
Start Time: 0
Site Code: 2
Station ID: 1
Location 1: GA-81, west of N Ola Rd
Location 2:

	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
1/30/2024	12:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	12:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	12:30 AM	0	6	1	0	1	0	0	0	0	0	0	0	0
1/30/2024	12:45 AM	0	5	0	0	1	0	0	0	0	0	0	0	0
1/30/2024	1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	2:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0
1/30/2024	2:15 AM	0	6	2	0	0	0	0	0	0	0	0	0	0
1/30/2024	2:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
1/30/2024	2:45 AM	0	8	2	0	0	0	0	0	0	0	0	0	0
1/30/2024	3:00 AM	0	9	1	0	1	0	0	0	0	0	0	0	0
1/30/2024	3:15 AM	0	11	1	0	1	0	0	0	0	0	0	0	0
1/30/2024	3:30 AM	0	21	5	0	0	0	0	0	0	0	0	0	0
1/30/2024	3:45 AM	0	18	5	0	0	0	0	0	0	0	0	0	0
1/30/2024	4:00 AM	0	31	6	0	0	0	0	0	0	0	0	0	0
1/30/2024	4:15 AM	0	40	8	0	0	0	0	0	0	0	0	0	0
1/30/2024	4:30 AM	0	47	10	0	0	1	0	0	1	0	0	0	0
1/30/2024	4:45 AM	0	52	9	0	1	0	0	0	0	0	0	0	0
1/30/2024	5:00 AM	0	71	11	0	2	0	0	0	0	0	0	0	0
1/30/2024	5:15 AM	0	94	16	0	1	0	0	0	0	0	1	0	0
1/30/2024	5:30 AM	0	87	12	0	0	0	0	0	1	0	0	0	0
1/30/2024	5:45 AM	1	100	15	1	1	0	0	0	0	0	0	0	0
1/30/2024	6:00 AM	0	131	23	0	3	0	0	0	0	0	0	0	0
1/30/2024	6:15 AM	0	160	33	1	2	0	0	0	0	0	0	0	0
1/30/2024	6:30 AM	0	136	41	1	2	0	0	0	0	0	0	0	0
1/30/2024	6:45 AM	0	181	28	0	6	0	0	1	0	0	0	0	0
1/30/2024	7:00 AM	0	165	45	3	4	0	0	0	0	0	0	0	0
1/30/2024	7:15 AM	0	183	58	0	2	1	0	2	2	0	0	0	0
1/30/2024	7:30 AM	1	197	55	3	4	0	0	1	0	0	0	0	0
1/30/2024	7:45 AM	0	119	36	2	9	0	0	0	1	0	0	0	0
1/30/2024	8:00 AM	0	106	40	3	2	2	0	0	1	0	0	0	0
1/30/2024	8:15 AM	0	129	47	3	2	1	0	1	0	0	0	0	0
1/30/2024	8:30 AM	0	118	35	2	4	0	0	2	5	0	0	0	0
1/30/2024	8:45 AM	0	122	48	5	2	1	0	2	5	0	0	0	0
1/30/2024	9:00 AM	0	86	43	2	4	0	0	2	0	0	0	0	0
1/30/2024	9:15 AM	0	82	36	2	7	2	0	2	0	0	0	0	0
1/30/2024	9:30 AM	0	85	32	0	1	4	0	0	2	0	0	0	0
1/30/2024	9:45 AM	0	83	31	0	0	1	0	3	1	0	0	0	0
1/30/2024	10:00 AM	0	66	23	1	3	0	0	1	2	0	0	0	0
1/30/2024	10:15 AM	0	95	41	1	2	2	0	1	0	0	0	0	0
1/30/2024	10:30 AM	0	79	22	1	1	1	0	0	1	0	0	0	0
1/30/2024	10:45 AM	0	66	29	0	6	1	0	1	0	0	0	0	0
1/30/2024	11:00 AM	1	67	23	0	2	1	0	0	4	0	0	0	0
1/30/2024	11:15 AM	0	99	37	0	6	2	0	2	1	0	0	0	0
1/30/2024	11:30 AM	0	78	30	1	2	0	0	0	1	0	0	0	0
1/30/2024	11:45 AM	0	85	25	1	2	1	0	1	3	0	0	0	0
1/30/2024	12:00 PM	0	80	32	1	5	3	0	1	1	0	0	0	0
1/30/2024	12:15 PM	0	82	16	0	1	0	0	2	1	0	0	0	0
1/30/2024	12:30 PM	1	85	33	0	5	1	0	1	0	0	0	0	0
1/30/2024	12:45 PM	0	89	28	0	4	2	0	1	0	0	0	0	0
1/30/2024	1:00 PM	0	86	30	0	3	1	0	1	1	0	0	0	0
1/30/2024	1:15 PM	0	82	33	1	1	0	0	0	0	0	0	0	0
1/30/2024	1:30 PM	0	92	21	0	2	0	0	1	2	0	0	0	0
1/30/2024	1:45 PM	0	79	37	0	1	0	0	0	1	0	0	0	0
1/30/2024	2:00 PM	0	83	28	1	0	1	0	1	0	0	0	0	0
1/30/2024	2:15 PM	0	67	20	2	0	1	0	0	0	0	0	0	0
1/30/2024	2:30 PM	0	120	32	0	3	0	0	0	0	0	0	0	0
1/30/2024	2:45 PM	0	84	25	3	2	2	0	0	0	0	0	0	0
1/30/2024	3:00 PM	0	87	27	2	4	2	0	0	0	0	0	0	0
1/30/2024	3:15 PM	0	103	30	1	2	1	0	1	0	0	0	0	0
1/30/2024	3:30 PM	1	124	31	1	2	1	0	1	1	0	0	0	0
1/30/2024	3:45 PM	1	92	32	2	2	1	0	0	0	0	0	0	0
1/30/2024	4:00 PM	1	85	23	0	0	0	0	2	1	0	0	0	0
1/30/2024	4:15 PM	0	102	34	3	2	0	0	0	0	0	0	0	0
1/30/2024	4:30 PM	1	96	27	1	1	0	0	0	2	0	0	0	0
1/30/2024	4:45 PM	0	100	20	0	1	0	0	0	0	0	0	0	0
1/30/2024	5:00 PM	0	101	26	0	7	0	0	1	0	0	0	0	0
1/30/2024	5:15 PM	3	105	43	0	1	0	0	1	0	0	0	0	0
1/30/2024	5:30 PM	0	94	33	0	0	1	0	1	1	0	0	0	0
1/30/2024	5:45 PM	1	94	20	0	0	0	0	0	1	0	0	0	0
1/30/2024	6:00 PM	0	94	31	0	3	0	0	0	0	0	0	0	0
1/30/2024	6:15 PM	0	82	19	0	3	0	0	0	0	0	0	0	0
1/30/2024	6:30 PM	0	86	20	0	2	0	0	0	0	0	0	0	0
1/30/2024	6:45 PM	0	68	16	0	1	0	0	0	0	0	0	0	0
1/30/2024	7:00 PM	0	74	18	0	0	0	0	0	0	0	0	0	0
1/30/2024	7:15 PM	0	55	15	0	0	0	0	0	1	0	0	0	0
1/30/2024	7:30 PM	0	45	12	0	0	0	0	0	0	0	0	0	0
1/30/2024	7:45 PM	0	47	15	0	0	0	0	0	0	0	0	0	0
1/30/2024	8:00 PM	0	53	22	0	0	0	0	0	0	0	0	0	0
1/30/2024	8:15 PM	0	37	8	0	2	0	0	0	0	0	0	0	0
1/30/2024	8:30 PM	0	32	13	0	0	0	0	0	0	0	0	0	0
1/30/2024	8:45 PM	0	25	13	0	2	0	0	0	0	0	0	0	0
1/30/2024	9:00 PM	0	34	11	0	0	0	0	0	1	0	0	0	0
1/30/2024	9:15 PM	0	30	10	0	0	0	0	0	0	0	0	0	0
1/30/2024	9:30 PM	0	17	6	0	0	0	0	0	0	0	0	0	0
1/30/2024	9:45 PM	0	19	9	0	0	0	0	0	0	0	0	0	0
1/30/2024	10:00 PM	0	20	6	0	0	0	0	0	0	0	0	0	0
1/30/2024	10:15 PM	0	15	9	1	0	0	0	0	0	0	0	0	0
1/30/2024	10:30 PM	0	17	7	0	1	0	0	0	1	0	0	0	0
1/30/2024	10:45 PM	0	11	3	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:00 PM	0	9	4	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:15 PM	0	5	3	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:30 PM	0	6	3	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:45 PM	0	14	6	0	0	0	0	0	0	0	0	0	0

File Name:

Start Date:

Start Time: 0

Site Code:

Station ID:
Location 1:

Location 1:
Location 2:

Location 2.

Date _____

1/30/2024	12:00 AM	0	56	6	0	0	1	0	0	0	0	0	0	0
1/30/2024	12:15 AM	0	50	5	0	0	0	0	0	0	0	0	0	0
1/30/2024	12:30 AM	0	40	6	0	0	1	0	0	0	0	0	0	0
1/30/2024	12:45 AM	0	38	8	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:00 AM	0	29	7	0	0	2	0	0	0	0	0	0	0
1/30/2024	1:15 AM	0	33	8	0	0	2	0	0	0	0	0	0	0
1/30/2024	1:30 AM	0	32	6	0	0	2	0	0	0	0	0	0	0
1/30/2024	1:45 AM	0	25	5	0	1	2	0	0	0	0	0	0	0
1/30/2024	2:00 AM	0	23	4	0	3	0	0	0	0	0	0	0	0
1/30/2024	2:15 AM	0	22	4	0	4	0	0	0	0	0	0	0	0
1/30/2024	2:30 AM	0	21	6	0	4	0	0	0	0	0	0	0	0
1/30/2024	2:45 AM	0	19	8	0	3	0	0	0	0	0	0	0	0
1/30/2024	3:00 AM	0	17	9	0	1	0	0	0	0	0	0	0	0
1/30/2024	3:15 AM	0	13	8	0	0	0	0	0	1	0	0	0	0
1/30/2024	3:30 AM	0	13	7	0	0	0	0	0	1	0	0	0	0
1/30/2024	3:45 AM	0	14	7	0	0	0	0	0	3	0	0	0	0
1/30/2024	4:00 AM	0	23	9	0	0	0	0	0	4	0	0	0	0
1/30/2024	4:15 AM	0	28	13	0	1	0	0	0	3	0	0	0	0
1/30/2024	4:30 AM	0	35	13	0	3	0	0	0	3	0	0	0	0
1/30/2024	4:45 AM	0	46	14	0	3	0	0	0	1	0	0	0	0
1/30/2024	5:00 AM	0	55	16	0	4	0	0	0	0	0	0	0	0
1/30/2024	5:15 AM	0	66	17	1	3	0	0	0	0	0	0	0	0
1/30/2024	5:30 AM	0	79	19	2	1	0	0	0	0	0	0	0	0
1/30/2024	5:45 AM	0	90	26	2	3	0	0	1	0	0	0	0	0
1/30/2024	6:00 AM	0	140	38	4	2	0	0	1	0	0	0	0	0
1/30/2024	6:15 AM	0	188	45	5	4	0	0	1	1	0	0	0	0
1/30/2024	6:30 AM	0	251	57	4	6	0	0	1	3	0	0	0	0
1/30/2024	6:45 AM	0	292	66	5	4	0	0	0	4	0	0	0	0
1/30/2024	7:00 AM	0	290	64	6	8	0	0	4	6	0	0	0	0
1/30/2024	7:15 AM	0	293	78	5	12	0	0	7	6	0	0	0	0
1/30/2024	7:30 AM	0	265	91	6	14	1	1	7	5	0	0	0	0
1/30/2024	7:45 AM	0	251	103	6	20	1	1	8	5	0	0	0	0
1/30/2024	8:00 AM	0	250	112	3	17	2	1	4	4	0	0	0	0
1/30/2024	8:15 AM	0	235	111	8	12	2	1	1	4	0	0	0	0
1/30/2024	8:30 AM	0	227	100	7	12	1	0	2	3	0	0	0	0
1/30/2024	8:45 AM	0	237	93	7	8	1	0	1	2	0	0	0	0
1/30/2024	9:00 AM	0	217	92	9	9	1	0	2	1	1	0	0	0
1/30/2024	9:15 AM	0	221	87	4	12	1	0	4	1	1	0	0	0
1/30/2024	9:30 AM	0	210	94	4	11	3	0	5	3	1	0	0	0
1/30/2024	9:45 AM	0	195	86	3	10	3	0	5	4	1	0	0	0
1/30/2024	10:00 AM	0	207	85	2	11	2	0	4	5	0	0	0	0
1/30/2024	10:15 AM	0	201	91	1	10	3	0	2	5	0	0	0	0
1/30/2024	10:30 AM	0	230	92	2	14	3	0	1	5	0	0	0	0
1/30/2024	10:45 AM	0	262	112	3	14	5	0	1	4	0	0	0	0
1/30/2024	11:00 AM	0	277	119	3	15	5	0	1	4	0	0	0	0
1/30/2024	11:15 AM	1	299	117	3	17	5	0	1	3	0	0	0	0
1/30/2024	11:30 AM	1	302	127	2	14	4	0	0	1	0	0	0	0
1/30/2024	11:45 AM	2	306	126	1	16	4	0	0	3	0	0	0	0
1/30/2024	12:00 PM	2	319	122	1	14	4	0	0	3	0	0	0	0
1/30/2024	12:15 PM	1	354	137	1	10	5	0	0	5	0	0	0	0
1/30/2024	12:30 PM	1	364	129	1	9	5	0	1	5	0	0	0	0
1/30/2024	12:45 PM	0	352	127	1	8	7	0	1	3	0	0	0	0
1/30/2024	1:00 PM	0	355	136	2	9	7	0	1	3	0	0	0	0
1/30/2024	1:15 PM	0	341	132	4	10	7	0	1	2	0	0	0	0
1/30/2024	1:30 PM	0	346	141	6	8	7	0	1	2	0	0	0	0
1/30/2024	1:45 PM	0	350	138	7	7	5	0	1	3	0	0	0	0
1/30/2024	2:00 PM	0	363	134	6	5	6	0	1	3	0	0	0	0
1/30/2024	2:15 PM	0	363	140	6	5	4	0	2	2	0	0	0	0
1/30/2024	2:30 PM	1	400	145	4	8	3	0	2	2	0	0	0	0
1/30/2024	2:45 PM	1	439	153	3	7	3	0	2	1	0	0	0	0
1/30/2024	3:00 PM	1	455	170	3	6	3	0	3	1	0	0	0	0
1/30/2024	3:15 PM	1	505	173	5	5	3	0	3	4	0	0	0	0
1/30/2024	3:30 PM	1	545	186	5	2	3	0	2	5	0	0	0	0
1/30/2024	3:45 PM	1	553	195	6	4	1	0	3	5	0	0	0	0
1/30/2024	4:00 PM	2	579	211	6	5	1	0	2	4	0	0	0	0
1/30/2024	4:15 PM	2	600	215	3	5	2	0	2	1	0	0	0	0
1/30/2024	4:30 PM	1	581	215	3	4	2	0	4	0	2	0	0	0
1/30/2024	4:45 PM	1	614	229	2	6	3	0	3	2	2	0	0	0
1/30/2024	5:00 PM	2	643	208	1	7	2	0	3	2	2	0	0	0
1/30/2024	5:15 PM	2	638	214	0	8	2	0	2	3	3	0	0	0
1/30/2024	5:30 PM	2	649	206	0	9	2	0	0	3	1	0	0	0
1/30/2024	5:45 PM	2	622	179	0	10	2	0	0	1	1	0	0	0
1/30/2024	6:00 PM	0	570	164	0	10	2	0	0	1	1	0	0	0
1/30/2024	6:15 PM	0	522	138	0	9	1	0	0	0	0	0	0	0
1/30/2024	6:30 PM	0	466	116	0	8	1	0	0	0	0	0	0	0
1/30/2024	6:45 PM	0	430	109	0	4	0	0	0	0	0	0	0	0
1/30/2024	7:00 PM	0	407	113	0	3	0	0	0	0	0	0	0	0
1/30/2024	7:15 PM	0	387	111	0	2	0	0	0	0	0	0	0	0
1/30/2024	7:30 PM	1	374	113	0	2	0	0	0	0	0	0	0	0
1/30/2024	7:45 PM	1	357	103	0	2	0	0	0	0	0	0	0	0
1/30/2024	8:00 PM	1	333	88	0	1	0	0	0	0	0	0	0	0
1/30/2024	8:15 PM	1	300	79	0	1	0	0	0	0	0	0	0	0
1/30/2024	8:30 PM	0	269	68	0	1	0	0	0	0	0	0	0	0
1/30/2024	8:45 PM	0	248	69	0	1	0	0	0	0	0	0	0	0
1/30/2024	9:00 PM	0	211	64	0	2	0	0	0	0	0	1	0	0
1/30/2024	9:15 PM	0	185	57	0	2	0	0	0	0	0	1	0	0
1/30/2024	9:30 PM	0	158	50	0	3	0	0	0	0	0	1	0	0
1/30/2024	9:45 PM	1	140	40	1	4	0	0	0	0	0	1	0	0
1/30/2024	10:00 PM	1	128	37	1	4	0	0	0	0	0	0	0	0
1/30/2024	10:15 PM	1	121	39	1	4	0	0	0	0	0	0	0	0
1/30/2024	10:30 PM	1	117	36	1	3	0	0	0	0	0	0	0	0
1/30/2024	10:45 PM	0	97	36	0	1	0	0	0	0	0	0	0	0
1/30/2024	11:00 PM	0	93	32	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:15 PM	0	65	20	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:30 PM	0	38	14	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:45 PM	0	21	5	0	0	0	0	0	0	0	0	0	0

File Name:
Start Date: 1/30/2024
Start Time: 0
Site Code: 2
Station ID: 1
Location 1: GA-81, west of N Ola Rd
Location 2:

	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
1/30/2024	12:00 AM	0	20	3	0	2	0	0	0	0	0	0	0	0
1/30/2024	12:15 AM	0	19	2	0	2	0	0	0	0	0	0	0	0
1/30/2024	12:30 AM	0	18	1	0	2	0	0	0	0	0	0	0	0
1/30/2024	12:45 AM	0	18	0	0	1	0	0	0	0	0	0	0	0
1/30/2024	1:00 AM	0	17	0	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:15 AM	0	18	2	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:30 AM	0	21	4	0	0	0	0	0	0	0	0	0	0
1/30/2024	1:45 AM	0	21	5	0	0	0	0	0	0	0	0	0	0
1/30/2024	2:00 AM	0	25	7	0	0	0	0	0	0	0	0	0	0
1/30/2024	2:15 AM	0	29	6	0	1	0	0	0	0	0	0	0	0
1/30/2024	2:30 AM	0	34	5	0	2	0	0	0	0	0	0	0	0
1/30/2024	2:45 AM	0	49	9	0	2	0	0	0	0	0	0	0	0
1/30/2024	3:00 AM	0	59	12	0	2	0	0	0	0	0	0	0	0
1/30/2024	3:15 AM	0	81	17	0	1	0	0	0	0	0	0	0	0
1/30/2024	3:30 AM	0	110	24	0	0	0	0	0	0	0	0	0	0
1/30/2024	3:45 AM	0	136	29	0	0	1	0	0	1	0	0	0	0
1/30/2024	4:00 AM	0	170	33	0	1	1	0	0	1	0	0	0	0
1/30/2024	4:15 AM	0	210	38	0	3	1	0	0	1	0	0	0	0
1/30/2024	4:30 AM	0	264	46	0	4	1	0	0	1	0	1	0	0
1/30/2024	4:45 AM	0	304	48	0	4	0	0	0	1	0	1	0	0
1/30/2024	5:00 AM	1	352	54	1	4	0	0	0	1	0	1	0	0
1/30/2024	5:15 AM	1	412	66	1	5	0	0	0	1	0	1	0	0
1/30/2024	5:30 AM	1	478	83	2	6	0	0	0	1	0	0	0	0
1/30/2024	5:45 AM	1	527	112	3	8	0	0	0	0	0	0	0	0
1/30/2024	6:00 AM	0	608	125	2	13	0	0	1	0	0	0	0	0
1/30/2024	6:15 AM	0	642	147	5	14	0	0	1	0	0	0	0	0
1/30/2024	6:30 AM	0	665	172	4	14	1	0	3	2	0	0	0	0
1/30/2024	6:45 AM	1	726	186	6	16	1	0	4	2	0	0	0	0
1/30/2024	7:00 AM	1	664	194	8	19	1	0	3	3	0	0	0	0
1/30/2024	7:15 AM	1	605	189	8	17	3	0	3	4	0	0	0	0
1/30/2024	7:30 AM	1	551	178	11	17	3	0	2	2	0	0	0	0
1/30/2024	7:45 AM	0	472	158	10	17	3	0	3	7	0	0	0	0
1/30/2024	8:00 AM	0	475	170	13	10	4	0	5	11	0	0	0	0
1/30/2024	8:15 AM	0	455	173	12	12	2	0	7	10	0	0	0	0
1/30/2024	8:30 AM	0	408	162	11	17	3	0	8	10	0	0	0	0
1/30/2024	8:45 AM	0	375	159	9	14	7	0	6	7	0	0	0	0
1/30/2024	9:00 AM	0	336	142	4	12	7	0	7	3	0	0	0	0
1/30/2024	9:15 AM	0	316	122	3	11	7	0	6	5	0	0	0	0
1/30/2024	9:30 AM	0	329	127	2	6	7	0	5	5	0	0	0	0
1/30/2024	9:45 AM	0	323	117	3	6	4	0	5	4	0	0	0	0
1/30/2024	10:00 AM	0	306	115	3	12	4	0	3	3	0	0	0	0
1/30/2024	10:15 AM	1	307	115	2	11	5	0	2	5	0	0	0	0
1/30/2024	10:30 AM	1	311	111	1	15	5	0	3	6	0	0	0	0
1/30/2024	10:45 AM	1	310	119	1	16	4	0	3	6	0	0	0	0
1/30/2024	11:00 AM	1	329	115	2	12	4	0	3	9	0	0	0	0
1/30/2024	11:15 AM	0	342	124	3	15	6	0	4	6	0	0	0	0
1/30/2024	11:30 AM	0	325	103	3	10	4	0	4	6	0	0	0	0
1/30/2024	11:45 AM	1	332	106	2	13	5	0	5	5	0	0	0	0
1/30/2024	12:00 PM	1	336	109	1	15	6	0	5	2	0	0	0	0
1/30/2024	12:15 PM	1	342	107	0	13	4	0	5	2	0	0	0	0
1/30/2024	12:30 PM	1	342	124	1	13	4	0	3	1	0	0	0	0
1/30/2024	12:45 PM	0	349	112	1	10	3	0	3	3	0	0	0	0
1/30/2024	1:00 PM	0	339	121	1	7	1	0	2	4	0	0	0	0
1/30/2024	1:15 PM	0	336	119	2	4	1	0	2	3	0	0	0	0
1/30/2024	1:30 PM	0	321	106	3	3	2	0	2	3	0	0	0	0
1/30/2024	1:45 PM	0	349	117	3	4	2	0	1	1	0	0	0	0
1/30/2024	2:00 PM	0	354	105	6	5	4	0	1	0	0	0	0	0
1/30/2024	2:15 PM	0	358	104	7	9	5	0	0	0	0	0	0	0
1/30/2024	2:30 PM	0	394	114	6	11	5	0	1	0	0	0	0	0
1/30/2024	2:45 PM	1	398	113	7	10	6	0	2	1	0	0	0	0
1/30/2024	3:00 PM	2	406	120	6	10	5	0	2	1	0	0	0	0
1/30/2024	3:15 PM	3	404	116	4	6	3	0	4	2	0	0	0	0
1/30/2024	3:30 PM	3	403	120	6	6	2	0	3	2	0	0	0	0
1/30/2024	3:45 PM	3	375	116	6	5	1	0	2	3	0	0	0	0
1/30/2024	4:00 PM	2	383	104	4	4	0	0	2	3	0	0	0	0
1/30/2024	4:15 PM	1	399	107	4	11	0	0	1	2	0	0	0	0
1/30/2024	4:30 PM	4	402	116	1	10	0	0	2	2	0	0	0	0
1/30/2024	4:45 PM	3	400	122	0	9	1	0	3	1	0	0	0	0
1/30/2024	5:00 PM	4	394	122	0	8	1	0	3	2	0	0	0	0
1/30/2024	5:15 PM	4	387	127	0	4	1	0	2	2	0	0	0	0
1/30/2024	5:30 PM	1	364	103	0	6	1	0	1	2	0	0	0	0
1/30/2024	5:45 PM	1	356	90	0	8	0	0	0	1	0	0	0	0
1/30/2024	6:00 PM	0	330	86	0	9	0	0	0	0	0	0	0	0
1/30/2024	6:15 PM	0	310	73	0	6	0	0	0	0	0	0	0	0
1/30/2024	6:30 PM	0	283	69	0	3	0	0	0	1	0	0	0	0
1/30/2024	6:45 PM	0	242	61	0	1	0	0	0	1	0	0	0	0
1/30/2024	7:00 PM	0	221	60	0	0	0	0	0	1	0	0	0	0
1/30/2024	7:15 PM	0	200	64	0	0	0	0	0	1	0	0	0	0
1/30/2024	7:30 PM	0	182	57	0	2	0	0	0	0	0	0	0	0
1/30/2024	7:45 PM	0	169	58	0	2	0	0	0	0	0	0	0	0
1/30/2024	8:00 PM	0	147	56	0	4	0	0	0	0	0	0	0	0
1/30/2024	8:15 PM	0	128	45	0	4	0	0	0	1	0	0	0	0
1/30/2024	8:30 PM	0	121	47	0	2	0	0	0	1	0	0	0	0
1/30/2024	8:45 PM	0	106	40	0	2	0	0	0	1	0	0	0	0
1/30/2024	9:00 PM	0	100	36	0	0	0	0	0	1	0	0	0	0
1/30/2024	9:15 PM	0	86	31	0	0	0	0	0	0	0	0	0	0
1/30/2024	9:30 PM	0	71	30	1	0	0	0	0	0	0	0	0	0
1/30/2024	9:45 PM	0	71	31	1	1	0	0	0	1	0	0	0	0
1/30/2024	10:00 PM	0	63	25	1	1	0	0	0	1	0	0	0	0
1/30/2024	10:15 PM	0	52	23	1	1	0	0	0	1	0	0	0	0
1/30/2024	10:30 PM	0	42	17	0	1	0	0	0	1	0	0	0	0
1/30/2024	10:45 PM	0	31	13	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:00 PM	0	34	16	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:15 PM	0	25	12	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:30 PM	0	20	9	0	0	0	0	0	0	0	0	0	0
1/30/2024	11:45 PM	0	14	6	0	0	0	0	0	0	0	0	0	0



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Peak Hour Turning Movement Count

Henry County, GA



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Tuesday, January 30, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

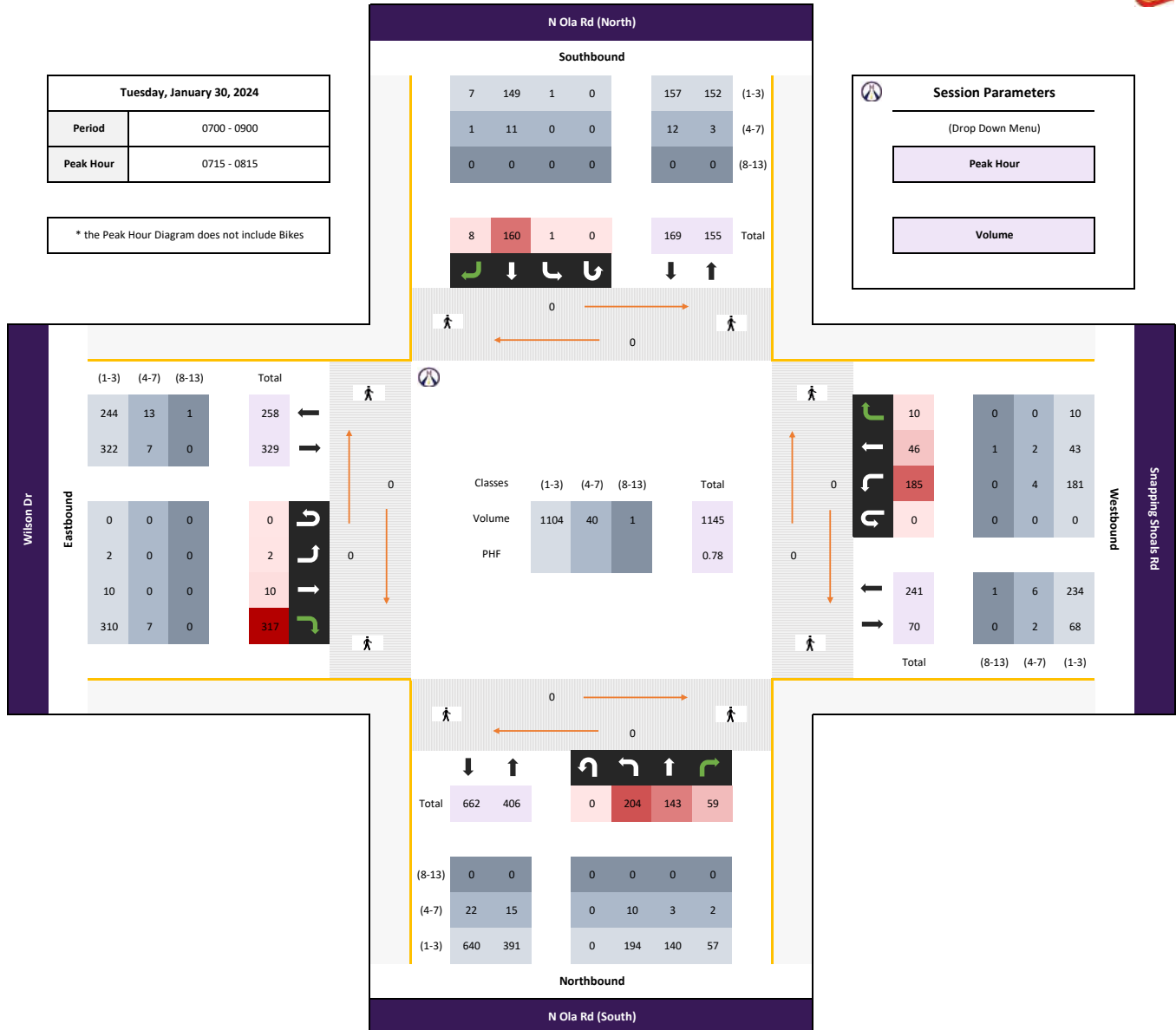
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	N Ola Rd (South)						N Ola Rd (North)						Wilson Dr						Snapping Shoals Rd						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
0715 - 0730	61	41	20	-	0	122	0	58	1	-	0	59	0	0	115	-	0	115	51	19	1	-	0	71	367
0730 - 0745	75	48	16	-	0	139	1	43	4	-	0	48	2	3	62	-	0	67	42	15	3	-	0	60	314
0745 - 0800	28	28	14	-	0	70	0	37	2	-	0	39	0	3	71	-	0	74	52	8	3	-	0	63	246
0800 - 0815	40	26	9	-	0	75	0	22	1	-	0	23	0	4	69	-	0	73	40	4	3	-	0	47	218
Total	204	143	59	0	0	406	1	160	8	0	0	169	2	10	317	0	0	329	185	46	10	0	0	241	1145
Approach %	50.25	35.22	14.53	0.00	0.00	-	0.59	94.67	4.73	0.00	0.00	-	0.61	3.04	96.35	0.00	0.00	-	76.76	19.09	4.15	0.00	0.00	-	-
PHF	0.68	0.74	0.74	0.00	0.00	0.73	0.25	0.69	0.50	0.00	0.00	0.72	0.25	0.63	0.69	0.00	0.00	0.72	0.89	0.61	0.83	0.00	0.00	0.85	0.78

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	N Ola Rd (South)					N Ola Rd (North)					Wilson Dr					Snapping Shoals Rd					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0715 - 0730	58	40	19	-	117	0	56	1	-	57	0	0	114	-	114	51	18	1	-	0	70
0730 - 0745	74	46	16	-	136	1	41	3	-	45	2	3	61	-	66	42	15	3	-	0	60
0745 - 0800	27	28	14	-	69	0	33	2	-	35	0	3	69	-	72	50	8	3	-	0	61
0800 - 0815	35	26	8	-	69	0	19	1	-	20	0	4	66	-	70	38	2	3	-	0	43
Total	194	140	57	0	391	1	149	7	0	157	2	10	310	0	322	181	43	10	0	0	234
Approach %	49.62	35.81	14.58	0.00	0.00	-	0.64	94.90	4.46	0.00	-	0.62	3.11	96.27	0.00	77.35	18.38	4.27	0.00	0.00	-
PHF	0.66	0.76	0.75	0.00	0.72	-	0.25	0.67	0.58	0.00	0.69	0.25	0.63	0.68	0.71	0.89	0.60	0.83	0.00	0.00	0.84

Time		Northbound					Southbound					Eastbound					Westbound					Int Total			
		N Ola Rd (South)					N Ola Rd (North)					Wilson Dr					Snapping Shoals Rd								
		Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total				
0715 - 0730	3	1	1	-	0	5	0	2	0	-	0	2	0	0	1	-	0	1	0	0	-	0	1	9	
0730 - 0745	1	2	0	-	0	3	0	2	1	-	0	3	0	0	1	-	0	1	0	0	-	0	0	7	
0745 - 0800	1	0	0	-	0	1	0	4	0	-	0	4	0	0	2	-	0	2	2	0	0	-	0	2	9
0800 - 0815	5	0	1	-	0	6	0	3	0	-	0	3	0	0	3	-	0	3	2	1	0	-	0	3	15
Total	10	3	2	0	0	15	0	11	1	0	0	12	0	0	7	0	0	7	4	2	0	0	0	6	40
Approach %	66.67	20.00	13.33	0.00	0.00	-	0.00	91.67	8.33	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	66.67	33.33	0.00	0.00	0.00	-	-
PHF	0.50	0.38	0.50	0.00	0.00	0.63	0.00	0.69	0.25	0.00	0.00	0.75	0.00	0.00	0.58	0.00	0.00	0.58	0.50	0.50	0.00	0.00	0.00	0.50	0.67

Time		Northbound						Southbound						Eastbound						Westbound						Int Total
		N Ola Rd (South)						N Ola Rd (North)						Wilson Dr						Snapping Shoals Rd						
		Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total					
0715 - 0730	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		
0745 - 0800	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	1	0	-	0	1	1	1		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1		
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25		

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	N Ola Rd (South)						N Ola Rd (North)						Wilson Dr						Snapping Shoals Rd							
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total			
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0
0800 - 0815	0	0	0	-	0	0	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	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	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	0.00



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Peak Hour Turning Movement Count

Henry County, GA



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Tuesday, January 30, 2024	
Period	1400 - 1800
Peak Hour	1700 - 1800

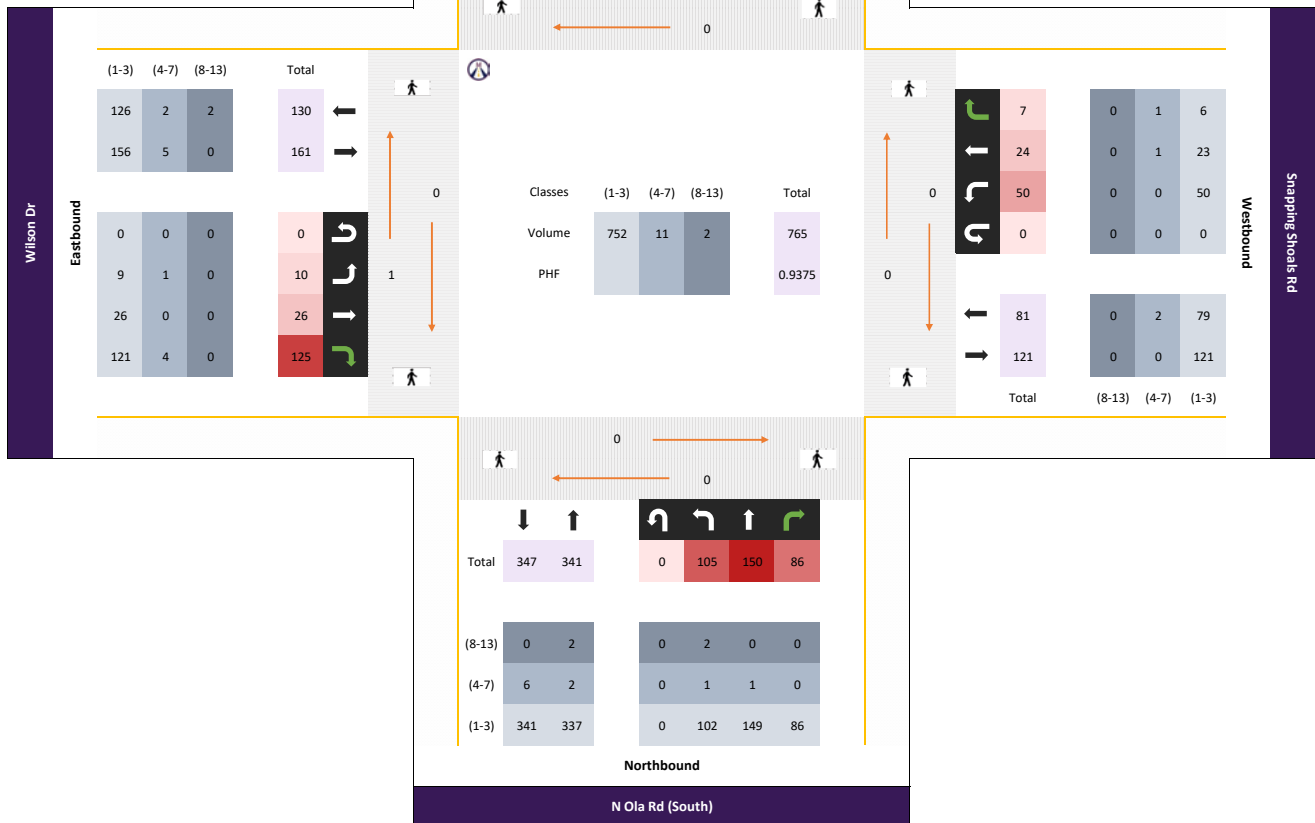
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

1700 - 1800

Volume



Time	Northbound						Southbound					Eastbound					Westbound					Int Total			
	N Ola Rd (South)						N Ola Rd (North)					Wilson Dr					Snapping Shoals Rd								
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15			U-Turn 1.16	App Total
1515 - 1530	55	30	46	-	0	131	0	36	0	-	0	36	0	5	36	-	0	41	8	6	1	-	0	15	223
1530 - 1545	38	28	24	-	0	90	1	22	1	-	0	24	1	7	30	-	0	38	26	7	4	-	0	37	189
1545 - 1600	30	30	26	-	0	86	2	28	0	-	0	30	4	3	27	-	0	34	13	8	3	-	0	24	174
1600 - 1615	39	19	30	-	0	88	4	34	5	-	0	43	0	12	18	-	0	30	16	5	0	-	0	21	182
Total	162	107	126	0	0	395	7	120	6	0	0	133	5	27	111	0	0	143	63	26	8	0	0	97	768
Approach %	41.01	27.09	31.90	0.00	0.00	-	5.26	90.23	4.51	0.00	0.00	-	3.50	18.88	77.62	0.00	0.00	-	64.95	26.80	8.25	0.00	0.00	-	-
PHF	0.74	0.89	0.68	0.00	0.00	0.75	0.44	0.83	0.30	0.00	0.00	0.77	0.31	0.56	0.77	0.00	0.00	0.87	0.61	0.81	0.50	0.00	0.00	0.66	0.86

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	N Ola Rd (South)						N Ola Rd (North)						Wilson Dr						Snapping Shoals Rd						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1515 - 1530	53	29	46	-	0	128	0	36	0	-	0	36	0	5	36	-	0	41	7	6	1	-	0	14	219
1530 - 1545	33	27	21	-	0	81	1	22	1	-	0	24	1	7	27	-	0	35	24	7	3	-	0	34	174
1545 - 1600	29	29	24	-	0	82	2	27	0	-	0	29	4	3	25	-	0	32	13	8	3	-	0	24	167
1600 - 1615	36	18	30	-	0	84	4	33	4	-	0	41	0	12	14	-	0	26	15	5	0	-	0	20	171
Total	151	103	121	0	0	375	7	118	5	0	0	130	5	27	102	0	0	134	59	26	7	0	0	92	731
Approach %	40.27	27.47	32.27	0.00	0.00	-	5.38	90.77	3.85	0.00	0.00	-	3.73	20.15	76.12	0.00	0.00	-	64.13	28.26	7.61	0.00	0.00	-	-
PHF	0.71	0.89	0.66	0.00	0.00	0.73	0.44	0.82	0.31	0.00	0.00	0.79	0.31	0.56	0.71	0.00	0.00	0.82	0.61	0.81	0.58	0.00	0.00	0.68	0.83

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	N Ola Rd (South)						N Ola Rd (North)						Wilson Dr						Snapping Shoals Rd							
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total			
1515 - 1530	1	1	0	-	0	2	0	0	0	-	0	0	0	0	0	0	-	0	0	1	0	0	-	0	1	3
1530 - 1545	5	1	3	-	0	9	0	0	0	-	0	0	0	0	3	-	0	3	2	0	1	-	0	3	15	
1545 - 1600	1	1	2	-	0	4	0	1	0	-	0	1	0	0	2	-	0	2	0	0	0	-	0	0	7	
1600 - 1615	2	1	0	-	0	3	0	0	1	-	0	1	0	0	4	-	0	4	1	0	0	-	0	1	9	
Total	9	4	5	0	0	18	0	1	1	0	0	2	0	0	9	0	0	9	4	0	1	0	0	5	34	
Approach %	50.00	22.22	27.78	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	80.00	0.00	20.00	0.00	0.00	-		
PHF	0.45	1.00	0.42	0.00	0.00	0.50	0.00	0.25	0.25	0.00	0.00	0.50	0.00	0.00	0.56	0.00	0.00	0.56	0.50	0.00	0.25	0.00	0.00	0.42	0.57	

[illegible][illegible]

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Site 1

N Ola Rd (South)
N Ola Rd (North)
Wilson Dr
Snapping Shoals Rd



Date _____

Tuesday, January 30, 2024

Lat/Long

33.449305°, -84.041504°

[Click here for Map](#)

Weather

Fair
47°F

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (01-30-2024)

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	N Ola Rd (South)						N Ola Rd (North)						Wilson Dr						Snapping Shoals Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
TIME	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0700 - 0715	20	13	14		0	47	0	31	0		0	31	0	3	46		0	49	31	9	0		0	40	167
0715 - 0730	61	41	20		0	122	0	58	1		0	59	0	0	115		0	115	51	19	1		0	71	367
0730 - 0745	75	48	16		0	139	1	43	4		0	48	2	3	62		0	67	42	15	3		0	60	314
0745 - 0800	28	28	14		0	70	0	37	2		0	39	0	3	71		0	74	52	8	3		0	63	246
Hourly Total	184	130	64		0	378	1	169	7		0	177	2	9	294		0	305	176	51	7		0	234	1094
0800 - 0815	40	26	9		0	75	0	22	1		0	23	0	4	69		0	73	40	4	3		0	47	218
0815 - 0830	37	38	12		0	87	7	35	3		0	45	4	2	27		0	33	13	5	10		0	28	193
0830 - 0845	27	20	12		0	59	2	23	2		0	27	1	1	38		0	40	22	4	1		0	27	153
0845 - 0900	21	24	14		0	59	1	26	0		0	27	1	4	45		0	50	32	4	0		0	36	172
Hourly Total	125	108	47		0	280	10	106	6		0	122	6	11	179		0	156	107	17	14		0	138	736
Grand Total	309	238	111		0	658	11	275	13		0	299	8	20	473		0	501	283	68	21		0	372	1830
Approach %	46.96	36.17	16.87		0.00	-	3.68	91.97	4.35		0.00	-	1.60	3.99	94.41		0.00	-	76.08	18.28	5.65		0.00	-	
Intersection %	16.89	13.01	6.07		0.00	35.96	0.60	15.03	0.71		0.00	16.34	0.44	1.09	25.85		0.00	27.38	15.46	3.72	1.15		0.00	20.33	
Heavy Vehicle %	6	3	6		-	5	0	5	8		-	5	13	0	4		-	4	3	4	5		-	3	4
PHF	0.68	0.74	0.74		0.00	0.73	0.25	0.69	0.50		0.00	0.72	0.25	0.63	0.69		0.00	0.72	0.89	0.61	0.83		0.00	0.85	0.78

1400 - 1800 (Weekday 4h Session) (01-30-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	N Ola Rd (South)					N Ola Rd (North)					Wilson Dr					Snapping Shoals Rd					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	12	18	7	0	37	0	30	3	0	33	2	4	23	0	29	12	8	1	0	21	120
1415 - 1430	26	24	19	0	69	0	23	3	0	26	0	2	17	0	19	12	4	2	0	18	132
1430 - 1445	37	39	30	0	106	3	28	0	0	31	1	8	19	0	28	9	5	0	0	14	179
1445 - 1500	27	26	18	0	71	3	21	0	0	24	1	3	21	0	25	10	6	3	0	19	139
Hourly Total	102	107	74	0	283	6	102	6	0	114	4	17	80	0	101	43	23	6	0	72	570
1500 - 1515	14	20	11	0	45	4	39	3	0	46	1	8	21	0	30	26	6	2	0	34	155
1515 - 1530	55	30	46	0	131	0	36	0	0	36	0	5	36	0	41	8	6	1	0	15	223
1530 - 1545	38	28	24	0	90	1	22	1	0	24	1	7	30	0	38	26	7	4	0	37	189
1545 - 1600	30	30	26	0	86	2	28	0	0	30	4	3	27	0	34	13	8	3	0	24	174
Hourly Total	137	108	107	0	352	7	125	4	0	136	6	23	114	0	143	73	27	10	0	110	741
1600 - 1615	39	19	30	0	88	4	34	5	0	43	0	12	18	0	30	16	5	0	0	21	182
1615 - 1630	29	33	27	0	89	0	33	1	0	34	1	8	17	0	26	8	3	0	0	11	160
1630 - 1645	22	26	25	0	73	0	35	1	0	36	1	13	24	0	38	10	7	0	0	17	164
1645 - 1700	22	23	24	0	69	1	36	1	0	38	3	12	19	0	34	20	5	0	0	25	166
Hourly Total	112	101	106	0	319	5	138	8	0	151	5	45	78	0	128	54	20	0	0	74	672
1700 - 1715	25	29	22	0	76	4	43	1	0	48	2	8	29	0	39	7	7	2	0	16	179
1715 - 1730	29	32	20	0	81	1	43	0	0	44	0	9	39	0	48	17	4	0	0	21	194
1730 - 1745	22	38	24	0	84	2	47	0	0	49	2	4	25	0	31	14	6	4	0	24	188
1745 - 1800	29	51	20	0	100	2	39	0	0	41	6	5	32	0	43	12	7	1	0	20	204
Hourly Total	105	150	86	0	341	9	172	1	0	182	10	26	125	0	161	50	24	7	0	81	765
Grand Total	456	466	373	0	1295	27	537	19	0	583	25	111	397	0	533	220	94	23	0	337	2748
Approach %	35.21	35.98	28.80	0.00	-	4.63	92.11	3.26	0.00	-	4.69	20.83	74.48	0.00	-	65.28	27.89	6.82	0.00	-	
Intersection %	16.59	16.96	13.57	0.00	47.13	0.98	19.54	0.69	0.00	21.22	0.91	4.04	14.45	0.00	19.40	8.01	3.42	0.84	0.00	12.26	
Heavy Vehicle %	6	3	4	-	4	4	2	5	-	2	4	4	6	-	5	5	2	9	-	4	4
PHF	0.74	0.89	0.68	0.00	0.75	0.44	0.83	0.30	0.00	0.77	0.31	0.56	0.77	0.00	0.87	0.61	0.81	0.50	0.00	0.66	0.86

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

Henry County, GA

Site 1

N Ola Rd (South)
N Ola Rd (North)
Wilson Dr
Snapping Shoals Rd



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

[Click here for Detailed Weather](#)

Lat/Long

33.449305°, -84.041504°

[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (01-30-2024)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Westbound				Int				
	N Ola Rd (South)				N Ola Rd (North)				Wilson Dr				Snapping Shoals Rd								
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13		Thru 1.14	Right 1.15	U-Turn 1.16	App Total
0700 - 0715	18	13	11	0	42	0	29	0	0	29	0	3	44	0	47	31	9	0	0	40	158
0715 - 0730	58	40	19	0	117	0	56	1	0	57	0	0	114	0	114	51	18	1	0	70	358
0730 - 0745	74	46	16	0	136	1	41	3	0	45	2	3	61	0	66	42	15	3	0	60	307
0745 - 0800	27	28	14	0	69	0	33	2	0	35	0	3	69	0	72	50	8	3	0	61	237
Hourly Total	177	127	60	0	364	1	159	6	0	166	2	9	288	0	299	174	50	7	0	231	1060
0800 - 0815	35	26	8	0	69	0	19	1	0	20	0	4	66	0	70	38	2	3	0	43	202
0815 - 0830	34	36	11	0	81	7	35	3	0	45	3	2	26	0	31	12	5	9	0	26	183
0830 - 0845	25	18	11	0	54	2	22	2	0	26	1	1	37	0	39	20	4	1	0	25	144
0845 - 0900	20	23	14	0	57	1	26	0	0	27	1	4	38	0	43	30	4	0	0	34	161
Hourly Total	114	103	44	0	261	10	102	6	0	118	5	11	167	0	183	100	15	13	0	128	690
Grand Total	291	230	104	0	625	11	261	12	0	284	7	20	455	0	482	274	65	20	0	359	1750
Approach %	46.56	36.80	16.64	0.00	-	3.87	91.90	4.23	0.00	-	1.45	4.15	94.40	0.00	-	76.32	18.11	5.57	0.00	-	
Intersection %	16.63	13.14	5.94	0.00	35.71	0.63	14.91	0.69	0.00	16.23	0.40	1.14	26.00	0.00	27.54	15.66	3.71	1.14	0.00	20.51	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total				
	N Ola Rd (South)				N Ola Rd (North)				Wilson Dr				Snapping Shoals Rd								
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13		Thru 1.14	Right 1.15	U-Turn 1.16	App Total
1400 - 1415	12	17	6	0	35	0	29	3	0	32	2	2	21	0	25	12	8	1	0	21	113
1415 - 1430	20	23	18	0	61	0	23	3	0	26	0	2	17	0	19	12	4	2	0	18	124
1430 - 1445	37	37	30	0	104	3	27	0	0	30	1	6	19	0	26	8	5	0	0	13	173
1445 - 1500	26	23	17	0	66	3	21	0	0	24	1	3	19	0	23	9	5	3	0	17	130
Hourly Total	95	100	71	0	266	6	100	6	0	112	4	13	76	0	93	41	22	6	0	69	540
1500 - 1515	13	19	8	0	40	4	36	3	0	43	1	8	18	0	27	24	5	2	0	31	141
1515 - 1530	53	29	46	0	128	0	36	0	0	36	0	5	36	0	41	7	6	1	0	14	219
1530 - 1545	33	27	21	0	81	1	22	1	0	24	1	7	27	0	35	24	7	3	0	34	174
1545 - 1600	29	29	24	0	82	2	27	0	0	29	4	3	25	0	32	13	8	3	0	24	167
Hourly Total	128	104	99	0	331	7	121	4	0	132	6	23	106	0	135	68	26	9	0	103	701
1600 - 1615	36	18	30	0	84	4	33	4	0	41	0	12	14	0	26	15	5	0	0	20	171
1615 - 1630	25	32	27	0	84	0	32	1	0	33	1	8	17	0	26	6	3	0	0	9	152
1630 - 1645	20	25	24	0	69	0	34	1	0	35	1	13	21	0	35	10	7	0	0	17	156
1645 - 1700	22	23	22	0	67	0	36	1	0	37	3	12	19	0	34	20	5	0	0	25	163
Hourly Total	103	98	103	0	304	4	135	7	0	146	5	45	71	0	121	51	20	0	0	71	642
1700 - 1715	22	29	22	0	73	4	43	1	0	48	1	8	28	0	37	7	6	1	0	14	172
1715 - 1730	29	32	20	0	81	1	41	0	0	42	0	9	37	0	46	17	4	0	0	21	190
1730 - 1745	22	37	24	0	83	2	47	0	0	49	2	4	25	0	31	14	6	4	0	24	187
1745 - 1800	29	51	20	0	100	2	39	0	0	41	6	5	31	0	42	12	7	1	0	20	203
Hourly Total	102	149	86	0	337	9	170	1	0	180	9	26	121	0	156	50	23	6	0	79	752
Grand Total	428	451	359	0	1238	26	526	18	0	570	24	107	374	0	505	210	91	21	0	322	2635
Approach %	34.57	36.43	29.00	0.00	-	4.56	92.28	3.16	0.00	-	4.75	21.19	74.06	0.00	-	65.22	28.26	6.52	0.00	-	
Intersection %	16.24	17.12	13.62	0.00	46.98	0.99	19.96	0.68	0.00	21.63	0.91	4.06	14.19	0.00	19.17	7.97	3.45	0.80	0.00	12.22	

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

Henry County, GA

Site 1

N Ola Rd (South)
N Ola Rd (North)
Wilson Dr
Snapping Shoals Rd



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

[Click here for Detailed Weather](#)

Lat/Long

33.449305°, -84.041504°

[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (01-30-2024)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Westbound				Int				
	N Ola Rd (South)				N Ola Rd (North)				Wilson Dr				Snapping Shoals Rd								
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13		Thru 1.14	Right 1.15	U-Turn 1.16	App Total
0700 - 0715	2	0	3	0	5	0	2	0	0	2	0	0	2	0	2	0	0	0	0	0	9
0715 - 0730	3	1	1	0	5	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	9
0730 - 0745	1	2	0	0	3	0	2	1	0	3	0	0	1	0	1	0	0	0	0	0	7
0745 - 0800	1	0	0	0	1	0	4	0	0	4	0	0	2	0	2	2	0	0	0	2	9
Hourly Total	7	3	4	0	14	0	10	1	0	11	0	0	6	0	6	2	1	0	0	3	34
0800 - 0815	5	0	1	0	6	0	3	0	0	3	0	0	3	0	3	2	1	0	0	3	15
0815 - 0830	3	2	1	0	6	0	0	0	0	0	1	0	1	0	2	1	0	1	0	2	10
0830 - 0845	2	2	1	0	5	0	1	0	0	1	0	0	1	0	1	2	0	0	0	2	9
0845 - 0900	1	1	0	0	2	0	0	0	0	0	0	0	7	0	7	2	0	0	0	2	11
Hourly Total	11	5	3	0	19	0	4	0	0	4	1	0	12	0	13	7	1	1	0	9	45
Grand Total	18	8	7	0	33	0	14	1	0	15	1	0	18	0	19	9	2	1	0	12	79
Approach %	54.55	24.24	21.21	0.00	-	0.00	93.33	6.67	0.00	-	5.26	0.00	94.74	0.00	-	75.00	16.67	8.33	0.00	-	
Intersection %	22.78	10.13	8.86	0.00	41.77	0.00	17.72	1.27	0.00	18.99	1.27	0.00	22.78	0.00	24.05	11.39	2.53	1.27	0.00	15.19	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound						
	N Ola Rd (South)					N Ola Rd (North)					Wilson Dr					Snapping Shoals Rd						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total	
1400 - 1415	0	1	1	0	2	0	1	0	0	1	0	1	2	0	3	0	0	0	0	0	6	
1415 - 1430	6	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7		
1430 - 1445	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	6	
1445 - 1500	1	3	1	0	5	0	0	0	0	0	0	0	2	0	2	1	1	0	0	2	9	
Hourly Total	7	6	3	0	16	0	2	0	0	2	0	3	4	0	7	2	1	0	0	3	28	
1500 - 1515	1	1	3	0	5	0	3	0	0	3	0	0	3	0	3	2	0	0	0	2	13	
1515 - 1530	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	
1530 - 1545	5	1	3	0	9	0	0	0	0	0	0	0	3	0	3	2	0	1	0	3	15	
1545 - 1600	1	1	2	0	4	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	7	
Hourly Total	8	4	8	0	20	0	4	0	0	4	0	0	8	0	8	5	0	1	0	6	38	
1600 - 1615	2	1	0	0	3	0	0	1	0	1	0	0	4	0	4	1	0	0	0	1	9	
1615 - 1630	4	1	0	0	5	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	8	
1630 - 1645	2	1	1	0	4	0	1	0	0	1	0	0	3	0	3	0	0	0	0	0	8	
1645 - 1700	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Hourly Total	8	3	3	0	14	0	2	1	0	3	0	0	7	0	7	3	0	0	0	3	27	
1700 - 1715	1	0	0	0	1	0	0	0	0	0	1	0	1	0	2	0	1	1	0	2	5	
1715 - 1730	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	0	0	0	0	4	
1730 - 1745	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
Hourly Total	1	1	0	0	2	0	2	0	0	2	1	0	4	0	5	0	1	1	0	2	11	
Grand Total	24	14	14	0	52	0	10	1	0	11	1	3	23	0	27	10	2	2	0	14	104	
Approach %	46.15	26.92	26.92	0.00	-	0.00	90.91	9.09	0.00	-	3.70	11.11	85.19	0.00	-	71.43	14.29	14.29	0.00	-		
Intersection %	23.08	13.46	13.46	0.00	50.00	0.00	9.62	0.96	0.00	10.58	0.96	2.88	22.12	0.00	25.96	9.62	1.92	1.92	0.00	13.46		

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

Henry County, GA

Site 1

N Ola Rd (South)
N Ola Rd (North)
Wilson Dr
Snapping Shoals Rd



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

Lat/Long

33.449305°, -84.041504°

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	N Ola Rd (South)				N Ola Rd (North)				Wilson Dr					Snapping Shoals Rd							
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
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	1	0	0	1	1
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	1	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	-

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Westbound								
	N Ola Rd (South)			U-Turn 1.4	App Total	N Ola Rd (North)			U-Turn 1.8	App Total	Wilson Dr			U-Turn 1.12	App Total	Snapping Shoals Rd			U-Turn 1.16	App Total	Int Total
TIME	Left 1.1	Thru 1.2	Right 1.3			Left 1.5	Thru 1.6	Right 1.7			Left 1.9	Thru 1.10	Right 1.11			Left 1.13	Thru 1.14	Right 1.15			
1400 - 1415	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
1415 - 1430	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1600 - 1615	1	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	3
1700 - 1715	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	4	1	0	0	5	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	8
Approach %	80.00	20.00	0.00	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	-	-
Intersection %	50.00	12.50	0.00	0.00	62.50	12.50	12.50	0.00	0.00	25.00	0.00	12.50	0.00	0.00	12.50	0.00	0.00	0.00	0.00	0.00	-

Classified Turn Movement Count || Bikes

Henry County, GA

Site 1

N Ola Rd (South)
N Ola Rd (North)
Wilson Dr
Snapping Shoals Rd



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

Lat/Long

33.449305°, -84.041504°
[Click here for Map](#)

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (01-30-2024)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					
	N Ola Rd (South)					N Ola Rd (North)					Wilson Dr					Snapping Shoals Rd					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
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	-

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound						
	N Ola Rd (South)					N Ola Rd (North)					Wilson Dr					Snapping Shoals Rd						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4		App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10		Right 1.11	U-Turn 1.12	App Total	Left 1.13		Thru 1.14	Right 1.15
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	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	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	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	1	0	0	1	1
1600 - 1615	0	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	0
1630 - 1645	0	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	0
Hourly Total	0	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	0
1715 - 1730	0	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	0
1745 - 1800	0	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	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00

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

Henry County, GA

Site 1

N Ola Rd (South)
N Ola Rd (North)
Wilson Dr
Snapping Shoals Rd



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

[Click here for Detailed Weather](#)

Lat/Long

33.449305°, -84.041504°

[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (01-30-2024)

All Trucks (4-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	N Ola Rd (South)				N Ola Rd (North)				Wilson Dr				Snapping Shoals Rd								
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	2	0	3	0	5	0	2	0	0	2	0	0	2	0	2	0	0	0	0	0	9
0715 - 0730	3	1	1	0	5	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	9
0730 - 0745	1	2	0	0	3	0	2	1	0	3	0	0	1	0	1	0	0	0	0	0	7
0745 - 0800	1	0	0	0	1	0	4	0	0	4	0	0	2	0	2	2	0	0	0	2	9
Hourly Total	7	3	4	0	14	0	10	1	0	11	0	0	6	0	6	2	1	0	0	3	34
0800 - 0815	5	0	1	0	6	0	3	0	0	3	0	0	3	0	3	2	2	0	0	4	16
0815 - 0830	3	2	1	0	6	0	0	0	0	0	1	0	1	0	2	1	0	1	0	2	10
0830 - 0845	2	2	1	0	5	0	1	0	0	1	0	0	1	0	1	2	0	0	0	2	9
0845 - 0900	1	1	0	0	2	0	0	0	0	0	0	0	7	0	7	2	0	0	0	2	11
Hourly Total	11	5	3	0	19	0	4	0	0	4	1	0	12	0	13	7	2	1	0	10	46
Grand Total	18	8	7	0	33	0	14	1	0	15	1	0	18	0	19	9	3	1	0	13	80
Approach %	54.55	24.24	21.21	0.00	-	0.00	93.33	6.67	0.00	-	5.26	0.00	94.74	0.00	-	69.23	23.08	7.69	0.00	-	-
Intersection %	22.50	10.00	8.75	0.00	41.25	0.00	17.50	1.25	0.00	18.75	1.25	0.00	22.50	0.00	23.75	11.25	3.75	1.25	0.00	16.25	-

1400 - 1800 (Weekday 4h Session) (01-30-2024)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound								
	N Ola Rd (South)				N Ola Rd (North)				Wilson Dr				Snapping Shoals Rd								
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	1	1	0	2	0	1	0	0	1	0	2	2	0	4	0	0	0	0	0	7
1415 - 1430	6	1	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
1430 - 1445	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	6
1445 - 1500	1	3	1	0	5	0	0	0	0	0	0	0	2	0	2	1	1	0	0	2	9
Hourly Total	7	7	3	0	17	0	2	0	0	2	0	4	4	0	8	2	1	0	0	3	30
1500 - 1515	1	1	3	0	5	0	3	0	0	3	0	0	3	0	3	2	0	0	0	2	13
1515 - 1530	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
1530 - 1545	5	1	3	0	9	0	0	0	0	0	0	0	3	0	3	2	0	1	0	3	15
1545 - 1600	1	1	2	0	4	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	7
Hourly Total	9	4	8	0	21	0	4	0	0	4	0	0	8	0	8	5	0	1	0	6	39
1600 - 1615	3	1	0	0	4	0	1	1	0	2	0	0	4	0	4	1	0	0	0	1	11
1615 - 1630	4	1	0	0	5	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	8
1630 - 1645	2	1	1	0	4	0	1	0	0	1	0	0	3	0	3	0	0	0	0	0	8
1645 - 1700	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	9	3	3	0	15	1	3	1	0	5	0	0	7	0	7	3	0	0	0	3	30
1700 - 1715	3	0	0	0	3	0	0	0	0	0	1	0	1	0	2	0	1	1	0	2	7
1715 - 1730	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	0	0	0	0	4
1730 - 1745	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Hourly Total	3	1	0	0	4	0	2	0	0	2	1	0	4	0	5	0	1	1	0	2	13
Grand Total	28	15	14	0	57	1	11	1	0	13	1	4	23	0	28	10	2	2	0	14	112
Approach %	49.12	26.32	24.56	0.00	-	7.69	84.62	7.69	0.00	-	3.57	14.29	82.14	0.00	-	71.43	14.29	14.29	0.00	-	-
Intersection %	25.00	13.39	12.50	0.00	50.89	0.89	9.82	0.89	0.00	11.61	0.89	3.57	20.54	0.00	25.00	8.93	1.79	1.79	0.00	12.50	-

Crosswalk Counts || Pedestrians

Henry County, GA

Site 1

N Ola Rd (South)
N Ola Rd (North)
Wilson Dr
Snapping Shoals Rd

Date

Tuesday, January 30, 2024

Weather

Fair
47°F

Lat/Long

33.449305°, -84.041504°
[Click here for Map](#)

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

Pedestrians

TIME	Northbound				Southbound				Eastbound				Westbound				App Total	Int Total
	N Ola Rd (South)			App Total	N Ola Rd (North)			App Total	Wilson Dr			App Total	Snapping Shoals Rd			App Total		
	EB 1a	WB 1b			EB 1c	WB 1d			NB 1e	SB 1f			NB 1g	SB 1h				
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		

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Pedestrians

	Northbound				Southbound				Eastbound				Westbound				
	N Ola Rd (South)			App Total	N Ola Rd (North)			App Total	Wilson Dr		App Total	Snapping Shoals Rd		App Total	Int Total		
TIME	EB 1a	WB 1b			EB 1c	WB 1d			NB 1e	SB 1f			NB 1g			SB 1h	
1400 - 1415	0	0		0	0	0	0	0	0	0	0	0	0	0	0		
1415 - 1430	0	0		0	1	1	2	0	0	0	0	0	0	0	2		
1430 - 1445	0	0		0	0	0	0	0	0	0	0	0	0	0	0		
1445 - 1500	0	0		0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0		0	1	1	2	0	0	0	0	0	0	0	2		
1500 - 1515	0	0		0	0	0	0	0	0	0	0	0	0	0	0		
1515 - 1530	0	0		0	0	0	0	0	0	0	0	0	0	0	0		
1530 - 1545	0	0		0	0	0	0	0	0	0	0	0	0	0	0		
1545 - 1600	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		
1600 - 1615	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		
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		
Hourly Total	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	1	0	1	0	0	0	1	1		
1745 - 1800	0	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	1		
Grand Total	0	0		0	1	1	2	1	0	1	0	0	0	0	3		
Approach %	0.00	0.00		-	50.00	50.00	-	100.00	0.00	-	0.00	0.00	-	-	-		
Intersection %	0.00	0.00		0.00	33.33	33.33	66.67	33.33	0.00	33.33	0.00	0.00	0.00	0.00			

Marr Traffic
DATA COLLECTION
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Henry County, GA

Site 1

N Ola Rd (South)
N Ola Rd (North)
Wilson Dr
Snapping Shoals Rd

Date _____

Tuesday, January 30, 2024

Weather

Fair
47°F

[Click here for Detailed Weather](#)

Lat/Long
33.449305°, -84.041504°



0700 - 0900 (Weekday 2h Session) (01-30-2024)

Bikes

TIME	Northbound				Southbound				Eastbound				Westbound			
	N Ola Rd (South)		App Total	N Ola Rd (North)		App Total	Wilson Dr		App Total	Snapping Shoals Rd		App Total	Int Total			
	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h					
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				

1400 - 1800 (Weekday 4h Session) (01-30-2024)

2400
Bikes

[illegible]

 Marr Traffic
DATA COLLECTION
www.marrtraffic.com

[illegible][illegible]

Start Date: 1/30/2024					Wilson Dr Eastbound			Snapping Shoals Rd Westbound			N Ola Rd (South) Northbound			N Ola Rd (North) Southbound			Total
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
15 Minute Totals																	
12:00 AM - 12:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM - 12:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM - 12:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM - 01:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00 AM - 01:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30 AM - 01:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45 AM - 02:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 AM - 02:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15 AM - 02:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 AM - 02:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 AM - 03:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 AM - 03:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 AM - 03:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 AM - 03:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 AM - 04:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 AM - 04:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 AM - 04:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 AM - 04:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 AM - 05:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 AM - 05:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15 AM - 05:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30 AM - 05:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45 AM - 06:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00 AM - 06:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 AM - 06:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 AM - 06:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 AM - 07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 AM - 07:15 AM		0	3	46	31	9	0	20	13	14	0	31	0	0	167		
07:15 AM - 07:30 AM		0	0	115	51	19	1	61	41	20	0	58	1	367			
07:30 AM - 07:45 AM		2	3	62	42	15	3	75	48	16	1	43	4	314			
07:45 AM - 08:00 AM		0	3	71	52	8	3	28	28	14	0	37	2	246			
08:00 AM - 08:15 AM		0	4	69	40	4	3	40	26	9	0	22	1	218			
08:15 AM - 08:30 AM		4	2	27	13	5	10	37	38	12	7	35	3	193			
08:30 AM - 08:45 AM		1	1	38	22	4	1	27	20	12	2	23	2	153			
08:45 AM - 09:00 AM		1	4	45	32	4	0	21	24	14	1	26	0	172			
09:00 AM - 09:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15 AM - 09:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30 AM - 09:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45 AM - 10:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM - 10:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM - 10:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM - 10:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM - 11:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM - 11:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM - 11:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM - 11:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM - 12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM - 12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM - 12:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM - 12:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM - 01:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:00 PM - 01:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:15 PM - 01:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:30 PM - 01:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:45 PM - 02:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00 PM - 02:15 PM		2	4	23	12	8	1	12	18	7	0	30	3	120			
02:15 PM - 02:30 PM		0	2	17	12	4	2	26	24	19	0	23	3	134			
02:30 PM - 02:45 PM		1	8	19	9	5	0	37	39	30	3	28	0	179			
02:45 PM - 03:00 PM		1	3	21	10	6	3	27	26	18	3	21	0	139			
03:00 PM - 03:15 PM		1	8	21	26	6	2	14	20	11	4	39	3	155			
03:15 PM - 03:30 PM		0	5	36	8	6	1	55	30	46	0	36	0	223			
03:30 PM - 03:45 PM		1	7	30	26	7	4	38	28	24	1	22	1	189			
03:45 PM - 04:00 PM		4	3	27	13	8	3	30	30	26	2	28	0	174			
04:00 PM - 04:15 PM		0	12	18	16	5	0	39	19	30	4	34	5	182			
04:15 PM - 04:30 PM		1	8	17	8	3	0	29	33	27	0	33	1	160			
04:30 PM - 04:45 PM		1	13	24	10	7	0	22	26	25	0	35	1	164			
04:45 PM - 05:00 PM		3	12	19	20	5	0	22	23	24	1	36	1	166			
05:00 PM - 05:15 PM		2	8	29	7	7	2	25	29	22	4	43	1	179			
05:15 PM - 05:30 PM		0	9	39	17	4	0	29	32	20	1	43	0	194			
05:30 PM - 05:45 PM		2	4	25	14	6	4	22	38	24	2	47	0	189			
05:45 PM - 06:00 PM		6	5	32	12	7	1	29	51	20	2	39	0	204			
06:00 PM - 06:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:15 PM - 06:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:30 PM - 06:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:45 PM - 07:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:00 PM - 07:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:15 PM - 07:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30 PM - 07:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45 PM - 08:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00 PM - 08:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:15 PM - 08:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:30 PM - 08:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45 PM - 09:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:00 PM - 09:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15 PM - 09:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30 PM - 09:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45 PM - 10:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 PM - 10:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 PM - 10:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 PM - 10:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 PM - 11:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 PM - 11:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 PM - 11:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 PM - 11:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 PM - 12:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		



[Click here for Map](#)

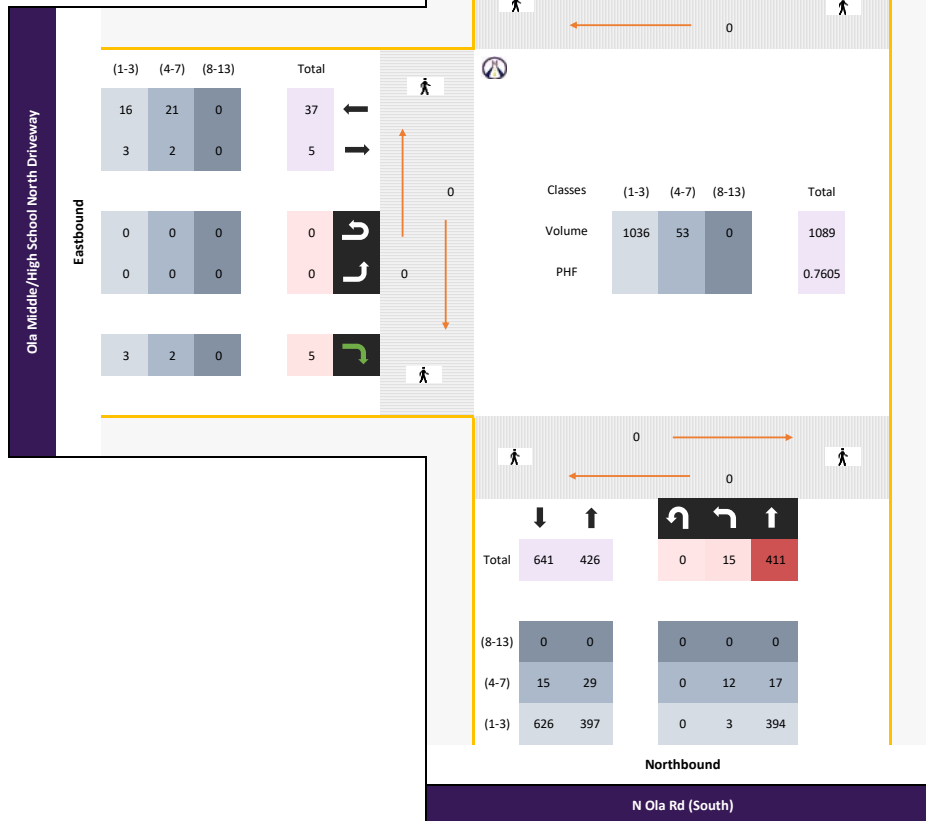
Peak Hour Turning Movement Count

Henry County, GA



Tuesday, January 30, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Time	Northbound					Southbound					Eastbound					Int Total		
	N Ola Rd (South)					N Ola Rd (North)					Ola Middle/High School North Driveway							
	Left 2.1	Thru 2.2	-	-	U-Turn 2.3	App Total	-	Thru 2.4	Right 2.5	-	U-Turn 2.6	App Total	Left 2.7	Right 2.8	-		U-Turn 2.9	App Total
0715 - 0730	2	136	-	-	0	138	-	215	4	-	0	219	0	-	1	-	0	1
0730 - 0745	4	136	-	-	0	140	-	145	5	-	0	150	0	-	0	-	0	0
0745 - 0800	4	56	-	-	0	60	-	153	5	-	0	158	0	-	2	-	0	2
0800 - 0815	5	83	-	-	0	88	-	123	8	-	0	131	0	-	2	-	0	2
Total	15	411	0	0	0	426	0	636	22	0	0	658	0	0	5	0	0	5
Approach %	3.52	96.48	0.00	0.00	0.00	-	0.00	96.66	3.34	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-
PHF	0.75	0.76	0.00	0.00	0.00	0.76	0.00	0.74	0.69	0.00	0.00	0.75	0.00	0.00	0.63	0.00	0.00	0.63

[illegible]

	Northbound						Southbound						Eastbound						
	N Ola Rd (South)						N Ola Rd (North)						Ola Middle/High School North Driveway						
Time	Left 2.1	Thru 2.2	-	-	U-Turn 2.3	App Total	-	Thru 2.4	Right 2.5	-	U-Turn 2.6	App Total	Left 2.7	Right 2.8	-	U-Turn 2.9	App Total	-	Int Total
0715 - 0730	0	6	-	-	0	6	-	3	0	-	0	3	0	-	0	-	0	-	9
0730 - 0745	3	2	-	-	0	5	-	2	1	-	0	3	0	-	0	-	0	-	8
0745 - 0800	4	1	-	-	0	5	-	5	3	-	0	8	0	-	1	-	0	-	14
0800 - 0815	5	8	-	-	0	13	-	3	5	-	0	8	0	-	1	-	0	-	22
Total	12	17	0	0	0	29	0	13	9	0	0	22	0	0	2	0	0	0	53
Approach %	41.38	58.62	0.00	0.00	0.00	-	0.00	59.09	40.91	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.60	0.53	0.00	0.00	0.00	0.56	0.00	0.65	0.45	0.00	0.00	0.69	0.00	0.00	0.50	0.00	0.00	0.50	0.60

[illegible][illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

Henry County, GA

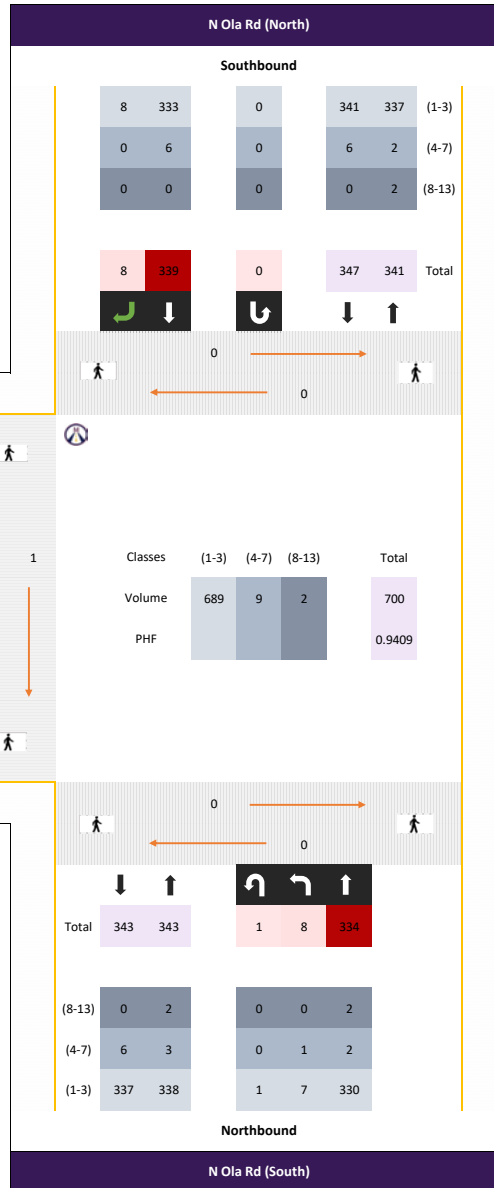


Tuesday, January 30, 2024	
Period	1400 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Ola Middle/High School North Driveway

	(1-3)	(4-7)	(8-13)	Total
Eastbound	15	1	0	16
	10	0	0	10
	0	0	0	0
	0	0	0	0
	7	0	0	7
	3	0	0	3



Session Parameters

(Drop Down Menu)

1700 - 1800

Volume

Time	Northbound						Southbound					Eastbound					Int Total							
	N Ola Rd (South)						N Ola Rd (North)					Ola Middle/High School North Driveway												
	Left 2.1	Thru 2.2			U-Turn 2.3	App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Right 2.8		U-Turn 2.9		App Total						
1515 - 1530	2	129	-	-	0	131	-	81	1	-	0	82	0	-	1	-	0	1	-	-	-	-	0	214
1530 - 1545	6	96	-	-	0	102	-	70	9	-	0	79	0	-	3	-	0	3	-	-	-	-	0	184
1545 - 1600	2	76	-	-	0	78	-	62	4	-	0	66	3	-	0	-	0	3	-	-	-	-	0	147
1600 - 1615	11	94	-	-	0	105	-	66	5	-	0	71	0	-	1	-	0	1	-	-	-	-	0	177
Total	21	395	0	0	0	416	0	279	19	0	0	298	3	0	5	0	0	8	0	0	0	0	0	722
Approach %	5.05	94.95	0.00	0.00	0.00	-	0.00	93.62	6.38	0.00	0.00	-	37.50	0.00	62.50	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.48	0.77	0.00	0.00	0.00	0.79	0.00	0.86	0.53	0.00	0.00	0.91	0.25	0.00	0.42	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.84

Time	Northbound				Southbound				Eastbound				Int Total								
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School North Driveway												
	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total									
1515 - 1530	2	126	-	0	128	-	81	0	-	0	81	0	-	1	-	-	-	-	-	0	210
1530 - 1545	3	87	-	-	0	90	-	70	4	-	0	74	0	-	3	-	0	3	-	-	167
1545 - 1600	2	74	-	-	0	76	-	62	2	-	0	64	1	-	0	-	0	1	-	-	141
1600 - 1615	2	90	-	-	0	92	-	65	0	-	0	65	0	-	0	-	0	0	-	-	157
Total	9	377	0	0	0	386	0	278	6	0	0	284	1	0	4	0	0	5	0	0	675
Approach %	2.33	97.67	0.00	0.00	0.00	-	0.00	97.89	2.11	0.00	0.00	-	20.00	0.00	80.00	0.00	0.00	-	0.00	0.00	0.00
PHF	0.75	0.75	0.00	0.00	0.00	0.75	0.00	0.86	0.38	0.00	0.00	0.88	0.25	0.00	0.33	0.00	0.00	0.42	0.00	0.00	0.80

Time	Northbound					Southbound					Eastbound					Int Total			
	N Ola Rd (South)					N Ola Rd (North)					Ola Middle/High School North Driveway								
	Left 2.1	Thru 2.2	U-Turn 2.3	App Total		Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total						
1515-1530	0	2	-	0	2	-	0	1	-	0	1	0	-	0	-	0	-	0	3
1530-1545	3	9	-	0	12	-	0	5	-	0	5	0	-	0	-	0	-	0	17
1545-1600	0	2	-	0	2	-	0	2	-	0	2	2	-	0	-	0	2	0	6
1600-1615	9	3	-	-	0	12	-	0	5	-	0	5	0	-	1	-	0	1	18
Total	12	16	0	0	0	28	0	0	13	0	0	13	2	0	1	0	0	3	44
Approach %	42.86	57.14	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	56.67	0.00	33.33	0.00	0.00	-	0.00	0.00
PHF	0.33	0.44	0.00	0.00	0.00	0.58	0.00	0.00	0.65	0.00	0.00	0.65	0.25	0.00	0.25	0.00	0.00	0.38	0.61

[illegible][illegible]

Classified Turn Movement Count || All vehicles

Henry County, GA

Site 2

N Ola Rd (South)
N Ola Rd (North)
Ola Middle/High School North Driveway



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

[Click here for Detailed Weather](#)

Lat/Long

33.447308°, -84.041578°

[Click here for Map](#)



0700 - 0900 (Weekday 2h Session) (01-30-2024)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School North Driveway				
	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	
0700 - 0715	2	47	0	49	106	2	0	108	0	1	0	1	158
0715 - 0730	2	136	0	138	215	4	0	219	0	1	0	1	358
0730 - 0745	4	136	0	140	145	5	0	150	0	0	0	0	290
0745 - 0800	4	56	0	60	153	5	0	158	0	2	0	2	220
Hourly Total	12	375	0	387	619	16	0	635	0	4	0	4	1026
0800 - 0815	5	83	0	88	123	8	0	131	0	2	0	2	221
0815 - 0830	9	83	0	92	74	3	0	77	1	1	0	2	171
0830 - 0845	3	54	0	57	78	4	0	82	2	1	0	3	142
0845 - 0900	7	60	0	67	95	8	0	103	2	0	0	2	172
Hourly Total	24	280	0	304	370	23	0	393	5	4	0	9	706
Grand Total	36	655	0	691	989	39	0	1028	5	8	0	13	1732
Approach %	5.21	94.79	0.00	-	96.21	3.79	0.00	-	38.46	61.54	0.00	-	
Intersection %	2.08	37.82	0.00	39.90	57.10	2.25	0.00	59.35	0.29	0.46	0.00	0.75	
Heavy Vehicle %	64	4	-	7	2	59	-	4	100	63	-	77	6
PHF	0.75	0.76	0.00	0.76	0.74	0.69	0.00	0.75	0.00	0.63	0.00	0.63	0.76

1400 - 1800 (Weekday 4h Session) (01-30-2024)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School North Driveway				
	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	U-Turn 2.8	U-Turn 2.9	App Total	
1400 - 1415	0	38	0	38	62	2	0	64	1	2	0	3	105
1415 - 1430	2	71	0	73	53	0	0	53	1	3	0	4	130
1430 - 1445	2	105	0	107	57	1	0	58	0	0	0	0	165
1445 - 1500	2	66	0	68	53	0	0	53	0	0	0	0	121
Hourly Total	6	280	0	286	225	3	0	228	2	5	0	7	521
1500 - 1515	10	40	0	50	82	2	0	84	4	2	0	6	140
1515 - 1530	2	129	0	131	81	1	0	82	0	1	0	1	214
1530 - 1545	6	96	0	102	70	9	0	79	0	3	0	3	184
1545 - 1600	2	76	0	78	62	4	0	66	3	0	0	3	147
Hourly Total	20	341	0	361	295	16	0	311	7	6	0	13	685
1600 - 1615	11	94	0	105	66	5	0	71	0	1	0	1	177
1615 - 1630	3	81	0	84	54	3	0	57	5	5	0	10	151
1630 - 1645	1	76	0	77	64	5	0	69	0	3	0	3	149
1645 - 1700	2	65	0	67	75	0	0	75	2	2	0	4	146
Hourly Total	17	316	0	333	259	13	0	272	7	11	0	18	623
1700 - 1715	2	74	0	76	78	1	0	79	2	1	0	3	158
1715 - 1730	1	77	0	78	99	0	0	99	1	0	0	1	178
1730 - 1745	0	89	0	89	84	3	0	87	2	0	0	2	178
1745 - 1800	5	94	1	100	78	4	0	82	2	2	0	4	186
Hourly Total	8	334	1	343	339	8	0	347	7	3	0	10	700
Grand Total	51	1271	1	1323	1118	40	0	1158	23	25	0	48	2529
Approach %	3.85	96.07	0.08	-	96.55	3.45	0.00	-	47.92	52.08	0.00	-	
Intersection %	2.02	50.26	0.04	52.31	44.21	1.58	0.00	45.79	0.91	0.99	0.00	1.90	
Heavy Vehicle %	61	4	0	6	2	53	-	4	26	16	-	21	5
PHF	0.48	0.77	0.00	0.79	0.86	0.53	0.00	0.91	0.25	0.42	0.00	0.67	0.84

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

Henry County, GA

Site 2

N Ola Rd (South)
N Ola Rd (North)
Ola Middle/High School North Driveway



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

Lat/Long

33.447308°, -84.041578°

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School North Driveway				
	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	
0700 - 0715	2	42	0	44	102	2	0	104	0	0	0	0	148
0715 - 0730	2	130	0	132	212	4	0	216	0	1	0	1	349
0730 - 0745	1	134	0	135	143	4	0	147	0	0	0	0	282
0745 - 0800	0	55	0	55	148	2	0	150	0	1	0	1	206
Hourly Total	5	361	0	366	605	12	0	617	0	2	0	2	985
0800 - 0815	0	75	0	75	120	3	0	123	0	1	0	1	199
0815 - 0830	5	80	0	85	74	1	0	75	0	0	0	0	160
0830 - 0845	1	51	0	52	78	0	0	78	0	0	0	0	130
0845 - 0900	2	60	0	62	94	0	0	94	0	0	0	0	156
Hourly Total	8	266	0	274	366	4	0	370	0	1	0	1	645
Grand Total	13	627	0	640	971	16	0	987	0	3	0	3	1630
Approach %	2.03	97.97	0.00	-	98.38	1.62	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.80	38.47	0.00	39.26	59.57	0.98	0.00	60.55	0.00	0.18	0.00	0.18	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School North Driveway				
	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	
1400 - 1415	0	36	0	36	59	2	0	61	1	1	0	2	99
1415 - 1430	1	63	0	64	53	0	0	53	1	3	0	4	121
1430 - 1445	1	103	0	104	56	0	0	56	0	0	0	0	160
1445 - 1500	0	61	0	61	50	0	0	50	0	0	0	0	111
Hourly Total	2	263	0	265	218	2	0	220	2	4	0	6	491
1500 - 1515	0	38	0	38	75	0	0	75	1	0	0	1	114
1515 - 1530	2	126	0	128	81	0	0	81	0	1	0	1	210
1530 - 1545	3	87	0	90	70	4	0	74	0	3	0	3	167
1545 - 1600	2	74	0	76	62	2	0	64	1	0	0	1	141
Hourly Total	7	325	0	332	288	6	0	294	2	4	0	6	632
1600 - 1615	2	90	0	92	65	0	0	65	0	0	0	0	157
1615 - 1630	1	76	0	77	53	1	0	54	5	5	0	10	141
1630 - 1645	1	72	0	73	63	2	0	65	0	3	0	3	141
1645 - 1700	0	64	0	64	75	0	0	75	1	2	0	3	142
Hourly Total	4	302	0	306	256	3	0	259	6	10	0	16	581
1700 - 1715	1	71	0	72	77	1	0	78	2	1	0	3	153
1715 - 1730	1	77	0	78	95	0	0	95	1	0	0	1	174
1730 - 1745	0	88	0	88	84	3	0	87	2	0	0	2	177
1745 - 1800	5	94	1	100	77	4	0	81	2	2	0	4	185
Hourly Total	7	330	1	338	333	8	0	341	7	3	0	10	689
Grand Total	20	1220	1	1241	1095	19	0	1114	17	21	0	38	2393
Approach %	1.61	98.31	0.08	-	98.29	1.71	0.00	-	44.74	55.26	0.00	-	
Intersection %	0.84	50.98	0.04	51.86	45.76	0.79	0.00	46.55	0.71	0.88	0.00	1.59	

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

Henry County, GA

Site 2

N Ola Rd (South)
N Ola Rd (North)
Ola Middle/High School North Driveway



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

Lat/Long

33.447308°, -84.041578°
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0700 - 0900 (Weekday 2h Session) (01-30-2024)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School North Driveway				
	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	
0700 - 0715	0	5	0	5	4	0	0	4	0	1	0	1	10
0715 - 0730	0	6	0	6	3	0	0	3	0	0	0	0	9
0730 - 0745	3	2	0	5	2	1	0	3	0	0	0	0	8
0745 - 0800	4	1	0	5	5	3	0	8	0	1	0	1	14
Hourly Total	7	14	0	21	14	4	0	18	0	2	0	2	41
0800 - 0815	5	8	0	13	3	5	0	8	0	1	0	1	22
0815 - 0830	4	3	0	7	0	2	0	2	1	1	0	2	11
0830 - 0845	2	3	0	5	0	4	0	4	2	1	0	3	12
0845 - 0900	5	0	0	5	1	8	0	9	2	0	0	2	16
Hourly Total	16	14	0	30	4	19	0	23	5	3	0	8	61
Grand Total	23	28	0	51	18	23	0	41	5	5	0	10	102
Approach %	45.10	54.90	0.00	-	43.90	56.10	0.00	-	50.00	50.00	0.00	-	
Intersection %	22.55	27.45	0.00	50.00	17.65	22.55	0.00	40.20	4.90	4.90	0.00	9.80	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School North Driveway				
	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	
1400 - 1415	0	2	0	2	3	0	0	3	0	1	0	1	6
1415 - 1430	1	7	0	8	0	0	0	0	0	0	0	0	8
1430 - 1445	1	2	0	3	1	1	0	2	0	0	0	0	5
1445 - 1500	2	5	0	7	3	0	0	3	0	0	0	0	10
Hourly Total	4	16	0	20	7	1	0	8	0	1	0	1	29
1500 - 1515	10	2	0	12	7	2	0	9	3	2	0	5	26
1515 - 1530	0	2	0	2	0	1	0	1	0	0	0	0	3
1530 - 1545	3	9	0	12	0	5	0	5	0	0	0	0	17
1545 - 1600	0	2	0	2	0	2	0	2	2	0	0	2	6
Hourly Total	13	15	0	28	7	10	0	17	5	2	0	7	52
1600 - 1615	9	3	0	12	0	5	0	5	0	1	0	1	18
1615 - 1630	2	5	0	7	1	2	0	3	0	0	0	0	10
1630 - 1645	0	4	0	4	1	3	0	4	0	0	0	0	8
1645 - 1700	2	1	0	3	0	0	0	0	1	0	0	1	4
Hourly Total	13	13	0	26	2	10	0	12	1	1	0	2	40
1700 - 1715	1	1	0	2	1	0	0	1	0	0	0	0	3
1715 - 1730	0	0	0	0	4	0	0	4	0	0	0	0	4
1730 - 1745	0	1	0	1	0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	1	2	0	3	6	0	0	6	0	0	0	0	9
Grand Total	31	46	0	77	22	21	0	43	6	4	0	10	130
Approach %	40.26	59.74	0.00	-	51.16	48.84	0.00	-	60.00	40.00	0.00	-	
Intersection %	23.85	35.38	0.00	59.23	16.92	16.15	0.00	33.08	4.62	3.08	0.00	7.69	

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

Henry County, GA

Site 2

N Ola Rd (South)
N Ola Rd (North)
Ola Middle/High School North Driveway



Date

Tuesday, January 30, 2024

Weather

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Lat/Long

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Int Total
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School North Driveway				
	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App 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	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Int Total
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School North Driveway				
TIME	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	1	0	1	0	0	0	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	1	0	0	0	0	0	0	0	0	1
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	1	0	1	0	0	0	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	1	0	0	0	0	0	0	0	0	1
1600 - 1615	0	1	0	1	1	0	0	1	0	0	0	0	2
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	1	0	1	1	0	0	1	0	0	0	0	2
1700 - 1715	0	2	0	2	0	0	0	0	0	0	0	0	2
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	2	0	2	0	0	0	0	0	0	0	0	2
Grand Total	0	5	0	5	1	0	0	1	0	0	0	0	6
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	83.33	0.00	83.33	16.67	0.00	0.00	16.67	0.00	0.00	0.00	0.00	

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

Henry County, GA

Site 2

N Ola Rd (South)
N Ola Rd (North)
Ola Middle/High School North Driveway



Date

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

All Trucks (4-13)

TIME	Northbound				Southbound				Eastbound				Int Total
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School North Driveway				
	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	
0700 - 0715	0	5	0	5	4	0	0	4	0	1	0	1	10
0715 - 0730	0	6	0	6	3	0	0	3	0	0	0	0	9
0730 - 0745	3	2	0	5	2	1	0	3	0	0	0	0	8
0745 - 0800	4	1	0	5	5	3	0	8	0	1	0	1	14
Hourly Total	7	14	0	21	14	4	0	18	0	2	0	2	41
0800 - 0815	5	8	0	13	3	5	0	8	0	1	0	1	22
0815 - 0830	4	3	0	7	0	2	0	2	1	1	0	2	11
0830 - 0845	2	3	0	5	0	4	0	4	2	1	0	3	12
0845 - 0900	5	0	0	5	1	8	0	9	2	0	0	2	16
Hourly Total	16	14	0	30	4	19	0	23	5	3	0	8	61
Grand Total	23	28	0	51	18	23	0	41	5	5	0	10	102
Approach %	45.10	54.90	0.00	-	43.90	56.10	0.00	-	50.00	50.00	0.00	-	
Intersection %	22.55	27.45	0.00	50.00	17.65	22.55	0.00	40.20	4.90	4.90	0.00	9.80	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				Int Total
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School North Driveway				
TIME	Left 2.1	Thru 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	
1400 - 1415	0	2	0	2	3	0	0	3	0	1	0	1	6
1415 - 1430	1	8	0	9	0	0	0	0	0	0	0	0	9
1430 - 1445	1	2	0	3	1	1	0	2	0	0	0	0	5
1445 - 1500	2	5	0	7	3	0	0	3	0	0	0	0	10
Hourly Total	4	17	0	21	7	1	0	8	0	1	0	1	30
1500 - 1515	10	2	0	12	7	2	0	9	3	2	0	5	26
1515 - 1530	0	3	0	3	0	1	0	1	0	0	0	0	4
1530 - 1545	3	9	0	12	0	5	0	5	0	0	0	0	17
1545 - 1600	0	2	0	2	0	2	0	2	2	0	0	2	6
Hourly Total	13	16	0	29	7	10	0	17	5	2	0	7	53
1600 - 1615	9	4	0	13	1	5	0	6	0	1	0	1	20
1615 - 1630	2	5	0	7	1	2	0	3	0	0	0	0	10
1630 - 1645	0	4	0	4	1	3	0	4	0	0	0	0	8
1645 - 1700	2	1	0	3	0	0	0	0	1	0	0	1	4
Hourly Total	13	14	0	27	3	10	0	13	1	1	0	2	42
1700 - 1715	1	3	0	4	1	0	0	1	0	0	0	0	5
1715 - 1730	0	0	0	0	4	0	0	4	0	0	0	0	4
1730 - 1745	0	1	0	1	0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	1	4	0	5	6	0	0	6	0	0	0	0	11
Grand Total	31	51	0	82	23	21	0	44	6	4	0	10	136
Approach %	37.80	62.20	0.00	-	52.27	47.73	0.00	-	60.00	40.00	0.00	-	
Intersection %	22.79	37.50	0.00	60.29	16.91	15.44	0.00	32.35	4.41	2.94	0.00	7.35	

Crosswalk Counts || Pedestrians

Henry County, GA

Site 2

N Ola Rd (South)
N Ola Rd (North)
Ola Middle/High School North Driveway

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Int Total
	N Ola Rd (South)			N Ola Rd (North)			Ola Middle/High School North Driveway			
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App 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	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Int Total
	N Ola Rd (South)			N Ola Rd (North)			Ola Middle/High School North Driveway			
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	3	0	3	0	0	0	0	0	3	6
Hourly Total	3	0	3	0	0	0	0	0	3	6
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	9	0	9	0	0	0	0	0	9	18
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	9	0	9	0	0	0	0	0	9	18
1700 - 1715	0	0	0	0	0	0	0	0	1	1
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	1	1
Grand Total	12	0	12	0	0	0	0	0	13	25
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	0.00	100.00	-
Intersection %	48.00	0.00	48.00	0.00	0.00	0.00	0.00	0.00	52.00	-

Marr Traffic
DATA COLLECTION
www.marrtraffic.com

Henry County, GA

Site 2

N Ola Rd (South)
N Ola Rd (North)
Ola Middle/High School North Driveway

Date _____

Tuesday, January 30, 2024

Weather

Fair
47°F

[Click here for Detailed Weather](#)

Lat/Long
33.447308°, -84.041578°



0700 - 0900 (Weekday 2h Session) (01-30-2024)

Bikes

	Northbound				Southbound				Eastbound				
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School North Driveway				
TIME	EB 2a	WB 2b		App Total	EB 2c	WB 2d		App Total	NB 2e	SB 2f		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	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

2400
Bikes

[illegible]

Crosswalk Counts || Motorized Vehicles

Henry County, GA

Site 2

N Ola Rd (South)
N Ola Rd (North)
Ola Middle/High School North Driveway

Date

Tuesday, January 30, 2024

Weather

Fair
47°F

Lat/Long

33.447308°, -84.041578°
[Click here for Map](#)

[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (01-30-2024)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Int Total
	N Ola Rd (South)			N Ola Rd (North)			Ola Middle/High School North Driveway			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App 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	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Int Total
	N Ola Rd (South)			N Ola Rd (North)			Ola Middle/High School North Driveway			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
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	

Start Date: 1/30/2024		a Middle/High School North Drive					N Ola Rd (South)			N Ola Rd (North)				
		Eastbound			Westbound			Northbound			Southbound			
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total
15 Minute Totals														
12:00 AM - 12:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM		0	0	1	0	0	0	2	47	0	0	106	2	158
07:15 AM - 07:30 AM		0	0	1	0	0	0	2	136	0	0	215	4	358
07:30 AM - 07:45 AM		0	0	0	0	0	0	4	136	0	0	145	5	290
07:45 AM - 08:00 AM		0	0	2	0	0	0	4	56	0	0	153	5	220
08:00 AM - 08:15 AM		0	0	2	0	0	0	5	83	0	0	123	8	221
08:15 AM - 08:30 AM		1	0	1	0	0	0	9	83	0	0	74	3	171
08:30 AM - 08:45 AM		2	0	1	0	0	0	3	54	0	0	78	4	142
08:45 AM - 09:00 AM		2	0	0	0	0	0	7	60	0	0	95	8	172
09:00 AM - 09:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM		1	0	2	0	0	0	0	38	0	0	62	2	105
02:15 PM - 02:30 PM		1	0	3	0	0	0	2	71	0	0	53	0	130
02:30 PM - 02:45 PM		0	0	0	0	0	0	2	105	0	0	57	1	165
02:45 PM - 03:00 PM		0	0	0	0	0	0	2	66	0	0	53	0	121
03:00 PM - 03:15 PM		4	0	2	0	0	0	10	40	0	0	82	2	140
03:15 PM - 03:30 PM		0	0	1	0	0	0	2	129	0	0	81	1	214
03:30 PM - 03:45 PM		0	0	3	0	0	0	6	96	0	0	70	9	184
03:45 PM - 04:00 PM		3	0	0	0	0	0	2	76	0	0	62	4	153
04:00 PM - 04:15 PM		0	0	1	0	0	0	11	94	0	0	66	5	177
04:15 PM - 04:30 PM		5	0	5	0	0	0	3	81	0	0	54	3	169
04:30 PM - 04:45 PM		0	0	3	0	0	0	1	76	0	0	64	5	149
04:45 PM - 05:00 PM		2	0	2	0	0	0	2	65	0	0	75	0	146
05:00 PM - 05:15 PM		2	0	1	0	0	0	2	74	0	0	78	1	159
05:15 PM - 05:30 PM		1	0	0	0	0	0	1	77	0	0	99	0	178
05:30 PM - 05:45 PM		2	0	0	0	0	0	0	89	0	0	84	3	178
05:45 PM - 06:00 PM		05:45 PM - 06:00 PM	2	0	2	0	0	5	94	0	0	78	4	186
06:00 PM - 06:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0



[Click here for Map](#)

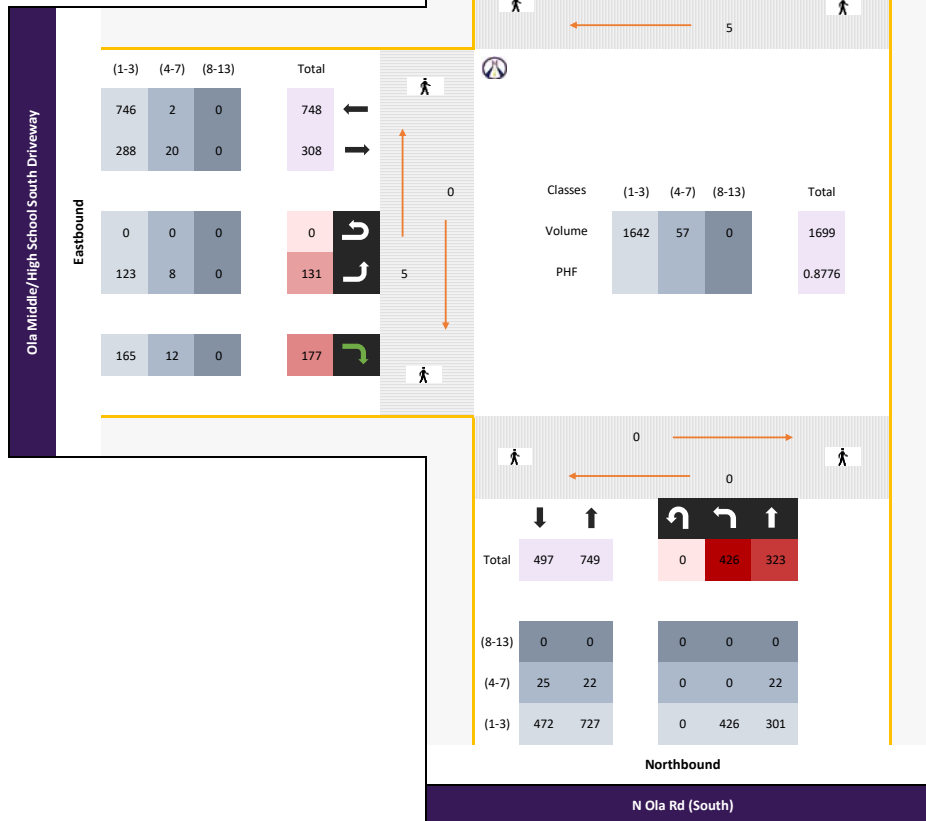
Peak Hour Turning Movement Count

Henry County, GA



Tuesday, January 30, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

[illegible]

Time	Northbound					Southbound					Eastbound											
	N Ola Rd (South)					N Ola Rd (North)					Ola Middle/High School South Driveway											
	Left 3.1	Thru 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	App Total	Int Total		
0715 - 0730	45	135	-	-	0	180	-	182	23	-	0	205	9	-	3.8	-	0	17	-	-	0	402
0730 - 0745	134	112	-	-	0	246	-	84	74	-	0	158	25	-	42	-	0	67	-	-	0	471
0745 - 0800	122	24	-	-	0	146	-	23	107	-	0	130	39	-	54	-	0	93	-	-	-	369
0800 - 0815	125	30	-	-	0	155	-	18	116	-	0	134	50	-	61	-	0	111	-	-	-	400
Total	426	301	0	0	0	727	0	307	320	0	0	627	123	0	165	0	0	288	0	0	0	1642
Approach %	58.60	41.40	0.00	0.00	0.00	-	0.00	48.96	51.04	0.00	0.00	-	42.71	0.00	57.29	0.00	0.00	-	0.00	0.00	0.00	0.00
PHF	0.79	0.56	0.00	0.00	0.00	0.74	0.00	0.42	0.69	0.00	0.00	0.76	0.62	0.00	0.68	0.00	0.00	0.65	0.00	0.00	0.00	0.87

	Northbound						Southbound						Eastbound											
	N Ola Rd (South)						N Ola Rd (North)						Ola Middle/High School South Driveway											
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7		Right 3.8	U-Turn 3.9	App Total						App Total	Int Total	
0715 - 0730	0	5	-	-	0	5	-	2	0	-	0	2	1	-	0	-	0	1	-	-	-	-	0	8
0730 - 0745	0	6	-	-	0	6	-	3	0	-	0	3	0	-	4	-	0	4	-	-	-	-	0	13
0745 - 0800	0	4	-	-	0	4	-	5	1	-	0	6	1	-	7	-	0	8	-	-	-	-	0	18
0800 - 0815	0	7	-	-	0	7	-	3	1	-	0	4	6	-	1	-	0	7	-	-	-	-	0	18
Total	0	22	0	0	0	22	0	13	2	0	0	15	8	0	12	0	0	20	0	0	0	0	0	57
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	86.67	13.33	0.00	0.00	-	40.00	0.00	60.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.79	0.00	0.00	0.00	0.79	0.00	0.65	0.50	0.00	0.00	0.63	0.33	0.00	0.43	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.79

[illegible][illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

Henry County, GA

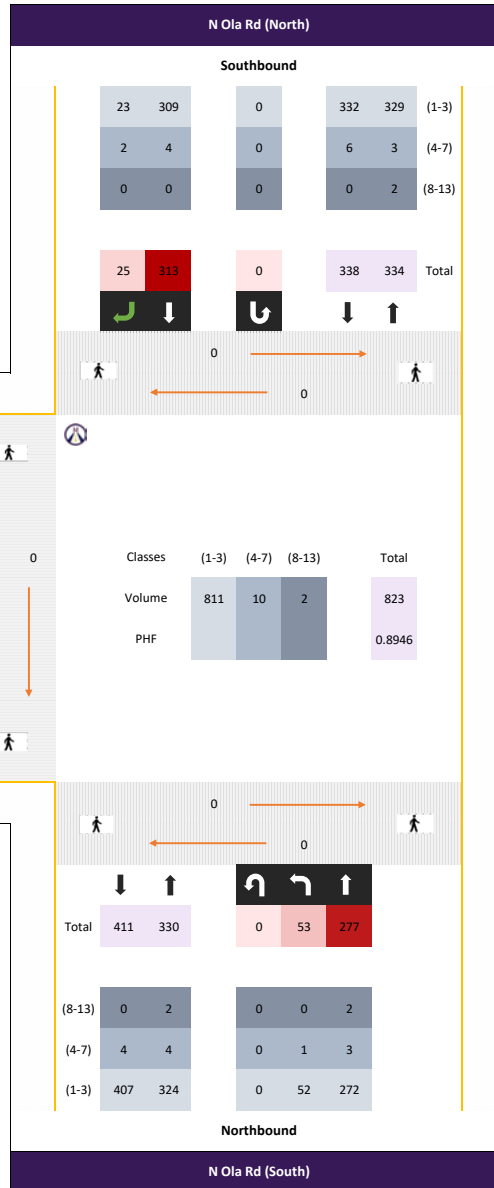


Tuesday, January 30, 2024	
Period	1400 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Ola Middle/High School South Driveway

	(1-3)	(4-7)	(8-13)	Total
Left	75	3	0	78
Thru	155	0	0	155
Right	0	0	0	0
Left	57	0	0	57
Thru	98	0	0	98
Right	0	0	0	0



Session Parameters

(Drop Down Menu)

1700 - 1800

Volume

[illegible]

	Northbound						Southbound						Eastbound							
	N Ola Rd (South)						N Ola Rd (North)						Ola Middle/High School South Driveway							
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7	Right 3.8		U-Turn 3.9	App Total			Int Total
1515 - 1530	40	37	-	-	0	77	-	49	35	-	0	84	95	-	110	-	0	205	-	366
1530 - 1545	50	51	-	-	0	101	-	50	32	-	0	82	36	-	53	-	0	89	-	272
1545 - 1600	35	58	-	-	0	93	-	40	23	-	0	63	22	-	28	-	0	50	-	206
1600 - 1615	28	39	-	-	0	67	-	54	13	-	0	67	56	-	82	-	0	138	-	272
Total	153	185	0	0	0	338	0	193	103	0	0	296	209	0	273	0	0	482	0	1116
Approach %	45.27	54.73	0.00	0.00	0.00	-	0.00	65.20	34.80	0.00	0.00	-	43.36	0.00	56.64	0.00	0.00	-	0.00	-
PHF	0.77	0.80	0.00	0.00	0.00	0.84	0.00	0.89	0.74	0.00	0.00	0.88	0.55	0.00	0.62	0.00	0.00	0.59	0.00	0.76

Time		Northbound					Southbound					Eastbound					Int Total						
		N Ola Rd (South)					N Ola Rd (North)					Ola Middle/High School South Driveway											
		Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total							
1515 - 1530	0	2	-	-	0	2	-	0	0	-	0	0	-	0	-	0	-	-	-	-	0	2	
1530 - 1545	0	6	-	-	0	6	-	0	0	-	0	6	-	10	-	0	16	-	-	-	-	0	22
1545 - 1600	0	2	-	-	0	2	-	0	0	-	0	0	-	4	-	0	4	-	-	-	-	0	6
1600 - 1615	1	9	-	-	0	10	-	0	1	-	0	1	3	-	2	-	5	-	-	-	-	0	16
Total	1	19	0	0	0	20	0	0	1	0	0	1	9	0	16	0	25	0	0	0	0	0	46
Approach %	5.00	95.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	36.00	0.00	64.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.25	0.53	0.00	0.00	0.00	0.50	0.00	0.00	0.25	0.00	0.00	0.25	0.38	0.00	0.40	0.00	0.39	0.00	0.00	0.00	0.00	0.00	0.52

Time		Northbound					Southbound					Eastbound					Int Total							
		N Ola Rd (South)					N Ola Rd (North)					Ola Middle/High School South Driveway												
		Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8		U-Turn 3.9		App Total						
1515-1530	0	1	-	-	0	1	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	0	1
1530-1545	0	0	-	-	0	0	-	0	0	-	0	0	0	-	2	-	0	2	-	-	-	-	0	2
1545-1600	0	0	-	-	0	0	-	0	0	-	0	0	0	-	1	-	0	1	-	-	-	-	0	1
1600-1615	0	1	-	-	0	1	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	0	2
Total	0	2	0	0	0	2	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	6
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	100.00	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	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.38	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.75

	Northbound						Southbound						Eastbound									
	N Ola Rd (South)						N Ola Rd (North)						Ola Middle/High School South Driveway									
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8		U-Turn 3.9	App Total				App Total	Int Total	
1515 - 1530	0	0	-	-	0	0	-	0	0	-	0	0	-	0	-	0	-	-	-	-	0	0
1530 - 1545	0	0	-	-	0	0	-	0	0	-	0	0	-	0	-	0	-	-	-	-	0	0
1545 - 1600	0	0	-	-	0	0	-	0	0	-	0	0	-	0	-	0	-	-	-	-	0	0
1600 - 1615	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
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	-
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

Classified Turn Movement Count || All vehicles

Henry County, GA

Site 3

N Ola Rd (South)
N Ola Rd (North)
Ola Middle/High School South Driveway



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

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33.444484°, -84.041601°

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School South Driveway				
	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
0700 - 0715	26	49	0	75	94	14	0	108	1	11	0	12	195
0715 - 0730	45	140	0	185	184	23	0	207	10	8	0	18	410
0730 - 0745	134	118	0	252	87	74	0	161	25	46	0	71	484
0745 - 0800	122	28	0	150	28	108	0	136	40	61	0	101	387
Hourly Total	327	335	0	662	393	219	0	612	76	126	0	202	1476
0800 - 0815	125	37	0	162	21	117	0	138	56	62	0	118	418
0815 - 0830	54	45	0	99	31	42	0	73	45	100	0	145	317
0830 - 0845	56	31	0	87	31	48	0	79	30	63	0	93	259
0845 - 0900	75	28	0	103	34	65	0	99	41	79	0	120	322
Hourly Total	310	141	0	451	117	272	0	389	172	304	0	476	1316
Grand Total	637	476	0	1113	510	491	0	1001	248	430	0	678	2792
Approach %	57.23	42.77	0.00	-	50.95	49.05	0.00	-	36.58	63.42	0.00	-	
Intersection %	22.82	17.05	0.00	39.86	18.27	17.59	0.00	35.85	8.88	15.40	0.00	24.28	
Heavy Vehicle %	0	9	-	4	4	1	-	2	4	7	-	6	4
PHF	0.79	0.58	0.00	0.74	0.43	0.69	0.00	0.78	0.58	0.71	0.00	0.65	0.88

1400 - 1800 (Weekday 4h Session) (01-30-2024)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School South Driveway				
	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
1400 - 1415	17	35	0	52	56	6	0	62	3	9	0	12	126
1415 - 1430	16	44	1	61	41	12	0	53	35	45	0	80	194
1430 - 1445	25	87	1	113	54	8	0	62	19	29	0	48	223
1445 - 1500	39	61	0	100	37	20	0	57	3	10	0	13	170
Hourly Total	97	227	2	326	188	46	0	234	60	93	0	153	713
1500 - 1515	42	46	0	88	42	43	0	85	6	13	1	20	193
1515 - 1530	40	40	0	80	49	35	0	84	95	110	0	205	369
1530 - 1545	50	57	0	107	50	32	0	82	42	65	0	107	296
1545 - 1600	35	60	0	95	40	23	0	63	22	33	0	55	213
Hourly Total	167	203	0	370	181	133	0	314	165	221	1	387	1071
1600 - 1615	29	49	0	78	55	14	0	69	59	84	0	143	290
1615 - 1630	17	41	0	58	48	12	0	60	48	89	0	137	255
1630 - 1645	11	52	0	63	58	7	0	65	23	33	0	56	184
1645 - 1700	14	52	0	66	65	13	0	78	14	32	0	46	190
Hourly Total	71	194	0	265	226	46	0	272	144	238	0	382	919
1700 - 1715	12	60	0	72	67	9	0	76	14	33	0	47	195
1715 - 1730	18	61	0	79	92	9	0	101	18	32	0	50	230
1730 - 1745	11	68	0	79	72	5	0	77	12	18	0	30	186
1745 - 1800	12	88	0	100	82	2	0	84	13	15	0	28	212
Hourly Total	53	277	0	330	313	25	0	338	57	98	0	155	823
Grand Total	388	901	2	1291	908	250	0	1158	426	650	1	1077	3526
Approach %	30.05	69.79	0.15	-	78.41	21.59	0.00	-	39.55	60.35	0.09	-	
Intersection %	11.00	25.55	0.06	36.61	25.75	7.09	0.00	32.84	12.08	18.43	0.03	30.54	
Heavy Vehicle %	1	7	0	5	2	2	-	2	5	6	0	5	4
PHF	0.77	0.86	0.00	0.84	0.88	0.74	0.00	0.89	0.57	0.66	0.00	0.62	0.79

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

Henry County, GA

Site 3

N Ola Rd (South)
N Ola Rd (North)
Ola Middle/High School South Driveway



Date

Tuesday, January 30, 2024

Weather

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Lat/Long

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School South Driveway				
	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
0700 - 0715	26	44	0	70	89	13	0	102	1	9	0	10	182
0715 - 0730	45	135	0	180	182	23	0	205	9	8	0	17	402
0730 - 0745	134	112	0	246	84	74	0	158	25	42	0	67	471
0745 - 0800	122	24	0	146	23	107	0	130	39	54	0	93	369
Hourly Total	327	315	0	642	378	217	0	595	74	113	0	187	1424
0800 - 0815	125	30	0	155	18	116	0	134	50	61	0	111	400
0815 - 0830	53	39	0	92	30	42	0	72	44	97	0	141	305
0830 - 0845	56	28	0	84	30	48	0	78	29	59	0	88	250
0845 - 0900	75	22	0	97	33	65	0	98	41	69	0	110	305
Hourly Total	309	119	0	428	111	271	0	382	164	286	0	450	1260
Grand Total	636	434	0	1070	489	488	0	977	238	399	0	637	2684
Approach %	59.44	40.56	0.00	-	50.05	49.95	0.00	-	37.36	62.64	0.00	-	
Intersection %	23.70	16.17	0.00	39.87	18.22	18.18	0.00	36.40	8.87	14.87	0.00	23.73	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School South Driveway				
	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
1400 - 1415	17	33	0	50	54	6	0	60	3	9	0	12	122
1415 - 1430	16	38	1	55	40	12	0	52	32	43	0	75	182
1430 - 1445	25	84	1	110	53	8	0	61	19	29	0	48	219
1445 - 1500	39	54	0	93	34	19	0	53	3	9	0	12	158
Hourly Total	97	209	2	308	181	45	0	226	57	90	0	147	681
1500 - 1515	42	34	0	76	34	42	0	76	6	9	1	16	168
1515 - 1530	40	37	0	77	49	35	0	84	95	110	0	205	366
1530 - 1545	50	51	0	101	50	32	0	82	36	53	0	89	272
1545 - 1600	35	58	0	93	40	23	0	63	22	28	0	50	206
Hourly Total	167	180	0	347	173	132	0	305	159	200	1	360	1012
1600 - 1615	28	39	0	67	54	13	0	67	56	82	0	138	272
1615 - 1630	17	41	0	58	47	12	0	59	41	81	0	122	239
1630 - 1645	11	50	0	61	57	7	0	64	22	31	0	53	178
1645 - 1700	14	50	0	64	65	13	0	78	12	31	0	43	185
Hourly Total	70	180	0	250	223	45	0	268	131	225	0	356	874
1700 - 1715	12	56	0	68	67	8	0	75	14	33	0	47	190
1715 - 1730	17	61	0	78	89	8	0	97	18	32	0	50	225
1730 - 1745	11	67	0	78	72	5	0	77	12	18	0	30	185
1745 - 1800	12	88	0	100	81	2	0	83	13	15	0	28	211
Hourly Total	52	272	0	324	309	23	0	332	57	98	0	155	811
Grand Total	386	841	2	1229	886	245	0	1131	404	613	1	1018	3378
Approach %	31.41	68.43	0.16	-	78.34	21.66	0.00	-	39.69	60.22	0.10	-	
Intersection %	11.43	24.90	0.06	36.38	26.23	7.25	0.00	33.48	11.96	18.15	0.03	30.14	

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

Henry County, GA

Site 3

N Ola Rd (South)
N Ola Rd (North)
Ola Middle/High School South Driveway



Date

Tuesday, January 30, 2024

Weather

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School South Driveway				
	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
0700 - 0715	0	5	0	5	4	1	0	5	0	2	0	2	12
0715 - 0730	0	5	0	5	2	0	0	2	1	0	0	1	8
0730 - 0745	0	6	0	6	3	0	0	3	0	4	0	4	13
0745 - 0800	0	4	0	4	5	1	0	6	1	7	0	8	18
Hourly Total	0	20	0	20	14	2	0	16	2	13	0	15	51
0800 - 0815	0	7	0	7	3	1	0	4	6	1	0	7	18
0815 - 0830	1	6	0	7	1	0	0	1	1	3	0	4	12
0830 - 0845	0	3	0	3	1	0	0	1	1	2	0	3	7
0845 - 0900	0	6	0	6	1	0	0	1	0	10	0	10	17
Hourly Total	1	22	0	23	6	1	0	7	8	16	0	24	54
Grand Total	1	42	0	43	20	3	0	23	10	29	0	39	105
Approach %	2.33	97.67	0.00	-	86.96	13.04	0.00	-	25.64	74.36	0.00	-	
Intersection %	0.95	40.00	0.00	40.95	19.05	2.86	0.00	21.90	9.52	27.62	0.00	37.14	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School South Driveway				
	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
1400 - 1415	0	2	0	2	2	0	0	2	0	0	0	0	4
1415 - 1430	0	5	0	5	1	0	0	1	3	2	0	5	11
1430 - 1445	0	3	0	3	1	0	0	1	0	0	0	0	4
1445 - 1500	0	7	0	7	3	1	0	4	0	1	0	1	12
Hourly Total	0	17	0	17	7	1	0	8	3	3	0	6	31
1500 - 1515	0	12	0	12	8	1	0	9	0	3	0	3	24
1515 - 1530	0	2	0	2	0	0	0	0	0	0	0	0	2
1530 - 1545	0	6	0	6	0	0	0	0	6	10	0	16	22
1545 - 1600	0	2	0	2	0	0	0	0	0	4	0	4	6
Hourly Total	0	22	0	22	8	1	0	9	6	17	0	23	54
1600 - 1615	1	9	0	10	0	1	0	1	3	2	0	5	16
1615 - 1630	0	0	0	0	1	0	0	1	7	8	0	15	16
1630 - 1645	0	2	0	2	1	0	0	1	1	2	0	3	6
1645 - 1700	0	2	0	2	0	0	0	0	2	1	0	3	5
Hourly Total	1	13	0	14	2	1	0	3	13	13	0	26	43
1700 - 1715	0	2	0	2	0	1	0	1	0	0	0	0	3
1715 - 1730	1	0	0	1	3	1	0	4	0	0	0	0	5
1730 - 1745	0	1	0	1	0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	1	3	0	4	4	2	0	6	0	0	0	0	10
Grand Total	2	55	0	57	21	5	0	26	22	33	0	55	138
Approach %	3.51	96.49	0.00	-	80.77	19.23	0.00	-	40.00	60.00	0.00	-	
Intersection %	1.45	39.86	0.00	41.30	15.22	3.62	0.00	18.84	15.94	23.91	0.00	39.86	

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

Henry County, GA

Site 3

N Ola Rd (South)
N Ola Rd (North)
Ola Middle/High School South Driveway



Date

Tuesday, January 30, 2024

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Int Total
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School South Driveway				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App 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	2	0	0	2	2
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	2	0	0	2	2
Grand Total	0	0	0	0	0	0	0	0	2	0	0	2	2
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Int Total
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School South Driveway				
	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	1	0	1	0	0	0	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	1	0	0	0	0	0	0	0	0	1
1500 - 1515	0	0	0	0	0	0	0	0	0	1	0	1	1
1515 - 1530	0	1	0	1	0	0	0	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	0	0	0	2	0	2	2
1545 - 1600	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	1	0	1	0	0	0	0	0	4	0	4	5
1600 - 1615	0	1	0	1	1	0	0	1	0	0	0	0	2
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	1	0	1	1	0	0	1	0	0	0	0	2
1700 - 1715	0	2	0	2	0	0	0	0	0	0	0	0	2
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	2	0	2	0	0	0	0	0	0	0	0	2
Grand Total	0	5	0	5	1	0	0	1	0	4	0	4	10
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	50.00	0.00	50.00	10.00	0.00	0.00	10.00	0.00	40.00	0.00	40.00	

Marr Traffic
DATA COLLECTION

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

Henry County, GA

Site 3

N Ola Rd (South)
N Ola Rd (North)
Ola Middle/High School South Driveway



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

Lat/Long

33.444484°, -84.041601°

[Click here for Map](#)

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

All Trucks (4-13)

TIME	Northbound				Southbound				Eastbound				Int Total
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School South Driveway				
	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
0700 - 0715	0	5	0	5	4	1	0	5	0	2	0	2	12
0715 - 0730	0	5	0	5	2	0	0	2	1	0	0	1	8
0730 - 0745	0	6	0	6	3	0	0	3	0	4	0	4	13
0745 - 0800	0	4	0	4	5	1	0	6	1	7	0	8	18
Hourly Total	0	20	0	20	14	2	0	16	2	13	0	15	51
0800 - 0815	0	7	0	7	3	1	0	4	6	1	0	7	18
0815 - 0830	1	6	0	7	1	0	0	1	1	3	0	4	12
0830 - 0845	0	3	0	3	1	0	0	1	1	4	0	5	9
0845 - 0900	0	6	0	6	1	0	0	1	0	10	0	10	17
Hourly Total	1	22	0	23	6	1	0	7	8	18	0	26	56
Grand Total	1	42	0	43	20	3	0	23	10	31	0	41	107
Approach %	2.33	97.67	0.00	-	86.96	13.04	0.00	-	24.39	75.61	0.00	-	
Intersection %	0.93	39.25	0.00	40.19	18.69	2.80	0.00	21.50	9.35	28.97	0.00	38.32	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				Int Total
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School South Driveway				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
1400 - 1415	0	2	0	2	2	0	0	2	0	0	0	0	4
1415 - 1430	0	6	0	6	1	0	0	1	3	2	0	5	12
1430 - 1445	0	3	0	3	1	0	0	1	0	0	0	0	4
1445 - 1500	0	7	0	7	3	1	0	4	0	1	0	1	12
Hourly Total	0	18	0	18	7	1	0	8	3	3	0	6	32
1500 - 1515	0	12	0	12	8	1	0	9	0	4	0	4	25
1515 - 1530	0	3	0	3	0	0	0	0	0	0	0	0	3
1530 - 1545	0	6	0	6	0	0	0	0	6	12	0	18	24
1545 - 1600	0	2	0	2	0	0	0	0	0	5	0	5	7
Hourly Total	0	23	0	23	8	1	0	9	6	21	0	27	59
1600 - 1615	1	10	0	11	1	1	0	2	3	2	0	5	18
1615 - 1630	0	0	0	0	1	0	0	1	7	8	0	15	16
1630 - 1645	0	2	0	2	1	0	0	1	1	2	0	3	6
1645 - 1700	0	2	0	2	0	0	0	0	2	1	0	3	5
Hourly Total	1	14	0	15	3	1	0	4	13	13	0	26	45
1700 - 1715	0	4	0	4	0	1	0	1	0	0	0	0	5
1715 - 1730	1	0	0	1	3	1	0	4	0	0	0	0	5
1730 - 1745	0	1	0	1	0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	1	5	0	6	4	2	0	6	0	0	0	0	12
Grand Total	2	60	0	62	22	5	0	27	22	37	0	59	148
Approach %	3.23	96.77	0.00	-	81.48	18.52	0.00	-	37.29	62.71	0.00	-	
Intersection %	1.35	40.54	0.00	41.89	14.86	3.38	0.00	18.24	14.86	25.00	0.00	39.86	

Crosswalk Counts || Pedestrians

Henry County, GA

Site 3

N Ola Rd (South)
N Ola Rd (North)
Ola Middle/High School South Driveway

Date

Tuesday, January 30, 2024

Weather

Fair
47°F

Lat/Long

33.444484°, -84.041601°

[Click here for Map](#)

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Int Total
	N Ola Rd (South)			N Ola Rd (North)			Ola Middle/High School South Driveway			
	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App 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	3	3	0	0	3
0745 - 0800	0	0	0	0	0	2	2	0	0	2
Hourly Total	0	0	0	0	0	5	5	0	0	5
0800 - 0815	0	0	0	0	0	0	0	5	0	5
0815 - 0830	0	0	0	0	1	0	1	0	0	1
0830 - 0845	0	0	0	0	0	0	0	1	0	1
0845 - 0900	0	0	0	0	0	1	1	0	0	1
Hourly Total	0	0	0	0	1	1	2	6	0	8
Grand Total	0	0	0	0	1	6	7	6	0	13
Approach %	0.00	0.00	-	14.29	85.71	-	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	7.69	46.15	53.85	46.15	0.00	46.15	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Int Total
	N Ola Rd (South)			N Ola Rd (North)			Ola Middle/High School South Driveway			
	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	1	0	1	0	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	0	0	0	0	1
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	12	0	12	0	6	18
1530 - 1545	0	0	0	0	0	0	0	0	1	1
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	12	0	12	0	7	19
1600 - 1615	8	0	8	1	0	1	1	0	0	9
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	8	0	8	1	0	1	1	0	0	9
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	1	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1
Grand Total	9	0	9	13	0	13	13	1	7	30
Approach %	100.00	0.00	-	100.00	0.00	-	12.50	87.50	-	
Intersection %	30.00	0.00	30.00	43.33	0.00	43.33	3.33	23.33	26.67	

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Int
Total
1
0
0
0
1
0
0
0
0
0

[illegible]

Marr Traffic
DATA COLLECTION

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[illegible]

	Northbound				Southbound				Eastbound				
	N Ola Rd (South)				N Ola Rd (North)				Ola Middle/High School South Driveway				
TIME	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total	NB 3e	SB 3f		App Total	Int Total
1400 - 1415	0	0		0	0	0		0	0	0		0	0
1415 - 1430	0	0		0	0	0		0	0	0		0	0
1430 - 1445	0	0		0	0	0		0	0	0		0	0
1445 - 1500	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1500 - 1515	0	0		0	0	0		0	0	0		0	0
1515 - 1530	0	0		0	0	0		0	0	0		0	0
1530 - 1545	0	0		0	0	0		0	0	0		0	0
1545 - 1600	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
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	

Start Date: 1/30/2024		a Middle/High School South Drive					N Ola Rd (South)			N Ola Rd (North)				
		Eastbound			Westbound		Northbound			Southbound				
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total
15 Minute Totals														
12:00 AM - 12:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM		1	0	11	0	0	0	26	49	0	0	94	14	196
07:15 AM - 07:30 AM		10	0	8	0	0	0	45	140	0	0	184	23	410
07:30 AM - 07:45 AM		25	0	46	0	0	0	134	118	0	0	87	74	487
07:45 AM - 08:00 AM		40	0	61	0	0	0	122	28	0	0	28	108	389
08:00 AM - 08:15 AM		56	0	62	0	0	0	125	37	0	0	21	117	423
08:15 AM - 08:30 AM		45	0	100	0	0	0	54	45	0	0	31	42	318
08:30 AM - 08:45 AM		30	0	63	0	0	0	56	31	0	0	31	48	260
08:45 AM - 09:00 AM		41	0	79	0	0	0	75	28	0	0	34	65	323
09:00 AM - 09:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM		3	0	9	0	0	0	17	35	0	0	56	6	126
02:15 PM - 02:30 PM		35	0	45	0	0	0	16	44	0	0	41	12	195
02:30 PM - 02:45 PM		19	0	29	0	0	0	25	87	0	0	54	8	223
02:45 PM - 03:00 PM		3	0	10	0	0	0	39	61	0	0	37	20	170
03:00 PM - 03:15 PM		6	0	13	0	0	0	42	46	0	0	42	43	193
03:15 PM - 03:30 PM		95	0	110	0	0	0	40	40	0	0	49	35	387
03:30 PM - 03:45 PM		42	0	65	0	0	0	50	57	0	0	50	32	298
03:45 PM - 04:00 PM		22	0	33	0	0	0	35	60	0	0	40	23	213
04:00 PM - 04:15 PM		59	0	84	0	0	0	29	49	0	0	55	14	299
04:15 PM - 04:30 PM		48	0	89	0	0	0	17	41	0	0	48	12	255
04:30 PM - 04:45 PM		23	0	33	0	0	0	11	52	0	0	58	7	184
04:45 PM - 05:00 PM		14	0	32	0	0	0	14	52	0	0	65	13	190
05:00 PM - 05:15 PM		14	0	33	0	0	0	12	60	0	0	67	9	195
05:15 PM - 05:30 PM		18	0	32	0	0	0	18	61	0	0	92	9	230
05:30 PM - 05:45 PM		12	0	18	0	0	0	11	68	0	0	72	5	187
05:45 PM - 06:00 PM		13	0	15	0	0	0	12	88	0	0	82	2	212
06:00 PM - 06:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0



[Click here for Map](#)

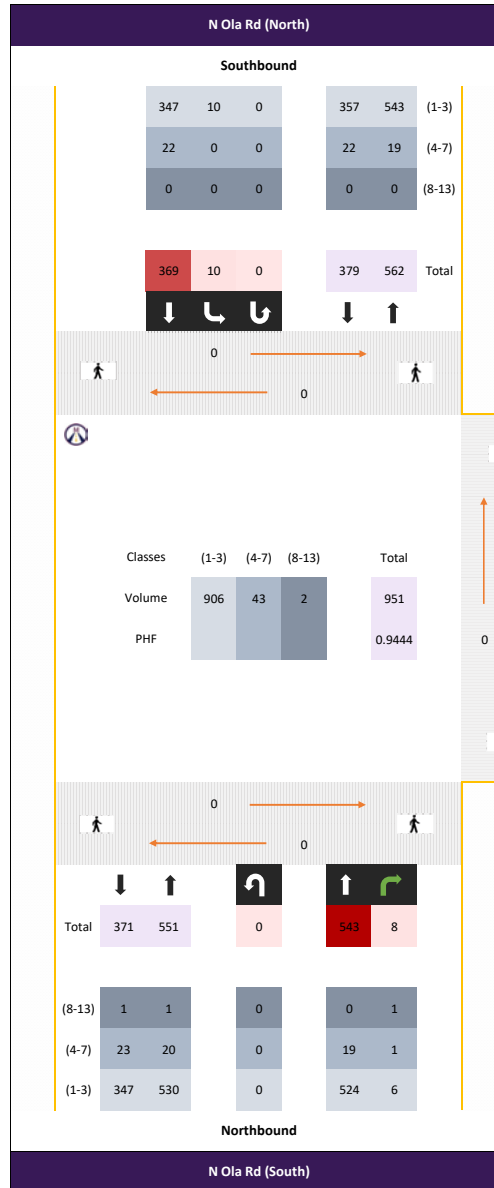
Peak Hour Turning Movement Count

Henry County, GA



Tuesday, January 30, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

0715 - 0815

Volume

Public North Driveway

Time	Northbound					Southbound					Westbound					Int Total								
	N Ola Rd (South)					N Ola Rd (North)					Publix North Driveway													
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total												
0730 - 0745	-	121	1	-	0	122	1	122	-	-	0	123	-	-	-	-	0	0	-	7	-	0	7	252
0745 - 0800	-	144	1	-	0	145	5	91	-	-	0	96	-	-	-	-	0	1	-	3	-	0	4	245
0800 - 0815	-	151	6	-	0	157	3	68	-	-	0	71	-	-	-	-	0	0	-	3	-	0	3	231
0815 - 0830	-	96	3	-	0	99	6	137	-	-	0	143	-	-	-	-	0	0	-	5	-	0	5	247
Total	0	512	11	0	0	523	15	418	0	0	0	433	0	0	0	0	0	1	0	18	0	0	19	975
Approach %	0.00	97.90	2.10	0.00	0.00	-	3.46	96.54	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	5.26	0.00	94.74	0.00	0.00	-	-
PHF	0.00	0.85	0.46	0.00	0.00	0.83	0.63	0.76	0.00	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.64	0.00	0.00	0.68	0.97

Time	Northbound					Southbound					Westbound					Int Total									
	N Ola Rd (South)					N Ola Rd (North)					Publix North Driveway														
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total					App Total	Left 4.7	Right 4.8		U-Turn 4.9	App Total							
0730 - 0745	-	117	1	-	0	118	1	119	-	-	0	120	-	-	-	-	0	0	-	7	-	0	7	245	
0745 - 0800	-	139	1	-	0	140	5	78	-	-	0	83	-	-	-	-	0	0	-	3	-	0	3	226	
0800 - 0815	-	144	4	-	0	148	3	64	-	-	0	67	-	-	-	-	0	0	-	3	-	0	3	218	
0815 - 0830	-	89	2	-	0	91	6	130	-	-	0	136	-	-	-	-	0	0	-	5	-	0	5	232	
Total	0	489	8	0	0	497	15	391	0	0	0	406	0	0	0	0	0	0	0	18	0	0	18	921	
Approach %	0.00	98.39	1.61	0.00	0.00	-	3.69	96.31	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.85	0.50	0.00	0.00	0.84	0.63	0.75	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.64	0.00	0.00	0.64	0.94

[illegible]

Time	Northbound					Southbound					Westbound					Int Total				
	N Ola Rd (South)					N Ola Rd (North)					Publix North Driveway									
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total		Left 4.4	Thru 4.5	U-Turn 4.6	App Total						App Total		Left 4.7	Right 4.8	U-Turn 4.9	App Total
0730 - 0745	-	0	0	-	0	0	0	-	0	0	-	-	-	-	-	0	0	-	0	0
0745 - 0800	-	0	0	-	0	0	0	-	0	0	-	-	-	-	-	1	0	-	0	1
0800 - 0815	-	0	1	-	0	1	0	0	0	0	-	-	-	-	0	0	0	-	0	0
0815 - 0830	-	0	0	-	0	0	0	-	0	0	-	-	-	-	0	1	0	-	0	0
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Approach %	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	100.00	0.00	0.00	0.00
PHF	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25

[illegible]



[Click here for Map](#)

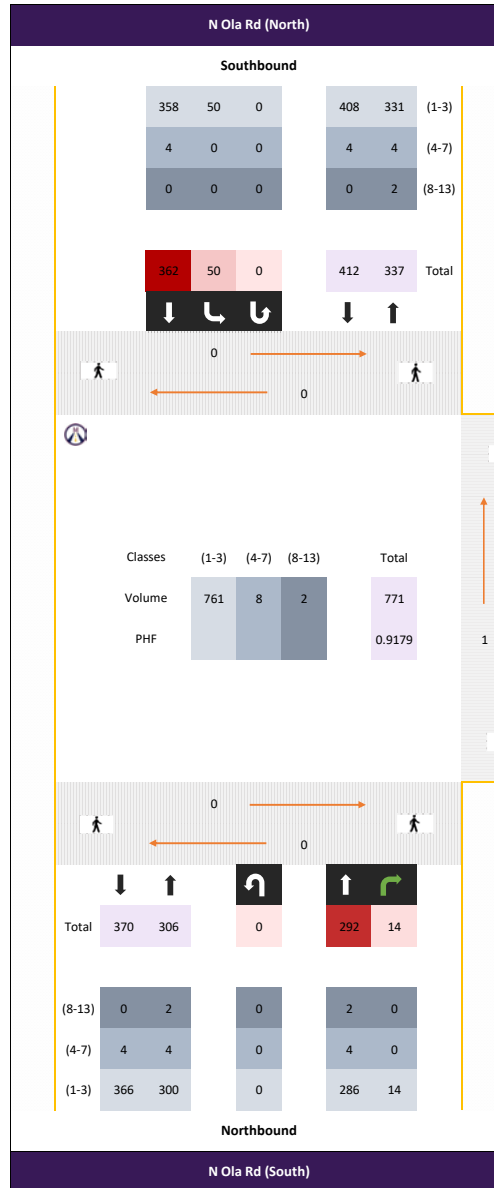
Peak Hour Turning Movement Count

Henry County, GA



Tuesday, January 30, 2024	
Period	1400 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

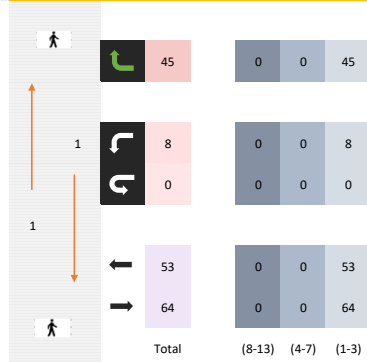


Session Parameters

(Drop Down Menu)

1700 - 1800

Volume



Public North Driveway

Time	Northbound						Southbound						Westbound						Int Total					
	N Ola Rd (South)					N Ola Rd (North)					Publix North Driveway													
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total		Left 4.4	Thru 4.5	U-Turn 4.6	App Total					App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total						
1530 - 1545	-	69	4	-	0	73	7	125	-	-	0	132	-	-	-	-	0	1	-	5	-	0	6	211
1545 - 1600	-	72	1	-	0	73	11	78	-	-	0	89	-	-	-	-	0	0	-	8	-	0	8	170
1600 - 1615	-	60	0	-	0	60	11	111	-	-	0	122	-	-	-	-	0	4	-	11	-	0	15	197
1615 - 1630	-	58	1	-	1	60	25	142	-	-	0	167	-	-	-	-	0	2	-	7	-	0	9	236
Total	0	259	6	0	1	266	54	456	0	0	0	510	0	0	0	0	0	7	0	31	0	0	38	814
Approach %	0.00	97.37	2.26	0.00	0.38	-	10.59	89.41	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	18.42	0.00	81.58	0.00	0.00	-	-
PHF	0.00	0.90	0.38	0.00	0.25	0.91	0.54	0.80	0.00	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.70	0.00	0.00	0.63	0.86

Time	Northbound					Southbound					Westbound					Int Total								
	N Ola Rd (South)					N Ola Rd (North)					Publix North Driveway													
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total					App Total	Left 4.7	Right 4.8		U-Turn 4.9	App Total						
1530 - 1545	-	63	4	-	0	67	7	114	-	-	0	121	-	-	-	-	0	1	-	5	-	0	6	194
1545 - 1600	-	71	1	-	0	72	11	72	-	-	0	83	-	-	-	-	0	0	-	8	-	0	8	163
1600 - 1615	-	50	0	-	0	50	11	108	-	-	0	119	-	-	-	-	0	3	-	11	-	0	14	183
1615 - 1630	-	56	1	-	1	58	25	132	-	-	0	157	-	-	-	-	0	1	-	7	-	0	8	223
Total	0	240	6	0	1	247	54	426	0	0	0	480	0	0	0	0	0	5	0	31	0	0	36	763
Approach %	0.00	97.17	2.43	0.00	0.40	-	11.25	88.75	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	13.89	0.00	86.11	0.00	0.00	-	-
PHF	0.00	0.85	0.38	0.00	0.25	0.86	0.54	0.81	0.00	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.70	0.00	0.00	0.64	0.86

Time	Northbound						Southbound						Westbound						Int Total				
	N Ola Rd (South)					N Ola Rd (North)					Publix North Driveway												
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total		Left 4.4	Thru 4.5	U-Turn 4.6	App Total					App Total	Left 4.7		Right 4.8	U-Turn 4.9		App Total			
1530 - 1545	-	6	0	-	0	6	0	10	-	-	0	10	-	-	-	-	0	0	-	0	0	16	
1545 - 1600	-	1	0	-	0	1	0	4	-	-	0	4	-	-	-	-	0	0	-	0	0	5	
1600 - 1615	-	9	0	-	0	9	0	2	-	-	0	2	-	-	-	-	0	0	-	0	0	11	
1615 - 1630	-	2	0	-	0	2	0	10	-	-	0	10	-	-	-	-	0	1	-	0	1	13	
Total	0	18	0	0	0	18	0	26	0	0	0	26	0	0	0	0	0	1	0	0	0	1	45
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	100.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.65	0.00	0.00	0.00	0.65	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.70

Time	Northbound						Southbound						Westbound						Int Total				
	N Ola Rd (South)					N Ola Rd (North)					Publix North Driveway												
	Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total					App Total	Left 4.7		Right 4.8			U-Turn 4.9	App Total	
1530 - 1545	-	0	0	-	0	0	0	1	-	0	1	-	-	-	-	-	0	0	-	0	-	0	1
1545 - 1600	-	0	0	-	0	0	0	2	-	0	2	-	-	-	-	-	0	0	-	0	-	0	2
1600 - 1615	-	1	0	-	0	1	0	1	-	0	1	-	-	-	-	-	0	1	-	0	-	0	1
1615 - 1630	-	0	0	-	0	0	0	0	-	0	0	-	-	-	-	-	0	-	0	-	0	0	0
Total	0	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	1	0	0	0	0	1	6
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	-	100.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.50

[illegible]

Classified Turn Movement Count || All vehicles

Henry County, GA

Site 4

N Ola Rd (South)
N Ola Rd (North)



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

Lat/Long

33.437874°, -84.041648°
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Publix North Driveway



0700 - 0900 (Weekday 2h Session) (01-30-2024)

All vehicles

TIME	Northbound				Southbound			
	N Ola Rd (South)				N Ola Rd (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
0700 - 0715	74	0	0	74	4	53	1	58
0715 - 0730	127	0	0	127	2	88	0	90
0730 - 0745	121	1	0	122	1	122	0	123
0745 - 0800	144	1	0	145	5	91	0	96
Hourly Total	466	2	0	468	12	354	1	367
0800 - 0815	151	6	0	157	3	68	0	71
0815 - 0830	96	3	0	99	6	137	0	143
0830 - 0845	75	1	0	76	1	88	0	89
0845 - 0900	90	0	0	90	4	95	1	100
Hourly Total	412	10	0	422	14	388	1	403
Grand Total	878	12	0	890	26	742	2	770
Approach %	98.65	1.35	0.00	-	3.38	96.36	0.26	-
Intersection %	51.65	0.71	0.00	52.35	1.53	43.65	0.12	45.29
Heavy Vehicle %	4	25	-	5	4	6	0	6
PHF	0.85	0.46	0.00	0.83	0.63	0.76	0.00	0.76

Westbound					
Publix North Driveway					
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total	
1	4	0	5	137	
1	6	0	7	224	
0	7	0	7	252	
1	3	0	4	245	
3	20	0	23	858	
0	3	0	3	231	
0	5	0	5	247	
1	7	0	8	173	
0	1	0	1	191	
1	16	0	17	842	
4	36	0	40	1700	
10.00	90.00	0.00	-		
0.24	2.12	0.00	2.35		
75	3	-	10	5	
0.25	0.64	0.00	0.68	0.97	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

All vehicles

TIME	Northbound				Southbound			
	N Ola Rd (South)				N Ola Rd (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
1400 - 1415	42	2	1	45	2	46	0	48
1415 - 1430	61	2	0	63	3	41	0	44
1430 - 1445	51	1	0	52	5	101	0	106
1445 - 1500	68	2	0	70	8	63	0	71
Hourly Total	222	7	1	230	18	251	0	269
1500 - 1515	71	1	0	72	4	49	0	53
1515 - 1530	62	0	0	62	11	130	0	141
1530 - 1545	69	4	0	73	7	125	0	132
1545 - 1600	72	1	0	73	11	78	0	89
Hourly Total	274	6	0	280	33	382	0	415
1600 - 1615	60	0	0	60	11	111	0	122
1615 - 1630	58	1	1	60	25	142	0	167
1630 - 1645	52	0	0	52	17	64	0	81
1645 - 1700	55	1	0	56	14	86	0	100
Hourly Total	225	2	1	228	67	403	0	470
1700 - 1715	70	6	0	76	9	76	0	85
1715 - 1730	63	5	0	68	14	110	0	124
1730 - 1745	75	0	0	75	8	83	0	91
1745 - 1800	84	3	0	87	19	93	0	112
Hourly Total	292	14	0	306	50	362	0	412
Grand Total	1013	29	2	1044	168	1398	0	1566
Approach %	97.03	2.78	0.19	-	10.73	89.27	0.00	-
Intersection %	36.40	1.04	0.07	37.51	6.04	50.23	0.00	56.27
Heavy Vehicle %	6	0	0	6	0	4	-	4
PHF	0.90	0.38	0.25	0.91	0.54	0.80	0.00	0.76

Westbound					
Publix North Driveway					
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total	
2	9	0	11	104	
1	5	0	6	113	
0	4	0	4	162	
5	3	0	8	149	
8	21	0	29	528	
0	10	0	10	135	
1	12	0	13	216	
1	5	0	6	211	
0	8	0	8	170	
2	35	0	37	732	
4	11	0	15	197	
2	7	0	9	236	
3	15	0	18	151	
0	12	0	12	168	
9	45	0	54	752	
3	15	0	18	179	
3	9	0	12	204	
0	12	0	12	178	
2	9	0	11	210	
8	45	0	53	771	
27	146	0	173	2783	
15.61	84.39	0.00	-		
0.97	5.25	0.00	6.22		
7	0	-	1	4	
0.44	0.70	0.00	0.63	0.86	

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

Henry County, GA

Site 4

N Ola Rd (South)
N Ola Rd (North)



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

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Lat/Long

33.437874°, -84.041648°

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Publix North Driveway



0700 - 0900 (Weekday 2h Session) (01-30-2024)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound			
	N Ola Rd (South)				N Ola Rd (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
0700 - 0715	70	0	0	70	3	48	1	52
0715 - 0730	124	0	0	124	1	86	0	87
0730 - 0745	117	1	0	118	1	119	0	120
0745 - 0800	139	1	0	140	5	78	0	83
Hourly Total	450	2	0	452	10	331	1	342
0800 - 0815	144	4	0	148	3	64	0	67
0815 - 0830	89	2	0	91	6	130	0	136
0830 - 0845	69	1	0	70	1	82	0	83
0845 - 0900	88	0	0	88	4	88	1	93
Hourly Total	390	7	0	397	14	364	1	379
Grand Total	840	9	0	849	24	695	2	721
Approach %	98.94	1.06	0.00	-	3.33	96.39	0.28	-
Intersection %	52.30	0.56	0.00	52.86	1.49	43.28	0.12	44.89

Westbound					
Publix North Driveway					
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total	
1	4	0	5	127	
0	6	0	6	217	
0	7	0	7	245	
0	3	0	3	226	
1	20	0	21	815	
0	3	0	3	218	
0	5	0	5	232	
0	7	0	7	160	
0	0	0	0	181	
0	15	0	15	791	
1	35	0	36	1606	
2.78	97.22	0.00	-		
0.06	2.18	0.00	2.24		

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound			
	N Ola Rd (South)				N Ola Rd (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
1400 - 1415	38	2	1	41	2	44	0	46
1415 - 1430	58	2	0	60	3	38	0	41
1430 - 1445	49	1	0	50	5	100	0	105
1445 - 1500	61	2	0	63	8	59	0	67
Hourly Total	206	7	1	214	18	241	0	259
1500 - 1515	59	1	0	60	4	38	0	42
1515 - 1530	59	0	0	59	11	129	0	140
1530 - 1545	63	4	0	67	7	114	0	121
1545 - 1600	71	1	0	72	11	72	0	83
Hourly Total	252	6	0	258	33	353	0	386
1600 - 1615	50	0	0	50	11	108	0	119
1615 - 1630	56	1	1	58	25	132	0	157
1630 - 1645	51	0	0	51	17	62	0	79
1645 - 1700	53	1	0	54	14	85	0	99
Hourly Total	210	2	1	213	67	387	0	454
1700 - 1715	66	6	0	72	9	76	0	85
1715 - 1730	62	5	0	67	14	107	0	121
1730 - 1745	74	0	0	74	8	83	0	91
1745 - 1800	84	3	0	87	19	92	0	111
Hourly Total	286	14	0	300	50	358	0	408
Grand Total	954	29	2	985	168	1339	0	1507
Approach %	96.85	2.94	0.20	-	11.15	88.85	0.00	-
Intersection %	35.82	1.09	0.08	36.99	6.31	50.28	0.00	56.59

Westbound					
Publix North Driveway					
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total	
2	9	0	11	98	
1	5	0	6	107	
0	4	0	4	159	
5	3	0	8	138	
8	21	0	29	502	
0	10	0	10	112	
1	12	0	13	212	
1	5	0	6	194	
0	8	0	8	163	
2	35	0	37	681	
3	11	0	14	183	
1	7	0	8	223	
3	15	0	18	148	
0	12	0	12	165	
7	45	0	52	719	
3	15	0	18	175	
3	9	0	12	200	
0	12	0	12	177	
2	9	0	11	209	
8	45	0	53	761	
25	146	0	171	2663	
14.62	85.38	0.00	-		
0.94	5.48	0.00	6.42		

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

Henry County, GA

Site 4

N Ola Rd (South)
N Ola Rd (North)



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

[Click here for Detailed Weather](#)

Lat/Long

33.437874°, -84.041648°

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Publix North Driveway



0700 - 0900 (Weekday 2h Session) (01-30-2024)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	N Ola Rd (South)				N Ola Rd (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
0700 - 0715	4	0	0	4	1	5	0	6
0715 - 0730	3	0	0	3	0	2	0	2
0730 - 0745	4	0	0	4	0	3	0	3
0745 - 0800	5	0	0	5	0	13	0	13
Hourly Total	16	0	0	16	1	23	0	24
0800 - 0815	7	1	0	8	0	4	0	4
0815 - 0830	7	1	0	8	0	7	0	7
0830 - 0845	6	0	0	6	0	4	0	4
0845 - 0900	2	0	0	2	0	7	0	7
Hourly Total	22	2	0	24	0	22	0	22
Grand Total	38	2	0	40	1	45	0	46
Approach %	95.00	5.00	0.00	-	2.17	97.83	0.00	-
Intersection %	42.70	2.25	0.00	44.94	1.12	50.56	0.00	51.69

Westbound					
Publix North Driveway					
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total	
0	0	0	0	10	
1	0	0	1	6	
0	0	0	0	7	
0	0	0	0	18	
1	0	0	1	41	
0	0	0	0	12	
0	0	0	0	15	
1	0	0	1	11	
0	1	0	1	10	
1	1	0	2	48	
2	1	0	3	89	
66.67	33.33	0.00	-		
2.25	1.12	0.00	3.37		

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	N Ola Rd (South)				N Ola Rd (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
1400 - 1415	4	0	0	4	0	2	0	2
1415 - 1430	2	0	0	2	0	3	0	3
1430 - 1445	2	0	0	2	0	1	0	1
1445 - 1500	7	0	0	7	0	4	0	4
Hourly Total	15	0	0	15	0	10	0	10
1500 - 1515	12	0	0	12	0	10	0	10
1515 - 1530	2	0	0	2	0	1	0	1
1530 - 1545	6	0	0	6	0	10	0	10
1545 - 1600	1	0	0	1	0	4	0	4
Hourly Total	21	0	0	21	0	25	0	25
1600 - 1615	9	0	0	9	0	2	0	2
1615 - 1630	2	0	0	2	0	10	0	10
1630 - 1645	1	0	0	1	0	2	0	2
1645 - 1700	2	0	0	2	0	1	0	1
Hourly Total	14	0	0	14	0	15	0	15
1700 - 1715	2	0	0	2	0	0	0	0
1715 - 1730	1	0	0	1	0	3	0	3
1730 - 1745	1	0	0	1	0	0	0	0
1745 - 1800	0	0	0	0	0	1	0	1
Hourly Total	4	0	0	4	0	4	0	4
Grand Total	54	0	0	54	0	54	0	54
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	49.54	0.00	0.00	49.54	0.00	49.54	0.00	49.54

Westbound					
Publix North Driveway					
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total	
0	0	0	0	6	
0	0	0	0	5	
0	0	0	0	3	
0	0	0	0	11	
0	0	0	0	25	
0	0	0	0	22	
0	0	0	0	3	
0	0	0	0	16	
0	0	0	0	5	
0	0	0	0	46	
0	0	0	0	11	
1	0	0	1	13	
0	0	0	0	3	
0	0	0	0	3	
1	0	0	1	30	
0	0	0	0	2	
0	0	0	0	4	
0	0	0	0	1	
0	0	0	0	1	
0	0	0	0	8	
1	0	0	1	109	
100.00	0.00	0.00	-		
0.92	0.00	0.00	0.92		

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

Henry County, GA

Site 4

N Ola Rd (South)
N Ola Rd (North)



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

Lat/Long

33.437874°, -84.041648°
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Publix North Driveway



0700 - 0900 (Weekday 2h Session) (01-30-2024)

Combination Trucks (8-13)

TIME	Northbound				Southbound			
	N Ola Rd (South)				N Ola Rd (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800 - 0815	0	1	0	1	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	2	0	2
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	1	0	2	0	2
Grand Total	0	1	0	1	0	2	0	2
Approach %	0.00	100.00	0.00	-	0.00	100.00	0.00	-
Intersection %	0.00	25.00	0.00	25.00	0.00	50.00	0.00	50.00

Westbound					
Publix North Driveway					
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
1	0	0	1	1	
1	0	0	1	1	
0	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	2
0	0	0	0	0	0
0	0	0	0	0	3
1	0	0	1	4	
100.00	0.00	0.00	-		
25.00	0.00	0.00	25.00		

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Combination Trucks (8-13)

TIME	Northbound				Southbound			
	N Ola Rd (South)				N Ola Rd (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
1400 - 1415	0	0	0	0	0	0	0	0
1415 - 1430	1	0	0	1	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0
1500 - 1515	0	0	0	0	0	1	0	1
1515 - 1530	1	0	0	1	0	0	0	0
1530 - 1545	0	0	0	0	0	1	0	1
1545 - 1600	0	0	0	0	0	2	0	2
Hourly Total	1	0	0	1	0	4	0	4
1600 - 1615	1	0	0	1	0	1	0	1
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	1	0	1
1700 - 1715	2	0	0	2	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	2	0	0	0	0
Grand Total	5	0	0	5	0	5	0	5
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	45.45	0.00	0.00	45.45	0.00	45.45	0.00	45.45

Westbound					
Publix North Driveway					
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total	
0	0	0	0	0	
0	0	0	0	1	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	1	
0	0	0	0	1	
0	0	0	0	1	
0	0	0	0	2	
0	0	0	0	5	
1	0	0	1	3	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
1	0	0	1	3	
0	0	0	0	2	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	2	
1	0	0	1	11	
100.00	0.00	0.00	-		
9.09	0.00	0.00	9.09		

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Westbound						
Public North Driveway						
Left 4.7		Right 4.8		U-Turn 4.9	App Total	Int Total
0		0		0	0	0
0		0		0	0	1
0		0		0	0	0
0		0		0	0	0
0		0		0	0	1
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	

[illegible]

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

Henry County, GA

Site 4

N Ola Rd (South)
N Ola Rd (North)



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

Lat/Long

33.437874°, -84.041648°
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Publix North Driveway



0700 - 0900 (Weekday 2h Session) (01-30-2024)

All Trucks (4-13)

TIME	Northbound				Southbound			
	N Ola Rd (South)				N Ola Rd (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
0700 - 0715	4	0	0	4	1	5	0	6
0715 - 0730	3	0	0	3	0	2	0	2
0730 - 0745	4	0	0	4	0	3	0	3
0745 - 0800	5	0	0	5	0	13	0	13
Hourly Total	16	0	0	16	1	23	0	24
0800 - 0815	7	2	0	9	0	4	0	4
0815 - 0830	7	1	0	8	0	7	0	7
0830 - 0845	6	0	0	6	0	6	0	6
0845 - 0900	2	0	0	2	0	7	0	7
Hourly Total	22	3	0	25	0	24	0	24
Grand Total	38	3	0	41	1	47	0	48
Approach %	92.68	7.32	0.00	-	2.08	97.92	0.00	-
Intersection %	40.86	3.23	0.00	44.09	1.08	50.54	0.00	51.61

Westbound					
Publix North Driveway					
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total	
0	0	0	0	0	10
1	0	0	1	6	
0	0	0	0	7	
1	0	0	1	19	
2	0	0	2	42	
0	0	0	0	13	
0	0	0	0	15	
1	0	0	1	13	
0	1	0	1	10	
1	1	0	2	51	
3	1	0	4	93	
75.00	25.00	0.00	-		
3.23	1.08	0.00	4.30		

1400 - 1800 (Weekday 4h Session) (01-30-2024)

All Trucks (4-13)

TIME	Northbound				Southbound			
	N Ola Rd (South)				N Ola Rd (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
1400 - 1415	4	0	0	4	0	2	0	2
1415 - 1430	3	0	0	3	0	3	0	3
1430 - 1445	2	0	0	2	0	1	0	1
1445 - 1500	7	0	0	7	0	4	0	4
Hourly Total	16	0	0	16	0	10	0	10
1500 - 1515	12	0	0	12	0	11	0	11
1515 - 1530	3	0	0	3	0	1	0	1
1530 - 1545	6	0	0	6	0	11	0	11
1545 - 1600	1	0	0	1	0	6	0	6
Hourly Total	22	0	0	22	0	29	0	29
1600 - 1615	10	0	0	10	0	3	0	3
1615 - 1630	2	0	0	2	0	10	0	10
1630 - 1645	1	0	0	1	0	2	0	2
1645 - 1700	2	0	0	2	0	1	0	1
Hourly Total	15	0	0	15	0	16	0	16
1700 - 1715	4	0	0	4	0	0	0	0
1715 - 1730	1	0	0	1	0	3	0	3
1730 - 1745	1	0	0	1	0	0	0	0
1745 - 1800	0	0	0	0	0	1	0	1
Hourly Total	6	0	0	6	0	4	0	4
Grand Total	59	0	0	59	0	59	0	59
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	49.17	0.00	0.00	49.17	0.00	49.17	0.00	49.17

Westbound					
Publix North Driveway					
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total	
0	0	0	0	6	
0	0	0	0	6	
0	0	0	0	3	
0	0	0	0	11	
0	0	0	0	26	
0	0	0	0	23	
0	0	0	0	4	
0	0	0	0	17	
0	0	0	0	7	
0	0	0	0	51	
1	0	0	1	14	
1	0	0	1	13	
0	0	0	0	3	
0	0	0	0	3	
2	0	0	2	33	
0	0	0	0	4	
0	0	0	0	4	
0	0	0	0	1	
0	0	0	0	1	
0	0	0	0	10	
2	0	0	2	120	
100.00	0.00	0.00	-		
1.67	0.00	0.00	1.67		

Marr Traffic
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Westbound					
Publix North Driveway					
NB 4g	SB 4h		App Total	Int Total	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0.00	0.00		-		
0.00	0.00		0.00		

[illegible][illegible]

Marr Traffic
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Henry County, GA

Site 4

N Ola Rd (South)
N Ola Rd (North)

Publix North Driveway

Date _____

Tuesday, January 30, 2024

Weather

Fair
47°F

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Lat/Long

33.437874°, -84.041648°

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

Bikes

TIME	Northbound			Southbound		
	N Ola Rd (South)			N Ola Rd (North)		
	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total
0700 - 0715	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00

Westbound					
Publix North Driveway					
NB 4g	SB 4h		App Total	Int Total	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0.00	0.00		-		
0.00	0.00		0.00		

1400 - 1800 (Weekday 4h Session) (01-30-2024)

2400
Bikes

	Northbound			Southbound		
	N Ola Rd (South)			N Ola Rd (North)		
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total
1400 - 1415	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00

[illegible]

Marr Traffic
DATA COLLECTION

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[illegible]

Start Date: 1/30/2024				Publix North Driveway			N Ola Rd (South)			N Ola Rd (North)			
				Westbound			Northbound			Southbound			
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	1	0	4	0	74	0	4	53	0	137
07:15 AM - 07:30 AM	0	0	0	1	0	6	0	127	0	2	88	0	224
07:30 AM - 07:45 AM	0	0	0	0	0	7	0	121	1	1	122	0	252
07:45 AM - 08:00 AM	0	0	0	1	0	3	0	144	1	5	91	0	245
08:00 AM - 08:15 AM	0	0	0	0	0	3	0	151	6	3	68	0	231
08:15 AM - 08:30 AM	0	0	0	0	0	5	0	96	3	6	137	0	247
08:30 AM - 08:45 AM	0	0	0	1	0	7	0	75	1	1	88	0	173
08:45 AM - 09:00 AM	0	0	0	0	0	1	0	90	0	4	95	0	191
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	2	0	9	0	42	2	2	46	0	104
02:15 PM - 02:30 PM	0	0	0	1	0	5	0	61	2	3	41	0	113
02:30 PM - 02:45 PM	0	0	0	0	0	4	0	51	1	5	101	0	162
02:45 PM - 03:00 PM	0	0	0	5	0	3	0	68	2	8	63	0	149
03:00 PM - 03:15 PM	0	0	0	0	0	10	0	71	1	4	49	0	135
03:15 PM - 03:30 PM	0	0	0	1	0	12	0	62	0	11	130	0	216
03:30 PM - 03:45 PM	0	0	0	1	0	5	0	69	4	7	125	0	211
03:45 PM - 04:00 PM	0	0	0	0	0	8	0	72	1	11	78	0	170
04:00 PM - 04:15 PM	0	0	0	4	0	11	0	60	0	11	111	0	197
04:15 PM - 04:30 PM	0	0	0	2	0	7	0	58	1	25	142	0	236
04:30 PM - 04:45 PM	0	0	0	3	0	15	0	52	0	17	64	0	151
04:45 PM - 05:00 PM	0	0	0	0	0	12	0	55	1	14	86	0	168
05:00 PM - 05:15 PM	0	0	0	3	0	15	0	70	6	9	76	0	180
05:15 PM - 05:30 PM	0	0	0	3	0	9	0	63	5	14	110	0	204
05:30 PM - 05:45 PM	0	0	0	0	0	12	0	75	0	8	83	0	178
05:45 PM - 06:00 PM	0	0	0	2	0	9	0	84	3	19	93	0	211
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0



[Click here for Map](#)

Peak Hour Turning Movement Count

Henry County, GA

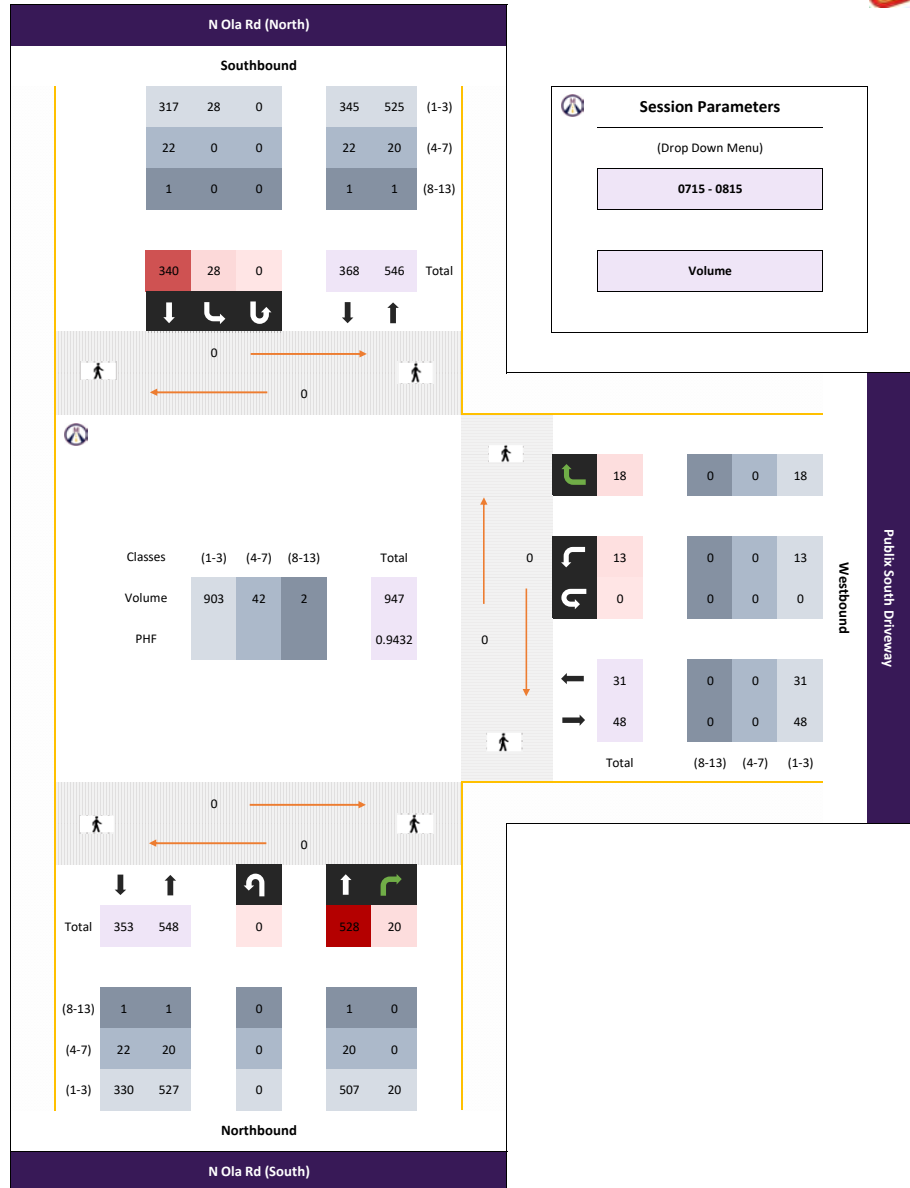


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Tuesday, January 30, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Time	Northbound					Southbound					Westbound					Int Total								
	N Ola Rd (South)					N Ola Rd (North)					Publix South Driveway													
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total					App Total	Left 5.7	Right 5.8		U-Turn 5.9	App Total						
0730 - 0745	-	120	2	-	0	122	7	111	-	-	0	118	-	-	-	-	0	6	-	5	-	0	11	251
0745 - 0800	-	139	5	-	0	144	4	90	-	-	0	94	-	-	-	-	0	1	-	8	-	0	9	247
0800 - 0815	-	142	6	-	0	148	8	62	-	-	0	70	-	-	-	-	0	0	-	5	-	0	5	223
0815 - 0830	-	93	6	-	0	99	13	121	-	-	0	134	-	-	-	-	0	4	-	5	-	0	9	242
Total	0	494	19	0	0	513	32	384	0	0	0	416	0	0	0	0	0	11	0	23	0	0	34	963
Approach %	0.00	96.30	3.70	0.00	0.00	-	7.69	92.31	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	32.35	0.00	67.65	0.00	0.00	-	-
PHF	0.00	0.87	0.79	0.00	0.00	0.87	0.62	0.79	0.00	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.00	0.46	0.00	0.72	0.00	0.00	0.77	0.96

Time	Northbound					Southbound					Westbound					Int Total								
	N Ola Rd (South)					N Ola Rd (North)					Publix South Driveway													
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total					App Total	Left 5.7	Right 5.8		U-Turn 5.9	App Total						
0730 - 0745	-	116	2	-	0	118	7	108	-	-	0	115	-	-	-	-	0	6	-	5	-	0	11	244
0745 - 0800	-	134	5	-	0	139	4	76	-	-	0	80	-	-	-	-	0	1	-	8	-	0	9	228
0800 - 0815	-	133	6	-	0	139	8	58	-	-	0	66	-	-	-	-	0	0	-	5	-	0	5	210
0815 - 0830	-	85	6	-	0	91	13	114	-	-	0	127	-	-	-	-	0	4	-	5	-	0	9	227
Total	0	468	19	0	0	487	32	356	0	0	0	388	0	0	0	0	0	11	0	23	0	0	34	909
Approach %	0.00	96.10	3.90	0.00	0.00	-	8.25	91.75	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	32.35	0.00	67.65	0.00	0.00	-	-
PHF	0.00	0.87	0.79	0.00	0.00	0.88	0.62	0.78	0.00	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.00	0.46	0.00	0.72	0.00	0.00	0.77	0.93

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[Click here for Map](#)

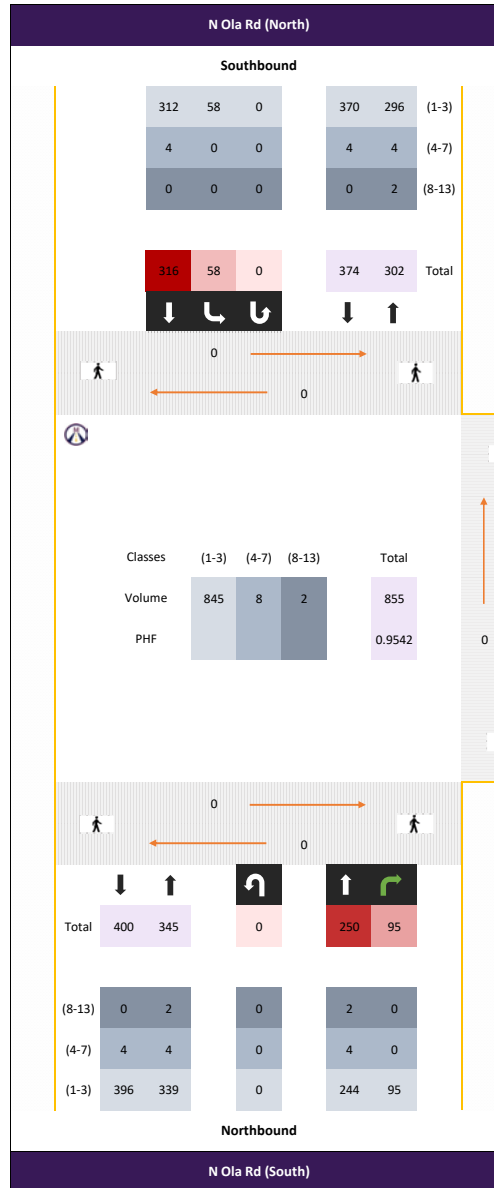
Peak Hour Turning Movement Count

Henry County, GA



Tuesday, January 30, 2024	
Period	1400 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

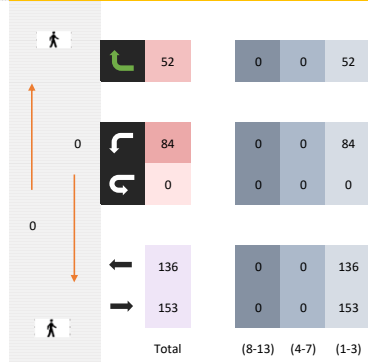


Session Parameters

(Drop Down Menu)

1700 - 1800

Volume



Public South Driveway

Time	Northbound						Southbound						Westbound						Int Total					
	N Ola Rd (South)						N Ola Rd (North)						Publix South Driveway											
	Thru 5.1	Right 5.2		U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total				App Total	Left 5.7		Right 5.8	U-Turn 5.9		App Total				
1515 - 1530	-	57	21	-	1	79	17	115	-	-	0	132	-	-	-	-	0	10	-	8	-	0	18	229
1530 - 1545	-	60	13	-	0	73	10	108	-	-	0	118	-	-	-	-	0	18	-	11	-	0	29	220
1545 - 1600	-	62	18	-	0	80	6	77	-	-	0	83	-	-	-	-	0	18	-	12	-	0	30	193
1600 - 1615	-	54	24	-	0	78	18	107	-	-	0	125	-	-	-	-	0	14	-	5	-	0	19	222
Total	0	233	76	0	1	310	51	407	0	0	0	458	0	0	0	0	0	60	0	36	0	0	96	864
Approach %	0.00	75.16	24.52	0.00	0.32	-	11.14	88.86	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	62.50	0.00	37.50	0.00	0.00	-	-
PHF	0.00	0.94	0.79	0.00	0.25	0.97	0.71	0.88	0.00	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.00	0.83	0.00	0.75	0.00	0.00	0.80	0.94

Time	Northbound					Southbound					Westbound					Int Total								
	N Ola Rd (South)					N Ola Rd (North)					Publix South Driveway													
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total					App Total	Left 5.7	Right 5.8		U-Turn 5.9	App Total						
1515 - 1530	-	53	21	-	1	75	17	114	-	-	0	131	-	-	-	-	0	10	-	8	-	0	18	224
1530 - 1545	-	55	13	-	0	68	10	97	-	-	0	107	-	-	-	-	0	18	-	11	-	0	29	204
1545 - 1600	-	61	18	-	0	79	6	71	-	-	0	77	-	-	-	-	0	18	-	12	-	0	30	186
1600 - 1615	-	44	24	-	0	68	18	103	-	-	0	121	-	-	-	-	0	14	-	5	-	0	19	208
Total	0	213	76	0	1	290	51	385	0	0	0	436	0	0	0	0	0	60	0	36	0	0	96	822
Approach %	0.00	73.45	26.21	0.00	0.34	-	11.70	88.30	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	62.50	0.00	37.50	0.00	0.00	-	-
PHF	0.00	0.87	0.79	0.00	0.25	0.92	0.71	0.84	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.83	0.00	0.75	0.00	0.00	0.80	0.92

[illegible][illegible][illegible]

Classified Turn Movement Count || All vehicles

Henry County, GA

Site 5

N Ola Rd (South)
N Ola Rd (North)



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

[Click here for Detailed Weather](#)

Publix South Driveway

Lat/Long

33.436730°, -84.041627°

[Click here for Map](#)



0700 - 0900 (Weekday 2h Session) (01-30-2024)

All vehicles

TIME	Northbound				Southbound			
	N Ola Rd (South)				N Ola Rd (North)			
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
0700 - 0715	72	5	0	77	4	54	0	58
0715 - 0730	127	7	0	134	9	77	0	86
0730 - 0745	120	2	0	122	7	111	0	118
0745 - 0800	139	5	0	144	4	90	0	94
Hourly Total	458	19	0	477	24	332	0	356
0800 - 0815	142	6	0	148	8	62	0	70
0815 - 0830	93	6	0	99	13	121	0	134
0830 - 0845	73	1	0	74	6	83	0	89
0845 - 0900	84	15	0	99	9	90	0	99
Hourly Total	392	28	0	420	36	356	0	392
Grand Total	850	47	0	897	60	688	0	748
Approach %	94.76	5.24	0.00	-	8.02	91.98	0.00	-
Intersection %	49.74	2.75	0.00	52.49	3.51	40.26	0.00	43.77
Heavy Vehicle %	5	0	-	4	0	7	-	7
PHF	0.87	0.79	0.00	0.87	0.62	0.79	0.00	0.78

Westbound					
Publix South Driveway					
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total	
0	3	0	3	138	
6	0	0	6	226	
6	5	0	11	251	
1	8	0	9	247	
13	16	0	29	862	
0	5	0	5	223	
4	5	0	9	242	
6	8	0	14	177	
2	5	0	7	205	
12	23	0	35	847	
25	39	0	64	1709	
39.06	60.94	0.00	-		
1.46	2.28	0.00	3.74		
0	3	-	2	5	
0.46	0.72	0.00	0.77	0.96	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

All vehicles

TIME	Northbound				Southbound			
	N Ola Rd (South)				N Ola Rd (North)			
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
1400 - 1415	43	9	0	52	3	45	0	48
1415 - 1430	49	15	0	64	7	36	0	43
1430 - 1445	46	15	0	61	15	87	0	102
1445 - 1500	60	17	0	77	10	59	0	69
Hourly Total	198	56	0	254	35	227	0	262
1500 - 1515	65	12	0	77	7	43	0	50
1515 - 1530	57	21	1	79	17	115	0	132
1530 - 1545	60	13	0	73	10	108	0	118
1545 - 1600	62	18	0	80	6	77	0	83
Hourly Total	244	64	1	309	40	343	0	383
1600 - 1615	54	24	0	78	18	107	0	125
1615 - 1630	47	25	0	72	9	122	0	131
1630 - 1645	46	18	0	64	13	57	0	70
1645 - 1700	48	17	0	65	9	74	0	83
Hourly Total	195	84	0	279	49	360	0	409
1700 - 1715	64	27	0	91	8	76	0	84
1715 - 1730	57	16	0	73	20	93	0	113
1730 - 1745	62	22	0	84	13	72	0	85
1745 - 1800	67	30	0	97	17	75	0	92
Hourly Total	250	95	0	345	58	316	0	374
Grand Total	887	299	1	1187	182	1246	0	1428
Approach %	74.73	25.19	0.08	-	12.75	87.25	0.00	-
Intersection %	29.05	9.79	0.03	38.88	5.96	40.81	0.00	46.77
Heavy Vehicle %	7	1	0	5	0	5	-	4
PHF	0.94	0.79	0.25	0.97	0.71	0.88	0.00	0.87

Westbound					
Publix South Driveway					
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total	
17	7	0	24	124	
5	7	0	12	119	
22	8	0	30	193	
13	7	0	20	166	
57	29	0	86	602	
13	9	0	22	149	
10	8	0	18	229	
18	11	0	29	220	
18	12	0	30	193	
59	40	0	99	791	
14	5	0	19	222	
16	9	0	25	228	
24	8	0	32	166	
28	13	0	41	189	
82	35	0	117	805	
28	13	0	41	216	
17	8	0	25	211	
23	12	0	35	204	
16	19	0	35	224	
84	52	0	136	855	
282	156	0	438	3053	
64.38	35.62	0.00	-		
9.24	5.11	0.00	14.35		
1	1	-	1	4	
0.83	0.75	0.00	0.80	0.94	

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

Henry County, GA

Site 5

N Ola Rd (South)
N Ola Rd (North)



Date

Tuesday, January 30, 2024

Weather

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Publix South Driveway



0700 - 0900 (Weekday 2h Session) (01-30-2024)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound			
	N Ola Rd (South)				N Ola Rd (North)			
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
0700 - 0715	69	5	0	74	4	48	0	52
0715 - 0730	124	7	0	131	9	75	0	84
0730 - 0745	116	2	0	118	7	108	0	115
0745 - 0800	134	5	0	139	4	76	0	80
Hourly Total	443	19	0	462	24	307	0	331
0800 - 0815	133	6	0	139	8	58	0	66
0815 - 0830	85	6	0	91	13	114	0	127
0830 - 0845	67	1	0	68	6	76	0	82
0845 - 0900	82	15	0	97	9	83	0	92
Hourly Total	367	28	0	395	36	331	0	367
Grand Total	810	47	0	857	60	638	0	698
Approach %	94.52	5.48	0.00	-	8.60	91.40	0.00	-
Intersection %	50.06	2.90	0.00	52.97	3.71	39.43	0.00	43.14

Westbound					
Publix South Driveway					
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total	
0	2	0	2	128	
6	0	0	6	221	
6	5	0	11	244	
1	8	0	9	228	
13	15	0	28	821	
0	5	0	5	210	
4	5	0	9	227	
6	8	0	14	164	
2	5	0	7	196	
12	23	0	35	797	
25	38	0	63	1618	
39.68	60.32	0.00	-		
1.55	2.35	0.00	3.89		

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound			
	N Ola Rd (South)				N Ola Rd (North)			
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
1400 - 1415	40	8	0	48	3	43	0	46
1415 - 1430	46	15	0	61	7	33	0	40
1430 - 1445	44	15	0	59	15	86	0	101
1445 - 1500	53	17	0	70	10	55	0	65
Hourly Total	183	55	0	238	35	217	0	252
1500 - 1515	53	12	0	65	7	32	0	39
1515 - 1530	53	21	1	75	17	114	0	131
1530 - 1545	55	13	0	68	10	97	0	107
1545 - 1600	61	18	0	79	6	71	0	77
Hourly Total	222	64	1	287	40	314	0	354
1600 - 1615	44	24	0	68	18	103	0	121
1615 - 1630	45	25	0	70	9	111	0	120
1630 - 1645	45	18	0	63	13	55	0	68
1645 - 1700	46	16	0	62	9	73	0	82
Hourly Total	180	83	0	263	49	342	0	391
1700 - 1715	60	27	0	87	8	76	0	84
1715 - 1730	56	16	0	72	20	90	0	110
1730 - 1745	61	22	0	83	13	72	0	85
1745 - 1800	67	30	0	97	17	74	0	91
Hourly Total	244	95	0	339	58	312	0	370
Grand Total	829	297	1	1127	182	1185	0	1367
Approach %	73.56	26.35	0.09	-	13.31	86.69	0.00	-
Intersection %	28.31	10.14	0.03	38.49	6.22	40.47	0.00	46.69

Westbound					
Publix South Driveway					
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total	
16	6	0	22	116	
5	7	0	12	113	
21	8	0	29	189	
12	7	0	19	154	
54	28	0	82	572	
13	9	0	22	126	
10	8	0	18	224	
18	11	0	29	204	
18	12	0	30	186	
59	40	0	99	740	
14	5	0	19	208	
16	9	0	25	215	
24	8	0	32	163	
28	13	0	41	185	
82	35	0	117	771	
28	13	0	41	212	
17	8	0	25	207	
23	12	0	35	203	
16	19	0	35	223	
84	52	0	136	845	
279	155	0	434	2928	
64.29	35.71	0.00	-		
9.53	5.29	0.00	14.82		

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

Henry County, GA

Site 5

N Ola Rd (South)
N Ola Rd (North)



Date

Tuesday, January 30, 2024

Weather

Fair
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Lat/Long

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Publix South Driveway



0700 - 0900 (Weekday 2h Session) (01-30-2024)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	N Ola Rd (South)				N Ola Rd (North)			
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
0700 - 0715	3	0	0	3	0	6	0	6
0715 - 0730	3	0	0	3	0	2	0	2
0730 - 0745	4	0	0	4	0	3	0	3
0745 - 0800	5	0	0	5	0	13	0	13
Hourly Total	15	0	0	15	0	24	0	24
0800 - 0815	8	0	0	8	0	4	0	4
0815 - 0830	8	0	0	8	0	7	0	7
0830 - 0845	6	0	0	6	0	5	0	5
0845 - 0900	2	0	0	2	0	7	0	7
Hourly Total	24	0	0	24	0	23	0	23
Grand Total	39	0	0	39	0	47	0	47
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	44.83	0.00	0.00	44.83	0.00	54.02	0.00	54.02

Westbound					
Publix South Driveway					
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total	
0	1	0	1	10	
0	0	0	0	5	
0	0	0	0	7	
0	0	0	0	18	
0	1	0	1	40	
0	0	0	0	12	
0	0	0	0	15	
0	0	0	0	11	
0	0	0	0	9	
0	0	0	0	47	
0	1	0	1	87	
0.00	100.00	0.00	-		
0.00	1.15	0.00	1.15		

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	N Ola Rd (South)				N Ola Rd (North)			
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
1400 - 1415	3	1	0	4	0	2	0	2
1415 - 1430	2	0	0	2	0	3	0	3
1430 - 1445	2	0	0	2	0	1	0	1
1445 - 1500	7	0	0	7	0	4	0	4
Hourly Total	14	1	0	15	0	10	0	10
1500 - 1515	12	0	0	12	0	10	0	10
1515 - 1530	3	0	0	3	0	1	0	1
1530 - 1545	5	0	0	5	0	10	0	10
1545 - 1600	1	0	0	1	0	4	0	4
Hourly Total	21	0	0	21	0	25	0	25
1600 - 1615	9	0	0	9	0	2	0	2
1615 - 1630	2	0	0	2	0	11	0	11
1630 - 1645	1	0	0	1	0	2	0	2
1645 - 1700	2	0	0	2	0	1	0	1
Hourly Total	14	0	0	14	0	16	0	16
1700 - 1715	2	0	0	2	0	0	0	0
1715 - 1730	1	0	0	1	0	3	0	3
1730 - 1745	1	0	0	1	0	0	0	0
1745 - 1800	0	0	0	0	0	1	0	1
Hourly Total	4	0	0	4	0	4	0	4
Grand Total	53	1	0	54	0	55	0	55
Approach %	98.15	1.85	0.00	-	0.00	100.00	0.00	-
Intersection %	46.90	0.88	0.00	47.79	0.00	48.67	0.00	48.67

Westbound					
Publix South Driveway					
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total	
1	1	0	2	8	
0	0	0	0	5	
1	0	0	1	4	
1	0	0	1	12	
3	1	0	4	29	
0	0	0	0	22	
0	0	0	0	4	
0	0	0	0	15	
0	0	0	0	5	
0	0	0	0	46	
0	0	0	0	11	
0	0	0	0	13	
0	0	0	0	3	
0	0	0	0	3	
0	0	0	0	30	
0	0	0	0	2	
0	0	0	0	4	
0	0	0	0	1	
0	0	0	0	1	
0	0	0	0	8	
3	1	0	4	113	
75.00	25.00	0.00	-		
2.65	0.88	0.00	3.54		

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Combination Trucks (8-13)

	Northbound				Southbound			
	N Ola Rd (South)				N Ola Rd (North)			
TIME	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	1	0	1
Hourly Total	0	0	0	0	0	1	0	1
0800 - 0815	1	0	0	1	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	2	0	2
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	2	0	2
Grand Total	1	0	0	1	0	3	0	3
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	25.00	0.00	0.00	25.00	0.00	75.00	0.00	75.00

Westbound				
Publix South Driveway				
Left	Right	U-Turn	App	Int
5.7	5.8	5.9	Total	Total
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	1
0	0	0	0	1
0	0	0	0	0
0	0	0	0	2
0	0	0	0	0
0	0	0	0	3
0	0	0	0	4
0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	

Combination Trucks (8-13)

	Northbound				Southbound			
	N Ola Rd (South)				N Ola Rd (North)			
TIME	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
1400 - 1415	0	0	0	0	0	0	0	0
1415 - 1430	1	0	0	1	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0
1500 - 1515	0	0	0	0	0	1	0	1
1515 - 1530	1	0	0	1	0	0	0	0
1530 - 1545	0	0	0	0	0	1	0	1
1545 - 1600	0	0	0	0	0	2	0	2
Hourly Total	1	0	0	1	0	4	0	4
1600 - 1615	1	0	0	1	0	2	0	2
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	1	0	1	0	0	0	0
Hourly Total	1	1	0	2	0	2	0	2
1700 - 1715	2	0	0	2	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	2	0	0	0	0
Grand Total	5	1	0	6	0	6	0	6
Approach %	83.33	16.67	0.00	-	0.00	100.00	0.00	-
Intersection %	41.67	8.33	0.00	50.00	0.00	50.00	0.00	50.00

Westbound				
Publix South Driveway				
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
0	0	0	0	0
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	1
0	0	0	0	1
0	0	0	0	2
0	0	0	0	5
0	0	0	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	4
0	0	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	2
0	0	0	0	12
0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	

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Site 5

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Publix South Driveway



0700 - 0900 (Weekday 2h Session) (01-30-2024)

Bikes

[illegible]

Westbound					
Publix South Driveway					
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0.00	0.00	0.00	-		
0.00	0.00	0.00	0.00		

1400 - 1800 (Weekday 4h Session) (01-30-2024)

2400
Bikes

TIME	Northbound					Southbound				
	N Ola Rd (South)					N Ola Rd (North)				
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total		Left 5.4	Thru 5.5		U-Turn 5.6	App Total
1400 - 1415	0	0	0	0		0	0		0	0
1415 - 1430	0	0	0	0		0	0		0	0
1430 - 1445	0	0	0	0		0	0		0	0
1445 - 1500	0	0	0	0		0	0		0	0
Hourly Total	0	0	0	0		0	0		0	0
1500 - 1515	0	0	0	0		0	0		0	0
1515 - 1530	0	0	0	0		0	0		0	0
1530 - 1545	0	0	0	0		0	0		0	0
1545 - 1600	0	0	0	0		0	0		0	0
Hourly Total	0	0	0	0		0	0		0	0
1600 - 1615	0	0	0	0		0	0		0	0
1615 - 1630	0	0	0	0		0	0		0	0
1630 - 1645	0	0	0	0		0	0		0	0
1645 - 1700	0	0	0	0		0	0		0	0
Hourly Total	0	0	0	0		0	0		0	0
1700 - 1715	0	0	0	0		0	0		0	0
1715 - 1730	0	0	0	0		0	0		0	0
1730 - 1745	0	0	0	0		0	0		0	0
1745 - 1800	0	0	0	0		0	0		0	0
Hourly Total	0	0	0	0		0	0		0	0
Grand Total	0	0	0	0		0	0		0	0
Approach %	0.00	0.00	0.00	-		0.00	0.00		0.00	-
Intersection %	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00

[illegible]

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

Henry County, GA

Site 5

N Ola Rd (South)
N Ola Rd (North)



Date

Tuesday, January 30, 2024

Weather

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Publix South Driveway



0700 - 0900 (Weekday 2h Session) (01-30-2024)

All Trucks (4-13)

TIME	Northbound				Southbound			
	N Ola Rd (South)				N Ola Rd (North)			
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
0700 - 0715	3	0	0	3	0	6	0	6
0715 - 0730	3	0	0	3	0	2	0	2
0730 - 0745	4	0	0	4	0	3	0	3
0745 - 0800	5	0	0	5	0	14	0	14
Hourly Total	15	0	0	15	0	25	0	25
0800 - 0815	9	0	0	9	0	4	0	4
0815 - 0830	8	0	0	8	0	7	0	7
0830 - 0845	6	0	0	6	0	7	0	7
0845 - 0900	2	0	0	2	0	7	0	7
Hourly Total	25	0	0	25	0	25	0	25
Grand Total	40	0	0	40	0	50	0	50
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	43.96	0.00	0.00	43.96	0.00	54.95	0.00	54.95

Westbound					
Publix South Driveway					
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total	
0	1	0	1	10	
0	0	0	0	5	
0	0	0	0	7	
0	0	0	0	19	
0	1	0	1	41	
0	0	0	0	13	
0	0	0	0	15	
0	0	0	0	13	
0	0	0	0	9	
0	0	0	0	50	
0	1	0	1	91	
0.00	100.00	0.00	-		
0.00	1.10	0.00	1.10		

1400 - 1800 (Weekday 4h Session) (01-30-2024)

All Trucks (4-13)

TIME	Northbound				Southbound			
	N Ola Rd (South)				N Ola Rd (North)			
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
1400 - 1415	3	1	0	4	0	2	0	2
1415 - 1430	3	0	0	3	0	3	0	3
1430 - 1445	2	0	0	2	0	1	0	1
1445 - 1500	7	0	0	7	0	4	0	4
Hourly Total	15	1	0	16	0	10	0	10
1500 - 1515	12	0	0	12	0	11	0	11
1515 - 1530	4	0	0	4	0	1	0	1
1530 - 1545	5	0	0	5	0	11	0	11
1545 - 1600	1	0	0	1	0	6	0	6
Hourly Total	22	0	0	22	0	29	0	29
1600 - 1615	10	0	0	10	0	4	0	4
1615 - 1630	2	0	0	2	0	11	0	11
1630 - 1645	1	0	0	1	0	2	0	2
1645 - 1700	2	1	0	3	0	1	0	1
Hourly Total	15	1	0	16	0	18	0	18
1700 - 1715	4	0	0	4	0	0	0	0
1715 - 1730	1	0	0	1	0	3	0	3
1730 - 1745	1	0	0	1	0	0	0	0
1745 - 1800	0	0	0	0	0	1	0	1
Hourly Total	6	0	0	6	0	4	0	4
Grand Total	58	2	0	60	0	61	0	61
Approach %	96.67	3.33	0.00	-	0.00	100.00	0.00	-
Intersection %	46.40	1.60	0.00	48.00	0.00	48.80	0.00	48.80

Westbound					
Publix South Driveway					
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total	
1	1	0	2	8	
0	0	0	0	6	
1	0	0	1	4	
1	0	0	1	12	
3	1	0	4	30	
0	0	0	0	23	
0	0	0	0	5	
0	0	0	0	16	
0	0	0	0	7	
0	0	0	0	51	
0	0	0	0	14	
0	0	0	0	13	
0	0	0	0	3	
0	0	0	0	4	
0	0	0	0	34	
0	0	0	0	4	
0	0	0	0	4	
0	0	0	0	1	
0	0	0	0	1	
0	0	0	0	10	
3	1	0	4	125	
75.00	25.00	0.00	-		
2.40	0.80	0.00	3.20		

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Henry County, GA

Site 5

N Ola Rd (South)
N Ola Rd (North)

Publix South Driveway

Date _____

Tuesday, January 30, 2024

Weather

Fair
47°F

[Click here for Detailed Weather](#)

Lat/Long
33.436730°, -84.041627°



0700 - 0900 (Weekday 2h Session) (01-30-2024)

Bikes

TIME	Northbound			Southbound		
	N Ola Rd (South)			N Ola Rd (North)		
	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total
0700 - 0715	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00

Westbound					
Publix South Driveway					
NB 5g	SB 5h		App Total	Int Total	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0.00	0.00		-		
0.00	0.00		0.00		

1400 - 1800 (Weekday 4h Session) (01-30-2024)

2400
Bikes

	Northbound				Southbound		
	N Ola Rd (South)				N Ola Rd (North)		
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	
1400 - 1415	0	0	0	0	0	0	
1415 - 1430	0	0	0	0	0	0	
1430 - 1445	0	0	0	0	0	0	
1445 - 1500	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
1500 - 1515	0	0	0	0	0	0	
1515 - 1530	0	0	0	0	0	0	
1530 - 1545	0	0	0	0	0	0	
1545 - 1600	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
1600 - 1615	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	
Approach %	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	

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Marr Traffic
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Start Date: 1/30/2024			Eastbound			Publix South Driveway Westbound			N Ola Rd (South) Northbound			N Ola Rd (North) Southbound			Total
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
15 Minute Totals															
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 AM - 07:15 AM	0	0	0	0	0	3	0	72	5	4	54	0	138	0	
07:15 AM - 07:30 AM	0	0	0	6	0	0	0	127	7	9	77	0	226	0	
07:30 AM - 07:45 AM	0	0	0	6	0	5	0	120	2	7	111	0	251	0	
07:45 AM - 08:00 AM	0	0	0	1	0	8	0	139	5	4	90	0	247	0	
08:00 AM - 08:15 AM	0	0	0	0	0	5	0	142	6	8	62	0	223	0	
08:15 AM - 08:30 AM	0	0	0	4	0	5	0	93	6	13	121	0	242	0	
08:30 AM - 08:45 AM	0	0	0	6	0	8	0	73	1	6	83	0	177	0	
08:45 AM - 09:00 AM	0	0	0	2	0	5	0	84	15	9	90	0	205	0	
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 PM - 02:15 PM	0	0	0	17	0	7	0	43	9	3	45	0	124	0	
02:15 PM - 02:30 PM	0	0	0	5	0	7	0	49	15	7	36	0	119	0	
02:30 PM - 02:45 PM	0	0	0	22	0	8	0	46	15	15	87	0	193	0	
02:45 PM - 03:00 PM	0	0	0	13	0	7	0	60	17	10	59	0	166	0	
03:00 PM - 03:15 PM	0	0	0	13	0	9	0	65	12	7	43	0	149	0	
03:15 PM - 03:30 PM	0	0	0	10	0	8	0	57	21	17	115	0	229	0	
03:30 PM - 03:45 PM	0	0	0	18	0	11	0	60	13	10	108	0	220	0	
03:45 PM - 04:00 PM	0	0	0	18	0	12	0	62	18	6	77	0	193	0	
04:00 PM - 04:15 PM	0	0	0	14	0	5	0	54	24	18	107	0	222	0	
04:15 PM - 04:30 PM	0	0	0	16	0	9	0	47	25	9	122	0	228	0	
04:30 PM - 04:45 PM	0	0	0	24	0	8	0	46	18	13	57	0	166	0	
04:45 PM - 05:00 PM	0	0	0	28	0	13	0	48	17	9	74	0	189	0	
05:00 PM - 05:15 PM	0	0	0	28	0	13	0	64	27	8	76	0	216	0	
05:15 PM - 05:30 PM	0	0	0	17	0	8	0	57	16	20	93	0	211	0	
05:30 PM - 05:45 PM	0	0	0	23	0	12	0	62	22	13	72	0	204	0	
05:45 PM - 06:00 PM	0	0	0	16	0	19	0	67	30	17	75	0	224	0	
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



[Click here for Map](#)

Peak Hour Turning Movement Count

Henry County, GA



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Tuesday, January 30, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

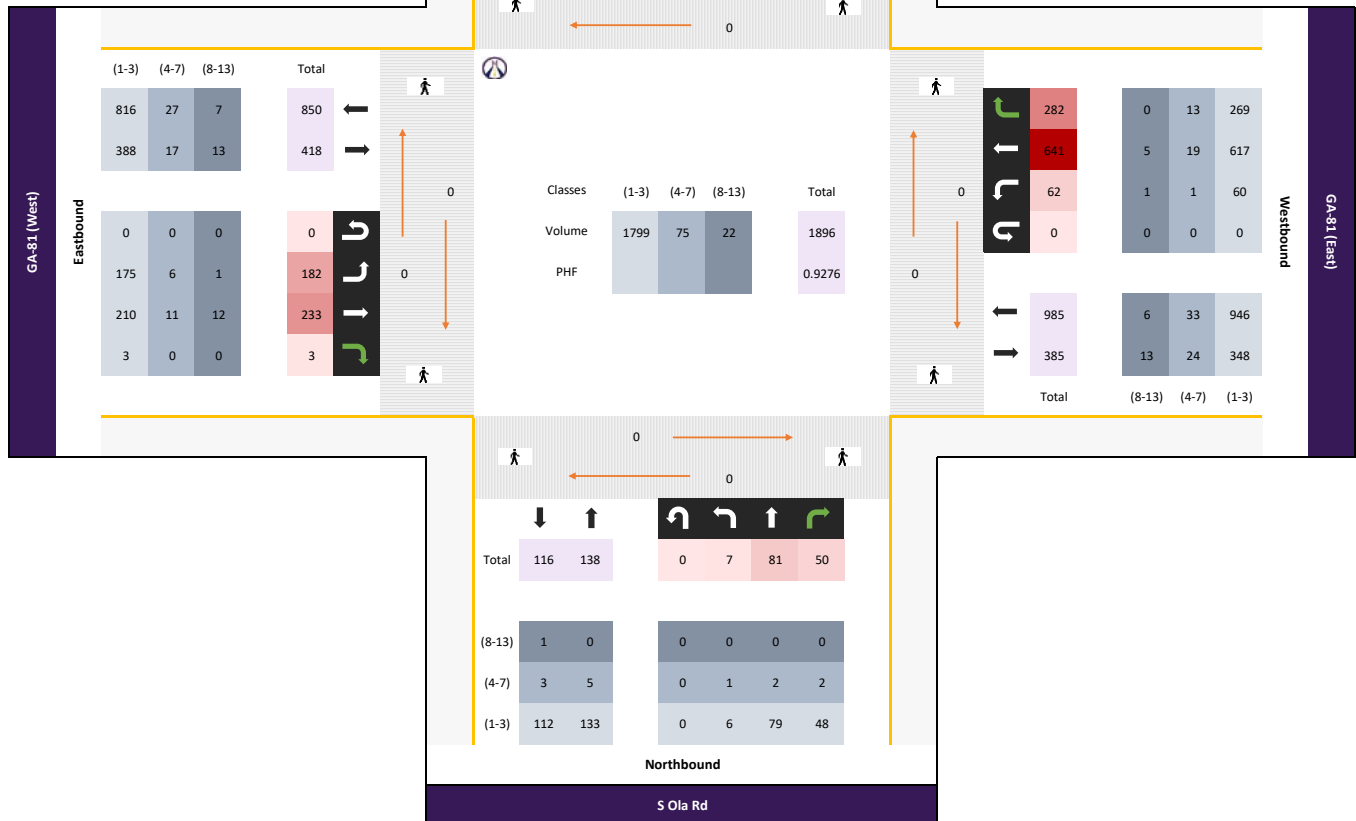
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	S Ola Rd						N Ola Rd						GA-81 (West)						GA-81 (East)						
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total		Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total		Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total		Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total		
0715 - 0730	1	19	13	-	0	33	24	13	52	-	0	89	52	59	2	-	0	113	12	202	62	-	0	276	
0730 - 0745	1	16	14	-	0	31	27	14	71	-	0	112	43	50	0	-	0	93	21	191	61	-	0	273	
0745 - 0800	3	21	10	-	0	34	30	14	48	-	0	92	37	65	0	-	0	102	16	119	85	-	0	220	
0800 - 0815	2	25	13	-	0	40	21	10	31	-	0	62	50	59	1	-	0	110	13	129	74	-	0	216	
Total	7	81	50	0	0	138	102	51	202	0	0	355	182	233	3	0	0	418	62	641	282	0	0	985	
Approach %	5.07	58.70	36.23	0.00	0.00	-	28.73	14.37	56.90	0.00	0.00	-	43.54	55.74	0.72	0.00	0.00	-	6.29	65.08	28.63	0.00	0.00	-	
PHF	0.58	0.81	0.89	0.00	0.00	0.86	0.85	0.91	0.71	0.00	0.00	0.79	0.88	0.90	0.38	0.00	0.00	0.92	0.74	0.79	0.83	0.00	0.00	0.89	

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	S Old Rd					N Old Rd					GA-81 (West)					GA-81 (East)									
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App					
	6.1	6.2	6.3	6.4		6.5	6.6	6.7	6.8		6.9	7.0	7.1	7.2		6.1	6.2	6.3	6.4						
0715 - 0730	1	18	12	-	0	31	23	13	51	-	0	87	51	56	2	-	0	109	12	195	61	-	0	268	495
0730 - 0745	1	16	13	-	0	30	26	14	70	-	0	110	43	48	0	-	0	91	20	185	57	-	0	262	493
0745 - 0800	3	21	10	-	0	34	23	12	44	-	0	79	34	55	0	-	0	89	16	113	82	-	0	211	413
0800 - 0815	1	24	13	-	0	38	18	10	28	-	0	56	47	51	1	-	0	99	12	124	69	-	0	205	398
Total	6	79	48	0	0	133	90	49	193	0	0	332	175	210	3	0	0	388	60	617	269	0	0	946	1799
Approach %	4.51	59.40	36.09	0.00	0.00	-	27.11	14.76	58.13	0.00	0.00	-	45.10	54.12	0.77	0.00	0.00	-	6.34	65.22	28.44	0.00	0.00	-	-
PHF	0.50	0.82	0.92	0.00	0.00	0.88	0.87	0.88	0.69	0.00	0.00	0.75	0.86	0.94	0.38	0.00	0.00	0.89	0.75	0.79	0.82	0.00	0.00	0.88	0.91

Time	Northbound S Ola Rd					Southbound N Ola Rd					Eastbound GA-81 (West)					Westbound GA-81 (East)					Int Total				
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total					
	0715 - 0730	0	1	1	-	0	2	1	0	1	-	0	2	1	1	0	-	0	2	0		4	1	-	0
0730 - 0745	0	0	1	-	0	1	1	0	1	-	0	2	0	1	0	-	0	1	1	5	4	-	0	10	14
0745 - 0800	0	0	0	-	0	0	7	2	3	-	0	12	3	4	0	-	0	7	0	6	3	-	0	9	28
0800 - 0815	1	1	0	-	0	2	2	0	2	-	0	4	2	5	0	-	0	7	0	4	5	-	0	9	22
Total	1	2	2	0	0	5	11	2	7	0	0	20	6	11	0	0	0	17	1	19	13	0	0	33	75
Approach %	20.00	40.00	40.00	0.00	0.00	-	55.00	10.00	35.00	0.00	0.00	-	35.29	64.71	0.00	0.00	0.00	-	3.03	57.58	39.39	0.00	0.00	-	-
PHF	0.25	0.50	0.50	0.00	0.00	0.63	0.39	0.25	0.58	0.00	0.00	0.42	0.50	0.55	0.00	0.00	0.00	0.61	0.25	0.79	0.65	0.00	0.00	0.83	0.67

Time		Northbound					Southbound					Eastbound					Westbound					Int Total				
		S Ola Rd					N Ola Rd					GA-81 (West)					GA-81 (East)									
		Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total					
0715 - 0730		0	0	0	-	0	0	0	0	-	0	0	0	2	0	-	0	2	0	3	0	-	0	3	5	
0730 - 0745		0	0	0	-	0	0	0	0	-	0	0	1	0	-	0	1	0	1	0	-	0	1	2		
0745 - 0800		0	0	0	-	0	0	0	1	-	0	1	6	0	-	0	6	0	0	0	-	0	0	7		
0800 - 0815		0	0	0	-	0	0	1	0	1	-	0	2	1	3	0	-	0	4	1	1	0	-	0	2	8
Total		0	0	0	0	0	0	1	0	2	0	0	3	1	12	0	0	0	13	1	5	0	0	0	6	22
Approach %		0.00	0.00	0.00	0.00	0.00	-	33.33	0.00	66.67	0.00	0.00	-	7.69	92.31	0.00	0.00	0.00	-	16.67	83.33	0.00	0.00	0.00	-	
PHF		0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.38	0.25	0.50	0.00	0.00	0.00	0.00	0.54	0.25	0.42	0.00	0.00	0.50	0.69

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	S Ola Rd						N Ola Rd						GA-81 (West)						GA-81 (East)						
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total		Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total		Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total		Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total		
0715 - 0730	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	
0745 - 0800	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	
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	
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	



Tuesday, January 30, 2024	
Period	1400 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

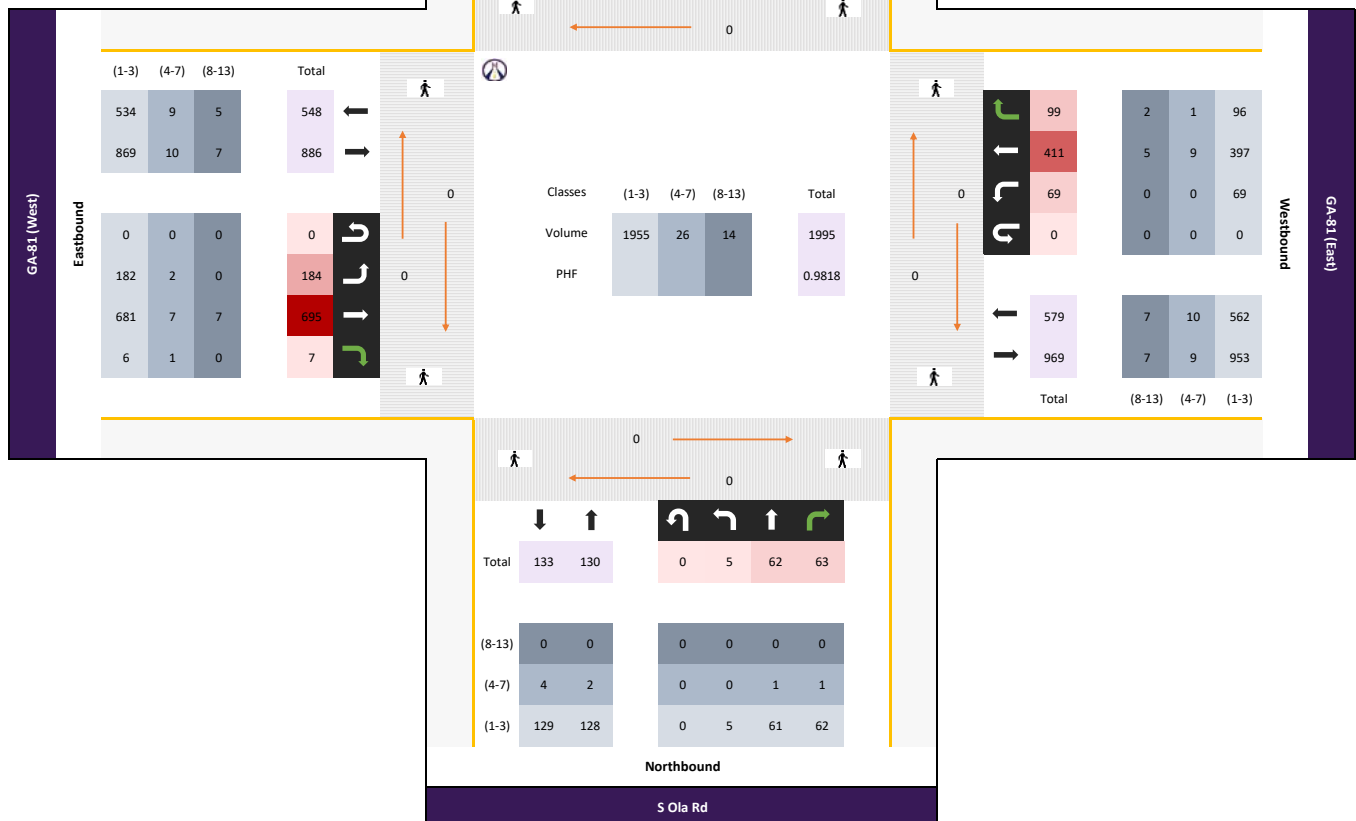


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	S Ola Rd						N Ola Rd						GA-81 (West)						GA-81 (East)						
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total					
1700 - 1715	0	11	18	-	0	29	54	15	31	-	0	100	52	171	3	-	0	226	17	107	27	-	0	151	506
1715 - 1730	2	14	24	-	0	40	68	7	36	-	0	111	37	165	2	-	0	204	19	115	19	-	0	153	508
1730 - 1745	1	20	7	-	0	28	49	15	32	-	0	96	43	180	1	-	0	224	22	101	24	-	0	147	495
1745 - 1800	2	17	14	-	0	33	40	20	33	-	0	93	52	179	1	-	0	232	11	88	29	-	0	128	486
Total	5	62	63	0	0	130	211	57	132	0	0	400	184	695	7	0	0	886	69	411	99	0	0	579	1995
Approach %	3.85	47.69	48.46	0.00	0.00	-	52.75	14.25	33.00	0.00	0.00	-	20.77	78.44	0.79	0.00	0.00	-	11.92	70.98	17.10	0.00	0.00	-	
PHF	0.63	0.78	0.66	0.00	0.00	0.81	0.78	0.71	0.92	0.00	0.00	0.90	0.88	0.97	0.58	0.00	0.00	0.95	0.78	0.89	0.85	0.00	0.00	0.95	0.98

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	S Ola Rd						N Ola Rd						GA-81 (West)						GA-81 (East)						
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total		Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total		Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total		Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total		
	1700 - 1715	0	10	18	-	0	28	5.4	15	31	-	0	100	51	168	3	-	0	222	17	99	25	-	0	
1715 - 1730	2	14	23	-	0	39	67	5	36	-	0	108	37	161	2	-	0	200	19	113	18	-	0	150	497
1730 - 1745	1	20	7	-	0	28	49	15	32	-	0	96	42	178	0	-	0	220	22	98	24	-	0	144	488
1745 - 1800	2	17	14	-	0	33	40	19	33	-	0	92	52	174	1	-	0	227	11	87	29	-	0	127	479
Total	5	61	62	0	0	128	210	54	132	0	0	396	182	681	6	0	0	869	69	397	96	0	0	562	1955
Approach %	3.91	47.66	48.44	0.00	0.00	-	53.03	13.64	33.33	0.00	0.00	-	20.94	78.37	0.69	0.00	0.00	-	12.28	70.64	17.08	0.00	0.00	-	
PHF	0.63	0.76	0.67	0.00	0.00	0.82	0.78	0.71	0.92	0.00	0.00	0.92	0.88	0.96	0.50	0.00	0.00	0.96	0.78	0.88	0.83	0.00	0.00	0.94	0.98

Single Unit Trucks (47)		Northbound						Southbound						Eastbound						Westbound						Int Total								
		S Ola Rd						N Ola Rd						GA-81 (West)						GA-81 (East)														
		Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total													
Time		0	1	0	-	0	1	0	0	0	-	0	0	1	2	0	-	0	3	0	0	1	1	0	-	0	7	0	1	1	-	0	2	6
1700 - 1715		0	1	0	-	0	1	0	0	0	-	0	0	1	2	0	-	0	3	0	0	0	0	-	0	0	0	0	1	1	-	0	2	6
1715 - 1730		0	0	1	-	0	1	1	2	0	-	0	3	0	0	0	-	0	0	0	0	1	1	-	0	0	0	0	1	1	-	0	2	6
1730 - 1745		0	0	0	-	0	0	0	0	0	-	0	0	1	2	1	-	0	4	0	0	1	0	-	0	1	5	0	1	0	-	0	1	5
1745 - 1800		0	0	0	-	0	0	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	0	-	0	0	4	0	0	0	-	0	0	4
Total		0	1	1	0	0	2	1	3	0	0	0	4	2	3	1	0	0	10	0	9	1	0	0	0	10	26							
Approach %		0.00	50.00	50.00	0.00	0.00	-	25.00	75.00	0.00	0.00	0.00	-	20.00	70.00	10.00	0.00	0.00	-	0.00	90.00	10.00	0.00	0.00	-	-								
PHF		0.00	0.25	0.25	0.00	0.00	0.50	0.25	0.38	0.00	0.00	0.00	0.33	0.50	0.58	0.25	0.00	0.00	0.63	0.00	0.32	0.25	0.00	0.00	0.36	0.59								

Time		Northbound						Southbound						Eastbound						Westbound						Int Total
		S Ola Rd						N Ola Rd						GA-81 (West)						GA-81 (East)						
		Left 6.1	Thru 6.2	Right 6.3	-	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	-	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	-	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	-	U-Turn 6.16	App Total	
1700 - 1715		0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	1	2	-	0	3	4
1715 - 1730		0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	0	4	0	1	0	-	0	1	5
1730 - 1745		0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	2
1745 - 1800		0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	1	0	-	0	1	3
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	5	2	0	0	7	14
Approach %		0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	71.43	28.57	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	0.44	0.00	0.00	0.00	0.44	0.00	0.63	0.25	0.00	0.00	0.58	0.70

[illegible]

Classified Turn Movement Count || All vehicles

Henry County, GA

Site 6

S Ola Rd
N Ola Rd
GA-81 (West)
GA-81 (East)



Date

Tuesday, January 30, 2024

Lat/Long

33.435640°, -84.041506°
[Click here for Map](#)

Weather

Fair
47°F

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (01-30-2024)

All vehicles

TIME	Northbound S Ola Rd					Southbound N Ola Rd					Eastbound GA-81 (West)					Westbound GA-81 (East)					Int Total
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0700 - 0715	1	12	13	0	26	8	4	37	0	49	38	52	1	0	91	9	190	29	0	228	394
0715 - 0730	1	19	13	0	33	24	13	52	0	89	52	59	2	0	113	12	202	62	0	276	511
0730 - 0745	1	16	14	0	31	27	14	71	0	112	43	50	0	0	93	21	191	61	0	273	509
0745 - 0800	3	21	10	0	34	30	14	48	0	92	37	65	0	0	102	16	119	85	0	220	448
Hourly Total	6	68	50	0	124	89	45	208	0	342	170	226	3	0	399	58	702	237	0	997	1862
0800 - 0815	2	25	13	0	40	21	10	31	0	62	50	59	1	0	110	13	129	74	0	216	428
0815 - 0830	1	12	8	0	21	40	15	67	0	122	40	65	0	0	105	8	123	48	0	179	427
0830 - 0845	0	11	8	0	19	39	8	48	0	95	23	72	1	0	96	9	127	39	0	175	385
0845 - 0900	4	11	7	0	22	31	8	51	0	90	37	63	1	0	101	5	140	50	0	195	408
Hourly Total	7	59	36	0	102	131	41	197	0	369	150	259	3	0	412	35	519	211	0	765	1648
Grand Total	13	127	86	0	226	220	86	405	0	711	320	485	6	0	811	93	1221	448	0	1762	3510
Approach %	5.75	56.19	38.05	0.00	-	30.94	12.10	56.96	0.00	-	39.46	59.80	0.74	0.00	-	5.28	69.30	25.43	0.00	-	
Intersection %	0.37	3.62	2.45	0.00	6.44	6.27	2.45	11.54	0.00	20.26	9.12	13.82	0.17	0.00	23.11	2.65	34.79	12.76	0.00	50.20	
Heavy Vehicle %	8	4	3	-	4	9	3	7	-	7	5	8	0	-	7	4	4	4	-	4	5
PHF	0.58	0.81	0.89	0.00	0.86	0.85	0.91	0.71	0.00	0.79	0.88	0.90	0.38	0.00	0.92	0.74	0.79	0.83	0.00	0.89	0.93

1400 - 1800 (Weekday 4h Session) (01-30-2024)

All vehicles

TIME	Northbound S Ola Rd					Southbound N Ola Rd					Eastbound GA-81 (West)					Westbound GA-81 (East)						
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total	
1400 - 1415	0	3	5	0	8	26	6	31	0	63	36	110	1	0	147	15	87	15	0	117	335	
1415 - 1430	1	6	13	0	20	17	11	14	0	42	40	90	2	0	132	8	77	19	0	104	298	
1430 - 1445	1	8	11	0	20	35	18	57	0	110	31	86	0	0	117	9	97	22	0	128	375	
1445 - 1500	1	9	8	0	18	26	9	38	0	73	39	102	0	0	141	19	82	29	0	130	362	
Hourly Total	3	26	37	0	66	104	44	140	0	288	146	388	3	0	537	51	343	85	0	479	1370	
1500 - 1515	1	7	14	0	22	23	5	26	0	54	35	107	0	0	142	8	94	33	0	135	353	
1515 - 1530	1	9	6	0	16	48	18	56	0	122	42	132	1	0	175	16	92	26	0	134	447	
1530 - 1545	0	11	18	0	29	53	17	64	0	134	36	120	3	0	159	14	101	30	0	145	467	
1545 - 1600	1	11	8	0	20	35	13	39	0	87	36	137	1	0	174	9	93	31	0	133	414	
Hourly Total	3	38	46	0	87	159	53	185	0	397	149	496	5	0	650	47	380	120	0	547	1681	
1600 - 1615	0	15	11	0	26	54	16	47	0	117	38	161	1	0	200	19	71	26	0	116	459	
1615 - 1630	0	10	10	0	20	68	22	58	0	148	43	182	1	0	226	10	84	19	0	113	507	
1630 - 1645	2	12	28	0	42	37	10	31	0	78	34	155	0	0	189	23	104	17	0	144	453	
1645 - 1700	2	8	17	0	27	61	12	30	0	103	37	169	1	0	207	19	90	20	0	129	466	
Hourly Total	4	45	66	0	115	220	60	166	0	446	152	667	3	0	822	71	349	82	0	502	1885	
1700 - 1715	0	11	18	0	29	54	15	31	0	100	52	171	3	0	226	17	107	27	0	151	506	
1715 - 1730	2	14	24	0	40	68	7	36	0	111	37	165	2	0	204	19	115	19	0	153	508	
1730 - 1745	1	20	7	0	28	49	15	32	0	96	43	180	1	0	224	22	101	24	0	147	495	
1745 - 1800	2	17	14	0	33	40	20	33	0	93	52	179	1	0	232	11	88	29	0	128	486	
Hourly Total	5	62	63	0	130	211	57	132	0	400	184	695	7	0	886	69	411	99	0	579	1995	
Grand Total	15	171	212	0	398	694	214	623	0	1531	631	2246	18	0	2895	238	1483	386	0	2107	6931	
Approach %	3.77	42.96	53.27	0.00	-	45.33	13.98	40.69	0.00	-	21.80	77.58	0.62	0.00	-	11.30	70.38	18.32	0.00	-	-	
Intersection %	0.22	2.47	3.06	0.00	5.74	10.01	3.09	8.99	0.00	22.09	9.10	32.41	0.26	0.00	41.77	3.43	21.40	5.57	0.00	30.40	-	
Heavy Vehicle %	0	4	1	-	3	4	4	5	-	4	3	2	6	-	2	3	3	9	-	4	3	
PHF	0.63	0.78	0.66	0.00	0.81	0.78	0.71	0.92	0.00	0.90	0.88	0.97	0.58	0.00	0.95	0.78	0.89	0.85	0.00	0.95	0.98	

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

Henry County, GA

Site 6

S Ola Rd
N Ola Rd
GA-81 (West)
GA-81 (East)



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

[Click here for Detailed Weather](#)

Lat/Long

33.435640°, -84.041506°

[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (01-30-2024)

Passenger Vehicles (1-3)

TIME	Northbound S Ola Rd					Southbound N Ola Rd					Eastbound GA-81 (West)					Westbound GA-81 (East)					Int Total
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0700 - 0715	1	12	12	0	25	6	4	31	0	41	36	49	1	0	86	8	187	29	0	224	376
0715 - 0730	1	18	12	0	31	23	13	51	0	87	51	56	2	0	109	12	195	61	0	268	495
0730 - 0745	1	16	13	0	30	26	14	70	0	110	43	48	0	0	91	20	185	57	0	262	493
0745 - 0800	3	21	10	0	34	23	12	44	0	79	34	55	0	0	89	16	113	82	0	211	413
Hourly Total	6	67	47	0	120	78	43	196	0	317	164	208	3	0	375	56	680	229	0	965	1777
0800 - 0815	1	24	13	0	38	18	10	28	0	56	47	51	1	0	99	12	124	69	0	205	398
0815 - 0830	1	12	8	0	21	37	14	64	0	115	36	61	0	0	97	7	119	44	0	170	403
0830 - 0845	0	8	8	0	16	38	8	44	0	90	21	65	1	0	87	9	118	38	0	165	358
0845 - 0900	4	11	7	0	22	30	8	45	0	83	37	60	1	0	98	5	131	48	0	184	387
Hourly Total	6	55	36	0	97	123	40	181	0	344	141	237	3	0	381	33	492	199	0	724	1546
Grand Total	12	122	83	0	217	201	83	377	0	661	305	445	6	0	756	89	1172	428	0	1689	3323
Approach %	5.53	56.22	38.25	0.00	-	30.41	12.56	57.03	0.00	-	40.34	58.86	0.79	0.00	-	5.27	69.39	25.34	0.00	-	
Intersection %	0.36	3.67	2.50	0.00	6.53	6.05	2.50	11.35	0.00	19.89	9.18	13.39	0.18	0.00	22.75	2.68	35.27	12.88	0.00	50.83	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	S Ola Rd					N Ola Rd					GA-81 (West)					GA-81 (East)					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
1400 - 1415	0	3	5	0	8	25	6	29	0	60	33	106	1	0	140	14	86	14	0	114	322
1415 - 1430	1	5	13	0	19	17	11	11	0	39	38	87	2	0	127	7	77	19	0	103	288
1430 - 1445	1	8	11	0	20	35	17	56	0	108	30	82	0	0	112	9	95	21	0	125	365
1445 - 1500	1	8	7	0	16	25	9	34	0	68	37	100	0	0	137	17	79	25	0	121	342
Hourly Total	3	24	36	0	63	102	43	130	0	275	138	375	3	0	516	47	337	79	0	463	1317
1500 - 1515	1	7	14	0	22	20	3	20	0	43	33	104	0	0	137	8	92	23	0	123	325
1515 - 1530	1	8	5	0	14	48	18	55	0	121	40	129	1	0	170	15	89	25	0	129	434
1530 - 1545	0	10	18	0	28	45	16	62	0	123	36	118	3	0	157	14	98	26	0	138	446
1545 - 1600	1	11	8	0	20	33	13	35	0	81	36	133	1	0	170	8	90	30	0	128	399
Hourly Total	3	36	45	0	84	146	50	172	0	368	145	484	5	0	634	45	369	104	0	518	1604
1600 - 1615	0	14	11	0	25	52	16	45	0	113	35	156	1	0	192	19	70	20	0	109	439
1615 - 1630	0	10	10	0	20	63	20	54	0	137	42	180	1	0	223	10	83	18	0	111	491
1630 - 1645	2	12	28	0	42	35	10	31	0	76	34	151	0	0	185	22	100	16	0	138	441
1645 - 1700	2	7	17	0	26	60	12	30	0	102	36	167	1	0	204	19	89	19	0	127	459
Hourly Total	4	43	66	0	113	210	58	160	0	428	147	654	3	0	804	70	342	73	0	485	1830
1700 - 1715	0	10	18	0	28	54	15	31	0	100	51	168	3	0	222	17	99	25	0	141	491
1715 - 1730	2	14	23	0	39	67	5	36	0	108	37	161	2	0	200	19	113	18	0	150	497
1730 - 1745	1	20	7	0	28	49	15	32	0	96	42	178	0	0	220	22	98	24	0	144	488
1745 - 1800	2	17	14	0	33	40	19	33	0	92	52	174	1	0	227	11	87	29	0	127	479
Hourly Total	5	61	62	0	128	210	54	132	0	396	182	681	6	0	869	69	397	96	0	562	1955
Grand Total	15	164	209	0	388	668	205	594	0	1467	612	2194	17	0	2823	231	1445	352	0	2028	6706
Approach %	3.87	42.27	53.87	0.00	-	45.54	13.97	40.49	0.00	-	21.68	77.72	0.60	0.00	-	11.39	71.25	17.36	0.00	-	-
Intersection %	0.22	2.45	3.12	0.00	5.79	9.96	3.06	8.86	0.00	21.88	9.13	32.72	0.25	0.00	42.10	3.44	21.55	5.25	0.00	30.24	-

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

Henry County, GA

Site 6

S Ola Rd
N Ola Rd
GA-81 (West)
GA-81 (East)



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

Lat/Long

33.435640°, -84.041506°

[Click here for Map](#)

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (01-30-2024)

Single Unit Trucks (4-7)

	Northbound S Ola Rd					Southbound N Ola Rd					Eastbound GA-81 (West)					Westbound GA-81 (East)					Int Total
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
TIME																					
0700 - 0715	0	0	1	0	1	2	0	6	0	8	2	2	0	0	4	1	2	0	0	3	16
0715 - 0730	0	1	1	0	2	1	0	1	0	2	1	1	0	0	2	0	4	1	0	5	11
0730 - 0745	0	0	1	0	1	1	0	1	0	2	0	1	0	0	1	1	5	4	0	10	14
0745 - 0800	0	0	0	0	0	7	2	3	0	12	3	4	0	0	7	0	6	3	0	9	28
Hourly Total	0	1	3	0	4	11	2	11	0	24	6	8	0	0	14	2	17	8	0	27	69
0800 - 0815	1	1	0	0	2	2	0	2	0	4	2	5	0	0	7	0	4	5	0	9	22
0815 - 0830	0	0	0	0	0	3	1	3	0	7	4	3	0	0	7	1	3	4	0	8	22
0830 - 0845	0	3	0	0	3	1	0	4	0	5	2	5	0	0	7	0	3	1	0	4	19
0845 - 0900	0	0	0	0	0	1	0	6	0	7	0	2	0	0	2	0	2	2	0	4	13
Hourly Total	1	4	0	0	5	7	1	15	0	23	8	15	0	0	23	1	12	12	0	25	76
Grand Total	1	5	3	0	9	18	3	26	0	47	14	23	0	0	37	3	29	20	0	52	145
Approach %	11.11	55.56	33.33	0.00	-	38.30	6.38	55.32	0.00	-	37.84	62.16	0.00	0.00	-	5.77	55.77	38.46	0.00	-	
Intersection %	0.69	3.45	2.07	0.00	6.21	12.41	2.07	17.93	0.00	32.41	9.66	15.86	0.00	0.00	25.52	2.07	20.00	13.79	0.00	35.86	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	S Ola Rd					N Ola Rd					GA-81 (West)					GA-81 (East)					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
1400 - 1415	0	0	0	0	0	1	0	2	0	3	3	3	0	0	6	1	0	1	0	2	11
1415 - 1430	0	1	0	0	0	1	0	0	0	3	1	3	0	0	4	0	0	0	0	0	8
1430 - 1445	0	0	0	0	0	0	1	1	0	2	1	3	0	0	4	0	2	1	0	3	9
1445 - 1500	0	1	1	0	0	2	1	0	0	5	2	1	0	0	3	2	3	4	0	9	19
Hourly Total	0	2	1	0	0	3	2	1	0	13	7	10	0	0	17	3	5	6	0	14	47
1500 - 1515	0	0	0	0	0	0	3	1	0	10	2	2	0	0	4	0	2	10	0	12	26
1515 - 1530	0	1	1	0	0	2	0	0	0	1	2	2	0	0	4	1	3	0	0	4	11
1530 - 1545	0	1	0	0	0	1	8	1	0	10	0	2	0	0	2	0	3	4	0	7	20
1545 - 1600	0	0	0	0	0	0	2	0	0	4	0	2	0	0	2	0	3	1	0	4	10
Hourly Total	0	2	1	0	0	3	13	2	0	25	4	8	0	0	12	1	11	15	0	27	67
1600 - 1615	0	1	0	0	0	1	2	0	0	2	3	1	0	0	4	0	0	5	0	5	12
1615 - 1630	0	0	0	0	0	0	5	2	0	11	1	1	0	0	2	0	1	1	0	2	15
1630 - 1645	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	1	2	1	0	4	9
1645 - 1700	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	1	1	0	2	6
Hourly Total	0	1	0	0	0	1	10	2	0	16	5	7	0	0	12	1	4	8	0	13	42
1700 - 1715	0	1	0	0	0	1	0	0	0	0	1	2	0	0	3	0	7	0	0	7	11
1715 - 1730	0	0	1	0	0	1	1	2	0	3	0	0	0	0	0	0	1	1	0	2	6
1730 - 1745	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	0	1	0	0	1	5
1745 - 1800	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	4
Hourly Total	0	1	1	0	0	2	1	3	0	4	2	7	1	0	10	0	9	1	0	10	26
Grand Total	0	6	3	0	0	9	26	8	0	58	18	32	1	0	51	5	29	30	0	64	182
Approach %	0.00	66.67	33.33	0.00	-	44.83	13.79	41.38	0.00	-	35.29	62.75	1.96	0.00	-	7.81	45.31	46.88	0.00	-	
Intersection %	0.00	3.30	1.65	0.00	4.95	14.29	4.40	13.19	0.00	31.87	9.89	17.58	0.55	0.00	28.02	2.75	15.93	16.48	0.00	35.16	

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

Henry County, GA

Site 6

S Ola Rd
N Ola Rd
GA-81 (West)
GA-81 (East)



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

Lat/Long

33.435640°, -84.041506°
[Click here for Map](#)

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

Combination Trucks (8-13)

	Northbound S Ola Rd					Southbound N Ola Rd					Eastbound GA-81 (West)					Westbound GA-81 (East)					Int Total	
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total		
TIME	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0730 - 0745	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	7
0745 - 0800	0	0	0	0	0	0	0	1	0	1	0	10	0	0	10	0	5	0	0	5	16	
Hourly Total	0	0	0	0	0	0	1	0	0	2	1	3	0	0	4	1	1	0	0	2	8	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	6	0	0	6	8	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	7	0	0	7	8	
0845 - 0900	0	0	0	0	0	1	0	1	0	2	7	0	0	8	1	15	0	0	16	26		
Hourly Total	0	0	0	0	0	1	0	1	0	2	1	7	0	0	8	1	15	0	0	16	26	
Grand Total	0	0	0	0	0	1	0	2	0	3	1	17	0	0	18	1	20	0	0	21	42	
Approach %	0.00	0.00	0.00	0.00	-	33.33	0.00	66.67	0.00	-	5.56	94.44	0.00	0.00	-	4.76	95.24	0.00	0.00	-		
Intersection %	0.00	0.00	0.00	0.00	0.00	2.38	0.00	4.76	0.00	7.14	2.38	40.48	0.00	0.00	42.86	2.38	47.62	0.00	0.00	50.00		

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Combination Trucks (8-13)

	Northbound S Ola Rd						Southbound N Ola Rd						Eastbound GA-81 (West)						Westbound GA-81 (East)						
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total		Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total		Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total		Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total	
TIME																									
1400 - 1415	0	0	0	0	0		0	0	0	0	0		0	0	1	0	0	1	0	1	0	0	1	2	
1415 - 1430	0	0	0	0	0		0	0	0	0	0		0	1	0	0	0	1	1	0	0	0	1	2	
1430 - 1445	0	0	0	0	0		0	0	0	0	0		0	0	1	0	0	1	0	0	0	0	0	1	
1445 - 1500	0	0	0	0	0		0	0	0	0	0		0	0	1	0	0	1	0	0	0	0	0	1	
Hourly Total	0	0	0	0	0		0	0	0	0	0		0	1	3	0	0	4	1	1	0	0	2	6	
1500 - 1515	0	0	0	0	0		0	0	0	1	0		0	1	0	1	0	0	1	0	0	0	0	2	
1515 - 1530	0	0	0	0	0		0	0	0	0	0		0	0	1	0	0	1	0	0	1	0	1	2	
1530 - 1545	0	0	0	0	0		0	0	0	0	1		0	1	0	0	0	0	0	0	0	0	0	1	
1545 - 1600	0	0	0	0	0		0	0	0	0	2		0	2	0	2	0	0	2	1	0	0	0	1	5
Hourly Total	0	0	0	0	0		0	0	0	1	3		0	4	0	4	0	0	4	1	0	1	0	2	10
1600 - 1615	0	0	0	0	0		0	0	0	0	2		0	2	0	4	0	0	4	0	1	1	0	2	8
1615 - 1630	0	0	0	0	0		0	0	0	0	0		0	0	0	1	0	0	1	0	0	0	0	1	
1630 - 1645	0	0	0	0	0		0	0	0	0	0		0	0	1	0	0	1	0	2	0	0	2	3	
1645 - 1700	0	1	0	0	0		0	1	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	
Hourly Total	0	1	0	0	0		0	1	0	0	2		0	2	0	6	0	0	6	0	3	1	0	4	13
1700 - 1715	0	0	0	0	0		0	0	0	0	0		0	0	0	1	0	0	1	0	1	2	0	3	4
1715 - 1730	0	0	0	0	0		0	0	0	0	0		0	0	0	4	0	0	4	0	1	0	0	1	5
1730 - 1745	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0	0	2	0	0	0	2	2
1745 - 1800	0	0	0	0	0		0	0	0	0	0		0	0	0	2	0	0	2	0	1	0	0	1	3
Hourly Total	0	0	0	0	0		0	0	0	0	0		0	0	0	7	0	0	7	0	5	2	0	7	14
Grand Total	0	1	0				0	1	5				0	6	1	20	0	0	21	2	9	4	0	15	43
Approach %	0.00	100.00	0.00				0.00	16.67	83.33				0.00	-	4.76	95.24	0.00	0.00	-	13.33	60.00	26.67	0.00	-	
Intersection %	0.00	2.33	0.00				0.00	2.33	11.63				0.00	13.95	2.33	46.51	0.00	0.00	48.84	4.65	20.93	9.30	0.00	34.88	

Classified Turn Movement Count || Bikes

Henry County, GA

Site 6

S Ola Rd
N Ola Rd
GA-81 (West)
GA-81 (East)



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

Lat/Long

33.435640°, -84.041506°
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0700 - 0900 (Weekday 2h Session) (01-30-2024)

Bikes

TIME	Northbound						Southbound						Eastbound						Westbound					
	S Ola Rd						N Ola Rd						GA-81 (West)						GA-81 (East)					
	Left	Thru	Right	U-Turn	App		Left	Thru	Right	U-Turn	App		Left	Thru	Right	U-Turn	App		Left	Thru	Right	U-Turn	App	Int
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	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Bikes

TIME	Northbound						Southbound						Eastbound						Westbound					
	S Ola Rd						N Ola Rd						GA-81 (West)						GA-81 (East)					
	Left	Thru	Right	U-Turn	App		Left	Thru	Right	U-Turn	App		Left	Thru	Right	U-Turn	App		Left	Thru	Right	U-Turn	App	Int
1400 - 1415	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
1415 - 1430	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
1430 - 1445	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
1445 - 1500	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
1500 - 1515	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
1515 - 1530	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
1530 - 1545	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
1545 - 1600	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
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)

Henry County, GA

Site 6

S Ola Rd
N Ola Rd
GA-81 (West)
GA-81 (East)



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Weather

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

All Trucks (4-13)

	Northbound						Southbound						Eastbound						Westbound						Int
	S Ola Rd						N Ola Rd						GA-81 (West)						GA-81 (East)						
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total		Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total		Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total		Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total		
TIME	0	0	1	0	2		1	2	0	6		0	8	2	3	0	0	5		1	3	0	0	4	18
0700 - 0715	0	0	1	0	2		1	0	1		0	2	1	3	0		0	4		0	7	1	0	8	16
0715 - 0730	0	0	1	0	1		1	0	1		0	2	0	2	0		0	2		1	6	4	0	11	16
0730 - 0745	0	0	0	0	0		7	2	4		0	13	3	10	0		0	13		0	6	3	0	9	35
0745 - 0800	0	1	3	0	4		11	2	12		0	25	6	18	0		0	24		2	22	8	0	32	85
Hourly Total	1	1	0	0	2		3	0	3		0	6	3	8	0		0	11		1	5	5	0	11	30
0800 - 0815	0	0	0	0	0		3	1	3		0	7	4	4	0		0	8		1	4	4	0	9	24
0815 - 0830	0	3	0	0	3		1	0	4		0	5	2	7	0		0	9		0	9	1	0	10	27
0830 - 0845	0	0	0	0	0		1	0	6		0	7	0	3	0		0	3		0	9	2	0	11	21
0845 - 0900	1	4	0	0	5		8	1	16		0	25	9	22	0		0	31		2	27	12	0	41	102
Hourly Total																									
Grand Total	1	5	3	0	9		19	3	28		0	50	15	40	0		0	55		4	49	20	0	73	187
Approach %	11.11	55.56	33.33	0.00	-		38.00	6.00	56.00		0.00	-	27.27	72.73	0.00		0.00	-		5.48	67.12	27.40	0.00	-	
Intersection %	0.53	2.67	1.60	0.00	4.81		10.16	1.60	14.97		0.00	26.74	8.02	21.39	0.00		0.00	29.41		2.14	26.20	10.70	0.00	39.04	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound								
	S Ola Rd			U-Turn 6.4	App Total	N Ola Rd			U-Turn 6.8	App Total	GA-81 (West)			U-Turn 6.12	App Total	GA-81 (East)			U-Turn 6.16	App Total	Int Total
TIME	Left 6.1	Thru 6.2	Right 6.3			Left 6.5	Thru 6.6	Right 6.7			Left 6.9	Thru 6.10	Right 6.11			Left 6.13	Thru 6.14	Right 6.15			
1400 - 1415	0	0	0	0	0	1	0	2	0	3	3	4	0	0	7	1	1	1	0	3	13
1415 - 1430	0	1	0	0	1	0	0	3	0	3	2	3	0	0	5	1	0	0	0	1	10
1430 - 1445	0	0	0	0	0	0	1	1	0	2	1	4	0	0	5	0	2	1	0	3	10
1445 - 1500	0	1	1	0	2	1	0	4	0	5	2	2	0	0	4	2	3	4	0	9	20
Hourly Total	0	2	1	0	3	2	1	10	0	13	8	13	0	0	21	4	6	6	0	16	53
1500 - 1515	0	0	0	0	0	3	2	6	0	11	2	3	0	0	5	0	2	10	0	12	28
1515 - 1530	0	1	1	0	2	0	0	1	0	1	2	3	0	0	5	1	3	1	0	5	13
1530 - 1545	0	1	0	0	1	8	1	2	0	11	0	2	0	0	2	0	3	4	0	7	21
1545 - 1600	0	0	0	0	0	2	0	4	0	6	0	4	0	0	4	1	3	1	0	5	15
Hourly Total	0	2	1	0	3	13	3	13	0	29	4	12	0	0	16	2	11	16	0	29	77
1600 - 1615	0	1	0	0	1	2	0	2	0	4	3	5	0	0	8	0	1	6	0	7	20
1615 - 1630	0	0	0	0	0	5	2	4	0	11	1	2	0	0	3	0	1	1	0	2	16
1630 - 1645	0	0	0	0	0	2	0	0	0	2	0	4	0	0	4	1	4	1	0	6	12
1645 - 1700	0	1	0	0	1	1	0	0	0	1	1	2	0	0	3	0	1	1	0	2	7
Hourly Total	0	2	0	0	2	10	2	6	0	18	5	13	0	0	18	1	7	9	0	17	55
1700 - 1715	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	8	2	0	10	15
1715 - 1730	0	0	1	0	1	1	2	0	0	3	0	4	0	0	4	0	2	1	0	3	11
1730 - 1745	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	0	3	0	0	3	7
1745 - 1800	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	0	1	0	0	1	7
Hourly Total	0	1	1	0	2	1	3	0	0	4	2	14	1	0	17	0	14	3	0	17	40
Grand Total	0	7	3	0	10	26	9	29	0	64	19	52	1	0	72	7	38	34	0	79	225
Approach %	0.00	70.00	30.00	0.00	-	40.63	14.06	45.31	0.00	-	26.39	72.22	1.39	0.00	-	8.86	48.10	43.04	0.00	-	
Intersection %	0.00	3.11	1.33	0.00	4.44	11.56	4.00	12.89	0.00	28.44	8.44	23.11	0.44	0.00	32.00	3.11	16.89	15.11	0.00	35.11	

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	Northbound S Ola Rd				Southbound N Ola Rd				Eastbound GA-81 (West)				Westbound GA-81 (East)				
	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	

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Henry County, GA

Site 6

S Ola Rd
N Ola Rd
GA-81 (West)
GA-81 (East)

Date _____

Tuesday, January 30, 2024

Weather

Fair
47°F

[Click here for Detailed Weather](#)

Lat/Long
33.435640°, -84.041506°

[Click here for Map](#)



0700 - 0900 (Weekday 2h Session) (01-30-2024)

Bikes

	Northbound				Southbound				Eastbound				Westbound				
	S Ola Rd			App Total	N Ola Rd			App Total	GA-81 (West)			App Total	GA-81 (East)			App Total	Int Total
TIME	EB 6a	WB 6b			EB 6c	WB 6d			NB 6e	SB 6f			NB 6g	SB 6h			
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	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

2400
Bikes

	Northbound				Southbound				Eastbound				Westbound				
	S Ola Rd				N Ola Rd				GA-81 (West)				GA-81 (East)				
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
1400 - 1415	0	0		0	0	0		0	0	0		0	0	0		0	0
1415 - 1430	0	0		0	0	0		0	0	0		0	0	0		0	0
1430 - 1445	0	0		0	0	0		0	0	0		0	0	0		0	0
1445 - 1500	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
1500 - 1515	0	0		0	0	0		0	0	0		0	0	0		0	0
1515 - 1530	0	0		0	0	0		0	0	0		0	0	0		0	0
1530 - 1545	0	0		0	0	0		0	0	0		0	0	0		0	0
1545 - 1600	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
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	

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Start Date: 1/30/2024		GA-81 (West)			GA-81 (East)			S Ola Rd			N Ola Rd				
Time		Eastbound			Westbound			Northbound			Southbound			Total	
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
15 Minute Totals															
12:00 AM - 12:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM - 12:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM - 12:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM - 01:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00 AM - 01:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30 AM - 01:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45 AM - 02:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 AM - 02:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15 AM - 02:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 AM - 02:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 AM - 03:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 AM - 03:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 AM - 03:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 AM - 03:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 AM - 04:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 AM - 04:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 AM - 04:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 AM - 04:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 AM - 05:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 AM - 05:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15 AM - 05:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30 AM - 05:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45 AM - 06:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00 AM - 06:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 AM - 06:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 AM - 06:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 AM - 07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 AM - 07:15 AM		38	52	1	9	190	29	1	12	13	8	4	37	394	
07:15 AM - 07:30 AM		52	59	2	12	202	62	1	19	13	24	13	52	511	
07:30 AM - 07:45 AM		43	50	0	21	191	61	1	16	14	27	14	71	509	
07:45 AM - 08:00 AM		37	65	0	16	119	85	3	21	10	30	14	48	448	
08:00 AM - 08:15 AM		50	59	1	13	129	74	2	25	13	21	10	31	428	
08:15 AM - 08:30 AM		40	65	0	8	123	48	1	12	8	40	15	67	427	
08:30 AM - 08:45 AM		23	72	1	9	127	39	0	11	8	39	8	48	385	
08:45 AM - 09:00 AM		37	63	1	5	140	50	4	11	7	31	8	51	408	
09:00 AM - 09:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 AM - 09:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 AM - 09:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 AM - 10:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM - 10:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM - 10:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM - 10:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM - 11:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM - 11:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM - 11:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM - 11:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM - 12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM - 12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM - 12:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM - 12:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM - 01:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00 PM - 01:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15 PM - 01:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30 PM - 01:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45 PM - 02:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 PM - 02:15 PM		36	110	1	15	87	15	0	3	5	26	6	31	335	
02:15 PM - 02:30 PM		40	90	2	8	77	19	1	6	13	17	11	14	298	
02:30 PM - 02:45 PM		31	86	0	9	97	22	1	8	11	35	18	57	375	
02:45 PM - 03:00 PM		39	102	0	19	82	29	1	9	8	26	9	38	362	
03:00 PM - 03:15 PM		35	107	0	8	94	33	1	7	14	23	5	26	353	
03:15 PM - 03:30 PM		42	132	1	16	92	26	1	9	6	48	18	56	447	
03:30 PM - 03:45 PM		36	120	3	14	101	30	0	11	18	53	17	64	467	
03:45 PM - 04:00 PM		36	137	1	9	93	31	1	11	8	35	13	39	414	
04:00 PM - 04:15 PM		38	161	1	1	71	26	0	15	11	54	16	47	459	
04:15 PM - 04:30 PM		43	182	1	10	84	19	0	10	10	68	22	58	507	
04:30 PM - 04:45 PM		34	155	0	23	104	17	2	12	28	37	10	31	453	
04:45 PM - 05:00 PM		37	169	1	1	90	20	2	8	17	61	12	30	466	
05:00 PM - 05:15 PM		52	171	3	17	107	27	0	11	18	54	15	31	506	
05:15 PM - 05:30 PM		37	165	2	19	115	19	2	14	24	68	7	36	508	
05:30 PM - 05:45 PM		43	180	1	22	101	24	1	20	7	49	15	32	495	
05:45 PM - 06:00 PM		52	179	1	11	88	29	2	17	14	40	20	33	486	
06:00 PM - 06:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 PM - 06:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 PM - 06:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 PM - 07:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 PM - 07:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 PM - 07:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 PM - 07:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 PM - 08:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 PM - 08:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15 PM - 08:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30 PM - 08:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 PM - 09:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00 PM - 09:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 PM - 09:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 PM - 09:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 PM - 10:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM - 10:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 PM - 10:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 PM - 10:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 PM - 11:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM - 11:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 PM - 11:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM - 11:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM - 12:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	



[Click here for Map](#)

Peak Hour Turning Movement Count

Henry County, GA



Marr Traffic
DATA COLLECTION

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Tuesday, January 30, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

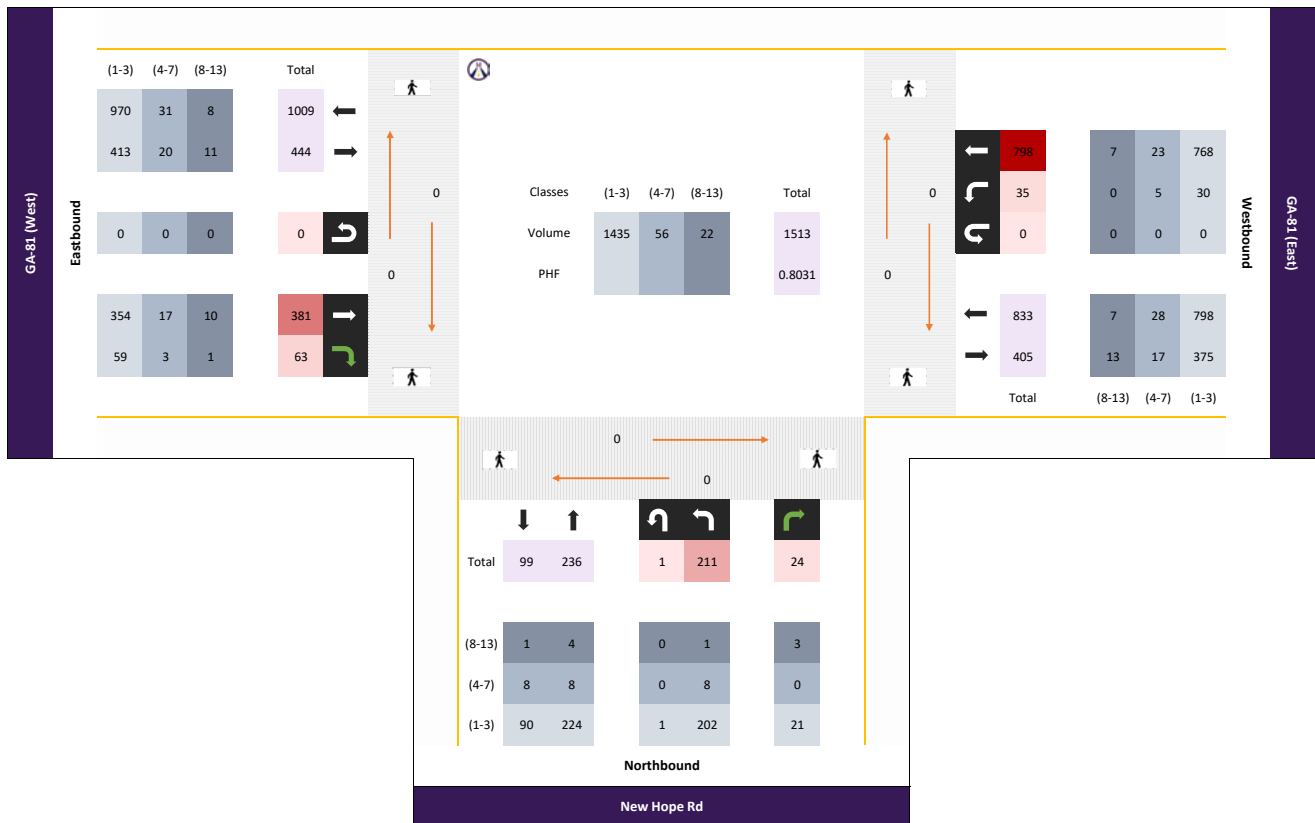
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

0715 - 0815

Volume



Time	Northbound										Eastbound					Westbound					Int Total				
	New Hope Rd										GA-81 (West)					GA-81 (East)									
	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8				U-Turn 7.9	App Total
0700 - 0715	40	-	5	-	0	45	-	-	-	-	-	0	-	83	38	-	0	121	7	222	-	-	0	229	395
0715 - 0730	95	-	5	-	0	100	-	-	-	-	-	0	-	96	39	-	0	135	3	233	-	-	0	236	471
0730 - 0745	51	-	4	-	1	56	-	-	-	-	-	0	-	83	12	-	0	95	18	214	-	-	0	232	383
0745 - 0800	38	-	9	-	0	47	-	-	-	-	-	0	-	96	8	-	0	104	10	204	-	-	0	214	365
Total	224	0	23	0	1	248	0	0	0	0	0	0	0	358	97	0	0	455	38	873	0	0	0	911	1614
Approach %	90.32	0.00	9.27	0.00	0.40	-	0.00	0.00	0.00	0.00	0.00	-	0.00	78.68	21.32	0.00	0.00	-	4.17	95.83	0.00	0.00	0.00	-	-
PHF	0.59	0.00	0.64	0.00	0.25	0.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.93	0.62	0.00	0.00	0.84	0.53	0.94	0.00	0.00	0.00	0.97	0.86

	Northbound										Eastbound					Westbound									
	New Hope Rd										GA-81 (West)					GA-81 (East)									
Time	Left 7.1		Right 7.2	U-Turn 7.3	App Total					App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8		U-Turn 7.9	App Total	Int Total			
0700 - 0715	38	-	5	-	0	43	-	-	-	-	0	-	78	37	-	0	115	6	216	-	-	0	222	380	
0715 - 0730	92	-	5	-	0	97	-	-	-	-	0	-	92	36	-	0	128	2	227	-	-	0	229	454	
0730 - 0745	49	-	4	-	1	54	-	-	-	-	0	-	80	12	-	0	92	18	207	-	-	0	225	371	
0745 - 0800	28	-	7	-	0	45	-	-	-	-	0	-	86	7	-	0	93	7	194	-	-	0	201	339	
Total	217	0	21	0	1	239	0	0	0	0	0	0	336	92	0	0	428	33	844	0	0	0	877	1544	
Approach %	90.79	0.00	8.79	0.00	0.42	-	0.00	0.00	0.00	0.00	0.00	-	0.00	78.50	21.50	0.00	0.00	-	3.76	96.24	0.00	0.00	0.00	-	
PHF	0.59	0.00	0.75	0.00	0.25	0.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.62	0.00	0.00	0.84	0.46	0.93	0.00	0.00	0.00	0.96	0.85

Time	Northbound					Eastbound					Westbound					Int Total										
	New Hope Rd					GA-81 (West)					GA-81 (East)															
	Left 7.1	Right 7.2	U-Turn 7.3	App Total					App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8		U-Turn 7.9	App Total								
0700 - 0715	1	-	0	-	0	1	-	-	-	-	-	0	-	4	1	-	0	5	1	6	-	-	0	7	13	
0715 - 0730	3	-	0	-	0	3	-	-	-	-	-	0	-	2	2	-	0	4	1	2	-	-	0	3	10	
0730 - 0745	1	-	0	-	0	1	-	-	-	-	-	0	-	2	0	-	0	2	0	7	-	-	0	7	10	
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	6	1	-	0	7	3	8	-	-	0	11	18	
Total	5	0	0	0	0	5	-	0	0	0	0	0	0	14	4	0	0	18	5	23	0	0	0	0	28	51
Approach %	100.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	77.78	22.22	0.00	0.00	-	17.86	82.14	0.00	0.00	0.00	-	-
PHF	0.42	0.00	0.00	0.00	0.00	0.42	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.50	0.00	0.00	0.64	0.42	0.72	0.00	0.00	0.00	0.64	0.71

Time	Northbound					Eastbound					Westbound					Int Total				
	New Hope Rd					GA-81 (West)					GA-81 (East)									
	Left 7.1	Right 7.2	U-Turn 7.3	App Total		Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total							
0700 - 0715	1	-	0	-	0	1	-	-	-	-	0	-	1	0	0	-	-	0	0	2
0715 - 0730	0	-	0	-	0	0	-	-	-	-	0	-	2	1	-	0	3	0	4	7
0730 - 0745	1	-	0	-	0	1	-	-	-	-	0	-	1	0	-	0	1	0	0	2
0745 - 0800	0	-	2	-	0	2	-	-	-	-	0	-	4	0	-	0	4	0	2	8
Total	2	0	2	0	0	4	-	0	0	0	0	0	9	0	6	0	0	0	6	19
Approach %	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	88.89	11.11	0.00	0.00	-	0.00	100.00
PHF	0.50	0.00	0.25	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.25	0.00	0.00	0.56	0.00	0.38	0.00

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

Henry County, GA



www.marrtraffic.com



Tuesday, January 30, 2024	
Period	1400 - 1800
Peak Hour	1700 - 1800

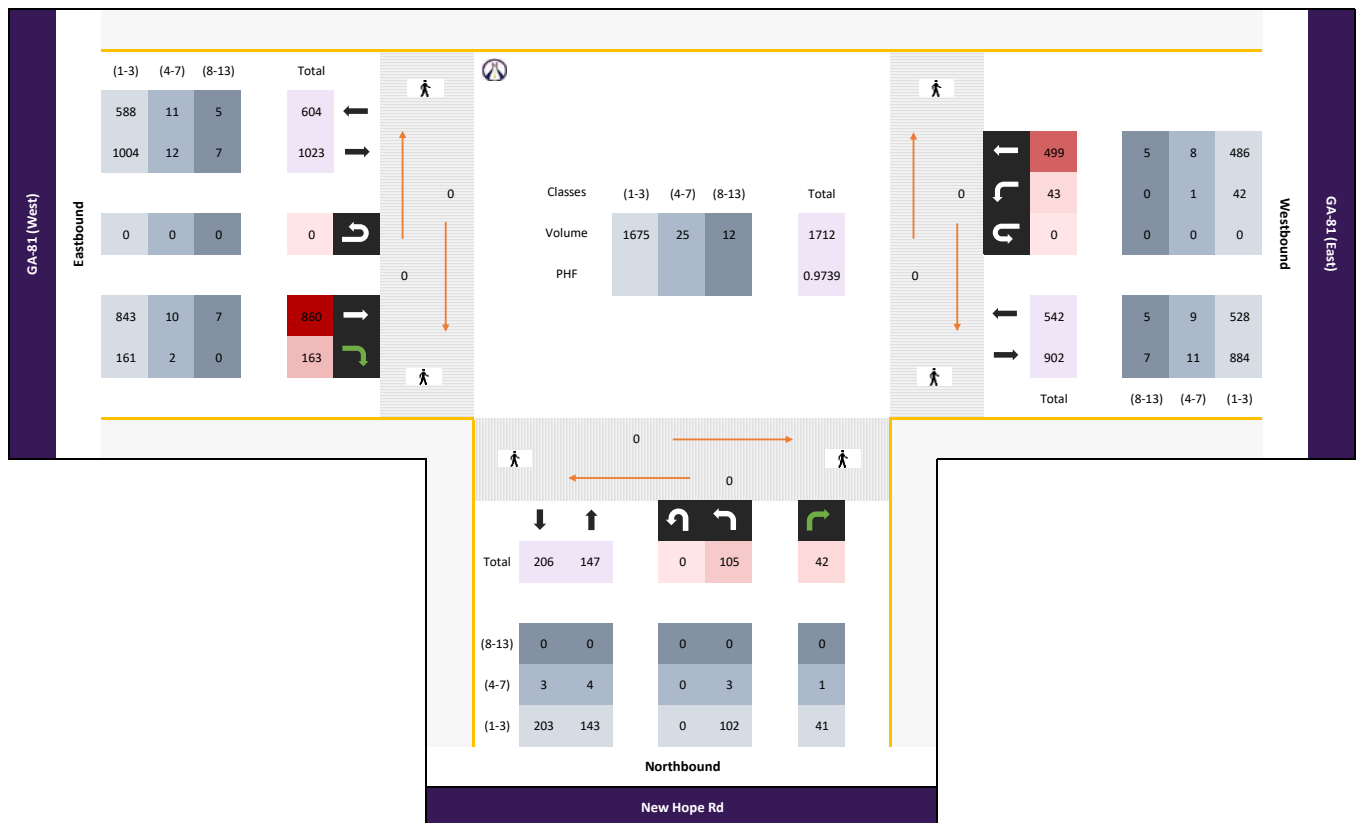
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					GA-81 (West)							Eastbound					Westbound					Int. Total		
	New Hope Rd					GA-81 (West)							GA-81 (East)												
	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8		U-Turn 7.9		App Total	
1700 - 1715	22	-	14	-	0	36	-	-	-	-	-	0	-	222	44	-	0	266	14	124	-	-	0	138	440
1715 - 1730	25	-	6	-	0	31	-	-	-	-	-	0	-	207	40	-	0	247	16	141	-	-	0	157	435
1730 - 1745	31	-	11	-	0	42	-	-	-	-	-	0	-	217	40	-	0	257	7	122	-	-	0	129	428
1745 - 1800	27	-	11	-	0	38	-	-	-	-	-	0	-	214	39	-	0	253	8	112	-	-	0	120	411
Total	105	0	42	0	0	147	0	0	0	0	0	0	0	860	163	0	0	1023	45	499	0	0	0	544	1714
Approach %	71.43	0.00	28.57	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	84.07	15.93	0.00	0.00	-	8.27	91.73	0.00	0.00	0.00	-	-
PHF	0.85	0.00	0.75	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.93	0.00	0.00	0.96	0.70	0.88	0.00	0.00	0.00	0.87	0.97

Passenger Vehicles (1-3)

Time	Northbound												Eastbound						Westbound						Int Total
	New Hope Rd												GA-81 (West)						GA-81 (East)						
	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	
1700 - 1715	20	-	14	-	0	34	-	-	-	-	-	0	-	217	43	-	0	260	14	117	-	-	0	131	425
1715 - 1730	25	-	6	-	0	31	-	-	-	-	-	0	-	204	40	-	0	244	14	138	-	-	0	152	427
1730 - 1745	30	-	10	-	0	40	-	-	-	-	-	0	-	211	40	-	0	251	6	120	-	-	0	126	417
1745 - 1800	27	-	11	-	0	38	-	-	-	-	-	0	-	211	38	-	0	249	8	111	-	-	0	119	406
Total	102	0	41	0	0	143	0	0	0	0	0	0	0	843	161	0	0	1004	42	486	0	0	0	528	1675
Approach %	71.33	0.00	28.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	83.96	16.04	0.00	0.00	-	7.95	92.05	0.00	0.00	0.00	-	-
PHF	0.85	0.00	0.73	0.00	0.00	0.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.94	0.00	0.00	0.97	0.75	0.88	0.00	0.00	0.00	0.87	0.98

Single Unit Trucks (4-7)

Time	Northbound												Eastbound					Westbound					Int Total		
	New Hope Rd												GA-81 (West)					GA-81 (East)							
	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8				U-Turn 7.9	App Total
1700 - 1715	2	-	0	-	0	2	-	-	-	-	-	0	-	3	1	-	0	4	0	6	-	-	0	6	12
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	2	-	-	0	2	2
1730 - 1745	1	-	1	-	0	2	-	-	-	-	-	0	-	4	0	-	0	4	1	0	-	-	0	1	7
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	3	1	-	0	4	0	0	-	-	0	0	4
Total	3	0	1	0	0	4	0	0	0	0	0	0	0	10	2	0	0	12	1	8	0	0	0	9	25
Approach %	75.00	0.00	25.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	83.33	16.67	0.00	0.00	-	11.11	88.89	0.00	0.00	0.00	-	-
PHF	0.38	0.00	0.25	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.50	0.00	0.00	0.75	0.25	0.33	0.00	0.00	0.00	0.38	0.52

Combination Trucks (8-13)

Time	Northbound										Eastbound					Westbound					Int Total				
	New Hope Rd										GA-81 (West)					GA-81 (East)									
	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	1	-	-	0	1	3
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	3	0	-	0	3	0	1	-	-	0	1	4
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	2	-	-	0	2	4
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	5	0	0	0	5	12
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.00	0.58	0.00	0.63	0.00	0.00	0.00	0.63	0.75

Bikes

Time	Northbound												Eastbound					Westbound					Int Total	
	New Hope Rd												GA-81 (West)					GA-81 (East)						
	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8		U-Turn 7.9		App Total
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	2	0	-	-	0	2
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
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	-	100.00	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	0.25	0.00	0.00	0.00	0.00	0.25

Classified Turn Movement Count || All vehicles

Henry County, GA

Site 7

New Hope Rd



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

GA-81 (West)

GA-81 (East)

Lat/Long

33.430261°, -84.061823°

[Click here for Map](#)

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (01-30-2024)

All vehicles

Northbound				
New Hope Rd				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total
0700 - 0715	40	5	0	45
0715 - 0730	95	5	0	100
0730 - 0745	51	4	1	56
0745 - 0800	38	9	0	47
Hourly Total	224	23	1	248
0800 - 0815	27	6	0	33
0815 - 0830	27	5	0	32
0830 - 0845	25	6	0	31
0845 - 0900	33	6	0	39
Hourly Total	112	23	0	135
Grand Total	336	46	1	383
Approach %	87.73	12.01	0.26	-
Intersection %	11.81	1.62	0.04	13.47
Heavy Vehicle %	4	7	0	4
PHF	0.59	0.64	0.25	0.62

Eastbound					Westbound				
GA-81 (West)					GA-81 (East)				
Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total	
83	38	0	121	7	222	0	229	395	
96	39	0	135	3	233	0	236	471	
83	12	0	95	18	214	0	232	383	
96	8	0	104	10	204	0	214	365	
358	97	0	455	38	873	0	911	1614	
106	4	0	110	4	147	0	151	294	
87	8	0	95	4	185	0	189	316	
92	14	0	106	6	151	0	157	294	
83	7	0	90	4	193	0	197	326	
368	33	0	401	18	676	0	694	1230	
726	130	0	856	56	1549	0	1605	2844	
84.81	15.19	0.00	-	3.49	96.51	0.00	-		
25.53	4.57	0.00	30.10	1.97	54.47	0.00	56.43		
-	7	-	7	14	4	-	5	5	
0.93	0.62	0.00	0.84	0.53	0.94	0.00	0.97	0.86	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

All vehicles

Northbound				
New Hope Rd				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total
1400 - 1415	20	8	0	28
1415 - 1430	21	5	0	26
1430 - 1445	40	12	0	52
1445 - 1500	23	8	0	31
Hourly Total	104	33	0	137
1500 - 1515	23	6	0	29
1515 - 1530	18	8	0	26
1530 - 1545	28	12	0	40
1545 - 1600	22	7	0	29
Hourly Total	91	33	0	124
1600 - 1615	17	10	0	27
1615 - 1630	23	14	0	37
1630 - 1645	26	7	0	33
1645 - 1700	23	6	0	29
Hourly Total	89	37	0	126
1700 - 1715	22	14	0	36
1715 - 1730	25	6	0	31
1730 - 1745	31	11	0	42
1745 - 1800	27	11	0	38
Hourly Total	105	42	0	147
Grand Total	389	145	0	534
Approach %	72.85	27.15	0.00	-
Intersection %	6.59	2.46	0.00	9.05
Heavy Vehicle %	3	9	-	5
PHF	0.85	0.75	0.00	0.88

Eastbound					Westbound				
GA-81 (West)					GA-81 (East)				
Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total	
144	6	0	150	9	101	0	110	288	
130	14	0	144	3	100	0	103	273	
100	26	0	126	9	148	0	157	335	
149	28	0	177	5	113	0	118	326	
523	74	0	597	26	462	0	488	1222	
141	31	0	172	7	110	0	117	318	
155	24	0	179	10	138	0	148	353	
143	26	0	169	11	139	0	150	359	
188	41	0	229	14	120	0	134	392	
627	122	0	749	42	507	0	549	1422	
191	23	0	214	3	122	0	125	366	
209	26	0	235	7	126	0	133	405	
182	32	0	214	2	128	0	130	377	
202	41	0	243	2	121	0	123	395	
784	122	0	906	14	497	0	511	1543	
222	44	0	266	14	124	0	138	440	
207	40	0	247	16	141	0	157	435	
217	40	0	257	7	122	0	129	428	
214	39	0	253	8	112	0	120	411	
860	163	0	1023	45	499	0	544	1714	
2794	481	0	3275	127	1965	0	2092	5901	
85.31	14.69	0.00	-	6.07	93.93	0.00	-		
47.35	8.15	0.00	55.50	2.15	33.30	0.00	35.45		
2	2	-	2	4	3	-	3	3	
0.97	0.93	0.00	0.96	0.70	0.88	0.00	0.87	0.97	

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

Henry County, GA

Site 7

New Hope Rd



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

GA-81 (West)

GA-81 (East)

Lat/Long

33.430261°, -84.061823°

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

Passenger Vehicles (1-3)

Northbound				
New Hope Rd				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total
0700 - 0715	38	5	0	43
0715 - 0730	92	5	0	97
0730 - 0745	49	4	1	54
0745 - 0800	38	7	0	45
Hourly Total	217	21	1	239
0800 - 0815	23	5	0	28
0815 - 0830	27	5	0	32
0830 - 0845	24	6	0	30
0845 - 0900	32	6	0	38
Hourly Total	106	22	0	128
Grand Total	323	43	1	367
Approach %	88.01	11.72	0.27	-
Intersection %	12.00	1.60	0.04	13.63

Eastbound				Westbound				
GA-81 (West)				GA-81 (East)				
Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
78	37	0	115	6	216	0	222	380
92	36	0	128	2	227	0	229	454
80	12	0	92	18	207	0	225	371
86	7	0	93	7	194	0	201	339
336	92	0	428	33	844	0	877	1544
96	4	0	100	3	140	0	143	271
79	8	0	87	3	180	0	183	302
83	12	0	95	6	138	0	144	269
80	7	0	87	3	178	0	181	306
338	31	0	369	15	636	0	651	1148
674	123	0	797	48	1480	0	1528	2692
84.57	15.43	0.00	-	3.14	96.86	0.00	-	
25.04	4.57	0.00	29.61	1.78	54.98	0.00	56.76	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Passenger Vehicles (1-3)

Northbound				
New Hope Rd				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total
1400 - 1415	19	8	0	27
1415 - 1430	21	4	0	25
1430 - 1445	38	10	0	48
1445 - 1500	22	8	0	30
Hourly Total	100	30	0	130
1500 - 1515	22	3	0	25
1515 - 1530	18	7	0	25
1530 - 1545	27	12	0	39
1545 - 1600	20	7	0	27
Hourly Total	87	29	0	116
1600 - 1615	17	8	0	25
1615 - 1630	23	14	0	37
1630 - 1645	26	6	0	32
1645 - 1700	22	4	0	26
Hourly Total	88	32	0	120
1700 - 1715	20	14	0	34
1715 - 1730	25	6	0	31
1730 - 1745	30	10	0	40
1745 - 1800	27	11	0	38
Hourly Total	102	41	0	143
Grand Total	377	132	0	509
Approach %	74.07	25.93	0.00	-
Intersection %	6.57	2.30	0.00	8.88

Eastbound				Westbound				
GA-81 (West)				GA-81 (East)				
Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
137	6	0	143	9	99	0	108	278
126	12	0	138	3	96	0	99	262
97	25	0	122	9	145	0	154	324
144	25	0	169	5	106	0	111	310
504	68	0	572	26	446	0	472	1174
139	30	0	169	7	103	0	110	304
151	24	0	175	8	133	0	141	341
140	26	0	166	11	134	0	145	350
185	41	0	226	13	116	0	129	382
615	121	0	736	39	486	0	525	1377
185	23	0	208	3	119	0	122	355
206	26	0	232	6	122	0	128	397
180	31	0	211	2	125	0	127	370
200	40	0	240	2	119	0	121	387
771	120	0	891	13	485	0	498	1509
217	43	0	260	14	117	0	131	425
204	40	0	244	14	138	0	152	427
211	40	0	251	6	120	0	126	417
211	38	0	249	8	111	0	119	406
843	161	0	1004	42	486	0	528	1675
2733	470	0	3203	120	1903	0	2023	5735
85.33	14.67	0.00	-	5.93	94.07	0.00	-	
47.65	8.20	0.00	55.85	2.09	33.18	0.00	35.27	

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

Henry County, GA

Site 7

New Hope Rd

GA-81 (West)

GA-81 (East)



Date

Tuesday, January 30, 2024

Lat/Long

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Single Unit Trucks (4-7)

Northbound				
New Hope Rd				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total
0700 - 0715	1	0	0	1
0715 - 0730	3	0	0	3
0730 - 0745	1	0	0	1
0745 - 0800	0	0	0	0
Hourly Total	5	0	0	5
0800 - 0815	4	0	0	4
0815 - 0830	0	0	0	0
0830 - 0845	1	0	0	1
0845 - 0900	1	0	0	1
Hourly Total	6	0	0	6
Grand Total	11	0	0	11
Approach %	100.00	0.00	0.00	-
Intersection %	10.09	0.00	0.00	10.09

Eastbound					Westbound				
GA-81 (West)					GA-81 (East)				
Thru 7.4	Right 7.5	U-Turn 7.6	App Total		Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
4	1	0	5		1	6	0	7	13
2	2	0	4		1	2	0	3	10
2	0	0	2		0	7	0	7	10
6	1	0	7		3	8	0	11	18
14	4	0	18		5	23	0	28	51
7	0	0	7		1	6	0	7	18
7	0	0	7		1	4	0	5	12
7	2	0	9		0	7	0	7	17
2	0	0	2		1	7	0	8	11
23	2	0	25		3	24	0	27	58
37	6	0	43		8	47	0	55	109
86.05	13.95	0.00	-		14.55	85.45	0.00	-	
33.94	5.50	0.00	39.45		7.34	43.12	0.00	50.46	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Single Unit Trucks (4-7)

Northbound				
New Hope Rd				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total
1400 - 1415	1	0	0	1
1415 - 1430	0	1	0	1
1430 - 1445	2	2	0	4
1445 - 1500	1	0	0	1
Hourly Total	4	3	0	7
1500 - 1515	0	3	0	3
1515 - 1530	0	1	0	1
1530 - 1545	1	0	0	1
1545 - 1600	2	0	0	2
Hourly Total	3	4	0	7
1600 - 1615	0	1	0	1
1615 - 1630	0	0	0	0
1630 - 1645	0	1	0	1
1645 - 1700	1	2	0	3
Hourly Total	1	4	0	5
1700 - 1715	2	0	0	2
1715 - 1730	0	0	0	0
1730 - 1745	1	1	0	2
1745 - 1800	0	0	0	0
Hourly Total	3	1	0	4
Grand Total	11	12	0	23
Approach %	47.83	52.17	0.00	-
Intersection %	8.66	9.45	0.00	18.11

Eastbound					Westbound				
GA-81 (West)					GA-81 (East)				
Thru 7.4	Right 7.5	U-Turn 7.6	App Total		Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
6	0	0	6		0	1	0	1	8
3	2	0	5		0	4	0	4	10
2	0	0	2		0	3	0	3	9
4	3	0	7		0	7	0	7	15
15	5	0	20		0	15	0	15	42
1	1	0	2		0	7	0	7	12
3	0	0	3		2	4	0	6	10
2	0	0	2		0	3	0	3	6
2	0	0	2		1	4	0	5	9
8	1	0	9		3	18	0	21	37
3	0	0	3		0	1	0	1	5
2	0	0	2		1	3	0	4	6
1	1	0	2		0	2	0	2	5
2	1	0	3		0	1	0	1	7
8	2	0	10		1	7	0	8	23
3	1	0	4		0	6	0	6	12
0	0	0	0		0	2	0	2	2
4	0	0	4		1	0	0	1	7
3	1	0	4		0	0	0	0	4
10	2	0	12		1	8	0	9	25
41	10	0	51		5	48	0	53	127
80.39	19.61	0.00	-		9.43	90.57	0.00	-	
32.28	7.87	0.00	40.16		3.94	37.80	0.00	41.73	

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

Henry County, GA

Site 7

New Hope Rd

GA-81 (West)

GA-81 (East)



Date

Tuesday, January 30, 2024

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

Combination Trucks (8-13)

Northbound				
New Hope Rd				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total
0700 - 0715	1	0	0	1
0715 - 0730	0	0	0	0
0730 - 0745	1	0	0	1
0745 - 0800	0	2	0	2
Hourly Total	2	2	0	4
0800 - 0815	0	1	0	1
0815 - 0830	0	0	0	0
0830 - 0845	0	0	0	0
0845 - 0900	0	0	0	0
Hourly Total	0	1	0	1
Grand Total	2	3	0	5
Approach %	40.00	60.00	0.00	-
Intersection %	4.65	6.98	0.00	11.63

Eastbound					Westbound				
GA-81 (West)					GA-81 (East)				
Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total	
1	0	0	1	0	0	0	0	2	
2	1	0	3	0	4	0	4	7	
1	0	0	1	0	0	0	0	2	
4	0	0	4	0	2	0	2	8	
8	1	0	9	0	6	0	6	19	
3	0	0	3	0	1	0	1	5	
1	0	0	1	0	1	0	1	2	
2	0	0	2	0	6	0	6	8	
1	0	0	1	0	8	0	8	9	
7	0	0	7	0	16	0	16	24	
15	1	0	16	0	22	0	22	43	
93.75	6.25	0.00	-	0.00	100.00	0.00	-		
34.88	2.33	0.00	37.21	0.00	51.16	0.00	51.16		

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Combination Trucks (8-13)

Northbound				
New Hope Rd				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total
1400 - 1415	0	0	0	0
1415 - 1430	0	0	0	0
1430 - 1445	0	0	0	0
1445 - 1500	0	0	0	0
Hourly Total	0	0	0	0
1500 - 1515	1	0	0	1
1515 - 1530	0	0	0	0
1530 - 1545	0	0	0	0
1545 - 1600	0	0	0	0
Hourly Total	1	0	0	1
1600 - 1615	0	1	0	1
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	1	0	1
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	1	1	0	2
Approach %	50.00	50.00	0.00	-
Intersection %	2.70	2.70	0.00	5.41

Eastbound					Westbound				
GA-81 (West)					GA-81 (East)				
Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total	
1	0	0	1	0	1	0	1	2	
1	0	0	1	0	0	0	0	1	
1	1	0	2	0	0	0	0	2	
1	0	0	1	0	0	0	0	1	
4	1	0	5	0	1	0	1	6	
1	0	0	1	0	0	0	0	2	
1	0	0	1	0	1	0	1	2	
1	0	0	1	0	2	0	2	3	
1	0	0	1	0	0	0	0	1	
4	0	0	4	0	3	0	3	8	
3	0	0	3	0	2	0	2	6	
1	0	0	1	0	1	0	1	2	
1	0	0	1	0	1	0	1	2	
0	0	0	0	0	1	0	1	1	
5	0	0	5	0	5	0	5	11	
2	0	0	2	0	1	0	1	3	
3	0	0	3	0	1	0	1	4	
2	0	0	2	0	2	0	2	4	
0	0	0	0	0	1	0	1	1	
7	0	0	7	0	5	0	5	12	
20	1	0	21	0	14	0	14	37	
95.24	4.76	0.00	-	0.00	100.00	0.00	-		
54.05	2.70	0.00	56.76	0.00	37.84	0.00	37.84		

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Henry County, GA

Site 7

New Hope Rd

GA-81 (West)

GA-81 (East)

Date _____

Tuesday, January 30, 2024

Lat/Long

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

87.00
Bikes

Northbound				
New Hope Rd				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	0	0	0	0
0745 - 0800	0	0	0	0
Hourly Total	0	0	0	0
0800 - 0815	0	0	0	0
0815 - 0830	0	0	0	0
0830 - 0845	0	0	0	0
0845 - 0900	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

[illegible]

1400 - 1800 (Weekday 4h Session) (01-30-2024)

1400
Bikes

	Northbound			
	New Hope Rd			
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total
1400 - 1415	0	0	0	0
1415 - 1430	0	0	0	0
1430 - 1445	0	0	0	0
1445 - 1500	0	0	0	0
Hourly Total	0	0	0	0
1500 - 1515	0	0	0	0
1515 - 1530	0	0	0	0
1530 - 1545	0	0	0	0
1545 - 1600	0	0	0	0
Hourly Total	0	0	0	0
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	0	0	0
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

[illegible]

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

Henry County, GA

Site 7

New Hope Rd



Date

Tuesday, January 30, 2024

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GA-81 (West)

GA-81 (East)

Lat/Long

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

All Trucks (4-13)

Northbound				
New Hope Rd				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total
0700 - 0715	2	0	0	2
0715 - 0730	3	0	0	3
0730 - 0745	2	0	0	2
0745 - 0800	0	2	0	2
Hourly Total	7	2	0	9
0800 - 0815	4	1	0	5
0815 - 0830	0	0	0	0
0830 - 0845	1	0	0	1
0845 - 0900	1	0	0	1
Hourly Total	6	1	0	7
Grand Total	13	3	0	16
Approach %	81.25	18.75	0.00	-
Intersection %	8.55	1.97	0.00	10.53

Eastbound				Westbound				
GA-81 (West)				GA-81 (East)				
Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
5	1	0	6	1	6	0	7	15
4	3	0	7	1	6	0	7	17
3	0	0	3	0	7	0	7	12
10	1	0	11	3	10	0	13	26
22	5	0	27	5	29	0	34	70
10	0	0	10	1	7	0	8	23
8	0	0	8	1	5	0	6	14
9	2	0	11	0	13	0	13	25
3	0	0	3	1	15	0	16	20
30	2	0	32	3	40	0	43	82
52	7	0	59	8	69	0	77	152
88.14	11.86	0.00	-	10.39	89.61	0.00	-	
34.21	4.61	0.00	38.82	5.26	45.39	0.00	50.66	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

All Trucks (4-13)

Northbound				
New Hope Rd				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total
1400 - 1415	1	0	0	1
1415 - 1430	0	1	0	1
1430 - 1445	2	2	0	4
1445 - 1500	1	0	0	1
Hourly Total	4	3	0	7
1500 - 1515	1	3	0	4
1515 - 1530	0	1	0	1
1530 - 1545	1	0	0	1
1545 - 1600	2	0	0	2
Hourly Total	4	4	0	8
1600 - 1615	0	2	0	2
1615 - 1630	0	0	0	0
1630 - 1645	0	1	0	1
1645 - 1700	1	2	0	3
Hourly Total	1	5	0	6
1700 - 1715	2	0	0	2
1715 - 1730	0	0	0	0
1730 - 1745	1	1	0	2
1745 - 1800	0	0	0	0
Hourly Total	3	1	0	4
Grand Total	12	13	0	25
Approach %	48.00	52.00	0.00	-
Intersection %	7.32	7.93	0.00	15.24

Eastbound				Westbound				
GA-81 (West)				GA-81 (East)				
Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
7	0	0	7	0	2	0	2	10
4	2	0	6	0	4	0	4	11
3	1	0	4	0	3	0	3	11
5	3	0	8	0	7	0	7	16
19	6	0	25	0	16	0	16	48
2	1	0	3	0	7	0	7	14
4	0	0	4	2	5	0	7	12
3	0	0	3	0	5	0	5	9
3	0	0	3	1	4	0	5	10
12	1	0	13	3	21	0	24	45
6	0	0	6	0	3	0	3	11
3	0	0	3	1	4	0	5	8
2	1	0	3	0	3	0	3	7
2	1	0	3	0	2	0	2	8
13	2	0	15	1	12	0	13	34
5	1	0	6	0	7	0	7	15
3	0	0	3	0	3	0	3	6
6	0	0	6	1	2	0	3	11
3	1	0	4	0	1	0	1	5
17	2	0	19	1	13	0	14	37
61	11	0	72	5	62	0	67	164
84.72	15.28	0.00	-	7.46	92.54	0.00	-	
37.20	6.71	0.00	43.90	3.05	37.80	0.00	40.85	

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Henry County, GA

Site 7

New Hope Rd

GA-81 (West)

GA-81 (East)

Date _____

Tuesday, January 30, 2024

Lat/Long

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

Motorized Vehicles

TIME	Northbound			App Total
	New Hope Rd			
	EB 7a	WB 7b		
0700 - 0715	0	0		0
0715 - 0730	0	0		0
0730 - 0745	0	0		0
0745 - 0800	0	0		0
Hourly Total	0	0		0
0800 - 0815	0	0		0
0815 - 0830	0	0		0
0830 - 0845	0	0		0
0845 - 0900	0	0		0
Hourly Total	0	0		0
Grand Total	0	0		0
Approach %	0.00	0.00		-
Intersection %	0.00	0.00		0.00

[illegible]

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Motorized Vehicles

		Northbound		App Total
		New Hope Rd		
TIME	EB 7a	WB 7b		
1400 - 1415	0	0		0
1415 - 1430	0	0		0
1430 - 1445	0	0		0
1445 - 1500	0	0		0
Hourly Total	0	0		0
1500 - 1515	0	0		0
1515 - 1530	0	0		0
1530 - 1545	0	0		0
1545 - 1600	0	0		0
Hourly Total	0	0		0
1600 - 1615	0	0		0
1615 - 1630	0	0		0
1630 - 1645	0	0		0
1645 - 1700	0	0		0
Hourly Total	0	0		0
1700 - 1715	0	0		0
1715 - 1730	0	0		0
1730 - 1745	0	0		0
1745 - 1800	0	0		0
Hourly Total	0	0		0
Grand Total	0	0		0
Approach %	0.00	0.00		-
Intersection %	0.00	0.00		0.00

[illegible]

Start Date: 1/30/2024		GA-81 (West)			GA-81 (East)			New Hope Rd			Southbound			
		Eastbound			Westbound			Northbound						
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total
15 Minute Totals														
12:00 AM - 12:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM		0	83	38	7	222	0	40	0	5	0	0	0	395
07:15 AM - 07:30 AM		0	96	39	3	233	0	95	0	5	0	0	0	471
07:30 AM - 07:45 AM		0	83	12	18	214	0	51	0	4	0	0	0	383
07:45 AM - 08:00 AM		0	96	8	10	204	0	38	0	9	0	0	0	365
08:00 AM - 08:15 AM		0	106	4	4	147	0	27	0	6	0	0	0	294
08:15 AM - 08:30 AM		0	87	8	4	185	0	27	0	5	0	0	0	316
08:30 AM - 08:45 AM		0	92	14	6	151	0	25	0	6	0	0	0	294
08:45 AM - 09:00 AM		0	83	7	4	193	0	33	0	6	0	0	0	326
09:00 AM - 09:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM		0	144	6	9	101	0	20	0	8	0	0	0	288
02:15 PM - 02:30 PM		0	130	14	3	100	0	21	0	5	0	0	0	273
02:30 PM - 02:45 PM		0	100	26	9	148	0	40	0	12	0	0	0	335
02:45 PM - 03:00 PM		0	149	28	5	113	0	23	0	8	0	0	0	326
03:00 PM - 03:15 PM		0	141	31	7	110	0	23	0	6	0	0	0	318
03:15 PM - 03:30 PM		0	155	24	10	138	0	18	0	8	0	0	0	353
03:30 PM - 03:45 PM		0	143	26	11	139	0	28	0	12	0	0	0	359
03:45 PM - 04:00 PM		0	188	41	14	120	0	22	0	7	0	0	0	392
04:00 PM - 04:15 PM		0	191	23	3	122	0	17	0	10	0	0	0	366
04:15 PM - 04:30 PM		0	209	26	7	126	0	23	0	14	0	0	0	405
04:30 PM - 04:45 PM		0	182	32	2	128	0	26	0	7	0	0	0	377
04:45 PM - 05:00 PM		0	202	41	2	121	0	23	0	6	0	0	0	395
05:00 PM - 05:15 PM		0	222	44	14	124	0	22	0	14	0	0	0	440
05:15 PM - 05:30 PM		0	207	40	16	141	0	25	0	6	0	0	0	435
05:30 PM - 05:45 PM		0	217	40	7	122	0	31	0	11	0	0	0	428
05:45 PM - 06:00 PM		0	214	39	8	112	0	27	0	11	0	0	0	411
06:00 PM - 06:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0



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Peak Hour Turning Movement Count

Henry County, GA



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Tuesday, January 30, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

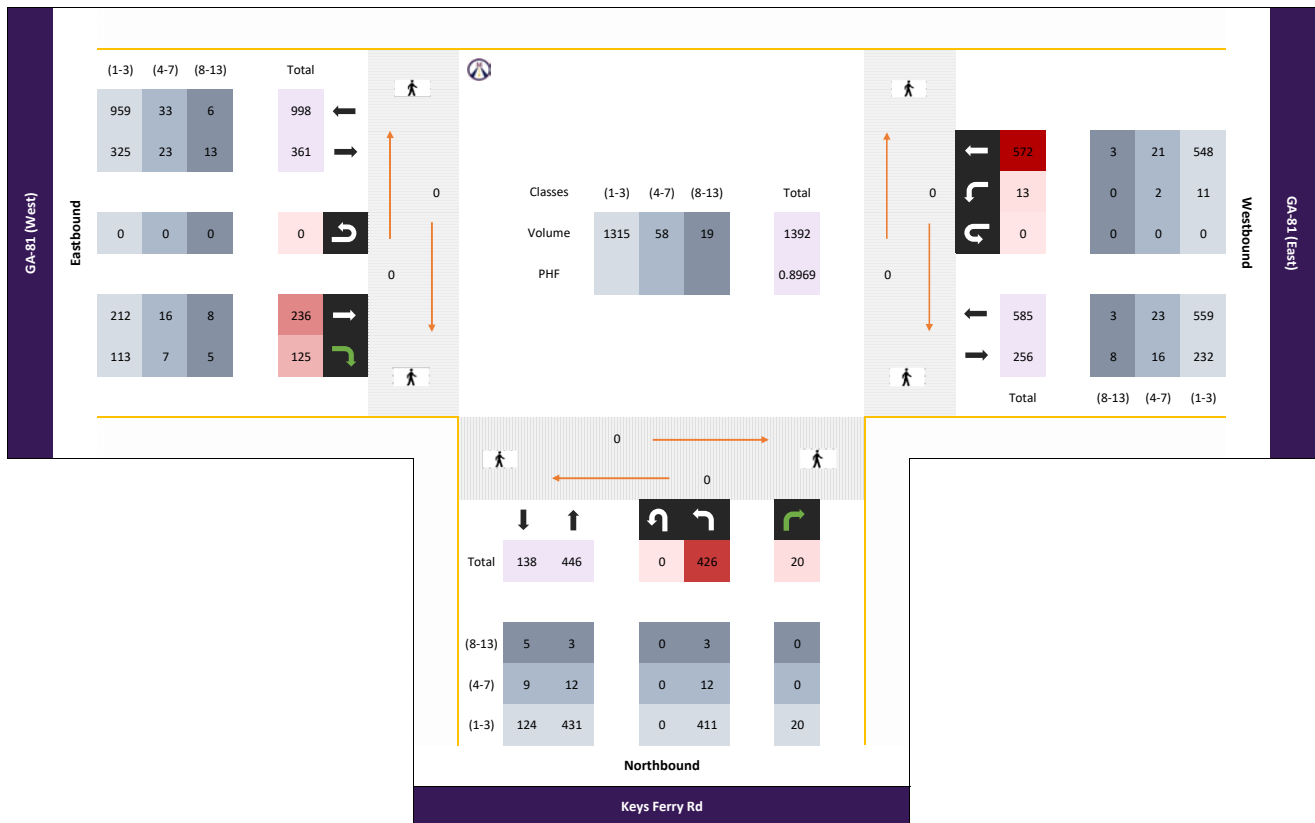
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

0715 - 0815

Volume



	Northbound														Eastbound				Westbound						
	Keys Ferry Rd														GA-81 (West)				GA-81 (East)						
Time	Left 8.1		Right 8.2	U-Turn 8.3	App Total						App Total		Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8			U-Turn 8.9	App Total	Int Total		
0700 - 0715	92	-	6	-	0	98	-	-	-	-	-	0	-	42	35	-	0	77	9	149	-	-	0	158	333
0715 - 0730	132	-	11	-	0	143	-	-	-	-	-	0	-	53	29	-	0	82	4	159	-	-	0	163	388
0730 - 0745	98	-	3	-	0	101	-	-	-	-	-	0	-	72	29	-	0	101	5	162	-	-	0	167	369
0745 - 0800	92	-	2	-	0	94	-	-	-	-	-	0	-	61	38	-	0	99	1	137	-	-	0	138	331
Total	414	0	22	0	0	436	0	0	0	0	0	0	0	228	131	0	0	359	19	607	0	0	0	626	1421
Approach	94.95	0.00	5.05	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	63.51	36.49	0.00	0.00	-	3.04	96.96	0.00	0.00	0.00	-	
PHF	0.78	0.00	0.50	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.79	0.86	0.00	0.00	0.89	0.53	0.94	0.00	0.00	0.00	0.94	0.92

	Northbound						Eastbound						Westbound						Int Total						
	Keys Ferry Rd						GA-81 (West)						GA-81 (East)												
	Left 8.1		Right 8.2		U-Turn 8.3	App Total					App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Thru 8.8			U-Turn 8.9	App Total	
Time	82	-	5	-	0	97	-	-	-	-	-	0	-	38	32	-	0	70	8	145	-	-	0	153	320
0700 - 0715	127	-	11	-	0	138	-	-	-	-	-	0	-	50	28	-	0	78	4	156	-	-	0	160	376
0715 - 0730	93	-	3	-	0	96	-	-	-	-	-	0	-	70	27	-	0	97	4	157	-	-	0	161	354
0730 - 0745	88	-	2	-	0	90	-	-	-	-	-	0	-	50	32	-	0	82	0	131	-	-	0	131	303
0745 - 0800																									
Total	400	0	21	0	0	421	0	0	0	0	0	0	0	208	119	0	0	327	16	589	0	0	0	605	1353
Approach %	95.01	0.00	4.99	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	63.61	36.39	0.00	0.00	-	2.64	97.36	0.00	0.00	0.00	-	
PHF	0.79	0.00	0.48	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.74	0.93	0.00	0.00	0.84	0.50	0.94	0.00	0.00	0.00	0.94	0.90

Time	Northbound						Eastbound						Westbound						Int Total							
	Keys Ferry Rd						GA-81 (West)						GA-81 (East)													
	Left 8.1		Right 8.2		U-Turn 8.3	App Total						App Total	Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Thru 8.8		U-Turn 8.9	App Total			
0700 - 0715	0	-	0	-	0	0	-	-	-	-	-	0	-	3	3	-	0	6	1	3	-	-	0	4	10	
0715 - 0730	3	-	0	-	0	3	-	-	-	-	-	0	-	1	1	-	0	2	0	2	-	-	0	2	7	
0730 - 0745	4	-	0	-	0	4	-	-	-	-	-	0	-	2	1	-	0	3	1	5	-	-	0	6	13	
0745 - 0800	4	-	0	-	0	4	-	-	-	-	-	0	-	8	3	-	0	11	1	6	-	-	0	7	22	
Total	11	0	0	0	0	11	0	0	0	0	0	0	0	14	8	0	0	22	3	16	0	0	0	19	52	
Approach %	100.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	63.64	36.36	0.00	0.00	-	15.79	84.21	0.00	0.00	0.00	-	
PHF	0.69	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.67	0.00	0.00	0.00	0.75	0.67	0.00	0.00	0.00	0.68	0.59

Time	Northbound										Eastbound					Westbound					Int Total				
	Keys Ferry Rd										GA-81 (West)					GA-81 (East)									
	Left 8.1		Right 8.2		U-Turn 8.3	App Total						App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7	Thru 8.8				U-Turn 8.9	App Total
0700 - 0715	0	-	1	-	0	1	-	-	-	-	-	0	-	1	0	-	0	1	0	1	-	-	0	1	3
0715 - 0730	2	-	0	-	0	2	-	-	-	-	-	0	-	2	0	-	0	2	0	1	-	-	0	1	5
0730 - 0745	1	-	0	-	0	1	-	-	-	-	-	0	-	0	1	-	0	1	0	0	-	-	0	0	2
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	3	3	-	0	6	0	0	0	-	0	0	6
Total	3	0	1	0	0	4	0	0	0	0	0	0	0	6	4	0	0	10	0	2	0	0	0	2	16
Approach %	75.00	0.00	25.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	60.00	40.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-
PHF	0.38	0.00	0.25	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.33	0.00	0.00	0.42	0.00	0.50	0.00	0.00	0.00	0.50	0.67

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

Henry County, GA



www.marrtraffic.com



Tuesday, January 30, 2024	
Period	1400 - 1800
Peak Hour	1700 - 1800

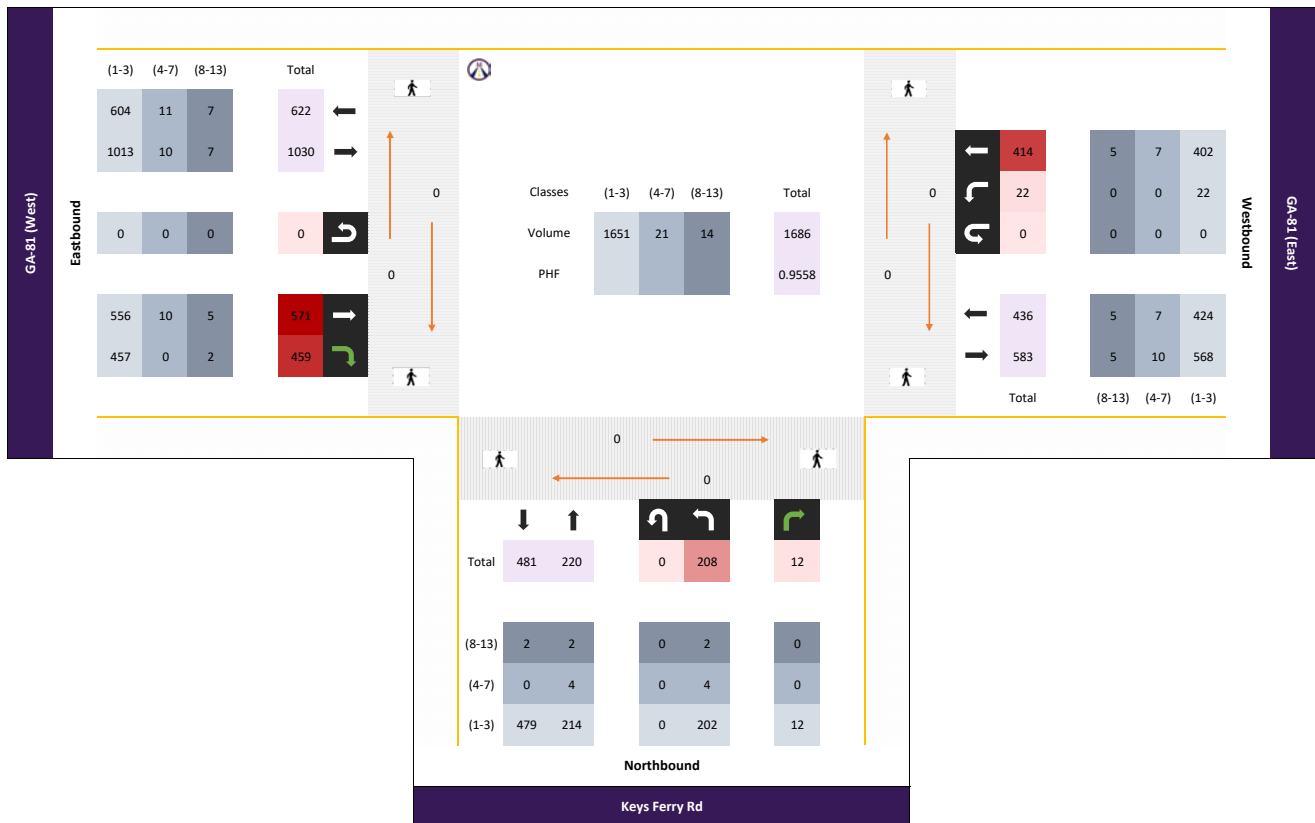
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

1700 - 1800

Volume



Time	Northbound										Eastbound					Westbound					Int Total				
	Keys Ferry Rd										GA-81 (West)					GA-81 (East)									
	Left 8.1	Right 8.2	U-Turn 8.3	App Total					App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total								
1645 - 1700	40	-	6	-	0	46	-	-	-	-	-	0	-	131	114	-	0	245	8	96	-	-	0	104	395
1700 - 1715	60	-	3	-	0	63	-	-	-	-	-	0	-	135	125	-	0	260	10	106	-	-	0	116	439
1715 - 1730	42	-	4	-	0	46	-	-	-	-	-	0	-	150	124	-	0	274	5	116	-	-	0	121	441
1730 - 1745	63	-	1	-	0	64	-	-	-	-	-	0	-	136	107	-	0	243	5	99	-	-	0	104	411
Total	205	0	14	0	0	219	0	0	0	0	0	0	0	552	470	0	0	1022	28	417	0	0	0	445	1686
Approach %	93.61	0.00	6.39	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	54.01	45.99	0.00	0.00	-	6.29	93.71	0.00	0.00	0.00	-	
PHF	0.81	0.00	0.58	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.92	0.94	0.00	0.00	0.93	0.70	0.90	0.00	0.00	0.00	0.92	0.96

	Northbound										Eastbound					Westbound					Int Total					
	Keys Ferry Rd										GA-81 (West)					GA-81 (East)										
	Left 8.1	Right 8.2		U-Turn 8.3	App Total					App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7	Thru 8.8		U-Turn 8.9		App Total				
Time	1645 - 1700	38	-	5	-	0	43	-	-	-	-	-	0	-	131	111	-	0	242	7	95	-	-	0	102	387
	1700 - 1715	57	-	3	-	0	60	-	-	-	-	-	0	-	131	125	-	0	256	10	99	-	-	0	109	425
	1715 - 1730	40	-	4	-	0	44	-	-	-	-	-	0	-	145	123	-	0	268	5	114	-	-	0	119	431
	1730 - 1745	62	-	1	-	0	63	-	-	-	-	-	0	-	134	107	-	0	241	5	96	-	-	0	101	405
	Total	197	0	13	0	0	210	0	0	0	0	0	0	0	541	466	0	0	1007	27	404	0	0	0	431	1648
	Approach %	93.81	0.00	6.19	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	53.72	46.28	0.00	0.00	-	6.26	93.74	0.00	0.00	0.00	-	
	PHF	0.79	0.00	0.65	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.93	0.93	0.00	0.00	0.94	0.68	0.89	0.00	0.00	0.00	0.91	0.96

Time	Northbound						Eastbound						Westbound						Int Total						
	Keys Ferry Rd						GA-81 (West)						GA-81 (East)												
	Left 8.1		Right 8.2		U-Turn 8.3	App Total						App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total		Left 8.7	Thru 8.8		U-Turn 8.9	App Total	
1645 - 1700	2	-	1	-	0	3	-	-	-	-	-	0	-	0	3	-	0	3	1	1	-	-	0	2	8
1700 - 1715	2	-	0	-	0	2	-	-	-	-	-	0	-	3	0	-	0	3	0	5	-	-	0	5	10
1715 - 1730	1	-	0	-	0	1	-	-	-	-	-	0	-	2	0	-	0	2	0	2	-	-	0	2	5
1730 - 1745	1	-	0	-	0	1	-	-	-	-	-	0	-	2	0	-	0	2	0	0	-	-	0	0	3
Total	6	0	1	0	0	7	0	0	0	0	0	0	0	7	3	0	0	10	1	8	0	0	0	9	26
Approach %	85.71	0.00	14.29	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	70.00	30.00	0.00	0.00	-	11.11	88.89	0.00	0.00	0.00	-	
PHF	0.75	0.00	0.25	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.25	0.00	0.00	0.83	0.25	0.40	0.00	0.00	0.00	0.45	0.65

Time	Northbound										Eastbound					Westbound					Int Total
	Keys Ferry Rd										GA-81 (West)					GA-81 (East)					
	Left 8.1		Right 8.2	U-Turn 8.3	App Total					App Total		Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8		U-Turn 8.9	App Total	
1645 - 1700	0	-	0	-	0	0	-	-	-	-	-	0	0	-	0	0	0	-	-	0	0
1700 - 1715	1	-	0	-	0	1	-	-	-	-	0	1	0	-	0	1	0	2	-	0	2
1715 - 1730	1	-	0	-	0	1	-	-	-	-	0	3	1	-	0	4	0	0	-	0	0
1730 - 1745	0	-	0	-	0	0	-	-	-	-	0	0	0	-	0	0	0	3	-	0	3
Total	2	0	0	0	0	2	0	0	0	0	0	0	4	1	0	0	5	0	5	0	5
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	80.00	20.00	0.00	-	0.00	100.00	0.00	0.00	-
PHF	0.50	0.00	0.00	0.00	0.50	-	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.25	0.00	0.31	0.00	0.42	0.00	0.00	0.42

[illegible]

Classified Turn Movement Count || All vehicles

Henry County, GA

Site 8

Keys Ferry Rd



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

GA-81 (West)

GA-81 (East)

Lat/Long

33.437476°, -84.031699°

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

All vehicles

Northbound				
Keys Ferry Rd				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total
0700 - 0715	92	6	0	98
0715 - 0730	132	11	0	143
0730 - 0745	98	3	0	101
0745 - 0800	92	2	0	94
Hourly Total	414	22	0	436
0800 - 0815	104	4	0	108
0815 - 0830	62	2	0	64
0830 - 0845	84	2	0	86
0845 - 0900	80	3	0	83
Hourly Total	330	11	0	341
Grand Total	744	33	0	777
Approach %	95.75	4.25	0.00	-
Intersection %	28.26	1.25	0.00	29.51
Heavy Vehicle %	3	3	-	3
PHF	0.78	0.50	0.00	0.76

Eastbound					Westbound				
GA-81 (West)					GA-81 (East)				
Thru 8.4	Right 8.5	U-Turn 8.6	App Total		Left 8.7	Thru 8.8	U-Turn 8.9	App Total	Int Total
42	35	0	77		9	149	0	158	333
53	29	0	82		4	159	0	163	388
72	29	0	101		5	162	0	167	369
61	38	0	99		1	137	0	138	331
228	131	0	359		19	607	0	626	1421
50	29	0	79		3	114	0	117	304
73	53	0	126		2	99	0	101	291
58	55	0	113		3	105	0	108	307
64	48	0	112		2	113	0	115	310
245	185	0	430		10	431	0	441	1212
473	316	0	789		29	1038	0	1067	2633
59.95	40.05	0.00	-		2.72	97.28	0.00	-	
17.96	12.00	0.00	29.97		1.10	39.42	0.00	40.52	
8	7	-	8		14	5	-	5	5
0.79	0.86	0.00	0.89		0.53	0.94	0.00	0.94	0.92

1400 - 1800 (Weekday 4h Session) (01-30-2024)

All vehicles

Northbound				
Keys Ferry Rd				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total
1400 - 1415	44	4	0	48
1415 - 1430	57	4	0	61
1430 - 1445	63	6	0	69
1445 - 1500	65	8	0	73
Hourly Total	229	22	0	251
1500 - 1515	57	5	0	62
1515 - 1530	54	4	0	58
1530 - 1545	62	3	0	65
1545 - 1600	40	2	0	42
Hourly Total	213	14	0	227
1600 - 1615	49	3	0	52
1615 - 1630	50	4	0	54
1630 - 1645	58	3	0	61
1645 - 1700	40	6	0	46
Hourly Total	197	16	0	213
1700 - 1715	60	3	0	63
1715 - 1730	42	4	0	46
1730 - 1745	63	1	0	64
1745 - 1800	43	4	0	47
Hourly Total	208	12	0	220
Grand Total	847	64	0	911
Approach %	92.97	7.03	0.00	-
Intersection %	14.96	1.13	0.00	16.09
Heavy Vehicle %	3	23	-	5
PHF	0.81	0.58	0.00	0.86

Eastbound					Westbound				
GA-81 (West)					GA-81 (East)				
Thru 8.4	Right 8.5	U-Turn 8.6	App Total		Left 8.7	Thru 8.8	U-Turn 8.9	App Total	Int Total
81	65	0	146		2	69	0	71	265
86	48	0	134		6	57	0	63	258
82	63	0	145		7	85	0	92	306
90	53	0	143		4	72	0	76	292
339	229	0	568		19	283	0	302	1121
80	71	0	151		6	80	0	86	299
99	86	0	185		7	91	0	98	341
107	79	0	186		3	76	0	79	330
118	81	0	199		5	89	0	94	335
404	317	0	721		21	336	0	357	1305
119	111	0	230		3	66	0	69	351
160	102	0	262		6	83	0	89	405
146	95	0	241		6	91	0	97	399
131	114	0	245		8	96	0	104	395
556	422	0	978		23	336	0	359	1550
135	125	0	260		10	106	0	116	439
150	124	0	274		5	116	0	121	441
136	107	0	243		5	99	0	104	411
150	103	0	253		2	93	0	95	395
571	459	0	1030		22	414	0	436	1686
1870	1427	0	3297		85	1369	0	1454	5662
56.72	43.28	0.00	-		5.85	94.15	0.00	-	
33.03	25.20	0.00	58.23		1.50	24.18	0.00	25.68	
3	2	-	3		16	4	-	5	3
0.92	0.94	0.00	0.93		0.70	0.90	0.00	0.92	0.96

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

Henry County, GA

Site 8

Keys Ferry Rd

GA-81 (West)

GA-81 (East)



Date

Tuesday, January 30, 2024

Lat/Long

33.437476°, -84.031699°

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Weather

Fair

47°F

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

Passenger Vehicles (1-3)

Northbound				
Keys Ferry Rd				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total
0700 - 0715	92	5	0	97
0715 - 0730	127	11	0	138
0730 - 0745	93	3	0	96
0745 - 0800	88	2	0	90
Hourly Total	400	21	0	421
0800 - 0815	103	4	0	107
0815 - 0830	60	2	0	62
0830 - 0845	80	2	0	82
0845 - 0900	75	3	0	78
Hourly Total	318	11	0	329
Grand Total	718	32	0	750
Approach %	95.73	4.27	0.00	-
Intersection %	28.80	1.28	0.00	30.08

Eastbound				Westbound				
GA-81 (West)				GA-81 (East)				
Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	Int Total
38	32	0	70	8	145	0	153	320
50	28	0	78	4	156	0	160	376
70	27	0	97	4	157	0	161	354
50	32	0	82	0	131	0	131	303
208	119	0	327	16	589	0	605	1353
42	26	0	68	3	104	0	107	282
70	49	0	119	2	93	0	95	276
52	53	0	105	2	98	0	100	287
62	46	0	108	2	107	0	109	295
226	174	0	400	9	402	0	411	1140
434	293	0	727	25	991	0	1016	2493
59.70	40.30	0.00	-	2.46	97.54	0.00	-	
17.41	11.75	0.00	29.16	1.00	39.75	0.00	40.75	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Passenger Vehicles (1-3)

Northbound				
Keys Ferry Rd				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total
1400 - 1415	43	4	0	47
1415 - 1430	57	4	0	61
1430 - 1445	61	2	0	63
1445 - 1500	62	5	0	67
Hourly Total	223	15	0	238
1500 - 1515	56	3	0	59
1515 - 1530	49	3	0	52
1530 - 1545	62	2	0	64
1545 - 1600	39	2	0	41
Hourly Total	206	10	0	216
1600 - 1615	46	3	0	49
1615 - 1630	48	1	0	49
1630 - 1645	55	3	0	58
1645 - 1700	38	5	0	43
Hourly Total	187	12	0	199
1700 - 1715	57	3	0	60
1715 - 1730	40	4	0	44
1730 - 1745	62	1	0	63
1745 - 1800	43	4	0	47
Hourly Total	202	12	0	214
Grand Total	818	49	0	867
Approach %	94.35	5.65	0.00	-
Intersection %	14.96	0.90	0.00	15.86

Eastbound				Westbound				
GA-81 (West)				GA-81 (East)				
Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	Int Total
77	63	0	140	2	66	0	68	255
85	46	0	131	3	53	0	56	248
80	61	0	141	4	84	0	88	292
88	51	0	139	2	69	0	71	277
330	221	0	551	11	272	0	283	1072
79	66	0	145	5	72	0	77	281
97	84	0	181	7	88	0	95	328
102	74	0	176	3	69	0	72	312
113	80	0	193	3	85	0	88	322
391	304	0	695	18	314	0	332	1243
113	111	0	224	2	62	0	64	337
154	99	0	253	5	83	0	88	390
143	92	0	235	6	88	0	94	387
131	111	0	242	7	95	0	102	387
541	413	0	954	20	328	0	348	1501
131	125	0	256	10	99	0	109	425
145	123	0	268	5	114	0	119	431
134	107	0	241	5	96	0	101	405
146	102	0	248	2	93	0	95	390
556	457	0	1013	22	402	0	424	1651
1818	1395	0	3213	71	1316	0	1387	5467
56.58	43.42	0.00	-	5.12	94.88	0.00	-	
33.25	25.52	0.00	58.77	1.30	24.07	0.00	25.37	

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

Henry County, GA

Site 8

Keys Ferry Rd



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

GA-81 (West)

GA-81 (East)

Lat/Long

33.437476°, -84.031699°

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

Single Unit Trucks (4-7)

Northbound				
Keys Ferry Rd				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total
0700 - 0715	0	0	0	0
0715 - 0730	3	0	0	3
0730 - 0745	4	0	0	4
0745 - 0800	4	0	0	4
Hourly Total	11	0	0	11
0800 - 0815	1	0	0	1
0815 - 0830	2	0	0	2
0830 - 0845	4	0	0	4
0845 - 0900	3	0	0	3
Hourly Total	10	0	0	10
Grand Total	21	0	0	21
Approach %	100.00	0.00	0.00	-
Intersection %	21.00	0.00	0.00	21.00

Eastbound					Westbound				
GA-81 (West)					GA-81 (East)				
Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	Int Total	
3	3	0	6	1	3	0	4	10	
1	1	0	2	0	2	0	2	7	
2	1	0	3	1	5	0	6	13	
8	3	0	11	1	6	0	7	22	
14	8	0	22	3	16	0	19	52	
5	2	0	7	0	8	0	8	16	
3	3	0	6	0	5	0	5	13	
4	2	0	6	1	1	0	2	12	
1	2	0	3	0	1	0	1	7	
13	9	0	22	1	15	0	16	48	
27	17	0	44	4	31	0	35	100	
61.36	38.64	0.00	-	11.43	88.57	0.00	-		
27.00	17.00	0.00	44.00	4.00	31.00	0.00	35.00		

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Single Unit Trucks (4-7)

Northbound				
Keys Ferry Rd				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total
1400 - 1415	1	0	0	1
1415 - 1430	0	0	0	0
1430 - 1445	2	4	0	6
1445 - 1500	3	3	0	6
Hourly Total	6	7	0	13
1500 - 1515	1	2	0	3
1515 - 1530	5	1	0	6
1530 - 1545	0	1	0	1
1545 - 1600	1	0	0	1
Hourly Total	7	4	0	11
1600 - 1615	3	0	0	3
1615 - 1630	2	3	0	5
1630 - 1645	3	0	0	3
1645 - 1700	2	1	0	3
Hourly Total	10	4	0	14
1700 - 1715	2	0	0	2
1715 - 1730	1	0	0	1
1730 - 1745	1	0	0	1
1745 - 1800	0	0	0	0
Hourly Total	4	0	0	4
Grand Total	27	15	0	42
Approach %	64.29	35.71	0.00	-
Intersection %	16.88	9.38	0.00	26.25

Eastbound					Westbound				
GA-81 (West)					GA-81 (East)				
Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	Int Total	
3	2	0	5	0	2	0	2	8	
1	2	0	3	3	3	0	6	9	
1	2	0	3	3	1	0	4	13	
1	2	0	3	2	3	0	5	14	
6	8	0	14	8	9	0	17	44	
0	5	0	5	1	8	0	9	17	
1	2	0	3	0	2	0	2	11	
5	5	0	10	0	7	0	7	18	
3	1	0	4	2	3	0	5	10	
9	13	0	22	3	20	0	23	56	
2	0	0	2	1	2	0	3	8	
4	3	0	7	1	0	0	1	13	
3	3	0	6	0	1	0	1	10	
0	3	0	3	1	1	0	2	8	
9	9	0	18	3	4	0	7	39	
3	0	0	3	0	5	0	5	10	
2	0	0	2	0	2	0	2	5	
2	0	0	2	0	0	0	0	3	
3	0	0	3	0	0	0	0	3	
10	0	0	10	0	7	0	7	21	
34	30	0	64	14	40	0	54	160	
53.13	46.88	0.00	-	25.93	74.07	0.00	-		
21.25	18.75	0.00	40.00	8.75	25.00	0.00	33.75		

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

Henry County, GA

Site 8

Keys Ferry Rd



Date

Tuesday, January 30, 2024

Weather

Fair
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GA-81 (West)

GA-81 (East)

Lat/Long

33.437476°, -84.031699°

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

Combination Trucks (8-13)

Northbound				
Keys Ferry Rd				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total
0700 - 0715	0	1	0	1
0715 - 0730	2	0	0	2
0730 - 0745	1	0	0	1
0745 - 0800	0	0	0	0
Hourly Total	3	1	0	4
0800 - 0815	0	0	0	0
0815 - 0830	0	0	0	0
0830 - 0845	0	0	0	0
0845 - 0900	2	0	0	2
Hourly Total	2	0	0	2
Grand Total	5	1	0	6
Approach %	83.33	16.67	0.00	-
Intersection %	12.50	2.50	0.00	15.00

Eastbound					Westbound				
GA-81 (West)					GA-81 (East)				
Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	Int Total	
1	0	0	1	0	1	0	1	3	
2	0	0	2	0	1	0	1	5	
0	1	0	1	0	0	0	0	2	
3	3	0	6	0	0	0	0	6	
6	4	0	10	0	2	0	2	16	
3	1	0	4	0	2	0	2	6	
0	1	0	1	0	1	0	1	2	
2	0	0	2	0	6	0	6	8	
1	0	0	1	0	5	0	5	8	
6	2	0	8	0	14	0	14	24	
12	6	0	18	0	16	0	16	40	
66.67	33.33	0.00	-	0.00	100.00	0.00	-		
30.00	15.00	0.00	45.00	0.00	40.00	0.00	40.00		

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Combination Trucks (8-13)

Northbound				
Keys Ferry Rd				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total
1400 - 1415	0	0	0	0
1415 - 1430	0	0	0	0
1430 - 1445	0	0	0	0
1445 - 1500	0	0	0	0
Hourly Total	0	0	0	0
1500 - 1515	0	0	0	0
1515 - 1530	0	0	0	0
1530 - 1545	0	0	0	0
1545 - 1600	0	0	0	0
Hourly Total	0	0	0	0
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	0	0	0
1700 - 1715	1	0	0	1
1715 - 1730	1	0	0	1
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	2	0	0	2
Grand Total	2	0	0	2
Approach %	100.00	0.00	0.00	-
Intersection %	5.71	0.00	0.00	5.71

Eastbound					Westbound				
GA-81 (West)					GA-81 (East)				
Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	Int Total	
1	0	0	1	0	1	0	1	2	
0	0	0	0	0	1	0	1	1	
1	0	0	1	0	0	0	0	1	
1	0	0	1	0	0	0	0	1	
3	0	0	3	0	2	0	2	5	
1	0	0	1	0	0	0	0	1	
1	0	0	1	0	1	0	1	2	
0	0	0	0	0	0	0	0	0	
2	0	0	2	0	1	0	1	3	
4	0	0	4	0	2	0	2	6	
4	0	0	4	0	2	0	2	6	
2	0	0	2	0	0	0	0	2	
0	0	0	0	0	2	0	2	2	
0	0	0	0	0	0	0	0	0	
6	0	0	6	0	4	0	4	10	
1	0	0	1	0	2	0	2	4	
3	1	0	4	0	0	0	0	5	
0	0	0	0	0	3	0	3	3	
1	1	0	2	0	0	0	0	2	
5	2	0	7	0	5	0	5	14	
18	2	0	20	0	13	0	13	35	
90.00	10.00	0.00	-	0.00	100.00	0.00	-		
51.43	5.71	0.00	57.14	0.00	37.14	0.00	37.14		

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Henry County, GA

Site 8

Keys Ferry Rd

GA-81 (West)

GA-81 (East)

Date _____

Tuesday, January 30, 2024

Lat/Long

33.437476°, -84.031699°

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Weather

Fair

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0700 - 0900 (Weekday 2h Session) (01-30-2024)

Bikes

Northbound				
Keys Ferry Rd				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	0	0	0	0
0745 - 0800	0	0	0	0
Hourly Total	0	0	0	0
0800 - 0815	0	0	0	0
0815 - 0830	0	0	0	0
0830 - 0845	0	0	0	0
0845 - 0900	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

[illegible]

1400 - 1800 (Weekday 4h Session) (01-30-2024)

2400
Bikes

		Northbound			
		Keys Ferry Rd			
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total	
1400 - 1415	0	0	0	0	
1415 - 1430	0	0	0	0	
1430 - 1445	0	0	0	0	
1445 - 1500	0	0	0	0	
Hourly Total	0	0	0	0	
1500 - 1515	0	0	0	0	
1515 - 1530	0	0	0	0	
1530 - 1545	0	0	0	0	
1545 - 1600	0	0	0	0	
Hourly Total	0	0	0	0	
1600 - 1615	0	0	0	0	
1615 - 1630	0	0	0	0	
1630 - 1645	0	0	0	0	
1645 - 1700	0	0	0	0	
Hourly Total	0	0	0	0	
1700 - 1715	0	0	0	0	
1715 - 1730	0	0	0	0	
1730 - 1745	0	0	0	0	
1745 - 1800	0	0	0	0	
Hourly Total	0	0	0	0	
Grand Total	0	0	0	0	
Approach %	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	

[illegible]

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

Henry County, GA

Site 8

Keys Ferry Rd



Date

Tuesday, January 30, 2024

Weather

Fair
47°F

GA-81 (West)

GA-81 (East)

Lat/Long

33.437476°, -84.031699°

[Click here for Map](#)

[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (01-30-2024)

All Trucks (4-13)

Northbound				
Keys Ferry Rd				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total
0700 - 0715	0	1	0	1
0715 - 0730	5	0	0	5
0730 - 0745	5	0	0	5
0745 - 0800	4	0	0	4
Hourly Total	14	1	0	15
0800 - 0815	1	0	0	1
0815 - 0830	2	0	0	2
0830 - 0845	4	0	0	4
0845 - 0900	5	0	0	5
Hourly Total	12	0	0	12
Grand Total	26	1	0	27
Approach %	96.30	3.70	0.00	-
Intersection %	18.57	0.71	0.00	19.29

Eastbound				Westbound				
GA-81 (West)				GA-81 (East)				
Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	Int Total
4	3	0	7	1	4	0	5	13
3	1	0	4	0	3	0	3	12
2	2	0	4	1	5	0	6	15
11	6	0	17	1	6	0	7	28
20	12	0	32	3	18	0	21	68
8	3	0	11	0	10	0	10	22
3	4	0	7	0	6	0	6	15
6	2	0	8	1	7	0	8	20
2	2	0	4	0	6	0	6	15
19	11	0	30	1	29	0	30	72
39	23	0	62	4	47	0	51	140
62.90	37.10	0.00	-	7.84	92.16	0.00	-	
27.86	16.43	0.00	44.29	2.86	33.57	0.00	36.43	

1400 - 1800 (Weekday 4h Session) (01-30-2024)

All Trucks (4-13)

Northbound				
Keys Ferry Rd				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total
1400 - 1415	1	0	0	1
1415 - 1430	0	0	0	0
1430 - 1445	2	4	0	6
1445 - 1500	3	3	0	6
Hourly Total	6	7	0	13
1500 - 1515	1	2	0	3
1515 - 1530	5	1	0	6
1530 - 1545	0	1	0	1
1545 - 1600	1	0	0	1
Hourly Total	7	4	0	11
1600 - 1615	3	0	0	3
1615 - 1630	2	3	0	5
1630 - 1645	3	0	0	3
1645 - 1700	2	1	0	3
Hourly Total	10	4	0	14
1700 - 1715	3	0	0	3
1715 - 1730	2	0	0	2
1730 - 1745	1	0	0	1
1745 - 1800	0	0	0	0
Hourly Total	6	0	0	6
Grand Total	29	15	0	44
Approach %	65.91	34.09	0.00	-
Intersection %	14.87	7.69	0.00	22.56

Eastbound				Westbound				
GA-81 (West)				GA-81 (East)				
Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	Int Total
4	2	0	6	0	3	0	3	10
1	2	0	3	3	4	0	7	10
2	2	0	4	3	1	0	4	14
2	2	0	4	2	3	0	5	15
9	8	0	17	8	11	0	19	49
1	5	0	6	1	8	0	9	18
2	2	0	4	0	3	0	3	13
5	5	0	10	0	7	0	7	18
5	1	0	6	2	4	0	6	13
13	13	0	26	3	22	0	25	62
6	0	0	6	1	4	0	5	14
6	3	0	9	1	0	0	1	15
3	3	0	6	0	3	0	3	12
0	3	0	3	1	1	0	2	8
15	9	0	24	3	8	0	11	49
4	0	0	4	0	7	0	7	14
5	1	0	6	0	2	0	2	10
2	0	0	2	0	3	0	3	6
4	1	0	5	0	0	0	0	5
15	2	0	17	0	12	0	12	35
52	32	0	84	14	53	0	67	195
61.90	38.10	0.00	-	20.90	79.10	0.00	-	
26.67	16.41	0.00	43.08	7.18	27.18	0.00	34.36	

Marr Traffic
DATA COLLECTION
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Henry County, GA

Site 8

Keys Ferry Rd

GA-81 (West)

GA-81 (East)

Date _____

Tuesday, January 30, 2024

Weather

Fair

47°F

[Click here for Detailed Weather](#)

Lat/Long

33.437476°, -84.031699°

[Click here for Map](#)



0700 - 0900 (Weekday 2h Session) (01-30-2024)

Pedestrians

		Northbound		App Total
		Keys Ferry Rd		
TIME	EB 8a	WB 8b		
0700 - 0715	0	0		0
0715 - 0730	0	0		0
0730 - 0745	0	0		0
0745 - 0800	0	0		0
Hourly Total	0	0		0
0800 - 0815	0	0		0
0815 - 0830	0	0		0
0830 - 0845	0	0		0
0845 - 0900	0	0		0
Hourly Total	0	0		0
Grand Total	0	0		0
Approach %	0.00	0.00		-
Intersection %	0.00	0.00		0.00

[illegible]

1400 - 1800 (Weekday 4h Session) (01-30-2024)

Pedestrians

		Northbound		App Total
		Keys Ferry Rd		
TIME	EB 8a	WB 8b		
1400 - 1415	0	0		0
1415 - 1430	0	0		0
1430 - 1445	0	0		0
1445 - 1500	0	0		0
Hourly Total	0	0		0
1500 - 1515	0	0		0
1515 - 1530	0	0		0
1530 - 1545	0	0		0
1545 - 1600	0	0		0
Hourly Total	0	0		0
1600 - 1615	0	0		0
1615 - 1630	0	0		0
1630 - 1645	0	0		0
1645 - 1700	0	0		0
Hourly Total	0	0		0
1700 - 1715	0	0		0
1715 - 1730	0	0		0
1730 - 1745	0	0		0
1745 - 1800	0	0		0
Hourly Total	0	0		0
Grand Total	0	0		0
Approach %	0.00	0.00		-
Intersection %	0.00	0.00		0.00

[illegible]

Marr Traffic
DATA COLLECTION
www.marrtraffic.com

Henry County, GA

Site 8

Keys Ferry Rd

GA-81 (West)

GA-81 (East)

Date _____

Tuesday, January 30, 2024

Weather

Fair

47°F

[Click here for Detailed Weather](#)

Lat/Long

33.437476°, -84.031699°

[Click here for Map](#)



0700 - 0900 (Weekday 2h Session) (01-30-2024)

Bikes

		Northbound		
		Keys Ferry Rd		
TIME	EB 8a	WB 8b		App Total
0700 - 0715	0	0		0
0715 - 0730	0	0		0
0730 - 0745	0	0		0
0745 - 0800	0	0		0
Hourly Total	0	0		0
0800 - 0815	0	0		0
0815 - 0830	0	0		0
0830 - 0845	0	0		0
0845 - 0900	0	0		0
Hourly Total	0	0		0
Grand Total	0	0		0
Approach %	0.00	0.00		-
Intersection %	0.00	0.00		0.00

[illegible]

1400 - 1800 (Weekday 4h Session) (01-30-2024)

2400
Bikes

		Northbound		App Total
		Keys Ferry Rd		
TIME	EB 8a	WB 8b		
1400 - 1415	0	0		0
1415 - 1430	0	0		0
1430 - 1445	0	0		0
1445 - 1500	0	0		0
Hourly Total	0	0		0
1500 - 1515	0	0		0
1515 - 1530	0	0		0
1530 - 1545	0	0		-
1545 - 1600	0	0		0
Hourly Total	0	0		0
1600 - 1615	0	0		0
1615 - 1630	0	0		0
1630 - 1645	0	0		0
1645 - 1700	0	0		0
Hourly Total	0	0		0
1700 - 1715	0	0		0
1715 - 1730	0	0		0
1730 - 1745	0	0		0
1745 - 1800	0	0		0
Hourly Total	0	0		0
Grand Total	0	0		0
Approach %	0.00	0.00		-
Intersection %	0.00	0.00		0.00

[illegible]

Marr Traffic
DATA COLLECTION

www.marrtraffic.com

[illegible]

[illegible]

0000151_0201 - 151-0201

Description: CRT 064900 R

City: McDonough County: Henry

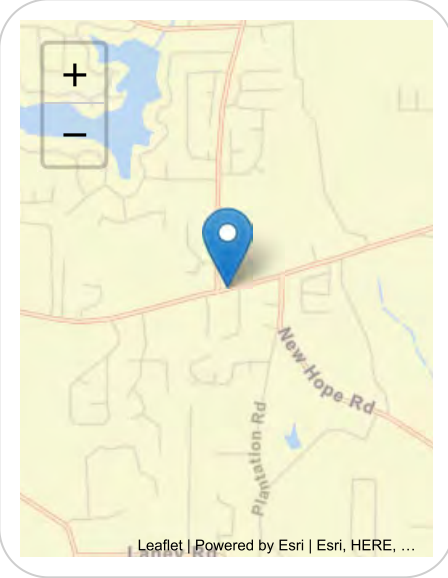
Route number: 00000081

LRS section: 1511008100

Functional class: 3U - Principal Arterial - Other (Urban)

Coordinates: 33.4292813, -84.06648749

Site Data

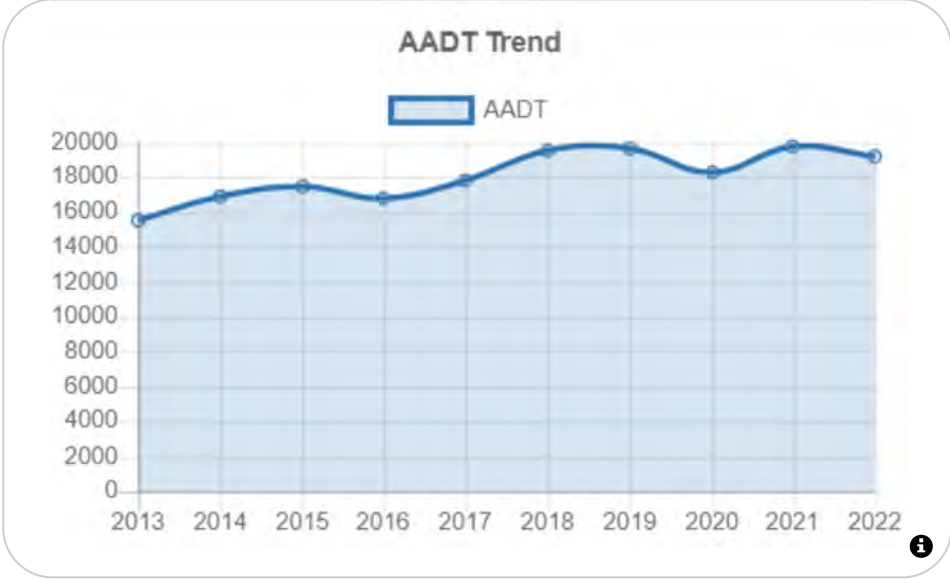
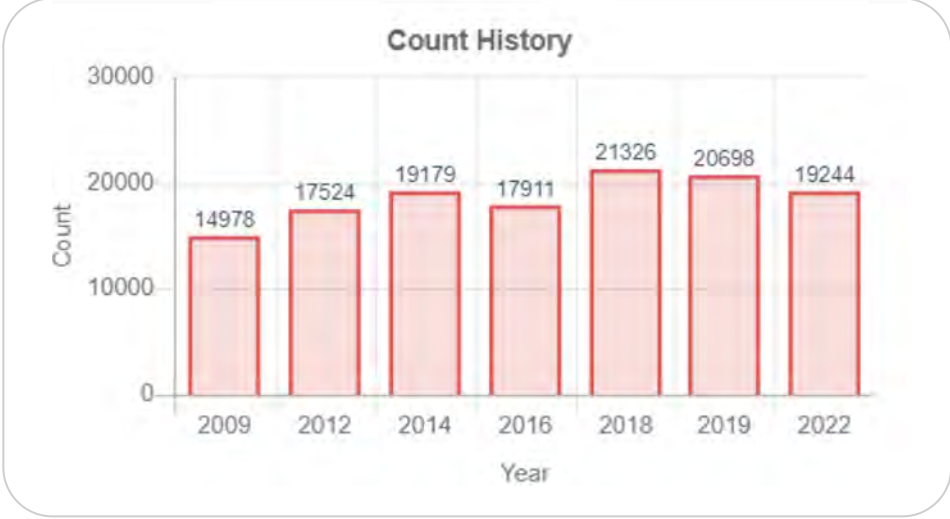
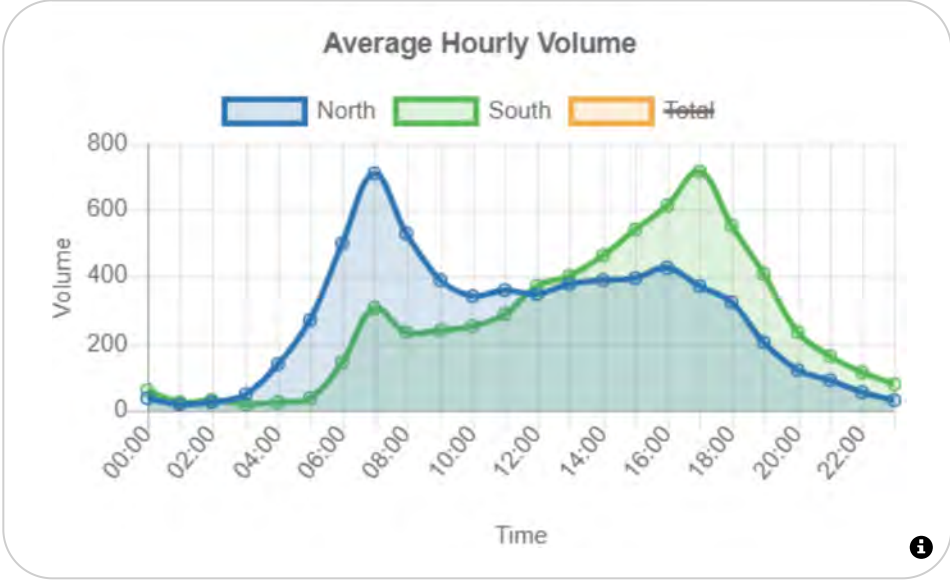


Count History

Year	Month	Count type	Duration	Count
2022	January	Class	48 hours	19,244
2019	November	Class	48 hours	20,698
2018	May	Class	48 hours	21,326
2016	June	Class	48 hours	17,911
2014	April	Class	48 hours	19,179
2012	July	Volume	48 hours	17,524
2009	September	Class	48 hours	14,978

Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics	-	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual
AADT	15,490	16,900	17,500	16,800	17,800	19,500	19,600	18,300	19,800	19,244
K-Factor	-	0.095	0.095	0.081	-	0.088	0.088	0.095	0.095	0.095
D-Factor	-	0.700	0.700	0.700	-	0.680	0.680	0.630	0.630	0.630
Future AADT	-	-	-	19,300	27,100	33,300	34,400	34,400	32,700	28,000



Vehicle Classification 2022

1. Motorcycles		0.13%
2. Passenger cars		71.08%
3. Pickups, panels, vans		23.37%
4. Buses		0.40%
5. Single-unit trucks		3.73%
6. Single-unit trucks		0.27%
7. Single-unit trucks		0.03%
8. Single-trailer trucks		0.63%
9. Single-trailer trucks		0.33%
10. Single-trailer trucks		0.02%
11. Multi-trailer trucks		0%
12. Multi-trailer trucks		0%
13. Multi-trailer trucks		0.01%

0000151_0205 - 151-0205

Description: CRT 065100 R

City: McDonough County: Henry

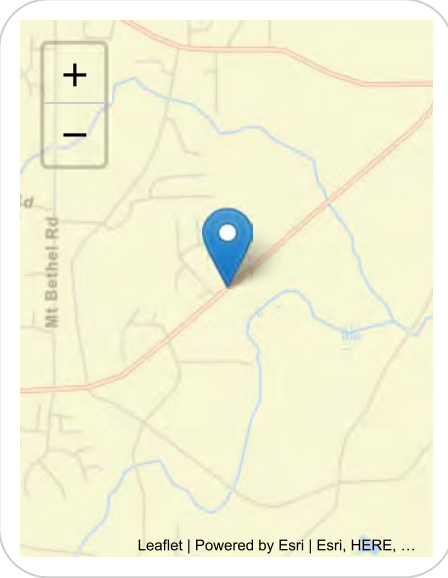
Route number: 00000081

LRS section: 1511008100

Functional class: 3U - Principal Arterial - Other (Urban)

Coordinates: 33.4481398425891.

Site Data

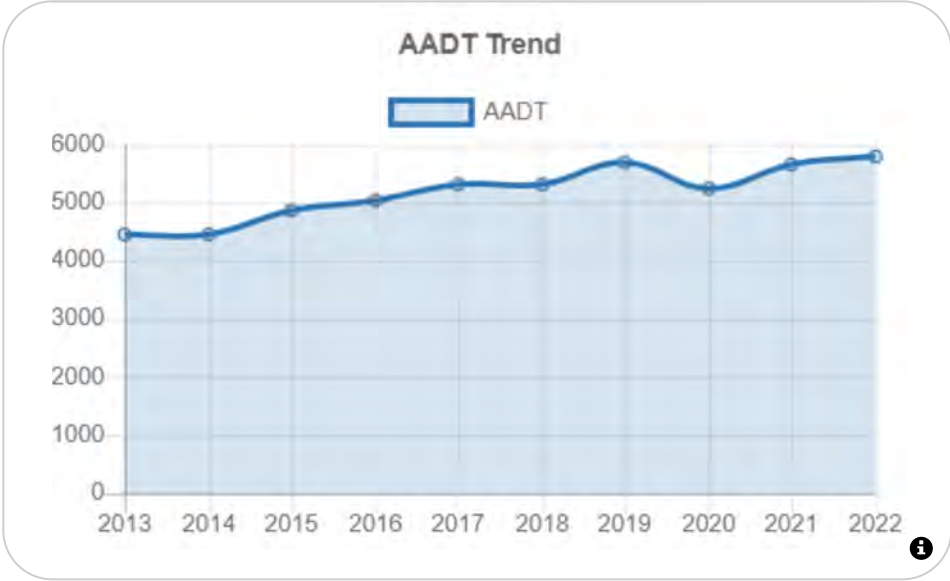
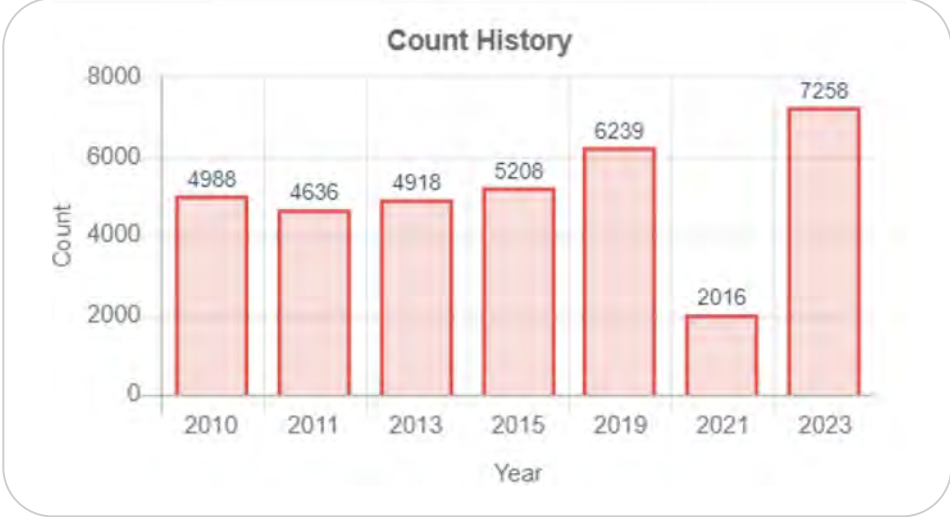
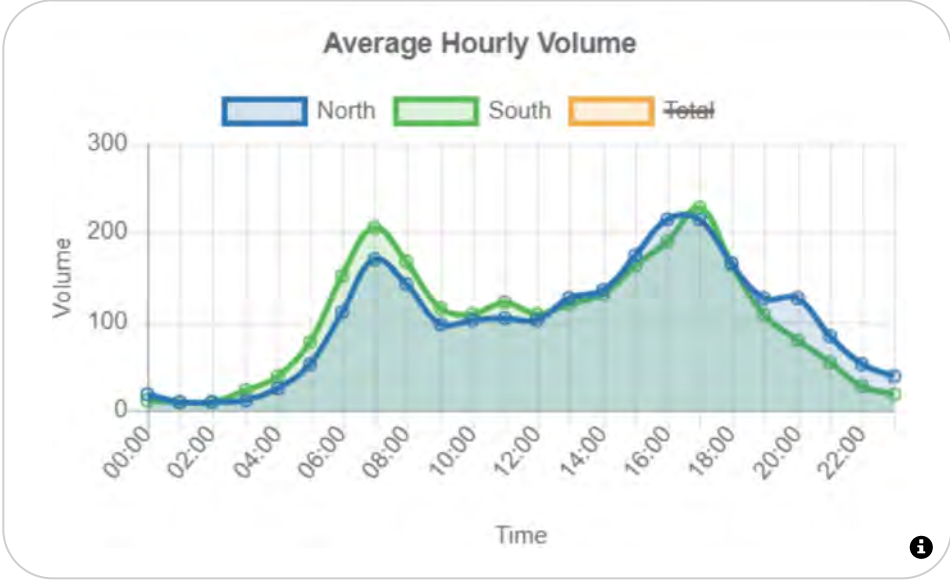


Count History

Year	Month	Count type	Duration	Count
2023	May	Class	48 hours	7,258
2021	June	Class	48 hours	2,016
2019	March	Class	48 hours	6,239
2015	June	Class	48 hours	5,208
2013	April	Class	48 hours	4,918
2011	June	Class	48 hours	4,636
2010	July	Class	48 hours	4,988

Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Estimated
AADT	4,440	4,440	4,860	5,020	5,310	5,300	5,700	5,250	5,670
K-Factor	0.090	0.090	0.095	0.095	-	-	0.104	0.104	0.104
D-Factor	0.500	0.500	0.500	0.500	-	-	0.520	0.520	0.520
Future AADT	-	-	-	5,580	6,450	7,270	8,060	8,060	9,670



Vehicle Classification 2023

1. Motorcycles		0.39%
2 axles, 2 or 3 wheels.		
2. Passenger cars		64.49%
2 axles. Can have 1- or 2-axle trailers.		
3. Pickups, panels, vans		26.10%
2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		
4. Buses		0.71%
2- or 3-axle, full length.		
5. Single-unit trucks		4.75%
2-axle, 6-tire, (dual rear tires), single-unit trucks.		
6. Single-unit trucks		0.99%
3-axle, single-unit trucks.		
7. Single-unit trucks		0.06%
4 or more axle, single-unit trucks.		
8. Single-trailer trucks		1.35%
3- or 4-axle, single-trailer trucks.		
9. Single-trailer trucks		1.09%
5-axle, single-trailer trucks.		
10. Single-trailer trucks		0.04%
6 or more axle, single-trailer trucks.		
11. Multi-trailer trucks		0.01%
5 or less axle, multi-trailer trucks.		
12. Multi-trailer trucks		0%
6-axle, multi-trailer trucks.		
13. Multi-trailer trucks		0.03%
7 or more axle, multi-trailer trucks.		

0000151_0237 - 151-0237

Description: CRX 043500LCR0132R

City: McDonough County: Henry

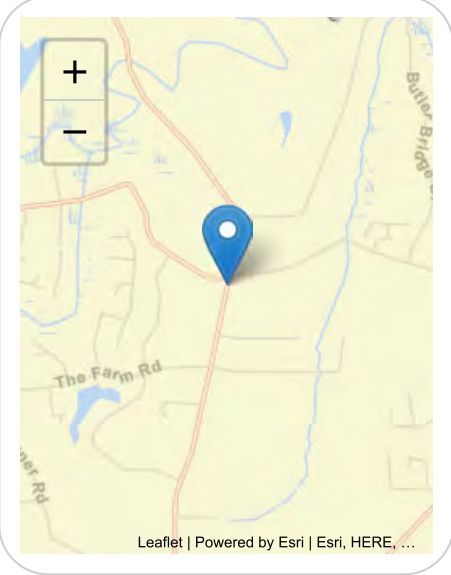
Route number: 00044000

LRS section: 1512044000

Functional class: 5U - Major Collector (Urban)

Coordinates: 33.4724152675628,
-84.0371104418859

Site Data

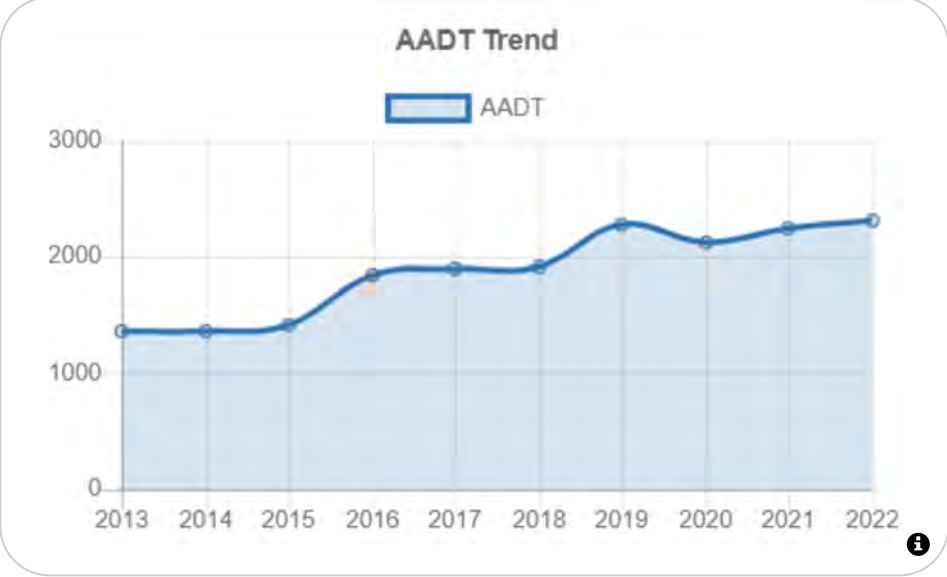
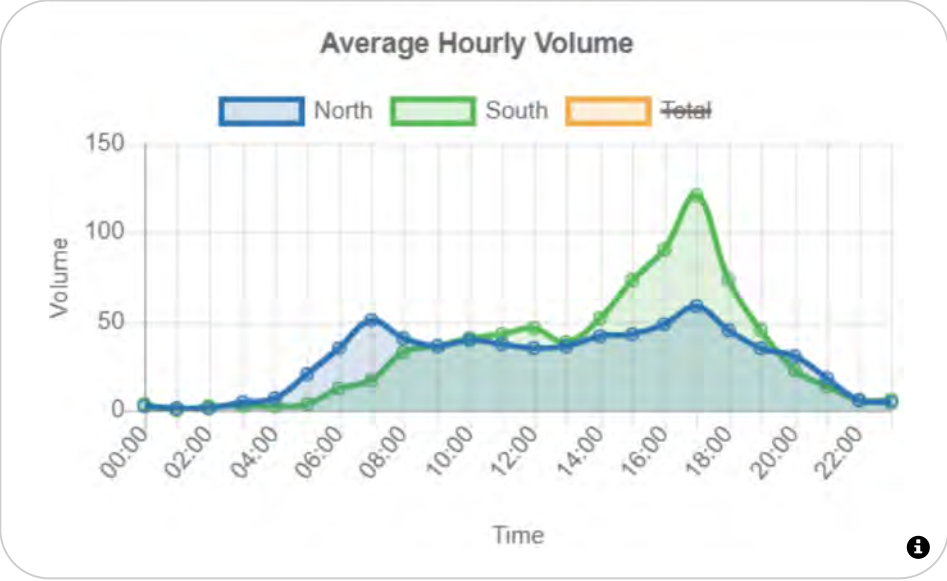


Count History

Year	Month	Count type	Duration	Count
2023	February	Class	48 hours	2,194
2019	July	Volume	48 hours	2,310
2016	June	Volume	48 hours	2,070
2012	July	Volume	48 hours	1,391

Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated
AADT	1,360	1,360	1,410	1,850	1,890	1,920	2,280	2,120	2,250
K-Factor	-	-	-	0.120	-	-	0.112	0.112	0.112
D-Factor	-	-	-	0.500	-	-	0.690	0.690	0.690
Future AADT	-	-	-	2,900	2,590	3,240	4,110	4,110	5,160



Vehicle Classification 2023

1. Motorcycles		0.62%
2 axles, 2 or 3 wheels.		
2. Passenger cars		65.75%
2 axles. Can have 1- or 2- axle trailers.		
3. Pickups, panels, vans		26.87%
2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		
4. Buses		0.27%
2- or 3-axle, full length.		
5. Single-unit trucks		4.31%
2-axle, 6-tire, (dual rear tires), single-unit trucks.		
6. Single-unit trucks		0.62%
3-axle, single-unit trucks.		
7. Single-unit trucks		0.02%
4 or more axle, single-unit trucks.		
8. Single-trailer trucks		1.39%
3- or 4-axle, single-trailer trucks.		
9. Single-trailer trucks		0.16%
5-axle, single-trailer trucks.		
10. Single-trailer trucks		0%
6 or more axle, single-trailer trucks.		
11. Multi-trailer trucks		0%
5 or less axle, multi-trailer trucks.		
12. Multi-trailer trucks		0%
6-axle, multi-trailer trucks.		
13. Multi-trailer trucks		0%
7 or more axle, multi-trailer trucks.		

0000151_0241 - 151-0241

Description: SR 008100 BEG AT

County: Henry

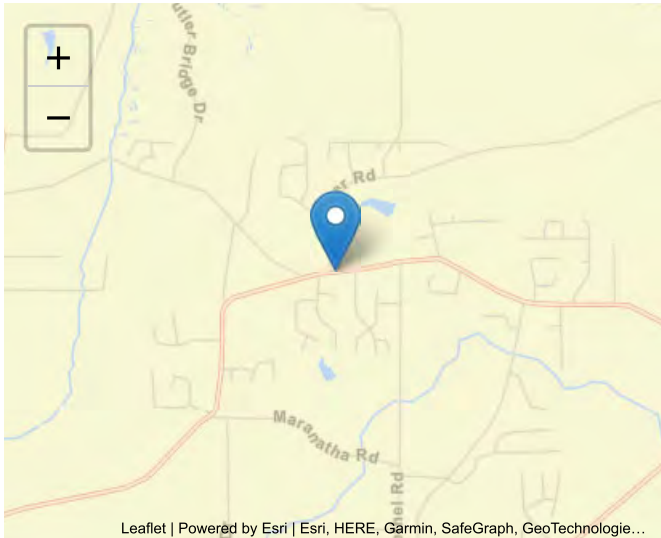
Route number: 00043400

LRS section: 1512043400

Functional class: 6U - Minor Collector (Urban)

Coordinates: 33.46757651, -84.00759612

Site Data

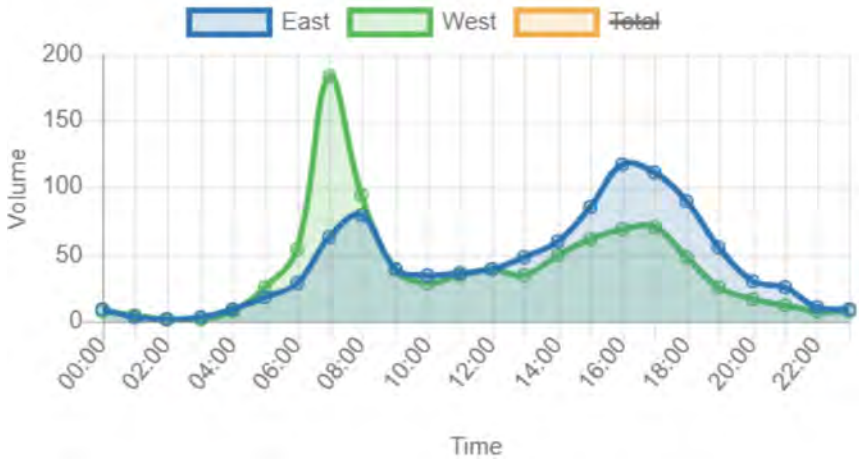


Count History

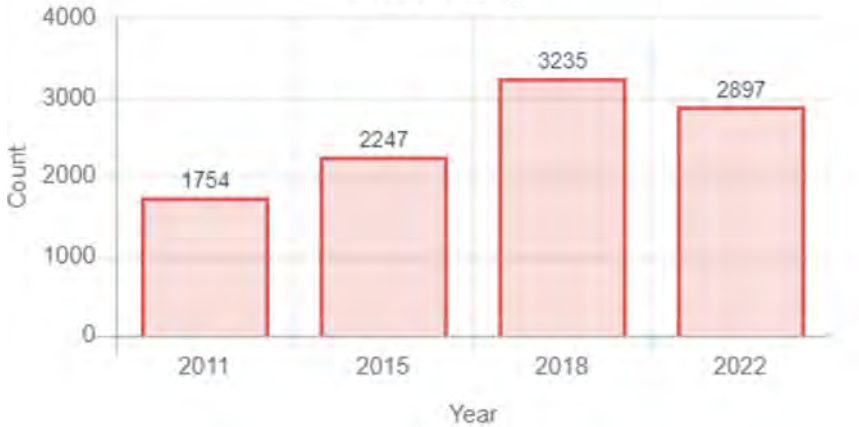
Year	Month	Count type	Duration	Count
2022	January	Volume	48 hours	2,897
2018	May	Volume	48 hours	3,235
2015	June	Volume	48 hours	2,247
2011	June	Volume	48 hours	1,754



Average Hourly Volume



Count History



Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	-	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual
AADT	1,680	1,680	1,970	2,020	2,060	2,910	2,970	2,750	2,930	2,950
K-Factor	-	-	0.119	0.119	-	0.132	0.132	0.132	0.132	0.124
D-Factor	-	-	0.500	0.500	-	0.800	0.800	0.800	0.800	0.740
Future AADT	-	-	-	2,370	3,770	5,000	5,930	5,930	7,160	6,700



AADT Trend



0000151_0318 - 151-0318

Description: SR 008100 BEG AT

City: McDonough County: Henry

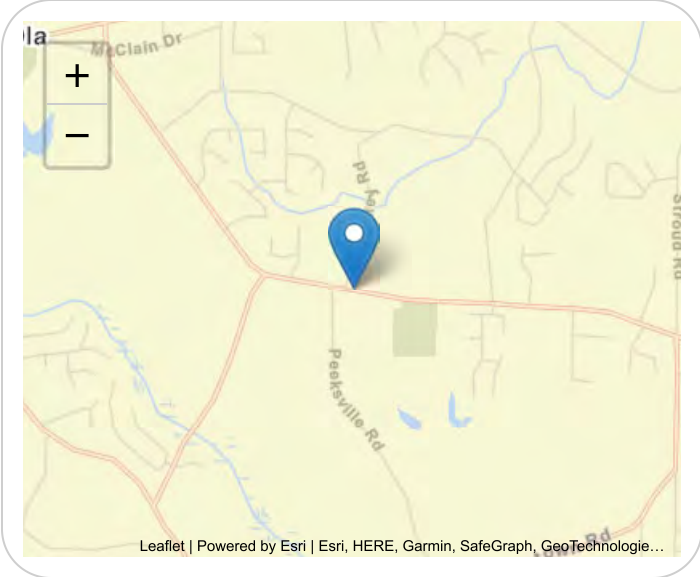
Route number: 00065100

LRS section: 1512065100

Functional class: 5U - Major Collector (Urban)

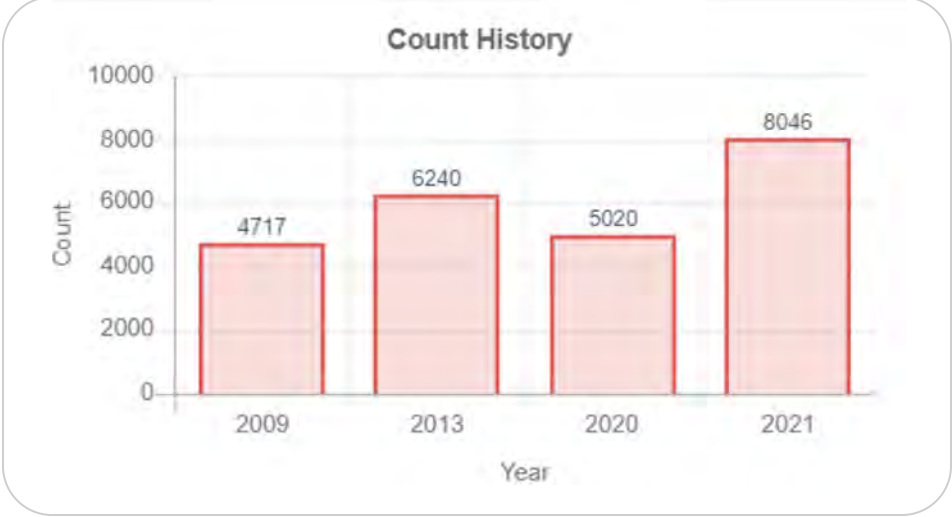
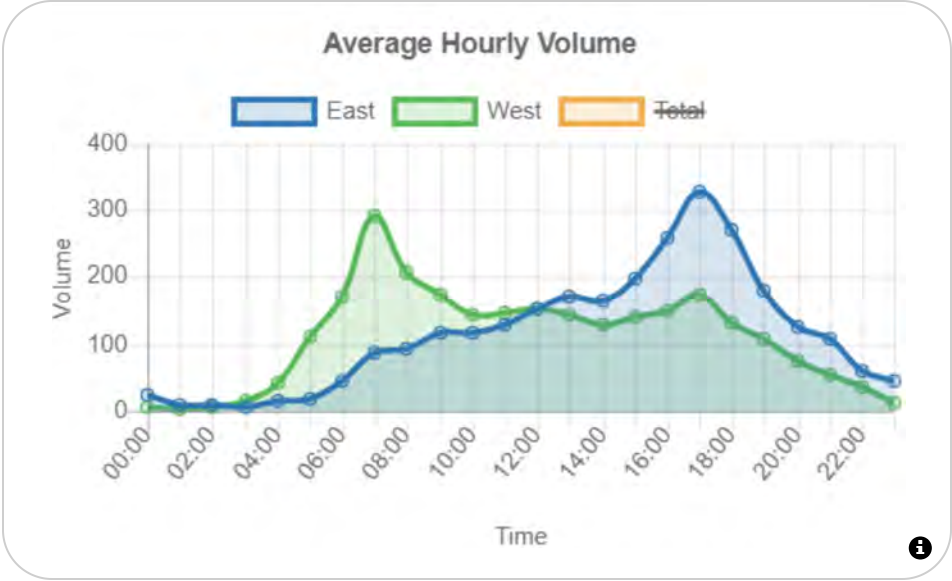
Coordinates: 33.4184004579695, -84.010375269716

Site Data



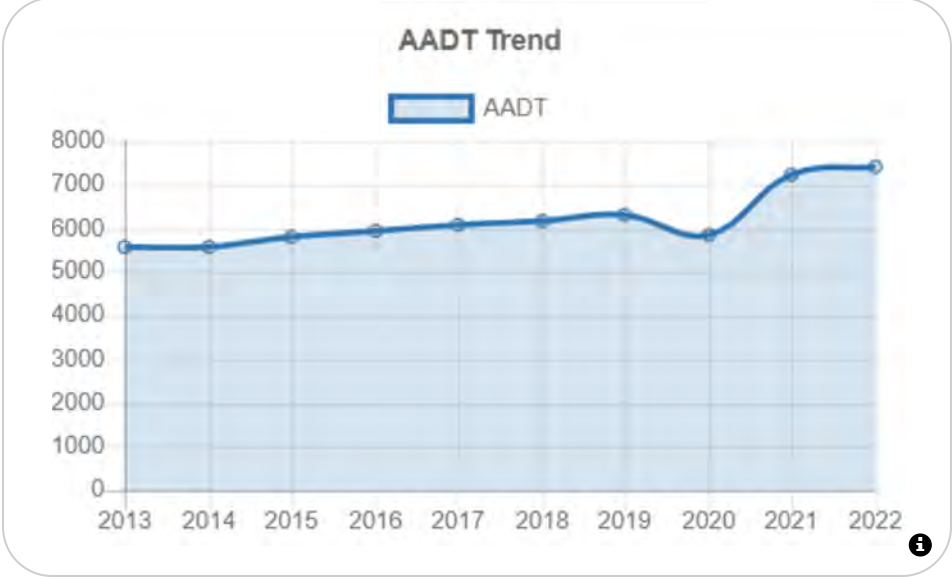
Count History

Year	Month	Count type	Duration	Count
2021	June	Volume	48 hours	8,046
2020	April	Volume	48 hours	5,020
2013	April	Volume	48 hours	6,240
2009	September	Class	48 hours	4,717



Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	-	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Actual	Estimated
AADT	5,570	5,570	5,800	5,940	6,060	6,150	6,280	5,830	7,240	7,420
K-Factor	0.100	0.100	0.100	0.100	-	-	-	-	0.108	0.108
D-Factor	-	-	-	-	-	-	-	-	0.630	0.630
Future AADT	-	-	-	7,290	8,850	10,900	11,200	11,200	11,300	11,000



0000151_8130 - 151-8130

County: Henry

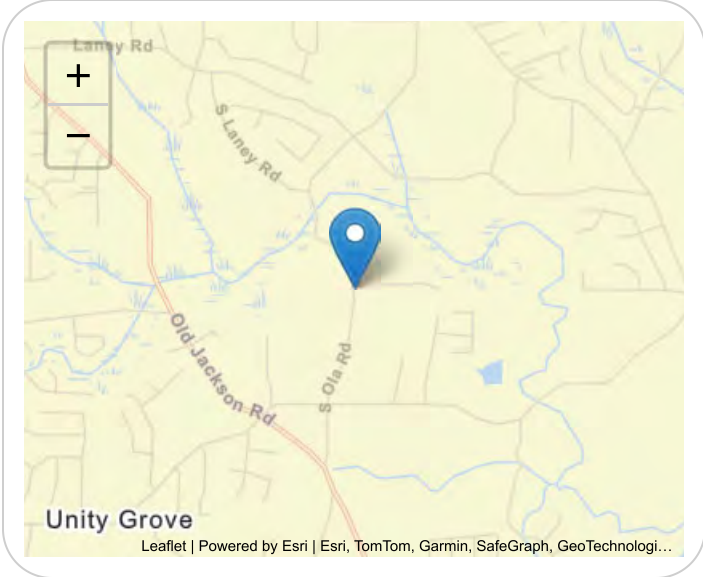
Route number: 00039600

LRS section: 1512039600

Functional class: 6U - Minor Collector (Urban)

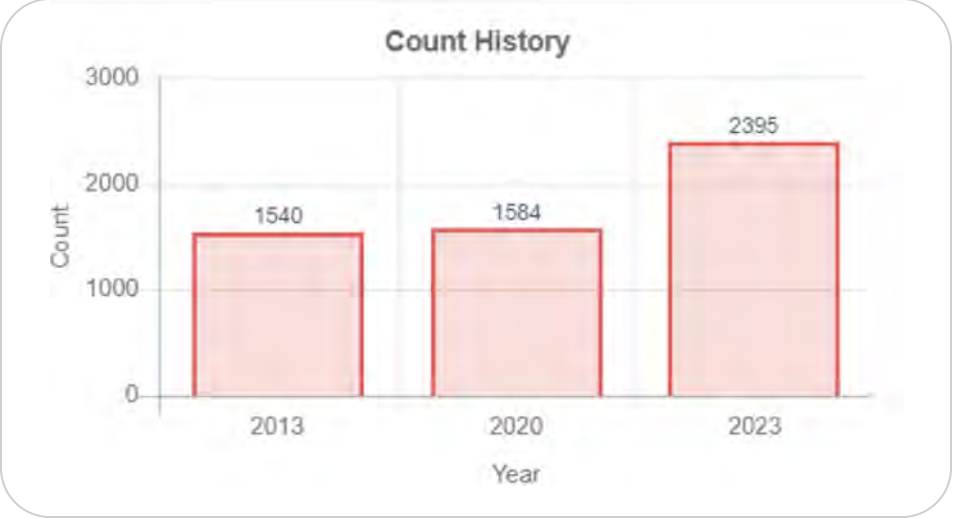
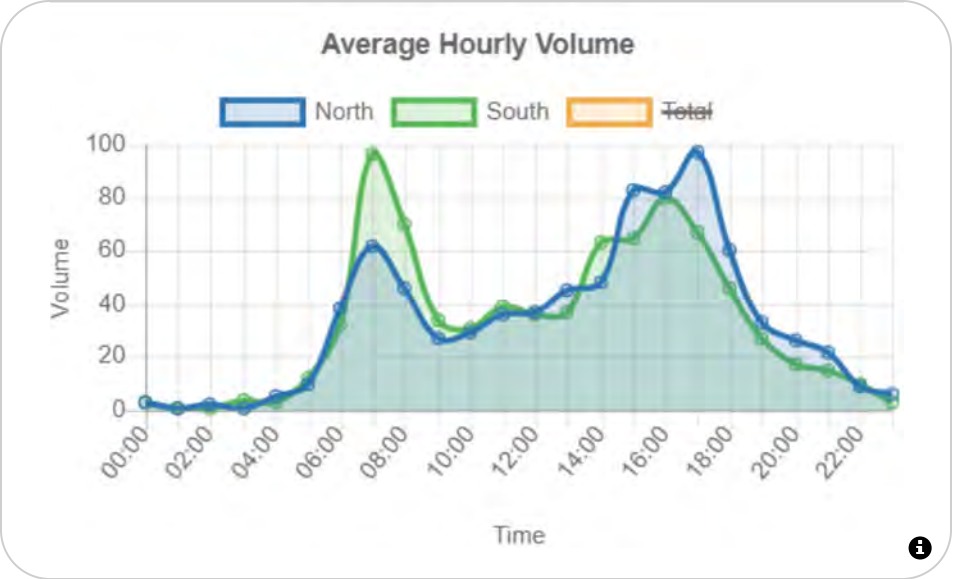
Coordinates: 33.392946625992, -84.0505184309196

Site Data



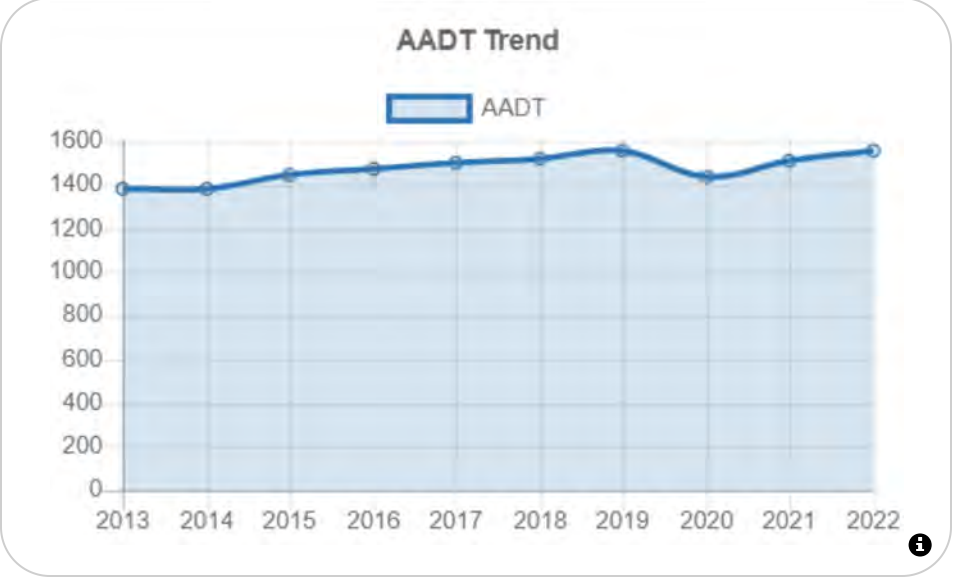
Count History

Year	Month	Count type	Duration	Count
2023	December	Volume	48 hours	2,395
2020	September	Class	48 hours	1,584
2013	April	Volume	48 hours	1,540



Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	-	Estimated	Estimated	Estimated	Estimated	Estimated	Actual	Estimated	Estimated
AADT	1,380	1,380	1,440	1,470	1,500	1,520	1,550	1,430	1,510	1,550
K-Factor	0.120	0.120	0.120	0.120	-	-	-	0.172	0.172	0.172
D-Factor	-	-	-	-	-	-	-	0.570	0.570	0.570
Future AADT	-	-	-	1,720	1,680	1,920	1,960	1,960	2,050	2,040



APPENDIX C: Growth Factor(s) Calculations & Analysis

HISTORICAL TRAFFIC COUNTS
The Villages at Ola DRI 4195
Henry County, Georgia

Location	Counter ID (Henry Co.)	Georgia DOT AADT															Forecast		Compounded Growth Rate	
		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2028	2024-2028	Percent
SR 81 W of New Hope Rd	151-0201	14,978			17,524		19,179		17,911		21,326	20,698			19,244		21,820	23,329	1.69%	48.25%
SR 81 W of Snapping Shoals Rd/Stroud Rd	151-0205		4,988	4,636		4,918		5,208				6,239				7,258	7,251	8,025	2.57%	16.60%
N Ola Rd S of Turner Church Rd/Honey Creek Rd	151-0237				1,391				2,070			2,310				2,194	2,469	2,763	2.85%	5.72%
Snapping Shoals Rd E of River Rd	151-0241			1,754				2,247			3,235				2,897		3,430	3,908	3.32%	8.08%
Keys Ferry Rd E of Peaksville Rd	151-0318	4,717				6,240							5,020	8,046			7,224	7,814	1.98%	16.16%
S Ola Rd N of Leguin Mill Rd	151-8130					1,540							1,584			2,395	2,221	2,507	3.07%	5.19%
																	44,415	48,346	2.1%	100.00%

APPENDIX D: Trip Generation

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	The Villages at Ola			Organization:	NV5
Project Location:	Ola, GA			Performed By:	JP
Scenario Description:	Build			Date:	4/10/2024
Analysis Year:	2028			Checked By:	
Analysis Period:	Daily			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820, 945	193,300	SF	9,474	4,737	4,737
Restaurant	932	13,700	SF	880	440	440
Cinema/Entertainment				0		
Residential	251	242	DU	1,256	628	628
Hotel				0		
All Other Land Uses ²				0		
				11,610	5,805	5,805

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		220	0	13	0
Restaurant	0	62		0	18	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	6	88	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	11,610	5,805	5,805
Internal Capture Percentage	7%	7%	7%
External Vehicle-Trips ⁵	10,796	5,398	5,398
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	1%	5%
Restaurant	70%	18%
Cinema/Entertainment	N/A	N/A
Residential	5%	15%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	The Villages at Ola
Analysis Period:	Daily

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	4737	4737	1.00	4737	4737
Restaurant	1.00	440	440	1.00	440	440
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	628	628	1.00	628	628
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1374		616	0	663	0
Restaurant	136	62		0	18	13
Cinema/Entertainment	0	0	0		0	0
Residential	13	6	126	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1516	101	0	0	0
Retail	0		220	0	13	0
Restaurant	0	379		0	31	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	805	88	0		0
Hotel	0	189	26	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	68	4669	4737	4669	0	0
Restaurant	308	132	440	132	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	31	597	628	597	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	233	4504	4737	4504	0	0
Restaurant	80	360	440	360	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	94	534	628	534	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	The Villages at Ola			Organization:	NV5
Project Location:	Ola, GA			Performed By:	JP
Scenario Description:	Build			Date:	4/10/2024
Analysis Year:	2028			Checked By:	
Analysis Period:	AM Street Peak Hour			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820, 945	193,300	SF	400	230	170
Restaurant	932	13,700	SF	131	72	59
Cinema/Entertainment				0		
Residential	251	242	DU	76	25	51
Hotel				0		
All Other Land Uses ²				0		
				607	327	280

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		22	0	1	0
Restaurant	0	8		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	10	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	607	327	280
Internal Capture Percentage	14%	13%	15%
External Vehicle-Trips ⁵	521	284	237
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	4%	14%
Restaurant	44%	15%
Cinema/Entertainment	N/A	N/A
Residential	8%	22%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	The Villages at Ola
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	230	230	1.00	170	170
Restaurant	1.00	72	72	1.00	59	59
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	25	25	1.00	51	51
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	49		22	0	24	0
Restaurant	18	8		0	2	2
Cinema/Entertainment	0	0	0		0	0
Residential	1	1	10	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		74	17	0	0	0
Retail	0		36	0	1	0
Restaurant	0	18		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	39	14	0		0
Hotel	0	9	4	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	9	221	230	221	0	0
Restaurant	32	40	72	40	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	23	25	23	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	23	147	170	147	0	0
Restaurant	9	50	59	50	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	11	40	51	40	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	The Villages at Ola			Organization:	NV5
Project Location:	Ola, GA			Performed By:	JP
Scenario Description:	Build			Date:	4/10/2024
Analysis Year:	2028			Checked By:	
Analysis Period:	PM Street Peak Hour			Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820, 945	193,300	SF	778	376	402
Restaurant	932	13,700	SF	75	46	29
Cinema/Entertainment				0		
Residential	251	242	DU	88	54	34
Hotel				0		
All Other Land Uses ²				0		
				941	476	465

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		13	0	25	0
Restaurant	0	12		0	5	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	14	6	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	941	476	465
Internal Capture Percentage	16%	16%	16%
External Vehicle-Trips ⁵	791	401	390
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	7%	9%
Restaurant	41%	59%
Cinema/Entertainment	N/A	N/A
Residential	56%	59%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	The Villages at Ola
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	376	376	1.00	402	402
Restaurant	1.00	46	46	1.00	29	29
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	54	54	1.00	34	34
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	8		117	16	105	20
Restaurant	1	12		2	5	2
Cinema/Entertainment	0	0	0		0	0
Residential	1	14	7	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		30	1	0	2	0
Retail	0		13	0	25	0
Restaurant	0	188		0	9	0
Cinema/Entertainment	0	15	1		2	0
Residential	0	38	6	0		0
Hotel	0	8	2	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	26	350	376	350	0	0
Restaurant	19	27	46	27	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	30	24	54	24	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	38	364	402	364	0	0
Restaurant	17	12	29	12	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	20	14	34	14	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Senior Adult Housing - Single Family (251)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used ¹	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Senior Adult Housing - Single Family	242 DU				251	DU				
	Daily	1,256	628	628			$LN(T) = 0.85 * LN(X) + 2.47$	50%	50%	4.31
	AM Peak Hour	76	25	51			$LN(T) = 0.76 * LN(X) + 0.16$	33%	67%	0.24
	PM Peak Hour	88	54	34			$LN(T) = 0.78 * LN(X) + 0.2$	61%	39%	0.30
Reductions for Pass-By Trips										
	Daily	0	0	0						
	AM Peak Hour	0	0	0						
	PM Peak Hour	0	0	0						
TOTAL PROJECT TRIPS										
	Daily	1,256	628	628						
	AM Peak Hour	76	25	51						
	PM Peak Hour	88	54	34						

Note:

¹ Where: T = Trips; X = Density by Variable

Shopping Center (>150K) (820)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used ¹	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Shopping Center (>150K)	193,300 SF				820	1,000 SF				
Daily		10,910	5,455	5,455			$T = 26.11 * X/1000 + 5863.73$	50%	50%	37.01
AM Peak Hour		248	154	94			$T = 0.59 * X/1000 + 133.55$	62%	38%	0.84
PM Peak Hour		907	435	472			$LN(T) = 0.72 * LN(X/1000) + 3.02$	48%	52%	3.40
Saturday Daily		13,804	6,902	6,902			$T = 36.03 * X/1000 + 6840.22$	50%	50%	46.60
Saturday Peak Hour (of generator)		1,098	571	527			$LN(T) = 0.76 * LN(X/1000) + 3$	52%	48%	4.40
Reductions for Pass-By Trips										
Daily	29%	3,164	1,582	1,582						
AM Peak Hour		0	0	0						
PM Peak Hour	29%	263	126	137						
Saturday Daily		0	0	0						
Saturday Peak Hour		0	0	0						
TOTAL PROJECT TRIPS										
Daily		7,746	3,873	3,873						
AM Peak Hour		248	154	94						
PM Peak Hour		644	309	335						
Saturday Daily		13,804	6,902	6,902						
Saturday Peak Hour		1,098	571	527						

Note: Pass-By Percentages are from the ITE 11th Edition Appendices (2021)

¹ Where: T = Trips; X = Density by Variable; % = Pass-By Percentage

High Turnover/Sit Down Restaurant (932)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used ¹	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
High Turnover/Sit Down Restaurant	13,700 S.F.				932	1,000 S.F.				
	Daily	1,468	734	734			T = 107.2 * X/1000	50%	50%	107.2
	AM Peak Hour	131	72	59			T = 9.57 * X/1000	55%	45%	9.57
	PM Peak Hour	124	76	48			T = 9.05 * X/1000	61%	39%	9.05
Reductions for Pass-By Trips										
	Daily	588	294	294						
	AM Peak Hour	0	0	0						
	PM Peak Hour	49	30	19						
TOTAL PROJECT TRIPS										
	Daily	880	440	440						
	AM Peak Hour	131	72	59						
	PM Peak Hour	75	46	29						

Note: Pass-By Percentages are from the ITE 11th Edition Apendices (2021)

¹ Where: T = Trips; X = Density by Variable

Convenience Store/Gas Station (945)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

GFA (5.5-10K) Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used ¹	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Convenience Store/Gas Station	20 VPF				945	Vehicle Fueling Positions				
	Daily	6,916	3,458	3,458			T = 345.75 * X	50%	50%	345.75
	AM Peak Hour	632	316	316			T = 31.6 * X	50%	50%	31.60
	PM Peak Hour	538	269	269			T = 26.9 * X	50%	50%	26.90
Reductions for Pass-By Trips										
	Daily	5,188	2,594	2,594						
	AM Peak Hour	480	240	240						
	PM Peak Hour	404	202	202						
TOTAL PROJECT TRIPS										
	Daily	1,728	864	864						
	AM Peak Hour	152	76	76						
	PM Peak Hour	134	67	67						

Note: Pass-By Percentages are from the ITE 11th Edition Apendices (2021)

¹ Where: T = Trips; X = Density by Variable

APPENDIX E: Capacity Analyses Reports

The Villages at Ola DRI #4195
1: N Ola Rd & Wilson Dr/Snapping Shoals Rd

2024 Existing AM

Intersection	
Intersection Delay, s/veh	52
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	10	317	185	46	10	204	143	59	1	160	8
Future Vol, veh/h	2	10	317	185	46	10	204	143	59	1	160	8
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	0	2	2	7	0	5	2	3	0	7	13
Mvmt Flow	3	13	406	237	59	13	262	183	76	1	205	10
Number of Lanes	0	1	1	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay, s/veh	41.6	36.9	81.2	23.9
HCM LOS	E	E	F	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	59%	0%	17%	0%	77%	1%
Vol Thru, %	41%	0%	83%	0%	19%	95%
Vol Right, %	0%	100%	0%	100%	4%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	347	59	12	317	241	169
LT Vol	204	0	2	0	185	1
Through Vol	143	0	10	0	46	160
RT Vol	0	59	0	317	10	8
Lane Flow Rate	445	76	15	406	309	217
Geometry Grp	5	5	5	5	4b	4b
Degree of Util (X)	1.068	0.159	0.036	0.858	0.766	0.555
Departure Headway (Hd)	8.641	7.559	8.784	7.971	9.283	9.567
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	423	475	410	459	392	379
Service Time	6.374	5.292	6.484	5.671	7.283	7.567
HCM Lane V/C Ratio	1.052	0.16	0.037	0.885	0.788	0.573
HCM Control Delay, s/veh	93	11.7	11.8	42.7	36.9	23.9
HCM Lane LOS	F	B	B	E	E	C
HCM 95th-tile Q	14.8	0.6	0.1	8.7	6.3	3.2

The Villages at Ola DRI #4195
2: N Ola Rd & Ola Middle/High School Dwy N

2024 Existing AM

Intersection

Int Delay, s/veh 0.2

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 0 5 15 411 636 22

Future Vol, veh/h 0 5 15 411 636 22

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

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length - - - - - 100

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

Grade, % 0 - - 0 0 -

Peak Hour Factor 76 76 76 76 76 76

Heavy Vehicles, % 0 40 80 4 2 41

Mvmt Flow 0 7 20 541 837 29

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 1417 837 866 0 - 0

Stage 1 837 - - - - -

Stage 2 580 - - - - -

Critical Hdwy 6.4 6.6 4.9 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.66 2.92 - - -

Pot Cap-1 Maneuver 153 315 528 - - -

Stage 1 428 - - - - -

Stage 2 564 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 144 315 528 - - -

Mov Cap-2 Maneuver 144 - - - - -

Stage 1 406 - - - - -

Stage 2 564 - - - - -

Approach EB NB SB

HCM Control Delay, s/v16.67 0.43 0

HCM LOS C

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 63 - 315 - -

HCM Lane V/C Ratio 0.037 - 0.021 - -

HCM Control Delay (s/veh) 12.1 0 16.7 - -

HCM Lane LOS B A C - -

HCM 95th %tile Q(veh) 0.1 - 0.1 - -

The Villages at Ola DRI #4195
3: N Ola Rd & Ola Middle/High School Dwy S

2024 Existing AM

Intersection

Int Delay, s/veh 87.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	131	177	426	323	320	322
Future Vol, veh/h	131	177	426	323	320	322
Conflicting Peds, #/hr	5	0	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	0	615	-	-	515
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	7	0	7	4	1
Mvmt Flow	149	201	484	367	364	366

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1709	369	369
Stage 1	369	-	-
Stage 2	1340	-	-
Critical Hdwy	6.46	6.27	4.1
Critical Hdwy Stg 1	5.46	-	-
Critical Hdwy Stg 2	5.46	-	-
Follow-up Hdwy	3.554	3.363	2.2
Pot Cap-1 Maneuver	~ 98	666	1201
Stage 1	691	-	-
Stage 2	239	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	~ 58	663	1195
Mov Cap-2 Maneuver	~ 58	-	-
Stage 1	409	-	-
Stage 2	238	-	-

Approach	EB	NB	SB
HCM Control Delay, s/veh	78.05	5.71	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	1195	-	58	663	-
HCM Lane V/C Ratio	0.405	-	2.586	0.304	-
HCM Control Delay (s/veh)	10	-	871.6	12.8	-
HCM Lane LOS	B	-	F	B	-
HCM 95th %tile Q(veh)	2	-	15.1	1.3	-

Notes

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

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	19	543	8	10	369
Future Vol, veh/h	2	19	543	8	10	369
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	-	-	-	-	115	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	50	0	3	25	0	6
Mvmt Flow	2	20	578	9	11	393

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	991	578	0
Stage 1	578	-	-
Stage 2	414	-	-
Critical Hdwy	6.9	6.2	-
Critical Hdwy Stg 1	5.9	-	-
Critical Hdwy Stg 2	5.9	-	-
Follow-up Hdwy	3.95	3.3	-
Pot Cap-1 Maneuver	224	520	-
Stage 1	477	-	-
Stage 2	575	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	221	520	-
Mov Cap-2 Maneuver	221	-	-
Stage 1	477	-	-
Stage 2	569	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v13.22		0	0.23
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	460	1006
HCM Lane V/C Ratio	-	-	0.049	0.011
HCM Control Delay (s/veh)	-	-	13.2	8.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						  
Traffic Vol, veh/h	13	18	528	20	28	340
Future Vol, veh/h	13	18	528	20	28	340
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	210	205	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	4	0	0	7
Mvmt Flow	14	19	562	21	30	362
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	766	562	0	0	583	0
Stage 1	562	-	-	-	-	-
Stage 2	204	-	-	-	-	-
Critical Hdwy	6.05	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	392	530	-	-	1001	-
Stage 1	557	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	380	530	-	-	1001	-
Mov Cap-2 Maneuver	380	-	-	-	-	-
Stage 1	557	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v13.53		0		0.85		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	455	411	-	
HCM Lane V/C Ratio	-	-	0.073	0.03	-	
HCM Control Delay (s/veh)	-	-	13.5	8.7	0.2	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

The Villages at Ola DRI #4195
6: S Ola Rd/N Ola Rd & SR 81

2024 Existing AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	233	3	62	641	282	7	81	50	102	51	202
Future Volume (vph)	182	233	3	62	641	282	7	81	50	102	51	202
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	19.0	74.0	74.0	11.0	66.0	66.0	24.0	24.0	24.0	11.0	35.0	35.0
Total Split (%)	15.8%	61.7%	61.7%	9.2%	55.0%	55.0%	20.0%	20.0%	20.0%	9.2%	29.2%	29.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	85.5	76.7	76.7	73.0	68.0	68.0	10.9	10.9	10.9	22.5	22.5	22.5
Actuated g/C Ratio	0.71	0.64	0.64	0.61	0.57	0.57	0.09	0.09	0.09	0.19	0.19	0.19
v/c Ratio	0.43	0.22	0.00	0.09	0.66	0.30	0.07	0.51	0.17	0.60	0.16	0.46
Control Delay (s/veh)	8.7	4.7	0.0	6.2	19.0	2.8	49.2	62.1	1.1	57.2	41.2	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.7	4.7	0.0	6.2	19.0	2.8	49.2	62.1	1.1	57.2	41.2	8.6
LOS	A	A	A	A	B	A	D	E	A	E	D	A
Approach Delay (s/veh)		6.5			13.6			39.4			27.3	
Approach LOS		A			B			D			C	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 1 (1%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 16.5

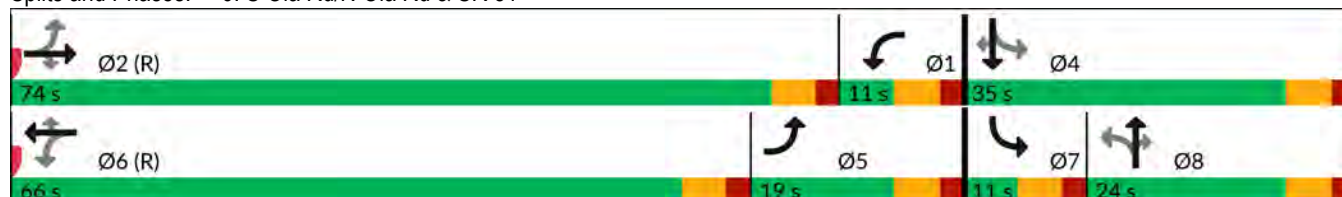
Intersection LOS: B

Intersection Capacity Utilization 71.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 6: S Ola Rd/N Ola Rd & SR 81



The Villages at Ola DRI #4195
6: S Ola Rd/N Ola Rd & SR 81

2024 Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	233	3	62	641	282	7	81	50	102	51	202
Future Volume (veh/h)	182	233	3	62	641	282	7	81	50	102	51	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1752	1900	1856	1841	1826	1693	1870	1841	1722	1841	1841
Adj Flow Rate, veh/h	196	251	3	67	689	303	8	87	54	110	55	217
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	10	0	3	4	5	14	2	4	12	4	4
Cap, veh/h	666	993	912	758	920	774	127	125	104	153	292	247
Arrive On Green	0.19	0.57	0.57	0.25	1.00	1.00	0.07	0.07	0.07	0.04	0.16	0.16
Sat Flow, veh/h	1753	1752	1610	1767	1841	1547	1002	1870	1560	1640	1841	1560
Grp Volume(v), veh/h	196	251	3	67	689	303	8	87	54	110	55	217
Grp Sat Flow(s),veh/h/ln	1753	1752	1610	1767	1841	1547	1002	1870	1560	1640	1841	1560
Q Serve(g_s), s	0.0	8.7	0.1	0.0	0.0	0.0	0.9	5.5	3.0	5.0	3.1	16.3
Cycle Q Clear(g_c), s	0.0	8.7	0.1	0.0	0.0	0.0	0.9	5.5	3.0	5.0	3.1	16.3
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	666	993	912	758	920	774	127	125	104	153	292	247
V/C Ratio(X)	0.29	0.25	0.00	0.09	0.75	0.39	0.06	0.70	0.52	0.72	0.19	0.88
Avail Cap(c_a), veh/h	666	993	912	758	920	774	210	281	234	153	445	377
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.8	13.2	11.3	10.9	0.0	0.0	52.7	54.8	31.2	51.9	43.8	49.4
Incr Delay (d2), s/veh	0.2	0.6	0.0	0.0	3.6	1.0	0.2	6.8	4.0	15.2	0.3	14.0
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	2.1	3.2	0.0	0.7	0.9	0.2	0.2	2.7	1.6	1.6	1.4	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.0	13.7	11.3	10.9	3.6	1.0	52.9	61.6	35.1	67.2	44.1	63.4
LnGrp LOS	A	B	B	B	A	A	D	E	D	E	D	E
Approach Vol, veh/h	450			1059			149			382		
Approach Delay, s/veh	12.1			3.3			51.6			61.7		
Approach LOS	B			A			D			E		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	74.0		25.0	29.0	66.0	11.0	14.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	68.0		29.0	13.0	60.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.0	10.7		18.3	2.0	2.0	7.0	7.5				
Green Ext Time (p_c), s	0.0	1.3		0.7	0.4	5.8	0.0	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				19.7								
HCM 7th LOS				B								

The Villages at Ola DRI #4195
7: New Hope Rd & SR 81

2024 Existing AM

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	381	63	35	798	211	24
Future Volume (vph)	381	63	35	798	211	24
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	59.0	59.0	11.0	70.0	50.0	50.0
Total Split (%)	49.2%	49.2%	9.2%	58.3%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	73.8	73.8	84.1	84.1	23.9	23.9
Actuated g/C Ratio	0.62	0.62	0.70	0.70	0.20	0.20
v/c Ratio	0.43	0.08	0.08	0.77	0.76	0.09
Control Delay (s/veh)	15.7	3.2	6.8	14.2	59.4	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.7	3.2	6.8	14.2	59.4	12.2
LOS	B	A	A	B	E	B
Approach Delay (s/veh)	14.0			14.0	54.6	
Approach LOS	B			B	D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 67 (56%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 20.3

Intersection LOS: C

Intersection Capacity Utilization 63.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 7: New Hope Rd & SR 81



The Villages at Ola DRI #4195
7: New Hope Rd & SR 81

2024 Existing AM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	381	63	35	798	211	24
Future Volume (veh/h)	381	63	35	798	211	24
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1811	1693	1841	1841	1707
Adj Flow Rate, veh/h	476	79	44	998	264	30
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	7	6	14	4	4	13
Cap, veh/h	1163	994	514	1343	299	247
Arrive On Green	0.65	0.65	0.03	0.73	0.17	0.17
Sat Flow, veh/h	1796	1535	1612	1841	1753	1447
Grp Volume(v), veh/h	476	79	44	998	264	30
Grp Sat Flow(s),veh/h/ln	1796	1535	1612	1841	1753	1447
Q Serve(g_s), s	15.3	2.3	1.0	38.4	17.6	2.1
Cycle Q Clear(g_c), s	15.3	2.3	1.0	38.4	17.6	2.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1163	994	514	1343	299	247
V/C Ratio(X)	0.41	0.08	0.09	0.74	0.88	0.12
Avail Cap(c_a), veh/h	1163	994	529	1343	643	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.76	0.76	1.00	1.00
Uniform Delay (d), s/veh	10.1	7.9	7.0	9.6	48.6	42.2
Incr Delay (d2), s/veh	1.1	0.2	0.1	2.9	8.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.7	0.3	12.0	8.2	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.2	8.0	7.1	12.5	57.1	42.4
LnGrp LOS	B	A	A	B	E	D
Approach Vol, veh/h	555			1042	294	
Approach Delay, s/veh	10.8			12.2	55.6	
Approach LOS	B			B	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.8	83.7			93.5	26.5
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	5.0	53.0			64.0	44.0
Max Q Clear Time (g_c+I1), s	3.0	17.3			40.4	19.6
Green Ext Time (p_c), s	0.0	3.2			7.4	0.8
Intersection Summary						
HCM 7th Control Delay, s/veh			18.5			
HCM 7th LOS			B			

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	236	125	13	572	426	20
Future Volume (vph)	236	125	13	572	426	20
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	49.0	49.0	11.0	60.0	60.0	60.0
Total Split (%)	40.8%	40.8%	9.2%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	63.5	63.5	68.6	68.6	39.4	39.4
Actuated g/C Ratio	0.53	0.53	0.57	0.57	0.33	0.33
v/c Ratio	0.28	0.16	0.02	0.60	0.83	0.04
Control Delay (s/veh)	23.8	9.7	14.3	21.8	49.6	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.8	9.7	14.3	21.8	49.6	8.4
LOS	C	A	B	C	D	A
Approach Delay (s/veh)	19.0			21.7	47.8	
Approach LOS	B			C	D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 1 (1%), Referenced to phase 2:EBTU and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay (s/veh): 29.3

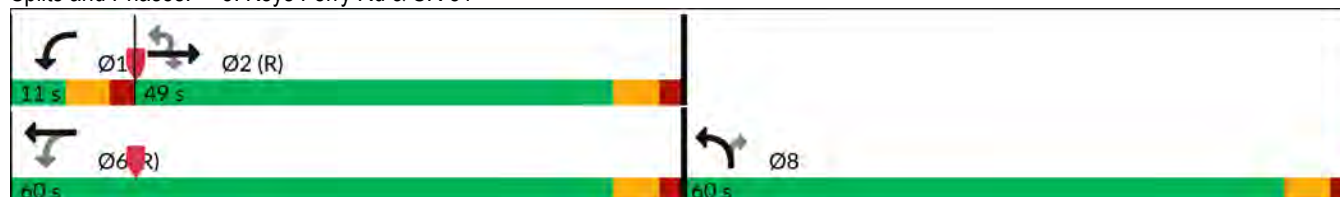
Intersection LOS: C

Intersection Capacity Utilization 63.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 8: Keys Ferry Rd & SR 81



The Villages at Ola DRI #4195
8: Keys Ferry Rd & SR 81

2024 Existing AM

							
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↱
Traffic Volume (veh/h)	0	236	125	13	572	426	20
Future Volume (veh/h)	0	236	125	13	572	426	20
Initial Q (Qb), veh		0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1752	1752	1678	1841	1841	1900
Adj Flow Rate, veh/h		262	139	14	636	473	22
Peak Hour Factor		0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %		10	10	15	4	4	0
Cap, veh/h		952	807	564	1121	510	468
Arrive On Green		1.00	1.00	0.02	0.61	0.29	0.29
Sat Flow, veh/h		1752	1485	1598	1841	1753	1610
Grp Volume(v), veh/h		262	139	14	636	473	22
Grp Sat Flow(s),veh/h/ln		1752	1485	1598	1841	1753	1610
Q Serve(g_s), s		0.0	0.0	0.5	24.8	31.4	1.2
Cycle Q Clear(g_c), s		0.0	0.0	0.5	24.8	31.4	1.2
Prop In Lane			1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		952	807	564	1121	510	468
V/C Ratio(X)		0.28	0.17	0.02	0.57	0.93	0.05
Avail Cap(c_a), veh/h		952	807	606	1121	789	725
HCM Platoon Ratio		2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.96	0.96	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		0.0	0.0	10.9	14.0	41.3	30.6
Incr Delay (d2), s/veh		0.7	0.4	0.0	2.1	12.2	0.0
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.2	0.1	0.1	9.4	14.7	0.5
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh		0.7	0.4	10.9	16.1	53.5	30.6
LnGrp LOS		A	A	B	B	D	C
Approach Vol, veh/h		401			650	495	
Approach Delay, s/veh		0.6			16.0	52.5	
Approach LOS		A			B	D	
Timer - Assigned Phs	1	2			6	8	
Phs Duration (G+Y+Rc), s	7.9	71.2			79.1	40.9	
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0	
Max Green Setting (Gmax), s	5.0	43.0			54.0	54.0	
Max Q Clear Time (g_c+I1), s	2.5	2.0			26.8	33.4	
Green Ext Time (p_c), s	0.0	1.8			3.8	1.5	
Intersection Summary							
HCM 7th Control Delay, s/veh			23.7				
HCM 7th LOS			C				
Notes							
User approved ignoring U-Turning movement.							

The Villages at Ola DRI #4195
1: N Ola Rd & Wilson Dr/Snapping Shoals Rd

2024 Existing PM

Intersection

Intersection Delay, s/veh 11.1

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	26	125	50	24	7	105	150	86	9	172	1
Future Vol, veh/h	10	26	125	50	24	7	105	150	86	9	172	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	10	0	3	0	4	14	3	1	0	0	1	0
Mvmt Flow	11	28	133	53	26	7	112	160	91	10	183	1
Number of Lanes	0	1	1	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay, s/veh	9.6	10.6	11.7	11.4
HCM LOS	A	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	41%	0%	28%	0%	62%	5%
Vol Thru, %	59%	0%	72%	0%	30%	95%
Vol Right, %	0%	100%	0%	100%	9%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	255	86	36	125	81	182
LT Vol	105	0	10	0	50	9
Through Vol	150	0	26	0	24	172
RT Vol	0	86	0	125	7	1
Lane Flow Rate	271	91	38	133	86	194
Geometry Grp	5	5	5	5	4b	4b
Degree of Util (X)	0.437	0.123	0.069	0.201	0.153	0.311
Departure Headway (Hd)	5.802	4.831	6.475	5.452	6.38	5.786
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	624	743	554	658	563	622
Service Time	3.502	2.553	4.209	3.186	4.416	3.815
HCM Lane V/C Ratio	0.434	0.122	0.069	0.202	0.153	0.312
HCM Control Delay, s/veh	12.9	8.2	9.7	9.6	10.6	11.4
HCM Lane LOS	B	A	A	A	B	B
HCM 95th-tile Q	2.2	0.4	0.2	0.7	0.5	1.3

The Villages at Ola DRI #4195
2: N Ola Rd & Ola Middle/High School Dwy N

2024 Existing PM

Intersection

Int Delay, s/veh 0.3

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 7 3 8 334 339 8

Future Vol, veh/h 7 3 8 334 339 8

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

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length - - - - - 100

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

Grade, % 0 - - 0 0 -

Peak Hour Factor 94 94 94 94 94 94

Heavy Vehicles, % 0 0 13 1 2 0

Mvmt Flow 7 3 9 355 361 9

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 733 361 369 0 - 0

Stage 1 361 - - - - -

Stage 2 372 - - - - -

Critical Hdwy 6.4 6.2 4.23 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.317 - - -

Pot Cap-1 Maneuver 391 688 1131 - - -

Stage 1 710 - - - - -

Stage 2 701 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 387 688 1131 - - -

Mov Cap-2 Maneuver 387 - - - - -

Stage 1 703 - - - - -

Stage 2 701 - - - - -

Approach EB NB SB

HCM Control Delay, s/v13.28 0.19 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 42 - 446 - -

HCM Lane V/C Ratio 0.008 - 0.024 - -

HCM Control Delay (s/veh) 8.2 0 13.3 - -

HCM Lane LOS A A B - -

HCM 95th %tile Q(veh) 0 - 0.1 - -

The Villages at Ola DRI #4195
3: N Ola Rd & Ola Middle/High School Dwy S

2024 Existing PM

Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	57	98	53	277	313	25
Future Vol, veh/h	57	98	53	277	313	25
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	0	615	-	-	515
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	2	2	1	8
Mvmt Flow	64	110	60	311	352	28

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	783	353	353
Stage 1	353	-	-
Stage 2	430	-	-
Critical Hdwy	6.4	6.2	4.12
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.218
Pot Cap-1 Maneuver	365	696	1206
Stage 1	716	-	-
Stage 2	660	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	347	695	1205
Mov Cap-2 Maneuver	347	-	-
Stage 1	680	-	-
Stage 2	659	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v13.57		1.31	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	1205	-	347	695	-
HCM Lane V/C Ratio	0.049	-	0.185	0.158	-
HCM Control Delay (s/veh)	8.1	-	17.7	11.2	-
HCM Lane LOS	A	-	C	B	-
HCM 95th %tile Q(veh)	0.2	-	0.7	0.6	-

Intersection

Int Delay, s/veh 1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	45	292	14	50	362
Future Vol, veh/h	8	45	292	14	50	362
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	-	-	-	-	115	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	9	49	317	15	54	393

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	822	319	0
Stage 1	319	-	-
Stage 2	502	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	347	726	-
Stage 1	741	-	-
Stage 2	612	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	331	725	-
Mov Cap-2 Maneuver	331	-	-
Stage 1	740	-	-
Stage 2	585	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.47	0	0.97
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	614	1250
HCM Lane V/C Ratio	-	-	0.094	0.043
HCM Control Delay (s/veh)	-	-	11.5	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

The Villages at Ola DRI #4195
5: N Ola Rd & Publix Dwy South

2024 Existing PM

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↑	↗	↔↔↔	↔↔↔
Traffic Vol, veh/h	84	52	250	95	58	316
Future Vol, veh/h	84	52	250	95	58	316
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	210	205	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	88	55	263	100	61	333
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	518	263	0	0	363	0
Stage 1	263	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Critical Hdwy	6.05	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	531	780	-	-	1207	-
Stage 1	757	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	504	780	-	-	1207	-
Mov Cap-2 Maneuver	504	-	-	-	-	-
Stage 1	757	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v13.18		0		1.49		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	583	837	-	
HCM Lane V/C Ratio	-	-	0.246	0.051	-	
HCM Control Delay (s/veh)	-	-	13.2	8.1	0.3	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	1	0.2	-	

The Villages at Ola DRI #4195
6: S Ola Rd/N Ola Rd & SR 81

2024 Existing PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	184	695	7	69	411	99	5	62	63	211	57	132
Future Volume (vph)	184	695	7	69	411	99	5	62	63	211	57	132
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	26.0	72.0	72.0	11.0	57.0	57.0	24.0	24.0	24.0	23.0	47.0	47.0
Total Split (%)	20.0%	55.4%	55.4%	8.5%	43.8%	43.8%	18.5%	18.5%	18.5%	17.7%	36.2%	36.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	88.3	79.5	79.5	69.5	64.5	64.5	9.8	9.8	9.8	29.7	29.7	29.7
Actuated g/C Ratio	0.68	0.61	0.61	0.53	0.50	0.50	0.08	0.08	0.08	0.23	0.23	0.23
v/c Ratio	0.28	0.62	0.00	0.25	0.45	0.11	0.04	0.45	0.22	0.69	0.14	0.28
Control Delay (s/veh)	4.3	11.6	0.0	9.8	16.8	0.2	54.8	66.9	1.8	54.8	37.8	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.3	11.6	0.0	9.8	16.8	0.2	54.8	66.9	1.8	54.8	37.8	7.3
LOS	A	B	A	A	B	A	D	E	A	D	D	A
Approach Delay (s/veh)		10.0			13.2			34.9			36.7	
Approach LOS		B			B			C			D	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 11 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 17.9

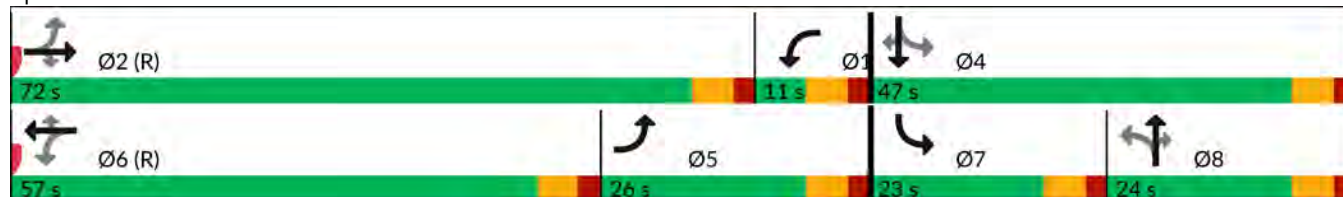
Intersection LOS: B

Intersection Capacity Utilization 74.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 6: S Ola Rd/N Ola Rd & SR 81



The Villages at Ola DRI #4195
6: S Ola Rd/N Ola Rd & SR 81

2024 Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	695	7	69	411	99	5	62	63	211	57	132
Future Volume (veh/h)	184	695	7	69	411	99	5	62	63	211	57	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1870	1693	1900	1856	1856	1900	1870	1870	1900	1826	1900
Adj Flow Rate, veh/h	188	709	7	70	419	101	5	63	64	215	58	135
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	2	14	0	3	3	0	2	2	0	5	0
Cap, veh/h	756	950	728	363	728	617	117	95	81	304	405	357
Arrive On Green	0.25	0.51	0.51	0.26	0.78	0.78	0.05	0.05	0.05	0.12	0.22	0.22
Sat Flow, veh/h	1795	1870	1434	1810	1856	1572	1209	1870	1585	1810	1826	1610
Grp Volume(v), veh/h	188	709	7	70	419	101	5	63	64	215	58	135
Grp Sat Flow(s),veh/h/ln	1795	1870	1434	1810	1856	1572	1209	1870	1585	1810	1826	1610
Q Serve(g_s), s	0.0	39.1	0.3	0.0	11.5	1.3	0.5	4.3	4.0	14.2	3.3	9.3
Cycle Q Clear(g_c), s	0.0	39.1	0.3	0.0	11.5	1.3	0.5	4.3	4.0	14.2	3.3	9.3
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	756	950	728	363	728	617	117	95	81	304	405	357
V/C Ratio(X)	0.25	0.75	0.01	0.19	0.58	0.16	0.04	0.66	0.79	0.71	0.14	0.38
Avail Cap(c_a), veh/h	756	950	728	363	728	617	223	259	219	315	576	508
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	25.4	15.8	36.1	9.7	3.6	58.8	60.6	35.6	48.5	40.7	43.0
Incr Delay (d2), s/veh	0.1	4.0	0.0	0.2	2.9	0.5	0.1	7.6	15.8	6.8	0.2	0.7
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	3.1	16.8	0.1	1.6	3.5	0.8	0.2	2.2	2.4	6.8	1.5	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.9	29.4	15.8	36.3	12.7	4.1	58.9	68.2	51.4	55.3	40.8	43.6
LnGrp LOS	B	C	B	D	B	A	E	E	D	E	D	D
Approach Vol, veh/h	904			590			132			408		
Approach Delay, s/veh	26.9			14.0			59.7			49.4		
Approach LOS	C			B			E			D		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.2	72.0		34.8	38.2	57.0	22.2	12.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	66.0		41.0	20.0	51.0	17.0	18.0				
Max Q Clear Time (g_c+I1), s	2.0	41.1		11.3	2.0	13.5	16.2	6.3				
Green Ext Time (p_c), s	0.0	4.4		0.7	0.4	2.6	0.0	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh				29.8								
HCM 7th LOS				C								

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	860	163	43	499	105	42
Future Volume (vph)	860	163	43	499	105	42
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	95.0	95.0	11.0	106.0	24.0	24.0
Total Split (%)	73.1%	73.1%	8.5%	81.5%	18.5%	18.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	96.0	96.0	104.8	104.8	13.2	13.2
Actuated g/C Ratio	0.74	0.74	0.81	0.81	0.10	0.10
v/c Ratio	0.64	0.13	0.10	0.34	0.60	0.21
Control Delay (s/veh)	12.4	1.1	1.0	1.1	69.6	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.4	1.1	1.0	1.1	69.6	16.8
LOS	B	A	A	A	E	B
Approach Delay (s/veh)	10.7			1.2	54.6	
Approach LOS	B			A	D	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 44 (34%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay (s/veh): 11.4

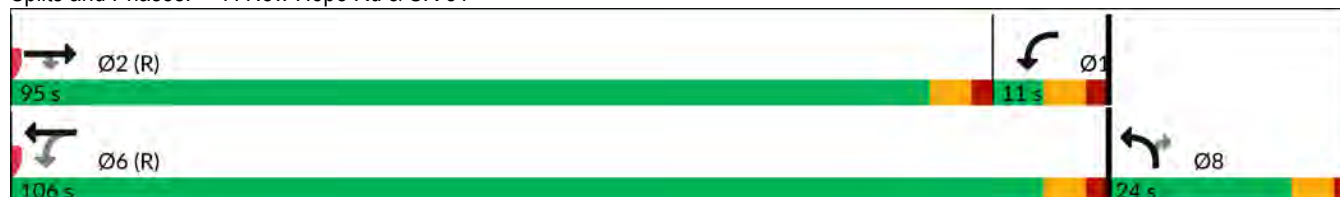
Intersection LOS: B

Intersection Capacity Utilization 61.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 7: New Hope Rd & SR 81



The Villages at Ola DRI #4195
7: New Hope Rd & SR 81

2024 Existing PM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	860	163	43	499	105	42
Future Volume (veh/h)	860	163	43	499	105	42
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1885	1870	1856	1856	1870
Adj Flow Rate, veh/h	887	168	44	514	108	43
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	1	2	3	3	2
Cap, veh/h	1280	1094	439	1542	136	122
Arrive On Green	0.68	0.68	0.10	0.83	0.08	0.08
Sat Flow, veh/h	1870	1598	1781	1856	1767	1585
Grp Volume(v), veh/h	887	168	44	514	108	43
Grp Sat Flow(s),veh/h/ln	1870	1598	1781	1856	1767	1585
Q Serve(g_s), s	37.0	4.8	0.0	8.4	7.8	3.3
Cycle Q Clear(g_c), s	37.0	4.8	0.0	8.4	7.8	3.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1280	1094	439	1542	136	122
V/C Ratio(X)	0.69	0.15	0.10	0.33	0.80	0.35
Avail Cap(c_a), veh/h	1280	1094	439	1542	245	219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.91	0.91	1.00	1.00
Uniform Delay (d), s/veh	12.3	7.2	18.8	2.6	59.0	56.9
Incr Delay (d2), s/veh	3.1	0.3	0.1	0.5	10.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.3	1.6	0.7	1.7	3.8	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.4	7.5	18.9	3.1	69.0	58.7
LnGrp LOS	B	A	B	A	E	E
Approach Vol, veh/h	1055			558	151	
Approach Delay, s/veh	14.1			4.3	66.1	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	19.0	95.0			114.0	16.0
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	5.0	89.0			100.0	18.0
Max Q Clear Time (g_c+I1), s	2.0	39.0			10.4	9.8
Green Ext Time (p_c), s	0.0	8.3			3.0	0.2
Intersection Summary						
HCM 7th Control Delay, s/veh			15.5			
HCM 7th LOS			B			

The Villages at Ola DRI #4195
8: Keys Ferry Rd & SR 81

2024 Existing PM

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↖	↗
Traffic Volume (vph)	571	459	22	414	208	12
Future Volume (vph)	571	459	22	414	208	12
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	78.0	78.0	11.0	89.0	41.0	41.0
Total Split (%)	60.0%	60.0%	8.5%	68.5%	31.5%	31.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	89.2	89.2	96.6	96.6	21.4	21.4
Actuated g/C Ratio	0.69	0.69	0.74	0.74	0.16	0.16
v/c Ratio	0.47	0.37	0.04	0.31	0.75	0.04
Control Delay (s/veh)	8.6	1.2	5.6	6.9	67.4	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.6	1.2	5.6	6.9	67.4	18.6
LOS	A	A	A	A	E	B
Approach Delay (s/veh)	5.3			6.9	64.7	
Approach LOS	A			A	E	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 21 (16%), Referenced to phase 2:EBTU and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 13.5

Intersection LOS: B

Intersection Capacity Utilization 51.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 8: Keys Ferry Rd & SR 81



The Villages at Ola DRI #4195
8: Keys Ferry Rd & SR 81

2024 Existing PM

							
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	0	571	459	22	414	208	12
Future Volume (veh/h)	0	571	459	22	414	208	12
Initial Q (Qb), veh		0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1856	1900	1900	1856	1856	1900
Adj Flow Rate, veh/h		595	478	23	431	217	12
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		3	0	0	3	3	0
Cap, veh/h		1299	1127	468	1424	247	225
Arrive On Green		1.00	1.00	0.02	0.77	0.14	0.14
Sat Flow, veh/h		1856	1610	1810	1856	1767	1610
Grp Volume(v), veh/h		595	478	23	431	217	12
Grp Sat Flow(s),veh/h/ln		1856	1610	1810	1856	1767	1610
Q Serve(g_s), s		0.0	0.0	0.4	9.1	15.7	0.8
Cycle Q Clear(g_c), s		0.0	0.0	0.4	9.1	15.7	0.8
Prop In Lane			1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		1299	1127	468	1424	247	225
V/C Ratio(X)		0.46	0.42	0.05	0.30	0.88	0.05
Avail Cap(c_a), veh/h		1299	1127	499	1424	476	434
HCM Platoon Ratio		2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.75	0.75	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		0.0	0.0	4.6	4.6	54.8	48.4
Incr Delay (d2), s/veh		0.9	0.9	0.0	0.5	9.6	0.1
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.3	0.3	0.1	2.7	7.5	0.3
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh		0.9	0.9	4.6	5.1	64.4	48.5
LnGrp LOS		A	A	A	A	E	D
Approach Vol, veh/h		1073			454	229	
Approach Delay, s/veh		0.9			5.1	63.5	
Approach LOS		A			A	E	
Timer - Assigned Phs	1	2			6	8	
Phs Duration (G+Y+Rc), s	8.8	97.0			105.8	24.2	
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0	
Max Green Setting (Gmax), s	5.0	72.0			83.0	35.0	
Max Q Clear Time (g_c+I1), s	2.4	2.0			11.1	17.7	
Green Ext Time (p_c), s	0.0	5.8			2.4	0.6	
Intersection Summary							
HCM 7th Control Delay, s/veh			10.1				
HCM 7th LOS			B				
Notes							
User approved ignoring U-Turning movement.							

The Villages at Ola DRI #4195
2: N Ola Rd & Ola Middle/High School Dwy N

2028 No-Build AM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	16	456	694	24
Future Vol, veh/h	0	5	16	456	694	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	40	80	4	2	41
Mvmt Flow	0	7	21	600	913	32
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1555	913	945	0	-	0
Stage 1	913	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Critical Hdwy	6.4	6.6	4.9	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.66	2.92	-	-	-
Pot Cap-1 Maneuver	126	283	488	-	-	-
Stage 1	394	-	-	-	-	-
Stage 2	528	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	118	283	488	-	-	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	369	-	-	-	-	-
Stage 2	528	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v18.02		0.43		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	61	-	283	-	-	
HCM Lane V/C Ratio	0.043	-	0.023	-	-	
HCM Control Delay (s/veh)	12.7	0	18	-	-	
HCM Lane LOS	B	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

The Villages at Ola DRI #4195
3: N Ola Rd & Ola Middle/High School Dwy S

2028 No-Build AM

Intersection

Int Delay, s/veh 144.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	142	192	463	360	351	350
Future Vol, veh/h	142	192	463	360	351	350
Conflicting Peds, #/hr	5	0	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	0	615	-	-	515
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	7	0	7	4	1
Mvmt Flow	161	218	526	409	399	398

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1870	404	404
Stage 1	404	-	-
Stage 2	1466	-	-
Critical Hdwy	6.46	6.27	4.1
Critical Hdwy Stg 1	5.46	-	-
Critical Hdwy Stg 2	5.46	-	-
Follow-up Hdwy	3.554	3.363	2.2
Pot Cap-1 Maneuver	~ 77	636	1166
Stage 1	666	-	-
Stage 2	207	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	~ 42	633	1160
Mov Cap-2 Maneuver	~ 42	-	-
Stage 1	362	-	-
Stage 2	206	-	-

Approach	EB	NB	SB
HCM Control Delay, s/veh	637.08	5.99	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	1160	-	42	633	-
HCM Lane V/C Ratio	0.453	-	3.849	0.345	-
HCM Control Delay (s/veh)	10.7	-	\$ 1480	13.6	-
HCM Lane LOS	B	-	F	B	-
HCM 95th %tile Q(veh)	2.4	-	18.2	1.5	-

Notes

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

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	21	591	9	11	404
Future Vol, veh/h	2	21	591	9	11	404
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	-	-	-	-	115	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	50	0	3	25	0	6
Mvmt Flow	2	22	629	10	12	430
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1082	629	0	0	629	0
Stage 1	629	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	196	486	-	-	963	-
Stage 1	450	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	193	486	-	-	963	-
Mov Cap-2 Maneuver	193	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	13.89	0		0.23		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	430	963	-	
HCM Lane V/C Ratio	-	-	0.057	0.012	-	
HCM Control Delay (s/veh)	-	-	13.9	8.8	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

The Villages at Ola DRI #4195
5: N Ola Rd & Publix Dwy South

2028 No-Build AM

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T	T		W
Traffic Vol, veh/h	14	20	575	22	30	372
Future Vol, veh/h	14	20	575	22	30	372
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	210	205	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	4	0	0	7
Mvmt Flow	15	21	612	23	32	396
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	834	612	0	0	635	0
Stage 1	612	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Critical Hdwy	6.05	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	360	497	-	-	958	-
Stage 1	529	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	348	497	-	-	958	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	529	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v14.32		0	0.88			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	422	403	-	
HCM Lane V/C Ratio	-	-	0.086	0.033	-	
HCM Control Delay (s/veh)	-	-	14.3	8.9	0.2	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	199	263	3	67	728	306	8	88	54	111	55	223
Future Volume (vph)	199	263	3	67	728	306	8	88	54	111	55	223
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	19.0	74.0	74.0	11.0	66.0	66.0	24.0	24.0	24.0	11.0	35.0	35.0
Total Split (%)	15.8%	61.7%	61.7%	9.2%	55.0%	55.0%	20.0%	20.0%	20.0%	9.2%	29.2%	29.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	84.9	76.1	76.1	72.4	67.4	67.4	11.4	11.4	11.4	23.1	23.1	23.1
Actuated g/C Ratio	0.71	0.63	0.63	0.60	0.56	0.56	0.10	0.10	0.10	0.19	0.19	0.19
v/c Ratio	0.56	0.25	0.00	0.10	0.76	0.32	0.07	0.53	0.18	0.63	0.16	0.48
Control Delay (s/veh)	16.7	4.8	0.0	6.3	22.6	3.0	48.8	62.3	1.2	58.6	40.9	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.7	4.8	0.0	6.3	22.6	3.0	48.8	62.3	1.2	58.6	40.9	8.7
LOS	B	A	A	A	C	A	D	E	A	E	D	A
Approach Delay (s/veh)		10.0			16.2			39.7			27.5	
Approach LOS		A			B			D			C	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 1 (1%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay (s/veh): 18.6

Intersection LOS: B

Intersection Capacity Utilization 77.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 6: S Ola Rd/N Ola Rd & SR 81



The Villages at Ola DRI #4195
6: S Ola Rd/N Ola Rd & SR 81

2028 No-Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	199	263	3	67	728	306	8	88	54	111	55	223
Future Volume (veh/h)	199	263	3	67	728	306	8	88	54	111	55	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1752	1900	1856	1841	1826	1693	1870	1841	1722	1841	1841
Adj Flow Rate, veh/h	214	283	3	72	783	329	9	95	58	119	59	240
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	10	0	3	4	5	14	2	4	12	4	4
Cap, veh/h	612	993	912	707	920	774	139	152	127	165	318	270
Arrive On Green	0.18	0.57	0.57	0.22	1.00	1.00	0.08	0.08	0.08	0.04	0.17	0.17
Sat Flow, veh/h	1753	1752	1610	1767	1841	1547	978	1870	1560	1640	1841	1560
Grp Volume(v), veh/h	214	283	3	72	783	329	9	95	58	119	59	240
Grp Sat Flow(s),veh/h/ln	1753	1752	1610	1767	1841	1547	978	1870	1560	1640	1841	1560
Q Serve(g_s), s	0.0	10.0	0.1	0.0	0.0	0.0	1.0	5.9	3.3	5.0	3.3	18.0
Cycle Q Clear(g_c), s	0.0	10.0	0.1	0.0	0.0	0.0	1.0	5.9	3.3	5.0	3.3	18.0
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	612	993	912	707	920	774	139	152	127	165	318	270
V/C Ratio(X)	0.35	0.29	0.00	0.10	0.85	0.43	0.06	0.63	0.46	0.72	0.19	0.89
Avail Cap(c_a), veh/h	612	993	912	707	920	774	207	281	234	165	445	377
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.57	0.57	0.57	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	13.4	11.3	12.5	0.0	0.0	51.1	53.4	31.3	51.2	42.4	48.5
Incr Delay (d2), s/veh	0.3	0.6	0.0	0.0	5.8	1.0	0.2	4.2	2.6	14.4	0.3	17.2
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	2.8	3.7	0.0	0.8	1.5	0.2	0.3	2.9	1.7	1.9	1.5	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.4	14.1	11.3	12.5	5.8	1.0	51.3	57.5	33.8	65.6	42.7	65.7
LnGrp LOS	B	B	B	B	A	A	D	E	C	E	D	E
Approach Vol, veh/h	500			1184			162			418		
Approach Delay, s/veh	13.3			4.9			48.7			62.4		
Approach LOS	B			A			D			E		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.3	74.0		26.7	27.3	66.0	11.0	15.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	68.0		29.0	13.0	60.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.0	12.0		20.0	2.0	2.0	7.0	7.9				
Green Ext Time (p_c), s	0.0	1.5		0.7	0.4	7.1	0.0	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				20.5								
HCM 7th LOS				C								

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	425	68	38	901	229	26
Future Volume (vph)	425	68	38	901	229	26
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	59.0	59.0	11.0	70.0	50.0	50.0
Total Split (%)	49.2%	49.2%	9.2%	58.3%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	72.1	72.1	82.5	82.5	25.5	25.5
Actuated g/C Ratio	0.60	0.60	0.69	0.69	0.21	0.21
v/c Ratio	0.49	0.08	0.10	0.89	0.77	0.10
Control Delay (s/veh)	17.9	3.3	8.3	23.2	58.6	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.9	3.3	8.3	23.2	58.6	11.4
LOS	B	A	A	C	E	B
Approach Delay (s/veh)	16.0			22.7	53.8	
Approach LOS	B			C	D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 67 (56%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay (s/veh): 25.4

Intersection LOS: C

Intersection Capacity Utilization 70.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: New Hope Rd & SR 81



The Villages at Ola DRI #4195
7: New Hope Rd & SR 81

2028 No-Build AM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	425	68	38	901	229	26
Future Volume (veh/h)	425	68	38	901	229	26
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1811	1693	1841	1841	1707
Adj Flow Rate, veh/h	531	85	48	1126	286	32
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	7	6	14	4	4	13
Cap, veh/h	1138	972	464	1319	321	265
Arrive On Green	0.63	0.63	0.03	0.72	0.18	0.18
Sat Flow, veh/h	1796	1535	1612	1841	1753	1447
Grp Volume(v), veh/h	531	85	48	1126	286	32
Grp Sat Flow(s),veh/h/ln	1796	1535	1612	1841	1753	1447
Q Serve(g_s), s	18.5	2.6	1.2	53.6	19.1	2.2
Cycle Q Clear(g_c), s	18.5	2.6	1.2	53.6	19.1	2.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1138	972	464	1319	321	265
V/C Ratio(X)	0.47	0.09	0.10	0.85	0.89	0.12
Avail Cap(c_a), veh/h	1138	972	477	1319	643	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.66	0.66	1.00	1.00
Uniform Delay (d), s/veh	11.4	8.5	8.1	12.4	47.8	40.9
Incr Delay (d2), s/veh	1.4	0.2	0.1	4.9	8.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.8	0.3	17.6	8.8	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	12.8	8.7	8.1	17.3	56.2	41.1
LnGrp LOS	B	A	A	B	E	D
Approach Vol, veh/h	616			1174	318	
Approach Delay, s/veh	12.3			16.9	54.7	
Approach LOS	B			B	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.0	82.0			92.0	28.0
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	5.0	53.0			64.0	44.0
Max Q Clear Time (g_c+l1), s	3.2	20.5			55.6	21.1
Green Ext Time (p_c), s	0.0	3.6			4.9	0.9
Intersection Summary						
HCM 7th Control Delay, s/veh			21.2			
HCM 7th LOS			C			

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	270	136	14	627	463	22
Future Volume (vph)	270	136	14	627	463	22
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	49.0	49.0	11.0	60.0	60.0	60.0
Total Split (%)	40.8%	40.8%	9.2%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	60.8	60.8	65.9	65.9	42.1	42.1
Actuated g/C Ratio	0.51	0.51	0.55	0.55	0.35	0.35
v/c Ratio	0.34	0.18	0.03	0.69	0.84	0.04
Control Delay (s/veh)	25.7	9.7	15.6	26.2	48.6	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.7	9.7	15.6	26.2	48.6	7.6
LOS	C	A	B	C	D	A
Approach Delay (s/veh)	20.4			26.0	46.8	
Approach LOS	C			C	D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 1 (1%), Referenced to phase 2:EBTU and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 31.1

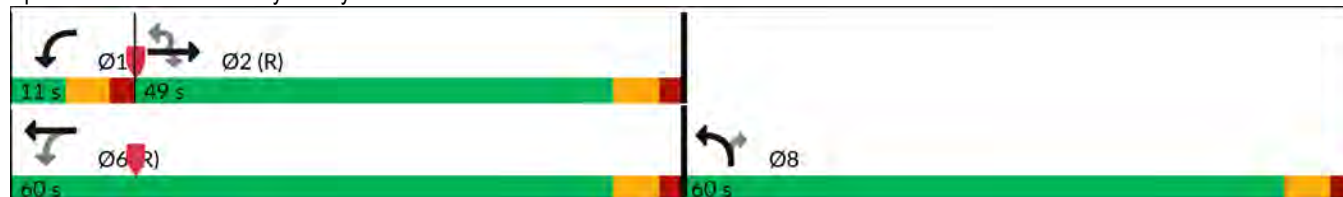
Intersection LOS: C

Intersection Capacity Utilization 68.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 8: Keys Ferry Rd & SR 81



The Villages at Ola DRI #4195
8: Keys Ferry Rd & SR 81

2028 No-Build AM

							
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	0	270	136	14	627	463	22
Future Volume (veh/h)	0	270	136	14	627	463	22
Initial Q (Qb), veh		0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1752	1752	1678	1841	1841	1900
Adj Flow Rate, veh/h		300	151	16	697	514	24
Peak Hour Factor		0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %		10	10	15	4	4	0
Cap, veh/h		908	770	524	1078	551	506
Arrive On Green		1.00	1.00	0.02	0.59	0.31	0.31
Sat Flow, veh/h		1752	1485	1598	1841	1753	1610
Grp Volume(v), veh/h		300	151	16	697	514	24
Grp Sat Flow(s),veh/h/ln		1752	1485	1598	1841	1753	1610
Q Serve(g_s), s		0.0	0.0	0.5	30.3	34.1	1.2
Cycle Q Clear(g_c), s		0.0	0.0	0.5	30.3	34.1	1.2
Prop In Lane			1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		908	770	524	1078	551	506
V/C Ratio(X)		0.33	0.20	0.03	0.65	0.93	0.05
Avail Cap(c_a), veh/h		908	770	564	1078	789	725
HCM Platoon Ratio		2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.95	0.95	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		0.0	0.0	12.2	16.6	39.9	28.6
Incr Delay (d2), s/veh		0.9	0.5	0.0	3.0	14.0	0.0
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.2	0.1	0.2	11.9	16.2	0.5
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh		0.9	0.5	12.2	19.6	53.9	28.7
LnGrp LOS		A	A	B	B	D	C
Approach Vol, veh/h		451			713	538	
Approach Delay, s/veh		0.8			19.4	52.8	
Approach LOS		A			B	D	
Timer - Assigned Phs	1	2			6	8	
Phs Duration (G+Y+Rc), s	8.1	68.2			76.3	43.7	
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0	
Max Green Setting (Gmax), s	5.0	43.0			54.0	54.0	
Max Q Clear Time (g_c+I1), s	2.5	2.0			32.3	36.1	
Green Ext Time (p_c), s	0.0	2.1			4.1	1.6	
Intersection Summary							
HCM 7th Control Delay, s/veh			25.0				
HCM 7th LOS			C				
Notes							
User approved ignoring U-Turning movement.							

The Villages at Ola DRI #4195
 9: N Ola Rd & Ola Crossroads Residential Dwy 2 (North)

2028 No-Build AM

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	614	0	2	413
Future Vol, veh/h	0	6	614	0	2	413
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	3	0	0	6
Mvmt Flow	0	6	653	0	2	439
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1097	653	0	0	653	0
Stage 1	653	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	238	471	-	-	943	-
Stage 1	522	-	-	-	-	-
Stage 2	651	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	237	471	-	-	943	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	522	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v12.75		0		0.04		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	471	9	-	
HCM Lane V/C Ratio	-	-	0.014	0.002	-	
HCM Control Delay (s/veh)	-	-	12.8	8.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

The Villages at Ola DRI #4195
2: N Ola Rd & Ola Middle/High School Dwy N

2028 No-Build PM

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	3	9	369	377	9
Future Vol, veh/h	8	3	9	369	377	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	13	1	2	0
Mvmt Flow	9	3	10	393	401	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	813	401	411	0	-	0
Stage 1	401	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.23	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.317	-	-	-
Pot Cap-1 Maneuver	351	653	1091	-	-	-
Stage 1	681	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	347	653	1091	-	-	-
Mov Cap-2 Maneuver	347	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v14.32		0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	43	-	398	-	-	
HCM Lane V/C Ratio	0.009	-	0.029	-	-	
HCM Control Delay (s/veh)	8.3	0	14.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

The Villages at Ola DRI #4195
3: N Ola Rd & Ola Middle/High School Dwy S

2028 No-Build PM

Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	62	106	58	307	349	27
Future Vol, veh/h	62	106	58	307	349	27
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	0	615	-	-	515
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	2	2	1	8
Mvmt Flow	70	119	65	345	392	30

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	868	393	393
Stage 1	393	-	-
Stage 2	475	-	-
Critical Hdwy	6.4	6.2	4.12
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.218
Pot Cap-1 Maneuver	325	660	1165
Stage 1	686	-	-
Stage 2	630	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	306	660	1164
Mov Cap-2 Maneuver	306	-	-
Stage 1	647	-	-
Stage 2	629	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.8	1.31	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	1164	-	306	660	-
HCM Lane V/C Ratio	0.056	-	0.227	0.181	-
HCM Control Delay (s/veh)	8.3	-	20.2	11.7	-
HCM Lane LOS	A	-	C	B	-
HCM 95th %tile Q(veh)	0.2	-	0.9	0.7	-

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	49	320	15	54	395
Future Vol, veh/h	9	49	320	15	54	395
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	-	-	-	-	115	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	10	53	348	16	59	429
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	897	350	0	0	350	0
Stage 1	350	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	313	698	-	-	1220	-
Stage 1	718	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	297	697	-	-	1218	-
Mov Cap-2 Maneuver	297	-	-	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v12.01		0		0.97		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	577	1218	-	
HCM Lane V/C Ratio	-	-	0.109	0.048	-	
HCM Control Delay (s/veh)	-	-	12	8.1	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-	

Intersection

Int Delay, s/veh 2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	91	57	275	103	63	345
Future Vol, veh/h	91	57	275	103	63	345
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	210	205	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	96	60	289	108	66	363

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	567	289	0
Stage 1	289	-	-
Stage 2	278	-	-
Critical Hdwy	6.05	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	6	-	-
Follow-up Hdwy	3.65	3.3	-
Pot Cap-1 Maneuver	500	754	-
Stage 1	737	-	-
Stage 2	712	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	472	754	-
Mov Cap-2 Maneuver	472	-	-
Stage 1	737	-	-
Stage 2	672	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v14.09		0	1.53
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	551	834
HCM Lane V/C Ratio	-	-	0.283	0.057
HCM Control Delay (s/veh)	-	-	14.1	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.2	0.2

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	203	790	8	75	467	108	5	67	68	229	62	145
Future Volume (vph)	203	790	8	75	467	108	5	67	68	229	62	145
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	26.0	72.0	72.0	11.0	57.0	57.0	24.0	24.0	24.0	23.0	47.0	47.0
Total Split (%)	20.0%	55.4%	55.4%	8.5%	43.8%	43.8%	18.5%	18.5%	18.5%	17.7%	36.2%	36.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	85.3	74.3	74.3	64.3	59.3	59.3	10.1	10.1	10.1	32.7	32.7	32.7
Actuated g/C Ratio	0.66	0.57	0.57	0.49	0.46	0.46	0.08	0.08	0.08	0.25	0.25	0.25
v/c Ratio	0.34	0.75	0.00	0.43	0.56	0.13	0.04	0.47	0.24	0.69	0.13	0.28
Control Delay (s/veh)	5.0	14.8	0.0	19.9	20.7	0.3	54.4	67.3	2.0	53.2	37.3	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.0	14.8	0.0	19.9	20.7	0.3	54.4	67.3	2.0	53.2	37.3	6.9
LOS	A	B	A	B	C	A	D	E	A	D	D	A
Approach Delay (s/veh)		12.7			17.3			35.1			35.6	
Approach LOS		B			B			D			D	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 11 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay (s/veh): 20.0

Intersection LOS: B

Intersection Capacity Utilization 80.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 6: S Ola Rd/N Ola Rd & SR 81



The Villages at Ola DRI #4195
6: S Ola Rd/N Ola Rd & SR 81

2028 No-Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	790	8	75	467	108	5	67	68	229	62	145
Future Volume (veh/h)	203	790	8	75	467	108	5	67	68	229	62	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1870	1693	1900	1856	1856	1900	1870	1870	1900	1826	1900
Adj Flow Rate, veh/h	207	806	8	77	477	110	5	68	69	234	63	148
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	2	14	0	3	3	0	2	2	0	5	0
Cap, veh/h	643	950	728	292	728	617	119	100	85	315	421	371
Arrive On Green	0.24	0.51	0.51	0.16	0.52	0.52	0.05	0.05	0.05	0.13	0.23	0.23
Sat Flow, veh/h	1795	1870	1434	1810	1856	1572	1189	1870	1585	1810	1826	1610
Grp Volume(v), veh/h	207	806	8	77	477	110	5	68	69	234	63	148
Grp Sat Flow(s),veh/h/ln	1795	1870	1434	1810	1856	1572	1189	1870	1585	1810	1826	1610
Q Serve(g_s), s	0.0	48.5	0.4	0.0	24.3	3.0	0.5	4.6	4.3	15.4	3.6	10.1
Cycle Q Clear(g_c), s	0.0	48.5	0.4	0.0	24.3	3.0	0.5	4.6	4.3	15.4	3.6	10.1
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	643	950	728	292	728	617	119	100	85	315	421	371
V/C Ratio(X)	0.32	0.85	0.01	0.26	0.66	0.18	0.04	0.68	0.81	0.74	0.15	0.40
Avail Cap(c_a), veh/h	643	950	728	292	728	617	220	259	219	315	576	508
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	27.7	15.8	47.4	24.7	8.0	58.5	60.4	36.3	48.0	39.8	42.4
Incr Delay (d2), s/veh	0.2	6.2	0.0	0.4	3.9	0.5	0.1	7.7	16.4	9.1	0.2	0.7
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	4.6	21.1	0.1	2.1	9.5	1.7	0.2	2.4	2.6	7.6	1.6	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.4	33.9	15.9	47.8	28.6	8.6	58.6	68.1	52.7	57.1	40.0	43.1
LnGrp LOS	C	C	B	D	C	A	E	E	D	E	D	D
Approach Vol, veh/h	1021			664			142			445		
Approach Delay, s/veh	32.7			27.5			60.3			50.0		
Approach LOS	C			C			E			D		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	72.0		36.0	37.0	57.0	23.0	13.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	66.0		41.0	20.0	51.0	17.0	18.0				
Max Q Clear Time (g_c+I1), s	2.0	50.5		12.1	2.0	26.3	17.4	6.6				
Green Ext Time (p_c), s	0.0	4.5		0.8	0.5	2.9	0.0	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh				36.3								
HCM 7th LOS				D								

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	973	177	47	564	114	46
Future Volume (vph)	973	177	47	564	114	46
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	95.0	95.0	11.0	106.0	24.0	24.0
Total Split (%)	73.1%	73.1%	8.5%	81.5%	18.5%	18.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	95.5	95.5	104.3	104.3	13.7	13.7
Actuated g/C Ratio	0.73	0.73	0.80	0.80	0.11	0.11
v/c Ratio	0.73	0.14	0.14	0.39	0.63	0.22
Control Delay (s/veh)	15.5	1.1	1.4	1.3	70.8	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.5	1.1	1.4	1.3	70.8	16.3
LOS	B	A	A	A	E	B
Approach Delay (s/veh)	13.3			1.3	55.3	
Approach LOS	B			A	E	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 44 (34%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 13.0

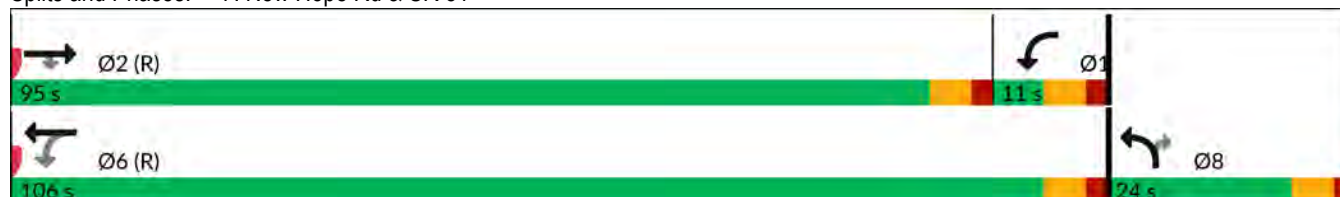
Intersection LOS: B

Intersection Capacity Utilization 67.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: New Hope Rd & SR 81



7: New Hope Rd & SR 81

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	973	177	47	564	114	46
Future Volume (veh/h)	973	177	47	564	114	46
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1885	1870	1856	1856	1870
Adj Flow Rate, veh/h	1003	182	48	581	118	47
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	1	2	3	3	2
Cap, veh/h	1280	1094	367	1531	146	131
Arrive On Green	0.68	0.68	0.09	0.83	0.08	0.08
Sat Flow, veh/h	1870	1598	1781	1856	1767	1585
Grp Volume(v), veh/h	1003	182	48	581	118	47
Grp Sat Flow(s),veh/h/ln	1870	1598	1781	1856	1767	1585
Q Serve(g_s), s	47.4	5.3	0.0	10.4	8.5	3.6
Cycle Q Clear(g_c), s	47.4	5.3	0.0	10.4	8.5	3.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1280	1094	367	1531	146	131
V/C Ratio(X)	0.78	0.17	0.13	0.38	0.81	0.36
Avail Cap(c_a), veh/h	1280	1094	367	1531	245	219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.86	0.86	1.00	1.00
Uniform Delay (d), s/veh	13.9	7.3	26.1	2.9	58.6	56.4
Incr Delay (d2), s/veh	4.8	0.3	0.1	0.6	10.1	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.6	1.7	1.0	2.2	4.1	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.8	7.6	26.3	3.5	68.7	58.0
LnGrp LOS	B	A	C	A	E	E
Approach Vol, veh/h	1185			629	165	
Approach Delay, s/veh	17.1			5.2	65.6	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	18.3	95.0			113.3	16.7
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	5.0	89.0			100.0	18.0
Max Q Clear Time (g_c+I1), s	2.0	49.4			12.4	10.5
Green Ext Time (p_c), s	0.0	10.2			3.6	0.2
Intersection Summary						
HCM 7th Control Delay, s/veh			17.4			
HCM 7th LOS			B			

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	630	499	24	467	226	13
Future Volume (vph)	630	499	24	467	226	13
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	78.0	78.0	11.0	89.0	41.0	41.0
Total Split (%)	60.0%	60.0%	8.5%	68.5%	31.5%	31.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	87.8	87.8	95.2	95.2	22.8	22.8
Actuated g/C Ratio	0.68	0.68	0.73	0.73	0.18	0.18
v/c Ratio	0.52	0.41	0.05	0.35	0.76	0.04
Control Delay (s/veh)	10.4	1.6	6.1	7.8	66.9	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.4	1.6	6.1	7.8	66.9	17.4
LOS	B	A	A	A	E	B
Approach Delay (s/veh)	6.6			7.8	64.2	
Approach LOS	A			A	E	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 21 (16%), Referenced to phase 2:EBTU and 6:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 14.3

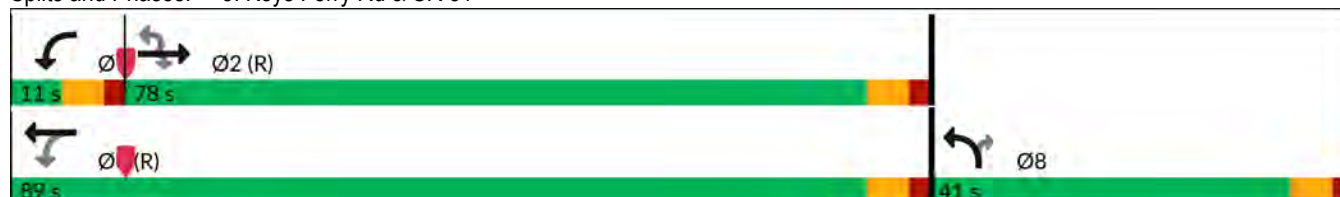
Intersection LOS: B

Intersection Capacity Utilization 55.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 8: Keys Ferry Rd & SR 81



8: Keys Ferry Rd & SR 81

							
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	0	630	499	24	467	226	13
Future Volume (veh/h)	0	630	499	24	467	226	13
Initial Q (Qb), veh		0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1856	1900	1900	1856	1856	1900
Adj Flow Rate, veh/h		656	520	25	486	235	14
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		3	0	0	3	3	0
Cap, veh/h		1277	1108	430	1405	266	242
Arrive On Green		1.00	1.00	0.02	0.76	0.15	0.15
Sat Flow, veh/h		1856	1610	1810	1856	1767	1610
Grp Volume(v), veh/h		656	520	25	486	235	14
Grp Sat Flow(s),veh/h/ln		1856	1610	1810	1856	1767	1610
Q Serve(g_s), s		0.0	0.0	0.5	11.2	16.9	1.0
Cycle Q Clear(g_c), s		0.0	0.0	0.5	11.2	16.9	1.0
Prop In Lane			1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		1277	1108	430	1405	266	242
V/C Ratio(X)		0.51	0.47	0.06	0.35	0.88	0.06
Avail Cap(c_a), veh/h		1277	1108	458	1405	476	434
HCM Platoon Ratio		2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.63	0.63	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		0.0	0.0	4.9	5.2	54.1	47.3
Incr Delay (d2), s/veh		0.9	0.9	0.1	0.7	9.5	0.1
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.3	0.3	0.2	3.4	8.1	0.4
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh		0.9	0.9	5.0	5.9	63.6	47.4
LnGrp LOS		A	A	A	A	E	D
Approach Vol, veh/h		1176			511	249	
Approach Delay, s/veh		0.9			5.8	62.7	
Approach LOS		A			A	E	
Timer - Assigned Phs	1	2			6		8
Phs Duration (G+Y+Rc), s	9.0	95.5			104.5		25.5
Change Period (Y+Rc), s	6.0	6.0			6.0		6.0
Max Green Setting (Gmax), s	5.0	72.0			83.0		35.0
Max Q Clear Time (g_c+I1), s	2.5	2.0			13.2		18.9
Green Ext Time (p_c), s	0.0	6.7			2.8		0.6
Intersection Summary							
HCM 7th Control Delay, s/veh			10.2				
HCM 7th LOS			B				
Notes							
User approved ignoring U-Turning movement.							

The Villages at Ola DRI #4195
 9: N Ola Rd & Ola Crossroads Residential Dwy 2 (North)

2028 No-Build PM

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	368	0	6	451
Future Vol, veh/h	0	4	368	0	6	451
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	0	4	404	0	7	496
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	913	404	0	0	404	0
Stage 1	404	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	306	651	-	-	1165	-
Stage 1	678	-	-	-	-	-
Stage 2	608	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	304	651	-	-	1165	-
Mov Cap-2 Maneuver	304	-	-	-	-	-
Stage 1	678	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v10.57		0		0.11		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	651	24	-	
HCM Lane V/C Ratio	-	-	0.007	0.006	-	
HCM Control Delay (s/veh)	-	-	10.6	8.1	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

The Villages at Ola DRI #4195
2: N Ola Rd & Ola Middle/High School Dwy N

2028 Build AM

Intersection

Int Delay, s/veh 0.2

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 0 5 16 492 736 24

Future Vol, veh/h 0 5 16 492 736 24

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

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length - - - - - 100

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

Grade, % 0 - - 0 0 -

Peak Hour Factor 76 76 76 76 76 76

Heavy Vehicles, % 0 40 80 4 2 41

Mvmt Flow 0 7 21 647 968 32

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 1658 968 1000 0 - 0

Stage 1 968 - - - - -

Stage 2 689 - - - - -

Critical Hdwy 6.4 6.6 4.9 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.66 2.92 - - -

Pot Cap-1 Maneuver 109 262 461 - - -

Stage 1 371 - - - - -

Stage 2 502 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 101 262 461 - - -

Mov Cap-2 Maneuver 101 - - - - -

Stage 1 345 - - - - -

Stage 2 502 - - - - -

Approach EB NB SB

HCM Control Delay, s/v 19.1 0.41 0

HCM LOS C

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 57 - 262 - -

HCM Lane V/C Ratio 0.046 - 0.025 - -

HCM Control Delay (s/veh) 13.2 0 19.1 - -

HCM Lane LOS B A C - -

HCM 95th %tile Q(veh) 0.1 - 0.1 - -

The Villages at Ola DRI #4195
3: N Ola Rd & Ola Middle/High School Dwy S

2028 Build AM

Intersection

Int Delay, s/veh 167.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	142	192	463	396	393	350
Future Vol, veh/h	142	192	463	396	393	350
Conflicting Peds, #/hr	5	0	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	0	615	-	-	515
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	7	0	6	4	1
Mvmt Flow	161	218	526	450	447	398

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1959	452	452
Stage 1	452	-	-
Stage 2	1507	-	-
Critical Hdwy	6.46	6.27	4.1
Critical Hdwy Stg 1	5.46	-	-
Critical Hdwy Stg 2	5.46	-	-
Follow-up Hdwy	3.554	3.363	2.2
Pot Cap-1 Maneuver	~ 68	598	1120
Stage 1	633	-	-
Stage 2	198	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 36	595	1114
Mov Cap-2 Maneuver	~ 36	-	-
Stage 1	332	-	-
Stage 2	197	-	-

Approach	EB	NB	SB
HCM Control Delay, s/veh	780.28	5.98	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	1114	-	36	595	-
HCM Lane V/C Ratio	0.472	-	4.531	0.367	-
HCM Control Delay (s/veh)	11.1	\$	1815.7	14.5	-
HCM Lane LOS	B	-	F	B	-
HCM 95th %tile Q(veh)	2.6	-	18.9	1.7	-

Notes

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

4: N Ola Rd & Site Dwy Central (Road A)/Publix Dwy North

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	24	0	84	2	0	21	129	605	9	11	394	50
Future Vol, veh/h	24	0	84	2	0	21	129	605	9	11	394	50
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	-	-	Yield	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	-	100	-	195	115	-	175
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, %	0	0	0	50	0	0	0	3	25	0	6	0
Mvmt Flow	26	0	89	2	0	22	137	644	10	12	419	53

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1361	1361	419	1361	1361	644	419	0	0	644	0	0
Stage 1	443	443	-	918	918	-	-	-	-	-	-	-
Stage 2	918	918	-	443	443	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.6	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.95	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	127	150	638	99	150	477	1151	-	-	951	-	-
Stage 1	598	579	-	269	353	-	-	-	-	-	-	-
Stage 2	328	353	-	511	579	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	105	130	638	74	130	477	1151	-	-	951	-	-
Mov Cap-2 Maneuver	105	130	-	74	130	-	-	-	-	-	-	-
Stage 1	591	572	-	237	311	-	-	-	-	-	-	-
Stage 2	276	311	-	434	572	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v20.08		17.02	1.48	0.21
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1151	-	-	105	638	324	951	-	-
HCM Lane V/C Ratio	0.119	-	-	0.243	0.14	0.076	0.012	-	-
HCM Control Delay (s/veh)	8.6	-	-	49.9	11.6	17	8.8	-	-
HCM Lane LOS	A	-	-	E	B	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.9	0.5	0.2	0	-	-

5: N Ola Rd & Site Dwy South (Road U)/Publix Dwy South

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	72	14	0	20	0	718	22	30	420	26
Future Vol, veh/h	0	0	72	14	0	20	0	718	22	30	420	26
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	-	-	Yield	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	-	-	210	205	-	225
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, %	0	0	0	0	0	0	0	3	0	0	6	0
Mvmt Flow	0	0	77	15	0	21	0	764	23	32	447	28

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	-	-	223	1006
Stage 1	-	-	764	764
Stage 2	-	-	243	511
Critical Hdwy	-	-	7.1	6.75
Critical Hdwy Stg 1	-	-	6.1	5.5
Critical Hdwy Stg 2	-	-	6.7	5.5
Follow-up Hdwy	-	-	3.9	3.65
Pot Cap-1 Maneuver	0	0	669	238
Stage 1	0	0	388	416
Stage 2	0	0	708	541
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	669	203
Mov Cap-2 Maneuver	-	-	203	162
Stage 1	-	-	388	416
Stage 2	-	-	603	520

Approach	EB	WB	NB	SB
HCM Control Delay, s/v11.08		19.29	0	0.91
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBL	SBT
Capacity (veh/h)	-	-	669	288	360
HCM Lane V/C Ratio	-	-	0.115	0.126	0.038
HCM Control Delay (s/veh)	-	-	11.1	19.3	9.4
HCM Lane LOS	-	-	B	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0.4	0.1

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	275	263	14	67	747	373	22	88	54	183	55	271
Future Volume (vph)	275	263	14	67	747	373	22	88	54	183	55	271
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	19.0	74.0	74.0	11.0	66.0	66.0	24.0	24.0	24.0	11.0	35.0	35.0
Total Split (%)	15.8%	61.7%	61.7%	9.2%	55.0%	55.0%	20.0%	20.0%	20.0%	9.2%	29.2%	29.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	85.3	76.5	76.5	71.6	66.6	66.6	11.4	11.4	11.4	22.7	22.7	22.7
Actuated g/C Ratio	0.71	0.64	0.64	0.60	0.56	0.56	0.10	0.10	0.10	0.19	0.19	0.19
v/c Ratio	0.78	0.25	0.01	0.11	0.79	0.38	0.19	0.53	0.18	1.03	0.17	0.60
Control Delay (s/veh)	31.8	8.0	0.0	6.1	24.0	2.9	52.1	62.3	1.2	119.3	41.0	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.8	8.0	0.0	6.1	24.0	2.9	52.1	62.3	1.2	119.3	41.0	15.8
LOS	C	A	A	A	C	A	D	E	A	F	D	B
Approach Delay (s/veh)		19.7			16.4			40.9			55.8	
Approach LOS		B			B			D			E	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 1 (1%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay (s/veh): 27.1

Intersection LOS: C

Intersection Capacity Utilization 86.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 6: S Ola Rd/N Ola Rd & SR 81



The Villages at Ola DRI #4195
6: S Ola Rd/N Ola Rd & SR 81

2028 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	263	14	67	747	373	22	88	54	183	55	271
Future Volume (veh/h)	275	263	14	67	747	373	22	88	54	183	55	271
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1856	1752	1900	1856	1841	1841	1826	1870	1841	1796	1841	1841
Adj Flow Rate, veh/h	296	283	15	72	803	401	24	95	58	197	59	291
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	10	0	3	4	4	5	2	4	7	4	4
Cap, veh/h	541	993	912	724	920	780	173	210	175	208	376	318
Arrive On Green	0.24	0.95	0.95	0.16	1.00	1.00	0.11	0.11	0.11	0.04	0.20	0.20
Sat Flow, veh/h	1767	1752	1610	1767	1841	1560	1006	1870	1560	1711	1841	1560
Grp Volume(v), veh/h	296	283	15	72	803	401	24	95	58	197	59	291
Grp Sat Flow(s),veh/h/ln	1767	1752	1610	1767	1841	1560	1006	1870	1560	1711	1841	1560
Q Serve(g_s), s	0.0	1.4	0.1	0.0	0.0	0.0	2.6	5.7	3.3	5.0	3.2	21.9
Cycle Q Clear(g_c), s	0.0	1.4	0.1	0.0	0.0	0.0	2.6	5.7	3.3	5.0	3.2	21.9
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	541	993	912	724	920	780	173	210	175	208	376	318
V/C Ratio(X)	0.55	0.29	0.02	0.10	0.87	0.51	0.14	0.45	0.33	0.95	0.16	0.91
Avail Cap(c_a), veh/h	541	993	912	724	920	780	211	281	234	208	445	377
HCM Platoon Ratio	1.67	1.67	1.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.48	0.48	0.48	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	1.4	1.4	10.9	0.0	0.0	48.4	49.8	31.3	52.0	39.3	46.7
Incr Delay (d2), s/veh	1.2	0.7	0.0	0.0	5.8	1.2	0.4	1.5	1.1	47.2	0.2	23.9
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	5.2	0.6	0.0	0.7	1.5	0.3	0.7	2.7	1.6	6.2	1.4	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.1	2.2	1.4	11.0	5.8	1.2	48.8	51.3	32.4	99.1	39.5	70.6
LnGrp LOS	B	A	A	B	A	A	D	D	C	F	D	E
Approach Vol, veh/h	594			1276			177			547		
Approach Delay, s/veh	10.1			4.7			44.8			77.5		
Approach LOS	B			A			D			E		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	74.0		30.5	23.5	66.0	11.0	19.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	68.0		29.0	13.0	60.0	5.0	18.0				
Max Q Clear Time (g_c+l1), s	2.0	3.4		23.9	2.0	2.0	7.0	7.7				
Green Ext Time (p_c), s	0.0	1.5		0.6	0.6	7.8	0.0	0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh				24.0								
HCM 7th LOS				C								

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	553	68	50	1007	229	40
Future Volume (vph)	553	68	50	1007	229	40
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	59.0	59.0	11.0	70.0	50.0	50.0
Total Split (%)	49.2%	49.2%	9.2%	58.3%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	71.7	71.7	82.5	82.5	25.5	25.5
Actuated g/C Ratio	0.60	0.60	0.69	0.69	0.21	0.21
v/c Ratio	0.63	0.08	0.17	0.99	0.77	0.14
Control Delay (s/veh)	21.8	3.4	8.4	30.8	58.6	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.8	3.4	8.4	30.8	58.6	10.0
LOS	C	A	A	C	E	B
Approach Delay (s/veh)	19.8			29.8	51.4	
Approach LOS	B			C	D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 67 (56%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay (s/veh): 29.6

Intersection LOS: C

Intersection Capacity Utilization 75.7%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: New Hope Rd & SR 81



7: New Hope Rd & SR 81

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	553	68	50	1007	229	40
Future Volume (veh/h)	553	68	50	1007	229	40
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1811	1737	1856	1841	1781
Adj Flow Rate, veh/h	691	85	62	1259	286	50
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	5	6	11	3	4	8
Cap, veh/h	1150	967	381	1329	322	277
Arrive On Green	0.63	0.63	0.04	0.72	0.18	0.18
Sat Flow, veh/h	1826	1535	1654	1856	1753	1510
Grp Volume(v), veh/h	691	85	62	1259	286	50
Grp Sat Flow(s),veh/h/ln	1826	1535	1654	1856	1753	1510
Q Serve(g_s), s	27.0	2.6	1.5	71.8	19.1	3.4
Cycle Q Clear(g_c), s	27.0	2.6	1.5	71.8	19.1	3.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1150	967	381	1329	322	277
V/C Ratio(X)	0.60	0.09	0.16	0.95	0.89	0.18
Avail Cap(c_a), veh/h	1150	967	390	1329	643	554
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.39	0.39	1.00	1.00
Uniform Delay (d), s/veh	13.2	8.7	10.2	15.0	47.8	41.4
Incr Delay (d2), s/veh	2.3	0.2	0.1	7.3	8.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	0.8	0.4	24.1	8.8	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.5	8.9	10.2	22.3	56.0	41.7
LnGrp LOS	B	A	B	C	E	D
Approach Vol, veh/h	776			1321	336	
Approach Delay, s/veh	14.8			21.7	53.9	
Approach LOS	B			C	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.4	81.6			92.0	28.0
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	5.0	53.0			64.0	44.0
Max Q Clear Time (g_c+l1), s	3.5	29.0			73.8	21.1
Green Ext Time (p_c), s	0.0	4.8			0.0	0.9
Intersection Summary						
HCM 7th Control Delay, s/veh			24.0			
HCM 7th LOS			C			

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Volume (vph)	306	172	14	670	506	22
Future Volume (vph)	306	172	14	670	506	22
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	49.0	49.0	11.0	60.0	60.0	60.0
Total Split (%)	40.8%	40.8%	9.2%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	58.5	58.5	63.2	63.2	44.8	44.8
Actuated g/C Ratio	0.49	0.49	0.53	0.53	0.37	0.37
v/c Ratio	0.40	0.23	0.03	0.77	0.86	0.03
Control Delay (s/veh)	20.7	2.8	16.9	31.2	47.9	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.7	2.8	16.9	31.2	47.9	7.2
LOS	C	A	B	C	D	A
Approach Delay (s/veh)	14.3			31.0	46.3	
Approach LOS	B			C	D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 1 (1%), Referenced to phase 2:EBTU and 6:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay (s/veh): 31.1

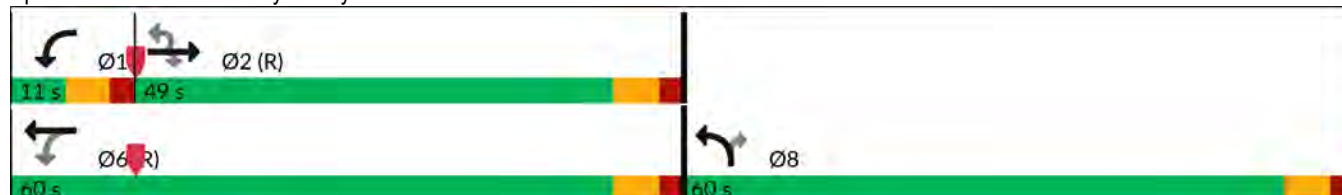
Intersection LOS: C

Intersection Capacity Utilization 73.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 8: Keys Ferry Rd & SR 81



8: Keys Ferry Rd & SR 81

							
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	0	306	172	14	670	506	22
Future Volume (veh/h)	0	306	172	14	670	506	22
Initial Q (Qb), veh		0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1767	1781	1678	1841	1856	1900
Adj Flow Rate, veh/h		340	191	16	744	562	24
Peak Hour Factor		0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %		9	8	15	4	3	0
Cap, veh/h		872	745	471	1033	599	546
Arrive On Green		0.99	0.99	0.02	0.56	0.34	0.34
Sat Flow, veh/h		1767	1510	1598	1841	1767	1610
Grp Volume(v), veh/h		340	191	16	744	562	24
Grp Sat Flow(s),veh/h/ln		1767	1510	1598	1841	1767	1610
Q Serve(g_s), s		0.5	0.3	0.6	35.7	37.0	1.2
Cycle Q Clear(g_c), s		0.5	0.3	0.6	35.7	37.0	1.2
Prop In Lane			1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		872	745	471	1033	599	546
V/C Ratio(X)		0.39	0.26	0.03	0.72	0.94	0.04
Avail Cap(c_a), veh/h		872	745	510	1033	795	725
HCM Platoon Ratio		2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.83	0.83	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		0.4	0.4	13.5	19.4	38.4	26.6
Incr Delay (d2), s/veh		1.1	0.7	0.0	4.3	15.7	0.0
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.4	0.2	0.2	14.5	17.8	0.5
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh		1.5	1.1	13.6	23.8	54.2	26.6
LnGrp LOS		A	A	B	C	D	C
Approach Vol, veh/h		531			760	586	
Approach Delay, s/veh		1.3			23.5	53.0	
Approach LOS		A			C	D	
Timer - Assigned Phs	1	2			6	8	
Phs Duration (G+Y+Rc), s	8.1	65.3			73.3	46.7	
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0	
Max Green Setting (Gmax), s	5.0	43.0			54.0	54.0	
Max Q Clear Time (g_c+I1), s	2.6	2.5			37.7	39.0	
Green Ext Time (p_c), s	0.0	2.4			4.1	1.7	
Intersection Summary							
HCM 7th Control Delay, s/veh			26.5				
HCM 7th LOS			C				
Notes							
User approved ignoring U-Turning movement.							

9: N Ola Rd & Site Dwy North (Road D)/Ola Crossroads Residential Dwy 2 (North)

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖	↗		↖	↗
Traffic Vol, veh/h	12	0	12	0	0	6	14	638	0	2	441	14
Future Vol, veh/h	12	0	12	0	0	6	14	638	0	2	441	14
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	-	-	-	-	-	-	235	-	175	-	-	175
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, %	0	0	0	0	0	0	0	3	0	0	5	0
Mvmt Flow	13	0	13	0	0	6	15	679	0	2	469	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1182	1182	469	1182	1197	679	484	0	0	679	0	0
Stage 1	473	473	-	709	709	-	-	-	-	-	-	-
Stage 2	709	709	-	473	488	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	168	191	598	168	187	455	1089	-	-	923	-	-
Stage 1	575	562	-	428	440	-	-	-	-	-	-	-
Stage 2	428	440	-	575	553	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	163	188	598	162	184	455	1089	-	-	923	-	-
Mov Cap-2 Maneuver	163	188	-	162	184	-	-	-	-	-	-	-
Stage 1	574	560	-	423	434	-	-	-	-	-	-	-
Stage 2	417	434	-	561	551	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	20.6	13.02	0.18	0.04
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1089	-	-	256	455	8	-
HCM Lane V/C Ratio	0.014	-	-	0.1	0.014	0.002	-
HCM Control Delay (s/veh)	8.4	-	-	20.6	13	8.9	0
HCM Lane LOS	A	-	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-

The Villages at Ola DRI #4195
10: SR 81 & Site Dwy West (Road W)

2028 Build AM

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	162	445	982	64	107	94
Future Volume (vph)	162	445	982	64	107	94
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases	2			6		4
Detector Phase	5	2	6	6	4	5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	11.0
Total Split (s)	13.0	96.0	83.0	83.0	24.0	13.0
Total Split (%)	10.8%	80.0%	69.2%	69.2%	20.0%	10.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	94.6	94.6	81.6	81.6	13.4	26.4
Actuated g/C Ratio	0.79	0.79	0.68	0.68	0.11	0.22
v/c Ratio	0.86	0.36	0.91	0.06	0.61	0.25
Control Delay (s/veh)	63.2	1.6	17.8	0.5	63.5	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.2	1.6	17.8	0.5	63.5	9.1
LOS	E	A	B	A	E	A
Approach Delay (s/veh)		18.1	16.8		38.1	
Approach LOS		B	B		D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay (s/veh): 19.5

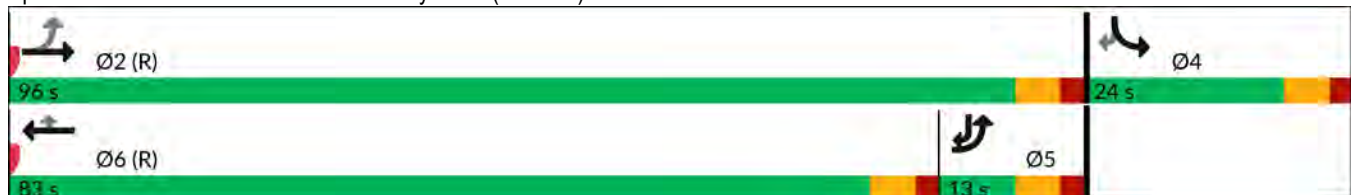
Intersection LOS: B

Intersection Capacity Utilization 81.6%

ICU Level of Service D

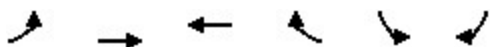
Analysis Period (min) 15

Splits and Phases: 10: SR 81 & Site Dwy West (Road W)



The Villages at Ola DRI #4195
10: SR 81 & Site Dwy West (Road W)

2028 Build AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	162	445	982	64	107	94
Future Volume (veh/h)	162	445	982	64	107	94
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1796	1841	1900	1900	1900
Adj Flow Rate, veh/h	188	517	1142	74	124	109
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	7	4	0	0	0
Cap, veh/h	570	1460	1181	1033	158	335
Arrive On Green	0.12	0.81	1.00	1.00	0.09	0.09
Sat Flow, veh/h	1810	1796	1841	1610	1810	1610
Grp Volume(v), veh/h	188	517	1142	74	124	109
Grp Sat Flow(s),veh/h/ln	1810	1796	1841	1610	1810	1610
Q Serve(g_s), s	0.0	9.1	0.0	0.0	8.1	0.0
Cycle Q Clear(g_c), s	0.0	9.1	0.0	0.0	8.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	570	1460	1181	1033	158	335
V/C Ratio(X)	0.33	0.35	0.97	0.07	0.78	0.32
Avail Cap(c_a), veh/h	570	1460	1181	1033	271	436
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.5	3.0	0.0	0.0	53.7	40.3
Incr Delay (d2), s/veh	0.3	0.5	19.4	0.1	8.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.8	6.3	0.0	4.1	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.7	3.5	19.4	0.1	61.9	40.9
LnGrp LOS	A	A	B	A	E	D
Approach Vol, veh/h		705	1216		233	
Approach Delay, s/veh		4.3	18.2		52.1	
Approach LOS		A	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		103.5		16.5	20.5	83.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		90.0		18.0	7.0	77.0
Max Q Clear Time (g_c+I1), s		11.1		10.1	2.0	2.0
Green Ext Time (p_c), s		3.1		0.4	0.2	12.8
Intersection Summary						
HCM 7th Control Delay, s/veh			17.3			
HCM 7th LOS			B			

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗		↗
Traffic Vol, veh/h	0	552	974	65	0	72
Future Vol, veh/h	0	552	974	65	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	250	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	6	4	0	0	0
Mvmt Flow	0	642	1133	76	0	84
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	1133
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	249
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	249
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	0	0		26.57		
HCM LOS				D		
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	249			
HCM Lane V/C Ratio	-	-	0.336			
HCM Control Delay (s/veh)	-	-	26.6			
HCM Lane LOS	-	-	D			
HCM 95th %tile Q(veh)	-	-	1.4			

The Villages at Ola DRI #4195
2: N Ola Rd & Ola Middle/High School Dwy N

2028 Build PM

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	3	9	429	437	9
Future Vol, veh/h	8	3	9	429	437	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	13	1	2	0
Mvmt Flow	9	3	10	456	465	10

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	940	465	474
Stage 1	465	-	-
Stage 2	476	-	-
Critical Hdwy	6.4	6.2	4.23
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.317
Pot Cap-1 Maneuver	295	602	1032
Stage 1	637	-	-
Stage 2	629	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	291	602	1032
Mov Cap-2 Maneuver	291	-	-
Stage 1	629	-	-
Stage 2	629	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16	0.18	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	37	-	339	-	-
HCM Lane V/C Ratio	0.009	-	0.035	-	-
HCM Control Delay (s/veh)	8.5	0	16	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

The Villages at Ola DRI #4195
3: N Ola Rd & Ola Middle/High School Dwy S

2028 Build PM

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	62	106	58	367	409	27
Future Vol, veh/h	62	106	58	367	409	27
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	0	615	-	-	515
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	2	2	1	8
Mvmt Flow	70	119	65	412	460	30

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1003	461	461
Stage 1	461	-	-
Stage 2	543	-	-
Critical Hdwy	6.4	6.2	4.12
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.218
Pot Cap-1 Maneuver	271	605	1101
Stage 1	639	-	-
Stage 2	586	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	254	604	1099
Mov Cap-2 Maneuver	254	-	-
Stage 1	601	-	-
Stage 2	586	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v16.85		1.16	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	1099	-	254	604	-
HCM Lane V/C Ratio	0.059	-	0.274	0.197	-
HCM Control Delay (s/veh)	8.5	-	24.4	12.4	-
HCM Lane LOS	A	-	C	B	-
HCM 95th %tile Q(veh)	0.2	-	1.1	0.7	-

4: N Ola Rd & Site Dwy Central (Road A)/Publix Dwy North

Intersection

Int Delay, s/veh 5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱	↰	↱	↰	↱
Traffic Vol, veh/h	40	0	128	9	0	49	188	340	15	54	381	74
Future Vol, veh/h	40	0	128	9	0	49	188	340	15	54	381	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	-	100	-	195	115	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	1	0
Mvmt Flow	43	0	139	10	0	53	204	370	16	59	414	80

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1310	1312	414	1312	1312	372	414	0	0	372	0	0
Stage 1	532	532	-	780	780	-	-	-	-	-	-	-
Stage 2	778	780	-	532	532	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	137	160	642	137	160	679	1156	-	-	1198	-	-
Stage 1	535	529	-	391	409	-	-	-	-	-	-	-
Stage 2	392	409	-	535	529	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	99	125	642	84	125	678	1156	-	-	1196	-	-
Mov Cap-2 Maneuver	99	125	-	84	125	-	-	-	-	-	-	-
Stage 1	509	503	-	321	336	-	-	-	-	-	-	-
Stage 2	297	336	-	399	503	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v25.23		18.84	3.04	0.87
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1156	-	-	99	642	323	1196	-	-
HCM Lane V/C Ratio	0.177	-	-	0.439	0.217	0.195	0.049	-	-
HCM Control Delay (s/veh)	8.8	-	-	67.1	12.1	18.8	8.2	-	-
HCM Lane LOS	A	-	-	F	B	C	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-	1.9	0.8	0.7	0.2	-	-

5: N Ola Rd & Site Dwy South (Road U)/Publix Dwy South

Intersection

Int Delay, s/veh 4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	109	91	0	57	0	483	103	63	421	38
Future Vol, veh/h	0	0	109	91	0	57	0	483	103	63	421	38
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	-	-	Yield	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	-	-	210	205	-	225
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, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	0	0	115	96	0	60	0	508	108	66	443	40

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	-	-	222	818	1084	508	-	0	0	617	0	0
Stage 1	-	-	-	508	508	-	-	-	-	-	-	-
Stage 2	-	-	-	310	576	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	6.75	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	3.65	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	671	313	219	569	0	-	-	973	-	0
Stage 1	0	0	-	533	542	-	0	-	-	-	-	0
Stage 2	0	0	-	646	506	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	671	242	204	569	-	-	-	973	-	-
Mov Cap-2 Maneuver	-	-	-	242	204	-	-	-	-	-	-	-
Stage 1	-	-	-	533	542	-	-	-	-	-	-	-
Stage 2	-	-	-	499	471	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v11.47		27.73	0	1.53
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	671	310	703	-
HCM Lane V/C Ratio	-	-	0.171	0.502	0.068	-
HCM Control Delay (s/veh)	-	-	11.5	27.7	9	0.4
HCM Lane LOS	-	-	B	D	A	A
HCM 95th %tile Q(veh)	-	-	0.6	2.7	0.2	-

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	796	27	75	490	204	25	67	68	339	62	220
Future Volume (vph)	315	796	27	75	490	204	25	67	68	339	62	220
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	26.0	72.0	72.0	11.0	57.0	57.0	24.0	24.0	24.0	23.0	47.0	47.0
Total Split (%)	20.0%	55.4%	55.4%	8.5%	43.8%	43.8%	18.5%	18.5%	18.5%	17.7%	36.2%	36.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	84.9	73.9	73.9	63.9	58.9	58.9	10.1	10.1	10.1	33.1	33.1	33.1
Actuated g/C Ratio	0.65	0.57	0.57	0.49	0.45	0.45	0.08	0.08	0.08	0.25	0.25	0.25
v/c Ratio	0.55	0.76	0.02	0.45	0.59	0.25	0.24	0.47	0.24	1.01	0.13	0.38
Control Delay (s/veh)	14.4	20.1	0.0	20.3	23.1	2.8	60.8	67.3	2.0	97.8	37.2	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	20.1	0.0	20.3	23.1	2.8	60.8	67.3	2.0	97.8	37.2	6.5
LOS	B	C	A	C	C	A	E	E	A	F	D	A
Approach Delay (s/veh)		18.1			17.5			38.6			59.5	
Approach LOS		B			B			D			E	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 11 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay (s/veh): 28.7

Intersection LOS: C

Intersection Capacity Utilization 86.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 6: S Ola Rd/N Ola Rd & SR 81



The Villages at Ola DRI #4195
6: S Ola Rd/N Ola Rd & SR 81

2028 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	796	27	75	490	204	25	67	68	339	62	220
Future Volume (veh/h)	315	796	27	75	490	204	25	67	68	339	62	220
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1870	1841	1900	1856	1870	1900	1870	1870	1900	1826	1900
Adj Flow Rate, veh/h	321	812	28	77	500	208	26	68	69	346	63	224
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	2	4	0	3	2	0	2	2	0	5	0
Cap, veh/h	614	950	792	538	728	622	116	101	86	316	422	372
Arrive On Green	0.48	1.00	1.00	0.16	0.52	0.52	0.05	0.05	0.05	0.13	0.23	0.23
Sat Flow, veh/h	1795	1870	1560	1810	1856	1585	1109	1870	1585	1810	1826	1610
Grp Volume(v), veh/h	321	812	28	77	500	208	26	68	69	346	63	224
Grp Sat Flow(s),veh/h/ln	1795	1870	1560	1810	1856	1585	1109	1870	1585	1810	1826	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	26.1	6.3	3.0	4.6	4.3	17.0	3.6	16.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	26.1	6.3	3.0	4.6	4.3	17.0	3.6	16.2
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	614	950	792	538	728	622	116	101	86	316	422	372
V/C Ratio(X)	0.52	0.86	0.04	0.14	0.69	0.33	0.23	0.67	0.80	1.10	0.15	0.60
Avail Cap(c_a), veh/h	614	950	792	538	728	622	209	259	219	316	576	508
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	0.0	16.4	25.1	8.5	59.5	60.3	36.3	51.8	39.8	44.6
Incr Delay (d2), s/veh	0.8	9.7	0.1	0.1	4.3	1.2	1.0	7.4	15.7	79.0	0.2	1.6
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	5.3	2.6	0.0	1.1	10.2	3.4	0.8	2.4	2.6	8.7	1.6	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.1	9.7	0.1	16.5	29.4	9.7	60.5	67.8	52.0	130.7	40.0	46.2
LnGrp LOS	C	A	A	B	C	A	E	E	D	F	D	D
Approach Vol, veh/h	1161			785			163			633		
Approach Delay, s/veh	12.9			22.9			59.9			91.8		
Approach LOS	B			C			E			F		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	72.0		36.0	37.0	57.0	23.0	13.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	66.0		41.0	20.0	51.0	17.0	18.0				
Max Q Clear Time (g_c+I1), s	2.0	2.0		18.2	2.0	28.1	19.0	6.6				
Green Ext Time (p_c), s	0.0	6.0		1.0	0.8	3.4	0.0	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				36.8								
HCM 7th LOS				D								

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	1154	177	67	738	114	66
Future Volume (vph)	1154	177	67	738	114	66
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	95.0	95.0	11.0	106.0	24.0	24.0
Total Split (%)	73.1%	73.1%	8.5%	81.5%	18.5%	18.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	95.5	95.5	104.3	104.3	13.7	13.7
Actuated g/C Ratio	0.73	0.73	0.80	0.80	0.11	0.11
v/c Ratio	0.86	0.14	0.34	0.50	0.63	0.29
Control Delay (s/veh)	23.3	1.1	7.2	2.0	70.8	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.3	1.1	7.2	2.0	70.8	15.0
LOS	C	A	A	A	E	B
Approach Delay (s/veh)	20.4			2.5	50.4	
Approach LOS	C			A	D	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 44 (34%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay (s/veh): 16.5

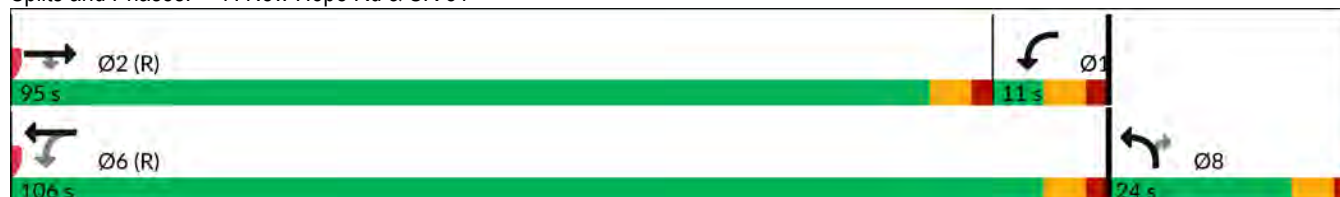
Intersection LOS: B

Intersection Capacity Utilization 77.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: New Hope Rd & SR 81



The Villages at Ola DRI #4195
7: New Hope Rd & SR 81

2028 Build PM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1154	177	67	738	114	66
Future Volume (veh/h)	1154	177	67	738	114	66
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1885	1870	1870	1856	1870
Adj Flow Rate, veh/h	1190	182	69	761	118	68
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	1	2	2	3	2
Cap, veh/h	1280	1094	269	1542	147	132
Arrive On Green	0.68	0.68	0.09	0.82	0.08	0.08
Sat Flow, veh/h	1870	1598	1781	1870	1767	1585
Grp Volume(v), veh/h	1190	182	69	761	118	68
Grp Sat Flow(s),veh/h/ln	1870	1598	1781	1870	1767	1585
Q Serve(g_s), s	71.7	5.3	0.0	15.6	8.5	5.3
Cycle Q Clear(g_c), s	71.7	5.3	0.0	15.6	8.5	5.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1280	1094	269	1542	147	132
V/C Ratio(X)	0.93	0.17	0.26	0.49	0.80	0.52
Avail Cap(c_a), veh/h	1280	1094	269	1542	245	219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.85	0.85	1.00	1.00
Uniform Delay (d), s/veh	17.8	7.3	48.2	3.4	58.6	57.1
Incr Delay (d2), s/veh	13.1	0.3	0.4	1.0	9.8	3.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	30.2	1.7	2.0	3.4	4.1	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	30.9	7.6	48.6	4.3	68.4	60.2
LnGrp LOS	C	A	D	A	E	E
Approach Vol, veh/h	1372			830	186	
Approach Delay, s/veh	27.8			8.0	65.4	
Approach LOS	C			A	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	18.2	95.0			113.2	16.8
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	5.0	89.0			100.0	18.0
Max Q Clear Time (g_c+I1), s	2.0	73.7			17.6	10.5
Green Ext Time (p_c), s	0.0	8.9			5.3	0.3
Intersection Summary						
HCM 7th Control Delay, s/veh			23.8			
HCM 7th LOS			C			

The Villages at Ola DRI #4195
8: Keys Ferry Rd & SR 81

2028 Build PM

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	688	557	24	526	286	13
Future Volume (vph)	688	557	24	526	286	13
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	78.0	78.0	11.0	89.0	41.0	41.0
Total Split (%)	60.0%	60.0%	8.5%	68.5%	31.5%	31.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	83.9	83.9	91.0	91.0	27.0	27.0
Actuated g/C Ratio	0.65	0.65	0.70	0.70	0.21	0.21
v/c Ratio	0.59	0.46	0.06	0.42	0.80	0.04
Control Delay (s/veh)	12.5	1.7	7.7	10.4	65.7	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.5	1.7	7.7	10.4	65.7	15.8
LOS	B	A	A	B	E	B
Approach Delay (s/veh)	7.7			10.3	63.5	
Approach LOS	A			B	E	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 21 (16%), Referenced to phase 2:EBTU and 6:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 16.4

Intersection LOS: B

Intersection Capacity Utilization 62.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 8: Keys Ferry Rd & SR 81



The Villages at Ola DRI #4195
8: Keys Ferry Rd & SR 81

2028 Build PM

							
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	0	688	557	24	526	286	13
Future Volume (veh/h)	0	688	557	24	526	286	13
Initial Q (Qb), veh		0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1870	1900	1900	1856	1870	1900
Adj Flow Rate, veh/h		717	580	25	548	298	14
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		2	0	0	3	2	0
Cap, veh/h		1223	1053	379	1342	329	297
Arrive On Green		1.00	1.00	0.02	0.72	0.18	0.18
Sat Flow, veh/h		1870	1610	1810	1856	1781	1610
Grp Volume(v), veh/h		717	580	25	548	298	14
Grp Sat Flow(s),veh/h/ln		1870	1610	1810	1856	1781	1610
Q Serve(g_s), s		0.0	0.0	0.6	15.1	21.3	0.9
Cycle Q Clear(g_c), s		0.0	0.0	0.6	15.1	21.3	0.9
Prop In Lane			1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		1223	1053	379	1342	329	297
V/C Ratio(X)		0.59	0.55	0.07	0.41	0.91	0.05
Avail Cap(c_a), veh/h		1223	1053	407	1342	480	434
HCM Platoon Ratio		2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.49	0.49	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		0.0	0.0	6.3	7.1	51.9	43.6
Incr Delay (d2), s/veh		1.0	1.0	0.1	0.9	15.7	0.1
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.3	0.3	0.2	5.0	10.7	0.4
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh		1.0	1.0	6.3	8.0	67.6	43.7
LnGrp LOS		A	A	A	A	E	D
Approach Vol, veh/h		1297			573	312	
Approach Delay, s/veh		1.0			7.9	66.5	
Approach LOS		A			A	E	
Timer - Assigned Phs	1	2			6	8	
Phs Duration (G+Y+Rc), s	9.0	91.0			100.0	30.0	
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0	
Max Green Setting (Gmax), s	5.0	72.0			83.0	35.0	
Max Q Clear Time (g_c+I1), s	2.6	2.0			17.1	23.3	
Green Ext Time (p_c), s	0.0	7.8			3.3	0.7	
Intersection Summary							
HCM 7th Control Delay, s/veh			12.2				
HCM 7th LOS			B				
Notes							
User approved ignoring U-Turning movement.							

9: N Ola Rd & Site Dwy North (Road D)/Ola Crossroads Residential Dwy 2 (North)

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕		↕	↕
Traffic Vol, veh/h	20	0	20	0	0	4	20	408	0	6	491	20
Future Vol, veh/h	20	0	20	0	0	4	20	408	0	6	491	20
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	-	-	-	-	-	-	235	-	175	-	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	1	0
Mvmt Flow	22	0	22	0	0	4	22	448	0	7	540	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1045	1045	540	1045	1067	448	562	0	0	448	0	0
Stage 1	553	553	-	492	492	-	-	-	-	-	-	-
Stage 2	492	492	-	553	575	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	209	231	546	209	224	615	1020	-	-	1123	-	-
Stage 1	521	518	-	562	551	-	-	-	-	-	-	-
Stage 2	562	551	-	521	506	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	201	224	546	194	217	615	1020	-	-	1123	-	-
Mov Cap-2 Maneuver	201	224	-	194	217	-	-	-	-	-	-	-
Stage 1	517	513	-	550	539	-	-	-	-	-	-	-
Stage 2	546	539	-	496	502	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	19.4		10.9		0.4		0.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1020	-	-	294	615	22	-
HCM Lane V/C Ratio	0.022	-	-	0.15	0.007	0.006	-
HCM Control Delay (s/veh)	8.6	-	-	19.4	10.9	8.2	0
HCM Lane LOS	A	-	-	C	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0	0	-

The Villages at Ola DRI #4195
10: SR 81 & Site Dwy West (Road W)

2028 Build PM

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	232	970	661	94	168	151
Future Volume (vph)	232	970	661	94	168	151
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases	2			6		4
Detector Phase	5	2	6	6	4	5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	11.0
Total Split (s)	18.0	102.0	84.0	84.0	28.0	18.0
Total Split (%)	13.8%	78.5%	64.6%	64.6%	21.5%	13.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	100.8	100.8	85.0	85.0	17.2	33.0
Actuated g/C Ratio	0.78	0.78	0.65	0.65	0.13	0.25
v/c Ratio	0.45	0.68	0.55	0.08	0.71	0.29
Control Delay (s/veh)	2.0	2.8	6.0	0.3	70.6	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.0	2.8	6.0	0.3	70.6	6.5
LOS	A	A	A	A	E	A
Approach Delay (s/veh)		2.7	5.4		40.3	
Approach LOS		A	A		D	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 8.8

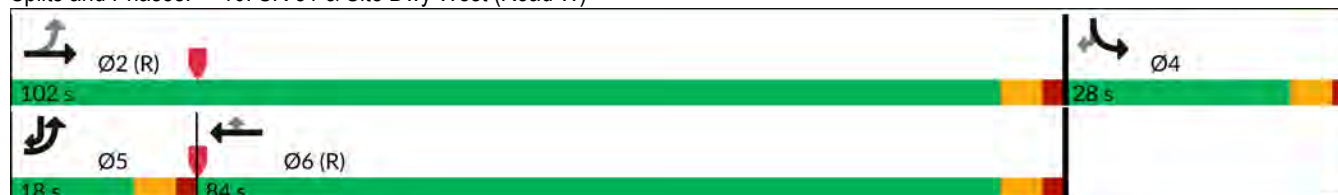
Intersection LOS: A

Intersection Capacity Utilization 72.0%

ICU Level of Service C

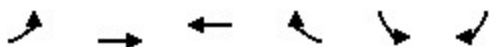
Analysis Period (min) 15

Splits and Phases: 10: SR 81 & Site Dwy West (Road W)



The Villages at Ola DRI #4195
10: SR 81 & Site Dwy West (Road W)

2028 Build PM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	232	970	661	94	168	151
Future Volume (veh/h)	232	970	661	94	168	151
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1900	1900	1900
Adj Flow Rate, veh/h	237	990	674	96	171	154
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	0	0	0
Cap, veh/h	645	1486	1301	1120	205	268
Arrive On Green	0.05	0.79	1.00	1.00	0.11	0.11
Sat Flow, veh/h	1810	1870	1870	1610	1810	1610
Grp Volume(v), veh/h	237	990	674	96	171	154
Grp Sat Flow(s), veh/h/ln	1810	1870	1870	1610	1810	1610
Q Serve(g_s), s	4.6	30.0	0.0	0.0	12.0	11.5
Cycle Q Clear(g_c), s	4.6	30.0	0.0	0.0	12.0	11.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	645	1486	1301	1120	205	268
V/C Ratio(X)	0.37	0.67	0.52	0.09	0.84	0.58
Avail Cap(c_a), veh/h	716	1486	1301	1120	306	358
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.2	5.8	0.0	0.0	56.5	50.0
Incr Delay (d2), s/veh	0.2	1.0	1.5	0.2	11.9	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.6	0.5	0.0	6.2	10.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	4.3	6.9	1.5	0.2	68.4	51.9
LnGrp LOS	A	A	A	A	E	D
Approach Vol, veh/h		1227	770		325	
Approach Delay, s/veh		6.4	1.3		60.6	
Approach LOS		A	A		E	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		109.3		20.7	12.9	96.4
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		96.0		22.0	12.0	78.0
Max Q Clear Time (g_c+I1), s		32.0		14.0	6.6	2.0
Green Ext Time (p_c), s		8.7		0.7	0.3	4.7
Intersection Summary						
HCM 7th Control Delay, s/veh			12.3			
HCM 7th LOS			B			

Intersection

Int Delay, s/veh 0.9

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations    

Traffic Vol, veh/h 0 1138 643 93 0 112

Future Vol, veh/h 0 1138 643 93 0 112

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

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - Free - Yield

Storage Length - - - 250 - -

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

Grade, % - 0 0 - 0 -

Peak Hour Factor 98 98 98 98 98 98

Heavy Vehicles, % 0 2 2 0 0 0

Mvmt Flow 0 1161 656 95 0 114

Major/Minor Major1 Major2 Minor2

Conflicting Flow All - 0 - 0 - 656

Stage 1 - - - - - -

Stage 2 - - - - - -

Critical Hdwy - - - - - 6.2

Critical Hdwy Stg 1 - - - - - -

Critical Hdwy Stg 2 - - - - - -

Follow-up Hdwy - - - - - 3.3

Pot Cap-1 Maneuver 0 - - 0 0 469

Stage 1 0 - - 0 0 -

Stage 2 0 - - 0 0 -

Platoon blocked, % - -

Mov Cap-1 Maneuver - - - - - 469

Mov Cap-2 Maneuver - - - - - -

Stage 1 - - - - - -

Stage 2 - - - - - -

Approach EB WB SB

HCM Control Delay, s/v 0 0 15.13

HCM LOS C

Minor Lane/Major Mvmt EBT WBT SBLn1

Capacity (veh/h) - - 469

HCM Lane V/C Ratio - - 0.244

HCM Control Delay (s/veh) - - 15.1

HCM Lane LOS - - C

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

Summary of All Intervals

Run Number	101	102	103	104	105	Avg
Start Time	7:05	7:05	7:05	7:05	7:05	7:05
End Time	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	3074	3120	3159	3269	3131	3149
Vehs Exited	3055	3095	3167	3208	3107	3126
Starting Vehs	181	187	194	143	184	174
Ending Vehs	200	212	186	204	208	200
Travel Distance (mi)	5598	5803	5820	5940	5658	5764
Travel Time (hr)	180.7	187.8	186.4	191.3	181.9	185.6
Total Delay (hr)	48.1	51.8	49.1	51.0	48.0	49.6
Total Stops	3711	3785	3855	3946	3765	3814
Fuel Used (gal)	186.2	192.0	193.5	195.5	187.9	191.0

Interval #0 Information Seeding

Start Time	7:05
End Time	7:15
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:15
End Time	8:15
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	101	102	103	104	105	Avg
Vehs Entered	3074	3120	3159	3269	3131	3149
Vehs Exited	3055	3095	3167	3208	3107	3126
Starting Vehs	181	187	194	143	184	174
Ending Vehs	200	212	186	204	208	200
Travel Distance (mi)	5598	5803	5820	5940	5658	5764
Travel Time (hr)	180.7	187.8	186.4	191.3	181.9	185.6
Total Delay (hr)	48.1	51.8	49.1	51.0	48.0	49.6
Total Stops	3711	3785	3855	3946	3765	3814
Fuel Used (gal)	186.2	192.0	193.5	195.5	187.9	191.0

Intersection: 6: S Ola Rd/N Ola Rd & SR 81

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	202	121	132	362	92	49	149	31	184	86	147
Average Queue (ft)	83	28	24	136	6	7	61	1	86	33	23
95th Queue (ft)	156	80	85	273	61	29	119	13	148	74	110
Link Distance (ft)		6429		2989			1148		348	348	348
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	675		325		325	350		160			
Storage Blk Time (%)				0			0				
Queuing Penalty (veh)				1			0				

Intersection: 7: New Hope Rd & SR 81

Movement	EB	WB	WB	NB	NB
Directions Served	T	L	T	L	R
Maximum Queue (ft)	213	68	1575	262	165
Average Queue (ft)	75	15	251	141	18
95th Queue (ft)	164	47	1446	233	100
Link Distance (ft)	1644		6429	1258	
Upstream Blk Time (%)			0		
Queuing Penalty (veh)			1		
Storage Bay Dist (ft)		700		140	
Storage Blk Time (%)				16	0
Queuing Penalty (veh)				4	0

Intersection: 8: Keys Ferry Rd & SR 81

Movement	EB	WB	WB	NB	NB
Directions Served	T	L	T	L	R
Maximum Queue (ft)	193	42	329	513	115
Average Queue (ft)	81	5	151	305	12
95th Queue (ft)	161	26	276	447	73
Link Distance (ft)	2989		3463	3289	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		300		390	
Storage Blk Time (%)			1	2	
Queuing Penalty (veh)			0	0	

Zone Summary

Zone wide Queuing Penalty: 7

Summary of All Intervals

Run Number	106	107	108	109	110	Avg
Start Time	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2745	2835	2930	2742	2782	2810
Vehs Exited	2734	2815	2914	2725	2740	2785
Starting Vehs	158	146	155	149	134	146
Ending Vehs	169	166	171	166	176	168
Travel Distance (mi)	5393	5606	5847	5447	5380	5535
Travel Time (hr)	150.5	156.1	164.8	151.3	150.9	154.7
Total Delay (hr)	33.3	34.6	38.5	33.3	33.4	34.6
Total Stops	2801	2928	3079	2857	2927	2917
Fuel Used (gal)	172.7	179.8	190.2	175.1	173.9	178.4

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	106	107	108	109	110	Avg
Vehs Entered	2745	2835	2930	2742	2782	2810
Vehs Exited	2734	2815	2914	2725	2740	2785
Starting Vehs	158	146	155	149	134	146
Ending Vehs	169	166	171	166	176	168
Travel Distance (mi)	5393	5606	5847	5447	5380	5535
Travel Time (hr)	150.5	156.1	164.8	151.3	150.9	154.7
Total Delay (hr)	33.3	34.6	38.5	33.3	33.4	34.6
Total Stops	2801	2928	3079	2857	2927	2917
Fuel Used (gal)	172.7	179.8	190.2	175.1	173.9	178.4

Intersection: 6: S Ola Rd/N Ola Rd & SR 81

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	L	T	L	T	R	L	T
Maximum Queue (ft)	123	276	106	237	32	121	74	264	98
Average Queue (ft)	59	131	34	90	4	51	12	135	37
95th Queue (ft)	108	242	73	193	19	100	50	223	86
Link Distance (ft)		6429		2989		1148		348	348
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	675		325		350		160		
Storage Blk Time (%)		0				0			
Queuing Penalty (veh)		0				0			

Intersection: 7: New Hope Rd & SR 81

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	268	32	56	159	171	77
Average Queue (ft)	105	1	16	51	81	8
95th Queue (ft)	211	15	43	122	148	60
Link Distance (ft)	1644			6429	1258	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		480	700			140
Storage Blk Time (%)					3	0
Queuing Penalty (veh)					1	0

Intersection: 8: Keys Ferry Rd & SR 81

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	218	156	39	169	307	28
Average Queue (ft)	95	6	11	63	167	8
95th Queue (ft)	191	65	33	135	265	28
Link Distance (ft)	2989			3463	3289	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		600	300			390
Storage Blk Time (%)						
Queuing Penalty (veh)						

Zone Summary

Zone wide Queuing Penalty: 2

Summary of All Intervals

Run Number	111	112	113	114	115	Avg
Start Time	7:05	7:05	7:05	7:05	7:05	7:05
End Time	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	3554	3500	3501	3407	3616	3512
Vehs Exited	3452	3485	3440	3392	3602	3474
Starting Vehs	204	222	193	206	197	202
Ending Vehs	306	237	254	221	211	243
Travel Distance (mi)	6430	6437	6301	6203	6565	6387
Travel Time (hr)	236.1	224.3	223.9	210.2	233.3	225.5
Total Delay (hr)	84.7	73.3	75.3	63.8	79.0	75.2
Total Stops	4510	4387	4477	4297	4682	4472
Fuel Used (gal)	219.0	216.8	213.8	206.6	221.5	215.5

Interval #0 Information Seeding

Start Time	7:05
End Time	7:15
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:15
End Time	8:15
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	111	112	113	114	115	Avg
Vehs Entered	3554	3500	3501	3407	3616	3512
Vehs Exited	3452	3485	3440	3392	3602	3474
Starting Vehs	204	222	193	206	197	202
Ending Vehs	306	237	254	221	211	243
Travel Distance (mi)	6430	6437	6301	6203	6565	6387
Travel Time (hr)	236.1	224.3	223.9	210.2	233.3	225.5
Total Delay (hr)	84.7	73.3	75.3	63.8	79.0	75.2
Total Stops	4510	4387	4477	4297	4682	4472
Fuel Used (gal)	219.0	216.8	213.8	206.6	221.5	215.5

Intersection: 6: S Ola Rd/N Ola Rd & SR 81

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	285	112	280	549	424	54	131	42	188	89	192
Average Queue (ft)	140	31	32	212	27	9	61	3	86	39	39
95th Queue (ft)	255	86	129	417	188	34	113	21	153	80	149
Link Distance (ft)	6429		2989		1148		348		348	348	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	675		325		325		350		160		
Storage Blk Time (%)				3		0					
Queuing Penalty (veh)				12		0					

Intersection: 7: New Hope Rd & SR 81

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	260	22	64	2867	301	165
Average Queue (ft)	92	1	20	405	160	21
95th Queue (ft)	190	11	51	2071	268	111
Link Distance (ft)	1644			6429	1258	
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				3		
Storage Bay Dist (ft)		480	700			140
Storage Blk Time (%)					21	0
Queuing Penalty (veh)					5	0

Intersection: 8: Keys Ferry Rd & SR 81

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	228	21	56	394	454	39
Average Queue (ft)	88	1	11	188	322	9
95th Queue (ft)	182	15	39	333	437	32
Link Distance (ft)	2989			3463	3289	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	600		300			390
Storage Blk Time (%)				2	2	
Queuing Penalty (veh)				0	0	

Zone Summary

Zone wide Queuing Penalty: 21

Summary of All Intervals

Run Number	116	117	118	119	120	Avg
Start Time	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	3117	3030	3106	3072	3135	3089
Vehs Exited	3108	3037	3112	3078	3147	3097
Starting Vehs	165	176	175	167	182	171
Ending Vehs	174	169	169	161	170	170
Travel Distance (mi)	6157	5997	6199	6100	6202	6131
Travel Time (hr)	175.3	169.9	177.8	175.4	177.4	175.1
Total Delay (hr)	41.4	40.2	43.6	42.1	42.8	42.0
Total Stops	3398	3230	3409	3438	3472	3390
Fuel Used (gal)	199.1	194.1	200.5	196.8	201.4	198.4

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	116	117	118	119	120	Avg
Vehs Entered	3117	3030	3106	3072	3135	3089
Vehs Exited	3108	3037	3112	3078	3147	3097
Starting Vehs	165	176	175	167	182	171
Ending Vehs	174	169	169	161	170	170
Travel Distance (mi)	6157	5997	6199	6100	6202	6131
Travel Time (hr)	175.3	169.9	177.8	175.4	177.4	175.1
Total Delay (hr)	41.4	40.2	43.6	42.1	42.8	42.0
Total Stops	3398	3230	3409	3438	3472	3390
Fuel Used (gal)	199.1	194.1	200.5	196.8	201.4	198.4

Intersection: 6: S Ola Rd/N Ola Rd & SR 81

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	L	T	L	T	R	L	T
Maximum Queue (ft)	181	346	108	253	31	128	78	275	94
Average Queue (ft)	75	163	41	113	3	54	12	146	37
95th Queue (ft)	139	283	84	212	18	105	50	234	81
Link Distance (ft)		6429		2989		1148		348	348
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	675		325		350		160		
Storage Blk Time (%)		1				0			
Queuing Penalty (veh)		3				0			

Intersection: 7: New Hope Rd & SR 81

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	339	48	57	181	206	140
Average Queue (ft)	137	2	23	67	99	12
95th Queue (ft)	267	20	50	144	171	68
Link Distance (ft)	1644			6429	1258	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		480	700			140
Storage Blk Time (%)					5	0
Queuing Penalty (veh)					2	0

Intersection: 8: Keys Ferry Rd & SR 81

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	274	101	40	176	311	33
Average Queue (ft)	117	6	12	73	166	9
95th Queue (ft)	225	56	35	147	275	29
Link Distance (ft)	2989			3463	3289	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		600	300			390
Storage Blk Time (%)	0					
Queuing Penalty (veh)	1					

Zone Summary

Zone wide Queuing Penalty: 6

Summary of All Intervals

Run Number	121	122	123	124	125	Avg
Start Time	7:05	7:05	7:05	7:05	7:05	7:05
End Time	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	4356	4160	4310	4293	4138	4251
Vehs Exited	4248	4075	4224	4275	4117	4188
Starting Vehs	256	215	257	251	256	248
Ending Vehs	364	300	343	269	277	310
Travel Distance (mi)	7406	7031	7395	7246	7040	7224
Travel Time (hr)	319.1	255.8	303.9	267.6	266.2	282.5
Total Delay (hr)	143.4	88.4	128.6	95.3	97.5	110.6
Total Stops	6689	5690	7073	6145	5802	6278
Fuel Used (gal)	265.0	241.8	260.5	250.6	244.5	252.5

Interval #0 Information Seeding

Start Time	7:05
End Time	7:15
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:15
End Time	8:15
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	121	122	123	124	125	Avg
Vehs Entered	4356	4160	4310	4293	4138	4251
Vehs Exited	4248	4075	4224	4275	4117	4188
Starting Vehs	256	215	257	251	256	248
Ending Vehs	364	300	343	269	277	310
Travel Distance (mi)	7406	7031	7395	7246	7040	7224
Travel Time (hr)	319.1	255.8	303.9	267.6	266.2	282.5
Total Delay (hr)	143.4	88.4	128.6	95.3	97.5	110.6
Total Stops	6689	5690	7073	6145	5802	6278
Fuel Used (gal)	265.0	241.8	260.5	250.6	244.5	252.5

Intersection: 6: S Ola Rd/N Ola Rd & SR 81

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	434	388	353	882	425	75	146	36	255	122	266
Average Queue (ft)	257	72	52	372	111	20	64	2	131	41	76
95th Queue (ft)	427	272	212	867	408	56	118	20	215	89	225
Link Distance (ft)		686		2989			1148		354	354	354
Upstream Blk Time (%)											0
Queuing Penalty (veh)											0
Storage Bay Dist (ft)	675		325		325	350		160			
Storage Blk Time (%)		3		10			0				
Queuing Penalty (veh)		7		45			0				

Intersection: 7: New Hope Rd & SR 81

Movement	EB	WB	WB	NB	NB
Directions Served	T	L	T	L	R
Maximum Queue (ft)	274	78	443	284	165
Average Queue (ft)	132	26	235	153	20
95th Queue (ft)	242	61	386	245	107
Link Distance (ft)	1644		5126	1258	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		700		140	
Storage Blk Time (%)				17	0
Queuing Penalty (veh)				7	0

Intersection: 8: Keys Ferry Rd & SR 81

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	244	22	191	496	506	116
Average Queue (ft)	103	1	15	244	338	13
95th Queue (ft)	210	15	93	471	473	75
Link Distance (ft)	2989			3463	3289	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		600	300		390	
Storage Blk Time (%)				6	3	
Queuing Penalty (veh)				1	1	

Intersection: 10: SR 81 & Site Dwy West (Road W)

Movement	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	204	134	352	22	191	146
Average Queue (ft)	105	23	171	1	90	36
95th Queue (ft)	183	93	315	14	160	106
Link Distance (ft)		5126	530		524	524
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	310			250		
Storage Blk Time (%)		0	3			
Queuing Penalty (veh)		0	2			

Zone Summary

Zone wide Queuing Penalty: 63

Summary of All Intervals

Run Number	126	127	128	129	130	Avg
Start Time	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	4182	4295	4334	4223	4329	4274
Vehs Exited	4181	4258	4316	4207	4284	4249
Starting Vehs	228	240	240	262	225	232
Ending Vehs	229	277	258	278	270	262
Travel Distance (mi)	7376	7511	7494	7421	7435	7447
Travel Time (hr)	244.9	252.2	249.1	249.3	246.5	248.4
Total Delay (hr)	78.7	83.0	79.5	82.3	78.4	80.4
Total Stops	5684	5877	5909	5902	5929	5865
Fuel Used (gal)	252.7	257.6	255.1	254.7	254.2	254.9

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	126	127	128	129	130	Avg
Vehs Entered	4182	4295	4334	4223	4329	4274
Vehs Exited	4181	4258	4316	4207	4284	4249
Starting Vehs	228	240	240	262	225	232
Ending Vehs	229	277	258	278	270	262
Travel Distance (mi)	7376	7511	7494	7421	7435	7447
Travel Time (hr)	244.9	252.2	249.1	249.3	246.5	248.4
Total Delay (hr)	78.7	83.0	79.5	82.3	78.4	80.4
Total Stops	5684	5877	5909	5902	5929	5865
Fuel Used (gal)	252.7	257.6	255.1	254.7	254.2	254.9

Intersection: 6: S Ola Rd/N Ola Rd & SR 81

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	302	487	137	133	353	106	62	119	89	379	321	330
Average Queue (ft)	158	247	11	56	177	6	23	49	17	245	66	40
95th Queue (ft)	268	405	112	111	315	57	56	98	66	378	209	195
Link Distance (ft)		686			2989			1148		354	354	354
Upstream Blk Time (%)										3	0	1
Queuing Penalty (veh)										6	0	1
Storage Bay Dist (ft)	675		275	325		325	350		160			
Storage Blk Time (%)		6			1							
Queuing Penalty (veh)		20			3							

Intersection: 7: New Hope Rd & SR 81

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	742	475	136	134	183	155
Average Queue (ft)	286	29	48	53	93	27
95th Queue (ft)	586	231	104	116	165	103
Link Distance (ft)	1644			5126	1258	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		480	700		140	
Storage Blk Time (%)	2				4	0
Queuing Penalty (veh)	4				3	0

Intersection: 8: Keys Ferry Rd & SR 81

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	844	264	44	230	326	37
Average Queue (ft)	194	14	14	97	202	9
95th Queue (ft)	752	108	38	193	307	30
Link Distance (ft)	2989			3463	3289	
Upstream Blk Time (%)	0					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)		600	300		390	
Storage Blk Time (%)	0				0	
Queuing Penalty (veh)	0				0	

Intersection: 10: SR 81 & Site Dwy West (Road W)

Movement	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	144	242	285	34	239	136
Average Queue (ft)	69	103	140	4	131	34
95th Queue (ft)	120	206	249	28	216	102
Link Distance (ft)		5126	530		524	524
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	310			250		
Storage Blk Time (%)		0	1			
Queuing Penalty (veh)		0	1			

Zone Summary

Zone wide Queuing Penalty: 38

The Villages at Ola DRI #4195
3: N Ola Rd & Ola Middle/High School Dwy S

2028 No-Build AM Mitigated

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	142	192	463	360	351	350
Future Volume (vph)	142	192	463	360	351	350
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	24.0	24.0	25.0	51.0	26.0	26.0
Total Split (%)	32.0%	32.0%	33.3%	68.0%	34.7%	34.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effect Green (s)	11.6	11.6	42.9	42.9	18.0	18.0
Actuated g/C Ratio	0.17	0.17	0.64	0.64	0.27	0.27
v/c Ratio	0.54	0.49	0.79	0.35	0.80	0.55
Control Delay (s/veh)	32.8	8.1	21.8	7.0	38.0	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.8	8.1	21.8	7.0	38.0	5.9
LOS	C	A	C	A	D	A
Approach Delay (s/veh)	18.7			15.4	22.1	
Approach LOS	B			B	C	

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 66.6

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 18.5

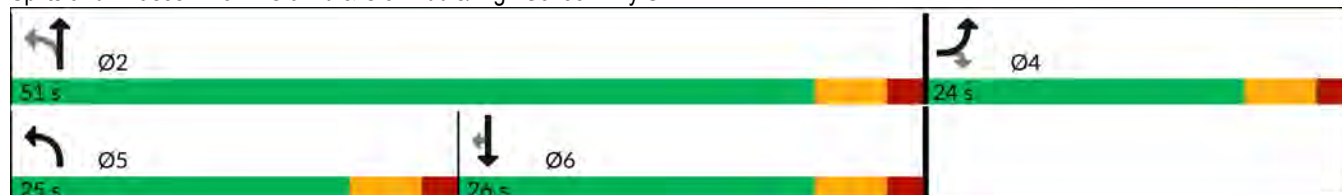
Intersection LOS: B

Intersection Capacity Utilization 67.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: N Ola Rd & Ola Middle/High School Dwy S



The Villages at Ola DRI #4195
3: N Ola Rd & Ola Middle/High School Dwy S

2028 No-Build AM Mitigated

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	142	192	463	360	351	350
Future Volume (veh/h)	142	192	463	360	351	350
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1811	1796	1900	1796	1841	1885
Adj Flow Rate, veh/h	161	0	526	409	399	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	6	7	0	7	4	1
Cap, veh/h	211		658	1145	504	
Arrive On Green	0.12	0.00	0.24	0.64	0.27	0.00
Sat Flow, veh/h	1725	1522	1810	1796	1841	1598
Grp Volume(v), veh/h	161	0	526	409	399	0
Grp Sat Flow(s),veh/h/ln	1725	1522	1810	1796	1841	1598
Q Serve(g_s), s	4.5	0.0	9.1	5.3	10.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	9.1	5.3	10.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	211		658	1145	504	
V/C Ratio(X)	0.76		0.80	0.36	0.79	
Avail Cap(c_a), veh/h	621		905	1618	737	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.2	0.0	9.1	4.2	16.8	0.0
Incr Delay (d2), s/veh	5.7	0.0	3.6	0.2	3.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	2.5	0.8	3.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	26.9	0.0	12.7	4.4	20.5	0.0
LnGrp LOS	C		B	A	C	
Approach Vol, veh/h	161			935	399	
Approach Delay, s/veh	26.9			9.1	20.5	
Approach LOS	C			A	C	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	37.9		12.1		18.2	19.7
Change Period (Y+Rc), s	6.0		6.0		6.0	6.0
Max Green Setting (Gmax), s	45.0		18.0		19.0	20.0
Max Q Clear Time (g_c+l1), s	7.3		6.5		11.1	12.0
Green Ext Time (p_c), s	2.4		0.3		1.1	1.3
Intersection Summary						
HCM 7th Control Delay, s/veh			14.0			
HCM 7th LOS			B			
Notes						
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.						

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	199	263	3	67	728	306	8	88	54	111	55	223
Future Volume (vph)	199	263	3	67	728	306	8	88	54	111	55	223
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6			8		7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	24.0	24.0	24.0	11.0	24.0	11.0
Total Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	24.0	24.0	24.0	11.0	35.0	11.0
Total Split (%)	15.7%	34.3%	34.3%	15.7%	34.3%	34.3%	34.3%	34.3%	34.3%	15.7%	50.0%	15.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	31.5	32.7	32.7	31.6	31.6	31.6	8.9	8.9	8.9	17.6	17.7	26.4
Actuated g/C Ratio	0.45	0.47	0.47	0.45	0.45	0.45	0.13	0.13	0.13	0.25	0.25	0.38
v/c Ratio	0.57	0.18	0.00	0.15	0.49	0.37	0.05	0.40	0.12	0.50	0.12	0.35
Control Delay (s/veh)	20.6	4.5	0.0	10.8	11.6	2.6	26.1	32.4	0.5	27.0	18.2	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.6	4.5	0.0	10.8	11.6	2.6	26.1	32.4	0.5	27.0	18.2	6.6
LOS	C	A	A	B	B	A	C	C	A	C	B	A
Approach Delay (s/veh)		11.4			9.1			20.7			14.1	
Approach LOS		B			A			C			B	

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 7 (10%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay (s/veh): 11.3

Intersection LOS: B

Intersection Capacity Utilization 59.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: S Ola Rd/N Ola Rd & SR 81



The Villages at Ola DRI #4195
6: S Ola Rd/N Ola Rd & SR 81

2028 No-Build AM Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	199	263	3	67	728	306	8	88	54	111	55	223
Future Volume (veh/h)	199	263	3	67	728	306	8	88	54	111	55	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1752	1900	1856	1841	1826	1693	1870	1841	1722	1841	1841
Adj Flow Rate, veh/h	214	283	3	72	783	329	9	95	58	119	59	240
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	10	0	3	4	5	14	2	4	12	4	4
Cap, veh/h	547	1490	721	270	899	398	185	157	131	260	444	758
Arrive On Green	0.24	0.45	0.45	0.11	0.51	0.51	0.08	0.08	0.08	0.07	0.24	0.24
Sat Flow, veh/h	1753	3328	1610	1767	3497	1547	978	1870	1560	1640	1841	1560
Grp Volume(v), veh/h	214	283	3	72	783	329	9	95	58	119	59	240
Grp Sat Flow(s),veh/h/ln	1753	1664	1610	1767	1749	1547	978	1870	1560	1640	1841	1560
Q Serve(g_s), s	2.0	3.6	0.1	2.3	13.8	8.5	0.6	3.4	2.5	4.5	1.8	0.0
Cycle Q Clear(g_c), s	2.0	3.6	0.1	2.3	13.8	8.5	0.6	3.4	2.5	4.5	1.8	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	547	1490	721	270	899	398	185	157	131	260	444	758
V/C Ratio(X)	0.39	0.19	0.00	0.27	0.87	0.83	0.05	0.60	0.44	0.46	0.13	0.32
Avail Cap(c_a), veh/h	547	1490	721	301	899	398	354	481	401	260	763	1028
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	11.7	10.7	22.2	16.0	7.1	29.6	30.9	30.5	25.4	20.8	10.9
Incr Delay (d2), s/veh	0.4	0.3	0.0	0.4	9.0	14.1	0.1	3.7	2.3	1.3	0.1	0.2
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	2.4	1.1	0.0	0.8	4.3	4.1	0.1	1.6	0.9	1.7	0.7	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.5	11.9	10.7	22.6	25.0	21.2	29.7	34.6	32.8	26.6	20.9	11.2
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	B
Approach Vol, veh/h	500			1184			162			418		
Approach Delay, s/veh	15.6			23.8			33.7			17.0		
Approach LOS	B			C			C			B		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	37.3		22.9	23.1	24.0	11.0	11.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	18.0		29.0	5.0	18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	4.3	5.6		3.8	4.0	15.8	6.5	5.4				
Green Ext Time (p_c), s	0.0	1.2		1.0	0.1	1.3	0.0	0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh				21.4								
HCM 7th LOS				C								

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (vph)	425	68	38	901	229	26
Future Volume (vph)	425	68	38	901	229	26
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	31.0	31.0	11.0	42.0	28.0	28.0
Total Split (%)	44.3%	44.3%	15.7%	60.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	34.9	34.9	41.5	41.5	16.5	16.5
Actuated g/C Ratio	0.50	0.50	0.59	0.59	0.24	0.24
v/c Ratio	0.31	0.10	0.09	0.54	0.69	0.09
Control Delay (s/veh)	13.4	4.4	4.1	4.7	33.2	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.4	4.4	4.1	4.7	33.2	7.6
LOS	B	A	A	A	C	A
Approach Delay (s/veh)	12.2			4.7	30.6	
Approach LOS	B			A	C	

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 60 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 10.8

Intersection LOS: B

Intersection Capacity Utilization 47.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: New Hope Rd & SR 81



	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (veh/h)	425	68	38	901	229	26
Future Volume (veh/h)	425	68	38	901	229	26
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1811	1693	1841	1841	1707
Adj Flow Rate, veh/h	531	85	48	1126	286	32
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	7	6	14	4	4	13
Cap, veh/h	1219	548	565	2218	341	281
Arrive On Green	0.36	0.36	0.19	0.63	0.19	0.19
Sat Flow, veh/h	3503	1535	1612	3589	1753	1447
Grp Volume(v), veh/h	531	85	48	1126	286	32
Grp Sat Flow(s),veh/h/ln	1706	1535	1612	1749	1753	1447
Q Serve(g_s), s	8.3	2.6	0.0	12.2	11.0	1.3
Cycle Q Clear(g_c), s	8.3	2.6	0.0	12.2	11.0	1.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1219	548	565	2218	341	281
V/C Ratio(X)	0.44	0.16	0.08	0.51	0.84	0.11
Avail Cap(c_a), veh/h	1219	548	565	2218	551	455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.88	0.88	1.00	1.00
Uniform Delay (d), s/veh	17.1	15.3	13.4	6.9	27.2	23.2
Incr Delay (d2), s/veh	1.1	0.6	0.1	0.7	6.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.9	0.4	2.8	4.7	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.3	15.9	13.5	7.6	33.4	23.4
LnGrp LOS	B	B	B	A	C	C
Approach Vol, veh/h	616			1174	318	
Approach Delay, s/veh	17.9			7.9	32.4	
Approach LOS	B			A	C	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	19.4	31.0			50.4	19.6
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	5.0	25.0			36.0	22.0
Max Q Clear Time (g_c+l1), s	2.0	10.3			14.2	13.0
Green Ext Time (p_c), s	0.0	3.0			7.4	0.6
Intersection Summary						
HCM 7th Control Delay, s/veh			14.5			
HCM 7th LOS			B			

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (vph)	270	136	14	627	463	22
Future Volume (vph)	270	136	14	627	463	22
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	24.0	24.0	11.0	35.0	35.0	35.0
Total Split (%)	34.3%	34.3%	15.7%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	30.9	30.9	33.1	33.1	24.9	24.9
Actuated g/C Ratio	0.44	0.44	0.47	0.47	0.36	0.36
v/c Ratio	0.20	0.20	0.03	0.42	0.83	0.04
Control Delay (s/veh)	11.0	2.9	12.1	14.0	32.9	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.0	2.9	12.1	14.0	32.9	5.6
LOS	B	A	B	B	C	A
Approach Delay (s/veh)	8.3			14.0	31.8	
Approach LOS	A			B	C	

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 42 (60%), Referenced to phase 2:EBTU and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay (s/veh): 18.1

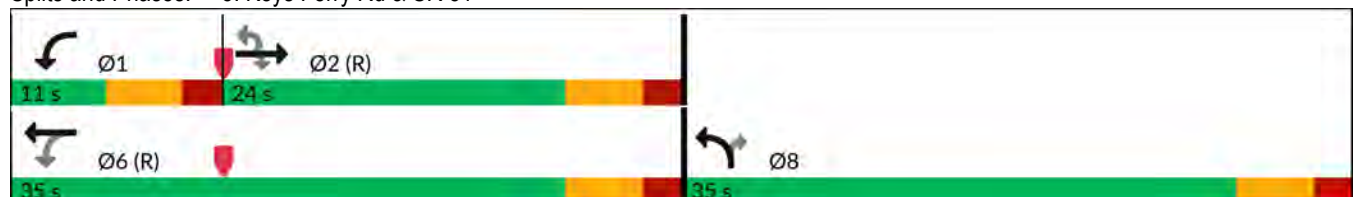
Intersection LOS: B

Intersection Capacity Utilization 53.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 8: Keys Ferry Rd & SR 81



							
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	0	270	136	14	627	463	22
Future Volume (veh/h)	0	270	136	14	627	463	22
Initial Q (Qb), veh		0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1752	1752	1678	1841	1841	1900
Adj Flow Rate, veh/h		300	151	16	697	514	24
Peak Hour Factor		0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %		10	10	15	4	4	0
Cap, veh/h		1329	593	402	1763	569	523
Arrive On Green		0.13	0.13	0.02	0.50	0.32	0.32
Sat Flow, veh/h		3416	1485	1598	3589	1753	1610
Grp Volume(v), veh/h		300	151	16	697	514	24
Grp Sat Flow(s),veh/h/ln		1664	1485	1598	1749	1753	1610
Q Serve(g_s), s		5.6	6.4	0.4	8.6	19.6	0.7
Cycle Q Clear(g_c), s		5.6	6.4	0.4	8.6	19.6	0.7
Prop In Lane			1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		1329	593	402	1763	569	523
V/C Ratio(X)		0.23	0.25	0.04	0.40	0.90	0.05
Avail Cap(c_a), veh/h		1329	593	485	1763	726	667
HCM Platoon Ratio		0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.98	0.98	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		20.7	21.0	11.2	10.8	22.6	16.2
Incr Delay (d2), s/veh		0.4	1.0	0.0	0.7	12.4	0.0
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.0	2.1	0.1	2.6	8.9	0.2
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh		21.1	22.1	11.3	11.4	35.0	16.2
LnGrp LOS		C	C	B	B	D	B
Approach Vol, veh/h		451			713	538	
Approach Delay, s/veh		21.4			11.4	34.2	
Approach LOS		C			B	C	
Timer - Assigned Phs	1	2			6	8	
Phs Duration (G+Y+Rc), s	7.3	33.9			41.3	28.7	
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0	
Max Green Setting (Gmax), s	5.0	18.0			29.0	29.0	
Max Q Clear Time (g_c+I1), s	2.4	8.4			10.6	21.6	
Green Ext Time (p_c), s	0.0	1.5			3.9	1.1	
Intersection Summary							
HCM 7th Control Delay, s/veh			21.3				
HCM 7th LOS			C				
Notes							
User approved ignoring U-Turning movement.							

The Villages at Ola DRI #4195
3: N Ola Rd & Ola Middle/High School Dwy S

2028 No-Build PM Mitigated

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	62	106	58	307	349	27
Future Volume (vph)	62	106	58	307	349	27
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	24.0	24.0	11.0	36.0	25.0	25.0
Total Split (%)	40.0%	40.0%	18.3%	60.0%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effect Green (s)	7.4	7.4	24.7	26.5	20.8	20.8
Actuated g/C Ratio	0.18	0.18	0.60	0.64	0.50	0.50
v/c Ratio	0.21	0.30	0.11	0.28	0.41	0.03
Control Delay (s/veh)	18.8	7.1	5.1	5.9	13.0	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.8	7.1	5.1	5.9	13.0	5.1
LOS	B	A	A	A	B	A
Approach Delay (s/veh)	11.5			5.8	12.5	
Approach LOS	B			A	B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 41.3

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay (s/veh): 9.6

Intersection LOS: A

Intersection Capacity Utilization 41.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: N Ola Rd & Ola Middle/High School Dwy S



The Villages at Ola DRI #4195
3: N Ola Rd & Ola Middle/High School Dwy S

2028 No-Build PM Mitigated

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	62	106	58	307	349	27
Future Volume (veh/h)	62	106	58	307	349	27
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1885	1781
Adj Flow Rate, veh/h	70	0	65	345	392	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	2	2	1	8
Cap, veh/h	131		459	1036	562	
Arrive On Green	0.07	0.00	0.07	0.55	0.30	0.00
Sat Flow, veh/h	1810	1610	1781	1870	1885	1510
Grp Volume(v), veh/h	70	0	65	345	392	0
Grp Sat Flow(s),veh/h/ln	1810	1610	1781	1870	1885	1510
Q Serve(g_s), s	1.2	0.0	0.7	3.2	5.9	0.0
Cycle Q Clear(g_c), s	1.2	0.0	0.7	3.2	5.9	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	131		459	1036	562	
V/C Ratio(X)	0.53		0.14	0.33	0.70	
Avail Cap(c_a), veh/h	1015		615	1749	1116	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.4	0.0	6.5	3.9	10.0	0.0
Incr Delay (d2), s/veh	3.4	0.0	0.1	0.2	1.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.1	0.2	1.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.7	0.0	6.6	4.1	11.6	0.0
LnGrp LOS	B		A	A	B	
Approach Vol, veh/h	70			410	392	
Approach Delay, s/veh	17.7			4.5	11.6	
Approach LOS	B			A	B	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	23.8		8.3		8.2	15.6
Change Period (Y+Rc), s	6.0		6.0		6.0	6.0
Max Green Setting (Gmax), s	30.0		18.0		5.0	19.0
Max Q Clear Time (g_c+l1), s	5.2		3.2		2.7	7.9
Green Ext Time (p_c), s	1.8		0.1		0.0	1.6
Intersection Summary						
HCM 7th Control Delay, s/veh			8.7			
HCM 7th LOS			A			
Notes						
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.						

The Villages at Ola DRI #4195
6: S Ola Rd/N Ola Rd & SR 81

2028 No-Build PM Mitigated

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	203	790	8	75	467	108	5	67	68	229	62	145
Future Volume (vph)	203	790	8	75	467	108	5	67	68	229	62	145
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6			8		7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	24.0	24.0	24.0	11.0	24.0	11.0
Total Split (s)	16.0	31.0	31.0	11.0	26.0	26.0	24.0	24.0	24.0	14.0	38.0	16.0
Total Split (%)	20.0%	38.8%	38.8%	13.8%	32.5%	32.5%	30.0%	30.0%	30.0%	17.5%	47.5%	20.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	46.8	38.8	38.8	37.5	32.5	32.5	8.3	8.3	8.3	20.4	20.4	35.5
Actuated g/C Ratio	0.59	0.49	0.49	0.47	0.41	0.41	0.10	0.10	0.10	0.26	0.26	0.44
v/c Ratio	0.34	0.46	0.01	0.24	0.33	0.14	0.03	0.35	0.19	0.78	0.13	0.19
Control Delay (s/veh)	3.4	8.4	0.0	15.5	17.6	1.9	31.2	37.6	1.2	43.9	21.5	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.4	8.4	0.0	15.5	17.6	1.9	31.2	37.6	1.2	43.9	21.5	5.7
LOS	A	A	A	B	B	A	C	D	A	D	C	A
Approach Delay (s/veh)		7.4			14.8			19.7			28.1	
Approach LOS		A			B			B			C	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 3 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 14.4

Intersection LOS: B

Intersection Capacity Utilization 60.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: S Ola Rd/N Ola Rd & SR 81



The Villages at Ola DRI #4195
6: S Ola Rd/N Ola Rd & SR 81

2028 No-Build PM Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	790	8	75	467	108	5	67	68	229	62	145
Future Volume (veh/h)	203	790	8	75	467	108	5	67	68	229	62	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1870	1693	1900	1856	1856	1900	1870	1870	1900	1826	1900
Adj Flow Rate, veh/h	207	806	8	77	477	110	5	68	69	234	63	148
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	2	14	0	3	3	0	2	2	0	5	0
Cap, veh/h	692	1111	448	526	881	393	167	121	103	309	438	845
Arrive On Green	0.29	0.31	0.31	0.07	0.08	0.08	0.06	0.06	0.06	0.10	0.24	0.24
Sat Flow, veh/h	1795	3554	1434	1810	3526	1572	1189	1870	1585	1810	1826	1610
Grp Volume(v), veh/h	207	806	8	77	477	110	5	68	69	234	63	148
Grp Sat Flow(s),veh/h/ln	1795	1777	1434	1810	1763	1572	1189	1870	1585	1810	1826	1610
Q Serve(g_s), s	0.0	16.1	0.3	0.0	10.4	3.5	0.3	2.8	2.0	8.0	2.2	0.0
Cycle Q Clear(g_c), s	0.0	16.1	0.3	0.0	10.4	3.5	0.3	2.8	2.0	8.0	2.2	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	692	1111	448	526	881	393	167	121	103	309	438	845
V/C Ratio(X)	0.30	0.73	0.02	0.15	0.54	0.28	0.03	0.56	0.67	0.76	0.14	0.18
Avail Cap(c_a), veh/h	692	1111	448	526	881	393	358	421	357	309	730	1103
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	24.5	19.0	28.0	32.3	13.3	35.1	36.3	13.2	31.2	23.9	9.9
Incr Delay (d2), s/veh	0.2	3.8	0.1	0.1	2.2	1.7	0.1	4.0	7.3	10.4	0.1	0.1
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	2.5	6.5	0.1	1.2	4.7	2.0	0.1	1.3	1.4	4.8	0.9	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.8	28.3	19.1	28.1	34.5	15.0	35.2	40.3	20.6	41.5	24.1	10.0
LnGrp LOS	B	C	B	C	C	B	D	D	C	D	C	B
Approach Vol, veh/h	1021			664			142			445		
Approach Delay, s/veh	26.3			30.5			30.5			28.6		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.8	31.0		25.2	28.8	26.0	14.0	11.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	25.0		32.0	10.0	20.0	8.0	18.0				
Max Q Clear Time (g_c+I1), s	2.0	18.1		4.2	2.0	12.4	10.0	4.8				
Green Ext Time (p_c), s	0.0	2.7		0.7	0.3	1.9	0.0	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				28.2								
HCM 7th LOS				C								

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (vph)	973	177	47	564	114	46
Future Volume (vph)	973	177	47	564	114	46
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	44.0	44.0	11.0	55.0	25.0	25.0
Total Split (%)	55.0%	55.0%	13.8%	68.8%	31.3%	31.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	54.4	54.4	59.8	61.0	10.7	10.7
Actuated g/C Ratio	0.68	0.68	0.75	0.76	0.13	0.13
v/c Ratio	0.41	0.15	0.11	0.21	0.50	0.18
Control Delay (s/veh)	9.2	1.9	1.5	1.0	39.0	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.2	1.9	1.5	1.0	39.0	11.0
LOS	A	A	A	A	D	B
Approach Delay (s/veh)	8.1			1.0	31.0	
Approach LOS	A			A	C	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay (s/veh): 7.8

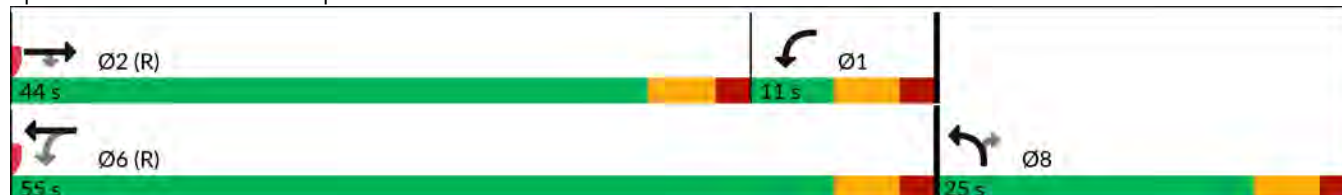
Intersection LOS: A

Intersection Capacity Utilization 52.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: New Hope Rd & SR 81



						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (veh/h)	973	177	47	564	114	46
Future Volume (veh/h)	973	177	47	564	114	46
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1885	1870	1856	1856	1870
Adj Flow Rate, veh/h	1003	182	48	581	118	47
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	1	2	3	3	2
Cap, veh/h	1688	759	577	2674	162	145
Arrive On Green	0.47	0.47	0.21	0.76	0.09	0.09
Sat Flow, veh/h	3647	1598	1781	3618	1767	1585
Grp Volume(v), veh/h	1003	182	48	581	118	47
Grp Sat Flow(s),veh/h/ln	1777	1598	1781	1763	1767	1585
Q Serve(g_s), s	16.5	5.4	0.0	3.8	5.2	2.2
Cycle Q Clear(g_c), s	16.5	5.4	0.0	3.8	5.2	2.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1688	759	577	2674	162	145
V/C Ratio(X)	0.59	0.24	0.08	0.22	0.73	0.32
Avail Cap(c_a), veh/h	1688	759	577	2674	420	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.96	0.96	1.00	1.00
Uniform Delay (d), s/veh	15.4	12.4	13.4	2.8	35.4	34.0
Incr Delay (d2), s/veh	1.5	0.7	0.1	0.2	6.2	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	1.8	0.4	0.5	2.4	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.9	13.2	13.4	3.0	41.6	35.3
LnGrp LOS	B	B	B	A	D	D
Approach Vol, veh/h	1185			629	165	
Approach Delay, s/veh	16.3			3.8	39.8	
Approach LOS	B			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	22.7	44.0			66.7	13.3
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	5.0	38.0			49.0	19.0
Max Q Clear Time (g_c+I1), s	2.0	18.5			5.8	7.2
Green Ext Time (p_c), s	0.0	7.1			3.7	0.3
Intersection Summary						
HCM 7th Control Delay, s/veh			14.3			
HCM 7th LOS			B			

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	630	499	24	467	226	13
Future Volume (vph)	630	499	24	467	226	13
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	42.0	42.0	11.0	53.0	27.0	27.0
Total Split (%)	52.5%	52.5%	13.8%	66.3%	33.8%	33.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	47.9	47.9	52.3	52.3	15.7	15.7
Actuated g/C Ratio	0.60	0.60	0.65	0.65	0.20	0.20
v/c Ratio	0.31	0.44	0.04	0.21	0.68	0.04
Control Delay (s/veh)	5.8	1.9	6.6	6.4	39.5	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.8	1.9	6.6	6.4	39.5	11.8
LOS	A	A	A	A	D	B
Approach Delay (s/veh)	4.1			6.5	38.0	
Approach LOS	A			A	D	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 33 (41%), Referenced to phase 2:EBTU and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 9.1

Intersection LOS: A

Intersection Capacity Utilization 45.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 8: Keys Ferry Rd & SR 81



The Villages at Ola DRI #4195
8: Keys Ferry Rd & SR 81

2028 No-Build PM Mitigated

							
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	0	630	499	24	467	226	13
Future Volume (veh/h)	0	630	499	24	467	226	13
Initial Q (Qb), veh		0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1856	1900	1900	1856	1856	1900
Adj Flow Rate, veh/h		656	520	25	486	235	14
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		3	0	0	3	3	0
Cap, veh/h		1586	725	582	2436	281	256
Arrive On Green		0.90	0.90	0.17	0.69	0.16	0.16
Sat Flow, veh/h		3618	1610	1810	3618	1767	1610
Grp Volume(v), veh/h		656	520	25	486	235	14
Grp Sat Flow(s),veh/h/ln		1763	1610	1810	1763	1767	1610
Q Serve(g_s), s		2.4	7.3	0.0	4.0	10.3	0.6
Cycle Q Clear(g_c), s		2.4	7.3	0.0	4.0	10.3	0.6
Prop In Lane			1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		1586	725	582	2436	281	256
V/C Ratio(X)		0.41	0.72	0.04	0.20	0.84	0.05
Avail Cap(c_a), veh/h		1586	725	582	2436	464	423
HCM Platoon Ratio		2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.84	0.84	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		2.3	2.6	8.1	4.4	32.6	28.5
Incr Delay (d2), s/veh		0.7	5.1	0.0	0.2	6.8	0.1
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.7	1.8	0.2	0.9	4.6	0.2
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh		3.0	7.7	8.1	4.6	39.4	28.6
LnGrp LOS		A	A	A	A	D	C
Approach Vol, veh/h		1176			511	249	
Approach Delay, s/veh		5.1			4.8	38.8	
Approach LOS		A			A	D	
Timer - Assigned Phs	1	2			6	8	
Phs Duration (G+Y+Rc), s	19.3	42.0			61.3	18.7	
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0	
Max Green Setting (Gmax), s	5.0	36.0			47.0	21.0	
Max Q Clear Time (g_c+l1), s	2.0	9.3			6.0	12.3	
Green Ext Time (p_c), s	0.0	6.2			3.0	0.4	
Intersection Summary							
HCM 7th Control Delay, s/veh			9.3				
HCM 7th LOS			A				
Notes							
User approved ignoring U-Turning movement.							

The Villages at Ola DRI #4195
6: S Ola Rd/N Ola Rd & SR 81

2028 Build AM Mitigated

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	275	263	14	67	747	373	22	88	54	183	55	271
Future Volume (vph)	275	263	14	67	747	373	22	88	54	183	55	271
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6			8		7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	24.0	24.0	24.0	11.0	24.0	11.0
Total Split (s)	14.0	29.0	29.0	11.0	26.0	26.0	24.0	24.0	24.0	11.0	35.0	14.0
Total Split (%)	18.7%	38.7%	38.7%	14.7%	34.7%	34.7%	32.0%	32.0%	32.0%	14.7%	46.7%	18.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	33.8	33.8	33.8	31.1	31.1	31.1	9.2	9.2	9.2	17.9	17.9	31.9
Actuated g/C Ratio	0.45	0.45	0.45	0.41	0.41	0.41	0.12	0.12	0.12	0.24	0.24	0.43
v/c Ratio	0.72	0.19	0.01	0.17	0.55	0.45	0.15	0.41	0.12	0.83	0.13	0.39
Control Delay (s/veh)	26.5	6.1	0.0	12.1	14.2	3.1	30.2	35.2	0.5	54.1	20.4	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.5	6.1	0.0	12.1	14.2	3.1	30.2	35.2	0.5	54.1	20.4	8.3
LOS	C	A	A	B	B	A	C	D	A	D	C	A
Approach Delay (s/veh)		16.1			10.6			23.2			26.2	
Approach LOS		B			B			C			C	

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 20 (27%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay (s/veh): 16.0

Intersection LOS: B

Intersection Capacity Utilization 67.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 6: S Ola Rd/N Ola Rd & SR 81



The Villages at Ola DRI #4195
6: S Ola Rd/N Ola Rd & SR 81

2028 Build AM Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	263	14	67	747	373	22	88	54	183	55	271
Future Volume (veh/h)	275	263	14	67	747	373	22	88	54	183	55	271
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1856	1752	1900	1856	1841	1841	1826	1870	1841	1796	1841	1841
Adj Flow Rate, veh/h	296	283	15	72	803	401	24	95	58	197	59	291
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	10	0	3	4	4	5	2	4	7	4	4
Cap, veh/h	582	1594	771	311	933	416	179	154	129	250	422	770
Arrive On Green	0.44	0.80	0.80	0.10	0.53	0.53	0.08	0.08	0.08	0.07	0.23	0.23
Sat Flow, veh/h	1767	3328	1610	1767	3497	1560	1006	1870	1560	1711	1841	1560
Grp Volume(v), veh/h	296	283	15	72	803	401	24	95	58	197	59	291
Grp Sat Flow(s),veh/h/ln	1767	1664	1610	1767	1749	1560	1006	1870	1560	1711	1841	1560
Q Serve(g_s), s	3.0	1.5	0.1	2.5	14.9	12.8	1.7	3.7	2.7	5.0	1.9	0.0
Cycle Q Clear(g_c), s	3.0	1.5	0.1	2.5	14.9	12.8	1.7	3.7	2.7	5.0	1.9	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	582	1594	771	311	933	416	179	154	129	250	422	770
V/C Ratio(X)	0.51	0.18	0.02	0.23	0.86	0.96	0.13	0.61	0.45	0.79	0.14	0.38
Avail Cap(c_a), veh/h	582	1594	771	337	933	416	338	449	374	250	712	1015
HCM Platoon Ratio	1.67	1.67	1.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	4.1	3.9	22.9	16.3	8.2	32.3	33.3	32.8	31.1	23.0	11.8
Incr Delay (d2), s/veh	0.7	0.2	0.0	0.3	7.9	30.0	0.3	3.9	2.4	15.5	0.1	0.3
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	2.7	0.4	0.0	0.9	4.4	6.8	0.4	1.7	1.0	2.1	0.8	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.3	4.3	4.0	23.2	24.2	38.2	32.7	37.2	35.2	46.5	23.2	12.1
LnGrp LOS	B	A	A	C	C	D	C	D	D	D	C	B
Approach Vol, veh/h	594			1276			177			547		
Approach Delay, s/veh	10.3			28.5			35.9			25.7		
Approach LOS	B			C			D			C		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	41.9		23.2	25.8	26.0	11.0	12.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	23.0		29.0	8.0	20.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	4.5	3.5		3.9	5.0	16.9	7.0	5.7				
Green Ext Time (p_c), s	0.0	1.5		1.2	0.3	1.8	0.0	0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh				24.3								
HCM 7th LOS				C								

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (vph)	553	68	50	1007	229	40
Future Volume (vph)	553	68	50	1007	229	40
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	35.0	35.0	11.0	46.0	29.0	29.0
Total Split (%)	46.7%	46.7%	14.7%	61.3%	38.7%	38.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	38.3	38.3	45.7	45.7	17.3	17.3
Actuated g/C Ratio	0.51	0.51	0.61	0.61	0.23	0.23
v/c Ratio	0.39	0.10	0.15	0.59	0.71	0.13
Control Delay (s/veh)	14.4	4.2	2.5	2.7	36.1	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	4.2	2.5	2.7	36.1	7.2
LOS	B	A	A	A	D	A
Approach Delay (s/veh)	13.3			2.8	31.9	
Approach LOS	B			A	C	

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 4 (5%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 10.1

Intersection LOS: B

Intersection Capacity Utilization 50.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: New Hope Rd & SR 81



The Villages at Ola DRI #4195
7: New Hope Rd & SR 81

2028 Build AM Mitigated

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (veh/h)	553	68	50	1007	229	40
Future Volume (veh/h)	553	68	50	1007	229	40
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1811	1737	1856	1841	1781
Adj Flow Rate, veh/h	691	85	62	1259	286	50
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	5	6	11	3	4	8
Cap, veh/h	1800	796	434	2281	338	291
Arrive On Green	0.52	0.52	0.05	0.65	0.19	0.19
Sat Flow, veh/h	3561	1535	1654	3618	1753	1510
Grp Volume(v), veh/h	691	85	62	1259	286	50
Grp Sat Flow(s),veh/h/ln	1735	1535	1654	1763	1753	1510
Q Serve(g_s), s	9.0	2.1	1.2	14.7	11.8	2.1
Cycle Q Clear(g_c), s	9.0	2.1	1.2	14.7	11.8	2.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1800	796	434	2281	338	291
V/C Ratio(X)	0.38	0.11	0.14	0.55	0.85	0.17
Avail Cap(c_a), veh/h	1800	796	464	2281	538	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.79	0.79	1.00	1.00
Uniform Delay (d), s/veh	10.8	9.2	7.3	7.3	29.2	25.3
Incr Delay (d2), s/veh	0.6	0.3	0.1	0.8	7.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.6	0.3	3.5	5.2	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.5	9.5	7.4	8.0	36.2	25.5
LnGrp LOS	B	A	A	A	D	C
Approach Vol, veh/h	776			1321	336	
Approach Delay, s/veh	11.2			8.0	34.6	
Approach LOS	B			A	C	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.6	44.9			54.5	20.5
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	5.0	29.0			40.0	23.0
Max Q Clear Time (g_c+l1), s	3.2	11.0			16.7	13.8
Green Ext Time (p_c), s	0.0	4.3			8.7	0.7
Intersection Summary						
HCM 7th Control Delay, s/veh			12.7			
HCM 7th LOS			B			

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (vph)	306	172	14	670	506	22
Future Volume (vph)	306	172	14	670	506	22
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	24.0	24.0	11.0	35.0	40.0	40.0
Total Split (%)	32.0%	32.0%	14.7%	46.7%	53.3%	53.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	32.1	32.1	34.3	34.3	28.7	28.7
Actuated g/C Ratio	0.43	0.43	0.46	0.46	0.38	0.38
v/c Ratio	0.24	0.25	0.03	0.46	0.83	0.03
Control Delay (s/veh)	14.6	5.1	13.9	16.3	32.5	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.6	5.1	13.9	16.3	32.5	5.2
LOS	B	A	B	B	C	A
Approach Delay (s/veh)	11.2			16.3	31.4	
Approach LOS	B			B	C	

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 58 (77%), Referenced to phase 2:EBTU and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay (s/veh): 19.6

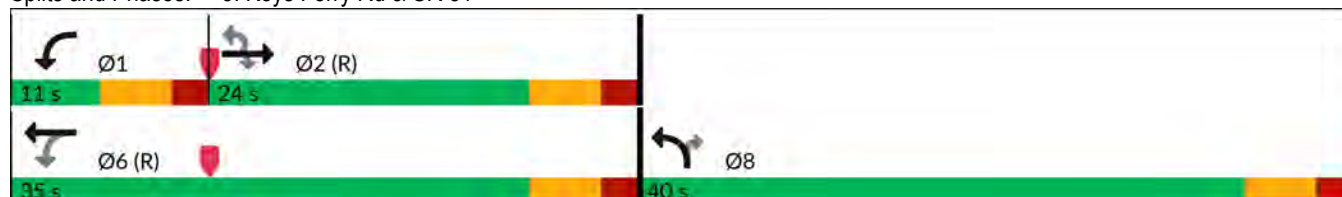
Intersection LOS: B

Intersection Capacity Utilization 56.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 8: Keys Ferry Rd & SR 81



The Villages at Ola DRI #4195
8: Keys Ferry Rd & SR 81

2028 Build AM Mitigated

							
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	0	306	172	14	670	506	22
Future Volume (veh/h)	0	306	172	14	670	506	22
Initial Q (Qb), veh		0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1767	1781	1678	1841	1856	1900
Adj Flow Rate, veh/h		340	191	16	744	562	24
Peak Hour Factor		0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %		9	8	15	4	3	0
Cap, veh/h		1316	592	362	1718	617	562
Arrive On Green		0.13	0.13	0.02	0.49	0.35	0.35
Sat Flow, veh/h		3445	1510	1598	3589	1767	1610
Grp Volume(v), veh/h		340	191	16	744	562	24
Grp Sat Flow(s),veh/h/ln		1678	1510	1598	1749	1767	1610
Q Serve(g_s), s		6.8	8.6	0.4	10.3	22.8	0.7
Cycle Q Clear(g_c), s		6.8	8.6	0.4	10.3	22.8	0.7
Prop In Lane			1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		1316	592	362	1718	617	562
V/C Ratio(X)		0.26	0.32	0.04	0.43	0.91	0.04
Avail Cap(c_a), veh/h		1316	592	438	1718	801	730
HCM Platoon Ratio		0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.91	0.91	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		22.8	23.6	12.5	12.3	23.3	16.1
Incr Delay (d2), s/veh		0.4	1.3	0.0	0.8	12.2	0.0
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.5	3.1	0.1	3.3	10.3	0.2
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh		23.3	24.9	12.6	13.1	35.5	16.2
LnGrp LOS		C	C	B	B	D	B
Approach Vol, veh/h		531			760	586	
Approach Delay, s/veh		23.8			13.1	34.7	
Approach LOS		C			B	C	
Timer - Assigned Phs	1	2			6	8	
Phs Duration (G+Y+Rc), s	7.4	35.4			42.8	32.2	
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0	
Max Green Setting (Gmax), s	5.0	18.0			29.0	34.0	
Max Q Clear Time (g_c+I1), s	2.4	10.6			12.3	24.8	
Green Ext Time (p_c), s	0.0	1.5			4.0	1.4	
Intersection Summary							
HCM 7th Control Delay, s/veh			22.9				
HCM 7th LOS			C				
Notes							
User approved ignoring U-Turning movement.							

The Villages at Ola DRI #4195
10: SR 81 & Site Dwy West (Road W)

2028 Build AM Mitigated

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	162	445	982	64	107	94
Future Volume (vph)	162	445	982	64	107	94
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases	2			6		4
Detector Phase	5	2	6	6	4	5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	11.0
Total Split (s)	13.0	51.0	38.0	38.0	24.0	13.0
Total Split (%)	17.3%	68.0%	50.7%	50.7%	32.0%	17.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	55.1	56.3	40.4	40.4	10.4	22.6
Actuated g/C Ratio	0.73	0.75	0.54	0.54	0.14	0.30
v/c Ratio	0.49	0.20	0.61	0.08	0.49	0.21
Control Delay (s/veh)	7.0	1.9	7.6	0.8	35.9	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.0	1.9	7.6	0.8	35.9	12.9
LOS	A	A	A	A	D	B
Approach Delay (s/veh)		3.3	7.2		25.2	
Approach LOS		A	A		C	

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 12 (16%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay (s/veh): 7.9

Intersection LOS: A

Intersection Capacity Utilization 57.0%

ICU Level of Service B

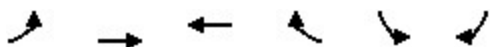
Analysis Period (min) 15

Splits and Phases: 10: SR 81 & Site Dwy West (Road W)



The Villages at Ola DRI #4195
10: SR 81 & Site Dwy West (Road W)

2028 Build AM Mitigated



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	162	445	982	64	107	94
Future Volume (veh/h)	162	445	982	64	107	94
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1796	1841	1900	1900	1900
Adj Flow Rate, veh/h	188	517	1142	74	124	109
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	7	4	0	0	0
Cap, veh/h	492	2529	2083	959	179	265
Arrive On Green	0.07	0.74	1.00	1.00	0.10	0.10
Sat Flow, veh/h	1810	3503	3589	1610	1810	1610
Grp Volume(v), veh/h	188	517	1142	74	124	109
Grp Sat Flow(s),veh/h/ln	1810	1706	1749	1610	1810	1610
Q Serve(g_s), s	2.7	3.5	0.0	0.0	5.0	4.6
Cycle Q Clear(g_c), s	2.7	3.5	0.0	0.0	5.0	4.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	492	2529	2083	959	179	265
V/C Ratio(X)	0.38	0.20	0.55	0.08	0.69	0.41
Avail Cap(c_a), veh/h	543	2529	2083	959	434	492
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.1	3.0	0.0	0.0	32.7	28.1
Incr Delay (d2), s/veh	0.5	0.2	1.0	0.2	4.7	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.5	0.3	0.0	2.4	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	4.6	3.1	1.0	0.2	37.4	29.1
LnGrp LOS	A	A	A	A	D	C
Approach Vol, veh/h		705	1216		233	
Approach Delay, s/veh		3.5	1.0		33.5	
Approach LOS		A	A		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		61.6		13.4	10.9	50.7
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		45.0		18.0	7.0	32.0
Max Q Clear Time (g_c+I1), s		5.5		7.0	4.7	2.0
Green Ext Time (p_c), s		3.2		0.5	0.1	8.6
Intersection Summary						
HCM 7th Control Delay, s/veh			5.3			
HCM 7th LOS			A			

The Villages at Ola DRI #4195
6: S Ola Rd/N Ola Rd & SR 81

2028 Build PM Mitigated

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	796	27	75	490	204	25	67	68	339	62	220
Future Volume (vph)	315	796	27	75	490	204	25	67	68	339	62	220
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6			8		7	4	5
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	24.0	24.0	24.0	11.0	24.0	11.0
Total Split (s)	26.0	46.0	46.0	13.0	33.0	33.0	24.0	24.0	24.0	27.0	51.0	26.0
Total Split (%)	23.6%	41.8%	41.8%	11.8%	30.0%	30.0%	21.8%	21.8%	21.8%	24.5%	46.4%	23.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	64.1	54.1	54.1	47.2	40.9	40.9	9.4	9.4	9.4	33.9	33.9	57.1
Actuated g/C Ratio	0.58	0.49	0.49	0.43	0.37	0.37	0.09	0.09	0.09	0.31	0.31	0.52
v/c Ratio	0.53	0.46	0.03	0.28	0.38	0.28	0.22	0.43	0.21	0.79	0.11	0.25
Control Delay (s/veh)	15.2	13.5	0.0	13.4	30.2	9.8	50.3	55.4	1.4	45.8	25.1	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.2	13.5	0.0	13.4	30.2	9.8	50.3	55.4	1.4	45.8	25.1	8.8
LOS	B	B	A	B	C	A	D	E	A	D	C	A
Approach Delay (s/veh)		13.7			23.2			31.8			30.7	
Approach LOS		B			C			C			C	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 98 (89%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay (s/veh): 21.4

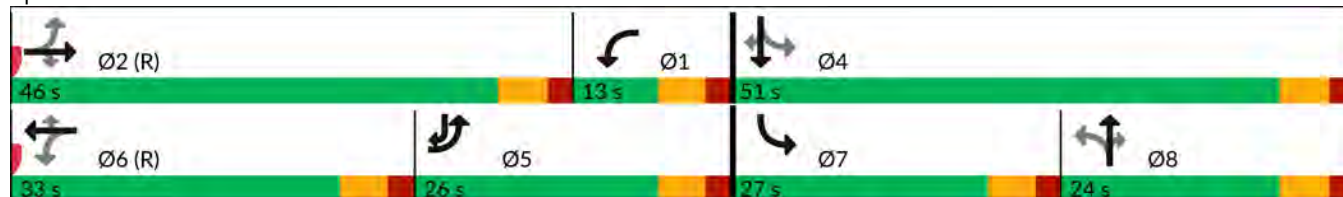
Intersection LOS: C

Intersection Capacity Utilization 71.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 6: S Ola Rd/N Ola Rd & SR 81



The Villages at Ola DRI #4195
6: S Ola Rd/N Ola Rd & SR 81

2028 Build PM Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	796	27	75	490	204	25	67	68	339	62	220
Future Volume (veh/h)	315	796	27	75	490	204	25	67	68	339	62	220
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1870	1841	1900	1856	1870	1900	1870	1870	1900	1826	1900
Adj Flow Rate, veh/h	321	812	28	77	500	208	26	68	69	346	63	224
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	2	4	0	3	2	0	2	2	0	5	0
Cap, veh/h	650	1292	567	459	865	389	129	108	91	439	553	951
Arrive On Green	0.58	0.73	0.73	0.06	0.08	0.08	0.06	0.06	0.06	0.19	0.30	0.30
Sat Flow, veh/h	1795	3554	1560	1810	3526	1585	1109	1870	1585	1810	1826	1610
Grp Volume(v), veh/h	321	812	28	77	500	208	26	68	69	346	63	224
Grp Sat Flow(s),veh/h/ln	1795	1777	1560	1810	1763	1585	1109	1870	1585	1810	1826	1610
Q Serve(g_s), s	0.3	12.6	0.6	0.0	15.0	8.4	2.5	3.9	3.3	19.1	2.7	0.0
Cycle Q Clear(g_c), s	0.3	12.6	0.6	0.0	15.0	8.4	2.5	3.9	3.3	19.1	2.7	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	650	1292	567	459	865	389	129	108	91	439	553	951
V/C Ratio(X)	0.49	0.63	0.05	0.17	0.58	0.53	0.20	0.63	0.76	0.79	0.11	0.24
Avail Cap(c_a), veh/h	650	1292	567	459	865	389	247	306	259	439	747	1122
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	11.3	9.6	35.2	45.0	16.2	50.0	50.7	25.3	36.8	27.7	10.7
Incr Delay (d2), s/veh	0.6	2.3	0.2	0.2	2.6	4.7	0.8	6.0	11.9	9.3	0.1	0.1
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	3.5	3.4	0.2	1.8	7.3	3.6	0.7	2.0	2.1	9.2	1.2	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.2	13.6	9.8	35.4	47.6	20.9	50.8	56.7	37.2	46.1	27.8	10.8
LnGrp LOS	B	B	A	D	D	C	D	E	D	D	C	B
Approach Vol, veh/h	1161			785			163			633		
Approach Delay, s/veh	14.2			39.3			47.5			31.8		
Approach LOS	B			D			D			C		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.7	46.0		39.3	37.7	33.0	27.0	12.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	7.0	40.0		45.0	20.0	27.0	21.0	18.0				
Max Q Clear Time (g_c+l1), s	2.0	14.6		4.7	2.3	17.0	21.1	5.9				
Green Ext Time (p_c), s	0.1	5.2		1.1	0.8	2.5	0.0	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				27.4								
HCM 7th LOS				C								

The Villages at Ola DRI #4195
7: New Hope Rd & SR 81

2028 Build PM Mitigated

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	1154	177	67	738	114	66
Future Volume (vph)	1154	177	67	738	114	66
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	68.0	68.0	14.0	82.0	28.0	28.0
Total Split (%)	61.8%	61.8%	12.7%	74.5%	25.5%	25.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	74.1	74.1	85.3	85.3	12.7	12.7
Actuated g/C Ratio	0.67	0.67	0.78	0.78	0.12	0.12
v/c Ratio	0.49	0.16	0.18	0.27	0.58	0.28
Control Delay (s/veh)	10.9	1.6	4.0	2.7	57.1	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.9	1.6	4.0	2.7	57.1	13.0
LOS	B	A	A	A	E	B
Approach Delay (s/veh)	9.7			2.9	41.0	
Approach LOS	A			A	D	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 14 (13%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay (s/veh): 9.8

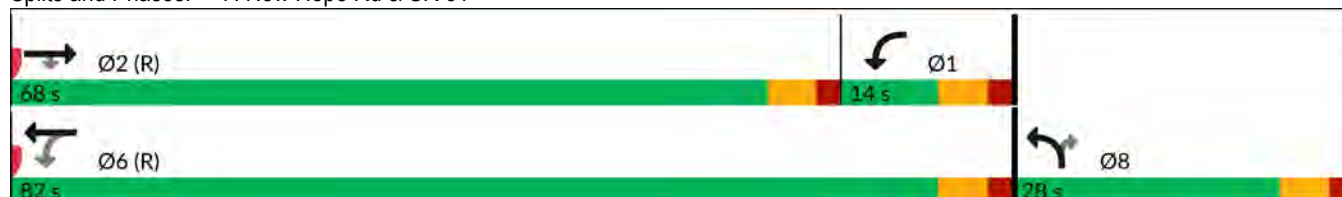
Intersection LOS: A

Intersection Capacity Utilization 57.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 7: New Hope Rd & SR 81



The Villages at Ola DRI #4195
7: New Hope Rd & SR 81

2028 Build PM Mitigated

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (veh/h)	1154	177	67	738	114	66
Future Volume (veh/h)	1154	177	67	738	114	66
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1885	1870	1870	1856	1870
Adj Flow Rate, veh/h	1190	182	69	761	118	68
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	1	2	2	3	2
Cap, veh/h	2003	900	526	2858	153	137
Arrive On Green	0.56	0.56	0.19	0.80	0.09	0.09
Sat Flow, veh/h	3647	1598	1781	3647	1767	1585
Grp Volume(v), veh/h	1190	182	69	761	118	68
Grp Sat Flow(s),veh/h/ln	1777	1598	1781	1777	1767	1585
Q Serve(g_s), s	24.2	6.2	0.0	5.9	7.2	4.5
Cycle Q Clear(g_c), s	24.2	6.2	0.0	5.9	7.2	4.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2003	900	526	2858	153	137
V/C Ratio(X)	0.59	0.20	0.13	0.27	0.77	0.49
Avail Cap(c_a), veh/h	2003	900	526	2858	353	317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.96	0.96	1.00	1.00
Uniform Delay (d), s/veh	15.7	11.8	15.9	2.7	49.2	47.9
Incr Delay (d2), s/veh	1.3	0.5	0.1	0.2	7.9	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	2.1	0.9	1.0	3.4	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.1	12.3	16.0	2.9	57.0	50.7
LnGrp LOS	B	B	B	A	E	D
Approach Vol, veh/h	1372			830	186	
Approach Delay, s/veh	16.4			4.0	54.7	
Approach LOS	B			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	26.5	68.0			94.5	15.5
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	8.0	62.0			76.0	22.0
Max Q Clear Time (g_c+I1), s	2.0	26.2			7.9	9.2
Green Ext Time (p_c), s	0.1	10.8			5.1	0.4
Intersection Summary						
HCM 7th Control Delay, s/veh			15.1			
HCM 7th LOS			B			

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	688	557	24	526	286	13
Future Volume (vph)	688	557	24	526	286	13
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	58.0	58.0	11.0	69.0	41.0	41.0
Total Split (%)	52.7%	52.7%	10.0%	62.7%	37.3%	37.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	66.7	66.7	74.1	74.1	23.9	23.9
Actuated g/C Ratio	0.61	0.61	0.67	0.67	0.22	0.22
v/c Ratio	0.33	0.48	0.05	0.23	0.77	0.03
Control Delay (s/veh)	6.9	2.2	7.7	7.9	53.9	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.9	2.2	7.7	7.9	53.9	13.6
LOS	A	A	A	A	D	B
Approach Delay (s/veh)	4.8			7.9	52.2	
Approach LOS	A			A	D	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 7 (6%), Referenced to phase 2:EBTU and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 12.4

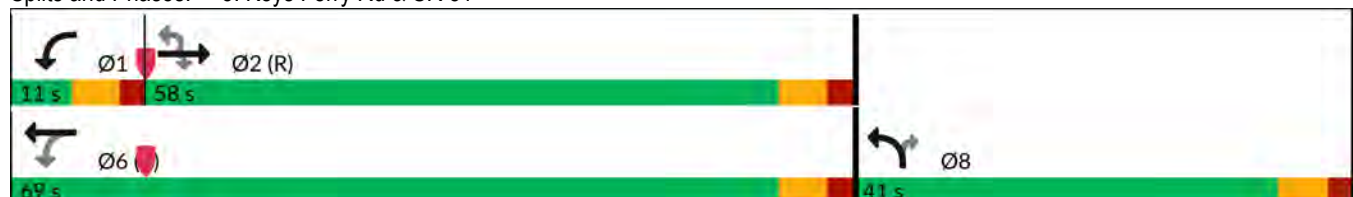
Intersection LOS: B

Intersection Capacity Utilization 48.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 8: Keys Ferry Rd & SR 81



The Villages at Ola DRI #4195
8: Keys Ferry Rd & SR 81

2028 Build PM Mitigated

							
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	0	688	557	24	526	286	13
Future Volume (veh/h)	0	688	557	24	526	286	13
Initial Q (Qb), veh		0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1870	1900	1900	1856	1870	1900
Adj Flow Rate, veh/h		717	580	25	548	298	14
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		2	0	0	3	2	0
Cap, veh/h		2217	1004	379	2477	335	303
Arrive On Green		1.00	1.00	0.02	0.70	0.19	0.19
Sat Flow, veh/h		3647	1610	1810	3618	1781	1610
Grp Volume(v), veh/h		717	580	25	548	298	14
Grp Sat Flow(s),veh/h/ln		1777	1610	1810	1763	1781	1610
Q Serve(g_s), s		0.0	0.0	0.5	6.0	17.9	0.8
Cycle Q Clear(g_c), s		0.0	0.0	0.5	6.0	17.9	0.8
Prop In Lane			1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		2217	1004	379	2477	335	303
V/C Ratio(X)		0.32	0.58	0.07	0.22	0.89	0.05
Avail Cap(c_a), veh/h		2217	1004	417	2477	567	512
HCM Platoon Ratio		2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.82	0.82	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		0.0	0.0	6.2	5.8	43.5	36.6
Incr Delay (d2), s/veh		0.3	2.0	0.1	0.2	9.3	0.1
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.1	0.6	0.2	1.7	8.5	0.3
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh		0.3	2.0	6.3	6.0	52.8	36.6
LnGrp LOS		A	A	A	A	D	D
Approach Vol, veh/h		1297			573	312	
Approach Delay, s/veh		1.1			6.0	52.1	
Approach LOS		A			A	D	
Timer - Assigned Phs	1	2			6	8	
Phs Duration (G+Y+Rc), s	8.7	74.6			83.3	26.7	
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0	
Max Green Setting (Gmax), s	5.0	52.0			63.0	35.0	
Max Q Clear Time (g_c+I1), s	2.5	2.0			8.0	19.9	
Green Ext Time (p_c), s	0.0	7.7			3.4	0.8	
Intersection Summary							
HCM 7th Control Delay, s/veh			9.6				
HCM 7th LOS			A				
Notes							
User approved ignoring U-Turning movement.							

The Villages at Ola DRI #4195
10: SR 81 & Site Dwy West (Road W)

2028 Build PM Mitigated

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	232	970	661	94	168	151
Future Volume (vph)	232	970	661	94	168	151
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases	2			6		4
Detector Phase	5	2	6	6	4	5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	11.0
Total Split (s)	29.0	78.0	49.0	49.0	32.0	29.0
Total Split (%)	26.4%	70.9%	44.5%	44.5%	29.1%	26.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	82.3	82.3	66.4	66.4	15.7	31.6
Actuated g/C Ratio	0.75	0.75	0.60	0.60	0.14	0.29
v/c Ratio	0.40	0.37	0.31	0.09	0.66	0.28
Control Delay (s/veh)	2.7	1.2	5.3	0.2	56.6	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.7	1.2	5.3	0.2	56.6	10.1
LOS	A	A	A	A	E	B
Approach Delay (s/veh)		1.5	4.7		34.6	
Approach LOS		A	A		C	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 7.2

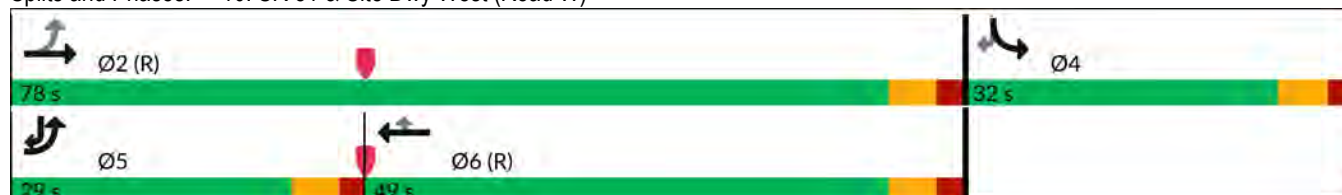
Intersection LOS: A

Intersection Capacity Utilization 55.4%

ICU Level of Service B

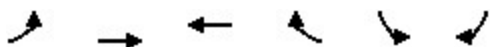
Analysis Period (min) 15

Splits and Phases: 10: SR 81 & Site Dwy West (Road W)



The Villages at Ola DRI #4195
10: SR 81 & Site Dwy West (Road W)

2028 Build PM Mitigated



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	232	970	661	94	168	151
Future Volume (veh/h)	232	970	661	94	168	151
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1900	1900	1900
Adj Flow Rate, veh/h	237	990	674	96	171	154
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	0	0	0
Cap, veh/h	621	2746	2329	1055	214	291
Arrive On Green	0.06	0.77	0.87	0.87	0.12	0.12
Sat Flow, veh/h	1810	3647	3647	1610	1810	1610
Grp Volume(v), veh/h	237	990	674	96	171	154
Grp Sat Flow(s),veh/h/ln	1810	1777	1777	1610	1810	1610
Q Serve(g_s), s	4.4	9.7	3.6	0.9	10.1	9.5
Cycle Q Clear(g_c), s	4.4	9.7	3.6	0.9	10.1	9.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	621	2746	2329	1055	214	291
V/C Ratio(X)	0.38	0.36	0.29	0.09	0.80	0.53
Avail Cap(c_a), veh/h	886	2746	2329	1055	428	482
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	0.87	0.87	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.6	3.9	2.7	2.5	47.2	40.8
Incr Delay (d2), s/veh	0.3	0.3	0.3	0.2	6.8	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.1	1.0	0.3	5.0	8.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	4.9	4.3	3.0	2.7	54.0	42.3
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h		1227	770		325	
Approach Delay, s/veh		4.4	2.9		48.5	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		91.0		19.0	12.9	78.1
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		72.0		26.0	23.0	43.0
Max Q Clear Time (g_c+I1), s		11.7		12.1	6.4	5.6
Green Ext Time (p_c), s		7.4		0.9	0.5	4.6
Intersection Summary						
HCM 7th Control Delay, s/veh			10.1			
HCM 7th LOS			B			

SITE LAYOUT

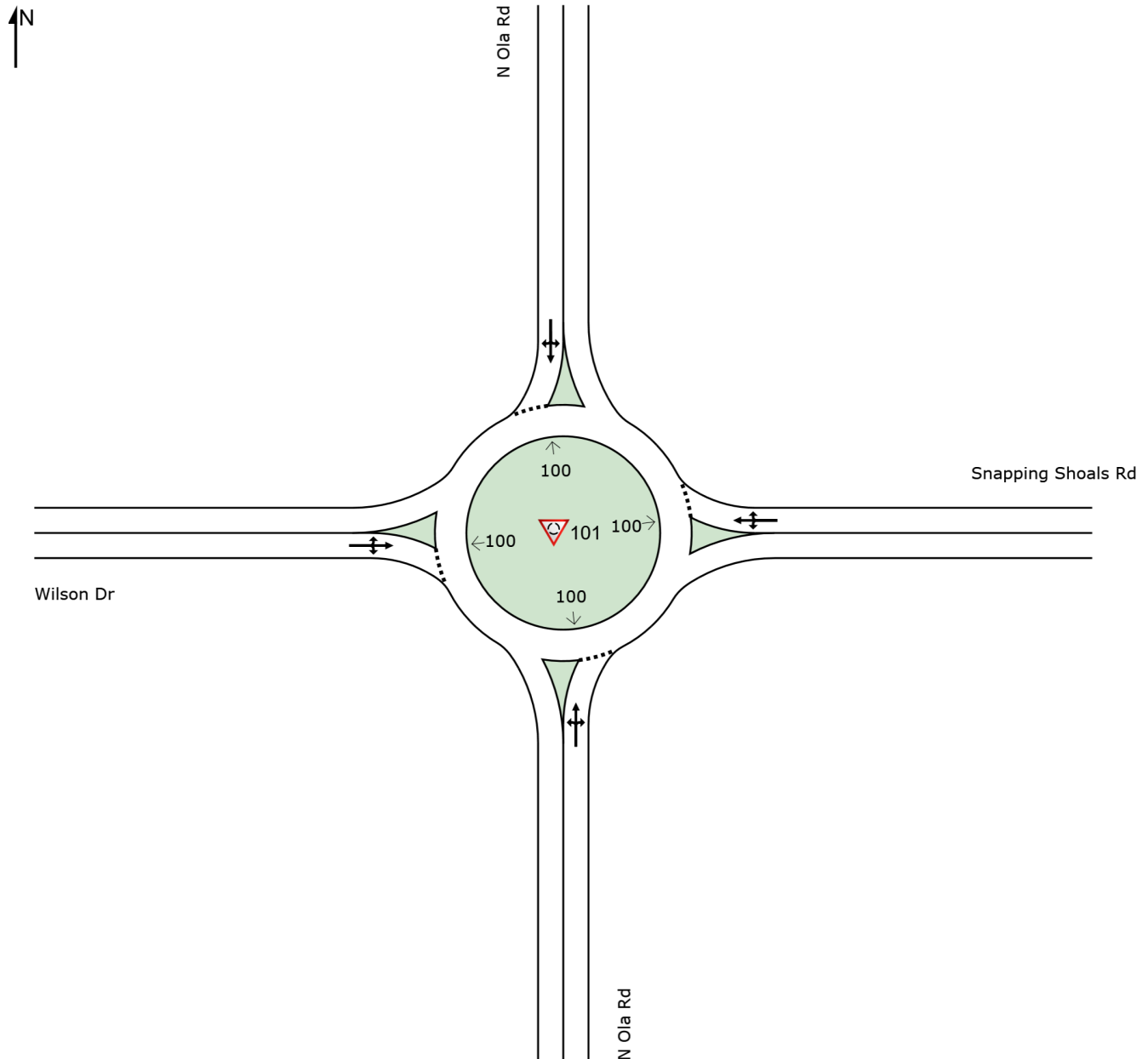
 Site: 101 [2028 No-Build AM (Site Folder: N Ola Rd & Wilson Dr/
Snapping Shoals Rd)]

New Site

Site Category: Base Year

Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: T:\Project\2023\3123070.00\TRFAnalysis\SIDRA\3123070.00_The Villages at Ola DRI 4195.sip9

LANE SUMMARY

 **Site: 101 [2028 No-Build AM (Site Folder: N Ola Rd & Wilson Dr/ Snapping Shoals Rd)]**

New Site
Site Category: Base Year
Roundabout

Lane Use and Performance													
	DEMAND FLOWS [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh Dist] ft		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: N Ola Rd													
Lane 1 ^d	577	3.6	1307	0.441	100	7.1	LOS A	3.1	78.8	Full	1600	0.0	0.0
Approach	577	3.6		0.441		7.1	LOS A	3.1	78.8				
East: Snapping Shoals Rd													
Lane 1 ^d	337	2.9	796	0.424	100	9.9	LOS A	2.4	62.0	Full	1600	0.0	0.0
Approach	337	2.9		0.424		9.9	LOS A	2.4	62.0				
North: N Ola Rd													
Lane 1 ^d	237	7.3	673	0.353	100	10.0	LOS A	1.6	42.1	Full	1600	0.0	0.0
Approach	237	7.3		0.353		10.0	LOS A	1.6	42.1				
West: Wilson Dr													
Lane 1 ^d	459	1.9	808	0.568	100	13.0	LOS B	4.8	121.2	Full	1600	0.0	0.0
Approach	459	1.9		0.568		13.0	LOS B	4.8	121.2				
Intersection	1610	3.5		0.568		9.8	LOS A	4.8	121.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)											
South: N Ola Rd											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane
From S						Cap. veh/h	v/c	%	%		No.
To Exit:	W	N	E								
Lane 1	288	203	86	577	3.6	1307	0.441	100	NA	NA	
Approach	288	203	86	577	3.6		0.441				
East: Snapping Shoals Rd											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane
From E						Cap. veh/h	v/c	%	%		No.
To Exit:	S	W	N								
Lane 1	259	64	14	337	2.9	796	0.424	100	NA	NA	

Approach	259	64	14	337	2.9		0.424				
North: N Ola Rd											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From N							Satn	Util.	SL	Ov.	Lane
To Exit:	E	S	W			Cap.	v/c	%	%		No.
						veh/h					
Lane 1	1	224	12	237	7.3	673	0.353	100	NA	NA	
Approach	1	224	12	237	7.3		0.353				
West: Wilson Dr											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From W							Satn	Util.	SL	Ov.	Lane
To Exit:	N	E	S			Cap.	v/c	%	%		No.
						veh/h					
Lane 1	3	14	442	459	1.9	808	0.568	100	NA	NA	
Approach	3	14	442	459	1.9		0.568				
Total %HV Deg.Satn (v/c)											
Intersection	1610	3.5		0.568							

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
South Exit: N Ola Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Snapping Shoals Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: N Ola Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Wilson Dr Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

 **Site: 101 [2028 No-Build PM (Site Folder: N Ola Rd & Wilson Dr/ Snapping Shoals Rd)]**

New Site
Site Category: Base Year
Roundabout

Lane Use and Performance													
	DEMAND FLOWS [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh Dist] ft		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: N Ola Rd													
Lane 1 ^d	400	1.4	1289	0.310	100	5.6	LOS A	1.8	45.4	Full	1600	0.0	0.0
Approach	400	1.4		0.310		5.6	LOS A	1.8	45.4				
East: Snapping Shoals Rd													
Lane 1 ^d	97	2.4	975	0.099	100	4.6	LOS A	0.4	10.6	Full	1600	0.0	0.0
Approach	97	2.4		0.099		4.6	LOS A	0.4	10.6				
North: N Ola Rd													
Lane 1 ^d	214	0.9	1096	0.195	100	5.1	LOS A	0.9	23.4	Full	1600	0.0	0.0
Approach	214	0.9		0.195		5.1	LOS A	0.9	23.4				
West: Wilson Dr													
Lane 1 ^d	189	3.0	1012	0.187	100	5.3	LOS A	0.8	21.7	Full	1600	0.0	0.0
Approach	189	3.0		0.187		5.3	LOS A	0.8	21.7				
Intersection	900	1.7		0.310		5.3	LOS A	1.8	45.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)											
South: N Ola Rd											
Mov.	L2	T1	R2	Total	%HV						
From S						Cap.	Deg.	Lane	Prob.	Ov.	
To Exit:	W	N	E			veh/h	satn	Util.	SL	Ov.	Lane
							v/c	%	%		No.
Lane 1	123	176	101	400	1.4	1289	0.310	100	NA	NA	
Approach	123	176	101	400	1.4		0.310				
East: Snapping Shoals Rd											
Mov.	L2	T1	R2	Total	%HV						
From E						Cap.	Deg.	Lane	Prob.	Ov.	
To Exit:	S	W	N			veh/h	satn	Util.	SL	Ov.	Lane
							v/c	%	%		No.
Lane 1	61	28	9	97	2.4	975	0.099	100	NA	NA	

Approach	61	28	9	97	2.4		0.099				
North: N Ola Rd											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From N							Satn	Util.	SL	Ov.	Lane
To Exit:	E	S	W			Cap.	v/c	%	%		No.
						veh/h					
Lane 1	11	202	1	214	0.9	1096	0.195	100	NA	NA	
Approach	11	202	1	214	0.9		0.195				
West: Wilson Dr											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From W							Satn	Util.	SL	Ov.	Lane
To Exit:	N	E	S			Cap.	v/c	%	%		No.
						veh/h					
Lane 1	12	30	148	189	3.0	1012	0.187	100	NA	NA	
Approach	12	30	148	189	3.0		0.187				
Total %HV Deg.Satn (v/c)											
Intersection	900	1.7		0.310							

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
South Exit: N Ola Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Snapping Shoals Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: N Ola Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Wilson Dr Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

 Site: 101 [2028 Build AM (Site Folder: N Ola Rd & Wilson Dr/ Snapping Shoals Rd)]

New Site
Site Category: Base Year
Roundabout

Lane Use and Performance													
	DEMAND FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]						[Veh	Dist]				
	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: N Ola Rd													
Lane 1 ^d	623	3.6	1308	0.477	100	7.6	LOS A	3.5	90.3	Full	1600	0.0	0.0
Approach	623	3.6		0.477		7.6	LOS A	3.5	90.3				
East: Snapping Shoals Rd													
Lane 1 ^d	355	2.8	771	0.461	100	10.9	LOS B	2.9	73.7	Full	1600	0.0	0.0
Approach	355	2.8		0.461		10.9	LOS B	2.9	73.7				
North: N Ola Rd													
Lane 1 ^d	255	6.3	655	0.389	100	10.9	LOS B	1.9	50.5	Full	1600	0.0	0.0
Approach	255	6.3		0.389		10.9	LOS B	1.9	50.5				
West: Wilson Dr													
Lane 1 ^d	477	1.9	780	0.611	100	14.7	LOS B	5.6	141.3	Full	1600	0.0	0.0
Approach	477	1.9		0.611		14.7	LOS B	5.6	141.3				
Intersection	1710	3.4		0.611		10.8	LOS B	5.6	141.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)											
South: N Ola Rd											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From S To Exit:	W	N	E			Cap. veh/h	v/c	%	%		
Lane 1	304	218	101	623	3.6	1308	0.477	100	NA	NA	
Approach	304	218	101	623	3.6		0.477				
East: Snapping Shoals Rd											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From E To Exit:	S	W	N			Cap. veh/h	v/c	%	%		
Lane 1	277	64	14	355	2.8	771	0.461	100	NA	NA	

Approach	277	64	14	355	2.8		0.461				
North: N Ola Rd											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From N							Satn	Util.	SL	Ov.	Lane
To Exit:	E	S	W			Cap.	v/c	%	%	%	No.
						veh/h					
Lane 1	1	242	12	255	6.3	655	0.389	100	NA	NA	
Approach	1	242	12	255	6.3		0.389				
West: Wilson Dr											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From W							Satn	Util.	SL	Ov.	Lane
To Exit:	N	E	S			Cap.	v/c	%	%	%	No.
						veh/h					
Lane 1	3	14	460	477	1.9	780	0.611	100	NA	NA	
Approach	3	14	460	477	1.9		0.611				
Total %HV Deg.Satn (v/c)											
Intersection	1710	3.4		0.611							

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
South Exit: N Ola Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Snapping Shoals Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: N Ola Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Wilson Dr Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

 Site: 101 [2028 Build PM (Site Folder: N Ola Rd & Wilson Dr/ Snapping Shoals Rd)]

New Site
Site Category: Base Year
Roundabout

Lane Use and Performance													
	DEMAND FLOWS [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh Dist] ft		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: N Ola Rd													
Lane 1 ^d	464	1.0	1293	0.359	100	6.1	LOS A	2.2	56.1	Full	1600	0.0	0.0
Approach	464	1.0		0.359		6.1	LOS A	2.2	56.1				
East: Snapping Shoals Rd													
Lane 1 ^d	118	1.9	938	0.126	100	5.0	LOS A	0.5	13.6	Full	1600	0.0	0.0
Approach	118	1.9		0.126		5.0	LOS A	0.5	13.6				
North: N Ola Rd													
Lane 1 ^d	235	1.0	1050	0.224	100	5.5	LOS A	1.1	27.2	Full	1600	0.0	0.0
Approach	235	1.0		0.224		5.5	LOS A	1.1	27.2				
West: Wilson Dr													
Lane 1 ^d	211	3.0	969	0.217	100	5.8	LOS A	1.0	25.5	Full	1600	0.0	0.0
Approach	211	3.0		0.217		5.8	LOS A	1.0	25.5				
Intersection	1028	1.5		0.359		5.8	LOS A	2.2	56.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)											
South: N Ola Rd											
Mov.	L2	T1	R2	Total	%HV						
From S						Cap.	Deg.	Lane	Prob.	Ov.	
To Exit:	W	N	E			veh/h	Satn	Util.	SL	Ov.	Lane
							v/c	%	%		No.
Lane 1	145	197	122	464	1.0	1293	0.359	100	NA	NA	
Approach	145	197	122	464	1.0		0.359				
East: Snapping Shoals Rd											
Mov.	L2	T1	R2	Total	%HV						
From E						Cap.	Deg.	Lane	Prob.	Ov.	
To Exit:	S	W	N			veh/h	Satn	Util.	SL	Ov.	Lane
							v/c	%	%		No.
Lane 1	82	28	9	118	1.9	938	0.126	100	NA	NA	

Approach	82	28	9	118	1.9		0.126				
North: N Ola Rd											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From N							Satn	Util.	SL	Ov.	Lane
To Exit:	E	S	W			Cap.	v/c	%	%	%	No.
						veh/h					
Lane 1	11	223	1	235	1.0	1050	0.224	100	NA	NA	
Approach	11	223	1	235	1.0		0.224				
West: Wilson Dr											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From W							Satn	Util.	SL	Ov.	Lane
To Exit:	N	E	S			Cap.	v/c	%	%	%	No.
						veh/h					
Lane 1	12	30	169	211	3.0	969	0.217	100	NA	NA	
Approach	12	30	169	211	3.0		0.217				
Total %HV Deg.Satn (v/c)											
Intersection	1028	1.5		0.359							

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

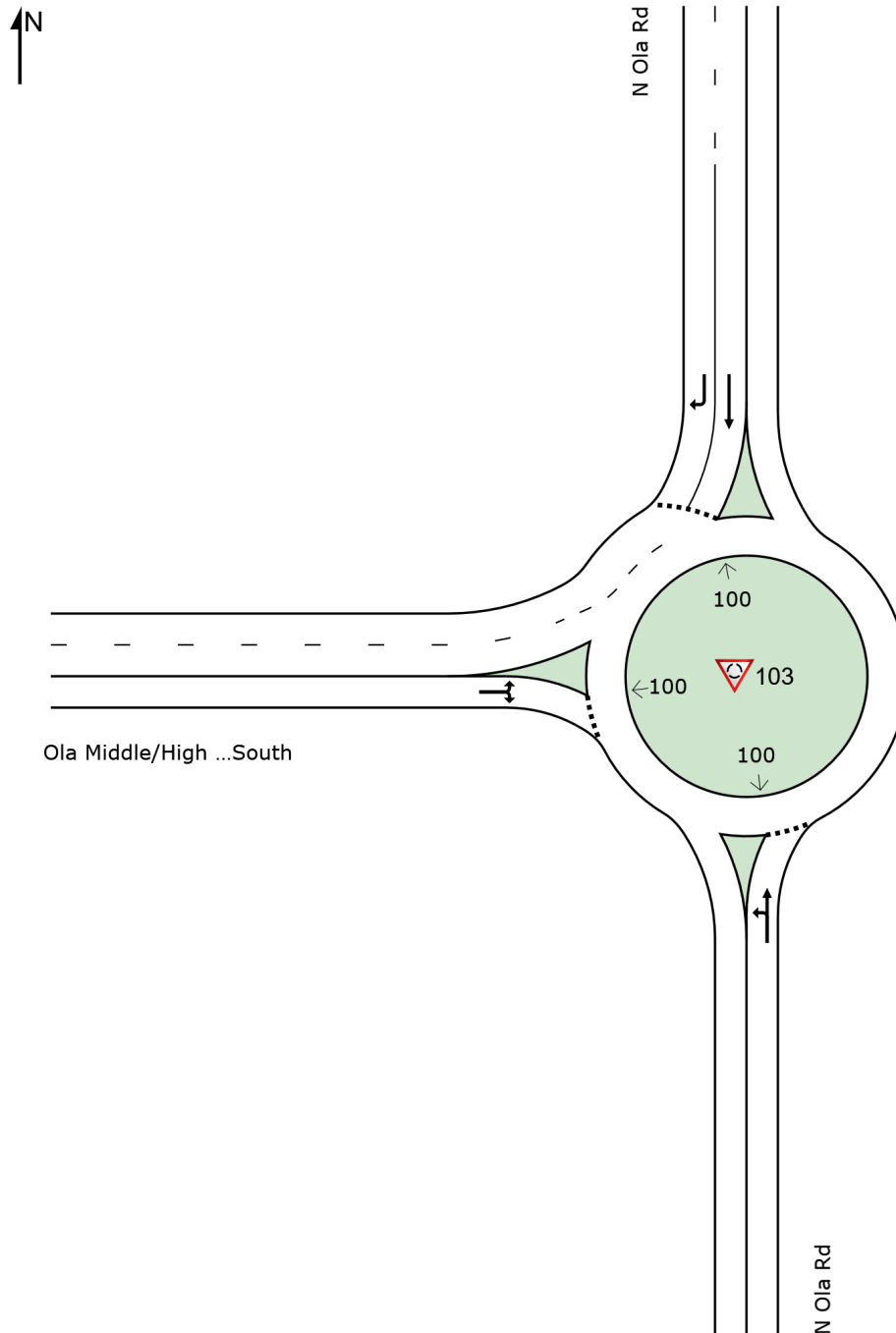
Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
South Exit: N Ola Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Snapping Shoals Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: N Ola Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Wilson Dr Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										

SITE LAYOUT

 Site: 103 [2028 No-Build AM (Site Folder: N Ola Rd & Ola Middle/High School Dwy South)]

New Site
Site Category: Base Year
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

 **Site: 103 [2028 No-Build AM (Site Folder: N Ola Rd & Ola Middle/High School Dwy South)]**

New Site
Site Category: Base Year
Roundabout

Lane Use and Performance													
	DEMAND FLOWS [Total HV]		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE [Veh Dist]		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: N Ola Rd													
Lane 1 ^d	935	3.1	1125	0.832	100	20.8	LOS C	24.9	636.6	Full	1600	0.0	0.0
Approach	935	3.1		0.832		20.8	LOS C	24.9	636.6				
North: N Ola Rd													
Lane 1 ^d	399	4.0	846	0.472	100	10.4	LOS B	2.9	75.3	Full	1600	0.0	0.0
Lane 2	398	1.0	871	0.457	100	9.8	LOS A	2.8	70.8	Full	1600	0.0	0.0
Approach	797	2.5		0.472		10.1	LOS B	2.9	75.3				
West: Ola Middle/High School Dwy South													
Lane 1 ^d	380	6.6	848	0.448	100	9.9	LOS A	2.6	68.3	Full	1600	0.0	0.0
Approach	380	6.6		0.448		9.9	LOS A	2.6	68.3				
Intersection	2111	3.5		0.832		14.8	LOS B	24.9	636.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)									
South: N Ola Rd									
Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	526	409	935	3.1	1125	0.832	100	NA	NA
Approach	526	409	935	3.1	0.832				
North: N Ola Rd									
Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	399	-	399	4.0	846	0.472	100	NA	NA
Lane 2	-	398	398	1.0	871	0.457	100	NA	NA
Approach	399	398	797	2.5	0.472				
West: Ola Middle/High School Dwy South									

Mov. From W To Exit:	L2 N	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	161	218	380	6.6	848	0.448	100	NA	NA
Approach	161	218	380	6.6		0.448			
Total %HV Deg.Satn (v/c)									
Intersection	2111	3.5		0.832					

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: N Ola Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: N Ola Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Ola Middle/High School Dwy South Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										

LANE SUMMARY

 Site: 103 [2028 No-Build PM (Site Folder: N Ola Rd & Ola Middle/High School Dwy South)]

New Site
Site Category: Base Year
Roundabout

Lane Use and Performance													
	DEMAND FLOWS [Total HV]		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE [Veh Dist]		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: N Ola Rd													
Lane 1 ^d	410	2.0	1260	0.325	100	5.9	LOS A	1.9	47.9	Full	1600	0.0	0.0
Approach	410	2.0		0.325		5.9	LOS A	1.9	47.9				
North: N Ola Rd													
Lane 1 ^d	392	1.0	1323	0.296	100	5.3	LOS A	1.6	39.1	Full	1600	0.0	0.0
Lane 2	30	8.0	1238	0.025	100	3.1	LOS A	0.1	2.4	Full	1600	0.0	0.0
Approach	422	1.5		0.296		5.2	LOS A	1.6	39.1				
West: Ola Middle/High School Dwy South													
Lane 1 ^d	189	0.0	921	0.205	100	5.9	LOS A	0.9	23.4	Full	1600	0.0	0.0
Approach	189	0.0		0.205		5.9	LOS A	0.9	23.4				
Intersection	1021	1.4		0.325		5.6	LOS A	1.9	47.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)										
South: N Ola Rd										
Mov. From S To Exit:	L2 W	T1 N	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	65	345	410	2.0		1260	0.325	100	NA	NA
Approach	65	345	410	2.0			0.325			
North: N Ola Rd										
Mov. From N To Exit:	T1 S	R2 W	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	392	-	392	1.0		1323	0.296	100	NA	NA
Lane 2	-	30	30	8.0		1238	0.025	100	NA	NA
Approach	392	30	422	1.5			0.296			
West: Ola Mlddle/High School Dwy South										

Mov.	L2	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From W To Exit:	N	S			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	70	119	189	0.0	921	0.205	100	NA	NA
Approach	70	119	189	0.0	0.205				
Total %HV Deg.Satn (v/c)									
Intersection	1021	1.4	0.325						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: N Ola Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: N Ola Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Ola Middle/High School Dwy South Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										

LANE SUMMARY

 Site: 103 [2028 Build AM (Site Folder: N Ola Rd & Ola Middle/High School Dwy South)]

New Site
Site Category: Base Year
Roundabout

Lane Use and Performance													
	DEMAND FLOWS [Total HV]		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh Dist]		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block.
	veh/h	%						ft	ft				
South: N Ola Rd													
Lane 1 ^d	976	2.8	1128	0.865	100	23.7	LOS C	31.3	800.1	Full	1600	0.0	0.0
Approach	976	2.8		0.865		23.7	LOS C	31.3	800.1				
North: N Ola Rd													
Lane 1 ^d	447	4.0	846	0.528	100	11.6	LOS B	3.8	98.1	Full	1600	0.0	0.0
Lane 2	398	1.0	871	0.457	100	9.8	LOS A	2.8	70.8	Full	1600	0.0	0.0
Approach	844	2.6		0.528		10.7	LOS B	3.8	98.1				
West: Ola Middle/High School Dwy South													
Lane 1 ^d	380	6.6	806	0.471	100	10.7	LOS B	3.0	77.9	Full	1600	0.0	0.0
Approach	380	6.6		0.471		10.7	LOS B	3.0	77.9				
Intersection	2200	3.4		0.865		16.5	LOS C	31.3	800.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)									
South: N Ola Rd									
Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	526	450	976	2.8	1128	0.865	100	NA	NA
Approach	526	450	976	2.8		0.865			
North: N Ola Rd									
Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	447	-	447	4.0	846	0.528	100	NA	NA
Lane 2	-	398	398	1.0	871	0.457	100	NA	NA
Approach	447	398	844	2.6		0.528			
West: Ola Middle/High School Dwy South									

Mov. From W To Exit:	L2 N	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	161	218	380	6.6	806	0.471	100	NA	NA
Approach	161	218	380	6.6		0.471			
Total %HV Deg.Satn (v/c)									
Intersection	2200	3.4		0.865					

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: N Ola Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: N Ola Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Ola Middle/High School Dwy South Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										

LANE SUMMARY

 Site: 103 [2028 Build PM (Site Folder: N Ola Rd & Ola Middle/High School Dwy South)]

New Site
Site Category: Base Year
Roundabout

Lane Use and Performance													
	DEMAND FLOWS [Total HV]		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh Dist]		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block.
	veh/h	%						ft	ft				
South: N Ola Rd													
Lane 1 ^d	478	2.0	1260	0.379	100	6.5	LOS A	2.4	60.0	Full	1600	0.0	0.0
Approach	478	2.0		0.379		6.5	LOS A	2.4	60.0				
North: N Ola Rd													
Lane 1 ^d	460	1.0	1323	0.347	100	5.9	LOS A	1.9	49.0	Full	1600	0.0	0.0
Lane 2	30	8.0	1238	0.025	100	3.1	LOS A	0.1	2.4	Full	1600	0.0	0.0
Approach	490	1.4		0.347		5.7	LOS A	1.9	49.0				
West: Ola Middle/High School Dwy South													
Lane 1 ^d	189	0.0	860	0.220	100	6.5	LOS A	1.0	24.8	Full	1600	0.0	0.0
Approach	189	0.0		0.220		6.5	LOS A	1.0	24.8				
Intersection	1156	1.4		0.379		6.2	LOS A	2.4	60.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)									
South: N Ola Rd									
Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	65	412	478	2.0	1260	0.379	100	NA	NA
Approach	65	412	478	2.0	0.379				
North: N Ola Rd									
Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	460	-	460	1.0	1323	0.347	100	NA	NA
Lane 2	-	30	30	8.0	1238	0.025	100	NA	NA
Approach	460	30	490	1.4	0.347				
West: Ola Middle/High School Dwy South									

Mov. From W To Exit:	L2 N	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	70	119	189	0.0	860	0.220	100	NA	NA
Approach	70	119	189	0.0		0.220			
Total %HV Deg.Satn (v/c)									
Intersection	1156	1.4		0.379					

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: N Ola Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: N Ola Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Ola Middle/High School Dwy South Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										

APPENDIX F: Turn Lane Evaluations

Condition 1

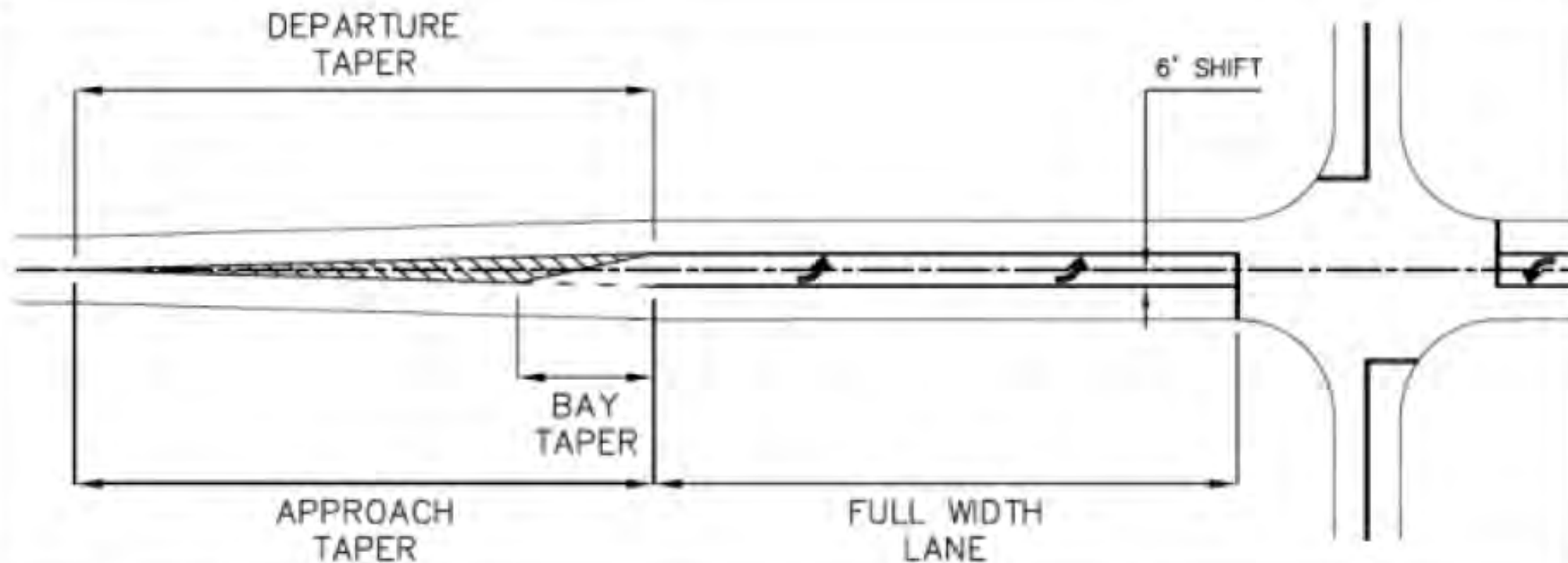
LEFT TURN REQUIREMENTS-FULL CONSTRUCTION				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	<6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
>= 55 MPH	200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

Table 4-7a Minimum Volumes Requiring Left Turn Lanes

5,398 Daily Expected IN * 20% Expected LTV on North Ola Road = 1,080 LTV a day +
 4,470 Daily Pass-By IN * 30% Expected LTV on North Ola Road = 1,341 LTV a day
 2,421 TOTAL LTV a day – WARRANTED on SITE DWY CENTRAL (ROAD A)

5,398 Daily Expected IN * 5% Expected LTV on North Ola Road = 270 LTV a day +
 4,470 Daily Pass-By IN * 0% Expected LTV on North Ola Road = 0 LTV a day
 270 TOTAL LTV a day – WARRANTED on SITE DWY NORTH (ROAD D)

5,398 Daily Expected IN * 40% Expected LTV on SR 81 = 2,159 LTV a day +
 4,470 Daily Pass-By IN * 20% Expected LTV on SR 81 = 894 LTV a day
 3,053 TOTAL LTV a day – WARRANTED on SITE DWY WEST (ROAD W)



POSTED SPEED LIMIT, MPH	APPROACH AND DEPARTURE TAPER, FT.		BAY TAPER, FT.	FULL WIDTH STORAGE, FT
	6' Shift	12' Shift		
25	65	130	50	85
30	90	180	50	135
35	125	250	50	160
40	160	320	50	210
45	270	540	100	235
50	300	600	100	285
55	330	660	100	310
60	360	720	100	360
65	390	780	100	410

Table 4-9 Minimum Design Elements of Left Turn Lanes

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

Table 4-6 Minimum Volumes Requiring Right Turn Lanes

5,398 Daily Expected IN * 5% Expected RTV on SR 81 = 270 RTV a day +
 4,470 Daily Pass-By IN * 15% Expected RTV on SR 81 = 671 RTV a day
 941 TOTAL RTV a day – **WARRANTED** on SITE DWY CENTRAL (ROAD A)

5,398 Daily Expected IN * 5% Expected RTV on SR 81 = 270 RTV a day +
 4,470 Daily Pass-By IN * 5% Expected RTV on SR 81 = 224 RTV a day
 494 TOTAL RTV a day – **WARRANTED** on SITE DWY SOUTH (ROAD U)

5,398 Daily Expected IN * 5% Expected RTV on North Ola Road = 270 RTV a day
WARRANTED on SITE DWY NORTH (ROAD D)

5,398 Daily Expected IN * 10% Expected RTV on SR 81 = 540 RTV a day +
 4,470 Daily Pass-By IN * 15% Expected RTV on SR 81 = 671 RTV a day
 1,211 TOTAL RTV a day – **WARRANTED** on SITE DWY WEST (ROAD W)

5,398 Daily Expected IN * 10% Expected RTV on SR 81 = 540 RTV a day +
 4,470 Daily Pass-By IN * 15% Expected RTV on SR 81 = 671 RTV a day
 1,211 TOTAL RTV a day – **WARRANTED** on SITE DWY EAST (ROAD T)

SPEED (MPH)	FULL WIDTH STORAGE, FT.	TAPER, FT.
25	50	50
30	75	50
35	100	50
40	150	50
45	175	100
50	225	100
55	250	100
60	300	100
65	350	100

Table 4-8 Minimum Right Turn Deceleration Lengths

APPENDIX G: Signal Warrant Analysis

**Traffic Signal Warrant Analysis for
North Ola Road at Ola Middle/High School Driveway South
(Right Turns Excluded)**

2028 Build Conditions			N Ola Rd		Ola Middle/High School Dw				
HOUR OF DAY	yes MAIN STREET VOLUME	no MINOR STREET VOLUME	WARRANT 1A	WARRANT 1B	Combo 80%		WARRANT 2	WARRANT	
					A	B		3A	3B
6:00	0	0							
7:00	1449	80	MAIN	BOTH	MAIN	BOTH	YES		
8:00	1008	180	BOTH	BOTH	BOTH	BOTH	YES	YES	
9:00	0	0							
10:00	0	0							
11:00	0	0							
12:00	0	0							
13:00	0	0							
14:00	664	63	MAIN		MAIN	SIDE			
15:00	826	173	BOTH	SIDE	BOTH	BOTH		YES	
16:00	662	151	BOTH	SIDE	BOTH	SIDE		YES	
17:00	844	60	MAIN		MAIN	BOTH			
18:00	0	0							

REQUIRED VOLUMES:

MAIN STREET	600	900	480	720			
SIDE STREET	150	75	120	60			
HOURS REQUIRED	8	8	8	8	4	1	1
HOURS MET	3	2	3	4	2	3	0

NO. OF LANES:

MAIN STREET (1 or 2)	2
SIDE STREET (1 or 2)	1

NO. OF APPROACHES (3 or 4) 3

DOES MAIN STREET SPEED EXCEED 40 MPH, Y or N ? N

Traffic Signal Warrant Analysis for SR 81 and ROAD W

Distributions by Movement

		SR 81 Eastbound					SR 81 Westbound					Site Dwy W Southbound					
		U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Trip Dist	IN		40%	10%						10%							
	OUT								25%							25%	25%
PB Dist	IN		20%	-20%					-15%	15%							
	OUT														20%		15%

Project Generated Trips (New Generated Trips + Pass-By Trips)

Time	SR 81 Eastbound					SR 81 Westbound					Site Dwy W Southbound					Time	Hourly Dist. (%)
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR		
6:00 AM	0	137	-16	0	0	0	0	30	54	0	0	0	0	0	0	6:00 AM	4.5%
7:00 AM	0	162	-19	0	0	0	0	23	65	0	0	0	0	0	0	7:00 AM	6.1%
8:00 AM	0	158	-18	0	0	0	0	35	63	0	0	0	0	0	0	8:00 AM	5.2%
9:00 AM	0	125	-15	0	0	0	0	28	49	0	0	0	0	0	0	9:00 AM	4.1%
10:00 AM	0	130	-15	0	0	0	0	29	52	0	0	0	0	0	0	10:00 AM	3.7%
11:00 AM	0	130	-15	0	0	0	0	29	52	0	0	0	0	0	0	11:00 AM	4.3%
12:00 PM	0	137	-16	0	0	0	0	30	54	0	0	0	0	0	0	12:00 PM	4.5%
1:00 PM	0	146	-17	0	0	0	0	32	58	0	0	0	0	0	0	1:00 PM	4.8%
2:00 PM	0	146	-17	0	0	0	0	32	58	0	0	0	0	0	0	2:00 PM	4.8%
3:00 PM	0	176	-21	0	0	0	0	39	70	0	0	0	0	0	0	3:00 PM	5.8%
4:00 PM	0	191	-22	0	0	0	0	42	76	0	0	0	0	0	0	4:00 PM	6.3%
5:00 PM	0	232	-32	0	0	0	0	44	94	0	0	0	0	0	0	5:00 PM	6.8%
6:00 PM	0	173	-20	0	0	0	0	38	69	0	0	0	0	0	0	6:00 PM	5.7%
		2043	-243					431	814			0		0			

New Generated Trips

Time	SR 81 Eastbound					SR 81 Westbound										Site Dwy W Southbound					Time	Hourly Dist. (%)
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR			
																				OUT		
6:00 AM		97	24					60	24								60		60		6:00 AM	4.5%
7:00 AM		114	29					59	29								59		59		7:00 AM	6.1%
8:00 AM		112	28					70	28								70		70		8:00 AM	5.2%
9:00 AM		88	22					55	22								55		55		9:00 AM	4.1%
10:00 AM		79	20					50	20								50		50		10:00 AM	3.7%
11:00 AM		92	23					58	23								58		58		11:00 AM	4.3%
12:00 PM		97	24					60	24								60		60		12:00 PM	4.5%
1:00 PM		103	26					64	26								64		64		1:00 PM	4.8%
2:00 PM		103	26					64	26								64		64		2:00 PM	4.8%
3:00 PM		124	31					78	31								78		78		3:00 PM	5.8%
4:00 PM		135	34					84	34								84		84		4:00 PM	6.3%
5:00 PM		160	40					98	40								98		98		5:00 PM	6.8%
6:00 PM		122	31					76	31								76		76		6:00 PM	5.7%
		1426						876				0										

- AM or PM Peak Trips * % Hourly Distribution
- Daily Trips * % Hourly Distribution

Pass-By Trips

Time	SR 81					SR 81										Site Dwy W					Time	Hourly Dist. (%)
	Eastbound					Westbound										Southbound						
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR			
		IN	IN					IN	IN								OUT		OUT			
6:00 AM		40	-40					-30	30								40		30		6:00 AM	4.5%
7:00 AM		48	-48					-36	36								48		36		7:00 AM	6.1%
8:00 AM		46	-46					-35	35								46		35		8:00 AM	5.2%
9:00 AM		37	-37					-27	27								37		27		9:00 AM	4.1%
10:00 AM		33	-33					-25	25								33		25		10:00 AM	3.7%
11:00 AM		38	-38					-29	29								38		29		11:00 AM	4.3%
12:00 PM		40	-40					-30	30								40		30		12:00 PM	4.5%
1:00 PM		43	-43					-32	32								43		32		1:00 PM	4.8%
2:00 PM		43	-43					-32	32								43		32		2:00 PM	4.8%
3:00 PM		52	-52					-39	39								52		39		3:00 PM	5.8%
4:00 PM		56	-56					-42	42								56		42		4:00 PM	6.3%
5:00 PM		72	-72					-54	54								72		54		5:00 PM	6.8%
6:00 PM		51	-51					-38	38								51		38		6:00 PM	5.7%
		599	-599					-449	449			0		0								

- AM or PM Peak Trips * % Hourly Distribution
- Daily Trips * % Hourly Distribution

Adjusted Turning Movement Count - Raw Plus Project Generated Trips (Warrant Volumes)

Time	SR 81			SR 81			Site Dwy E			Site Dwy W			Total	Rolling Hour
	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
6:00 AM	137	186	0	0	844	54	0	0	0	100	0	90	1411	
7:00 AM	162	392	0	0	994	65	0	0	0	107	0	95	1815	
8:00 AM	158	410	0	0	783	63	0	0	0	116	0	105	1635	
9:00 AM	125	346	0	0	584	49	0	0	0	92	0	82	1278	
10:00 AM	130	329	0	0	514	52	0	0	0	96	0	87	1208	
11:00 AM	130	446	0	0	546	52	0	0	0	96	0	87	1357	
12:00 PM	137	490	0	0	547	54	0	0	0	100	0	90	1418	
1:00 PM	146	541	0	0	549	58	0	0	0	107	0	96	1497	
2:00 PM	146	546	0	0	549	58	0	0	0	107	0	96	1502	
3:00 PM	176	677	0	0	639	70	0	0	0	130	0	117	1809	
4:00 PM	191	859	0	0	588	76	0	0	0	140	0	126	1980	
5:00 PM	232	914	0	0	625	94	0	0	0	170	0	152	2187	
6:00 PM	173	793	0	0	500	69	0	0	0	127	0	114	1776	

2028 Future No-Build Volumes

2028 Future No-Build Volumes													Existing	Build
Time	SR 81			SR 81			Site Dwy E			Site Dwy W			2024	2028
	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
6:00 AM	0	202	0	0	814	0	0	0	0	0	0	0	1,016	1,016
7:00 AM	0	411	0	0	971	0	0	0	0	0	0	0	1,382	2,398
8:00 AM	0	428	0	0	748	0	0	0	0	0	0	0	1,176	2,558
9:00 AM	0	361	0	0	556	0	0	0	0	0	0	0	917	2,093
10:00 AM	0	344	0	0	485	0	0	0	0	0	0	0	829	1,746
11:00 AM	0	461	0	0	517	0	0	0	0	0	0	0	978	1,895
12:00 PM	0	506	0	0	517	0	0	0	0	0	0	0	1,023	2,001
1:00 PM	0	558	0	0	517	0	0	0	0	0	0	0	1,075	2,098
2:00 PM	0	563	0	0	517	0	0	0	0	0	0	0	1,080	2,155
3:00 PM	0	698	0	0	600	0	0	0	0	0	0	0	1,298	2,378
4:00 PM	0	881	0	0	546	0	0	0	0	0	0	0	1,427	2,725
5:00 PM	0	946	0	0	581	0	0	0	0	0	0	0	1,527	2,954
6:00 PM	0	813	0	0	462	0	0	0	0	0	0	0	1,275	2,802

2.10%

**Traffic Signal Warrant Analysis for
SR 81 at Site Driveway West (Road W)
(Right Turns Excluded)**

2028 Build Conditions			SR 81				0		
HOUR OF DAY	yes MAIN STREET VOLUME	no MINOR STREET VOLUME	WARRANT 1A	WARRANT 1B	Combo 80%		WARRANT 2	WARRANT	
					A	B		3A	3B
6:00	1221	100	MAIN	BOTH	MAIN	BOTH	YES	YES	
7:00	1613	107	MAIN	BOTH	MAIN	BOTH	YES	YES	
8:00	1414	116	MAIN	BOTH	MAIN	BOTH	YES	YES	
9:00	1104	92	MAIN	BOTH	MAIN	BOTH			
10:00	1025	96	MAIN	BOTH	MAIN	BOTH			
11:00	1174	96	MAIN	BOTH	MAIN	BOTH			
12:00	1228	100	MAIN	BOTH	MAIN	BOTH	YES	YES	
13:00	1294	107	MAIN	BOTH	MAIN	BOTH	YES	YES	
14:00	1299	107	MAIN	BOTH	MAIN	BOTH	YES	YES	
15:00	1562	130	MAIN	BOTH	BOTH	BOTH	YES	YES	YES
16:00	1714	140	MAIN	BOTH	BOTH	BOTH	YES	YES	YES
17:00	1865	170	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
18:00	1466	127	MAIN	BOTH	BOTH	BOTH	YES	YES	

REQUIRED VOLUMES:

MAIN STREET	600	900	480	720				
SIDE STREET	150	75	120	60				
HOURS REQUIRED	8	8	8	8	4	1	1	
HOURS MET	1	13	4	13	10	10	3	

NO. OF LANES:

MAIN STREET (1 or 2)	2
SIDE STREET (1 or 2)	1

NO. OF APPROACHES (3 or 4) 3

DOES MAIN STREET SPEED EXCEED 40 MPH, Y or N ?

N